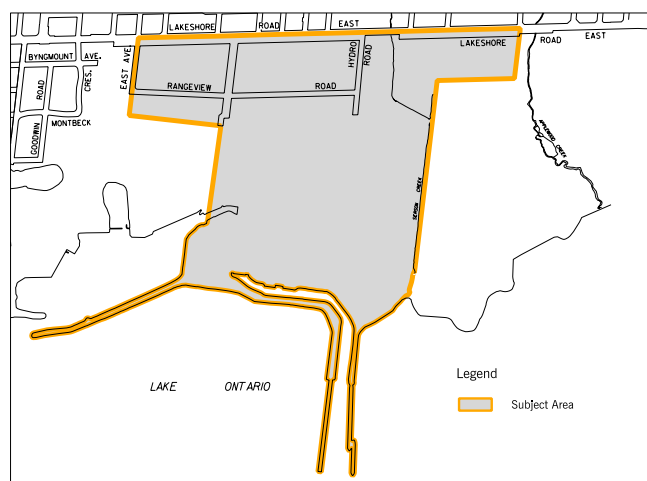


## 13.4 Lakeview Waterfront



Map 13-4.1: Lakeview Waterfront Major Node Character Area

The Lakeview Waterfront Major Node Character Area ("Lakeview Waterfront") policies elaborate on, or provide exceptions to the policies or schedules of the Plan. In the event of conflict with the Plan, the Lakeview Waterfront policies take precedence.

### 13.4.1 Inspiration Lakeview Master Plan

The Lakeview Waterfront policies are based on the Inspiration Lakeview Master Plan ("Master Plan"), dated June 2014, which was first inspired by a citizen driven project known as the "Lakeview Legacy." Creating the Master Plan was a collaborative process with community and stakeholder input including representation from the Province of Ontario and Ontario Power Generation (OPG) through a series of consultation events beginning in 2010. The outcome of the process culminated in a collective community vision and a Master Plan document that visualizes the transformation of the Lakeview Waterfront area from an industrial area into a new mixed use waterfront community.

### 13.4.2 Historical and Current Context

The Lakeview lands are an important part of Mississauga's history. Prior to nineteenth century settlement by the Europeans, the area was home to indigenous peoples for thousands of years. The last indigenous peoples to occupy and live off the lands were the Mississauga of the Anishinabek Nation. Over the past two hundred years, the site has been transformed from rural pastoral lands to an aerodrome, rifle range, wartime barracks, small arms manufacturing facility and postwar temporary housing, to its forty-year lifespan as the OPG coal-burning Lakeview Generating Station and current light industrial uses.

Lands surrounding the Lakeview Waterfront include:

- to the east - the G.E. Booth Wastewater Treatment Facility (WWTF);
- to the west - the Lakeview Water Treatment Facility (LWTF) and residential neighbourhood;
- to the north - residential neighbourhood and mixed uses along the frontage of Lakeshore Road East; and
- along the waterfront - parkland (Douglas Kennedy Park, Lakefront Promenade, and A.E. Crooks Parks).

In addition, the Lakeview Waterfront Connection project will create a new naturalized waterfront area extending from the former OPG lands to Marie Curtis Park. New conservation and wetland areas will provide a migratory stop over for birds and butterflies, and a waterfront trail will be constructed along the shoreline for public access.

The existing road network consists of the following east-west road connections: Lakeshore Road East and Rangeview Road. The north-south road connections are: East Avenue, Lakefront Promenade, and Hydro Road.

Given current and historic uses, there is a potential for contamination in some areas of the Lakeview lands. All future development applications will

address any contamination issues and appropriate mitigation.

### 13.4.3 Vision

The Vision for the Lakeview Waterfront area is to be a model green, sustainable and creative community on the waterfront. It will be planned as a mixed use community with a vibrant public and private realm including generous open spaces, cultural and recreational amenities, and employment opportunities.

