



AGENDA

THE CORPORATION OF THE CITY OF MISSISSAUGA

PLANNING & DEVELOPMENT COMMITTEE

MONDAY, JUNE 23, 2014 - 7:00 P.M.

AFTERNOON SESSION – 1:30 P.M.

EVENING SESSION – 7:00 P.M.

COUNCIL CHAMBER, 2ND FLOOR - CIVIC CENTRE
300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO, L5B 3C1
<http://www.mississauga.ca/portal/cityhall/planninganddevelopment>

Members

Mayor Hazel McCallion	
Councillor Jim Tovey	Ward 1
Councillor Pat Mullin	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor Frank Dale	Ward 4
Councillor Bonnie Crombie	Ward 5
Councillor Ron Starr	Ward 6
Councillor Nando Iannicca	Ward 7
Councillor Katie Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10 (Chair)
Councillor George Carlson	Ward 11

Mumtaz Alikhan, Legislative Coordinator, Office of the City Clerk
905-615-3200 ext. 5425 / Fax 905-615-4181
email: mumtaz.alikhan@mississauga.ca

LIVE STREAMING: <http://www.mississauga.ca/videos>



PLANNING & DEVELOPMENT COMMITTEE – JUNE 23, 2014

PUBLIC MEETING STATEMENT: In accordance with the *Ontario Planning Act*, if you do not make a verbal submission to the Committee or Council, or make a written submission prior to City Council making a decision on the proposal, you will not be entitled to appeal the decision of the City of Mississauga to the Ontario Municipal Board (OMB), and may not be added as a party to the hearing of an appeal before the OMB.

Send written submissions or request notification of future meetings to: Mississauga City Council

c/o Planning and Building Department – 6th Floor

Att: Development Assistant

300 City Centre Drive, Mississauga, ON, L5B 3C1

Or Email: application.info@mississauga.ca

INDEX FOR EVENING SESSION – 7:00 P.M.

8. Inspiration Lakeview Master Plan (Ward 1)
File: CD.21.OPG.26.5A
9. **PUBLIC MEETING**
Mississauga Official Plan Conformity Amendment to the Region of Peel Official Plan
File: CD.03.MIS
10. **PUBLIC MEETING**
Information Report on Official Plan Amendment and Rezoning Applications to permit a 33 storey apartment building which may include ground floor retail commercial uses, southeast corner of Nahani Way and Hurontario Street
Owner: Alfonso Gallucci General Construction Limited
Applicant: Goldberg Group, **Bill 51**, (Ward 5)
File: OZ 13/018 W5
11. **PUBLIC MEETING**
Information Report on Official Plan Amendment and Rezoning Applications to permit a 28 storey, 260 unit apartment building, 45 Agnes Street, northeast corner of Cook Street and Agnes Street, west of Hurontario Street
Owner: Eminence Living Inc.
Applicant: Ruth Victor Associates, **Bill 51**, (Ward 7)
File: OZ 13/017 W7

ADJOURNMENT



Corporate Report

Clerk's Files

Originator's
Files
CD.21.OPG.26.
5A

DATE: June 2, 2014

TO: Chair and Members of the Planning and Development Committee
Meeting Date: June 23, 2014

FROM: Edward R. Sajecki
Commissioner, Planning and Building

SUBJECT: **Inspiration Lakeview Master Plan (Ward 1)**

- RECOMMENDATION:**
1. That the report dated June 2, 2014 from the Commissioner of Planning and Building, titled "Inspiration Lakeview Master Plan", and the accompanying Inspiration Lakeview Master Plan document, prepared by Urban Strategies Inc., and provided under separate cover, be received.
 2. That the Inspiration Lakeview Master Plan be circulated to stakeholders, agencies, authorities, and City departments for review and comment.

REPORT HIGHLIGHTS:

- In accordance with a Memorandum of Understanding between the City of Mississauga, Ontario Power Generation (OPG), and the Province of Ontario, a Master Plan to articulate a Shared Vision for the future of the OPG lands has been developed.
- Urban Strategies Inc. was retained to assist the partners, stakeholders, and the community in developing a Master Plan for the OPG site and the adjacent business employment lands.
- Based on input from the public, the Plan focuses on Six Big Moves:

- A Continuous Waterfront;
 - A Blue and Green Network;
 - A Fine Grained Street Pattern;
 - Bring Transit to the Site;
 - A Cultural Hub at the Head of the Pier; and
 - Employment and Innovation Corridor.
- The Master Plan proposes long term, phased in development of six sustainable neighbourhoods that offer a variety of mixed uses and residential housing stock along with a vibrant public realm including generous open spaces, cultural and recreational amenities and employment opportunities.
 - The next steps will require a continued partnership and concerted effort among the community, land owners, the City, the Province and OPG in order to advance the project through the regulatory planning process.

BACKGROUND:

On February 27, 2008, City Council unanimously approved Resolution 0048-2008 directing staff to commence planning for the redevelopment of the Ontario Power Generation (OPG) lands located in Lakeview. This was in response to strong community support for the creation of an exciting, vibrant and visionary urban living centre on the site.

Funding for this project was approved in 2010. Urban Strategies Inc. was retained to support the initiative, which was coined Inspiration Lakeview. At that time, the scope of the lands to be included in the project was extended to the business employment lands between the OPG site and Lakeshore Road. The intent was to build on the existing public sentiment through a collaborative process that engaged Council, the community, land owners, other stakeholders and staff. In December 2010, The Honourable Charles Sousa, MPP, Mississauga South, announced the Province of Ontario (Province) would work with the City of Mississauga and OPG to develop a Shared Vision and action plan for the redevelopment of the lands. This was formalized with a Memorandum of Understanding (MOU) approved by Council Resolution 0166-2011.

The MOU stated the goal of the project was to develop a Shared Vision for a long term plan to be implemented in a financially prudent manner, to benefit the citizens of both Mississauga and the rest of Ontario and increase the financial, social, environmental and economic value of the site area in general and the OPG lands specifically. The MOU included a timeline of June 30, 2014 for completion. This was recently extended to August 30, 2014 to reflect the scheduled meeting dates of the OPG Board of Directors who are required to receive the Master Plan for review and consideration.

Over the past few years, community consultations and visioning sessions were conducted, attracting hundreds of residents and other stakeholders. In April, 2011, the vision for Lakeview was received by Council and staff were directed to use it as the foundation for the preparation of a Master Plan.

Staff then entered into lengthy and detailed discussions with OPG on the method for achieving the Shared Vision including a site access agreement, scope and costs, and a work plan and logistics. To assist OPG, Infrastructure Ontario was retained in the summer of 2013. On September 30, 2013, OPG provided official permission for site access which allowed for the start of the Master Plan process.

Subsequently, staff from OPG, Infrastructure Ontario and a cross-departmental team from the City worked together with Urban Strategies Inc. to develop the Plan. Work on the Master Plan included consultation with various stakeholders, and land owners immediately north of the OPG lands. In addition, input was solicited through public meetings and workshops as well as a web site that provided access to all materials and links to give feedback directly to the staff team. The Master Plan Executive Summary is attached as Appendix 1.

COMMENTS:

Inspiration Lakeview Master Plan

The Inspiration Lakeview Master Plan provides the structural framework and design concepts to guide future development of the subject lands.

On March 18, 2014, the Inspiration Lakeview team hosted a community meeting to present the emerging themes of the Master Plan. Attendees had an opportunity to participate in group workshops based around the themes of Open Spaces and Connections, Movement and Transportation, Land Use, Culture and Programming, and Built Form and Urban Design. Approximately 250 people attended the event for the presentation and over 100 participated in the workshop. Their feedback is summarized in Appendix 2. The outcomes of this workshop informed the development of the Master Plan presented to the community on May 15, 2014. Over 150 people attended the May presentation which was well received.

As outlined at the May meeting, the following Six Big Moves represent the key structural components of the Master Plan:

1. **A Continuous Waterfront:** The true ‘inspiration’ for the site is its waterfront location. Inspiration Lakeview will reconnect all Mississauga residents to Lake Ontario and its shores.
2. **A Blue and Green Network:** Generous green and blue spaces are the organizing strategy for the Master Plan.
3. **A Fine Grained Street Pattern:** A new urban street and block pattern connects neighbourhoods both within and surrounding the site.
4. **Bring Transit to the Site:** To service the increased density in this new community, opportunities to bring transit to the site are proposed.
5. **A Cultural Hub at the Head of the Pier:** The Cultural Hub at the water’s edge is a place where arts, culture, and community spaces (including community centre/library if required) serve as both destination and neighbourhood infrastructure.
6. **Employment and Innovation Corridor:** A green technology district located between the G.E. Booth Wastewater Treatment

Facility and the new community will attract research and development jobs and build on synergies with adjacent institutional uses.

These Six Big Moves work together to deliver the richness and complexity of an urban waterfront community. With cultural and economic variety, beautiful interconnected landscapes and high quality living spaces the site will become a destination and model for waterfront revitalization. The following provides a summary of how each of the Big Moves is developed in the Master Plan.

Open Spaces and Connections

Public parkland, hazard lands (shoreline and creek area), private open space and green streetscapes ensure the public realm is a key component to the structure of Inspiration Lakeview. A hierarchy of open spaces are thoughtfully distributed throughout the site, accommodating opportunities for flexible programming, heritage interpretation, landscapes and destinations.

Large open spaces are considered the ‘bones’ of the site. This includes a 1.2 km linear green space connecting Lakeshore Road to the waterfront and aligns with the Hydro Corridor to the north. This provides excellent opportunities for a naturalized Serson Creek.

The waterfront provides an important shoreline experience on the Lakeview site, but is also an important connection between Lakefront Promenade Park and the Lakeview Waterfront Connection lakefill initiative through to Marie Curtis Park. As well, the Western Pier provides opportunities for future access deep into Lake Ontario.

Mid-size open spaces contribute to creating a cohesive park system, including a series of east-west connectors consisting of neighbourhood parks and cycling and walking trails. In the south end of the site, there is a great opportunity for celebrating water with splash pad facilities, fountains, and winter use such as skating. The Waterway series of open spaces begins the transition from residential neighbourhoods to the waterfront.

A series of smaller green areas complete the network. Located within inner-blocks and some privately owned parcels, these spaces are integrated with the public realm. These transition spaces provide residents day-to-day neighbourhood parks, courtyards, play-sites, community and individual private gardens.

Movement and Transportation

It is key to the future success of Inspiration Lakeview that it be developed as a transit-supportive community. A new street network created to support transit, walking and cycling options are all proposed. Acknowledging the need for further detailed and technical studies and the uncertainties related to transit investment, the conceptual transit alignment is developed as a flexible strategy. To meet the needs of both the new and existing Lakeview communities, the preferred concept loops transit into the site. This provides for the Ministry of Transportation recommended 400m or 5 minute walking radius to a transit station for all residents. This alignment supports the density distribution strategy, as well as forming part of the open space network, assuming both on-street and greenway route configurations.

The cycling network includes year-round, safe cycle paths for both commuter and recreational uses. A series of on-street cycling lanes designed into the road network and off-street cycle options linked through the parks and trail system are included in the Plan.

Land Use

As a vibrant mixed use community, Inspiration Lakeview envisions a variety of options for people to live, work, learn and play. Along with residential opportunities, the objective is to attract a diversity of complementary employment, commercial, institutional, and recreational uses.

A Cultural Hub is a key piece of public infrastructure in the heart of the waterfront. Artist galleries, museums, festival spaces, community meeting places, and studios highlight this area as a prime waterfront address. Along with this is an Incubator mixed use area. It provides flexible space to attract start-up uses that invite collaboration among developers, the City and the community.

A small commercial anchor at the south side of the intersection of Ogden Avenue and Lakeshore Road creates an intimate commercial gateway into the new community. By extending Ogden Avenue south into the heart of the site, a central hub invites small-scale retail and commercial activities at grade, with residential uses above.

The Plan proposes relocating the employment area currently along the northern portion of the site to the eastern boundary. This forms an Employment and Innovation Corridor. The Corridor capitalizes on the mandatory buffer zone adjacent to the G.E. Booth Wastewater Treatment Facility. The proximity to this Treatment Facility and surrounding uses create many opportunities for research, economic development and education services.

A post-secondary institution nestled in a prime waterfront location provides an incredible opportunity for investment. Its proposed location close to the Employment and Innovation Corridor and the Cultural Hub creates excellent opportunities for co-location ventures.

The Master Plan was developed with a sustainability lens. It provides the opportunity for a new wave of green-community building by embedding innovative and technologically advanced design solutions. This includes an area within the Employment and Innovation Corridor dedicated to District Energy, wastewater, and utility service. A list of sustainable elements for consideration in future development is attached as Appendix 3.

The residential areas are organized by neighbourhoods and are comprised by a mix of townhouse, mid-rise and taller buildings. The majority of the site assumes mid-rise development, with some taller building elements and townhouse districts dispersed throughout.

Built Form & Neighbourhoods

The 2041 population target for Inspiration Lakeview is projected at approximately 8,000 units or 15,000-20,000 people. This is in line with the City's most recent Population Growth Forecast, Mississauga Official Plan (MOP) Character Area policies, the Ministry of Transportation Transit-Supportive Guidelines, as well as expert

recommendations on the marketable residential building types and unit sizes in the Lakeview area.

The distribution of building density takes the following factors into consideration:

- A gradual transition to the established, adjacent residential neighbourhoods;
- A community scale at Lakeshore Road;
- Increasing the density and height towards the centre of the site, along higher order transit and major open spaces;
- Gradual transition to mid-rise towards the waterfront parcels;
- Maximizing daylight hours (6-8 hours) along key open spaces and streets;
- Ensuring key locations for landmark buildings are considered; and
- Promoting built form that creates a varied skyline and provides views of the water.

The Master Plan recommends a mix of housing forms appropriate to both the area and the foreseeable regional market. The residential building types allow for affordability, a variety of unit sizes and demographic mix and includes:

- 20% Townhouse;
- 55% Mid-Rise (5 – 8 storeys);
- 25% Taller Building Elements (up to 15 storeys); and
- Signature Buildings (up to 20 storeys) which are architecturally significant landmarks subject to design studies, additional review and must ‘earn the sky’.

Parking is planned in a sensitive manner, minimizing negative impacts to the public realm. Four methods are proposed to deliver the necessary parking on the site:

- On-street parking integrated into the streetscape design;
- Surface parking for lower density development and for the employment area;

- Underground parking for all higher-density parcels; and
- Multi-storey parking for areas with significant density that is integrated with development to reduce the negative impact on the public realm.

Taken together, all of the components of the Master Plan create six distinct neighbourhoods (Appendix 4). Within these, the Lakeview Community Node is identified as the Ogden Village Neighbourhood.

Phasing

Due to its scale and complexity, the full implementation of the Inspiration Lakeview Master Plan could take up to 30 years to complete. Staff anticipate development will be phased in starting in the north-west and moving to the south-east over a period of years. As well, the City is proposing to undertake a Lakeshore Road Transportation Master Plan. This may impact the type of transit options and how they are phased in to align with the development of the site.

In the meantime, some early initiatives are proposed in order to provide public access to the waterfront and to begin building Lakeview's new community. To this end, staff are currently studying the feasibility of providing public access to the Western Pier.

Implementation and Next Steps

The Inspiration Lakeview Master Plan will be presented by OPG staff to their Board of Directors in August. City staff will be advised of the meeting outcomes once the Government of Ontario is updated by OPG.

Concurrently, staff recommend the Master Plan be circulated to stakeholders, agencies, authorities and City departments for comment and identification of any additional studies that may be required. This information must be received before the next steps in the process are determined.

In addition, a clear understanding of the roles and responsibilities of the Province, OPG and other local land owners must be established in order to move forward. The City, Province, OPG, and private land

owners each hold unique, yet interconnected interests. It is essential that all parties work together to develop an investment strategy that will secure the significant public amenities and infrastructure associated with the site's redevelopment. However, this strategy must be underpinned by the key principle that all land owners in the study area are receiving a benefit from the proposed change in land uses. Therefore, all land owners should fairly and equitably pay a share of the planning studies and public infrastructure required to support the proposed redevelopment. This includes a series of Environmental Assessments (EAs) to confirm and approve various public infrastructure projects such as the public street network, transit technology and servicing infrastructure.

In addition to required EAs and completion of any other additional studies, an Official Plan Amendment will be undertaken to incorporate the Master Plan into the Mississauga Official Plan and the Lakeview Local Area Plan.

A detailed strategy to implement the Master Plan will be developed once the commenting bodies have provided their feedback. An effective strategy to capture early market interest, minimize disruption to existing land owners, maximize cost effectiveness for all parties involved, and be sequential and flexible in nature will be required. Staff will return to Council once this is better understood.

STRATEGIC PLAN:

The Strategic Pillar for Change, 'Prosper', identifies the visionary action "We will create a model sustainable community on the waterfront". The revitalization of the Lakeview lands provides an opportunity to embrace this strategic goal and the related actions in each Strategic Pillar for Change with initiatives that are aligned with creating a mixed-use, vibrant, integrated, sustainable community.

FINANCIAL IMPACT:

No additional funding is required at this time.

Existing staff resources will continue working with OPG and the Province to develop next steps, and clarify roles and responsibilities for moving forward.

CONCLUSION:

The Inspiration Lakeview Master Plan for the OPG and adjacent business employment lands has the potential to become a regional, national and international model of sustainable redevelopment. Urban Strategies Inc. was retained to assist the partners, community and stakeholders to develop a Master Plan that articulates the Shared Vision for the site. The Master Plan is the result of collaborative ideas generated through community input, on-line engagement, debate and dialogue. It provides for a mixed use community with a vibrant public realm, including generous open spaces, cultural and recreational amenities and employment opportunities.

The community is passionate about the future of Lakeview, and the Inspiration Lakeview Master Plan charts an exciting course for the subject site. However, more work is required to make this Plan a reality. Continued partnerships with OPG, the Province and the private sector will be the key to success.

ATTACHMENTS:

- Appendix 1: Inspiration Lakeview Master Plan Executive Summary
- Appendix 2: Inspiration Lakeview Master Plan - Community Workshop Summary and Notes
- Appendix 3: Inspiration Lakeview Master Plan - Sustainable Elements
- Appendix 4: Inspiration Lakeview Master Plan - Six Distinct Neighbourhoods



Edward R. Sajecki
Commissioner, Planning and Building



Prepared By: Lorenzo Ruffini, Strategic Leader, Planning and Building



Executive Summary

The Inspiration Lakeview Master Plan represents an important step in the process of achieving Mississauga's vision for revitalizing its waterfront. In receiving the (2011) Inspiration Lakeview: A Vision, Mississauga City Council outlined a Master Plan level of study as a next step in the redevelopment of the Ontario Power Generation (OPG) and Lakeview business employment lands, known as Inspiration Lakeview.

This effort presents a once in a lifetime opportunity to build on the City of Mississauga's policy direction, strategic initiatives and regional development interests, to create a sustainable new community along Mississauga's eastern waterfront.

Since the 2011 Vision study, the City and a team of consultants led by Urban Strategies Inc. have continued to engage stakeholders and the general public through a series of consultation events, small group discussions, participatory workshops and an active online platform. The core principles that emerged from the Vision have remained at the forefront in the development of the Master Plan - with an overarching goal of reconnecting the city to the water.

The Master Plan ensures a great diversity of uses, from residential, to commercial, institutional, employment, to opportunities for cultural expression and provisions for District Energy. The Plan's fine grain network of streets and blocks feeds into the existing road

network and provides space for transit-riders, cars, cyclists and pedestrians. Higher order transit extends into the site, ensuring that Inspiration Lakeview will be a transit-supportive development.

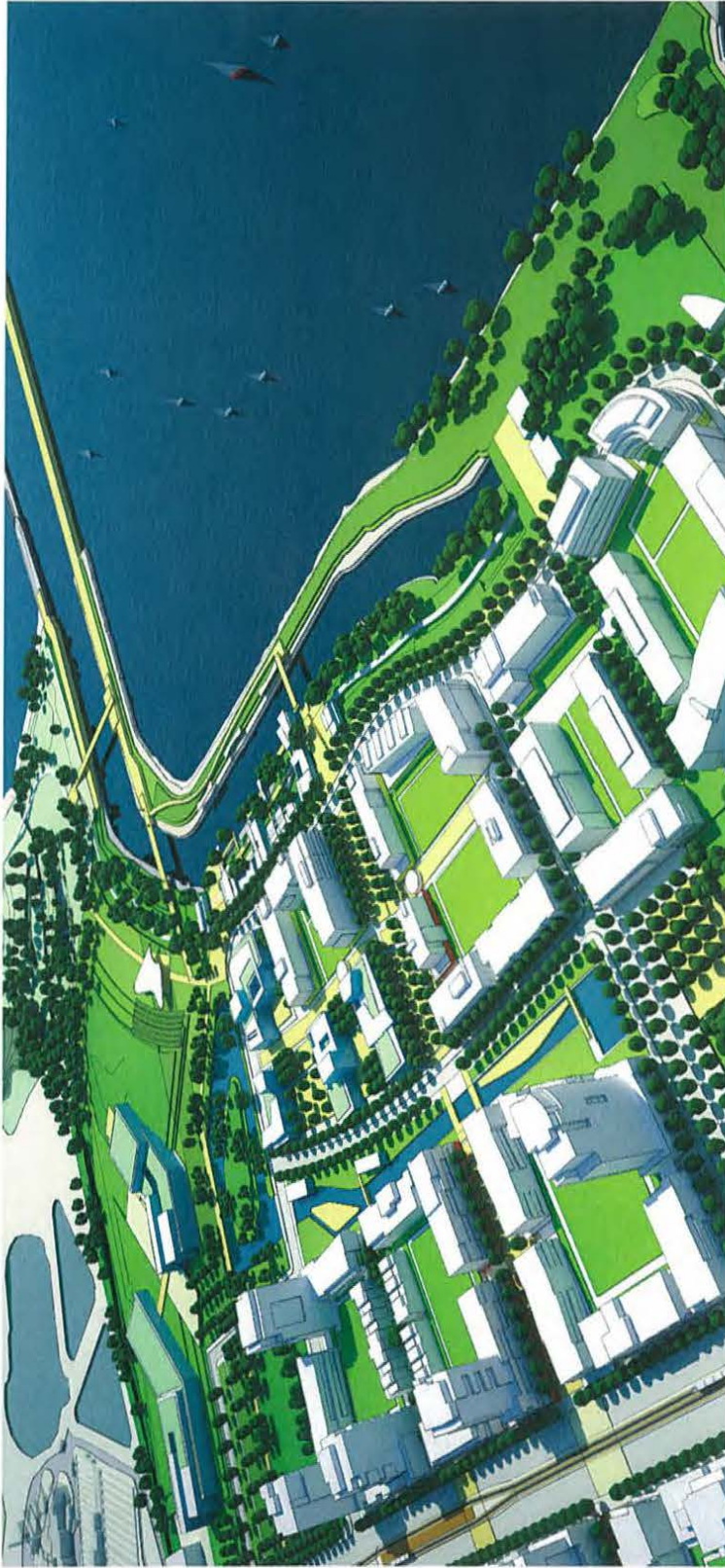
A generous open space network provides opportunity for recreation and respite, while connecting the community to the waterfront and the broader City framework of public parks and natural areas.

Active community and destination places are envisioned, from ground floor incubator studio spaces in residential areas, to an institutional campus and cultural opportunities at the waterfront. Important people-centred amenity spaces are provided at the water's edge.

To deliver the development and create a new sustainable community, a diversity of residential building types are provided, including low-rise townhouse, mid-rise and some taller buildings - together supporting six new sustainable neighbourhoods.

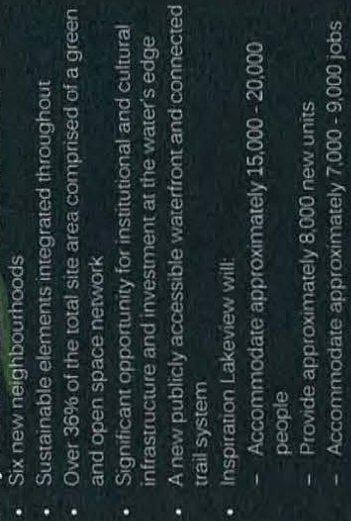
This Master Plan forms a key 'bridge' in moving from Vision to implementation which enables the City to move from a conceptual Vision of "Big Ideas" to the next statutory approval phases.





A Visionary Plan for Redevelopment.
The path forward for Inspiration Lakeview considers the site's industrial past, the abutting neighbourhoods and existing conditions, its strategic waterfront location and the extraordinary potential to create a new sustainable community at the water's edge.







Inspiration Lakeview Master Plan

Community Workshop
Summary and Notes

March 2014

This report summarizes the outcomes of the Community Workshop for the Inspiration Lakeview Master Plan Framework, held on March 18, 2014 at the Mississauga Seniors' Centre.

The evening's agenda included:

- a) Drop-in Open House
- b) Introductory remarks and overview presentation of the emerging Master Plan
- c) 1-hour Community Workshop
- d) Summary of the what was heard and closing remarks.

The event was well-attended, attracting approximately 250 people (100 of whom participated in the workshop component). The workshop was organized as a self-facilitated small group exercise. Workbooks, reference materials and the emerging Master Plan were provided on each table, allowing participants to work together through the different themes of the Plan: Open Spaces & Connections; Movement & Transportation; Land Use, Culture & Programming; and Built Form & Urban Design.

The Inspiration Lakeview Team received excellent feedback and many detailed comments, questions and ideas during this important phase of the Master Planning process. This brief provides both a summary of the general themes as well as a full recap of the comments that were provided in the completed workbooks.

The feedback from this workshop will be incorporated into the next iteration of the Master Plan and presented back to the community at the next round of public consultations in May 2014.



Common Themes and General Summary

General support for:

- Proposed mix of land uses
- Open space network and protected green areas for public access, including the water's edge
- Preferred "U" shape transit alignment option
- Museum, gallery and multi-use outdoor event space opportunities at the Cultural Hub
- Relocation of the existing employment area to the Innovation Corridor
- Additional cultural and recreational use ideas, including: hockey arenas, skating rinks, outdoor gyms, splash pads, community gardens, gathering spaces, farmers' markets, sculpture parks, arts and culture exhibit spaces, amongst others

Areas of Concern:

- Change name of "Performance Hill" back to "Coal Hill"
- More green space between Serson Creek and the Innovation Corridor
- Incorporate safe bike paths throughout
- Add additional "Gateway" park on Lakeshore at Lakefront Promenade
- Better connect green spaces at the eastern and western edges of the site
- Show parking strategy
- Do not place tall buildings at the waterfront
- The proposed tallest building heights are too high

Note: The * indicates the number of times participants referred to a particular item. Comments are summarized.

01 OPEN SPACES & CONNECTIONS

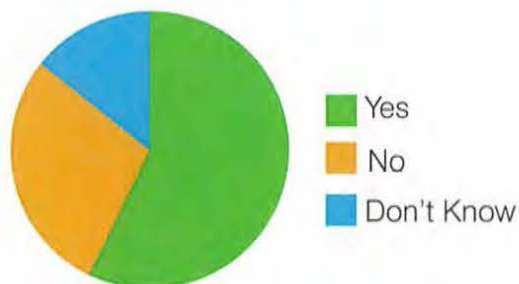
Best things:

- Connection to waterspace through trails (*****)
- Waterfront access (****)
- Transit in green spaces/ greenway (***)
- Plenty of green space and open space towards the lake (***)
- Green common areas for both the local residents and visitors. Brings a sense of community to the area (**)
- Access to the Western Pier (**)
- Commercial space along the east side is great
- Lake views from Lakeshore Road
- Coal Hill/Performance Hill
- Linkage between the north and south
- Incorporation of storm water overflow into the greenspace
- Amount of green areas throughout the site
- Open views to lake and Toronto skyline

Concerns:

- Rename Performance Hill to Coal Hill (*****)
- Wider green spaces between Serson Creek and Innovation Corridor (*****)
- No bike path or walking trail connection to the east (*****)
- More open green space (*****)
- Public access to green spaces while maintaining resident privacy (***)
- Incorporate year-round use of waterways (from canoeing to ice skating in the winter)
- Add additional gateway area to the western entrance to the site
- Better connect to the Hydro corridor
- Too much development, leave the site for a regional park
- Consider the removal of the piers to improve the water flow and quality
- Possibility of loop - to encourage water movement

Has an appropriate amount of green space been protected along the water's edge?



Select the image(s) that best captures your vision for The Lakefront:



Other Ideas:

- Outdoor ice rink (*****)
- Splash pad/water park (*****)
- Beach with access to water (*****)
- Outdoor cultural venues (****)
- Concert facilities (***)
- Restaurants and cafés by the water (***)
- Cycling and pedestrian pathways (***)
- Parking for campus and cultural events, outdoor recreation activities (**)
- Outdoor gym facility (**)
- Communal gathering space (**)
- Skateboard park
- Space designation for community gardens
- Consideration for lake views from different levels and streets
- Green elevated spaces
- Significant landmarks
- Gym/recreation centre
- Picnic areas
- Higher density of trees
- Open air food/beverage vendors
- Lakefront trails

Select the image(s) that best captures your vision for The Greenway:



“What is being proposed is quite high density residential, so quality open spaces are important.”



Active Programmed Spaces



Green Linear Park & Path System



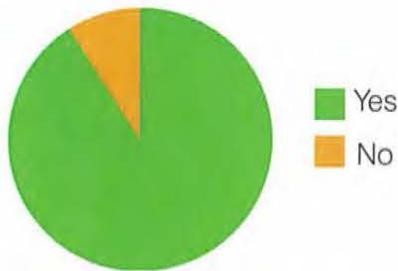
Gardens



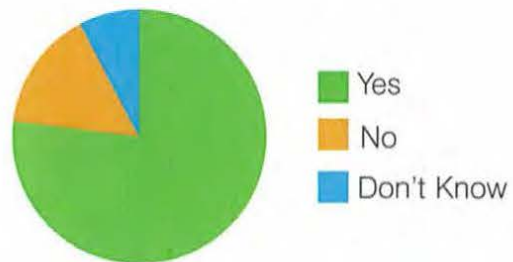
Passive & Natural

02 MOVEMENT & TRANSPORTATION

The preferred transit option benefits both the existing and new Lakeview communities?



Do you support the new conceptual transportation network?



Comments/Concerns:

- Encourage more public transportation and reduce parking spaces (**)
- Where and how to park?
- Access bike routes from rest of city
- LRT will be contingent on an LRT line running along Lakeshore
- How would routes arrive?
- 5-7 minute electric shuttle bus to go back and forth along "U" shape route
- Simple bus system every 10 min, rail too expensive for area
- Trail connection to GO station
- Existing public transit serves area now, no additional benefits at this point

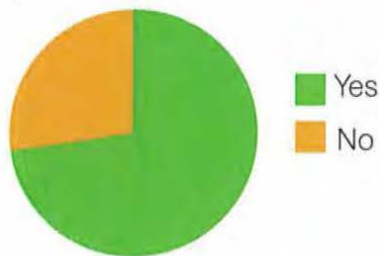
How should bike lanes be provided at Inspiration Lakeview?



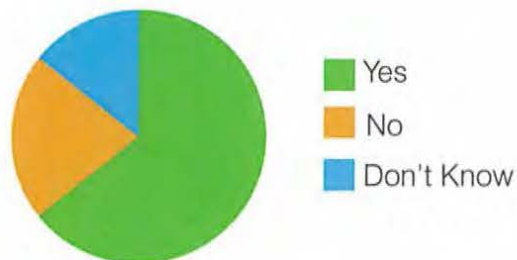
“All bike lanes options are great as long as they are properly defined and movement/ rules are obeyed and enforced”

03 LAND USE, CULTURE & PROGRAMMING

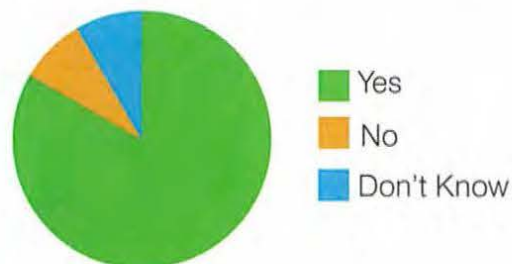
Does the Plan provide an appropriate mix of residential, commercial, employment and cultural/recreational uses?



Do you support the relocation of the existing employment uses at Lakeview to the "Employment and Innovation Corridor"?



Do you support the conversion of the current employment area to residential mixed-use?



Other Cultural Feature Ideas:

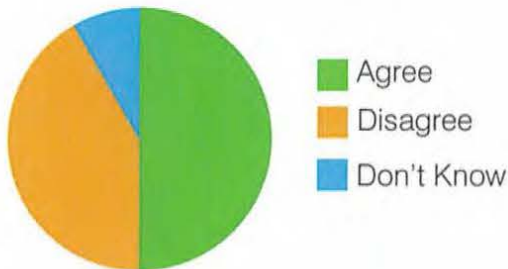
- Multi-use indoor/outdoor entertainment venue/square (*****)
- Art gallery/exhibits (*****)
- History of aviation museum (*****)
- Outdoor ice rink (****)
- Swimming pool/ Water park (**)
- Marion Orr memorial (**)
- Farmers' Markets (**)
- First Nations History museum (**)
- Artist studios (**)
- Local area contribution to war effort museum
- History of power plant museum
- Community recreational facilities
- Art and sculpture throughout neighbourhood
- Aquarium
- Memorial park

Concerns:

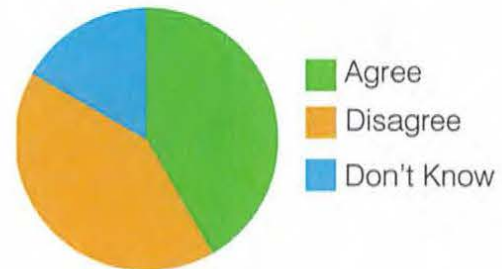
- Do not incorporate big box stores into area (**)
- Innovation Corridor is too close to open spaces for employment uses
- Concern with not enough employment coming in to replace existing
- What employment would be attracted to this community?
- Where are EMS services?
- There is too much residential proposed
- Is there enough space for waste water management to expand?

04 BUILT FORM & URBAN DESIGN

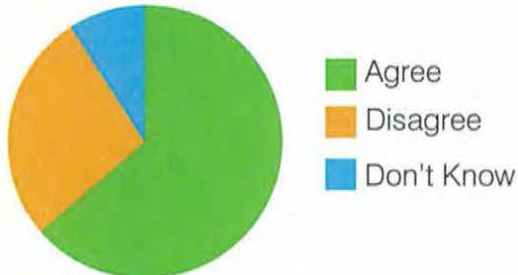
The Plan distributes the density appropriately to meet Inspiration Lakeview's density target?



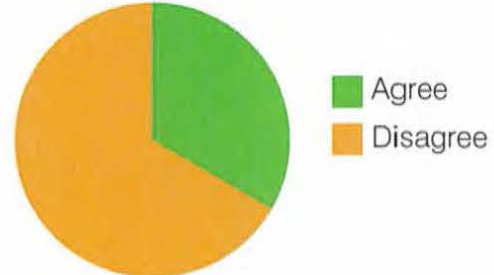
The Plan provides an appropriate mix of housing types to meet the density target?



The increased heights and densities along the BRT/LRT transit alignment are appropriate?



For these select buildings, a height range of 15-22 storeys is appropriate?



“Less taller buildings, with a few taller landmarks to conform to density issues - strategically placed throughout site (not at waterfront)”

General Comments:

- Keep large buildings away from the Lakefront (*****)
- More percentage of townhomes and mid-rise to avoid high-rise (****)
- We don't want too many shadows from high-rise buildings (***)
- No tall buildings as a nod to the 4 sisters (***)
- 22 storey buildings must "earn the sky" (***)
- 22 storeys is too high - 15 to 18 is acceptable as a replacement (**)
- Keep high buildings away from blocking the lake and open spaces, no high-rises below Lakeshore (**)
- 7,500 units is too dense to benefit the existing surroundings neighbourhood (**)
- Limit the height to no more than 20 storeys
- Less houses near the waterfront - we want to emphasize parkland
- Prefer low-rise buildings/less people, but still acknowledge needs
- Please don't spoil the feeling of "open space park and beautiful experience of seeing the lake, city of Toronto view, etc."
- We do not want high-rise anywhere on the waterfront. Low-rise and mid-rise moving north, tallest to the north. Please do not butch it like Queens Quay
- Consider elements of accessibility and age
- Traffic density is already substantial - unless transit increases significantly (20,000 people will cause major problems)
- Move school north of Lakeshore Road
- Move taller buildings closer to Lakeshore
- Place a "local-first" caveat on any new builds, favouring the existing Lakeview residents

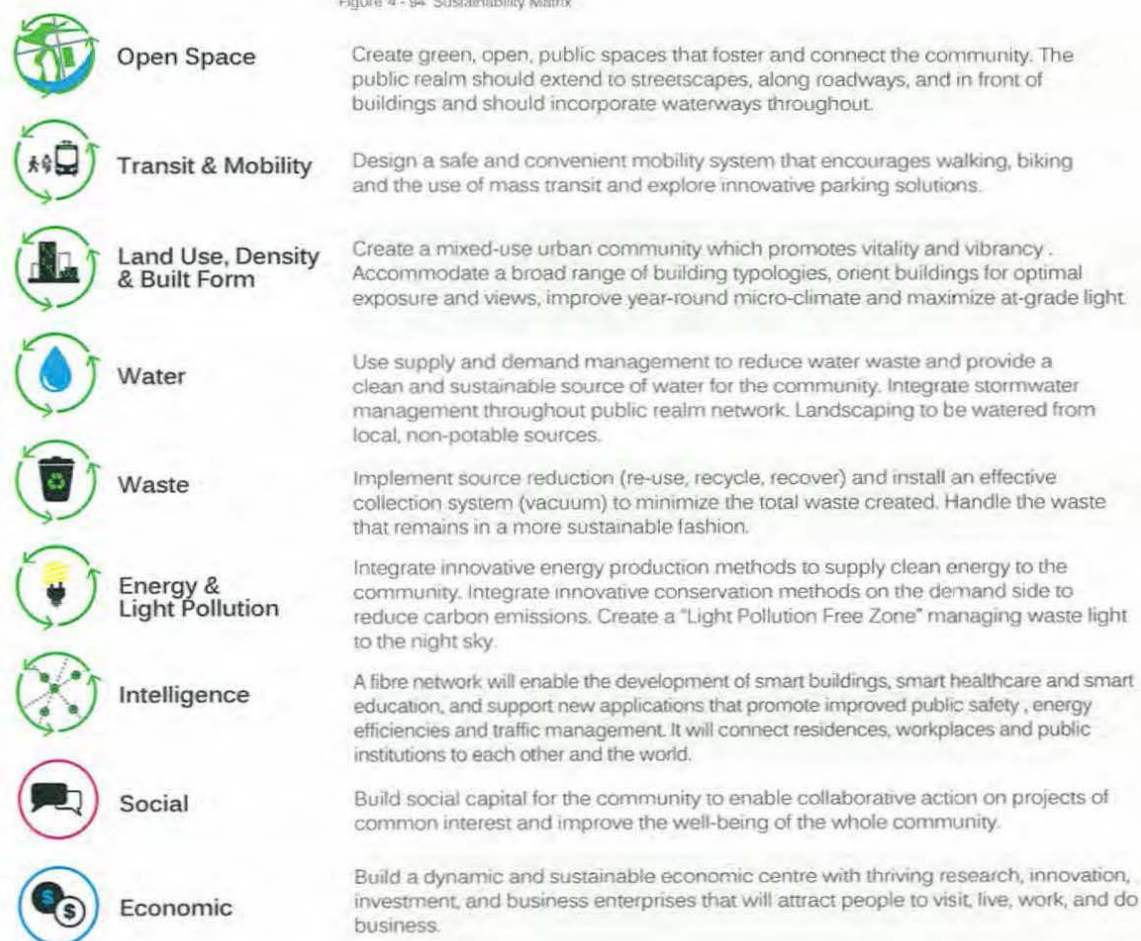
Ideas on how to commemorate the Four Sisters:

- Public art display (****)
- Incorporate public access and art/education space (**)
- Power generating structures (**)
- Four structures in a cone shape
- Four wooden piers for fishing
- Large sails
- Memorial should reflect historical value
- Light house or other point of reference for sailors
- Walking path with pictorial descriptions of the four sisters and their roles
- Small museum dedicated to their use
- Rock climbing walls
- Interactive form/experience
- Clear tower that lights up internally
- 4 unique high rises that are accessible all around so it does not block off any paths or waterfront access

Sustainable Neighbourhoods

Inspiration Lakeview will become a model, sustainable community. It has the rare opportunity to demonstrate the next wave of green-community building by embedding innovative and technologically advanced design solutions. Opportunities to use less energy, rely less on the automobile, re-use storm and wastewater, ensure cleaner air, generate less waste and darken the night sky. Mississauga could have its first Leadership in Energy and Environmental Design (LEED) Platinum Neighbourhood and be a global contender for best practice.

Key elements that require further study to deliver the highest caliber of global sustainability are listed in the adjacent matrix.



Lakeview-wide



Land remediation • Biodiversity corridors • Land and aquatic habitat • Urban tree canopy • Eco-corridors • Community Market

Higher order transit • Cycling and walking paths that connect into the larger regional systems

Improve micro-climate via arrangement of streets and blocks

Restore aquatic habitats

Centralized waste vacuum management

District energy • Renewable energy consumption • Mitigate heat island effect

Environmental Information Centre • Open, high-speed broadband Internet access

Community services • Affordable and accessible public transportation

New job opportunities • Local and regional tourism

Neighbourhood



Reuse Biomass • Integrate indigenous trees and native species • Allotment Gardens • Solar Envelope considerations

Interconnected open spaces weave throughout neighbourhoods to encourage active transportation.

Create comfortable environments via building orientation and massing

Clean and efficient Ultraviolet electromagnetic treatment

Reuse organic waste on site

Maximize micro-climate and comfort via building orientation

Manage energy based on peak hour usage

Mix of housing types and tenures including family-friendly (larger and ground-related) units • Active streets that promote social interaction

Regeneration offers positive benefits to surrounding neighborhoods and communities

Block



Use green roofs to create habitat corridors • Use green roofs and courtyards for urban agriculture • Bird friendly development

Integrate green building technologies

Integrate technologies to reduce runoff • Harvest rainwater • Reuse grey water • Recycle water in commercial and retail buildings

Separate waste into three streams • Separate areas for hazardous waste

Smart metering • Photovoltaics

Integrate intelligent systems

Foster health and well-being via access to open spaces

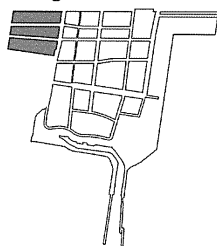
6 Neighbourhoods

The core structural components of the Six Big Moves, combined with the land use, open space and density distribution strategies has created six distinct neighbourhoods.

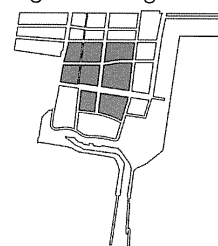
Each neighbourhood has a special character, emerging from a respect for the area's existing communities and neighbourhoods, the bounty of natural land and lake assets, a distinct industrial heritage, desire for higher order transit and the creation of a destination for cultural and commercial ventures.

The emerging neighbourhoods are:

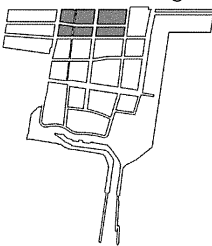
Rangeview Estates



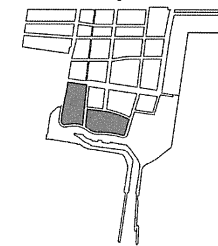
Ogden Village



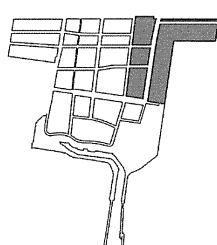
Lakeshore Neighbourhood



Cultural Quarter



Serson Place Innovation Corridor



Serson Campus

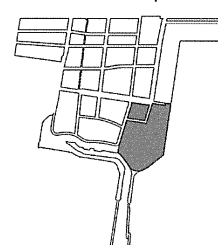
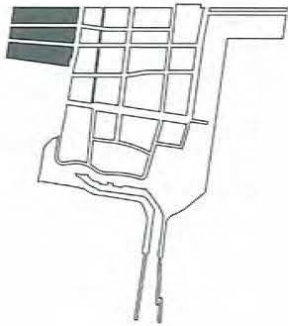




Figure 4-69 The Master Plan



Rangeview Estates

Rangeview Estates is located between Lakeshore Road East and the Lakeview Water Treatment Facility (LWTF). This residential neighbourhood is characterized by its predominantly low-rise housing. Rangeview Square, a generous public park forms the heart of the community, which is further interconnected by a series of storm water management (SWM) spines and private courtyards.

The street and blocks of the neighbourhood are fine grain, providing a connection through the Byngmount site to the west. An accessible landscape buffer is provided between the LWTF and the community and a connection to Lakefront Promenade Park is made.

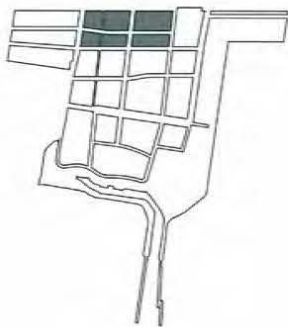


Figure 4 - 70 Habitat Collection Townhomes, Dockside Green, Victoria

Figure 4 - 72 Berkeley Square in London, England



Figure 4 - 71 Rain Garden, Portland Oregon



Lakeshore Neighbourhood

Lakeshore Neighbourhood is Inspiration Lakeview's primary address along Lakeshore Road, east of Rangeview Estates. While predominately residential, a small retail node, Ogden Corners is provided where Ogden Avenue meets Lakeshore Road and extends towards the lake, forming a special, active gateway, with integrated at-grade retail uses.

A series of SWM spines are interwoven into the fabric of the community, linking the higher-density Ogden Village and the neighbourhood-scaled Central Park. The Arbourway provides a green space configuration of the preferred higher order transit line.

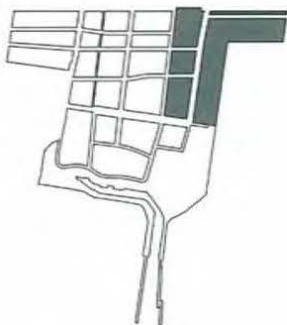


Figure 4 - 74 Danforth courtyard, Toronto

Figure 4 - 76 Carrot Commons, Toronto



Figure 4 - 75 Local greens and gardens, Vancouver



Serson Place Innovation Corridor

The lands immediately adjacent to the WWTF at the eastern extent of the site are capitalized on as a transitional employment area. Serson Place Innovation Corridor is envisioned as a high-tech green campus, providing over 100,000 square metres of office and light industrial use floor area that will attract state-of-the-art employers. The strategic location of the Corridor allows for collaborative research and development opportunities with the adjoining District Energy facility and institutional uses to the south. Smaller floor plates and shared work spaces are envisioned.

The employment campus strategy acts as a buffer between the WWTF and the wider community, of which the linear Greenway is at the heart. Serson Creek will be integrated into the campus strategy and is a key component to the Lakeview Gateway at Lakeshore Road.



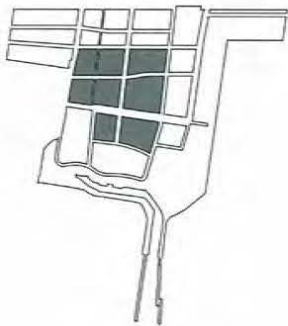
Figure 4 - 80 Chiswick Park, London



Figure 4 - 78 Regional Council of Alsace, France



Figure 4 - 79 New Community College, Nova Scotia



Ogden Village

At the heart of Inspiration Lakeview is Ogden Village. At-grade retail and commercial uses along this segment of New Ogden Avenue introduce a vibrant and active street frontage for this mixed-use neighbourhood. The diversity of building heights and increased densities support the preferred higher order transit line that runs through this central neighbourhood. The Park Connector, comprised of Aviator Park and Central Park, defines the character of the public realm and links directly to Lakeview Promenade Park. The Ogden Village main street leads into the waterfront Cultural Quarter.

Ogden Village may be considered the Community Node for Lakeview. As per the MOP, Community Nodes are amenable to growth and provide access to a multitude of uses that are required for daily living – from local shops and restaurants, to community and institutional facilities, cultural, heritage and entertainment uses, parks, open space and a diverse housing stock. Ogden Village is planned as a mixed-use development, providing opportunities for walkable streets, a strong sense of place and community identity as well as employment opportunities. While the formal determination of the policies, boundaries, specific heights and densities of the Lakeview Community Node will be determined following future study and as part of the formal amendment process to the Lakeview LAP, Ogden Village provides some of the key characteristics of a Community Node.



Figure 4 - 84 Mid-rise neighbourhood, Vancouver



Figure 4 - 82 Baldwin Village, Toronto



Figure 4 - 83 Vibrant night life, New York



Cultural Quarter

The Cultural Quarter is the prime waterfront neighbourhood. A mix of residential, commercial and cultural uses that engage with a great variety of waterscapes define this neighbourhood.

Two “waterfronts” - the Lakeview Shoreline and The Waterway, provide this variety of natural, industrial legacy and urban waterscapes with opportunity for pedestrian streets, outdoor cafés and programmable spaces.

A 4-acre parcel within the Quarter has been designated for the Cultural Hub, a Harbourfront Centre-like ensemble of buildings that will provide flexible floor plates amenable to a variety of cultural ventures such as a museum, art galleries and studios. Within the residential development, at-grade incubator space further promotes cultural entrepreneurship.



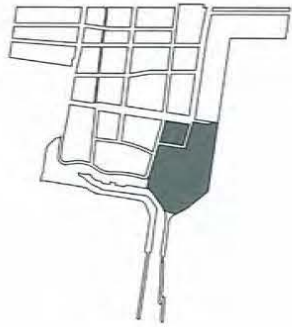
Figure 4 - 86 Bird's eye view of Harbourfront Centre.



Figure 4 - 88 Outdoor ice skating, Harbourfront Centre



Figure 4 - 87 Sitting areas at Harbourfront Centre, Toronto.



Serson Campus

Serson Campus is located where the Cultural Quarter intersects with the Serson Place Innovation Corridor, the District Energy facility and the Greenway at the head of the piers. A post-secondary institutional campus anchors the community. The primary institutional buildings are nestled in a landmark earthwork - "Coal Hill" provides for a strong buffer along the WWTF and serves as an outdoor performance space with great views. Serson Creek and the Campus' open spaces naturally transition to the Lakeview Waterfront Connection's (LWC) new lakefill landforms and wetlands to the east.

