



Streetscape Feasibility Statement

PLAZACORP 420 Lakeshore Management Inc.

June 2020

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**TURNER
FLEISCHER**



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Prepared for and on behalf of:
PLAZACORP 420 Lakeshore Management Inc.

Project Name:
420 Lakeshore Road East, Mississauga

Report Name:
Streetscape Feasibility Statement

Status:
FINAL

This document has been issued and amended as follows:

Issue	Description	Date	Prepared by	Reviewed by	Approved by
01	Draft template issue_01	19 / 05 / 2020	RL	BY	RL
02	Frist Draft Issue	12 / 06 / 2020	RL	BY / HS	RL
03	Final Issue	17 / 06 / 2020	RL	BY	RL
04					
05					



Introduction

Weston Williamson Ltd., Turner Fleischer, Strybos Barron King, and Skira Associates (the design team) have been retained by Plazacorp 420 Lakeshore Management Inc. (hereinafter referred to as the “Owner”) to prepare a Streetscape Feasibility Statement for the development on lands municipally described as 420 Lakeshore Road East, bounded by the south-west corner of Lakeshore Road and Enola Avenue intersection in the City of Mississauga (hereinafter the “Site” or “the proposed development”).

The purpose of this Streetscape Feasibility Statement is to satisfy the requirements, objectives and guidelines identified in the June 2016 Amended Boulevard Treatment Council Report (where applicable) and set out in both Section 9 of the Official Plan and the Amended Boulevard Treatment Areas. More specifically, this statement has been prepared to demonstrate that the proposed development can accommodate the appropriate boulevard treatment within the public right-of-way and that the associated building setbacks are adequate.

The proposal consists of a mixed-use development comprised of a single building, 12-storey's in height. Two levels of underground parking has been

allowed for. The development will have frontage along Lakeshore Road East, with vehicular access from Enola Avenue. The proposal offers a range of housing opportunities by including a variety of unit types and sizes in addition to two at-grade commercial spaces fronting on to Lakeshore Road East.

In accordance with the City of Mississauga's Terms of Reference this document will verify that a below-grade trench to accommodate the street tree corridor and above-grade street tree canopy clearance can be provided within the public right-of-way on Lakeshore Road East. This Feasibility Streetscape Study demonstrates the following requirements as listed in the City's Terms of Reference:

- A 2 meter wide by 2 meter minimum depth of unencumbered area for the street tree corridor located at a minimum set back of 0.75m from the back of the municipal curb for the length of the development;
- Relocated utilities have the regulated offsets from the street tree corridor;
- A Utility Plan (prepared by Skira Associates);
- Plans and cross-sections illustrating the relocated utilities;

- A Letter of Acknowledgement from the owner of the property verifying that they are aware of the costs associated with the streetscape treatment that will be implemented through the site plan process.

This study consists of the following sections:

1. Lakeshore Corridor Precinct
2. Lakeshore Road East
3. Enola Avenue
4. Existing Utilities
5. Proposed Streetscape
6. Trench Location
7. Lakeshore Road – Existing and Proposed Street Section
8. Enola Avenue – Existing and Proposed Street Section
9. Existing and Emerging Context
10. Conclusion

Appendices



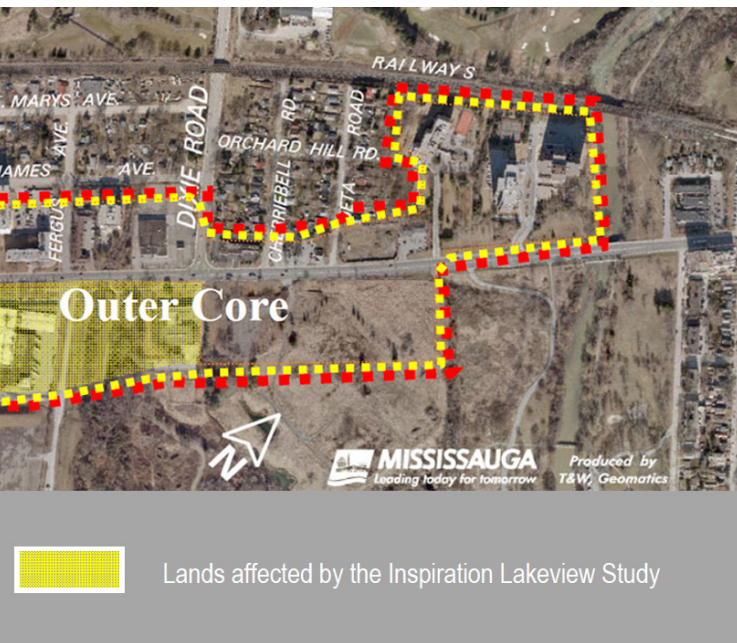
The Site (red box) and its surrounding context (blue box) in Lakeshore Corridor Precinct (Source: City of Mississauga)



Residential Interface along Lakeshore Road East



Existing Lakeshore Road East streetscape character looking west



Lakeshore Corridor Precinct

The proposed development is located within the Lakeshore Corridor Precinct, in the portion designated as “The Outer Core.” The precinct is an east-west major arterial with a unique identity and function in the community. The corridor contains a mix of uses and variation in built form.

The City of Mississauga’s Official Plan does not call for the widening of Lakeshore Road East adjacent to the proposed development. However, enhancements will be made as a result of the proposed development. The south side of Lakeshore Road East, along the Site’s northern boundary will be improved from a pedestrian standpoint and frontage. The following guiding

principles, as listed in the Lakeview Local Area Plan, are adopted:

- A pedestrian oriented environment;
- Closely spaced buildings fronting onto Lakeshore Road East;
- Minimize access points;
- No parking between the building and the street; and
- Design that enhances a main street retail environment.



507 Lakeshore Road East and the emerging tree planting corridor



Residential neighbourhoods to the south of Lakeshore Road East

Shaw Drive

Enola Avenue



411 Lakeshore Road East
Motor vehicle repair garage
(Heritage listed)

425 Lakeshore Road East
Future four-storey, mixed-use project
with 68 units of affordable housing

507 Lakeshore Road East
Mixed-use office and retail plaza



Retail Plaza

420 Lakeshore Road East
Motor vehicle repair garage
(Heritage listed)

Residential Apartment Building



Enola Avenue

Lakeshore Road East



Lakeshore Road East looking west adjacent to 420 Lakeshore Road East construction site

The proposed development spans approximately 70m of the south side of Lakeshore Road East; bounded by Enola Avenue to the east and Shaw Drive to the west. Adjacent to the subject site is a strip mall with a collection of small stores anchored by a Metro. Parking lots front onto Lakeshore Road which supports both a retail plaza and the subject site.

Immediately to the north of the site is a construction site for a new 4-storey rental apartment building consisting of 66 units with ground floor amenity and commercial space. To the east is an existing mixed-use development

that includes residential buildings, office space, shopping and cafes. A tree planting corridor is in place in front of this area. To the west is an auto body shop and medium-rise apartments.

Lakeshore Road has two travel lanes for either direction, with left-turn lanes at intersections. On the north side there is a lay-by and a former bus stop. Above ground utility lines run along the north side from east to west, and crosses to the south side at certain points.



The Site looking south



Lakeshore Road East - existing streetscape

- Existing above ground utility wires running along the west (right) and sidewalk along the east (left) of Enola Avenue.



- Residential neighbourhood character to the south



- Entrance to the Adamson Estate from Enola Avenue



- Lakeshore Road East and Enola Avenue intersection



- Residential character looking north on Enola Avenue towards Lakeshore Road East.