#### 13.4.3.1 Guiding Principles

The Vision is based on the following Guiding Principles:

1. Link: connect the city and the water, including the provision of a continuous waterfront park system along the shores of Lake Ontario;
2. Open: open the site with accessible public spaces for all, with a public realm of different sizes and function, working together to provide a distinctive cultural and ecological community landscape. Create green, public open spaces with enhanced **streetscapes**;
3. Green: promote a green sustainable innovative model community that may include integrated, water features that provide aesthetic, pedestrian connections and stormwater functions in both the public and private realm (e.g. water themed open spaces, walkways, and stormwater spines). Explore opportunities for innovative **waste**/recycling collection (e.g. vacuum collection) and energy production systems that promote conservation;
4. Vibrant: create a mixed use community, affordable and welcoming to all, including cultural uses, housing, retail, office and community amenities. Provide a range of building typologies with an emphasis on mid-rise development, orient buildings for optimal exposure, microclimate and maximize at grade light. Enable improved health and well-being through provision of affordable and accessible public transportation and housing;
5. Connect: provide multiple ways to get around - walk, cycle, transit and vehicles. Design a safe, convenient mobility system that encourages all transportation modes and innovative parking solutions. A new street and block pattern including multi-use pathways and mews will connect various neighbourhoods and precincts and create a permeable community. Enhanced transit will bring residents, employees, and visitors into the area and support long term sustainability and vitality;
6. Destination: create a special place to draw visitors where people can enjoy cultural areas with unique venues, waterfront attractions and opportunities for expression. Provide incubator space to promote cultural and creative industries;
7. Remember: commemorate history while creating a new legacy. This will be reflected in public art and other opportunities to interpret the area's history; and
8. Viable: balance public and private investment to be economically sustainable. Explore opportunities for flexible and creative approaches to infrastructure planning. Encourage and facilitate safe redevelopment to be protective of human health and the environment to ensure the environmental conditions are suitable for the proposed use.

Provide for a sustainable economic centre that will attract people. Promote a smart community including the use of innovative technology (e.g. fibre optic network), green industry that incorporates research and development type jobs, and a post-secondary institutional campus.

## 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 economically sustainable



Figure 1: Eight guiding principles developed with the community through City initiated Inspiration Lakeview visioning.

### 13.4.4 Direct Growth

The Lakeview Waterfront is a Major Node and is intended to accommodate a variety of housing, employment, cultural activities, and an extensive open space network that provides access to Lake Ontario.

The lands adjacent to Lakeshore Road East are part of a planned **higher order transit corridor**, with a future enhanced transit route also planned to extend into the site to support a transit oriented community. Lands adjacent to Lake Ontario are within the City's Green System and will play an important role in the ecological, economic, and social well-being of the area.

