Appendix I

Lakeview

Built Form Standards

September 2015

MISSISSAUGA

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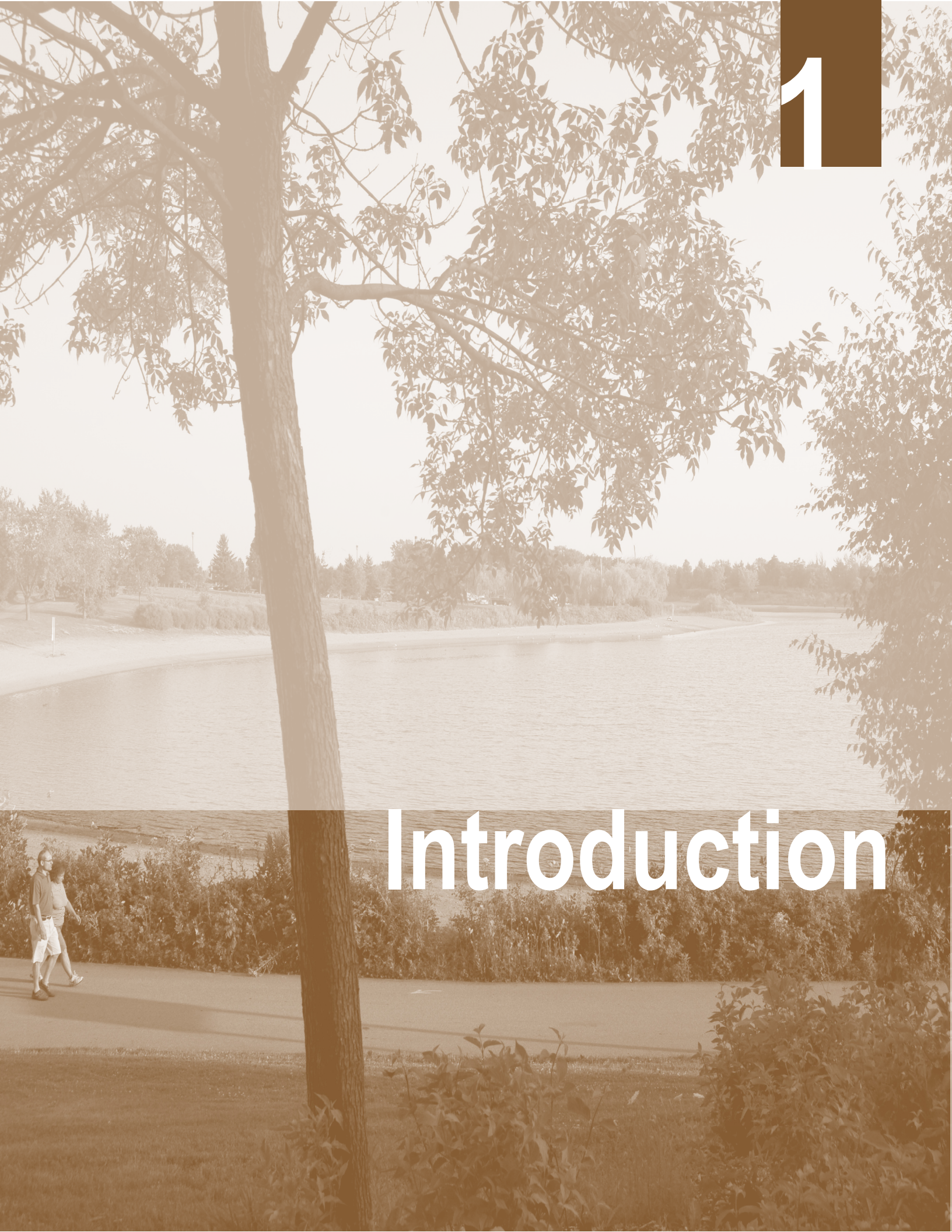


1

Introduction

Introduction

1.1 How to Read the Built Form Standards

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

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

1.2 Purpose

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

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

Figure A1 - *Images of built form typologies in Lakeview*

1.3 Expectations of the Standards

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

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

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

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

Figure A2 - *Images of built form typologies in Lakeview*

1.4 Lakeview Local Area Plan

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

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

1. *North Residential Precinct*
   - *Applewood Acres*
   - *Sherway West*

2. *Central Residential Precinct*
   - *Cawthra Village*
   - *Orchard Heights*
   - *Serson Terrace*

3. *South Residential Precinct*
   - *Creekside*
   - *Lakeview West*
   - *Lakeside*
   - *Lakeview Village*

4. Lakeshore Corridor Precinct
   - *Core*
   - *Outer Core*

5. Employment Precinct
   - *Arsenal Woodlands*
   - *Lakefront Business Park*
   - *Ontario Power Generation Lands (OPG Lands)*

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

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

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

1.4.1 Community Node

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

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

1.4.2 Inspiration Lakeview

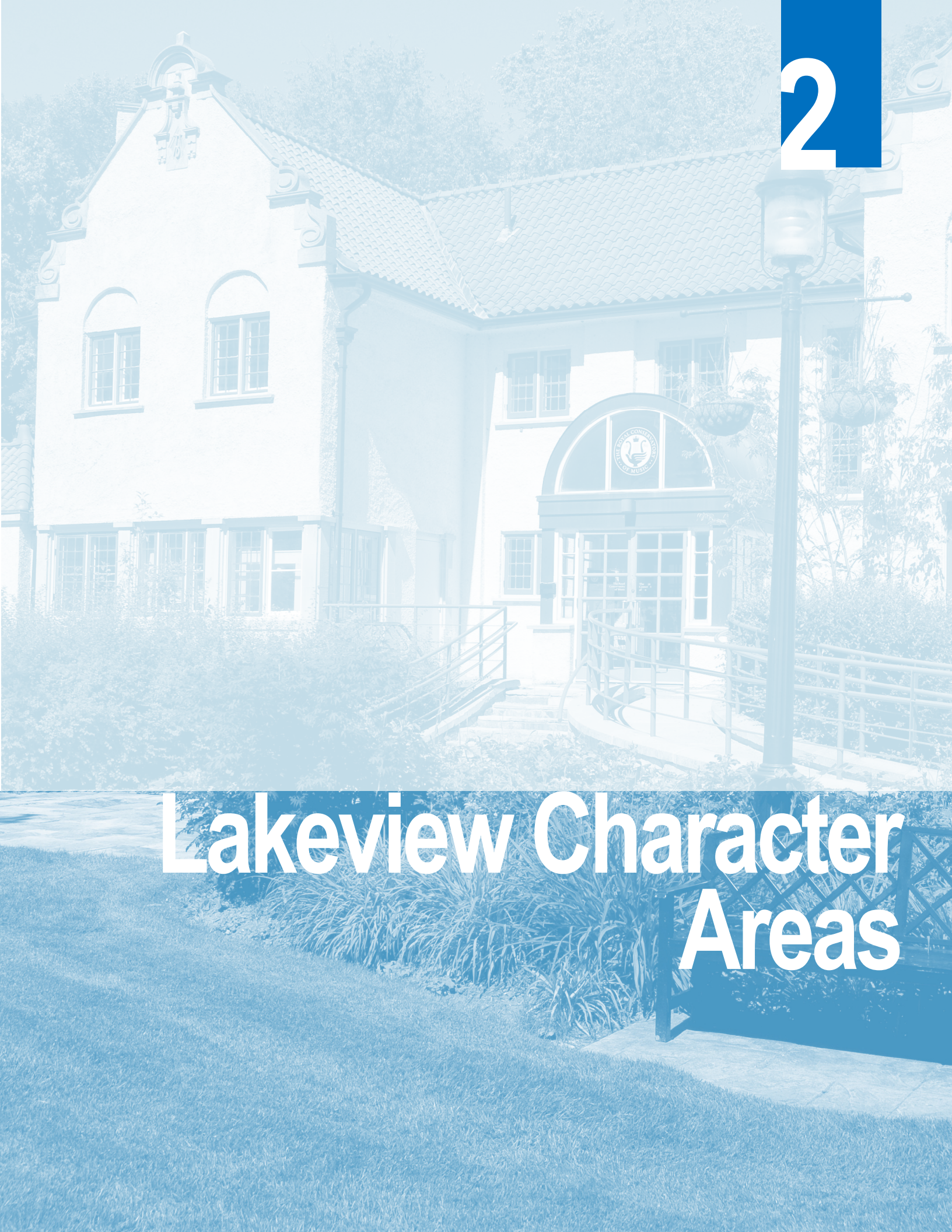
For years, public access to the Lakeview waterfront has been limited by the location of the Ontario Power Generation's coal-fired generation station. With the demolition of the power plant, this part of the waterfront is ready for a new vision to create "a model sustainable creative community on the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