Enola Avenue



Entrance into Adamson Estate



Adamson Estate barn



Adamson Estate



Lake Ontario and the water's edge

Enola Avenue has a 20m Right-of-Way and its streetscape is characterized by the residential homes which front onto the roadway or sidewalk on the east side of the street. Single detached homes are set back from the street edge.

Enola Avenue provides a connection between Lakeshore Road East and Lake Ontario. This route leads to the Adamson Estate and Derry Property, a local heritage site which sits along the shore of Lake Ontario. The site is designated as a heritage site and policy permits additional uses including secondary offices, conference centre facilities and community infrastructure. The proposed development, at the corner of Enola and Lakeshore, will act as a gateway to the heritage site and the water's edge.

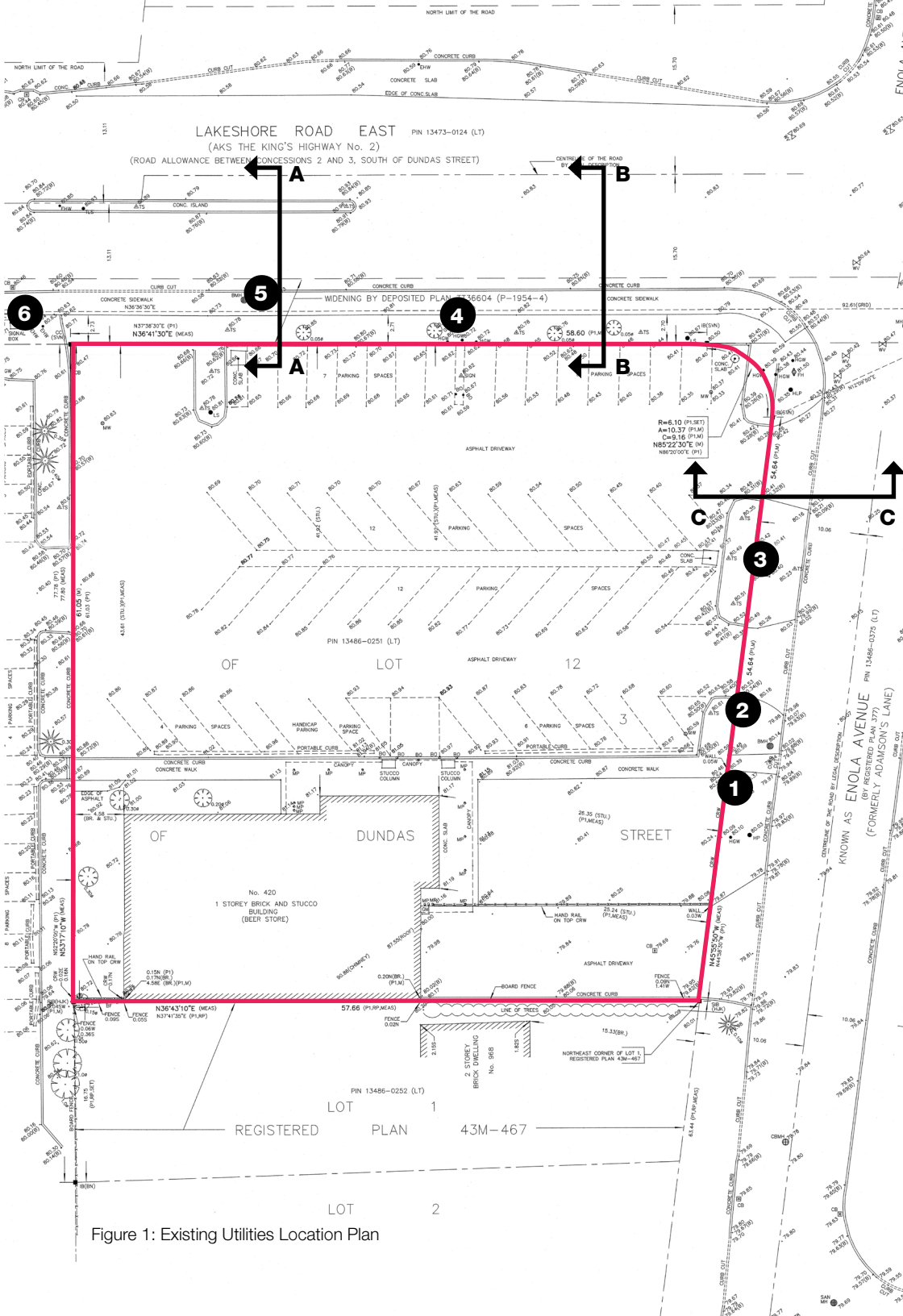


Figure 1: Existing Utilities Location Plan

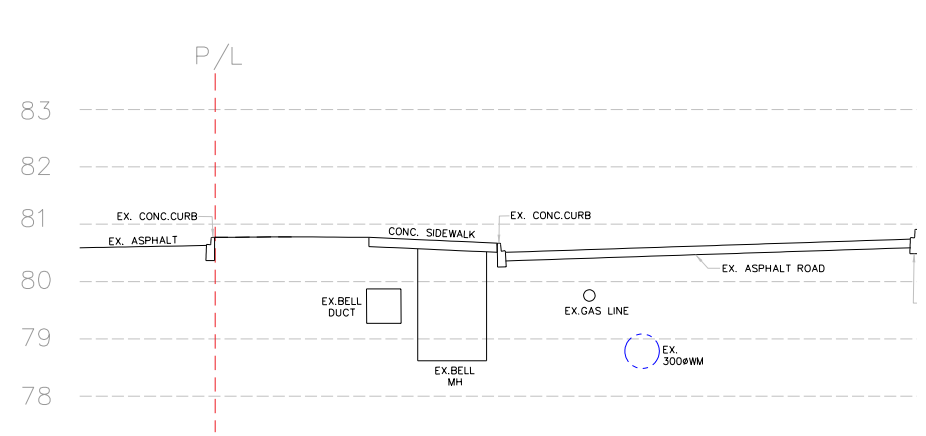


Figure 2: Section A-A - Lakeshore Rd E existing utilities (by Skira Associates)

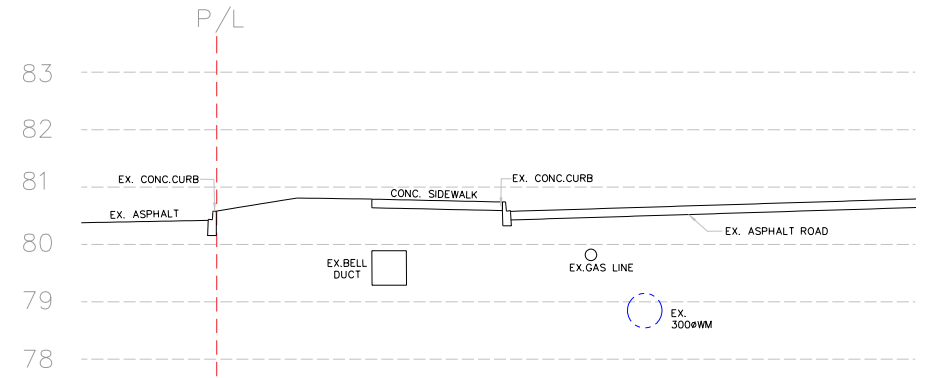


Figure 3: Section B-B - Lakeshore Rd E existing utilities (by Skira Associates)