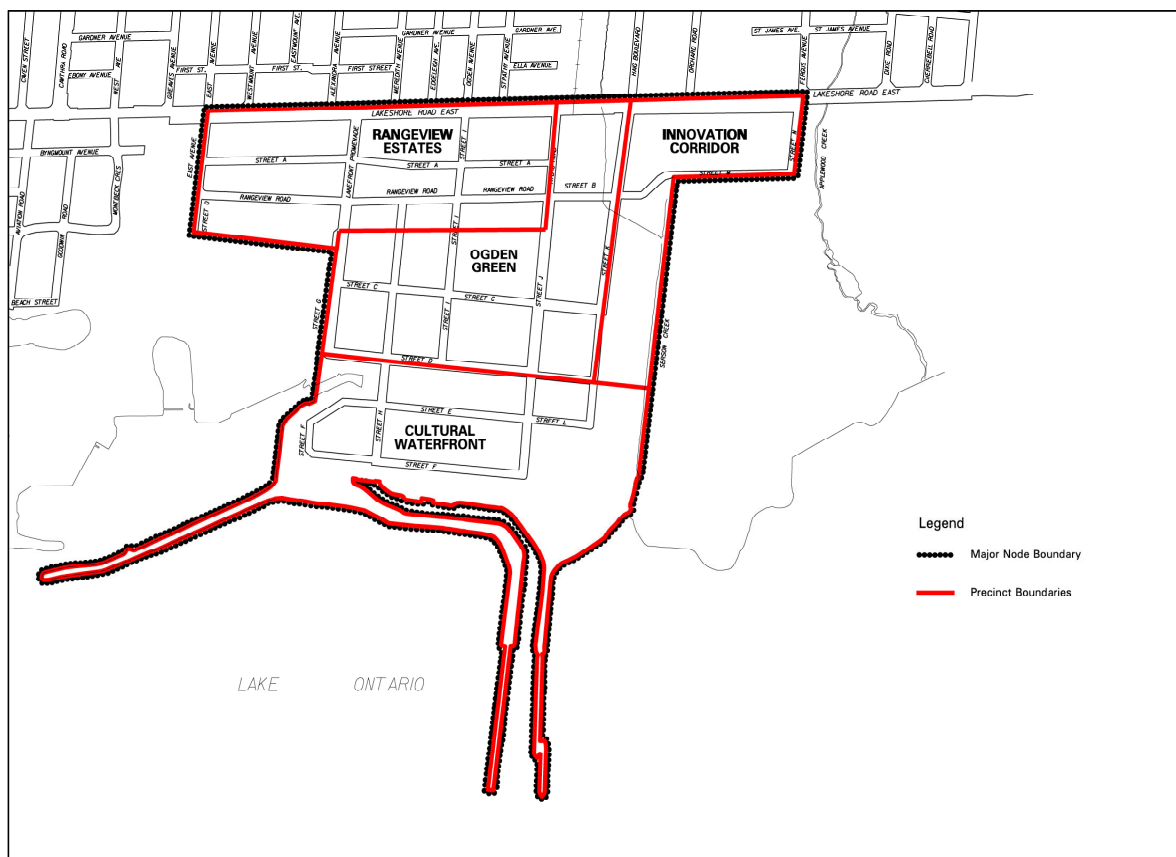
The area is divided into precincts in order to reflect differences in the planned function and character and consists of: Rangeview Estates; Ogden Green; the Innovation Corridor; and the Cultural Waterfront; as shown on Map 13-4.2: Lakeview Waterfront Major Node Character Area Precincts.

The Major Node, among other things, is intended to:

- be an area of intensification including a mix of uses such as housing, retail, office, culture, institutional, and recreational uses;
- provide opportunities to draw people from a broader area to take advantage of unique uses

such as cultural space, innovative employment and institutional uses and waterfront activities along the waterfront;

- achieve a targeted gross density between 200 and 300 residents plus jobs combined per hectare; and strive to reach a population to employment ratio of 2:1 across the entire Major Node;
- provide a range of building typologies predominately of a mid-rise in height;
- provide a pedestrian oriented environment and promote **active transportation** and ensure transit is convenient;
- provide a variety of housing choices including affordable, assisted and special needs; and
- strive to be a sustainable community and incorporate green development standards such as Leadership in Energy and Environmental Design (LEED) or other custom green development standards.



Map 13-4.2: Lakeview Waterfront Major Node Character Area Precincts.

	2017	Planned Target <sup>1</sup>
Land Area <sup>2</sup> (ha)	99 ha	99 ha
Population	0	15,000 -22,000 <sup>3</sup>
Employment	1,500 <sup>4</sup>	7,000 – 9,000 <sup>5</sup>
Population Plus Jobs per hectare	15	200 – 300 residents and jobs
Population to Employment Ratio	0:1	2:1
<sup>1</sup> Planned targets to be confirmed through further study (e.g. transportation study, Innovation Corridor study) <sup>2</sup> Land area is a gross figure and includes everything within the defined boundary such as bodies of water, roads, and all other land uses. <sup>3</sup> Population target is from the Inspiration Lakeview Master Plan (2014) and adjusted to account for a maximum unit capacity of 10,500. <sup>4</sup> 2017 Employment figures from City of Mississauga, Mississauga Employment Survey (2017) <sup>5</sup> Employment target is from the Inspiration Lakeview Master Plan (2014)		

Figure 2: LAKEVIEW WATERFRONT MAJOR NODE, STATISTICS AND TARGETS SUMMARY

Figure 2 summarizes the existing land area, population and employment, and planned targets. Approximately 99 hectares in size, the area employs 1,500 people (2017). At full build out, the targeted population and number of jobs is approximately 15,000 to 22,000 people and 7,000 to 9,000 jobs to achieve a 2:1 population to employment ratio.

13.4.4.1 Development master plans will confirm the planned population and employment targets and housing unit distribution by built form that respects the overall vision for the area.