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

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

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

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



2

Lakeview Character Areas

Lakeview Character Areas

2.1 Neighbourhood and Employment Character Areas

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

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

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

Figure B1 -*Examples of built form typologies within Lakeview*

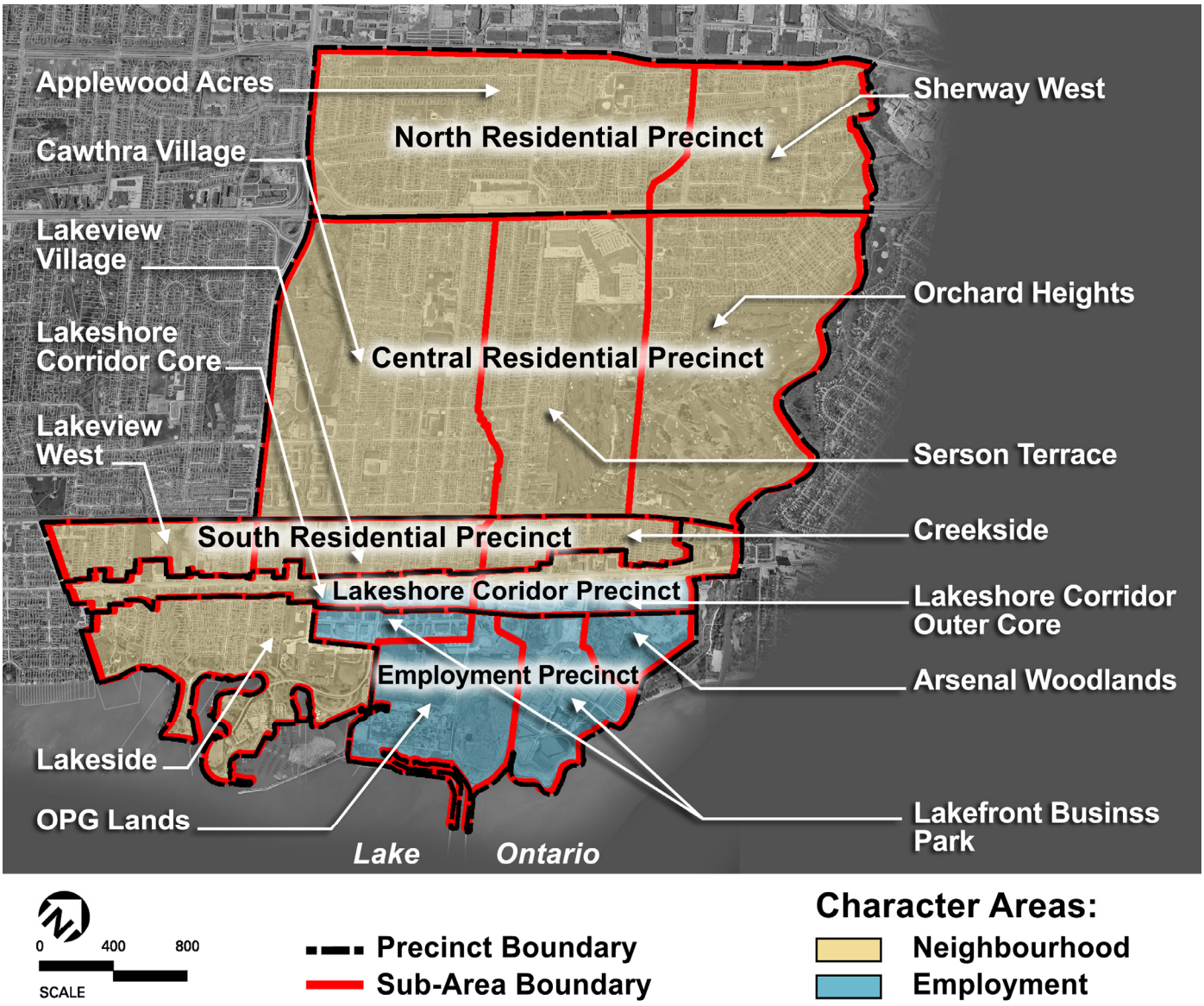


Figure B2 -*Lakeview consists of 5 precincts and 14 sub-areas that are located in Neighbourhood and/or Employment Character Areas.*

2.2 Built Form Type

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

The following building typologies will be discussed in this section:

i) Detached Dwellings, Semi-Detached Dwellings, Duplexes and Triplexes;

ii) Street Townhouses;

iii) Standard and Common Element Condominium Developments: Single Detached; and Townhouse;

iv) Horizontal Multiple Dwellings;

v) Apartment;

vi) Commercial; and

vii) Industrial.

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

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

Figure B4 - *Example of a duplex in Lakeview*

Figure B3 - *Example of a bungalow in Lakeview*

Figure B5 - *Example of detached dwellings in Lakeview*

2.2.1 Detached and Semi-Detached Dwellings, Duplexes and Triplexes

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

i) The average frontage and area of residential lots, units or parcels of tied land (POTLs) on both sides of the same street within 120 m of the subject property. In the case of corner development lots, units or POTLs on both sides within 120 m will be considered ; or

ii) The requirements of City by-laws, including Zoning By-law 0225-2007.

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

a. The maximum height of any dwelling should be 10.7 m. The design of the building will de-emphasize the height of the house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows;

b. New development will preserve and enhance the generous front, rear and side yard setbacks;

c. New development will ensure that existing grades and drainage conditions are preserved;

d. New development will fit the scale and character of the surrounding area, and take advantage of the features of a particular site, i.e. topography, contours, mature vegetation, location to railway tracks;

e. Garages will be recessed or located behind the main face of the house. Alternatively, garages will be located in the rear of the property;

f. New development will have minimal impact on its adjacent neighbours with respect to overshadowing and overlook;

g. New development will minimize the hard surface areas in the front yard;

h. New development will preserve existing high quality trees to maintain the existing established nature of these areas;

i. New house designs which fit with the scale and character of the local area, and take advantage of the particular site features are encouraged.

j. The use of standard, repeat designs is strongly discouraged; and

k. The building mass, side yards and rear yards will respect and relate to those of adjacent lots.

Figure B6 - *Example of a triplex in Lakeview*

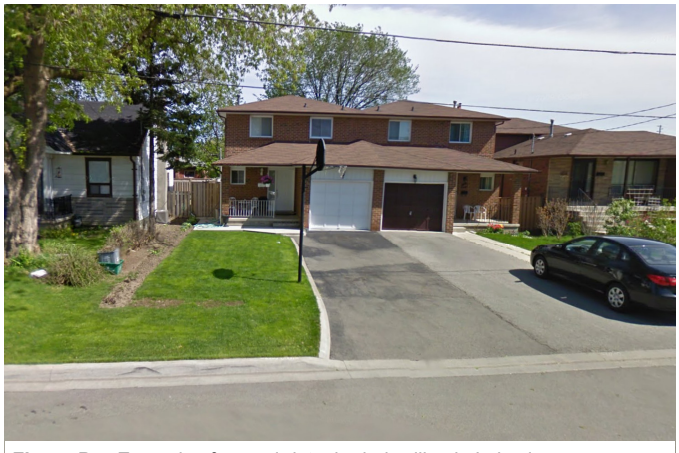


Figure B7- *Example of a semi-detached dwelling in Lakeview*

2.2.2 Street Townhouses

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

i) They fit into the existing lotting pattern of the community;

ii) They provide an appropriate transition from low built form to higher built forms; and

iii) They are located on or in proximity to transit routes

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

a. The minimum lot area for an interior townhouse unit will be 200 m² and 280 m² for a corner lot;

b. The maximum height for a street townhouse will be 10.7 m;

c. The maximum number of townhouses in a consecutive row will be 6 units per block;

d. The minimum width of a townhouse unit will be 6.8 m;

e. The minimum width of a lot will be 6.8 m for an interior lot and 9.8 m for a corner lot;

f. The minimum front yard setback for any unit will be 7.5 m;

g. The maximum number of stairs to the front door of any unit will be 3 risers from the established grade;

h. Garages will not project beyond the main face of the dwelling unit. They may be flushed, recessed or located at the rear of the unit;

i. The garage of any townhouse unit will not be more than 50% of the width of the unit;

j. The driveway width of a townhouse unit will not be more than 50% of the front yard or 5.2 m whichever is smaller;

k. A minimum of 3.0 m will be required between blocks of units. A minimum of 4.5 m will be required between blocks of units where a walkway is proposed;

l. Front to rear access to internal townhouse units will be provided through the individual unit. The interior design of the unit must ensure this can be accommodated;

m. The minimum rear yard setback of a street townhouse from a property line will be 7.5 m. Where a townhouse unit is accessed by a laneway, the minimum distance from the rear face of the garage to the rear face of the dwelling unit will be 7.5m;

Figure B8 - *Example of street townhouses in Mississauga*

Figure B9- *Example of street townhouses in Mississauga*

n. End and rear units that are exposed to a public road or park will be required to have upgraded elevations equal to the front of the unit;

o. The minimum landscape area of a street townhouse dwelling will be 25% of the lot area; and

p. Fencing requirements will be minimized with built form acting as the prominent feature along all frontages. All fencing is to be returned within a maximum of 3.0 m of the rear corner of the dwelling.

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

Figure B12 - *Street townhouses adjacent to detached dwellings*

Figure B10 - *Example of street townhouse developments in Mississauga*

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

2.2.3 Standard and Common Element Condominium

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

i. They fit into the existing lotting pattern of the community;

ii. They provide an appropriate transition from low built form to higher built forms;

iii. Have a minimum lot depth of 90 m; and

iv. They are located on or in proximity to transit routes.

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

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

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

2.2.3.1 Single Detached Standard and Common Element Condominium

a. The width and massing of the proposed unit will be similar to that of the existing character of the neighbourhood.

b. The maximum height for a dwellings will be10.7 m;

c. The maximum stairs to the front door of any unit is 3 risers from the established grade of the dwelling unit;

d. Garages will not project beyond the main face of the dwelling unit. They will be flushed, recessed or may be located at the rear of the unit;

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

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

e. The driveway width of a dwelling unit will not be more than 50% of the front yard or 1.0 m wider than the width of the garage whichever is smaller;

f. Visitor parking will be centrally located, not visible from a public road and will be well screened from existing and proposed dwellings;

g. No service/loading, mailboxes or garbage area will be located along the frontage of the public road or visible from the public road;

h. Entrances to new development will not be through established or existing lots, but will be from major roads and routes. The entrances to new developments will be flanked by dwellings within the new development itself;

i. Fencing requirements will be minimized with built form acting as the prominent feature along all frontages. All fencing is to be returned within a maximum of 3.0 m of the rear corner of the dwelling;

j. End and rear units exposed to an external or internal road will be required to have upgraded elevations;

k. Amenity spaces will be in the rear of the unit and not on public roads; and

l. All common element units must have a private amenity

Figure B16 -*Example of detached condominium developments*

Figure B17 -*Example of condominium detached developments*

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

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

2.2.3.2 Townhouse Standard and Common Element Condominium

a. The maximum height for a townhouse dwellings will be 10.7 m;

b. The minimum unit width of a townhouse unit will be 6.0 m;

c. The minimum front yard setback from a street will be 6.0 m;

d. The maximum number of townhouses in a consecutive row will be 8 units;

e. The maximum stairs to the front door of any unit is 3 risers from the established grade of the dwelling unit;

f. Garages will not project beyond the main face of the dwelling unit. They will be flushed, recessed or may be located at the rear of the unit;

g. The garage of any townhouse unit will not be more than 50% of the width of the unit;

h. The driveway width of a townhouse unit will not be more than 50% of the front yard or 1.0 m wider than the width of the garage whichever is smaller;

i. All units will have a designated parking space in front of their unit or located underground;

j. Visitor parking will be centrally located, not visible from a public road and will be well screened from existing and proposed dwellings;

k. Condominium townhouse developments greater than 20 units will provide a centrally located private amenity space;

l. A minimum of 3.0 m will be required between blocks of units. A minimum of 4.5 m will be required between blocks of units that have a walkway;

m. Hydro and gas metre walls should be required to be located internal to the site and will not be visible from the street;

n. No service/loading, mailboxes or garbage area will be located along the frontage of the public road or visible from the public road;

o. Entrances to new development will not be through established or existing lots, but will be from major roads and routes. The entrances to new developments will be flanked by dwellings within the new development itself;

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

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

p. Fencing requirements will be minimized with built form acting as the prominent feature along all frontages. All fencing is to be returned within a maximum of 3.0 m of the rear corner of the dwelling; and

q. End units exposed to an external or internal road will be required to have upgraded elevations.