Figure 4 - 92 Bill and Melinda Gates Foundation Building, Seattle



Figure 4 - 90 Delft University of Technology, Netherlands



Figure 4 - 91 Skating trail at Sam Smith Park, Etobicoke



Inspiration Lakeview Master Plan

June 2014

Acknowledgments

We are most appreciative to all the members of the public, community groups, and special interest groups who gave generously of their time, energy and insight to make Inspiration Lakeview possible. We are thankful to those who assisted in the Inspiration Lakeview community waterfront workshops and events.

We are also thankful for the useful contributions of the City of Mississauga Staff who put their time and energy into the Inspiration Lakeview project. Including, but not limited to the following:

City Council

- | | | |
|-------------------------|------------------------|-------------------------|
| Hazel McCallion, Mayor | Frank Dale, Ward 4 | Katie Mahoney, Ward 8 |
| Jim Tovey, Ward 1 | Bonnie Crombie, Ward 5 | Pat Saito, Ward 9 |
| Patricia Mullin, Ward 2 | Ron Starr, Ward 6 | Sue McFadden, Ward 10 |
| Chris Fonseca, Ward 3 | Nando Iannicca, Ward 7 | George Carlson, Ward 11 |

Project Steering Committee

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|---------------|--|
| Janice Baker | City Manager |
| Gary Kent | Commissioner, Corporate Services and Chief Financial Officer |
| Paul Mitcham | Commissioner, Community Services |
| Martin Powell | Commissioner, Transportation and Works |
| Ed Sajecki | Commissioner, Planning and Building |

Inspiration Lakeview Core Team

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Project Resource Staff and External Agencies

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Province of Ontario

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Finally, we wish to thank the staff at **Urban Strategies Inc.**, **N. Barry Lyon Consultants Ltd.**, **The Municipal Infrastructure Group Ltd.**, and **Urban and Environmental Management Inc.** for their hard work in this endeavour and their continued commitment.

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Note: To obtain an accessible copy of any figures, diagrams or tables please contact the Planning & Building, Strategic Community Initiatives Administrative Assistant at (905) 615-3200 at ext. 5175.



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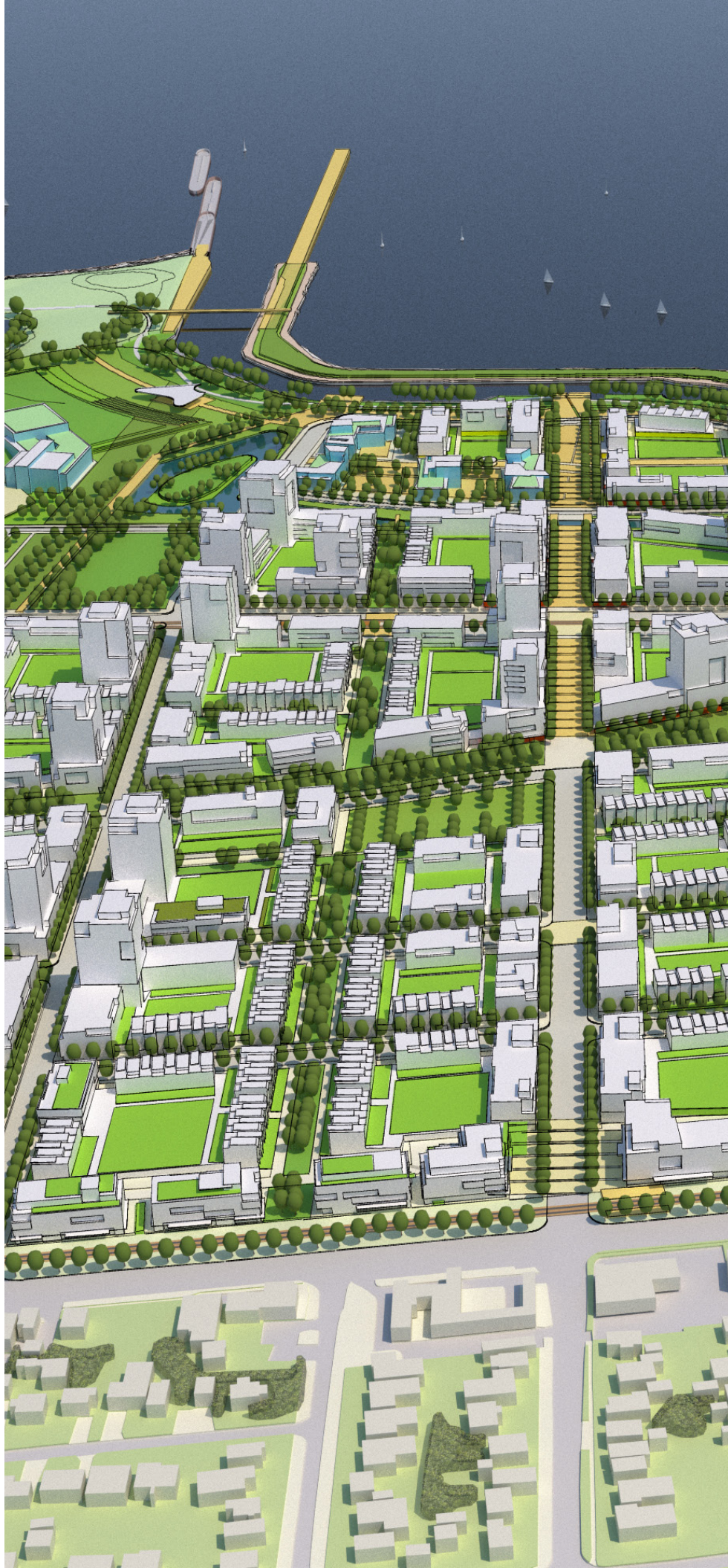
Executive Summary

The Inspiration Lakeview Master Plan represents an important step in the process of achieving Mississauga's vision for revitalizing its waterfront. In receiving the (2011) Inspiration Lakeview: A Vision, Mississauga City Council outlined a Master Plan level of study as a next step in the redevelopment of the Ontario Power Generation (OPG) and Lakeview business employment lands, known as Inspiration Lakeview.

This effort presents a once in a lifetime opportunity to build on the City of Mississauga's policy direction, strategic initiatives and regional development interests, to create a sustainable new community along Mississauga's eastern waterfront.

Since the 2011 Vision study, the City and a team of consultants led by Urban Strategies Inc. have continued to engage stakeholders and the general public through a series of consultation events, small group discussions, participatory workshops and an active online platform. The core principles that emerged from the Vision have remained at the forefront in the development of the Master Plan - with an overarching goal of reconnecting the city to the water.

The Master Plan ensures a great diversity of uses, from residential, to commercial, institutional, employment, to opportunities for cultural expression and provisions for District Energy. The Plan's fine grain network of streets and blocks feeds into the existing road



network and provides space for transit-riders, cars, cyclists and pedestrians. Higher order transit extends into the site, ensuring that Inspiration Lakeview will be a transit-supportive development.

A generous open space network provides opportunity for recreation and respite, while connecting the community to the waterfront and the broader City framework of public parks and natural areas.

Active community and destination places are envisioned, from ground floor incubator studio spaces in residential areas, to an institutional campus and cultural opportunities at the waterfront. Important people-centred amenity spaces are provided at the water's edge.

To deliver the development and create a new sustainable community, a diversity of residential building types are provided, including low-rise townhouse, mid-rise and some taller buildings - together supporting six new sustainable neighbourhoods.

This Master Plan forms a key 'bridge' in moving from Vision to implementation which enables the City to move from a conceptual Vision of "Big Ideas" to the next statutory approval phases.





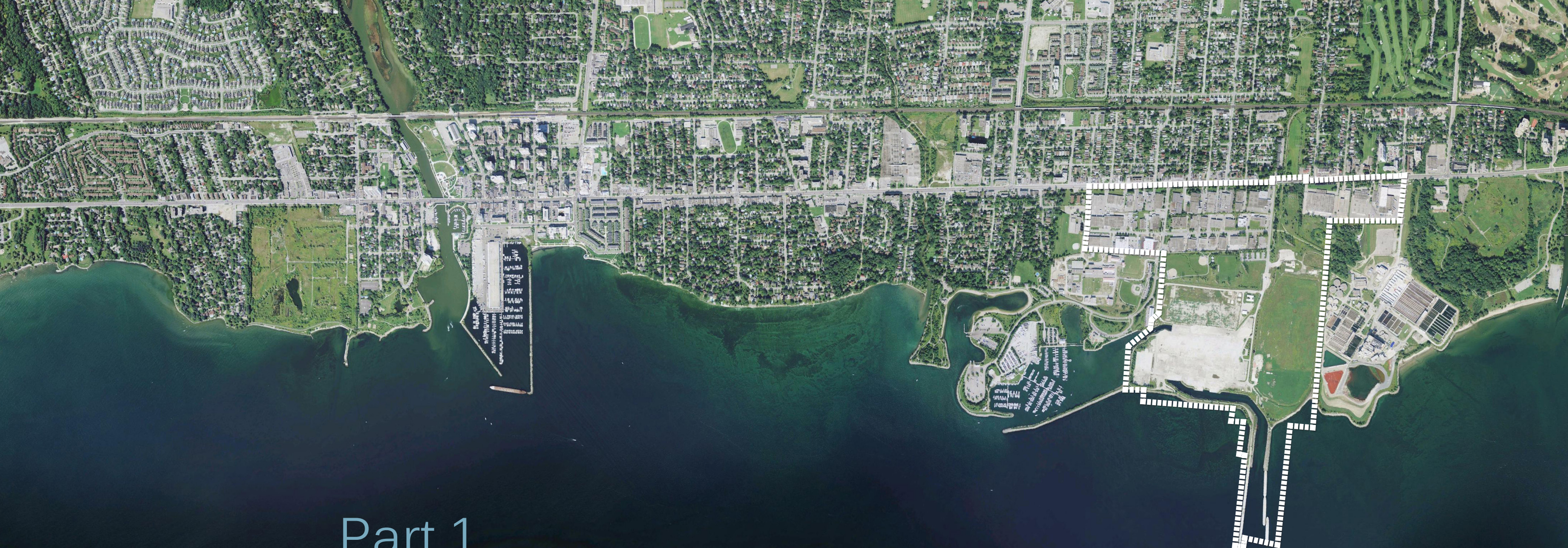
A Visionary Plan for Redevelopment.
The path forward for Inspiration Lakeview considers the site's industrial past, the abutting neighbourhoods and existing conditions, its strategic waterfront location and the extraordinary potential to create a new sustainable community at the water's edge.



Key features of the Master Plan

- Six new neighbourhoods
- Sustainable elements integrated throughout
- Over 36% of the total site area comprised of a green and open space network
- Significant opportunity for institutional and cultural infrastructure and investment at the water's edge
- A new publicly accessible waterfront and connected trail system
- Inspiration Lakeview will:
 - Accommodate approximately 15,000 - 20,000 people
 - Provide approximately 8,000 new units
 - Accommodate approximately 7,000 - 9,000 jobs





Part 1

Introduction



Figure 1 - 1
Bird's eye aerial of Inspiration Lakeview

The Inspiration Lakeview lands hold an important piece of history for the city of Mississauga. Over the past two hundred years, the 245-acre lakefront site has been transformed from rural pastoral lands to an aerodrome, rifle range, wartime barracks and small arms manufacturing facility, to its forty-year lifespan as the Ontario Power Generation (OPG) coal-burning Lakeview Generating Station and current Business Employment lands. Throughout this history, the site has served Mississauga as both an iconic placeholder on Mississauga’s Lake Ontario shoreline, as well as an influential employer during the city’s industrial peak.

The Inspiration Lakeview lands are the largest undeveloped waterfront property under single ownership in the city. The Lakeview area is a hidden jewel and if properly developed, could become one of the city’s greatest assets. It is understood by all involved that the revitalization of this major waterfront site must be visionary, community-driven and fueled by an understanding of the tremendous opportunity to create a lasting legacy – a feat that for many cities, is once-in-a-lifetime.

The Inspiration Lakeview Master Plan is the first of its kind in the city. Ongoing innovation, leadership and collaboration from the Province, OPG, and the City of Mississauga, Region of Peel, public sector agencies including the local conservation authorities and the private sector will prove integral to achieve this incredible transformation of Mississauga’s eastern shoreline.

Interpretation of the Plan

The numerical and quantitative provisions, such as street right-of-ways, transit alignment and parcel-specific building heights presented in this Master Plan are subject to further detailed study and review prior to completion of an Official Plan Amendment. The proposed park block locations, size and configuration are approximate only and are subject to change following a detailed review and prior to completion of an Official Plan Amendment.

Structure of the Document

The Inspiration Lakeview Master Plan is divided into six parts – each containing descriptive text, figures and precedent images to explain and visualize the transformation of the Inspiration Lakeview lands. The following explains the contents of each Part.

Part 1 Introduction contextualizes the significance of the Inspiration Lakeview lands as an extraordinary opportunity to create a new waterfront community in Mississauga.

Part 2 The Process: From Vision to Master Plan describes the extensive public consultation and multi-stakeholder engagement that has occurred throughout the redevelopment process.

Part 3 The Structuring Framework outlines the key structural components of the Master Plan.

Part 4 The Master Plan details the various elements of the Plan, divided by theme: Open Spaces and Connections; Land Use; Movement and Transportation; and Built Form and Neighbourhoods.

Part 5 Phasing outlines the long-term strategy to achieve the full build-out of the new community.

Part 6 Implementation and Next Steps describes the guidelines for regulating the redevelopment of the lands, highlighting important supplementary studies and next steps.

Inspiration Lakeview within a changing Mississauga

Post-war, the city of Mississauga evolved from its industrial past to a largely suburban and commuter community to the abutting, booming city of Toronto. Now the sixth largest city in Canada, Mississauga is growing – its population continues to climb, employment is on the rise and the city is proactively planning for change. In 2008, the City adopted a new Strategic Plan, providing a long-term vision and targeted actions to guide Mississauga on its next phases of growth. The ‘Prosper’ Pillar and its Visionary Action: “We will create a model sustainable creative community on the waterfront” highlights the importance of the city’s shoreline as a key asset. In 2011, the Mississauga Official Plan (MOP) was approved with an emphasis on intensification, redevelopment and transit.

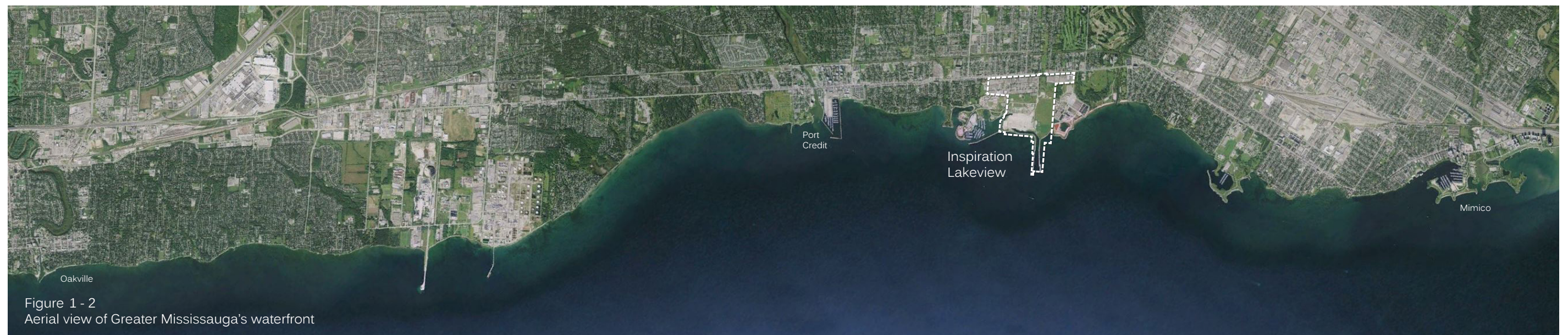
Significance: Provincial, Regional, Municipal and Local Lakefront

As a major waterfront site, Inspiration Lakeview forms part of a connected series of established and emerging lakefront communities on the north shore of Lake Ontario. From historical Downtown Oakville, to Port Credit to Toronto’s aspirational new East Bayfront and West Donlands communities, the Inspiration Lakeview lands offer an incredible opportunity to position Mississauga within the region’s evolving lakefront districts. At the local, regional and provincial level, the regeneration of the Inspiration Lakeview lands not only provides an exciting opportunity to create an international model for brownfield redevelopment, but offers incredible opportunity to attract visitors from the local area and beyond.

A Missing Piece of Mississauga’s Waterfront

Mississauga’s waterfront spans 22 kilometres along the shores of Lake Ontario, from Etobicoke Creek in the east to the Oakville border (Joshua Creek) in the west. The City’s waterfront is connected by the Waterfront Trail, a signature project of the Waterfront Regeneration Trust, connecting over 1,400 kilometres of trails along the Canadian shores of the St. Lawrence River, Lake Ontario and Lake Erie. The Mississauga shoreline at Inspiration Lakeview is currently by-passed by the Trail, forming a “missing link” to a continuous, connected waterfront park and trail system.

The City is looking to holistically redefine and reconnect the City’s fragmented shoreline. From the proposed Lakeview Waterfront Connection (LWC) lakefill project (currently in the final stage of the Environmental Assessment (EA) process) to the east, to the sprawling 104-acre Lakefront Promenade Park and the Port Credit community to the west, the redevelopment of the Inspiration Lakeview lands forms an integral part of Mississauga’s greater waterfront development strategy.



Inspiration Lakeview: A Timeline

The Lakeview lands have been host to a diverse and eclectic history. From early Iroquois First Nations to French and English settlements and farming plots, to Canada’s first airport and a weapons factory employing mostly women, the Lakeview area’s history is one to be reflected upon, cherished and revered. With each historical shift, the Lakeview area continues to develop and change to reflect the needs of the community. The abbreviated timeline below highlights the historical transformation of the Lakeview lands.



Figure 1 - 3
Inspiration Lakeview: A Timeline

Context: Site Location and Description

Located in the southeast quadrant of Mississauga, the Inspiration Lakeview lands total roughly 99 hectares (245 acres) in size. The site consists of the former OPG Lakeview Generating Station lands (64 ha) and the lands comprising the Lakeview business employment area (35 ha).

Surrounding Uses

From important water and wastewater treatment regional infrastructure, to low-density residential neighbourhoods, protected natural areas and major arterial corridors, the areas surrounding the site are varied in their use.

East

Immediately east of the site is the G.E. Booth Wastewater Treatment Facility (WWTF), owned and operated by the Region of Peel. The Treatment Facility, one of the largest in the Greater Toronto and Hamilton Area (GTHA), treats wastewater from approximately 800,000 people from Brampton, Bolton, Caledon East and the eastern parts of Mississauga. In recent years, the Region has invested significantly in new technologies and processes, receiving international accolades for this state-of-the-art facility. The vast green open space of the City of Mississauga's Arsenal Lands and the City of Toronto's Marie Curtis Park lie east of the WWTF.

West

To the west of Inspiration Lakeview is the Lakeview Water Treatment Facility (LWTF) and a series of public park and recreational facilities associated with Douglas Kennedy Park, AE Crooks Park, Waterworks Park and Lakefront Promenade Park. The predominately low-density neighbourhoods of the Lakeview community lie amongst these public parks and north of Lakeshore Road East. The recently closed Byngmount Beach Public School is located just west of the site and is scheduled for redevelopment.

North

Lakeshore Road East, the main mixed-use corridor in the area, delineates the northern boundary of the Inspiration Lakeview lands. The existing Lakeview community extends north of Lakeshore Road, comprised of predominately low and mid-rise established residential neighbourhood areas, with some commercial, institutional, employment and open space uses scattered throughout.

South

The site is bounded to the south by Lake Ontario.

Access and Connections

Currently, the site is served by regional GO transit and connecting local Mississauga MiWay transit service. Off-road cycling is accommodated along the Boulevard Trail from Hydro Road to Dixie Road, providing a connection to the Waterfront Trail. Inspiration Lakeview is bounded to the north by major arterial Lakeshore Road East as well as the Lakeshore GO rail corridor, just north of Lakeshore Road. Major north-south connections include Dixie Road and Brown's Line to the east and Cawthra Road and Hurontario Street to the west. With the exception of Hydro Road, Lakefront Promenade, East Avenue and Rangeview Road, the fine grain network of residential and collector streets terminates at the northern reaches of the site, leaving the majority of Inspiration Lakeview, a vacant un-serviced parcel.



Figure 1 - 4
Site photos of Inspiration Lakeview



Figure 1 - 5
Aerial delineating the Inspiration Lakeview site

Physical Opportunities and Constraints

The redevelopment of the Inspiration Lakeview lands will create one of the largest development precincts in the city. The size of the site is immense and so are the opportunities associated with it.

Setting the Stage for Transformation

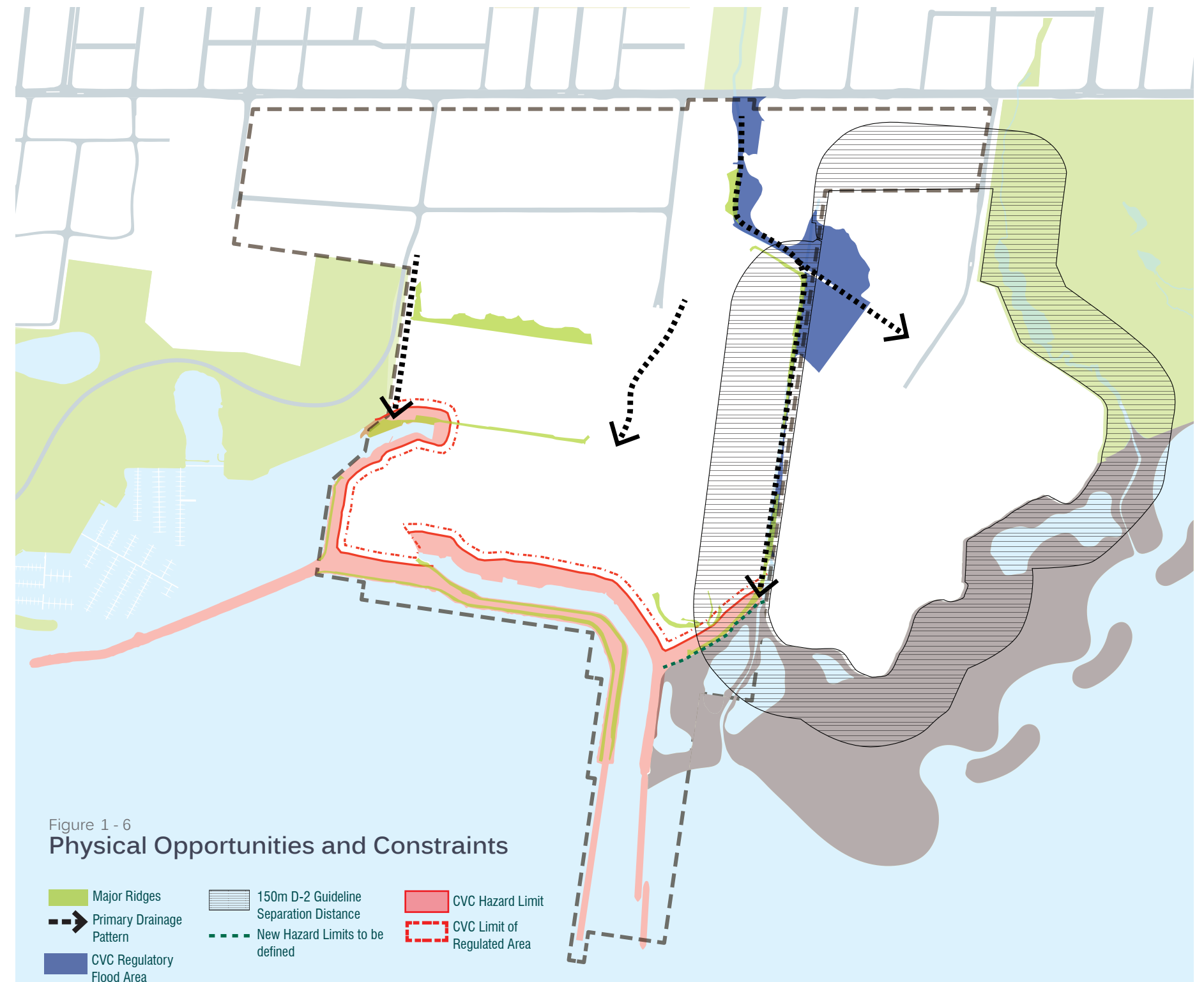
In the fall of 2010, the Inspiration Lakeview Phase 1 Background Report explored the site's existing conditions. In its conclusions, the Background Report provided due diligence information relating to the local planning policy context and framework; existing transportation infrastructure, access and planned improvements; natural hazards and significant natural features, wetlands and watercourses; existing utilities and infrastructure; sub-surface conditions and preliminary cost estimates for remediation; and the redevelopment potential and associated values.

With a strong baseline understanding of the existing conditions, both the Inspiration Lakeview: A Vision and the current Master Plan acknowledge the key site-specific constraints and opportunities that must be addressed as an integral piece to a comprehensive revitalization scheme. Updated key considerations and assumptions are highlighted below.

The Assumptions

Remediation and sub-surface site condition

The former coal yard on the OPG lands is currently remediated to Ministry of Environment (MOE) 2004 Industrial Standards as per a Record of Site Condition (RSC). As the Master Plan includes land uses which are considered sensitive (including residential and active recreation uses), in accordance with Ontario Reg.



153/04, as amended, one or more RSCs will be required prior to site redevelopment. A series of environmental investigation reports are underway. The extent and exact cost of supplementary remediation to bring the site to redevelopment standards (including the removal of remaining sub-surface infrastructure, as required) remains unknown. While the exact technique, technology and associated costing for remediation or risk assessment is yet to be determined, it has been sufficiently resolved that the site, in its entirety, is in a condition which is conducive to redevelopment of all types, including sensitive and non-sensitive uses. While an active “pump and treat” system for the removal of total petroleum hydrocarbons from groundwater at the southern reaches of the site continues to-date, a baseline assumption for remediation for this area (based on standard best practice) has been included in discussions as a requirement for redevelopment.

Sensitive use buffer area between WWTF

Inspiration Lakeview recommends a minimum separation distance of 150 metres from the noise/odour-producing source to the property line of a proposed sensitive land use. The Master Plan accommodates land use flexibility along a buffer area setback to the north and west of the WWTF, anticipating the need for future, site-specific emission-source studies and/or the preparation of mitigating controls.

This follows the MOE D-2 Guideline: Compatibility between Sewage Treatment and Sensitive Land Use (part of the Ministry’s D-Series Guidelines to regulate incompatible land uses). The D-2 Guideline states that plants of this size will be dealt with on an individual basis, with the determination of the required distance dependent on the type of noise/odour sources and the type of mitigation control measures applied.

The Master Plan meets this requirement by placing only employment, District Energy and utility, and institutional uses within the recommended 150 metre buffer area. While employment and utility land uses are not considered to be sensitive, an institutional land use may or may not be considered sensitive as per the D-Series

Guidelines. Further study is needed to confirm the site-specific separation distance for development adjacent to the WWTF, particularly related to institutional land uses and other design mitigation measures.

Shoreline hazard lands

Forming part of the Lake Ontario Integrated Shoreline Strategy (LOISS), the Credit Valley Conservation (CVC) regulates this jurisdictional extent of the Lake Ontario shoreline. The CVC’s Watershed Planning and Regulation Policies and Shoreline Hazard Maps establish the hazard land setback requirements for all waterfront development and encroachment. The lakefront lands at Inspiration Lakeview account for an approximate 35 - 50 metre setback, from the Lake to the erosion hazard limit/limit of regulated area - where no development is recommended as per the aforementioned CVC Policies and Shoreline Hazard Maps. While residential, commercial and industrial buildings and structures are not permitted within these limits, an area of the Inspiration Lakeview shoreline has been identified for further study. This area, at the landward side of the intake channel, forms an important part of the Lakeview Shoreline and the site’s public realm. Opportunities should be explored to permit active uses in this area, including channel-side multi-purpose pavilions, bridges to the piers, pedestrian streets, outdoor cafes, restaurants and bars. Ongoing investigation with the CVC will be needed to determine the extent, permitted uses and special conditions for this hazard land area. The Active and Urban Shoreline Special Study Area is identified and further explained in Part 6: Implementation and Next Steps.

Serson Creek setbacks

Located at the eastern edge of the site, Serson Creek is also a CVC regulated area. Serson Creek is currently split, with the low-flow channel piped under the WWTF and the high-flow channel running southward along the WWTF/OPG property line. Concurrent revitalization works by the CVC, the Toronto and Region Conservation Authority (TRCA) and the City of Mississauga are ongoing to improve creek flow, minimize flood risk and coordinate alignment with the proposed LWC EA. Accounting for these concurrent projects, the Master Plan assumes a

30 - 40 metre “buffer” zone for Serson Creek, allowing for flexibility and changes to the flood and erosion hazard limits, as detailed design concepts are finalized.

Concurrent Local Area Initiatives

As part of the City’s ongoing waterfront development strategy, the Inspiration Lakeview Master Plan is but one ongoing revitalization initiative in the immediate Lakeview local area. Key concurrent initiatives are highlighted below.

The Lakeview Waterfront Connection (LWC) EA

Adjacent to the site, a collaborative project of the CVC, TRCA, Region of Peel and the City of Mississauga, the LWC EA is proposed to provide between 1.5 to 2 million cubic metres of lakefill - creating a new, natural waterfront park and enhancing the existing Waterfront Trail at Mississauga’s eastern shore.

Public access to the Western Pier

As a priority project, the City of Mississauga is leading a feasibility study to investigate the provision of public access to the Western Pier in advance of full site redevelopment. The study includes investigation and research to document existing conditions, potential risks, identification of issues, opportunities, strengths and weaknesses and next steps. The outcome of the feasibility study is to identify a preferred access route to the Western Pier, provide a preliminary conceptual design and outline schedule, approval requirements and costs for implementation.

Additional studies of interest in the area

- Arsenal Lands/Marie Curtis Park extension
- Adaptive reuse of the Small Arms heritage building as a creative arts, culture and office space
- Re-purposing of the Byngmount Beach Public School site

It is essential that as each project progresses, coordination and collaboration amongst local area initiatives remains at the forefront.

Policy Context

The redevelopment of Inspiration Lakeview is supported by land-use planning policy at all levels. The Master Plan builds on the strengths and overarching policy trends towards the development of mixed-use and transit-supportive urban environments, while protecting and enhancing special waterfront districts. The Master Plan is grounded in the most recent Provincial, Regional and City land-use policies, strategic priorities and local realities – ensuring Inspiration Lakeview is relevant to 2014 and beyond.

Provincial

Provincial Policy Statement

At the Provincial level, the Planning Act requires that all decisions affecting land use planning matters “shall be consistent with” the Provincial Policy Statement (PPS). The updated PPS, enacted in April 2014, sets the foundation for regulating land use planning and development in Ontario. The PPS provides clear policy on land use planning to promote investment-ready communities, a clean and healthy environment, place-making and mixed-use areas in support of economic and business development.

The Growth Plan

Enacted in 2006 (2013 with amendments), the Growth Plan for the Greater Golden Horseshoe is a Provincial Plan that directs how regional growth in the Greater Golden Horseshoe is managed to 2031. The Growth Plan, entitled Places to Grow, contains policies promoting intensification of the already built-up area, with a focus on urban growth centres, intensification corridors, major transit station areas and brownfield and greyfield sites. The Growth Plan establishes that as of 2015, a minimum of 40% of all residential development within the region will be within the already built-up area. Intensification areas, including brownfield sites such as the Inspiration Lakeview lands, will play a key role in achieving the intensification target.

Regional

The Region of Peel Official Plan

The Region of Peel Official Plan (ROP) is a long-term strategic document implemented to effectively manage regional growth. The most recent (2013 office consolidation) ROP identifies Mississauga as part of the region's urban system. The urban system areas are comprised of a diversity of healthy and complete communities, offering a wide range and

mix of housing types and tenures, employment opportunities and recreational and cultural activities - all served and connected by a multi-modal transportation system. Additionally and an integral part of the Inspiration Lakeview redevelopment, the ROP acknowledges the importance of the protection, restoration and enhancement of the Lake Ontario shoreline.

Metrolinx's Big Move

In 2008, Metrolinx, the regional transportation agency for the GTHA released the Regional Transportation Plan, entitled The Big Move. The Big Move is an ambitious plan set to create an integrated multi-modal transportation system across the GTHA that is “seamless, coordinated, efficient, equitable and user-centred.” With the release of the Big Move, Metrolinx published a list of the top transit priorities (15-Year Plan) and a subsequent Next Wave Project listing, identifying the remaining unfunded Top Priority projects. Several significant planned transportation infrastructure improvements are identified in the Lakeview area, including:

- Hurontario/Main light rail transit (LRT) line, a 23 km light rail line connecting Port Credit to downtown Brampton via Cooksville and Mississauga City Centre (currently in the EA preliminary design phase)
- Operational improvement and electrification of Express Rail on the Lakeshore GO Line, east and westbound from Oshawa to Hamilton (EA planning studies underway)
- Lakeshore Road from Port Credit GO station to Toronto Union Station identified as a Regional Rapid Transit route (potential for LRT/bus rapid transit (BRT) (currently unfunded).

Municipal

City of Mississauga Strategic Plan

In 2008, the City adopted a new Strategic Plan: Our Future Mississauga. The Plan is based

on a bold Vision and is supported by five Strategic Pillars for Change: Move, Belong, Connect, Prosper and Green. Each Strategic Pillar in the Plan is accompanied by an Action Plan, encouraging citizens to think big about what their City could become. The Visionary Action for the 'Prosper' Pillar is: "We will create a model sustainable creative community on the waterfront."

City of Mississauga Official Plan and Local Area Plan

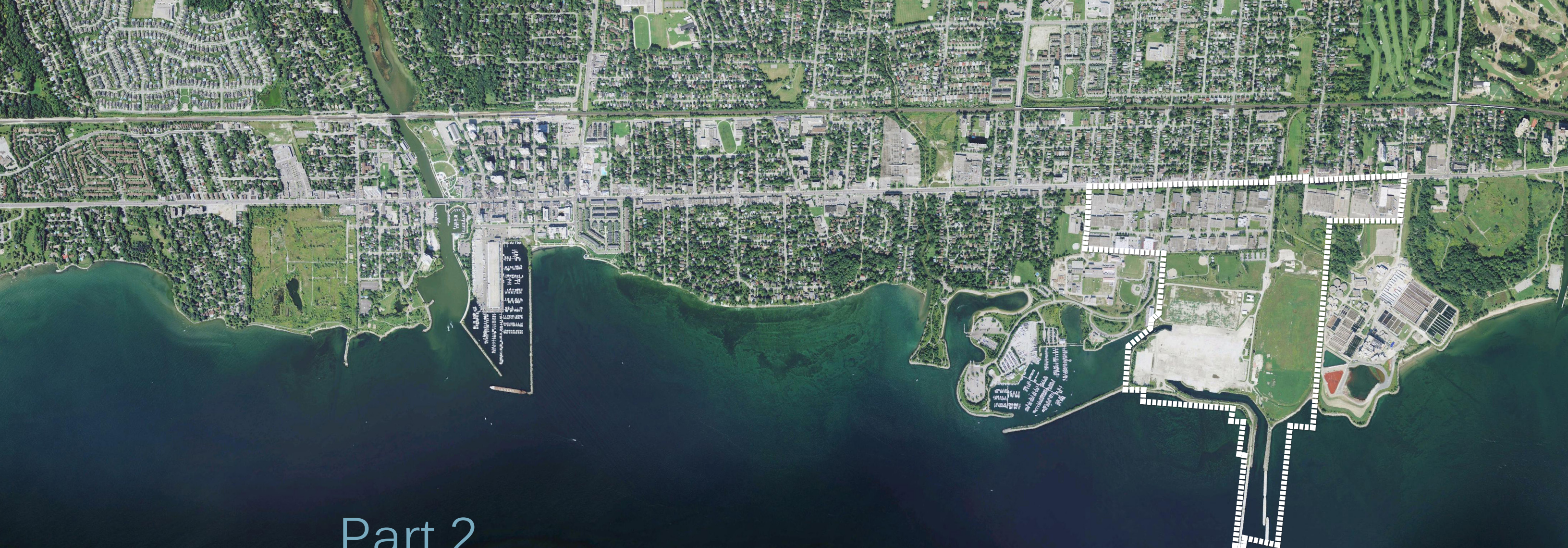
In line with Provincial and Regional policy direction, the City of Mississauga continues to evolve, with an increasing emphasis on intensification, mixed-use development and long-term investment in transit. In 2010, the City adopted the new Mississauga Official Plan (MOP), guiding growth and development in the city to the year 2031.

The MOP provides an urban hierarchy and urban system to guide growth, as well as local character area policies to distinguish city districts. While the most recent (2014 draft) Lakeview Local Area Plan (LAP) provides updated policies and land use designations for the Lakeview area, the determination of the Community Node (or centre of neighbourhood activity) remains undetermined. The Inspiration Lakeview Master Plan will guide future discussions and the official designation of this Node.

In addition to the MOP and Lakeview LAP, the following City of Mississauga land/ waterfront development reports and policies have been considered throughout the Master Plan:

- Future Directions Master Plan reports (Draft 2014)
- Natural Heritage and Urban Forest Strategy (2014)
- Mississauga Parking Strategy – Phase II: Port Credit and Lakeview (2013)
- Green Development Strategy and Standards (2012)
- Living Green Master Plan (2012)
- Housing Choices: Summary of Housing Needs, Housing Choices (2011)
- Moving Mississauga (2011)
- Mississauga Cycling Master Plan (2010)
- City of Mississauga Strategic Plan (2009)
- Waterfront Parks Strategy (2008)





Part 2

The Process

From Vision to Master Plan

A Vision for Inspiration Lakeview

In 2010 the City of Mississauga initiated Inspiration Lakeview, a comprehensive city-wide public engagement process for the revitalization of the Lakeview lands. In the Vision phase, extensive consultation with landowners, key public sector agencies, local area residents and the general public took place. The Visioning process culminated with the input from over 1,000 community members. Numerous ideas were put forward and subsequently consolidated and summarized into Eight Core Principles shown below.

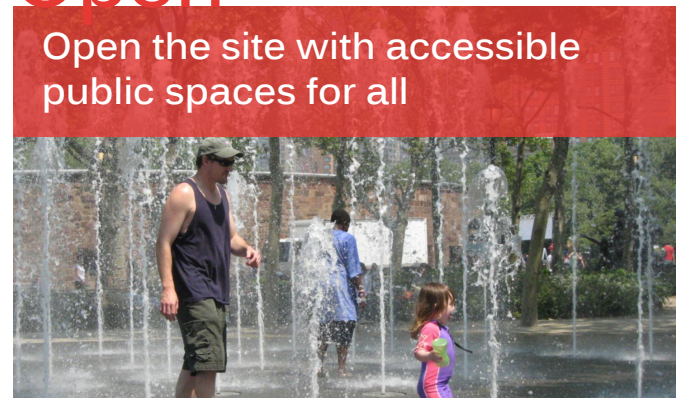
Link

Connect the City and the water



Open

Open the site with accessible public spaces for all



Green

Create a green, sustainable innovative model community



Vibrant

Create a mixed-use community affordable and welcoming to all



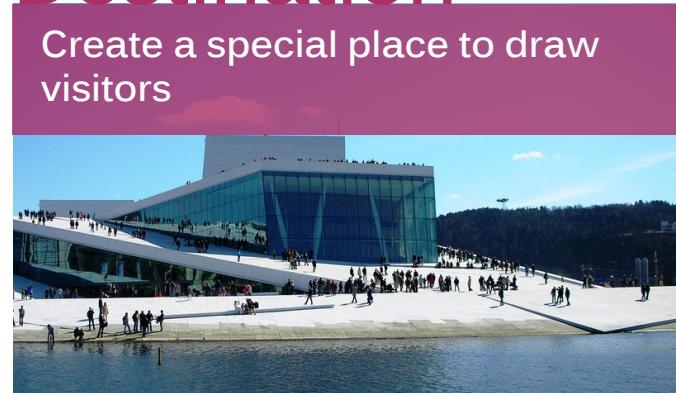
Connect

Provide multiple ways to get around: transit, walking & cycling



Destination

Create a special place to draw visitors



Remember

Commemorate history while creating a new legacy



Viable

Balance public & private investment to be economically sustainable

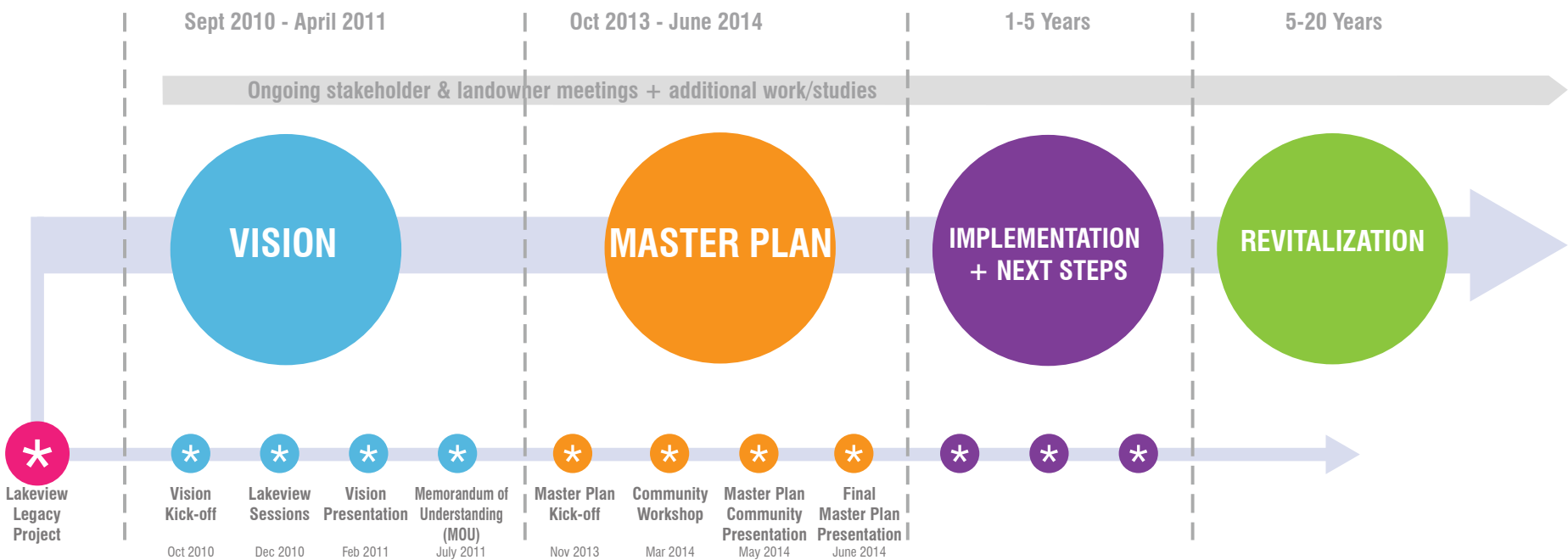


Figure 2 - 1
Eight Core Principles for Inspiration Lakeview

Moving from a Vision to a Master Plan

The Master Plan takes the “Big Ideas” and visionary concepts that emerged from the Vision, further refines, tests and incorporates them into a more detailed guide for redevelopment. Similar to the Visioning process, the Master Plan continued as an iterative and highly collaborative process - with opportunity for community and stakeholder input throughout.

Figure 2 - 2
The Inspiration Lakeview Process

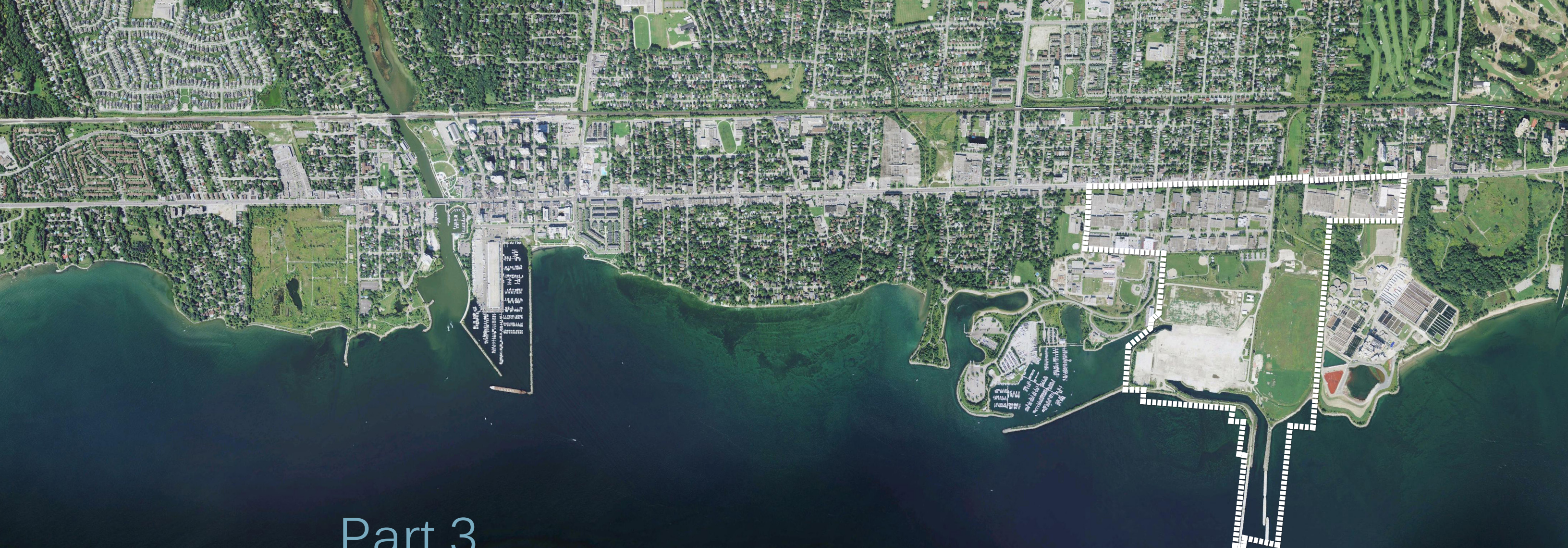


The community engagement process was enhanced with an impressive and up-to-date online presence via the Inspiration Lakeview project website (www.mississauga.ca/lakeview), providing detailed information and important updates to a wider audience.



Figure 2 - 3
Public Meetings and Discussions





Part 3

The Structuring Framework

6 Big Moves

The following Core Principles, the “Six Big Moves,” represent the key structural components of the Master Plan.

Part 3: The Structuring Framework

INSPIRATION LAKEVIEW

01 A Continuous Waterfront



The true “inspiration” for the site is its waterfront location. As one of the missing links to a continuous waterfront park system along the shores of Lake Ontario, Inspiration Lakeview will reconnect Mississauga both to the water and along its shores. The new waterfront will connect to the Waterfront Trail to the east and to the west and dramatically extend outwards into Lake Ontario along the Western Pier. The Lakeview Shoreline is imagined as a destination - a place to walk, cycle and to interact.

02 A Blue and Green Network



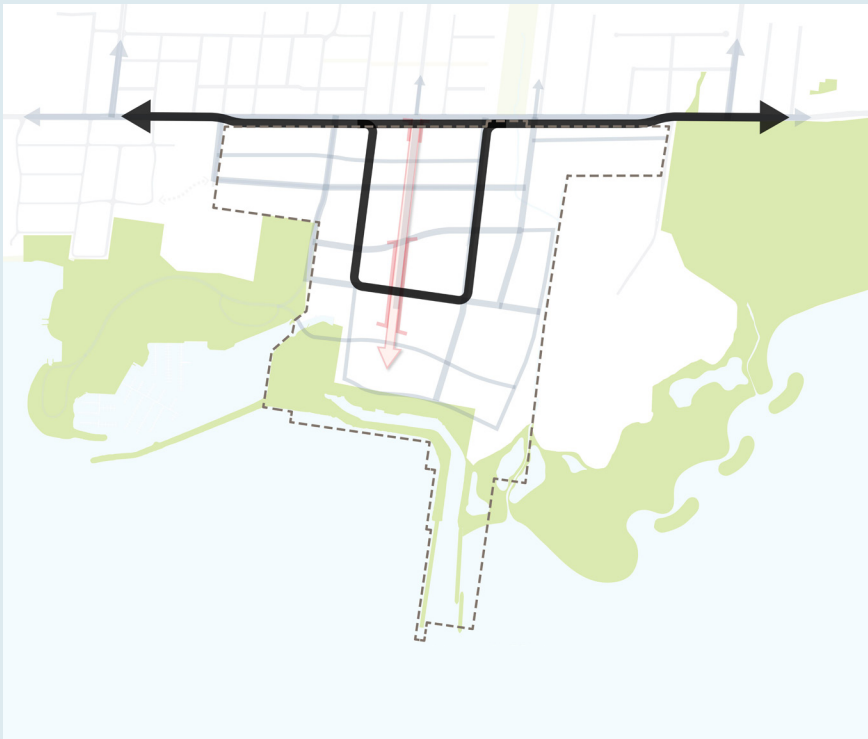
Generous green and water-related open spaces are the organizing strategy for Inspiration Lakeview. Forming east-west and north-south spines, public realms of different sizes and function work together to provide a distinctive cultural and ecological community landscape. The network provides strong north-south linkages to the city, clear east-west connections to the neighbouring parks, important stormwater management functions, and intimate neighbourhood courtyards, gardens and parks. Reinforcing the continuous waterfront, the network is both a practical and inspired mix of community and destination spaces.