13.4.4.2 Development may be phased to ensure that growth is managed responsibly and new planned infrastructure is in place.

13.4.4.3 If satisfactory arrangements for the implementation of enhanced transit and transportation demand management (TDM) measures are not made, development may be phased.

## 13.4.5 Value the Environment

The Lakeview Waterfront is planned to be an innovative, green model community that incorporates sustainable best practices for buildings and neighbourhoods.

Some of the innovative and sustainable elements may exceed typical development standards, and will require stakeholder collaboration, potential coordination across multiple properties (e.g. district energy, integrated stormwater management throughout public realm), and innovative financing arrangements.

Given current and historic uses the extent of remediation, including the removal of subsurface infrastructure as required, remains unknown. Remediation will be addressed through the development review process.

### 13.4.5.1 Living Green

13.4.5.1.1 To achieve a sustainable community, development will be designed to include sustainable measures such as:

- orienting buildings to be “solar ready” to take advantage of passive heating and cooling;
- connecting to district energy systems, where available;
- using **renewable energy** sources such as solar or geothermal energy or deep water source cooling;
- managing run-off through innovative methods in keeping with **stormwater best management practices**;
- naturalizing landscapes with native, non-invasive species;
- planting trees;
- installing green roofs or white roofs;
- supporting urban agriculture;
- preventing and reducing pollution; and
- mitigating the impact of development on sensitive land uses.



Figure 3: An example of a stormwater management approach in Portland, Oregon.



13.4.5.1.2 Development will incorporate sustainable measures in their design and will strive to meet LEED or other custom green development standards for all buildings.

13.4.5.1.3 The development of a district energy system will be encouraged in the area. Where a district energy system cannot be provided, all development will be encouraged to include on-site renewable or alternative energy systems.

13.4.5.1.4 New land uses may require one or more Records of Site Condition prior to site development, in accordance with Part XV.1 (Records of Site Condition) of the *Environmental Protection Act*.

13.4.5.1.5 A Financial/Sustainability Strategy will be required to address how infrastructure, new buildings and public and private realm can be designed to achieve a model sustainable community. The strategy will address the necessary mechanisms to implement these features.

#### 13.4.5.2 Green System

An interconnected network of open spaces will provide linkages, both within and to surrounding areas. This network includes parks, trails, and ***natural hazard lands***.

The current Serson Creek and the Lake Ontario shoreline flood and erosion hazard limits need to be confirmed through future study and/or review of development applications.

13.4.5.2.1 The limits of Serson Creek, as determined through further study, may impact the alignment of future roads in the creek's vicinity.

13.4.5.2.2 Innovative ***stormwater best management practices***, including low impact development techniques, may be integrated with open spaces and pedestrian walkways that will contribute to the overall network of open spaces. The location and design of these open spaces/spines will be determined through a master servicing plan and identified in development master plans.

### 13.4.6 Complete Communities

Lakeview Waterfront is planned as a sustainable new community with public access to the waterfront. The area is anticipated to draw people from within and beyond Mississauga.

A mixed use focal point is planned for the southeast quadrant of the community, where cultural commercial, office, institutional, and recreational open spaces converge. The area is envisioned as a vibrant, pedestrian oriented space with outdoor cafes, unique retail, attractive street furniture and sitting areas. The area may accommodate special events and uses, waterfront attractions, and art and culture incubator space.

Street 'I' (extension of Ogden Avenue) and the adjacent linear public open spaces represent an important north-south green corridor. This central area is where a public realm of different sizes and functions work together to provide a distinctive landscape that is safe, attractive and inviting with direct access and views to the waterfront. The area provides opportunities for physical fitness, leisure, and social interaction in order to promote healthy and active lifestyles. Adjacent land uses and built form will support this key element of the community.

Lakefront Promenade, Hydro Road/Street 'J', and Street 'K' (extension of Haig Boulevard) are important corridors that provide access from Lakeshore Road East to the waterfront and will incorporate enhanced streetscape.

Activities that benefit from being near the shoreline, parks and the Waterfront Trail are also envisioned for the area.