Figure B22 -*Example of condominium townhouse developments in Lakeview*

Figure B23 -*Example of condominium townhouse developments in Lakeview*

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

2.2.4 Horizontal Multiple Dwellings

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

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

a. The building will be oriented to face the major public road and not be designed as a flankage condition;

b. Garages will be located in a laneway and will not face the front door of another unit. Garages will face each other;

c. Condominium blocks will not be more than 8 units wide;

d. The minimum required landscape area will be 40% of the lot area;

e. The preservation of existing trees on the street frontage and perimeter of the site will be required;

f. Each unit will be required to have its own private amenity space, in the form of a balcony or roof top;

g. A maximum of 3 stairs will be located at the entrance of any building. All other stairs will be required to be designed so that they are internal to the dwelling;

h. A common amenity space will be required for a development with over 20 units. The common amenity space will be centrally located and will be the greater of 5.6 m² per dwelling unit or 10% of the site area. A minimum of 50% of the required amenity space will be provided in one contiguous area;

i. A minimum of 3.0 m will be required between blocks of units. A minimum of 4.5-m will be required between blocks of units that have a walkway;

j. A minimum of 15 m shall be required between the faces of buildings located along mews;

k. Hydro and gas metre walls should be required to be internal to the site and not be visible from the street. In addition, utilities will not be located within the required landscape area or along the frontage of a public road;

l. No common visitor parking, air-conditioning units, mailboxes or garbage area will be located along the frontage of the public road or visible from the public road; and,

m. Fencing requirements will be minimized with built form acting as the prominent feature along all frontages. All fencing is to be returned within a maximum of 3.0 m of the rear corner of the dwelling.

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

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

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

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

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

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

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

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

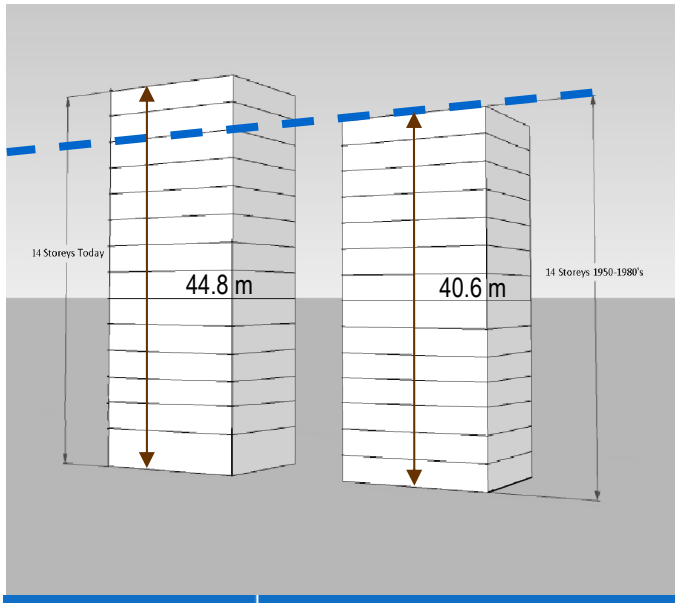
2.2.5 Apartment Dwellings

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

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

2.2.5.1 Building Heights

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



Era	Floor to Floor Heights
1950-1980's	Approx. 2.75 m (9.02 ft.)
1990-Current	Approx. 3.1 m (10.17 ft.)

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

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

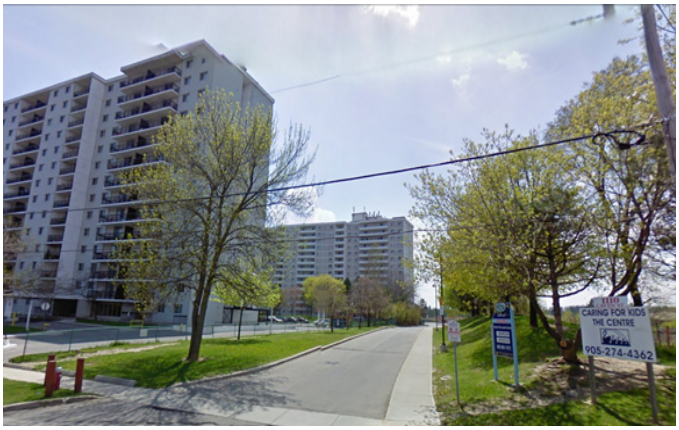


Figure B35 - *14 Storey building. Example of existing higher built form within Lakeview*

2.2.5.2 Building Separation Distances

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

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

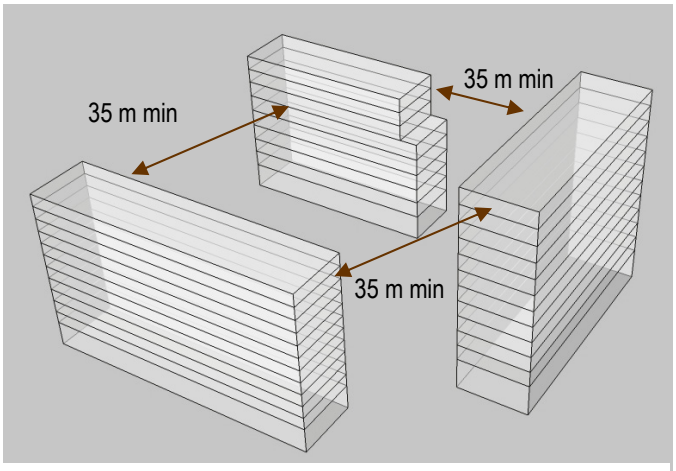


Figure B36 - *Examples of existing building separation distances in Lakeview*

2.2.5.3 Floor Plates

A building between 7 storeys (23 m) and 14 storeys (38.6 m) will have a maximum floor plate of 1000 m², including the balconies, to ensure minimal impact on adjacent low rise residential and to maintain sky views.

Figure B31 -*Example of existing building separation distances in Lakeview*

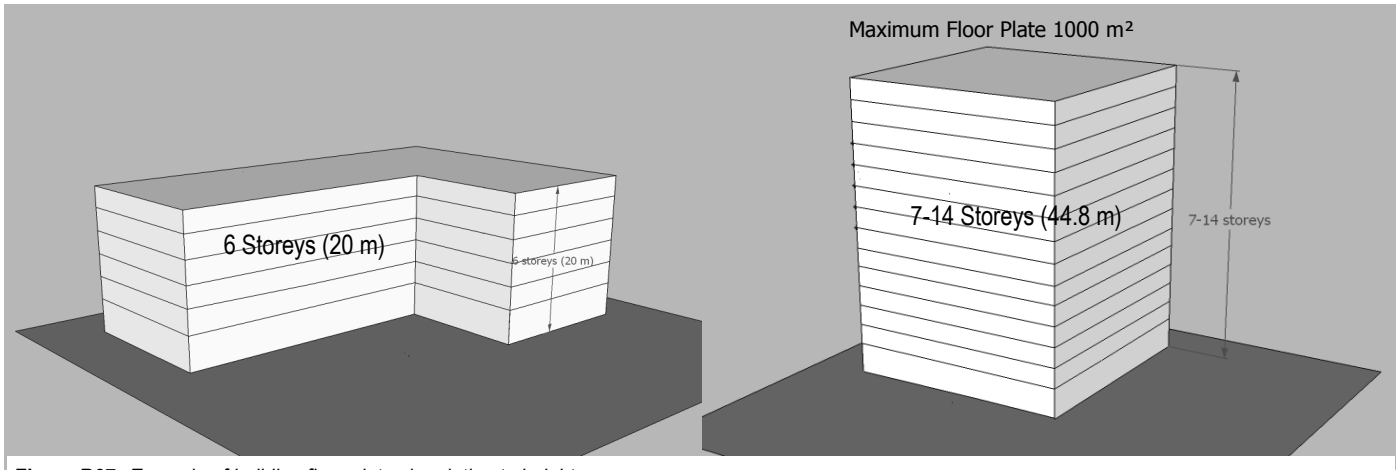


Figure B37 -*Example of building floor plates in relation to height*

2.2.5.4 Transition to Lower Forms

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

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

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

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

b. To increase the building setback from a low rise development to ensure that the impact of the larger development is minimal; and

c. The use of building step backs to ensure minimal impact from overshadowing and from a new building overwhelming the site.