03 A Fine Grain Street Pattern



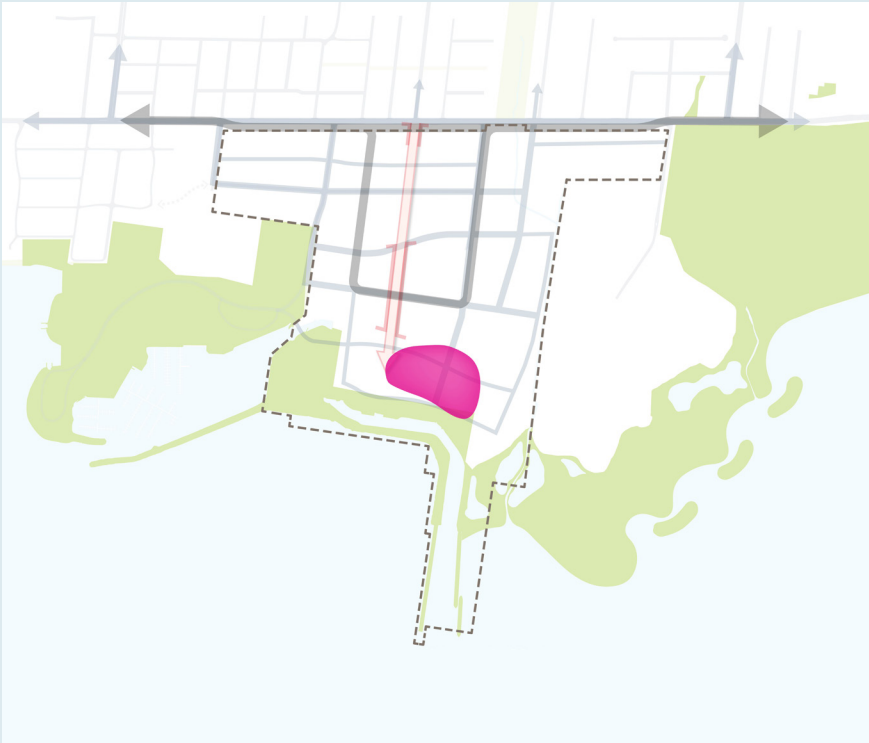
Created to support all types of users, including transit-riders, cars, bicycles and pedestrians, the new urban street and block pattern connects the various neighbourhood districts of this new community - to the north, east and west. Building off of and connecting to the existing road network north of Lakeshore Road, the new fine grain street pattern creates for safe and efficient transportation and movement. Inspiration Lakeview is imagined as a unique, urban village - where housing, retail, jobs and community amenities are strategically positioned, creating a truly mixed community.

04 Bring Transit to the Site



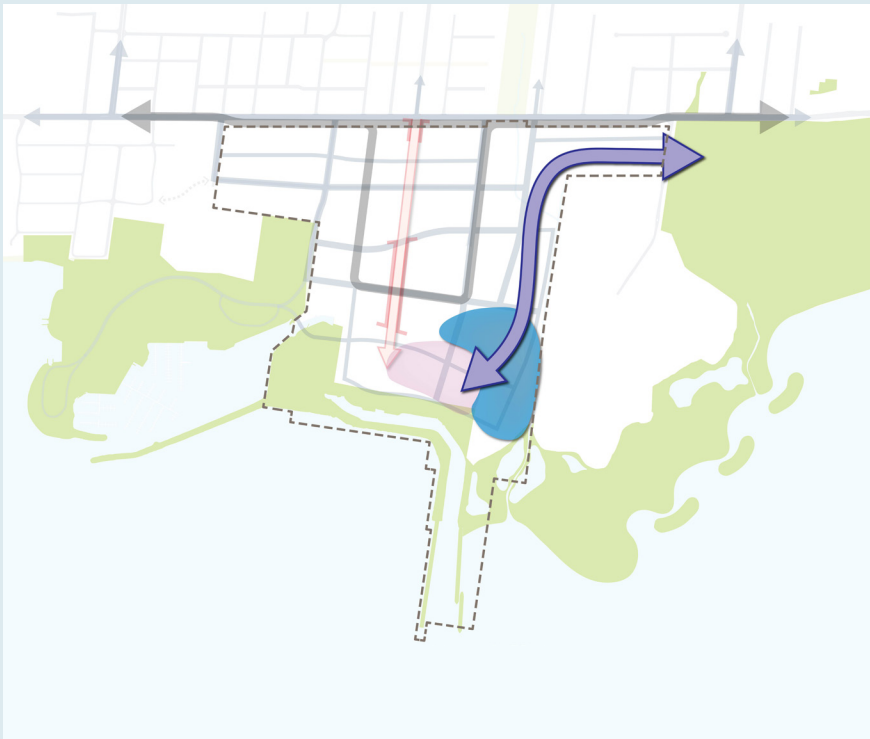
To service this new community, opportunities are presented to bring transit into the site. Bringing residents, employees and visitors into and around Inspiration Lakeview with higher order transit is important to not only encourage transport modes other than the private automobile, but to support the area's long-term sustainability and vitality. A flexible approach to the implementation of this costly infrastructure ensures a Plan that is adaptable – one that can and will be fine-tuned as the redevelopment is phased.

05 A Cultural Hub at the Head of the Piers



After 120 years of being closed to the public, a prime waterfront address at Inspiration Lakeview is reserved for culture and public use. The Cultural Hub, at the water's edge, provides a rare opportunity to not only commemorate and celebrate the site's history, but also create a long-term legacy. As Mississauga grows, so too does its diversity - the opportunity to incorporate multi-cultural programs, special uses and waterfront attractions is immense. Culture is not imagined as a stand-alone feature, but a place where arts and culture are incubated as both destination and neighbourhood infrastructure, providing unique venues and opportunity for expression.

06 Employment and Innovation Corridor



Inspired by the area's industrial history, informed by the current stable job base, and prompted by good-planning principles, Inspiration Lakeview plans for the future employment growth for the wider community. In addition to the community's retail, institutional and cultural employment opportunities, an employment and innovation corridor is imagined as a transitional use between the WWTF and the community. As a green technology district, this corridor is intended to attract research and development-type jobs and create affinities with the planned institutional uses (shown in blue).

The Master Plan

The ‘Six Big Moves’ give clear structure to the Master Plan’s open space, land use, transportation and built form strategy. The “Big Moves” provide a unique and specifically Lakeview personality that will define how future Lakeview neighbourhoods evolve. These six moves work together to help deliver the richness and complexity of an urban waterfront community with cultural and economic variety, beautiful interconnected landscapes and high quality living that will make Lakeview a destination and precedent for waterfront renewal.

Inspiration Lakeview will provide:



Approximately
8,000 units



Approximately
15,000 - 20,000
people



Approximately
7,000 - 9,000
jobs



Approximately
12 hectares
Public Parkland



Approximately
4 hectares
Institutional



Approximately
2 hectares
Cultural / Incubator

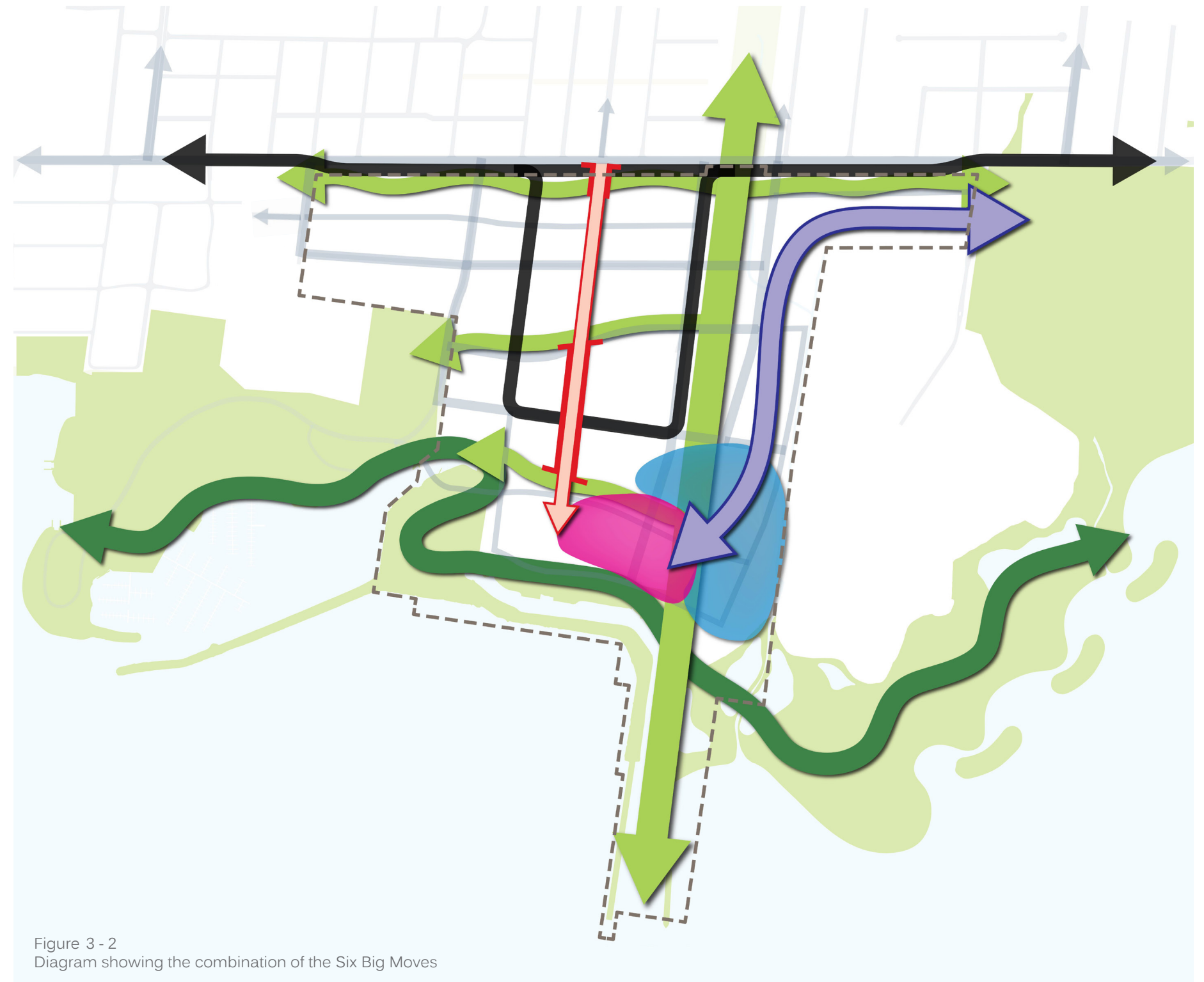
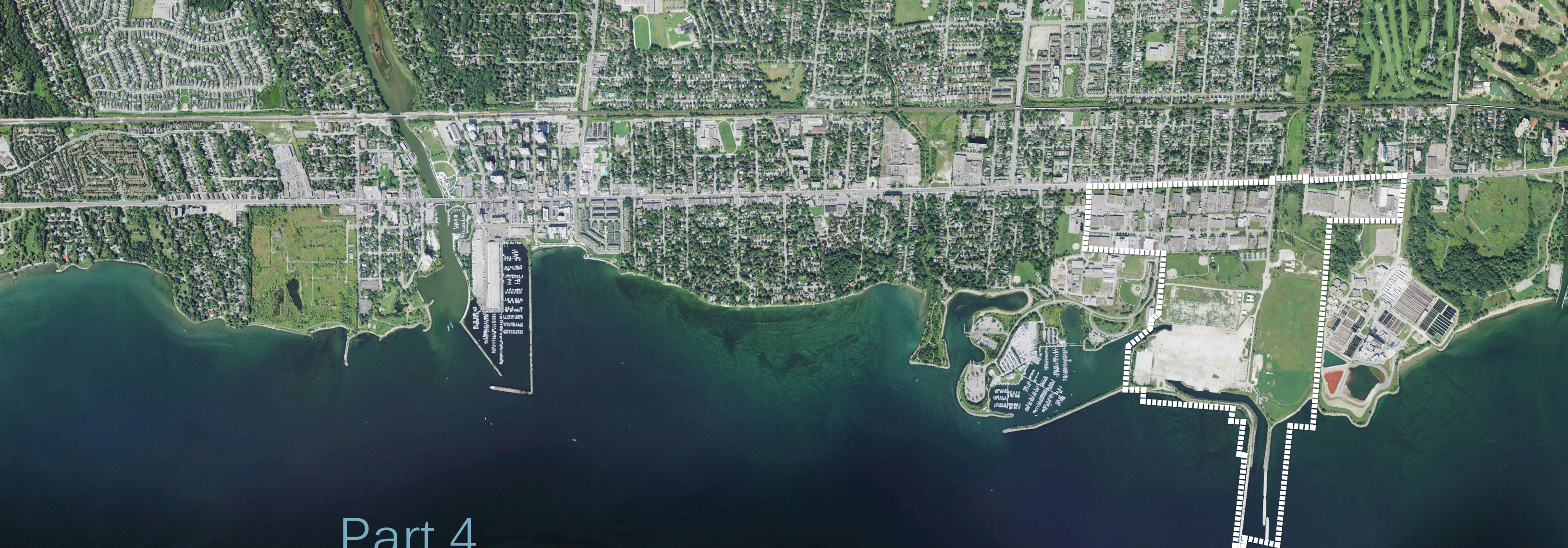


Figure 3 - 2
Diagram showing the combination of the Six Big Moves



Figure 3 - 3
The Master Plan





Part 4 The Master Plan



Open Spaces & Connections

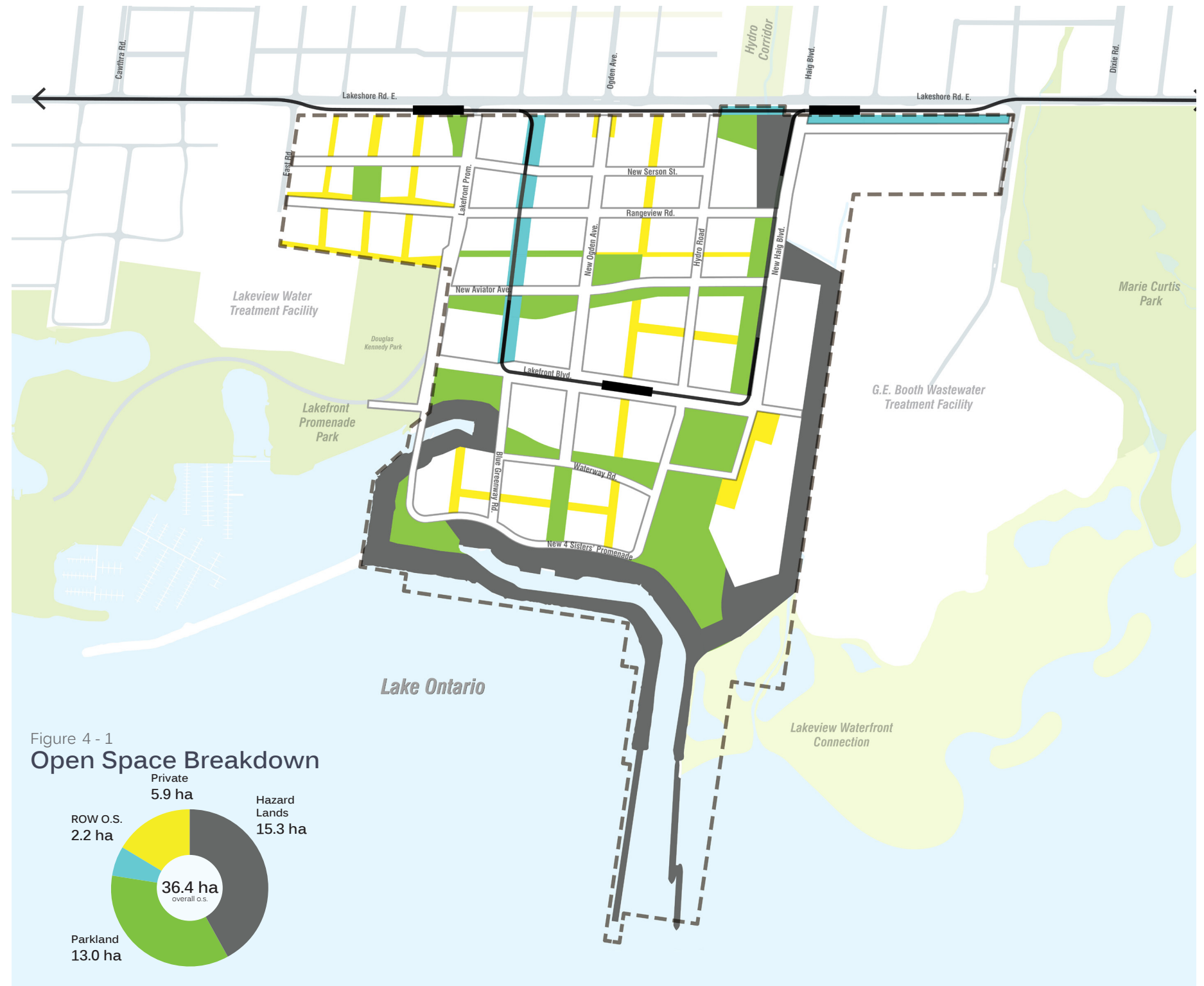
Lakeview will provide for a generous landscaped water's edge, open space linkages to the north, east and west and a variety of park functions and programs. A water-based experience will be provided through access to the western pier, integrated water features and a sustainable approach to stormwater management.

Open Spaces and Connectivity

Comprising an impressive 36% of the total area, the site's public parkland, hazard lands, private open space and right-of-way (ROW) open space (streetscapes) ensure that a strong public realm is at the heart of Inspiration Lakeview. A series of open spaces are thoughtfully distributed throughout the site, accommodating a range of activities, landscapes and destinations. The location, size and configuration of these spaces, as identified, will be reviewed in detail prior to completion of an Official Plan Amendment.

A generous public parkland system spans the vast site - from the Lakeview Shoreline, to the water-inspired Lakeview Commons and Waterway, the linear Greenway and the east-west Aviator Park connector.

The site's shoreline and creek hazard lands are not seen as constrained or forgotten spaces, but rather imagined as rehabilitated natural areas for passive, and where possible, active uses. A series of small private and publicly accessible open spaces and gardens form an integral part of the extensive green network, as do innovative and flexible approaches to the integration of stormwater management (SWM) spines and sustainable streetscape infrastructure.



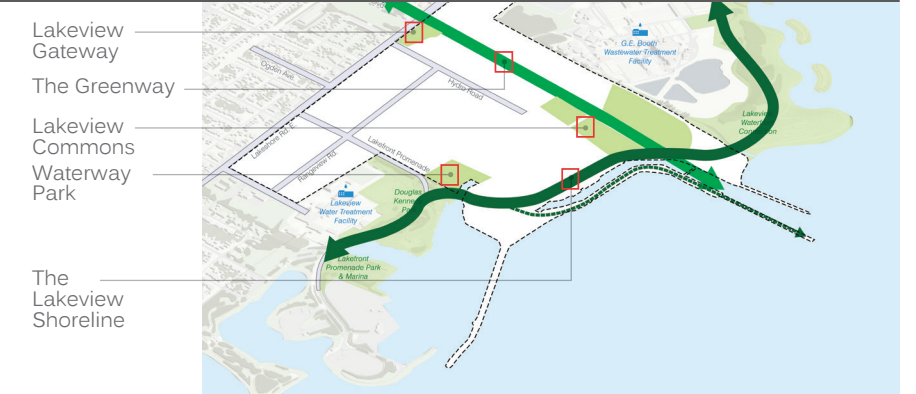
Large, Medium and Small Open Spaces

Inspiration Lakeview will have one of the most varied public and private realms in Ontario. Large, medium and small open spaces define the character of the site and accommodate a range of activities, landscapes and destinations. These include waterfront promenades, outdoor event spaces, playgrounds, urban “gateway” parks and plazas, passive natural areas, intimate neighbourhood courtyards and private gardens.

Inspiration Lakeview’s integrated mix of public and private open spaces will make Lakeview the envy of waterfronts worldwide.

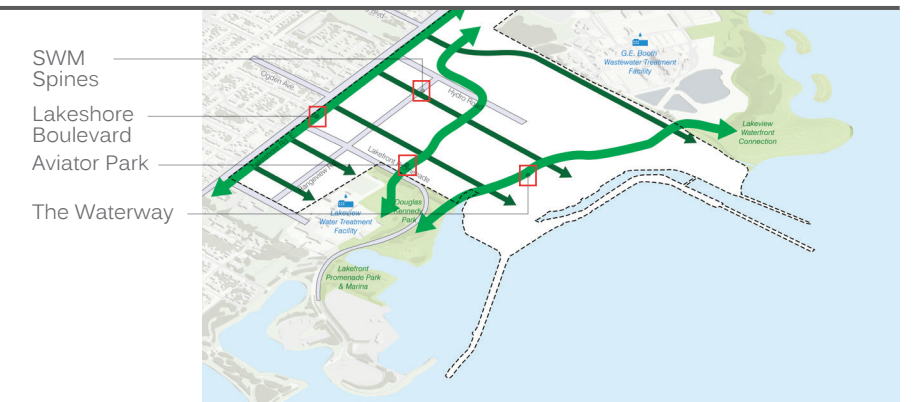
Large Open Spaces

The large open space elements, considered the “bones” of the site, include the 1.2 km linear Greenway park, an iconic Gateway entrance, and the long-awaited Inspiration Lakeview waterfront, organized as two zones - one for active, year round uses and one for passive interaction at the water’s edge.



Medium Open Spaces

Contributing to the creation of a cohesive park system from Lakefront Promenade Park to Marie Curtis Park, the medium moves include a series of east-west park connectors, consisting of neighbourhood parks and cyclist trails. Linear SWM spines integrate stormwater management, while providing functional green open spaces for residential lands.



Small Open Spaces

A series of neighbourhood gardens, public squares and semi-public open spaces complete the network. Located within inner-blocks and privately owned parcels, these spaces are intimately scaled extensions of the public realm. The small open and green spaces serve primarily as places of transition or interface with the residential environment – providing residents day-to-day neighbourhood parks, playsites and adaptable courtyards.

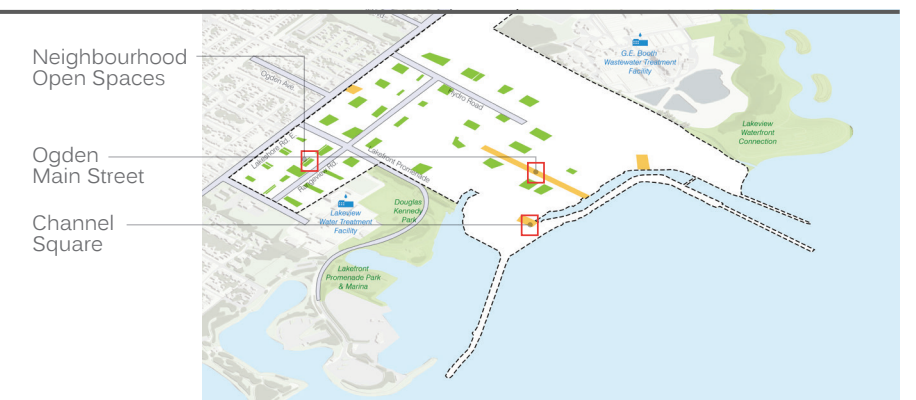




Figure 4 - 3 Bird's eye view of open and green spaces at Inspiration Lakeview

L M S

The Lakeview Shoreline

The Lakeview Shoreline connects Lakefront Promenade Park to Marie Curtis Park via the Western Pier intake channel and capitalizes on the site's industrial legacy to create a truly unique waterfront experience. The Shoreline offers opportunities to interact with Lake Ontario while preserving and fostering new waterfront ecologies. A continuous waterfront experience, from The Dock area for recreation and non-motorized watercraft, Lake Prospect Park at the head, the programmable Channel Squares where the 4 Sisters promenade commences, towards the new Lakeview Waterfront Connection (LWC) to the east. Access to the Western Pier gives unparalleled access into Lake Ontario, showcasing a thrilling new vantage point from the end of the pier. Mississaugans will experience the lake and the city like never before.

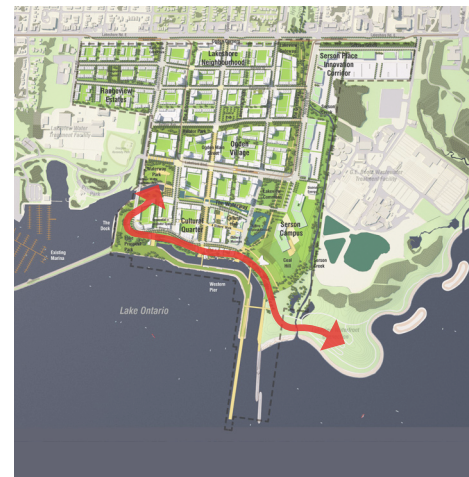


Figure 4 - 4 The Lakeview Shoreline

Figure 4 - 5 Section A: Conceptual dimensions of the Lakeview Shoreline

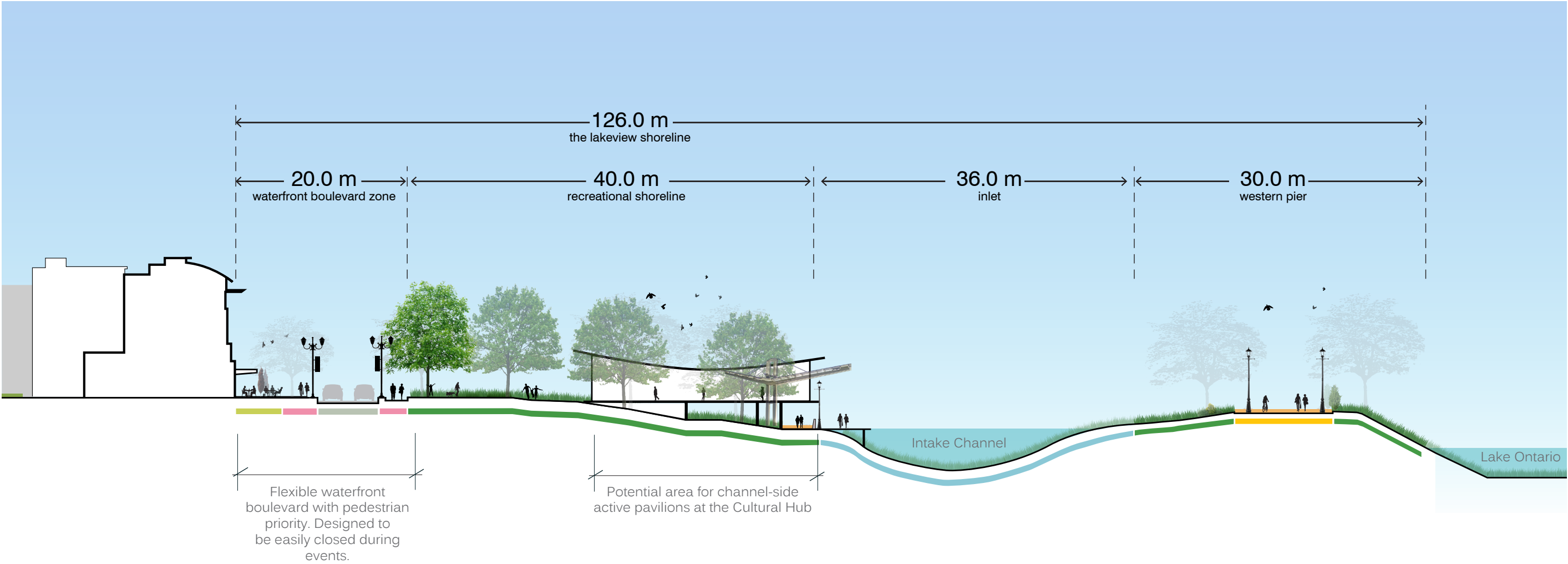


Figure 4 - 6 Coal Harbour, Vancouver



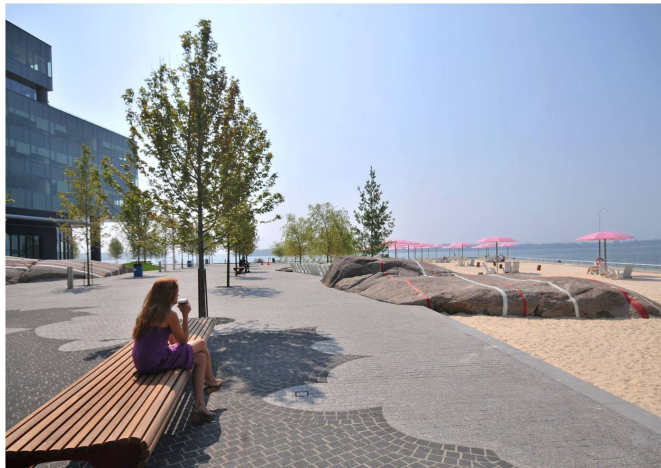
Figure 4 - 7 Harbour Passage, St. John



Figure 4 - 8 Toronto Island, Toronto



Figure 4 - 9 Sugar Beach, Toronto





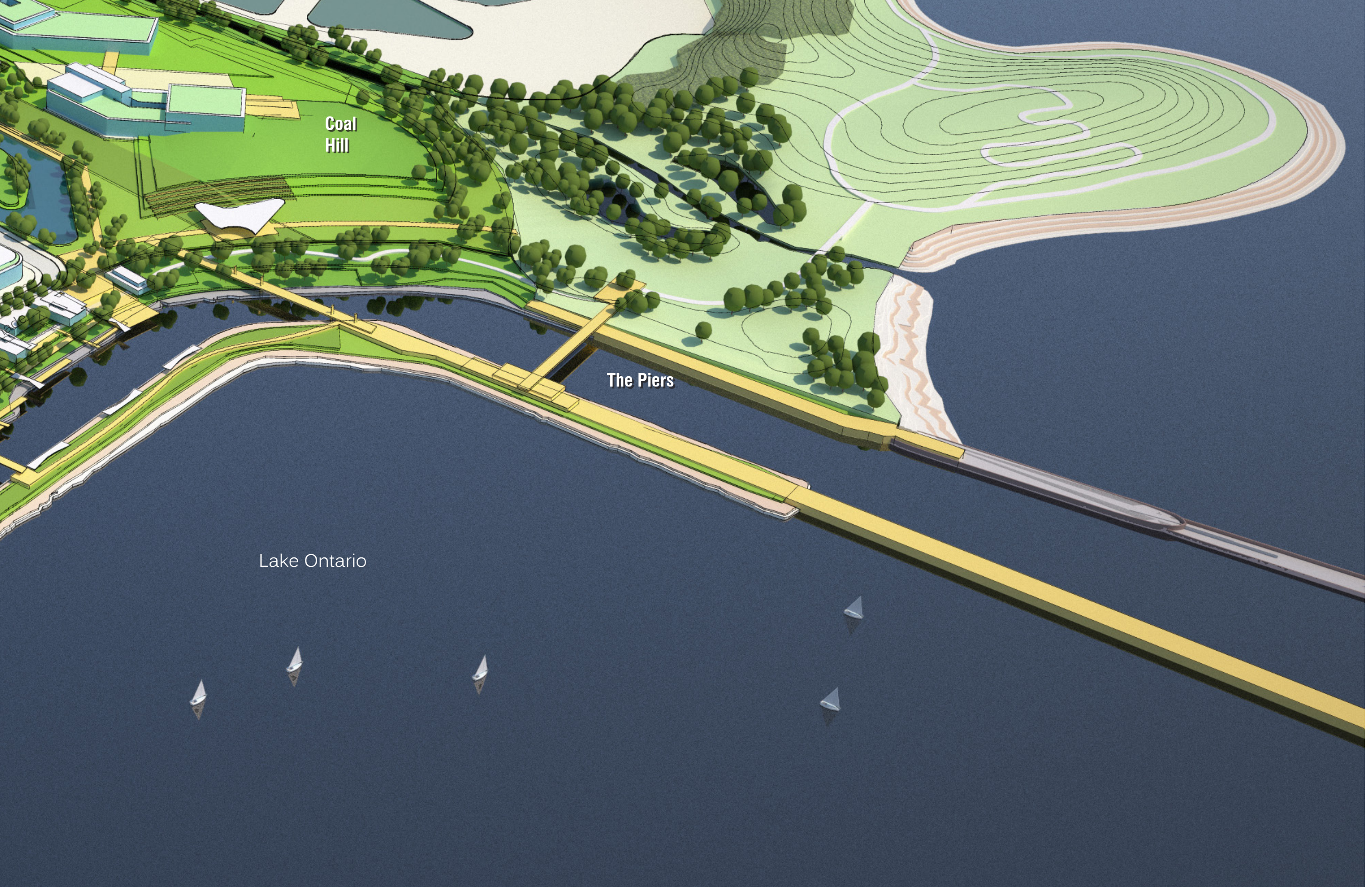


Figure 4 - 10 Bird's Eye View of the Lakeview Shoreline

An Active and Urban Shoreline

A flexible layout at the Lakeview Shoreline allows for the intake channel and piers to engage with active uses at the water's edge. A series of one storey, pavilion buildings could be arranged along the channel to expand upon the cultural activity of the area - from the Cultural hub to where New Ogden Avenue meets Lake Ontario at the central Channel Square. Multi-purpose pavilions provide a series of intimate and lively water-based places with opportunity for additional cultural uses, restaurants and bars. Supported by outdoor cafés, decks and the piers, the Active and Urban Shoreline should be the place where Inspiration Lakeview dips its feet into the water. Ongoing investigation with the Credit Valley Conservation (CVC) will be needed to determine the best method to allow for a sensitive, yet dynamic water's edge experience. Refer to Part 6: Implementation and Next Steps for further discussion of the Active and Urban Shoreline Special Study Area.



Figure 4 - 11 Potential pavilions engage the channel at key locations along the Lakeview Shoreline



Figure 4 - 12 View towards the Cultural Hub and potential channel-side pavilions



Figure 4 - 13 Canal side dining in Leiden, Netherlands



Figure 4 - 14 Vancouver's Granville Island

The Greenway

A linear green park extends north-south from the Hydro Corridor to Lake Ontario. This link includes the Lakeview Gateway where the Hydro Corridor meets Lakeshore Road and a 1.2 km Greenway extension, linking the northern reaches of the site to the Lakeview Commons and Serson Campus. The Greenway creates a generous eco and play-corridor and forms a vital transitional space between the future community, the planned employment lands and the WWTF. Taking full advantage of the remnant infrastructure, the Greenway provides for a flexibility of green spaces based on programming decisions and a naturalized Serson Creek water management area.

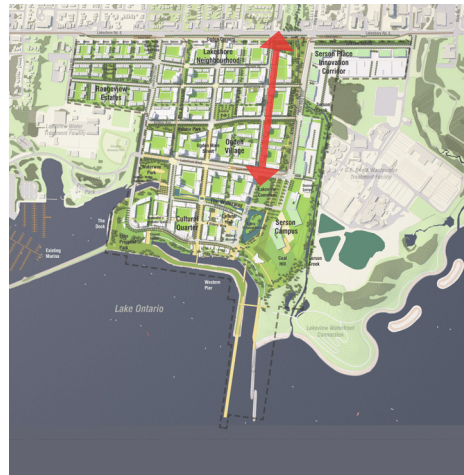


Figure 4 - 18 Triangle Park, Pittsburgh



Figure 4 - 16 River Walk Park, Madrid



Figure 4 - 17 Superkilen Topotek, Nørrebro



Figure 4 - 19 The Greenway bird's eye view

The Waterway

Parallel to the waterfront and protected from the seasonal extremes of Lake Ontario, a series of water-themed open spaces form the heart of the Cultural Quarter neighbourhood. Active, programmed spaces will promote year-round activity. The Waterway route consists of opportunities for intimate gatherings at Waterway Park, cafes, splash circuits and skating rinks along a protected urban Waterway and a connection to Lakeview Commons and the Serson Campus. Serson Campus (subject to future detailed review and budget availability), further commemorates the site's industrial legacy with Coal Hill, a landscaped-area that provides a hill-side setting for outdoor performances. The Waterway represents the transition from residential neighbourhood to the north to Cultural Quarter and waterfront to the south.



Figure 4 - 20 The Waterway



Figure 4 - 21 HTO Park, Toronto



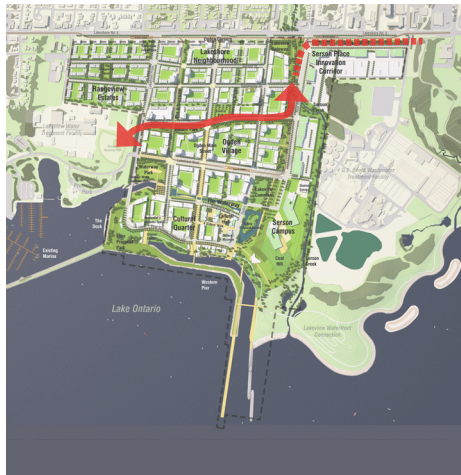
Figure 4 - 22 Cumberland Park, Nashville



Figure 4 - 23 Skating trail at Sam Smith Park, Etobicoke



Figure 4 - 24 The Waterway bird's eye view



Park Connectors

A system of public parks are planned to ensure east-west open space continuity, linking Lakefront Promenade Park and Douglas Kennedy Park to the east to Marie Curtis Park to the west. Traversing the central site, Aviator Park is a linear park connector leading to the Greenway and encompassing Central Park, providing a community-scaled public park. The route between these parks forms part of the wider pedestrian and cycling network. The Waterway to the south, also considered a neighbourhood-scaled park connector, links Lakeview Promenade Park and Marie Curtis Park via the waterfront.





Figure 4 - 26 Park Connectors bird's eye view



Figure 4 - 27 West Toronto Railpath, Toronto



Figure 4 - 28 Bryant Park Trees, New York

Stormwater Management

A series of north-south SWM spines dispersed throughout the site facilitate an innovative approach to stormwater management. These innovative SWM spines not only provide important water collection function, but add natural elements to the public realm.

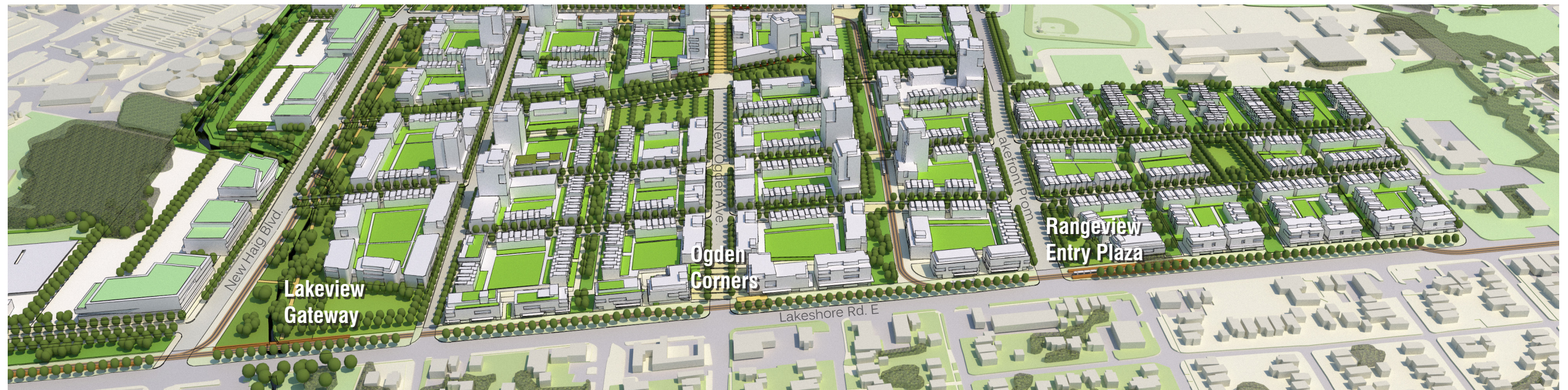
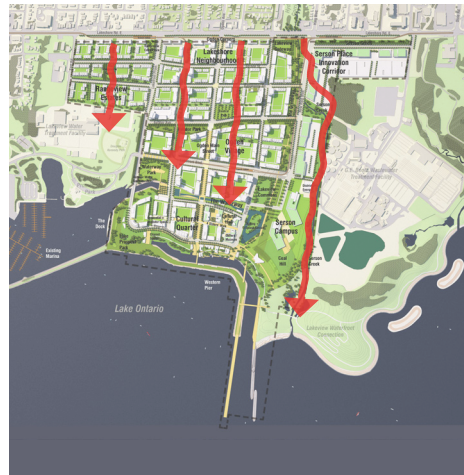


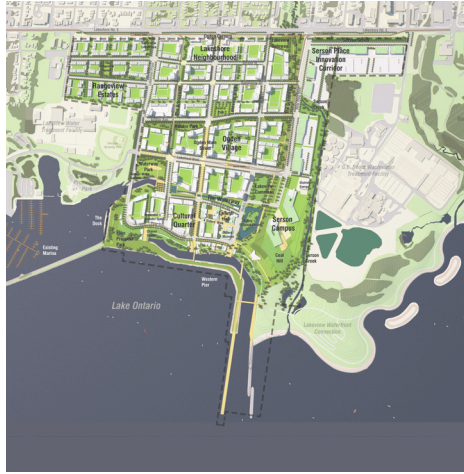
Figure 4 - 29 Stormwater management spines bird's eye view



Figure 4 - 30 Stormwater Filtration Haerbin City, China



Figure 4 - 31 Stormwater Planter, Portland, Oregon



L M (S)

Small Greens and Gardens

A series of small courtyards, gardens and public squares complete the open space network. Many of these gardens are located within neighbourhood parcels as courtyard and street-related spaces. These gardens provide for local community-scaled amenity spaces and for individual private gardens.



Figure 4 - 32 North Greenwich, England



Figure 4 - 33 Coin Street Developments, London



Figure 4 - 34 Skating trail at Sam Smith Park, Etobicoke

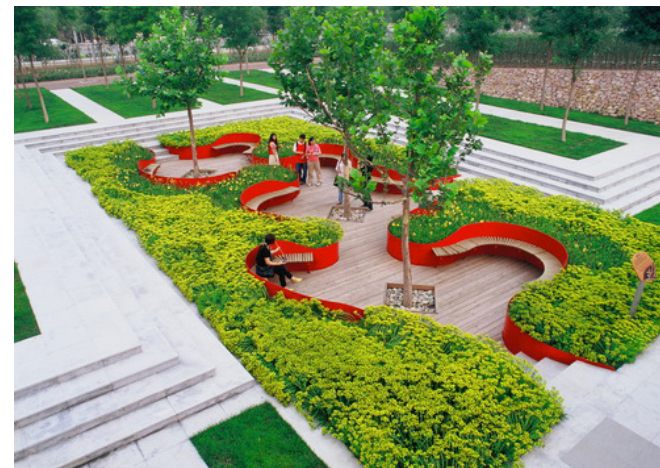


Figure 4 - 35 Tjianjin Bridged Gardens, China



Figure 4 - 36 Private Parks, Vancouver

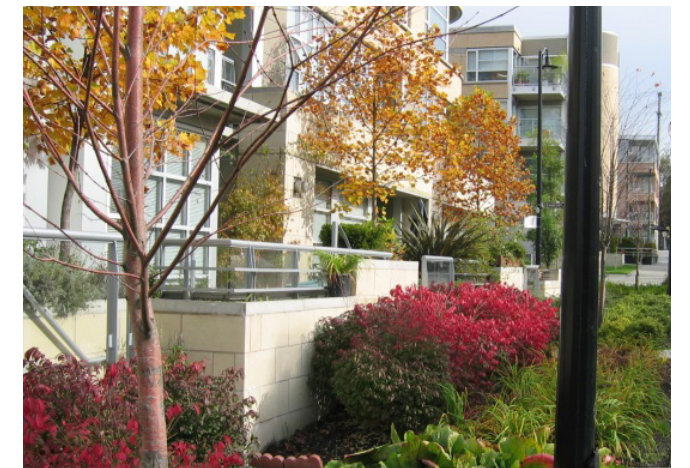


Figure 4 - 37 Private Parks, Vancouver



Land Use

Lakeview will include a variety of uses that allow opportunities for people to live, work, learn and play. In addition to residential, commercial and employment uses, the provision of cultural, institutional and recreational opportunities will also be established.

Land Use

Inspiration Lakeview will become a vibrant mixed-use community within Mississauga. While the majority of the site is planned as residential neighbourhoods, the objective is to attract a diversity of complementary employment, commercial, institutional and recreational uses - ensuring the redevelopment is a viable and sustainable urban community.

The Master Plan is planned to accommodate for great variety in both scale and use. The distribution and quantum of uses build upon the founding Six Big Moves. These uses include an integrated network of open spaces, neighbourhood mainstreets, a green-tech innovation corridor, a waterfront institutional campus and a cultural quarter that is further supported by potential incubator space.



Figure 4 - 38
Open Spaces

The generous open space network remains at the forefront of the land use strategy. A vast network of functional public parks and amenities make up the large and medium open space system, including a multi-use linear greenway, pedestrian and cyclist park connectors and a publicly accessible shoreline. A series of small open spaces complete the network - made up of public squares, community gardens, linear stormwater management (SWM) spines and private green spaces.

Imagined as a unique east-west, north-south system, Inspiration Lakeview's open spaces provide ample opportunity for both passive and active outdoor activity, reinforcing the anticipated range of neighbourhood and waterfront uses to come. The Plan's vast green and open space network provides sufficient opportunity to increase the city's urban tree canopy.

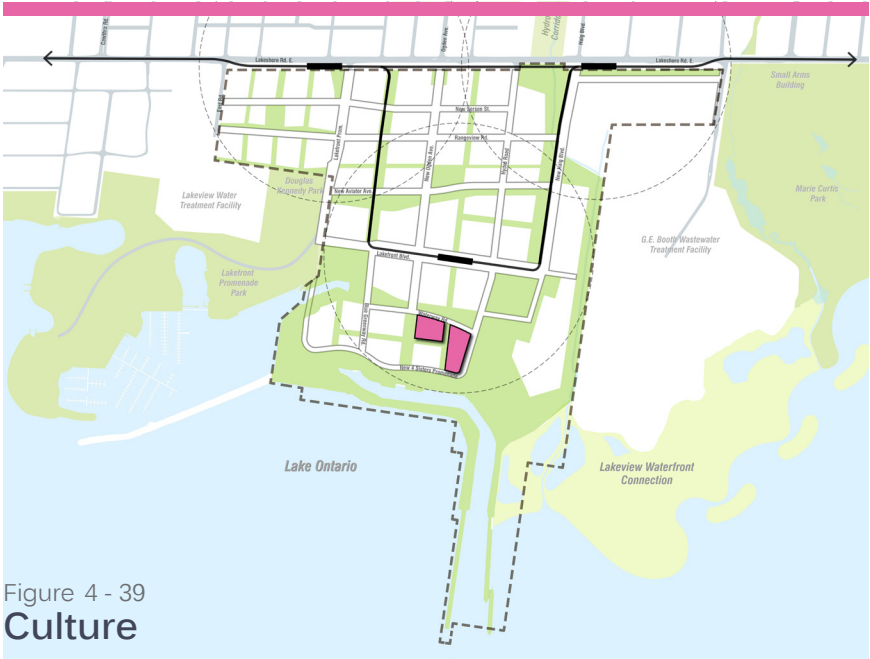


Figure 4 - 39
Culture

As a catalytic space earmarked for arts and culture, the Cultural Hub is a key piece of public infrastructure. The dedicated four-acre site is generous enough to provide for a diversity of programming, much-needed investment in community infrastructure and opportunities for new and emerging creative industries.

A museum, artist galleries, indoor and outdoor festival spaces, public art, live/work studios and creative industry incubators highlight this prime waterfront address as a unique destination and the heart of the community. It will attract both local and regional visitors and play a key role in making Lakeview a socially inclusive and creative community. Its proximity to the green-tech innovation corridor and institutional campus fosters further synergy between art, ecology, creative industry, education and youth. The Cultural Hub anchors the Lakeview piers and becomes a fitting junction between the waterfront and the community.

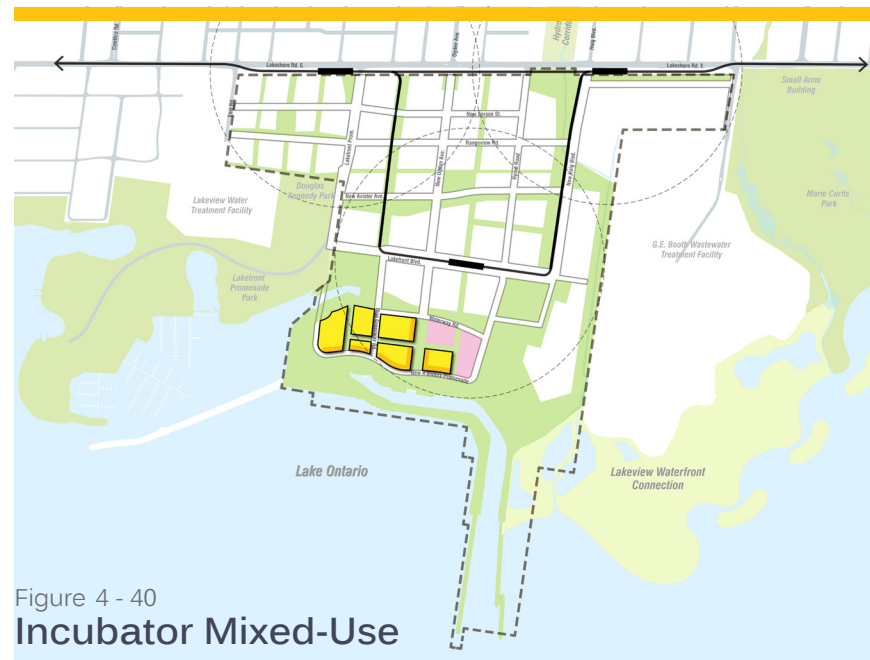


Figure 4 - 40
Incubator Mixed-Use

As an extension of the Cultural Quarter, at-grade “incubator” spaces are conceived to provide a flexible space to attract cultural and start-up uses, including theatre spaces, set production and artist studios.

Integrated and at-grade, these flexible spaces activate the ground floor of this residential area, allowing the neighbourhood to potentially grow into a creative cluster with local economic benefits. Cultural incubation models are increasingly developed in many global cities - inviting collaboration between developers, the City and the community.

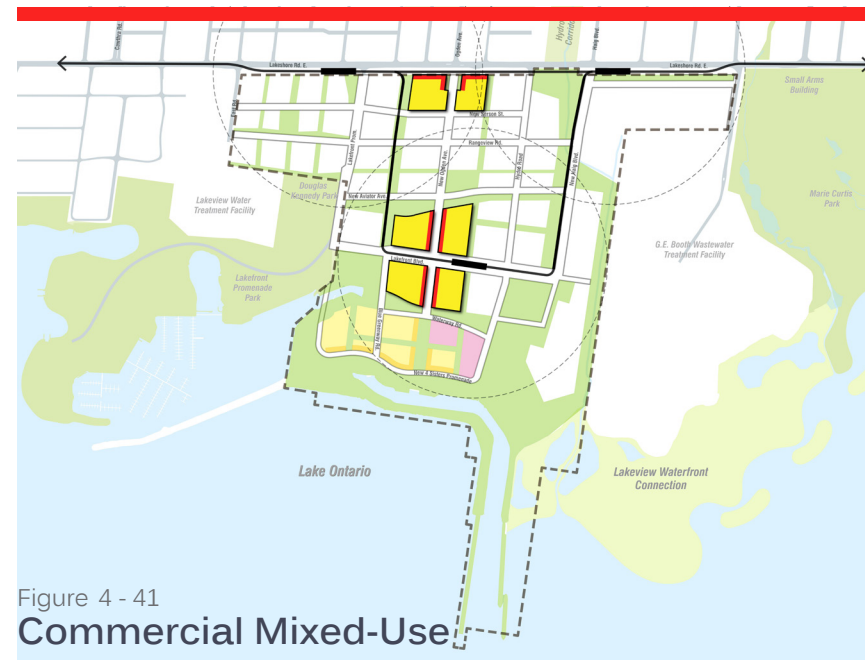


Figure 4 - 41
Commercial Mixed-Use

The commercial heart of the site is centrally located along “New Ogden Avenue.” The central retail hub, located towards The Waterway invites small-scale retail, dining and commercial uses at-grade, with residential units above. Integrated retail and neighbourhood community services will be encouraged to enhance the viability and urban life of these districts. A smaller commercial anchor at New Ogden Avenue and Lakeshore Road, the Ogden Corners, creates an intimate commercial gateway into the new community.