13.4.6.1 Affordable housing will be required in accordance with the City's housing strategy.

13.4.6.2 The City will work in collaboration with the school board(s) to determine the need for educational facilities. The location of these facilities will be determined through the development application process.

13.4.6.3 The City will encourage partnerships and collaboration with the local community, professional artists, arts organizations and creative enterprises to further develop the cultural amenities in the Cultural Waterfront Precinct, including creative industries and commercial opportunities.

13.4.6.4 The Cultural Waterfront Precinct will be the preferred location for cultural uses with the potential for a museum, artist supportive housing and galleries, festival and creative urban spaces, and artist studios. Buildings providing flexible floor plates that are amenable to a variety of cultural uses and ground level incubator space, including **makerspace** will be encouraged.

13.4.6.5 Development within the Cultural Waterfront Precinct will create a unique identity by providing distinctive architecture, high quality public art and **streetscape**, and cultural infrastructure and spaces that will reinforce, where appropriate, the history of the site.

13.4.6.6 The City will continue to pursue public uses on the waterfront lands, including parkland and a waterfront trail connection along the water's edge, and public access to the pier. The City will work in collaboration with the Region of Peel and other levels of government and agencies to achieve these public uses.

13.4.6.7 Public parks will front onto a public road to maximize street frontage and accessibility.

13.4.6.8 Publicly accessible private open spaces may be incorporated into developments provided that:

- the design of private open space will integrate seamlessly with the adjoining street network, pedestrian environment and overall open space system; and
- the private open space interfaces with existing and/or proposed development in a legible and cohesive manner.

13.4.6.9 The City, in consultation with Credit Valley Conservation (CVC), will investigate the extent to

which the lands along the shoreline can be developed for a vibrant destination space at the water's edge.

### 13.4.7 Multi-Modal City

The Lakeview Waterfront community is designed to encourage multi-modal transportation with emphasis on transit and **active transportation**, to reduce traffic delays, congestion, energy consumption and pollution. The community will have a highly connected network of streets and routes for **active transportation** to support walking and cycling.

As the area develops and site specific applications are submitted, the City will monitor implementation of the multi-modal network to ensure transit and **active transportation** are incorporated and the overall network functions efficiently. As development in the Lakeview Waterfront community progresses, increased traffic delays may be experienced if the complementary improvements and/or investments to the overall network are not made.

The City will continue to work with partners from other levels of government, including Metrolinx and the private sector, to explore sustainable transportation solutions. The area's proximity to existing and expanded all day two-way GO Rail transit service, proposed **higher order transit** along Lakeshore Road East and future enhanced transit into the site will provide increased levels of service in the future.

Future enhanced transit is the provision of a range of transit services and infrastructure based on demand.

As a fully realized community, transit and **active transportation** are intended to be viable alternatives to vehicular use and will help shape and support the future development of the Lakeview Waterfront area.

The existing and future conceptual road network is shown on Figure 4: Lakeview Waterfront Major

Node Character Area Future Roads and Schedule 5: Long Term Road Network. A future **higher order transit corridor** along Lakeshore Road East and a future enhanced transit route extending into the site is identified on Schedule 6: Long Term Transit Network. The Lakeshore Road Transportation Master Plan will examine transportation issues on the **corridor** including a review of **higher order transit** needs and any necessary improvements to the transportation system for all modes of travel.

Bringing enhanced transit into the site is considered fundamental to implementing the Vision and Guiding Principles for Lakeview Waterfront. An assessment of the preferred transit solution, including its alignment and overall road network, will be subject to further study.

### 13.4.7.1 Road, Transit and Active Transportation Network

13.4.7.1.1 The Lakeview Waterfront area will be developed with a fine-grain network of roads and connections that will support **active transportation** and create a well connected and healthy community.