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

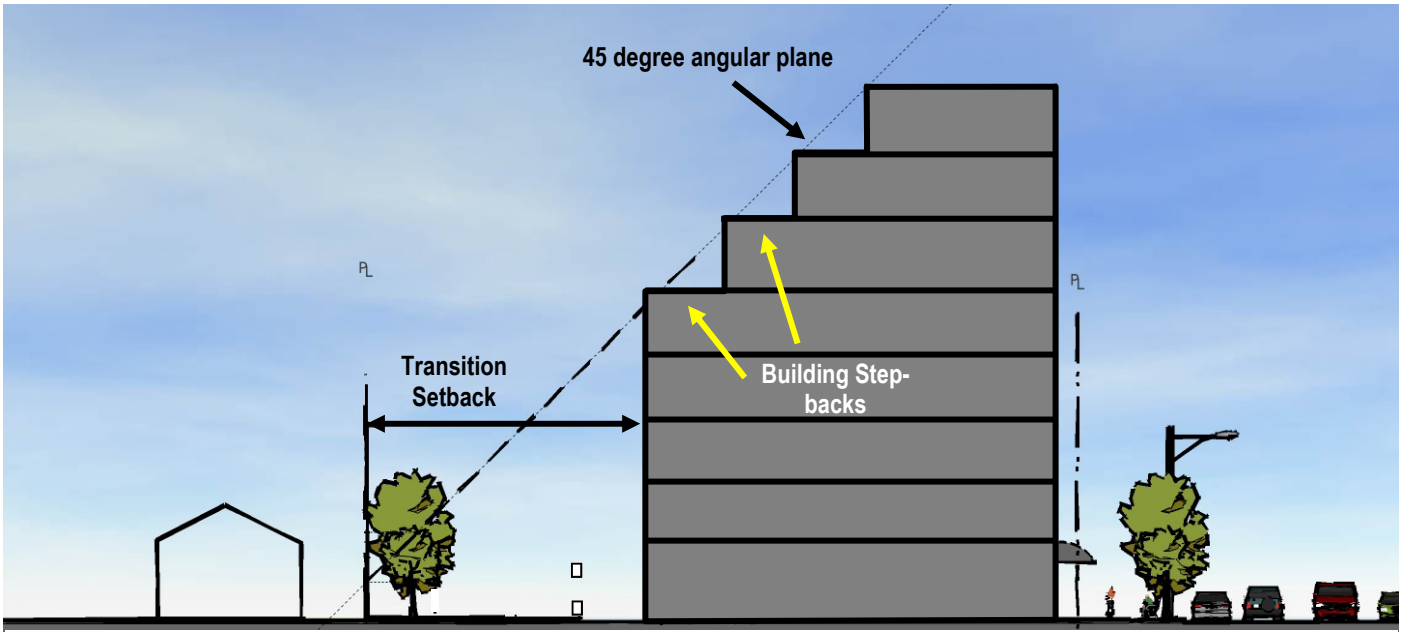


Figure B38 - *Angular plane calculation for shallow properties. Larger properties will calculate the angular plane from the property line*

2.2.5.5 Microclimatic Conditions

Shadow Impact

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

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

Wind Comfort

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

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

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

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

Figure B40 - *Example of wind in an urban environment*

2.2.6 Commercial

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

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

a. The maximum height of a building or structure will be 4 storeys or 13.8 m;

b. New developments will transition to existing stable residential developments;

c. When redevelopment occurs, larger sites will be broken up into smaller parcels. These smaller parcels should be bisected by public roads that interconnect with the existing community;

d. New development should generally follow the pattern and character of the existing community. Higher built form will transition both in scale and lotting pattern to existing community uses;

e. New development should ensure the continuation of a mixed use community;

f. Where retail commercial is located on a mixed use street, entrances will face the street and be the dominant feature of the building. Loading and service areas shall not be visible from the street or existing residential; and,

g. Mixed use developments which include townhouses, stacks or apartment dwellings will adhere to the Urban Design Handbook for Low-Rise Multiple Dwellings and the Design Reference note for Standards for Children's Outdoor Play Spaces.

Figure B41 - *Dixie Outlet Mall, example of existing commercial*

Figure B42 - *Applewood Plaza, example of existing commercial*

2.2.7 Industrial

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

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

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

a. Industrial uses adjacent to residential areas will require a minimum 15 m setback to ensure an appropriate buffer area can be accommodated to screen the intensity of the use;

b. A minimum landscape area ranging in depth from 4.5 m to 7.5 m of landscape area will be required in front of any employment use;

c. Site access will be minimized and will be consolidated where possible;

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

e. Parking will be located at the rear of the development and not between the front of the building and the street;

f. Roof top units will not be visible from any street. The addition of parapet walls to screen these units is required;

g. Buildings listed on the City's Heritage Register will be preserved and enhanced in their existing location;

h. The preservation and enhancement of existing natural features will be a priority;

i. All lighting will be contained within the site; and

j. Existing industrial uses along the railway tracks are encouraged to improve their transition to the adjacent residential areas. The maximum permitted height will be the equivalent to a 2 storey residential building. New development will include appropriate buffers, ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential uses.

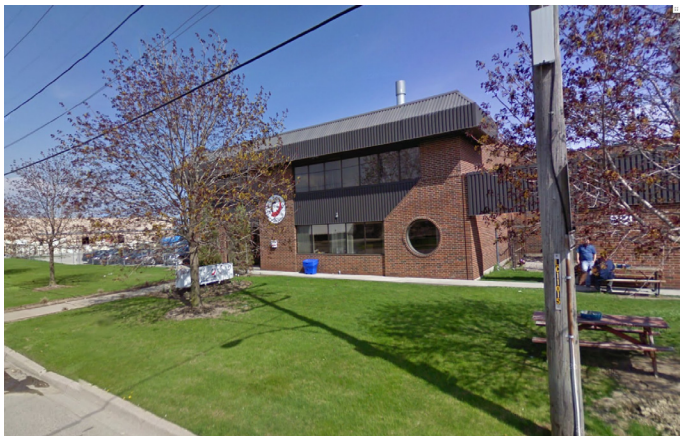


Figure B43- *Example of existing industrial, in Lakeview*

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

2.3 Routes, Landmarks and Views

Development will ensure routes and views are maintained and enhanced. Views to Lake Ontario from Lakeshore Road East are important and will be enhanced and protected.

Landmarks are places, buildings or structures that are recognizable by people and that may have historical significance.