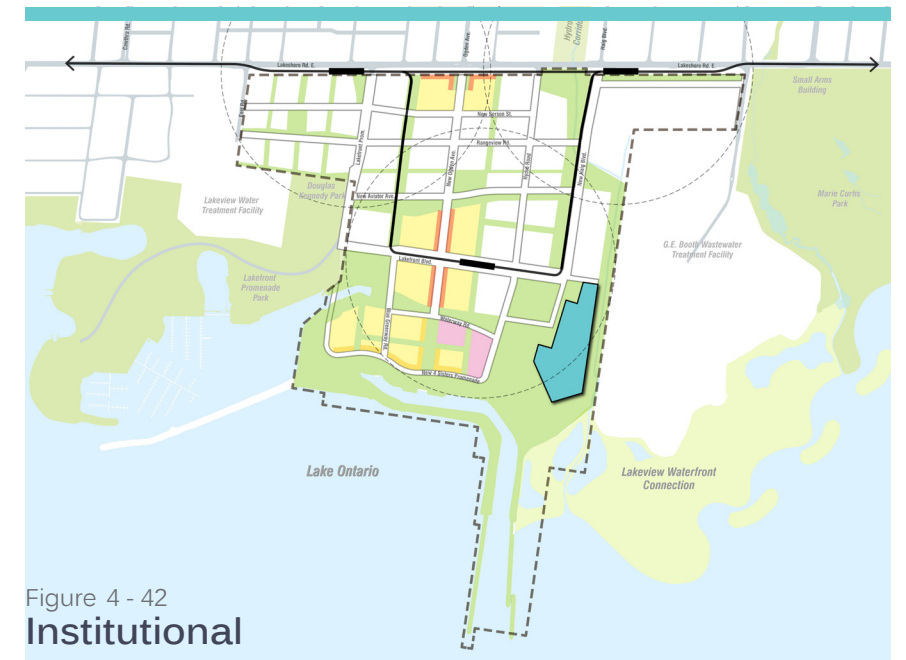


Figure 4 - 42
Institutional

A post-secondary institution nestled in a prime waterfront location provides an incredible opportunity for investment. Proximity to the Innovation Corridor and the adjacent Cultural Quarter creates substantial opportunity for co-location ventures and synergies.

The nine-acre campus-style institution adds to the 24-hour life cycle of the waterfront. While the institutional land use is presented as a “stand alone” location, it is assumed that the other required community amenities, such as libraries, elementary schools, community centres and emergency services will be integrated within the mixed-use neighbourhoods.



Figure 4 - 43
Employment

The provision of on-site employment is essential to ensure Inspiration Lakeview becomes a truly mixed-use community - where residents can live and work. The Master Plan strives to achieve the favourable live/work target of two people for every one job (as per the Mississauga Official Plan (MOP) recommended 1:2 population/employment ratio).

In addition to the site's institutional, cultural and retail employment, a re-located employment area is located at the eastern extent of the site. This district, known as the Serson Place Innovation Corridor capitalizes on the mandatory buffer zone adjacent to the WWTF – where no sensitive uses are permitted. The Corridor provides significant floor area for green technology - including clean energy, sustainable and innovative design and green building, office and light-industrial employment, where smaller floor plates and shared work spaces are envisioned. The strategic location of the Corridor, adjacent to the District Energy and institutional facilities invites collaboration and partnership.

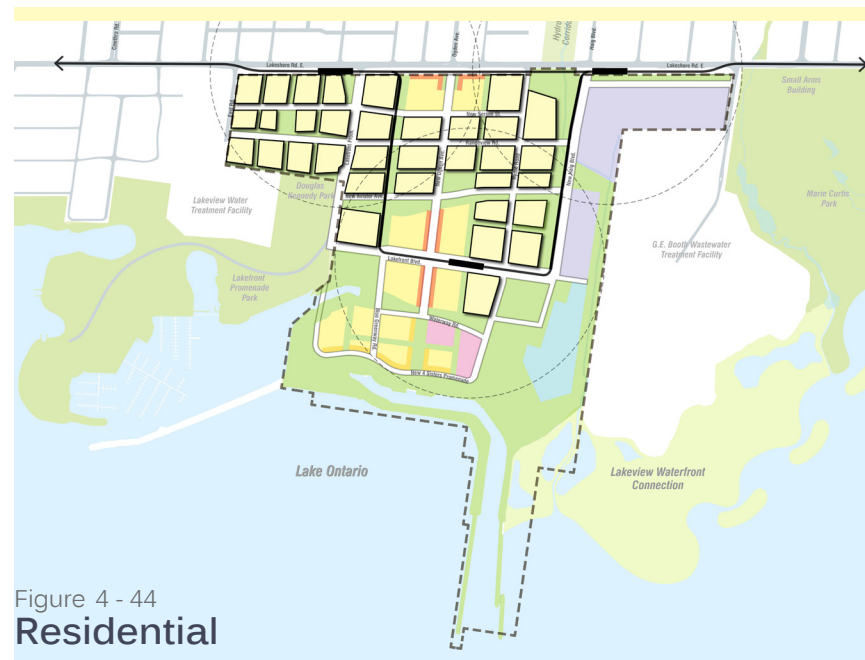


Figure 4 - 44
Residential

Comprising the majority of the site, the residential areas create the life of the community, establishing Inspiration Lakeview as a place to call home. The residential areas are organized by neighbourhoods and are comprised of a mix of townhouse, mid-rise and taller buildings. Consistent with local housing market demand, these districts provide a wide range of options for people at all stages of life. Ground-related townhouses with larger floor plates for families, accessible housing for seniors and apartments and condominiums of various sizes encourage a healthy mix of unit type, tenure and provide affordable housing options. The majority of the site assumes mid-rise development, with some taller building elements and townhouse districts dispersed throughout.

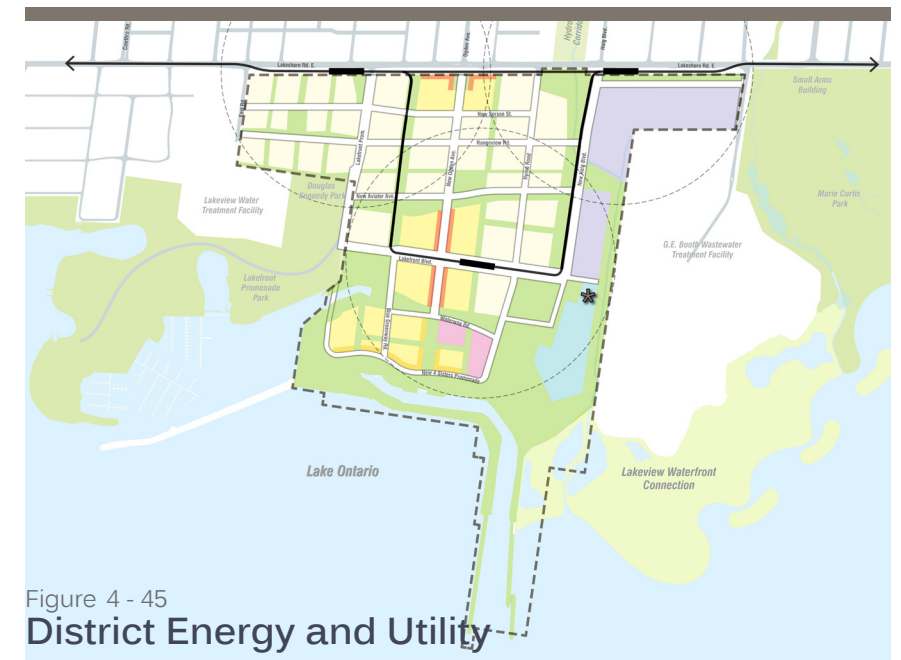


Figure 4 - 45
District Energy and Utility

A parcel located between the Serson Place Innovation Corridor and the Serson Campus institutional area is dedicated to District Energy and Utility uses. Inspiration Lakeview is ideally suited to deliver a community energy model, including opportunities for District Energy and an innovative waste management system, including vacuum waste collection.

While the City of Mississauga has expressed interest in locating a District Energy facility/facilities at Inspiration Lakeview, the exact location, configuration and phasing of the facility/facilities will be determined following the preparation and evaluation of: a) a Business Case Study to demonstrate feasibility, and b) a Land Use Compatibility Study to evaluate the impacts on surrounding uses. Refer to Part 6: Implementation and Next Steps for further details.



Figure 4 - 46
Land Uses

- Open Space
- Cultural
- Residential Mixed-Use
- Incubator Residential Mixed-Use
- Commercial Residential Mixed-use
- Institutional
- Employment
- Residential
- District Energy and Utility
- Conceptual Transit Alignment & Transit Station
- 5-Minute Walk from Transit Station



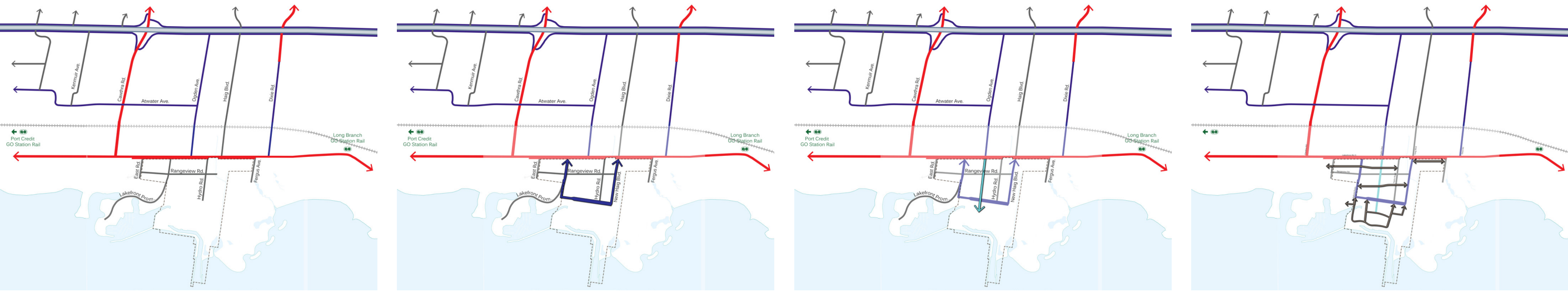
Movement & Transportation

Lakeview will be developed as a transit-supportive community. A new street network will be created that supports transit, walking and cycling options. A dedicated loop for future higher order transit should be provided.

Street Network

Mississauga has a well-developed network of highway, arterial and collector roads. The Inspiration Lakeview road network is organized to feed into the existing network, creating connections to the communities to the north, east and west. The new community is planned to encourage alternative modes of transportation and support higher order transit, cycling and pedestrians.

Figure 4 - 47
Structuring a New Road Network



Existing Road Network

Considering the site is largely a vacant parcel, the existing internal road network is minimal. East Avenue, Alexandra Avenue, Lakefront Promenade, Ogden Avenue, Hydro Road and Haig Boulevard provide local north-south access. Rangeview Road, First Street, Gardner Avenue and Third Street provide local east-west connections. Looking outward, major north-south connections include Dixie Road and Brown's Line to the east and Cawthra Road and Hurontario Street to the west. Lakeshore Road East is the major east-west corridor.

Build off the Existing Road Pattern

Where possible, existing road alignments have been maintained, including Hydro Road, Rangeview Road, Lakefront Promenade and East Avenue. The new internal road network builds off of these existing right-of-ways (ROWs) and provides connections to the communities to the north, east and west. The site's internal street network and block pattern is designed as a grid, facilitating efficient travel.

Introduce New Ogden Avenue Main Street

The commercial heart of the site is located along the extension of "New Ogden Avenue." As the central "spine" of the neighbourhood, this vibrant, pedestrian-oriented street encourages wide sidewalks, space for outdoor cafés and sitting areas, attractive street furniture, lighting and vegetation. Active retail and commercial street frontages are encouraged in the confined retail nodes - giving this street a village-like mainstreet feel.

Incorporate a Fine Grain Pattern of Local Roads

The well-integrated fine grain pattern of local streets from Lakeshore Road East south to the waterfront is developed to disperse both internal and external trips and reduce traffic congestion. The site's smaller blocks create the need for more intersections – improving permeability for pedestrians and cyclists, decreasing collision rates and minimizing the need for wide arterial distributor roads.

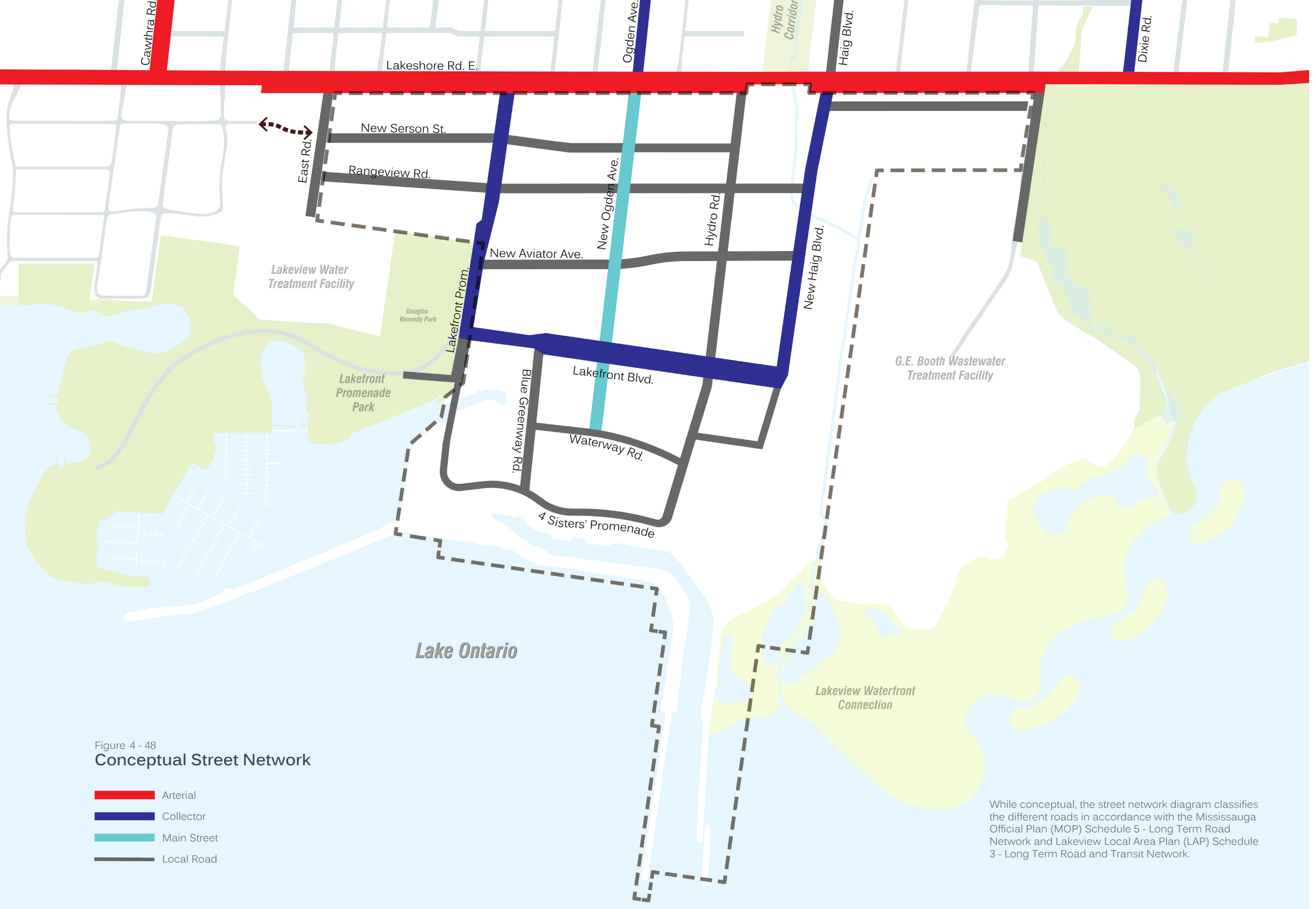


Figure 4 - 48
Conceptual Street Network

- Arterial
- Collector
- Main Street
- Local Road

While conceptual, the street network diagram classifies the different roads in accordance with the Mississauga Official Plan (MOP) Schedule 5 - Long Term Road Network and Lakeview Local Area Plan (LAP) Schedule 3 - Long Term Road and Transit Network.

Lakeshore Road - Higher Order Transit

Inspiration Lakeview is a transit-supportive community. Designed to create a model, new community, the Master Plan’s land use and density distribution strategy is intricately developed to accommodate higher order transit service.

Targeted Transit Coverage

To meet the needs of both the new and existing Lakeview communities, the preferred conceptual transit option loops into the site, allowing for stations to be spaced according to the Ministry of Transportation (MTO) recommended 400 metre or 5-minute walking radius for all residents. In line with the overarching MOP and provincial policies to reduce sprawl, intensify development and increase the daily use of public transit in urban centres, the provision of convenient access to frequent transit service is increasingly important, particularly to facilitate ridership uptake and encourage behavioural change.

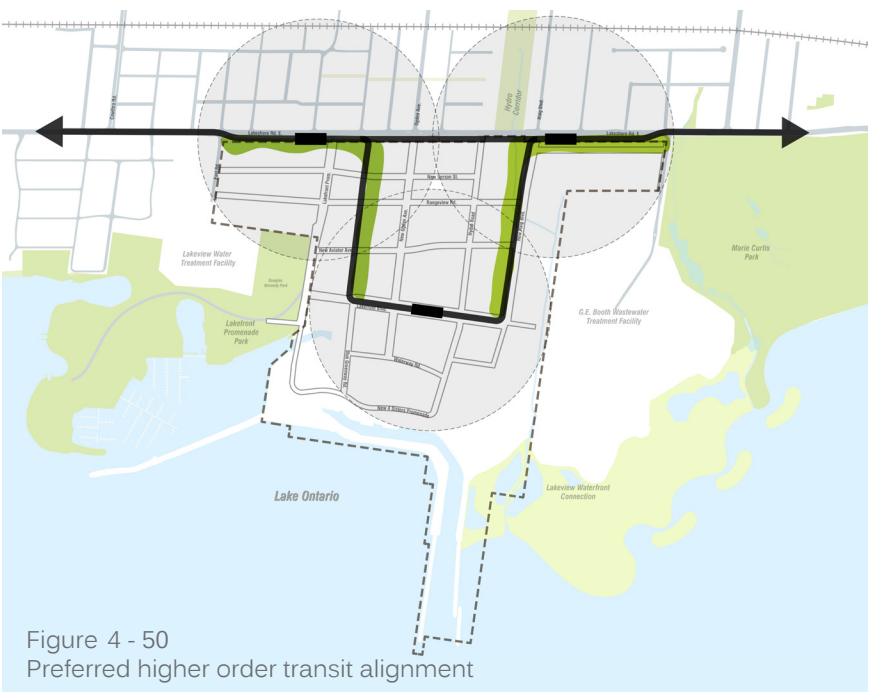
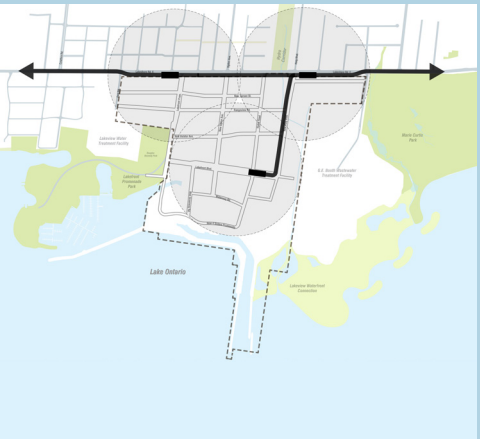


Figure 4 - 51
A Flexible Transit Strategy



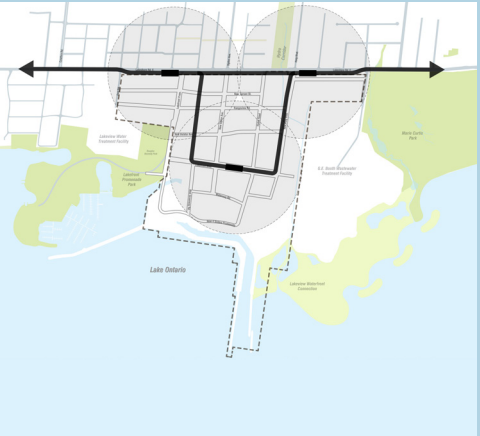
Transit Along Lakeshore

Attractive from a cost and implementation perspective, this linear line connects with ease to other planned transit improvements in the area, including the Hurontario/Main light rail transit (LRT) project to the west and Long Branch station to the east. However, site accessibility and transit station coverage is limited, particularly south towards the water’s edge.



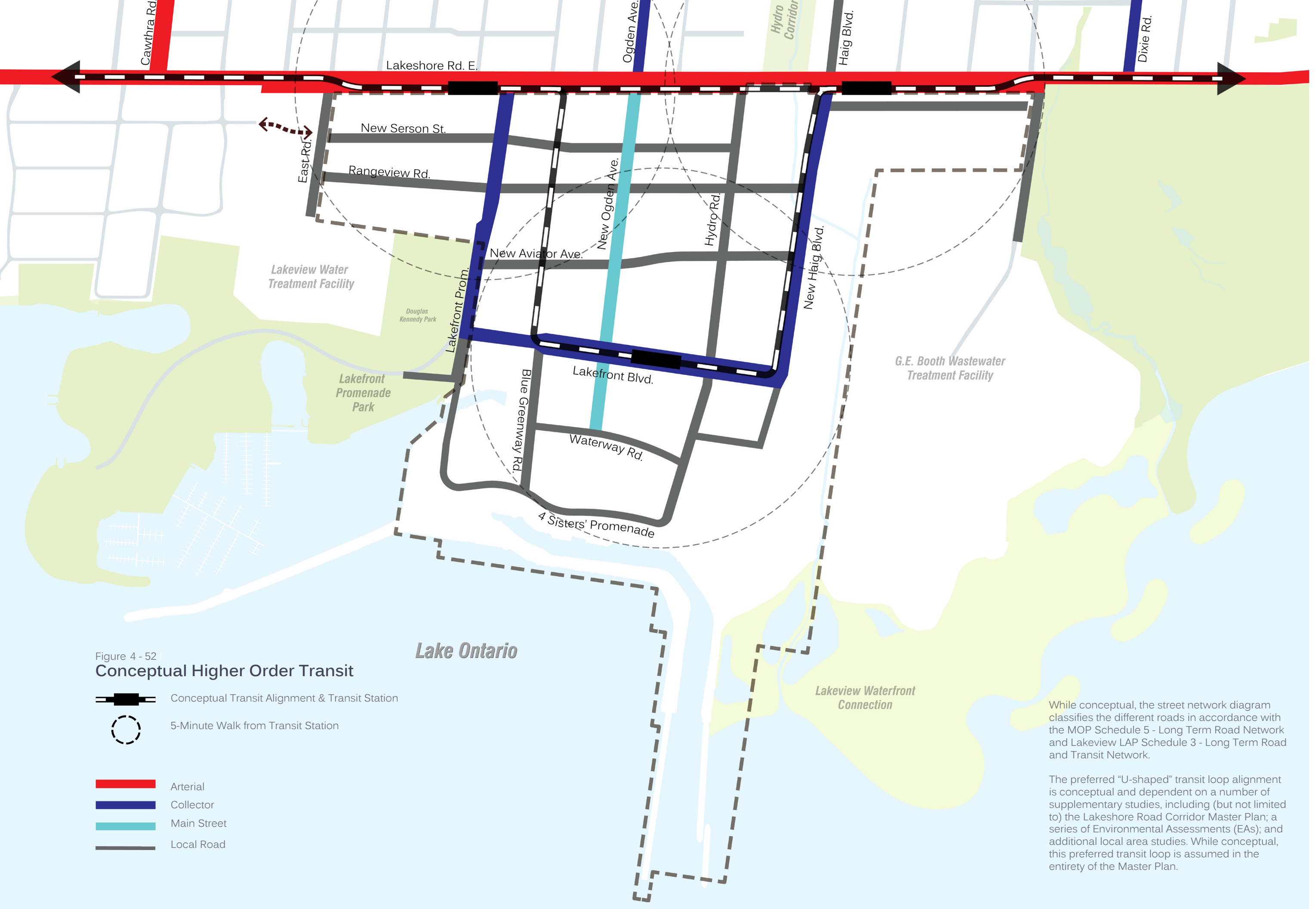
Transit Along Lakeshore & New Haig Boulevard

As a “spur” option, this T-shaped alignment provides improved site access and some complement to the density distribution and land use strategy. Detailed alignment, service timing and turning radii capabilities require further study.



Complete Transit Loop

As the preferred option, the “U-shaped” loop provides the most optimal transit station coverage for the site. This alignment supports the land use and density distribution strategy, as well as forms part of the open space network with both on-street and greenway track configuration. Detailed alignment, service timing and turning radii capabilities require further study.



While conceptual, the street network diagram classifies the different roads in accordance with the MOP Schedule 5 - Long Term Road Network and Lakeview LAP Schedule 3 - Long Term Road and Transit Network.

The preferred "U-shaped" transit loop alignment is conceptual and dependent on a number of supplementary studies, including (but not limited to) the Lakeshore Road Corridor Master Plan; a series of Environmental Assessments (EAs); and additional local area studies. While conceptual, this preferred transit loop is assumed in the entirety of the Master Plan.

Conceptual Cycling Network

The Inspiration Lakeview cycling network includes year-round, safe cycle paths for both commuter and recreational uses. A series of on and off-road cycle paths connect the vast site, north-south from the water's edge via the Greenway and Lakefront Promenade and east-west via the Lakeview Shoreline, Park Connectors and Lakeshore Road.

On-Road Cycling Route

Traversing the central areas of the site on bicycle is facilitated with the provision of on-road or commuter cycle paths (either dedicated on-street bike lanes and or curb-side bike lanes). Safe street infrastructure, markings and intersection signals are encouraged, particularly in designated cycle lane zones.

Off-Road Cycling Route

As a continuation of the existing off-road cycle network, a series of new off-road or recreational connections are introduced. The cycling route at the Lakeview Shoreline provides the long-anticipated “missing link” to the existing Waterfront Trail. A central east-west cycling route, at Aviator Park links the existing recreational trails at Lakefront Promenade Park and Douglas Kennedy Park to the west, through the site and eastwards to Toronto’s Marie Curtis Park. An additional off-road boulevard cycle path along Lakeshore Road completes the network.



Figure 4 - 53
On-road cycling infrastructure



Figure 4 - 54
Off-road cycling path



Figure 4 - 55
Conceptual Cycling Network

- Off-Road/Recreational Cycling Route
- On-Road/Commuter Cycling Route
- Existing Waterfront Trail

Figure 4 - 56

Street Typologies

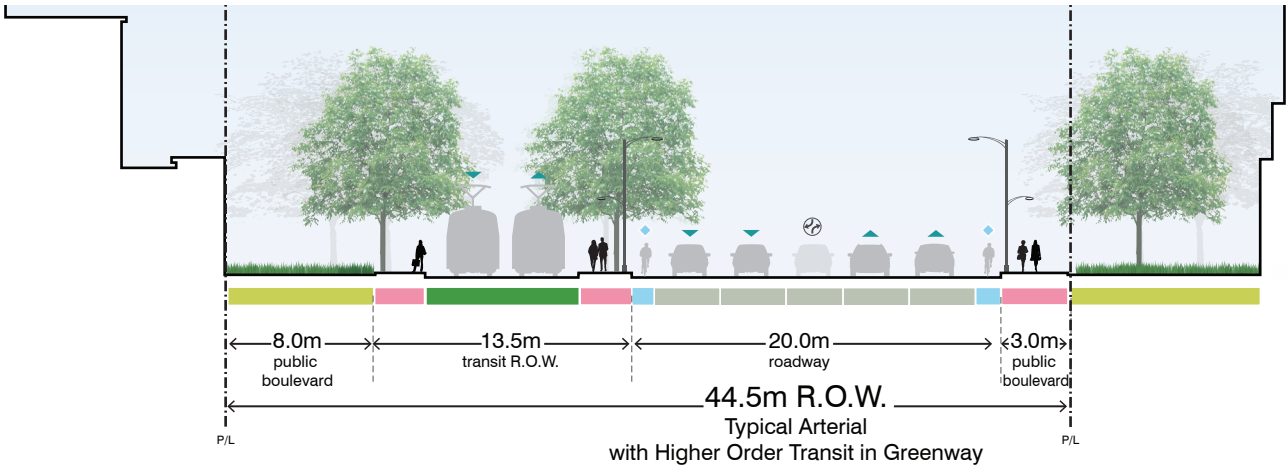
Arterial with higher order transit in Greenway

Section A

Lakeshore Road E.*

26.0 to 45.0 m R.O.W

As a main arterial in the area, this wide street includes the provision for a dedicated higher order transit lane, as well as sufficient space for car, bike and pedestrian traffic.



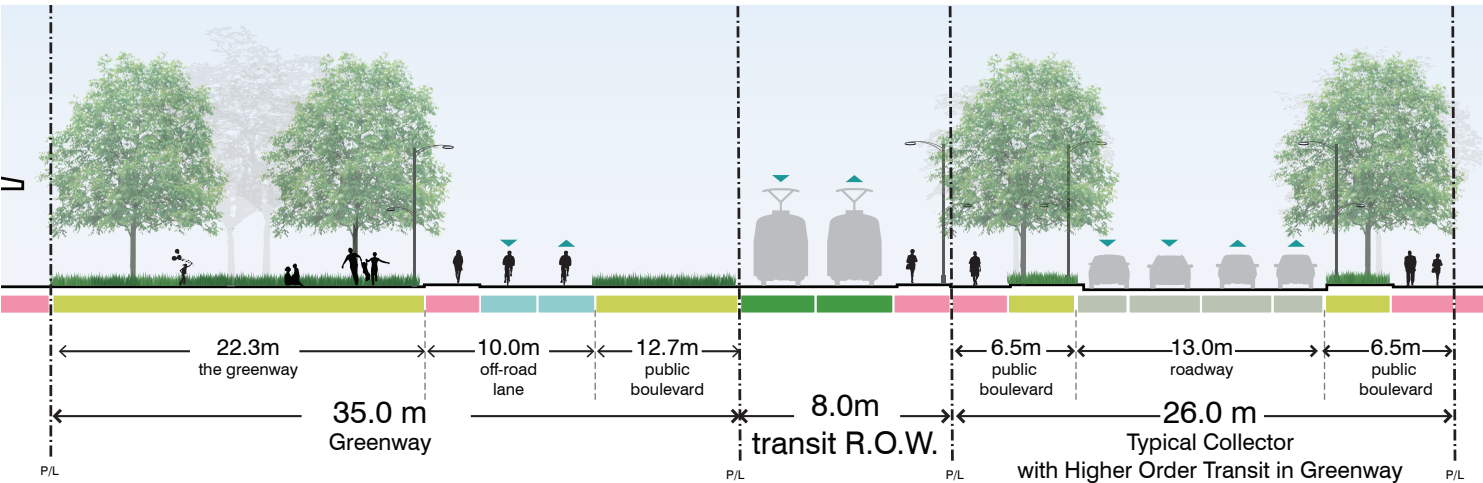
Collector with higher order transit in Greenway

Section B

New Haig Boulevard*

68.0 m R.O.W

This wide ROW includes the linear Greenway and adjoining provision for a higher order transit lane, as well as space for an off-road cycle path, a public boulevard and car traffic lanes.



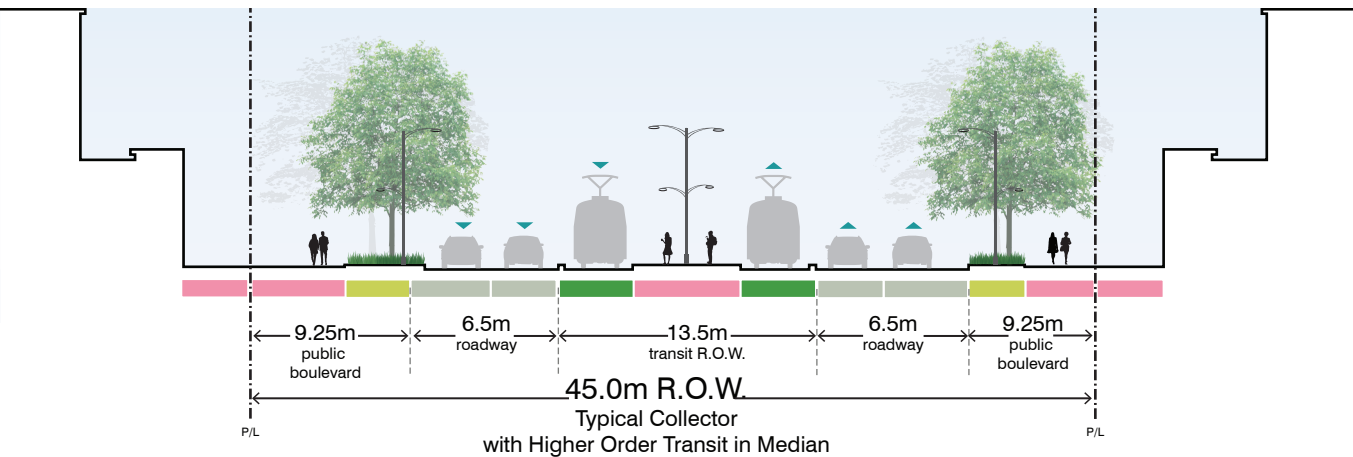
Collector with higher order transit in median

Section C

Waterway Road*

45.0 m R.O.W

As a key east-west street, Waterway Road provides a generous pedestrian boulevard, a centre higher order transit lane and car traffic lanes.



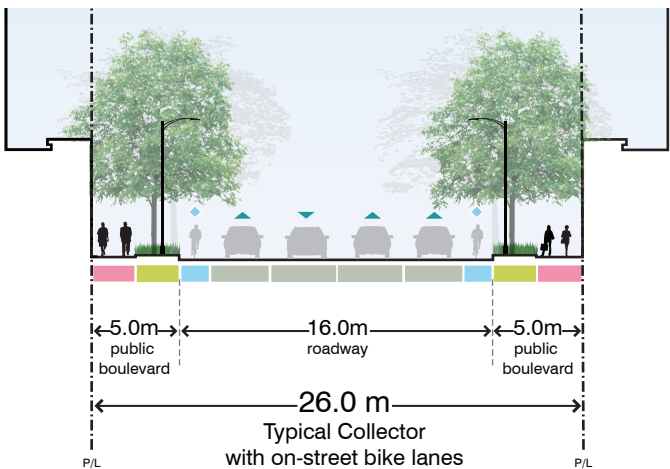
Collector with no transit

Section D

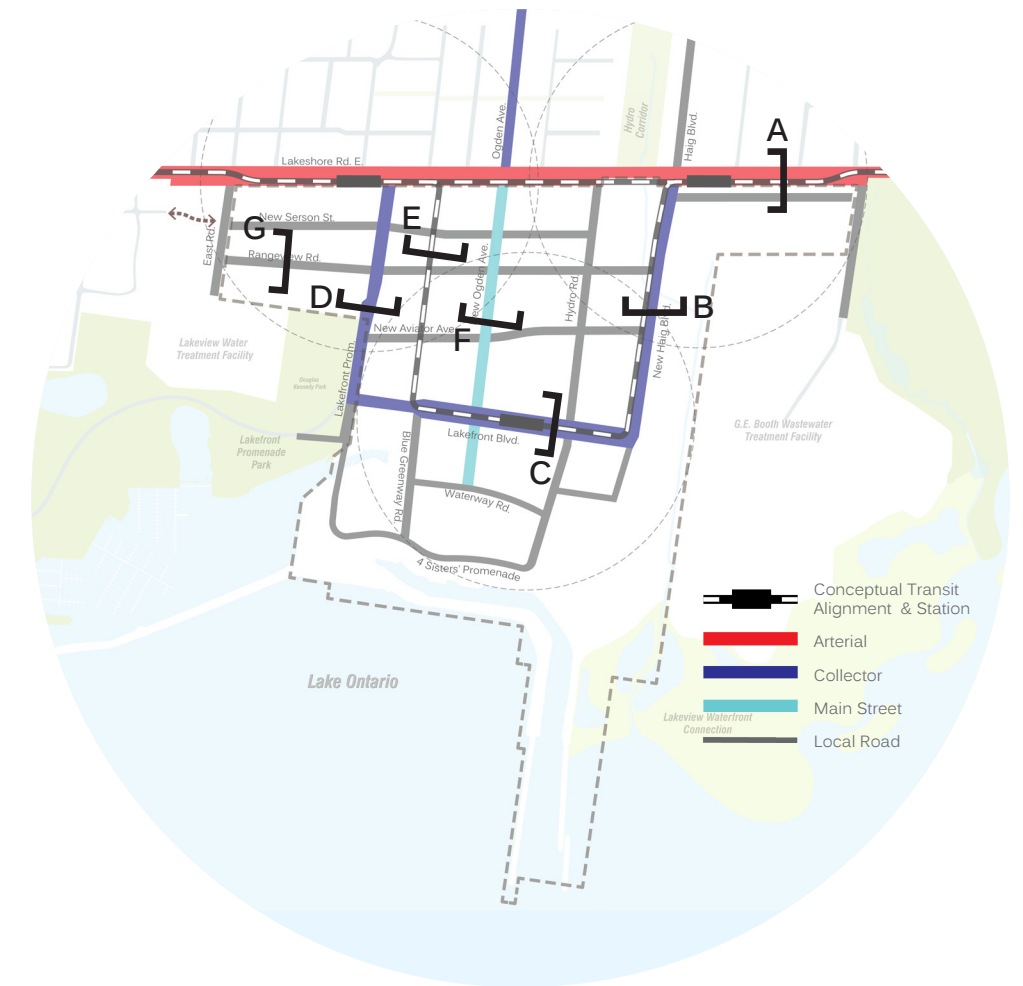
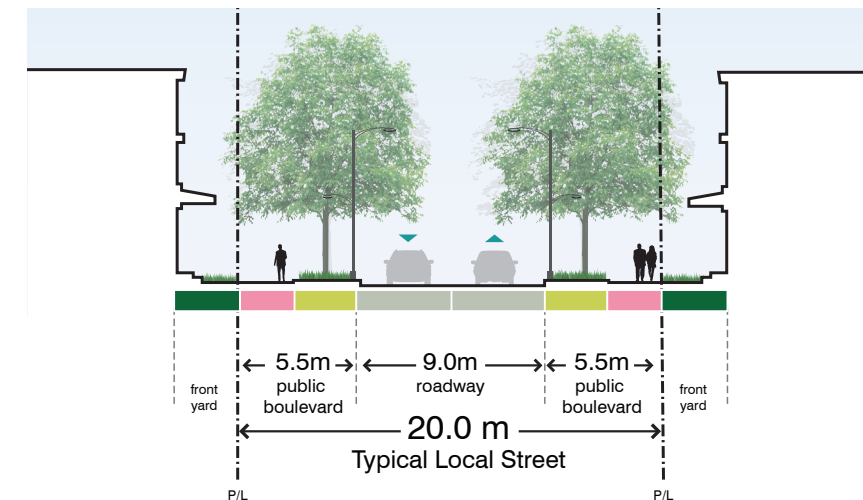
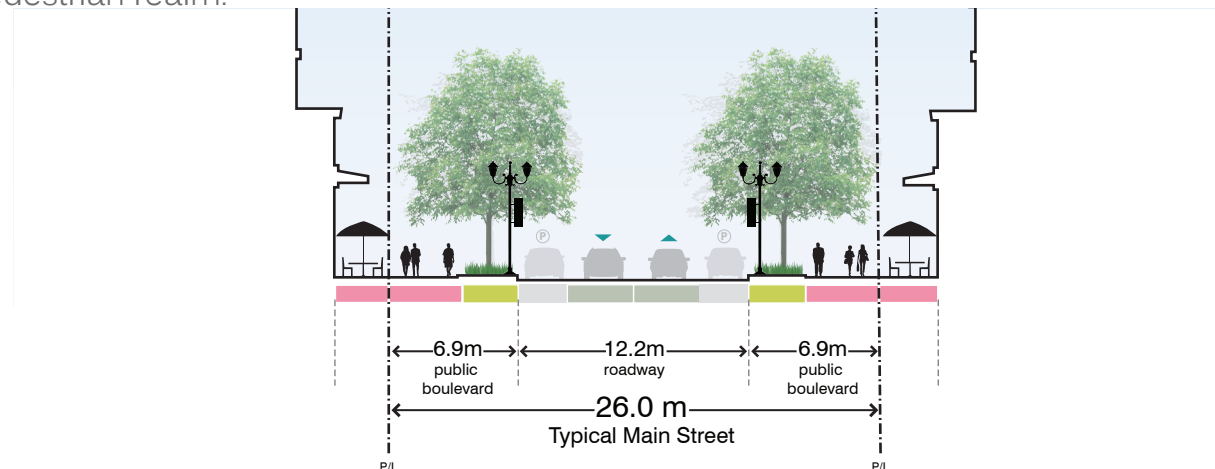
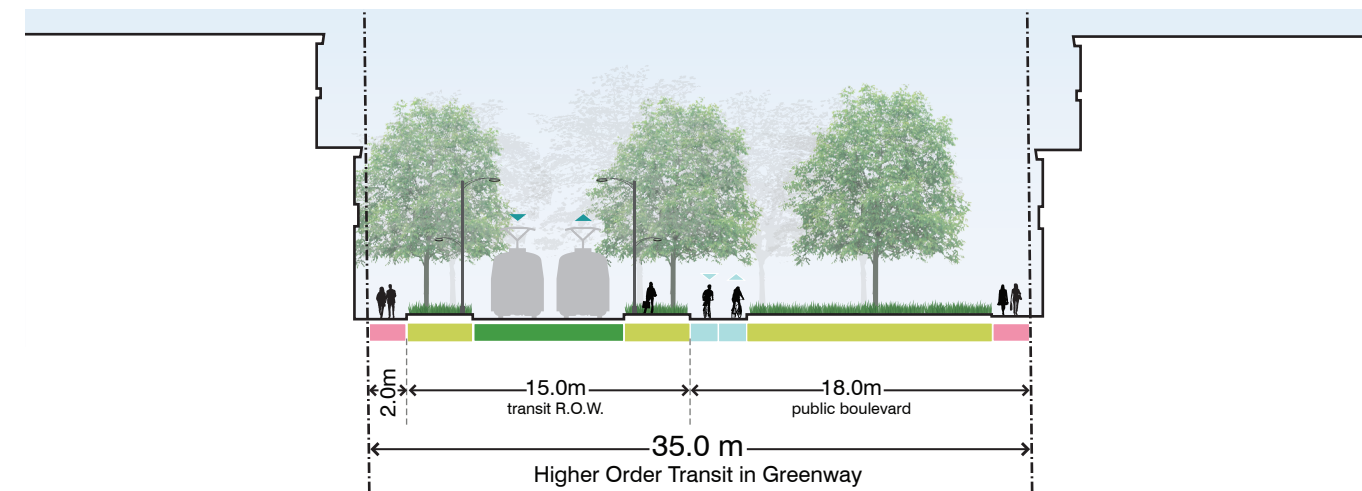
Lakefront Promenade*

26.0 m R.O.W

At the western extent of the site, this typical north-south collector provides public boulevards with opportunities for streetscaping, tree plantings and an enhanced pedestrian realm.



* All road ROWs will be sized to allow for the planting of street trees which can thrive and grow to maturity (+50 years). An unencumbered minimum 2 metre boulevard width is recommended for all ROWs. All street dimensions are subject to review and detail design.





Built Form & Neighbourhoods

The predominant built form in Lakeview will be at a mid-rise scale. Opportunities for ground-related and family housing will be maximized. Limited taller elements will be permitted to support transit but must earn the sky through design excellence and protection of skyviews and sunlight.

Density Targets

Figure 4 - 57
Breakdown of Density Targets

		People / Ha	Units / Ha	Total Density People on Inspiration Lakeview site*	Total Density Units on Inspiration Lakeview site	Population to Employment Ratio
Mississauga Official Plan	Major Node	200 – 300 (combined residents and jobs)	n / a	13,200 – 19,800 people	6,000 – 9,000 units**	2 : 1 to 1 : 2
Mississauga Official Plan	Community Node	100 – 200 (combined residents and jobs)	n / a	6,600 – 13,200 people	3,000 – 6,000 units**	2 : 1 to 1 : 2
Mississauga Growth Forecast Report ***	Inspiration Lakeview	n / a	n / a	11,000 people to 2041	3,700 units to 2041	n / a
				19,000 people beyond 2041	10,500 units at capacity	
MTO	Transit- Supportive Density Guidelines	n / a	72	15,840 people**	7,200 units	n / a


* Assumes gross Inspiration Lakeview site (100 ha)
** Assumes 2.2 people/unit, numbers have been rounded
*** Targets beyond 2041 are for reference only

According to the 2014 draft Lakeview Local Area Plan (LAP), Lakeview’s current population is 22,750 people. In line with the City’s most recent (2013) Population Growth Forecast, Mississauga Official Plan (MOP) Character Area policies, the Ministry of Transportation (MTO) Transit-Supportive Guidelines, as well as recommendations on the marketable residential building types and unit sizes in the Lakeview area, the target population for the Inspiration Lakeview lands is projected to be approximately 15,000 to 20,000 people over the next 30 years, in approximately 8,000 new units.


The target population for the Inspiration Lakeview lands is somewhere between a Major Node and a Community Node. The projected population provides an appropriate density to allow for the designation of a Community Node within the site.

Significant opportunity for new employment is presented at the Serson Place Innovation Corridor, intended to attract green technology, innovative office space and research and development-type jobs. This Corridor seeks to achieve the MOP recommended 1:2 to 2:1 population to employment ratio.


Inspiration Lakeview will provide:



Approximately
8,000 units



Approximately
15,000 - 20,000
people

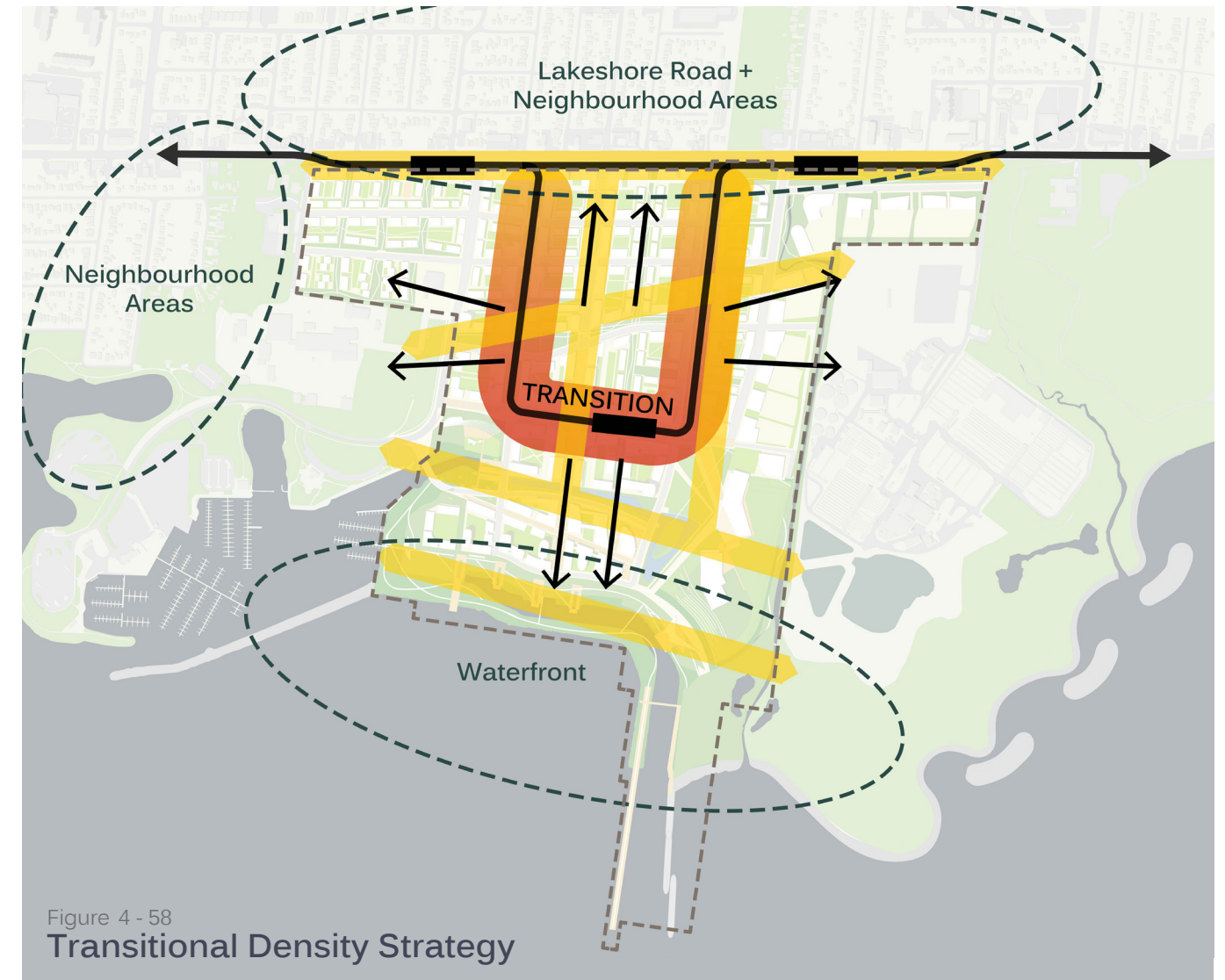


Approximately
7,000 - 9,000
jobs

Delivering Density

The distribution of building density has been designed to achieve the following:

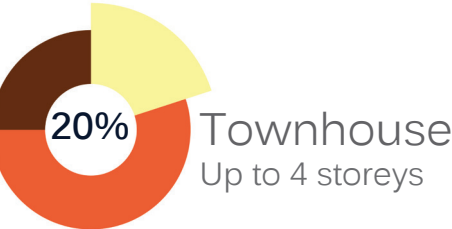
1. Gradual transition from the established residential neighbourhoods adjacent to Inspiration Lakeview
2. Reinforce a community-scale at Lakeshore Road East, in keeping with the character of this arterial route
3. Increase in density and height towards the centre of the site, along higher order transit and large open spaces
4. Gradual transition to mid-rise towards the waterfront
5. Maximum daylight hours (6-8 hours) along key open spaces and streets
6. Ensure that key locations for landmark buildings are considered
7. Promote a fine grain of built form that creates a varied skyline and promotes views and daylight.