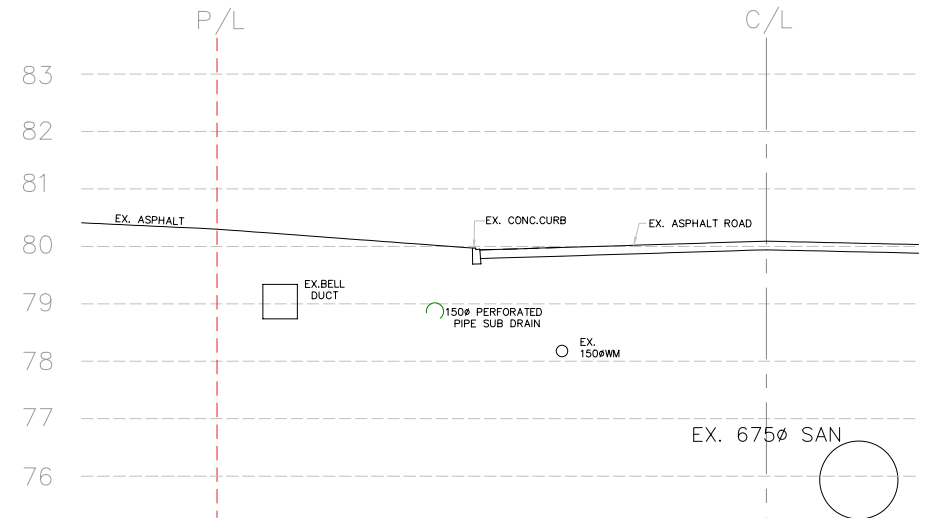


Figure 4: Section C-C - Enola Avenue existing utilities (by Skira Associates)



1 Bell Distribution Point A



2 Bell Distribution Point B



3 Bell Distribution Point C



4 Utility tension cable poll



5 Existing Manhole



6 Existing manholes and utility boxes

Existing Utilities

There are existing above and below ground utilities present along Lakeshore Road East. Information regarding existing underground utilities are reflected in Figure 1, which illustrates a Bell duct and cables, gas line and water main within the 30m Right-of-Way. There are above ground utility lines running east-west along the north portion of Lakeshore Road with tension wires leading to the south to support the lines.

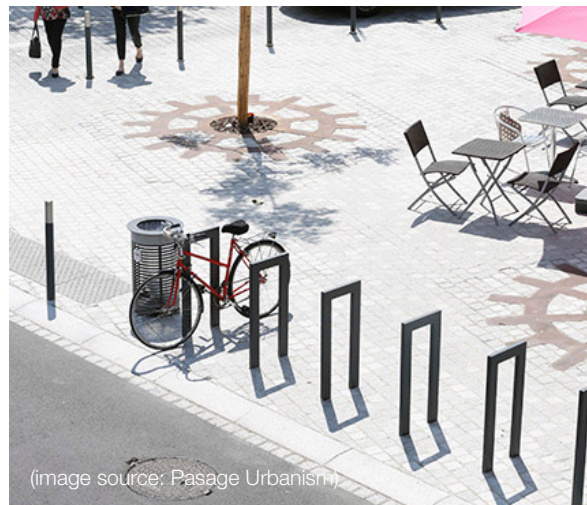
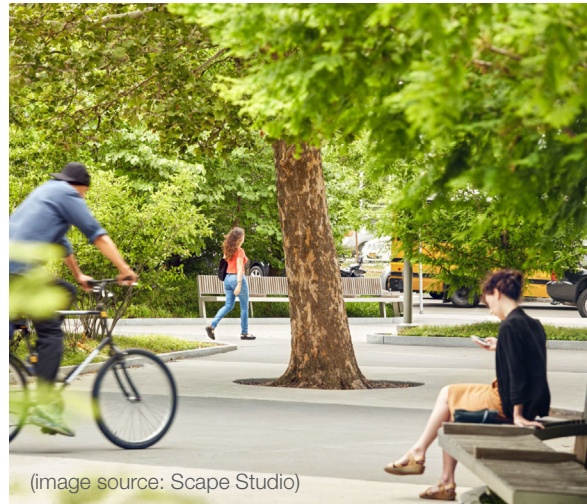
The underground Bell cables run along the south under the sidewalk leading to major distribution plants located near the Enola Avenue and Lakeshore Road East: Main Copper distribution box, High Speed Fiber ONUs and Fiber Central Splitting Point which serve the buildings and residents in the proximity. There are also two Bell manholes on the sidewalk along the corridor which in their current position will be in the path of the proposed tree planting. Bell has recommended that the grade of the manhole lids be adjusted to match the new grade of the proposed landscaping, however, they do not recommend the relocation of the manholes.

Three cross-sections, two along Lakeshore Road East and one along Enola Avenue, have been prepared to illustrate the above and below grade utilities. The cross sections are drawn in accordance with the City of Mississauga's standard drawings. The sections are illustrated Figures 2, 3, and 4.



Emerging streetscape -
507 Lakeshore Road East tree planting

Proposed Streetscape



Within our proposed streetscape, the width and layout of the travel lanes remain the same (as existing?). A similar design language has been adopted at 507 Lakeshore Road for this portion of Lakeshore Road East to ensure a harmonious landscape character is achieved in the streetscape. We have adopted the following principles which are listed in the Lakeview Local Plan for the Lakeshore Corridor Precinct:

- A pedestrian oriented environment;
- Closely spaced buildings fronting onto Lakeshore Road East;
- Minimized access points;
- No parking between the proposed building and the street; and
- Design that enhances a main street retail environment.

The proposed development is setback from the street to ensure a well landscaped frontage creating a boulevard character and an appropriate streetscape. The building is setback 0.6m (maximum 3.0m from property line) to provide a consistent street edge. Figure 7 demonstrates the proposed development is appropriately setback to ensure that the boulevard width is a minimum 5.6m from the street curb to the face of the building. This allows for a consistent and viable sidewalk and potential for a 2m by 2m tree zone and street furniture.

Streetscape element precedent images

Trench Location

The location of the proposed trench is in accordance with the City's requirements. A trench with a minimum plan area (width) of 2m has been introduced, setback a minimum 0.75m from the back of the municipal curb. According to the utility locations attained by Skira Associates, there is an existing Bell cable and Hydro utility tension wire which conflicts with the proposed trench location in the proposed design condition. Figure 5 illustrates

an overlay of the existing over the proposed condition.

Relocation discussions are currently ongoing between Skira Associate and the respective utility companies, upon which relocation drawings and a cost estimate will be prepared. In the interim, dimensions and notes have been added to the plan (Figure 5) and cross-sections (Figure 6 and 7) on

the following pages. These drawings illustrate the initial thoughts for the relocation. Please refer to the Landscape Plan, prepared by Strybos Barron King, that will adhere to the above-grade tree canopy clearances as illustrated in the City's Streetscape Feasibility Terms of Reference.

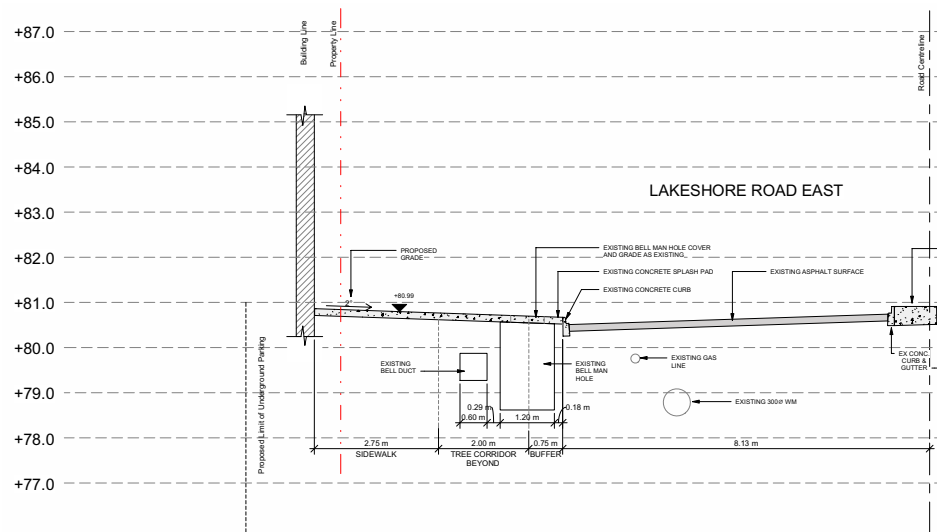


Figure 6: Section A-A existing Bell manhole location and grade maintained (please see Appendix 1 for 1:50 sections)