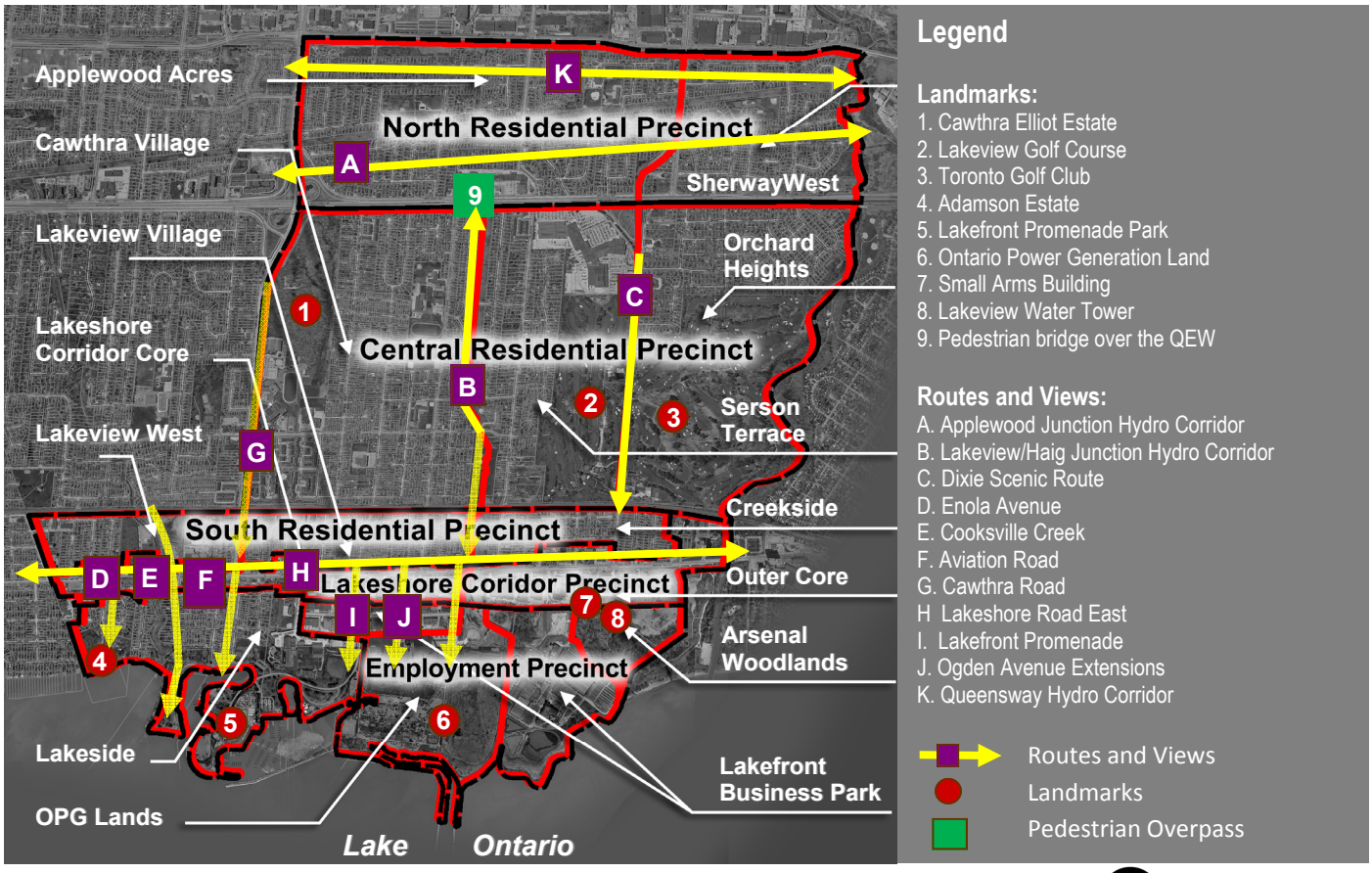


Figure B40 - *Routes, Landmarks and Views*

Figure B45 - *A. Hydro corridor from Breezey Brae Drive*

Figure B46 - *B. Hydro corridor from Halliday Avenue*

Figure B47 - *Cawthra - Elliot Estate*

Figure B48 -*Lakeview Golf Course*

Figure B51 - *Lakefront Promenade Park*

Figure B49 -*Adamson Estate*

Figure B50- *Lakefront Promenade Park*

Figure B52 -*Lakeshore Road East*

Figure B53 -*Water Tower*

Figure B54 –*Cooksville Creek Bridge*

Figure B55 - *Dixie Road Scenic Route*

Figure B56 - *Ontario Power Generation Lands*

2.4 Cultural Heritage

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

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

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

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

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

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

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

Figure B59 - *Johnston Residence 1414/1416 South Service Road*

Figure B60 - *McGillion House and stable, 1559 Cormack Crescent*

Figure B61 - *Cawthra -Elliot Estate*

Figure B62 - *Small Arms Inspection Building, Lakeshore Road East*

Figure B63 - *Lakeview Park School, 1239 Lakeshore Road East*

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

Figure B65 - *11 Lakeview Golf Residence*

Figure B66 - *Capraru Residence, 1256 Dixie Road*

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

Figure B68 - *Stone Bungalow, 1047 Dixie Road*

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

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

2.5 Pedestrian Realm/Streetscape

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

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

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

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

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

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

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

2.6 Environmental Sustainability

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

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

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

Figure B74 — *Example of vertical parking grate screened by landscape*

Figure B75 — *Example of enhanced dry grass swale*

Figure B76 — *Typical rain water barrel*

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

2.7 Building Materials

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

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

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

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

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

Figure B74 — *Brick and stone*

Figure B79 — *Various brick types*

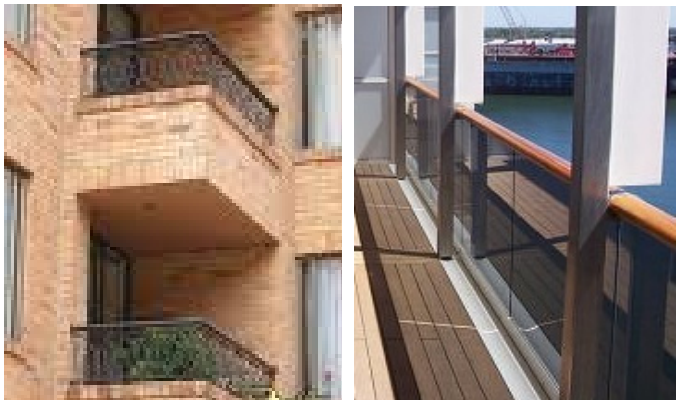


Figure B80 — *Balconies that are either partially screened or tinted are encouraged*

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

Figure B82 — *Stone*

Figure B83 — *Plaster*

Figure B84 — *Wood siding and shutters*

Figure B85 — *Siding*

Figure B86 — *Combination of brick and aluminum*

Figure B87— *Aluminium*

Figure B88 — *Brick*

Figure B89 — *Brick*

Figure B90 — *Brick*

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

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

3

Lakeshore Corridor Precinct

Lakeshore Corridor Precinct

3.1 Lakeshore Corridor Precinct

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

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

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

i. A pedestrian oriented environment;

ii. Closely spaced buildings fronting onto Lakeshore Road East;

iii. Minimize access points;

iv. No parking between the building and the street;

v. Design that enhances a mainstreet retail environment; and

vi. On-street parking along Lakeshore Road East where appropriate.

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

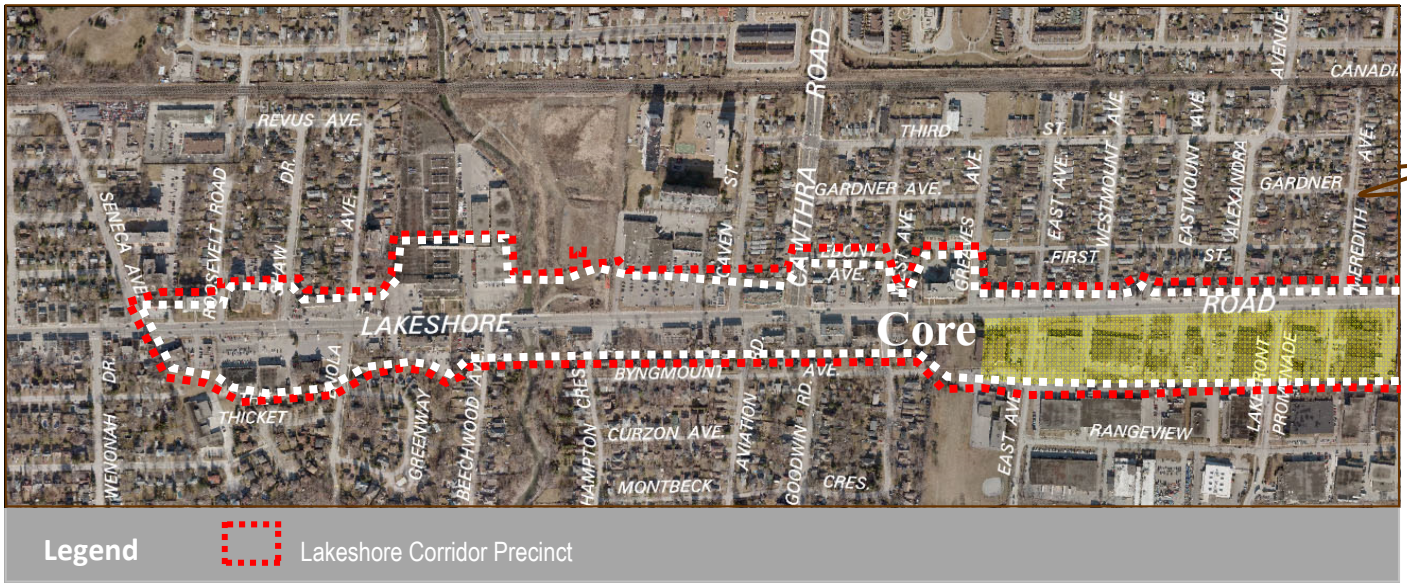


Figure C1 — *Lakeshore Corridor Precinct*

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

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

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

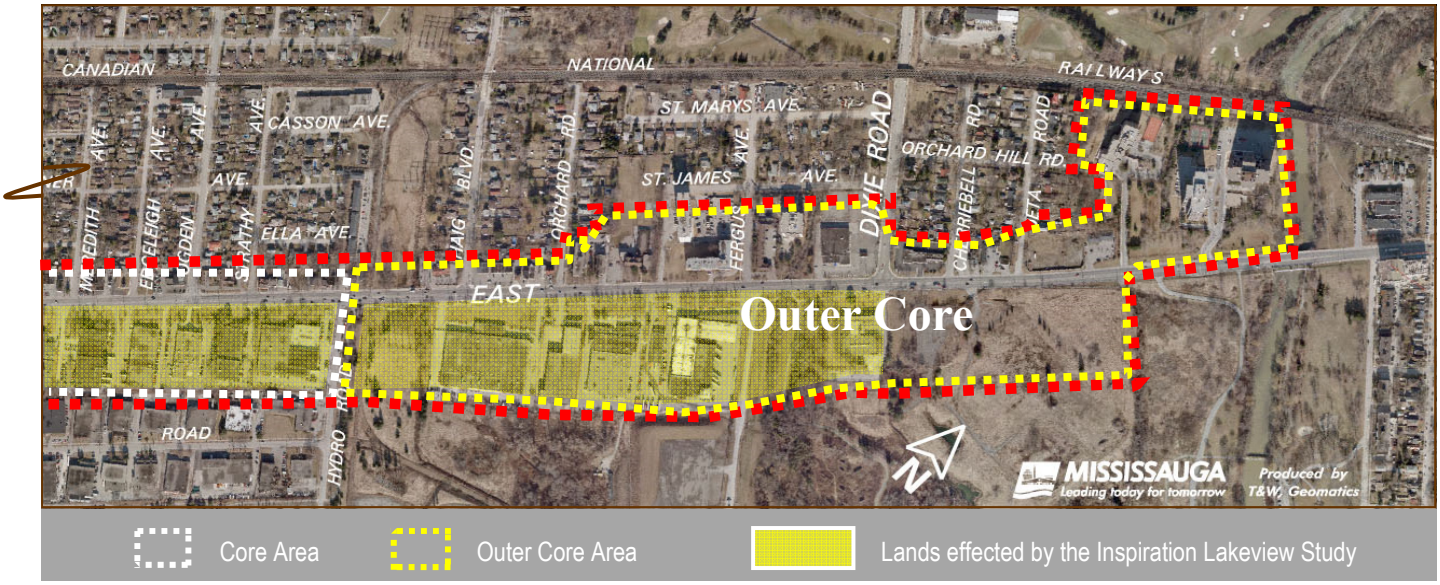


Figure C1 (Continued) — *Lakeshore Corridor Precinct*

3.2 Building Heights

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

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

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

b. Development along Lakeshore Road East will be close to the street and have a minimum setback of 0.6 m and a maximum setback of 3.0 m from the property line. The appropriate setback will be determined through an analysis of the public realm and streetscape treatments. Additional setbacks may be required to ensure an appropriate pedestrian realm can be accommodated due to the location of the utilities and right-of-way widths;

c. Buildings fronting onto Lakeshore Road East should have a minimum of 90% of the building wall within 0.6 m to 3.0_m from the front property line;

d. Building entrances will be located along Lakeshore Road East;

e. Canopies, overhangs and signage will be designed so that they are located within the private property limits;

f. Where residential buildings are permitted a minimum setback of 7.5 m from Lakeshore Road East will be required to ensure appropriate transition to Lakeshore Road East; and

g. Buildings will transition down to stable residential areas (see Section 3.3 for details).

