

October 14, 2015

Mr. Ryan Vandenburg Acting Manager, Development Services, Public Works Region of Peel 10 Peel Centre Drive, Suite A, 6th Floor, Room 601 **BRAMPTON ON L6T 4B9** 

Dear Mr. Vandenburg:

RE: Official Plan Amendment No. 32

Lakeview Neighbourhood and Lakeview Employment Area Character Areas

File: OPA 32 - Ward 1

This is further to the Notice of Decision given on September 24, 2015, under subsection 17(23) of the Planning Act with respect to City of Mississauga Official Plan (Mississauga Plan) Amendment Number 32 as enacted by By-law 0213-2015.

Since no appeals were received during the prescribed period within which appeals could be made, this Amendment came into force on October 14, 2015.

Enclosed for your records is executed Declaration to be inserted in your duplicate original copy of the amendment.

Diana Rusnov, Deputy Clerk and **Manager Legislative Services Corporate Services Department** 

905-615-3200 ext-5421

:mj

Karin Phuong, Planner, Planning & Building (via email) Farah Sharib, Planning & Building (Duplicate Original Amendment & remaining books)

**Enclosure** 

## **DECLARATION**

Subsection 17 of the Planning Act

Applicant:

The City of Mississauga

Municipality

City of Mississauga

Our File:

**OPA 32** 

- I, Diana Rusnov, Deputy Clerk, solemnly declare,
- 1. That the decision in respect of the above-noted matter was made on September 16, 2015 when By-law Number 0213-2015 was enacted and that notice as required by subsection 17 of the Planning Act was given on September 24, 2015.
- 2. That no appeal to the Ontario Municipal Board of the decision in respect of the above-noted matter was received under subsection 17 of the Planning Act within the time specified for submitting an appeal.

And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

Declared before me

at the City of Mississauga

in the Regional Municipality of Peel

This 14th day of October 2015.

Commissioner of Oaths

DONNA RAE LEBRETON, a Commissioner, etc., Regional Municipality of Peel, for the

Corporation of the City of Mississauga. Expires May 3, 2016. Declarant



September 24, 2015

Mr. Ryan Vandenburg Acting Manager, Development Services, Public Works Region of Peel 10 Peel Centre Drive, Suite A, 6<sup>th</sup> Floor, Room 601 BRAMPTON ON L6T 4B9

Dear Mr. Vandenburg:

RE:

Official Plan Amendment No. 32

Lakeview Neighbourhood and Lakeview Employment Area Character Areas

File: OPA 32 - Ward 1

Please find enclosed the Notice of Decision for Official Plan Amendment 32, and duplicate original copy of the amendment. This amendment was adopted by Council on September 16, 2015, by By-law 0213-2015. The Mississauga Plan (Official Plan) Amendment has been prepared in accordance with PDC Recommendation PDC 0015-2015, adopted by City Council on March 11, 2015.

Also enclosed for your records is a copy of the Certificate of Public Meeting and Notification, Record of Written Submissions, and minutes of the Planning & Development Committee meeting of February 23, 2015.

Yours truly,

Diana Rusnov, Deputy Clerk and Manager Legislative Services Corporate Services Department

905-615-3200 X 5421

: mj

cc:

Karin Phuong, Planning and Building (Working copy of Amendment)
Farah Sharib, Planning and Building (Viewing copy of Amendment)



# THE CORPORATION OF THE CITY OF MISSISSAUGA BY-LAW NUMBER .0213 - 2015

A by-law to Adopt Mississauga Official Plan Amendment No. 32

WHEREAS in accordance with the provisions of sections 17 or 22 of the Planning Act, R.S.O. 1990, c.P.13, as amended, (the "Planning Act") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the Planning Act, the Ministry of Municipal Affairs and Housing ("MMAH") authorized the Regional Municipality of Peel (the "Region") an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region of Peel has advised that, with regard to Amendment No. 32, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. The following text, Maps "A" to "G-2" and Attachment 1, Lakeview Local Area Plan, constitute Amendment No. 32 to Mississauga Official Plan, of the City of Mississauga Planning Area, are adopted.

ENACTED and PASSED this day of Septembor, 2015.

**APPROVED** AS TO FORM City Solicitor

## Amendment No. 32

<u>to</u>

Mississauga Official Plan

for the

City of Mississauga Planning Area

#### Amendment No. 32

<u>to</u>

## Mississauga Official Plan

#### for the

#### City of Mississauga Planning Area

The following text, Lakeview Local Area Plan designated Schedule "A" and maps designated Map "A" to Map "G-2," attached hereto constitutes Amendment No. 32.

Also attached hereto but not constituting parts of the Amendment are Appendices I, II, III, and IV.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated January 14, 2014 pertaining to this Amendment.

Appendix III is a copy of the Planning and Building Department report dated May 13, 2014 pertaining to this Amendment.

Appendix IV is a copy of the Planning and Building Department report dated February 3, 2015 pertaining to this Amendment.

#### **PURPOSE**

The purpose of this Amendment is to replace the Lakeview Local Area Plan of Mississauga Official Plan and to redesignate certain parcels of land to "Mixed Use," "Residential Low Density II," and "Residential Medium Density."

This Amendment amends the designated Right-of-Way width of Lakeshore Road East between Greaves Avenue and Etobicoke Creek from 35 m to 44.5 m, and to add Lakefront Promenade as a Minor Collector road with a right-of-way width of 30 m.

This Amendment revises the location of the circle denoting "Community Node to be Defined" for the Lakeview Community Node by moving it further east near Ogden Avenue.

This Amendment revises the tables, maps, text, and schedules of Mississauga Official Plan to reflect changes to the Lakeview Local Area Plan.

#### LOCATION

The lands affected by this Amendment are located in Lakeview which is subject to a Local Area Plan and contains the Lakeview Neighbourhood Character Area and Lakeview Employment Character Area.

#### **BASIS**

Mississauga Official Plan came into effect on November 14, 2012, save and except for those policies and land use designations which have been appealed to the Ontario Municipal Board.

The subject lands are located in the Lakeview Neighbourhood and Lakeview Employment Area Character Areas, as identified in Mississauga Official Plan.

The proposed Amendment is acceptable from a planning standpoint and should be approved as the subject lands have been reviewed and updated to reflect changing local circumstances and the policies in the Mississauga Official Plan principal document.

Details regarding this Amendment are contained in the Planning and Building reports dated February 3, 2014, June 2, 2014, and February 23, 2015, attached as Appendix II, Appendix III, and Appendix IV, respectively.

#### DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

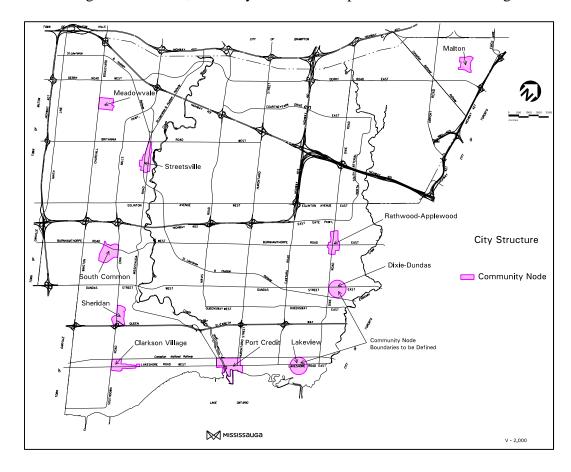
- 1. The Lakeview Local Area Plan, of Mississauga Official Plan is hereby amended by deleting and replacing it with the Lakeview Local Area Plan attached as Schedule "A" of this Amendment.
- 2. Table 8-1: Road Classification Arterials, Create a Multi-Modal City, of Mississauga Official Plan, is hereby amended by changing Lakeshore Road East between Greaves Avenue and Etobicoke Creek from a right-of-way width of 35 m to 44.5 m as follows:

Street	From	To	Jurisdiction	R.O.W.
Lakeshore Rd. E.	Greaves Ave.		Mississauga	44.5 m
		Creek		

3. Table 8-3: Road Classification – Minor Collectors, Create a Multi-Modal City, of Mississauga Official Plan, is hereby amended by adding Lakefront Promenade, a street located in the Lakeview Employment Character Area, between Lakeshore Road East and south of Rangeview Road with a right-of-way range of 30 m as follows:

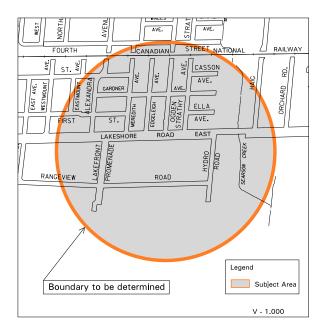
Character	Street	From	To	Jurisdiction	R.O.W.
Area					Range
Lakeview	Lakefront	Lakeshore	Approximately	Mississauga	30 m
Employment	Prom.	Rd. E.	87 m south of		
Area			Rangeview Rd.		

4. Map 14-1: City Structure – Community Node, Community Nodes, of Mississauga Official Plan, is hereby deleted and replaced with the following:

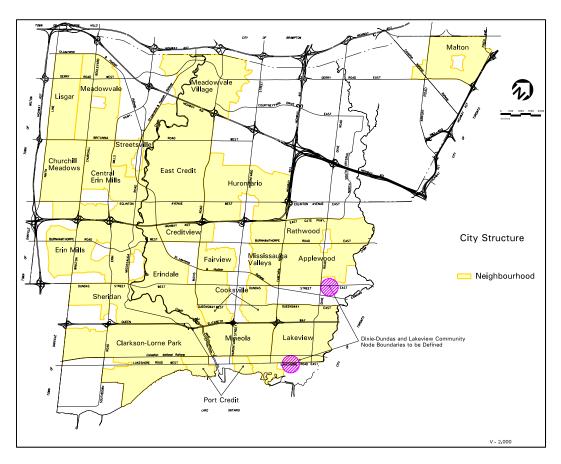


5. Section 14.4, Community Nodes, Lakeview, of Mississauga Official Plan, is hereby deleted and replaced with the following:

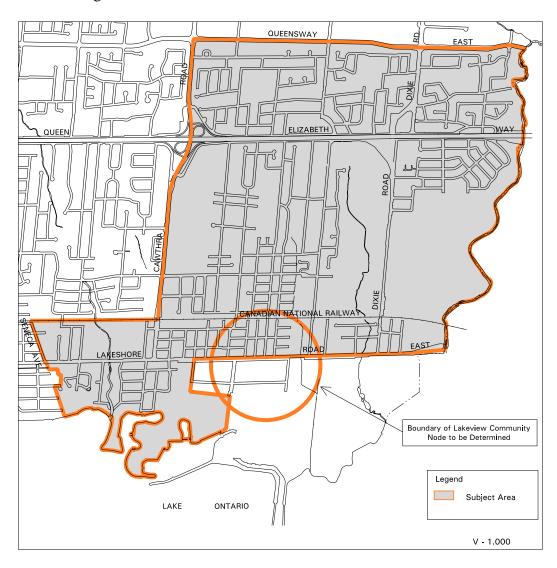
The boundary of the Lakeview Community Node will be determined through the next phase of study for Inspiration Lakeview. Until such time, the official plan policies for lands within the subject area are contained in the Lakeview Local Area Plan and the policies of this Plan. 6. Map 14-4: Lakeview Community Node Character Area, Community Nodes, Lakeview, of Mississauga Official Plan, is hereby deleted and replaced with the following:



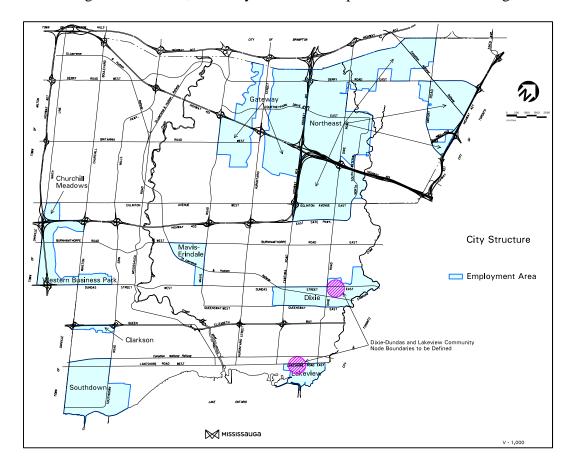
7. Map 16-1: City Structure – Neighbourhoods, Neighbourhoods, of Mississauga Official Plan, is hereby deleted and replaced with the following:



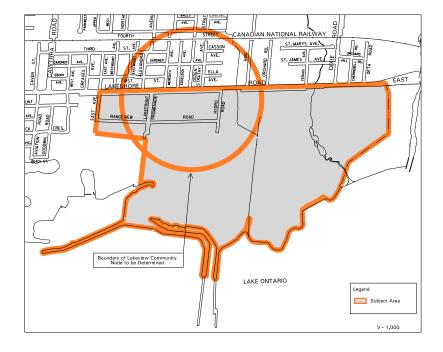
8. Map 16-13: Lakeview Neighbourhood Character Area, Neighbourhoods, Lakeview, of Mississauga Official Plan, is hereby deleted and replaced with the following:



9. Map 17-1: City Structure – Employment Areas, Employment Areas, of Mississauga Official Plan, is hereby deleted and replaced with the following:



10. Map 17-6: Lakeview Employment Area, Employment Areas, Lakeview, of Mississauga Official Plan, is hereby deleted and replaced with the following:



- 11. Schedule 1 Urban System, of Mississauga Official Plan, is hereby amended by placing the circle denoting "Community Node Boundaries to be Defined" for the Lakeview Community Node further east near Ogden Avenue, as shown in Map "A" of this Amendment.
- 12. Schedule 1b Urban System City Structure, of Mississauga Official Plan, is hereby amended by placing the circle denoting "Community Node Boundaries to be Defined" for the Lakeview Community Node further east near Ogden Avenue, as shown in Map "B" of this Amendment.
- 13. Schedule 2 Intensification Areas, of Mississauga Official Plan, is hereby amended by placing the circle denoting "Community Node Boundaries to be Defined" for the Lakeview Community Node further near Ogden Avenue, as shown in Map "C" of this Amendment.
- 14. Schedule 5 Long Term Road Network, of Mississauga Official Plan, is hereby amended by identifying Lakefront Promenade as a "Minor Collector," as shown in Map "D" of this Amendment.
- 15. Schedule 8 Designated Right-of-Way Widths, of Mississauga Official Plan, is hereby amended by changing the Right-of-Way width of Lakeshore Road East between Greaves Avenue and Etobicoke Creek from 35 m to 44.5 m, as shown in Map "E" of this Amendment.
- 16. Schedule 9 Character Areas, of Mississauga Official Plan, is hereby amended by placing the circle denoting "Community Node Boundaries to be Defined" for the Lakeview Community Node further east near Ogden Avenue, as shown in Map "F" of this Amendment.
- 17. Schedule 10 Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the land use designations for the parcels identified on Map "G-1" to "Mixed Use," "Residential Low Density II," and "Residential Medium Density," as identified on Map "G-2" of this Amendment, and by placing the circle denoting "Community Node Boundaries to be Defined" for the Lakeview Community Node near Ogden Avenue as identified on Map "G-2."

#### **IMPLEMENTATION**

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment, and thereafter forms part of the Mississauga Official Plan.

The lands will be rezoned to implement this Amendment.

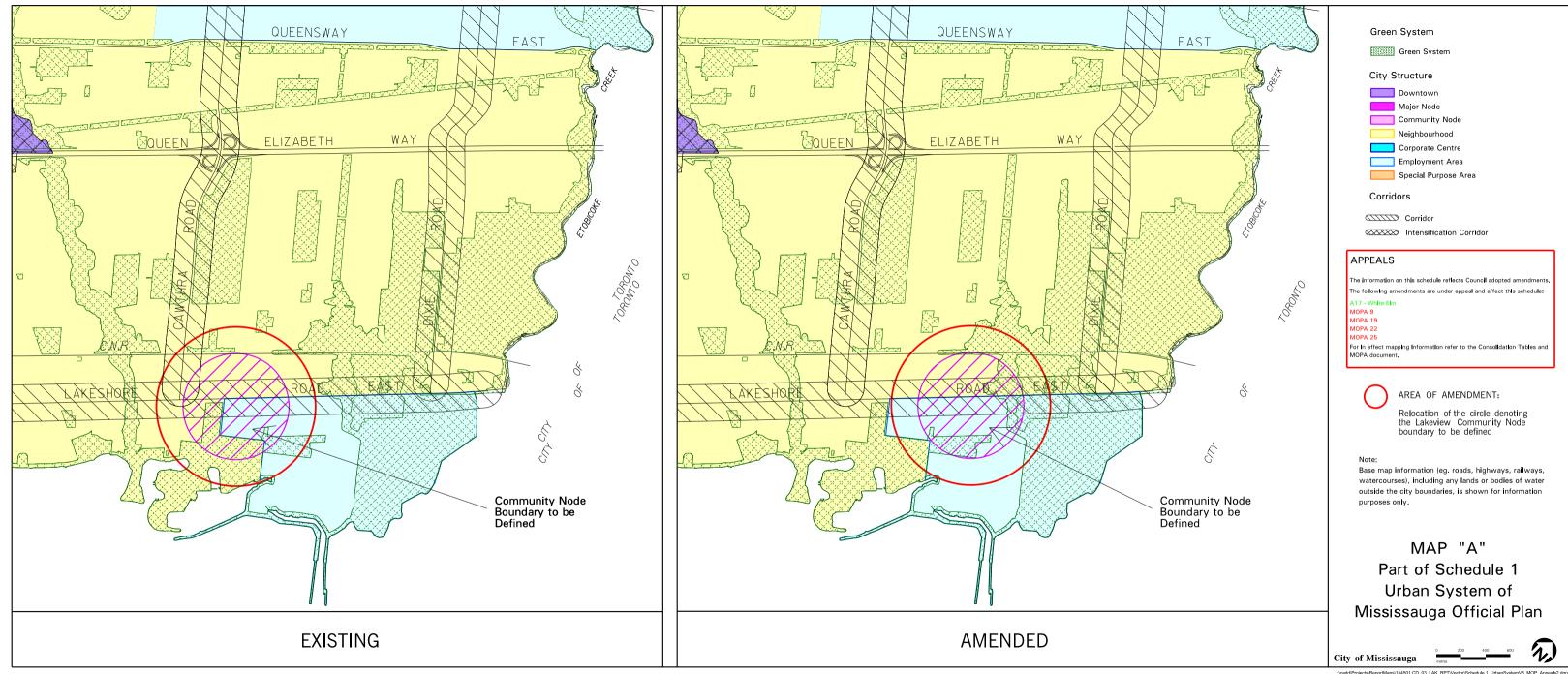
This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan dated July 30, 2014.

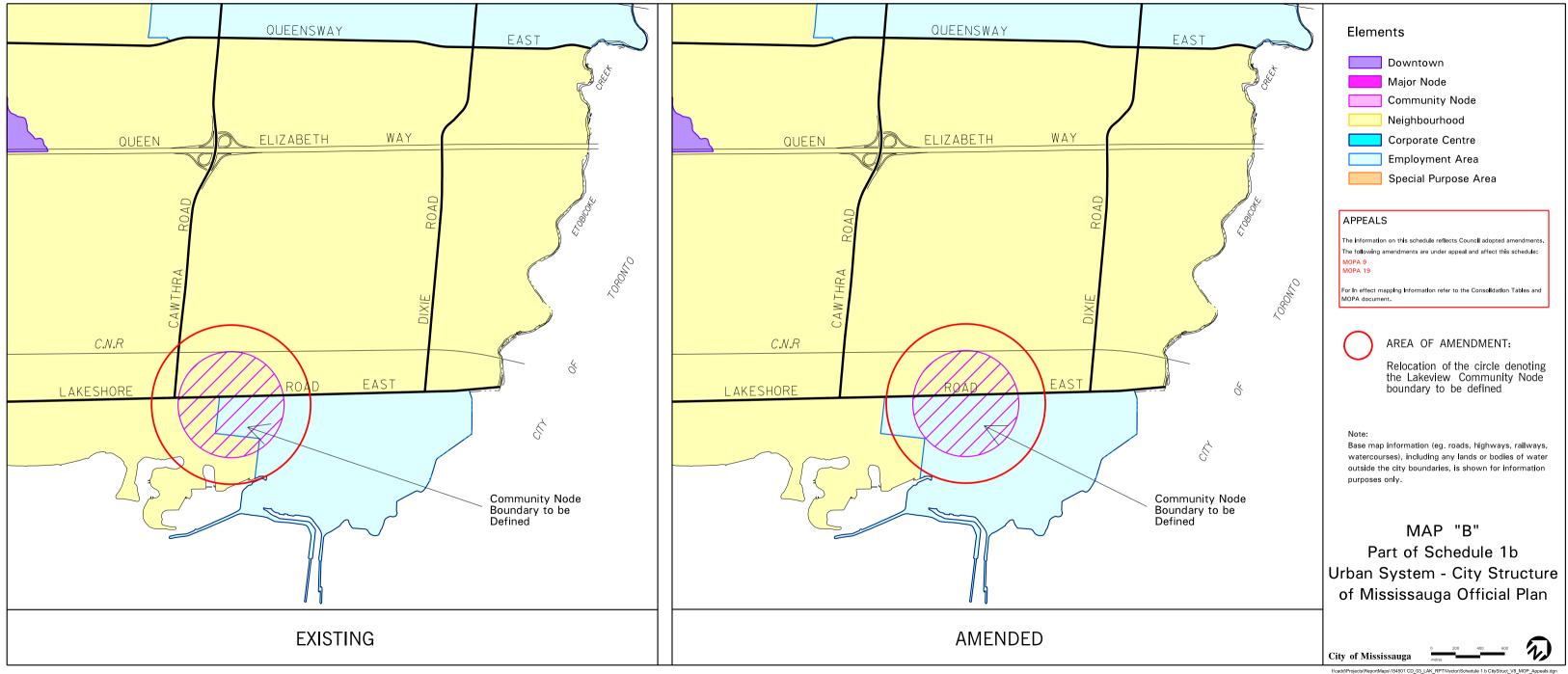
#### **INTERPRETATION**

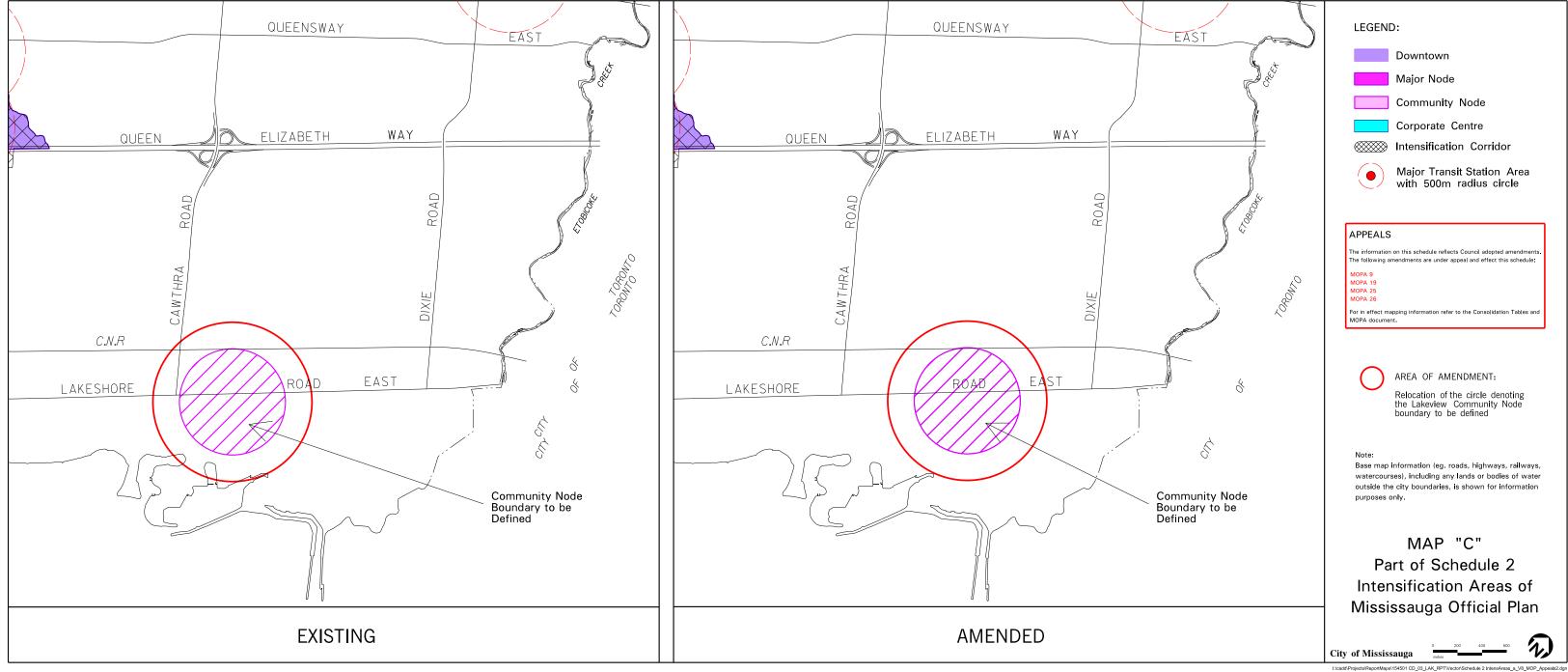
The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

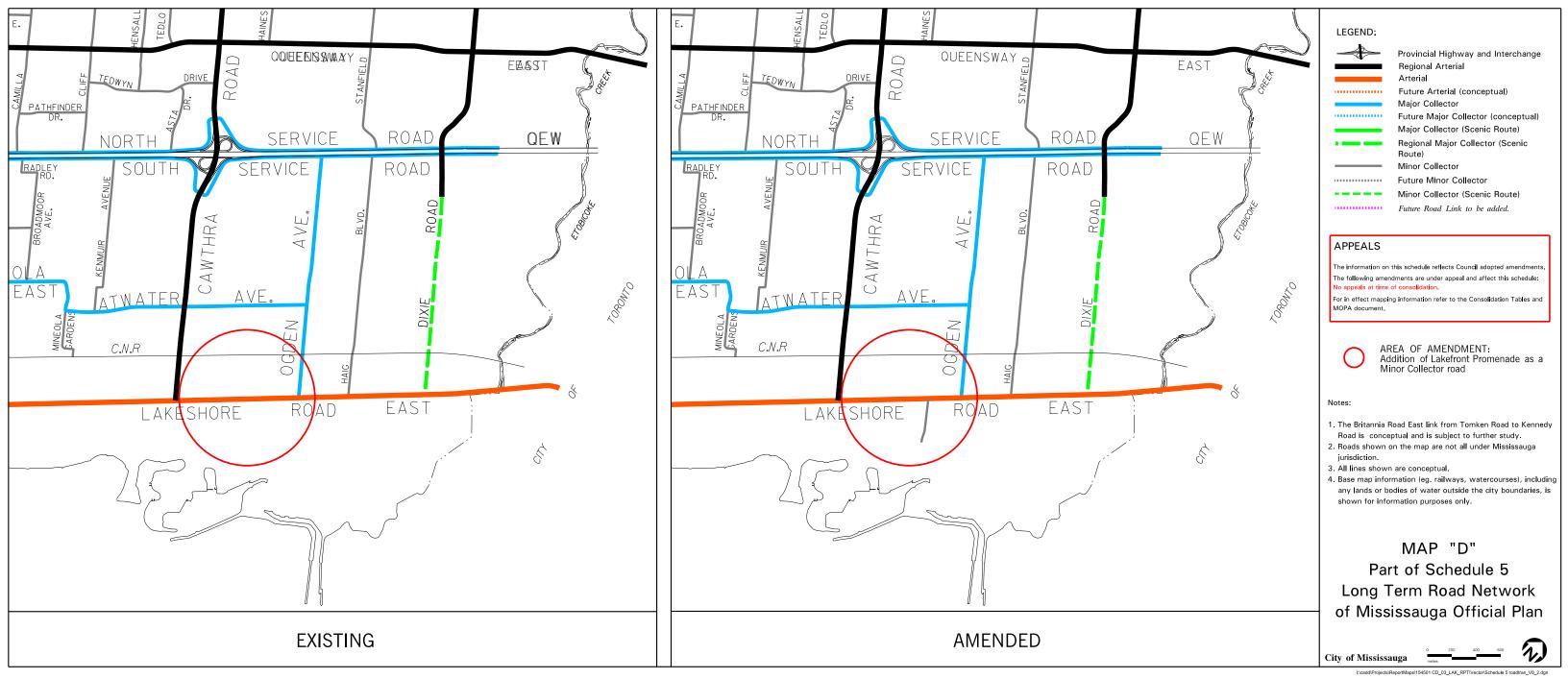
This Amendment supplements the intent and policies of Mississauga Official Plan.

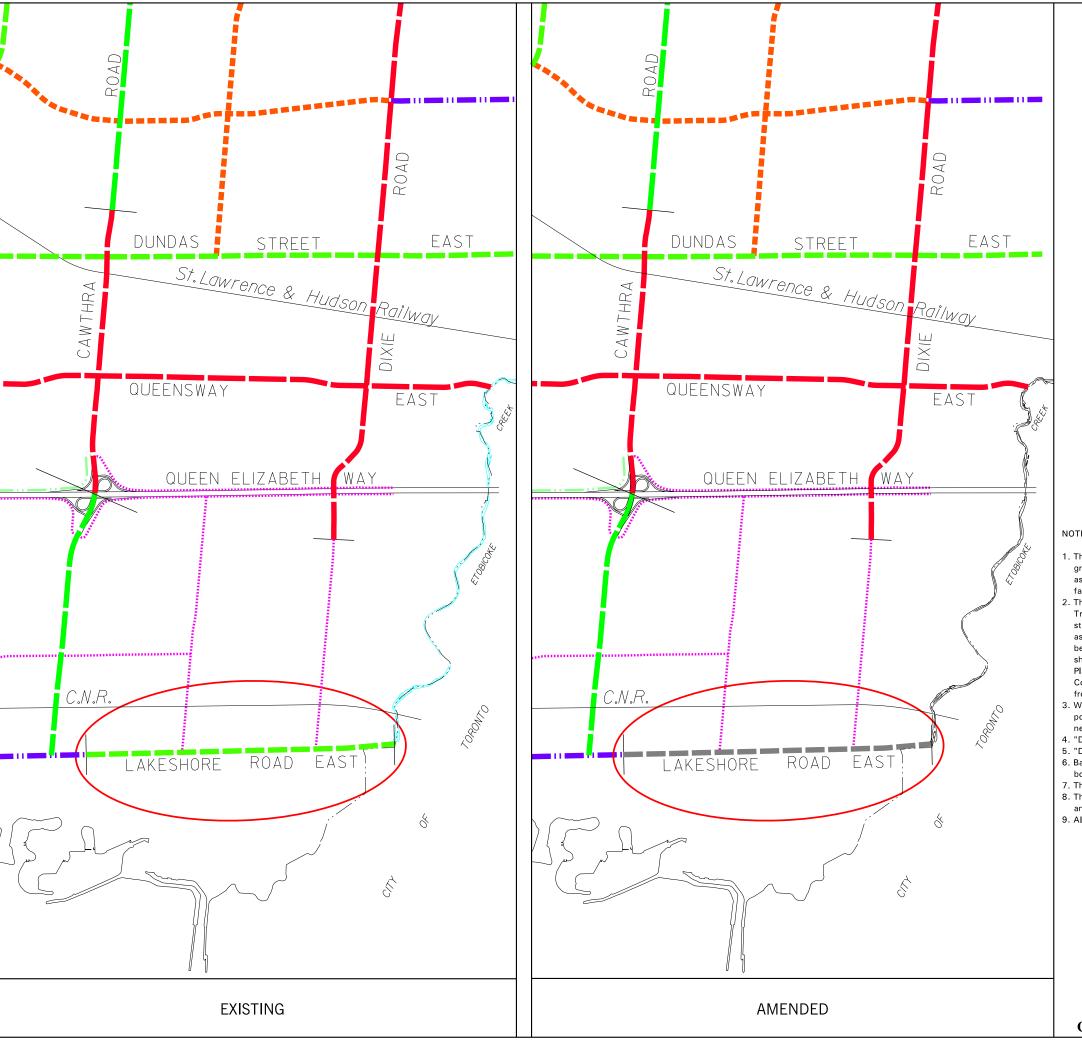
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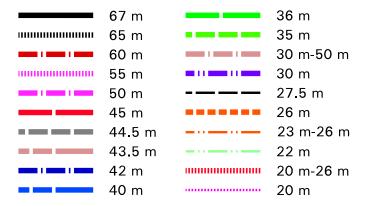








#### LEGEND:



## **APPEALS**

The information on this schedule reflects Council adopted amendments.

The following amendments are under appeal and affect this schedule: No appeals at time of consolidation.

For in effect mapping information refer to the Consolidation Tables and MOPA document.



AREA OF AMENDMENT:

Right-of-Way width of Lakeshore Road East between Greaves Avenue and Etobicoke Creek to 44.5m

#### NOTES:

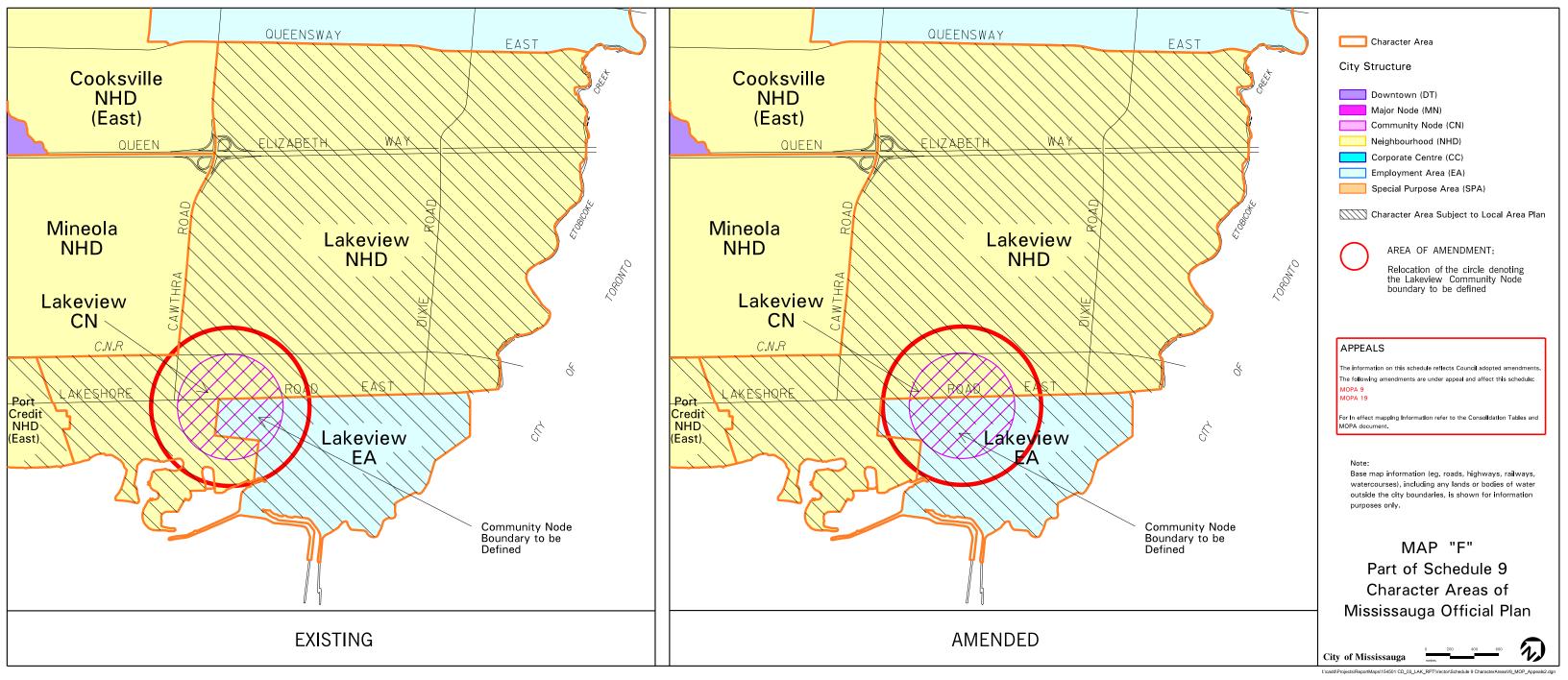
- 1. These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate necessary features such as embankments, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, cycling facilities, or to provide for necessary improvements for safety in certain locations.
- 2. These right-of-way widths are intended to accommodate the Higher Order Transit Corridors, Bus Rapid Transit facility and Bus Rapid Transit stations shown schematically on Schedule 6, as well as transit stations along Higher Order Transit Corridors, automobile, truck and other vehicular movements. Where as a result of further studies the land areas required to accommodate these rights-of-way are deemed to be insufficient, the City may acquire additional rights-of-way in excess of the basic right-of-way widths shown on Schedule 8. Portions of the Bus Rapid Transit facility are protected under the Parkway Belt West Plan. In addition, the City may acquire lands for a public transit right-of-way along Higher Order Transit Corridors and the Bus Rapid Transit Corridor where the creation of a public transit right-of-way separate from, adjacent to, or in addition to a road right-of-way is deemed appropriate.
- 3. While it is intended that this Schedule provide a basis for retaining or acquiring rights-of-way for current or possible future transportation purposes, it is not intended to imply that all designated rights-of-way will necessarily be used for transportation purposes.
- 4. "Designated Right-of-Way Widths" of Regional Roads as shown in the Region of Peel Official Plan.
- 5. "Designated Right-of-Way Widths" shown on the map are not all under Mississauga jurisdiction.
- 6. Base map information (eg. railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
- 7. The rights-of-way for Minor Collector Roads are identified in Table 8-3.
- 8. The Eglinton Avenue right-of-way east of Etobicoke Creek consists of a 36m road right-of-way (Toronto) and a 14m right-of-way for the Bus Rapid Transit.
- 9. All lines shown are conceptual.

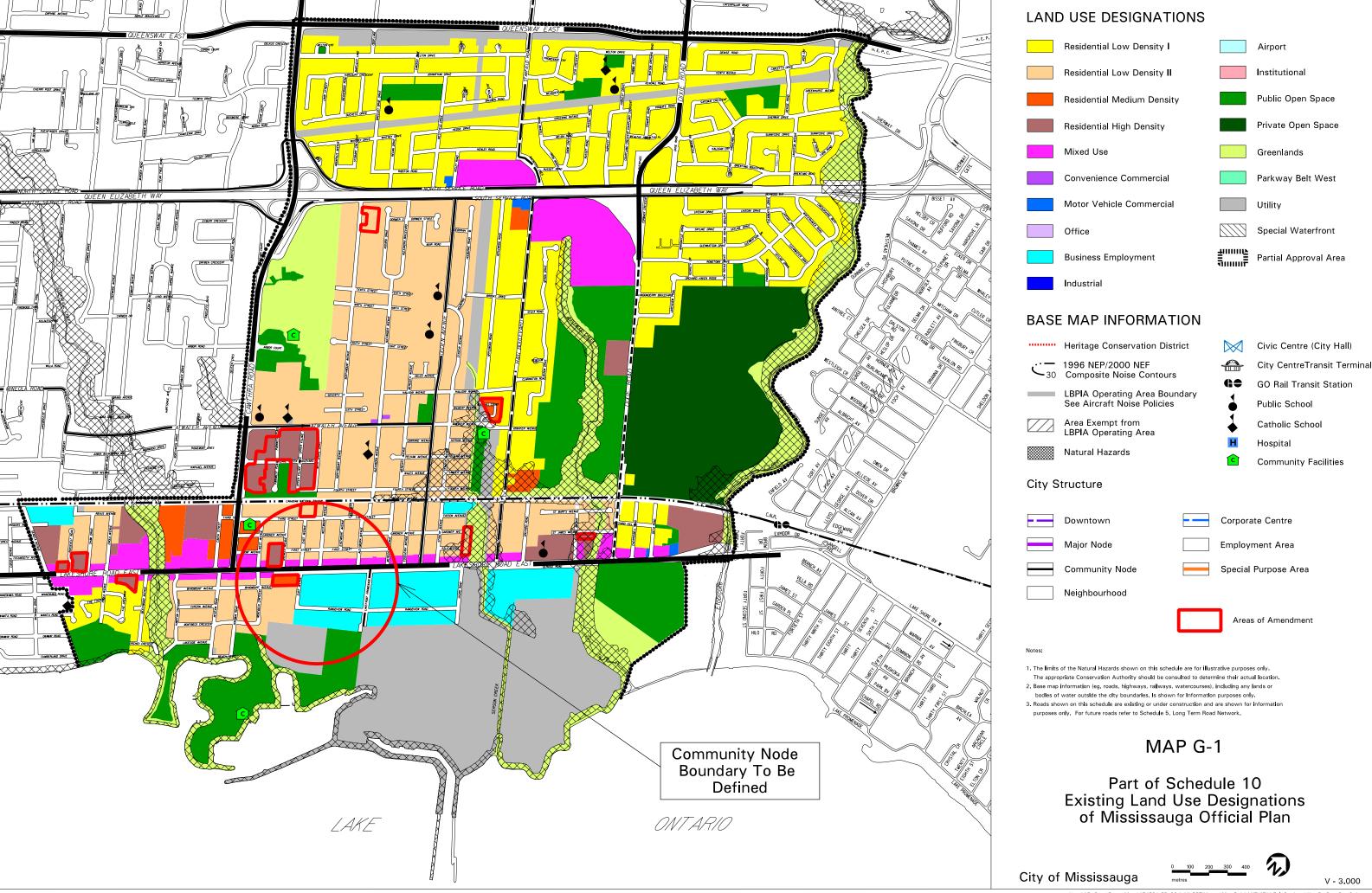
## MAP "E"

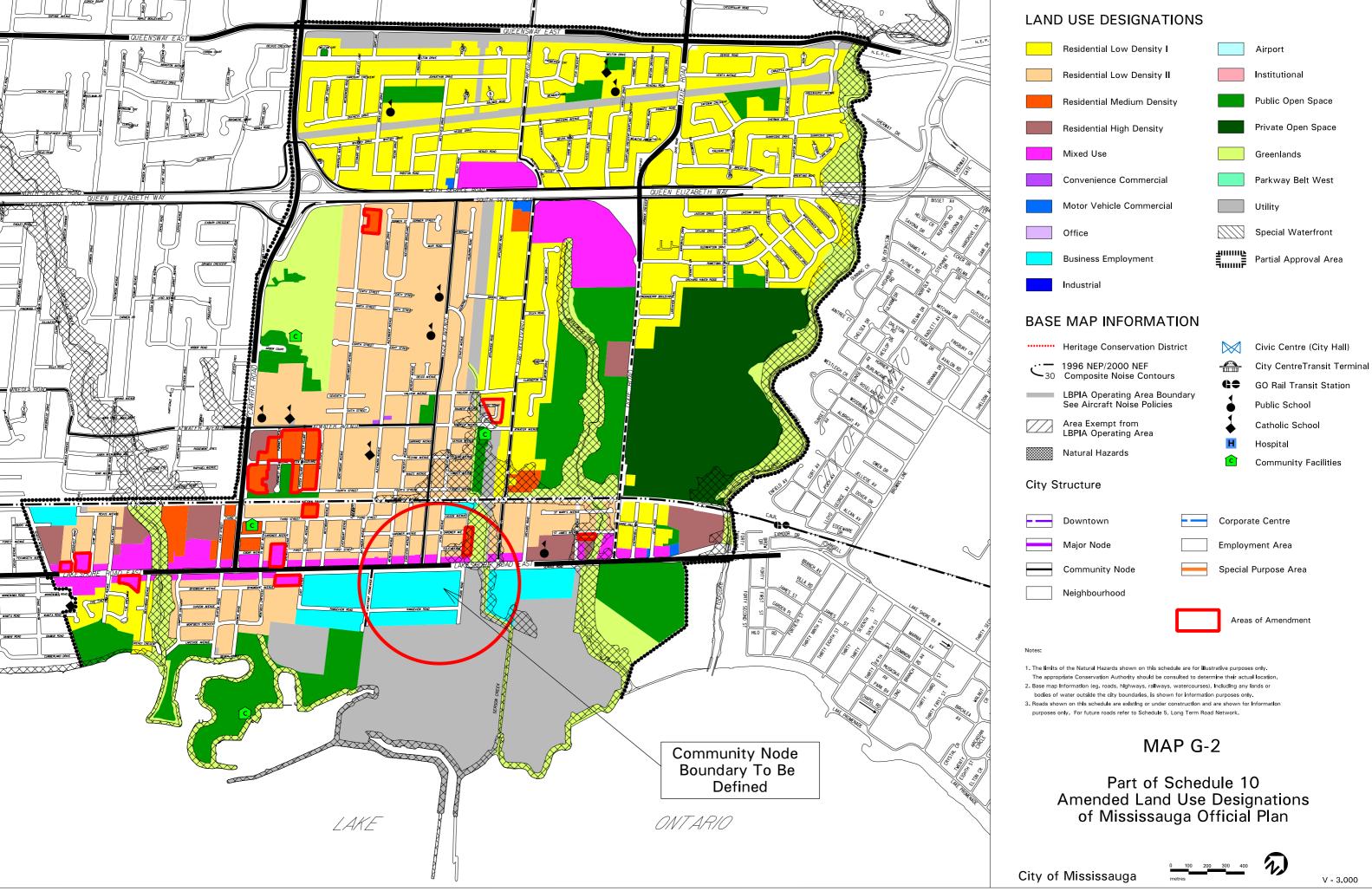
Part of Schedule 8 Designated Right-of-Way Widths of Mississauga Official Plan

City of Mississauga









# Lakeview Local Area Plan Table of Contents

		PAGE
1.0	How to Read the Lakeview Local Area Plan	1
2.0	Historical Context	2
3.0	Current Context	3
4.0	Collaboration	4
5.0	Vision	5
5.1	Guiding Principles	
5.2	Community Concept	
	5.2.1 Green System	
	5.2.2 Community Node	
	5.2.3 Neighbourhoods	
	5.2.4 Employment Area	7
	5.2.5 Corridors	
6.0	Direct Growth	8
6.1	Community Node Character Area	8
6.2	Neighbourhood Character Areas	S
6.3	Lakeshore Road Corridor	g
7.0	Value the Environment	10
7.1	Green System	10
7.2	Urban Forest	11
7.3	Living Green	11
8.0	Complete Communities	11
8.1	Housing	12
8.2	Cultural Heritage	12
8.3	Community and Cultural Infrastructure	12
8.4	Distinct Identity and the Waterfront	13
9.0	Multi-Modal City	14
9.1	Corridor Protection	14
9.2	Road Network	15
9.3	Transit Network	15
94	Parking and Transportation Demand Management	15

10.0	Desirable Urban Form			
10.1	Neighbourhoods	16		
	10.1.2 North Residential Neighbourhood (Applewood Acres, Sherway West)	16		
	10.1.3 Central Residential Neighbourhood (Cawthra Village, Orchard Heights, Serson Terrace)			
	10.1.4 South Residential Neighbourhood (Creekside, Lakeside, Lakeview West, Lakeview Village)			
10.2	Employment	17		
	10.2.1 Arsenal Woodlands Precinct	17		
	10.2.2 Ontario Power Generation (OPG) Lands Precinct and Lakefront Business Park Precinct	18		
10.3	Lakeshore Corridor	19		
10.4	Community Node	20		
10.5	Built FormTypes	20		
11.0	Strong Economy	22		
12.0	Land Use Designations	23		
12.1	General			
12.2	Residential Medium Density	23		
12.3	Mixed Use			
12.4	Business Employment	23		
13.0	Special Site and Exempt Site Policies	24		
13.1	Special Sites			
13.2	Exempt Sites			
14.0	Implementation	38		

## **MAPS:**

Map 1: Lakeview Local Area Plan Precincts and Sub-Areas

Map 2: Lakeview Local Area Plan Long Term Road and Transit Network

Map 3: Lakeview Local Area Plan Height Limits

#### **APPENDICES:**

Appendix I: Lakeview Built Form Standards

Appendix II: Lakeshore Road Transportation Review Study - Executive Summary

#### **OTHER INFORMATION:**

Credits

# 1.0 How to Read the Lakeview Local Area Plan

Mississauga Official Plan ("the Plan") consists of a principal document and a series of local area plans, provided under separate cover. This is the Lakeview Local Area Plan ("Area Plan") and provides policies for lands located in southeast Mississauga as shown in Figure 1. It includes lands identified in the City Structure as a Community Node, Neighbourhood Area and Employment Area.

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

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

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

For the purpose of this Area Plan, when Lakeview is referenced, it includes lands within the Lakeview Community Node, Neighbourhood and Employment Character Areas.

Policies and the boundaries for the Community Node will be determined following the next phase of study for Inspiration Lakeview. Principles for the future development of the Community Node have been included in this Area Plan.

Appendices attached to this Area Plan have been included for information purposes.

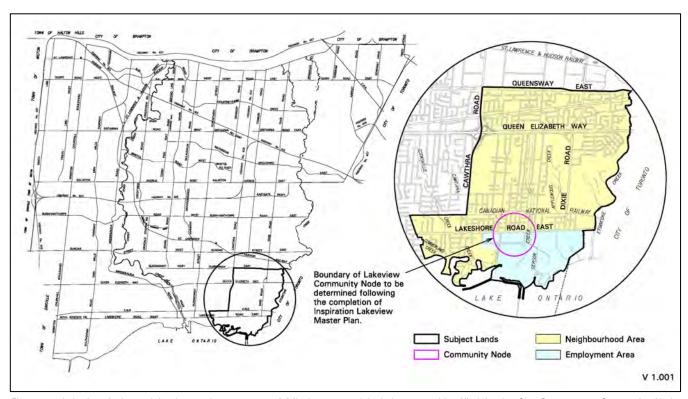


Figure 1: Lakeview is located in the southeast corner of Mississauga and includes areas identified in the City Structure as Community Node, Neighbourhood Area, and Employment Area.

Included in the appendices is the Lakeview Built Form Standards (Appendix I) which will be used during the review of development applications. This document demonstrates how the urban form policies can be achieved.

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

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

#### 2.0 Historical Context

In the early 1800s, the Lakeview community consisted of large family owned farms. The Cawthra, Cavan, Haig, Ogden, Halliday, and Shaw families all owned land in the area. Many of the street names today bear the family names of the farmers and land owners in the area. The Cawthra-Elliot Estate remains a significant heritage site in the City of Mississauga.

Lake Shore Road first opened in 1804, and in 1917 it was the first concrete road in Ontario, and one of the longest cement roads between two cities in the world. By 1944, the road became what we know it as today: Lakeshore Road. Historically, commercial development has occurred on Lakeshore Road and primarily in a strip form along the *corridor*.

In 1915, Curtiss Aeroplanes and Motors Ltd. established Canada's first aerodrome, officially known as the Long Branch Aerodrome and Flying School on the site now owned by Ontario Power Generation (OPG) Incorporated.

Lakeview has a history of significant industrial and military presence. The Long Branch Rifle Ranges, located at the terminus of Dixie Road, on the south side of Lakeshore Road East were used as an active site for militia training and a Cadet program used by the Department of National Defence during World War I. Remnants of the bunkers today remain on the site.

In 1935, the Department of Defence purchased the site at Lakeshore Road East and Dixie Road, and Small Arms Limited, a munitions factory, opened in 1940. The company manufactured armaments, munitions and materials through the Second World War until 1974. This site is commonly known today as the Arsenal Lands. The Small Arms Inspection Building was saved from being demolished in 2009 by a community group in Lakeview.





Figure 2: Heritage sites such as the Cawthra-Elliot Estate (left photo) and Lakeview Park School (right photo) provide a glance of Lakeview's past when it was once a village community.

Some early subdivisions within the Lakeview area date to the Second World War time period. Wartime houses were built to alleviate the housing shortage for workers at the munitions factory and for returning veterans.

The many heritage sites provide a glance of Lakeview's past as a village community: the Lakeview Golf and Country Club (1907), Adamson Estate (1919), Pallett-McMaster House (1911), Lakeview Park School (1923), Cawthra-Elliot Estate (1926), and a 1950s contempo gas station.

By 1950, Lakeview had transformed from a rural area into a suburban landscape with land used for industrial, residential, commercial and public spaces. New subdivisions were being built such as Orchard Heights and Applewood Acres. New businesses and industries, such as what is now Dixie Outlet Mall were established as a result of the increasing population. In 1958, the Lakeview Generating Station was erected on the Long Branch Rifle Ranges land providing electricity for the people of Ontario for 43 years before being decommissioned in 2005.

For decades, Lakeview has provided water and wastewater servicing for Mississauga and the surrounding municipalities. The Lakeview Water Treatment Plant was constructed in 1952, and the Lakeview Wastewater Treatment Plant (later renamed, G.E. Booth Wastewater Treatment Facility) opened in 1961. To date, both plants continue to play an important role in providing regional servicing needs.

## 3.0 Current Context

Lakeview is made up of stable residential neighbourhoods characterized by detached and semi-detached housing. Many homes built in the 1950s and 1960s are being renovated today or replaced largely with new detached housing, and some assembly for townhouses is occurring. Townhouses are found in pockets throughout Lakeview between Lakeshore Road East and the Queen Elizabeth Way. Apartment buildings are located mainly near the Canadian National Railway tracks at Cawthra Road, on Dixie Road, and several are built along Lakeshore Road East. There are a few multi-unit residential dwellings in Lakeview, including duplex, triplex and quadruplex.

The area is served by commercial facilities concentrated along Lakeshore Road East. However, it is fragmented by other uses such as motor vehicle repair garages and motor vehicle sales and service. The area along Lakeshore Road East to the east of Cawthra Road is in its early stages of revitalization to mainstreet retail, with newly built and proposed mixed use buildings. Neighbourhoods to the north are served by commercial facilities located along the Queen Elizabeth Way, namely Dixie Outlet Mall and Applewood Village Plaza.

An employment area is located south of Lakeshore Road East and east of East Avenue to Applewood Creek. This area contains a mix of business uses in construction, manufacturing, retailing, and wholesaling. Remnant industrial uses continue to operate on properties south of the Canadian National Rail Line.

The site of the former Lakeview Generating Station and the current G.E. Booth Wastewater Treatment Facility, situated south of Lakeshore Road East, occupies a major portion of the Lake Ontario *shoreline.* A major utility use in the area is the Lakeview Water Treatment Facility which is bordered by several parks including A.E. Crookes Park, Lakefront Promenade Park, and Douglas Kennedy Park.

Figure 3: LAKEVIEW AREA STATISTICS

	North Residential Neighbourhood Precinct	Central Residential Neighbourhood Precinct	South Residential Neighbourhood, Lakeshore Corridor and Employment Precincts	Total Lakeview
Land Area <sup>1</sup> (ha)	261	489	397	1,147
Population <sup>2</sup>	5,230	8,320	9,200	22,750
Employment <sup>3</sup>	580	1,790	3,100	5,470

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

The open space system predominately consists of golf courses, natural areas, creeks, trails, and parks along the Lake Ontario waterfront. These lands are culturally and recreationally significant and connect to Mississauga's parks system.

The waterfront is one of the distinctive elements of Lakeview, and physical and visual accessibility to the waterfront is integral to the community.

Cultural and heritage resources include heritage buildings, cultural landscapes associated with the scenic parks and golf courses, Lakeview's industrial past, former residential estates, and the Dixie Road Scenic Route.

The road network consists of the following east-west road connections: Queen Elizabeth Way, Lakeshore Road East, Queensway East, North and South Service Road, and Atwater Avenue. The north-south road connections are: Cawthra Road, Dixie Road, Ogden Avenue, Stanfield Road, and Haig Boulevard. For classification and rights-of-way, refer to the Road Classification tables found in Chapter 8 of Mississauga Official Plan.

Population, employment, and land area statistics of the Lakeview area are summarized in Figure 3. For the purpose of this Area Plan, Lakeview is arranged by Precinct: North Residential Neighbourhood, Central Residential Neighbourhood, South Residential Neighbourhood, Lakeshore Corridor, and Employment Precinct, as shown on Map 1: Lakeview Local Area Plan Precincts and Sub-Areas.

## 4.0 Collaboration

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



Figure 4: Public engagement, such as the placemaking exercise held at the Lakeview Golf Course provides valuable input into the planning process.

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

<sup>&</sup>lt;sup>3</sup> Employment figures include a work from home assumption of 31 jobs in 1,000 population, adapted from Hemson Consultants, Growth Forecast, 2008. Employment figures also include an adjustment factor for non-reporting businesses adapted from City of Mississauga, Mississauga Employment Survey, 2011. Note: Numbers have been rounded

The results of the visioning process are contained in the report, "Lakeview and Port Credit Directions Report" (Directions Report). The Directions Report includes a range of policy recommendations that have informed the preparation of this Area Plan.

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

The City, Province of Ontario (Province), and OPG are working together on the Inspiration Lakeview initiative to achieve a shared vision. In June 2011, a Memorandum of Understanding (MOU) was entered between the City, Province and OPG to develop a shared vision for the OPG Lakeview site.

The Lakeview Waterfront Connection Project led by the Credit Valley Conservation and the Region of Peel, and supported by the City and the Toronto and Region Conservation Authority, is planning and designing a connection to the City of Toronto. The project goal is to enhance the aquatic and terrestrial wildlife habitat and provide opportunities for public access to the waterfront.

Mississauga will ensure that consultation with the public and stakeholders on further initiatives and implementation pertaining to this Area Plan will continue.

## 5.0 Vision

The Vision for Lakeview is a connection of neighbourhoods with views to the lake and public access to the shores and waters of Lake Ontario. The neighbourhoods of Lakeview will be connected through a network of parks and open spaces.

The Lakeview Community Node will be a focus for community activities, and will serve the surrounding neighbourhoods. With an attractive mainstreet, the node will be a prominent location to live, work, shop, and for the community to connect and gather.

Neighbourhoods in Lakeview are stable and offer a variety of housing choices. It is recognized that

some change will occur, and development should provide appropriate transition to the existing stable areas, and protect the existing character and heritage features.

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

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

## 5.1 Guiding Principles

The Vision for Lakeview is based on the following six guiding principles that provide local context and supplements the Guiding Principles of the principal document:

- 5.1.1 Reconnect Lakeview to the waterfront by protecting view *corridors* to the lake and along the shoreline, providing a mix of uses and public access to the waterfront.
- 5.1.2 Strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development.
- 5.1.3 Support complete communities in the Community Node through compact, mixed use development and a pedestrian oriented mainstreet that offers a range of culture, residential and employment opportunities.
- 5.1.4 Promote community health by encouraging public transit, cycling, walking, and the active use of parks, open spaces, and community facilities.
- 5.1.5 Support social well-being by providing facilities and services for a diverse population of all ages and cultures, promoting public spaces as places for



Figure 5: The Lakeview Vision is based on six principles.

social interaction, and encouraging public participation.

5.1.6 Achieve leadership in sustainability by supporting development that is energy efficient and environmentally responsible, and to support the economic health, social equity and cultural vitality of Lakeview.

# **5.2 Community Concept**

The focus of the policies in this Area Plan is to strengthen and revitalize the Lakeshore *corridor* for mainstreet commercial development, to preserve the character of the existing residential areas while allowing for modest infilling, and to enhance the transportation system.

This Area Plan recognizes that areas of the community are unique and serve a different purpose. The elements that make up Lakeview's community concept consist of the following:

• Green System;

- Community Node;
- Neighbourhoods;
- Employment Area; and
- Corridors.

For the purpose of this Area Plan, Lakeview is considered to be composed of precincts which are further divided into sub-areas that are identified on Map 1: Lakeview Local Area Plan Precincts and Sub-Areas. They contain a variety of land use designations and may include specific urban form guidelines for the sub-area.

#### 5.2.1 Green System

The Green System consists of an interconnected open space network including, parks, golf courses, creeks, hydro corridors, school yards, and the Lake Ontario shoreline, which are all key features in the identity of the area and provide places for recreation and social interaction.

Implications of development on the Green System are an important consideration in the review of any development application. The Green System overlaps the Community Node, Neighbourhood, Employment Area and *Corridor* elements.

#### 5.2.2 Community Node

The Community Node will be an area to accommodate future intensification. The Community Node will be the centre of both residential and employment activity for Lakeview, combining a mix of uses including residential uses, cultural activities and infrastructure, shopping, dining, office, commerce, and recreation. The location of the Community Node will be determined through future study as part of the Inspiration Lakeview project.

#### 5.2.3 Neighbourhoods

Infill and redevelopment in Neighbourhoods will be facilitated and be encouraged in a manner consistent with existing land uses in the surrounding area. Neighbourhoods are considered to be

primarily stable residential areas that may include a commercial centre to serve the surrounding area.

The North Residential Neighbourhood Precinct consists of two smaller neighbourhoods or subareas – Applewood Acres and Sherway West. These areas consist predominantly of detached housing, with several schools serving the area.

The Central Residential Neighbourhood Precinct contains large open space areas, including two golf courses and a woodlands area. The three sub-areas that make up this precinct are Cawthra Village, Serson Terrace, and Orchard Heights. Housing is comprised of mostly detached dwellings on deep lots, and a small number of semi-detached homes and apartment buildings. This area also contains some newer subdivisions with townhouse condominium dwellings.

The South Residential Neighbourhood Precinct, composed of the sub-areas of Lakeview West, Lakeview Village, Creekside and Lakeside, contain a mix of different forms of housing including detached, semi-detached, duplexes, triplexes, quadruplexes, and townhouses. There are also apartment clusters in this area.