13.4.7.1.2 An area-wide transportation study for the Lakeview Waterfront is required that will examine among other things: future enhanced transit including its alignment and design; multi-modal splits between transit, **active transportation** and vehicle use; TDM; additional roads; and potential traffic infiltration impacts on adjacent neighbourhoods. This study will build upon the work completed for the Lakeshore Road Transportation Master Plan and will make recommendations on infrastructure and density,

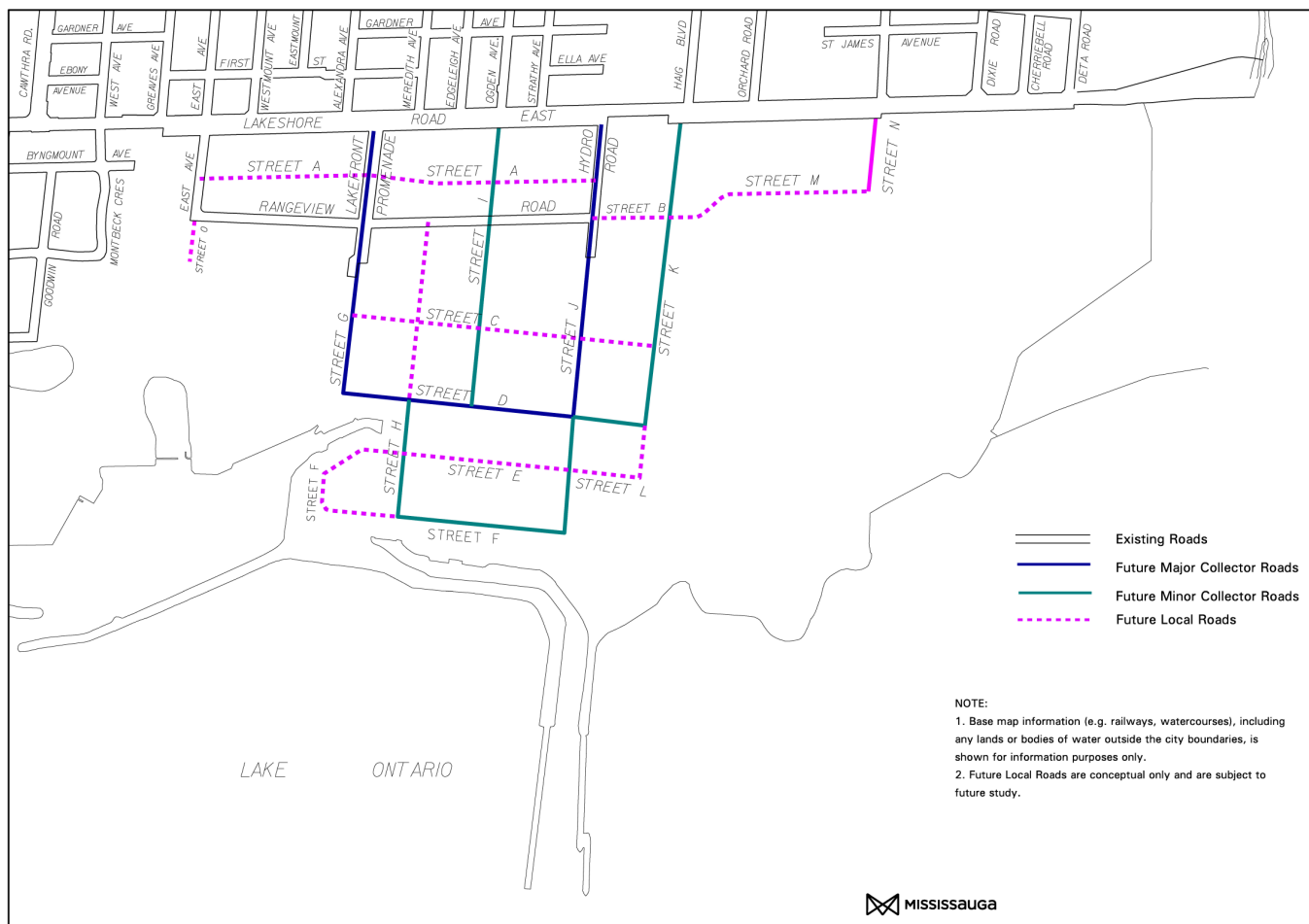


Figure 4: Lakeview Waterfront Major Node Character Area Future Roads



modal splits, and any required phasing of development.

13.4.7.1.3 Development master plans and development applications will demonstrate how the findings of the area-wide transportation study have been incorporated into site specific development proposal.

13.4.7.1.4 Roads will be designed to provide connectivity within and between precincts in the Lakeview Waterfront area and ensure that adequate road right-of-way widths are maintained for municipal servicing, utilities, and a desirable public realm.