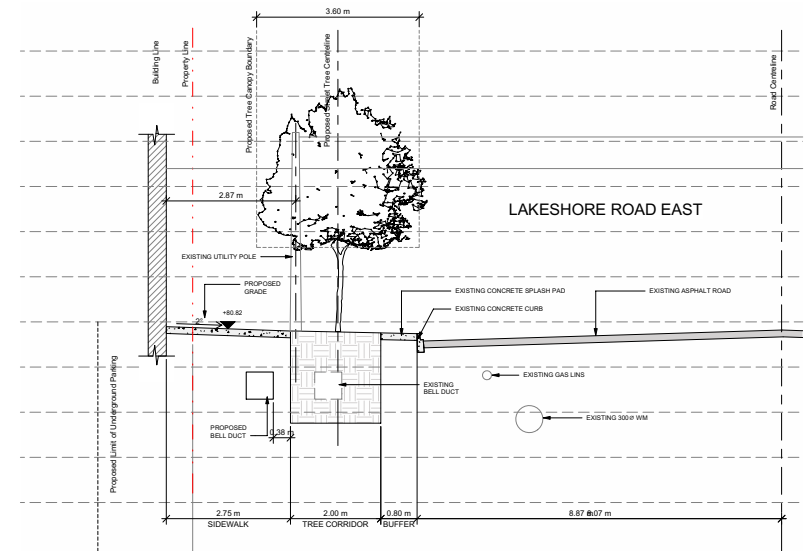


Figure 7: Section B-B Proposed location of 2m by 2m tree planting trench (please see Appendix 1 for 1:50 sections)

Lakeshore Road - Existing Street Section

Lakeshore Road East is designated as a 30m-wide right-of-way width in the City of Mississauga's Official Plan. The width of the roadway is approximately 16.0m surface, with 4 travel lanes in addition to a layby/bus stop along the north or

westbound route. Next to the roads are sidewalks on either end. There is a series of utility poles along the north of Lakeshore Road, with below grade utility. Figure 8 illustrates this condition.

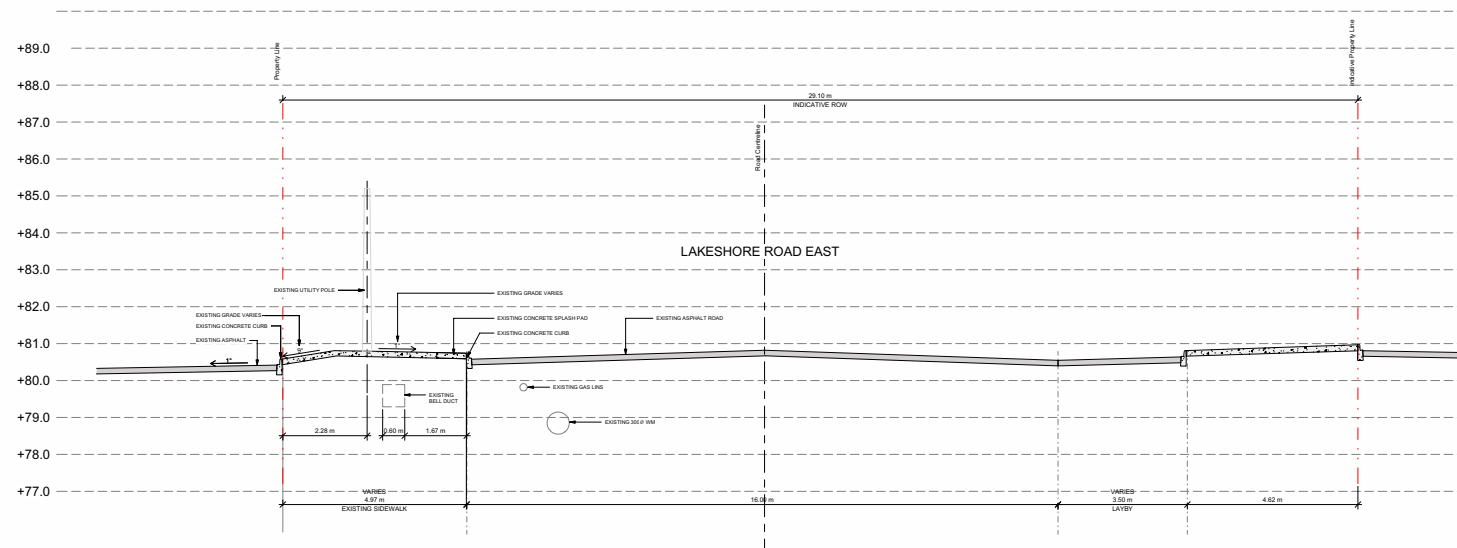


Figure 8: Existing Lakeshore Road East Typical Street Section (please see Appendix 1 for 1:50 sections)

Lakeshore Road - Proposed Street Section

In the proposed section, the travel lanes remain the same. A tree corridor as prescribed in the City of Mississauga's Terms of Reference for a Streetscape Feasibility Study has been applied. The proposed section illustrates the 2m deep by 2m wide tree corridor has been implemented. According to

utility plans obtained to date, an existing Bell utility line and manhole is within the boundaries of the corridor and will need to be relocated. Figure 9 illustrates the relocation of the utilities in order to accommodate the proposed tree planting. Initial Discussions with Bell have been undertaken and

the preparation of the relocation drawings and cost estimate is underway and will be prepared by others. In the interim, Figure 5 illustrates the relocation discussions in progress and may be subject to change as the design further develops.