#### 5.2.4 Employment Area

Lakeview's Employment Area is situated in southeast Mississauga. This area has various operating uses including manufacturing and



Figure 6: Neighbourhoods are non-intensification areas with limited growth. Development in Neighbourhoods should fit into the existing character, respecting the existing low density and one to two storey building heights in Lakeview.

wholesale, retail and restaurant, banquet hall, utility, and marina and parkland. The future use of these lands will be reviewed through the next phase of study for Inspiration Lakeview and remains unchanged in this Area Plan.

#### 5.2.5 Corridors

The principal document identifies Lakeshore Road East, Cawthra Road, and Dixie Road as *corridors*. These *corridors* link together the neighbourhoods of Lakeview. *Corridors* that run through the Community Node should develop with mixed uses oriented towards the *corridor*.

Lakeshore Road East is an important *corridor* in the future development of Lakeview. This area will be strengthened by concentrating additional commercial, residential and community uses, and by improving transportation connections with the surrounding neighbourhoods.

This Area Plan identifies Lakeshore Road East (also referred to as the Lakeshore Corridor), as the Lakeshore Corridor Precinct. Although Lakeshore Corridor is a non-intensification area, the Area Plan has identified sites along the *corridor* which are appropriate for intensification.

Maintaining Lakeshore Road East as a four lane roadway during peak travel times is a transportation priority. At the same time, Lakeshore Road East is a constrained *corridor* that requires a context sensitive design approach. Traffic calming measures should be considered, where possible. Trade-offs will be required to accommodate the envisioned multi-modal function of the *corridor* to provide transportation choices including walking, cycling, auto/truck traffic, and transit.

## 6.0 Direct Growth

Intensification is the development of a property, site or area at a higher intensity than what currently exists. Intensification should be consistent with the planned function for the area as reflected by the City Structure and urban hierarchy of the Plan.

The amount of intensification will vary in accordance with the policies of this Area Plan. In Lakeview, some growth is directed to the following areas: Lakeview Community Node, modest infilling in neighbourhoods, and the redevelopment of some sites along Lakeshore Road East, and other larger commercial sites. The specific manner in which development will be accommodated is further explained in subsequent sections of this Area Plan.

## 6.1 Community Node Character Area

The yet to be established Lakeview Community Node will offer a variety of services for daily living. The Community Node is intended to serve the local community, providing a variety of commercial, community and cultural infrastructure. The Community Node, among other things, will:

- be an area of intensification for housing, employment, culture, and recreational uses;
- achieve a gross density between 100 and 200 residents and jobs combined per hectare;
- achieve a population and employment ratio of 2:1 to 1:2;
- provide a pedestrian oriented environment and function as a mixed use centre with compact development to serve the adjacent neighbourhoods;
- provide a variety of housing choices including affordable, assisted and special needs; and
- offer a concentration of community and cultural uses.

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

## 6.2 Neighbourhood Character Areas

Neighbourhoods are stable areas, primarily residential in nature, and not expected to experience significant change. Where *corridors* traverse through Neighbourhoods, intensification may occur along *corridors* where appropriate.

- 6.2.1 Intensification will be through modest infilling, redevelopment along the *corridors*, or on commercial sites.
- 6.2.2 Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types.
- 6.2.3 Intensification will be sensitive to the existing character of the residential areas and the planned context.
- 6.2.4 Redevelopment of employment uses along the railway tracks will be reviewed in a comprehensive manner and address among other things, transition to the residential areas and to the existing business employment.

#### 6.3 Lakeshore Road Corridor

The principal document identifies Lakeshore Road East through Lakeview as a *Higher Order Transit Corridor*. This *corridor* will accommodate multimodal transportation facilities and a mix of commercial, office, residential and cultural uses.

The Lakeshore Corridor crosses through the Neighbourhood and Employment Character Areas. It generally includes the properties that front onto Lakeshore Road East.

Development in the Lakeshore Corridor Precinct should have regard for the character of the Neighbourhoods, providing appropriate transitions in height, built form, and density.

- 6.3.1 Intensification will occur through infilling or redevelopment.
- 6.3.2 Intensification will be sensitive to the existing and planned context of the *corridor* and adjacent residential uses.
- 6.3.3 Intensification will address matters such as:
- a. contribution to a complete community;
- b. contribution to the mainstreet character;
- c. respecting heritage; and
- d. protecting views to the waterfront.



Figure 7: The Lakeshore Corridor has redevelopment potential. Development that provides a continuous street frontage, enhances the **streetscape** through landscaping, and promotes an active pedestrian environment will be encouraged.

## 7.0 Value the Environment

Reconnection to the waterfront and environmental sustainability are guiding principles of this Area Plan. The Green System is an important element in the Community Concept; it is located within a variety of land use designations in Lakeview.

Schedule 1a of the principal document identifies elements of the Green System:

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

Schedule 3 of the principal document identifies the Natural System, which includes Significant Natural Areas and Natural Green Spaces and **Natural Hazard Lands**. Schedule 4 identifies Parks and Open Spaces.

In Lakeview, the Natural Heritage System includes the Cawthra Woods, which is one of a few large forested areas remaining in Mississauga. It is identified as a Provincially *Significant Wetland*, a Regional Area of Natural and Scientific Interest (ANSI) and an *Environmentally Significant Area* (*ESA*). The area contains a diversity of plant species and is known as a migratory stopover.

The **Natural Hazard Lands** are associated with features such as Lake Ontario Shoreline and five **watercourses**: Etobicoke Creek, Applewood Creek, Serson Creek, Cawthra Creek and Cooksville Creek.

City parks and open spaces, such as golf courses, are places for social interaction, art intervention, and recreation. Waterfront Parks, which serve a city and regional wide function, are also an important component of the Parks and Open Space System. Lakeview contains seven waterfront parks: Park 358 (not yet named) on the Arsenal property, Lakeview Park, Douglas Kennedy Park, Lakefront Promenade, A.E. Crookes Park, R.K. McMillan Park, and Adamson Estate.



Figure 8: Trees provide many benefits to the community including improving air quality, protecting our water, conserving energy, and providing aesthetic benefits.

Trees are invaluable and are essential to our quality of life. Protecting and enhancing the urban forest will leave a legacy for future generations.

Hydro corridors can provide linear connections through neighbourhoods. In Lakeview, there are three hydro corridors. The "Queensway Corridor" is generally adjacent to the Queensway East, the "Applewood Junction Corridor" extends diagonally, north of the Queen Elizabeth Way, and the "Lakeview/Haig Junction Corridor" extends from the former Lakeview Generating Station north to the Queen Elizabeth Way.

The City will be undertaking flood evaluation studies for Little Etobicoke Creek, Serson Creek and Applewood Creek. The intent of these future studies is to review opportunities to help mitigate flooding, where possible.

#### 7.1 Green System

- 7.1.1 Mississauga will give priority to actions that protect, enhance, and restore the Green System in Lakeview.
- 7.1.2 Opportunities to create an interconnected network of open spaces, including parks, trails, and bicycle facilities, with linkages to the surrounding areas will be encouraged.

- 7.1.3 Within the waterfront parks system, the protection, preservation, and restoration of existing natural systems will be prioritized and balanced to direct and guide the planning of existing and future waterfront activities.
- 7.1.4 Through the processing of development applications, lands may be acquired to provide for a continuous Waterfront Trail along the water's edge.
- 7.1.5 The development of Park 358 (not yet named) on the Arsenal property and the management of R.K. McMillan Park will include naturalization techniques, where appropriate and connectivity with the future Lakeview Waterfront Connection Project.

#### 7.2 Urban Forest

- 7.2.1 Trees provide important environmental benefits and contribute to the character of the area. The City should seek opportunities for restoring and enhancing canopy cover on public lands, and promoting tree plantings on private lands.
- 7.2.2 The City may require **streetscape** improvements along **corridors** to expand and enhance the urban forest canopy along the public right-of-ways.
- 7.2.3 Improvements to the tree canopy along Lakeshore Road East will be a priority when undertaking *streetscape* improvements.

#### 7.3 Living Green

- 7.3.1 Mississauga will encourage partnerships and stewardships in order to improve the health of the Green System.
- 7.3.2 The City will support initiatives that promote environmental sustainability, integrity and conservation and incorporate sustainable development practices in accordance with the City's Green Development Strategy and the Water Quality Control Strategy.

# 8.0 Complete Communities

Lakeview contains many of the attributes associated with complete communities, including among other things:

- recreational facilities such as community facilities, parks, beaches, and golf courses;
- schools as central places in the community, for academic, social and community, service, and family support;
- a range of housing options with a mixture of housing forms and densities, including rental housing;
- cultural resources such as heritage buildings and landscapes which help retain a connection to the past; and
- a significant waterfront area providing a high level of public accessibility.

The policies are intended to protect and enhance the attributes of a complete community for Lakeview.

Lakeview is a community with a growing aging population. As seniors enter retirement, there will be changing residential needs, and providing housing choices for seniors, along with other additional community facilities and services such as community centres, libraries and medical offices, will help meet some of the needs for daily living.

The future Community Node and the Lakeshore Corridor will provide a mix of uses and services to residents in the adjacent neighbourhoods.





Figure 9: Lakeview has few seniors' facilities and housing, and as an increasing number enter retirement there will be a demand for more.

#### 8.1 Housing

- 8.1.1 Preservation of existing affordable housing will be a priority. Where development applications are proposing the removal of existing affordable housing, the replacement of these units will be encouraged on site or within the community.
- 8.1.2 The Community Node and Lakeshore Corridor are encouraged to develop using a range of housing choices in terms of type, tenure and price.
- 8.1.3 Mississauga will encourage the provision of affordable housing, including rental housing and seniors' housing within the Community Node and in the Lakeshore Corridor.

#### 8.2 Cultural Heritage

Lakeview contains a number of important cultural heritage resources including properties identified or recognized on the City's Heritage Register as being Designated or Listed. The Heritage Register further classifies the sites as a cultural feature or a cultural landscape:

 Cultural features such as the Water Tower on the Arsenal Lands, Bowstring Bridge over the Etobicoke Creek, and Lakefront Promenade provide scenic views and are significant features and landmarks; and

- Cultural landscapes such as the Lakeview Golf Course, Cawthra Estate, and Adamson Estate are associated with the natural environment or are significant historical resources.
- 8.2.1 Cultural heritage sites are places that have the opportunity to provide attractive **streetscape**. **Streetscape** improvements are encouraged to accentuate the site through landscaping, signage, lighting, benches, public art, interpretive signs, or other means.
- 8.2.2 The City will explore through a Community Improvement Plan, incentives to protect, preserve, and reuse cultural heritage sites in Lakeview.
- 8.2.3 Development adjacent to heritage sites will integrate and enhance the character of the cultural heritage resource.

# 8.3 Community and Cultural Infrastructure

- 8.3.1 The Community Node and Lakeshore Corridor are preferred locations for community and cultural infrastructure and public art.
- 8.3.2 Community infrastructure is encouraged to have integrated uses, combining uses such as a library, neighbourhood gallery space, and a café. To promote social interaction within the community, the provision of meeting rooms should be considered, such as a library with multi-functional meeting space.



Figure 10: Entryways are emphasized with distinctive design and landscaping.

8.3.3 Mississauga will encourage partnerships and collaboration with the local community, professional artists, arts organizations and creative enterprises to further develop the cultural aspects in Lakeview, including community beautification projects, the adaptive reuse of buildings as a community or cultural heritage resource.

## 8.4 Distinct Identity and the Waterfront

Lakeview has a long and important history as a waterfront community; the waterfront has created a distinct identity for Lakeview. Lakeview has opportunities to develop a strong community character that promotes and connects the neighbourhoods and corridors to the waterfront. Credit Valley Conservation and the Region of Peel, with the support of the Toronto and Region Conservation Authority and the City of Mississauga, are undertaking the Lakeview Waterfront Connection Project with the purpose to create a new natural waterfront park to enhance aquatic and terrestrial wildlife habitat and provide public access to the waterfront. When completed, the waterfront connection along the Lake Ontario shoreline will extend from west of Serson Creek to Etobicoke Creek.

- 8.4.1 Development within the Community Node and the Lakeshore Corridor will be encouraged to create a unique identity by providing distinctive architecture, high quality public art, *streetscape*, and cultural heritage resources and cultural infrastructure.
- 8.4.2 The distinct identity of the existing Neighbourhoods will be maintained by preserving the scale and character of the built environment.
- 8.4.3 The City will pursue public use on the waterfront lands, including a waterfront trail connection along the water's edge, and will work in collaboration with the Region of Peel, other levels of government, and agencies.
- 8.4.5 To create a visual identity in Lakeview, gateway features and signage along Lakeshore Road East will be promoted.
- 8.4.6 Mississauga supports water dependent activities and related employment uses such as marinas, facilities in support of recreational boating and sport fishing, and uses that benefit from being near the shoreline, parks and the Waterfront Trail.
- 8.4.7 Mississauga waterfront parks are a significant element of the Lakeview character. Planning for the waterfront parks system will be guided by the Waterfront Parks Strategy, 2008.



Figure 11: Carvings found along the Waterfront Trail through Lakeview are examples of a community beautification project that enhances the sense of place and pride.

#### 9.0 Multi-Modal City

As population and employment growth is anticipated in the Lakeshore Corridor and within the future Community Node, increasing constraint will be placed on the transportation network. Planning for transit and *active transportation* along Lakeshore Road will become a priority to ensure efficient movement for multi-modal travel.

The road network is shown on the Lakeview Local Area Plan Long Term Road and Transit Network (Map 2). Tables 8-1 to 8-4 and Schedule 8 (Designated Right-of-Way Width) of the principal document identify the basic road characteristics. The long term multi-modal transportation system is shown on Schedule 5 (Long Term Road Network), Schedule 6 (Long Term Transit Network), and Schedule 7 (Long Term Cycling Network) of the principal document.

A future *higher order transit corridor* along Lakeshore Road East is identified on Map 2, extending from Hurontario Street to the City of Toronto border. The preferred transit solution (e.g. bus or rail) has not yet been identified for this *corridor*.

Planning for improvements to the road network and active transportation routes that provide connectivity for transit, pedestrians, cyclists and vehicles will be essential in linking Lakeview to the neighbouring communities and in achieving a city wide finer grain network.

The City's Cycling Master Plan is a guide to promote active transportation and identifies existing and planned trails in Lakeview, including municipal connections such as the trail along the Etobicoke Creek.

Opportunities for passive recreational uses along hydro corridors, such as multi-use trails, are encouraged through Lakeview.

The City is proposing to undertake a Lakeshore Road Transportation Master Plan ("Transportation Master Plan") which will include Lakeshore Road (between the east and west City limit) and an examination of the transportation issues specific to the Lakeview area. As part of the future study, the City will review the *higher order transit* need in the Lakeview area and opportunities to improve the transportation system for all modes.

#### 9.1 Corridor Protection

Appendix II contains the executive summary from the Lakeshore Road Transportation Review Study. That study provided a comprehensive and technical transportation review regarding how Lakeshore Road East can accommodate alternative modes of transportation.

- 9.1.1 Lakeshore Road East will be planned to accommodate, to the extent possible, all modes of transportation, including pedestrian facilities, cycling facilities, and *higher order transit* facilities.
- 9.1.2 The City may acquire lands for a public transit right-of-way along Lakeshore Road East where the creation of a public transit right-of-way separate from, adjacent to, or in addition to, a road right-of-way is deemed appropriate.
- 9.1.3 The City will, through the review of development applications, eliminate and/or consolidate vehicular turning movements to and from Lakeshore Road East and direct traffic towards signalized intersections, where appropriate. Vehicle access to redevelopment opportunities should be considered from existing north-south side streets or existing or proposed laneways parallel to Lakeshore Road East.
- 9.1.4 The Transportation Master Plan for Lakeshore Road may address improving current mobility for all modes of transportation, the implications of future growth on the network and consider placemaking initiatives that would promote the animation of the *corridor*. The Transportation Master Plan may assess improvements to the Lakeview road network and *higher order transit* needs in the Lakeview area.



Figure 12: Lakeshore Road Corridor has opportunities to accommodate multi-modes of transportation including pedestrian, cycling, and *higher order transit* facilities.

#### 9.2 Road Network

- 9.2.1 During the review of development applications, streets will be designed to provide connectivity through neighbourhoods.
- 9.2.2 Improvements to the road network and *active transportation* routes that provide connectivity through Lakeview may be identified through a future Transportation Master Plan for the Lakeshore Road Corridor or through the development application process. Future multi-modal connections may accommodate, where feasible, pedestrian and cycling routes, and/or vehicular routes. Improved connections to the network may be considered at some locations, including but are not limited to the following:
- a. Byngmount Avenue, east to Rangeview Road;
- b. Casson Avenue, east to St. Mary's Avenue;
- c. Ebony Avenue, east to First Street;
- d. Ella Avenue, east to St. James Avenue;
- e. First Street, east to Ella Avenue;
- f. Fourth Street, east to Haig Boulevard;
- g. Harcourt Crescent, south to Duchess Drive;
- h. Pelham Avenue, west to Alexandra Avenue, and east to Haig Boulevard;

- i. Seventh Street, east to Halliday Avenue; and
- j. Third Street, east to Casson Avenue.
- 9.2.4 When reviewing the appropriateness of potential road connections, the City will consider the volume and type of traffic that will be accommodated on the road.
- 9.2.5 Mississauga will work with the Province and the Region to coordinate and make improvements to the Dixie Road and Queen Elizabeth Way interchange for the realignment of Dixie Road.
- 9.2.6 Development applications will be accompanied by transportation and traffic studies. Studies will address, among other things, strategies for limiting impacts on the transportation network, where appropriate, including measures such as:
- reduced parking standards;
- · transportation demand management;
- transit oriented development;
- pedestrian/cycling connections; and
- access management plan.

#### 9.3 Transit Network

9.3.1 Providing public transit connections along key north-south *corridors* to Lakeshore Road East in addition to providing frequent and reliable service along the Lakeshore Road will help shape and support the future development of the Lakeshore Corridor and the Community Node.

#### 9.4 Parking and Transportation Demand Management

- 9.4.1 For development in the Lakeshore Corridor, parking is encouraged to locate below-grade, or at the rear of the site.
- 9.4.2 Development with surface parking should be screened from adjacent streets and properties by using landscaping materials such as hedges, shrubs, trees, and other structural materials.

- 9.4.3 The City will identify appropriate locations for on-street parking in the Lakeshore Corridor and develop an implementation strategy for parking.
- 9.4.4 Where on-street parking and lay-by parking can be accommodated, it is to be incorporated into the *streetscape* design.
- 9.4.5 Reduced parking requirements and maximum parking standards may be considered within:
- a) the Community Node; and
- b) the Lakeshore Corridor.
- 9.4.6 Public parking lots in the Lakeshore Corridor will be maintained and supplemented where appropriate.
- 9.4.7 The City will encourage Transportation Demand Management measures, where appropriate, in the Lakeshore Corridor and as a part of any significant redevelopment projects outside of the *corridor*.

#### 10.0 Desirable Urban Form

This section reflects the planned function and local context and provides the framework for shaping the Lakeview community, with an emphasis on urban form. The urban form policies are organized as follows:

- a) Neighbourhoods;
- b) Employment;
- c) Lakeshore Corridor;
- d) Community Node; and
- e) Built Form.

Development will be guided by the Lakeview Built Form Standards contained in Appendix I.

Development will be in accordance with the minimum and maximum height limits as shown on

Map 3. The appropriate height within this range will be determined by the other policies of this Area Plan.

#### 10.1 Neighbourhoods

Neighbourhoods are stable residential areas where the existing character is to be preserved and enhanced. Development may occur through modest infilling or redevelopment of existing commercial plazas and vacant sites.

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

- to ensure development is sensitive to the existing low rise context and reinforce the planned character of the area;
- to ensure Lakeshore Road East will provide appropriate development and public realm that reinforces its planned role as a connected community and fosters an active pedestrian and cycling environment; and
- to appropriately balance the constraints associated with both the Canadian National Railway line and adjacent residential uses.
- 10.1.1 Development should reflect one to two storey residential building heights and will not exceed three storeys.

## 10.1.2 North Residential Neighbourhood Precinct (Applewood Acres, Sherway West)

The North Residential Neighbourhood Precinct is bordered by Cawthra Road to the west and the Etobicoke Creek to the east, Queensway East to the north and the Queen Elizabeth Way to the south. This residential area will be maintained while allowing for infill which enhances and is compatible with the character of the area.

10.1.2.1 The existing commercial site at North Service Road and Stanfield Road is a site where intensification could be accommodated to a maximum height of four storeys. Future

redevelopment of the properties will address issues, including but not limited to:

- a. retention of commercial space; and
- b. appropriate transition to adjacent residential uses.

#### 10.1.3 Central Residential Neighbourhood Precinct (Cawthra Village, Orchard Heights, Serson Terrace)

The Central Residential Neighbourhood Precinct is bordered by Cawthra Road to the west and Etobicoke Creek to the east, the Queen Elizabeth Way to the north and the Canadian National Railway line to the south. Originally, these homes were summer houses for families from the Toronto Township. Also predominant in the area are homes built on small lots that were constructed during the Second World War time period (these homes are also known as "war time housing").

- 10.1.3.1 The existing commercial site at South Service Road and Dixie Road represents a site for potential intensification, to a maximum height of 4 storeys. Future redevelopment of the property will address issues including but not limited to:
- a. the addition of public roads to connect and improve the neighbourhood's fine-grained road pattern;
- b. retention of commercial space; and
- c. appropriate transition to adjacent residential uses.

#### 10.1.4 South Residential Neighbourhood Precinct (Creekside, Lakeview West, Lakeview Village)

The South Residential Neighbourhood Precinct is bordered by Seneca Avenue to the west and Etobicoke Creek to the east, the Canadian National Railway line to the north and Lake Ontario to the south. Many of the homes constructed dating to World War II exists today.

- 10.1.4.1 Lakeview West has potential for intensification, particularly on the lands east and west of Cooksville Creek. Development should, among other matters, address the following:
- a. ensure transition to Lakeshore Road East, adjacent stable residential neighbourhoods, and Cooksville Creek:
- b. ensure visual connection to Cooksville Creek; and
- c. ensure larger sites are sub-divided with public roads and walkways.
- 10.1.4.2 Development along the Canadian National Railway line for lands designated Business Employment, or for an industrial use, will:
- a. be encouraged to improve the transition of height and use to adjacent residential areas;
- b. have a maximum height generally equivalent to a two storey residential building;
- ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential areas;
- d. provide appropriate landscaped buffers to adjacent residential areas; and
- e. provide a **streetscape** that is compatible with adjacent neighbourhoods.

#### 10.2 Employment

The Employment Precinct is divided into three subareas as identified on Map 1. It contains the areas of Arsenal Woodlands, Ontario Power Generation (OPG) Lands, and Lakefront Business Park.

#### 10.2.1 Arsenal Woodlands Precinct

In accordance with the Waterfront Parks Strategy, Park 358 (not yet named) but historically known as the Arsenal property, is identified as a Gateway Park. A park master plan will be required to determine the programming and design of the park.

Also, in partnership with the City, the Toronto and Region Conservation Authority, and local community groups, a plan has been initiated for the re-adaptive use of the Small Arms Inspection Building for varying cultural, educational, retail, and office purposes. The reuse of the building will provide an important resource for the Lakeview community.

10.2.1.1 The Arsenal Lands should provide for placemaking opportunities, such as the development of a square or open space that integrates with the surrounding environment and provides interaction for pedestrians.

10.2.1.2 Development of community and cultural uses will be encouraged and public art will be incorporated as appropriate.

### 10.2.2 Ontario Power Generation (OPG) Lands Precinct and Lakefront Business Park Precinct

The OPG Lands were formerly used for a coal-fired electricity generating station. This area represents a significant parcel of land along the Lake Ontario shoreline, with the opportunity to create a vibrant mixed use destination, enhancing the existing community and improving access to the waterfront.

The Lakefront Business Park sub-area includes a regional wastewater treatment facility and an employment area on the south side of Lakeshore Road East, overlapping with the Lakeshore Corridor Precinct. The employment lands and the OPG

Lands are under review through the next phase of study for Inspiration Lakeview.

Phase one of the Inspiration Lakeview study (Inspiration Lakeview Vision), initiated by the City, outlines the desired vision for the OPG Lands and the employment area, as guided by the community. The City, the Province and OPG entered into a Memorandum of Understanding (MOU) in June 2011 to develop a shared vision for OPG's Lakeview site. The parties to the MOU have been working collaboratively to develop a master plan for OPG's Lakeview site that is in keeping with the shared vision. The next step in this process is a comprehensive master plan to further develop the vision. The precinct policies and special site policies provide additional direction regarding issues that need to be addressed.

10.2.2.1 The next phase of study for Inspiration Lakeview should have regard for the following:

- form and scale of development for a waterfront location;
- b. provide opportunities for new view corridors;
- c. creation of public roads, parks, walkways, and paths within the site and to enhance connectivity to the neighbourhoods to the north and to the west, and along the waterfront;
- d. provision of public open space along the



Figure 13: The Small Arms Inspection Building has historical significance, defining Canada's military history during the Second World War and the history of women.

- shoreline, and a continuous Waterfront Trail to maximize public access to and along the Lake Ontario waterfront; and
- e. for the lands along Lakeshore Road East, the Lakeshore Corridor Precinct policies in this Area Plan will also apply.

#### 10.3 Lakeshore Corridor

The Lakeshore Corridor Precinct is intended to be the primary area for street related commercial development, with a mixture of uses and pedestrian oriented built form. The extent of the Lakeshore Corridor is from Seneca Avenue to the east end of the municipal boundary at Etobicoke Creek. Given the length of this *corridor*, it is divided into sections: the Core and Outer Core (see Map 1). The Core is from Seneca Avenue to Hydro Road and is envisioned to have a concentration of street related commercial uses. The Outer Core, from Hydro Road to Etobicoke Creek, is to be a pedestrian friendly area. Similar to the Core, it allows for mixed use development, however, commercial uses are not required.

In order to achieve the intended function of the Lakeshore Corridor Precinct, redevelopment will address among other matters, the following:

- creating a pedestrian oriented environment;
- ensuring built form compatibility and transition in heights to adjacent neighbourhoods;
- minimizing access points along Lakeshore Road East;
- preserving light and sky views; and
- creating an attractive public realm.
- 10.3.1 Development should preserve and enhance the views and vistas to the natural environment.
- 10.3.2 The City will seek opportunities for views to Lake Ontario through development applications for new north-south roads and road extensions,

including among others, Ogden Avenue and Hydro Road.

- 10.3.3 Development will be encouraged to locate parking to the rear of buildings or underground.
- 10.3.4 Development along Lakeshore Road East is encouraged to be two to four storeys in height; however, some sites will be permitted building heights greater than four storeys as shown on Map 3.
- 10.3.5 Appropriate transition to adjacent low density residential will be required.
- 10.3.6 To promote a pedestrian friendly mainstreet environment, street related commercial uses will front onto and be located along Lakeshore Road East. Development should address the following, among other items:
- a. maintaining an appropriate average lot depth for mainstreet commercial;
- b. buildings should be closely spaced with minimal breaks to ensure a continuous building or street frontage;
- buildings should incorporate active uses at grade, in order to animate the public realm and pedestrian environment; and
- d. building entrances should be located along and face Lakeshore Road East, and should be clearly identifiable with direct access from the sidewalk.
- 10.3.7 Development will provide an appropriate **streetscape** treatment of the public realm that supports pedestrian activity and provides an attractive character to the street. This may include, among other things:
- a. landscaping and planting;
- b. street furnishings;
- c. public art;
- d. quality building materials; and

- e. building design elements and features including articulated rooflines such as parapets and towers.
- 10.3.8 Development will be encouraged to provide placemaking opportunities, such as public squares, plazas, and open spaces, including among other locations, at Cooksville Creek, Cawthra Road, East Avenue, Alexandra Avenue, Ogden Avenue, Hydro Road, Dixie Road, and Etobicoke Creek.
- 10.3.9 The assembly of adjacent low density residential land to enlarge properties fronting Lakeshore Road East is discouraged. Should assembly occur, however, the primary purpose of these lands will be an enhanced landscape buffer to the adjacent residential uses and for amenity space and/or parking if required through the development.
- 10.3.10 The Intensification Areas policies of the Plan will apply to development within the Core area.
- 10.3.11 Single use residential buildings are permitted in the Outer Core area, subject to the following:
- a. buildings are set back from the street;
- b. provision of a well landscaped front yard;
- c. an appropriate streetscape; and
- d. parking at the rear of the property or underground.

#### 10.4 Community Node

As part of the Urban System, the principal document includes a Community Node for the Lakeview area in southeast Mississauga.

The Community Node boundaries and specific urban form policies will be determined through the next phase of study for Inspiration Lakeview.

Development within the Community Node is intended to contain a mix of uses, densities, and high urban design standards, and have regard for the following objectives, among other things:

- a. building heights will reflect an appropriate transition to the stable low density neighbourhoods, the Lakeshore Corridor, and Lake Ontario shoreline;
- b. provision of public access and protection of views to Lake Ontario;
- c. providing a variety of heights;
- d. overall development of the Community Node will be at a scale that reflects its role in the urban hierarchy;
- e. provision of public art that enhances the built environment and enriches the culture and history of the community; and
- f. the development of symbolic gateways or landmarks to define entrance to and arrival at the Community Node will be encouraged.

#### 10.5 Built Form Types

- 10.5.1 For the development of detached, semidetached, duplex and triplex dwellings, the following will be addressed, among other things:
- a. new housing within Lakeview should maintain the existing character of the area; and
- development will fit the scale of the surrounding area and take advantage of the features of a particular site, such as topography, contours, and mature vegetation.
- 10.5.2 Criteria for the development of street townhouses or freehold townhouses will include, among other things:
- a. they fit into the existing lotting pattern of the community;
- b. they provide an appropriate transition from low built form to higher built forms; and
- c. they are located on, or in proximity to transit routes.

10.5.3 For the development of standard and common element condominium townhouse dwellings, the following will be addressed, among other items:

- a. they can fit into the existing lotting pattern of the community;
- b. they provide an appropriate transition from low built form to higher built forms;
- they have an appropriate minimum lot depth to accommodate elements such as landscaping and parking;
- d. they are located on, or in proximity to transit routes; and
- e. visitor parking will be centrally located and not visible from a public road. Visitor parking will be appropriately screened to provide a **streetscape** that is compatible with adjacent neighbourhoods.
- 10.5.4 Horizontal multiple dwellings, such as stacked townhouses, may be developed, subject to, among other things:
- a minimum lot depth to ensure internal circulation;

- area to accommodate appropriate parking, amenity space, landscaping;
- c. utilities can be accommodated internal to the site; and
- d. located on, or in proximity to transit routes.
- e. visitor parking will be centrally located and not visible from a public road. Visitor parking will be appropriately screened to provide a **streetscape** that is compatible with adjacent neighbourhoods.
- 10.5.5 Criteria for apartment development will include, among other things:
- a minimum separation distance to ensure light and permeability;
- b. a maximum floor plate to ensure minimal impact on residential areas; and
- c. transition to adjacent lower built forms.
- 10.5.6 Criteria for commercial development will include, among other things:
- a. the maximum height of buildings will be four storeys;











Figure 14: Lakeview has a wide range of built environments, which are reflected in the Area Plan policies.





Figure 15: Providing a range of employment opportunities will help attract new businesses that contribute to a healthy employment base.

- b. transition to existing stable residential areas;
- c. ensure the continuation of a mixed use community;
- d. on sites with multiple commercial buildings, development will provide dedicated pedestrian walkways to building entrances, and to public roads and transit routes, where appropriate; and
- e. a coordinated character will be required on sites with multiple commercial buildings, including the use of similar building materials, colours and architectural elements.

10.5.7 The redevelopment of existing industrial sites for industrial uses will address, among other things:

- a minimum setback to residential areas ensuring an appropriate buffer area can be accommodated to screen the use;
- b. a minimum landscape area will be required in front of any employment use; and
- c. existing industrial uses along the railway tracks are encouraged to improve their transition to the adjacent residential areas. The maximum permitted height will be the equivalent to a two storey residential building. Development will include appropriate buffers and ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential uses.

10.5.8 Aesthetic and high quality building materials will be required in developments. The first four storeys will be of durable material such as brick or stone. Concrete blocks or painted concrete blocks are not permitted to be exposed.

#### 11.0 Strong Economy

Employment uses are an important component of Lakeview as they contribute to a mix of uses while providing an opportunity for people to live and work in the community.

Employment in Lakeview is generally located along Lakeshore Road East, the railway corridor and on commercial and community infrastructure sites. Lakeview also has an important and unique employment function with utility operations, such as the water treatment facility and the wastewater treatment facility, that serve a regional population.

The future Community Node will be an area for population and employment growth, ensuring an appropriate balance while creating a vibrant community focus.

Attracting cultural industries can help create a more vibrant and sustainable economy. The provision of arts and culture facilities and activities in Lakeview supports cultural diversity and completing communities.

Lakeview's Employment Character Area is located on the south side of Lakeshore Road East, between East Avenue and Applewood Creek. Through the next phase of study for Inspiration Lakeview, the City will be initiating a Phase Two municipal comprehensive review to determine the appropriate land uses in this area. Following this review, revised policies will be incorporated into this Area Plan.

- 11.1 Lands designated Business Employment will provide for the continued operation of employment uses. Development on adjacent sites will be compatible to employment uses.
- 11.2 Opportunities for water recreational uses or waterfront retail commercial activities should be considered in the development of the waterfront.
- 11.3 The location of cultural industries is encouraged in the Community Node.

#### 12.0 Land Use Designations

This section provides additional policy direction on the permitted land uses within this Area Plan. Schedule 10: Land Use Designations of the principal document identifies the uses permitted and is to be read in conjunction with the other schedules and policies in the Plan.

#### 12.1 General

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

#### 12.2 Residential Medium Density

- 12.2.1 Notwithstanding the Residential Medium Density policies of the Plan, the following additional use may be permitted:
- a. low-rise apartment dwellings.

#### 12.3 Mixed Use

- 12.3.1 Notwithstanding the Mixed Use policies of the Plan, the following policies apply to the Lakeshore Corridor Precinct Core area:
- a. motor vehicle rental and motor vehicle sales is not permitted; and
- b. commercial uses will be required at grade.
- 12.3.2 Notwithstanding the Mixed Use policies of the Plan, the following policy will apply in the Lakeshore Corridor Precinct – Outer Core area:
- a. residential uses may be permitted on the ground floor.

#### 12.4 Business Employment

- 12.4.1 Notwithstanding the Business Employment policies of the Plan, the following uses will not be permitted:
- a. adult entertainment establishments;
- b. animal boarding establishments which may include outdoor facilities;
- c. body rub establishments;
- d. cardlock fueling dispensing facility;
- e. motor vehicle body repair facilities;
- f. motor vehicle commercial uses;
- g. motor vehicle rental;
- h. transportation facilities;
- i. trucking terminals; and
- j. waste processing stations or waste transfer stations and composting facilities.
- 12.4.2 Notwithstanding the Business Employment policies of the Plan, the following policy will apply:
- a. permitted uses will operate entirely within enclosed buildings.

# 13.0 Special Site and Exempt Site Policies

#### 13.1 Special Site Policies

There are sites within Lakeview, as shown in Figure 16, that merit special attention and are subject to the following policies.

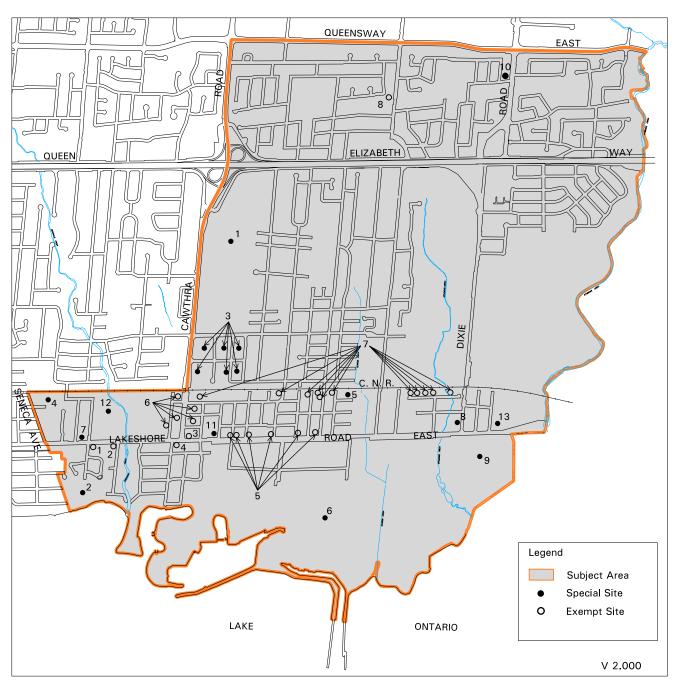
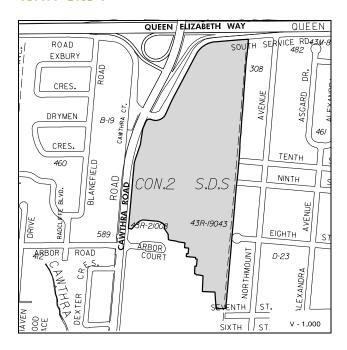


Figure 16: Location of Special Sites and Exempt Sites within the Lakeview Local Area.

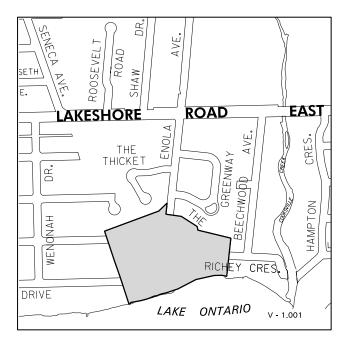
#### 13.1.1 Site 1



- 13.1.1.1 The lands identified as Special Site 1 are east of Cawthra Road and south of the South Service Road.
- 13.1.1.2 The lands are known as the Cawthra Woods and comprise both heritage and natural area features. The Cawthra Estate is located within the Cawthra Woods and includes the Cawthra-Elliot Estate House and formal gardens on the north and south sides of the estate house, the walled garden, and sugar maple forest, all of which form a cultural heritage landscape which is designated under the Ontario Heritage Act. The site contains a Provincially **Significant** Wetland, an **Environmentally** Significant Area (ESA) as identified by Credit Valley Conservation, and a Regionally Significant Area of Natural and Scientific Interest (ANSI).
- 13.1.1.3 Notwithstanding the policies of this Plan, the following additional uses will be permitted in the Cawthra-Elliot Estate House:
- a. community or cultural infrastructure, including an academy for the performing arts;
- b. secondary offices;
- c. a conference centre:

- d. art gallery or studio; and
- e. commercial school that may include a business school, driving school, dance school, music school, arts school, crafts school or a martial arts school, but shall not include a trade school or a private school.
- 13.1.1.4 Development of the Cawthra-Elliot Estate House will address the following:
- a. the environmental policies of this Plan;
- retention of the existing forest in a natural condition in accordance with an approved Cawthra Woods Management and Implementation Plan;
- c. an approved Parks Master Plan; and
- d. a heritage permit, including a *Heritage Impact* Assessment, will be required for any alterations.

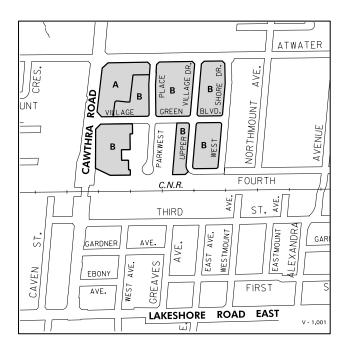
#### 13.1.2 Site 2



- 13.1.2.1 The lands identified as Special Site 2 known as the Adamson Estate and Derry Property, are located along the shore of Lake Ontario, east of Cumberland Drive and south of Enola Avenue.
- 13.1.2.2 Notwithstanding the policies of this Plan, the following additional uses will be permitted:
- a. secondary offices;
- b. a conference centre; and
- c. community or cultural infrastructure, including an academy for the performing arts.
- 13.1.2.3 Development of this site will address, among other things, the following:
- a. restoration and preservation of the historically designated main house, gatehouse, barn, Derry House, and pet cemetery;
- b. maintenance of public access along the waterfront as well as the grounds of the estate;
- c. enhancement of recreation opportunities throughout the balance of Lakefront Promenade Park;

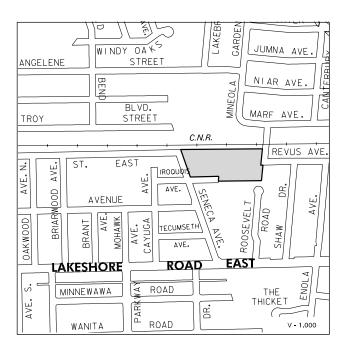
- d. recognition and respect of the existing character of the surrounding residential land uses;
- e. servicing requirements of the Region of Peel with respect to the sanitary sewer outlet and the use of backflow preventers in the buildings to prevent basement flooding;
- f. a heritage permit, including a Heritage Impact
   Assessment, will be required for any alterations; and
- g. archaeological resources are to be conserved. Prior to any ground disturbance, the area must be assessed and plans reviewed with recommendations for conservation by a licenced archaeologist.

#### 13.1.3 Site 3



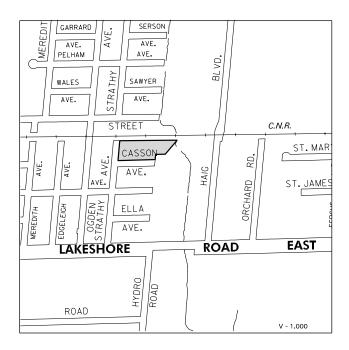
- 13.1.3.1 The lands identified as Special Site 3 are located in the southeast quadrant of Atwater Road and Cawthra Road.
- 13.1.3.2 Notwithstanding the policies of this Plan, the following additional uses will be permitted:
- all types of multiple family dwellings including townhouses, street townhouses, other forms of horizontal multiple dwellings, apartments, or any combination of these uses with individual frontages or in cluster arrangements may be permitted on the lands identified as Area A; and
- b. street townhouses will be permitted on the lands identified as Area B.

#### 13.1.4 Site 4



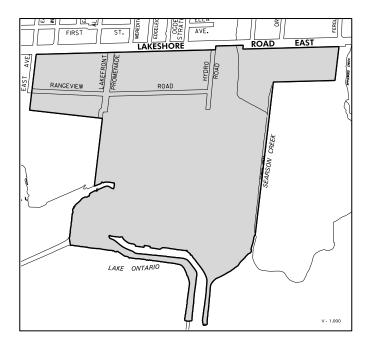
- 13.1.4.1 The lands identified as Special Site 4 are located west of Revus Avenue, south of the Canadian National Railway tracks.
- 13.1.4.2 Notwithstanding the policies of this Plan, the following uses will not be permitted:
- a. banquet hall;
- b. broadcasting, communication, and utility rightsof-way;
- c. conference centre;
- d. entertainment, recreation and sports facilities;
- e. financial institution;
- f. outdoor storage;
- g. overnight accommodation; and
- h. restaurants.

#### 13.1.5 Site 5



- 13.1.5.1 The lands identified as Special Site 5 are located along Casson Avenue, west of the utility corridor.
- 13.1.5.2 Notwithstanding the policies of this Plan, the following uses will not be permitted:
- a. banquet hall;
- b. broadcasting, communication, and utility rightsof-way;
- c. conference centre;
- d. entertainment, recreation and sports facilities;
- e. financial institution;
- f. outdoor storage;
- g. overnight accommodation; and
- h. restaurants.

#### 13.1.6 Site 6

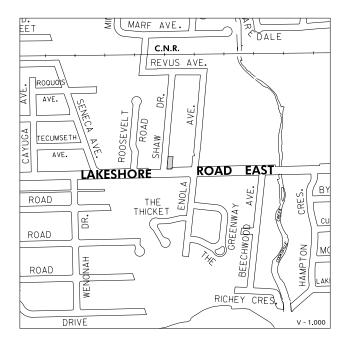


- 13.1.6.1 The lands identified as Special Site 6 are located east of East Avenue and south of Lakeshore Road East. The lands are currently designated Business Employment, Utility and Greenlands and are under review through the next phase of study for Inspiration Lakeview.
- 13.1.6.2 Notwithstanding the policies of this plan, an electric power generating facility will be permitted.
- 13.1.6.3 Through the next phase of study for Inspiration Lakeview, a Phase Two municipal comprehensive review will be prepared to address the potential conversion of the lands designated Business Employment.
- 13.1.6.4 In addition to the Phase Two municipal comprehensive review, the comprehensive master plan will address land use, built form and transportation to the City's satisfaction. The master plan should also:
- a. evaluate existing site conditions;
- b. have regard for other City plans, policies, studies and reports such as the Lakeview and Port Credit District Policies Review and Public Engagement Process – Directions Report, Employment Land Review Study, Waterfront

- Parks Strategy, Mississauga Culture Master Plan, Public Art Master Plan, and Lakeshore Road Transportation Review Study;
- examine opportunities for new view corridors extending from Lakeshore Road East to Lake Ontario;
- d. include the provision of parklands along the waterfront including the extension of the Waterfront Trail and connectivity to the future Lakeview Waterfront Connection Project;
- e. provision of cultural infrastructure and public art;
- f. examine opportunities to continue Lakeshore Road East as a mixed use mainstreet;
- g. consideration for the development of a Community Node, providing an appropriate population to employment ratio as described in this Area Plan;
- h. provision of a range of housing types and affordable housing;
- i. develop a road network and transit that appropriately integrates with the surrounding neighbourhoods; and
- j. provide protection, enhancement and restoration of the natural environment.
- 13.1.6.5 Development of this site will consider the following eight core principles outlined in the *Inspiration Lakeview Vision*:
- a. link the City and the water;
- open the site with a wealth of accessible public spaces;
- c. create a green, sustainable, innovative, and model community;
- d. create a vibrant community;
- e. connect in multiple ways through transit, walking, cycling, and the car;
- f. create a destination to draw local, regional, and international visitors;

- g. commemorate history while creating a legacy; and
- h. balance public and private investment to be economically viable and sustainable.

#### 13.1.7 Site 7



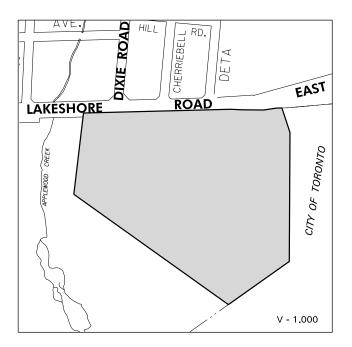
- 13.1.7.1 The lands identified as Special Site 7 are located north of Lakeshore Road East between Shaw Drive and Enola Avenue.
- 13.1.7.2 The property located at 411 Lakeshore Road East is listed on the City's Heritage Register.
- 13.1.7.3 Notwithstanding the policies of this Plan, the existing motor vehicle repair garage will be permitted.

#### 13.1.8 Site 8



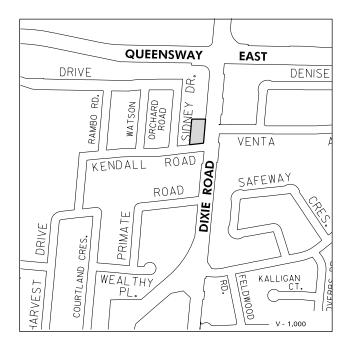
- 13.1.8.1 The lands identified as Special Site 8 are located at the northwest corner of Lakeshore Road East and Dixie Road.
- 13.1.8.2 Notwithstanding the policies of this Plan, townhouse dwellings will be permitted on St. James Avenue to provide appropriate transition to the existing surrounding residential.

13.1.9 Site 9



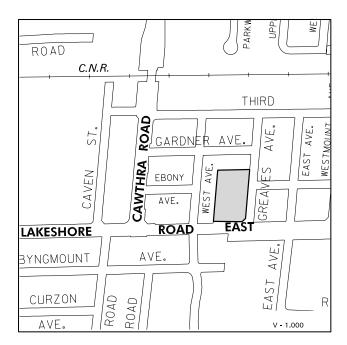
- 13.1.9.1 The lands identified as Special Site 9 are located east of Applewood Creek and south of Lakeshore Road East.
- 13.1.9.2 The Small Arms Inspection Building located at 1352 Lakeshore Road East is designated under the *Ontario Heritage Act*.
- 13.1.9.3 A heritage permit, including a *Heritage Impact Assessment*, will be required for any alterations.
- 13.1.9.4 Notwithstanding the policies of this Plan, the following additional uses will be permitted at 1352 Lakeshore Road East, subject to a master plan and the review of the remediation plan:
- a. commercial schools;
- b. community facilities, including art studios and art galleries;
- c. a conference centre;
- d. restaurants; and
- e. secondary offices.

#### 13.1.10 Site 10



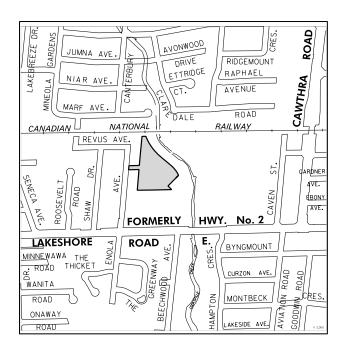
- 13.1.10.1 The lands identified as Special Site 10 are located at the northwest corner of Kendall Road and Dixie Road.
- 13.1.10.2 Notwithstanding the policies of this Plan, an office with a maximum of four medical practitioners will be permitted.

#### 13.1.11 Site 11



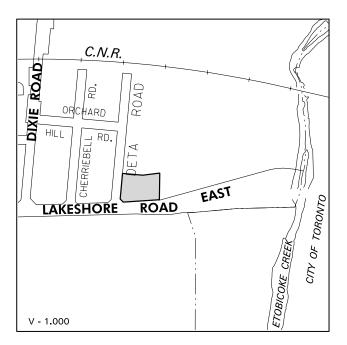
- 13.1.11.1 The lands identified as Special Site 11 are located at the northwest corner of Lakeshore Road East and Greaves Avenue.
- 13.1.11.2 Notwithstanding the policies of this Plan, the existing townhouses will be permitted.

#### 13.1.12 Site 12



- 13.1.12.1 The lands identified as Special Site 12 are located north of Lakeshore Road East, east of Enola Avenue.
- 13.1.12.2 Notwithstanding the policies of this Plan, townhouse and horizontal multiple dwellings will be permitted.

#### 13.1.13 Site 13



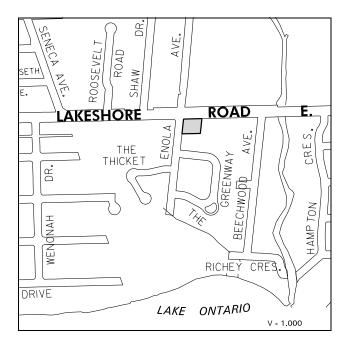
13.1.13.1 The lands identified as Special Site 13 are located at the northeast corner of Lakeshore Road East and Deta Road.

13.1.13.2 Notwithstanding the policies of this Plan, the maximum number of horizontal multiple dwelling units permitted will be 47.

#### 13.2 Exempt Site Policies

Exempt Sites reflect unique circumstances that are not representative of the vision, direction and planning policies of the Plan, but nonetheless are recognized because they contain established land uses. The Exempt Sites in Lakeview, as shown in Figure 16 are subject to the following policies.

#### 13.2.1 Site 1



- 13.2.1.1 The lands identified as Exempt Site 1 are located at the southeast corner of Lakeshore Road East and Enola Avenue.
- 13.2.1.2 Notwithstanding the policies of this Plan, the existing motor vehicle service station will be permitted.

#### 13.2.2 Site 2



- 13.2.2.1 The lands identified as Exempt Site 2 are located north of Lakeshore Road East between Shaw Drive and Enola Avenue, and south of Lakeshore Road East and west of Beechwood Avenue.
- 13.2.2.2 Notwithstanding the policies of this Plan, the existing motor vehicle repair garages will be permitted.

#### 13.2.3 Site 3



- 13.2.3.1 The lands identified as Exempt Site 3 are located north of Lakeshore Road East and east of Cawthra Road.
- 13.2.3.2 Notwithstanding the policies of this Plan, the existing motor vehicle repair garage will be permitted.

#### 13.2.4 Site 4



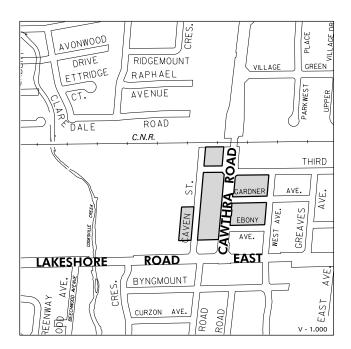
- 13.2.4.1 The lands identified as Exempt Site 4 are located at the southeast corner of Lakeshore Road East and Aviation Road.
- 13.2.4.2 Notwithstanding the policies of this Plan, the existing motor vehicle commercial use will be permitted.

13.2.5 Site 5

#### NORTHN STRAT WEST AVE. STREET FOURTH C.N.R. AVE. CASS IRD AVE AVE -EXANDRA GARDNER AVE. EAST OGDEN STRATHY ELLA AVE. **EAST ROAD LAKESHORE** PROMENADE LAKEERONI AVE. A HYDRO EAST RANGEVIEW ROAD V - 1.000

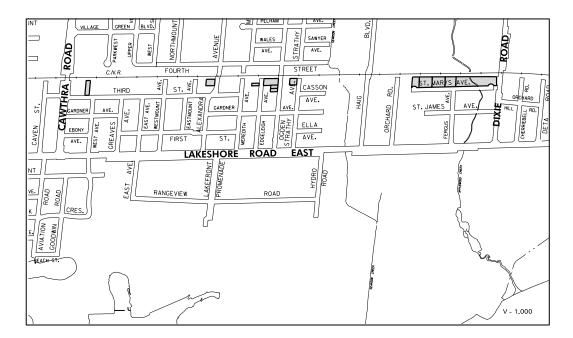
- 13.2.5.1 The lands identified as Exempt Site 5 include six sites located north of Lakeshore Road East between Greaves Avenue and Ogden Avenue.
- 13.2.5.2 Notwithstanding the policies of this Plan, the following additional policies will apply:
- a. the existing motor vehicle repair garages will be permitted; and
- b. the existing motor vehicle sales and rental uses identified in Area A will be permitted

#### 13.2.6 Site 6



- 13.2.6.1 The lands identified as Exempt Site 6 are located north of Lakeshore Road East between Cooksville Creek and West Avenue.
- 13.2.6.2 Notwithstanding the policies of this Plan, the existing detached, semi-detached, and duplex dwellings will be permitted.

#### 13.2.7 Site 7

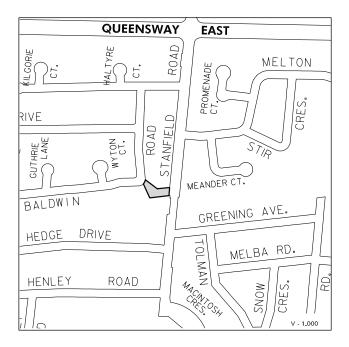


13.2.7.1 The lands identified as Exempt Site 7 are located south of the Canadian National Railway line between Cawthra Road and Dixie Road.

13.2.7.2 Notwithstanding the policies of this Plan, the following additional policies will apply:

- a. the existing manufacturing uses will be permitted;
- b. the existing motor vehicle body repair facility will be permitted; and
- c. the existing warehousing, distributing and wholesaling uses will be permitted; and
- d. the existing retail store will be permitted.
- 13.2.7.3 Permitted uses will operate within enclosed buildings.

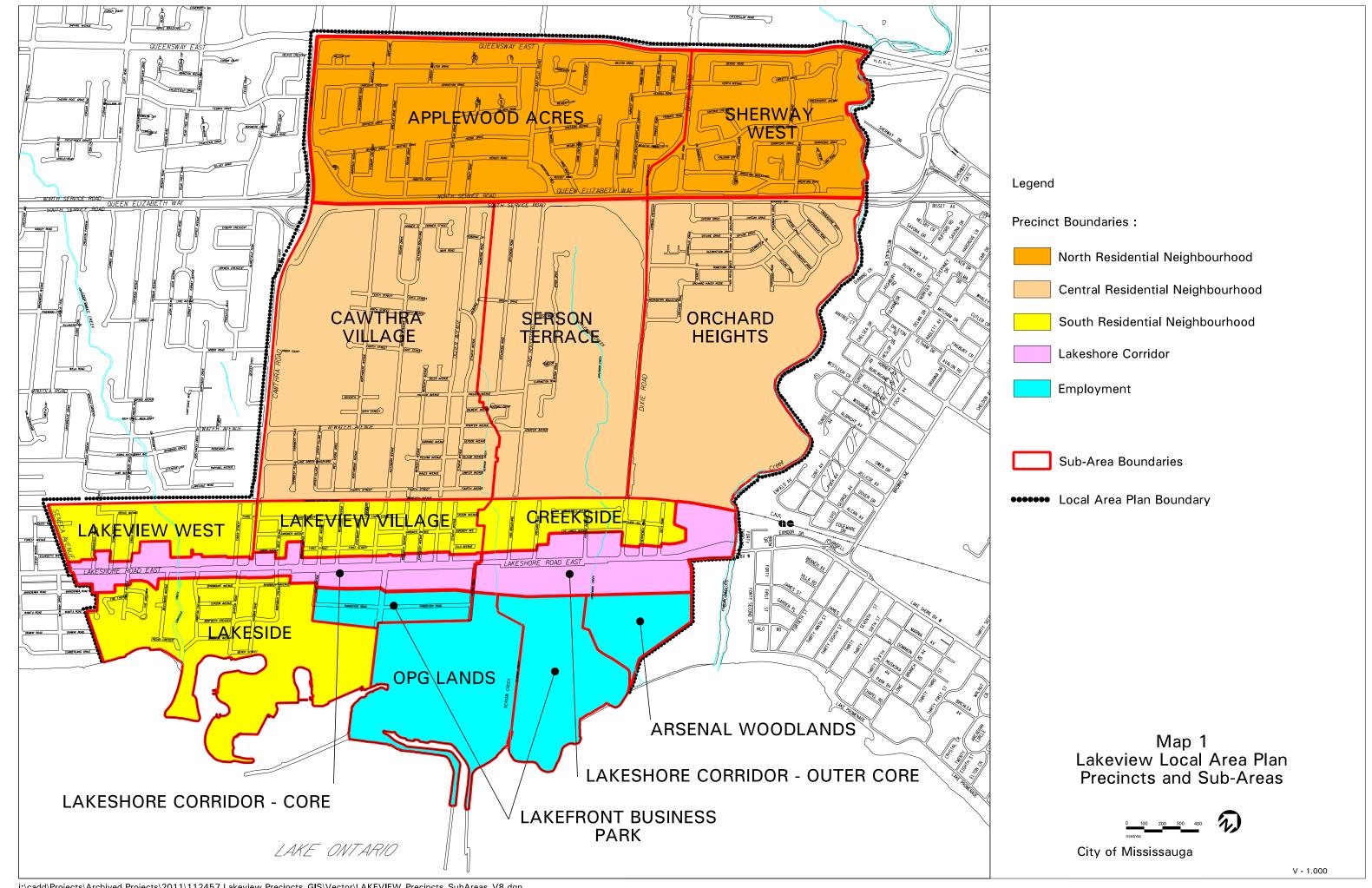
#### 13.2.8 Site 8

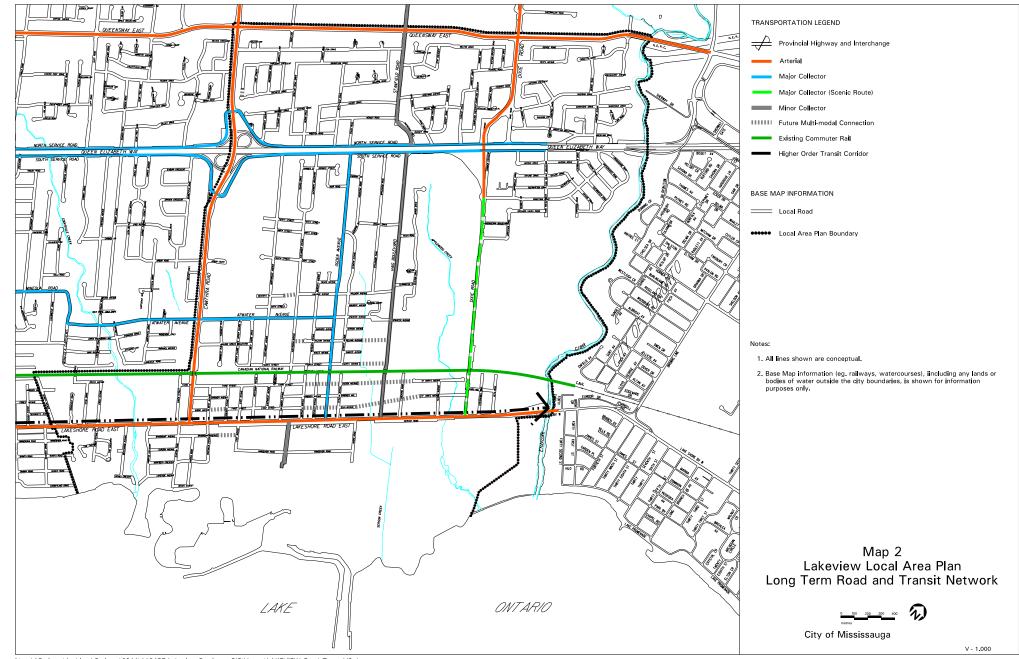


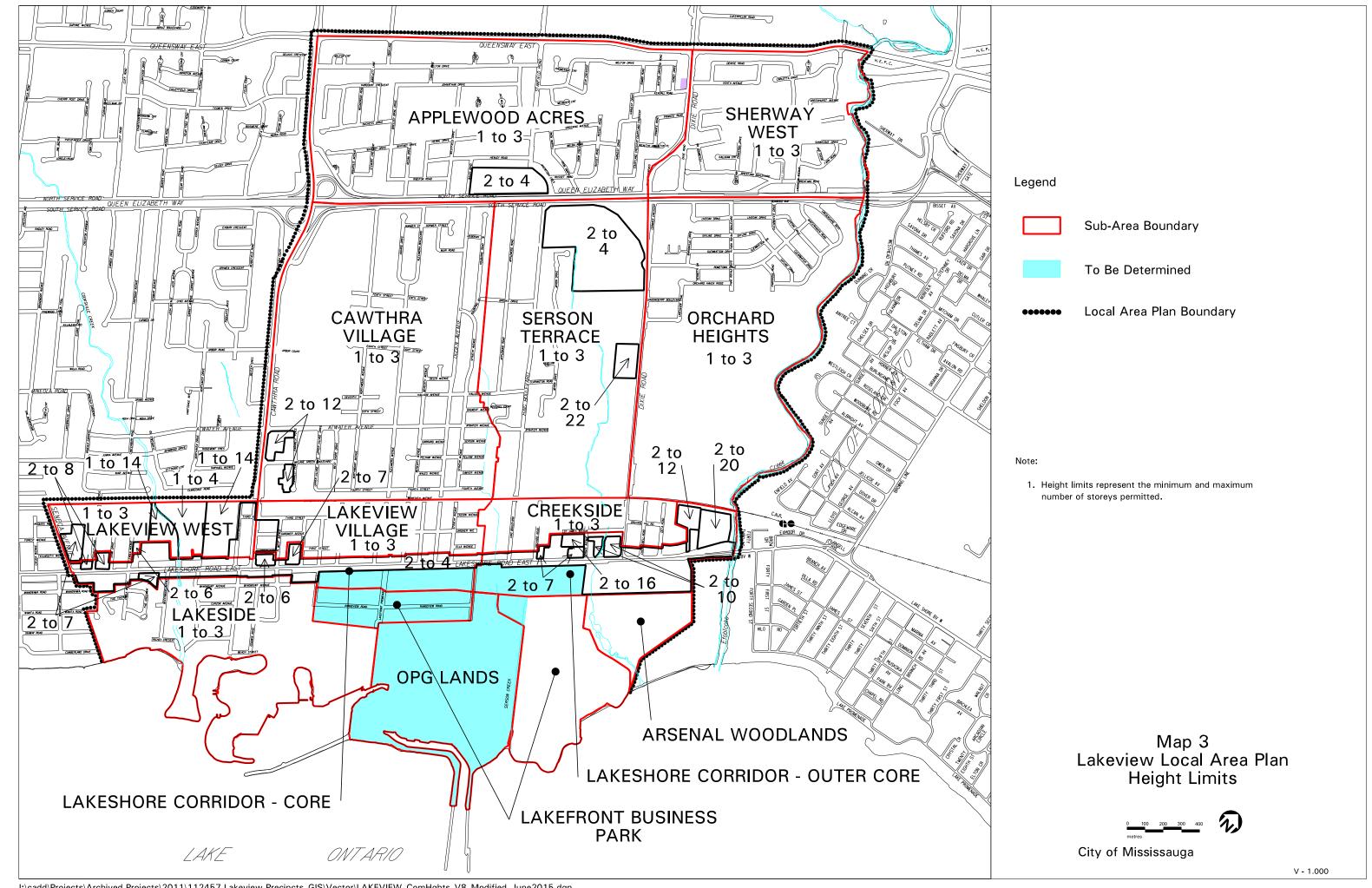
- 13.2.8.1 The lands identified as Exempt Site 8 are located on the west side of Stanfield Road, south of Queensway East.
- 13.2.8.2 Notwithstanding the policies of this Plan, the following additional policies will apply:
- a. the existing hair care and aesthetics services will be permitted;
- the existing **secondary office** uses, excluding medical offices, will be permitted;

#### 14.0 Implementation

- 14.1 Mississauga will monitor development in Lakeview, including population density and the population to employment ratio.
- 14.2 Mississauga, in conjunction with public consultation, may develop a list of facilities/matters that could be exchanged for granting bonuses in height and/or density.
- 14.3 Mississauga, in conjunction with public consultation, prepare Community may Improvement Plan, including a plan to promote Lakeview's mainstreet with streetscape improvements and symbolic gateways, incentives to promote and enhance cultural heritage sites in Lakeview.
- 14.4 Prior to development, master plans for the Ontario Power Generation site and the adjacent Business Employment area will be prepared to the City's satisfaction.