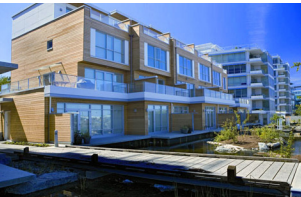
- Respect Context
- Daylight Key Spines (Provide 6-8 hours daylight)
- Additional Density
 - Support Transit

Building Typologies

The universal appeal of waterfront sites in the Greater Toronto and Hamilton Area (GTHA) positions Inspiration Lakeview as a very desirable, new community. To strengthen the City and Region of Peels' commitment to the provision of affordable housing options and to ensure a demographic mix, a variety of residential building types, tenure and unit sizes have been provided.



Ground-oriented and with larger building floor plates, a diversity of stacked, back-to-back and traditional townhomes are well-suited to the family base in Mississauga. The in-demand townhouse market is further enhanced by the existing and proposed community infrastructure, recreation amenities and extensive parks and trails network.



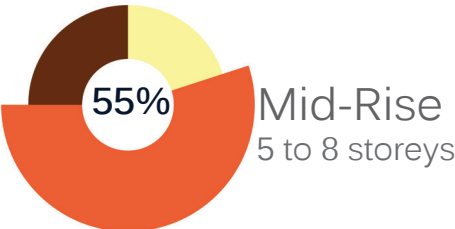
Traditional Townhouse



Stacked Townhouse



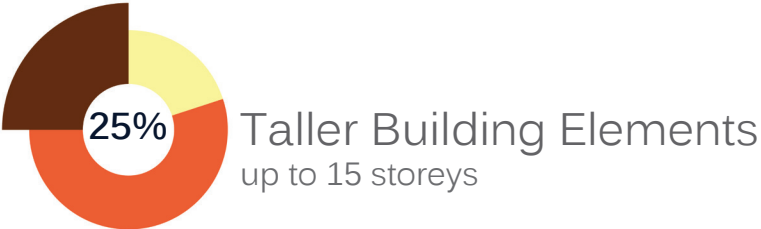
Back-to-Back Stacked Townhouse



The mid-rise built form type delivers high quality street and public space frontages, a human-scaled density and presents opportunity for design excellence. While mid-rise is presented as a range (5-8 storeys), the Master Plan delivers most at 5-6 storeys. Strengthened by the recent anticipated change to the Ontario Building Code - to permit wood construction up to six storeys, these lower heights present significant opportunity for precedent-setting development.



Figure 4 - 60
Dockside Green, Victoria



To meet the density targets and support higher order transit at key locations, a certain number of taller buildings will be required. Integrated tall building elements with high architectural standards can be delivered as a sensitive urban form. This use of taller buildings aids in creating a varied skyline, diversity of unit type and tenure, options for affordable housing and an economically viable development.



Figure 4 - 61
One Cole Condominium, Toronto

Waterway District Height Special Study Area Above 15 storeys

Select taller and architecturally significant buildings may be considered in order to create landmarks and highlight the character of this new community. A Waterway District Height Special Study Area is identified at the site's south-west quadrant. Buildings in this area must respond to their privileged waterfront address and be subject to design rigour and additional review to confirm and/or adjust identified height permissions. Refer to Part 6: Implementation and Next Steps for further discussion of this Special Study Area.



Figure 4 - 62
Frank Ghery Tower, Santa Monica



Heights

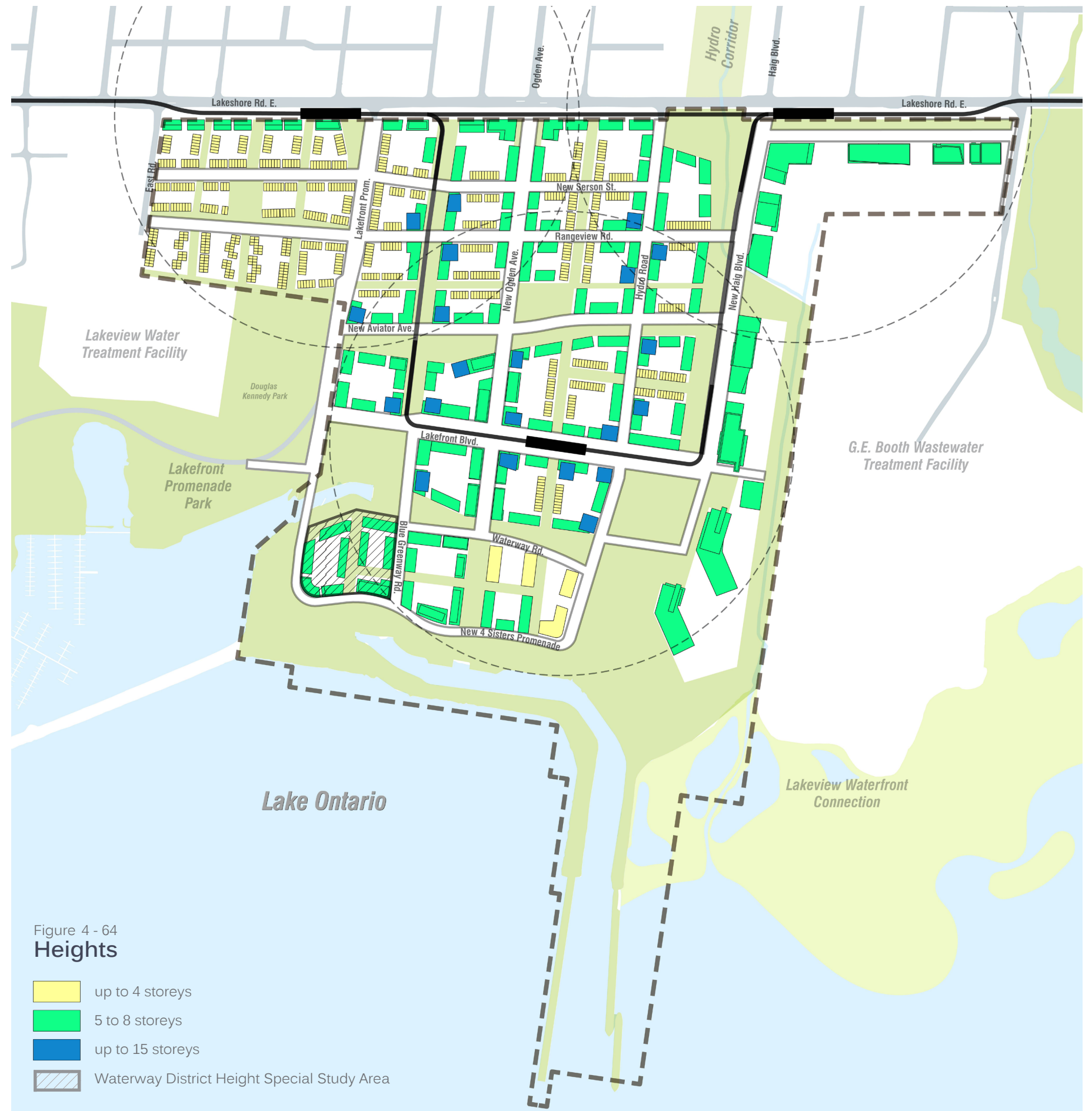
A mix of low-rise, mid-rise and small towers deliver the site's target density, with a varied distribution of heights.

20% are low-rise, ground-related, family-oriented townhouse buildings with heights up to four storeys. These lower-rise forms are strategically allocated as transition areas or as an integrated part of higher density blocks.

Approximately 55% of the site's built form is mid-rise. At times, taller building elements may be integrated with the mid-rise, but will have specific design criteria to mitigate impacts on adjacent public open space, including large setbacks and small floor plates.

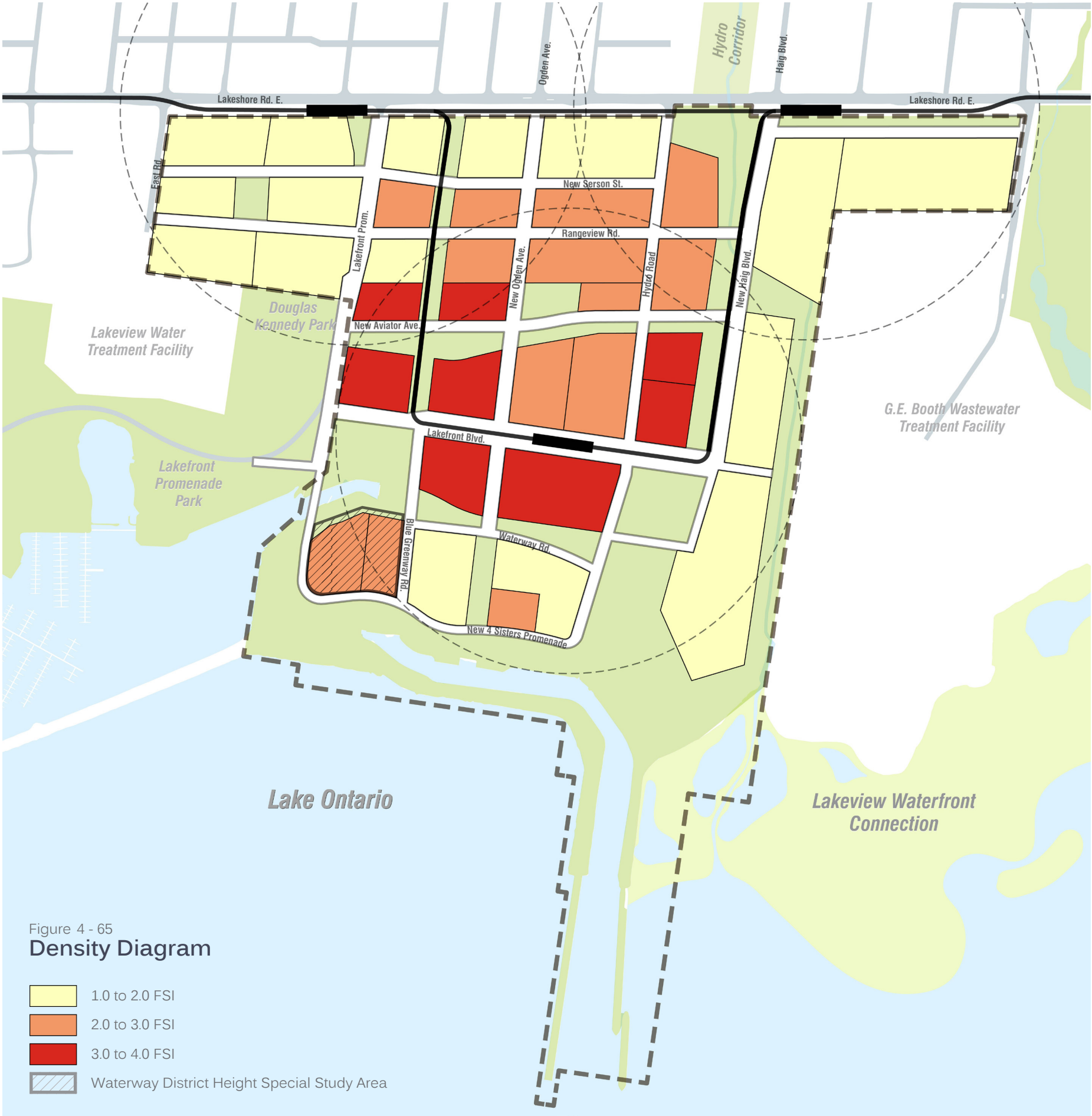
The remainder of the density is delivered with slender "point" tower buildings that are generally kept to a maximum of 15 storeys. A special landmark location where additional height and signature buildings may be warranted is identified in the south west portion of the site and requires special consideration and further study.

Design-based criteria to "earn the sky" will be established for any massing above 15 storeys in height.



Density Guide

The height and density strategy is reflected in the following Floor Space Index (FSI) diagram, demonstrating approximate densities that range from 1.0 to 4.0 FSI.



Approach to Parking

Density and land use determine the combination and amount of parking required per parcel. Parking will be delivered in a sensitive manner, providing underground or “wrapped” parking with active frontages to minimize any negative impacts on the public realm. Highlighting a transit-supportive development and the Vision for a sustainable new community at Inspiration Lakeview, lower parking standards should be considered. Four methods are used to deliver the necessary parking on site:

1. On-Street Parking:

The majority of streets will provide parking and be integrated into the streetscape design. Visitor parking, passenger drop-off and some retail parking demands can be met on-street.

2. Surface Parking:

Surface parking is provided for lower-density development and for the employment area. The Serson Place Innovation Corridor surface parking faces the WWTF and should not front any major streets or open spaces. The townhouse surface parking is either an at-grade solution or provided under a garden deck.

3. Underground Parking:

All higher-density parcels will likely deliver some underground parking contingent on water-table levels and overall development costs.

4. Multi-Storey Parking (MSP):

Parcels with significant density will need to incorporate above grade MSP structure. MSPs will be “wrapped” and integrated with development, thereby reducing negative impact on the public realm. The rooftops of the MSPs can provide courtyard gardens for the community.

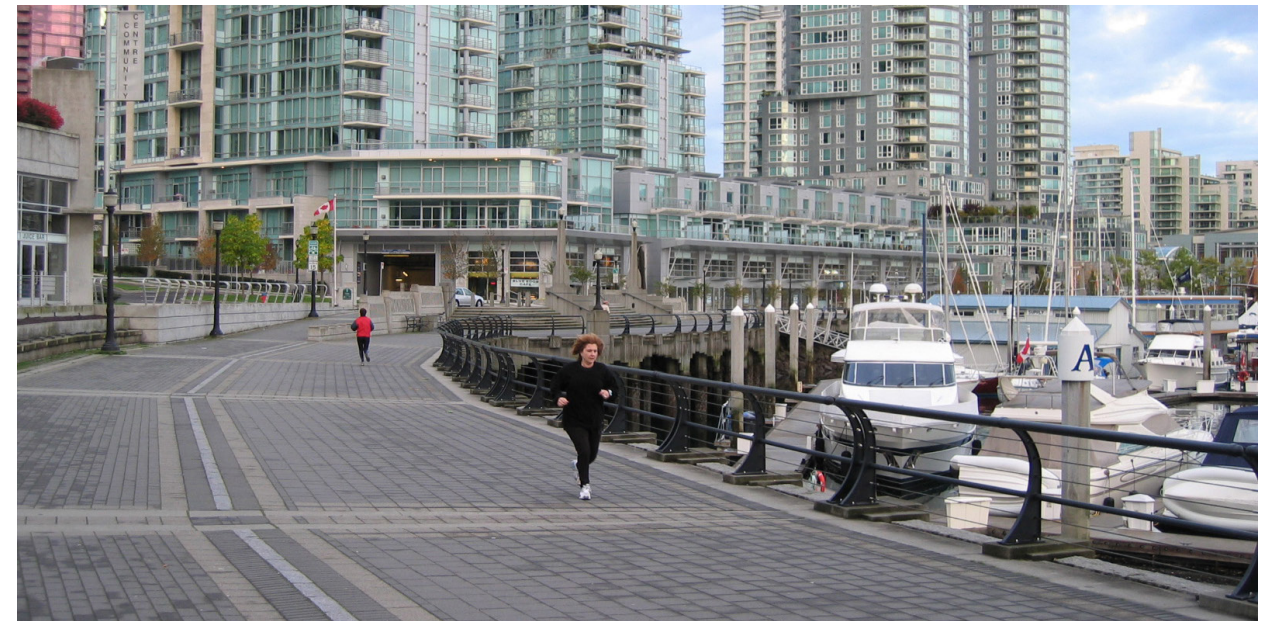


Figure 4 - 66 Example of “wrapped” parking in Vancouver

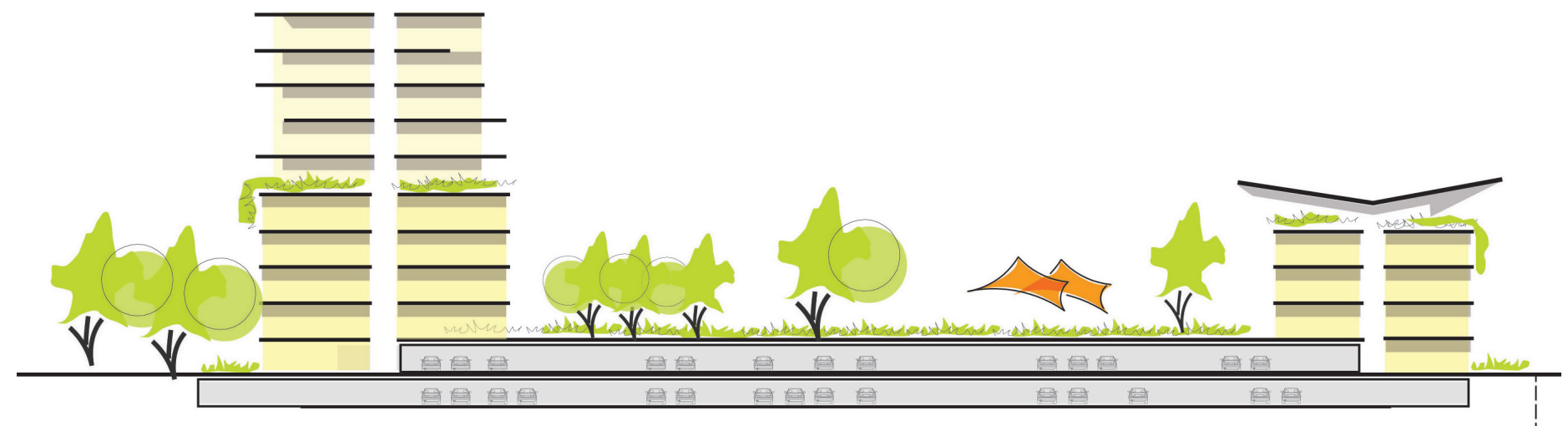


Figure 4 - 67 Integrated MSP and underground parking strategy section diagram

Approach to Servicing

Stormwater

The Master Plan anticipates a SWM strategy based on both conventional and innovative stormwater collection. Site-specific low-impact development (LID) measures, including SWM spines, permeable pavement, green roofs and raingardens are encouraged on private property, within selected ROWs and as a functional part of the public realm. Due to the ongoing environmental investigation reports, particularly relating to the site's subsurface conditions, infiltration measures are not proposed at this time.

Water Servicing

A municipal water servicing solution can be implemented by connecting to the existing municipal watermain along Lakeshore Road East and Rangeview Road. Local watermain servicing based on 300 mm diameter loops throughout the development will provide the domestic and fire flow requirements for the site. In addition, there are opportunities to incorporate other innovative water conservation measures in the design of the new community, including a grey water system, whereby some stormwater is collected and effectively recycled through the site for irrigation purposes and the flushing of toilets.

Wastewater Servicing

The existing site grading does not allow for servicing the entire site by gravity. Approximately 50% of the flows generated on-site will require pumping to existing sewers along Lakeshore Road East and Rangeview Road. Pending confirmation of site grading, flows generated within the southern portion of the site (south of Rangeview Road) will be directed to an on-site sewage pumping station that will discharge to the Lakeshore Road sanitary sewer. As an alternative to pumping the wastewater to Lakeshore Road, an innovative approach to on-site wastewater management is encouraged, including opportunities to incorporate the waste heat generated through the treatment process into the anticipated District Energy facility/facilities.

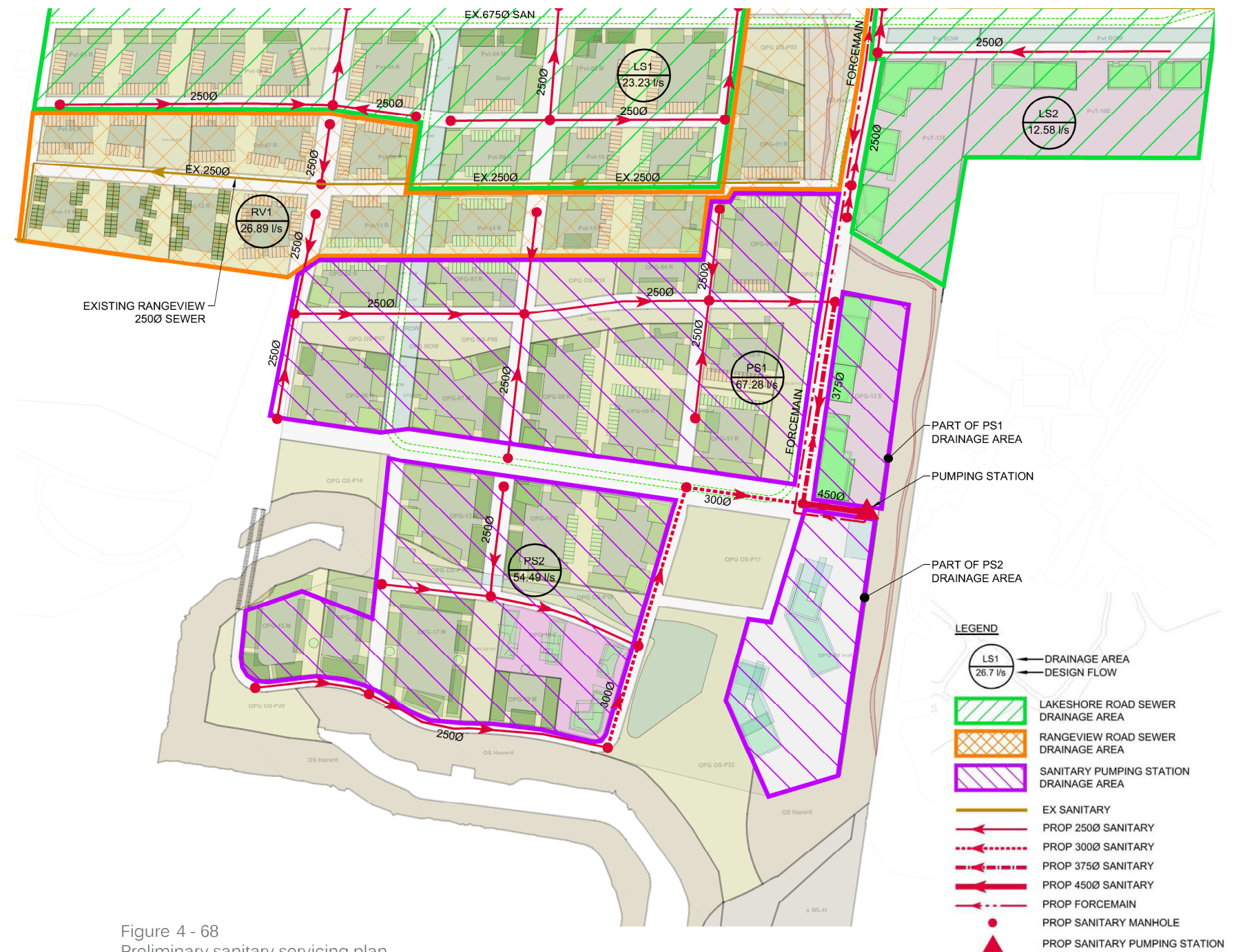


Figure 4 - 68
Preliminary sanitary servicing plan

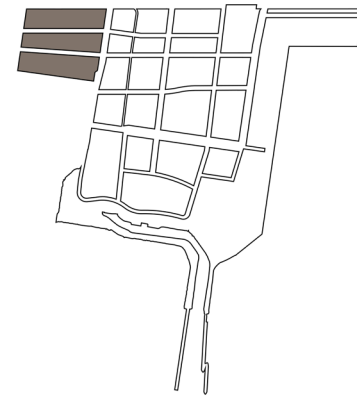
6 Neighbourhoods

The core structural components of the Six Big Moves, combined with the land use, open space and density distribution strategies has created six distinct neighbourhoods.

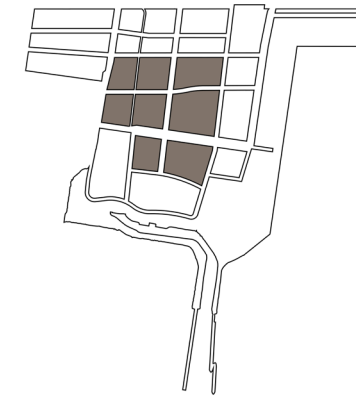
Each neighbourhood has a special character, emerging from a respect for the area's existing communities and neighbourhoods, the bounty of natural land and lake assets, a distinct industrial heritage, desire for higher order transit and the creation of a destination for cultural and commercial ventures.

The emerging neighbourhoods are:

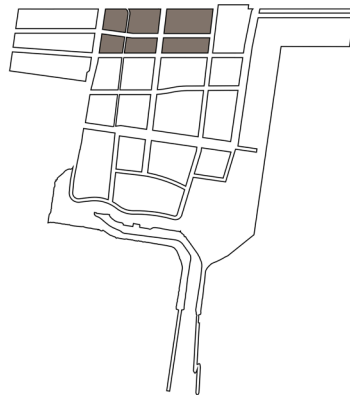
Rangeview Estates



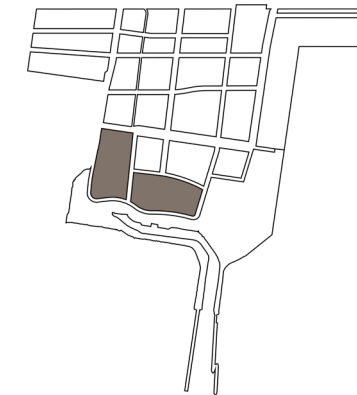
Ogden Village



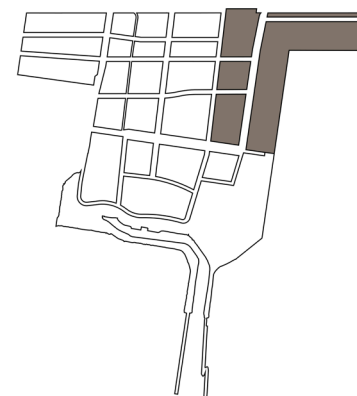
Lakeshore Neighbourhood



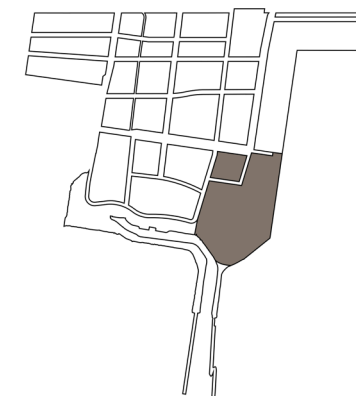
Cultural Quarter

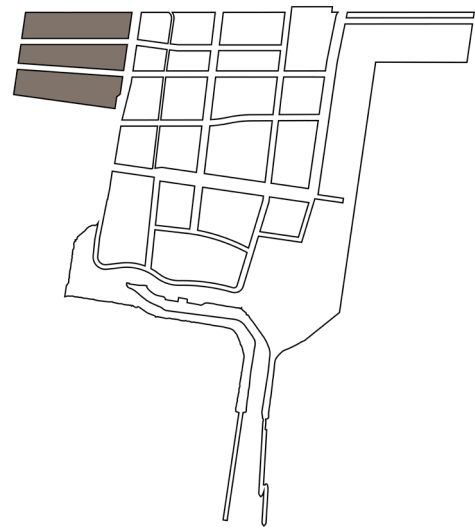


Serson Place Innovation Corridor



Serson Campus





Rangeview Estates

Rangeview Estates is located between Lakeshore Road East and the Lakeview Water Treatment Facility (LWTF). This residential neighbourhood is characterized by its predominantly low-rise housing. Rangeview Square, a generous public park forms the heart of the community, which is further interconnected by a series of stormwater management (SWM) spines and private courtyards.

The street and blocks of the neighbourhood are fine grain, providing a connection through the Byngmount site to the west. An accessible landscape buffer is provided between the LWTF and the community and a connection to Lakefront Promenade Park is made.



Figure 4 - 70 Habitat Collection Townhomes, Dockside Green, Victoria

Figure 4 - 72 Berkeley Square in London, England

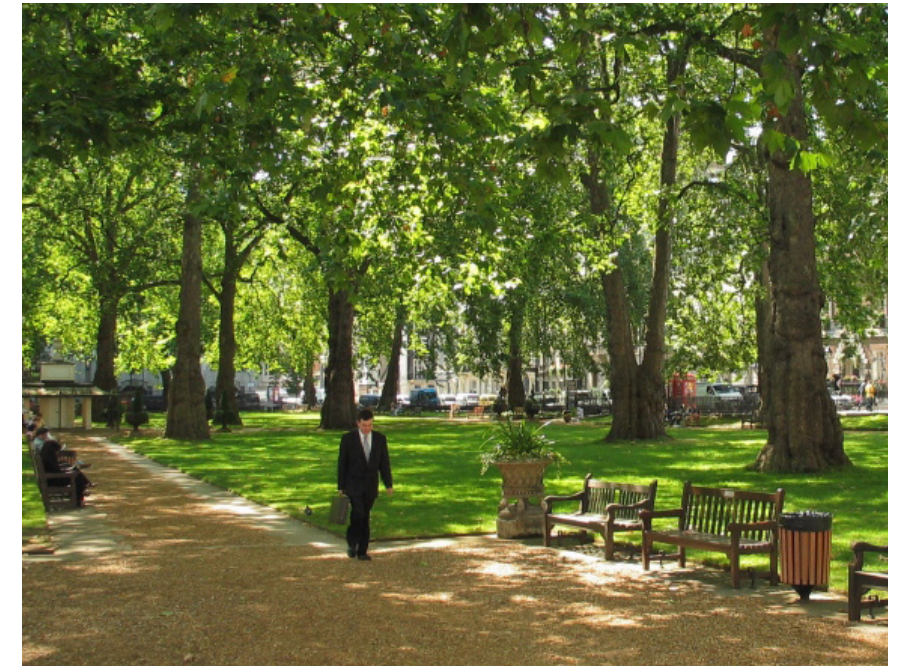
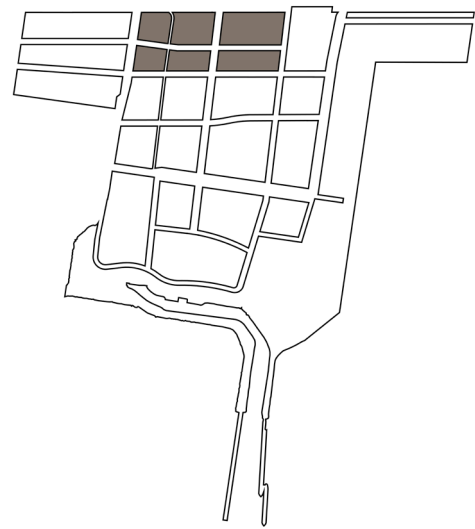


Figure 4 - 71 Rain Garden, Portland Oregon



Figure 4 - 73 Rangeview Estates bird's eye view



Lakeshore Neighbourhood

Lakeshore Neighbourhood is Inspiration Lakeview's primary address along Lakeshore Road, east of Rangeview Estates. While predominately residential, a small retail node, Ogden Corners is provided where Ogden Avenue meets Lakeshore Road and extends towards the lake, forming a special, active gateway, with integrated at-grade retail uses.

A series of SWM spines are interwoven into the fabric of the community, linking the higher-density Ogden Village and the neighbourhood-scaled Central Park. The Arbourway provides a green space configuration of the preferred higher order transit line.



Figure 4 - 74 Danforth courtyard, Toronto

Figure 4 - 76 Carrot Commons, Toronto



Figure 4 - 75 Local greens and gardens, Vancouver



Lakeshore Rd.

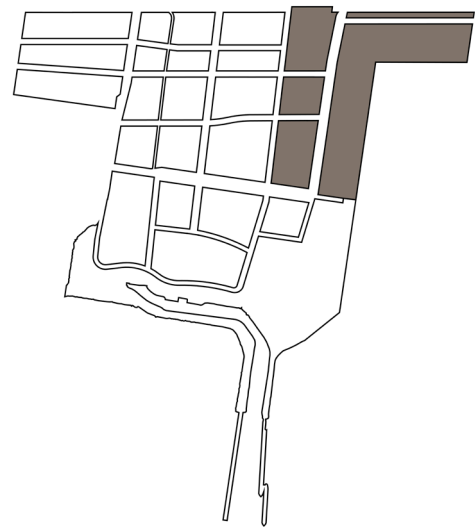
Central Park

New Ogden Ave.

Ogden
Corners

The Arbourway

Figure 4 - 77 Lakeshore Neighbourhood bird's eye view



Serson Place Innovation Corridor

The lands immediately adjacent to the WWTF at the eastern extent of the site are capitalized on as a transitional employment area. Serson Place Innovation Corridor is envisioned as a high-tech green campus, providing over 100,000 square metres of office and light industrial use floor area that will attract state-of-the-art employers. The strategic location of the Corridor allows for collaborative research and development opportunities with the adjoining District Energy facility and institutional uses to the south. Smaller floor plates and shared work spaces are envisioned.

The employment campus strategy acts as a buffer between the WWTF and the wider community, of which the linear Greenway is at the heart. Serson Creek will be integrated into the campus strategy and is a key component to the Lakeview Gateway at Lakeshore Road.

Figure 4 - 80 Chiswick Park, London



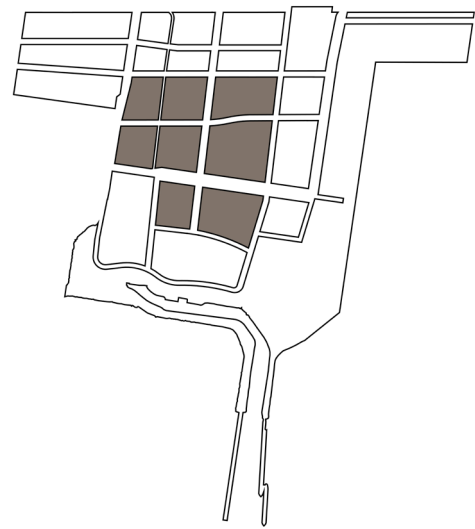
Figure 4 - 78 Regional Council of Alsace, France



Figure 4 - 79 New Community College, Nova Scotia



Figure 4 - 81 Serson Place Innovation Corridor bird's eye view



Ogden Village

At the heart of Inspiration Lakeview is Ogden Village. At-grade retail and commercial uses along this segment of New Ogden Avenue introduce a vibrant and active street frontage for this mixed-use neighbourhood. The diversity of building heights and increased densities support the preferred higher order transit line that runs through this central neighbourhood. The Park Connector, comprised of Aviator Park and Central Park, defines the character of the public realm and links directly to Lakeview Promenade Park. The Ogden Village main street leads into the waterfront Cultural Quarter.

Ogden Village may be considered the Community Node for Lakeview. As per the MOP, Community Nodes are amenable to growth and provide access to a multitude of uses that are required for daily living – from local shops and restaurants, to community and institutional facilities, cultural, heritage and entertainment uses, parks, open space and a diverse housing stock. Ogden Village is planned as a mixed-use development, providing opportunities for walkable streets, a strong sense of place and community identity as well as employment opportunities. While the formal determination of the policies, boundaries, specific heights and densities of the Lakeview Community Node will be determined following future study and as part of the formal amendment process to the Lakeview LAP, Ogden Village provides some of the key characteristics of a Community Node. determined following future study and as part of the formal amendment process to the Lakeview LAP,

Figure 4 - 84 Mid-rise neighbourhood, Vancouver



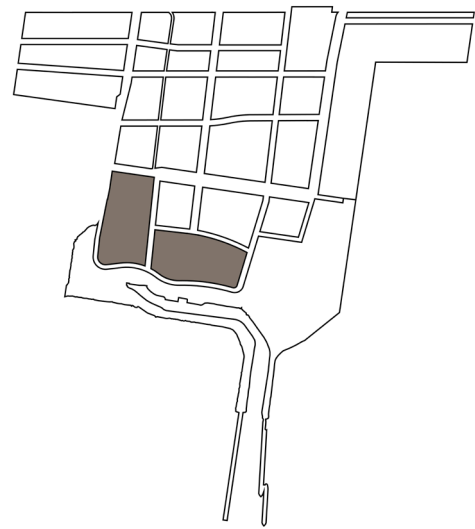
Figure 4 - 82 Baldwin Village, Toronto



Figure 4 - 83 Vibrant night life, New York



Figure 4-85 Ogden Village bird's eye view



Cultural Quarter

The Cultural Quarter is the prime waterfront neighbourhood. A mix of residential, commercial and cultural uses that engage with a great variety of waterscapes define this neighbourhood.

Two “waterfronts” - the Lakeview Shoreline and The Waterway, provide this variety of natural, industrial legacy and urban waterscapes with opportunity for pedestrian streets, outdoor cafés and programmable spaces.

A 4-acre parcel within the Quarter has been designated for the Cultural Hub, a Harbourfront Centre-like ensemble of buildings that will provide flexible floor plates amenable to a variety of cultural ventures such as a museum, art galleries and studios. Within the residential development, at-grade incubator space further promotes cultural entrepreneurship.



Figure 4 - 86 Bird's eye view of Harbourfront Centre



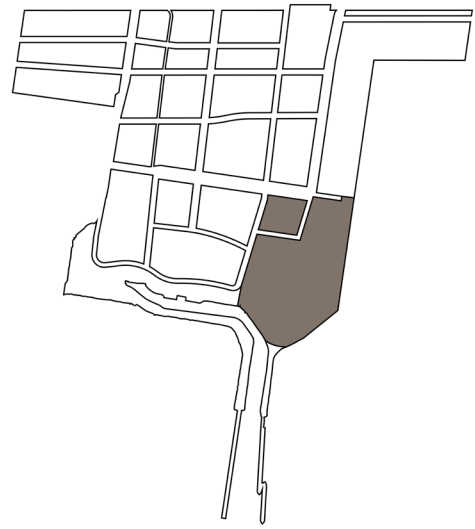
Figure 4 - 88 Outdoor ice skating, Harbourfront Centre



Figure 4 - 87 Sitting areas at Harbourfront Centre, Toronto



Figure 4 - 89 Cultural Quarter bird's eye view



Serson Campus

Serson Campus is located where the Cultural Quarter intersects with the Serson Place Innovation Corridor, the District Energy facility and the Greenway at the head of the piers. A post-secondary institutional campus anchors the community. The primary institutional buildings are nestled in a landmark earthwork - “Coal Hill” provides for a strong buffer along the WWTF and serves as an outdoor performance space with great views. Serson Creek and the Campus’ open spaces naturally transition to the Lakeview Waterfront Connection’s (LWC) new lakefill landforms and wetlands to the east.

Figure 4 - 92 Bill and Melinda Gates Foundation Building, Seattle



Figure 4 - 90 Delft University of Technology, Netherlands



Figure 4 - 91 Skating trail at Sam Smith Park, Etobicoke

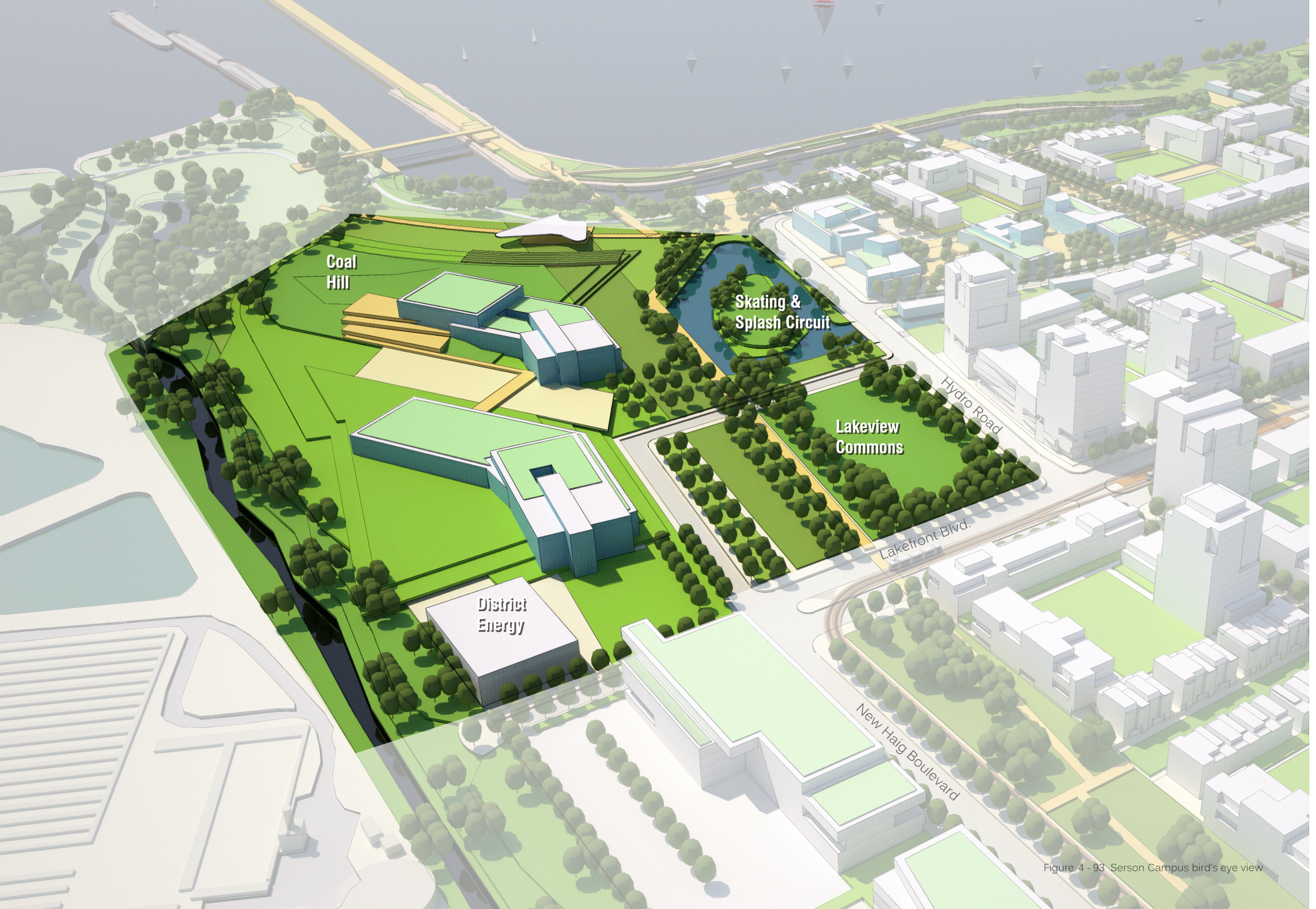


Figure 4 - 93 Serson Campus bird's eye view

Sustainable Neighbourhoods

Inspiration Lakeview will become a model, sustainable community. It has the rare opportunity to demonstrate the next wave of green-community building by embedding innovative and technologically advanced design solutions. Opportunities to use less energy, rely less on the automobile, re-use storm and wastewater, ensure cleaner air, generate less waste and darken the night sky. Mississauga could have its first Leadership in Energy and Environmental Design (LEED) Platinum Neighbourhood and be a global contender for best practice.

Key elements that require further study to deliver the highest caliber of global sustainability are listed in the adjacent matrix.



Figure 4 - 94 Sustainability Matrix

Create green, open, public spaces that foster and connect the community. The public realm should extend to streetscapes, along roadways, and in front of buildings and should incorporate waterways throughout.

Design a safe and convenient mobility system that encourages walking, biking and the use of mass transit and explore innovative parking solutions.

Create a mixed-use urban community which promotes vitality and vibrancy . Accommodate a broad range of building typologies, orient buildings for optimal exposure and views, improve year-round micro-climate and maximize at-grade light.

Use supply and demand management to reduce water waste and provide a clean and sustainable source of water for the community. Integrate stormwater management throughout public realm network. Landscaping to be watered from local, non-potable sources.

Implement source reduction (re-use, recycle, recover) and install an effective collection system (vacuum) to minimize the total waste created. Handle the waste that remains in a more sustainable fashion.

Integrate innovative energy production methods to supply clean energy to the community. Integrate innovative conservation methods on the demand side to reduce carbon emissions. Create a "Light Pollution Free Zone" managing waste light to the night sky.

A fibre network will enable the development of smart buildings, smart healthcare and smart education, and support new applications that promote improved public safety, energy efficiencies and traffic management. It will connect residences, workplaces and public institutions to each other and the world.

Build social capital for the community to enable collaborative action on projects of common interest and improve the well-being of the whole community.

Build a dynamic and sustainable economic centre with thriving research, innovation, investment, and business enterprises that will attract people to visit, live, work, and do business.

Lakeview-wide



Land remediation • Biodiversity corridors • Land and aquatic habitat • Urban tree canopy • Eco-corridors • Community Market

Higher order transit • Cycling and walking paths that connect into the larger regional systems

Improve micro-climate via arrangement of streets and blocks

Restore aquatic habitats

Centralized waste vacuum management

District energy • Renewable energy consumption • Mitigate heat island effect

Environmental Information Centre • Open, high-speed broadband Internet access

Community services • Affordable and accessible public transportation

New job opportunities • Local and regional tourism

Neighbourhood



Reuse Biomass • Integrate indigenous trees and native species • Allotment Gardens • Solar Envelope considerations

Interconnected open spaces weave throughout neighbourhoods to encourage active transportation.

Create comfortable environments via building orientation and massing

Clean and efficient Ultraviolet electromagnetic treatment

Reuse organic waste on site

Maximize micro-climate and comfort via building orientation

Manage energy based on peak hour usage

Mix of housing types and tenures including family-friendly (larger and ground-related) units • Active streets that promote social interaction

Regeneration offers positive benefits to surrounding neighborhoods and communities

Block



Use green roofs to create habitat corridors • Use green roofs and courtyards for urban agriculture • Bird friendly development

Integrate green building technologies

Integrate technologies to reduce runoff • Harvest rainwater • Reuse grey water • Recycle water in commercial and retail buildings

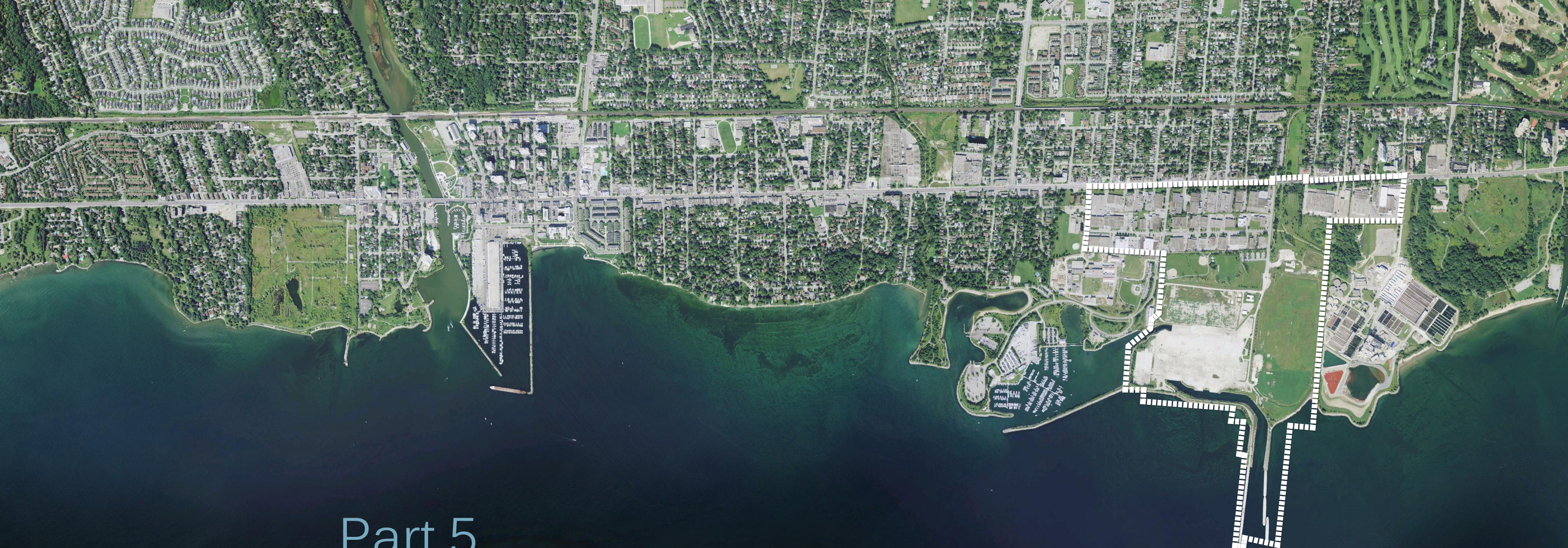
Separate waste into three streams • Separate areas for hazardous waste

Smart metering • Photovoltaics

Integrate intelligent systems

Foster health and well-being via access to open spaces





Part 5

Conceptual Phasing

Conceptual Phasing

Due to scale and complexity, it is estimated that the Inspiration Lakeview redevelopment will take upwards of 30 years to complete. Within this time frame, a phased development of land parcels and public infrastructure is assumed, with an emphasis on a number of preliminary initiatives to provide early public access to the waterfront. Redevelopment within each neighbourhood will depend largely on land availability, site condition, the market and the motivation of landowners.