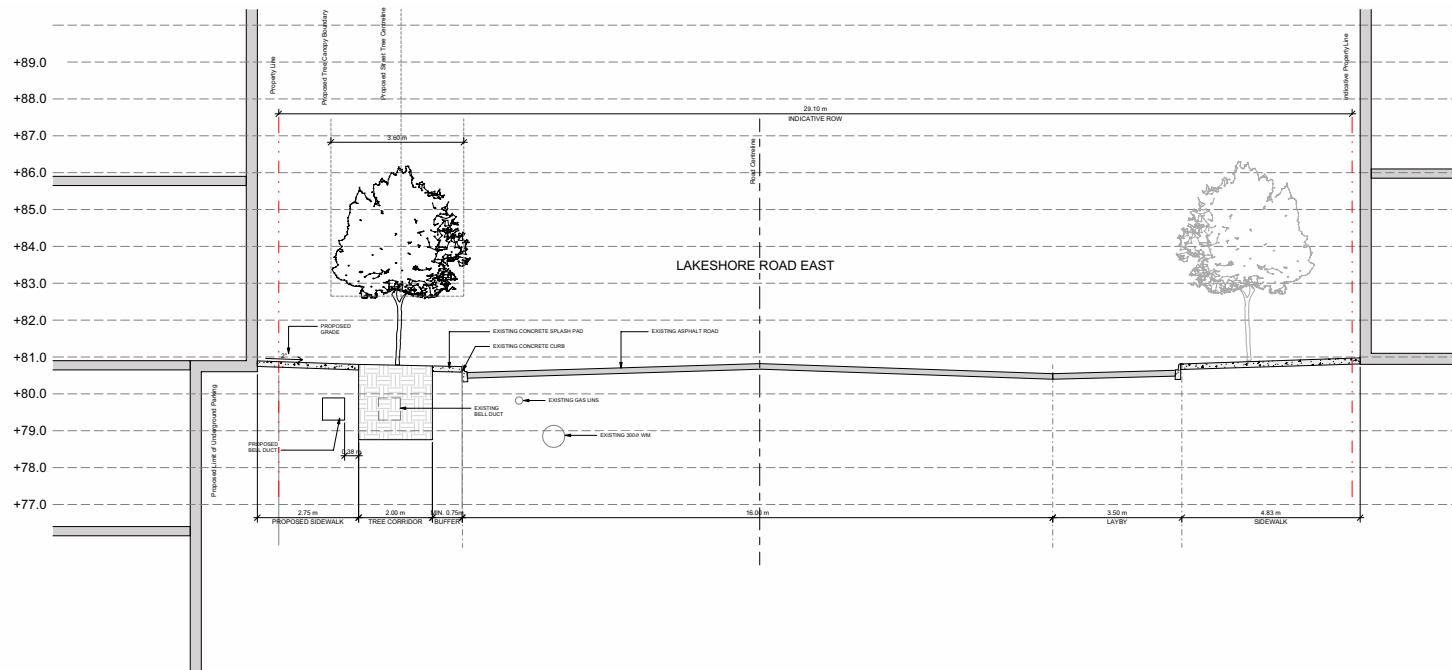


Figure 9: Proposed Lakeshore Road East street section (please see Appendix 1 for 1:50 sections)

Enola Avenue - Existing Street Section

Enola Avenue has a 20m Right-of-Way which is lined with two-storey single detached family housing facing onto the street. There is a single sidewalk on the east side of Enola Avenue. On the west side, there is only a curb line which encloses

the front lawns and driveway access of the private homes. There are also several established and mature trees running parallel to the street curb, and set back into the front yard by varying distances.

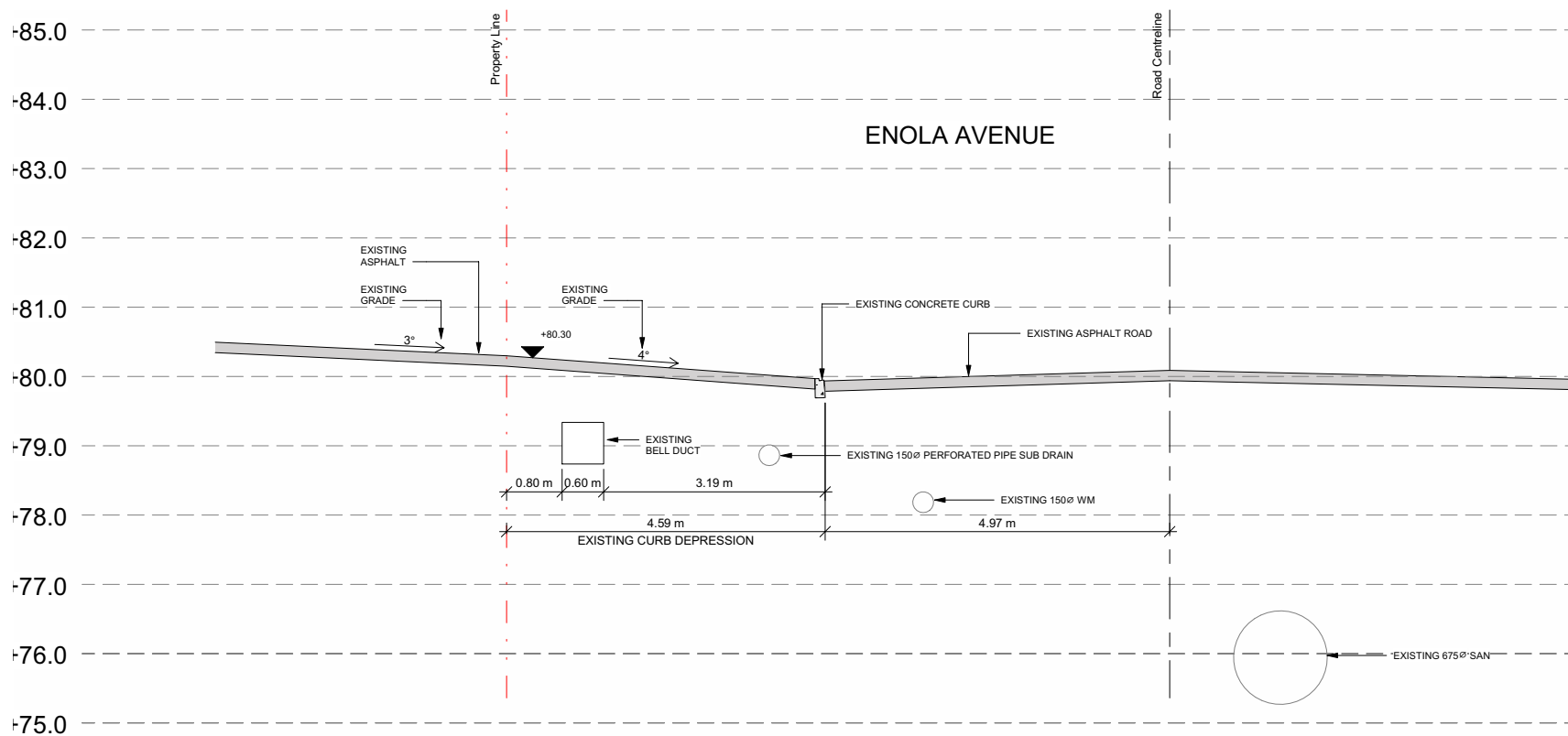


Figure 8: Existing Enola Avenue Typical Street Section (please see Appendix 1 for 1:50 sections)

Enola Avenue - Proposed Street Section

The development has an interface along its eastern boundary with Enola Avenue and our proposal is to match the existing condition. Vehicular and cycle access is proposed from Enola Avenue, with pedestrian access from the corner of Enola Avenue and Lakeshore Road East. Maintenance access

to the Bell boxes, as noted in the Existing Utilities section, is maintained.

The current setbacks meet the intent of the 45 degree angular plane and adequately respects the neighbourhood to the south. The lots to the west to

the site are much deeper and will eventually contain greater density. This project is the right transition for future projects along the corridor. In addition the elevation gives a unique corner feature setting precedence for future developments along the corridor.