# Lakeview

**Built Form Standards** 

September 2015





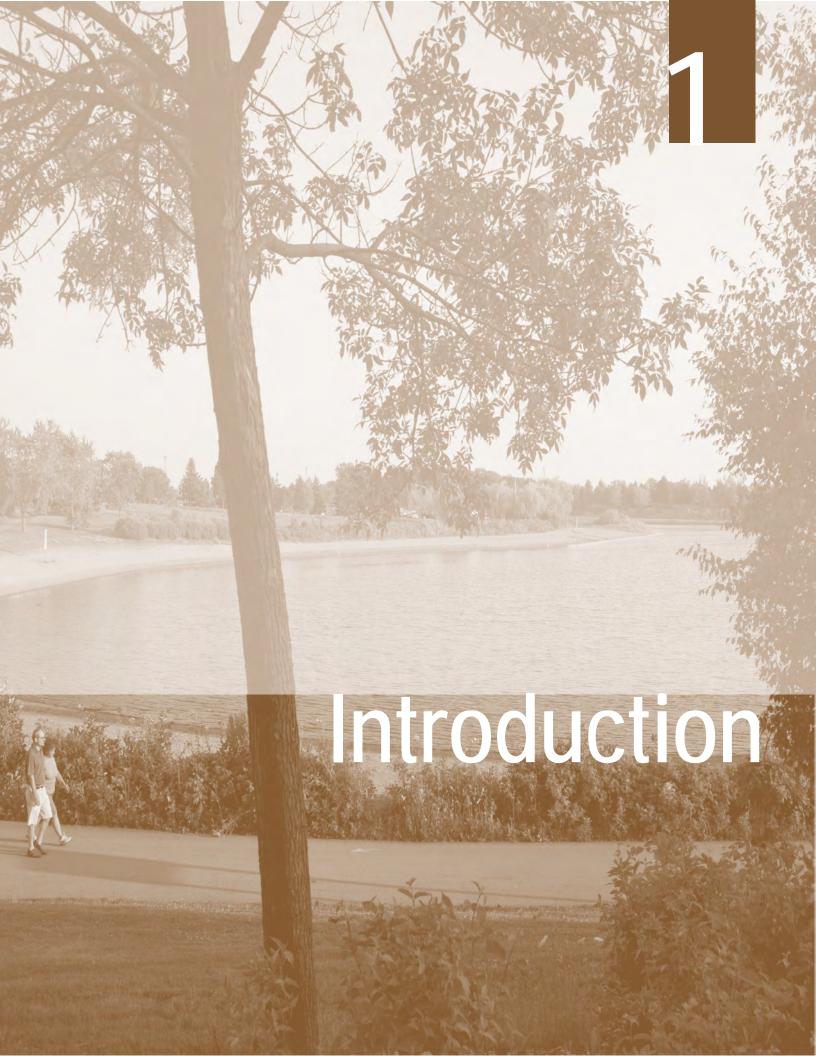




# **Table of Contents**

1	Introduction	5
1.1 1.2	How to Read the Built Form Standards Purpose	6
1.3	Expectations of the Standards	7
1.4	Lakeview Local Area Plan	8
	1.4.1 Community Node	9
	1.4.2 Inspiration Lakeview	9
2	Lakeview Character Areas	11
2.1	Neighbourhood and Employment	
	Character Areas	12
2.2	Built Form Type	14
	2.2.1 Detached and Semi Detached Dwellings,	
	Duplexes and Triplexes	15
	2.2.2 Street Townhouses	16
	2.2.3 Standard and Common Element	
	Condominium	18
	2.2.3.1 Single Detached Standard and Common Element Condominium	10
	2.2.3.2 Townhouses Standard and	18
	2.2.3.2 Townhouses Standard and Common Element Condominium	20
	2.2.4 Horizontal Multiple Dwellings	
	2.2.5 Apartment Dwellings	
	2.2.5.1 Building Heights	
	2.2.5.2 Building Separation Distances	
	2.2.5.3 Floor Plates	
	2.2.5.4 Transition to Lower Forms	
	2.2.5.5 Microclimatic Conditions	
	2.2.6 Commercial	28
	2.2.7 Industrial	29
2.3	Routes, Landmarks and Views	
2.4	Cultural Heritage	
2.5	Pedestrian Realm/Streetscape	34
2.6	Environmental Sustainability	35
27	Ruilding Materials	

3	Lakeshore Corndor Precinct	39
3.1	Lakeshore Corridor Precinct	40
3.2	Building Heights	42
3.3	Transition to Lower Built Form and	
	Open Space	44
3.4	Rear Yard Landscape Buffer	44
3.5	Pedestrian Realm / Streetscape	45
3.6	At Grade Commercial Requirements	46
3.7	Access Points	47
3.8	Parking, Loading and Service Areas	48
3.9	Location of On-Street and Lay-By Parking	49
3.10	51 14 11	50
4	Appendix A (Photo Credits)	52



## Introduction

# 1.1 How to Read the Built Form Standards

The Lakeview Built Form Standards (the Standards) is to be read in conjunction with the policies in Mississauga Official Plan and the Lakeview Local Area Plan (Area Plan). The Standards is to be used during the design and review of development applications.

This Standards demonstrates how the urban form policies in the Area Plan can be achieved. The Standards is not considered a part of the Area Plan; however, selected content from the Standards has been incorporated into the Area Plan and represents policy. Applicants must also refer to the Zoning By-law, and the Ontario Building Code to ensure that the applicable requirements in these documents have been met. In addition, there may be other City of Mississauga initiatives and directions (e.g. Design Guidelines, Green Development Strategy) which need to be consulted.

#### 1.2 Purpose

Building a desirable urban form is a key principle of the Mississauga Official Plan. The Standards is intended to provide further guidance of the policies in the Mississauga Official Plan and the Lakeview Local Area Plan. The Standards establishes and illustrates general requirements to achieve a high quality urban form, site development and public realm.

The Standards is intended to ensure development is appropriate for Lakeview and reflects the unique characteristics of the area.











Figure A1 - Images of built form typologies in Lakeview

Introduction

## 1.3 Expectations of the Standards

The Built Form Standards provides further direction in the Urban Design Policies set out in the Official Plan, the Lakeview Local Area Plan and other City initiatives and strategies that support land use decisions within the City.

The Standards set out detailed requirements to achieve a high quality built form in Lakeview that interfaces with the public realm in a seamless fashion. The Built Form Standards has been developed to communicate the design expectations, in advance of an application being filed, related to the quality and outcome of development.

The Standards, in addition to the dimensions indicated, are to be addressed and achieved by development proponents through the planning application process. Depending on the context or site size, exceptions to the Standards may be considered at the discretion of the City, in whole or part, when there are extenuating circumstances and/or where proposals are able to demonstrate urban design excellence.

It should be noted that the Standards may be amended, modified or updated on an as need basis to provide clarity on the intent of the Lakeview Local Area Plan, provisions of the Zoning By-law including the outcome of other studies or initiatives that impact the Lakeview area.











Figure A2 - Images of built form typologies in Lakeview

#### 1.4 Lakeview Local Area Plan

The Area Plan includes lands identified in the Mississauga Official Plan City Structure as Neighbourhood and Employment Character Areas.

Both the Neighbourhood and Employment Character Areas are divided into 5 precincts and 13 sub-areas which recognize different attributes of these areas and contain different policy directions. These are organized as follows:

- 1. North Residential Precinct
  - Applewood Acres
  - Sherway West
- 2. Central Residential Precinct
  - Cawthra Village
  - Orchard Heights
  - Serson Terrace
- 3. South Residential Precinct
  - Creekside
  - Lakeview West

- Lakeside
- Lakeview Village
- 4. Lakeshore Corridor Precinct
  - Core
  - Outer Core
- 5. Employment Precinct
  - Arsenal Woodlands
  - Lakefront Business Park
  - Ontario Power Generation Lands (OPG Lands)

This Standards outlines various general built form typologies that are found in Lakeview.

Individual direction is given for the *Lakeshore Corridor Precinct*, where the Neighbourhood Character Area and the Employment Character Area overlap. The Lakeshore Corridor Precinct is an area of change and specific direction is given in Section 3.0 of this Standards.













Figure A3 - Images of built form and cultural resources in Lakeview

Introduction

## 1.4.1 Community Node

The Mississauga Official Plan identifies Lakeview as an area that will contain a Community Node. Once the location of the Community Node has been defined, it will be the focus of activity for Lakeview. The combination of residential uses, employment opportunities, cultural activities and infrastructure, shopping, dining, commerce and recreation will be encouraged to concentrate in the Community Node.

The Community Node will be the primary focus for intensification and density, however, the form and scale of development will vary within the Community Node in accordance with the location and surrounding context. More detailed Standards for the Community Node will be established once the boundaries have been determined.

### 1.4.2 Inspiration Lakeview

For years, public access to the Lakeview waterfront has been limited by the location of the Ontario Power Generation's coal-fired generation station. With the demolition of the power plant, this part of the waterfront is ready for a new vision to create "a model sustainable creative community on the waterfront".

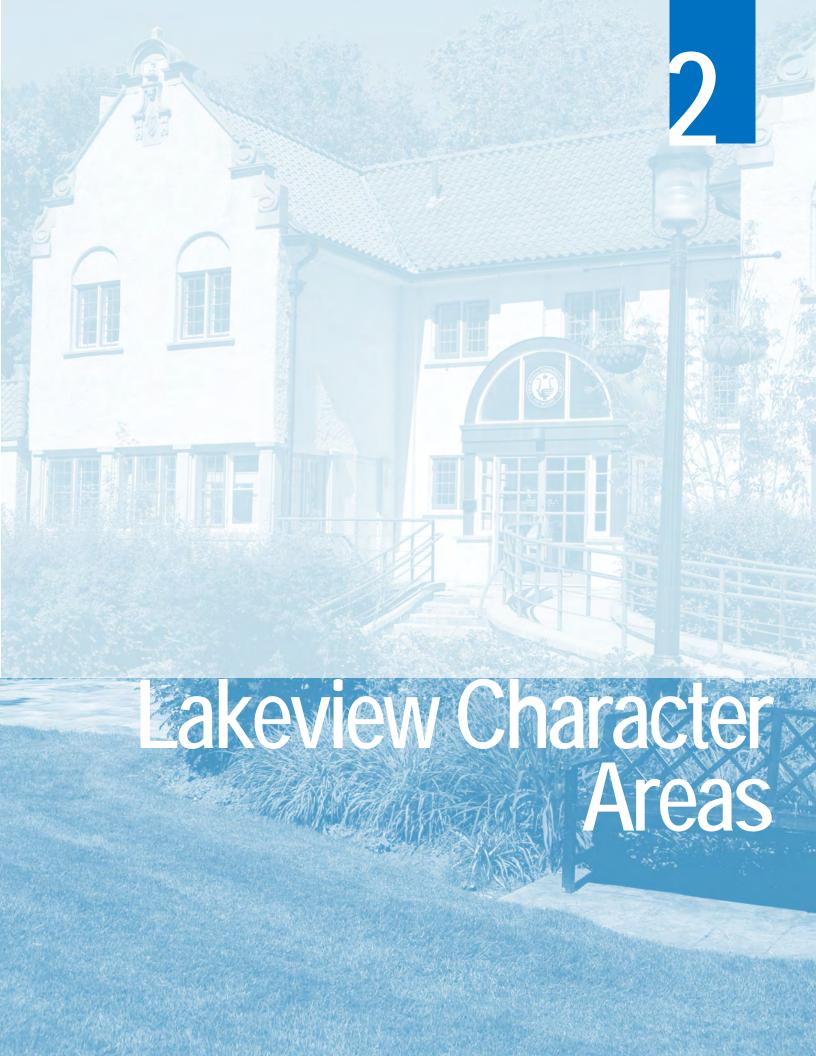
The City of Mississauga, the Province of Ontario and Ontario Power Generation (OPG) have signed a memorandum of understanding that commits them to working together on a shared vision for the future of these lands.

These lands include a portion of the Lakefront Business Park Precinct, a portion of the Lakeshore Corridor Precinct and the OPG Lands.

To date, the Inspiration Lakeview project has developed a Community Vision. A more detailed land use plan, including the appropriate location of the Community Node, will be undertaken in the next phase.



Figure A4 - Images of built form and cultural resources in Lakeview



# 2.1 Neighbourhood and Employment Character Areas

Lands identified as Neighbourhood Areas are considered to be generally stable residential areas where the existing character is to be preserved and enhanced. These areas will be maintained while allowing for infill which is compatible with and enhances the character of the area.

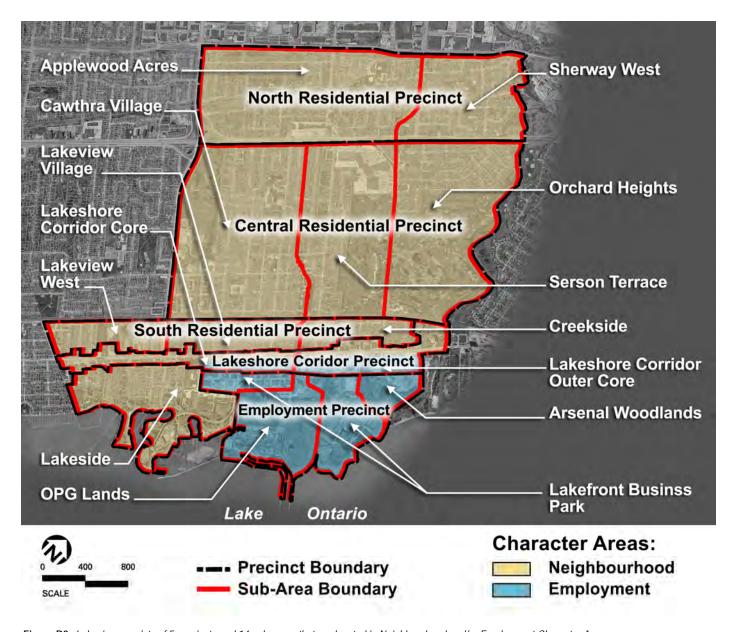
Employment Areas are stable areas and are characterized by uses that are land extensive and /or have low employment densities. They have various operating uses including manufacturing and wholesale, retail and restaurant, banquet hall, utility, marina and parkland. The future use of these lands will be reviewed through the next phase of study for

Inspiration Lakeview and remain unchanged in this Area Plan.

The following sections provide additional context and information on the built form typologies found in each of the Neighbourhood and Employment Character Areas. A separate section entitled "Lakeshore Corridor Precinct" will address specific issues in regards to the Lakeshore Corridor Precinct which crosses through Neighbourhood and Employment Character Areas.



Figure B1 -Examples of built form typologies within Lakeview



**Figure B2** - Lakeview consists of 5 precincts and 14 sub-areas that are located in Neighbourhood and/or Employment Character Areas.

## 2.2 Built Form Type

New developments will be compatible with and enhance the character of the neighbourhood by integrating with the surrounding area. This can be done by maintaining the existing lotting fabric layout and using consistent and transitional heights.

The following building typologies will be discussed in this section:

- i) Detached Dwellings, Semi-Detached Dwellings, Duplexes and Triplexes;
- ii) Street Townhouses;
- iii) Standard and Common Element Condominium Developments: Single Detached; and Townhouse;
- iv) Horizontal Multiple Dwellings;
- v) Apartment;
- vi) Commercial; and
- vii) Industrial.

In addition to these Standards, the City of Mississauga Urban Design Guidelines and Reference Notes should be reviewed. These include, but are not limited to:

Green Development Strategy;



Figure B3 - Example of a bungalow in Lakeview

- Urban Design Handbook for Low Rise Multiple Dwellings;
- Design Guidelines for High Density Apartments;
- Balconies in Medium and High Density Developments;
- Condominium Townhouse Design Standards;
- Screening for Roof Top Mechanical Units;
- Standards for Seniors Outdoor Amenity Area;
- Standards for Children's Outdoor Play Spaces;
- Standards for Shadow Studies; and
- Design Guidelines for Industrial buildings.



Figure B4 - Example of a duplex in Lakeview



Figure B5 - Example of detached dwellings in Lakeview

# 2.2.1 Detached and Semi-Detached Dwellings, Duplexes and Triplexes

To preserve neighbourhoods with predominantly low density residential character, applicants will be required to provide the greater of the following:

- The average frontage and area of residential lots, units or parcels of tied land (POTLs) on both sides of the same street within 120 m of the subject property. In the case of corner development lots, units or POTLs on both sides within 120 m will be considered; or
- ii) The requirements of City by-laws, including Zoning By-law 0225-2007.

New detached, semi-detached, duplex and triplex dwellings within Lakeview will maintain the existing character of the area. The following criteria will apply:

- a. The maximum height of any dwelling should be 10.7 m. The design of the building will de-emphasize the height of the house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows;
- b. New development will preserve and enhance the generous front, rear and side yard setbacks;
- c. New development will ensure that existing grades and



Figure B6 - Example of a triplex in Lakeview

drainage conditions are preserved;

- d. New development will fit the scale and character of the surrounding area, and take advantage of the features of a particular site, i.e. topography, contours, mature vegetation, location to railway tracks;
- e. Garages will be recessed or located behind the main face of the house. Alternatively, garages will be located in the rear of the property;
- f. New development will have minimal impact on its adjacent neighbours with respect to overshadowing and overlook;
- g. New development will minimize the hard surface areas in the front yard;
- h. New development will preserve existing high quality trees to maintain the existing established nature of these areas;
- New house designs which fit with the scale and character of the local area, and take advantage of the particular site features are encouraged.
- j. The use of standard, repeat designs is strongly discouraged; and
- k. The building mass, side yards and rear yards will respect and relate to those of adjacent lots.



Figure B7- Example of a semi-detached dwelling in Lakeview

#### 2.2.2 Street Townhouses

Development of street townhouses or freehold townhouses should meet the following criteria:

- They fit into the existing lotting pattern of the community;
- ii) They provide an appropriate transition from low built form to higher built forms; and
- iii) They are located on or in proximity to transit routes

The following are requirements for new infill street townhouses within the Lakeview area to ensure that the character of the existing community is maintained:

- a. The minimum lot area for an interior townhouse unit will be 200 m<sup>2</sup> and 280 m<sup>2</sup> for a corner lot;
- b. The maximum height for a street townhouse will be 10.7 m:
- c. The maximum number of townhouses in a consecutive row will be 6 units per block;
- d. The minimum width of a townhouse unit will be 6.8 m;
- e. The minimum width of a lot will be 6.8 m for an interior lot and 9.8 m for a corner lot:
- f. The minimum front yard setback for any unit will be 7.5 m;

- g. The maximum number of stairs to the front door of any unit will be 3 risers from the established grade;
- h. Garages will not project beyond the main face of the dwelling unit. They may be flushed, recessed or located at the rear of the unit;
- i. The garage of any townhouse unit will not be more than 50% of the width of the unit:
- j. The driveway width of a townhouse unit will not be more than 50% of the front yard or 5.2 m whichever is smaller;
- A minimum of 3.0 m will be required between blocks of units. A minimum of 4.5 m will be required between blocks of units where a walkway is proposed;
- Front to rear access to internal townhouse units will be provided through the individual unit. The interior design of the unit must ensure this can be accommodated:
- m. The minimum rear yard setback of a street townhouse from a property line will be 7.5 m. Where a townhouse unit is accessed by a laneway, the minimum distance from the rear face of the garage to the rear face of the dwelling unit will be 7.5m;

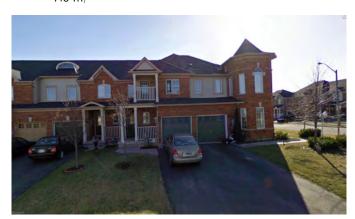


Figure B8 - Example of street townhouses in Mississauga



Figure B9- Example of street townhouses in Mississauga

- End and rear units that are exposed to a public road or park will be required to have upgraded elevations equal to the front of the unit;
- o. The minimum landscape area of a street townhouse dwelling will be 25% of the lot area; and
- Fencing requirements will be minimized with built form acting as the prominent feature along all frontages.
   All fencing is to be returned within a maximum of 3.0 m of the rear corner of the dwelling.



Figure B11 - Street townhouse example. Corner lot upgrade to appear as a detached dwelling and fit in with the lotting pattern and built form pattern of the area.



Figure B12 - Street townhouses adjacent to detached dwellings



Figure B10 - Example of street townhouse developments in Mississauga



Figure B13 - Side elevation of detached dwelling adjacent to street townhouses

# 2.2.3 Standard and Common Element Condominium

Where development is proposed on a condominium road, new dwellings should fit the scale and character of surrounding development with respect to frontage, area, setback and side yards. Development of standard and common element condominium townhouses should demonstrate that:

- They fit into the existing lotting pattern of the community;
- ii. They provide an appropriate transition from low built form to higher built forms;
- iii. Have a minimum lot depth of 90 m; and
- iv. They are located on or in proximity to transit routes.

Development of such sites requires careful consideration regarding site planning and building massing, including the height and setbacks from adjacent developments and maintaining a consistent streetscape and built form along the frontages. New buildings will minimize shadowing and overlook onto adjacent properties. New infill standard and common element condominium townhouses will adhere to the City's *Urban Design Handbook for Low-Rise Multiple Dwellings* and *the Design Reference Note for Single Detached and Common Element Condominium.* 

The following are criteria for new infill condominium and common element developments within the Lakeview area which will help maintain the character of the existing community. These are broken down into two categories:

- Single Detached Standard and Common Element Condominium developments; and
- Townhouses Standard and Common Element Condominiums

# 2.2.3.1 Single Detached Standard and Common Element Condominium

- a. The width and massing of the proposed unit will be similar to that of the existing character of the neighbourhood.
- b. The maximum height for a dwellings will be 10.7 m;
- c. The maximum stairs to the front door of any unit is 3 risers from the established grade of the dwelling unit;
- d. Garages will not project beyond the main face of the dwelling unit. They will be flushed, recessed or may be located at the rear of the unit:



Figure B14 - Example of a standard condominium detached development along Stavebank Road. The condominium units have been designed to be in character with the street and enhanced with a continuous streetscape



Figure B15 - Side elevation of the detached condominium is upgraded to look like the front of a single detached dwelling to fit in with the lotting pattern of the existing street

- e. The driveway width of a dwelling unit will not be more than 50% of the front yard or 1.0 m wider than the width of the garage whichever is smaller;
- f. Visitor parking will be centrally located, not visible from a public road and will be well screened from existing and proposed dwellings;
- g. No service/loading, mailboxes or garbage area will be located along the frontage of the public road or visible from the public road;
- h. Entrances to new development will not be through established or existing lots, but will be from major roads



Figure B16 - Example of detached condominium developments



**Figure B18-** *Single detached units fronting onto a public road to ensure the lotting pattern and form are maintained on the residential street* 

- and routes. The entrances to new developments will be flanked by dwellings within the new development itself;
- Fencing requirements will be minimized with built form acting as the prominent feature along all frontages. All fencing is to be returned within a maximum of 3.0 m of the rear corner of the dwelling;
- j. End and rear units exposed to an external or internal road will be required to have upgraded elevations;
- k. Amenity spaces will be in the rear of the unit and not on public roads; and
- I. All common element units must have a private amenity



Figure B17 - Example of condominium detached developments



Figure B19- Single detached units fronting onto a condominium road to ensure the lotting pattern and form are maintained on the residential street

### 2.2.3.2 Townhouse Standard and Common Element Condominium

- a. The maximum height for a townhouse dwellings will be 10.7 m:
- b. The minimum unit width of a townhouse unit will be 6.0 m:
- c. The minimum front yard setback from a street will be 6.0 m;
- d. The maximum number of townhouses in a consecutive row will be 8 units:
- e. The maximum stairs to the front door of any unit is 3 risers from the established grade of the dwelling unit;
- f. Garages will not project beyond the main face of the dwelling unit. They will be flushed, recessed or may be located at the rear of the unit:
- g. The garage of any townhouse unit will not be more than 50% of the width of the unit;
- h. The driveway width of a townhouse unit will not be more than 50% of the front yard or 1.0 m wider than the width of the garage whichever is smaller;

- i. All units will have a designated parking space in front of their unit or located underground;
- Visitor parking will be centrally located, not visible from a public road and will be well screened from existing and proposed dwellings;
- condominium townhouse developments greater than 20 units will provide a centrally located private amenity space;
- A minimum of 3.0 m will be required between blocks of units. A minimum of 4.5 m will be required between blocks of units that have a walkway;
- m. Hydro and gas metre walls should be required to be located internal to the site and will not be visible from the street:
- No service/loading, mailboxes or garbage area will be located along the frontage of the public road or visible from the public road;
- Entrances to new development will not be through established or existing lots, but will be from major roads and routes. The entrances to new developments will be flanked by dwellings within the new development itself;



Figure B20 - Example of a standard condominium townhouse development in Lakeview



Figure B21 - Side elevation of the townhouse condominium is upgraded to look like the front of a single detached dwelling to fit in with the lotting pattern of the existing street

- p. Fencing requirements will be minimized with built form acting as the prominent feature along all frontages. All fencing is to be returned within a maximum of 3.0 m of the rear corner of the dwelling; and
- q. End units exposed to an external or internal road will be required to have upgraded elevations.



Figure B22 - Example of condominium townhouse developments in Lakeview



Figure B23 - Example of condominium townhouse developments in Lakeview



Figure B24- Single detached units fronting onto a public road to ensure the lotting pattern and form are maintained on the residential street

## 2.2.4 Horizontal Multiple Dwellings

Horizontal multiple dwellings (often referred to as stacked units) may be located in existing neighbourhoods along major transit routes and corridors.

Appropriate sites are those that have a depth of 40-m or greater to ensure internal circulation, parking, amenity space, landscaping and utilities can be appropriately accommodated. The following criteria will be used when designing horizontal multiple dwellings:

- a. The building will be oriented to face the major public road and not be designed as a flankage condition;
- b. Garages will be located in a laneway and will not face the front door of another unit. Garages will face each other;
- c. Condominium blocks will not be more than 8 units wide;
- The minimum required landscape area will be 40% of the lot area;
- e. The preservation of existing trees on the street frontage and perimeter of the site will be required;
- f. Each unit will be required to have its own private amenity space, in the form of a balcony or roof top;
- g. A maximum of 3 stairs will be located at the entrance of any building. All other stairs will be required to be designed so that they are internal to the dwelling;

- A common amenity space will be required for a development with over 20 units. The common amenity space will be centrally located and will be the greater of 5.6 m² per dwelling unit or 10% of the site area. A minimum of 50% of the required amenity space will be provided in one contiguous area;
- A minimum of 3.0 m will be required between blocks of units.
   A minimum of 4.5-m will be required between blocks of units that have a walkway;
- j. A minimum of 15 m shall be required between the faces of buildings located along mews;
- k. Hydro and gas metre walls should be required to be internal to the site and not be visible from the street. In addition, utilities will not be located within the required landscape area or along the frontage of a public road;
- No common visitor parking, air-conditioning units, mailboxes or garbage area will be located along the frontage of the public road or visible from the public road; and,
- m. Fencing requirements will be minimized with built form acting as the prominent feature along all frontages. All fencing is to be returned within a maximum of 3.0 m of the rear corner of the dwelling.



Figure B25 - Example of horizontal multiple dwelling in lakeview from an internal road



Figure B26 Example of horizontal multiple dwelling in Lakeview from Lakeshore Road East



**Figure B27** - Example of horizontal multiple dwelling in Lakeview, from Lakeshore Road East



**Figure B29** - Example of horizontal multiple dwelling in Lakeview from Deta Road. Example of tree preservation



Figure B31 - Example of horizontal multiple dwelling in Lakeview. Four entrances designed to appear as two



**Figure B28** - Example of an entrance at grade of a horizontal multiple dwelling in Lakeview



Figure B30 - Example of horizontal multiple dwelling in Lakeview. Example of tree preservation within the new development.



**Figure B32-** Example of horizontal multiple dwelling in Lakeview. Rear lane condition with private amenity space above

## 2.2.5 Apartment Dwellings

There are a number of apartment sites within the Lakeview area. These sites generally contain buildings 5 storeys and over and are located along arterial roads, major routes or in cluster developments.

Generally, high-rise residential cluster developments in Lakeview are considered "towers in the park". These apartment buildings are surrounded by sunlight, open space and well landscaped yards. Additional sites may be considered for apartments due to their size and location, however these sites will be required to demonstrate that there is minimal impact on adjacent areas.

#### 2.2.5.1 Building Heights

The maximum building height for any new high rise residential building in the Lakeview neighbourhood areas will be 14 storeys or 44.8 m. Sites that may be suited for high density will be required to demonstrate that they can accommodate a maximum of 14 storeys or 40.6 m.

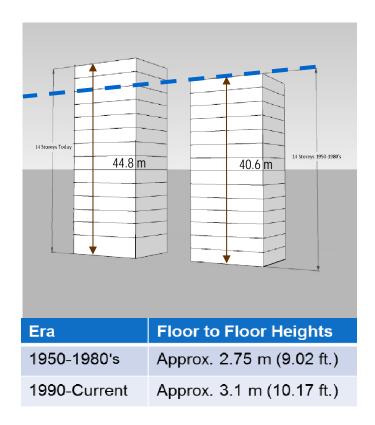


Figure B33 - Building heights from the 1950's to 1980's are significantly different than building heights from 1990 to today. Floor to ceiling heights during the 1950's and 80's were lower which reduced the overall heights of the buildings. The majority of buildings constructed in Lakeview were constructed between 1950 and 1980 and are therefore lower in height



Figure B34 - 7 storey building. Example of existing high built form within Lakeview



Figure B35 - 14 Storey building. Example of existing higher built form within Lakeview

#### 2.2.5.2 Building Separation Distances

There are a number of higher built form apartments existing in the Lakeview area. They are characterized by large landscape areas and significant separation distances to ensure light and permeability. This concept should be continued for new developments.

A building over 6 storeys or 20 m should have a minimum separation distance of 35 m to a building equivalent to, or greater than 6 storeys or 20 m.

#### 2.2.5.3 Floor Plates

A building between 7 storeys (23 m) and 14 storeys (38.6 m) will have a maximum floor plate of  $1000 \text{ m}^2$ , including the balconies, to ensure minimal impact on adjacent low rise residential and to maintain sky views.

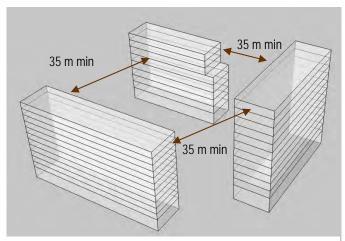


Figure B36 - Examples of existing building separation distances in Lakeview



Figure B31 - Example of existing building separation distances in Lakeview

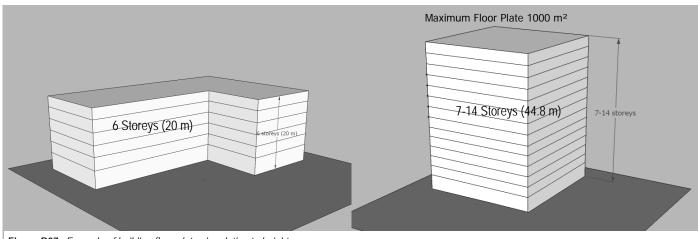


Figure B37 - Example of building floor plates in relation to height

#### 2.2.5.4 Transition to Lower Forms

Taller buildings should be sited and organized in a way that provides desirable transition to adjacent lower form buildings and open space to ensure appropriate spatial separation between buildings.

Where a significant difference in scale exists between building heights, developments will be required to deploy transition strategies through massing and built-form to achieve a harmonious relationship between proposed and existing development, and/or adjacent open space.

Appropriate transition can be achieved through various design methods. The larger the difference in scale the greater the need for transition. These may include:

 a. The use of an angular plane of 45 degrees from the closest property line of sites with lower scaled building or open space will be used to determine the minimum setback and height of a building within a development;

- b. To increase the building setback from a low rise development to ensure that the impact of the larger development is minimal; and
- c. The use of building step backs to ensure minimal impact from overshadowing and from a new building overwhelming the site.

Each of these controls can vary according to the size of the development area, the planned intensity of the use, the context of the low scale development, and the street width. Impacts to sunlight, shade and sky views will also be considered and will adhere to the City's *Urban Design Terms of Reference for Standards for Shadow Studies, June 2014.* 

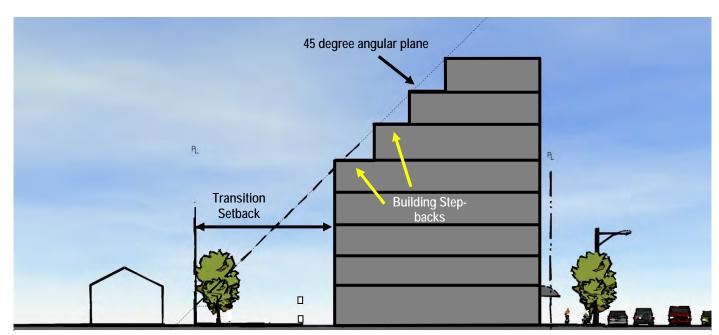


Figure B38 - Angular plane calculation for shallow properties. Larger properties will calculate the angular plane from the property line

#### 2.2.5.5 Microclimatic Conditions

## **Shadow Impact**

Shadow studies will be requested in support of Official Plan Amendments/Rezoning and Site Plan applications to demonstrate that the height and/or location of a proposed apartment building will not generate excessive shadows over adjacent lands.

Shadow studies will be required for buildings greater than 10.7 m in height which may cause new shadow impact on adjacent residential properties, public parkland, open space and the public realm. Particular attention will be focused on Lakeshore Road East and where a pedestrian oriented environment is strongly encouraged. See the City's *Standards for Shadow Studies*.

#### Wind Comfort

Wind studies will be requested for development over 3 storeys or 16 m in height to ensure appropriate comfort and safety levels are maintained in the pedestrian realm, streetscapes, public spaces and areas immediately adjacent to, and surrounding the proposed development.

Evaluation of existing wind conditions in the immediate and surrounding area, prior to the proposed development will be required along with a comparison of the wind conditions based on the proposed development. The criteria to be used for the analysis will be signed and sealed by a certified engineer.

The Urban Design Terms of Reference for Pedestrian Wind Comfort and Safety Studies will be used, June 2014.



Figure B39 - Example of shadow on the public realm from an existing building



Figure B40 - Example of wind in an urban environment

#### 2.2.6 Commercial

Lakeview has a number of commercial uses. Some of these larger commercial areas include, but are not limited to, the Dixie Outlet Mall and Applewood Village Plaza.

The following criteria will apply to the redevelopment of these areas:

- a. The maximum height of a building or structure will be 4 storeys or 13.8 m;
- b. New developments will transition to existing stable residential developments;
- When redevelopment occurs, larger sites will be broken up into smaller parcels. These smaller parcels should be bisected by public roads that interconnect with the existing community;
- New development should generally follow the pattern and character of the existing community. Higher built form will transition both in scale and lotting pattern to existing community uses;
- e. New development should ensure the continuation of a mixed use community;

- f. Where retail commercial is located on a mixed use street, entrances will face the street and be the dominant feature of the building. Loading and service areas shall not be visible from the street or existing residential; and,
- g. Mixed use developments which include townhouses, stacks or apartment dwellings will adhere to the Urban Design Handbook for Low-Rise Multiple Dwellings and the Design Reference note for Standards for Children's Outdoor Play Spaces.



Figure B41 - Dixie Outlet Mall, example of existing commercial



Figure B42 - Applewood Plaza, example of existing commercial

#### 2.2.7 Industrial

Lakeview has a number of historic industrial uses on the south side of Lakeshore Road East and along the rail line just north of Lakeshore Road East. A significant portion of the lands south of Lakeshore Road East are being reviewed under a separate study, *Inspiration Lakeview*.

This study will determine the built form, height and land use of these lands, and the Area Plan and Standards will be revised accordingly.

However, in the interim, the following general built form guidelines will be required when considering new developments in business employment areas:

- a. Industrial uses adjacent to residential areas will require a minimum 15 m setback to ensure an appropriate buffer area can be accommodated to screen the intensity of the use;
- A minimum landscape area ranging in depth from 4.5 m to 7.5 m of landscape area will be required in front of any employment use;
- c. Site access will be minimized and will be consolidated where possible;
- d. Loading, garbage and service areas will not face public

roadways or residential uses. These services will be located behind the building, or, where this cannot be accommodated, these may be permitted at the side of the building. Landscaping will be required to screen service areas visible from the street;

- e. Parking will be located at the rear of the development and not between the front of the building and the street;
- Roof top units will not be visible from any street. The addition of parapet walls to screen these units is required;
- g. Buildings listed on the City's Heritage Register will be preserved and enhanced in their existing location;
- h. The preservation and enhancement of existing natural features will be a priority;
- i. All lighting will be contained within the site; and
- j. Existing industrial uses along the railway tracks are encouraged to improve their transition to the adjacent residential areas. The maximum permitted height will be the equivalent to a 2 storey residential building. New development will include appropriate buffers, ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential uses.



Figure B43- Example of existing industrial, in Lakeview



Figure B44 - Example of industrial built form along the rail line north of Lakeshore Road East in Lakeview

### 2.3 Routes, Landmarks and Views

Development will ensure routes and views are maintained and enhanced. Views to Lake Ontario from Lakeshore Road East are important and will be enhanced and protected. Landmarks are places, buildings or structures that are recognizable by people and that may have historical significance.

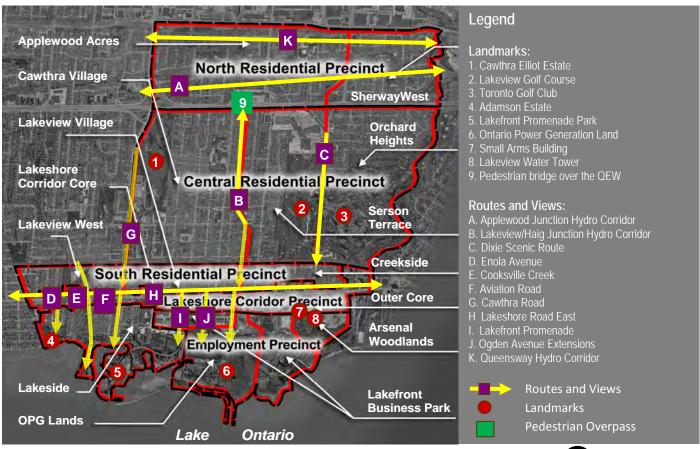


Figure B40 - Routes, Landmarks and Views



Figure B45 - A. Hydro corridor from Breezey Brae Drive

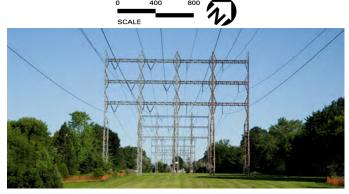


Figure B46 - B. Hydro corridor from Halliday Avenue



Figure B47 - Cawthra - Elliot Estate





Figure B49 - Adamson Estate Figure B50 - Lakefront Promenade Park



Figure B51 - Lakefront Promenade Park



Figure B52 - Lakeshore Road East



Figure B53 - Water Tower



Figure B54 – Cooksville Creek Bridge



Figure B55 - Dixie Road Scenic Route



Figure B56 - Ontario Power Generation Lands

## 2.4 Cultural Heritage

Heritage is an important characteristic of the Lakeview Local Area Plan. Within Lakeview there are a number of properties listed on the City's Heritage Register. The Register contains two types of properties:

- Designated (recognized by the City through by-law as being of cultural heritage value or interest); and
- Listed (identified but not fully researched as to heritage significance and has potential heritage value).

Lakeview contains *Cultural Landscapes and Cultural Features. Cultural Landscapes* are defined as a setting that enhance a community's vibrancy, aesthetic quality, distinctiveness, sense of history or sense of place. *Cultural Features* can be defined as visually distinctive objects and unique places within a cultural landscape. They are not necessarily consistent with their immediate natural surroundings, adjacent landscape, adjacent buildings or structures.

Properties designated or listed on the Heritage Register will be preserved in their existing location. Any development will incorporate these structures in the design of the proposal. Any changes to these structures or developments adjacent to these structures will require a *Heritage Impact Assessment* and may have additional requirements. Additional requirements may include, but are not limited to, a review and recommendation by the Heritage Advisory Committee. New buildings will not visually impede the setting of listed/designated heritage buildings and cultural landscapes. Where heritage buildings are low-scale, taller buildings will respect and reflect the unique character, topography and materials of the surrounding historic buildings. All new buildings will preserve and enhance the character and appearance of the setting of the adjacent listed/properties.

The following figures provides examples of properties listed or designated on the Heritage Register.



Figure B57 - Arsenal Lands Water Tower, example of a cultural feature



Figure B58 - Lakefront Promenade Park, example of a cultural landscape



Figure B59 - Johnston Residence 1414/1416 South Service Road



Figure B60 - McGillion House and stable, 1559 Cormack Crescent



Figure B61 - Cawthra -Elliot Estate



Figure B62 - Small Arms Inspection Building, Lakeshore Road East



Figure B63 - Lakeview Park School, 1239 Lakeshore Road East



Figure B64 - Pallett-McMaster House, 1346/1348/1400 Dixie Road



Figure B65 - 11 Lakeview Golf Residence



Figure B66 - Capraru Residence, 1256 Dixie Road



Figure B67 - Lakeview Golf Course, example of a cultural landscape



Figure B68 - Stone Bungalow, 1047 Dixie Road



**Figure B69** - Waseem Residence, 1273 St. James Avenue



Figure B70 - Long Branch Indoor Rifle Range, 1300 Lakeshore Road East

## 2.5 Pedestrian Realm/Streetscape

Neighbourhood Character Areas have an established streetscape particularly in the residential areas. These consist of a sidewalk on one or both sides adjacent to the curb edge (Figure B71); or set back from the street edge by landscape areas (Figure B73). A significant number of the residential streets however do not have sidewalks giving the image of a rural setting (Figure B72) which will be maintained.

At grade private amenity space will not be visible from the street for Standard and Common Element Condominium Townhouse Developments, horizontal multiple units and apartment developments.

All entrances to buildings will be prominently located on the street and designed in such a manner that it becomes the most important element of the building.

Tree preservation and protection of healthy trees, particularly City trees, within any development is a priority.



Figure B71 - Local residential street with sidewalks on one side of the street, adjacent to the curb



Figure B72 - Hedge Drive, local residential street with no sidewalks



Figure B73 - Atwater Avenue, local residential street with 2 sidewalks on either side with a grass buffer

## 2.6 Environmental Sustainability

New developments must be sustainable in all aspects, taking into account social and economic impact, based on whole life costs and benefits. Advances in construction technology combined with a growing body of architectural knowledge mean that sustainable practices are easier to achieve.

On July 7, 2010, City Council adopted the Green Development Strategy which focuses on achieving sustainability and environmental responsibility in new development in Mississauga. The City strongly encourages applicants to incorporate green sustainable elements into proposed buildings, site works, construction methods and long-term maintenance programs. Further, applicants are encouraged to pursue LEED-NC credits required to achieve Silver certification.

For more information, visit the Canada Green Building Council website for the LEED-NC Program, the CVC or TRCA website for Low Impact Development Stormwater Management Planning and Design Guide, and the City of Mississauga web site for the Green Development Strategy.



Figure B74 — Example of vertical parking grate screened by landscape



Figure B75 — Example of enhanced dry grass swale



Figure B76 — Typical rain water barrel



**Figure B77** — Extensive green roof above — Mountain Equipment Co-op

# 2.7 Building Materials

Lakeview has a mixture of building materials throughout the neighbourhood areas. These include, brick, wood siding, stone, and siding. These materials should be used in the redevelopment of any site. Materials that are not predominant in Lakeview are discouraged, including architectural concrete block and stucco.

High quality building materials will be required in all new developments in Lakeview. The first 4 storeys of any new development will be of durable material such as brick or stone. Concrete block or painted concrete block are not permitted to be exposed for any new development.

The entrances to buildings will be prominent and treated with greatest priority. Entrances will be located on the dominant street they are located on.

Balconies should either be partially screened or have glass tinting so that materials that are stored on them are not visible from the public realm.

For mainstreet, vision glass will be required for all store fronts. Wood features are permitted as accent pieces. Canopies and architectural features area encouraged within the property line.





Figure B74 — Brick and stone



Figure B79 — Various brick types



Figure B80 — Balconies that are either partially screened or tinted are encouraged





Figure B81 — Visually translucent balconies are discouraged as they display balcony contents







Figure B83 — Plaster



Figure B84 — Wood siding and shutters



Figure B85 — Siding



Figure B86 — Combination of brick and aluminum



Figure B87— Aluminium



Figure B88 — Brick



Figure B89 — Brick



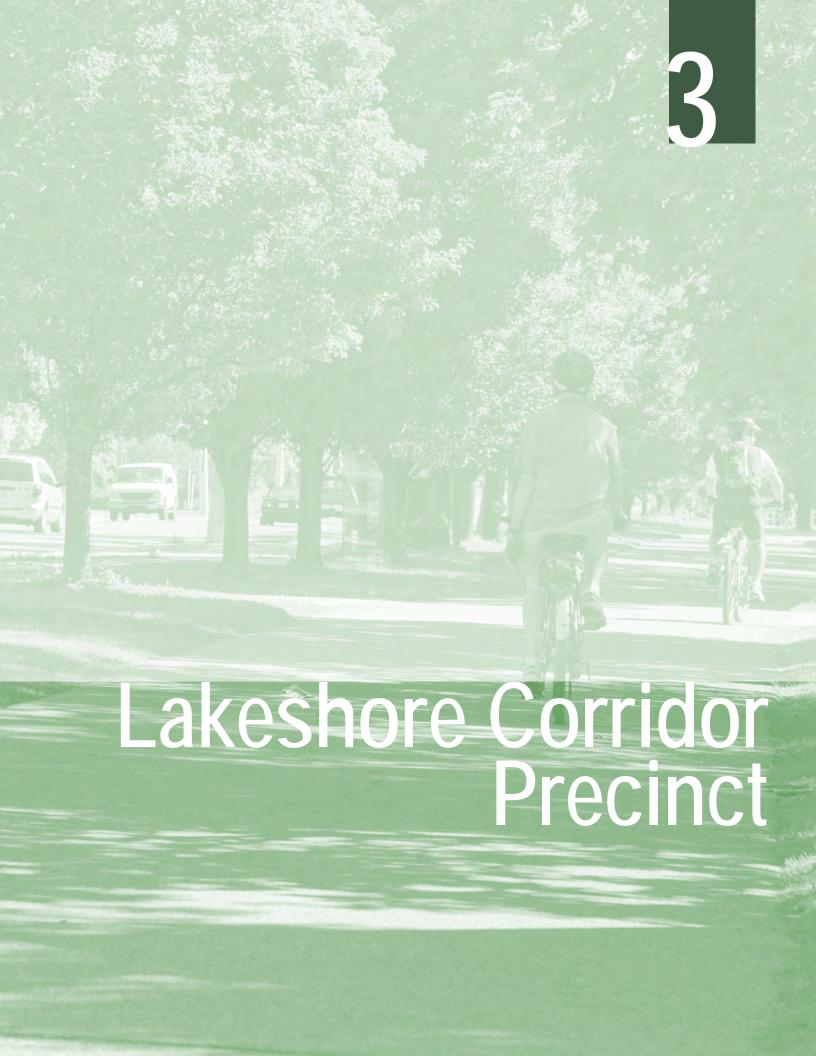
Figure B90 — Brick



Figure B91 — Exposed concrete block or painted concrete block will not be permitted



Figure B92 — Architectural concrete block is highly discouraged as an exterior building material



# 3.0 Lakeshore Corridor Precinct

#### 3.1 Lakeshore Corridor Precinct

The Lakeshore Corridor Precinct has a unique identity and function in the community. It contains a mix of uses and a variety of built form. The Lakeshore Corridor Precinct contains a larger neighbourhood area and a portion of the employment lands.

While the Neighbourhood policies in the previous section also apply to this precinct, additional development criteria must be adhered to.

The principles of built form along Lakeshore Road East will include:

- i. A pedestrian oriented environment;
- ii. Closely spaced buildings fronting onto Lakeshore Road East:

- iii. Minimize access points;
- iv. No parking between the building and the street;
- v. Design that enhances a mainstreet retail environment; and
- vi. On-street parking along Lakeshore Road East where appropriate.

In recent years, development interest is gradually changing this area into a new mainstreet, with new mixed use buildings along the corridor. The Lakeshore Corridor Precinct is linear, and includes properties fronting along Lakeshore Road East from Seneca Avenue to the eastern boundary of Mississauga.



Figure C1 — Lakeshore Corridor Precinct

# Lakeshore Corridor Precinct

The Lakeshore Corridor Precinct is broken down into two sub areas:

- The Core, which is described as the area from Seneca Avenue to Hydro Road. Retail will be required at grade fronting onto Lakeshore Road East. Buildings should be set back 0.6 m to 3.0 m; and,
- The Outer Core, which is described as the area from Hydro Road to the Etobicoke Creek and the eastern boundary of the City of Mississauga. Retail is encouraged to front onto Lakeshore Road East but not required. Where residential fronts onto Lakeshore Road East, in the Outer Core area, buildings should be set back from the street to ensure a well landscaped front yard and appropriate streetscape.

In addition, the lands highlighted in yellow are lands that are affected by the Inspiration Lakeview Study and will be dealt with through that process.

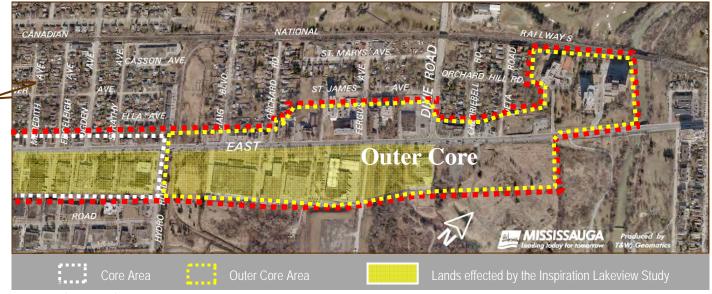


Figure C1 (Continued) — Lakeshore Corridor Precinct

# 3.2 Building Heights

It is anticipated that the majority of significant redevelopment within Lakeview will occur along Lakeshore Road East. The corridor will be the focus of activity for Lakeview, combining a mix of uses including residential uses, cultural activities, shopping, dining, commerce and recreation. Development along Lakeshore Road East will be linear and maintain lower building forms to ensure that developments transition appropriately to the neighbourhood lands both north and south of Lakeshore Road East. The lands highlighted in yellow are lands affected by the Inspiration Lakeview Study.

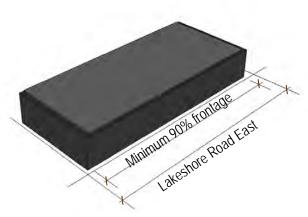
The following criteria will apply to development in the Lakeshore Corridor Precinct:

- a. The minimum building height along Lakeshore Road East highlighted in blue will be 2 storeys and the maximum building height permitted is 4 storeys, however some sites will be permitted to have building heights of more than 4 storeys as shown on Schedule 2 of the Area Plan:
- b. Development along Lakeshore Road East will be close to the street and have a minimum setback of 0.6

- m and a maximum setback of 3.0 m from the property line. The appropriate setback will be determined through an analysis of the public realm and streetscape treatments. Additional setbacks may be required to ensure an appropriate pedestrian realm can be accommodated due to the location of the utilities and right-of-way widths;
- c. Buildings fronting onto Lakeshore Road East should have a minimum of 90% of the building wall within 0.6 m to 3.0\_m from the front property line;
- d. Building entrances will be located along Lakeshore Road East:
- e. Canopies, overhangs and signage will be designed so that they are located within the private property limits;
- f. Where residential buildings are permitted a minimum setback of 7.5 m from Lakeshore Road East will be required to ensure appropriate transition to Lakeshore Road East; and
- g. Buildings will transition down to stable residential areas (see Section 3.3 for details).



Figure C1 — Lakeshore Corridor Precinct



**Figure C3** — Buildings along Lakeshore Road East will have a minimum of 90% lot frontage



Figure C5 — Canopies, overhangs and signage will be within the property limits

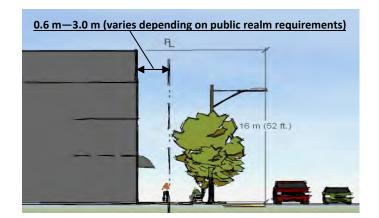


Figure C4 (right) — Buildings along Lakeshore Road East will have a minimum of 90% lot frontage

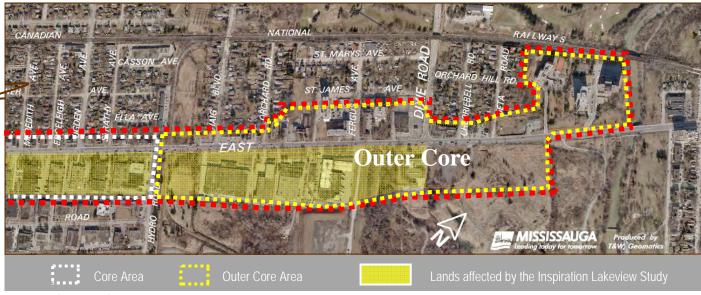


Figure C1 (Continued) — Lakeshore Corridor Precinct

# 3.3 Transition to Lower Built Form and Open Space

The assembly of adjacent stable residential lands to enlarge properties fronting Lakeshore Road East is discouraged. However, if this does occur, no building or structure will be permitted on the former residential property.

To ensure that residential properties have adequate light, view and privacy, a 45 degree angular plane will be required (see sketch below C6).

### 3.4 Rear Yard Landscape Buffer

A minimum of 4.5 m wide unobstructed landscape buffer will be required when a mixed use zone abuts a residential zone to screen buildings from adjacent residential properties. Through the site plan process, additional recommendations, such as the location and type of planting will be provided to ensure effective screening. This helps to ensure that trees and vegetation on the existing property and adjacent properties are preserved and enhanced. A 1.2 m fence will be required between the residential and mixed use zone to further ensure buffering of uses.

Utilities, walkways, amenity space and garbage areas will not be permitted in the 4.5 m landscape buffer.

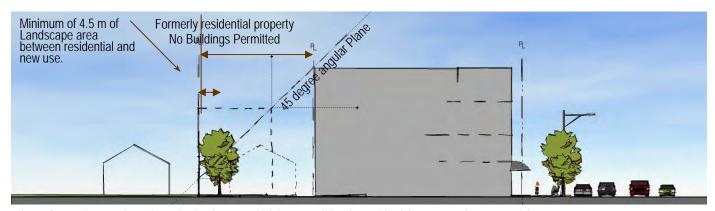


Figure C6 — Diagram of transition of a development which has consolidated a residential property to the commercial property.



Figure C7 — Example of the above diagram using the old residential property to buffer the higher built form.



Figure C8 — Front of the higher building form shown to the left.

# Lakeshore Corridor Precinct

### 3.5 Pedestrian Realm/Streetscape

Building setbacks along Lakeshore Road East are to provide a consistent street edge. Where buildings are discontinuous along the street, the street edge should be defined through landscape elements such as street trees, plantings, low-level walls and decorative fences, pergolas, or acceptable alternatives.

- a. Building setback along Lakeshore Road East will be a minimum of 0.6 m to 3.0 m. The exact building setback will be determined through streetscape analysis to ensure that the boulevard width is a minimum of 5.6 m from the street curb to the face of the building to ensure a consistent and viable pedestrian sidewalk and the potential for a tree zone and street furniture. Depending on the location of the utilities, the boulevard width may need to be increased;
- New buildings should form a continuous street wall.
   There should be minimal breaks in the streets frontages to encourage a pedestrian friendly environment. 90% of the frontage should be occupied by the building façade; and
- Street trees, street furniture, such as benches, banners, waste receptacles, bike racks and public art will be required within the boulevard.

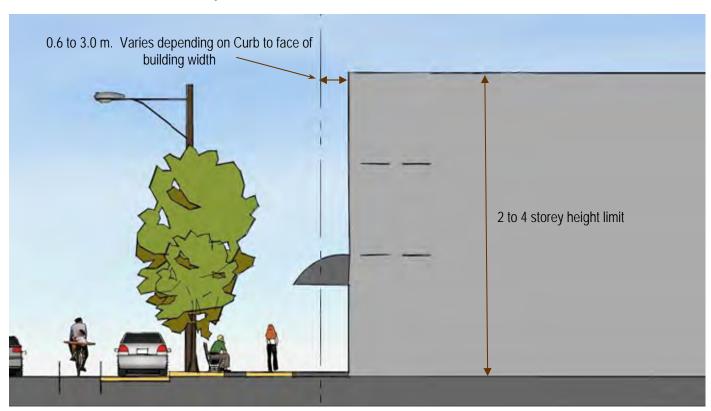


Figure C9 — Building setback may vary depending on the character of the street, the adjacent development and the boulevard width of the street it is fronting on to ensure a good pedestrian realm.

# 3.6 At Grade Commercial Requirements

To promote a pedestrian friendly mainstreet environment, street related retail commercial uses will be located along, and front onto Lakeshore Road East. A maximum lot depth of 55 m for commercial uses will be maintained.