13.4.7.1.5 Streets will be designed to incorporate **active transportation** and provide views to the waterfront. Lakefront Promenade, Street 'I', Hydro Road/Street 'J' and Street 'K' will be designed with enhanced streetscapes that may include among other things, wide sidewalks, street trees, planting, furniture.

13.4.7.1.6 The City may acquire and protect for a public transit right-of-way for an enhanced transit route (Schedule 6: Long Term Transit Network) where the creation of a public transit right-of-way separate from, adjacent to, or in addition to, a road right-of-way is deemed appropriate.

13.4.7.1.7 The City will, through the review of development applications, eliminate and/or consolidate vehicular ingress/egress locations and turning movements to and from Lakeshore Road East and direct traffic towards signalized intersections, where appropriate.

13.4.7.1.8 Development applications will be accompanied by traffic impact studies and/or parking utilization studies that will address, among other things, strategies for limiting impacts on the transportation network such as:

- a. reduced parking standards;
- b. transportation demand management;
- c. **transit oriented development** and design;

- d. pedestrian/cycling connections; and
- e. access management plan.

13.4.7.1.9 The final detailed alignment of the road network will be incorporated into development master plans and reflected in plan(s) of subdivision.

13.4.7.1.10 Future additions to the road network will be public roads, unless arrangements for private roads are made that are satisfactory to the City. Private roads may be considered subject to the following:

- a. public easements will be required;
- b. required right-of-way widths will be provided; and
- c. appropriate terminus may be required for maintenance and operations where a public road connects with a private road.

13.4.7.1.11 The City may consider alternative road design standards to achieve community design objectives.

13.4.7.1.12 The City may expropriate for roads if necessary, with the costs recovered through landowner cost sharing agreements.

### 13.4.7.2 Connectivity

13.4.7.2.1 Development master plans and development applications will demonstrate how the proposal will contribute to the creation of a permeable and connected community for **active transportation** (for pedestrians and cyclists) in order to promote healthy communities. Connectivity may be provided in a number of ways, including but not limited to the following:

- small block sizes;
- fine-grain road patterns;
- multi-use paths;
- pedestrian mews;
- frequent intersections; and

- development framing parkland or privately owned publicly accessible open spaces.

13.4.7.2.2 **Active transportation** connections will be confirmed through the Lakeview Waterfront Transportation Study and development master plan(s).

13.4.7.2.3 Public easements will be required where connections are proposed on private lands. Where appropriate, connections should also accommodate innovative **stormwater best management practices** including low impact development techniques.



Figure 5: An example of a pedestrian mew.

### 13.4.7.3 Parking

13.4.7.3.1 Parking will be provided as follows:

- on-street parking will be provided as appropriate and integrated into the **streetscape** design, balancing the needs of all modes of transportation and the public realm that share the right-of-way;
- underground parking will be encouraged on all sites, however, a limited amount of surface parking may be considered on a site by site basis;
- underground and/or integrated above grade structured parking will be required for residential

development exceeding four storeys and all mixed use developments;

d. surface parking may be considered for:

- townhouse dwellings;
- low rise apartment dwellings not exceeding four storeys;
- cultural, recreational and institutional uses; and
- Innovation Corridor Precinct.

e. freestanding and above grade structured parking will incorporate elevated design elements (e.g., façade wraps, integrated into buildings). Structures will be compatible with the surrounding area and will be encouraged to incorporate active uses at ground level in order to reduce negative impacts on the public realm; and

13.4.7.3.2 Reduced and/or maximum parking standards may be considered throughout the area, in conjunction with the provision of mixed use developments, enhanced transit and **active transportation** facilities. The extent of the reduction may be considered through a parking utilization study.