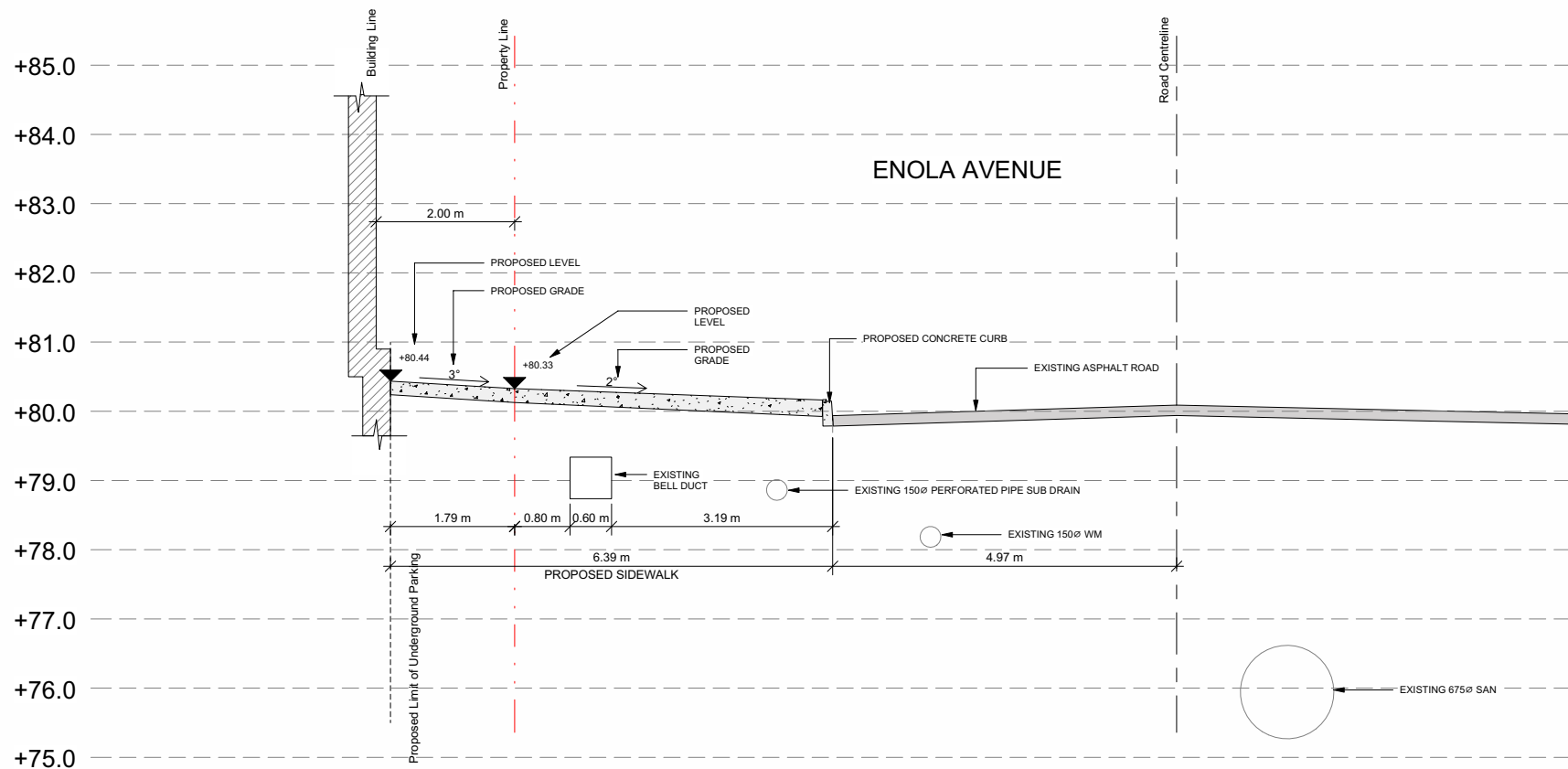


Figure 9: Proposed Enola Avenue street section (please see Appendix 1 for 1:50 sections)