- a. Building entrances should be located along and face Lakeshore Road East. These entrances will provide an opening to the sidewalk and be considered the main or principal entrance from Lakeshore Road East;
- b. Generally, retail areas require a minimum of 4.5 m of clear height from grade and a minimum of 15 m width;
- c. Minimum of 60% glass will be required for retail storefronts along the street wall;
- d. Minimum 6 m store front extension around the corner



Figure C10 — Examples of retail commercial at grade

- from a primary street is required where there are commercial uses;
- e. Signs will be limited to the first floor level;
- f. Tenant signage will be of a consistent design if there is more than one tenant in a building;
- Retail tenants signs will be designed of high quality material, colour and scale to compliment the remainder of the building;
- h. Ground signs are prohibited;
- Store front window signage is permitted up to 25% of the glass surface area and will not block the clear view of entrances; and
- Tables and other active uses adjacent to storefront windows are encouraged.

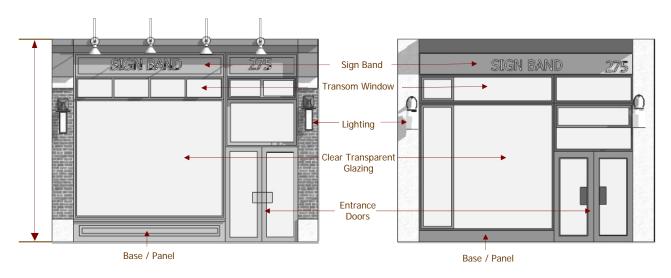


Figure C11 — Examples of retail treatment at grade.

### 3.7 Access Points

Consolidation of vehicle access points for properties fronting along Lakeshore Road East will be encouraged to minimize the requirement for mid-block access points from Lakeshore Road East.

Vehicle access for redevelopment should be considered from existing north/south side streets.



Figure C12 — Parking at the front of the property along Lakeshore Road East with access points all along the front

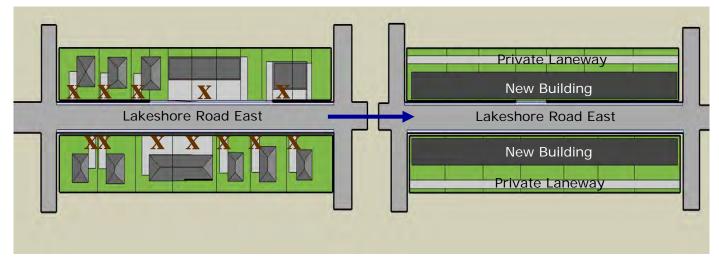


Figure C13 — Example of access consolidation which is required to make an urban street pedestrian oriented and safe.



Figure C14 - Example of multiple vehicle access conditions along Lakeshore Road East



Figure C15 - Example of multiple vehicle access conditions along Lakeshore Road East

### 3.8 Parking, Loading and Service Areas

The design of parking, servicing and loading areas for non-residential uses is a key component in the development of sites. These areas serve a functional need, but should be designed in a manner that screens these areas and provides high quality treatment of exposed areas while addressing safe and efficient movement of pedestrians and vehicles.

- Parking should be located underground, internal to the building or to the rear of the building where it is not visible from the streets, particularly on Lakeshore Road East;
- b. Above grade parking structures should be screened in such a manner that vehicles are not visible to the public, be designed to compliment adjacent buildings and materials, and with appropriate directional signage to the structure:
- c. Service, loading and garbage storage areas should be integrated into the building or located at the rear of the building and screened from the public realm and adjacent residential uses. Screen walls may be used,

provided they are the same material as the building. Alternatively, landscape material may be used where there is ample room for generous treatment.



Figure C16 — Parking, loading and service areas at the rear of the site



Figure C17 — Parking, loading and service areas at the rear of the site

# 3.9 Location of On-Street and Lay-By Parking

On-street and lay-by parking will provide accessible parking in proximity to retail commercial and office space. Where onstreet and lay-by parking can be accommodated, it is to be incorporated into the streetscape design.

Lay-by parking should be delineated by islands to ensure safety for pedestrian and vehicles (see Figure C21).



Figure C18 — Example of on-street parking



Figure C20 — Example of lay-by parking



Figure C19 — Example of lay-by parking



Figure C21 — Example of lay-by parking

### 3.10 Place Making

Place making is the process that fosters the creation of vibrant public destinations; the kind of places where people feel a strong stake in their communities and a commitment to making things better. Place making capitalizes on a local community's assets, inspiration, and potential, ultimately creating good public spaces that promote people's health, happiness, and well being.

Lakeshore Road East has a number of opportune locations where place making can occur. New developments should encourage the integration and development of squares and



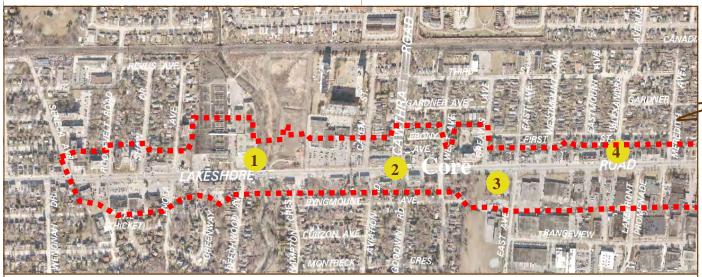
Figure C23 — Place making opportunities, Lakeshore Road East and Cawthra Road

open space on private lands in prominent areas to ensure interaction with pedestrians, vistas and the surrounding environment. Several place making opportunities have been identified. These include but are not limited to:

- 1. Cooksville Creek
- 2. Cawthra Road and Lakeshore Road East (South Side)
- 3. East Avenue and Lakeshore Road East
- 4. Alexandra Avenue and Lakeshore Road East
- 5. Ogden Avenue and Lakeshore Road East
- 6. Hydro Corridor and Lakeshore Road East
- 7. Waterfront Trail along Lakeshore Road East
- 8. Small Arms Inspection Building
- 9. Etobicoke Creek



Figure C24 — Ogden Avenue and Lakeshore Road East, south side of the Lakeshore Road East



#### Legend

- 1. Cooksville Creek
- 3. 958-960 Lakeshore Road East
- 2. Cawthra Road and Lakeshore Road East (650 Lakeshore Road)
- 4. 910 -920 Lakeshore Road East

Figure C22 — Place Making Opportunities

# Lakeshore Corridor Precinct



Figure C25 — Former rail line looking south from Lakeshore Road -Place Making Opportunities



Figure C26 — Waterfront Trail along the south side of Lakeshore Road East



Figure C27 — Small Arms Inspection Building, Place Making



Figure C28 — Etobicoke Creek, Mississauga eastern border



- Legend
  5. 1019 and 1041 Lakeshore Road East
- 7. Lakeshore Road Bicycle Path
- 6. Hydro Road, adjacent to the railway tracks 8. Small Arms Building

9. Etobicoke Creek

Figure C22 (Continued) — Place Making Opportunities

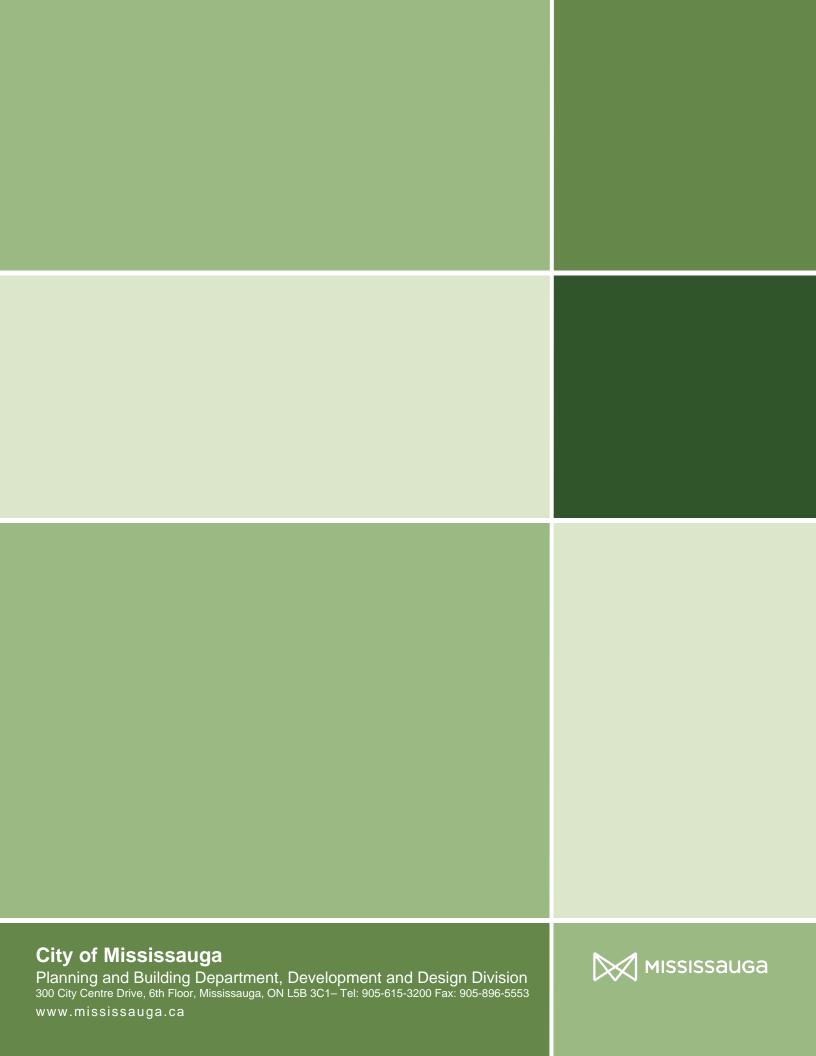
# 4.0 Appendix A - Photo Credits

Page	Description	Source
Cover	Lakeshore Road East cyclists	Sharon Mittmann, City of Mississauga
	Region of Peel, 5 Storey Building	Adiseshan Shanker from ASAP Photography
	Adamson's Estate	Adiseshan Shanker from ASAP Photography
Page 3	Townhouse development on Northmount Avenue	Adiseshan Shanker from ASAP Photography
Page 5	Lakefront Promenade	Adiseshan Shanker from ASAP Photography
Page 6	Lakeview Entry Sign	City of Mississauga Image Library
J	Region of Peel, 5 Storey Building	Adiseshan Shanker from ASAP Photography
	Townhouse development on Northmount Avenue	Adiseshan Shanker from ASAP Photography
	Industrial Building	Adiseshan Shanker from ASAP Photography
	Detached Bungalow, Lakeview	City of Mississauga Image Library
Page 7	Region of Peel Waste Water Treatment Plant	Adiseshan Shanker from ASAP Photography
r ago r	Adamson's Estate	Adiseshan Shanker from ASAP Photography
	Lakefront Promenade Park sign	Sharon Mittmann, City of Mississauga
	Lakeshore Road West Buildings	Sharon Mittmann, City of Mississauga
	OPG Peir	Sharon Mittmann, City of Mississauga
Page 8	Mississauga Transit Bus	Sharon Mittmann, City of Mississauga
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	Lakeshore Road East Building	Sharon Mittmann, City of Mississauga
	Detached Bungalow	Sharon Mittmann, City of Mississauga
	Dixie Outlet Mall	Adiseshan Shanker from ASAP Photography
	Cyclist	Adiseshan Shanker from ASAP Photography
Page9	Bus Shelter	Sharon Mittmann, City of Mississauga
rages	Buildings on Lakeshore Road West	Sharon Mittmann, City of Mississauga
		Sharon Mittmann, City of Mississauga Sharon Mittmann, City of Mississauga
	Arsenal Building	Sharon Mittmann, City of Mississauga Sharon Mittmann, City of Mississauga
	Lakeshore Road East cyclists	
	Waterfront Trail along Lakeshore Road	City of Mississauga Image Library
D 44	OPG Lands Railway	Sharon Mittmann, City of Mississauga
Page 11	Adamson's Estate	Adiseshan Shanker from ASAP Photography
Page 12	Townhouse development on Northmount Avenue	Adiseshan Shanker from ASAP Photography
	Region of Peel Waste Water Treatment Plant	Adiseshan Shanker from ASAP Photography
	Industrial Building	Adiseshan Shanker from ASAP Photography
	One and a half storey dwelling	Dan Magee, City of Mississauga
	Bungalow	Dan Magee, City of Mississauga
	Two storey semi detached dwelling	Dan Magee, City of Mississauga
	Single Detached Dwelling	Dan Magee, City of Mississauga
	Single Detached Dwelling	Dan Magee, City of Mississauga
	Bungalow Dwelling	Dan Magee, City of Mississauga
	7 Storey Apartment Dwelling	Dan Magee, City of Mississauga
	Industrial Building	Dan Magee, City of Mississauga
	Two Storey Detached	Dan Magee, City of Mississauga
Page 13	Lakeview Precinct Map	Geomatics, City of Mississauga
Page 14	Duplex Dwelling	Dan Magee, City of Mississauga
	Bungalow Dwelling	Dan Magee, City of Mississauga
	Two Storey Dwelling	Dan Magee, City of Mississauga
Page 15	Detached Dwelling	Dan Magee, City of Mississauga
Ü	Semi Detached Dwelling	Dan Magee, City of Mississauga
Page 16	Townhouse developments in Churchill Meadows	Google Maps
	Townhouse developments in Churchill Meadows	Google Maps
Page 17	Townhouse developments in Churchill Meadows	Google Maps
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Ü	Side Elevation of a Townhouse Development  Aerial Map	Google Maps Google Maps

Page	Description	Source
Page 18	Example of a Standard Detached Condominium	Google Maps
	Side elevation of a Standard Condominium	Google Maps
Page 19	Example of detached condominium streetscape	Google Maps
	Example of detached condominium from a public road	Google Maps
	Single detached units facing a public road	Google Maps
	Single detached units facing a condominium road	Google Maps
Page 20	Examples of Standard condominium townhouse developments in Lakeview	Adiseshan Shanker from ASAP Photography
	side elevation of the townhouse condominium	Adiseshan Shanker from ASAP Photography
Page 21	Examples of condominium townhouse developments in Lakeview	Adiseshan Shanker from ASAP Photography
	Examples of condominium townhouse developments in Lakeview	Adiseshan Shanker from ASAP Photography
	Single detached units fronting onto a public road to ensure the lotting pattern and form	Adiseshan Shanker from ASAP Photography
	are maintained on the residential street	у таке от таке
Page 22	Examples of Horizontal Multiple Dwelling in Lakeview from an internal road	Dan Magee, City of Mississauga
	Examples of Horizontal Multiple Dwelling in Lakeview from Lakeshore Road East	Dan Magee, City of Mississauga
Page 23	Horizontal Multiple Dwelling in Lakeview from Deta Road	Dan Magee, City of Mississauga
	Horizontal Multiple Dwelling in Lakeview, from Lakeshore Road East	Dan Magee, City of Mississauga
	Horizontal Multiple Dwelling in Lakeview. Four entrances designed to appear as two.	Dan Magee, City of Mississauga
	entrance at grade of a Horizontal Multiple Dwelling in Lakeview	Dan Magee, City of Mississauga
	Horizontal Multiple Dwelling in Lakeview. Example of tree preservation within the new	Dan Magee, City of Mississauga
	development	
	Horizontal Multiple Dwelling in Lakeview. Rear lane condition with private amenity	Dan Magee, City of Mississauga
	space above	
Page 24	Graphic – Building Heights	Sharon Mittmann, City of Mississauga
	7 storey building. Example of existing high built form within Lakeview	Sharon Mittmann, City of Mississauga
	14 Storey building. Example of existing higher built form within Lakeview	Sharon Mittmann, City of Mississauga
Page 25	Example of building floor plates in relation to height.	Sharon Mittmann, City of Mississauga
	Examples of existing building separation distances in Lakeview	Sharon Mittmann, City of Mississauga
	Examples of existing building separation distances in Lakeview	Sharon Mittmann, City of Mississauga
Page 26	Angular plane calculation for shallow properties taken. Larger properties will calculate	Sharon Mittmann, City of Mississauga
	the angular plan from the property line	-
Page 27	Examples of shadow on the public realm from an existing building	Sharon Mittmann, City of Mississauga
	Examples of wind in an urban environment	Google Images
Page 28	Dixie Outlet Mall -example of existing commercial	Adiseshan Shanker from ASAP Photography
	Applewood Plaza, example of existing commercial	Adiseshan Shanker from ASAP Photography
Page 29	Example of existing Industrial, in Lakeview	Adiseshan Shanker from ASAP Photography
	Example of Industrial Built form along the Rail Line north of Lakeshore Road East in	Karin Phuong, City of Mississauga
	Lakeview	
Page 30	Routes, Landmarks and View Map	Geomatics, City of Mississauga
	A. Hydro Corridor from Breezey Brae Drive	Adiseshan Shanker from ASAP Photography
	B. Hydro Corridor from Halliday Avenue	Adiseshan Shanker from ASAP Photography
Page 31	Cawthra Elliot Estates	Adiseshan Shanker from ASAP Photography
	Lakeview Golf Course	Adiseshan Shanker from ASAP Photography
	Adamson's Estate	Adiseshan Shanker from ASAP Photography
	Lakefront Promenade Park	Adiseshan Shanker from ASAP Photography
	Lakefront Promenade Park	Sharon Mittmann, City of Mississauga
	Lakeshore Road East	Sharon Mittmann, City of Mississauga
	Water Tower	Adiseshan Shanker from ASAP Photography
	Cooksville Creek Bridge	Adiseshan Shanker from ASAP Photography
	Dixie Road Scenic Route	Google Maps
	Ontario Power Generation Lands	Mississauga Image Library
Page 32	Arsenal Lands Water Tower, example of a Cultural Feature	Adiseshan Shanker from ASAP Photography
	Lakefront Promenade Park, example of a Cultural Landscape	Adiseshan Shanker from ASAP Photography
		, .a.coman channer nontrioral i notography

Page	Description	Source
Page 33	Johnston Residence 1414/1416 South Service Road	City of Mississauga, Image Library
	McGillion House and stable, 1559 Cormack Crescent	City of Mississauga, Image Library
	Cawthra Estates	City of Mississauga, Image Library
	Arsenal Building, Lakeshore Road East	City of Mississauga, Image Library
	Lakeview Park School, 1239 Lakeshore Road East	City of Mississauga, Image Library
	Pallett-McMaster House, 1346/1348/1400 Dixie Road	City of Mississauga, Image Library
	11 Lakeview Gold Residence	City of Mississauga, Image Library
	Capraru Residence, 1256 Dixie Road	City of Mississauga, Image Library
	Lakeview Golf Course, example of a Cultural Landscape	City of Mississauga, Image Library
	Stone Bungalow, 1047 Dixie Road	City of Mississauga, Image Library
	Waseem Residence, 1273 St. James Avenue	City of Mississauga, Image Library
	Long Branch Indoor Rifle Range, 1300 Lakeshore Road East	City of Mississauga, Image Library
Page 30	Local residential street with sidewalks on one side of the street, adjacent to the curb	Google Maps
age or	Hedge Drive, local residential street, with no sidewalks	Google Maps
	Atwater, local residential street with 2 sidewalks on either side with a gas buffer	Google Maps
Page 34	Example of vertical parking grate screened by landscape	Green Development Strategy - Image
agoor	Example of enhanced dry grass swale	Green Development Strategy - Image
	Typical rain water barrel	Green Development Strategy - Image
	Extensive' Green Roof Above — Mountain Coop Toronto	Green Development Strategy - Image
Page 35	Brick and Stone	Google Images
ago oo	Various brick types	Google Images
	Balconies that are either partially screened or tinted are encouraged	Google Images
	Visually translucent balconies are discouraged as they display balcony contents	Google Images
Page 36	Stone Material	City of Mississauga, Image Library
ago oo	Plaster Material	City of Mississauga, Image Library
	Wood and siding shutters	City of Mississauga, Image Library
	Siding Material	City of Mississauga, Image Library
	Combination Brick and metal	City of Mississauga, Image Library
	Aluminum Material	City of Mississauga, Image Library
	Brick Material	City of Mississauga, Image Library
	Brick and Wood Material	City of Mississauga, Image Library
	Brick Material	City of Mississauga, Image Library
	Exposed concrete block or painted concrete block will not be permitted in this area	City of Mississauga, Image Library
	Architectural Concrete Block is highly discouraged as an exterior building material	City of Mississauga, Image Library
Page 38	Waterfront Trail along the south side of Lakeshore Road East	City of Mississauga, Sharon Mittmann
Page 40- 41	Lakeshore Corridor Precinct	City of Mississauga, Geomatics
Page 42	Lakeshore Corridor Building Heights	City of Mississauga, Geomatics
Page 43	Canopies, overhangs and signage	City of Mississauga, Geomatics  City of Mississauga, Image Library
age 45	Buildings along Lakeshore Road East, will have a minimum of 90% frontage	City of Mississauga, Image Library  City of Mississauga, Sharon Mittmann
	Buildings along Lakeshore Road East, will have a minimum of 90% frontage	City of Mississauga, Sharon Mittmann
Page 44	Diagram of transition of a development which has consolidated a residential property	City of Mississauga, Sharon Mittmann
ay <del>o 44</del>	to the commercial property	Oity Oi Wilssissauga, Shalon Willindilli
	Example of the above diagram using the old residential property to buffer the higher	City of Mississauga, Sharon Mittmann
	built form	Oity of Mississauga, Offatori Millindilli
	Front of the higher building form shown to the left	City of Mississauga, Sharon Mittmann
Dago 45	Building setback may vary depending on the character of the street, the adjacent	City of Mississauga, Sharon Mittmann  City of Mississauga, Sharon Mittmann
Page 45	development and the boulevard width of the street it is fronting on to ensure a good pedestrian realm	Oity of Mississauga, Sharon Millinann

Page	Description	Source
Page 46	Examples of retail commercial at grade	Google images
	Examples of retail treatment at grade	City of Mississauga, Steven Bell
Page 47	Parking at the front of the property along Lakeshore Road East with Access Points all along the front	City of Mississauga, Sharon Mittmann
	Example of Access consolidation which is required to make an urban street pedestrian oriented and safe	City of Mississauga, Sharon Mittmann
	Existing examples of access along Lakeshore Road	City of Mississauga, Sharon Mittmann
	Existing examples of access along Lakeshore Road	City of Mississauga, Sharon Mittmann
Page 48	Parking, Loading and Service Areas at the Rear of the site	City of Mississauga, Sharon Mittmann
	Parking, Loading and Service Areas at the Rear of the site	City of Mississauga, Sharon Mittmann
Page 49	Example of On-street parking	City of Mississauga, Image Library
	Example of Lay-by Parking	City of Mississauga, Image Library
	Example of Lay-by Parking	City of Mississauga, Image Library
	Example of Lay-by Parking	City of Mississauga, Image Library
Page 50	Place Making Opportunities	City of Mississauga, Geomatics
	Place Making Opportunities, Lakeshore Road East and Cawthra Road	City of Mississauga, Sharon Mittmann
	Place Making Opportunities	City of Mississauga, Sharon Mittmann
Page 51	Former Rail line looking south from Lakeshore Road -Place Making Opportunities	City of Mississauga, Sharon Mittmann
	Place Making Opportunities	City of Mississauga, Sharon Mittmann
	Small Arms Inspection Building, Place Making Opportunities	City of Mississauga, Sharon Mittmann
	Place Making Opportunities	City of Mississauga, Sharon Mittmann





### **EXECUTIVE SUMMARY**

### **Study Purpose**

The overall goal of this study was to provide a comprehensive and technical transportation review to identify how the Lakeshore Road corridor can accommodate alternative modes of transportation and provide input and background into the preparation of Official Plan policies for Lakeview and Port Credit and address stakeholder comments provided in the "Directions Report".

As the City looks to the future, long term plans for corridors such as Lakeshore Road will include providing the necessary facilities for all modes of transportation. As such, pedestrian facilities, cycling facilities and higher order transit facilities all need to be accommodated for a revitalized and more active Lakeshore Road.

The project conceptually reviewed the feasibility of future higher order transit within the existing Lakeshore Road right-of-way from Hurontario Street to the Long Branch TTC / Mississauga Transit terminal (the study area stops at east municipal boundary, just west of the Long Branch terminal at Etobicoke Creek).

### **History**

Lakeshore Road was formally part of the Provincial King's Highway network as Highway 2 continuous through the GTA. It has also supported the ongoing development of Port Credit, Lakeview and Clarkson urban villages as well as industrial and residential areas along the corridor. Construction of the QEW subsequently relieved most of the through traffic from Lakeshore Road.

### **Current Role**

The roadway has an important role to play in supporting the variety of tourist, commercial, industrial and residential land uses along the corridor. There are no alternative parallel continuous east-west routes except for the access controlled QEW some 2 kms to the north.

Currently Lakeshore Road provides for autos, bus transit and pedestrians, but not explicitly for bicycles. An evaluation of alternative modes and how these modes can be accommodated within the changing Lakeshore Road ROW has been undertaken. The following conclusion and results were developed in the course of this evaluation and functional design exercise.

Currently, around 75% of the traffic crossing the Credit River in the AM peak originates from the southwest part of Mississauga. Approximately 50% of the trips crossing the Credit River on Lakeshore Road are destined to a work / school locations in eastern Mississauga. On occasions when the QEW is blocked, traffic overflows onto Lakeshore Road which exacerbates the already congested traffic entering Port Credit. Traffic flow improves east of Hurontario Street through Port Credit and Lakeview.

#### **Traffic Trends**

All day traffic volumes have not risen in the last 10 years. Forecasts show that for the most part, peak direction volumes will not increase in the next 20 years, except for a small increase west of Port Credit as a result of increased GO Train ridership out of the Port Credit GO Station. Traffic volumes in the off-peak direction are forecast to increase resulting in more balanced flows along Lakeshore Road.

### **Future Transit**

On November 28, 2008, Metrolinx released their Draft Regional Transportation Plan entitled "The Big Move: Transforming Transportation in the Greater Toronto and Hamilton area". This document sets out the actions to build new transportation infrastructure and improve transit service in the Greater Toronto and Hamilton area. One such initiative is the Waterfront West Rapid Transit project which will be a new east-west rapid transit connection from Union Station to the Port Credit GO Station. Although not currently financed to be programmed, this initiative is included in their 15-Year Plan. The technology to be utilized and its ultimate alignment were not determined however, it was assumed to be accommodated within the road right-of-way for Lakeshore Road.

#### LRT

Higher order transit cannot be achieved west of Hurontario Street without compromising other modes and / or streetscaping. The long term plan includes LRT in mixed traffic (similar to Queen / King Streetcar service in Toronto) in the restricted parts of the corridor between Hurontario Street and Greaves Avenue. East of Greaves Avenue, LRT on its own right of way is indicated in the long term functional plans

### **Right-of-way Challenges**

Between Broadview Avenue and Seneca Avenue, a right of way (ROW) width of only 26.2 m is available, with no likelihood of increasing that width. An additional constraint exists between Cawthra Road and Greaves Avenue; however there will be opportunities to achieve the ultimate 30 m ROW in the future. Therefore, in the near term even with a potential narrowing of vehicular lane widths, it is not feasible to implement on-street bicycle lanes in this stretch while maintaining 4 lanes of traffic, on-street parking and the current boulevard / sidewalk widths (which are considered the minimum desirable already). Between Seneca Avenue and Cawthra Road and again between Greaves Avenue and the east municipal boundary, greater ROW widths are available (or could be available) and therefore do not provide the same challenge that the Port Credit and Cawthra Road to Greaves Avenue sections pose.

A series of cross-section alternatives were developed and assessed for use in the short term (based on bus transit in mixed traffic) and long term (with LRT east of Hurontario Street). Many of the more desirable options were not feasible due to inadequate ROW availability. One of the main ROW challenges was to accommodate cyclists more safely than the current situation without adversely impacting space requirements for vehicles, pedestrians and streetscaping.

#### Lane Widths

In order to better accommodate bicycles and in some scenarios transit, lane widths on Lakeshore Road were reduced in the short and long term functional designs. Typically 3.35 m lanes were used (3.0 m for left turn lanes) except for the locations where sharrows are proposed in wider 4.0 m curb lanes.

### **Centre Two-Way-Left-Turn-Lane (CTWLTL)**

The existing CTWLTL in place between Seneca Avenue and the east municipal boundary provides a measurable and significant safety advantage compared with a scenario of having no left turn storage. In the future, should it be possible to reduce the frequency of access points along this stretch, it may be possible to implement a raised median with channelized left turns at the remaining access points to provide a further safety advantage over the CTWLTL. This would also have the advantage of providing better definition (delineation) for pedestrians.

In the long term plan, the CTWLTL would have to be removed in the section east of Greaves Avenue as it would be replaced by an LRT in an exclusive ROW along the centre of the road. In the long term plan west of Greaves Avenue, left turn pockets could potentially be made between the tracks, or more likely the left turns would take place on the tracks (delaying transit). More analysis would be needed to determine the appropriate solution at specific locations.

### **Bicycle Plan**

The Mississauga Cycling Master Plan was recently completed which has highlighted Lakeshore Road as a future on-street bicycle facility. Input from this study will help determine how cycling will be accommodated.

This study has determined that a wide curb lane with sharrows is the near term preferred application through the areas with a narrow right of way – from Broadview Avenue to Greaves Avenue.

The exception being a small section between Seneca Avenue and Cawthra Road that is able to accommodate on-street bicycle lanes; however, this will require a 2 metre widening of the road pavement which appears to be feasible given the 31 metre ROW available. Again east of Greaves Avenue to the municipal boundary, on-street bicycle lanes are recommended which would require a road widening on both sides.

The long term functional plan shows on-street bicycle lanes throughout the corridor, this is made possible by an assumption that on-street parking (on one side of the road) through Port Credit may ultimately be removed and may be replaced with off-street parking lots / garages.

Although not explicitly assessed in this study, bicycle lanes are also suggested for the section of Lakeshore Road between Clarkson and Port Credit (Johnson's Lane to Shawnmarr Road) as a result of higher vehicular speeds and the availability of a wider ROW.

### **Credit River Bridge**

The Credit River Bridge will need widening to accommodate a relocation of bicycles from the street to the current sidewalks. A number of structural alternatives to achieve this will need to be investigated further in a Class Environmental Assessment (EA) study.

### **On-Street Parking**

Current on-street paid parking in Port Credit provides an important support function to the commercial core and tourist area of Port Credit. Over the longer term, there may come a time when changes in modal usage may reduce the need for on-street parking. There is also a parking management plan underway for the Port Credit area that includes among other things an examination of the feasibility of replacing a portion of the on-street parking supply with off-street / side street parking.

In the meantime, as long as 4 traffic lanes are required and on-street parking is present, it is extremely difficult to provide either on-street bicycle lanes or higher order transit through Port Credit.

A strategic parking plan for the Lakeshore Road corridor through Lakeview is currently underway which will set the parking framework for this area.

Although the near term recommended plan for the corridor includes retention of the existing parking spaces, in order to provide more opportunity for other modes, at least one side of the onstreet parking may need to be replaced by adequate and convenient off-street parking. This provides a longer term challenge and is reflected in the long term plan which includes bicycle lanes with parking on the south side only. This results in the removal of 88 on-street parking spaces on the north side.

### **Recommended Plans**

Two design plans were developed for the corridor. One is considered to be a long term plan which includes the LRT and also removal of on-street parking from one-side of the road, while a near term option was developed which did not consider LRT but maintained the on-street parking.

### Near Term Plan

The basic cross-section alternative selected for the near term option through Port Credit and another narrow ROW section east of Cawthra Road is shown below in **Exhibit E1**. The cross-section includes the addition of sharrows in a 4 m curb lane and involves a slight modification of the existing cross-section (mainly a reduction in vehicular lane and parking widths) to accommodate a wide curb lane for sharrows to better accommodate cyclists. For areas with a wider ROW, between Greaves Avenue and Cawthra Road and again east of Greaves Avenue to the municipal boundary, on-street bicycle lanes are included instead of sharrows. Minor curb adjustments are required to implement the cycling facilities.

### CONCEPT FOR: BUSES IN MIXED TRAFFIC + SHARROW LANE + ON-STREET PARKING

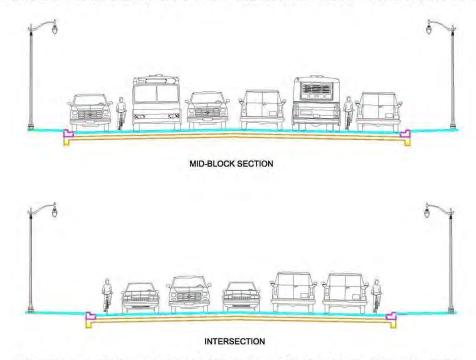


EXHIBIT E1: NEAR TERM CONCEPT THROUGH RESTRICTED ROW

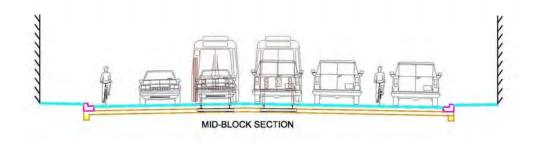
# Note: Subject to further review including Community consultation and preliminary design.

The functional design for this near term option is shown in the upper half of Plates 1 through 20 at the back of this report.

### **Long Term Option**

Between Hurontario Street and Greaves Avenue, due to the constricted ROW sections, the basic cross-section alternative selected for the long term option is LRT in mixed traffic (e.g. similar to Queen St / King St. in Toronto). East of Greaves Avenue to the east municipal boundary, LRT on its own ROW is feasible. A short section between Seneca Avenue and Cawthra Road could also have accommodated LRT, but the section is too short to accommodate a transition to and from LRT / mixed traffic. Bicycle lanes are shown throughout the corridor. This is made possible through the 26.2 m ROW sections by removing parking on the north side (choice of the north side was arbitrary). The recommended typical cross-section for the long term between Hurontario Street and Greaves Avenue is shown below in **Exhibit E2**.

## CONCEPT FOR: LRT IN MIXED TRAFFIC + ON-STREET BICYCLE LANES + ONE SIDE ON STREET PARKING



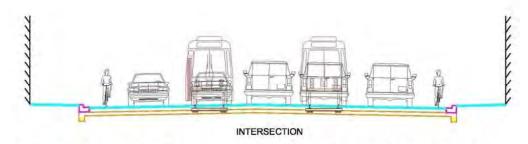


EXHIBIT E2: LONG TERM CONCEPT THROUGH RESTRICTED ROW (EAST OF HURONTARIO STREET)

# Note: Subject to further review including Community consultation and preliminary design.

The functional design for the long term option is shown in the lower half of Plates 1 through 20 at the back of this report.

### **Implementation**

#### **Near Term**

To implement near term changes, including curb adjustments required for cycling facilities, it is anticipated this would occur in phases as part of the Transportation and Works Department road rehabilitation / reconstruction program. These minor curb adjustments are required to accommodate the on-road bicycle facilities (sharrows / bike lanes) based on the assumption that traffic lanes will be maintained at a minimum width of 3.25 m to 3.35 m in width.

Notwithstanding the above, there may be an opportunity to implement cycling on Lakeshore Road without curb adjustments. This would be accomplished by reducing the inside through lane to a width of 3.05 m to 3.10 m and widening the curb lane to 4.0 m with the addition of bicycle sharrow markings.

This appears to be feasible based on existing road plans but would need to be confirmed in the field. The reduced width would be subject to safety considerations, including but not limited to speed and access / intersection proximity.

On the assumption that sufficient pavement width is available, these changes would be implemented through the road resurfacing program or independently when appropriate through the removal and re-application of the pavement markings.

### **Long Term**

The long term plan proposes an LRT system operating in mixed traffic through Port Credit (west of Greaves Avenue) and in a dedicated ROW east of Greaves Avenue. In this light, an adjustment to the ROW from the existing 35 m to 44.5 m (44.5 m is currently available through this section of Lakeshore Road, with the exception of property fronting the OPG and Metropolitan Toronto and Region Conservation Authority lands) will be required. There is no time frame at this point for the study required for the consideration of an LRT system. This information is important with regard to the implementation of future curb adjustments relative to the ROW needs for on-road bicycle lanes in the absence of an LRT system.

The long term plan also assumes implementation of on-road bicycle lanes throughout the corridor which will impact on-street parking through Port Credit (Broadview Avenue to Seneca Avenue). The study concludes that parking would need to be eliminated from one side of the road and relocated to side streets and / or new surface parking lots. On-street parking will be an issue even if an LRT system is not implemented, since the LRT is proposed to operate in mixed traffic through Port Credit. It is the addition of the on-road bicycle lanes that will precipitate the need for changes. Additional parking information is anticipated in 2011 upon completion of a parking management plan currently underway in Port Credit.

The study speaks to the ultimate removal of the centre turn lane from Seneca Avenue to the east City boundary and its replacement with a dedicated LRT ROW. This will require a detailed review of the feasibility of access consolidation throughout this section of Lakeshore Road.

## **OTHER INFORMATION: Credits**

Figure #	Description	Source	
2	Cawthra-Elliot Estate (left photo) and Lakeview Park School (right photo)	City of Mississauga (Adiseshan Shankar, ASAP Photography)	
3	Lakeview Area Statistics	City of Mississauga, Planning and Building Department, Policy Planning, Information Planning	
4	Lakeview Place-making Workshop, Lakeview Golf Course	City of Mississauga (BMI Pace Architects)	
	(a) Lakefront Promenade (Reconnect Lakeview);		
	(b) Detached dwelling in Lakeview (Create Distinct Neighbourhoods);	(a), (d), and (e) City of Mississauga (Adiseshan Shankar, ASAP Photography)	
	(c) Downtown Oakville (Support Complete Communities);		
5	(d) Waterfront Trail in Lakeview (Promote Community Health);	(b) and (f) Karin Phuong (City of Mississauga)  (c) Irena Rostkowska (City of Mississauga)	
	(e) Lakefront Promenade (Support Social Well-Being); and		
	(f) Cooksville Creek (Achieve Leadership in Sustainability).		
6	Detached dwelling in Lakeview	Karin Phuong (City of Mississauga)	
7	Lakeshore Road East in Lakeview	City of Mississauga (Adiseshan Shankar, ASAP Photography)	
8	Landscape area at 1535 Lakeshore Road East	Sharon Mittmann (City of Mississauga) Left photo, City of Mississauga (Adiseshan Shankar, ASAP Photography) Right photo, Karin Phuong (City of Mississauga)	
9	Mississauga Senior Citizens' Centre (left photo) and Greenway Lodge Retirement Home (right photo)		
10	Adamson Estate	Karin Phuong (City of Mississauga)	
11	Waterfront Trail in Lakeview	Karin Phuong (City of Mississauga)	
12	Lakeshore Road East	City of Mississauga (Adiseshan Shankar, ASAP Photography)	
13	Small Arms Inspection Building at 1352 Lakeshore Road East	Karin Phuong (City of Mississauga)	
	(a) 885 Lakeshore Road East (top left photo)	(a) and (d) Karin Phuong (City of	
	(b) Townhouses on Northmount Avenue (top right photo)	Mississauga)	
14	(c) Apartment on Greaves Avenue	(b) and (c) City of Mississauga (Adiseshan Shankar, ASAP Photography)	
	(d) Plex in Lakeview (Bottom centre photo)		
	(e) Caven Street (Bottom right photo)	(e) Sharon Mittmann (City of Mississauga)	
15	Businesses in Lakeview's Employment Area – on Rangeview Road (left photo) and on Lakeshore Road East (right photo)	Karin Phuong (City of Mississauga)	

### APPENDIX I

### PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on June 2, 2014 in connection with this proposed Amendment.

At the Public Meeting, the Lakeview Ratepayers Association commented that they were generally in favour of what was presented in the Lakeview Local Area Plan. However, there were concerns regarding potential requests for variance applications that could result in negative effects to the stable, established neighbourhoods.

Additional comments were brought forward by members of the public concerning the smell of sewage from the G.E. Booth (Lakeview) Wastewater Treatment Facility, the re-planning of Lakeview with more greenery, and potential traffic flow problems along Ogden Avenue and Haig Boulevard. A business owner was also concerned about the extension of Ogden Road cutting through the property located at 1036 Lakeshore Road East.

Clerk's Files



Originator's Files

CD.03.LAK

**DATE:** January 14, 2014

**TO:** Chair and Members of Planning and Development Committee

Meeting Date: February 3, 2014

**FROM:** Edward R. Sajecki

Commissioner of Planning and Building

SUBJECT: Draft Lakeview Local Area Plan (January 2014)

**RECOMMENDATION:** That the Draft Lakeview Local Area Plan (January 2014), under

separate cover to the report titled "Draft Lakeview Local Area Plan" dated January 14, 2014 from the Commissioner of Planning and Building be circulated for comment to City Departments, agencies and

stakeholders for review, and further, that a public consultation program, including an open house and statutory public meeting, be

held.

### REPORT HIGHLIGHTS:

• The Draft Lakeview Local Area Plan ("Area Plan") was prepared under the planning framework of Mississauga Official Plan. Key modifications and additions proposed in the Area Plan include a vision statement, directing growth to specific areas, and protecting, enhancing and restoring the Green System in Lakeview. Additional policies on complete communities, planning for multi-modal transportation, urban form, and employment uses are also proposed.

- Key land use changes recommended include:
  - the "Mixed Use" designation for the Lakeshore Corridor –
    Core Area to require commercial uses at grade. The Core
    Area is from Seneca Avenue to Hydro Road and is
    envisioned to have a concentration of street-related
    commercial uses;
  - the "Business Employment" designation has been revised to clarify uses that are not permitted, such as a cardlock fueling dispensing facility, motor vehicle commercial uses, and motor vehicle rental, and require that permitted uses operate within enclosed buildings;
  - a number of parcels have been redesignated in order to reinforce the policies in the Area Plan. In general, redesignations provide additional uses while allowing any existing uses that do not conform to remain. Appendix 1 and 2 provide a summary of these changes;
  - a number of Special Sites and Exempt Sites have been revised. New Special Site policies for the waterfront and the Arsenal properties have been introduced. Sites that are not representative of the vision, direction and planning policies but nonetheless are recognized because they contain established land uses have been identified as Exempt Sites; and
  - recognizing residential buildings legally constructed prior to the approval date of the Area Plan. This policy allows the Area Plan to recognize existing residential uses that do not conform, thereby removing a number of current special site policies.

• The next step is to circulate the Area Plan and initiate a public consultation process. The public consultation program will include a statutory public meeting as required by the *Planning Act*, public open house(s), and meeting(s) with the Local Advisory Panel.

### **BACKGROUND:**

The Area Plan Review is City-initiated as part of the continuing program to keep the Lakeview policies valid and current. The Area Plan is revised to reflect changes in local circumstances and maintain consistency with Provincial Planning initiatives, such as the Provincial Policy Statement, *Planning Act*, Growth Plan for the Greater Golden Horseshoe, and the Metrolinx's Regional Transportation Plan (*The Big Move*). The review also takes into consideration corporate studies such as the *Employment Land Review Study*, and Inspiration Lakeview.

The Area Plan incorporates public input provided through extensive consultation, including stakeholder interviews, visioning sessions, placemaking workshops, youth outreach exercises and an open house. Several meetings were also held with the Lakeview Local Advisory Panel to discuss planning topics such as the Community Node, townhouse development, transportation, and brownfield development. The feedback from the panel members has helped to inform the Area Plan policies.

The Area Plan reflects, where applicable, the policy direction identified through the public engagement process in the report, *Lakeview and Port Credit District Policies Review and Public Engagement Process – Directions Report*, and feedback received from members of the Lakeview Local Advisory Panel.

The new Official Plan, Mississauga Official Plan (MOP) is now in effect, with the exception of the appealed policies. For the policies under appeal, the relevant policies in Mississauga Plan (2003) will remain in effect. The Plan now replaces references to "planning districts" and "district policies" with "character areas" and "local area plans," respectively.

Current City projects, such as Inspiration Lakeview and the Parking Strategy – Phase II Port Credit and Lakeview, may require future amendments to the Area Plan. Other Regional and Provincial projects such as, the Lakeview Waterfront Connection Project and the Queen Elizabeth Way Preliminary Design and Class Environmental Assessment Study, are underway. Following the completion of these studies, further modifications may be required to the Area Plan.

The Inspiration Lakeview study area includes the Ontario Power Generation Lands ("OPG Lands") and the employment lands on the south side of Lakeshore Road East. The study is in progress and the next phase of the study will include a land use review that will examine the appropriateness of a Community Node in that area, the land uses, built form and transportation, and prepare a Phase Two municipal comprehensive review. As such, the underlying designation will remain until the conclusion of Inspiration Lakeview. The Area Plan has included a special site policy that recognizes the components of the land use review and realizes the opportunities for the waterfront area. It also emphasizes the core principles of the Inspiration Lakeview vision.

In instances where an application for an Official Plan Amendment has been approved by City Council, the land use designation has been reflected in the Area Plan. If the application is under appeal, and has not been approved by City Council, the land use designation remains unchanged and will be dealt with through the appeal process.

Updates to the "Greenbelt" land use designation are being reviewed as part of the Mississauga Official Plan – General Amendment as noted in the report dated October 22, 2013 to Planning and Development Committee. As such, additional lands identified in watercourse corridors and along the Lake Ontario shoreline that are subject to natural hazards, reflect the changes proposed in the General Amendment. Therefore, the land use changes to "Greenbelt" in the General Amendment have not been specifically identified in the Area Plan as a "proposed redesignation" as it will be dealt with through a general amendment.

On July 8, 2013, the Ontario Municipal Board issued a decision regarding the appeals to MOP, which includes modifications to drive-through policies. Drive-through facilities are permitted as they existed on the day Mississauga Official Plan came into effect. Through the settlement agreement, new policies on drive-through facilities will be added to the principal document. As such, the special sites allowing drive-through facilities in Lakeview are redundant and have been removed.

### **COMMENTS:**

### 1. Purpose and Organization of the Local Area Plan

MOP contains planning policies to manage and guide the city's development – Local Area Plans form part of MOP and are intended for areas which require a more extensive local planning framework. Local Area Plans contain policies to address unique circumstances particular to the area.

The Area Plan (attached under separate cover) must be read in conjunction with the Plan. Parts one to four, and the schedules and appendices of the principal document are applicable to the Lakeview area, unless modified by the Area Plan. For the ease of locating the policies, the Area Plan follows the same general organization as the principal document.

Many Lakeview issues (e.g., brownfield sites, rail noise, community infrastructure, heritage planning, etc.) are addressed in the principal document. Although these policies are not restated in the Area Plan, additional description may be provided to reflect the Lakeview context and reinforce policy direction. The Area Plan also contains policies specific to Lakeview, and in the event of conflict with the principal document, the policies of the Area Plan take precedence.

There are a number of development applications that are in process and unapproved. These applications will be reviewed through the development approvals process. It is not the purpose of the Area Plan to approve or deny individual development applications. As such, the original designation remains applicable for these sites.

Schedules 1 to 3 are new schedules to the Area Plan. Schedule 1 is the boundary of the precincts and sub-areas in Lakeview. Schedule 2 shows the minimum and maximum building heights permitted in Lakeview. Schedule 3 is the long term road and transit network. Schedule 4 is the land use designations; most designations have carried over from the existing Local Area Plan that form part of MOP.

Appendices to the Area Plan include the Lakeview Built Form Standards and the Executive Summary from the Lakeshore Road Transportation Review Study. While these documents are not considered part of the Area Plan, they provide important information in understanding and interpreting the policies. Some guidelines have been incorporated into the Area Plan and represent policy.

### 2. Overview of Policy Directions

The Area Plan incorporates and builds upon the policies in the previous Lakeview District Policies of Mississauga Plan (2003) and the subsequent Lakeview Local Area Plan. Many existing policies and land use designations have been carried forward. There are a number of proposed key modifications and additions in the Area Plan.

### A New Vision (Section 5.0)

The Vision section provides a description of the desired future of Lakeview. The Vision is based on six key principles: reconnecting Lakeview to the waterfront; distinct neighbourhoods; complete communities; community health; social well-being; and, sustainability.

To implement the Vision, the Community Concept has five main elements: the Green System, a Community Node, Neighbourhoods, Employment Area, and Corridors.

### Direct Growth (Section 6.0)

The Area Plan directs growth to the following areas: Lakeview Community Node; modest infilling in neighbourhoods; and the redevelopment of sites along Lakeshore Road East (e.g., northeast corner of Lakeshore Road East and Cawthra Road, and the northwest corner of Lakeshore Road East and Dixie Road) and other commercial

sites (e.g., the plaza north of Lakeshore Road East and west of Cawthra Road, Applewood Village Plaza, and Dixie Outlet Mall).

Policies and the boundaries for the Community Node will be determined following the next phase of study for Inspiration Lakeview. Principles for the future development of the Community Node have been included in the Area Plan which recognize that:

- the Lakeview Community Node will have a gross density between 100 and 200 residents and jobs combined per hectare, and a population and employment range of 2:1 to 1:2;
- residential neighbourhoods are stable areas, and infill or redevelopment will be sensitive to the existing character;
- intensification in the Lakeshore Corridor will consider matters relating to complete communities, mainstreet character, heritage, and protecting views to the waterfront; and
- redevelopment of existing commercial sites will address issues such as retaining commercial space and appropriate transitions to adjacent residential uses.

### Value the Environment (Section 7.0)

Area Plan policies identify the components of the Green System and reinforce the importance of protecting, enhancing and restoring the natural environment, including:

- natural systems within waterfront parks; and
- urban forests.

The Area Plan encourages partnerships to improve the environment and refers to the City's Green Development Strategy as a means to incorporate sustainable development practices.

### Complete Communities (Section 8.0)

Lakeview contains many of the attributes associated with complete communities. Policies are intended to recognize, protect and enhance these attributes to fully realize the complete community aspects including:

- preserving and encouraging additional affordable housing;
- recognizing cultural heritage and the opportunity to use Community Improvement Plans to enhance these resources;
- providing a mix of uses and services to residents in the Community Node and Lakeshore Corridor;
- enhancing the distinct identity and character of the area through improvements to the public realm; and
- providing public access to the waterfront.

### Multi-Modal City (Section 9.0)

Planning for improvements to the road network and active transportation in Lakeview will be essential in linking Lakeview to the neighbouring communities and in achieving a city-wide finer grain network with additional road connections. A number of transportation policies have been introduced in the Area Plan including:

- acquiring lands for a public transit right-of way along Lakeshore Road East;
- undertaking a Transportation Master Plan for Lakeshore Road (between the east and west City limit) that will address improving all modes of transportation, the implications of future growth in the network and consider placemaking initiatives that promote the animation of the corridor;

- connecting the public transit along key north-south corridors e.g., Cawthra Road, Ogden Avenue and Dixie Road to Lakeshore Road East; and
- recognizing that reduced parking requirements and maximum parking standards may be considered in the Community Node and the Lakeshore Corridor.

### Desirable Urban Form (Section 10.0)

The desirable urban form policies reflect the planned function and local context. Some key urban form policies include the following:

- identifying on Schedule 2 the specific location and range of permitted heights (minimum and maximum);
- ensuring that development in Neighbourhoods is sensitive to the existing low rise context;
- recognizing that Inspiration Lakeview is underway, and development of the OPG site and adjacent lands should have regard for the form and scale appropriate to a waterfront location, view corridors, and public open space along the shoreline;
- demonstrating an appropriate transition to properties adjacent to the Lakeshore Corridor to ensure the character of the mainstreet is preserved; and
- meeting the criteria of the various types of built form for residential developments.

### Strong Economy (Section 11.0)

Employment opportunities are an important component of Lakeview as employment contributes to a healthy mix of uses, while providing an opportunity for people to live and work in the community. These opportunities include:

- providing for continued operation of employment uses along the Lakeshore Corridor; and
- developing a waterfront for various activities suitable for recreational, retail, and cultural purposes.

### Land Use Designations (Section 12.0)

As mentioned earlier, most of the existing land use designations and permitted uses have been brought forward from the existing Local Area Plan and previous District Policies that form part of the new Mississauga Official Plan. Key proposed changes include:

- the "Mixed Use" designation for the Lakeshore Corridor –
  Core Area to require commercial uses at grade. The Core
  Area is from Seneca Avenue to Hydro Road and is envisioned
  to have a concentration of street-related commercial uses;
- the "Business Employment" designation has been revised to clarify uses that are not permitted, such as a cardlock fueling dispensing facility, motor vehicle commercial uses, and motor vehicle rental, and require that permitted uses operate within enclosed buildings;
- a number of parcels have been redesignated in order to reinforce the policies in the Area Plan. In general, redesignations provide additional uses while allowing any existing uses that do not conform to remain. Appendix 1 and 2 provide a summary of these changes; and
- recognizing residential buildings legally constructed prior to the approval date of the Area Plan. This policy allows the Area Plan to recognize existing residential uses that do not conform, thereby removing a number of current special site policies.

### Special Sites and Exempt Sites (Section 13.0)

There are sites that merit special attention and are classified as "special sites." Special sites are areas with unique circumstances and support the long term vision of the Area Plan. There are also sites identified as "exempt sites." Exempt sites reflect unique circumstances that are not representative of the vision, direction and planning policies of the Area Plan, but nonetheless are recognized because they contain established land uses. In the event the exempt site use is discontinued, the permission for this use no longer applies. In the Area Plan, key proposed changes to the special site and exempt site policies include:

- removing a number of special sites which are currently permitted within the land use designations and in the principal document;
- adding a special site policy for a key waterfront location (i.e. the OPG Lands and a portion of the Lakefront Business Park sub-area) and for the Arsenal property; and
- identifying a number of sites as exempt sites. Exempt sites are not representative of the vision, direction and planning policies but nonetheless are recognized because they contain established land uses.

### **Appendices**

The Area Plan includes the following appendices for information purposes:

- Appendix I: Lakeview Built Form Standards is to be used during the review of development applications. This guide demonstrates how the urban form policies may be achieved; and,
- 2. Appendix II: The Executive Summary from the Lakeshore Road Transportation Review Study identifies the findings regarding how Lakeshore Road can accommodate alternative modes of transportation.

#### 3. Co-ordination with Inspiration Lakeview

The Area Plan recognizes that the next phase of Inspiration Lakeview is in progress. That study includes a land use review of the OPG Lands and a portion of the lands in the Lakefront Business Park subarea. Inspiration Lakeview will also address the appropriateness of a Community Node in that area. The underlying designation will remain until the conclusion of Inspiration Lakeview.

#### 4. Next Step: Circulation and Public Consultation

The next step is for the Area Plan to be circulated for formal comment and to have a public consultation program conducted, which will include:

- a statutory public meeting as required by the *Planning Act*;
- public open house(s); and
- meeting(s) with the Local Advisory Panel.

Additional meetings will be held as required based on requests from stakeholders or for issue resolution.

The objectives of the public consultation program are to inform, consult, involve and collaborate with stakeholders.

#### STRATEGIC PLAN:

The Area Plan is an important tool to implement the land use components of the Strategic Plan and to refine the policies in the Official Plan. The Area Plan aligns with the following goals and actions of the Strategic Plan:

#### MOVE - Developing a Transit-Oriented City

- Develop Environmental Responsibility
- Connect our City
- Build a Reliable and Convenient System
- Increase Transportation Capacity
- Direct Growth

## <u>BELONG - Ensuring Youth, Older Adults and New Immigrants</u> Thrive

- Ensure Affordability and Accessibility
- Support Aging In Place
- Attract and Retain Youth

#### **CONNECT - Completing Our Neighbourhoods**

- Develop Walkable Connected Neighbourhoods
- Build Vibrant Communities
- Create Great Public Spaces
- Celebrate Our Community
- Provide Mobility Choices
- Nurture "Villages"

#### PROSPER - Cultivating Creative and Innovative Businesses

- Meet Employment Needs
- Strengthen Arts and Culture

#### <u>GREEN – Living Green</u>

- Lead and Encourage Environmentally Responsible Approaches
- Conserve, Enhance and Connect Natural Environments
- Promote a Green Culture

#### FINANCIAL IMPACT: N/A

#### **CONCLUSION:**

The Area Plan reflects the policy direction identified through the public engagement process to date and summarized in the Directions Report. It also builds on the policies of Mississauga Official Plan, ensuring the unique characteristics of Lakeview are reflected and strengthened to guide future development.

ATTACHMENTS: UNDER SEPARATE COVER: Draft Lakeview Local Area Plan

(January 2014)

APPENDIX 1: Draft Lakeview Local Area Plan -

Proposed Land Use Redesignations

(table)

APPENDIX 2: Proposed Land Use

Redesignations – Draft Lakeview

Local Area Plan (map)

Edward R. Sajecki Commissioner of Planning and Building

Prepared By: Karin Phuong,

Planner

Policy Planning Division

	Draft Lakeview Local Area Plan						
	Proposed Land Use Redesignations <sup>1</sup>						
Location No.	Location	Current Designation	Proposed Designation	Explanation	Effect on Property		
1	East side of Northmount Avenue, south of the South Service Road	Residential Low Density II	Residential Medium Density	The property is located within the Neighbourhood Character Area. The proposed designation recognizes the existing built form.	The proposed designation allows for the townhouses and no longer requires a special site policy.		
2	Southeast quadrant of Cawthra Road and Atwater Avenue	Residential High Density	Residential Medium Density	The properties are situated within the Neighbourhood Character Area. The proposed designation recognizes the existing built form.	The proposed designation allows for townhouses. A special site policy is required for the street townhouses.		
3	East of Cawthra Road, south of the Canadian National Railway tracks	Residential Low Density II	Residential Medium Density	The properties are located within the Neighbourhood Character Area. The proposed designation recognizes the existing built form.	The "Residential Medium Density" designation in the Draft Lakeview Local Area Plan ("Area Plan") permits the low-rise apartment.		
4	North side of Lakeshore Road East, west of Cawthra Road and on the east side of Cooksville Creek	Business Employment	Residential Medium Density, Greenbelt, and Mixed Use	This site was considered in the Employment Land Review Study as an area of managed change that may be suitable for a broader mix of use. Planning staff's Supplementary Report, dated June 4, 2013 to Planning and Development Committee recommended	The implementation of the Official Plan Amendment, Rezoning, and Draft Plan of Subdivision will be completed through the development approvals process. The Area Plan is showing the recommendation adopted by City Council.		

<sup>&</sup>lt;sup>1</sup> Updates to the "Greenbelt" land use designation proposed in the report *Mississauga Official Plan – General Amendment* dated October 22, 2013 to Planning and Development Committee are not identified in this table, but are reflected on Schedule 4 of the Draft Lakeview Local Area Plan and Appendix 2 in the Corporate Report.

	Draft Lakeview Local Area Plan Proposed Land Use Redesignations 1					
Location No.	Location	Current Designation	Proposed Designation	Explanation	Effect on Property	
		V	V	approval of the applications, Files OZ 03/038 and T-M06006 – and adopted by City Council on July 3, 2013.		
5	North side of Lakeshore Road East, west of Cawthra Road and on the west side of Cooksville Creek	Business Employment, Greenbelt, and Residential Low Density II	Mixed Use, Residential High Density and Greenbelt	This site was considered in the Employment Land Review Study as an area of managed change that may be suitable for a broader mix of use. Planning staff's Supplementary Report, dated August 13, 2013 to Planning and Development Committee recommended approval of the application, File OZ 11/017– and adopted by City Council on September 18, 2013.	The implementation of the Official Plan Amendment and Rezoning will be completed through the development approvals process. The Area Plan is showing the recommendation adopted by City Council.	
6	Northwest corner of Lakeshore Road East and Roosevelt Road	Residential High Density	Mixed Use	The "Mixed Use" designation along Lakeshore Road East is in keeping with the vision for the Lakeshore Corridor.	Through the Area Plan policy, the existing apartment building will be permitted. In the future, should the site be redeveloped, a broader range of uses would be required. The site will require rezoning (e.g., C4 with an exception zone permitting the existing apartment building).	

	Draft Lakeview Local Area Plan Proposed Land Use Redesignations 1					
Location No.	Location	Current Designation	Proposed Designation	Explanation	Effect on Property	
7	Northwest corner of Lakeshore Road East and Shaw Drive	Residential High Density	Mixed Use	The "Mixed Use" designation along Lakeshore Road East is in accordance with the vision for the Lakeshore Corridor.	Through the Area Plan policy, the existing apartment buildings will be permitted. In the future, should the site be redeveloped, a broader range of uses would be required. The site will require rezoning (e.g., C4 with an exception zone permitting the existing apartment buildings).	
8	Southeast corner of Lakeshore Road East and Enola Avenue	Residential High Density	Mixed Use	The "Mixed Use" designation along Lakeshore Road East is in keeping with the vision for the Lakeshore Corridor.	Through the Area Plan policy, the existing apartment building will be permitted. In the future, should the site be redeveloped, a broader range of uses would be required. The site may require rezoning (e.g., C4 with an exception zone permitting the existing apartment building).	
9	Northwest corner of Lakeshore Road East and Greaves Avenue	Residential High Density	Mixed Use	The "Mixed Use" designation along Lakeshore Road East is consistent with the vision for the Lakeshore Corridor.	Through the Area Plan policy, the existing apartment building will be permitted to continue. A special site policy is required for the townhouses.	