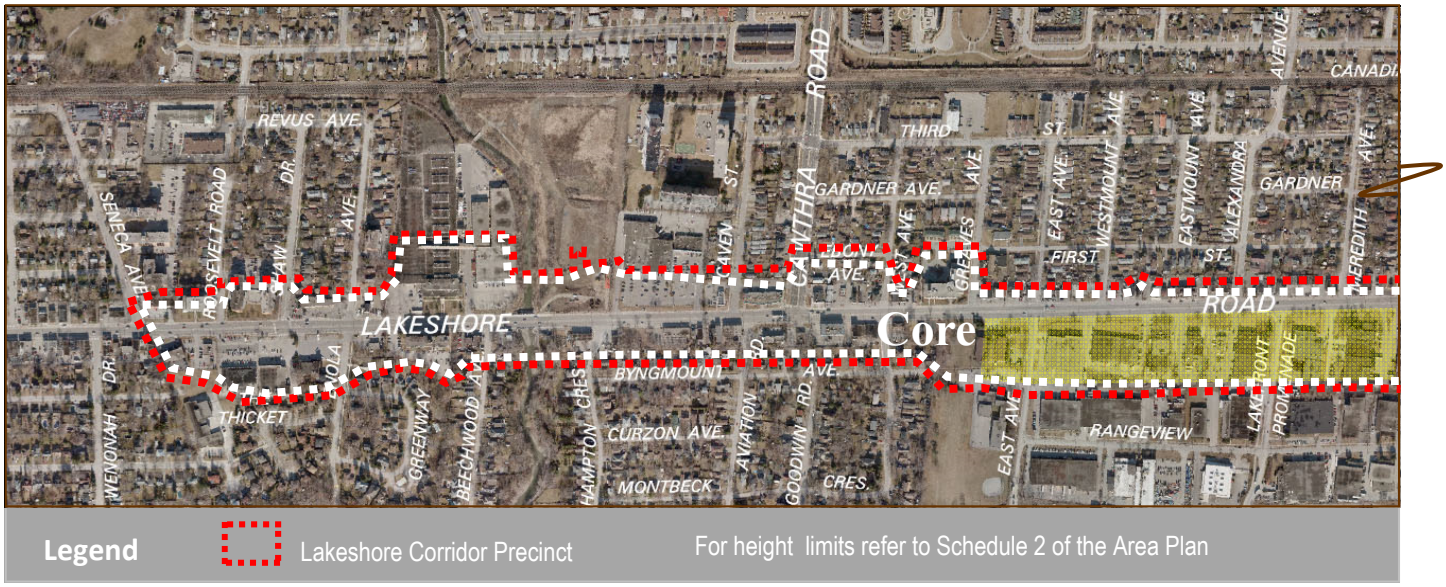


Figure C1 — *Lakeshore Corridor Precinct*

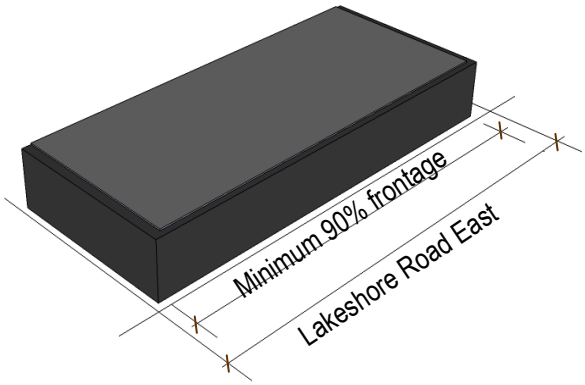


Figure C3 — *Buildings along Lakeshore Road East will have a minimum of 90% lot frontage*

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

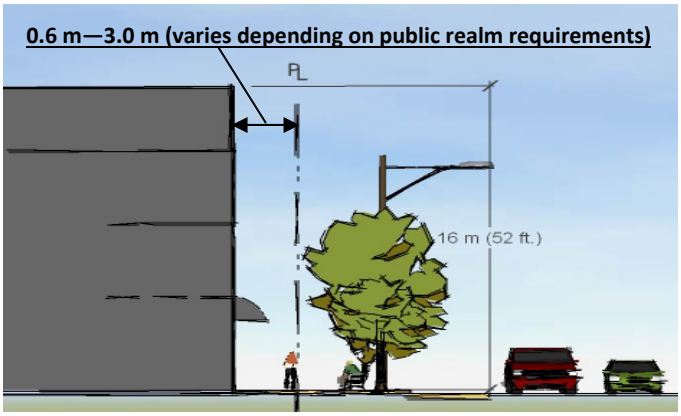


Figure C4 (right) — *Buildings along Lakeshore Road East will have a minimum of 90% lot frontage*

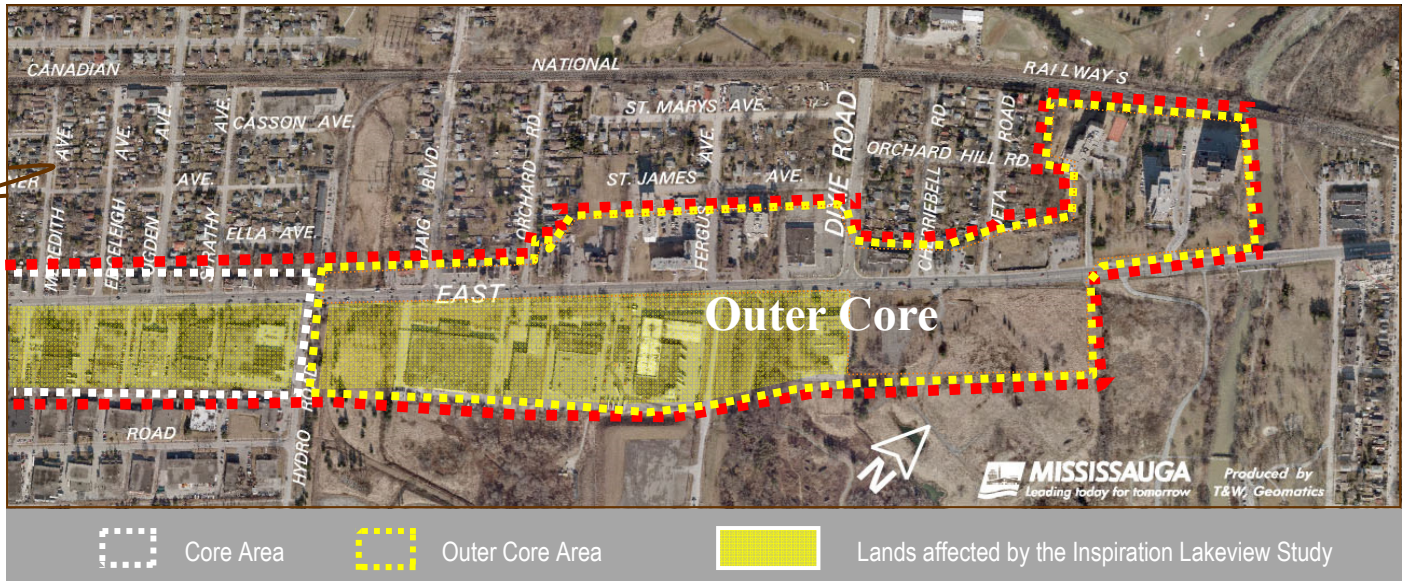


Figure C1 (Continued) — *Lakeshore Corridor Precinct*

3.3 Transition to Lower Built Form and Open Space

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

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

3.4 Rear Yard Landscape Buffer

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

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

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

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

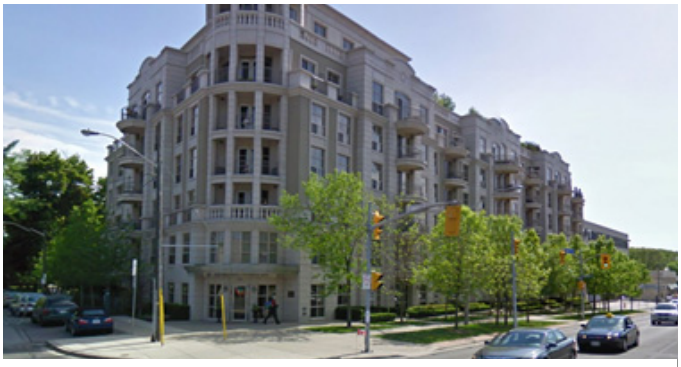


Figure C8 — *Front of the higher building form shown to the left.*

3.5 Pedestrian Realm/Streetscape

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

a. Building setback along Lakeshore Road East will be a minimum of 0.6 m to 3.0 m. The exact building setback will be determined through streetscape analysis to ensure that the boulevard width is a minimum of 5.6 m from the street curb to the face of the building to ensure a consistent and viable pedestrian sidewalk and the potential for a tree zone and street furniture. Depending on the location of the utilities, the boulevard width may need to be increased;

b. New buildings should form a continuous street wall. There should be minimal breaks in the streets frontages to encourage a pedestrian friendly environment. 90% of the frontage should be occupied by the building façade; and

c. Street trees, street furniture, such as benches, banners, waste receptacles, bike racks and public art will be required within the boulevard.