Lakeshore Corridor Precinct





Lakeshore Road & Enola Avenue Intersection





Shaw Drive



Lakeshore



BEER
STORE

> IN

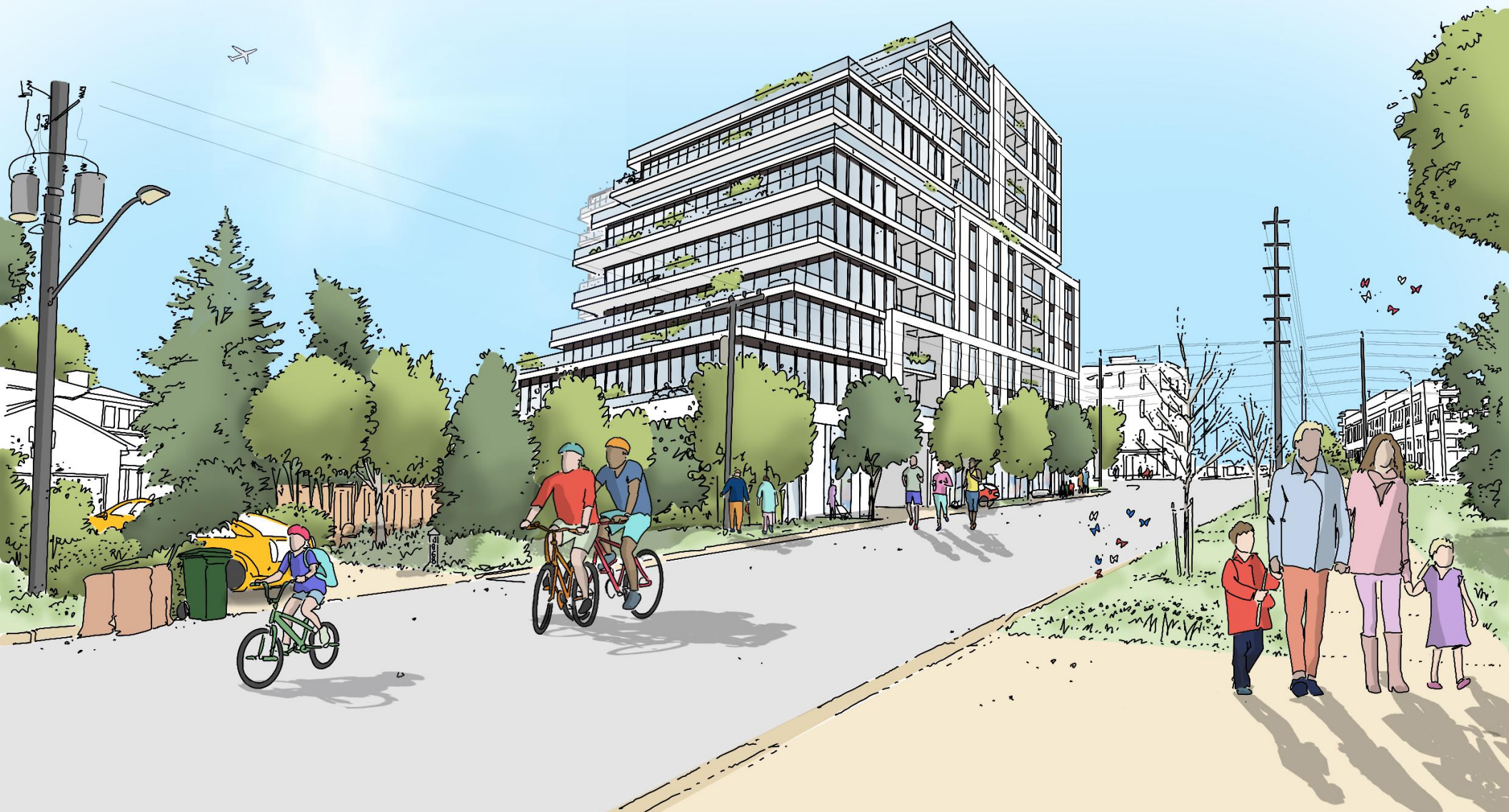


Lakeshore Road East & Shaw Drive

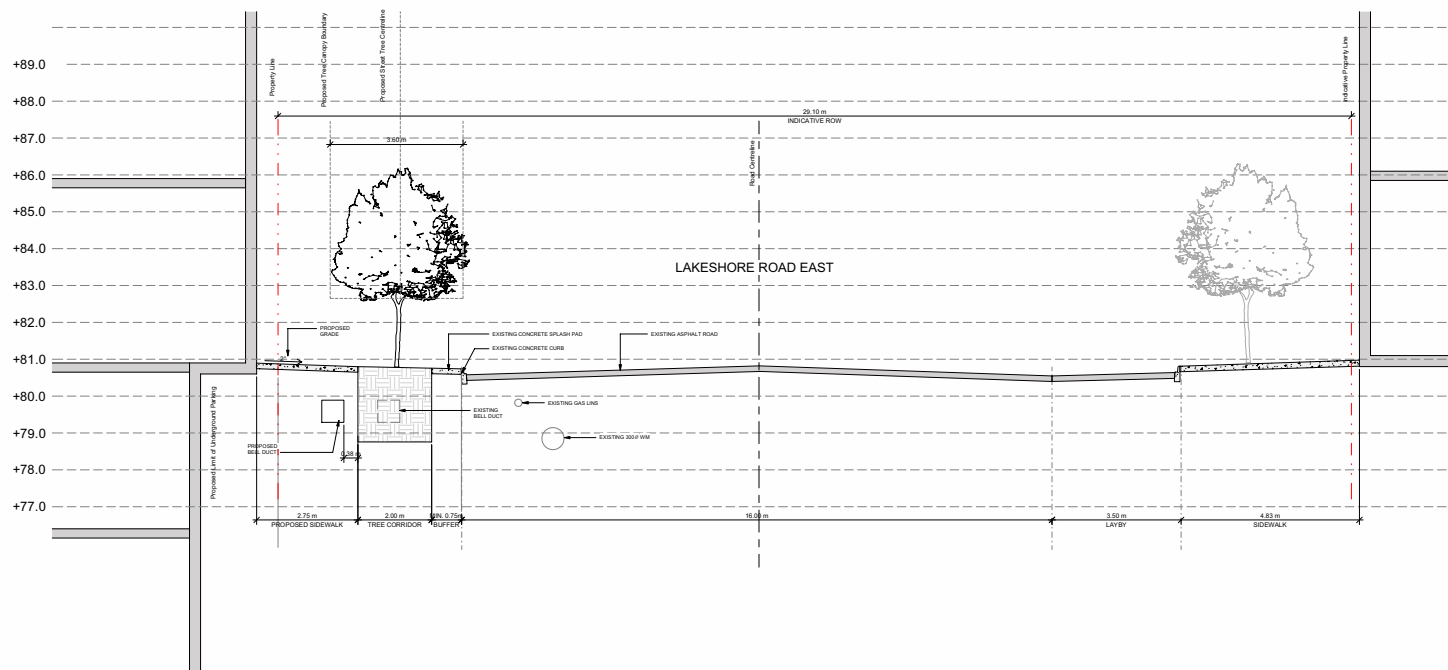




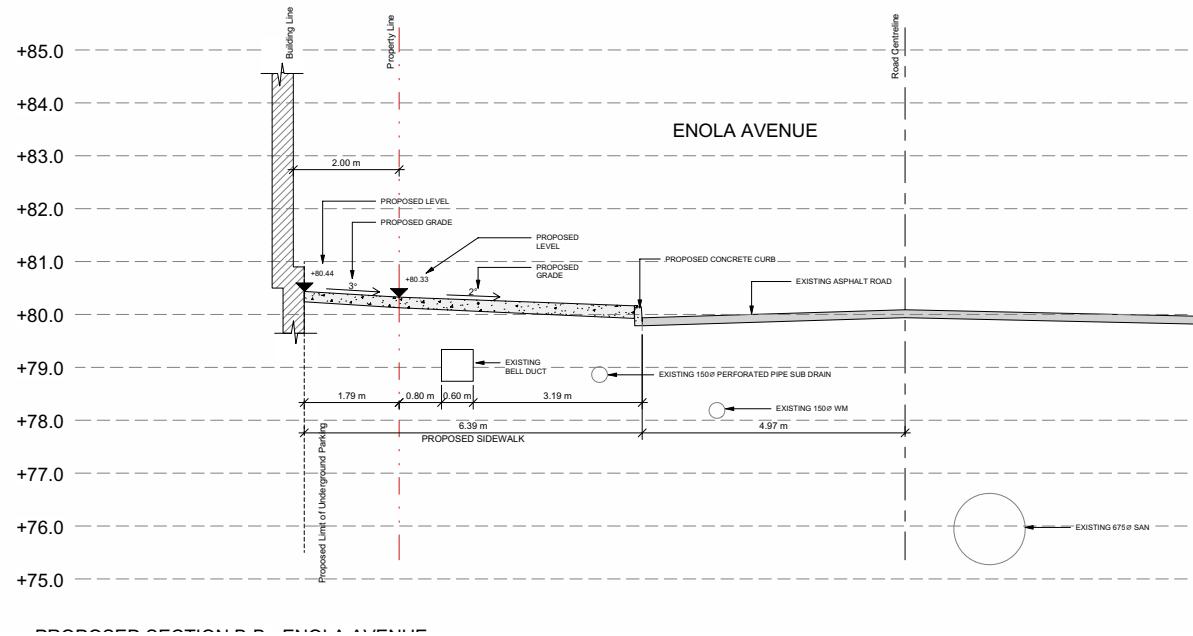
Enola Avenue



Lakeshore Road East - Proposed Street Section



Enola Avenue - Proposed Street Section



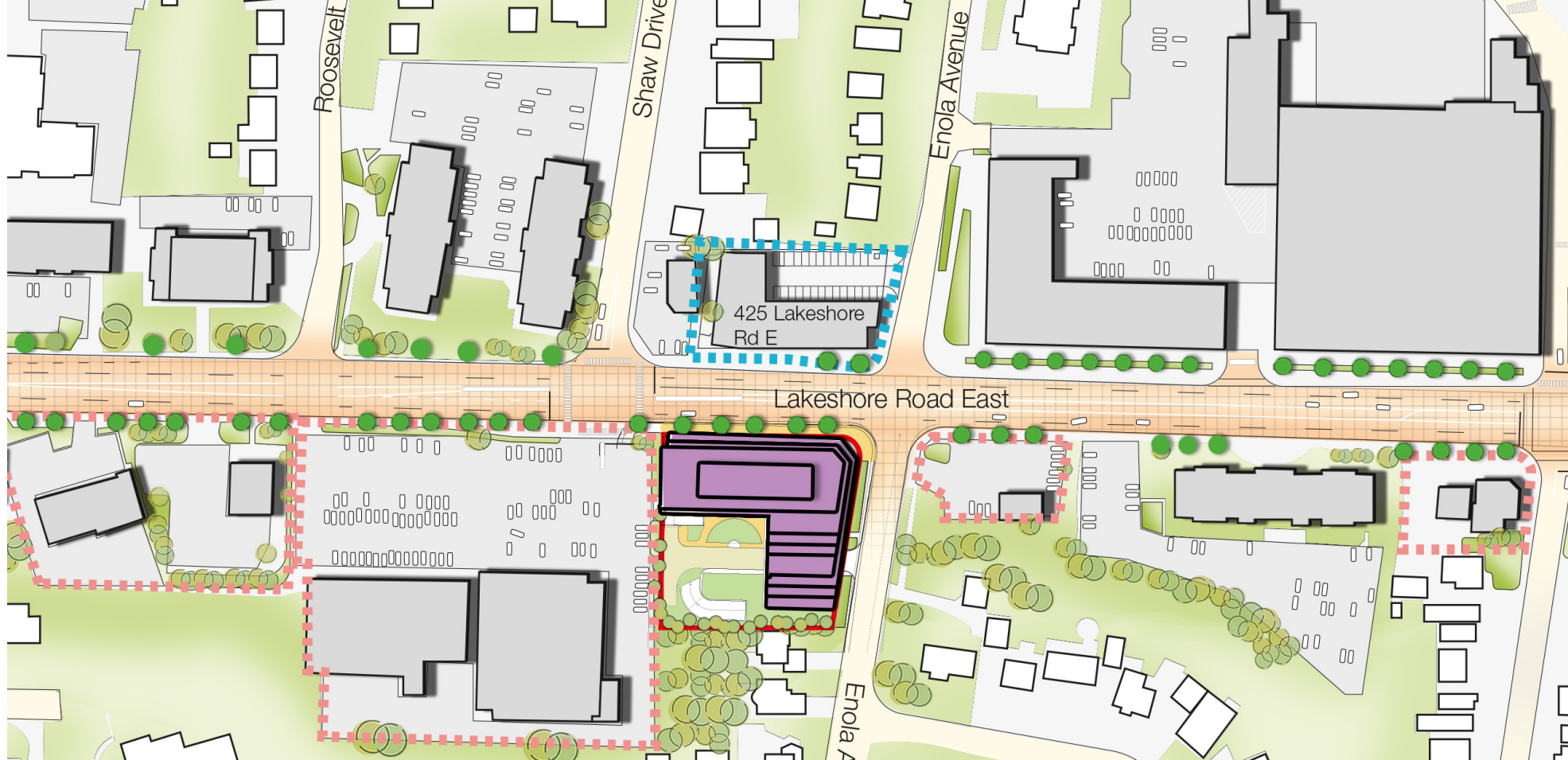


Existing Context

The design of the proposed development takes into consideration the existing context and the areas of sensitivity and opportunities. The proposed development recognizes its role as a corner block and a gateway feature leading to the water's edge and Adamson's Estate, Mississauga's site of local heritage. The proposed development locates growth along the corridor, while respecting the residential

homes to the south through setbacks in its built form. The following attributes are achieved by the proposed development:

- Reconnection of Lakeshore to the waterfront by protecting the historical view corridor to and from Adamson Estate.
- Provision of appropriate and sensitively considered built form transitions
- Provision of a mixed-use development offering employment opportunities for the local community
- Encouragement of sustainable modes of movement via new enhanced walking and cycling routes
- Conforming with the existing lot pattern in the surrounding community



Red and blue dashed line lands are sites along the Lakeshore Corridor Precinct which will deliver the boulevard in the future.

Emerging Context

The proposed development recognizes its role in the Lakeshore Corridor Precinct. With development interest growing, the road will gradually transform into a new main street, animated with new mixed-use buildings along its entirety. The plan demonstrates the design team's recognition of the corridor's transformation and the figure above illustrates the proposed development's role in this segment of Lakeshore Road East becoming Lakeshore Boulevard.