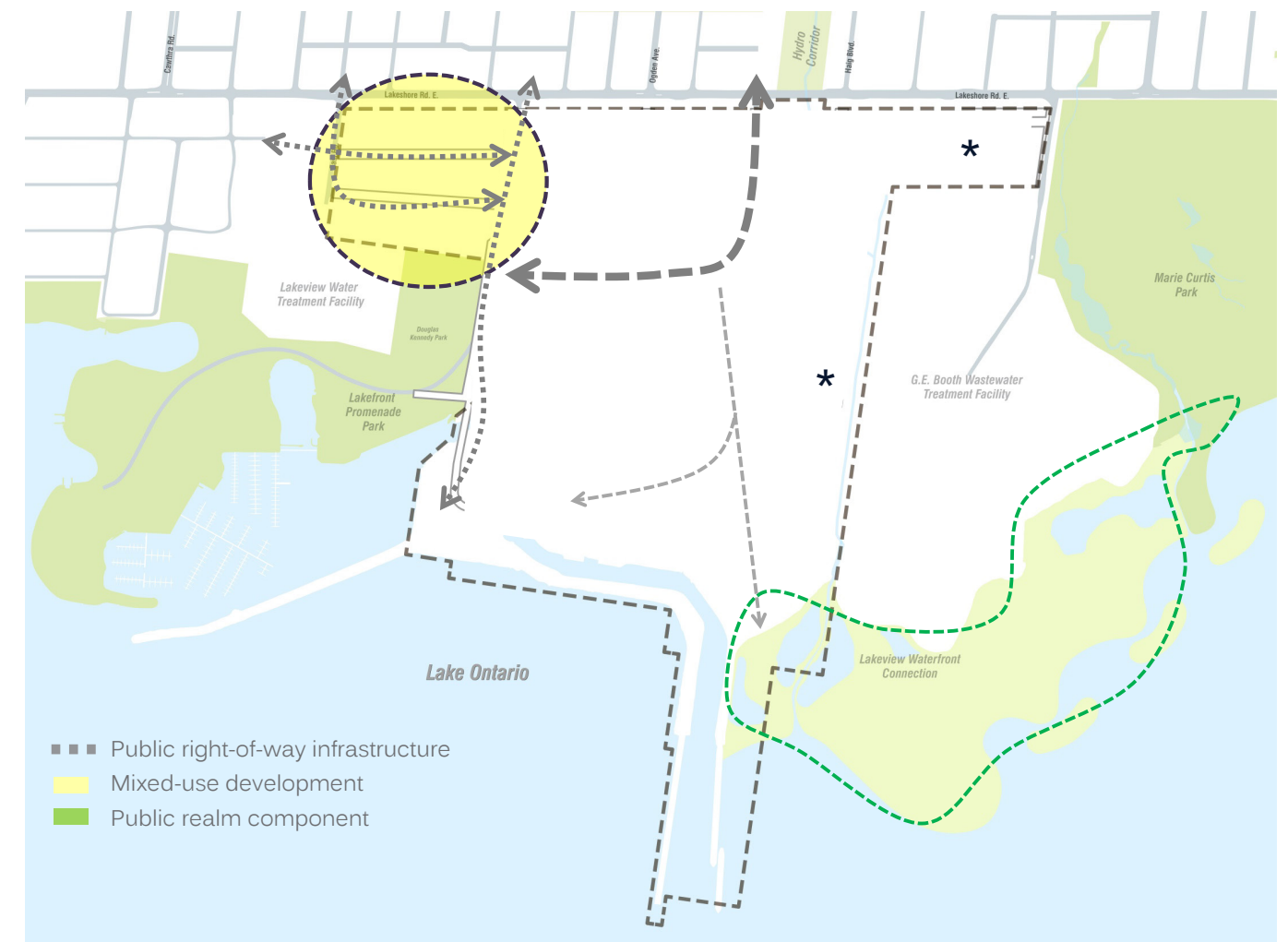
A general north-west to south-east phased approach to redevelopment is proposed for Inspiration Lakeview. It is understood that the sequencing of development within each neighbourhood will not be precisely as shown and phasing will depend largely on land availability, site condition and preparation, the market and the motivation of landowners. The conceptual phasing strategy, developed to capture early market interest, minimize disruption to existing residents, ensure a staged delivery of municipal servicing and investment in public infrastructure (including transit) and maximize cost-effectiveness for all parties involved, is sequential and flexible in nature. Wherever possible, “regular” shaped blocks and parcels have been proposed, to maximize development and infrastructural efficiencies and minimize the need to re-align existing roads and property lines, particularly during the early phases of development.

While the introduction of new employment at Serson Place Innovation Corridor will be significantly driven by the market, investment in this area must be connected to City of Mississauga strategic economic development and policy initiatives. Additionally, to capture the value and convenience of an established higher order transit network, the introduction of the Innovation Corridor is assumed in the later phases of redevelopment.

An important focus of each phase will be the enhancement of the public realm. While the initial phases of development are planned for the northern reaches of the site, early public access to the water's edge is a key component. Initial investment in the site's generous public realm will bring long-term rewards, including the creation of a strong community identity, a sought-after address for employment and institutional opportunities and increased value for the residential market.

Figure 5 - 1

Phase 1 Rangeview Estates and Access to the Western Pier



- Construct public access to the Western Pier
- Construct “New Aviator Road” and “Lakefront Promenade”
- Deliver interim construction access from Hydro Road to service Lakeview Waterfront Connection (LWC) and ongoing Ontario Power Generation (OPG) remediation

* Serson Place Innovation Corridor and a post-secondary institution are based on opportunity.

Figure 5 - 2

Phase 2
Mid and High-Rise Density and Begin Transit Construction



- Deliver “New Lakefront Boulevard”, “New Ogden Road” and other local streets
- Construct Aviator Park and Lakeview Gateway
- Deliver higher order transit at the end of the phase
- “New Haig Road” is introduced to service LWC and ongoing OPG remediation

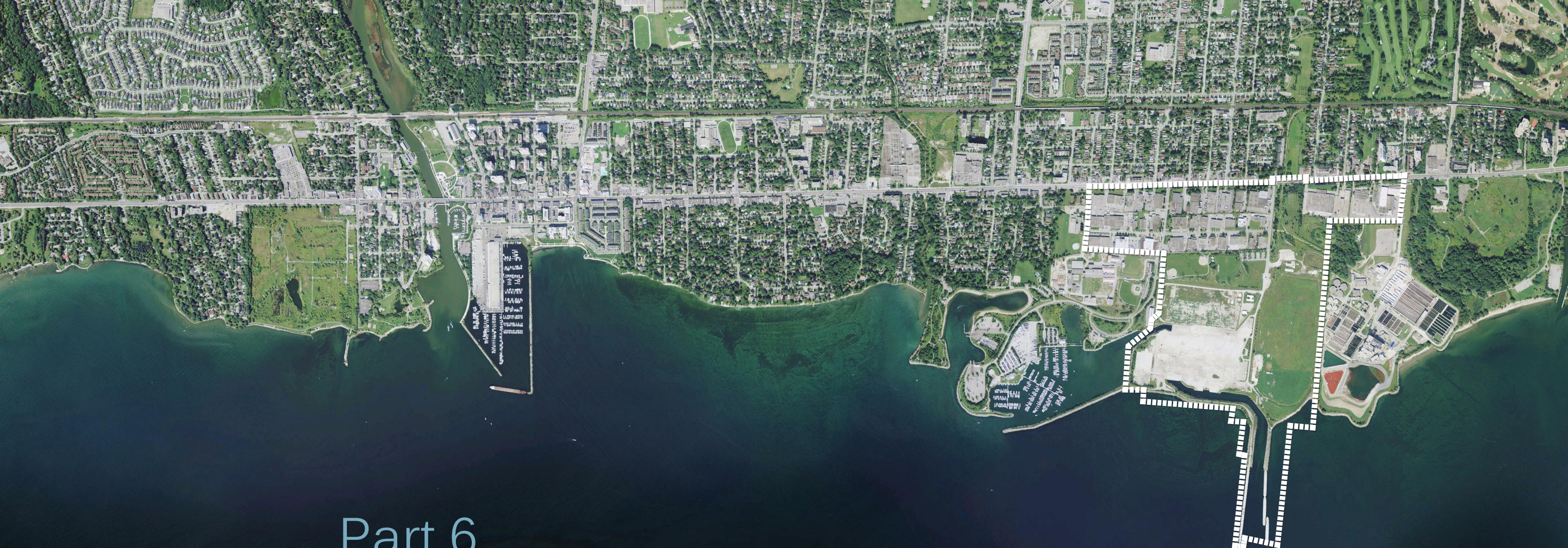
Figure 5 - 3

Phase 3
Water’s Edge Community, Cultural Quarter and Cultural Hub



- Complete Road Network and higher order transit
- Construction of Waterway Park and Lakeview Commons
- “New Haig Road” continues to serve LWC
- Complete Coal Hill





Part 6

Implementation and Next Steps

Implementation and Next Steps

Building on the collective nature of the Memorandum of Understanding and the multi-stakeholder Vision and Master Plan processes to-date, ongoing collaboration with the City of Mississauga, the Province of Ontario, Ontario Power Generation (OPG), the Region of Peel, public sector agencies, the private sector and the community will prove integral to achieve this incredible transformation of Mississauga’s waterfront and ensure that Inspiration Lakeview is well-positioned to attract funding opportunities and secure partnerships in the future.

Following the receipt of this Master Plan by Council, OPG and the Province, a series of additional studies, statutory processes and technical agreements will be necessary to define key parameters for implementation.

Additional Studies

As part of the aforementioned formal implementation process, following the review of this Master Plan by external agencies, key stakeholders and City Departments there will be comprehensive comments received that will provide direction/ recommendations for additional studies. A number of specific areas and issues will need to be studied further to support, confirm and/or adjust the recommendations within the Master Plan. These include but are not limited to:

Serson Creek

Resulting from the concurrent revitalization works by the Credit Valley Conservation (CVC), the Toronto and Region Conservation Authority (TRCA) and the City of Mississauga to improve creek flow, minimize flood risk and coordinate alignment with the proposed Lakeview Waterfront Connection (LWC), the current creek flood line and erosion hazard limits in this area remain undefined and thus future studies are needed to determine the revised hazard limits, alignment of the Creek and treatment of the riparian zone. Additionally, the complexities with the proposed service road alignment through private property lot lines warrant additional study to confirm and/or adjust development parameters in this zone.

Higher Order Transit

While it is clear that the Master Plan presents a transit-oriented development, the implementation of higher order transit, both along Lakeshore Road East and into the Inspiration Lakeview site is subject to: a) confirmation of Provincial infrastructure investment and funding, and b) a separate series of Environmental Assessments (EAs), in coordination with the City of Mississauga, the Province of Ontario, Metrolinx and the Toronto Transit Commission. To-date, the Lakeshore Road extent of the Regional Rapid Transit route, from Port Credit GO station to Toronto Union Station, remains unconfirmed as a priority project and is currently unfunded. In addition to the required EAs, the provision of higher order transit in the Lakeview area is subject to City of Mississauga current and planned transportation studies, including the Lakeshore Road Corridor Master Plan.

Employment Lands

Provincial, regional and municipal planning policies identify the importance of planning for, protecting and preserving employment areas for current and future uses. To protect for these uses, the Provincial Planning Act stipulates that existing designated employment lands may not be converted for other non-employment uses without a Municipal Comprehensive Review (MCR). Considering the Master Plan’s strategy to relocate the existing Business Employment land uses to the Serson Place Innovation Corridor, further, more detailed studies are needed, including an area-specific Employment Lands Review Study and Economic Development Strategy.

District Energy

The City of Mississauga has expressed interest in locating a District Energy facility/facilities at Inspiration Lakeview. The exact location, configuration and phasing of District Energy will be determined following the preparation and evaluation of: a) a Business Case Study to demonstrate feasibility and b) a Land Use Compatibility Study to evaluate the impacts on surrounding uses.

Special Study Areas

The following Special Area Studies are recommended due to locational interest, complexities in the landscape, and/or multi-stakeholder interests.

Waterway District Height

The prime waterfront location and significant amount of adjacent parkland space may warrant additional increases in height in select buildings and parcels at the south-west quadrant of the Cultural Quarter. Further study and design review is recommended to confirm and/or adjust development parameters in this zone.

Active and Urban Shoreline

The significant CVC hazard land limits at the shoreline may prevent the development of a vibrant and programmable destination space at the water’s edge - a resounding principle that emerged from the Vision. Discussions with the CVC and the community should continue to confirm and/or adjust the permitted uses within this regulated hazard land area,



Figure 6 - 1
Special Study Areas

particularly in proximity to the intake channel. Opportunities to extend the activity from The Waterway and Cultural Quarter at the Lakeview Shoreline with multi-purpose pavilions, bridges to the piers, pedestrian streets, outdoor cafés, restaurants and bars should be explored.

Statutory Planning Process

To further guide the comprehensive redevelopment of the site, a series of Class EAs will be required to confirm and approve the various public infrastructure projects outlined in this Master Plan. A list of potential EAs include (but are not limited to):

- Final alignment of the new public street network
- Confirmation of transit technology and alignment

- Water, wastewater and other potential servicing infrastructure
- Realignment of Serson Creek and changes to the shoreline

The ultimate goal of these subsequent studies is to provide the foundation for formal amendments to the Mississauga Official Plan (MOP), Lakeview Local Area Plan (LAP) (including the formal delineation of the Lakeview Community Node) and the drafting of a comprehensive Zoning By-law for the site. Currently the OPG-owned lands are zoned Utility and the employment lands are zoned Business Employment. Enabling Official Plan and Zoning By-law Amendments must be adopted to implement the Master Plan and establish a framework for subdivision.

Formal Cost-Sharing Arrangement

The site's key development partners: the City, Province of Ontario, OPG and private landowners each hold unique, yet interconnected public and private land interests. Moving forward, It is essential that all parties work together, in an equitable manner, to develop an investment strategy that will secure the significant public amenities and required infrastructure associated with the site's redevelopment. This can be achieved through a variety of mechanisms, including, local area development charges or Section 37 provisions within the Official Plan and Zoning By-law Amendments. The key underlying principle is that all landowners are receiving a benefit from the proposed change in land uses and, therefore, the chosen mechanism(s) must ensure that each landowner pays a fair and equitable share of the public infrastructure required to support this change in land use.

Next Steps

Following receipt of the Master Plan by City Council, a series of next steps will follow.

1. Circulate Master Plan to City departments and external agencies for comment
2. Identify studies through comprehensive review, and determine who is required to complete studies. A list of potential 'Additional Studies' and areas for more detailed review include (but are not limited to):
 - Transportation Studies
 - Site Servicing
 - Coastal Studies
 - Legal Agreements
 - Economic Development Strategy
 - Serson Creek EA
 - Innovation Corridor
 - Post-Secondary Institution
3. Report to Council on outcomes of circulation
4. Studies are completed by various parties to inform the preparation of an Official Plan Amendment
5. Undertake the formal Official Plan Amendment process to implement the Master Plan.

Figure References & Credits

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4	1-2	Aerial image of Greater Mississauga's Waterfront	Google Maps
5	1-3 From Top-Left to Right	i) Rifle range 1896	i) www.Mississauga.ca/lakeviewgallery
		ii) Lakeview Generating Station from Cooksville creek	ii) www.Mississauga.ca/lakeviewgallery
		iii) Lakeview's iconic "four sisters" smoke stacks demolished.	iii) Flickr: kingofthenerds
		iv) Visioning process, public consultation	iv) Urban Strategies Inc.
		v) Master plan process, public consultation	v) Urban Strategies Inc.
		vi) Canteen rifle range	vi) www.Mississauga.ca/lakeviewgallery
		vii) Military aircraft	vii) www.Mississauga.ca/lakeviewgallery
		viii) Lakeview Legacy project rallies	viii) www.Mississauga.ca/lakeviewgallery
		ix) City of Mississauga, Province of Ontario & OPG Memorandum of Understanding	ix) www.Mississauga.ca/lakeviewgallery
6	1-4	i) Existing Inspiration Lakeview site	i) Urban Strategies Inc.
		ii) Existing Inspiration Lakeview site	ii) Urban Strategies Inc.
7	1-5	Aerial delineating the Inspiration Lakeview site	Google Maps
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		ii) Image of Splash pad/Sprinklers	ii) Urban Strategies Inc.
		iii) Image of Green Path in Neighbourhood	iii) Urban Strategies Inc.
		iv) Image of mixed-use building	iv) Flickr, Kyle Grandinger
		v) Image of green tracks	v) www.torontoist.com/ Greening the LRT
		vi) Image of Oslo Opera House	vi) www.archdaily.com/440/oslo-opera-house-snohetta
		vii) Image of Angel of the North Sculpture, Gateshead	vii) http://www.telegraph.co.uk/ The Angel of the North statue in Gateshead stands on a snow-covered hill
		viii) Image of Neighbourhood Complexes	viii) Urban Strategies Inc.
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36	4-15	Plan of The Greenway	Urban Strategies Inc.
36	4-16	River Walk Park, Madrid	www.kaystir.blogspot.ca Madrid Beach.
36	4-17	Superkilen Topotek, BIG Architects	www.archdaily.com Iwan Baan
36	4-18	Triangle Park, Pittsburgh	www.sourcethestation.com/idea/pocket-park
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38	4-22	Cumberland Park, Nashville	www.flickr.com Urban Open Space Finalists Hargreaves Associates
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54	4-50	Preferred higher order transit alignment diagram	Urban Strategies Inc.
54	4-51	i) Transit along Lakeshore ii) Transit along Lakeshore & New Haig Blvd. iii) Complete transit Loop	Urban Strategies Inc.
55	4-52	Higher order transit diagram	Urban Strategies Inc.
56	4-53	Protected bike lane, Kinzie Street, Chicago	http://momentummag.com/ Chicago Department of Transportation
56	4-54	Emscher Park trail, Germany	Picasa images
57	4-55	Conceptual Cycling Network	Urban Strategies Inc.
58-59	4-56	Street Typologies diagram	Urban Strategies Inc.
62	4-57	Breakdown of Density Targets	Urban Strategies Inc.
63	4-58	Transitional Density Strategy diagram	Urban Strategies Inc.
64	4-59 From Top to Bottom	i) Townhouse residential image ii) Night view of Synergy townhouses at Dockside Green, Victoria iii) Back-Back stacked townhouses	i) www.docksidegreen.com Dockside Green, Victoria ii) Enrico Dagostini iii) http://www.menkes.com
64	4-60	Dockside Green condominiums	www.docksidegreen.com Dockside Green
64	4-61	One Cole condominium	Diamond Schmitt Architects
64	4-62	Santa Monica tower proposal	Frank Gehry Architects
65	4-63	Building Typology Distribution diagram	Urban Strategies Inc.
66	4-64	Heights diagram	Urban Strategies Inc.
67	4-65	Density diagram	Urban Strategies Inc.

Page	Figure	Description/Caption	Credit
68	4-66	Image of Coal Harbour in Vancouver	Urban Strategies Inc.
68	4-67	Integrated MSP and underground parking sectional diagram	Urban Strategies Inc.
69	4-68	Preliminary sanitary servicing plan diagram	Urban Strategies Inc.
71	4-69	The Master Plan	Urban Strategies Inc.
72	4-70	Rendering of Habitat collection townhomes	Dockside Green, Victoria
72	4-71	Rain Garden, Portland	www.asla.org
72	4-72	Image of Berkeley Square, London England	www.earth-photography.com Peter Visontay
73	4-73	Rangeview Estate bird's eye view	Urban Strategies Inc.
74	4-74	Image of Danforth courtyard, Toronto	www.toronto.com/photogallery
74	4-75	Image of local greens and gardens	www.veronicakey.com Alex Pietrowski
74	4-76	Image of Carrot Commons, Toronto	Urban Strategies Inc.
75	4-77	Lakeshore Neighbourhood bird's eye view	Urban Strategies Inc.
76	4-78	Image of Regional Council of Alsace	http://www.panoramio.com/ Jika50
76	4-79	Rendering of New Metro Community College, Nova Scotia	Moriyama and Teshima, Nova Scotia
76	4-80	Image of Chiswick Park, London	Urban Strategies Inc.
77	4-81	Serson Place Innovation Corridor bird's eye view diagram	Urban Strategies Inc.
78	4-82	Image of Baldwin Village, Toronto	www.airbnb.ca
78	4-83	Image of Sylvia's Restaurant New York	NYC & Company Clayton Cotterell
78	4-84	Image of a mid-rise neighbourhood, Vancouver	Urban Strategies Inc.
79	4-85	Ogden Village bird's eye view	Urban Strategies Inc.
80	4-86	Bird's eye view of Harbourfront Centre	theguardian.com Pi Media
80	4-87	Image of sitting areas at Harbourfront Centre	torontograndprixtourist.com JamesHamilton
80	4-88	Image of outdoor ice skating at Harbourfront Centre	www.harbourfrontcentre.com

Page	Figure	Description/Caption	Credit
81	4-89	Cultural Quarter bird's eye view	Urban Strategies Inc.
82	4-90	Image of Delft University of Technology	Macanoo Architects
82	4-91	Rendering of skating trail at Sam Smith Park, Etobicoke	www.ccfew.org
82	4-92	Image of Bill and Melinda Gates foundation building, Seattle	www.assets.inhabitat.com
83	4-93	Serson Campus bird's eye view	Urban Strategies Inc.
84	4-94	Sustainability Matrix	Urban Strategies Inc.
88	5-1	Rangeview Estates and Access to the Western Pier phasing diagram	Urban Strategies Inc.
89	5-2	Mid and High-Rise Density and Begin Transit Construction phasing diagram	Urban Strategies Inc.
89	5-3	Water's Edge Community and Cultural Hub phasing diagram	Urban Strategies Inc.
93	6-1	Special Study Area diagram	Urban Strategies Inc.



lake view

inspiration



Corporate Report

Clerk's Files

Originator's
Files

CD.03.MIS

DATE: June 3, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 23, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **PUBLIC MEETING**
Mississauga Official Plan Conformity Amendment to the Region of Peel Official Plan

RECOMMENDATION: That the submissions made at the public meeting to consider the report titled "Mississauga Official Plan Conformity Amendment to the Region of Peel Official Plan" dated June 3, 2014, from the Commissioner of Planning and Building, be received.

COMMENTS: On May 14, 2014 Council adopted Resolution 0081-2014 which stated,

That a public meeting be held to consider proposed official plan amendments as recommended in the report titled "Mississauga Official Plan Conformity Amendment to the Region of Peel Official Plan" dated April 15, 2014, from the Commissioner of Planning and Building.

The purpose of these amendments is to bring Mississauga Official Plan into conformity with the Region of Peel Official Plan through:

- an amendment to the Designated Greenfield Area policy;
- an update of Map 16-4.1 Designated Greenfield Area;
- a reference to the Greenfield Density Target; and
- the addition of Human-Made Hazards policies.

The purpose of the public meeting is to receive comments on the proposed amendments to Mississauga Official Plan, as outlined in the report attached as Appendix 1.


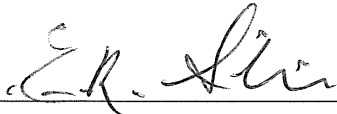
Subsequent to the public meeting, a report will be prepared for consideration by Planning and Development Committee that will address comments received from the public and other stakeholders and, where appropriate, recommend changes to the proposed amendments.

STRATEGIC PLAN: Not applicable.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: The amendments to Mississauga Official Plan are proposed to bring it into conformity with the Region of Peel Official Plan. Following the statutory public meeting, a report will be prepared for consideration by the Planning and Development Committee that will address the comments received.

ATTACHMENTS: Appendix 1: Corporate Report titled “Mississauga Official Plan Conformity Amendment to the Region of Peel Official Plan” dated April 15, 2014 from the Commissioner of Planning and Building



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Emily Irvine, Policy Planner



Corporate Report

Clerk's Files

Originator's Files CD.03.MIS

DATE: April 15, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: May 5, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Mississauga Official Plan Conformity Amendment to the Region of Peel Official Plan**

RECOMMENDATION: That a public meeting be held to consider proposed official plan amendments as recommended in the report titled "Mississauga Official Plan Conformity Amendment to the Region of Peel Official Plan" dated April 15, 2014, from the Commissioner of Planning and Building.

**REPORT
HIGHLIGHTS:**

- The purpose of this report is to propose modifications to Mississauga Official Plan that are required to conform with amendments resulting from the Peel Region Official Plan Review (PROPR).
- Amendments required to bring Mississauga Official Plan into conformity with the Region of Peel Official Plan are:
 - an amendment to the Designated Greenfield Area policy;
 - an update to the Designated Greenfield Area map;
 - a reference to Greenfield Density Target; and
 - adding policies relating to Human-Made Hazards.

BACKGROUND:

The Peel Region Official Plan Review (PROPR) conducted from 2008 to 2011 resulted in seven amendments to the Region of Peel Official Plan (ROPAs 20-26). City Council has supported all the amendments to the Region of Peel Official Plan.¹

The purpose of this report is to propose amendments to Mississauga Official Plan that are required to achieve conformity to the Regional Official Plan based on the PROPR review.

Selected policies in the PROPR amendments are still under appeal. These appeals relate primarily to the GTA West Corridor and natural heritage policies. Resolutions of the appeals are in process and will be addressed in Mississauga Official Plan policies through amendments to natural heritage policies or in a future general amendment to Mississauga Official Plan.

COMMENTS:

In consultation with Regional Staff, the following amendments to Mississauga Official Plan are proposed to bring Mississauga Official plan into conformity with the Region of Peel Official Plan:

- amendment to the Designated Greenfield Area policy;
- an update of Map 16.4-1 Designated Greenfield Area;
- a reference to the Greenfield Density Target; and
- addition of Human-Made Hazards policies.

Designated Greenfield Area

The Growth Plan requires that the designated greenfield areas of each upper or single tier municipality achieve a minimum density target of 50 residents and jobs combined per hectare (20 residents and jobs combined per acre). In the Region of Peel, a Land Budget was prepared to illustrate that Peel meets the Growth Plan targets and a density target for each of the area municipalities was developed.

¹ The Region of Peel has commenced another official plan review referred to as “Peel 2041” and is proposing two amendments. On April 14, 2014, Planning and Development Committee considered the first amendment through a report titled “Regional Official Plan Amendment (ROPA) 27 – Peel 2041” from the Commissioner of Planning and Building. The second amendment is anticipated in 2015.

Mississauga's density target reflects current development patterns and supports the achievement of the Regional density target. To conform with the greenfield density target for Mississauga in the Region of Peel Official Plan, Policy 16.4.1.1 in Mississauga Official Plan is proposed to be revised as follows:

16.4.1.1 The designated greenfield area will be planned to achieve a minimum density of ~~75~~ 77 residents and jobs combined per hectare, excluding permitted environmental take-outs.

Designated Greenfield Area Map

Minor adjustments are required to Map 16.4-1 Designated Greenfield Area in Mississauga Official Plan to reflect the depiction of the designated greenfield area in the Region of Peel Official Plan. Appendix 1 illustrates the existing and revised Map 16.4-1.

Greenfield Density Target

Reference to the greenfield density target is required to be included in Mississauga Official Plan. Policy 5.6.1 is proposed to be revised by adding the following highlighted text:

5.6.1 Character area policies may specify alternative density requirements, provided the total designated greenfield area in the Region will achieve a minimum density target of 50 residents and jobs combined per hectare, excluding environmental take outs.

Human-Made Hazards

In order to be consistent with the direction in the Provincial Policy Statement, the Region of Peel included policies relating to human-made hazards such as oil, gas and salt hazards. These direct the area municipalities to include corresponding policies regarding development on or near these hazards. To address this issue the following is proposed to be included immediately after Section 6.7 Brownfield Sites (identified 6.X as a placeholder):

6.X Human-Made Hazards

Human-made hazards may have potential adverse impacts on public safety and property and occur when sites have not been properly rehabilitated. They are generally associated with oil, gas and salt hazards and former mineral aggregate and petroleum resource operations.

6.X.X Development will be directed away from human-made hazards. Development may be permitted only if rehabilitation or mitigation of known or suspected hazards has been completed.

In addition, Section 1.1.4.mm is proposed to be amended to identify the following terms that are referenced in these policies:

- Oil, gas and salt hazards;
- Mineral aggregate operations;
- Petroleum resource operations;

The definitions of these terms from the Provincial Policy Statement are found in Appendix 2 and should be added to Mississauga Official Plan Appendix A: Terms Defined in the Provincial Policy Statement (2005) and the Growth Plan for the Greater Golden Horseshoe (2006).

STRATEGIC PLAN: Not applicable.

FINANCIAL IMPACT: Not applicable.

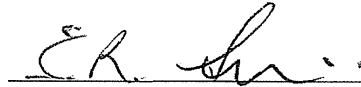
CONCLUSION: Mississauga Official Plan is required to conform with amendments to the Region of Peel Official Plan associated with the Peel Region Official Plan Review (2008-2011). Amendments required to bring Mississauga Official Plan into conformity are:

- an amendment to the Designated Greenfield Area policy;
- an update of the Designated Greenfield Area map;
- a reference to Greenfield Density Target; and
- adding policies relating to Human-Made Hazards.

ATTACHMENTS:

Appendix 1: Map 16.4-1 Designated Greenfield Area

Appendix 2: Definitions from the Provincial Policy Statement

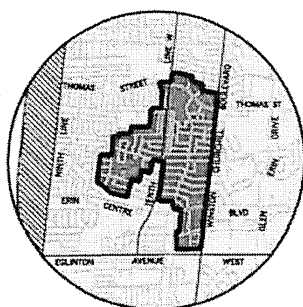
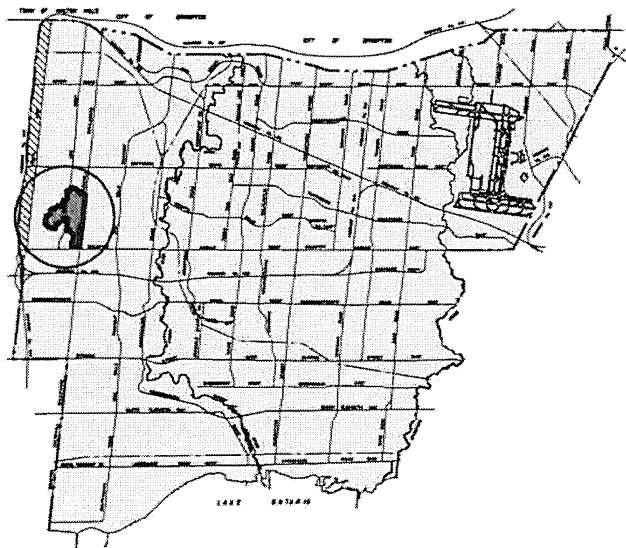


Edward R. Sajecki
Commissioner of Planning and Building

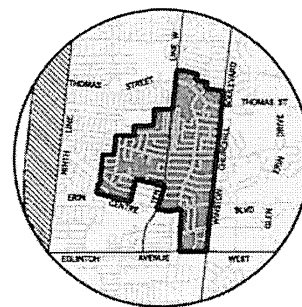
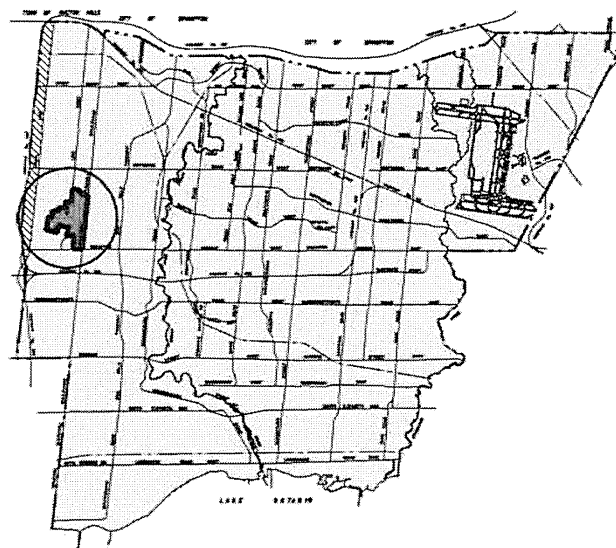
Prepared By: Emily Irvine, Policy Planner



*K:\PLAN\POLICY\GROUP\2014 Peel Region\Regional Conformity\Corporate Report PDC Regional Conformity Amendment.doc







EXISTING GREENFIELD AREA DESIGNATION



AMENDED GREENFIELD AREA DESIGNATION

Designated Greenfield Area

-  Designated Greenfield Area
 Built-up Area
 Special Study Area
 City Limits

☐ AREA OF AMENDMENT NO. ???

Appendix 1

DRAFT



**Map 16-4.1
Designated Greenfield Area
of Mississauga Official Plan**

City of Mississauga

Y 1001

Appendix 2

Definitions from the Provincial Policy Statement

Oil, gas and salt hazards: means any feature of a well or work as defined under the *Oil, Gas and Salt Resources Act*, or any related disturbance of the ground that has not been rehabilitated.

Mineral aggregate operation: means

- a) lands under license or permit, other than for *wayside pits and quarries*, issued in accordance with the *Aggregate Resources Act*,
- b) for lands not designated under the *Aggregate Resources Act*, established pits and quarries that are not in contravention of municipal zoning by-laws and including adjacent land under agreement with or owned by the operator, to permit continuation of the operation; and
- c) associated facilities used in extraction, transport, beneficiation, processing or recycling of *mineral aggregate resources* and derived products such as asphalt and concrete, or the production of secondary related products.

Petroleum resource operations: means oil, gas and salt wells and associated facilities and other drilling operations, oil field fluid disposal wells and associated facilities, and wells and facilities for the underground storage of natural gas and other hydrocarbons.



Corporate Report

Clerk's Files

 Originator's
Files OZ 13/018 W5

DATE: June 3, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 23, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Information Report**
Official Plan Amendment and Rezoning Applications
To permit a 33 storey apartment building which may include
ground floor retail commercial uses
Southeast corner of Nahani Way and Hurontario Street
Owner: Alfonso Gallucci General Construction Limited
Applicant: Goldberg Group
Bill 51

Public Meeting

Ward 5

RECOMMENDATION: That the Report dated June 3, 2014, from the Commissioner of Planning and Building regarding the application to amend the Mississauga Official Plan policies for the Uptown Major Node Character Area from "Residential High Density" to "Residential High Density – Special Site" and to change the Zoning from "RA5-23" (Apartment Dwellings - Exception) to "H-RA5-Exception" (Apartment Dwellings – Exception with a Holding Provision) and "B" (Buffer) to permit a 33 storey apartment building which may include ground floor retail commercial uses, under File OZ 13/018 W5, Alfonso Gallucci General Construction Limited, southeast corner of Nahani Way and Hurontario Street, be received for information.

REPORT**HIGHLIGHTS:**

- The applicant is proposing two options for the ground floor of the proposed 33 storey apartment building along Hurontario Street: retail or residential in order to maintain flexibility at the time of construction;
- Prior to the Supplementary Report, matters to be addressed include: appropriateness of the proposed options given the future Light Rail Transit (LRT) on Hurontario Street; cumulative impact of this development on the Node, adjacent land uses and streetscape; and the receipt of additional technical information.

BACKGROUND:

The above-noted applications have been circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

The subject property is a vacant parcel of land at the southeast corner of Hurontario Street and Nahani Way, which has been zoned for high density development since 1999. During the processing of the development applications for the lands to the south, owned by Summit-Eglinton Inc., an informal agreement was reached between the owner of the subject property and Summit-Eglinton to resolve issues around access and the orderly development of the properties. The concept plan that was developed as part of the agreement included: a new north-south public road through the Summit-Eglinton lands and the subject property connecting to Nahani Way; a private east-west road between the two properties; conceptual building massing; and various high rise apartments, including a 33 storey apartment building on the subject property. The concept plan was included in the Addendum Report dated April 13, 2012 for the Summit-Eglinton development applications (see Appendix I-1).

Despite the agreement, the Summit-Eglinton zoning by-law and draft plan of subdivision was subsequently appealed to the Ontario Municipal Board (OMB) by Alfonso Gallucci. A settlement was reached and the OMB approved an implementing by-law that substantially implemented the concept plan on the Summit-Eglinton lands with the exception of the location of the proposed

east-west private road, which was relocated to the middle of the Summit-Eglinton lands fronting on Hurontario Street.

COMMENTS:

The applicant is proposing a 33 storey apartment building on a 3 storey podium and a future public road extension (Belbin Street) from the lands to the south up to Nahani Way, based on two options, one of which will be mixed use and the other solely residential:

Option 1: 313 apartment dwelling units, nine of which are two storey units within portions of the first and second floors, and a 2 074 m² (22,319 sq. ft.) grocery store on the first floor along Hurontario Street.

Option 2: 328 apartment dwelling units, 24 of which are two storey units within portions of the first and second floors.

The owner is proposing two options for the site to maintain the flexibility to respond to market conditions at the time of construction. There is also a small remnant strip of land located east of the future Belbin Street, beside an existing semi-detached dwelling, that is proposed to be conveyed to the municipality.

Further details of the proposal are as follows:

Development Proposal	
Applications submitted:	November 18, 2013 December 20, 2013 (deemed complete)
Supporting Documents:	Planning Justification Report Survey Site Plan and Statistics Elevations, Sections and Floor Plans 3D Perspective Views Shadow Study Report Functional Servicing Report Restrictions on Title Utility Plan Transportation Impact Study Noise Control Feasibility Study

Development Proposal	
	Phase I Environmental Site Assessment Draft Official Plan Amendment Draft Zoning By-law
Revised Documents:	Revised Site Plan and Statistics Revised Shadow Study Report Revised Draft Official Plan Amendment Revised Draft By-law

Option 1 – Residential and Commercial	
Height	33 storeys
GFA	Retail 2 074 m ² (22,319 sq. ft.) Residential 26 589 m ² (286,202 sq. ft.) Total 28 662 m ² (308,521 sq. ft.)
Floor Space Index (FSI):	4.02 – based on total lot area 4.97 – based on net lot area
Landscaped Area:	20%
Net Density:	542.2 units/ha 219.4 units/ac
Number of Units:	177 – one bedroom units 83 – two bedroom units 53 – three bedroom units Total of 313 total units
Anticipated Population:	783 people* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.
Parking Required:	439 spaces
Parking Provided:	349 residents 97 visitor/retail Total of 446 spaces

Option 2 – Residential Only	
Height:	33 storeys
GFA	29 334 m ² (315,749 sq. ft.)

Floor Space Index (FSI):	4.12 – based on total lot area 5.08 – based on net lot area
Landscaped Area:	20%
Net Density:	568.2 units/ha 229.9 units/ac
Number of Units:	177 – one bedroom units 98 – two bedroom units 53 – three bedroom units Total of 328 total units
Anticipated Population:	820 people* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.
Parking Required:	416 spaces
Parking Provided:	416 spaces

Site Characteristics	
Frontage:	±53.4 m (175.2 ft.) on Hurontario Street ±92.0 m (301.8 ft.) on Nahani Way
Net Lot Area	0.58 ha (1.43 ac)
Existing Use:	Vacant site

Additional information is provided in Appendices I-1 to I-13.

Green Development Initiatives

The applicant proposes several green development initiatives including: rainwater harvesting; permeable paving; green roofs; new trees and native vegetation; secure and weather protected bicycle parking; and bird friendly window glazing. The ability to implement some of these measures is under review as the current proposal shows underground parking extending to the property lines along portions of the site, which may impact landscaping and negate proposed initiatives.

Neighbourhood Context

The subject property is located north of the Hurontario Street and Eglinton Avenue intersection, an area now known as Uptown Mississauga. The surrounding housing stock is varied and includes high rise apartment buildings, townhouses, semi-detached and detached houses.

Information regarding the history of the site is found in Appendix I-2.

The surrounding land uses are described as follows (see Appendix I-3):

- North: Across Nahani Way, townhouse dwellings that front onto Breton Avenue and back onto Nahani Way;
- East: Semi-detached dwellings fronting onto Nahani Way;
- South: Vacant land zoned to permit 3 apartment buildings ranging in height from 21 to 30 storeys with ground floor commercial and office uses, townhouses and semi-detached dwellings. A commercial plaza further south serves the node; and
- West: Across Hurontario Street, 10 storey apartment building on south side of Ceremonial Drive, and condo townhouse complex on north side of Ceremonial Drive. Southwest of the site is an approved five-phase development which, upon completion, will consist of 10 apartment buildings ranging in height from 10 to 34 storeys with ground floor commercial and office uses, and townhouse dwellings.

Mississauga Official Plan Designation and Policies for the Uptown Major Node Character Area (November 14, 2012)

The subject property is located in the Uptown Major Node Character Area and designated "**Residential High Density**" (see Appendix I-4).

The Major Node policies permit a maximum building height of 25 storeys and the Uptown Major Node policies permit a Floor

Space Index (FSI) range of 1.9-2.9 times the lot area for this site (see Appendix I-5).

Major Node Policies

Policy 5.3.2 of the plan indicates that Major Nodes are intensification areas that will develop as prominent centres and be served by higher order transit. The Uptown Major Node is centred on the Hurontario Street Corridor and Light Rail Transit is planned to be constructed on Hurontario Street in the future, pending funding. A future Light Rail Transit (LRT) station stop is proposed at the intersection of Hurontario Street and Eglinton Avenue, south of the subject property.

Major Nodes are a primary location for mixed use development, such as residential, employment and commercial uses, that support higher order transit. Mixed uses are to be oriented towards the Hurontario Street corridor, as shown in Option 1. Major Nodes will achieve a gross density of between 200 and 300 residents and jobs combined per hectare (81 and 121 residents and jobs combined per acre). It is also anticipated that Major Nodes will provide a variety of higher density housing for people in different phases of their lifecycle and for a variety of income groups.

As per policy 13.1.1.3, proposals for heights less than two storeys and more than 25 storeys will only be considered in Major Nodes where it can be demonstrated to the City's satisfaction, that:

- a. An appropriate transition in heights that respects the surrounding context will be achieved;
- b. The development proposal enhances the existing or planned development;
- c. The City Structure hierarchy is maintained; and
- d. The development proposal is consistent with the policies of this plan.

Urban Design Policies

The urban design policies of Mississauga Official Plan (MOP) require that site design, landscaping and buildings are compatible with the surrounding context and will create appropriate transition, and visual and functional relationships between the public realm and the existing and proposed developments.

Other relevant policies in MOP that are applicable in the review of these applications are found in Appendix I-11.

Criteria for Site Specific Official Plan Amendments

Policy 19.5.1 of MOP contains criteria which require an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:

- the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;
- the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;
- there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; and
- a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

Hurontario/Main Street Corridor Master Plan

The Hurontario/Main Street Corridor Master Plan (2010) identifies the subject property and lands south to Provincial Highway 403 as

being suitable for high rise apartment buildings, up to 25 storeys and an FSI of 4.0 before bonus zoning.

Proposed Official Plan Designation and Site Specific Policies

To amend the existing "**Residential High Density**" policies to permit an apartment building with maximum height of 33 storeys, a maximum FSI of 5.08, and a maximum of 2 074 m² (22,319 sq. ft.) of retail commercial space within the first two floors of the proposed apartment building.

Existing Zoning

"RA5-23" (Apartment Dwellings - Exception), which permits a maximum gross floor area (GFA) – apartment dwelling zone of 21 000 m² (226,042 sq. ft.) and minimum landscaped area and building setback requirements. The base "RA5" zone permits a maximum height of the lesser of 25 storeys or 77 m (252.6 ft.), among other regulations (see Appendix I-6).

Proposed Zoning By-law Amendment

"H-RA5-Exception" (Apartment Dwellings – Exception with a Holding Provision) to permit, in addition to the permitted uses, the following:

- apartment building containing a maximum of 328 units;
- maximum height of 33 storeys;
- increased residential GFA;
- maximum FSI of 5.08;
- maximum of 2 074 m² (22,319 sq. ft.) for commercial uses within the first two floors of the apartment building, which may include a retail store, financial institution and personal service establishment;
- reduced building and landscape setbacks, and a reduced landscaped area.

A complete list of proposed zoning standards are identified in Appendix I-12 attached to this report.

The proposed zoning by-law would allow either option to be constructed.

"B" (Buffer) for the remnant strip of land east of the future public road extension (Belbin Street) through the subject property. The applicant proposes that the remnant land be conveyed to the municipality and landscaped.

Bonus Zoning

On September 26, 2012, Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning. In accordance with Section 37 of the *Planning Act* and policies contained in Mississauga Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application. Should these applications be approved in principle by Council, the City will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

COMMUNITY ISSUES

No community meeting has been held for the subject applications and no comments from the community have been received by the Planning and Building Department to date.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix I-9 and school accommodation information is contained in Appendix I-10. Based on the comments received and the applicable MOP policies, the following matters will have to be addressed prior to the Supplementary Report:

- review of the two development options to ensure that the proposed development is transit supportive, supports the Node and meets the intent of MOP policies;

- a review of the scale, density, massing, transition and compatibility of the proposal, relative to the existing surrounding community, the developing community to the south and the west, and to the Downtown;
- building and street relationships, including: tower location and entrances; podium height for the retail commercial space; building and underground parking setbacks; landscaped buffers; public walkway through the site connecting the future Belbin Street to Hurontario Street; corner entry feature at Hurontario Street and Nahani Way, and encroachments where applicable;
- sun and wind comfort impacts of development on neighbouring residential lands, street frontages and amenity areas;
- detailed elevations for building entrances and the interior court, and details on vehicular access, loading, garbage, general movement and operations of grocery store;
- location and design of amenity areas and acoustic features;
- analysis of proposed Official Plan and Zoning By-law amendments, including the remnant strip of land east of the future Belbin Street extension proposed as "B" (Buffer) zone;
- review of preliminary building elevations including height of mechanical penthouse;
- traffic impacts from the proposal on surrounding roads and intersection;
- streetscape design, including pavement and boulevard details and associated cross sections (Streetscape Master Plan);
- additional technical information is required to address outstanding engineering and environmental concerns, such as a revised functional servicing report, site grading and servicing plans, composite utility plan, and an updated Phase 1 Environmental Site Assessment.

OTHER INFORMATION

Development Requirements

A wind study and a revised traffic impact study are forthcoming for review and comment. Additional technical information is

required for engineering and environmental matters. The applicant will be required to enter into appropriate agreements with the City.

The Transit Project Assessment Process (TPAP) for the Hurontario-Main Street Light Rail Transit Project (HMLRT) commenced in February 2014 and is expected to be completed in August 2014. TPAP has identified the need for lands to accommodate a Traction Powered Substation in this vicinity and suitable lands would need to be protected and ultimately acquired in order to proceed with the implementation of the LRT system. The applicant has been contacted about the possibility of incorporating the substation within their development.

FINANCIAL IMPACT: Development charges will be payable in keeping with the requirements of the applicable Development Charges By-law of the City, as well as financial requirements of any other official agency concerned with the development of the lands.

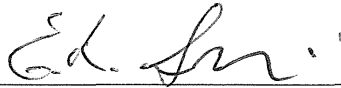
CONCLUSION: Most agency and City department comments have been received and after the public meeting has been held and all issues have been resolved, the Planning and Building Department will be in a position to make a recommendation regarding these applications.

ATTACHMENTS:

- Appendix I-1: Development Concept Plan
- Appendix I-2: Site History
- Appendix I-3: Aerial Photograph
- Appendix I-4: Excerpt of Existing Land Use Map
- Appendix I-5: Uptown Major Node Character Area Map
- Appendix I-6: Excerpt of Zoning Map
- Appendix I-7a: Concept Plan – Option 1
- Appendix I-7b: Elevations – Option 1
- Appendix I-8a: Concept Plan – Option 2
- Appendix I-8b: Elevations – Option 2
- Appendix I-9: Agency Comments
- Appendix I-10: School Accommodation
- Appendix I-11: Relevant MOP Policies

Appendix I-12: Proposed Zoning Standards

Appendix I-13: General Context Map



Edward R. Sajecki

Commissioner of Planning and Building

Prepared By: Stephanie Segreti, Development Planner



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Corporate Report

Clerk's Files

Originator's

Files OZ 09/011 W5

T-M09004 W5

PDC APR 16 2012

DATE: April 13, 2012

TO: Chair and Members of Planning and Development Committee
Meeting Date: April 16, 2012

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: Addendum Report
Official Plan Amendment, Rezoning and Draft Plan of
Subdivision Applications
To permit apartments with ground related commercial and
office uses, and townhouses under standard and common
element condominium tenure
5081 Hurontario Street
East side of Hurontario Street, north of Eglinton Avenue East
Owner: Summit Eglinton Inc.
Applicant: Jim Lethbridge, Lethbridge & Lawson Inc.
Bill 51

Public Meeting Ward 5

COMMENTS: The report from the Commissioner of Planning and Building dated March 27, 2012, regarding the Department's recommendations on the Summit Eglinton Inc. development applications, is scheduled for the April 16, 2012 Planning and Development Committee meeting. Subsequent to the public release of this report, staff have been involved in discussions with representatives of the applicant and the adjoining land owner to the north (Alfonso Gallucci General Construction Limited), to resolve outstanding matters of concern amongst the parties. An agreement was reached over a

Files: OZ 09/011 W5
T-M09004 W5
April 13, 2012

Planning and Development Committee - 2 -

revised development concept for the high density apartment lands abutting Hurontario Street. This concept plan, attached as Appendix SA-1, replaces the high density component of Appendix S-5 of the original Supplementary Report (Block 1). Changes from the original plan include the following:

- Conceptual building massing for all lands, incorporating both the Gallucci and Summit Eglinton properties;
- A shifting of the east-west midblock private condominium road on the Summit Eglinton lands from the centre of the block to the northern boundary. It is proposed that this road remain private with a public easement that will be secured as a condition of subdivision approval;
- Identification of access points to both the public and private roads, although the exact location will be determined through the site plan review process;
- Building tower heights, ranging from 21 storeys to 33 storeys for the development;
- Revised orientation of the north-south road alignment and its connection with Nahani Way.

The concept plan will provide the basis for the drafting of the implementing zoning by-law for the Summit Eglinton lands, including applicable exception schedules. As well, the plan confirms the approximate location of the north-south road alignment to Nahani Way to the satisfaction of all parties. Satisfactory arrangements regarding the particulars involved in the extension will be resolved through the subdivision process.

Matters regarding distance between towers and the proximity of residential uses on the ground floor to Hurontario Street will be reviewed in the context of the plan through the continued processing of the applications. Staff also confirm that the applicable date identified with the proposed Holding Symbol associated with the development of Light Rapid Transit along Hurontario Street has been amended to June 30, 2015.

Files: OZ 09/011 W5

T-M09004 W5

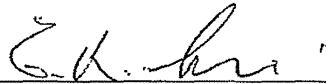
April 13, 2012

Planning and Development Committee- 3 -

To implement the proposal for the Gallucci lands, amendments may be required to both the Official Plan (floor space index), and the Zoning By-law. The subject concept plan will serve as a guide for future development on these lands, recognizing that elements of the plan including tower location may change subject to a detailed review.