	Draft Lakeview Local Area Plan Proposed Land Use Redesignations 1					
Location No.	Location	Current Designation	Proposed Designation	Explanation	Effect on Property	
10	Southwest corner of Lakeshore Road East and East Avenue	Residential Medium Density	Mixed Use	The "Mixed Use" designation along Lakeshore Road East is in keeping with the vision for Lakeshore Corridor.	Through the Area Plan policy, the existing apartment buildings will be permitted to continue. However, should the site be redeveloped in the future, a broader range of uses would be required. The site will require rezoning (e.g., C4 with an exception zone permitting the existing apartment buildings).	
11	North side of Lakeshore Road East, east of Strathy Avenue	Residential Low Density II	Residential Medium Density	The property is located within the Neighbourhood Character Area. The proposed designation recognizes the existing built form.	The proposed designation allows for townhouses and no longer requires a special site policy.	
12	East of Fergus Avenue, north of Lakeshore Road East	Residential High Density	Residential Medium Density	The property is located within the Neighbourhood Character Area. The proposed designation recognizes the existing built form.	A portion of the property is proposed to be designated to allow for townhouses; a special site will no longer be required. The site is currently zone exception RA3-23 and will require revisions to the zoning (e.g., RM4 for the townhouse dwellings)	

Draft Lakeview Local Area Plan Proposed Land Use Redesignations 1					
Location No.	Location	Current Designation	Proposed Designation	Explanation	Effect on Property
13	North side of Atwater Avenue, west of Haig Boulevard	Residential Medium Density	Residential Low Density II	"Residential Medium Density" in the Draft Lakeview Local Area Plan generally follows the uses permitted in the principal document and allows for townhouse and all forms of horizontal multiple dwellings. The existing built form is detached dwellings, semi- detached dwellings and street townhouses which are permitted in the "Residential Low Density II" designation.	The proposed designation permits various forms of housing including detached dwellings, semi-detached dwellings, and street townhouses.

From : Residential Medium Density APPENDIX 2 To: Residential Low Density II Location No. 1 LAND USE DESIGNATIONS From : Residential Low Density II To: Residential Medium Density Residential Low Density I Office Residential Low Density II Business Employment Residential Medium Density Public Open Space Location No. 2 Residential High Density Private Open Space From : Residential High Density To : Residential Medium Density Mixed Use Convenience Commercial Utility Motor Vehicle Commercial Location No. 3 From : Residential Low Density II BASE MAP INFORMATION Natural Hazards Provincial Highway and Interchange To : Residential Medium Density Arterial

Major Collector

Major Collector (S Public School Catholic School Location No. 4 C Community Facilities From : Business Employment and Local Road Local Area Plan Boundary Greenbelt To : Residential Medium Density, — — — Existing Commuter Rai GO Transit Station Mixed Use, and Greenbelt - Higher Order Transit Corridor Location No. 5 From : Residential Low Density II, Business Employment and Greenbelt To : Residential High Density, Mixed Use and Greenbelt Base map information (eg. roads, highways, railways,watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only. Location No. 6 From : Residential High Density Refer to Schedule 3, Natural System of the principal document for the location of the Natural Areas System and Natural Hazards. The limits of the Natural Hazards shown on this map are for illustrative purposes only.
 The appropriate Conservation Authority should be consulted to determine their actual location. To: Mixed Use Location No. 7 From : Residential High Density
To : Mixed Use Location No. 8 From : Residential High Density To : Mixed Use Location No. 9 Proposed Land Use From : Residential High Density Redesignations - Draft Lakeview Local Area Plan To : Mixed Use Location No. 10 From : Residential Medium Density LAKE ONTARIO To: Mixed Use City of Mississauga V - 2.001 I\ cadd\ Projects\ 112457 Lakeview Precincts\_GIS\ Vector\ LAKEVIEW\_LU\_V8.dgi Location No. 11 Location No. 12 From : Residential Low Density I From : Residential High Density

To: Residential Medium Density

To: Residential Medium Density







**Lakeview** Local Area Plan

Draft - January 2014

# **Table of Contents**

		PAGE
1.0	How to Read the Lakeview Local Area Plan	1
2.0	Historical Context	2
3.0	Current Context	3
4.0	Collaboration	
5.0	Vision	5
5.1	Guiding Principles	
5.2	Community Concept	
·	5.2.1 Green System	
	5.2.2 Community Node	
	5.2.3 Neighbourhoods	
	5.2.4 Employment Area	
	5.2.5 Corridors	7
6.0	Direct Growth	8
6.1	Community Node Character Area	8
6.2	Neighbourhood Character Areas	8
6.3	Lakeshore Road Corridor	9
7.0	Value the Environment	9
7.1	Green System	10
7.2	Urban Forest	
7.3	Living Green	10
8.0	Complete Communities	
8.1	Housing	
8.2	Cultural Heritage	
8.3	Community and Cultural Infrastructure	
8.4	Distinct Identity and the Waterfront	12
9.0	Multi-Modal City	13
9.1	Corridor Protection	13
9.2	Road Network	
9.3	Transit Network	
9.4	Parking and Transportation Demand Management	15

10.0	Desirable Urban Form	15
10.1	Neighbourhoods	15
	10.1.2 North Residential Neighbourhood (Applewood Acres, Sherway West)	16
	10.1.3 Central Residential Neighbourhood (Cawthra Village, Orchard Heights, Serson Terrace)	16
	10.1.4 South Residential Neighbourhood (Creekside, Lakeside Residential, Lakeview West, North	Beach
	Residential)	16
10.2	Employment	17
	10.2.1 Arsenal Woodlands Precinct	17
	10.2.2 Ontario Power Generation (OPG) Lands Precinct and Lakefront Business Park Precinct	17
10.3	Lakeshore Corridor	18
10.4	Community Node	19
10.5	Built FormTypes	20
11.0	Strong Economy	21
12.0	Land Use Designations	22
12.1	General	
12.2	Residential Medium Density	22
12.3	Mixed Use	22
12.4	Business Employment	22
13.0	Special Site and Exempt Site Policies	24
13.1	Special Sites	24
13.2	Exempt Sites	33
14.0	Implementation	37

#### **SCHEDULES:**

Schedule 1: Lakeview Local Area Plan Precincts and Sub-Areas

Schedule 2: Lakeview Local Area Plan Height Limits

Schedule 3: Lakeview Local Area Plan Long Term Road and Transit Network

Schedule 4: Lakeview Local Area Plan Land Use Designations

#### **APPENDICES:**

**Appendix I: Lakeview Built Form Standards** 

Appendix II: Lakeshore Road Transportation Review Study – Executive Summary

#### **OTHER INFORMATION:**

Credits

# 1.0 How to Read the Lakeview Local Area Plan

Mississauga Official Plan ("the Plan") consists of a principal document and a series of local area plans, provided under separate cover. This is the Lakeview Local Area Plan ("Area Plan") and provides policies for lands located in southeast Mississauga as shown in Map 1. It includes lands identified in the City Structure as a Community Node, Neighbourhood Area and Employment Area.

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

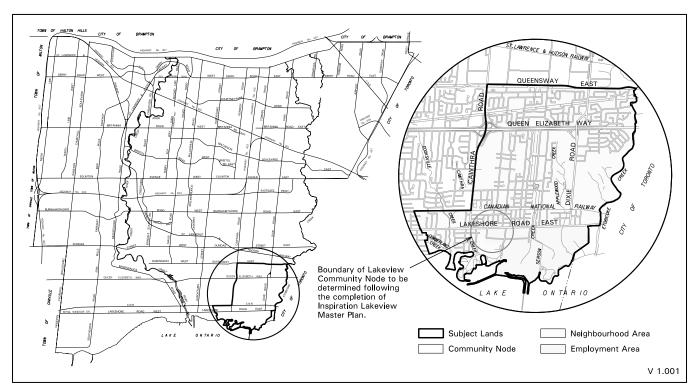
This Area Plan must be read in conjunction with the principal document. Parts one to four, the

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

For the purpose of this Area Plan, when Lakeview is referenced, it includes lands within the Lakeview Community Node, Neighbourhood Area and Employment Area.

Policies and the boundaries for the Community Node will be determined following the next phase of study for Inspiration Lakeview. Principles for the future development of the Community Node have been included in this Area Plan.

Appendices attached to this Area Plan have been included for information purposes.



Map 1: Lakeview is located in the southeast corner of Mississauga and includes areas identified in the City Structure as Community Node, Neighbourhood Area, and Employment Area.

Included in the appendices is the Lakeview Built Form Standards which will be used during the review of development applications. This document demonstrates how the urban form policies can be achieved.

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

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

#### 2.0 Historical Context

In the early 1800s, the Lakeview community consisted of large family owned farms. The Cawthra, Cavan, Haig, Ogden, Halliday, and Shaw families all owned land in the area. Many of the street names today bear the family names of the farmers and land owners in the area. The Cawthra-Elliot Estate remains a significant heritage site in the City of Mississauga.

Lake Shore Road first opened in 1804, and in 1917 it was the first concrete road in Ontario, and one of

the longest cement roads between two cities in the world. By 1944, the road became what we know it as today: Lakeshore Road. Historically, commercial development has occurred on Lakeshore Road and primarily in a strip form along the *corridor*.

In 1915, Curtiss Aeroplanes and Motors Ltd. established Canada's first aerodrome, officially known as the Long Branch Aerodrome and Flying School on the site now owned by Ontario Power Generation Incorporated.

Lakeview has a history of significant industrial and military presence. The Long Branch Rifle Ranges, located at the terminus of Dixie Road, on the south side of Lakeshore Road East were used as an active site for militia training and a Cadet program used by the Department of National Defence during World War I. Remnants of the bunkers today remain on the site.

In 1935, the Department of Defence purchased the site at Lakeshore Road East and Dixie Road, and Small Arms Limited, a munitions factory, opened in 1940. The company manufactured armaments, munitions and materials through the Second World War until 1974. This site is commonly known today as the Arsenal Lands. The Small Arms Inspection Building was saved from being demolished in 2009 by a community group in Lakeview.

Some early subdivisions within the Lakeview area date to the Second World War time period, War-



Figure 1: Heritage sites such as the Cawthra-Elliot Estate (left photo) and Lakeview Park School (right photo) provide a glance of Lakeview's past when it was once a village community.

time houses were built to alleviate the housing shortage for workers at the munitions factory and for returning veterans.

The many heritage sites provide a glance of Lakeview's past as a village community: the Lakeview Golf and Country Club (1907), Adamson Estate (1919), Pallett-McMaster House (1911), Lakeview Park School (1923), Cawthra-Elliot Estate (1926), and a 1950s contempo gas station.

By 1950, Lakeview had transformed from a rural area into a suburban landscape with land used for industrial, residential, commercial and public spaces. New subdivisions were being built such as Orchard Heights and Applewood Acres. New businesses and industries, such as what is now Dixie Outlet Mall were established as a result of the increasing population. In 1958, the Lakeview Generating Station was erected on the Long Branch Rifle Ranges land providing electricity for the people of Ontario for 43 years before being decommissioned in 2005.

For decades, Lakeview has provided water and wastewater servicing for Mississauga and the surrounding municipalities. The Lakeview Water Treatment Plant was constructed in 1952, and the Lakeview Wastewater Treatment Plant (later renamed, G.E. Booth Wastewater Treatment Facility) opened in 1961. To date, both plants continue to play an important role in providing regional servicing needs.

#### 3.0 Current Context

Lakeview is made up of stable residential neighbourhoods characterized by detached and semi-detached housing. Many homes built in the 1950s and 1960s are being renovated today or replaced largely with new detached housing, and some assembly for townhouses is occurring. Townhouses are found in pockets throughout Lakeview between Lakeshore Road East and the Queen Elizabeth Way. Apartment buildings are located mainly near the Canadian National Railway

tracks at Cawthra Road, on Dixie Road, and several are built along Lakeshore Road East. There are a few multi-unit residential dwellings in Lakeview, including duplex, triplex and quadruplex.

The area is served by commercial facilities concentrated along Lakeshore Road East. However, it is fragmented by other uses such as motor vehicle repair garages and motor vehicle sales and service. The area along Lakeshore Road East to the east of Cawthra Road is in its early stages of revitalization to mainstreet retail, with newly built and proposed mixed use buildings. Neighbourhoods to the north are served by commercial facilities located along the Queen Elizabeth Way, namely Dixie Outlet Mall and Applewood Village Plaza.

An employment area is located south of Lakeshore Road East and east of East Avenue to Applewood Creek. This area contains a mix of business uses in construction, manufacturing, retailing, and wholesaling. Remnant industrial uses continue to operate on properties south of the Canadian National Rail Line.

The site of the former Lakeview Generating Station and the current G.E. Booth Wastewater Treatment Facility, situated south of Lakeshore Road East, occupies a major portion of the Lake Ontario *shoreline*. A major utility use in the area is the Lakeview Water Treatment Facility which is bordered by several parks including A.E. Crookes Park, Lakefront Promenade Park, and Douglas Kennedy Park.

The open space system predominately consists of golf courses, natural areas, creeks, trails, and parks along the Lake Ontario waterfront. These lands are culturally and recreationally significant and connect to Mississauga's parks system.

The waterfront is one of the distinctive elements of Lakeview, and physical and visual accessibility to the waterfront is integral to the community.

Cultural and heritage resources include heritage buildings, cultural landscapes associated with the scenic parks and golf courses, Lakeview's industrial

Figure 2: LAKEVIEW AREA STATISTICS

	North Residential Neighbourhood Precinct	Central Residential Neighbourhood Precinct	South Residential Neighbourhood, Lakeshore Corridor and Employment Precincts	Total Lakeview
Land Area <sup>1</sup> (ha)	261	489	397	1,147
Population <sup>2</sup>	5,230	8,320	9,200	22,750
Employment <sup>3</sup>	580	1,790	3,100	5,470

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

past, former residential estates, and the Dixie Road Scenic Route.

The road network has few east-west and northsouth connections through the district. The eastwest linkages are Lakeshore Road East, an arterial road identified as a higher order transit corridor, Queen Elizabeth Way, a provincial highway, Queensway East, a regional arterial road, and Atwater Avenue, a major collector road. The northsouth networks are Cawthra Road, Dixie Road, Ogden Road, and Haig Boulevard, although the latter two do not extend north of the Queen Elizabeth Way. Cawthra Road and Dixie Road are regional arterial roads, Dixie Road (Scenic Route) from Rometown Drive to Lakeshore Road East is a regional major collector road, Atwater Avenue, Ogden Avenue, the North and South Service Roads are major collector roads and Haig Boulevard and Stanfield Road are minor collector roads.

Population, employment, and land area statistics of the Lakeview area are summarized in Figure 2. For the purpose of this area plan, Lakeview is arranged by Precinct: North Residential Neighbourhood, Central Residential Neighbourhood, South Residential Neighbourhood, Lakeshore Corridor, and Employment Precinct, as shown on Schedule 1: Lakeview Local Area Plan Precincts and Sub-Areas.

#### 4.0 Collaboration

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

The results of the visioning process are contained in the report, "Lakeview and Port Credit Directions Report" (Directions Report). The Directions Report includes a range of policy recommendations that have informed the preparation of this Area Plan.



Figure 3: Public engagement, such as the placemaking exercise held at the Lakeview Golf Course provides valuable input into the planning process.

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

<sup>&</sup>lt;sup>3</sup> Employment figures include a work from home assumption of 31 jobs in 1,000 population, adapted from Hemson Consultants, Growth Forecast, 2008. Employment figures also include an adjustment factor for non-reporting businesses adapted from City of Mississauga, Mississauga Employment Survey, 2011. Note: Numbers have been rounded

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

Mississauga will ensure that consultation with the public and stakeholders on further initiatives and implementation pertaining to this Area Plan will continue.

## 5.0 Vision

The Vision for Lakeview is a connection of neighbourhoods with views to the lake and public

access to the shores and waters of Lake Ontario. The neighbourhoods of Lakeview will be connected through a network of parks and open spaces.

The Lakeview Community Node will be a focus for community activities, and will serve the surrounding neighbourhoods. With an attractive mainstreet, the node will be a prominent location to live, work, shop, and for the community to connect and gather.

Neighbourhoods in Lakeview are stable and offer a variety of housing choices. It is recognized that some change will occur, and new development should provide appropriate transition to the existing stable areas, and protect the existing character and



Figure 4: The Lakeview Vision is based on six principles.

heritage features.

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

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

## 5.1 Guiding Principles

The Vision for Lakeview is based on the following six guiding principles that provide local context and supplements the Guiding Principles of the principal document:

- **5.1.1 Reconnect Lakeview** to the waterfront by protecting view *corridors* to the lake and along the shoreline, providing a mix of uses and public access to the waterfront.
- **5.1.2 Strengthen distinct neighbourhoods** by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for new development.
- **5.1.3 Support complete communities** in the Community Node through compact, mixed use development and a pedestrian oriented mainstreet that offers a range of residential and employment opportunities.
- **5.1.4** Promote community health by encouraging public transit, cycling, walking, and the active use of parks, open spaces, and **community** facilities.
- **5.1.5 Support social well-being** by providing facilities and services for a diverse population of all ages and cultures, promoting public spaces as places for social interaction, and encouraging public participation.

**5.1.6** Achieve leadership in sustainability by supporting new development that is energy efficient and environmentally responsible, and to support the economic health, social equity and cultural vitality of Lakeview.

## 5.2 Community Concept

The focus of the policies in this Area Plan is to strengthen and revitalize the Lakeshore *corridor* for mainstreet commercial development, to preserve the character of the existing residential areas while allowing for modest infilling, and to enhance the transportation system.

This Area Plan recognizes that areas of the community are unique and serve a different purpose. The elements that make up Lakeview's community concept consist of the following:

- Green System;
- · Community Node;
- Neighbourhoods;
- Employment Area; and
- Corridors.

For the purpose of this Area Plan, Lakeview is considered to be composed of precincts which are further divided into sub-areas that are identified on Schedule 1: Lakeview Local Area Plan Precincts and Sub-Areas. They contain a variety of land use designations and may include specific urban form guidelines for the sub-area.

#### 5.2.1 Green System

The Green System consists of an interconnected open space network including, parks, golf courses, creeks, hydro corridors, school yards, and the Lake Ontario shoreline, which are all key features in the identity of the area and provide places for recreation and social interaction.

Implications of new development on the Green System are an important consideration in the review of any development application. The Green System overlaps the Community Node, Neighbourhood, Employment Area and *Corridor* elements.

#### 5.2.2 Community Node

The Community Node will be an area to future The accommodate intensification. Community Node will be the centre of both residential and employment activity for Lakeview, combining a mix of uses including residential uses, activities, shopping, cultural dining, office, commerce, and recreation. The location will be determined following the next phase of study for Inspiration Lakeview.

#### 5.2.3 Neighbourhoods

Infill and redevelopment in Neighbourhoods will be facilitated and be encouraged in a manner consistent with existing land uses in the surrounding area. Neighbourhoods are considered to be primarily stable residential areas that may include a commercial centre to serve the surrounding area.

The North Residential Neighbourhood Precinct consists of two smaller neighbourhoods or subareas – Applewood Acres and Sherway West. These areas consist predominantly of detached housing, with several schools serving the area.

The Central Residential Neighbourhood Precinct contains large open space areas, including two golf courses and a woodlands area. The three sub-areas



Figure 5: Neighbourhoods are non-intensification areas with limited growth. New development in Neighbourhoods should fit into the existing character, respecting the existing low density and one to two storey building heights in Lakeview.

that make up this precinct are Cawthra Village, Serson Terrace, and Orchard Heights. Housing is comprised of mostly detached dwellings on deep lots, and a small number of semi-detached homes and apartment buildings. This area also contains some newer subdivisions with townhouse condominium dwellings.

The South Residential Neighbourhood Precinct, composed of the sub-areas of Lakeview West, North Beach Residential, Creekside and Lakeside Residential, contain a mix of different forms of housing including detached, semi-detached, duplexes, triplexes, quadruplexes, and townhouses. There are also apartment clusters in this area.

#### **5.2.4 Employment Area**

Lakeview's Employment Area is situated in southeast Mississauga. This area has various operating uses including manufacturing and wholesale, retail and restaurant, banquet hall, utility, and marina and parkland. The future use of these lands will be reviewed through the next phase of study for Inspiration Lakeview and remains unchanged in this Area Plan.

#### 5.2.5 Corridors

The principal document identifies Lakeshore Road East, Cawthra Road, and Dixie Road as *corridors*. These *corridors* link together the neighbourhoods of Lakeview. *Corridors* that run through the Community Node should develop with mixed uses oriented towards the *corridor*.

Lakeshore Road East is an important *corridor* in the future development of Lakeview. This area will be strengthened by concentrating additional commercial, residential and community uses, and by improving transportation connections with the surrounding neighbourhoods.

This Area Plan identifies Lakeshore Road East (also referred to as the Lakeshore Corridor), as the Lakeshore Corridor Precinct. Although Lakeshore Corridor is a non-intensification area, the Area Plan has identified sites along the *corridor* which are appropriate for intensification.

Maintaining Lakeshore Road East as a four lane roadway during peak travel times is a transportation priority. At the same time, Lakeshore Road East is a constrained corridor that requires a context sensitive design approach. Trade-offs will be required to accommodate the envisioned multi-modal function of the corridor.

#### 6.0 Direct Growth

Intensification is the development of a property, site or area at a higher intensity than what currently exists. Intensification should be consistent with the planned function for the area as reflected by the City Structure and urban hierarchy of the Plan.

The amount of intensification will vary in accordance with the policies of this Area Plan. In Lakeview, some growth is directed to the following areas: Lakeview Community Node, modest infilling in neighbourhoods, and the redevelopment of some sites along Lakeshore Road East, and other larger commercial sites. The specific manner in which new development will be accommodated is further explained in subsequent sections of this Area Plan.

#### 6.1 Community Node Character Area

The yet to be established Lakeview Community Node will offer a variety of services for daily living. The Community Node is intended to serve the local community, providing a variety of commercial,

community and cultural infrastructure. The Community Node, among other things, will:

- be an area of intensification for housing, employment, culture, and recreational uses;
- have a gross density between 100 and 200 residents and jobs combined per hectare;
- have a population and employment ratio of 2:1 to 1:2:
- provide a pedestrian-oriented environment and function as a mixed use centre with compact development to serve the adjacent neighbourhoods;
- provide a variety of housing choices including affordable, assisted and special needs; and
- offer a concentration of community and cultural uses.
- 6.1.1 The City will monitor the gross density in the Community Node and will assess its ability to accommodate further growth through the development approval process.

#### 6.2 Neighbourhood Character Areas

Neighbourhoods are stable areas, primarily residential in nature, and not expected to experience significant change. Where *corridors* traverse through Neighbourhoods, intensification may occur along *corridors* where appropriate.



Figure 6: The Lakeshore Corridor has redevelopment potential. Development that provides a continuous street frontage, enhances the **streetscape** through landscaping, and promotes an active pedestrian environment will be encouraged.

- 6.2.1 Intensification will be through modest infilling, redevelopment along the *corridors*, or on commercial sites.
- 6.2.2 Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types.
- 6.2.3 Intensification will be sensitive to the existing character of the residential areas and the planned context.

#### 6.3 Lakeshore Road Corridor

The principal document identifies Lakeshore Road East through Lakeview as a *Higher Order Transit Corridor*. This *corridor* will accommodate multimodal transportation facilities and a mix of commercial, office, residential and cultural uses.

The Lakeshore Corridor crosses through the Neighbourhood and Employment Character Areas. It generally includes the properties that front onto Lakeshore Road East.

Development in the Lakeshore Corridor Precinct should have regard for the character of the Neighbourhoods, providing appropriate transitions in height, built form, and density.

- 6.3.1 Intensification will occur through infilling or redevelopment.
- 6.3.2 Intensification will be sensitive to the existing and planned context of the *corridor* and adjacent residential uses.
- 6.3.3 Intensification will address matters such as:
- a. contribution to a complete community;
- b. contribution to the mainstreet character;
- c. respecting heritage; and
- d. protecting views to the waterfront.



Figure 7: Trees provide many benefits to the community including improving air quality, protecting our water, conserving energy, and providing aesthetic benefits.

## 7.0 Value the Environment

Reconnection to the waterfront and environmental sustainability are guiding principles of this Area Plan. The Green System is an important element in the Community Concept; it is located within a variety of land use designations in Lakeview.

Schedule 1A of the principal document identifies elements of the Green System:

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

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

In Lakeview, the Natural Areas System includes the Cawthra Woods, which is one of a few large forested areas remaining in Mississauga. It is identified as a Provincially Significant Wetland, a Regional Area of Natural and Scientific Interest (ANSI) and an Environmentally Significant Area (ESA). The area contains a diversity of plant species and is known as a migratory stopover.

The Natural Hazards are associated with features such as Lake Ontario Shoreline and five *watercourses*: Etobicoke Creek, Applewood Creek, Serson Creek, Cawthra Creek and Cooksville Creek.

City parks and open spaces, such as golf courses, are places for social interaction and recreation. Waterfront Parks, which serve a city and regional wide function, are also an important component of the Parks and Open Space System. Lakeview contains seven waterfront parks: Park 358 (Not yet named) on the Arsenal property, Lakeview Park, Douglas Kennedy Park, Lakefront Promenade, A.E. Crookes Park, R.K. McMillan Park, and Adamson Estate.

Trees are invaluable and are essential to our quality of life. Protecting and enhancing the urban forest will leave a legacy for future generations.

Hydro corridors can provide linear connections through neighbourhoods. In Lakeview, there are three hydro corridors. The "Queensway Corridor" is generally adjacent to the Queensway East, the "Applewood Junction Corridor" extends diagonally, north of the Queen Elizabeth Way, and the "Lakeview/Haig Junction Corridor" extends from the former Lakeview Generating Station north to the Queen Elizabeth Way.

#### 7.1 Green System

- 7.1.1 Mississauga will give priority to actions that protect, enhance, and restore the Green System in Lakeview.
- 7.1.2 Opportunities to create an interconnected network of open spaces, including parks, trails, and bicycle facilities, with linkages to the surrounding areas will be encouraged.
- 7.1.3 Within the waterfront parks system, the protection, preservation, and restoration of existing natural systems will be prioritized and balanced to direct and guide the planning of existing and future waterfront activities.

- 7.1.4 Through the processing of development applications, lands may be acquired to provide for a continuous Waterfront Trail along the water's edge.
- 7.1.5 The development of Park 358 (Not yet named) on the Arsenal property and the management of R.K. McMillan Park will include naturalization techniques, where appropriate.

#### 7.2 Urban Forest

- 7.2.1 Trees provide important environmental benefits and contribute to the character of the area. Improvements to the urban forest are encouraged.
- 7.2.2 The City may require **streetscape** improvements along **corridors** to expand and enhance the urban forest canopy along the public right-of-ways.
- 7.2.3 Improvements to the tree canopy along Lakeshore Road East will be a priority when undertaking *streetscape* improvements.

#### 7.3 Living Green

- 7.3.1 Mississauga will encourage partnerships and stewardships in order to improve the health of the Green System.
- 7.3.2 The City will support initiatives that promote environmental sustainability, integrity and conservation and incorporate sustainable development practices in accordance with the City's Green Development Strategy and the Water Quality Control Strategy.

# 8.0 Complete Communities

Lakeview contains many of the attributes associated with complete communities, including among other things:

 recreational facilities such as community facilities, parks, and golf courses;





Figure 8: Lakeview has few seniors' facilities and housing, and as an increasing number enter retirement there will be a demand for more.

- schools as central places in the community, for academic, social and community, service, and family support;
- a range of housing options with a mixture of housing forms and densities, including rental housing;
- cultural resources such as heritage buildings and landscapes which help retain a connection to the past; and
- a significant waterfront area providing a high level of public accessibility.

The policies are intended to protect and enhance the attributes of a complete community for Lakeview.

Lakeview is a community with a growing aging population. As seniors enter retirement, there will be changing residential needs, and providing housing choices for seniors, along with other additional *community facilities* and services such as community centres, libraries and medical offices, will help meet some of the needs for daily living.

The future Community Node and the Lakeshore Corridor will provide a mix of uses and services to residents in the adjacent neighbourhoods.

#### 8.1 Housing

8.1.1 Preservation of existing affordable housing will be a priority. Where development applications are proposing the removal of existing affordable

housing, the replacement of these units will be encouraged on site or within the community.

- 8.1.2 The Community Node and Lakeshore Corridor are encouraged to develop using a range of housing choices in terms of type, tenure and price.
- 8.1.3 Mississauga will encourage the provision of affordable housing, including rental housing and seniors' housing within the Community Node and in the Lakeshore Corridor.

#### 8.2 Cultural Heritage

Lakeview contains a number of important cultural heritage resources including properties identified or recognized on the City's Heritage Register as being Designated or Listed. The Heritage Register further classifies the sites as a cultural feature or a cultural landscape:

- Cultural features such as the Water Tower on the Arsenal Lands, Bowstring Bridge over the Etobicoke Creek, and Lakefront Promenade provide scenic views and are significant features and landmarks; and
- Cultural landscapes such as the Lakeview Golf Course, Cawthra Estate, and Adamson Estate are associated with the natural environment or are significant historical resources.
- 8.2.1 Cultural heritage sites are places that have the opportunity to provide attractive **streetscape**.



Figure 9: Entryways are emphasized with distinctive design and landscaping.

**Streetscape** improvements are encouraged to accentuate the site through landscaping, signage, lighting, benches or other means.

- 8.2.2 The City will explore through a Community Improvement Plan, incentives to protect, preserve, and reuse cultural heritage sites in Lakeview.
- 8.2.3 Development adjacent to heritage sites should integrate and enhance the character of the cultural heritage resource.

# 8.3 Community and Cultural Infrastructure

- 8.3.1 The Community Node and Lakeshore Corridor are preferred locations for community and cultural infrastructure.
- 8.3.2 Community infrastructure is encouraged to have integrated uses, combining uses such as a library, neighbourhood gallery space, and a café. To promote social interaction within the community, the provision of meeting rooms should be considered, such as a library with multi-functional meeting space.
- 8.3.3 Mississauga will encourage partnerships and collaboration with the local community, arts organizations and creative enterprises to further develop the cultural aspects in Lakeview, including the adaptive reuse of buildings as a community or cultural heritage resource.

# 8.4 Distinct Identity and the Waterfront

Lakeview has a long and important history as a waterfront community; the waterfront has created a distinct identity for Lakeview. Lakeview has opportunities to develop a strong community character that promotes and connects the neighbourhoods and *corridors* to the waterfront.

- 8.4.1 Development within the Community Node and the Lakeshore Corridor will be encouraged to create a unique identity by providing distinctive architecture, high quality public art, *streetscape*, and cultural heritage resources.
- 8.4.2 The distinct identity of the existing Neighbourhoods will be maintained by preserving the scale and character of the built environment.
- 8.4.3 The City, in collaboration with Ontario Power Generation Incorporation, the Region of Peel and other levels of government, will pursue the acquisition of waterfront lands for public use, including a waterfront trail connection along the water's edge.
- 8.4.5 To create a visual identity in Lakeview, gateway features and signage along Lakeshore Road East will be promoted.
- 8.4.6 Mississauga supports water dependent activities and related employment uses such as



Figure 10: Public art expresses a community's positive sense of identity and value. Carvings found along the Waterfront Trail through Lakeview enhance the sense of place and pride.

marinas, facilities in support of recreational boating and sport fishing, and uses that benefit from being near the shoreline, parks and the Waterfront Trail.

8.4.7 Mississauga waterfront parks are a significant element of the Lakeview character. Planning for the waterfront parks system will be guided by the Waterfront Parks Strategy, 2008.

# 9.0 Multi-Modal City

As population and employment growth is anticipated in the Lakeshore Corridor and within the future Community Node, increasing constraint will be placed on the transportation network. Planning for transit and *active transportation* along Lakeshore Road will become a priority to ensure efficient movement for multi-modal travel.

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

A future *higher order transit corridor* along Lakeshore Road East is identified on Schedule 3, extending from Hurontario Street to the City of Toronto border. The preferred transit solution (e.g. bus or rail) has not yet been identified for this *corridor*.

Planning for improvements to the road network and active transportation routes that provide connectivity for transit, pedestrians, cyclists and vehicles will be essential in linking Lakeview to the neighbouring communities and in achieving a city-wide finer grain network.

The City's Cycling Master Plan is a guide to promote active transportation and identifies existing and planned trails in Lakeview, including municipal

connections such as the trail along the Etobicoke Creek.

Opportunities for passive recreational uses along hydro corridors, such as multi-use trails, are encouraged through Lakeview.

The City is proposing to undertake a Lakeshore Road Transportation Master Plan ("Transportation Master Plan") which will include Lakeshore Road (between the east and west City limit) and an examination of the transportation issues specific to the Lakeview area. As part of the future study, the City will review the higher order transit need in the Lakeview area and opportunities to improve the transportation system for all modes.

#### 9.1 Corridor Protection

Appendix 2 contains the executive summary from the Lakeshore Road Transportation Review Study. That study provided a comprehensive and technical transportation review regarding how Lakeshore Road East can accommodate alternative modes of transportation.

- 9.1.1 Lakeshore Road East will be planned to accommodate, to the extent possible, all modes of transportation, including pedestrian facilities, cycling facilities, and *higher order transit* facilities.
- 9.1.2 The City may acquire lands for a public transit right-of-way along Lakeshore Road East where the creation of a public transit right-of-way separate from, adjacent to, or in addition to, a road right-of-way is deemed appropriate.
- 9.1.3 The City will, through the review of development applications, eliminate and/or consolidate vehicular turning movements to and from Lakeshore Road East and direct traffic towards signalized intersections, where appropriate. Vehicle access to redevelopment opportunities should be considered from existing north-south side streets or existing or proposed laneways parallel to Lakeshore Road East.
- 9.1.4 The Transportation Master Plan for Lakeshore Road may address improving current

mobility for all modes of transportation, the implications of future growth on the network and consider placemaking initiatives that would promote the animation of the corridor. The Transportation Master Plan may assess improvements to the Lakeview road network and higher order transit needs in the Lakeview area.



Figure 11: Lakeshore Road Corridor has opportunities to accommodate multi-modes of transportation including pedestrian, cycling, and *higher order transit* facilities.

#### 9.2 Road Network

- 9.2.1 During the review of development applications, consideration will be given to the manner in which development proposals provide additional public roads in order to continue the existing fine-grained street network.
- 9.2.2 During the review of development applications, streets will be designed to provide connectivity through neighbourhoods.
- 9.2.3 Improvements to the road network and active transportation routes that provide connectivity and a fine grain network through Lakeview may be identified through a future Transportation Master Plan for the Lakeshore Road Corridor or through the development applications process. Improved connections will provide pedestrian, cyclists and vehicles a greater variety of routes and accessibility within the area. Potential opportunities for network

improvements include but are not limited to the following:

- a. Byngmount Avenue, east to Rangeview Road;
- b. Casson Avenue, east to St. Mary's Avenue;
- c. Ebony Avenue, east to First Street;
- d. Ella Avenue, east to St. James Avenue;
- e. First Street, east to Ella Avenue;
- f. Fourth Street, east to Haig Boulevard;
- g. Harcourt Crescent, south to Duchess Drive;
- h. Pelham Avenue, west to Alexandra Avenue, and east to Haig Boulevard;
- i. Seventh Street, east to Halliday Avenue; and
- i. Third Street, east to Casson Avenue.
- 9.2.4 When reviewing the appropriateness of potential road connections, the City will consider the volume and type of traffic that will be accommodated on the road.
- 9.2.5 Mississauga will work with the Province and the Region to coordinate and make improvements to the Dixie Road and Queen Elizabeth Way interchange for the realignment of Dixie Road.
- 9.2.6 Development applications will be accompanied by transportation and traffic studies. Studies will address, among other things, strategies for limiting impacts on the transportation network, where appropriate, including measures such as:
- reduced parking standards;
- transportation demand management;
- transit-oriented design of the development;
- pedestrian/cycling connections; and
- access management plan.

#### 9.3 Transit Network

9.3.1 Providing public transit connections along key north-south corridors (e.g., Cawthra Road, Ogden Avenue and Dixie Road) to Lakeshore Road East will be a transit priority and will help shape and support the future development of Lakeshore Corridor and the Community Node.

## 9.4 Parking and Transportation Demand Management

- 9.4.1 For development in the Lakeshore Corridor, parking is encouraged to locate below grade, or at the rear of the site.
- 9.4.2 Development with surface parking should be screened from adjacent streets and properties by using landscaping materials such as hedges, shrubs, trees, and other structural materials.
- 9.4.3 The City will identify appropriate locations for on-street parking in the Lakeshore Corridor and develop an implementation strategy for parking.
- 9.4.4 Where on-street parking and lay-by parking can be accommodated, it is to be incorporated into the *streetscape* design.
- 9.4.5 Reduced parking requirements and maximum parking standards may be considered within:
- a) the Community Node; and
- b) the Lakeshore Corridor.
- 9.4.6 Public parking lots in the Lakeshore Corridor will be maintained and supplemented where appropriate.
- 9.4.7 The City will encourage Transportation Demand Management measures, where appropriate, in the Lakeshore Corridor and as a part of any significant redevelopment projects outside of the *corridor*.

#### 10.0 Desirable Urban Form

This section reflects the planned function and local context and provides the framework for shaping the Lakeview community, with an emphasis on urban form. The urban form policies are organized as follows:

- a) Neighbourhoods;
- b) Employment;
- c) Lakeshore Corridor;
- d) Community Node; and
- e) Built Form.

Development will be guided by the Lakeview Built Form Standards contained in Appendix 1.

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

#### 10.1 Neighbourhoods

Neighbourhoods are stable residential areas where the existing character is to be preserved and enhanced. Development may occur through modest infilling or redevelopment of existing commercial plazas and vacant sites.

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

- to ensure development is sensitive to the existing low rise context and reinforce the planned character of the area;
- to ensure Lakeshore Road East will provide appropriate development and public realm that reinforces its planned role as a connected community and fosters an active pedestrian and cycling environment; and

- to appropriately balance the constraints associated with both the Canadian National Railway line and adjacent residential uses.
- 10.1.1 New development is encouraged to reflect 1 to 2 storey residential building heights and should not exceed 3 storeys.

# 10.1.2 North Residential Neighbourhood Precinct (Applewood Acres, Sherway West)

The North Residential Neighbourhood Precinct is bordered by Cawthra Road to the west and the Etobicoke Creek to the east, Queensway East to the north and the Queen Elizabeth Way to the south. This residential area will be maintained while allowing for infill which enhances and is compatible with the character of the area.

- 10.1.2.1 The existing commercial site at North Service Road and Stanfield Road is a site where intensification could be accommodated to a maximum height of 4 storeys. Future redevelopment of the properties will address issues, including but not limited to:
- a. retention of commercial space; and
- b. appropriate transition to adjacent residential uses.

# 10.1.3 Central Residential Neighbourhood Precinct (Cawthra Village, Orchard Heights, Serson Terrace)

The Central Residential Neighbourhood Precinct is bordered by Cawthra Road to the west and Etobicoke Creek to the east, the Queen Elizabeth Way to the north and the Canadian National Railway line to the south. Originally, these homes were summer houses for families from the Toronto Township. Also predominant in the area are homes built on small lots that were constructed during the Second World War time period (these homes are also known as "war time housing").

10.1.3.1 The existing commercial site at South Service Road and Dixie Road represents a site for potential intensification, to a maximum height of 4 storeys. Future redevelopment of the property will address issues including but not limited to:

- a. the addition of public roads to connect and improve the neighbourhood's fine grain road pattern;
- b. retention of commercial space; and
- c. appropriate transition to adjacent residential uses.

# 10.1.4 South Residential Neighbourhood Precinct (Creekside, Lakeside Residential, Lakeview West, North Beach Residential)

The South Residential Neighbourhood Precinct is bordered by Seneca Avenue to the west and Etobicoke Creek to the east, the Canadian National Railway line to the north and Lake Ontario to the south. Many of the homes constructed dating to World War II exists today.

- 10.1.4.1 Lakeview West has potential for *intensification*, particularly on the lands east and west of Cooksville Creek. Development should, among other matters, address the following:
- ensure transition to Lakeshore Road East, adjacent stable residential neighbourhoods, and Cooksville Creek;
- b. ensure visual connection to Cooksville Creek; and
- c. ensure larger sites are sub-divided with public roads and walkways.
- 10.1.4.2 Development along the Canadian National Railway line for lands designated Business Employment, or for an industrial use, will:
- a. be encouraged to improve the transition of height and use to adjacent residential areas;
- b. have a maximum height generally equivalent to a 2-storey residential building;
- c. ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential areas:



Figure 12: The Small Arms Inspection Building has historical significance, defining Canada's military history during the Second World War and the history of women.

- d. provide appropriate landscaped buffers to adjacent residential areas; and
- e. provide a *streetscape* that is compatible with adjacent neighbourhoods.

#### 10.2 Employment

The Employment Precinct is divided into three subareas as identified on Schedule 1. It contains the areas of Arsenal Woodlands, Ontario Power Generation Lands (OPG Lands), and Lakefront Business Park.

#### 10.2.1 Arsenal Woodlands Precinct

In accordance with the Waterfront Parks Strategy, Park 358 (Not yet named) but historically known as the Arsenal property, is identified as a Gateway Park. A park master plan will be required to determine the programming and design of the park. Also, in partnership with the City, the Toronto and Region Conservation Authority, and local community groups, a plan has been initiated for the re-adaptive use of the Small Arms Inspection Building for varying cultural, educational, retail, and office purposes. The reuse of the building will provide an important resource for the Lakeview community.

10.2.1.1 The Arsenal Lands should provide for placemaking opportunities, such as the development of a square or open space that integrates with the surrounding environment and provides interaction for pedestrians.

10.2.1.2 Development of community and cultural uses will be encouraged and public art will be incorporated as appropriate.

# 10.2.2 Ontario Power Generation (OPG) Lands Precinct and Lakefront Business Park Precinct

The OPG Lands were formerly used for a coal-fired electricity generating station. This area represents a significant parcel of land along the Lake Ontario shoreline, with the opportunity to create a vibrant mixed use destination, enhancing the existing community and improving access to the waterfront.

The Lakefront Business Park sub-area includes a regional wastewater treatment facility and an employment area on the south side of Lakeshore Road East, overlapping with the Lakeshore Corridor Precinct. The employment lands and the OPG Lands are under review through the next phase of study for Inspiration Lakeview.

Phase one of the Inspiration Lakeview study (Inspiration Lakeview Vision), initiated by the City, outlines the desired vision for the OPG Lands and the employment area, as guided by the community.

The next step in this process is a comprehensive master plan to further develop the vision. The precinct policies and special site policies provide additional direction regarding issues that need to be addressed.

10.2.2.1 The next phase of study for Inspiration Lakeview should have regard for the following:

- a. form and scale of development will be appropriate to the waterfront location;
- b. provide opportunities for new view corridors;
- c. creation of public roads, parks, walkways, and paths within the site and to enhance connectivity to the neighbourhoods to the north and to the west, and along the waterfront;
- d. provision of public open space along the shoreline, and a continuous Waterfront Trail to maximize public access to and along the Lake Ontario waterfront; and
- e. for the lands along Lakeshore Road East, the Lakeshore Corridor Precinct policies in this Area Plan will also apply.

#### 10.3 Lakeshore Corridor

The Lakeshore Corridor Precinct is intended to be the primary area for street-related commercial development, with a mixture of uses and pedestrian-oriented built form. The extent of the Lakeshore Corridor is from Seneca Avenue to the east end of the municipal boundary at Etobicoke Creek. Given the length of this *corridor*, it is divided into sections: the Core and Outer Core (see Schedule 1). The Core is from Seneca Avenue to Hydro Road and is envisioned to have a concentration of street-related commercial uses. The Outer Core, from Hydro Road to Etobicoke Creek, is to be a pedestrian-friendly area. Similar to the Core, it allows for mixed-use development, however, commercial uses are not required.

In order to achieve the intended function of the Lakeshore Corridor Precinct, redevelopment will address among other matters, the following:

- creating a pedestrian-oriented environment;
- ensuring built form compatibility and transition in heights to adjacent neighbourhoods;
- minimizing access points along Lakeshore Road East:
- preserving light and sky views; and
- creating an attractive public realm.

10.3.1 Development should preserve and enhance the views and vistas to the natural environment.

10.3.2 The City will seek opportunities for views to Lake Ontario through development applications for new north-south roads and road extensions, including among others, Ogden Avenue and Hydro Road.

- 10.3.3 Development will be encouraged to locate parking to the rear of buildings or underground.
- 10.3.4 Development along Lakeshore Road East is encouraged to be 2 to 4-storeys in height; however, some sites will be permitted building heights greater than 4 storeys as shown on Schedule 2.
- 10.3.5 Appropriate transition to adjacent low density residential will be required.
- 10.3.6 To promote a pedestrian-friendly mainstreet environment, street related commercial uses will front onto and be located along Lakeshore Road East. New development should address the following, among other items:
- a. maintaining an appropriate average lot depth for mainstreet commercial;
- buildings should be closely spaced with minimal breaks to ensure a continuous building or street frontage;

- c. buildings should incorporate active uses at grade, in order to animate the public realm and pedestrian environment; and
- d. building entrances should be located along and face Lakeshore Road East, and should be clearly identifiable with direct access from the sidewalk.
- 10.3.7 Development will provide an appropriate **streetscape** treatment of the public realm that supports pedestrian activity and provides an attractive character to the street. This may include, among other things:
- a. landscaping and planting;
- b. street furnishings;
- c. public art features;
- d. quality building materials; and
- e. building design elements and features including articulated rooflines such as parapets and towers.
- 10.3.8 Development will be encouraged to provide placemaking opportunities, such as public squares, plazas, and open spaces, including among other locations, at Cooksville Creek, Cawthra Road, East Avenue, Alexandra Avenue, Ogden Avenue, Hydro Road, Dixie Road, and Etobicoke Creek.
- 10.3.9 The assembly of adjacent low density residential land to enlarge properties fronting Lakeshore Road East is discouraged. Should assembly occur, however, the primary purpose of these lands will be an enhanced landscape buffer to the adjacent residential uses and for amenity space and/or parking if required through the development.
- 10.3.10 The Intensification Areas policies of the Plan will apply to development within the Core area.

- 10.3.11 Single use residential buildings are permitted in the Outer Core area, subject to the following:
- a. buildings are set back from the street;
- b. provision of a well-landscaped front yard;
- c. an appropriate streetscape; and
- d. parking at the rear of the property or underground.

#### 10.4 Community Node

As part of the Urban System, the principal document includes a Community Node for the Lakeview area in southeast Mississauga.

The Community Node boundaries and specific urban form policies will be determined through the next phase of study for Inspiration Lakeview.

Development within the Community Node is intended to contain a mix of uses, densities, and high urban design standards, and have regard for the following objectives, among other things:

- a. building heights will reflect an appropriate transition to the stable low density neighbourhoods, the Lakeshore Corridor, and Lake Ontario shoreline;
- b. provision of public access and protection of views to Lake Ontario;
- c. providing a variety of heights;
- d. overall development of the Community Node will be at a scale that reflects its role in the urban hierarchy;
- e. provision of public art that enhances the built environment and enriches the culture and history of the community; and
- f. the development of symbolic gateways or landmarks to define entrance to and arrival at the Community Node will be encouraged.

#### 10.5 Built Form Types

- 10.5.1 For the development of detached, semidetached, duplex and triplex dwellings, the following will be addressed, among other things:
- a. new housing within Lakeview should maintain the existing character of the area; and
- b. new development will fit the scale of the surrounding area and take advantage of the features of a particular site, such as topography, contours, and mature vegetation.
- 10.5.2 Criteria for the development of street townhouses or freehold townhouses will include, among other things:
- a. they fit into the existing lotting pattern of the community;
- b. they provide an appropriate transition from low built form to higher built forms; and
- c. they are located on, or in proximity to transit routes.
- 10.5.3 For the development of standard and common element condominium townhouse dwellings, the following will be addressed, among other items:
- a. they can fit into the existing lotting pattern of the community;
- b. they provide an appropriate transition from low built form to higher built forms;
- c. they have an appropriate minimum lot depth to accommodate elements such as landscaping and parking; and
- d. they are located on, or in proximity to transit routes.
- 10.5.4 Horizontal multiple dwellings, such as stacked townhouses, may be developed, subject to, among other things:
- a. a minimum lot depth to ensure internal circulation;

- area to accommodate appropriate parking, amenity space, landscaping;
- c. utilities can be accommodated internal to the site; and
- d. they are located on, or in proximity to transit routes.
- 10.5.5 Criteria for apartment development will include, among other things:
- a minimum separation distance to ensure light and permeability;
- b. a maximum floor plate to ensure minimal impact on low density residential areas; and
- c. transition to adjacent lower built forms.
- 10.5.6 Criteria for commercial development will include, among other things:
- a. the maximum height of buildings will be 4 storeys;
- b. transition to existing stable residential areas;
- c. ensure the continuation of a mixed use community;
- d. on sites with multiple commercial buildings, development will provide dedicated pedestrian walkways to building entrances, and to public roads and transit routes, where appropriate; and
- e. a coordinated character will be required on sites with multiple commercial buildings, including the use of similar building materials, colours and architectural elements.

10.5.7 The redevelopment of existing industrial sites for industrial uses will address, among other things:

- a minimum setback to residential areas ensuring an appropriate buffer area can be accommodated to screen the use;
- b. a minimum landscape area will be required in front of any employment use; and
- c. existing industrial uses along the railway tracks are encouraged to improve their transition to the adjacent residential areas. The maximum permitted height will be the equivalent to a 2 storey residential building. New development will include appropriate buffers and ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential uses.

10.5.8 High quality building materials will be required in new developments. The first 4 storeys will be of durable material such as brick or stone. Concrete blocks or painted concrete blocks are not permitted to be exposed.

# 11.0 Strong Economy

Employment uses are an important component of Lakeview as they contribute to a mix of uses while providing an opportunity for people to live and work in the community.

Employment in Lakeview is generally located along Lakeshore Road East, the railway corridor and on commercial and community infrastructure sites. Lakeview also has an important and unique employment function with utility operations, such as the water treatment facility and the wastewater treatment facility, that serve a regional population.

The future Community Node will be an area for population and employment growth, ensuring an appropriate balance while creating a vibrant community focus.

Lakeview's Employment Area is located on the south side of Lakeshore Road East, between East Avenue and Applewood Creek. Through the next phase of study for Inspiration Lakeview, the City will be initiating a Phase Two municipal comprehensive review to determine the appropriate land uses in this area. Following this review, revised policies will be incorporated into this Area Plan.











Figure 13: Lakeview has a wide range of built environments, which are reflected in the Area Plan policies.





Figure 14: Providing a range of employment opportunities will help attract new businesses that contribute to a healthy employment base.

- 11.1 Lands designated Business Employment will provide for the continued operation of employment uses. Development on adjacent sites will be compatible to employment uses.
- 11.2 Opportunities for water recreational uses or waterfront retail commercial activities should be considered in the development of the waterfront.

## 12.0 Land Use Designations

This section provides additional policy direction on the permitted land uses within this Area Plan. Schedule 4: Lakeview Local Area Plan Land Use Designations identifies the uses permitted and is to be read in conjunction with the other schedules and policies in the Plan.

#### 12.1 General

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

#### 12.2 Residential Medium Density

- 12.2.1 Notwithstanding the Residential Medium Density policies of the Plan, the following additional use may be permitted:
- a. low-rise apartment dwellings.
- 12.3 Mixed Use
- 12.3.1 Notwithstanding the Mixed Use policies of the Plan, the following policies applies to the Lakeshore Corridor Precinct – Core area:
- a. motor vehicle rental is not permitted; and
- b. commercial will be required at grade.
- 12.3.2 Notwithstanding the Mixed Use policies of the Plan, the following policy will apply in the Lakeshore Corridor Precinct – Outer Core area:
- a. residential uses may be permitted on the ground floor.

#### 12.4 Business Employment

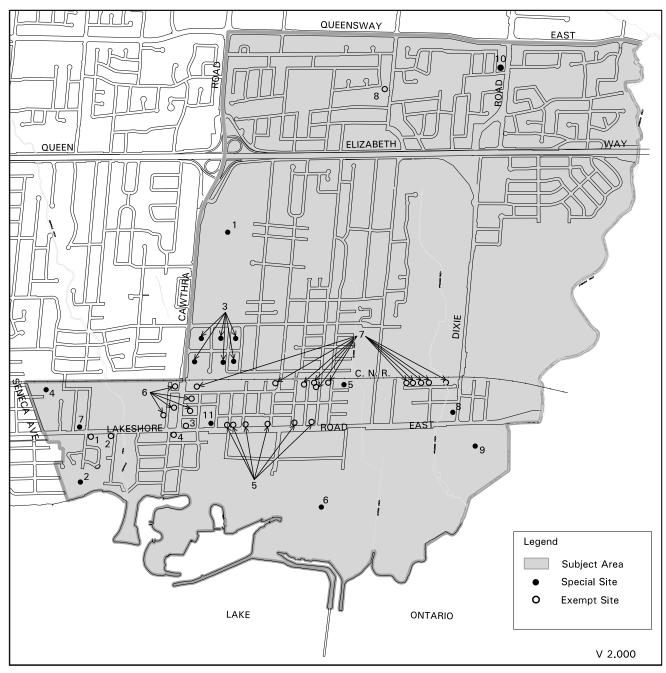
- 12.4.1 Notwithstanding the Business Employment policies of the Plan, the following uses will not be permitted:
- a. adult entertainment establishments;
- b. animal boarding establishments which may include outdoor facilities;
- c. body rub establishments;

- d. cardlock fueling dispensing facility;
- motor vehicle body repair facilities;
- motor vehicle commercial uses;
- motor vehicle rental;
- transportation facilities;
- trucking terminals; and
- waste processing stations or waste transfer stations and composting facilities.
- 12.4.2 Notwithstanding the Business Employment policies of the Plan, the following policies will apply:
- a. permitted uses will operate entirely within enclosed buildings.

# 13.0 Special Site and Exempt Site Policies

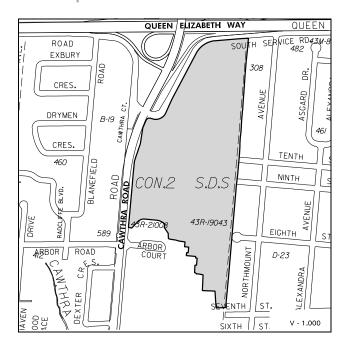
### 13.1 Special Sites

There are sites within Lakeview, as shown in Map 2, that merit special attention and are subject to the following policies.



Map 2: Location of Special Sites and Exempt Sites within the Lakeview Local Area.

### 13.1.1 Special Site 1



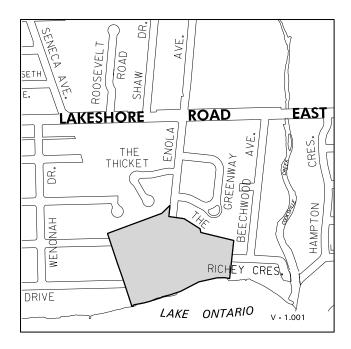
The lands identified as Special Site 1 are east of Cawthra Road and south of the South Service Road.

The lands are known as the Cawthra Woods and comprise both heritage and natural areas. The Cawthra Estate is located within the Cawthra Woods and includes the Cawthra-Elliot Estate House and formal gardens on the north and south sides of the estate house, the walled garden, and sugar maple forest, all of which form a cultural heritage landscape which is designated under the Ontario Heritage Act. The site contains a Provincially Significant Wetland. **Environmentally** an Significant Area (ESA) as identified by Credit Valley Conservation, and a Regionally Significant Area of Natural and Scientific Interest (ANSI).

- 13.1.1.1 Notwithstanding the Public Open Space designation, the following additional uses may be permitted in the Cawthra-Elliot Estate House:
- a. community or cultural infrastructure, including an academy for the performing arts;
- b. secondary offices;
- c. a conference centre;
- d. art gallery or studio; and

- e. commercial school that may include a business school, driving school, dance school, music school, arts school, crafts school or a martial arts school, but shall not include a trade school or a private school.
- 13.1.1.2 Development of the Cawthra-Elliot Estate House will address the following:
- a. the Environmental Policies of this Plan;
- retention of the existing forest in a natural condition in accordance with an approved Cawthra Woods Management and Implementation Plan;
- c. an approved Parks Master Plan;
- rehabilitation d. preservation and of the Cawthra-Elliot cultural heritage landscape, including the existing house, outbuildings and formal gardens. Any minor development or minor site alterations will be limited in size and to a design compatible with the historically designated structure, will be designed and located in a manner that minimizes removal of forest cover and will be subject to completion and circulation of an Environmental Impact Study (EIS) and site plans to the Region of Peel and Credit Valley Conservation; and
- e. a heritage permit, including a *Heritage Impact Assessment*, will be required for any alterations.

### 13.1.2 Special Site 2



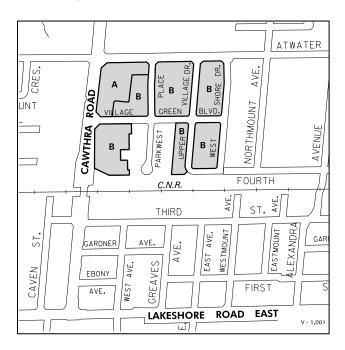
The lands identified as Special Site 2 known as the Adamson Estate and Derry Property, are located along the shore of Lake Ontario, east of Cumberland Drive and south of Enola Avenue.

13.1.2.1 Notwithstanding the provisions of the Public Open Space and Greenbelt designations and the Natural Area classification of this Plan, the following additional uses may be permitted:

- a. secondary offices;
- b. a conference centre; and
- c. community or cultural infrastructure, including an academy for the performing arts.
- 13.1.2.2 Development of this site will address, among other things, the following:
- restoration and preservation of the historically designated main house, gatehouse, barn, Derry House, and pet cemetery;
- maintenance of public access along the waterfront as well as the grounds of the estate;

- enhancement of recreation opportunities throughout the balance of Lakefront Promenade Park;
- d. recognition and respect of the existing character of the surrounding residential land uses;
- e. servicing requirements of the Region of Peel with respect to the sanitary sewer outlet and the use of backflow preventers in the buildings to prevent basement flooding; and
- f. a heritage permit, including a *Heritage Impact* Assessment, will be required for any alterations.

### 13.1.3 Special Site 3

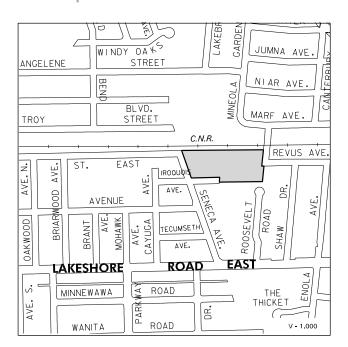


The lands identified as Special Site 3 are located in the southeast quadrant of Atwater Road and Cawthra Road.

13.1.3.1 Notwithstanding the provisions of the Residential High Density designation applying to Area A, all types of multiple family dwellings including townhouses, street townhouses, other forms of horizontal multiple dwellings, apartments, or any combination of these uses with individual frontages or in cluster arrangements may be permitted.

13.1.3.2 Notwithstanding the provisions of the Residential Medium Density designation applying to Area B, street townhouses may be permitted.

### 13.1.4 Special Site 4

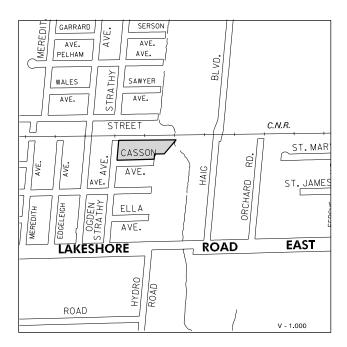


The lands identified as Special Site 4 are located west of Revus Avenue, south of the Canadian National Railway tracks.

13.1.4.1 Notwithstanding the provisions of the Business Employment designation, the following uses will not be permitted:

- a. banquet hall;
- b. broadcasting, communication, and utility rightsof-way;
- c. conference centre;
- d. entertainment, recreation and sports facilities;
- e. financial institution;
- f. outdoor storage;
- g. overnight accommodation; and
- h. restaurants.

### 13.1.5 Special Site 5

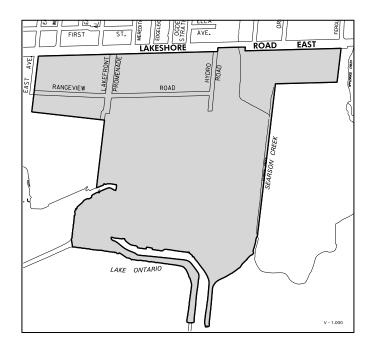


The lands identified as Special Site 5 are located along Casson Avenue, west of the utility corridor.

13.1.5.1 Notwithstanding the provisions of the Business Employment designation, the following uses will not be permitted:

- a. banquet hall;
- b. broadcasting, communication, and utility rightsof-way;
- c. conference centre;
- d. entertainment, recreation and sports facilities;
- e. financial institution;
- f. outdoor storage;
- g. overnight accommodation; and
- h. restaurants.

#### 13.1.6 Special Site 6



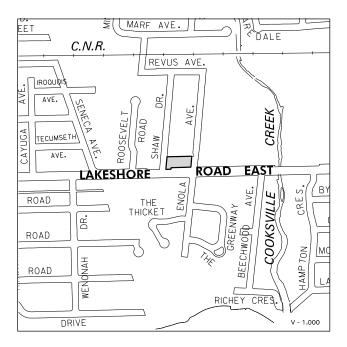
The lands identified as Special Site 6 are located east of East Avenue and south of Lakeshore Road East. The lands are currently designated Business Employment, Utility and Greenbelt and are under review through the next phase of study for Inspiration Lakeview.