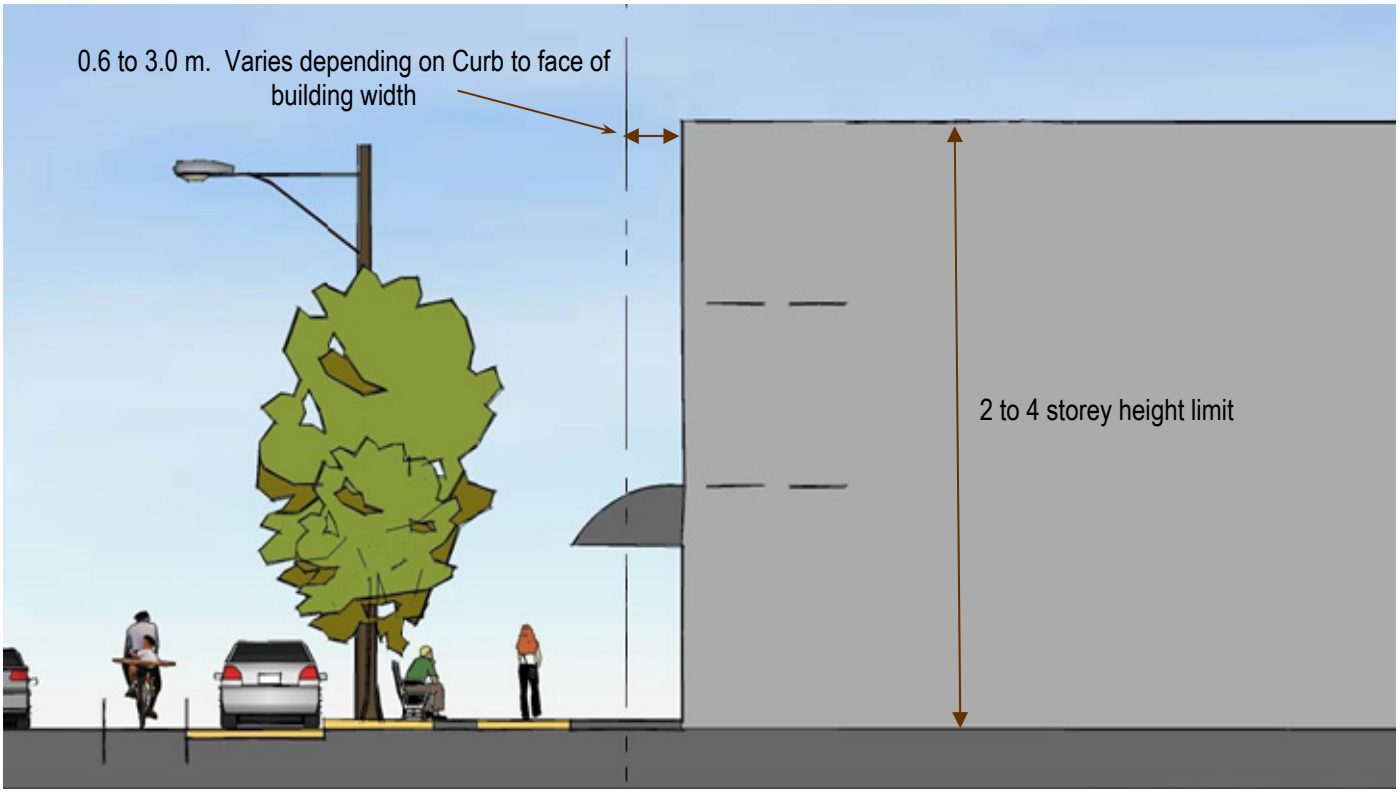


Figure C9 — *Building setback may vary depending on the character of the street, the adjacent development and the boulevard width of the street it is fronting on to ensure a good pedestrian realm.*

3.6 At Grade Commercial Requirements

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

a. Building entrances should be located along and face Lakeshore Road East. These entrances will provide an opening to the sidewalk and be considered the main or principal entrance from Lakeshore Road East;
b. Generally, retail areas require a minimum of 4.5 m of clear height from grade and a minimum of 15 m width;
c. Minimum of 60% glass will be required for retail storefronts along the street wall;
d. Minimum 6 m store front extension around the corner from a primary street is required where there are commercial uses;
e. Signs will be limited to the first floor level;
f. Tenant signage will be of a consistent design if there is more than one tenant in a building;
g. Retail tenants signs will be designed of high quality material, colour and scale to compliment the remainder of the building;
h. Ground signs are prohibited;
i. Store front window signage is permitted up to 25% of the glass surface area and will not block the clear view of entrances; and
j. Tables and other active uses adjacent to storefront windows are encouraged.

Figure C10 — *Examples of retail commercial at grade*

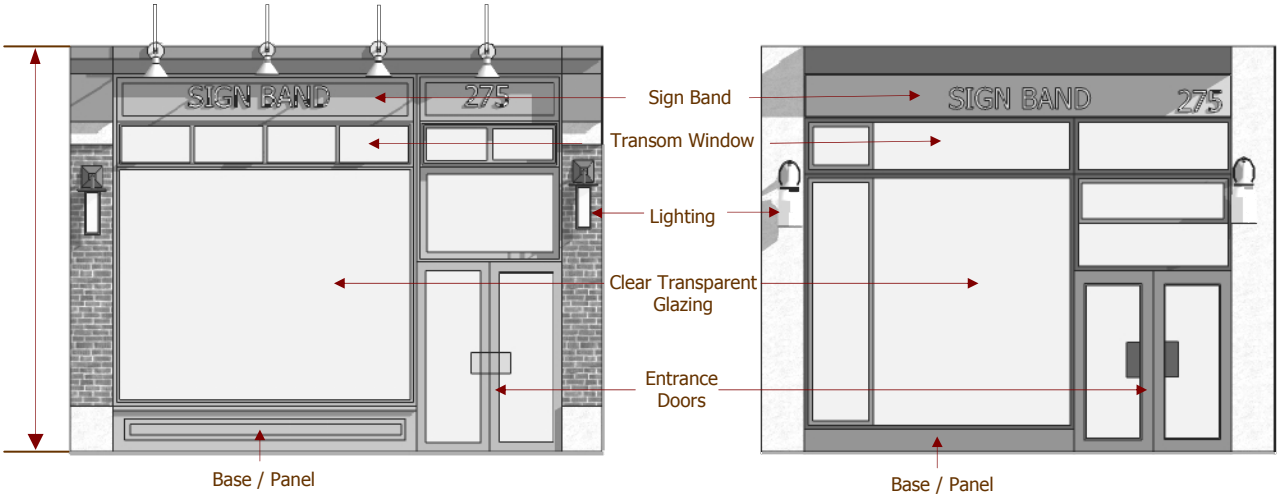


Figure C11 — *Examples of retail treatment at grade.*

3.7 Access Points

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

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

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

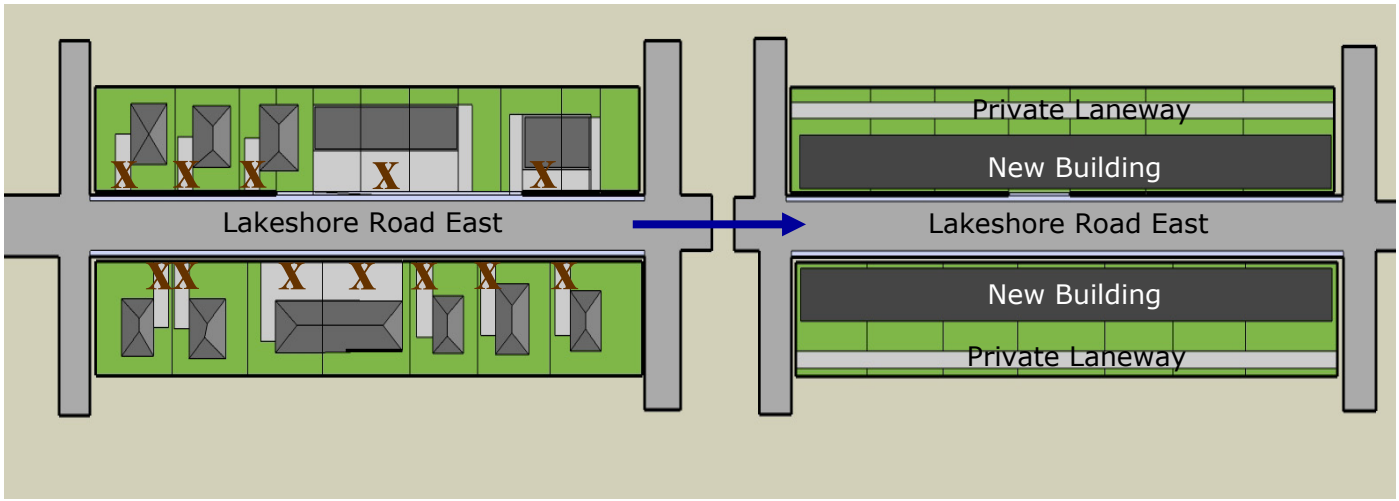


Figure C13 — *Example of access consolidation which is required to make an urban street pedestrian oriented and safe.*

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

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

3.8 Parking, Loading and Service Areas

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

a. Parking should be located underground, internal to the building or to the rear of the building where it is not visible from the streets, particularly on Lakeshore Road East;

b. Above grade parking structures should be screened in such a manner that vehicles are not visible to the public, be designed to compliment adjacent buildings and materials, and with appropriate directional signage to the structure;

c. Service, loading and garbage storage areas should be integrated into the building or located at the rear of the building and screened from the public realm and adjacent residential uses. Screen walls may be used, provided they are the same material as the building. Alternatively, landscape material may be used where there is ample room for generous treatment.

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

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

3.9 Location of On-Street and Lay-By Parking

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

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

Figure C18 — *Example of on-street parking*

Figure C19 — *Example of lay-by parking*

Figure C20 — *Example of lay-by parking*

Figure C21 — *Example of lay-by parking*

3.10 Place Making

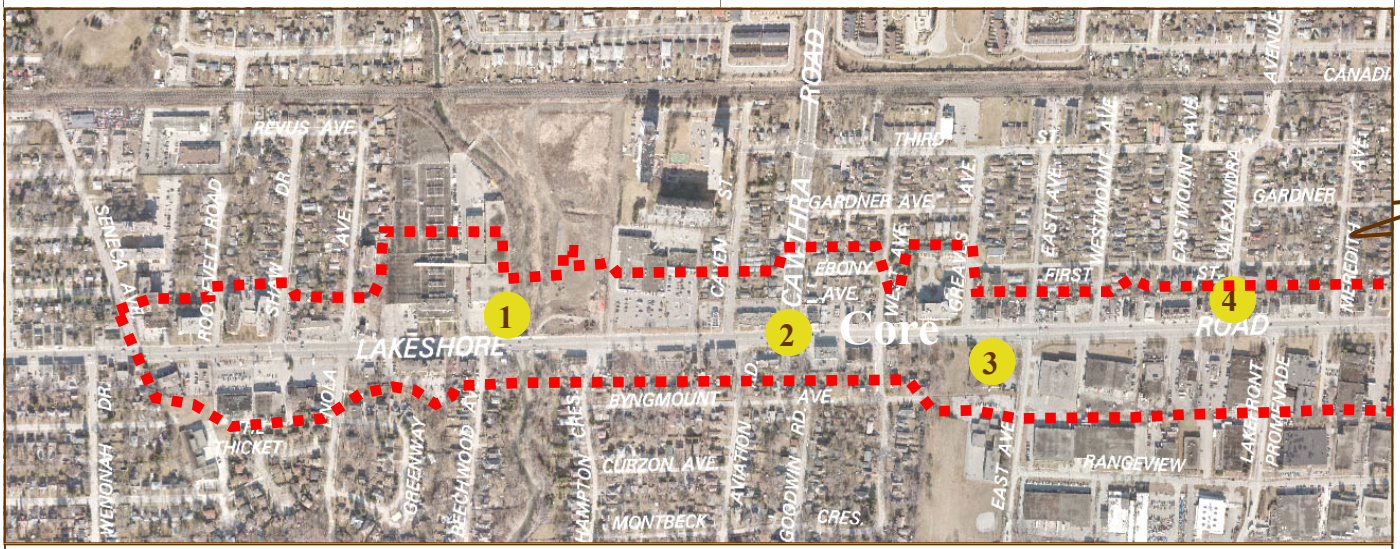
Place making is the process that fosters the creation of vibrant public destinations; the kind of places where people feel a strong stake in their communities and a commitment to making things better. Place making capitalizes on a local community's assets, inspiration, and potential, ultimately creating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