COMMENTS:

Appendix SA-1: Revised Concept Plan - High Density Lands
(Block 1)



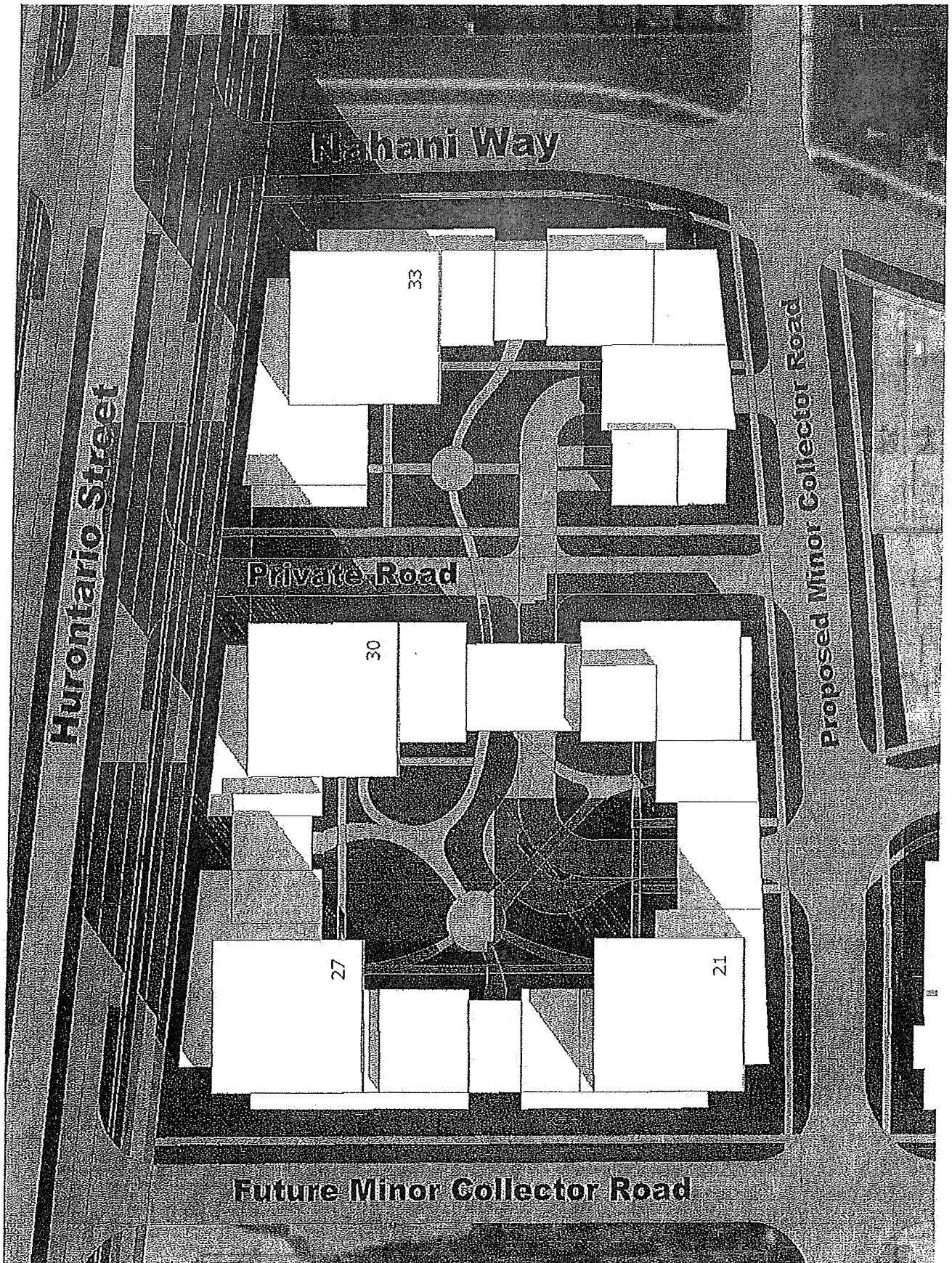
Edward R. Sajecki

Commissioner of Planning and Building

Prepared By: Rob Hughes, Development Planner

Revised Concept Plan –
High Density Lands (Block 1)

(PREVIOUS) APPENDIX SA-1

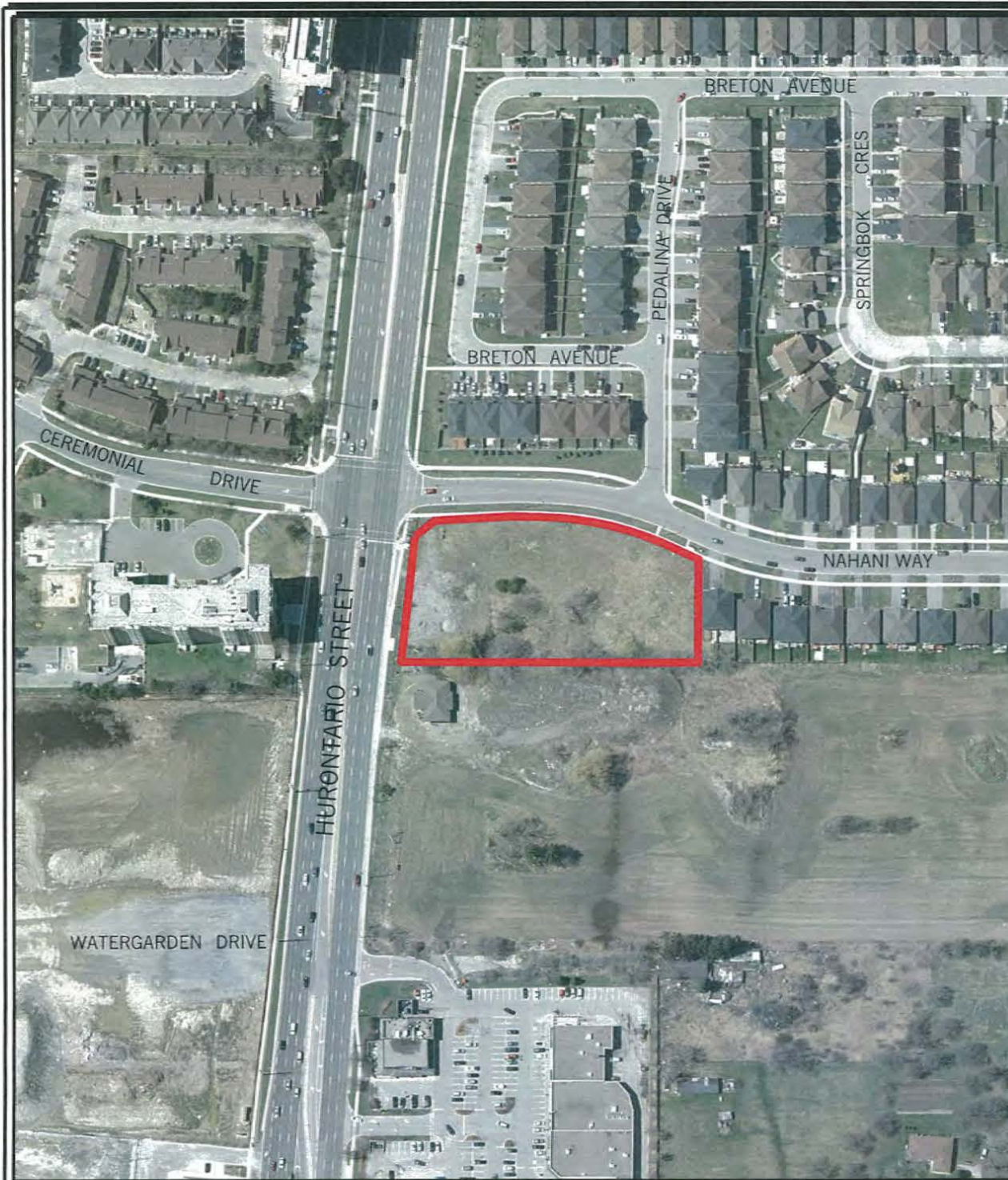


Alfonso Gallucci General Construction Ltd.

File: OZ-13/018 W5

Site History

- January 19, 1989 – Rezoning and Draft Plan of Subdivision applications submitted by Alfonso Gallucci Construction Limited (Alfonso Gallucci) and subsequently cancelled.
- November 16, 1998 – Official Plan Amendment/Rezoning (OZ 98/046 W5) and Draft Plan of Subdivision (T-M98010 W5) applications were submitted by Alfonso Gallucci to permit detached and semi-detached dwellings, street row dwellings, apartments and greenbelt lands. The alignment for Nahani Way to Hurontario Street created an undevelopable strip of land on the north side of Nahani Way, which was too small for residential development. The strip of land was dedicated to the City and the density of the strip was transferred to the apartment block (subject property) to allow for additional units. On December 13, 1999, the OMB approved an amendment to City Plan and Zoning By-law 5500, as amended, which zoned the subject property "RM7D5 – Section 2422" and permitted only an apartment building having a maximum gross floor area of 21,000 m², minimum open space of 45% of the lot area, minimum front and rear yard setbacks of 20.0 m, an exterior side yard of 5.0 m and an interior side yard of 4.0 m.
- May 5, 2003 – The Region of Peel approved the Mississauga Plan Policies for the Hurontario District which designated the subject property "Residential High Density II", which permits apartment dwellings with an FSI range of 1.9-2.9. The subject property is located within the Hurontario Node which permits a maximum building height of 25 storeys.
- June 20, 2007 – Zoning By-law 0225-2007 came into force, zoning the subject property "RA5-23" (Apartment Dwellings - Exception). The same GFA, landscaped area and building setbacks were carried forward from By-law 5500, as amended. A maximum building height of 25 storeys was also imposed in the site specific zone.
- June 18, 2008 – Site Plan (SP 08/134) submitted by Alfonso Gallucci for a 29 storey apartment building. The application was subsequently cancelled.
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals have been filed for the subject property, the policies of the new Mississauga Official Plan apply. The subject property is designated "Residential High Density" in the Uptown Major Node Character Area. The same FSI range was carried forward from Mississauga Plan.



LEGEND:



SUBJECT LANDS

NOTE: DATE OF AERIAL PHOTO 4 / 2013.



SUBJECT: **ALFONSO GALLUCCI
GENERAL CONSTRUCTION LTD.**



FILE NO:
OZ 13018 W5

DWG. NO:
13018A

SCALE:
1:2500

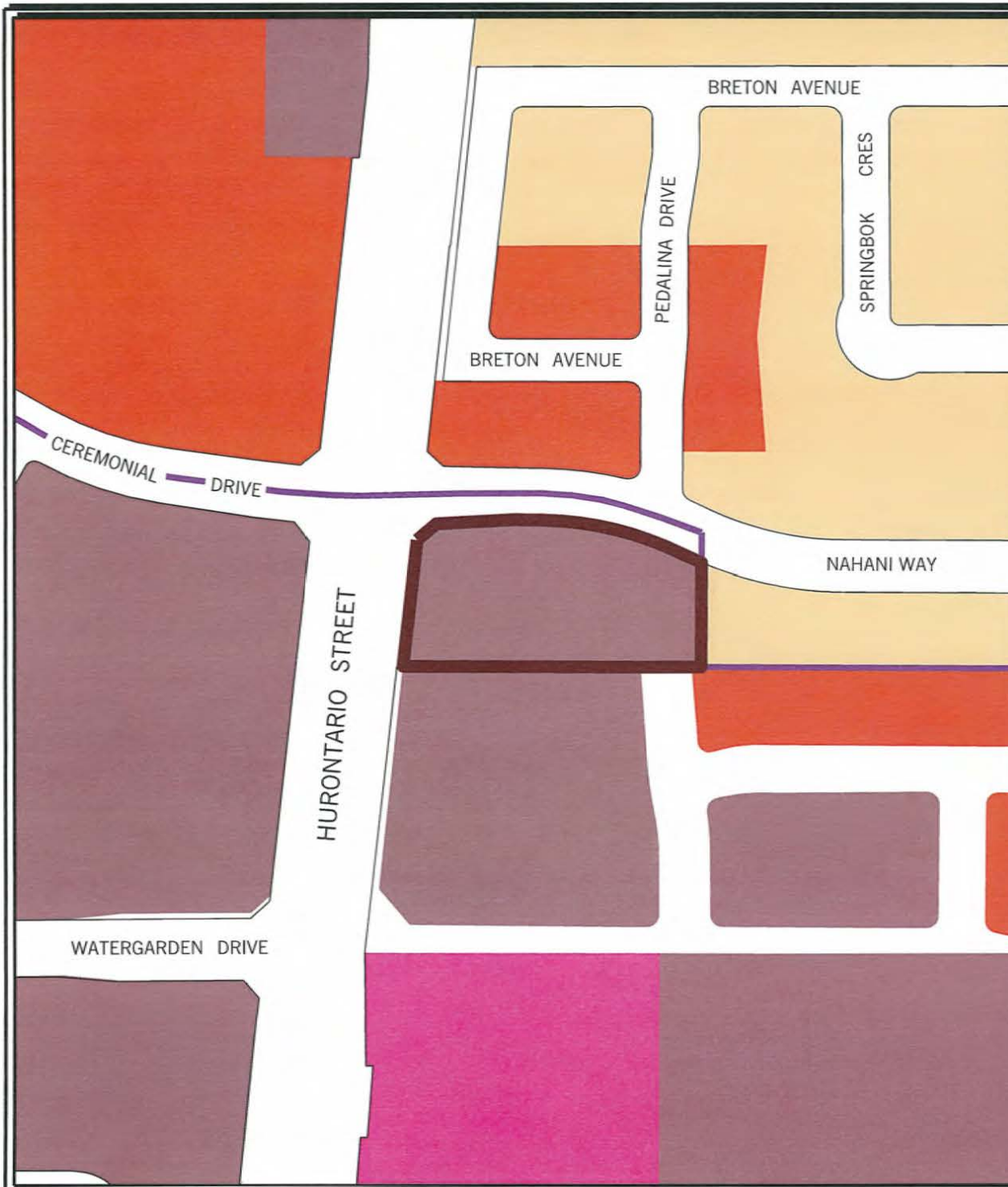
DATE:
2014 06 23

DRAWN BY:
B. KRUGER

APPENDIX I-3

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics



PART OF SCHEDULE 10 LAND USE DESIGNATIONS OF MISSISSAUGA OFFICIAL PLAN

LAND USE DESIGNATIONS

Residential Low Density I	Business Employment
Residential Low Density II	Industrial
Residential Medium Density	Airport
Residential High Density	Institutional
Downtown Mixed Use	Public Open Space
Downtown Core Commercial	Private Open Space
Mixed Use	Greenbelt
Convenience Commercial	Parkway Belt West
Motor Vehicle Commercial	Utility
Office	To Be Determined

LAND USE LEGEND

Heritage Conservation District	Civic Centre (City Hall)
1996 NEP/2000 NEF Composite Noise Contours	City Centre Transit Terminal
LBPIA Operating Area Boundary See Aircraft Noise Policies	GO Rail Transit Station
Area Exempt from LBPIA Operating Area	Public School
Natural Hazards	Catholic School
	Hospital
	Community Facilities

CITY STRUCTURE

Elements

Downtown	Corporate Centre
Major Node	Employment Area
Community Node	Special Purpose Area
Neighbourhood	

ND2 Region of Peel Non-Decision

SUBJECT LANDS



SUBJECT: **ALFONSO GALLUCCI
GENERAL CONSTRUCTION LTD.**



FILE NO:
OZ 13018 W5

DWG. NO:
13018L

SCALE:
1:2500

DATE:
2014 06 23

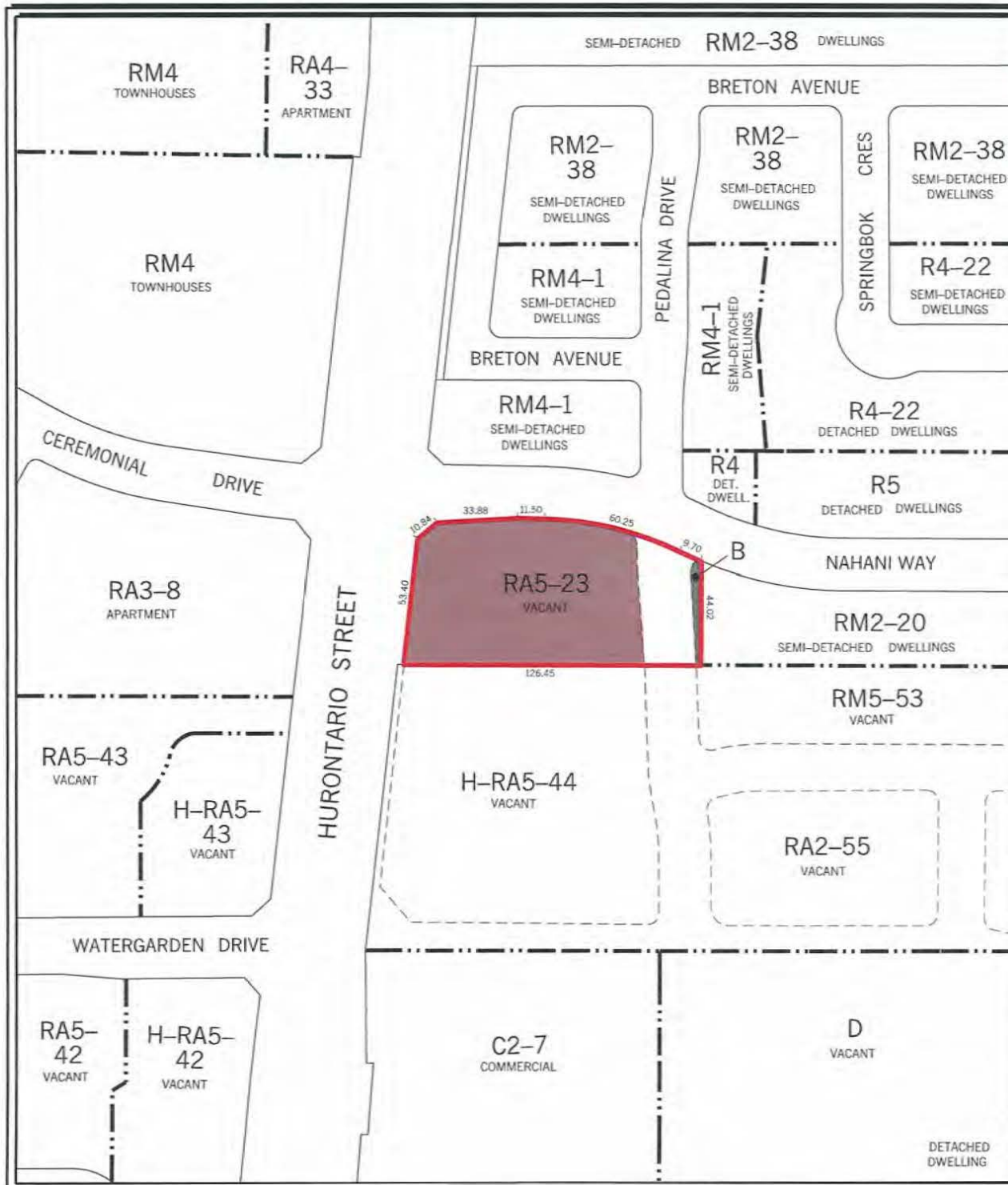
DRAWN BY:
B. KRUGER

APPENDIX 14

MISSISSAUGA
Planning and Building

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T&W, Geomatics





LEGEND:



SUBJECT LANDS



PROPOSED OFFICIAL PLAN AMENDMENT FROM 'RESIDENTIAL HIGH DENSITY' TO 'RESIDENTIAL HIGH DENSITY-SPECIAL SITE' AND PROPOSED REZONING FROM 'RA5-23' TO 'H-RA5-EXCEPTION' TO PERMIT A 33 STOREY APARTMENT DWELLING WHICH MAY INCLUDE GROUND FLOOR RETAIL COMMERCIAL USES.



PROPOSED REZONING FROM 'RA5-23' (APARTMENT DWELLING - EXCEPTION) TO 'B' (BUFFER) TO PERMIT THE REMNANT LAND TO BE USED AS A BUFFER.

NOTE: EXISTING ZONING DELINEATED ON THE PLAN
PROPOSED ZONING INDICATED BY SHADING WITHIN
THE APPLICATION AREA.
THIS IS NOT A PLAN OF SURVEY.



SUBJECT:

**ALFONSO GALLUCCI
GENERAL CONSTRUCTION LTD.**



FILE NO:
OZ 13018 W5

DWG. NO:
13018R

SCALE:
1:2500

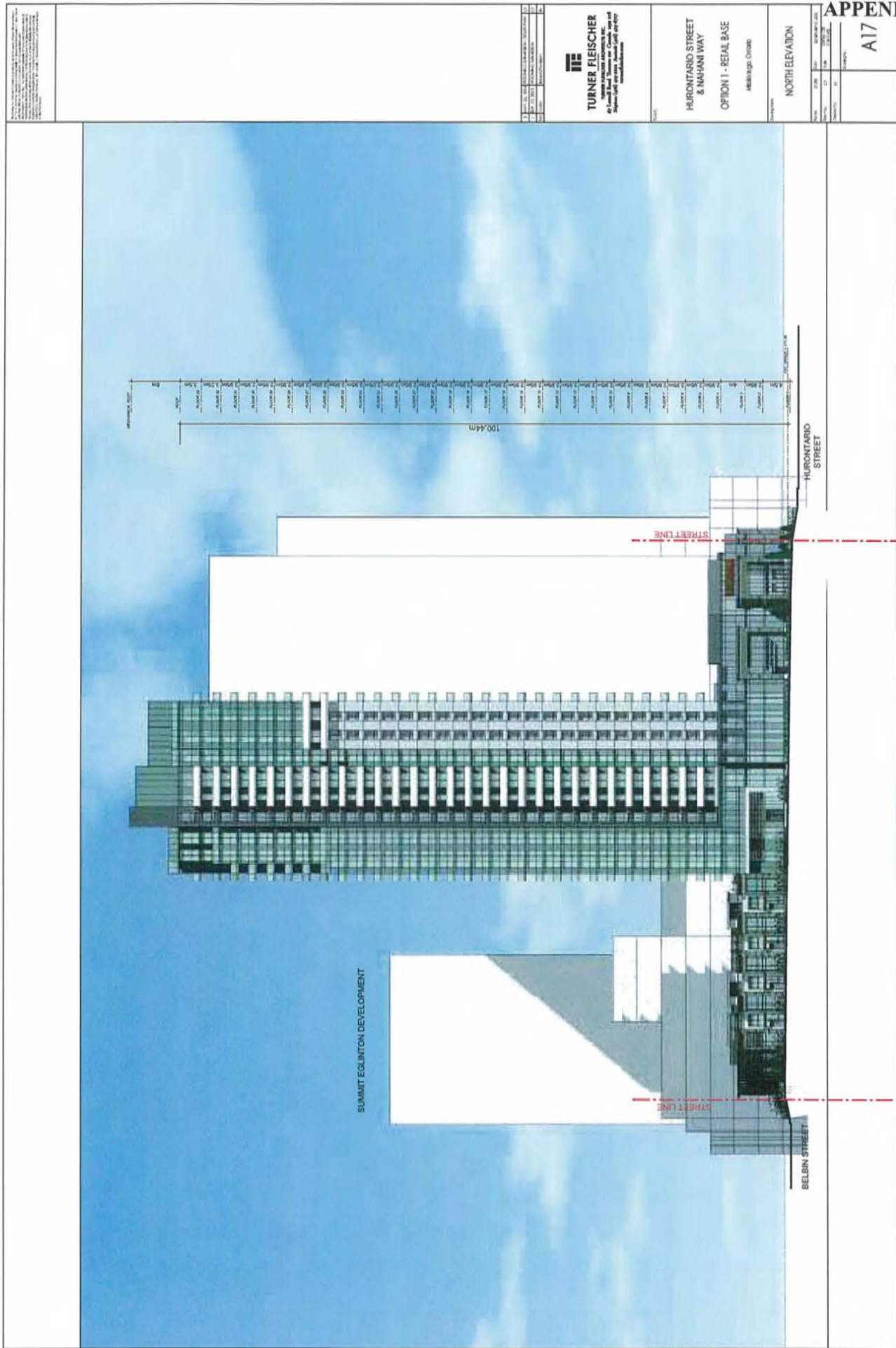
DATE:
2014 06 23

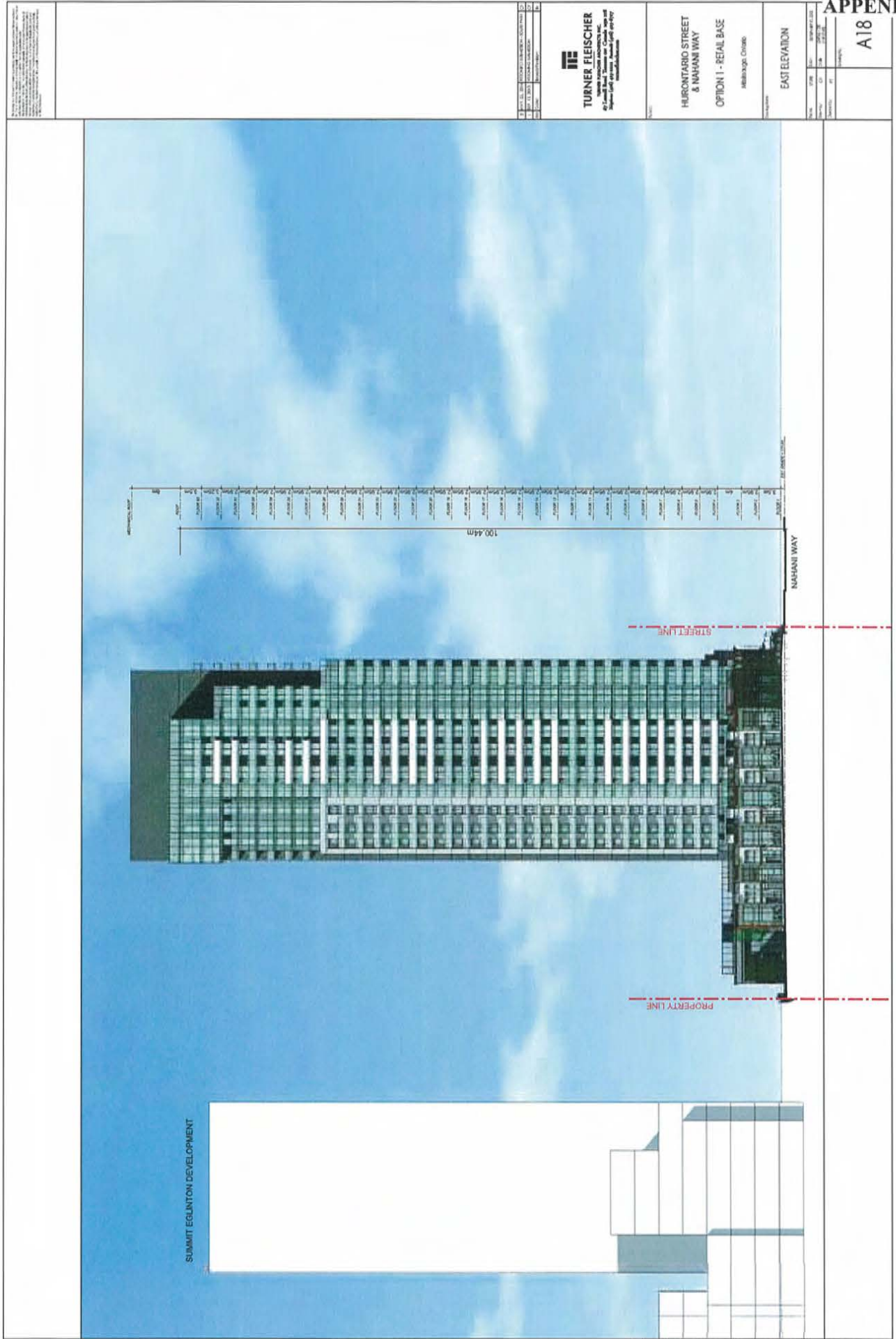
DRAWN BY:
B. KRUGER

APPENDIX 1-6

MISSISSAUGA
Planning and Building

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T&W, Geomatics



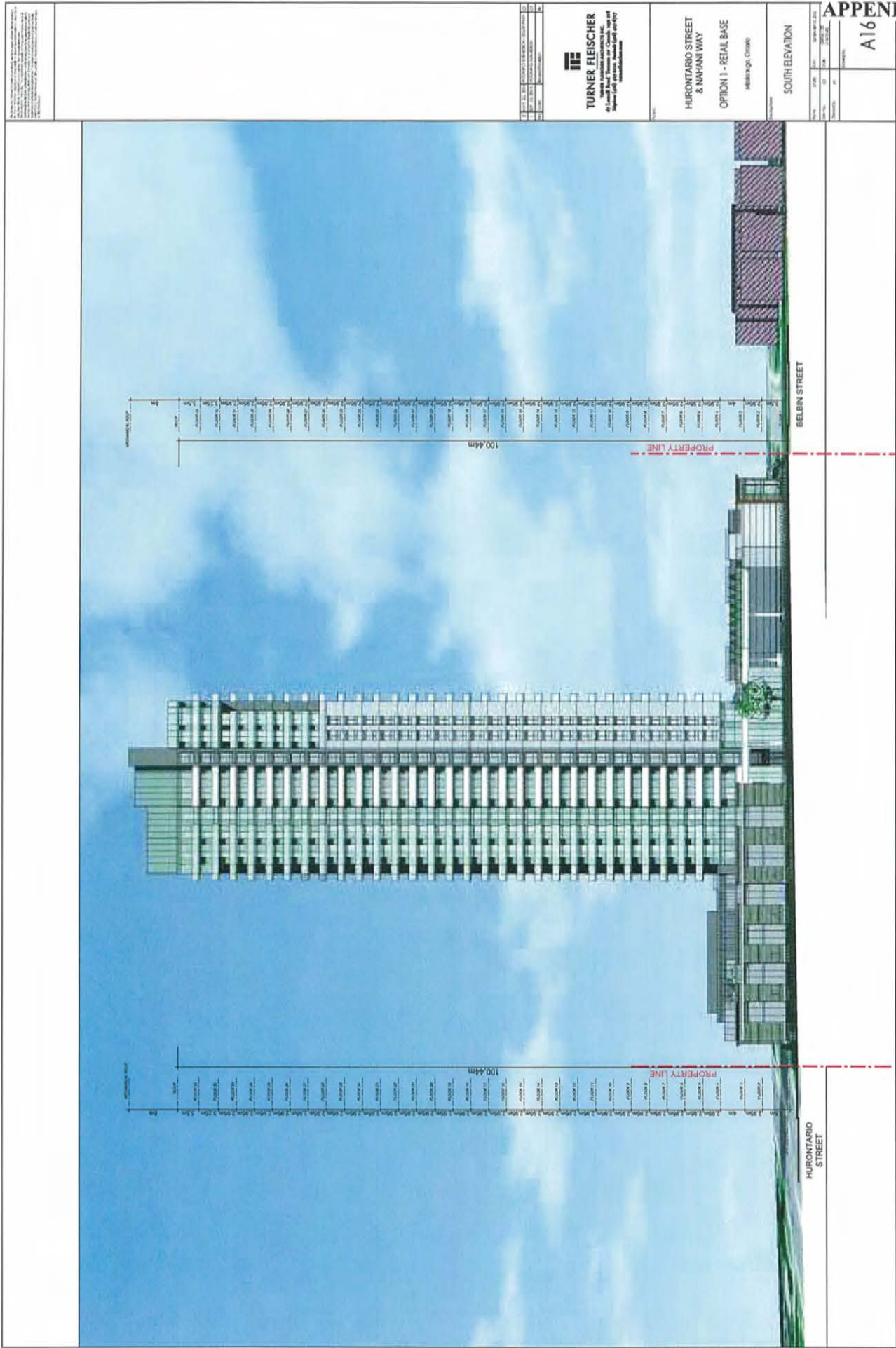


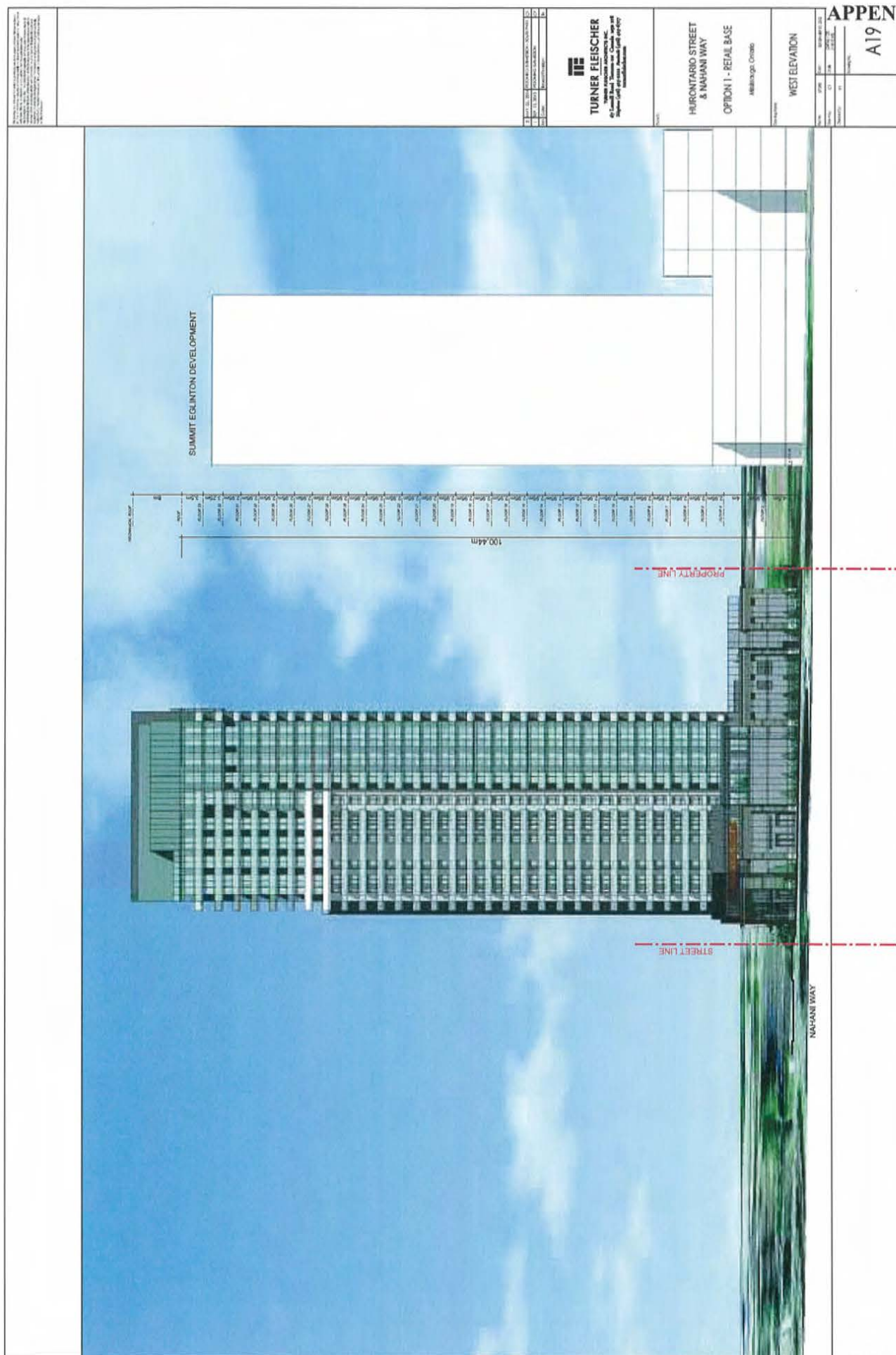
TURNER FLEISCHER
Architectural Firm
4770 South 1st Avenue, Suite 100
Minneapolis, MN 55406
Phone: 612.338.1111
Fax: 612.338.1112
www.turnerfleischer.com

**HURONTARIO STREET
& NANANI WAY**
OPTION 1 - RETAIL BASE
Minneapolis, Ontario

EAST ELEVATION

A18





Year	1978	1979-1980	1981-1982
Area	10	10	10
Number	10	10	10

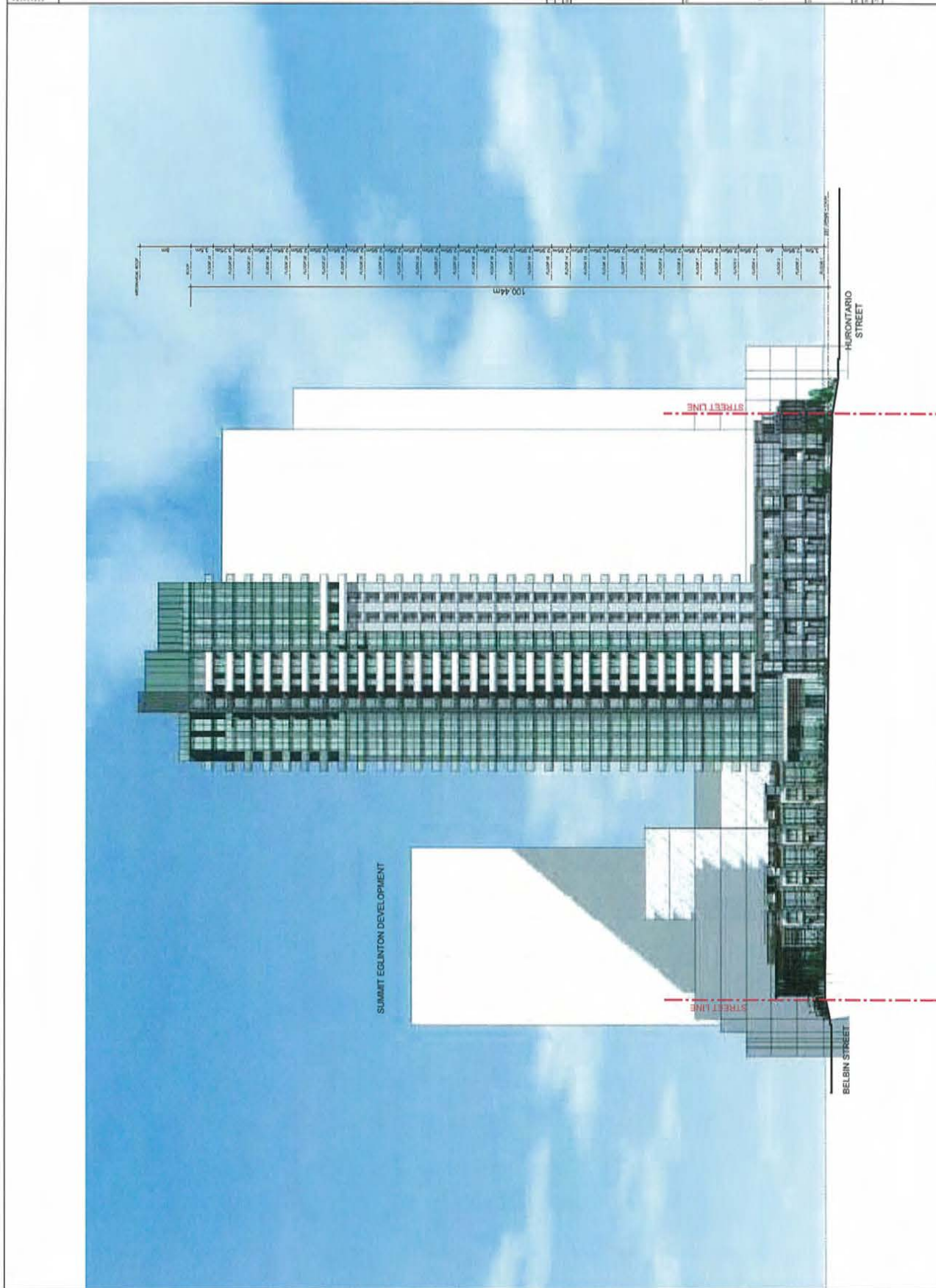
NORTH ELEVATION

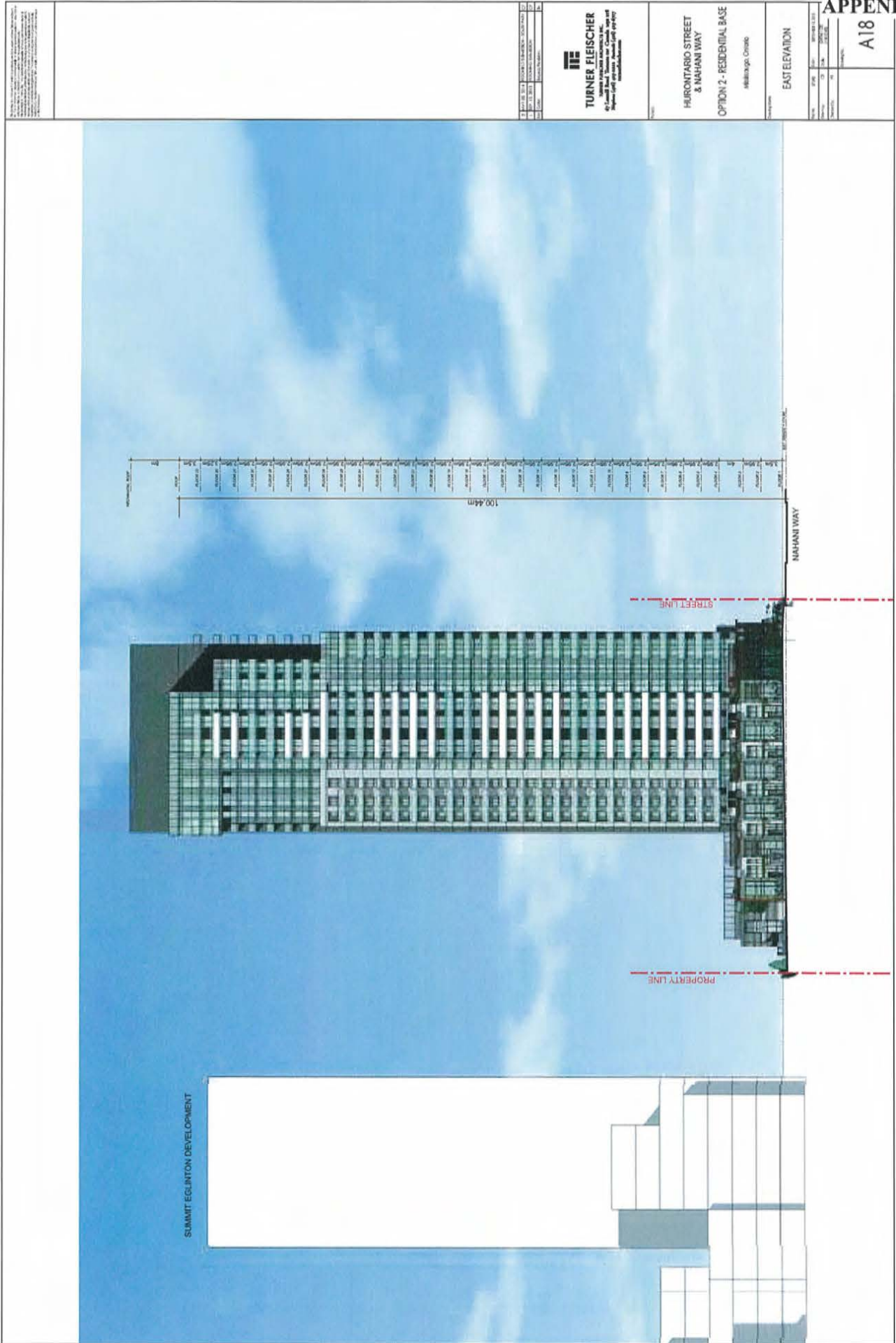
Mentoring, Ontario

HURONTARIO STREET
& NAHANI WAY
OPTION 2 - RESIDENTIAL BASE

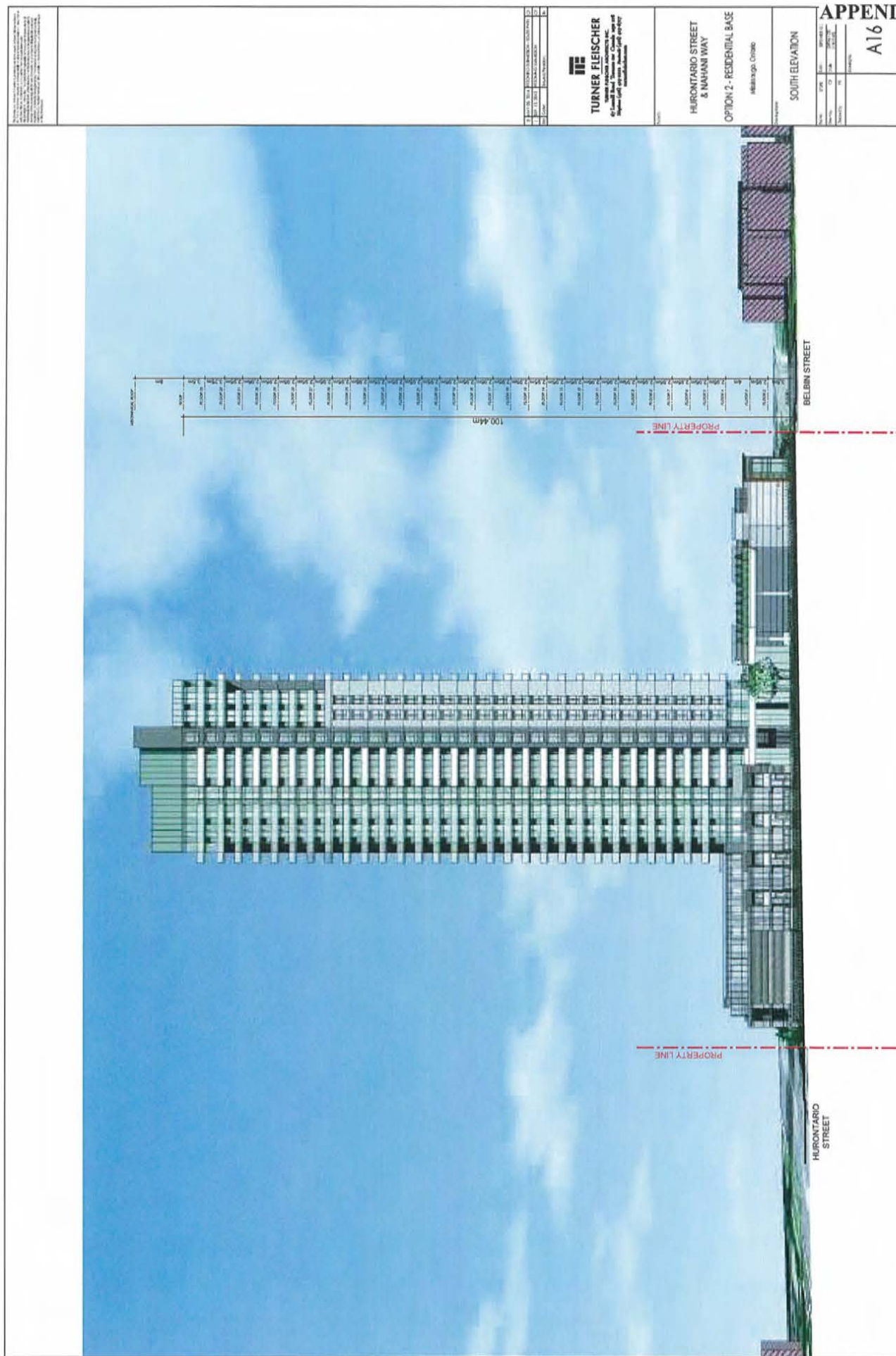


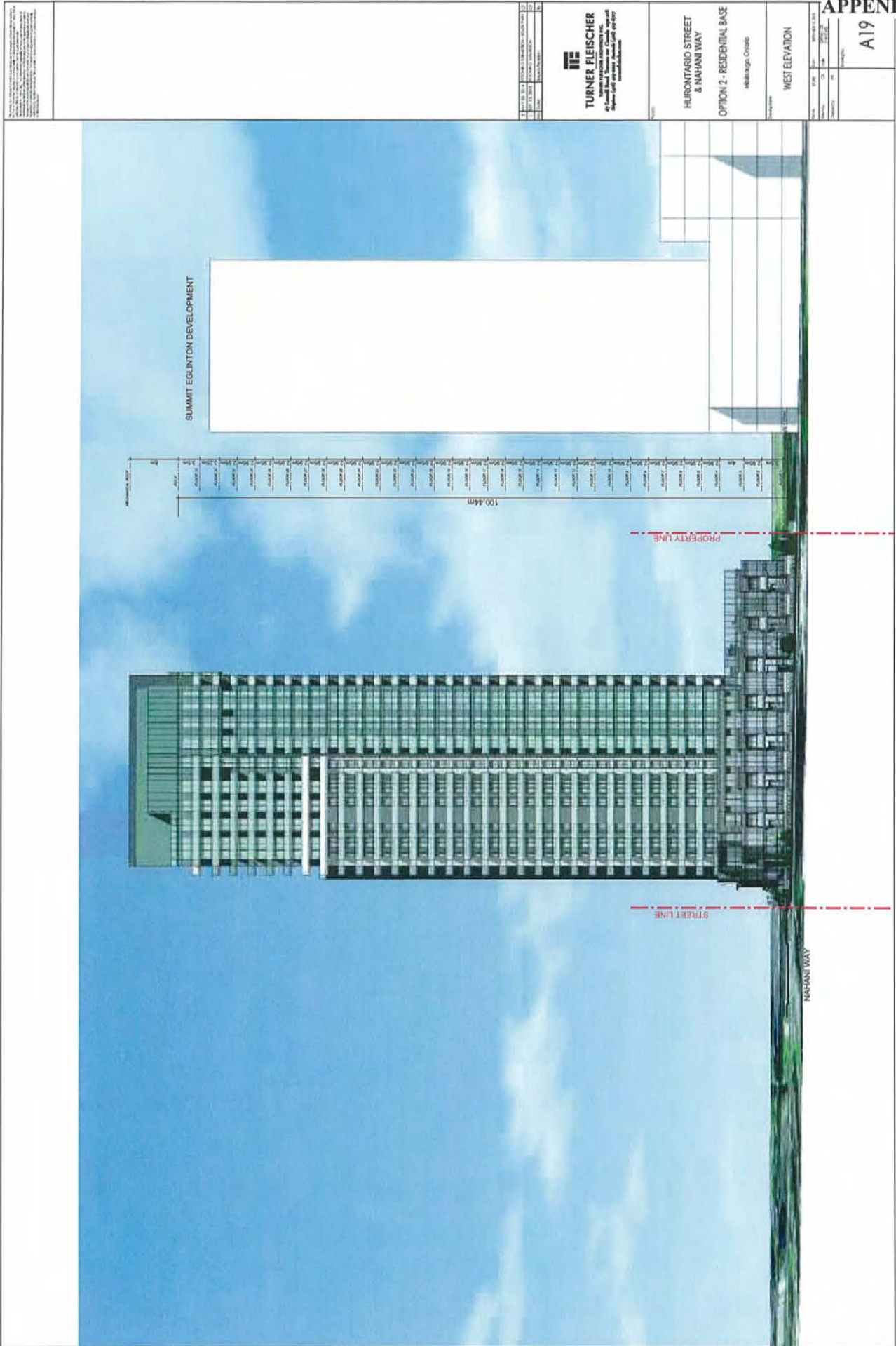
TURNER FLEISCHER
TURNER FLEISCHER ASSOCIATES INC.
1000 Lakeside Blvd., Toronto, Ontario M6H 1S7
Tel: (416) 461-1111 Fax: (416) 461-1112
www.turnerfleischer.com

[illegible]



<p>TURNER FLEISCHER ARCHITECTS & PLANNERS INC. 1000 SHEPPARD AVENUE EAST, SUITE 100 SCARBOROUGH, ONTARIO M1B 2Y1 TEL: (416) 291-1111 WWW.TFARCHITECTS.COM</p>		<p>DATE: 10/15/2014 BY: J. FLEISCHER PROJECT: 1000 SHEPPARD AVENUE EAST, SUITE 100 SHEET: 10-30</p>
<p>HURONTARIO STREET & NANAN WAY OPTION 2 - RESIDENTIAL BASE Mississauga, Ontario</p>		<p>EAST ELEVATION</p>
<p>A18</p>		<p>DATE: 10/15/2014 BY: J. FLEISCHER PROJECT: 1000 SHEPPARD AVENUE EAST, SUITE 100 SHEET: 10-30</p>





Alfonso Gallucci General Construction Ltd.