- 13.1.6.1 Notwithstanding the provisions of the Utility designation, the following additional use may be permitted:
- a. an electric power generating facility.
- 13.1.6.2 Through the next phase of study for Inspiration Lakeview, a Phase Two municipal comprehensive review will be prepared to address the potential conversion of the lands designated Business Employment. In addition to this component of the review, the comprehensive master plan will address land use, built form and transportation to the City's satisfaction. The master plan will also:
- a. evaluate existing site conditions;
- b. have regard for other City plans, policies, studies and reports such as the Lakeview and Port Credit District Policies Review and Public

- Engagement Process Directions Report, Employment Land Review Study, Waterfront Parks Strategy, and Lakeshore Road Transportation Review Study;
- examine opportunities for new view *corridors* extending from Lakeshore Road East to Lake
   Ontario:
- d. include the provision of significant public parklands along the waterfront including the extension of the Waterfront Trail:
- e. provision of cultural infrastructure and public art;
- f. examine opportunities to continue Lakeshore Road East as a mixed use mainstreet;
- g. consideration for the development of a Community Node, providing an appropriate population to employment ratio as described in this Area Plan;
- h. provision of a range of housing types and affordable housing;
- i. develop a road network that appropriately integrates with the surrounding neighbourhoods; and
- j. provide protection, enhancement and restoration of the natural environment.
- 13.1.6.3 Development of this site will consider the following eight core principles outlined in the *Inspiration Lakeview Vision*:
- a. link the City and the water;
- open the site with a wealth of accessible public spaces;
- c. create a green, sustainable, innovative, and model community;
- d. create a vibrant community;
- e. connect in multiple ways through transit, walking, cycling, and the car;
- f. create a destination to draw local, regional, and international visitors;

- g. commemorate history while creating a legacy; and
- h. balance public and private investment to be economically viable and sustainable.

### 13.1.7 Special Site 7



The lands identified as Special Site 7 are located north of Lakeshore Road East between Shaw Drive and Enola Avenue.

The property located at 411 Lakeshore Road East is listed on the City's Heritage Register.

- 13.1.7.1 Notwithstanding the provisions of the Mixed Use designation, the following additional policy will apply:
- a. a motor vehicle repair garage may be permitted.

#### 13.1.8 Special Site 8



The lands identified as Special Site 8 are located at the northwest corner of Lakeshore Road East and Dixie Road.

- 13.1.8.1 Notwithstanding the provisions of the Mixed Use designation, the following additional policies will apply:
- a. townhouse dwellings may be permitted on St.
   James Avenue to provide appropriate transition to the existing surrounding residential.

### 13.1.9 Special Site 9

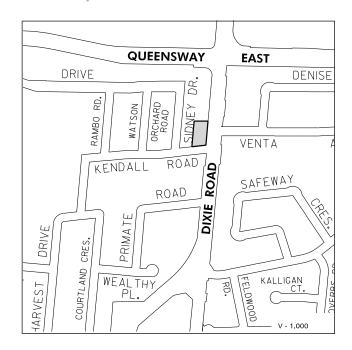


The lands identified as Special Site 9 are located east of Applewood Creek and south of Lakeshore Road East.

The Small Arms Inspection Building located at 1352 Lakeshore Road East is designated under the Ontario Heritage Act.

- 13.1.9.1 A heritage permit, including a *Heritage Impact Assessment*, will be required for any alterations.
- 13.1.9.2 Notwithstanding the provisions of the Public Open Space designation, the following additional uses may be permitted at 1352 Lakeshore Road East, subject to a master plan and the review of the remediation plan:
- a. commercial schools;
- b. *community facilities*, including art studios and art galleries;
- c. a conference centre;
- d. restaurants; and
- e. secondary offices.

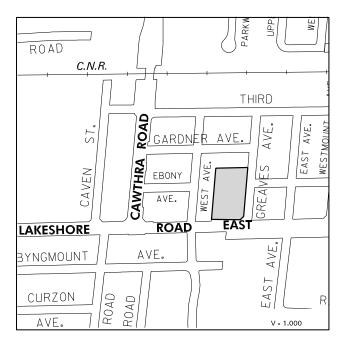
#### 13.1.10 Special Site 10



The lands identified as Special Site 10 are located at the northwest corner of Kendall Road and Dixie Road.

13.1.10.1 Notwithstanding the provisions of the Residential Low Density I designation, an office for a maximum of four medical practitioners may be permitted.

### 13.1.11 Special Site 11



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

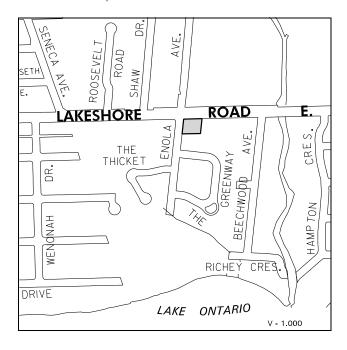
13.1.11.1 Notwithstanding the provisions of the Mixed Use designation, the following additional policy will apply:

a. the existing townhouses may be permitted.

### 13.2 Exempt Sites

Exempt Sites reflect unique circumstances that are not representative of the vision, direction and planning policies of the Plan, but nonetheless are recognized because they contain established land uses. The Exempt Sites in Lakeview, as shown in Map 2 are subject to the following policies.

#### 13.2.1 Exempt Site 1



The lands identified as Exempt Site 1 are located at the southeast corner of Lakeshore Road East and Enola Avenue.

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

a. the existing motor vehicle service station may be permitted.

### 13.2.2 Exempt Site 2

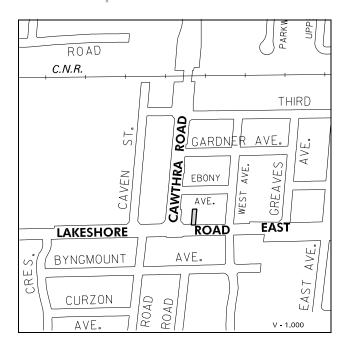


The lands identified as Exempt Site 2 are located south of Lakeshore Road East and west of Beechwood Avenue.

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

a. a motor vehicle repair garage may be permitted.

### 13.2.3 Exempt Site 3



The lands identified as Exempt Site 3 are located north of Lakeshore Road East and east of Cawthra Road.

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

a. the existing motor vehicle repair garage may be permitted.

### 13.2.4 Exempt Site 4

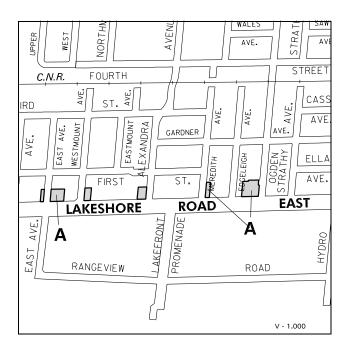


The lands identified as Exempt Site 4 are located at the southeast corner of Lakeshore Road East and Aviation Road.

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

a. the existing motor vehicle commercial use may be permitted.

### **13.2.5 Exempt Site 5**

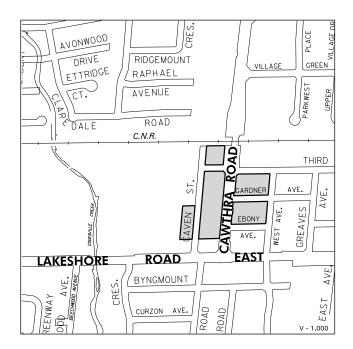


The lands identified as Exempt Site 5 include six sites located north of Lakeshore Road East between Greaves Avenue and Ogden Avenue.

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

- a. the existing motor vehicle repair garage may be permitted; and
- b. the existing motor vehicle sales and rental uses identified in Area A may be permitted

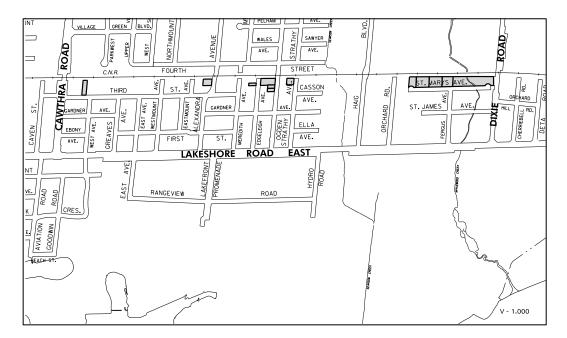
### **13.2.6 Exempt Site 6**



The lands identified as Exempt Site 6 are located north of Lakeshore Road East between Cooksville Creek and West Avenue.

- 13.2.6.1 Notwithstanding the provisions of the Residential Medium Density designation, the following additional policy will apply:
- a. the existing detached, semi-detached, and duplex dwellings may be permitted.

### **13.2.7 Exempt Site 7**



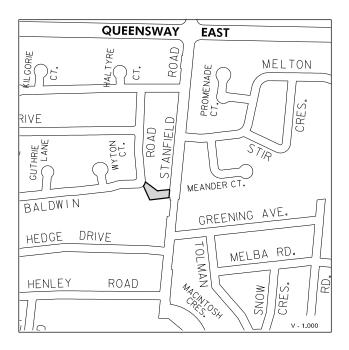
The lands identified as Exempt Site 7 are located south of the Canadian National Railway line between Cawthra Road and Dixie Road.

13.2.7.1 Notwithstanding the provisions of the Residential Low Density II designation, the following additional policies will apply:

- a. the existing manufacturing uses may be permitted;
- b. the existing motor vehicle body repair facility may be permitted; and
- c. the existing warehousing, distributing and wholesaling uses may be permitted; and
- d. the existing retail store may be permitted.

13.2.9.2 Permitted uses will operate within enclosed buildings.

### **13.2.8 Exempt Site 8**

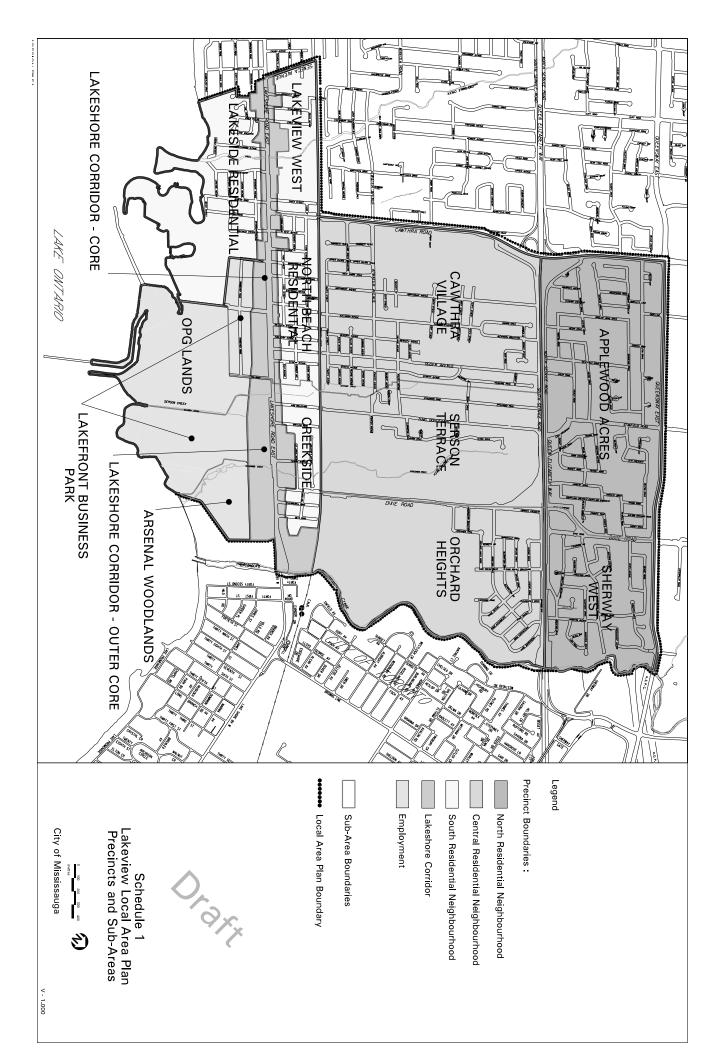


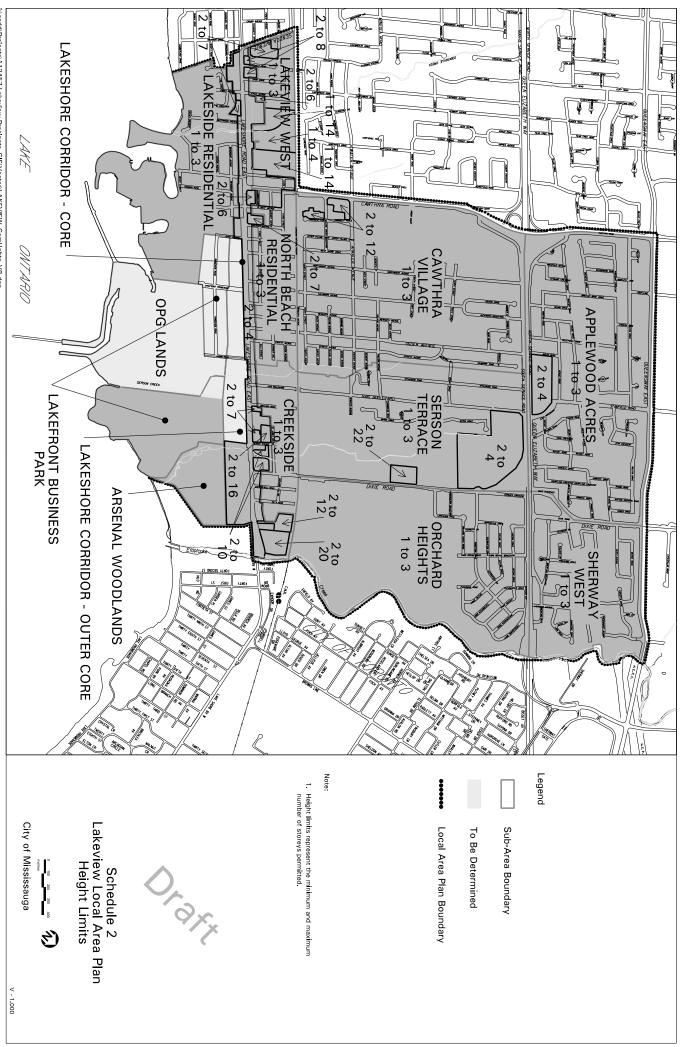
The lands identified as Exempt Site 8 are located on the west side of Stanfield Road, south of Queensway East.

- 13.2.8.1 Notwithstanding the provisions of the Residential Low Density I designation, the following additional policies will apply:
- a. the existing hair care and aesthetics services may be permitted;
- the existing **secondary office** uses, excluding medical offices, may be permitted;

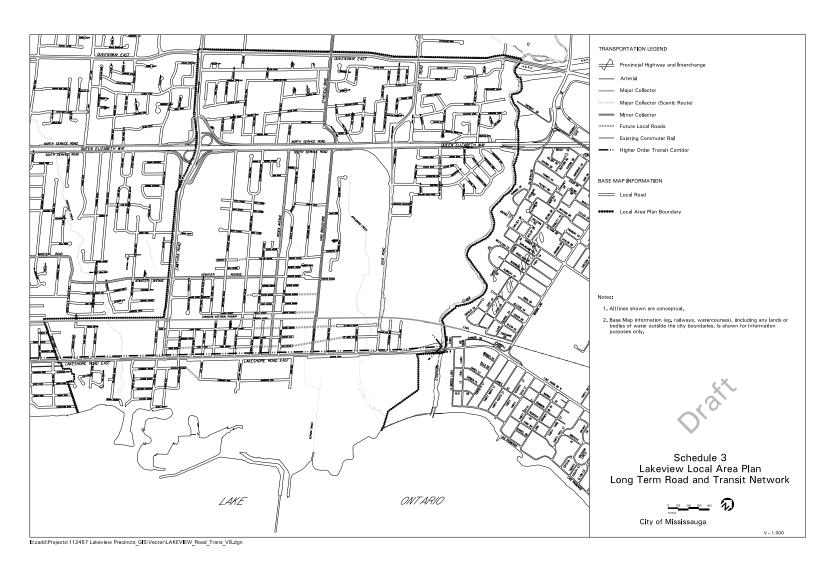
### 14.0 Implementation

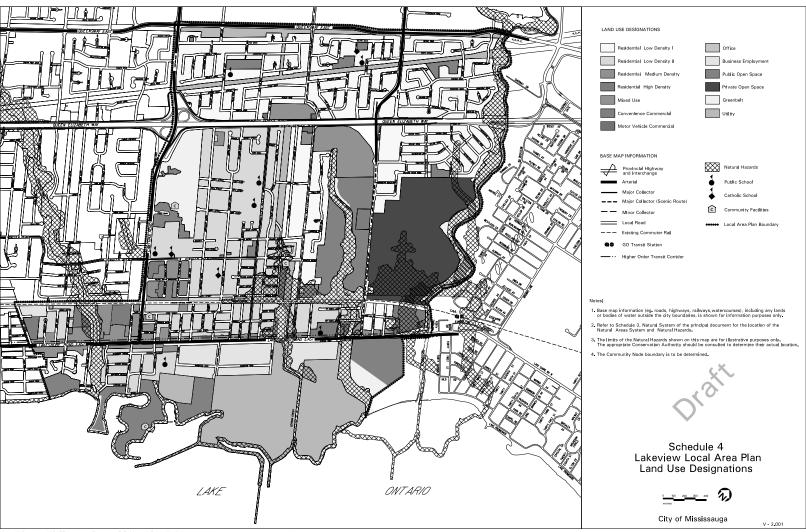
- 14.1 Mississauga will monitor development in Lakeview, including population density and the population to employment ratio.
- 14.2 Mississauga, in conjunction with public consultation, may develop a list of facilities/matters that could be exchanged for granting bonuses in height and/or density.
- 14.3 Mississauga, in conjunction with public consultation, may prepare a Community Improvement Plan, including a plan to promote Lakeview's mainstreet with **streetscape** improvements and symbolic gateways, and incentives to promote and enhance cultural heritage sites in Lakeview.
- 14.4 Prior to development, master plans for the Ontario Power Generation site and the adjacent Business Employment area will be prepared to the City's satisfaction.





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## **APPENDIX 1**

**Lakeview Built Form Standards** 



## **Appendix** I

# LAKEVIEW

**DRAFT**January 2014

**Built Form Standards** 









# **Table of Contents**

















1.0	Intro	duction		4
1.1	How	to Read th	ne Built Form Standards	4
1.2	Purpo	se		4
1.3	Exped	tations of	f the Standards	5
1.4	Lakev	iew Local	Area Plan	6
	1.4.1	Commur	nity Node	7
	1.4.2	Inspiration	on Lakeview	7
2.0	Lakev	view Cha	racter Areas	8
2.1	Neigh	bourhood	d and Employment Character Areas	8
2.2	Built	Form Type	e	10
	2.2.1	Detache	ed and Semi Detached Dwellings, Duplexes and Triplexes	11
	2.2.2	Street T	ownhouses	12
	2.2.3	Standar	d and Common Element Condominium	14
		2.2.3.1	Single Detached Standard and Common Element Condominium	14
		2.2.3.2	Townhouses Standard and Common Element Condominium	16
	2.2.4	Horizon	tal Multiple Dwellings	18
	2.2.5	Apartmo	ent Dwellings	20
		2.2.5.1	Building Heights	20
		2.2.5.2	Building Separation Distances	21
		2.2.5.3	Floor Plates	21
		2.2.5.4	Transition to Lower Forms	22
		2.2.5.5	Microclimatic Conditions	23
	2.2.6	Comme	rcial	24
	2.2.7		al	
2.3	Route	ıtes, Landmarks and Views		
2.4	Cultu	ral Herita	ge	28
2.5			lm/Streetscape	
2.6	Envir	onmental	Sustainability	31
2.7	Buildi	ing Mater	ials	32



# **Table of Contents**

3.0	Lakeshore Corridor Precinct	
		34
3.1	Lakeshore Corridor Precinct	
3.2	Building Heights	34
3.3	Transition to Lower Built Form and Open Space	36
3.4	Rear Yard Landscape Buffer	38
3.5	Pedestrian Realm and Streetscape	38
3.6	At Grade Commercial Requirements	39
3.7	Access Points	40
3.8	Parking, Loading and Service Areas	41
3.9	Location of On-Street and Lay-By Parking	42
3.10	Place Making	43
		44
4.0	Appendix A—Photo Credits	
		46















# 1.1 How to Read the Built Form Standards

The Lakeview Built Form Standards (The Standards) are to be read in conjunction with the policies in Mississauga Official Plan (The Plan) and the Lakeview Local Area Plan (Area Plan). The Standards are to be used during the design and review of development applications.

This Standards demonstrate how the urban form policies in the Area Plan can be achieved. The Standards are not considered a part of the Area Plan; however, selected content from the Standards has been incorporated into the Area Plan and represents policy. Applicants must also refer to the Zoning By-law, and the Ontario Building Code to ensure that the applicable requirements in these documents have been met. In addition, there may be other City initiatives and directions (e.g. Design Guidelines, Green Development Strategy) which need to be consulted.

### 1.2 Purpose

Building a desirable urban form is a key principle of the Mississauga Official Plan. The Standards are intended to provide further guidance of the policies in the Mississauga Official Plan and the Lakeview Local Area Plan. The Standards establishes and illustrates general requirements to achieve a high quality urban form, site development and public realm.

The Standards are intended to ensure development is appropriate for Lakeview and reflects the unique characteristics of the area.











Figure A1 - Images of built form typologies in Lakeview

### 1.3 Expectations of the Standards

The Built From Standards provide further direction in the Urban Design Policies set out in the Official Plan, the Lakeview Local Area Plan in addition to other City initiatives that support land use decisions and other strategies within the City.

The Standards set out detailed requirements to achieve a high quality built form in Lakeview that interfaces with the public realm in a seamless fashion. The Built Form Standards have been developed to communicate the design expectations, in advance of an application being filed, related to the quality and outcome of development.

The standards, in addition to the dimensions indicated, are to be addressed and achieved by development proponents through the planning application process. Depending on the context or site size, exceptions to the Standards may be considered at the discretion of the City, in whole or part, when there are extenuating circumstances and/or where proposals are able to demonstrate urban design excellence.

It should be noted that the standards may be amended, modified or updated on an as need basis to provide clarity on the intent of the Lakeview Local Area plan, provisions of the zoning by-law including the outcome of other studies or initiatives that impact the Lakeview area.











Figure A2 - Images of built form typologies in Lakeview

### 1.4 Lakeview Local Area Plan

The Area Plan includes lands identified in the Mississauga Official Plan City Structure as Neighbourhood and Employment Character Areas.

Both the Neighbourhood and Employment Character Areas are divided into 5 precincts and 13 sub-areas which recognize different attributes of these areas and contain different policy directions. These are organized as follows:

- 1. North Residential Precinct
  - Applewood Acres
  - Sherway West
- 2. Central Residential Precinct
  - Cawthra Village
  - Orchard Heights
  - Serson Terrace
- 3. South Residential Precinct
  - Creekside
  - Lakeview West
  - Lakeside Residential
  - North Beach Residential

- 4. Lakeshore Corridor Precinct
  - Core
  - Outer Core
- 5. Employment Precinct
  - Arsenal Woodlands
  - Lakefront Business Park
  - Ontario Power Generation Lands (OPG Lands)

This Standards outline various general built form typologies that are found in Lakeview.

Individual direction is given for the *Lakeshore Corridor Precinct*, where the Neighbourhood Character Area and the Employment Character Area overlap. The Lakeshore Corridor Precinct is an area of change and specific direction is given in section 3.0 of this Standards.













Figure A3 - Images of built form and cultural resources in Lakeview

### 1.4.1 Community Node

The Mississauga Official Plan identifies Lakeview as an area that will contain a Community Node. Once the location of the Community Node has been defined, it will be the focus of activity for Lakeview. The combination of residential uses, employment opportunities, cultural activities, shopping, dining, commerce and recreation will be encouraged to concentrate in the Community Node.

The Community Node will be the primary focus for intensification and density, however, the form and scale of development will vary within the Community Node in accordance with the location and surrounding context. A more detailed Built Form Standards will be established once the Community Node boundaries have been determined.

### 1.4.2 Inspiration Lakeview

For years, public access to the Lakeview area waterfront has been limited by the location of the Ontario Power Generation's coal-fired generation station. demolition of the power plant this part of the waterfront is ready for a new vision to create "a model sustainable creative community on the waterfront".

The City of Mississauga, the Province and Ontario Power Generation (OPG) have signed a memorandum of understanding that commits them to working together on a shared vision for the future of these lands.

These lands include a portion of the Lakefront Business Park Precinct, a portion of the Lakeshore Corridor Precinct and the OPG Lands.

To date the Inspiration Lakeview project has developed a Community Vision. A more detailed land use plan, including the appropriate location of the Community Node, will be undertaken in the next phase.



# 2.1 Neighbourhood and Employment Character Areas

Lands identified as Neighbourhood Areas are considered to be generally stable areas where the existing character is to be preserved and enhanced. They have various operating uses including manufacturing and wholesale, retail and restaurant, banquet hall, utility, marina and parkland. The future use of these lands will be reviewed through the next phase of study for Inspiration Lakeview and remains unchanged in this Area Plan.

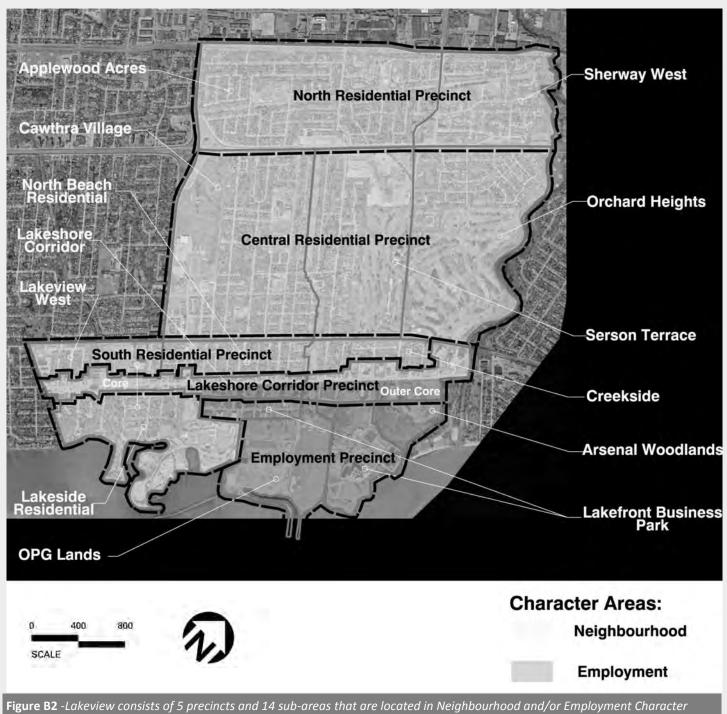
These areas will be maintained while allowing for infill which is compatible with and enhances the character of the area.

The following sections provide additional context and information on the built form typologies found in each of the Neighbourhood and Employment Character Areas.

A separate section entitled "Lakeshore Corridor Precinct" will address specific issues in regards to the Lakeshore Corridor Precinct which crosses through Neighbourhood and Employment Character Areas.







Areas.

### 2.2 Built Form Type

New developments will be compatible with and enhance the character of the neighbourhood by integrating with the surrounding area. This can be done by maintaining the existing lotting fabric layout and using consistent and transitional heights.

The following building typologies will be discussed in this section:

- Detached Dwellings, Semi-Detached Dwellings, Duplexes and Triplexes;
- ii) Street Townhouses;
- iii) Standard and Common Element Condominium Developments - Single detached; and,
  - townhouse;
- i) Horizontal Multiple Dwellings;
- ii) Apartment;
- iii) Commercial; and
- iv) Industrial.

In addition to these Standards, the City of Mississauga Urban Design Guidelines and Reference Notes should be reviewed. These include, but are not limited to:

- Green Development Strategy;
- Urban Design Handbook for Low Rise Multiple Dwellings;
- Design Guidelines for High Density Apartments;

- · Balconies in Medium and High Density Developments;
- Condominium Townhouse Design Standards;
- Screening for Roof Top Mechanical Units;
- Standards for Seniors Outdoor Amenity Area;
- Standards for Children's Outdoor Play Spaces;
- · Standards for Shadow Studies; and
- Design Guidelines for Industrial buildings.







### 2.2.1 Detached and Semi-**Detached Dwellings, Duplexes and Triplexes**

To preserve neighbourhoods with predominantly low density residential character, applicants will be required to provide the greater of the following:

- i) The average lot frontage and lot area of residential lots on both sides of the same street within 120 m of the subject property. In the case of a corner lot, lots on both sides of the streets within 120 m will be considered; or
- ii) The requirements of City by-laws, including Zoning By -law 0225-2007.

New detached, semi-detached, duplex and triplex dwellings within Lakeview will maintain the existing character of the area. The following criteria will apply:

- a. The maximum height of any dwelling should be 10.7 m. The design of the building will de-emphasize the height of the house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows;
- b. New development will preserve and enhance the generous front, rear and side yard setbacks;
- c. New development will ensure that existing grades and drainage conditions are preserved;
- d. New development will fit the scale and character of

- the surrounding area, and take advantage of the features of a particular site, i.e. topography, contours, mature vegetation, location to railway tracks;
- e. Garages will be recessed or located behind the main face of the house. Alternatively, garages will be located in the rear of the property;
- f. New development will have minimal impact on its adjacent neighbours with respect to overshadowing and overlook;
- g. New development will minimize the hard surface areas in the front yard;
- h. New development will preserve existing high quality trees to maintain the existing established nature of these areas:
- i. New house designs which fit with the scale and character of the local area, and take advantage of the particular site features are encouraged.
- j. The use of standard, repeat designs is strongly discouraged; and
- k. The building mass, side yards and rear yards will respect and relate to those of adjacent lots.



Figure B6 -Example of a Triplex in Lakeview



Lakeview

### 2.2.2 Street Townhouses

Development of Street Townhouses or Freehold Townhouses should meet the following criteria:

- They fit into the existing lotting pattern of the community;
- ii) They provide an appropriate transition from low built form to higher built forms; and
- iii) They are located on or in proximity to transit routes

The following are requirements for new infill street townhouses within the Lakeview area to ensure that the character of the existing community is maintained:

- a. The minimum lot area for an interior townhouse unit will be 200 m² and 280 m² for a corner lot;
- The maximum height for a street townhouse will be 10.7 m:
- c. The maximum number of townhouses in a consecutive row will be 6 units per block;
- d. The minimum width of a townhouse unit will be 6.8 m:
- e. The minimum width of a lot will be 6.8 m for an interior lot and 9.8 m for a corner lot;
- f. The minimum front yard setback for any unit will be 7.5 m;
- g. The maximum number of stairs to the front door of any unit will be 3 risers from the established grade;

- h. Garages will not project beyond the main face of the dwelling unit. They may be flushed, recessed or located at the rear of the unit;
- i. The garage of any townhouse unit will not be more than 50% of the width of the unit;
- j. The driveway width of a townhouse unit will not be more than 50% of the front yard or 5.2 m which ever is smaller:
- A minimum of 3.0 m will be required between blocks of units. A minimum of 4.5 m will be required between blocks of units where a walkway is proposed;
- Front to rear access to internal townhouse units will be provided through the individual unit. The interior design of the unit must ensure this can be accommodated;
- m. The minimum rear yard setback of a street townhouse from a property line will be 7.5 m. Where a townhouse unit is accessed by a laneway, the minimum distance from the rear face of the garage to the rear face of the dwelling unit will be 7.5m;
- End units that are exposed to a public road or park will be required to have upgraded elevations equal to the front of the unit;
- o. The minimum landscape area of a street townhouse dwelling will be 25% of the lot area; and



Figure B8 - Example of Street Townhouses in Mississauga





p. Fencing requirements will be minimized with built form acting as the prominent feature along all frontages. All fencing is to be returned within a maximum of 3.0 m of the rear corner of the dwelling.



Figure B11 - Street Townhouse example. Corner lot upgrade to appear as a detached dwelling and fit in with the lotting pattern and built form pattern of the area.



**Figure B12** - Street Townhouses adjacent to detached dwellings



Mississauga



Street Townhouses.

### 2.2.3 Standard and Common Element Condominium

Where development is proposed on a condominium road, new dwellings should fit the scale and character of surrounding development with respect to frontage, area, setback and side yards. Development standard and common element condominium townhouses should demonstrate that:

- They fit into the existing lotting pattern of the community;
- ii. They provide an appropriate transition from low built form to higher built forms;
- iii. Have a minimum lot depth of 90 m; and
- iv. They are located on or in proximity to transit routes.

Development of such sites requires careful consideration regarding site planning and building massing, including the height and setbacks from adjacent developments and maintaining a consistent streetscape and built form along their frontages. New buildings will minimize shadowing and overlook onto adjacent properties. New infill standard and common element condominium townhouses will adhere to the City's *Urban Design Handbook for Low-Rise Multiple Dwellings* and the Design Reference Note for Single Detached and Common Element Condominium.

The following are criteria for new infill condominium and common element developments within the Lakeview area

which will help maintain the character of the existing community. These are broken down into two categories:

- Single Detached Standard and Common Element Condominium developments; and
- Townhouses Standard and Common Element Condominiums

# 2.2.3.1 Single Detached Standard and Common Element Condominium

- The width and massing of the proposed unit will be similar to that of the existing character of the neighbourhood.
- b. The maximum height for a dwellings will be10.7 m;
- c. The maximum stairs to the front door of any unit is 3 risers from the established grade of the dwelling unit;
- Garages will not project beyond the main face of the dwelling unit. They will be flushed, recessed or may be located at the rear of the unit;
- e. The driveway width of a dwelling unit will not be more than 50% of the front yard or 1.0 m wider than the width of the garage whichever is smaller;



**Figure B14** - Example of a standard condominium detached development along Stavebank Road. The streetscape is continuous as the condominium units have been designed to be in character with the street



**Figure B15** - side elevation of the detached condominium is upgraded to look like the front of a single detached dwelling to fit in with the lotting pattern of the existing street.

- f. Visitor parking will be centrally located, not visible from a public road and will be well screened from existing and proposed dwellings;
- No service/loading, mailboxes or garbage area will be located along the frontage of the public road or visible from the public road;
- Entrances to new development will not be through established or existing lots, but will be from major roads and routes. The entrances to new developments will be flanked by dwellings within the new development itself;
- p. Fencing requirements will be minimized with built form acting as the prominent feature along all

- frontages. All fencing is to be returned within a maximum of 3.0 m of the rear corner of the dwelling; and
- q. End units exposed to an external or internal road will be required to have upgraded elevations.
- r. Amenity spaces will be in the rear of the unit and not on public roads.
- s. All common Element units must have a private amenity space of minimum of 11 m².



**Figure B16** *-Example of detached condominium developments* 



**Figure B17** -Example of condominium detached developments



**Figure B18-** Single detached units fronting onto a public road to ensure the lotting pattern and form are maintained on the residential street.



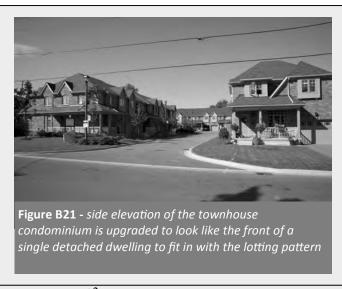
**Figure B19-** Single detached units fronting onto a Condominium Road to ensure the lotting pattern and form are maintained on the residential street.

## 2.2.3.2 Townhouse Standard and Common Element Condominium

- a. The maximum height for a townhouse dwellings will be 10.7 m;
- b. The minimum unit width of a townhouse unit will be 6.0 m;
- c. The minimum front yard setback from a street will be 6.0 m;
- d. The maximum number of townhouses in a consecutive row will be 8 units;
- The maximum stairs to the front door of any unit is 3 risers from the established grade of the dwelling unit;
- f. Garages will not project beyond the main face of the dwelling unit. They will be flushed, recessed or may be located at the rear of the unit;
- g. The garage of any townhouse unit will not be more than 50% of the width of the unit;
- h. The driveway width of a townhouse unit will not be more than 50% of the front yard or 1.0 m wider than the width of the garage whichever is smaller;

- All units will have a designated parking space in front of their unit or located underground;
- Visitor parking will be centrally located, not visible from a public road and will be well screened from existing and proposed dwellings;
- k. Condominium townhouse developments greater than 20 units will provide a centrally located private amenity space;
- A minimum of 3.0 m will be required between blocks of units. A minimum of 4.5 m will be required between blocks of units that have a walkway;
- m. Hydro and gas metre walls will be required to be located internal to the site and will not be visible from the street;
- No service/loading, mailboxes or garbage area will be located along the frontage of the public road or visible from the public road;
- Entrances to new development will not be through established or existing lots, but will be from major roads and routes. The entrances to new developments will be flanked by dwellings within the new development itself;





- p. Fencing requirements will be minimized with built form acting as the prominent feature along all frontages. All fencing is to be returned within a maximum of 3.0 m of the rear corner of the dwelling; and
- q. End units exposed to an external or internal road will be required to have upgraded elevations.







**Figure B24-** Single detached units fronting onto a public road to ensure the lotting pattern and form are maintained on the residential street.

#### 2.2.4 Horizontal Multiple Dwellings

Horizontal multiple dwellings (often referred to as stacked units) may be located in existing neighbourhoods along major transit routes and corridors.

Appropriate sites are those that have a depth of 40 m or greater to ensure internal circulation, parking, amenity space, landscaping and utilities can be appropriately accommodated. The following criteria will be used when designing horizontal multiple dwellings:

- The building will be oriented to face the major public a. road and not be designed as a flankage condition;
- b. Garages will be located in a laneway and will not face the front door of another unit. Garages will face each other;
- Condominium blocks will not be more than 8 units c. wide:
- d. The minimum required landscape area will be 40% of the lot area;
- The preservation of existing trees on the street e. frontage and perimeter of the site will be required;
- f. Each unit will be required to have its own private amenity space, in the form of a balcony or roof top;
- A maximum of 3 stairs will be located at the g. entrance of any building. All other stairs will be required to be designed so that they are internal to the dwelling;

- h. A common amenity space will be required for a development with over 20 units. The common amenity space will be centrally located and will be the greater of 5.6 m<sup>2</sup> per dwelling unit or 10% of the site area. A minimum of 50% of the required amenity space will be provided in one contiguous area;
- i. A minimum of 3.0 m will be required between blocks of units. A minimum of 4.5 m will be required between blocks of units that have a walkway;
- A minimum of 15 m shall be required between the j. faces of buildings located along mews;
- k. Hydro and gas metre walls will be required to be internal to the site and not be visible from the street. In addition, utilities will not be located within the required landscape area or along the frontage of a public road;
- I. No common visitor parking, air-conditioning units, mailboxes or garbage area will be located along the frontage of the public road or visible from the public road; and,
- Fencing requirements will be minimized with built m. form acting as the prominent feature along all frontages. All fencing is to be returned within a maximum of 3.0 m of the rear corner of the dwelling.



Figure B25 - Example of Horizontal Multiple Dwelling in Lakeview from an internal road



Lakeview from Lakeshore Road East



**Figure B27 -** Example of Horizontal Multiple Dwelling in Lakeview, from Lakeshore Road East



**Figure B28 -** Example of an entrance at grade of a Horizontal Multiple Dwelling in Lakeview



**Figure B29** -Example of Horizontal Multiple Dwelling in Lakeview from Deta Road. Example of Tree Preservation



**Figure B30** - Example of Horizontal Multiple Dwelling in Lakeview. Example of tree preservation within the new development.



**Figure B31** - Example of Horizontal Multiple Dwelling in Lakeview. Four entrances designed to appear as two



**Figure B32-** Example of Horizontal Multiple Dwelling in Lakeview. Rear lane condition with private amenity space above

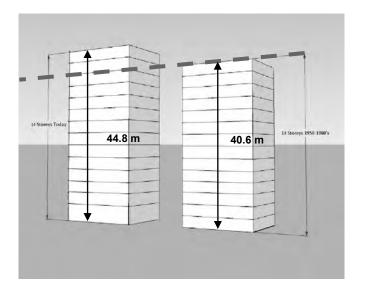
#### 2.2.5 Apartment Dwellings

There are a number of apartment sites within the Lakeview area. These sites generally contain buildings 5 storeys and over and are located along arterial roads, major routes or in cluster developments.

Generally, high-rise residential cluster developments in Lakeview are considered "towers in the park". These apartment buildings are surrounded by sunlight, open space and well landscaped yards. Additional sites may be considered for apartments due to their size and location, however these sites will be required to demonstrate that there is minimal impact on adjacent areas.

#### 2.2.5.1 Building Heights

The maximum building height for any new high rise residential building in the Lakeview neighbourhood areas will be 14 storeys or 44.8 m. Sites that may be suited for high density will be required to demonstrate that they can accommodate a maximum of 14 storeys or 40.6 m.



Era	Floor to Floor Heights
1950-1980's	Approx. 2.75 m (9.02 ft.)
1990-Current	Approx. 3.1 m (10.17 ft.)

Figure B33 - Building heights from the 1950's to 1980's are significantly different than building heights from 1990 to today. Floor to ceiling heights during the 1950's and 80's were lower which reduced the overall heights of the buildings. The majority of buildings constructed in Lakeview were constructed between 1950 and 1980 and are therefore lower in height





**Figure B35** - 14 Storey building. Example of existing higher built form within Lakeview

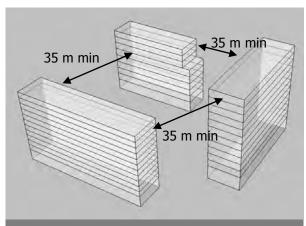
#### 2.2.5.2 Building Separation Distances

There are a number of higher built form apartments existing in the Lakeview area. They are characterized by large landscape areas and significant separation distances to ensure light and permeability. This concept should be continued for new developments.

A building over 6 storeys or 20 m should have a minimum separation distance of 35 m to a building equivalent to, or greater than 6 storeys or 20 m.

#### 2.2.5.3 Floor Plates

A building between 7 storeys (23 m) and 14 storeys (38.6 m) will have a maximum floor plate of  $1000 \text{ m}^2$ , including the balconies, to ensure minimal impact on adjacent low rise residential and to maintain sky views.



**Figure B36 -** Examples of existing building separation distances in Lakeview





distances in Lakeview

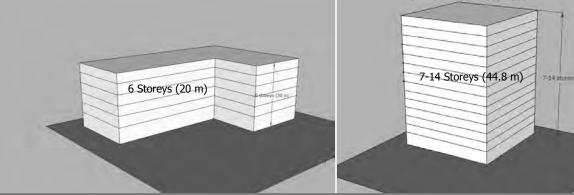


Figure B37 -Example of building floor plates in relation to height



#### 2.2.5.4 Transition to Lower Forms

Taller buildings should be sited and organized in a way that provides desirable transition to adjacent lower form buildings and open space to ensure appropriate spatial separation between buildings.

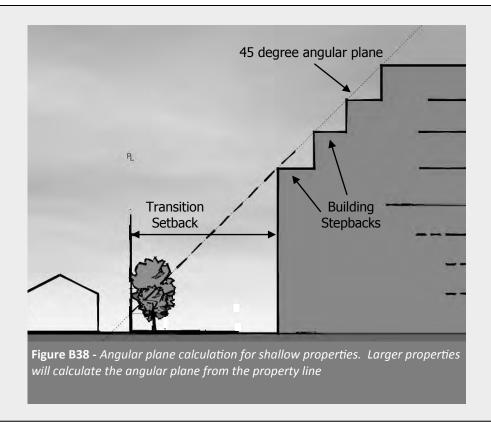
Where a significant difference in scale exists between building heights, developments will be required to deploy transition strategies through massing and built-form to achieve a harmonious relationship between proposed and existing development, and/or adjacent open space.

Appropriate transition can be achieved through various design methods. The larger the difference in scale the greater the need for transition. These may include:

- The use of an angular plane of 45 degrees from the closest property line of sites with lower scaled building or open space will be used to determine the minimum setback and height of a building within a development;
- To increase the building setback from a low rise development to ensure that the impact of the larger development is minimal; and

c. The use of building step backs to ensure minimal impact from overshadowing and from a new building overwhelming the site.

Each of these controls can vary according to the size of the development area, the planned intensity of the use, the context of the low scale development, and the street width. Impacts to sunlight, shade and sky views will also be considered and will adhere to the City's *Standards for Shadow Studies*.



#### 2.2.5.5 Microclimatic Conditions

#### **Shadow Impact**

Shadow studies will be requested in support of Official Plan Amendments/Rezoning and Site Plan applications to demonstrate that the height and/or location of a proposed apartment building will not generate excessive shadows over adjacent lands.

Shadow studies will be required for buildings greater than 10.7 m in height which may cause new shadow impact on adjacent residential properties, public parkland, open space and the public realm. Particular attention will be focused on Lakeshore Road East and where a pedestrian oriented environment is strongly encouraged. See the City's Standards for Shadow Studies.

#### **Wind Comfort**

Wind studies will be requested for development over 3 storeys or 16 m in height to ensure appropriate comfort and safety levels are maintained in the pedestrian realm, streetscapes, public spaces and areas immediately adjacent to, and surrounding the proposed development.

Evaluation of existing wind conditions in the immediate and surrounding area, prior to the proposed development will be required along with a comparison of the wind conditions based on the proposed development. The criteria to be used for the analysis will be signed and sealed by a certified engineer.

The Terms of Reference for Pedestrian Wind Comfort Studies will be used.



**Figure B39** - Example of shadow on the public realm from an existing building



#### 2.2.6 Commercial

Lakeview has a number of commercial uses. Some of these larger commercial areas include, but are not limited to, the Dixie Outlet Mall and Applewood Village Plaza.

The following criteria will apply to the redevelopment of these areas:

- a. The maximum height of a building or structure will be 4 storeys or 13.8 m;
- b. New developments will transition to existing stable residential developments;
- When redevelopment occurs, larger sites will be broken up into smaller parcels. These smaller parcels should be bisected by public roads that interconnect with the existing community;
- New development should generally follow the pattern and character of the existing community.
   Higher built form will transition both in scale and lotting pattern to existing community uses;
- e. New development should ensure the continuation of a mixed use community;

- f. Where retail commercial is located on a mixed use street, entrances will face the street and be the dominant feature of the building. Loading and service areas shall not be visible from the street or existing residential; and,
- g. Mixed use developments which include townhouses, stacks or apartment dwellings will adhere to the Urban Design Handbook for Low-Rise Multiple Dwellings and the Design Reference note for Standards for Children's Outdoor Play Spaces.





#### 2.2.7 Industrial

Lakeview has a number of historic industrial uses on the south side of Lakeshore Road East and along the rail line just north of Lakeshore Road East. A significant portion of the lands south of Lakeshore Road East are being reviewed under a separate study, *Inspiration Lakeview*.

This study will determine the built form, height and land use of these lands, and the Area Plan and Standards will be revised accordingly.

However, in the interim, the following general built form guidelines will be required when considering new developments in business employment areas:

- a. Industrial uses adjacent to residential areas will require a minimum 15 m setback to ensure an appropriate buffer area can be accommodated to screen the intensity of the use;
- A minimum landscape area ranging in depth from 4.5 m to 7.5 m of landscape area will be required in front of any employment use;
- Site access will be minimized and will be consolidated where possible;
- d. Loading, garbage and service areas will not face public roadways or residential uses. These services will be located behind the building, or, where this cannot be accommodated, these may be permitted at the side of the building. Landscaping will be required to screen service areas visible from the street;

- e. Parking will be located at the rear of the development and not between the front of the building and the street;
- Roof top units will not be visible from any street. The addition of parapet walls to screen these units is required;
- g. Buildings listed on the City's Heritage Register will be preserved and enhanced in their existing location;
- h. The preservation and enhancement of existing natural features will be a priority;
- i. All lighting will be contained within the site; and
- j. Existing industrial uses along the railway tracks are encouraged to improve their transition to the adjacent residential areas. The maximum permitted height will be the equivalent to a 2 storey residential building. New development will include appropriate buffers, ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential uses.





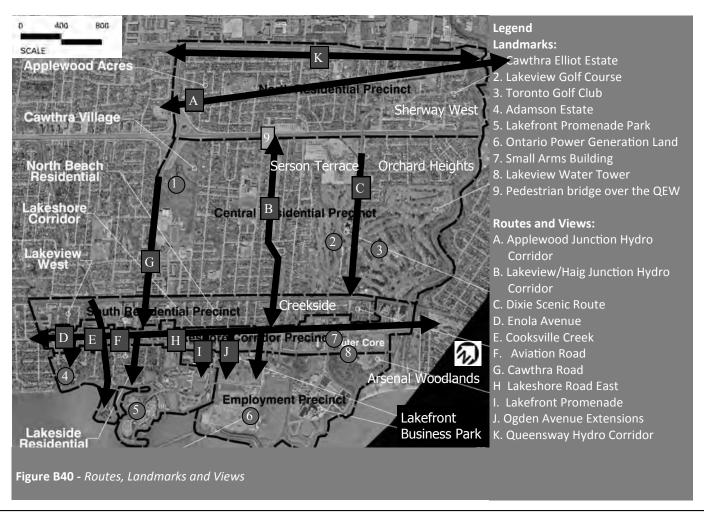
**Figure B44** - Example of Industrial Built form along the Rail Line north of Lakeshore Road East in Lakeview

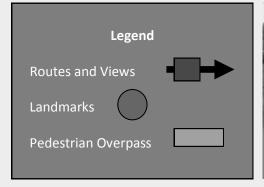


#### 2.3 Routes, Landmarks and Views

Development will ensure views and routes are maintained and enhanced. Views to Lake Ontario from Lakeshore Road are important and will be enhanced and protected.

Landmarks are places, buildings or structures that are recognizable by people and that may have historical significance.







Breezy Brae Drive

DRAFT January 2014



Figure B46 - B. Hydro Corridor from Halliday Avenue









Park

Figure B50- Lakefront Promenade



Figure B51 - Lakefront Promenade Park









Figure B53 -Water Tower



Figure B54 –Cooksville Creek Bridge





**Figure B56** - Ontario Power Generation Lands

#### 2.4 Cultural Heritage

Heritage is an important characteristic of the Lakeview Local Area Plan. Within Lakeview there are a number of properties listed on the City's Heritage Register. The Register contains two types of properties:

- Designated (recognized by the City through by-law as being of cultural heritage value or interest); and
- Listed (identified but not fully researched as to heritage significance and has potential heritage value).

Lakeview contains Cultural Landscapes and Cultural Features. Cultural Landscapes are defined as a setting that enhance a community's vibrancy, aesthetic quality, distinctiveness, sense of history or sense of place. Cultural Features can be defined as visually distinctive objects and unique places within a cultural landscape. They are not necessarily consistent with their immediate natural surroundings, adjacent landscape, adjacent buildings or structures.

Properties designated or listed on the Heritage Register will be preserved in their existing location. Any development will incorporate these structures in the design of the Any changes to these structures or proposal. developments adjacent to these structures will require a Heritage Impact Statement and may have additional requirements. Additional requirements may include, but are not limited to, a review and approval from the Heritage Advisory Committee and City Council.

New buildings will not visually impede the setting of listed/ designated heritage buildings and cultural landscapes. Where heritage buildings are low-scale, taller buildings will respect and reflect the unique character, topography and materials of the surrounding historic buildings. All new buildings will preserve and enhance the character and appearance of the setting of the adjacent listed/properties.

The following figures provides examples of properties listed or designated on the Heritage Register.



Cultural Feature



Figure B58 - Lakefront Promenade Park, example of a Cultural Landscape





**Figure B59** - Johnston Residence 1414/1416 South Service Road



**Figure B60** - McGillion House and stable, 1559 Cormack Crescent



Figure B61 - Cawthra Estate



**Figure B62** - Small Arms Inspection Building, Lakeshore Road East



**Figure B63** - Lakeview Park School, <u>1239 Lakesho</u>re Road East



Figure B64 - Pallett-McMaster House, 1346/1348/1400 Dixie Road



Figure B65 - 11 Lakeview Golf



**Figure B66** - Capraru Residence, 1256 Dixie Road



**Figure B67** - Lakeview Golf Course, example of a Cultural Landscape



**Figure B68** - Stone Bungalow, 1047 Dixie Road



**Figure B69** - Waseem Residence, 1273 St. James Avenue



**Figure B70** - Long Branch Indoor Rifle Range, 1300 Lakeshore Road East

#### 2.5 Pedestrian Realm/Streetscape

Neighbourhood Character Areas have an established streetscape particularly in the residential areas. These consist of a sidewalk on one or both sides adjacent to the curb edge (Figure B71); or set back from the street edge by landscape areas (Figure B73). A significant number of the residential streets however do not have sidewalks giving the image of a rural setting (Figure B72) which will be maintained.

At grade private amenity space will not be visible from the street for Standard and *Common Element Condominium Townhouse Developments*, horizontal multiple units and apartment developments.

All entrances to buildings will be prominently located on the street and designed in such a manner that it becomes the most important element of the building.

Tree preservation and protection of healthy trees, particularly City trees, within any development is a priority.



**Figure B71** - Local residential street with sidewalks on one side of the street, adjacent to the curb



**Figure B72** - Hedge Drive, local residential street, with no sidewalks



**Figure B73** - Atwater, local residential street with 2 sidewalks on either side with a grass buffer

#### 2.6 Environmental Sustainability

New developments must be sustainable in all aspects, taking into account social and economic impact, based on whole life costs and benefits. Advances in construction technology combined with a growing body of architectural knowledge mean that sustainable practices are easier to achieve.

On July 7, 2010, City Council adopted the Green Development Strategy which focuses on achieving sustainability and environmental responsibility in new development in Mississauga. The City strongly encourages applicants to incorporate green sustainable elements into proposed buildings, site works, construction methods and long-term maintenance programs. Further, applicants are encouraged to pursue LEED-NC credits required to achieve Silver certification.

For more information, visit the Canada Green Building Council web site for the LEED-NC Program Sustainable Technologies for Low Impact Development Stormwater Management Planning and Design Guide, and the City of Mississauga web site for the Green Development Strategy.



**Figure B74** — Example of vertical parking grate screened by landscape



**Figure B75** — Example of enhanced dry grass swale



**Figure B76** — Typical rain water barrel



**Figure B77** — Extensive Green Roof Above — Mountain Equipment Co-op

#### 2.7 Building Materials

Lakeview has a mixture of building materials throughout the neighbourhood areas. These include, brick, wood siding, stone, and siding. These materials should be used in the redevelopment of any site. Materials that are not predominant in Lakeview are discouraged, including architectural concrete block and stucco.

High quality building materials will be required in all new developments in Lakeview. The first 4 storeys of any new development will be of durable material such as brick or stone. Concrete block or painted concrete block are not permitted to be exposed for any new development.

The entrances to buildings will be prominent and treated with greatest priority. Entrances will be located on the dominant street they are located on.

Balconies should either be partially screened or have glass tinting so that materials that are stored on them are not visible from the public realm.

For mainstreet, vision glass will be required for all store fronts. Wood features are permitted as accent pieces. Canopies and architectural features area encouraged within the property line.







**Figure B80** — Balconies that are either partially screened or tinted are encouraged



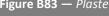
**Figure B81** — Visually translucent balconies are discouraged as they display balcony contents











shutters







Figure B85 — Siding

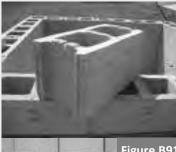
Figure B86 — Combination

Figure B87— Aluminium













**Figure B91** — Exposed concrete block or painted concrete block will not be permitted.

**Figure B92** — Architectural Concrete Block is highly discouraged as an exterior building material.

#### 3.1 Lakeshore Corridor Precinct

The Lakeshore Corridor Precinct has a unique identity and function in the community. It contains a mix of uses and a variety of built form. The Lakeshore Corridor Precinct contains a larger neighbourhood area and a portion of the employment lands.

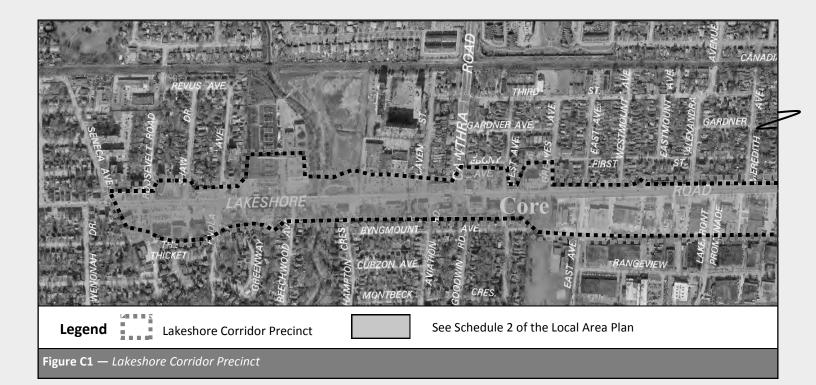
While the Neighbourhood policies in the previous section also apply to this precinct, additional development criteria must be adhered to.

The principles of built form along Lakeshore Road East will include:

- i) A pedestrian oriented environment;
- ii) Closely spaced buildings fronting onto Lakeshore Road East;

- iii) Minimize access points;
- iv) No parking between the building and the street;
- v) Design that enhances a mainstreet retail environment; and
- vi) On-street parking along Lakeshore Road East where appropriate.

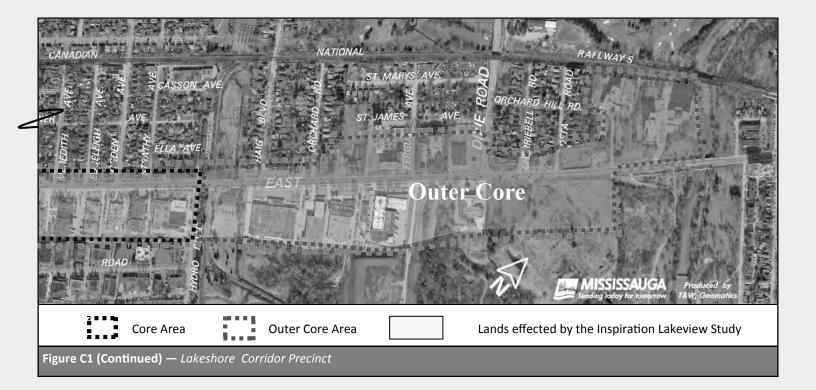
In recent years, development interest is gradually changing this area into a new mainstreet, with new mixed use buildings along the corridor. The Lakeshore Corridor Precinct is linear, and includes properties fronting along Lakeshore Road East from Seneca Avenue to the eastern boundary of Mississauga.



The Lakeshore Road East Corridor is broken down into two sub areas:

- The Core, which is described as the area from Seneca Avenue to Hydro Road. Retail will be required at grade fronting onto Lakeshore Road East. Buildings should be set back 0.6 m to 3.0 m; and,
- The Outer Core, which is described as the area from Hydro Road to the Etobicoke Creek and the eastern boundary of the City of Mississauga. Retail is encouraged to front onto Lakeshore Road East but not required. Where residential fronts onto Lakeshore Road East, in the Outer Core area, buildings should be set back from the street to ensure a well landscaped front yard and appropriate streetscape.

In addition, the lands highlighted in yellow are lands that are affected by the Inspiration Lakeview Study and will be dealt with through that process.



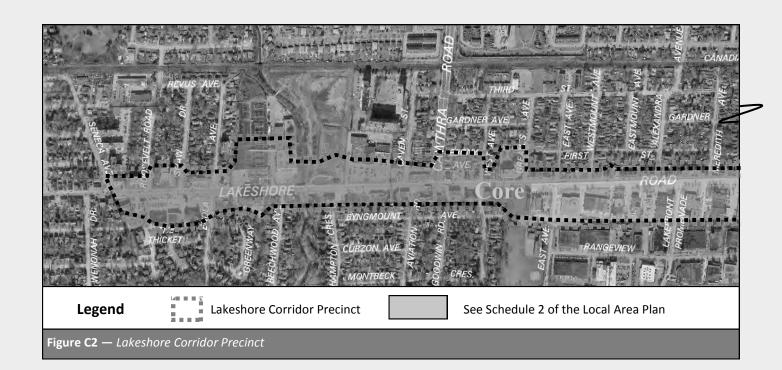
#### 3.2 Building Heights

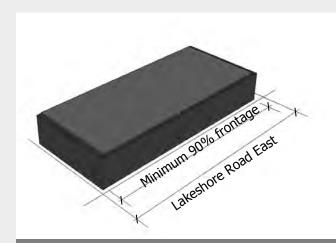
It is anticipated that the majority of significant redevelopment within Lakeview will occur along Lakeshore Road East. The corridor will be the focus of activity for Lakeview, combining a mix of uses including residential uses, cultural activities, shopping, dining, commerce and recreation. Development along Lakeshore Road East will be linear and maintain lower building forms to ensure that developments transition appropriately to the neighbourhood lands both north and south of Lakeshore Road East. The lands highlighted in yellow are lands affected by the Inspiration Lakeview Study.

The following criteria will apply to development in the Lakeshore Corridor Precinct:

- a) The minimum building height along Lakeshore Road East highlighted in blue will be 2 storeys and the maximum building height permitted is 4 storeys, however some sites will be permitted to have building heights of more than 4 storeys as shown on Schedule 2 of the Local Area Plan;
- b) Development along Lakeshore Road East will be close to the street and have a minimum setback of 0.6 m and a maximum setback of 3.0 m from the property line. The appropriate setback will be

- determined through an analysis of the public realm and streetscape treatments. Additional setbacks may be required to ensure an appropriate pedestrian realm can be accommodated due to the location of the utilities and right-of-way widths;
- Buildings fronting onto Lakeshore Road East should have a minimum of 90% of the building wall within 0.6 m to 3.0 m from the front property line;
- d) Building entrances will be located along Lakeshore Road East;
- e) Canopies, overhangs and signage will be designed so that they are located within the private property limits;
- f) Where residential buildings are permitted a minimum setback of 7.5 m from Lakeshore Road East will be required to ensure appropriate transition to Lakeshore Road East; and
- g) Buildings will transition down to stable residential areas (see Section 3.3 for details).