The following principles are proposed which will influence the proposed streetscape:

- Contribution to Lakeshore Road East becoming a pedestrian oriented main street
- Provision of well landscaped streetscape along Lakeshore Road East
- Provision of street furnishings and public art to animate the Lakeshore Corridor
- Creation of a well-considered street wall to frame and enclose the corridor
- Enhanced cycling routes
- Clear wayfinding and streetscape linking the emerging boulevard typology with the existing historic context of Lakeshore
- A detailed interface between the proposed development and the public realm designed to the highest standards



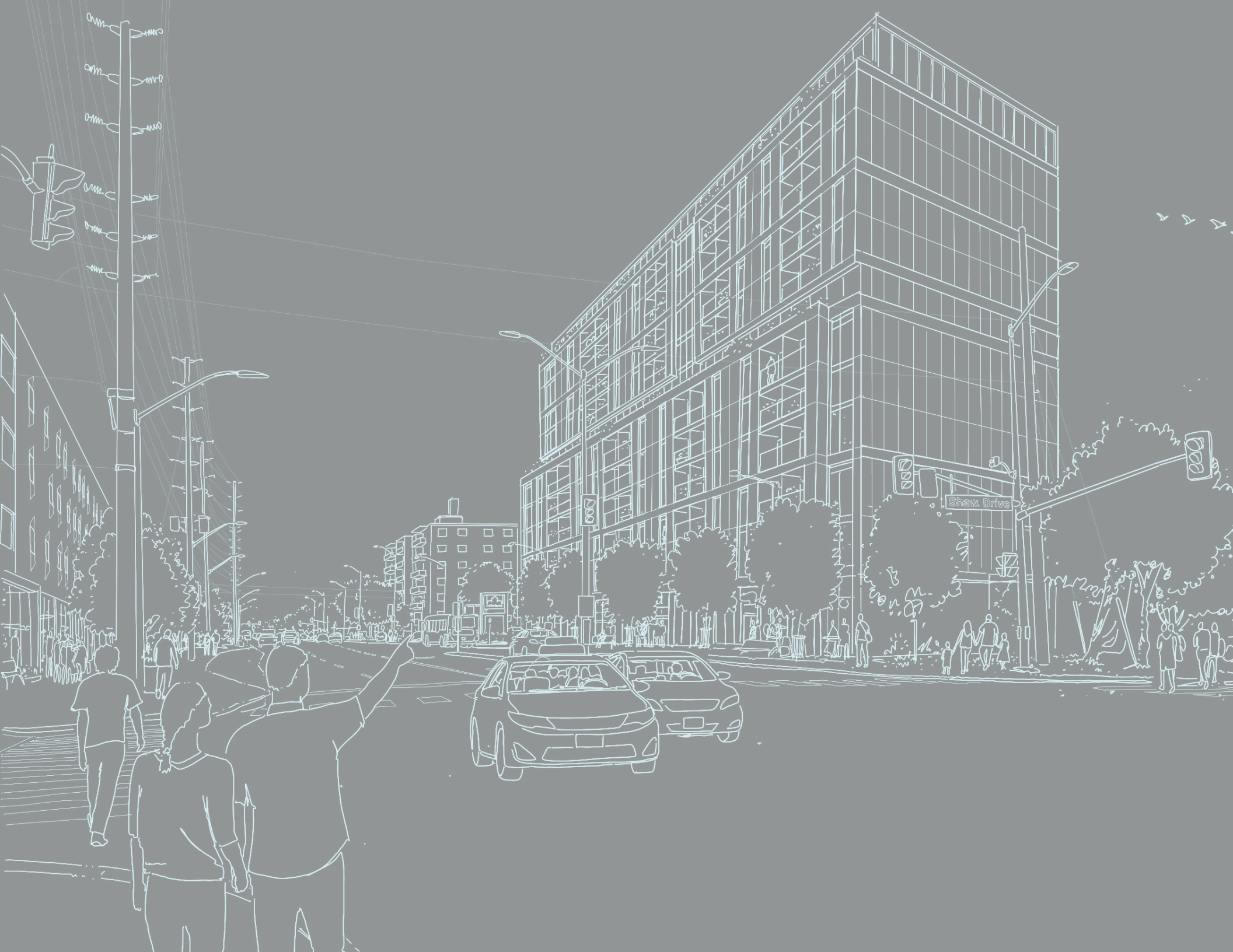
Conclusion

As illustrated in this Streetscape Feasibility Study, an appropriate boulevard treatment can be accommodated within the existing 30m right-of-way next to Lakeshore Road East in accordance with the requirements listed in the City of Mississauga's Streetscape Feasibility Study Terms of Reference. The existing underground Bell cable is required to be relocated in order to accommodate the 2m by 2m tree planting trench. Discussion and the re-location design are in progress between Skira Associates and Bell.

The proposed development is setback from the street to ensure a well landscaped frontage to create a boulevard character and an appropriate streetscape. The building is setback 0.6m to provide a consistent street edge. The boulevard width on the south side of Lakeshore Road East is a minimum 5.6m from the street curb to the face of the building. This allows for a consistent and viable sidewalk and potential for a 2m by 2m tree zone and street furniture.

Our study also illustrates how our proposed development and resulting streetscape interventions will transform the public realm of Lakeshore East, creating the strong sense of place and civic pride that the Mississauga Terms of Reference seek to achieve.





Appendices