File: OZ-13/018 W5

Agency Comments

The following is a summary of comments from agencies and departments regarding the applications.

Agency / Comment Date	Comment
Region of Peel (May 12, 2014)	A revised Functional Servicing Report is required to show all fire flow calculations. The Region of Peel will be party to the development agreement to ensure that the road extension of Pedalina Drive and the 300 m (11.8 in.) watermain is constructed by the developer.
Dufferin-Peel Catholic District School Board and the Peel District School Board (February 6, 2014) (February 4, 2014)	<p>The Peel District School Board and the Dufferin-Peel Catholic District School Board are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>In addition, if approved, the Peel District and Dufferin-Peel Catholic District School Boards also require certain conditions to be added to applicable Servicing and Development Agreements and to any purchase and sale agreements.</p>
Greater Toronto Airports Authority and NAV CANADA (February 10, 2014) (April 4, 2014)	<p>According to the GTAA, development elevations on the property are not affected by any airport restrictions related to obstacle zoning.</p> <p>The subject property lies within the 25-28 NEF/NEP of the composite contour map for Toronto Pearson International Airport and outside of the Pearson Airport Operating Area (AOA). Noise contours depicting the Noise Exposure Forecast (NEF) and Noise Exposure Projection (NEP) are produced to encourage compatible land use planning in the vicinity of airports. Acoustic design features should be incorporated in the building components to the satisfaction of the City of</p>

Alfonso Gallucci General Construction Ltd.

File: OZ-13/018 W5

Agency / Comment Date	Comment
	<p>Mississauga.</p> <p>According to NAV CANADA, the proposed building will technically impact line of sight RADAR signals at Toronto/Pearson (CYYZ), but should not significantly affect operations.</p>
<p>Community Services - Parks Planning (February 27, 2014)</p>	<p>Sandalwood Park (P-309), zoned OS1, is located approximately 480 m (1,575 ft.) from the site and contains a soccer field and play site. Frank McKechnie Community Centre and the surrounding lands identified as McKechnie Woods, zoned OS2, are located approximately 720 m (2,362 ft.) from the site and offers a wide range of recreational activities and facilities including: tennis courts; basketball hoops; a spray pad; and a play site. It should also be noted that the lands southeast of the subject site, which front onto Eglinton Avenue East, may provide for a centrally located community park once a development application is submitted for these lands.</p> <p>A Streetscape Master Plan shall be prepared to the satisfaction of all City Departments. Associated securities for these works will be secured for through the Servicing Agreement. Should this application be approved, a cash contribution for street tree planting on all public roads will be required.</p> <p>Further, prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42(6) of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p>
<p>City Transportation and Works Department (May 5, 2014)</p>	<p>Clarification and/or additional information with respect to a number of functional details of the proposal are required, including:</p> <ul style="list-style-type: none"> • technical details associated with the Transportation Impact Analysis, Transportation Demand Measures and delivery truck

Alfonso Gallucci General Construction Ltd.

File: OZ-13/018 W5

Agency / Comment Date	Comment
	<p>turning movements;</p> <ul style="list-style-type: none"> • clarification of certain particulars provided on the Composite Utility Plan and inclusion of streetscape proposals for the three municipal boulevards fronting the site; • noise report queries and the inclusion of a quantifiable analysis of the food store stationary noise impacts on the internal and adjacent sensitive residential land uses; • further details of the planned Belbin Street extension from the southern boundary up to Nahani Way; • an updated Phase One Environmental Assessment re-evaluated in comparison to the more recently updated 2011 Ministry of the Environment standards.
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>Bell Canada Canada Post Fire Prevention</p>
	<p>The following external agency was circulated the applications but provided no comments:</p> <p>Rogers Cable</p>

Alfonso Gallucci General Construction Ltd.

File: OZ-13/018 W5

School Accommodation
(Based on 328 apartment dwelling units)

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> • Student Yield: <ul style="list-style-type: none"> 36 Kindergarten to Grade 5 16 Grade 6 to Grade 8 14 Grade 9 to Grade 12 • School Accommodation: <ul style="list-style-type: none"> Nahani Way Public School <ul style="list-style-type: none"> Enrolment: 511 Capacity: 614 Portables: 0 Bristol Road Middle School <ul style="list-style-type: none"> Enrolment: 484 Capacity: 629 Portables: 0 Applewood Heights Secondary School <ul style="list-style-type: none"> Enrolment: 929 Capacity: 1284 Portables: 0 	<ul style="list-style-type: none"> • Student Yield: <ul style="list-style-type: none"> 7 Junior Kindergarten to Grade 8 3 Grade 9 to Grade 12 • School Accommodation: <ul style="list-style-type: none"> St. Jude <ul style="list-style-type: none"> Enrolment: 292 Capacity: 262 Portables: 0 St. Francis Xavier Secondary School <ul style="list-style-type: none"> Enrolment: 1959 Capacity: 1500 Portables: 17 <p>*Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>

Alfonso Gallucci General Construction Ltd.

File No.: OZ-13/018 W5

Mississauga Official Plan Policies

There are numerous policies that would apply in reviewing this application to increase the height, FSI, density and commercial uses on the site. An overview of some of these policies are found below:

	Specific Policies	General Intent
Chapter 5 – Direct Growth	Policy 5.1.4 Policy 5.1.6 Policy 5.1.7 Policy 5.1.9 Policy 5.1.10 Policy 5.3.2.1 Policy 5.3.2.3 Policy 5.3.2.4 Policy 5.3.2.6 Policy 5.3.2.8 Policy 5.3.2.10 Policy 5.3.2.11 Policy 5.3.2.12 Policy 5.3.2.13 Policy 5.4.1 Policy 5.4.3 Policy 5.4.7 Policy 5.4.11 Policy 5.5.7 Policy 5.5.8 Policy 5.5.9 Policy 5.5.14	Mississauga Official Plan (MOP) will ensure that development in Major Nodes will be in a form and density that supports frequent transit service, including higher order transit facilities. Major Nodes will develop as prominent centres with a regional and city focus that provides a mix of uses including residential, commercial, employment, educational and open space and will be the focus for intensification. Hurontario Street is identified as an intensification corridor and area where mixed use development is to be directed and oriented towards.
Chapter 7 – Complete Communities	Policy 7.2.2 Policy 7.2.5 Policy 7.2.9	MOP will ensure housing choices in terms of tenure, type, quality and quantity.
Chapter 9 – Build a Desirable Urban	Policy 9.1.2 Policy 9.1.5	MOP will direct growth to Intensification Areas while protecting existing neighbourhoods.

Alfonso Gallucci General Construction Ltd.

File No.: OZ-13/018 W5

	Specific Policies	General Intent
Section 9.2.1 – Intensification Areas	Policy 9.2.1.3 Policy 9.2.1.9 Policy 9.2.1.3 Policy 9.2.1.11 Policy 9.2.1.14 Policy 9.2.1.16 Policy 9.2.1.17 Policy 9.2.1.18 Policy 9.2.1.19 Policy 9.2.1.20 Policy 9.2.1.22 Policy 9.2.1.23 Policy 9.2.1.24 Policy 9.2.1.25 Policy 9.2.1.26 Policy 9.2.1.27 Policy 9.2.1.28 Policy 9.2.1.29 Policy 9.2.1.32 Policy 9.2.1.33 Policy 9.2.1.38	Tall buildings will provide built form transitions to surrounding sites, be appropriately spaced to provide privacy and permit light and sky views, minimize adverse microclimatic impacts on the public realm and private amenity areas, and incorporate podiums to mitigate pedestrian wind conditions. The public realm and development interface will be held to the highest design standards and will be designed to support and incorporate pedestrian and cycling connections.
Other Policies within Chapter 9 - Build a Desirable Urban Form	Sections 9.3 to 9.5	Built form policies with respect to the Public Realm, Movement, Site Development and Building design provide direction on ensuring compatibility with existing built form and creating an attractive and pedestrian oriented environment. The relationship between buildings and the spaces around them are critical to establishing quality urban form.

Alfonso Gallucci General Construction Ltd.

File No.: OZ-13/018 W5

	Specific Policies	General Intent
Chapter 10 - Foster a Strong Economy	Policy 10.4.1 Policy 10.6.7 Policy 10.7.6	Retail uses are encouraged to locate primarily within the Downtown, Major Nodes and Community Nodes. The MOP encourages the use of innovative strategies within building and site design to achieve energy efficiencies and the planting of new trees will be given priority within the public boulevard.
Chapter 11 – General Land Use	Section 11.2.1 Section 11.2.5	MOP outlines uses permitted in all land use designations and the applicable Residential High Density designation.
Chapter 13 – Major Nodes	Policy 13.1.1.1 Policy 13.1.1.2 Policy 13.1.1.3 Section 13.3	Proponents of development applications may need to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio. Proposed heights greater than 25 storeys must demonstrate appropriate transition, enhance the existing or planned development, ensure that the City structure is maintained, and demonstrate that the proposal is consistent with the policies of this Plan. The subject property is located within the Uptown Major Node and subject to an FSI range of 1.9-2.9 and additional urban design policies.
Other related sections	Section 19.4 Section 19.7 Section 19.8	These sections refer to implementation, holding zone provision and bonus zoning.

Alfonso Gallucci General Construction Ltd.

File No.: OZ-13/018 W5

Proposed Zoning Standards

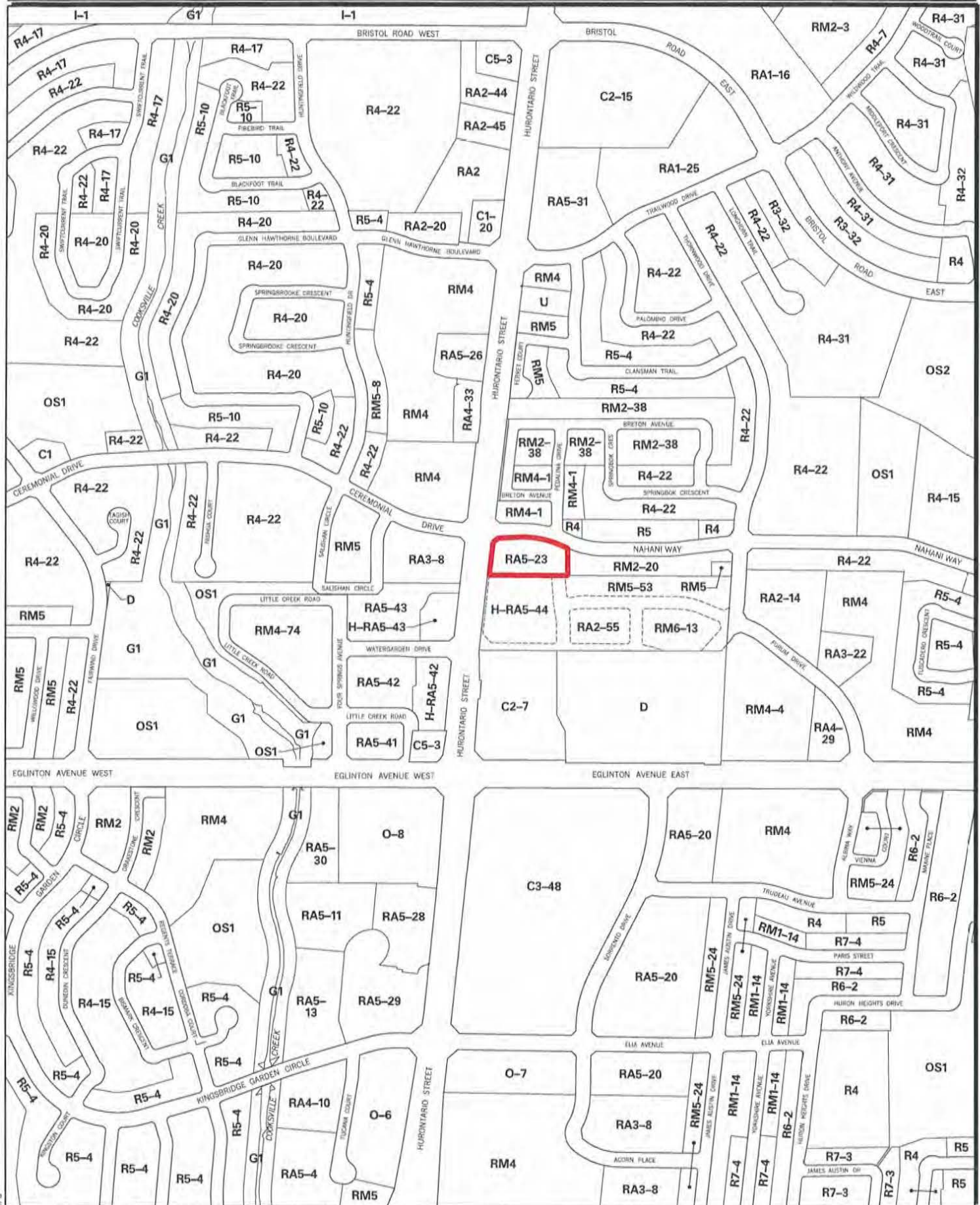
	"RA5-23"	Proposed "H-RA5-Exception"
Maximum FSI (apartment dwelling)	—	2.9-5.08
Maximum GFA – non-residential uses	—	2 074 m ² (22,319 sq. ft.)
Maximum Height	25 storeys and 77 m (252.6 ft.) Excluding maximum height of mechanical penthouse 6 m (19.7 ft.)	33 storeys and 109 m (357 ft.) Including height of mechanical penthouse 8m (26.2 ft.)
Minimum front and rear yards	20.0 m (65.6 ft.)	3.0 m (9.8 ft.)
Minimum exterior side yard	5.0 m (16.4 ft.)	3.0 m (9.8 ft.)
Minimum interior side yard	4.0 m (13.1 ft.)	3.0 m (9.8 ft.)
Minimum rear yard for portion of apartment building with a height less than 12.0 m	—	3.0 m (9.8 ft.)
Minimum Parking Spaces – Residential Uses	1.00 resident space per bachelor unit 1.25 resident spaces per one-bedroom unit 1.40 resident spaces per two-bedroom unit 1.75 resident spaces per three-bedroom unit 0.20 visitor spaces per unit	1.1 spaces per one-bedroom and two-bedroom unit 1.2 resident spaces per three bedroom unit 0.15 visitor spaces per unit
Minimum Parking Spaces – Non-residential uses	Rate dependent on type of use	The greater of 0.15 visitor spaces per unit or 4.3 spaces per 100 m ² GFA – non-residential Note: visitor parking and non-residential parking will be shared and based on the higher figure
Minimum Landscaped Area	45% of the lot area	20% of the lot area
Landscaped Buffer Streetline	4.5 m (14.8 ft.)	3.0 m (9.8 ft.) includes walkways
Minimum setback from underground parking to any lot line	3.0 m (9.8 ft.)	0.0 m (0.0 ft.)

* This table is subject to a detailed Zoning review

GENERAL CONTEXT MAP

OZ 13018 W5

APPENDIX I-13





Corporate Report

Clerk's Files

 Originator's
Files OZ 13/017 W7

DATE: June 3, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 23, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Information Report**
Official Plan Amendment and Rezoning Applications
To permit a 28 storey, 260 unit apartment building
45 Agnes Street
Northeast corner of Cook Street and Agnes Street,
west of Hurontario Street
Owner: Eminence Living Inc.
Applicant: Ruth Victor Associates
Bill 51

Public Meeting **Ward 7**

RECOMMENDATION: That the Report dated June 3, 2014, from the Commissioner of Planning and Building regarding the application to amend the Mississauga Official Plan policies for the Downtown Cooksville Character Area from "Residential High Density – Special Site 3" to "Residential High Density – Special Site" and to change the Zoning from "RA4-27" (Apartment Dwellings) to "RA4-Exception" (Apartment Dwellings-Exception) to permit a 28 storey, 260 unit apartment building under File OZ 13/017 W7, Eminence Living Inc., 45 Agnes Street, be received for information.

**REPORT
HIGHLIGHTS:**

- These applications are to permit a 28 storey, 260 unit apartment building on a vacant parcel of land;
- The applications are located within the Downtown Cooksville Character Area;
- Comments from the June 18, 2014 community meeting and the June 23, 2014 Planning and Development Committee meeting will be considered in the evaluation of the applications as part of the Supplementary Report; and
- Prior to the Supplementary Report, matters to be addressed include: proposed intensification of the site; height; density; built form and massing; traffic; privacy and overlook; shadow impacts on adjacent land uses; and stormwater management.

BACKGROUND:

The above-noted applications have been circulated for technical comments and a community meeting will be held on June 18, 2014. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

The subject property is a vacant parcel of land at the northeast corner of Agnes Street and Cook Street, which was part of a larger site that went through a previous rezoning to permit a 13-storey, 121 unit apartment building and the existing three storey condominium townhouses (27 units) located to the north of the vacant property.

The applicant is proposing a 28 storey, 260 unit apartment building with approximately 865 m² (9,312 sq. ft.) of ground level retail space. A total of 342 parking spaces on four underground levels, and ten visitor and commercial surface parking spaces are proposed toward the eastern edge of the property. The previous proposal had both access and loading from Cyrus Street which is a private road. It is now proposed that vehicular access be from Cook Street while retaining loading from Cyrus Street which also provides access to the existing townhouses to the north (see Appendix I-6).

COMMENTS:

Details of the proposal are as follows:

Development Proposal	
Application(s) submitted:	November 15, 2013 December 5, 2013 (deemed complete)
Height:	28 storeys (92 m/302 ft.)
Lot Coverage:	48 %
Floor Space Index (FSI):	7.06
Landscaped Area:	24 %
Gross Floor Area:	Residential: 22 167.8 m ² (238,612 sq. ft.) Commercial: 865 m ² (9 312 sq. ft.)
Number of units:	260 units
Anticipated Population:	650 people *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.
Parking Required:	427 parking spaces
Parking Provided:	342 parking spaces underground 10 parking spaces surface, shared visitor and commercial parking
Supporting Documents:	Planning Justification Report Micro Climate Analysis Noise Control Feasibility Study Urban Design Brief Sun/Shadow/Wind Study Phase 1 Environmental Site Assessment Geotechnical Study Traffic Impact Study Functional Servicing Report Community Infrastructure Impact Study
Site Characteristics	
Frontage:	77.12 m (253 ft.)
Depth:	47.52 m (155.9 ft.)
Net Lot Area:	0.32 hectares (0.8 acres)
Existing Use:	Vacant parcel of land

Additional information is provided in Appendices I-1 to I-12.

Green Development Initiatives

The applicant has identified several green development initiatives that will be incorporated into the development, including: on-site sediment control measures; a green roof covering 75% of the roof area; pedestrian specific lighting; and secured weather protected bicycle parking.

Neighbourhood Context

The subject property is located one block north and west of the major intersection of Dundas Street and Hurontario Street within the Cooksville neighbourhood, a well-established, mixed use area centered around the four corners with a strong sense of place, urban village and main street character. The existing active, mixed use buildings and highly pedestrianized area reinforces the distinctive image of this area.

Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

- North: Three storey townhouses and further north is TL Kennedy Secondary School;
- East: A 13 storey, seniors apartment building with commercial uses on the ground floor;
- South: Surface private parking lot; and
- West: Detached dwellings.

Mississauga Official Plan Designation and Policies for the Downtown Cooksville Character Area.

The subject property is located in the Downtown Cooksville Character Area and is designated "**Residential High Density**" (see Appendix I-3), which permits a maximum building height of 25 storeys and an FSI of 1.8.

The site is also subject to "Special Site 3" policies, which permits a maximum of 121 apartment units; a maximum height of 13 storeys; and a maximum of 27 condominium townhouse units.

Development is intended to be generally consistent in its massing and scale within the Character Area with use of taller more prominent buildings to be located on the north side of Agnes Street away from the main street area.

Urban Design Policies

The urban design policies of Mississauga Official Plan (MOP) require that building, landscaping and site design are compatible with site conditions and will create appropriate transition to existing and planned development and establish visual and functional relationships between individual buildings, groups of buildings and open spaces. These elements should also address the effects of additional noise, unattractive views, other negative impacts and will buffer adjacent land uses.

Other relevant policies in the MOP that are applicable in the review of these applications, are found in Appendix I-11.

Criteria for Site Specific Official Plan Amendments

Policy 19.5.1 of Mississauga Official Plan contains criteria that require an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:

- that the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;
- that the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; and

- that there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application.

Hurontario/Main Street Corridor Master Plan

The Hurontario/Main Street Corridor Master Plan Study (2010) identifies the area north of Agnes Street and west of Hurontario Street as being suitable for higher density residential buildings, up to 25 storeys in keeping with the existing character of the area.

Proposed Official Plan Designation and Policies for the Downtown Cooksville Character Area

To amend the existing "Residential High Density- Special Site 3" policies to permit an apartment building with a height of 28 storeys.

Existing Zoning

"RA4-27" (**Apartment Dwellings-Exception**), which permits apartment dwellings in addition to other uses including long-term care dwellings, retirement dwellings and townhouses. The site specific zoning is the result of a previous approval for an integrated townhouse and apartment building development, which permits up to 121 apartment units with a maximum building height of 13 storeys. The maximum number of townhouse dwelling units is 27, which have been constructed (see Appendix I-10).

Proposed Zoning By-law Amendment

"RA4-Exception" (**Apartment Dwellings-Exception**) to permit, in addition to the existing townhouses the following:

- one apartment building containing 260 units;
- maximum height of 28 storeys;
- floor space index (FSI) of 7.06;
- 865.1 m² (9,312 sq. ft.) of retail;
- minimum landscape area of 263 m² (2,831 sq. ft.) at grade;

- minimum outdoor amenity space at 713 m² (7,674 sq. ft.).

A complete list of proposed zoning standards are identified in Appendix I-10 attached to this report.

Bonus Zoning

On September 26, 2012, Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application. Should these applications be approved in principle by Council, staff will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

COMMUNITY ISSUES

A community meeting is scheduled to be held by the Ward 7 Councillor, Nando Iannicca, on June 18, 2014. The community comments from this meeting and the comments raised during the Planning and Development Committee will be considered in the evaluation of the applications and will be addressed as part of the Supplementary Report.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix I-8 and school accommodation information is contained in Appendix I-9. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed prior to the Supplementary Report:

- proposed urban design including massing and public realm;
- appropriate height and density;
- shadow and privacy on abutting properties;

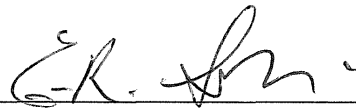
- traffic and access concerns from Agnes and Cook Streets, and from the private road for the existing townhouses to the north;
- the proposed number of parking spaces;
- compliance with the existing servicing agreement under File OZ-96/30 W7; and
- servicing and storm water management.

FINANCIAL IMPACT: Development charges will be payable in keeping with the requirements of the applicable Development Charges By-law of the City as well as financial requirements of any other official agency concerned with the development of the lands.

CONCLUSION: Most agency and City department comments have been received and after the public meeting has been held and all issues are resolved, the Planning and Building Department will be in a position to make a recommendation regarding these applications.

ATTACHMENTS:

- Appendix I-1: Site History
- Appendix I-2: Aerial Photograph
- Appendix I-3: Excerpt of Downtown Cooksville Character Area Map
- Appendix I-4: Excerpt of Existing Land Use Map
- Appendix I-5: Excerpt of Zoning Map
- Appendix I-6: Concept Plan
- Appendix I-7: Elevations
- Appendix I-8: Agency Comments
- Appendix I-9: School Accommodation
- Appendix I-10: Proposed Zoning Standards
- Appendix I-11: Mississauga Official Plan policies
- Appendix I-12: General Context Map



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Michael Hynes, Development Planner

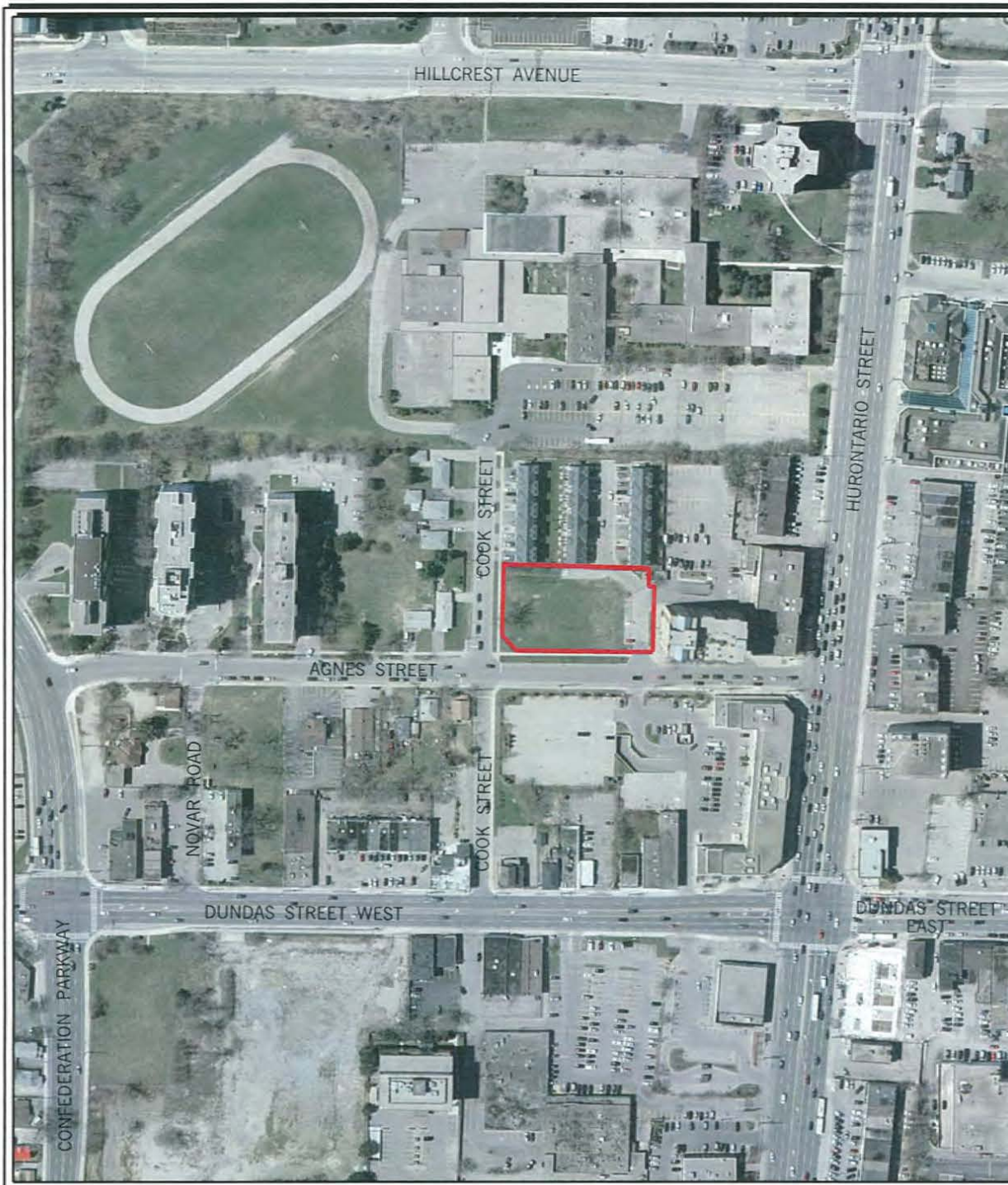


Eminence Living Inc.

File: OZ 13/017 W7

Site History

- September 15, 1997 – City Council adopted Resolution PDC-16-97 recommending approval of the rezoning application for the subject lands under File OZ-96/30 W7 to permit a maximum of 121 apartment units and 27 condominium townhouse units.
- May 5, 2003 – The Region of Peel approved Mississauga Plan policies for the Downtown Cooksville Character Area which designated the subject lands "Residential High Density"
- June 20, 2007- Zoning By-law 0225-2007 came into force, zoning the subject lands "RA4-27" (Apartment Dwellings - Exception).
- July 2010 – City Council endorsed the Hurontario/Main Street Corridor Master Plan.
- November 14, 2012 - Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals have been filed, the policies of the new Mississauga Official Plan apply. The subject lands are designated "Residential High Density" in the Downtown Cooksville Character Area.



LEGEND:



SUBJECT LANDS

NOTE: DATE OF AERIAL PHOTO: 4 2013



SUBJECT:

EMINENCE LIVING INC.



FILE NO:
OZ 13 017 W7

DWG. NO:
13017A

SCALE:
1:25000

DATE:
2014 06 23

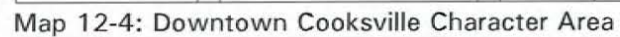
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B. KRUGER

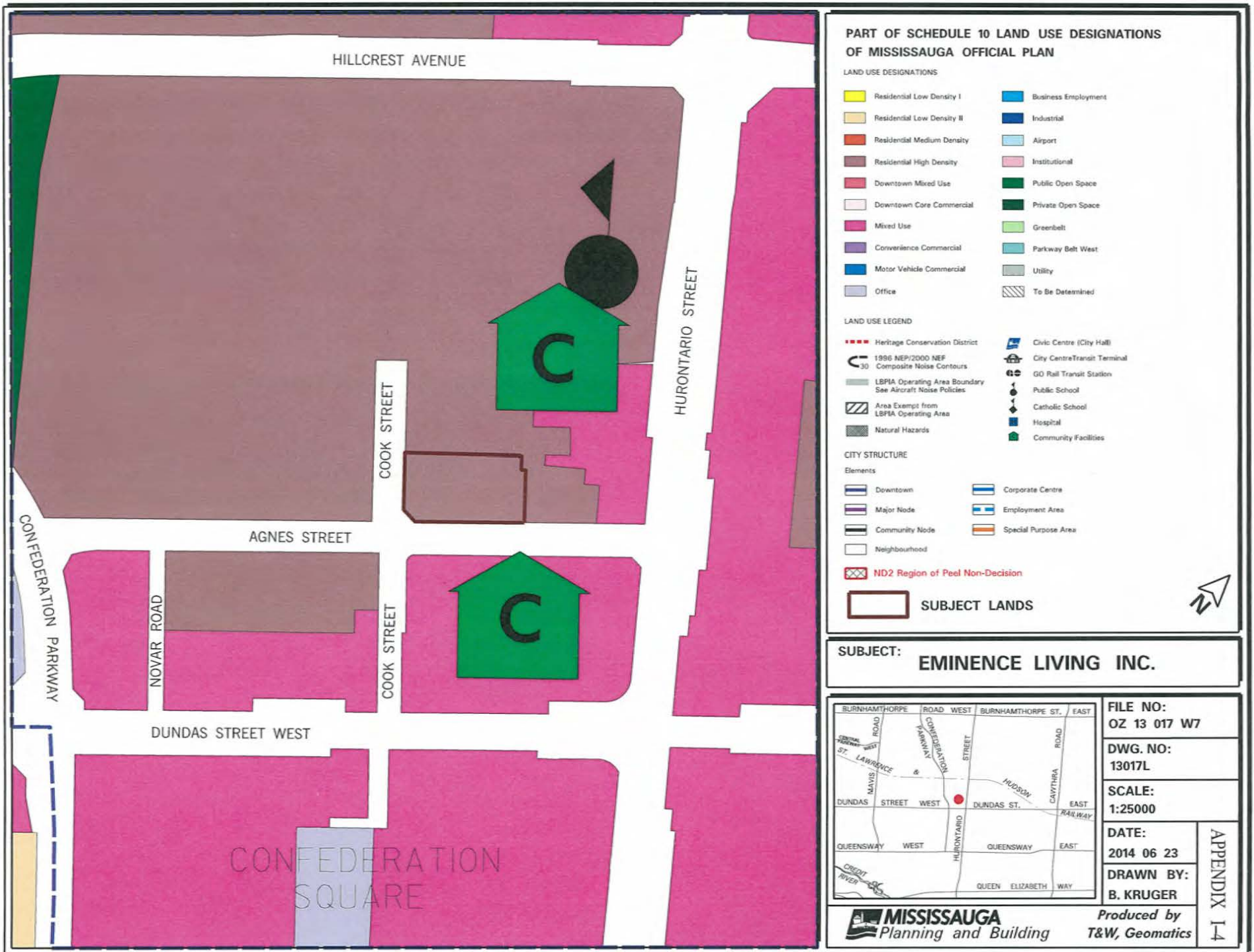
APPENDIX I-2

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics

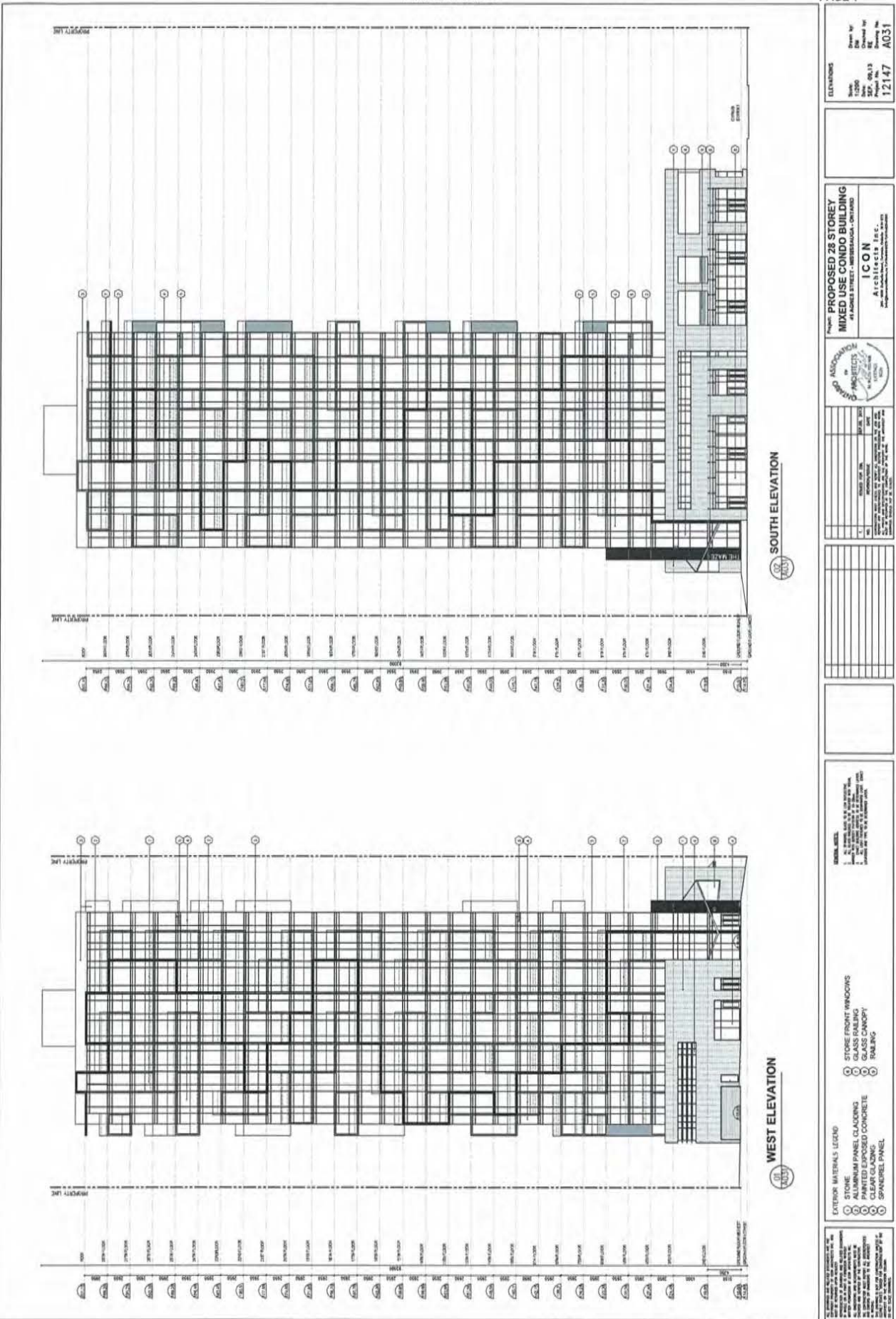
APPENDIX I-3



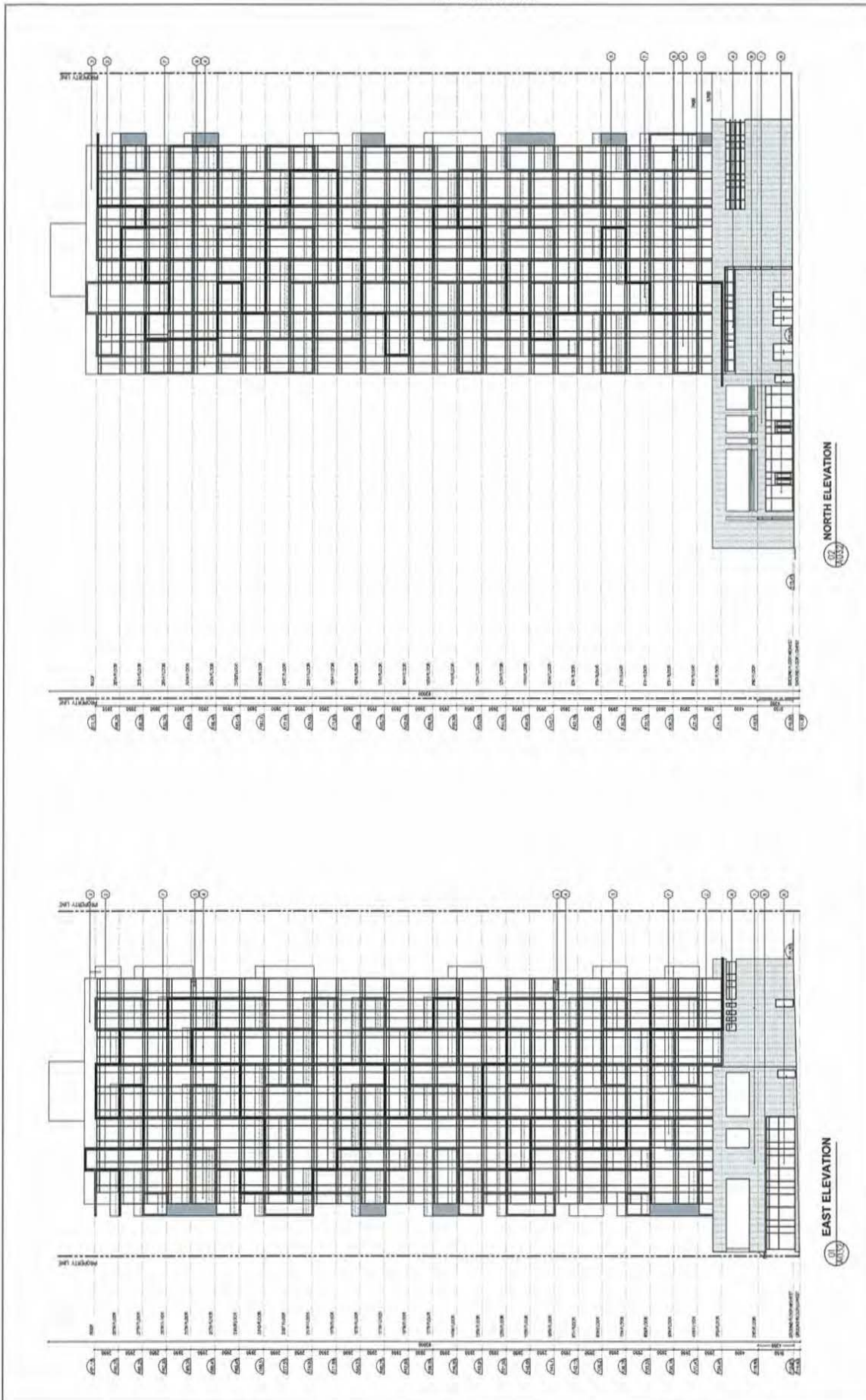




ELEVATIONS



ELEVATIONS



EXTERIOR MATERIALS LEGEND

- ① STONE
- ② ALUMINUM PANEL GLAZING
- ③ PAINTED EXPOSED CONCRETE
- ④ SPANDREL PANEL
- ⑤ STORE FRONT WINDOWS
- ⑥ GLASS RAILING
- ⑦ GLASS CANOPY
- ⑧ RAILING

REVISIONS

NO.	DATE	DESCRIPTION
1	01/15/20	ISSUED FOR PERMIT

PROJECT: PROPOSED 28 STOREY MIXED USE CONDO BUILDING
41 ADAMS STREET - WILMINGTON, DELAWARE

ARCHITECT: ICON Architects Inc.
1000 MARKET STREET, SUITE 200
WILMINGTON, DE 19801

ELEVATIONS

Scale: 1/8" = 1'-0"

Drawn by: DM
Checked by: SE
Project No: 12147
A032

Eminence Living Inc.

File: OZ 13/017 W7

Agency Comments

The following is a summary of comments from agencies and departments regarding the applications.

Agency / Comment Date	Comment
Region of Peel (January 8, 2014)	<p>Private servicing easements may be required. This will be determined once the site servicing proposal is reviewed.</p> <p>Please be advised that all report requirements must be included in a comprehensive FSR and resubmitted for our review, modelling and feedback.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (January 3, 2014)	<p>The Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>In addition, if approved, the Peel District and Dufferin-Peel Catholic District School Boards also require certain conditions to be added to applicable Servicing and Development Agreements and to any purchase and sale agreements.</p>
City Community Services Department – Parks and Forestry Division/Park Planning Section (January 15, 2014)	<p>In the event that the application is approved, the Community Services Department - Park Planning note the following conditions.</p> <p>"In comments dated January 15, 2014, this Department indicated that Sgt. David Yakichuk Park (P-263) is located approximately 250 m (820 ft.) from the subject site and contains a play site and, Brickyard Park (P-416) is approximately 370 m (1,214 ft.) from the site and contains two lit ball diamonds, a natural ice rink, a lit soccer field, a spray pad, two play sites, a parking lot, a washroom, toboggan hill, and lit pathways.</p>

Eminence Living Inc.

File: OZ 13/017 W7

Agency / Comment Date	Comment
	<p>Prior to by-law enactment, a cash contribution for street planting will be required. Further, prior to the issuance of building permits, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws."</p>
<p>City Transportation and Works Department</p>	<p>In comments dated May 22, 2014 this department confirmed receipt of the Site Plan, Noise Feasibility Study, Geotechnical Report, Phase 1 Environmental Site Assessment, Traffic Study and a Functional Servicing Report in support of the rezoning application which are currently under review. Preliminary comments and conditions have been provided to the applicant indicating that notwithstanding the findings of these reports and drawings, additional technical details are required.</p> <p>Prior to a Supplementary Report proceeding to Council, the applicant has been requested to provide a complete Environmental Site Servicing Screening Questionnaire and Declaration (ESSQD) and a Letter of Reliance in support of the submitted Phase 1 Environmental Site Assessment.</p> <p>Additional information has also been requested concerning the proposed temporary access arrangements and fire routes necessary to accommodate the adjacent condominium PCC-615 immediately to the north while the proposed development under construction. These proposed interim access arrangements will require the approval of the Peel District School Board. We have also requested that the owner make satisfactory arrangements with Fire and the Region of Peel for the temporary and ultimate internal circulation required in support of this development.</p>
<p>Other City Departments and External Agencies</p>	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>Canada Post Fire Prevention, Community Services Division Enersource</p>

Eminence Living Inc.

File: OZ 13/017 W7

Agency / Comment Date	Comment
	Bell Canada
	<p>The following City Department and external agencies were circulated the applications but provided no comments:</p> <p>Go Transit CP Rail Trillium Health Partners Rogers Cable Mississauga Transit Heritage Planning, Culture Division, Community Services Department</p>

Eminence Living Inc.

File: OZ 13/017 W7

School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board																																								
<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>29</td><td>Kindergarten to Grade 6</td></tr> <tr> <td>8</td><td>Grade 7 to Grade 8</td></tr> <tr> <td>8</td><td>Grade 9 to Grade 12/OAC</td></tr> </table> School Accommodation: <p>Cashmere Avenue Public School</p> <table> <tr> <td>Enrolment:</td><td>438</td></tr> <tr> <td>Capacity:</td><td>461</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Queen Elizabeth Senior Public School</p> <table> <tr> <td>Enrolment:</td><td>355</td></tr> <tr> <td>Capacity:</td><td>262</td></tr> <tr> <td>Portables:</td><td>5</td></tr> </table> <p>T.L. Kennedy Secondary School</p> <table> <tr> <td>Enrolment:</td><td>662</td></tr> <tr> <td>Capacity:</td><td>1,263</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p> 	29	Kindergarten to Grade 6	8	Grade 7 to Grade 8	8	Grade 9 to Grade 12/OAC	Enrolment:	438	Capacity:	461	Portables:	0	Enrolment:	355	Capacity:	262	Portables:	5	Enrolment:	662	Capacity:	1,263	Portables:	0	<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>11</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>3</td><td>Grade 9 to Grade 12/OAC</td></tr> </table> School Accommodation: <p>Father Daniel Zanon</p> <table> <tr> <td>Enrolment:</td><td>440</td></tr> <tr> <td>Capacity:</td><td>440</td></tr> <tr> <td>Portables:</td><td>2</td></tr> </table> <p>Father Michael Goetz</p> <table> <tr> <td>Enrolment:</td><td>1558</td></tr> <tr> <td>Capacity:</td><td>1593</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> 	11	Junior Kindergarten to Grade 8	3	Grade 9 to Grade 12/OAC	Enrolment:	440	Capacity:	440	Portables:	2	Enrolment:	1558	Capacity:	1593	Portables:	0
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Portables:	0																																								

Eminence Living Inc.**File No.: OZ 13/017 W7****Proposed Zoning Standards**

	"RA4-27" Regulations	Proposed "RA4-Exception"
Maximum Floor Space Index – Apartment Dwelling Zone	1.8	7.06
Maximum number of apartment dwelling units	121	260
Maximum height	13 storeys	28 storeys
Maximum projection of a balcony outside the buildable area	1.5 metres	1.5 metres
Maximum projection of a bay window outside the buildable area	0.3 metres	1.5 metres
Minimum landscaped area	45% of the lot area	24% of the lot area

Eminence Living Inc.

File No.: OZ 13/017 W7

Mississauga Official Plan Policies

There are numerous policies that would apply in reviewing this application to increase the FSI and density on the site. An overview of some of these policies are found below:

	Specific Policies	General Intent
Chapter 5 – Direct Growth	Policy 5.1.4, Policy 5.1.6, Section 5.3 Policy 5.3.1.2, Policy 5.3.1.3, Policy 5.3.1.4, Policy 5.3.1.8 Policy 5.3.1.9, Policy 5.3.1.10 Policy 5.3.1.11, Policy 5.3.1.12 Policy 5.3.1.13, Policy 5.4.12, Policy 5.5.8, Policy 5.5.9, Policy 5.5.12, Policy 5.5.14, Policy 5.5.15	The Mississauga Official Plan (MOP) will ensure that most of Mississauga's future growth will be directed to Intensification Areas and that the Downtown is an Intensification Area.
Chapter 9 – Build a Desirable Urban Form	Policy 9.2.1.2, Policy 9.2.1.3 Policy 9.2.1.4, Policy 9.2.1.6 Policy 9.2.1.7, Policy 9.2.1.9 Policy 9.2.1.11, Policy 9.2.1.12 Policy 9.2.1.13, Policy 9.2.1.14 Policy 9.2.1.15, Policy 9.2.1.16 Policy 9.2.1.17, Policy 9.2.1.20 Policy 9.2.1.22, Policy 9.2.1.24 Policy 9.2.1.25, Policy 9.2.1.26 Policy 9.2.1.27, Policy 9.2.1.28 Policy 9.2.1.29, Policy 9.2.1.30 Policy 9.2.1.31, Policy 9.2.1.33 Policy 9.3.3.2	The MOP will ensure that tall buildings will provide built form transitions to surrounding sites, be appropriately spaced to provide privacy and permit light and sky views, minimize adverse microclimatic impacts on the public realm and private amenity areas and incorporate podiums to mitigate pedestrian wind conditions.

Eminence Living Inc.

File No.: OZ 13/017 W7

	Specific Policies	General Intent
Chapter 9 (continued)	Policy 9.5.3 – Various policies	The MOP will ensure that tall buildings design and materials selected are fundamental to good urban form and are of the highest standards. Buildings will minimize undue physical and visual negative impacts relating to noise, sun, shadow, views, skyview and wind.
Chapter 12 Downtown	<p>Policy 12.1.2.2</p> <p>Section 12.4 Downtown Cooksville Policy 12.4.3.3.1 Policy 12.4.3.3.2</p>	<p>Notwithstanding the Residential High Density policies of this Plan, the maximum building height for lands designated Residential High Density will not exceed 25 storeys.</p> <p>Special Site Policy 3 of the Downtown Cooksville policies of the Mississauga Official Plan ensures that development on this site will have a maximum of 121 apartment units and a maximum of 27 condominium townhouse units. The apartment building will not exceed 13 storeys.</p>
Other related policies	<p>Policies 9.3.1.4, 9.3.1.7, 9.3.1.8, 9.3.1.9 - Public Realm</p> <p>Policies 9.5.1, 9.5.1.1, 9.5.1.2, 9.5.1.3, 9.5.1.11, 9.5.1.12, 9.5.1.14 - Site Development and Buildings</p> <p>Policy 8.2.3.4 - Create a Multi-Modal City</p> <p>Policies 9.5.2.1, 9.5.2.2, 9.5.2.3, 9.5.2.5, 9.5.2.6, 9.5.2.11 - Site Development</p>	Built form policies with respect to the Public Realm, Site Development and Building provide direction on ensuring compatibility with existing built form, natural heritage features and creating an attractive and functional public realm.

GENERAL CONTEXT MAP

OZ 13017 W7

APPENDIX I-12