Lakeshore Road East has a number of opportune locations where place making can occur. New developments should encourage the integration and development of squares and open space on private lands in prominent areas to ensure interaction with pedestrians, vistas and the surrounding environment. Several place making opportunities have been identified. These include but are not limited to:

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

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

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



Legend

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

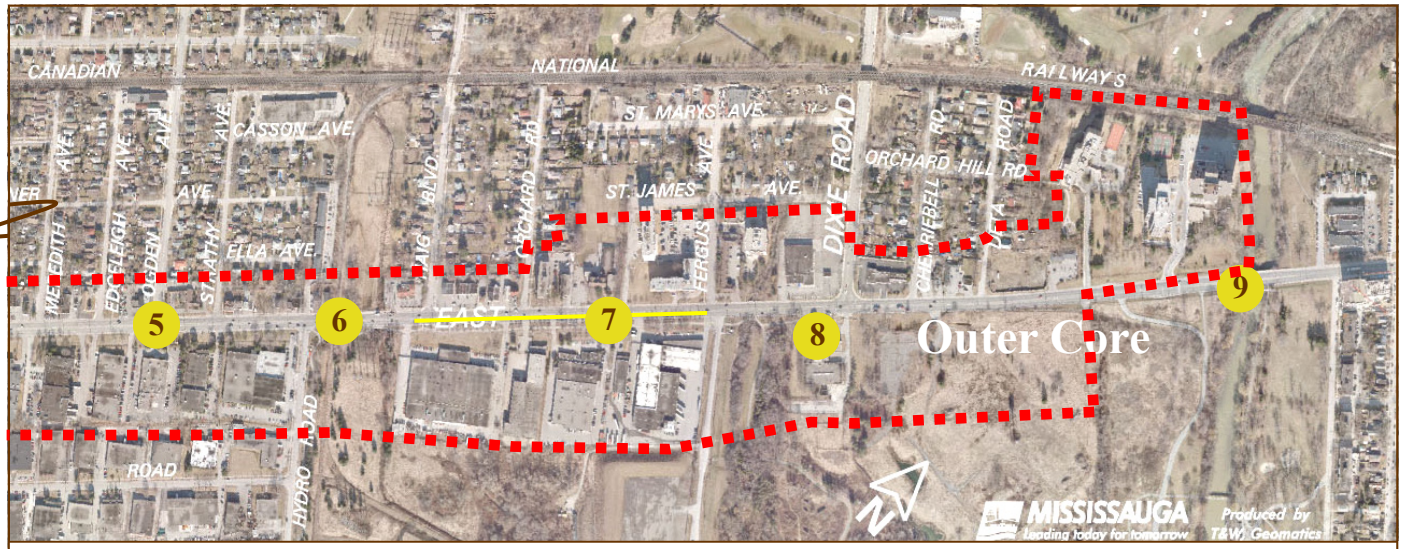
Figure C22 — *Place Making Opportunities*

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

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

Figure C27 — *Small Arms Inspection Building, Place Making*

Figure C28 — *Etobicoke Creek, Mississauga eastern border*



Legend

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

Figure C22 (Continued) — *Place Making Opportunities*

4.0 Appendix A - *Photo Credits*

Page	Description	Source
Cover	Lakeshore Road East cyclists	Sharon Mittmann, City of Mississauga
	Region of Peel, 5 Storey Building	Adiseshan Shanker from ASAP Photography
	Adamson's Estate	Adiseshan Shanker from ASAP Photography
Page 3	Townhouse development on Northmount Avenue	Adiseshan Shanker from ASAP Photography
Page 5	Lakefront Promenade	Adiseshan Shanker from ASAP Photography
Page 6	Lakeview Entry Sign	City of Mississauga Image Library
	Region of Peel, 5 Storey Building	Adiseshan Shanker from ASAP Photography
	Townhouse development on Northmount Avenue	Adiseshan Shanker from ASAP Photography
	Industrial Building	Adiseshan Shanker from ASAP Photography
	Detached Bungalow, Lakeview	City of Mississauga Image Library
Page 7	Region of Peel Waste Water Treatment Plant	Adiseshan Shanker from ASAP Photography
	Adamson's Estate	Adiseshan Shanker from ASAP Photography
	Lakefront Promenade Park sign	Sharon Mittmann, City of Mississauga
	Lakeshore Road West Buildings	Sharon Mittmann, City of Mississauga
	OPG Peir	Sharon Mittmann, City of Mississauga
Page 8	Mississauga Transit Bus	Sharon Mittmann, City of Mississauga
	Region of Peel Waste Water Treatment Plant	Adiseshan Shanker from ASAP Photography
	Lakeshore Road East Building	Sharon Mittmann, City of Mississauga
	Detached Bungalow	Sharon Mittmann, City of Mississauga
	Dixie Outlet Mall	Adiseshan Shanker from ASAP Photography
	Cyclist	Adiseshan Shanker from ASAP Photography
Page9	Bus Shelter	Sharon Mittmann, City of Mississauga
	Buildings on Lakeshore Road West	Sharon Mittmann, City of Mississauga
	Arsenal Building	Sharon Mittmann, City of Mississauga
	Lakeshore Road East cyclists	Sharon Mittmann, City of Mississauga
	Waterfront Trail along Lakeshore Road	City of Mississauga Image Library
	OPG Lands Railway	Sharon Mittmann, City of Mississauga
Page 11	Adamson's Estate	Adiseshan Shanker from ASAP Photography
Page 12	Townhouse development on Northmount Avenue	Adiseshan Shanker from ASAP Photography
	Region of Peel Waste Water Treatment Plant	Adiseshan Shanker from ASAP Photography
	Industrial Building	Adiseshan Shanker from ASAP Photography
	One and a half storey dwelling	Dan Magee, City of Mississauga
	Bungalow	Dan Magee, City of Mississauga
	Two storey semi detached dwelling	Dan Magee, City of Mississauga
	Single Detached Dwelling	Dan Magee, City of Mississauga
	Single Detached Dwelling	Dan Magee, City of Mississauga
	Bungalow Dwelling	Dan Magee, City of Mississauga
	7 Storey Apartment Dwelling	Dan Magee, City of Mississauga
	Industrial Building	Dan Magee, City of Mississauga
	Two Storey Detached	Dan Magee, City of Mississauga
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	Horizontal Multiple Dwelling in Lakeview. Example of tree preservation within the new development	Dan Magee, City of Mississauga
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	McGillion House and stable, 1559 Cormack Crescent	City of Mississauga, Image Library
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	Arsenal Building, Lakeshore Road East	City of Mississauga, Image Library
	Lakeview Park School, 1239 Lakeshore Road East	City of Mississauga, Image Library
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	Lakeview Golf Course, example of a Cultural Landscape	City of Mississauga, Image Library
	Stone Bungalow, 1047 Dixie Road	City of Mississauga, Image Library
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Page 30	Local residential street with sidewalks on one side of the street, adjacent to the curb	Google Maps
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	Example of enhanced dry grass swale	Green Development Strategy - Image
	Typical rain water barrel	Green Development Strategy - Image
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Page 35	Brick and Stone	Google Images
	Various brick types	Google Images
	Balconies that are either partially screened or tinted are encouraged	Google Images
	Visually translucent balconies are discouraged as they display balcony contents	Google Images
Page 36	Stone Material	City of Mississauga, Image Library
	Plaster Material	City of Mississauga, Image Library
	Wood and siding shutters	City of Mississauga, Image Library
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	Combination Brick and metal	City of Mississauga, Image Library
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	Exposed concrete block or painted concrete block will not be permitted in this area	City of Mississauga, Image Library
	Architectural Concrete Block is highly discouraged as an exterior building material	City of Mississauga, Image Library
Page 38	Waterfront Trail along the south side of Lakeshore Road East	City of Mississauga, Sharon Mittmann
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	Buildings along Lakeshore Road East, will have a minimum of 90% frontage	City of Mississauga, Sharon Mittmann
Page 44	Diagram of transition of a development which has consolidated a residential property to the commercial property	City of Mississauga, Sharon Mittmann
	Example of the above diagram using the old residential property to buffer the higher built form	City of Mississauga, Sharon Mittmann
	Front of the higher building form shown to the left	City of Mississauga, Sharon Mittmann
Page 45	Building setback may vary depending on the character of the street, the adjacent development and the boulevard width of the street it is fronting on to ensure a good pedestrian realm	City of Mississauga, Sharon Mittmann

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	Examples of retail treatment at grade	City of Mississauga, Steven Bell
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	Example of Access consolidation which is required to make an urban street pedestrian oriented and safe	City of Mississauga, Sharon Mittmann
	Existing examples of access along Lakeshore Road	City of Mississauga, Sharon Mittmann
	Existing examples of access along Lakeshore Road	City of Mississauga, Sharon Mittmann
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	Small Arms Inspection Building, Place Making Opportunities	City of Mississauga, Sharon Mittmann
	Place Making Opportunities	City of Mississauga, Sharon Mittmann

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