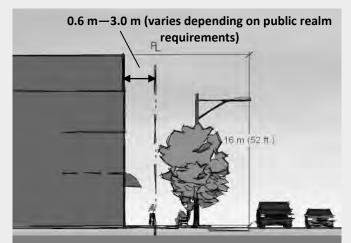




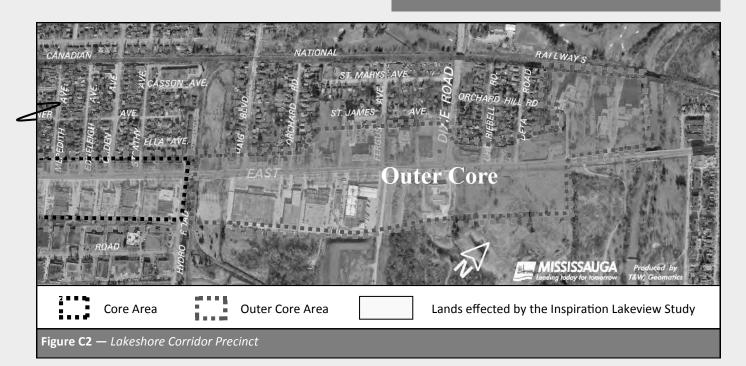
**Figure C3** — Buildings along Lakeshore Road East will have a minimum of 90% lot frontage.



**Figure C5** — Canopies, overhangs and signage will be within the property limits



**Figure C4** — Buildings along Lakeshore Road East will have a minimum of 90% lot frontage.



# 3.3 Transition to Lower Built Form and Open Space

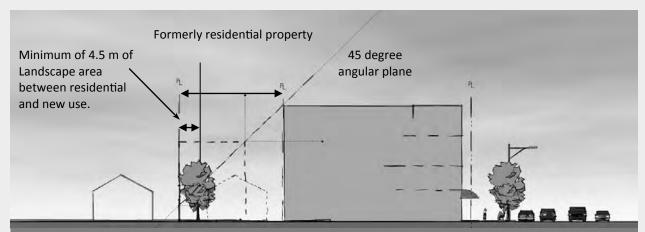
The assembly of adjacent stable residential lands to enlarge properties fronting Lakeshore Road East is discouraged. However, if this does occur, no building or structure will be permitted on the former residential property.

To ensure that residential properties have adequate light, view and privacy, a 45 degree angular plane will be required (see sketch below C6).

#### 3.4 Rear Yard Landscape Buffer

A minimum of 4.5 m wide unobstructed landscape buffer will be required when a mixed use zone abuts a residential zone to screen buildings from adjacent residential properties. Through the site plan process, additional recommendations, such as the location and type of planting will be provided to ensure effective screening. This helps to ensure that trees and vegetation on the existing property and adjacent properties are preserved and enhanced. A 1.2 m fence will be required between the residential and mixed use zone to further ensure buffering of uses.

Utilities, walkways, amenity space and garbage areas will not be permitted in the 4.5 m landscape buffer.



**Figure C6** — Diagram of transition of a development which has consolidated a residential property to the commercial property.



**Figure C7** — Example of the above diagram using the old residential property to buffer the higher built form.



**Figure C8** — Front of the higher building form shown to the left.



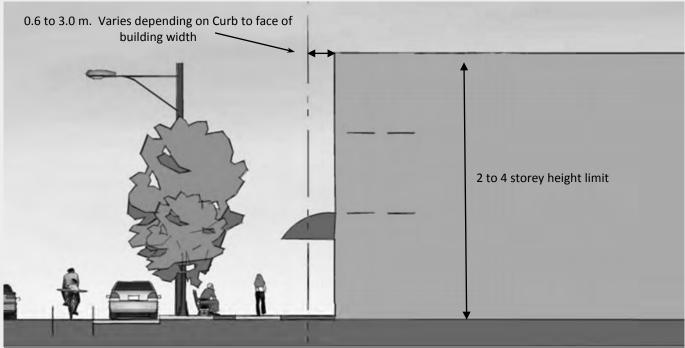
#### 3.5 Pedestrian Realm/Streetscape

Building setbacks along Lakeshore Road East are to provide a consistent street edge. Where buildings are discontinuous along the street, the street edge should be defined through landscape elements such as street trees, plantings, low-level walls and decorative fences, pergolas, or acceptable alternatives.

a) Building setback along Lakeshore Road East will be a minimum of 0.6 m to 3.0 m. The exact building setback will be determined through streetscape analysis to ensure that the boulevard width is a minimum of 5.6 m from the street curb to the face of the building to ensure a consistent and viable pedestrian sidewalk and the potential for a tree zone and street furniture. Depending on the location of the utilities, the boulevard width may need to be

increased;

- b) New buildings should form a continuous street wall. There should be minimal breaks in the streets frontages to encourage a pedestrian friendly environment. 90% of the frontage should be occupied by the building façade; and
- c) Street trees, street furniture, such as benches, banners, waste receptacles, and bike racks, will be required within the boulevard.



**Figure C9** — Building setback may vary depending on the character of the street, the adjacent development and the boulevard width of the street it is fronting on to ensure a good pedestrian realm.

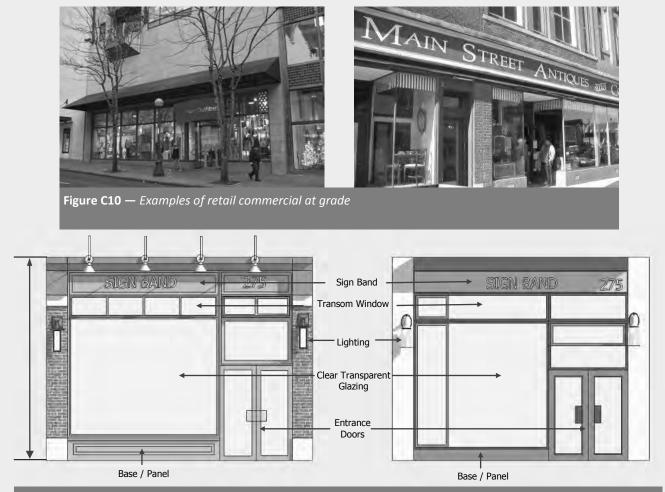
# 3.6 At Grade Commercial Requirements

To promote a pedestrian friendly mainstreet environment, street related retail commercial uses will be located along, and front onto Lakeshore Road East. A maximum lot depth of 55 m for commercial uses will be maintained.

- a) Building entrances should be located along and face Lakeshore Road East;
- Generally, retail areas require a minimum of 4.5 m of clear height from grade and a minimum of 15 m width;
- c) Minimum of 60% glass will be required for retail storefronts along the street wall;
- d) Minimum 6 m store front extension around the corner

from a primary street is required where there are commercial uses;

- e) Signs will be limited to the first floor level;
- f) Tenant signage will be of a consistent design if there is more than one tenant in a building;
- g) Retail tenants signs will be designed of high quality material, colour and scale to compliment the remainder of the building;
- h) Ground signs are prohibited;
- Store front window signage is permitted up to 25% of the glass surface area and will not block the clear view of entrances; and
- j) Tables and other active uses adjacent to storefront windows are encouraged.



**Figure C11** — Examples of retail treatment at grade.

#### 3.7 Access Points

Consolidation of vehicle access points for properties fronting along Lakeshore Road East will be encouraged to minimize the requirement for mid-block access points from Lakeshore Road East.

Vehicle access for redevelopment should be considered from existing north/south side streets.



Lakeshore Road East with Access Points all along the front

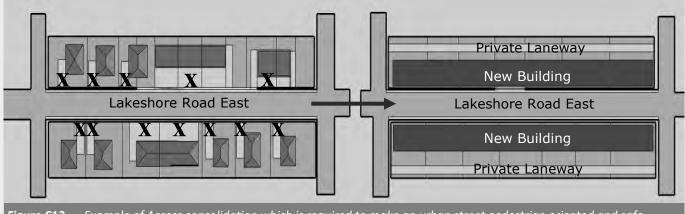


Figure C13 — Example of Access consolidation which is required to make an urban street pedestrian oriented and safe.





along Lakeshore Road East

# 3.8 Parking, Loading and Service Areas

The design of parking, servicing and loading areas for nonresidential uses is a key component in the development of sites. These areas serve a functional need, but should be designed in a manner that screens these areas and provides high quality treatment of exposed areas while addressing safe and efficient movement of pedestrians and vehicles.

- Parking should be located underground, internal to the building or to the rear of the building where it is not visible from the streets, particularly on Lakeshore Road East;
- Above grade parking structures should be screened in such a manner that vehicles are not visible to the public, be designed to compliment adjacent buildings and materials, and with appropriate directional signage to the structure;
- c) Service, loading and garbage storage areas should be integrated into the building or located at the rear of the building and screened from the public realm and adjacent residential uses. Screen walls may be used, provided they are the same material as the building. Alternatively, landscape material may be used where there is ample room for generous treatment.



**Figure C16** — Parking, Loading and Service Areas at the Rear of the site



#### 3.9 Location of On-Street and Lay-By Parking

On-street and lay-by parking will provide accessible parking in proximity to retail commercial and office space. Where on-street and lay-by parking can be accommodated, it is to be incorporated into the streetscape design.

Lay-by parking should be delineated by islands to ensure safety for pedestrian and vehicles (see Figure C21).



**Figure C18** — Example of On-street parking









**Figure C20** — Example of Lay-by Parking

#### 3.10 Place Making

Place making is the process that fosters the creation of vibrant public destinations; the kind of places where people feel a strong stake in their communities and a commitment to making things better. Place making capitalizes on a local community's assets, inspiration, and potential, ultimately creating good public spaces that promote people's health, happiness, and well being.

Lakeshore Road East has a number of opportune locations where place making can occur.

New developments should encourage the integration and development of squares and open space on private lands in

prominent areas to ensure interaction with pedestrians, vistas and the surrounding environment.

Several place making opportunities have been identified. These include but are not limited to:

- 1. Cooksville Creek
- Cawthra Road and Lakeshore Road East (South Side)
- 3. East Avenue and Lakeshore Road East
- 4. Alexandra Avenue and Lakeshore Road East
- 5. Ogden Avenue and Lakeshore Road East
- 6. Hydro Corridor and Lakeshore Road East
- 7. Waterfront Trail along Lakeshore Road East
- 8. Small Arms Inspection Building
- 9. Etobicoke Creek



**Figure C23** — Place Making Opportunities, Lakeshore Road East and Cawthra Road



Figure C24 — Cawthra Road and Lakeshore Road East, South side of the street.



Figure C22 — Place Making Opportunities Legend

1. Cooksville Creek

2. Cawthra Road and Lakeshore Road East (650 Lakeshore Road)



## 3.0 Lakeshore Corridor



**Figure C25** — Former Rail line looking south from Lakeshore Road -Place Making Opportunities



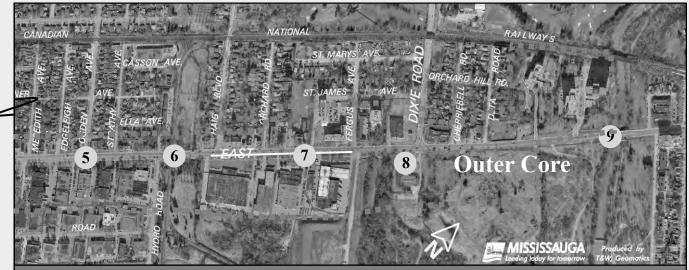
**Figure C26** — Waterfront Trail along the south side of Lakeshore Road East



**Figure C27** — Small Arms Inspection Building, Place Making Opportunities



**Figure C28** — Etobicoke Creek, Mississauga eastern border



**Figure C22 (Continued)** — Place Making Opportunities **Legend** 

- 5. 1019 and 1041 Lakeshore Road East 6. Hydro Road, adjacent to the railway tracks 9. Etobicoke Creek
- 7. Lakeshore Road Bicycle Path 8. Small Arms Building

Page	Description	Source			
Cover	Church on Lakeshore Road East	Dan Magee, City of Mississauga			
	Region of Peel, 5 Storey Building	Adiseshan Shanker from ASAP Photography			
	Adamson Estate	Adiseshan Shanker from ASAP Photography			
Page 2	Historical House on North Service Road	City of Mississauga Image Library			
	OPG Lands, old railway lands	Sharon Mittmann, City of Mississauga			
	Lakeshore Road East Buildings	Sharon Mittmann, City of Mississauga			
	Lakefront Promenade	Adiseshan Shanker from ASAP Photography			
	OPG Pier	Sharon Mittmann, City of Mississauga			
	Hydro Corridor	Adiseshan Shanker from ASAP Photography			
	Live work Units on Lakeshore Road East	Adiseshan Shanker from ASAP Photography			
	Townhouse development on Northmount Avenue	Adiseshan Shanker from ASAP Photography			
Page 3	Cawthra Estate	Adiseshan Shanker from ASAP Photography			
	Townhouse development on Northmount Avenue	Adiseshan Shanker from ASAP Photography			
	White Building on Lakeshore Road	Adiseshan Shanker from ASAP Photography			
	Tower in the Park, Lakeview	Sharon Mittmann, City of Mississauga			
	Lakefront Promenade	Adiseshan Shanker from ASAP Photography			
	Bungalow residential	Sharon Mittmann, City of Mississauga			
	Bungalow residential	Sharon Mittmann, City of Mississauga			
Page 4	Lakeview Entry Sign	City of Mississauga Image Library			
-0-	Region of Peel, 5 Storey Building	Adiseshan Shanker from ASAP Photography			
	Townhouse development on Northmount Avenue	Adiseshan Shanker from ASAP Photography			
	Industrial Building	Adiseshan Shanker from ASAP Photography			
	Detached Bungalow, Lakeview	City of Mississauga Image Library			
Page 5	Region of Peel Waste Water Treatment Plant	Adiseshan Shanker from ASAP Photography			
	Adamson Estate	Adiseshan Shanker from ASAP Photography			
	Lakefront Promenade Park sign	Sharon Mittmann, City of Mississauga			
	Lakeshore Road East Buildings	Sharon Mittmann, City of Mississauga			
	OPG Pier	Sharon Mittmann, City of Mississauga			
Page 6	Mississauga Transit Bus	Sharon Mittmann, City of Mississauga			
	Region of Peel Waste Water Treatment Plant	Adiseshan Shanker from ASAP Photography			
	Lakeshore Road East Building	Sharon Mittmann, City of Mississauga			
	Detached Bungalow	Sharon Mittmann, City of Mississauga			
	Dixie Outlet Mall	Adiseshan Shanker from ASAP Photography			
	Cyclist	Adiseshan Shanker from ASAP Photography			
Page7	Bus Shelter	Sharon Mittmann, City of Mississauga			
	Buildings on Lakeshore Road West	Sharon Mittmann, City of Mississauga			
	Arsenal Building	Sharon Mittmann, City of Mississauga			
	Lakeshore Road East cyclists	Sharon Mittmann, City of Mississauga			
	Waterfront Trail along Lakeshore Road	City of Mississauga Image Library			
	OPG Lands Railway	Sharon Mittmann, City of Mississauga			
Page 8	Townhouse development on Northmount Avenue	Adiseshan Shanker from ASAP Photography			
0	Region of Peel Waste Water Treatment Plant	Adiseshan Shanker from ASAP Photography			
	Industrial Building	Adiseshan Shanker from ASAP Photography			
	One and a half storey dwelling	Dan Magee, City of Mississauga			
	Bungalow	Dan Magee, City of Mississauga			
	Two storey semi detached dwelling	Dan Magee, City of Mississauga			
	Single Detached Dwelling	Dan Magee, City of Mississauga			
	Single Detached Dwelling	Dan Magee, City of Mississauga			
	Bungalow Dwelling	Dan Magee, City of Mississauga			



	7 Storey Apartment Dwelling	Dan Magee, City of Mississauga
	Industrial Building	
	Two Storey Detached	
Page 9	Lakeview Precinct Map	Geomatics, City of Mississauga
Page 10	Duplex Dwelling	Dan Magee, City of Mississauga
	Bungalow Dwelling	Dan Magee, City of Mississauga
	Two Storey Dwelling	Dan Magee, City of Mississauga
Page 11	Triplex Dwelling	Dan Magee, City of Mississauga Dan Magee, City of Mississauga Geomatics, City of Mississauga Dan Magee, City of Mississauga
	Semi Detached Dwelling	Dan Magee, City of Mississauga
Page 12	Townhouse developments in Churchill Meadows	Dan Magee, City of Mississauga Dan Magee, City of Mississauga Geomatics, City of Mississauga Dan Magee, City of Mississauga Google Maps Adiseshan Shanker from ASAP Photograph Dan Magee, City of Mississauga
	Townhouse developments in Churchill Meadows	Google Maps
	Townhouse developments in Churchill Meadows	
	Side Elevation of a Townhouse Development	Google Maps
	Aerial Map	
	Side Elevation of a Townhouse Development	Google Maps
Page 14	Example of a Standard Detached Condominium	Google Maps
	Side elevation of a Standard Condominium	
Page 15	Example of detached condominium streetscape	
	Example of detached condominium from a public road	
	Single detached units facing a condominium road.	
Page 16	Examples of Standard condominium townhouse	
	developments in Lakeview	9 1
side elevation	side elevation of the townhouse condominium	Adiseshan Shanker from ASAP Photography
side elevation of the townhouse condominium	Examples of condominium townhouse developments in Lakeview	Adiseshan Shanker from ASAP Photography
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	Single detached units fronting onto a public road to ensure the lotting pattern and form are maintained on the residential street.	Adiseshan Shanker from ASAP Photography
Page 18	Examples of Horizontal Multiple Dwelling in Lakeview from an internal road	Dan Magee, City of Mississauga
	Examples of Horizontal Multiple Dwelling in Lakeview from Lakeshore Road East	Dan Magee, City of Mississauga
Page 19	Horizontal Multiple Dwelling in Lakeview from Deta Road	Dan Magee, City of Mississauga
35.77	Horizontal Multiple Dwelling in Lakeview, from Lakeshore Road East	Dan Magee, City of Mississauga
	Horizontal Multiple Dwelling in Lakeview. Four entrances designed to appear as two.	Dan Magee, City of Mississauga
	entrance at grade of a Horizontal Multiple Dwelling in Lakeview,	Dan Magee, City of Mississauga
	Horizontal Multiple Dwelling in Lakeview. Example of tree preservation within the new development.	Dan Magee, City of Mississauga
	Horizontal Multiple Dwelling in Lakeview. Rear lane condition with private amenity space above.	Dan Magee, City of Mississauga

Page	Description	Source				
Page 20	Graphic – Building Heights	Sharon Mittmann, City of Mississauga				
	7 storey building. Example of existing high built form within Lakeview	Sharon Mittmann, City of Mississauga				
	14 Storey building. Example of existing higher built form within Lakeview	Sharon Mittmann, City of Mississauga				
Page 21	Example of building floor plates in relation to height.	Sharon Mittmann, City of Mississauga				
	Examples of existing building separation distances in					
	Lakeview					
	Examples of existing building separation distances in Lakeview.	Sharon Mittmann, City of Mississauga				
Page 22	Angular plane calculation for shallow properties taken.  Larger properties will calculate the angular plan from the property line	Sharon Mittmann, City of Mississauga				
Page 23	Examples of shadow on the public realm from an existing building	Sharon Mittmann, City of Mississauga				
	Examples of wind in an urban environment	Google Images				
Page 24	Dixie Outlet Mall -example of existing commercial	Adiseshan Shanker from ASAP Photography				
	Applewood Plaza, example of existing commercial	Adiseshan Shanker from ASAP Photography				
Page 25	Example of existing Industrial, in Lakeview	Adiseshan Shanker from ASAP Photography				
	Example of Industrial Built form along the Rail Line north of Lakeshore Road East in Lakeview	Karin Phuong, City of Mississauga				
Page 26	Routes, Landmarks and View Map	Sharon Mittmann, City of Mississauga shin Sharon Mittmann, City of Mississauga Google Images Adiseshan Shanker from ASAP Photogra City of Mississauga, Image Library				
	A. Hydro Corridor from Breezey Brae Drive	Adiseshan Shanker from ASAP Photography				
	B. Hydro Corridor from Halliday Avenue	Sharon Mittmann, City of Mississauga Google Images Adiseshan Shanker from ASAP Photograp Sharon Mittmann, City of Mississauga Sharon Mittmann, City of Mississauga Adiseshan Shanker from ASAP Photograp Coogle Maps Mississauga Image Library Adiseshan Shanker from ASAP Photograp City of Mississauga, Image Library				
Page 27	Cawthra Estate	Adiseshan Shanker from ASAP Photography				
	Lakeview Golf Course	Adiseshan Shanker from ASAP Photography				
	Adamson Estate	Adiseshan Shanker from ASAP Photography				
	Lakefront Promenade Park	Sharon Mittmann, City of Mississauga Google Images Adiseshan Shanker from ASAP Photogral Adiseshan Shanker from ASAP Photogral Karin Phuong, City of Mississauga Geomatics, City of Mississauga Adiseshan Shanker from ASAP Photogral Sharon Mittmann, City of Mississauga Sharon Mittmann, City of Mississauga Adiseshan Shanker from ASAP Photogral Google Maps Mississauga Image Library Adiseshan Shanker from ASAP Photogral City of Mississauga, Image Library				
	Lakefront Promenade Park					
Page 25 Exa Exa Lal Page 26 Ro A. B.I Page 27 Ca Lal Ad Lal Lal Lal Wa Co Dix On Page 28 Ars	Lakeshore Road East	Sharon Mittmann, City of Mississauga				
	Water Tower	Adiseshan Shanker from ASAP Photography				
	Cooksville Creek Bridge	Adiseshan Shanker from ASAP Photography				
	Dixie Road Scenic Route	Google Maps				
	Ontario Power Generation Lands					
Page 28	Arsenal Lands Water Tower, example of a Cultural Feature	Adiseshan Shanker from ASAP Photography				
	Lakefront Promenade Park, example of a Cultural Landscape	Adiseshan Shanker from ASAP Photography				
Page 29	Johnston Residence	City of Mississauga, Image Library				
	1414/1416 South Service Road					
	McGillion House and stable, 1559 Cormack Crescent					
	Cawthra Estate	City of Mississauga, Image Library				
	Small Arms Inspection Building, Lakeshore Road East	Sharon Mittmann, Image Library				
	Lakeview Park School, 1239 Lakeshore Road East	City of Mississauga, Image Library				
	Pallett-McMaster House, 1346/1348/1400 Dixie Road					
	11 Lakeview Gold Residence	Adiseshan Shanker from ASAP Photography				
	Capraru Residence, 1256 Dixie Road	City of Mississauga, Image Library				
	Lakeview Golf Course, example of a Cultural Landscape	City of Mississauga, Image Library				
	Stone Bungalow, 1047 Dixie Road	City of Mississauga, Image Library				
	Waseem Residence, 1273 St. James Avenue	City of Mississauga, Image Library				
	Long Branch Indoor Rifle Range, 1300 Lakeshore Road East	City of Mississauga, Image Library				

DRAFT January 2014



Page 31 Page 32 Page 33	Local residential street with sidewalks on one side of the street, adjacent to the curb	Google Maps			
	Hedge Drive, local residential street, with no sidewalks	Google Maps			
	Atwater, local residential street with 2 sidewalks on either side with a grass buffer	Google Maps			
Page 31	Example of vertical parking grate screened by landscape	Green Development Strategy - Image			
9	Example of enhanced dry grass swale	Green Development Strategy - Image			
	Typical rain water barrel	Green Development Strategy - Image			
	Extensive' Green Roof Above — Mountain Coop Toronto	Green Development Strategy - Image			
Page 32	Brick and Stone	Google Images			
	Various brick types	Google Images			
	Balconies that are either partially screened or tinted are encouraged	Google Images			
	Visually translucent balconies are discouraged as they display balcony contents	Google Images			
Page 33	Stone Material	City of Mississauga, Image Library			
Page 34- 35 Page 36 Page 37	Plaster Material	City of Mississauga, Image Library			
	Wood and siding shutters	City of Mississauga, Image Library			
	Siding Material	City of Mississauga, Image Library			
	Combination Brick and metal	City of Mississauga, Image Library			
	Aluminum Material	City of Mississauga, Image Library			
	Brick Material	City of Mississauga, Image Library			
	Brick and Wood Material	City of Mississauga, Image Library			
	Brick Material	City of Mississauga, Image Library			
	Exposed concrete block or painted concrete block will not be permitted in this area.	City of Mississauga, Image Library			
	Architectural Concrete Block is highly discouraged as an exterior building material.	City of Mississauga, Image Library			
	Lakeshore Corridor Precinct	City of Mississauga, Geomatics			
Page 36	Lakeshore Corridor Building Heights	City of Mississauga, Geomatics			
	Canopies, overhangs and signage	City of Mississauga, Image Library			
	Buildings along Lakeshore Road East, will have a minimum of 90% frontage.	City of Mississauga, Sharon Mittmann			
permitted in this area.  Architectural Concrete Block is highly discouraged as an exterior building material.  Page 34- Bage 35  City of Mississauga, City o	City of Mississauga, Sharon Mittmann				
Page 38		City of Mississauga, Sharon Mittmann			
	Architectural Concrete Block is highly discouraged as an exterior building material.  age 34- 55	City of Mississauga, Sharon Mittmann			
	Front of the higher building form shown to the left	City of Mississauga, Sharon Mittmann			
Page 39	Building setback may vary depending on the character of the street, the adjacent development and the boulevard width of the street it is fronting on to ensure a good pedestrian realm.	City of Mississauga, Sharon Mittmann			
Page 40	Examples of retail commercial at grade	Google images			
	Examples of retail treatment at grade	City of Mississauga, Steven Bell			

Page	Description	Source			
Page 41	Parking at the front of the property along Lakeshore Road  East with Access Points all along the front	City of Mississauga, Sharon Mittmann			
	Example of Access consolidation which is required to make an urban street pedestrian oriented and safe.	City of Mississauga, Sharon Mittmann			
	Existing examples of access along Lakeshore Road	City of Mississauga, Sharon Mittmann City of Mississauga, Image Library City of Mississauga, Geomatics City of Mississauga, Sharon Mittmann City of Mississauga, Sharon			
Page 42 Page 43 Page 44 Page 45	Existing examples of access along Lakeshore Road				
Page 42	Parking, Loading and Service Areas at the Rear of the site	City of Mississauga, Sharon Mittmann			
	Parking, Loading and Service Areas at the Rear of the site	City of Mississauga, Sharon Mittmann			
	Example of On-street parking	City of Mississauga, Image Library			
	Example of Lay-by Parking	City of Mississauga, Sharon Mittmann I along the front idation which is required to make an oriented and safe. Is along Lakeshore Road Sissalong Lakeshore Road City of Mississauga, Sharon Mittmann City of Mississauga, Image Library City of Mississauga, Sharon Mittmann City of Mis			
	Example of Lay-by Parking				
	Example of Lay-by Parking				
Page 44	Place Making Opportunities	City of Mississauga, Geomatics			
	Place Making Opportunities, Lakeshore Road East and Cawthra Road	City of Mississauga, Sharon Mittmann			
	Place Making Opportunities	City of Mississauga, Sharon Mittmann City of Mississauga, Image Library City of Mississauga, Sharon Mittmann			
Page 45	Former Rail line looking south from Lakeshore Road -Place Making Opportunities	City of Mississauga, Sharon Mittmann  City of Mississauga, Image Library  City of Mississauga, Sharon Mittmann			
	Place Making Opportunities	City of Mississauga, Sharon Mittmann			
	Small Arms Inspection Building, Place Making Opportunities	City of Mississauga, Sharon Mittmann			
	Place Making Opportunities	City of Mississauga, Sharon Mittmann			
Back	Queenscorp. Development	City of Mississauga, Dan Magee			

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City of Mississauga

Planning and Building Department, Development and Design Division 300 City Centre Drive, 6th Floor, Mississauga, ON L5B 3C1 Tel: 905-896-5511 Fax: 905-896-5553

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# **APPENDIX II**

Lakeshore Road Transportation Review Study – Executive Summary



# City of Mississauga **LAKESHORE ROAD**







Transportation Review Study

FINAL REPORT

# **EXECUTIVE SUMMARY**

# **Study Purpose**

The overall goal of this study was to provide a comprehensive and technical transportation review to identify how the Lakeshore Road corridor can accommodate alternative modes of transportation and provide input and background into the preparation of Official Plan policies for Lakeview and Port Credit and address stakeholder comments provided in the "Directions Report".

As the City looks to the future, long term plans for corridors such as Lakeshore Road will include providing the necessary facilities for all modes of transportation. As such, pedestrian facilities, cycling facilities and higher order transit facilities all need to be accommodated for a revitalized and more active Lakeshore Road.

The project conceptually reviewed the feasibility of future higher order transit within the existing Lakeshore Road right-of-way from Hurontario Street to the Long Branch TTC / Mississauga Transit terminal (the study area stops at east municipal boundary, just west of the Long Branch terminal at Etobicoke Creek).

# History

Lakeshore Road was formally part of the Provincial King's Highway network as Highway 2 continuous through the GTA. It has also supported the ongoing development of Port Credit, Lakeview and Clarkson urban villages as well as industrial and residential areas along the corridor. Construction of the QEW subsequently relieved most of the through traffic from Lakeshore Road.

# **Current Role**

The roadway has an important role to play in supporting the variety of tourist, commercial, industrial and residential land uses along the corridor. There are no alternative parallel continuous east-west routes except for the access controlled QEW some 2 kms to the north.

Currently Lakeshore Road provides for autos, bus transit and pedestrians, but not explicitly for bicycles. An evaluation of alternative modes and how these modes can be accommodated within the changing Lakeshore Road ROW has been undertaken. The following conclusion and results were developed in the course of this evaluation and functional design exercise.

Currently, around 75% of the traffic crossing the Credit River in the AM peak originates from the southwest part of Mississauga. Approximately 50% of the trips crossing the Credit River on Lakeshore Road are destined to a work / school locations in eastern Mississauga. On occasions when the QEW is blocked, traffic overflows onto Lakeshore Road which exacerbates the already congested traffic entering Port Credit. Traffic flow improves east of Hurontario Street through Port Credit and Lakeview.

#### Traffic Trends

All day traffic volumes have not risen in the last 10 years. Forecasts show that for the most part, peak direction volumes will not increase in the next 20 years, except for a small increase west of Port Credit as a result of increased GO Train ridership out of the Port Credit GO Station. Traffic volumes in the off-peak direction are forecast to increase resulting in more balanced flows along Lakeshore Road.

## **Future Transit**

On November 28, 2008, Metrolinx released their Draft Regional Transportation Plan entitled "The Big Move: Transforming Transportation in the Greater Toronto and Hamilton area". This document sets out the actions to build new transportation infrastructure and improve transit service in the Greater Toronto and Hamilton area. One such initiative is the Waterfront West Rapid Transit project which will be a new east-west rapid transit connection from Union Station to the Port Credit GO Station. Although not currently financed to be programmed, this initiative is included in their 15-Year Plan. The technology to be utilized and its ultimate alignment were not determined however, it was assumed to be accommodated within the road right-of-way for Lakeshore Road.

#### LRT

Higher order transit cannot be achieved west of Hurontario Street without compromising other modes and / or streetscaping. The long term plan includes LRT in mixed traffic (similar to Queen / King Streetcar service in Toronto) in the restricted parts of the corridor between Hurontario Street and Greaves Avenue. East of Greaves Avenue, LRT on its own right of way is indicated in the long term functional plans

## **Right-of-way Challenges**

Between Broadview Avenue and Seneca Avenue, a right of way (ROW) width of only 26.2 m is available, with no likelihood of increasing that width. An additional constraint exists between Cawthra Road and Greaves Avenue; however there will be opportunities to achieve the ultimate 30 m ROW in the future. Therefore, in the near term even with a potential narrowing of vehicular lane widths, it is not feasible to implement on-street bicycle lanes in this stretch while maintaining 4 lanes of traffic, on-street parking and the current boulevard / sidewalk widths (which are considered the minimum desirable already). Between Seneca Avenue and Cawthra Road and again between Greaves Avenue and the east municipal boundary, greater ROW widths are available (or could be available) and therefore do not provide the same challenge that the Port Credit and Cawthra Road to Greaves Avenue sections pose.

A series of cross-section alternatives were developed and assessed for use in the short term (based on bus transit in mixed traffic) and long term (with LRT east of Hurontario Street). Many of the more desirable options were not feasible due to inadequate ROW availability. One of the main ROW challenges was to accommodate cyclists more safely than the current situation without adversely impacting space requirements for vehicles, pedestrians and streetscaping.

#### Lane Widths

In order to better accommodate bicycles and in some scenarios transit, lane widths on Lakeshore Road were reduced in the short and long term functional designs. Typically 3.35 m lanes were used (3.0 m for left turn lanes) except for the locations where sharrows are proposed in wider 4.0 m curb lanes.

# **Centre Two-Way-Left-Turn-Lane (CTWLTL)**

The existing CTWLTL in place between Seneca Avenue and the east municipal boundary provides a measurable and significant safety advantage compared with a scenario of having no left turn storage. In the future, should it be possible to reduce the frequency of access points along this stretch, it may be possible to implement a raised median with channelized left turns at the remaining access points to provide a further safety advantage over the CTWLTL. This would also have the advantage of providing better definition (delineation) for pedestrians.

In the long term plan, the CTWLTL would have to be removed in the section east of Greaves Avenue as it would be replaced by an LRT in an exclusive ROW along the centre of the road. In the long term plan west of Greaves Avenue, left turn pockets could potentially be made between the tracks, or more likely the left turns would take place on the tracks (delaying transit). More analysis would be needed to determine the appropriate solution at specific locations.

# **Bicycle Plan**

The Mississauga Cycling Master Plan was recently completed which has highlighted Lakeshore Road as a future on-street bicycle facility. Input from this study will help determine how cycling will be accommodated.

This study has determined that a wide curb lane with sharrows is the near term preferred application through the areas with a narrow right of way – from Broadview Avenue to Greaves Avenue.

The exception being a small section between Seneca Avenue and Cawthra Road that is able to accommodate on-street bicycle lanes; however, this will require a 2 metre widening of the road pavement which appears to be feasible given the 31 metre ROW available. Again east of Greaves Avenue to the municipal boundary, on-street bicycle lanes are recommended which would require a road widening on both sides.

The long term functional plan shows on-street bicycle lanes throughout the corridor, this is made possible by an assumption that on-street parking (on one side of the road) through Port Credit may ultimately be removed and may be replaced with off-street parking lots / garages.

Although not explicitly assessed in this study, bicycle lanes are also suggested for the section of Lakeshore Road between Clarkson and Port Credit (Johnson's Lane to Shawnmarr Road) as a result of higher vehicular speeds and the availability of a wider ROW.

# **Credit River Bridge**

The Credit River Bridge will need widening to accommodate a relocation of bicycles from the street to the current sidewalks. A number of structural alternatives to achieve this will need to be investigated further in a Class Environmental Assessment (EA) study.

# **On-Street Parking**

Current on-street paid parking in Port Credit provides an important support function to the commercial core and tourist area of Port Credit. Over the longer term, there may come a time when changes in modal usage may reduce the need for on-street parking. There is also a parking management plan underway for the Port Credit area that includes among other things an examination of the feasibility of replacing a portion of the on-street parking supply with off-street / side street parking.

In the meantime, as long as 4 traffic lanes are required and on-street parking is present, it is extremely difficult to provide either on-street bicycle lanes or higher order transit through Port Credit.

A strategic parking plan for the Lakeshore Road corridor through Lakeview is currently underway which will set the parking framework for this area.

Although the near term recommended plan for the corridor includes retention of the existing parking spaces, in order to provide more opportunity for other modes, at least one side of the onstreet parking may need to be replaced by adequate and convenient off-street parking. This provides a longer term challenge and is reflected in the long term plan which includes bicycle lanes with parking on the south side only. This results in the removal of 88 on-street parking spaces on the north side.

## **Recommended Plans**

Two design plans were developed for the corridor. One is considered to be a long term plan which includes the LRT and also removal of on-street parking from one-side of the road, while a near term option was developed which did not consider LRT but maintained the on-street parking.

# **Near Term Plan**

The basic cross-section alternative selected for the near term option through Port Credit and another narrow ROW section east of Cawthra Road is shown below in **Exhibit E1**. The cross-section includes the addition of sharrows in a 4 m curb lane and involves a slight modification of the existing cross-section (mainly a reduction in vehicular lane and parking widths) to accommodate a wide curb lane for sharrows to better accommodate cyclists. For areas with a wider ROW, between Greaves Avenue and Cawthra Road and again east of Greaves Avenue to the municipal boundary, on-street bicycle lanes are included instead of sharrows. Minor curb adjustments are required to implement the cycling facilities.

#### CONCEPT FOR: BUSES IN MIXED TRAFFIC + SHARROW LANE + ON-STREET PARKING

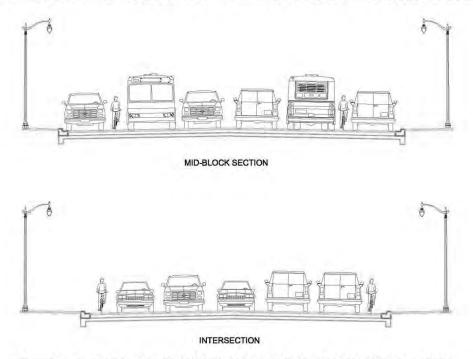


EXHIBIT E1: NEAR TERM CONCEPT THROUGH RESTRICTED ROW

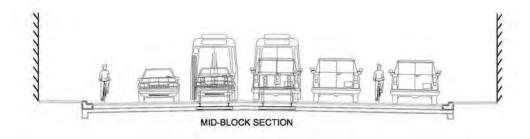
# Note: Subject to further review including Community consultation and preliminary design.

The functional design for this near term option is shown in the upper half of Plates 1 through 20 at the back of this report.

## **Long Term Option**

Between Hurontario Street and Greaves Avenue, due to the constricted ROW sections, the basic cross-section alternative selected for the long term option is LRT in mixed traffic (e.g. similar to Queen St / King St. in Toronto). East of Greaves Avenue to the east municipal boundary, LRT on its own ROW is feasible. A short section between Seneca Avenue and Cawthra Road could also have accommodated LRT, but the section is too short to accommodate a transition to and from LRT / mixed traffic. Bicycle lanes are shown throughout the corridor. This is made possible through the 26.2 m ROW sections by removing parking on the north side (choice of the north side was arbitrary). The recommended typical cross-section for the long term between Hurontario Street and Greaves Avenue is shown below in **Exhibit E2**.

# CONCEPT FOR: LRT IN MIXED TRAFFIC + ON-STREET BICYCLE LANES + ONE SIDE ON STREET PARKING



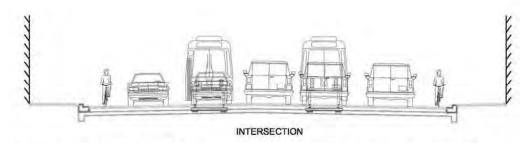


EXHIBIT E2: LONG TERM CONCEPT THROUGH RESTRICTED ROW (EAST OF HURONTARIO STREET)

# Note: Subject to further review including Community consultation and preliminary design.

The functional design for the long term option is shown in the lower half of Plates 1 through 20 at the back of this report.

# **Implementation**

#### **Near Term**

To implement near term changes, including curb adjustments required for cycling facilities, it is anticipated this would occur in phases as part of the Transportation and Works Department road rehabilitation / reconstruction program. These minor curb adjustments are required to accommodate the on-road bicycle facilities (sharrows / bike lanes) based on the assumption that traffic lanes will be maintained at a minimum width of 3.25 m to 3.35 m in width.

Notwithstanding the above, there may be an opportunity to implement cycling on Lakeshore Road without curb adjustments. This would be accomplished by reducing the inside through lane to a width of 3.05 m to 3.10 m and widening the curb lane to 4.0 m with the addition of bicycle sharrow markings.

This appears to be feasible based on existing road plans but would need to be confirmed in the field. The reduced width would be subject to safety considerations, including but not limited to speed and access / intersection proximity.

On the assumption that sufficient pavement width is available, these changes would be implemented through the road resurfacing program or independently when appropriate through the removal and re-application of the pavement markings.

# **Long Term**

The long term plan proposes an LRT system operating in mixed traffic through Port Credit (west of Greaves Avenue) and in a dedicated ROW east of Greaves Avenue. In this light, an adjustment to the ROW from the existing 35 m to 44.5 m (44.5 m is currently available through this section of Lakeshore Road, with the exception of property fronting the OPG and Metropolitan Toronto and Region Conservation Authority lands) will be required. There is no time frame at this point for the study required for the consideration of an LRT system. This information is important with regard to the implementation of future curb adjustments relative to the ROW needs for on-road bicycle lanes in the absence of an LRT system.

The long term plan also assumes implementation of on-road bicycle lanes throughout the corridor which will impact on-street parking through Port Credit (Broadview Avenue to Seneca Avenue). The study concludes that parking would need to be eliminated from one side of the road and relocated to side streets and / or new surface parking lots. On-street parking will be an issue even if an LRT system is not implemented, since the LRT is proposed to operate in mixed traffic through Port Credit. It is the addition of the on-road bicycle lanes that will precipitate the need for changes. Additional parking information is anticipated in 2011 upon completion of a parking management plan currently underway in Port Credit.

The study speaks to the ultimate removal of the centre turn lane from Seneca Avenue to the east City boundary and its replacement with a dedicated LRT ROW. This will require a detailed review of the feasibility of access consolidation throughout this section of Lakeshore Road.

# OTHER INFORMATION

Credits

# **OTHER INFORMATION: Credits**

City of Mississauga (Adiseshan Shankar, ASAP Photography)  Lakeview Area Statistics  Lakeview Area Statistics  Lakeview Place-making Workshop, Lakeview Golf Course  (a) Lakefront Promenade (Reconnect Lakeview); (b) Detached dwelling in Lakeview (Create Distinct Neighbourhoods); (c) Downtown Oakville (Support Complete Communities); (d) Waterfront Trail in Lakeview (Promote Community Health); (e) Lakefront Promenade (Support Social Well-Being); and (f) Cooksville Creek (Achieve Leadership in Sustainability).  Detached dwelling in Lakeview  Lakeshore Road East in Lakeview  Rarin Phuong (City of Mississauga)  Mississauga Senior Citizens' Centre (left photo) and Greenway Lodge Retirement Home (right photo)  Mississauga Senior Citizens' Centre (left photo) and Greenway Lodge Photography)  Adamson Estate  Waterfront Trail in Lakeview  Lakeshore Road East  City of Mississauga (Adiseshan Shankar, ASAP Photography)  Adamson Estate  Karin Phuong (City of Mississauga)  Adamson Estate  Karin Phuong (City of Mississauga)  Lakeshore Road East  City of Mississauga (Adiseshan Shankar, ASAP Photography)  Adamson Estate  Karin Phuong (City of Mississauga)  Adamson Estate  City of Mississauga (Adiseshan Shankar, ASAP Photography)  Adamson Estate  City of Mississauga (Adiseshan Shankar, ASAP Photography)  Adamson Estate  City of Mississauga (Adiseshan Shankar, ASAP Photography)  Adamson Estate (Bottom Centre photo)  (b) Townhouses on Northmount Avenue (top right photo)  (c) Apartment on Greaves Avenue  (d) Plex in Lakeview (Bottom centre photo)  (e) Caven Street (Bottom right photo)  (f) Sharon Mittmann (City of Mississauga	Figure #	Description	Source
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Clerk's Files



Originator's CD.03.LAK Files

DATE: May 13, 2014

TO: Chair and Members of Planning and Development Committee

Meeting Date: June 2, 2014

FROM: Edward R. Sajecki

Commissioner of Planning and Building

**SUBJECT:** Draft Lakeview Local Area Plan (January 2014)

PUBLIC MEETING

WARD 1

- **RECOMMENDATION:** 1. That the report titled "Draft Lakeview Local Area Plan (January 2014) - Public Meeting," dated May 13, 2014 from the Commissioner of Planning and Building, be received for information
  - 2. That the submissions made at the public meeting held at the Planning and Development Committee meeting on June 2, 2014 be received.
  - 3. That staff report back to Planning and Development Committee on the submissions made.

# REPORT **HIGHTLIGHTS:**

• The Draft Lakeview Local Area Plan is based upon a vision to connect the neighbourhoods with views to the lake and access to the shores and waters of Lake Ontario. It is envisioned that Lakeview will have a Community Node, an attractive mainstreet, and neighbourhoods that are stable and offer a variety of housing choices. The vision is guided by principles or key values: reconnect Lakeview to the waterfront; strengthen distinct

communities; support complete communities; promote community health; support social well-being; and achieve leadership in sustainability.

• A statutory public meeting is a requirement under the *Planning Act* and will provide a further opportunity for the public to comment on the Lakeview Local Area Plan.

# **BACKGROUND:**

On February 12, 2014, City Council adopted Resolution 0024-2014 as follows:

- 1. That the Draft Lakeview Local Area Plan (January 2014), under separate cover to the report titled "Draft Lakeview Local Area Plan" dated January 14, 2014 from the Commissioner of Planning and Building be circulated for comment to City Departments, agencies and stakeholders for review, and further, that a public consultation program, including an open house and statutory public meeting, be held.
- 2. That the letter dated February 3, 2014 from Mr. Jim Levac, Senior Associate, Weston Consulting Group Inc. be received.

#### **COMMENTS:**

# 1. Purpose and Description of the Lakeview Local Area Plan

Mississauga Official Plan (MOP), the principal document, provides planning policies to guide the City's development. Local area plans are part of MOP and are intended for areas which require a more extensive local planning framework. They contain policies to address unique circumstances particular to a specific area. The Draft Lakeview Local Area Plan (Draft Area Plan) follows the same general organization as the principal document and must be read in conjunction with MOP. Appendix 1 is the boundary of the lands subject to the Draft Area Plan.

The Draft Area Plan incorporates and builds upon the policies in the previous Lakeview District Policies of Mississauga Plan (2003) and the existing Lakeview Local Area Plan. Many existing policies and land use designations have been carried forward with a number of

modifications. In general, the proposed policies of the Draft Area Plan are intended to encourage a development pattern and character that is reflective of the vision.

The vision for Lakeview is to connect the neighbourhoods with views to the lake and access to the shores and waters of Lake Ontario. It is envisioned that Lakeview will have a Community Node, an attractive mainstreet, and neighbourhoods that are stable and offer a variety of housing choices. The vision is guided by principles or key values: reconnect Lakeview to the waterfront; strengthen distinct communities; support complete communities; promote community health; support social well-being; and achieve leadership in sustainability.

The staff report entitled "Draft Lakeview Local Area Plan" dated January 14, 2014 provides an overview of key modifications and includes a copy of the Area Plan. The Draft Area Plan has been available for viewing at:

- The Lakeview Library Information Desk;
- The Mississauga Civic Centre, 3<sup>rd</sup> floor Planning and Building Services Centre; and
- The City of Mississauga website at www.mississauga.ca/lakeviewreview.

#### 2. Circulation and Public Consultation

The Draft Area Plan was circulated to departments and agencies for comment. The public consultation program included:

- A presentation to the Lakeview Local Advisory Panel at its meeting on March 6, 2014; and
- A public open house and presentation on April 1, 2014.

In addition, staff discussions with stakeholders have been held and staff continues to be available for meetings on an individual basis.

The public meeting of the Planning and Development Committee on June 2, 2014 is the statutory public meeting to fulfill the requirements of the *Planning Act*. The purpose is to provide an opportunity for the public to make submissions on the Draft Area Plan.

STRATEGIC PLAN:

The Draft Area Plan is an important tool to implement the land use components of the Strategic Plan and to refine the policies in the Official Plan.

FINANCIAL IMPACT: Not Applicable

**CONCLUSION:** Following the statutory public meeting, a report on comments will be

prepared for consideration by Planning and Development Committee. The report will address comments received from the public and from

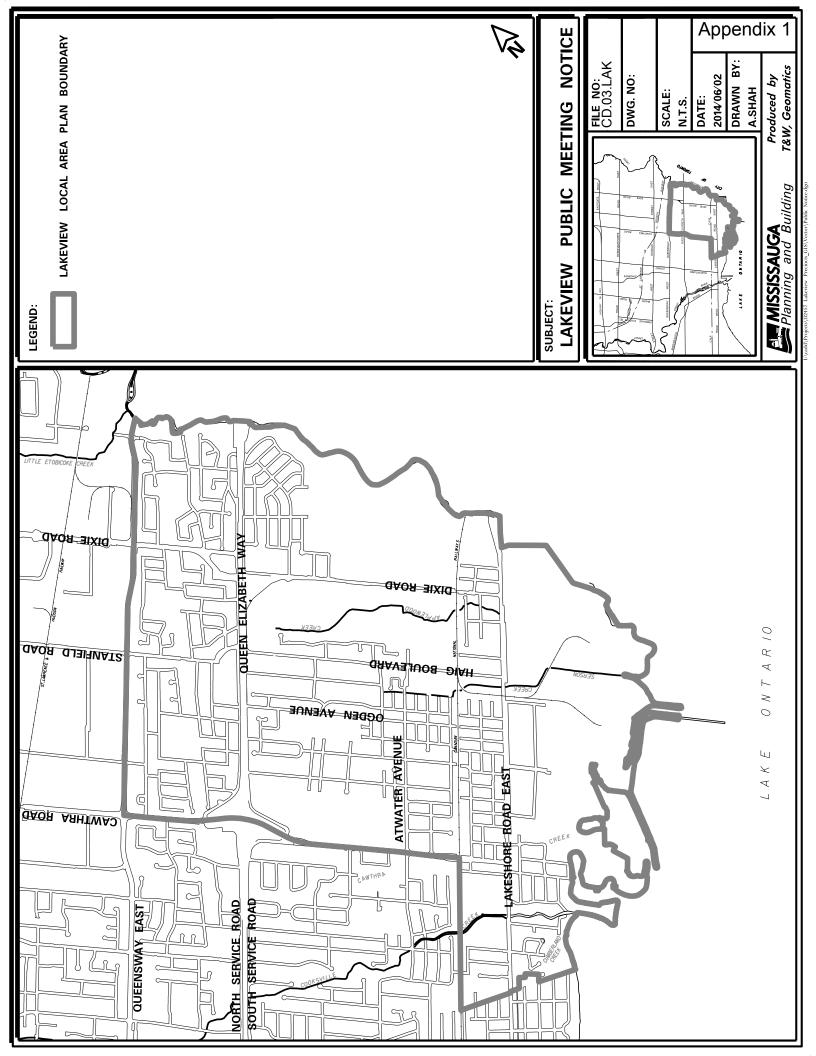
the circulation of the Draft Area Plan.

**ATTACHMENTS:** APPENDIX 1: Lakeview Local Area Plan Boundary

Edward R. Sajecki Commissioner of Planning and Building

Prepared By: Karin Phuong, Policy Planner

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Clerk's Files



Originator's Files

CD.03.LAK (Lakeview)

**DATE:** February 3, 2015

TO: Chair and Members of Planning and Development Committee

Meeting Date: February 23, 2015

FROM: Edward R. Sajecki

Commissioner of Planning and Building

**SUBJECT:** Draft Lakeview Local Area Plan and Built Form Standards -

**Report on Comments (Ward 1)** 

- **RECOMMENDATION:** 1. That the Draft Lakeview Local Area Plan and Lakeview Built Form Standards, dated January 2014, be revised in accordance with the revisions proposed in the "Report on Comments," dated February 3, 2015 from the Commissioner of Planning and Building;
  - 2. That an Official Plan Amendment to Mississauga Official Plan be prepared to amend the existing Lakeview Local Area Plan in accordance with the revisions proposed in the "Report on Comments";
  - 3. That the Draft Lakeview Local Area Plan, as revised in the "Report on Comments," be updated to incorporate Official Plan Amendments adopted by City Council, but not yet in force and effect, if no appeals to the site specific Official Plan Amendments are received; and
  - 4. That Appendix I: Lakeview Built Form Standards, as revised by the "Report on Comments," be endorsed.

#### **BACKGROUND:**

The Draft Lakeview Local Area Plan is based upon a new vision for Lakeview and six key principles: reconnecting Lakeview to the waterfront, distinct neighbourhoods, complete communities, community health, social well-being, and sustainability.

Following City Council direction in February 2014, the Draft Lakeview Local Area Plan was circulated for comments. Public consultation included:

- a presentation to the Lakeview Local Advisory Panel on March 6, 2014;
- a public open house and presentation on April 1, 2014; and
- a statutory public meeting on June 2, 2014.

#### **COMMENTS:**

A summary of the comments identified through the circulation and public consultation process is provided in Appendix 1. Staff have reviewed the comments and are proposing modifications to the Draft Lakeview Local Area Plan, the Lakeview Built Form Standards, and to the Mississauga Official Plan.

A recurring comment concerned the proposed future local road connections and impacts to the feel of the Lakeview area and disruption to stable neighbourhoods. Staff have addressed these concerns by recommending the future local road connection be revised to "multi-modal connection." This recognizes that these linkages may be pedestrian, cycling and/or road (see Appendix 1, pages 20 and 41).

Appendix 2 identifies proposed changes to land use designations in Lakeview. Appendices 3, 4 and 5 are the revised Schedules 1, 2 and 3, respectively to the Draft Lakeview Local Area Plan.

## **STRATEGIC PLAN:**

The Area Plan reflects the Strategic Plan directions and aligns with many of the goals and actions of the Strategic Plan including "Move – Developing a Transit-Oriented City," "Belong –Ensuring Youth, Older Adults and New Immigrants Thrive," "Connect – Completing Our Neighbourhoods," Prosper – Cultivating Creative and Innovative Businesses," and "Green – Living Green."

FINANCIAL IMPACT: Not Applicable

# **CONCLUSION:**

This report recommends that the Draft Lakeview Local Area Plan, the Lakeview Built Form Standards, and the Mississauga Official Plan be revised, where appropriate, based on input and comments made by the public, agencies and City departments. The revised Lakeview Local Area Plan establishes a policy framework for the future of Lakeview and guidance on growth and redevelopment.

Following City Council's decision on the recommendations, the next steps include preparing an Official Plan Amendment and a zoning conformity review to ensure the policies are implemented in the Mississauga Official Plan and Zoning By-law, respectively.

## **ATTACHMENTS:**

Appendix 1: Response To Comments on the Draft Lakeview Local

Appendix 2: Summary of Proposed Redesignations and

Modifications to Schedule 10 Land Use Designations

(Mississauga Official Plan)

Appendix 3: Schedule 1: Lakeview Local Area Plan – Precincts

and Sub-Areas

Appendix 4: Schedule 2: Lakeview Local Area Plan – Height

Limits

Appendix 5: Schedule 3: Lakeview Local Area Plan – Long Term

Road and Transit Network

Edward R. Sajecki Commissioner of Planning and Building

Prepared By: Karin Phuong, Policy Planner

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# APPENDIX 1

# Response to Comments on the Draft Lakeview Local Area Plan (Draft dated January 2014) $^{\scriptsize 1}$

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
ENTIRE PLAN					
Region of Peel	Entire plan	Amendment to the Lakeview Local Area Plan in the Mississauga Official Plan would be exempt from approval under the Planning Act by the Region of Peel.	A Regional Official Plan amendment is not required.	1	No action required.
Public	General comment	Good use of green material and use of parks, bike paths, walkways. Ensure that new buildings are nice looking and fit into the area in which they are located.	In the Area Plan, policies on urban form and Appendix I Built Form Standards are to provide direction/ requirements on achieving high quality built form in Lakeview.	2	No action required.
Lakeview Ratepayers Association (at Public Meeting June 2, 2014)	General comment	Generally in favour of what is presented in the Area Plan.  Concern that once Zoning standards, including setbacks, are completed these standards become the rule for Committee of Adjustment requests.  Concern that standards are being by-passed and have negative effects to the stable established neighbourhoods.	Applicants can submit an application to the Committee of Adjustment; however, the purpose of the Area Plan is to provide guidance and policies to support the vision for Lakeview.	3	No action required.

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
Planning and Building	Entire plan	"Development" and "new development" is used interchangeably throughout the plan. To be consistent with the terminology used in Mississauga Official Plan, "development" should be used.	Replace "new development" with "development."	4	See the various sections throughout this table for specific recommendations.
SECTION 1: HOW	TO READ THE LAK	EVIEW LOCAL AREA PLAN			
Lakeview Ratepayers Association	Map 1	The circle showing the Community Node should be removed or placed near Ogden Avenue to connect to the Inspiration Lakeview site.	The circle of the Community Node on the map is to show the City's intent to establish a Community Node in the Lakeview area.  The circle does not denote the boundaries of the Community Node.  For clarity, the circle can be moved further east.	5	That Map 1 show the circle indicating the "Boundary of Lakeview Community Node to be determined following the completion of the Inspiration Lakeview Master Plan" near Ogden Avenue as follows:
Ontario Power Generation (OPG)	1.0 How to Read the Lakeview Local Area Plan	Provide some background information on the Inspiration Lakeview process, i.e., Memorandum of Understanding (MOU) that was developed between the City, Province and OPG.	Section 1 of the Area Plan is "How to Read the Lakeview Local Area Plan." It would more appropriate if the agreement was referred to in Section 4 Collaboration.	6	No action required in this section.  See Section 4.0 Collaboration of this table for the recommendation.

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Loca rea Plan/Mississauga Official Plan <sup>3</sup>
SECTION 3: CURR	ENT CONTEXT				
Region of Peel	Figure 2	Figure 2 should be expanded to delineate population projections in the area by precinct to allow the Region of Peel to discuss trends and servicing capacity.	The purpose of the table is to provide the context for the existing community. Including population and employment projections in the table would not be appropriate.	7	No action required.
Public (at Public Meeting June 2, 2014)	Wastewater Treatment Facility	Concern that the redevelopment of the lakefront area and high end condominiums would be undesirable with the smell of sewage. Want to know if there is an upgrade of the sewage system.	The Region of Peel is phasing out the old treatment process in the G.E. Booth (Lakeview) Wastewater Treatment Facility to ensure that odours are significantly reduced.  For further information regarding the wastewater treatment facility, please contact the Region of Peel.	8	No action required.
Transportation and Works	3.0 Current Context, Eighth paragraph	Condense the paragraph to provide a brief description of the east-west and north-south roads. Road classifications and rights-of-way in Lakeview should be referred in the Mississauga Official Plan.	Agree.	9	That Section 3.0, eighth paragraph be deleted and replaced with the following:  The road network consists of the following east-west road connections: Queen Elizabeth Way, Lakeshore Road East, Queensway East, North and South Service Road, and Atwater Avenue. The north-south road connections are: Cawthra Road, Dixie Road, Ogden

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		rea Plan/Mississauga Official Plan <sup>3</sup> Avenue, Stanfield Road, and Haig Boulevard. For classification and rights-of-way, refer to the Road Classification tables found in Chapter 8 of Mississauga Official Plan.
SECTION 4: COLLA	ABORATION				
OPG	4.0 Collaboration	Include other collaborations that have taken place related to the Inspiration Lakeview initiative.	Agree.	10	That a new paragraph be added following the third paragraph of Section 4.0 Collaboration:  The City, Province of Ontario (Province), and Ontario Power Generation are working together on the Inspiration Lakeview initiative to achieve a shared vision. In June 2011, a Memorandum of Understanding (MOU) was entered between the City, Province and OPG to develop a shared vision for the OPG Lakeview site.
Toronto and Region Conservation Authority	4.0 Collaboration	See comment below in Section 7.0 Value the Environment regarding the Lakeview Waterfront Connection Project.	It is more appropriate to include reference to the Lakeview Waterfront Connection Project in Section 4.0 Collaboration.	11	That an additional sentence be inserted to Section 4.0 Collaboration, following the fourth paragraph (i.e., following the new paragraph in the comment above):  The Lakeview Waterfront Connection Project led by the Credit Valley Conservation and the Region

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup> of Peel, and supported by the City and the Toronto and Region  Conservation Authority, is planning and designing a connection to the City of Toronto. The project goal is to enhance the aquatic and terrestrial wildlife habitat and provide opportunities for public access to the waterfront.
SECTION 5: VISIO	N				
Planning and Building	5.0 Vision, third paragraph, 2 <sup>nd</sup> sentence	See comment above in the category "Entire Plan" regarding "development."	Replace "new development" with "development."	12	That Section 5.0 Vision, third paragraph and second sentence be revised as follows:  It is recognized that some change will occur, and new development should provide appropriate transition to the existing stable areas
Planning and Building	5.0 Vision, 5.1 Guiding Principles, 5.1.2 Strengthen distinct neighbour- hoods	See comment above in the category "Entire Plan" regarding "development."	Replace "new development" with "development."	13	That Section 5.1.2 be revised as follows: ensuring appropriate built form transitions for new development.

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
Culture Division	5.0 Vision, 5.1.3 Support Complete Communities	In Section 5.1.3 Support Complete Communities, include reference to "culture" in order to recognize and enhance the cultural sector.	Agree that culture should be included in the Guiding Principles for supporting complete communities.	14	That Section 5.1.3 Support Complete Communities be revised to add the following:  5.1.3 Support complete communities in the Community Node through compact, mixed use development and pedestrian oriented mainstreet that offers a range of <u>culture</u> , residential and employment opportunities.
Planning and Building	5.0 Vision, 5.1 Guiding Principles, 5.1.6 Achieve leadership in sustainability	See comment above in the category "Entire Plan" regarding "development."	Replace "new development" with "development."	15	That Section 5.1.6 be revised as follows: by supporting new development that is energy efficient
Planning and Building	5.0 Vision, 5.2 Community Concept, 5.2.1 Green System, 2 <sup>nd</sup> paragraph, 1 <sup>st</sup> sentence	See comment above in the category "Entire Plan" regarding "development."	Replace "new development" with "development."	16	That Section 5.2.1, second paragraph, first sentence be revised as follows:  Implications of new development on the Green System
Culture Division	5.0 Vision, 5.2 Community Concept, 5.2.2 Community Node, 1 <sup>st</sup> paragraph, 2 <sup>nd</sup>	In addition to cultural activities, "cultural infrastructure" should be included as they provide opportunities for cultural facilities and incubator arts related facilities.	Agree.	17	That Section 5.2.2 Community Node, 1 <sup>st</sup> paragraph, 2 <sup>nd</sup> sentence be revised with the following change:  The Community Node will be the centre of both residential and

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
	sentence				employment activity in Lakeview, combining a mix of uses including residential uses, cultural activities <u>and infrastructure</u> , shopping, dining, office, commerce, and recreation.
Strategic Community Initiatives	5.0 Vision, 5.2 Community Concept, 5.2.2 Community Node, 1st Paragraph, 3rd Sentence	With the completion of the Inspiration Lakeview Master Plan, Section 5.2.2 needs to be revised to include future study for the project.	Agree.	18	That Section 5.2.2 Community Node, 1 <sup>st</sup> paragraph, 3 <sup>rd</sup> sentence be deleted and replaced with the following sentence:  The location of the Community Node will be determined through future study as part of the Inspiration Lakeview project.
Lakeview Ratepayers Association	5.0 Vision, 5.2 Community Concept, 5.2.5 Corridors, last paragraph	Recommend that the following be added: "take into consideration traffic calming where possible."  In reference to the multi-modal function, include wording to "encourage a decrease in through car traffic" as Lakeshore Road East is not to be used as a highway for cars.	Agree – where there are opportunities, traffic calming measures should be considered. Lakeshore Road is to function as a multi-modal road to provide people with transport choices and to reduce the number of vehicles on the road.	19	That Section 5.2.5 Corridors, last paragraph be revised to the following:  Maintaining Lakeshore Road East as a four lane roadway during peak travel times is a transportation priority. At the same time, Lakeshore Road East is a constrained corridor that requires a context sensitive design approach. Traffic calming measures should be considered, where possible. Tradeoffs will be required to accommodate the envisioned multimodal function of the corridor to

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		rea Plan/Mississauga Official Plan <sup>3</sup> provide transportation choices
					including walking, cycling, auto/truck traffic, and transit.
SECTION 6: DIREC	T GROWTH				
Planning and Building	6.0 Direct Growth, 2 <sup>nd</sup> paragraph, 3 <sup>rd</sup> sentence	See comment above in the category "Entire Plan" regarding "development."	Replace "new development" with "development."	20	That Section 6.0, second paragraph, third sentence be revised as follows:  The specific manner in which new development will be accommodated
OPG	6.0 Direct Growth, 6.1 Community Node Character Area	Recommend that densities and employment ratios be characterized as targets.	Agree - the gross density and population and employment ratios are targets which are to be achieved.	21	That Section 6.1 Community Node Character Area , bullets 2 and 3 be revised as follows:  • have <u>achieve</u> a gross density between 100 and 200 residents and jobs combined per hectare;  • have <u>achieve</u> a population and employment ratio of 2:1 and 1:2;
Culture Division	6.0 Direct Growth, 6.1 Community Node Character Area	Provide additional description that there is a potential for the encouragement and development of cultural industries, thereby contributing to cultural facilities, activities and local economic development.	Agree that additional wording should be included about the importance of cultural industries and addressed in Section 11.0 Strong Economy.	22	No action required.  See Section 11.0 Strong Economy for further recommendation.

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		mmendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
Weston Consulting	6.2 Neighbour- hood Character Areas, 305 Iroquois Avenue	See comment in Schedule 4 of this table regarding the opportunity to redesignate the property located at 305 Iroquois Avenue	See comment in Schedule 4 of this table.	23	That the following policy be added to Section 6.2 Neighbourhood Character Areas:  6.2.4 Redevelopment of employment uses along the railway tracks will be reviewed in a comprehensive manner and address among other things, transition to the residential areas and to the existing business employment.
Lakeview Ratepayers Association	Figure 6	Photo may be misleading in showing that the Community Node is at Lakeshore Road East and Greaves Avenue.	The photo was in reference to the Lakeshore Corridor and can be placed with Section 6.3 Lakeshore Road Corridor.	24	That Figure 6 is formatted on the same page with Section 6.3 Lakeshore Road Corridor.
SECTION 7: VALUE	THE ENVIRONMI	ENT			
Public (at Public Meeting June 2, 2014)	General Comment	There is the need to re-plan the area properly with more green.	Policies in Section 7 Value the Environment are to provide protection, enhancement, and opportunities in Lakeview to restore the green system and urban forest. Additional environmental policies are contained in the principal document. Both the City's Strategic Plan and Official Plan encourage environmental responsible approaches and promote living green.	25	No action required.

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
Toronto and Region Conservation Authority	General Comment	Policies on social, economic and environmental benefits of natural heritage and water resource systems should be highlighted.  Policies are needed to foster an integrated systems approach to planning for green infrastructure, e.g., natural heritage systems, urban tree canopy, open space lands, community gardens and urban design technologies (e.g., green roofs permeable pavement, rainwater harvesting and other measures) to achieve multiple societal benefits and reduce the negative impacts from growth in a cost-effective manner.	Mississauga Official Plan provides policy direction in the various chapters – e.g., Chapter 9 Build a Desirable Urban Form (Section 9.5.2 Site Development, Section 9.5.3 Buildings) addresses how site design can be incorporated to achieve sustainable development objectives and how building design should incorporate sustainable technologies.	26	No action required.
Toronto and Region Conservation Authority	General Comment	Include policies that support water and energy conservation, alternative renewable energy sources (such as district energy systems), cultural heritage resources, ecological design, green infrastructure and climate change adaptation parameters into urban redevelopments to foster healthy and safe communities.	In addition to staff's comment above, policies in Mississauga Official Plan supports these initiatives. For example, Section 9.5 Site Development and Buildings provides policies that support building and site design that maximizes the use of renewable energy.  The City is participating in the Healthy Cities Design and following review by the City's	27	No action required.

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment	Recommendation to Draft Lakeview Local Area Plan/Mississauga Official Plan <sup>3</sup>	
			Project Coordinator, there may be amendments to Mississauga Official Plan.		
Toronto and Region Conservation Authority	General	Master Environmental Servicing Plans (MESPs) have been used in greenfield situations as a tool in determining development form in relation to the natural systems and environmental servicing infrastructure.  Policies to require MESPs is recommended, i.e., to undertake an MESP for areas of redevelopment and intensification to integrate stormwater control, flood risk management, green infrastructure, ecological design, transit infrastructure, recreation, and remediation of existing hazards and issues.	Chapter 19 (Implementation) of the Mississauga Official Plan lists a number of studies that may be required as part of a complete application submission. Submitted materials must be satisfactory to the City and relevant agencies if applicable.  Although the City does not use the term "MESPs", studies associated to this may be required by the applicant, e.g., Environmental Impact Study, Functional Storm Drainage Report, Stormwater Management Study etc.	28	No action required.
Toronto and Region Conservation Authority	General Comment	It would be helpful to include additional clarification, definitions and illustrations of the various elements of the Green System	The Area Plan must be read together with the Mississauga Official Plan. Definitions are in the principal document and are not repeated in the Area Plan.	29	No action required.

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
Culture Division	7.0 Value the Environment, 6 <sup>th</sup> paragraph, 1 <sup>st</sup> sentence	Provide additional wording that City parks are opportunities for art intervention.	Agree.	30	That policy the 6 <sup>th</sup> paragraph, 1 <sup>st</sup> sentence of Section 7.0 Value the Environment include the following:  City parks and open spaces, such as golf courses, are places for social interaction, art intervention, and recreation. Waterfront Parks, which serve a city and regional wide function, are also an important component of the Parks and Open Space System. Lakeview contains seven waterfront parks: Park 358 (Not yet named) on the Arsenal property, Lakeview Park, Douglas Kennedy Park, Lakefront Promenade, A.E. Crookes Park, R.K. McMillan Park, and Adamson Estate.
Toronto and Region Conservation Authority	7.0 Value the Environment	Include in Section 7.0 Value the Environment reference to the Lakeview Waterfront Connection Project which is currently underway in the planning and design phase.	Reference to the Lakeview Waterfront Connection Project should be included in Section 4.0 Collaboration.	31	See Section 4.0 Collaboration in this table for the recommendation.
Lakeview Ratepayers Association, and Resident	7.0 Value the Environment, last paragraph, 1 <sup>st</sup> sentence	Include bike paths following the sentence "Hydro corridors can provide linear connections through neighbourhoods."	Linear connections are intended to include connections for bicycles as well.	32	No action required.

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
Transportation and Works	7.0 Value the Environment, add new paragraph at the end of this section	Include an additional paragraph on the flood evaluation studies for Little Etobicoke Creek, Serson Creek and Applewood Creek that the City will be undertaking in the future.	Agree.	33	Add the following paragraph at the end of Section 7.0:  The City will be undertaking flood evaluation studies for Little  Etobicoke Creek, Serson Creek and Applewood Creek. The intent of these future studies is to review opportunities to help mitigate flooding, where possible.
Toronto and Region Conservation	7.0 Value the Environment, 7.1 Green System, 7.1.5	Section 7.1.5 and Section 10.2.1 mentions the future design and implementation of the waterfront park on the Arsenal Lands. We recommend that the master plan process for the Arsenal Lands take into account the connectivity with the future Lakeview Waterfront Connection Project.	Policy 7.1.5 should be revised to include reference to the future Lakeview Waterfront Connection Project.	34	That policy 7.1.5 be revised as follows:  7.1.5 The development of Park 358 (Not yet named) on the Arsenal property and the management of R.K. McMillan Park will include naturalization techniques, where appropriate and connectivity with the future Lakeview Waterfront Connection Project.
Lakeview Ratepayers Association	7.0 Value the Environment, 7.2 Urban Forest	Request stronger wording on Section 7.2.1.	Agree.	35	That policy 7.2.1 be revised as follows:  7.2.1 Trees provide important environmental benefits and contribute to the character of the area. Improvements to the urban forest are encouraged. The City should seek opportunities for

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		rea Plan/Mississauga Official Plan <sup>3</sup> restoring and enhancing canopy cover on public lands, and promoting tree plantings on private lands.
Lakeview Ratepayers Association, and Public	7.0 Value the Environment, 7.2 Urban Forest, 7.2.3	Revise policy to include improvements to the tree canopy along Lakeshore Road East to all of Lakeview, i.e., to include the whole of the community.	Additional wording has been added to policy 7.2.1 to include both public and private properties.  Additional policies on increasing tree canopy cover and density are contained in Section 6.4 Urban Forest of the principal document.	36	No action required.
Lakeview Ratepayers Association	7.0 Value the Environment, 7.3 Living Green, 7.3.1	Request more information on this policy.	Mississauga Official Plan contains policies on living green partnerships, initiatives and measures (see Section 6.2 Living Green in the principal document).	37	No action required.
SECTION 8: COMP	LETE COMMUNIT	IES			
Region of Peel	General comment – active transportation	Include language on the promotion of active transportation as part of achieving a complete community.	Policies in the Area Plan on active transportation are referred in Section 9.0 Multi- Modal City.	38	No action required.

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
Public	8.0 Complete Communities, first paragraph, first bullet	In addition to the "recreational facilities such as community facilities, parks, golf courses," include the provision of beaches on the waterfront.	Agree.	39	That 8.0 Complete Communities, on the first paragraph, first bullet, be revised to read:  • recreational facilities such as community facilities, parks, beaches, and golf courses;
Culture Division	8.0 Complete Communities, 8.2 Cultural Heritage, 8.2.1	Streetscape improvements should also include public art and interpretive signs.	Agree.	40	That policy 8.2.1 be revised to read:  8.2.1 Cultural heritage sites are places that have the opportunity to provide attractive <i>streetscape</i> . <i>Streetscape</i> improvements are encouraged to accentuate the site through landscaping, signage, lighting, benches, <i>public art</i> , <i>interpretative signs</i> , or other means.
Culture Division	8.0 Complete Communities, 8.2 Cultural Heritage, 8.2.3	Request to change 'should' to will.	Agree.	41	That policy 8.2.3 be revised with the following change:  8.2.3 Development adjacent to heritage sites should will integrate and enhance the character of the cultural heritage resource.
Culture Division	8.0 Complete Communities, 8.3 Community and Cultural	Recommend the following additions: add public art to policy 8.3.1, include professional artists as one the partnerships, and community beautification projects	Agree.	42	That policy 8.3.1 be revised with the following changes:  8.3.1 The Community Node and Lakeshore Corridor are preferred

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
	Infrastructure	as a cultural aspect in Lakeview to			locations for community and
		policy 8.3.3.			cultural infrastructure and public
					<u>art.</u>
					That policy 8.3.3 be revised to read:
					8.3.3 Mississauga will encourage partnerships and collaboration with the local community, <i>professional artists</i> , arts organizations and creative enterprises to further develop the cultural aspects in Lakeview, including <i>community beautification projects</i> , the adaptive reuse of buildings as a community or cultural heritage resource.
Toronto and	8.0 Complete	Include a figure or outline of the	Local Area Plans do not	43	That Section 8.4 Distinct Identity
Region	Communities,	proposed area of the Lakeview	generally outline the	.5	and the Waterfront, 1 <sup>st</sup> paragraph
Conservation	8.4 Distinct	Waterfront Connection Project.	boundaries of studies.		include the following description at
Authority	Identity and	,			the end of the paragraph:
	the		Inspiration Lakeview has been		
	Waterfront		described in the Area Plan to		<u>Credit Valley Conservation and the</u>
			provide clarity between the		Region of Peel, with the support of
			Local Area Plan review and		the Toronto and Conservation
			Inspiration Lakeview project.		Authority and the City of
					Mississauga, are undertaking the
			The Lakeview Waterfront		<u>Lakeview Waterfront Connection</u>
			Connection Project should be		<u>Project with the purpose to create a</u>
			mentioned in the Area Plan,		<u>new natural waterfront park to</u>
			and it is recommended that		enhance aquatic and terrestrial
			additional description be		wildlife habitat and provide public

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
			provided in Section 8.4 Distinct Identity and the Waterfront.		access to the waterfront. When completed, the waterfront connection along the Lake Ontario shoreline will extend from west of Serson Creek to Etobicoke Creek.
Culture Division	Figure 10	This is an example of a community beautification project and not public art.	Agree.	44	That Figure 10 caption be revised to include the following:  Figure 10: Public art expresses a community's positive sense of identity and value. Carvings found along the Waterfront Trail through Lakeview are an example of a community beautification project that enhances a sense of place and pride.
Culture Division	8.0 Complete Communities, 8.4 Distinct Identity and the Waterfront, 8.4.1 - cultural heritage	Request that 'cultural infrastructure' be added to policy 8.4.1.	Agree.	45	That policy 8.4.1 be revised as follows:  8.4.1 Development within the Community Node and the Lakeshore Corridor will be encouraged to create a unique identity by providing distinctive architecture, high quality public art, <i>streetscape</i> , and cultural heritage resources and <i>cultural infrastructure</i> .

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
OPG	8.0 Complete Communities, 8.4 Distinct Identity and the Waterfront, 8.4.3	Remove reference that OPG is pursuing the acquisition of waterfront lands for public use.	The intent of the policy was to ensure that lands along the waterfront will allow for public use.	46	That policy 8.4.3 be deleted and revised as follows:  The City will pursue public use on the waterfront lands, including a waterfront trail connection along the water's edge, and will work in collaboration with the Region of Peel, other levels of government, and agencies.
SECTION 9: MULTI	I-MODAL CITY			,	
Public (at Public Meeting June 2, 2014)	General Comment – traffic flows	Have the provincial plans for the QEW and the exit on Dixie Road and the West Mall been considered as part of this process?  Concerned that there could be a potential problem with north/south traffic flows and Ogden Avenue and Haig Boulevard may be like Cawthra Road.	Transportation and Works staffs are closely involved in the QEW Environmental Assessment study.  Transportation and Works staffs are on the Inspiration Lakeview project team. Given the population and employment anticipated for the redevelopment of the Inspiration Lakeview site, the City will be assessing the traffic impact in the area.	47	No action required.
Business Owner (at Public Meeting June 2,	Comment on the extension of Ogden	Concerned that the Oasis Banquet Hall in Lakeview will be lost because a 26 metre road is	The property is part of the Inspiration Lakeview study and will be addressed through	48	No action required.
2014)	Avenue down	proposed down the property	that study.		

Respondent <sup>2</sup>	Section	Issue/Comment			Recommendation to Draft Lakeview Local Area Plan/Mississauga Official Plan <sup>3</sup>	
	to Rangeview Road	located at 1036 Lakeshore Road East.				
Bell Canada	General comment – Class EA process	Request that the City keep Bell informed throughout any Class EA/Master Plan processes for road network improvements.	For Class EA projects that are City-led, and as a part of the legislated Class EA process, Transportation and Works notifies agencies that are impacted. The City also advertises in the Mississauga News.	49	No action required.	
OPG	9.0 Multi- Modal City, Transportation Master Plan	Recommend that the Lakeshore Road Transportation Master Plan consider including the Inspiration Lakeview lands.	The Inspiration Lakeview lands will be considered through the Lakeshore Road Transportation Master Plan.	50	No action required.	
Transportation and Works	9.0 Multi- Modal City, 9.2 Road Network, 9.2.1	Recommend that policy 9.2.1 be removed. It is similar to policy 9.2.3.	Agree	51	That the following policy 9.2.1 be deleted:  9.2.1 During the review of development applications, consideration will be given to the manner in which development proposals provide additional public roads in order to continue the existing fine grained street network.	

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment	Reco	mmendation to Draft Lakeview Local
				Aı	ea Plan/Mississauga Official Plan <sup>3</sup>
Public	9.0 Multi-	Concerned that policy 9.2.3 on the	Chapter 8 (Create a Multi-	52	That the following policy 9.2.3 be
	Modal City,	fine grain network extending	Modal City) of Mississauga		revised (and renumbered) to the
	9.2 Road	streets through residential	Official Plan includes policies		following:
	Network, 9.2.3	neighbourhoods will affect the feel	on the establishment of a fine-		
		of the area.	grained network of roads.		9.2.3 Improvements to the road
					network and active transportation
		There are no problems with traffic	The creation of a fine-grained		routes that provide connectivity and
		flow along Lakeshore Road East	system of roads is a long term		a fine grain network through
		(east of Cawthra Road) so there is	vision which will improve		Lakeview may be identified through
		no need to divert traffic into the	connectivity for local		a future Transportation Master Plan
		residential areas.	neighbourhood traffic,		for the Lakeshore Road Corridor or
			pedestrians and cyclists. The		through the development
		Concerned that lands by the hydro	fine-grained network of roads		applications process. Improved
		corridor were previously	is to be achieved through the		connections will provide pedestrian,
		expropriated to Hydro for the	redevelopment process.		cyclists and vehicles a greater
		transmission lines. Residential			variety of routes and accessibility
		owners were promised that these	As redevelopment occurs on		within the area. Potential
		lands would remain green spaces,	the properties adjacent to the		opportunities for network
		in perpetuity. Creating streets	hydro corridor, discussion with		improvements include but are not
		through the hydro corridor will	the property owners will need		limited to the following:
		contradict that pledge.	to occur.		
					9.2.2 Improvements to the road
		Recommend that wording be	The specific tool or		network and active transportation
		added to ensure that there will be	mechanism will be considered		routes that provide connectivity
		no land expropriated to build these	at the time of the		through Lakeview may be identified
		roads.	development proposal for the		through a future Transportation
			road extension.		Master Plan for the Lakeshore Road
					Corridor or through the
			This policy should be revised		development applications process.
			to provide clarity that the		Future multi-modal connections may
			connections are intended for		accommodate, where feasible,
			various transportation modes		pedestrian and cycling routes,

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
			and where they can be accommodated.		and/or vehicular routes. Improved connections to the network may be considered at some locations, including but are not limited to the following:
Transportation and Works	9.0 Multi- Modal City, 9.3 Transit Network, 9.3.1	Recommend that public transit servicing be included and reference to the specific north-south roads be removed. Revise the wording of Section 9.3.1. to the following:  Providing public transit connections along key north-south corridors to Lakeshore Road East in addition to providing frequent and reliable service along the Lakeshore Road will help shape and support the future development of the Lakeshore Corridor and the Community Node.	Agree.	53	That Section 9.3.1 be deleted and revised to the following:  Providing public transit connections along key north-south corridors to Lakeshore Road East in addition to providing frequent and reliable service along the Lakeshore Road will help shape and support the future development of the Lakeshore Corridor and the Community Node.
SECTION 10: DESIR	ABLE URBAN FOR	RM			
Canadian National Railway	10.0 Desirable Urban Form, 10.1 Neighbour- hoods	The Area Plan mentions the need of ensuring that industrial noise sources be adequately buffered from adjacent residential areas. Similarly, existing transportation corridors such as railways should be protected to avoid conflicts with residential.	The City will be undertaking a review of the noise policies of Mississauga Official Plan (Section 6.9.4 Rail Noise, Safety and Vibration) and revised policies may be recommended following the completion of the study.	54	No action required.

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
		Include that future residential development adjacent to the railway right-of-way will require approval from the railway for noise and vibration mitigation measures.			
Bell Canada	General comment to this section	Consider relevant guidelines in the document titled, <i>Bell Urban Design Manual Telecommunications Infrastructure</i> (dated April 2009) – i.e., Section 6.3 Established Residential and Section 6.4 Reurbanized Mixed-use Areas identifies service provision and issues associated with telecommunications in specific contexts.	Chapter 9 Build a Desirable Urban Form in Mississauga Official Plan contains general policies related to the location and integration of utilities.	55	No action required.
Planning and Building	10.0 Desirable Urban Form, 10.1 Neighbour- hoods, 10.1.1	See comment above in the category "Entire Plan" regarding "development."	Replace "new development" with "development."	56	That Section 10.1.1 be revised as follows:  10.1.1 New Development is encouraged to reflect
Lakeview Ratepayers Association and Public	10.0 Desirable Urban Form, 10.1 Neighbour- hoods, 10.1.1	Need stronger language for development to adhere to the 3 storeys and below i.e., give height restrictions.  Use stronger language than "encourage" to defend the plan at the Ontario Municipal Board.	Agree.	57	That policy 10.1.1 be revised to the following:  10.1.1 Development is encouraged to should reflect 1 to 2 storey residential building heights and should will not exceed 3 storeys.

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
Ivanhoe Cambridge	10.0 Desirable Urban Form, 10.1 Neighbour- hoods, 10.1.3.1 - Dixie Outlet Mall	Ensure that Dixie Outlet Mall is preserved for retail use, including expansion of the commercial use. Also ensure that future development will provide the framework to incorporate mixed residential and/or office use to the site over time. Recommend adding a special site to provide clarity.	The site is currently designated "Mixed Use" which permits a wide range of uses including, retail, residential, and secondary office.  The policies would allow for the expansion of the retail centre in the future with flexibility to add residential to the site.	58	No action required.
Lakeview Ratepayers Association	10.0 Desirable Urban Form, 10.1 Neighbour- hoods, 10.1.4.1	Add stronger language or define the Trinity site.	Policy 10.1.4.1 is in regards to Lakeview West which includes the properties owned by Trinity Development Group (i.e., generally located at 501 Lakeshore Road East).  Further discussion with members of the Lakeview Ratepayers Association clarified that the concern is regarding the entrances of commercial buildings along Lakeshore Road East.	59	No action required.  The comment on building entrances is referred in the Lakeview Built Form Standards – see Section 3.0 Lakeshore Corridor Precinct, 3.6 At Grade Commercial Requirements of this table.
OPG	10.0 Desirable Urban Form, 10.2 Employment,	Add contextual information that "The City, the Province and OPG entered into a Memorandum of Understanding in 2011 to develop	Additional description can be included regarding the collaboration that has taken place between the various	60	That the following be added to Section 10.2.2, third paragraph, and following the first sentence:

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
	10.2.2 Ontario Power Generation (OPG) Lands Precinct and Lakefront Business Park Precinct, 3 <sup>rd</sup> paragraph	a shared vision for OPG's Lakeview site with recognition that the OPG site is a valuable asset owned by OPG, who is required by the Province, its shareholder, to act in a commercial manner on behalf of the electricity consumers of Ontario. The parties to the MOU have been working collaboratively to develop a master plan for OPG's Lakeview site in keeping with the shared vision."	parties.		The City, the Province and OPG entered into a Memorandum of Understanding (MOU) in June 2011 to develop a shared vision for OPG's Lakeview site. The parties to the MOU have been working collaboratively to develop a master plan for OPG's Lakeview site that is in keeping with the shared vision.
OPG	10.0 Desirable Urban Form, 10.2 Employment, 10.2.2.1	Recommend that this policy be removed and be introduced into the Lakeview Local Area Plan after the master plan process. The development of a master plan to reflect a shared vision between the City, the Province and OPG is currently in process and the policies are developed through this process.	Policy 10.2.2.1 outlines guiding principles and consideration for connecting the Inspiration Lakeview site to the surrounding existing neighbourhoods. Detailed policies and a separate Official Plan Amendment will be prepared to implement the Master Plan in the future.	61	No action required.
OPG	10.0 Desirable Urban Form, 10.2 Employment, 10.2.2.1 (a)	Since detailed policies will be developed through the Inspiration Lakeview process, it is recommended that sub-section (a) be more general and be revised to "form and scale for a waterfront location."	Agree.	62	That policy 10.2.2.1(a) be revised as follows:  a. form and scale of development will be appropriate to the for a waterfront location;

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
Toronto and Region Conservation Authority	10.0 Desirable Urban Form, 10.2 Employment, 10.2.2.1 (d)	Recommend that the Lakeview Waterfront Connection Project be acknowledged to indicate that the planning and design is currently underway.	Additional wording related to the Lakeview Waterfront Connection Project should be addressed in Section 13.1.6 Special Site 6.	63	No action required.  13.1.6 Special Site 6 for further recommendation.
Planning and Building	10.0 Desirable Urban Form, 10.3 Lakeshore Corridor, 10.3.6, 2 <sup>nd</sup> sentence	See comment above in the category "Entire Plan" regarding "development."	Replace "new development" with "development."	64	That Section 10.3.6, second sentence be revised as follows:  New Development should address the following
Culture Division	10.0 Desirable Urban Form, 10.3 Lakeshore Corridor, 10.3.7	Change part c "public art features" to "public art."	Agree.	65	That policy 10.3.7(c) be revised as follows:  c. public art <del>features</del> ;
Lakeview Ratepayers Association and Public	10.0 Desirable Urban Form, 10.3 Lakeshore Corridor, 10.3.8	Recommend wording from "Development will be encouraged to provide placemaking opportunities" to "Development shall provide placemaking opportunities"  Use stronger language than "encourage" to defend the plan at the OMB.	Some sites may be constrained based on location and property size and as such, the policy is recommended to be more general.	66	No action required.

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
Lakeview Ratepayers Association	10.0 Desirable Urban Form, 10.3 Lakeshore Corridor, 10.3.9	Request wording change from "The assembly of adjacent low density residential land to enlarge properties fronting Lakeshore Road East is discouraged" to "The assembly of adjacent low density residential land to enlarge properties fronting Lakeshore Road East will not be permitted."	The policy clarifies that if assembly occurs, there must be a landscape buffer to the adjacent residential use.	67	No action required.
Planning and Building	10.0 Desirable Urban Form, 10.5.1 (b)	See comment above in the category "Entire Plan" regarding "development."	Replace "new development" with "development."	68	That Section 10.5.1(b) be revised as follows:  b. new development will fit into the scale
Planning and Building	10.0 Desirable Urban Form, 10.5 Built Form Types, 10.5.3	Include additional criteria to address the placement and provision of visitor parking.	Agree.	69	That a subsection to policy 10.5.3 be added as follows:  e. visitor parking will be centrally located and not visible from a public road. Visitor parking will be appropriately screened to provide a streetscape that is compatible with adjacent neighbourhoods.
Bell Canada	10.0 Desirable Urban Form, 10.5 Built Form Types, 10.5.4 (c)	Bell does not have a concern with the intent of the policy but wish to note that some utilities may be accommodated in the landscaped areas or along the frontage due to feasibility constraints.	Agree.	70	No action required.

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
Planning and Building	10.0 Desirable Urban Form, 10.5 Built Form Types, 10.5.5 (b)	Impact on residential areas could also include existing medium residential and/or high density buildings.	Agree.	71	That policy 10.5.5(b) be revised as follows:  b. a maximum floor plate to ensure minimal impact on low density residential areas; and
OPG	10.0 Desirable Urban Form, 10.5 Built Form Types, 10.5.6	Recommend that this policy be removed. Maximum building height of 4 storeys is restrictive given the mixed-use development concepts (for the Inspiration Lakeview site).	Through the Inspiration Lakeview study, heights will be reviewed and specific urban design policies will be provided for the area.  This policy is applicable to any proposed commercial development.	72	No action required.
Planning and Building	10.0 Desirable Urban Form, 10.5 Built Form Types, 10.5.7 (c)	See comment above in the category "Entire Plan" regarding "development."	Replace "new development" with "development."	73	That Section 10.5.7(c), third sentence be revised as follows:  New Development will include appropriate buffers
Planning and Building	10.0 Desirable Urban Form, 10.5 Built Form Types, 10.5.8	See comment above in the category "Entire Plan" regarding "development."	Replace "new development" with "development."	74	That Section 10.5.8, first sentence be revised as follows:  10.5.8 High quality building materials will be required in new developments

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
OPG	10.0 Desirable Urban Form, 10.5 Built Form Types, 10.5.8	Recommend that this policy on materiality be approved through the site plan process as opposed to the Area Plan. Requirement of brick and stone for the first 4 storeys is restrictive and does not allow for innovation in construction methods or architectural design which may include glass, metal and heavy wood timber designs.	This policy requires that the first 4 storeys be made of durable materials; it is a citywide standard. Brick or stone are examples of durable materials that may be used. Alternative durable materials can be considered.	75	No action required.
Lakeview Ratepayers Association	10.0 Desirable Urban Form, 10.5 Built Form Types, 10.5.8	Include additional wording regarding "aesthetically pleasing" to the requirements for the high quality building materials.	Agree.	76	That policy 10.5.8 be revised with the following change:  10.5.8 <u>Aesthetic</u> and high quality building materials will be required in new developments. The first 4 storeys will be of durable material such as brick or stone. Concrete blocks or painted concrete blocks are not permitted to be exposed.
SECTION 11: STRO	ONG ECONOMY				
Culture Division	11.0 Strong Economy	In regards to the comment in Section 6.1, i.e., provide additional description for the encouragement and development of cultural industries.  Also, it is essential to create a	As per staff's comments in Section 6.1, the importance of cultural industries should be noted in the Area Plan. It is recommended that reference to this be located in Section 11.0 Strong Economy.	77	That a new paragraph be added following paragraph 3 in Section 11.0 Strong Economy:  Attracting cultural industries can help create a more vibrant and sustainable economy. The provision of arts and culture facilities and

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
		cultural hub or a cultural cluster in the same structure/location with live/work opportunities.			activities in Lakeview supports cultural diversity and completing communities.  That a new policy 11.3 be added as follows:  11.3 The location of cultural industries is encouraged in the Community Node.
SECTION 12: LAND	USE DESIGNATION	DNS			
Planning and Building	12.0 Land Use Designations, first paragraph	References to Schedule 3: Lakeview Local Area Plan Land Use Designations be removed. Schedule 10 Land Use Designations should be the only land use schedule in the Mississauga Official Plan.	Schedule 3: Lakeview Local Area Plan Land Use Designations was created for the purposes of showing the land use map and proposed changes.  Schedule 3: Lakeview Local Area Plan Land Use Designations can be removed from the Draft Lakeview Local Area Plan. The land use designations should be amended in Schedule 10: Land Use Designations of the Mississauga Official Plan.	78	That the first paragraph, second sentence of Section 12.0 be revised to read:  Schedule 3: Lakeview Local Area Plan Land Use Designations Schedule 10: Land Use Designations of the principal document identifies the uses permitted and is to be read in conjunction with the other schedules and policies in the Plan.

	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
OPG	12.0 Land Use Designations, 12.3 Mixed Use	It is unclear on the schedules the limits of the "Core" and "Outer Core." Requiring commercial at grade in the core may conflict with the Inspiration Lakeview master plan's main street approach to commercial facilities.	Boundaries of the Core and Outer Core are delineated in Schedule 1: Precincts and Sub-Areas, Schedule 2: Height Limits, and described in text in Section 10.3 Lakeshore Corridor.  Future amendment may occur following future study for the Inspiration Lakeview study.	79	No action required.
SECTION 13: SPECI	AL SITES AND EX	EMPT SITES			
Bell Canada	13.0 Special Sites and Exempt Sites, 13.1 Special Sites – specifically 13.1.1 Special Site 1, 13.1.2 Special Site 2, and 13.1.9 Special Site 9	Request modifications/ clarifications to ensure that Bell is not subject to heritage permits or studies for alterations made on specific sites.  Request that policy 13.1.1.2 (e), 13.1.2.2 (f) and 13.1.9.1 be modified as follows:  A heritage permit, including a Heritage Impact Assessment, will be required for any alterations to the listed/designated buildings.	Heritage permits are required for alterations to sites that are designated under the Ontario Heritage Act.	80	No action required.
Community	13.0 Special	Policy 13.1.1.2 part d no longer	Agree – the policy was carried	81	That the following be deleted:
Services – Park	Sites and	applies as the Environmental Site	from the previous Lakeview		
Planning and	Exempt Sites,	Assessment restricts what is	District Policies of Mississauga		13.1.1.2 Development of the

Respondent <sup>2</sup>	Section  Sites – 13.1.1  Special Site 1 – part d	Issue/Comment	Staff Comment  subsequent Lakeview Local Area Plan, and no longer applies.	Recommendation to Draft Lakeview Local Area Plan/Mississauga Official Plan <sup>3</sup> address the following:  d. preservation—and—rehabilitation of—the—Cawthra-Elliot—cultural heritage—landscape,—including the existing house, outbuildings and formal gardens. Any minor development—or—minor—site alterations will be limited in size and to a design compatible with the—historically—designated structure, will—be designed and located—in—a—manner—that minimizes—removal—of—forest
Culture Division	13.0 Special Sites and Exempt Sites, 13.1 Special Sites – 13.1.2 Special Site 2	There are significant archaeological resources on this property that should be protected. Add a statement that "Archaeological resources are to be conserved. Prior to any ground disturbance, the area must be assessed and plans reviewed with recommendations for conservation by a licenced archaeologist."	Agree.	82 That policy 13.1.2. Special Site 2 be revised with a new subsection g:  a. Archaeological resources are to be conserved. Prior to any ground disturbance, the area must be assessed and plans reviewed with recommendations for conservation by a licenced archaeologist.

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
Bell Canada	13.0 Special Sites and Exempt Sites, 13.1 Special Sites – 13.1.4 Special Site 4 and 13.1.5 Special Site 5	Special Site 4 and Special Site 5 has a policy that prohibits "broadcasting, communications and utility rights- of-ways." Concerned that policy may be interpreted to prohibit Bell infrastructure in the future.	The policy referring to utility rights-of-ways in Special Site 4 and Special Site 5 is carried from the previous Lakeview District Policies of Mississauga Plan (2003) and the subsequent Lakeview Local Area Plan.  Should Bell express interest for an infrastructure on these sites in the future, a site specific review would be undertaken.	83	No action required.
OPG	13.0 Special Sites and Exempt Sites, 13.1 Special Sites – 13.1.6 Special Site 6	Recommend that policies in Section 13.1.6 Special Site 6 that relate to OPG's Lakeview site be exempted or excluded from the local area plan in their entirety until such as time as the master plan and secondary plan has been completed.	Following future study for the Inspiration Lakeview project, a further amendment to the Lakeview Local Area Plan will be done. In the interim, the policies, guiding principles, and core principles should remain.	84	No action required.
OPG	13.0 Special Sites and Exempt Sites, 13.1 Special Sites – 13.1.6 Special Site 6, 13.1.6.2	Recommend that policy 13.1.6.2 be separated as two policies in this section, i.e., policies for (1) Phase Two municipal comprehensive review and (2) comprehensive master plan. The master plan should (and not will) address certain components.	Agree.	85	That Section 13.1.6.2 be revised into two policies with the following changes:  13.1.6.2 Through the next phase of study for Inspiration Lakeview, a Phase Two municipal comprehensive review will be

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
		Request that section (d) and (i) be revised i.e., (d) to remove the word "significant" in regards to public parklands, and (i) to add that the master should also develop a transit network.			prepared to address the potential conversion of the lands designated Business Employment.  13.1.6.3 In addition to this component of the the Phase Two municipal comprehensive review, the comprehensive master plan will address land use, built form and transportation to the City's satisfaction. The master plan will should also:  d. include the provision of significant public parklands along the waterfront including the extension of the Waterfront Trail;  i. develop a road and transit network that appropriately integrates with the surrounding neighbourhoods; and
Glen Schnarr & Associates	13.0 Special Sites and Exempt Sites, 13.1 Special Sites – 13.1.6 Special Site 6	Request revision to Section 13.1.6.2 to remove reference to the Phase Two municipal comprehensive review, i.e., revise policy to read: "Through the next phase of the study for Inspiration Lakeview, a Phase Two municipal comprehensive review will be	Phase Two of the municipal comprehensive review will be addressed through the implementation of the Inspiration Lakeview Master Plan.	86	No action required.

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
Culture Division	13.0 Special Sites and Exempt Sites, 13.1 Special Sites – 13.1.6 Special Site 6	prepared to address the potential conversion of the lands designated Business Employment. In addition to this component of the review, the comprehensive master plan will address land use, built form and transportation to the City's satisfaction"  Consider adding the following to the list of documents for review in part b: Mississauga Culture Master Plan and Public Art Master Plan.	Agree.	87	That policy 13.1.6 Special Site 6, part b be revised as follows:  b. have regard for other City plans, policies, studies and reports such as the Lakeview and Port Credit District Policies Review and Public Engagement Process – Directions Report, Employment Land Review Study, Waterfront Parks Strategy, Mississauga Culture Master Plan, Public Art Master Plan, and Lakeshore Road Transportation Review Study;
Toronto and Region Conservation Authority	13.0 Special Sites and Exempt Sites, 13.1 Special Sites – 13.1.6 Special Site 6 (d)	Previous comment in Section 10.2.2.1 (d) i.e., to indicate that the planning and design for Lakeview Waterfront Connection Project is currently underway.	As per staff's comments in Section 10.2.2.1 (d), it is recommended that the Lakeview Waterfront Connection Project be noted in Special Site 6.	88	That the following be added to policy 13.1.6 Special Site 6 (d)  d. include the provision of significant public parklands along the waterfront including the extension of the Waterfront

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
					Trail <u>and connectivity to the</u> <u>future Lakeview Waterfront</u> <u>Connection Project</u> ;
Orchard Heights Homeowners Association	13.0 Special Sites and Exempt Sites, 13.1 Special Sites – 13.1.6 Special Site 6	The development plans permit "hydro electric facilities" as a designated use for the OPG Lands. Not so many years ago there was a hydro electric facility that was torn down due to its age and efficiency, and because of the health risks resulting from its operation.  Why would the site still be designated for such a use?	Following future study for the Inspiration Lakeview project, a further amendment to the Lakeview Local Area Plan will be completed. Until that time, the policies should remain.	89	No action required.
Planning and Building	13.0 Special Sites and Exempt Sites, 13.1 Special Sites - 13.1.7 Special Site 7	This site is included as a Special Site and not an Exempt Site. Motor vehicle repair garages are not representative of the vision, direction and planning policies.	The property located at 411 Lakeshore Road East is listed on the City's Heritage Register and it is a 1950s contempo gas station which is one of two structures remaining in Mississauga.  The adjacent property located at 425 Lakeshore Road East is not listed on the Heritage Register and should be identified on the map in policy 13.2.2 Exempt Site 2.	90	That the map for 13.1.7 Special Site 7 be revised as follows:

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
					That policy 13.1.7 Special Site 7, part a, be revised as follows:  a. a the existing motor vehicle repair garage may be permitted.  For the property located at 425 Lakeshore Road East, see recommendation in 13.2.2 Exempt Site 2.
Planning and Building	13.0 Special Sites and Exempt Sites, 13.2.2 Exempt Site 2	Include the property located at 425 Lakeshore Road East on the map.	See comment above in section 13.1 Special Sites - 13.1.7 Special Site 7.	91	That the map for 13.2.2 Exempt Site 2 be revised as follows:

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		mmendation to Draft Lakeview Local rea Plan/Mississauga Official Plan 3  AKESHORE THE
SCHEDULE 1: LAKE	EVIEW LOCAL ARE	A PLAN PRECINCTS AND SUB-AREAS	(see Appendix 3)		
Lakeview Ratepayers Association and Public (Display Board at Open House, April 1, 2014)	North Beach Residential	Recommend that the name be changed from North Beach Residential to "Lakeview Village" on Schedule 1.  Other members of the public also suggested "Lakeview Village" and "Cawthra South" or "Lakeview."	Agree that the name of this residential neighbourhood be changed to better reflect the history of Lakeview.	92	That Schedule 1 Lakeview Local Area Plan Precincts and Sub-Areas and all other references in the Area Plan e.g. Section 10.1 Neighbourhoods replace "North Beach Residential" with Lakeview Village.
Public (Display Board at Open House, April 1, 2014)	Lakeview West	Recommend changing Lakeview West to "Lakeside."	"Lakeside" has been suggested on the south side of Lakeshore Road East.	93	No action required.
Public (Display Board at Open House, April 1,	Lakeside Residential	Recommend changing Lakeside Residential to "Lakeview West/South" or "Lakeside."	Agree that "Lakeside Residential" be renamed to Lakeside.	94	That Schedule 1 Lakeview Local Area Plan Precincts and Sub-Areas and all other references in the Area Plan

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
2014)					e.g. Section 10.1 Neighbourhoods replace "Lakeside Residential" with <i>Lakeside</i> .
Public (Display Board at Open House, April 1, 2014)	Orchard Heights	Suggest changing Orchard Heights to "Rometown."	Many of these sub-areas reflect the corresponding Residents Associations so it is preferred that name "Orchard Heights" remain, in this instance.	95	No action required.
SCHEDULE 3: LAK	KEVIEW LOCAL ARE	A PLAN LONG TERM ROAD AND TRAI	NSIT NETWORK		
Transportation and Works	Lakefront Promenade as a Minor Collector Road and R-O-W of 30 m	Identify Lakefront Promenade as a minor collector road on the schedule(s) and Table 8-3 Road Classification – Minor Collectors in Mississauga Official Plan.	Agree – this was identified in the existing Lakeview Local Area Plan but it was not carried over. Schedule 5 – Long Term Road Network of the Mississauga Official Plan should also be amended to identify this road.	96	That Schedule 3: Lakeview Local Area Plan Long Term Road and Transit Network be amended to show Lakefront Promenade as a Minor Collector Road.  That Mississauga Official Plan Table 8-3 Road Classification – Minor Collector list Lakeview Employment Area - Lakefront Promenade to a 30 m R-O.W.  That Mississauga Official Plan Schedule 5 – Long Term Road Network be amended to show Lakefront Promenade as a Minor Collector Road.
					That Mississauga Official Plan Schedule 8 Designated Right-of-Way

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
					Widths be revised to show <u>Lakefront</u> <u>Promenade with a 30 m R-O.W.</u>
Transportation and Works	Lakeshore Road East from Greaves Avenue to Etobicoke Creek (R-O-W of 35 m to 44.5 m)	Identify Lakeshore Road East from Greaves Avenue to Etobicoke Creek with a r-o-w of 44.5 m. This is in keeping with the recommendation in the Lakeshore Road Transportation Review Study (2010) regarding the future planning for higher order transit along Lakeshore Road.	Agree.	97	That Mississauga Official Plan Table 8-1 Road Classification – Arterials be revised to indicate that Lakeshore Road East from Greaves Avenue to Etobicoke Creek has a designated right-of-way width of 44.5 m.  That Mississauga Official Plan Schedule 8 Designated Right-of-Way Widths be revised to show Lakeshore Road East from Greaves Avenue to Etobicoke Creek with a 44.5 m R-O-W.
Region of Peel	Alignment of the Byngmount Avenue extension	Concerned that the future road shown on Schedule 3 will impede redevelopment potential on the former school site and at 958 - 960 East Avenue.  Recommend that the alignment of Byngmount Avenue extension be of a more direct route and in connection with the road pattern shown in Inspiration Lakeview Master Plan, i.e., at mid-block between Lakeshore Road East and Rangeview Road, and that language be included (policy, or	Agree that the alignment of Byngmount Avenue should extend east-west and connect to East Avenue at mid-block to the Inspiration Lakeview site. Creating connectivity, regionally or locally, provides accessibility and improvements to the overall transportation network.	98	Revise Schedule 3 to show a multimodal connection of Byngmount Avenue to East Avenue that is parallel to Lakeshore Road East.

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
		special site) that the City will seek to protect a right-of-way through the lands acquired from future development applications.			
OPG	Property owned by OPG	Recommend that OPG Lakeview site be recognized in Schedule 3 as part of the potential future road network.	The Inspiration Lakeview Master will be implemented through a future amendment to Mississauga Official Plan and Lakeview Local Area Plan. At that time, the road network would be incorporated into Schedule 3.	99	No action required.
мто	Dixie Road as Arterial and Major Collector (Scenic Route)	The limit for these categories on Dixie Road will be revised based on the outcome of the Ministry's QEW project improvements from Evans Avenue to Cawthra Road.	Dixie Road is under the jurisdiction of the Region of Peel. The Ministry's QEW improvement project will not change the road classification of Dixie Road.	100	No action required.
Public	Pedestrian and Cycling Connections – General Comment	Creating connections for pedestrians and cyclists across major barriers such as the QEW and GO rail lines are important for achieving a walkable Mississauga and usage of the waterfront.	Revus Avenue, Cawthra Road, Alexandra Avenue, Ogden Avenue, Haig Boulevard and Dixie Road provide crossings of the Canadian National Railway line. Cawthra and Dixie Roads provide access over the QEW as well as the pedestrian bridge connecting Ogden Avenue with Insley Road.	101	No action required.

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
Weston Consulting, on behalf of the residents at 1294, 1298, 1302, 1304, 1308, 1312, and 1318 Alexandra Avenue and contractual owner 1731860 Ontario Ltd.	Future local road extension of Seventh Street to Alexandra Avenue	Opposed to this proposed future local road designation for these reasons:  • report in the Lakeview Local Area Plan makes no reliance on any transportation studies that impact residents on Seventh Street, Alexandra Avenue, and Halliday Avenue  • Seventh Street has low volume of local traffic circulation  • road extension is not in the City's Capital Budget  • proposed road designation may prejudice the review of the proposal that was submitted prior to the release of the draft local area plan.	The City's Cycling Master Plan identifies long term active transportation plans.  These lands are under development application review.  Development and Design staff has prepared an Information Report (dated November 18, 2014) to the Planning and Development Committee for the December 8, 2014 meeting date. A staff recommendation report will be brought forward to the Planning and Development Committee in a future meeting.	102	No action required.
Public	Future local road extensions	Seventh Street to Alexandra     Avenue     Opposed to the proposal to     extend Seventh Street through     to Alexandra Avenue for these     reasons:	The creation of future connections through neighbourhoods is a long term goal to improve neighbourhood traffic, and to provide transportation choices for people to walk or cycle.	103	That the following denotation on Schedule 3: Lakeview Local Area Plan – Long Term Road and Transit Network be revised as follows:  Future Local Roads Multi-modal Connection

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment	Recommendation to Draft Lakeview Local Area Plan/Mississauga Official Plan <sup>3</sup>
Respondent	Section	<ul> <li>extension of Seventh         Street will not reduce time         and distance of travel for         commuters</li> <li>number of drivers in the         area is low and does not         require a new road</li> <li>commuters will not use         Seventh Street</li> <li>cost of extending Seventh         Street is not economical.</li> <li>The City should expedite the         approval of the proposed         development for development         application OZ 13/012</li> <li>Additional comments were         provided regarding the         proposed road extension of         Seventh Street:         <ul> <li>disagree with extending                    Seventh Street to                    Alexandra Avenue</li></ul></li></ul>	For clarification, the denotation on Schedule 3 – future local roads should be revised.	Area Plan/Mississauga Official Plan <sup>3</sup>
		Alexandra Avenue to go to corner stores (at Alexandra Avenue and Atwater		

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
Lakeview Ratepayers Association		the additional road connections. It will no longer preserve our neighbourhoods.  Concerned that commuters will use short cuts on their daily commutes and this could lead to traffic and safety issues and mitigation measures (e.g., speed bumps, traffic islands).  4. "Future local connections" There are six Future Local Roads that cross Serson Creek and the hydro corridor. These connections will lose the pedestrian and bicycle paths along the corridor. Recommend replacing Future Local Roads with "Future Local Connections" for pedestrians and bicycles only.  The focus of Lakeshore Road should be for a multi-modal road and not to increase traffic on the side roads.			Ca Tuny Mississada Official Tun
Lakeview Ratepayers	Add pedestrian	Include an overlay of the pedestrian and bike network	Schedule 7 Long Term Cycling Routes in the Mississauga	104	No action required.
Association	and bike network	together.	Official Plan identifies cycling facilities and this schedule		

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
			should be referred to and not repeated in the Area Plan.		
LAND USE DESIGN	ATIONS				
Planning and	Schedule 4	Mississauga Official Plan contains	There should be only one land	105	That Schedule 4 Lakeview Local Area
Building	Lakeview Local Area Plan Land Use Designations	the land designations (Schedule 10) and proposed changes to the land use designations in Schedule 4 Lakeview Local Area Plan Land Use Designations should be amended on Schedule 10.	use schedule in Mississauga Official Plan. For the purposes of the Lakeview Local Area Plan review, it was easier to show the proposed changes on Schedule 4 Lakeview Local Area Plan Land Use Designations.		Plan Land Use Designation be deleted.  That Mississauga Official Plan Schedule 10 Land Use Designations be revised with the proposed land use changes identified in Appendix 2.
Peel District School Board	Former Byngmount Beach Public School	Remove the public school symbol on the former Byngmount Beach Public School site as the school is closed and sold to the Region of Peel.	Agree - school symbols are base map information and shown for information purposes only.	106	Remove school symbol on the former Byngmount Beach school site.
Glen Schnarr & Associates	OPG and adjacent employment lands	Request that the OPG and adjacent employment lands be highlighted, e.g., "study area" or "land use to be determined."	The OPG Lands and adjacent employment lands are being studied through the Inspiration Lakeview project. References to the Inspiration Lakeview project are described in text throughout the plan as well as on Special Site 6. A future Official Plan Amendment will be prepared to implement the Inspiration	107	No action required.

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
			Lakeview Master Plan and revise the land use designation as appropriate.		
Weston Consulting	305 Iroquois Avenue	Request that the City examine opportunities to redesignate the lands located at 305 Iroquois Avenue from Business Employment to a higher density mixed use.	The property located at 305 Iroquois Avenue is designated "Business Employment" and is one of several Business Employment properties in the area. Redevelopment of the entire site needs to be looked at comprehensively.	108	See comment in Section 6.2 for the recommendation.
Orchard Heights Homeowners Association	Pedestrian bridge over Etobicoke Creek in Orchard Heights Park	There is no indication in the Area Plan of the intention to build a pedestrian bridge over Etobicoke Creek to connect the City of Toronto to that of Mississauga.  Our residents so far have expressed strongly against such a bridge. Are we assured that assuming this plan does become the blueprint for the development of Mississauga for the next several decades that such a bridge will not form part of any intention considered as being endorsed by this plan.	Schedule 7: Long Term Cycling Routes of the Mississauga Official Plan shows a connection to adjacent municipalities, and the Mississauga Cycling Master Plan (2010) indicates a "Proposed Municipal Connection" in the general location of Orchard Heights Park and crossing the Etobicoke Creek to connect to the trail system in Toronto. Connecting to cycling routes within adjacent municipalities is an important component of the Cycling Master Plan.	109	No action required.

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
			Funding for a bridge at Orchard Heights Park is not currently included in the City's Capital Budget. In the long term, a bridge can be considered at this location and will require City Council's approval for funding and resident support.		
APPENDIX I: LAKE	VIEW BUILT FOR	M STANDARDS		,	
Planning and Building	Throughout the Lakeview Built Form Standards (Standards)	Names of the sub-areas are been recommended for change and the Standards should be updated accordingly. "North Beach Residential" is renamed to "Lakeview Village" and "Lakeside Residential" is changed to "Lakeside."	Agree	110	Throughout the Standards document, references to "North Beach Residential" should be revised to <i>Lakeview Village</i> and "Lakeside Residential" should be revised to <i>Lakeside</i> .
Culture Division	1.0 Introduction, 1.4 Lakeview Local Area Plan, 1.4.1 Community Node	Suggest adding to the third sentence, "The combination of residential uses, employment opportunities, cultural activities and infrastructure, shopping"	Agree	111	That Section 1.4.1 Community, first paragraph, last sentence, be revised as follows:  The combination of residential uses, employment opportunities, cultural activities <u>and infrastructure</u> , shopping

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
Planning and Building	2.0 Lakeview Character Areas, 2.1 Neighbour- hoods and Employment Character Areas	Include a paragraph to describe the character of the Employment Areas.	Agree	112	That the following paragraph be added to the first paragraph, second sentence:  Employment Areas are stable areas and are characterized by uses that are land extensive and/or have low employment densities.
Culture Division	2.0 Lakeview Character Areas, 2.2 Built Form Type	Include a category for cultural facilities and/or institutional uses.	The purpose of the built form types is to give guidance on achieving detailed standards requirements for each of the types of built form commonly found in Lakeview.  A separate category for cultural facilities/institutional uses is not recommended. Cultural facilities are unique in their design and development. There is no one prototype that will give guidance to the development of these types of facilities other than what is in the Zoning By-law.	113	No action required.
Lakeview Ratepayers Association and the Public	2.0 Lakeview Character Areas, 2.2 Built Form Type, 2.2.2	There are unique circumstances where the rear of a lot is exposed.  Recommend additional wording that "End units and rear units that	Agree.	114	n. End <u>and rear</u> units that are exposed to a public road or park

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
	Street Townhouses (n)	are exposed to a public road or park"			
Lakeview Ratepayers Association	2.0 Lakeview Character Areas, 2.2 Built Form Type, 2.2.3.1 Single Detached Standard and Common Element Condominium	Add additional wording that "End units <u>and rear units</u> exposed to an external or internal road"	Agree.	115	That the following revision be made:  j. End <u>and rear</u> units that are exposed to an external or internal road
Planning and Building	2.0 Lakeview Character Areas, 2.2 Built Form Type, 2.2.3.2 Townhouse Standard and Common Element Condominium (m)	As indicated in the comment for Section 2.2.4 (k), Section 2.2.3.2 (m) should also be revised accordingly – use "should" instead of "will."	Agree.	116	Revise Section 2.2.3.2 (m) as follows:  m. Hydro and gas metre walls will should be required to be located internal to the site and not be visible from the street;
Bell Canada	2.0 Lakeview Character Areas, 2.2 Built Form Type, 2.2.4	The guideline may restrict the placement of Bell's infrastructure; inflexible design guidelines and standards may compromise the ability to provide	The suggested comment to use "should" instead of "will" provides flexibility for the applicant should another location be required.	117	Revise Section 2.2.4 (k) as follows:  k. Hydro and gas metre walls will should be required to be internal to the site and not be visible from the

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment		ommendation to Draft Lakeview Local rea Plan/Mississauga Official Plan <sup>3</sup>
	Horizontal Multiple Dwellings (k)	telecommunications infrastructure in an efficient and coordinated manner.  Request modification of the wording to "Hydro and gas metre walls will be required to be internal to the site and not be visible from the street. In addition, utilities will should not be located within the required landscape area or along the frontage of a public road, except where there are no other feasible alternatives."	For consistency, Section 2.2.3.2 (m) should be revised accordingly.		street
Culture Division	2.0 Lakeview Character Areas, 2.4 Cultural Heritage	Recommend revising the wording to Section 2.4, third paragraph - the Heritage Advisory Committee provides recommendations and does not provide approval.	Agree.	118	That Section 2.4, third paragraph be revised as follows:  Additional requirements may include, but are not limited to, a review and recommendation by approval from the Heritage Advisory Committee and City Council.
Transportation and Works	2.0 Lakeview Character Areas, 2.6 Environmental Sustainability, Third Paragraph	Revise the third paragraph to the following:  For more information, visit the Canada Green Building Council website for the LEED-NC Program, the CVC or TRCA website for Low Impact Development Stormwater	Agree.	119	That Section 2.6, third paragraph be revised as follows:  For more information, visit the Canada Green Building Council website for the LEED-NC Program, the CVC or TRCA website for Low Impact Development Stormwater

Respondent <sup>2</sup>	Section	Issue/Comment	Staff Comment	Recommendation to Draft Lakeview Local Area Plan/Mississauga Official Plan <sup>3</sup>		
		Management Planning and Design Guide and the City of Mississauga website for the Green Development Strategy.			Management Planning and Design Guide and the City of Mississauga website for the Green Development Strategy.	
Bell Canada	3.0 Lakeshore Corridor Precinct, 3.2 Building Heights (b) and 3.5 Pedestrian Realm/ Streetscape (a)	Incorporate some guidelines from the Bell Urban Design Manual into Sections 3.2 (b) and 3.5 (a) to provide flexibility in the location of utility structures within the streetscape  i.e., (1) locating utility structures back from sidewalks; (2) aligning cabinet structures so that they are parallel to the sidewalk; (3) screening structures with landscaping, and locating the structures near trees to provide additional screening; and (4) integrating structures with screening in public outdoor seating areas.	The Built Form Standards provides further direction for the urban design policies. The City is reviewing the Site Plan Manual and details such as the ones listed will be included through that review.	120	No action required.	
Culture Division	3.5 Pedestrian Realm/ Streetscape Subsection c)	Include the potential for public art.	Agree.	121	That Section 3.5 (c) be modified as follows:  (c) Street trees, street furniture, such as benches, banners, waste receptacles, bike racks <i>and public art</i> will be required within the boulevard.	

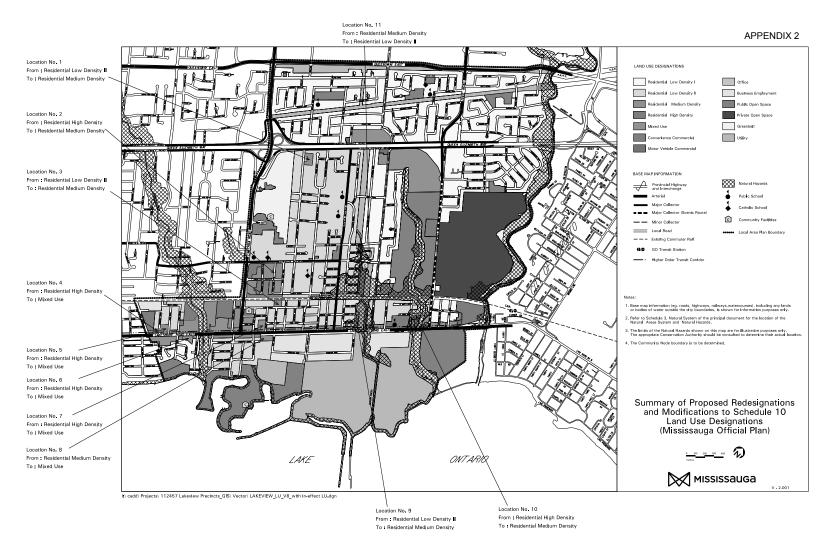
Respondent <sup>2</sup>	Section	Issue/Comment		Staff Comment	Recommendation to Draft Lakeview Local Area Plan/Mississauga Official Plan <sup>3</sup>	
Lakeview Ratepayers Association	3.0 Lakeshore Corridor Precinct, 3.6 At Grade Commercial Requirements a)	Ensure that doors/entrances of the buildings along Lakeshore Road East are accessible  Consider the additional wording: (a) Building entrances should be located along and face Lakeshore Road East; these entrances will be considered a main or principal entrance and opening to the street at Lakeshore Road.	Agree.		122	That Section 3.6 (a) be modified as follows:  (a) Building entrances should be located along and face Lakeshore Road East. These entrances will provide an opening to the sidewalk and be considered the main or principal entrance from Lakeshore Road East.

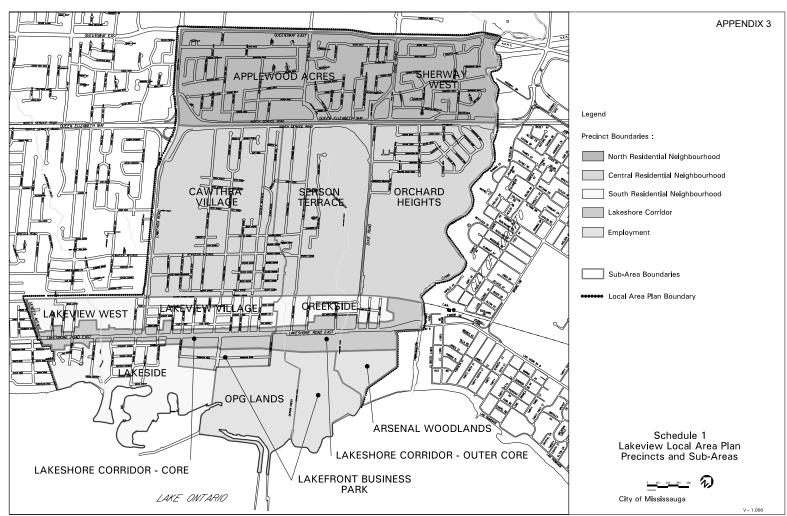
Notes:

1 Minor changes such as renumbering of sections, grammar, spelling, and photo replacements are not included in the table.

2 The respondent "Public" includes comments provided at the public open house, public meeting, or submitted to the City.

3 Words underlined and italicized are additions to the policies; words crossed out represent deletions.





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