### 13.4.8 Desirable Urban Form

Built form will be human scaled, create places that reinforce a sense of community, foster innovation, and contribute to an improved quality of life. The community is envisioned to:

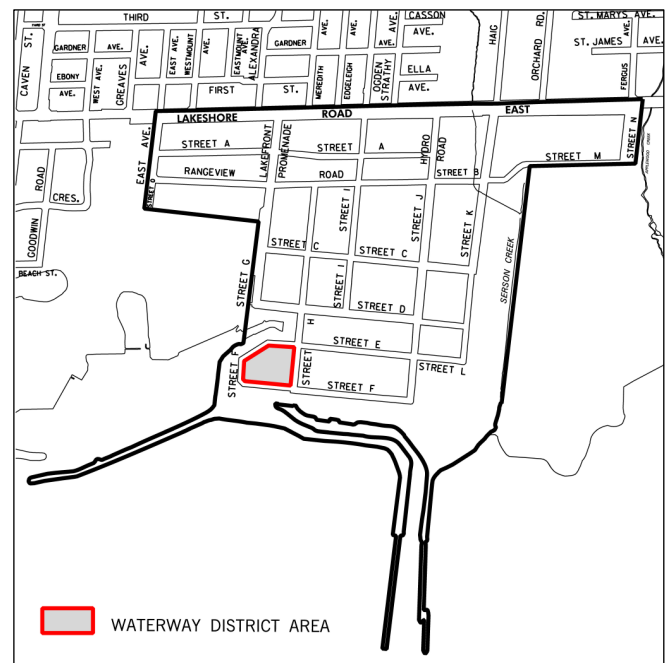
- have a built form that is predominantly mid-rise in scale;
- provide opportunities for ground related housing (e.g. all types of townhouses);
- permit limited taller buildings that must “earn the sky” through design excellence and protection of skyviews and address sun and wind;

- ensure design excellence that incorporates sustainable design (e.g. LEED or custom green development standards); and
- a connected and well designed open space system that provides opportunities for public gathering and passive outdoor recreation.

### 13.4.8.1 General Policies

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

- a gradual transition to existing adjacent residential neighbourhoods;
- reinforce a pedestrian scale along Lakeshore Road East;
- protect and enhance view corridors along Lakefront Promenade/Street 'G', the linear park along Street 'I', Hydro Road/Street 'J', and Street 'K'.
- greatest heights and densities will be located at the southwestern edge of the community subject to a detailed height study as identified on Map 13-4.3 Waterway District Area, and include select, architecturally significant buildings;
- buildings located in the Waterway District Area will provide an appropriate transition in height to adjacent development in surrounding areas;
- provide a pedestrian scale with appropriate step backs that includes a transition towards adjacent parks and the waterfront;
- provide appropriate transition between private development and public open space;
- ensure permeability and views towards the waterfront; and
- ensure a variety of built forms to create a varied skyline that promotes views to Lake Ontario.



Map 13-4.3 Waterway District Area

### 13.4.8.2 Development Master Plans

For the purposes of these policies a development master plan is a non-statutory policy document prepared to City Council's satisfaction that further articulates the policies of this Plan at a precinct level. It outlines development principles and guidelines at a more detailed level than the Lakeview Waterfront policies and Mississauga Official Plan. The development master plan provides a link between Official Plan policies, and subsequent plans of subdivision, rezoning and site plan applications.

13.4.8.2.1 Development master plans will provide direction and contain built form guidelines to be prepared to the City's satisfaction, addressing issues including, but not limited to:

- distribution of height and density that ensures the envisioned range and mix of built form typologies are provided including townhouses, mid-rise, and taller buildings (as shown on Table 1: Distribution of Housing and Unit Targets by Precinct);

- b. design criteria including appropriate setbacks, stepbacks, height, massing and location of buildings. These measures are intended to:
  - reduce any “wall effect;”
  - define gateway locations and street edges;
  - provide skyviews and sunlight; and
  - ensure a pedestrian friendly environment;
- c. adequate spatial separation between taller buildings (over 8 storeys) to address overcrowding of skyline and the potential loss of light and skyviews, protection of view corridors, privacy, and overlook of occupants;
- d. use of public and private open spaces to accommodate innovative **stormwater best management practices**, including low impact development techniques, reinforce view corridors, enhance the aesthetic quality of the area, increase the tree canopy, and enhanced connections (i.e. connections to the adjoining street network);
- e. how proposed developments incorporate green development standards and sustainable infrastructure and implement the directions/recommendations of the Financial/Sustainability Strategy;
- f. final alignment of future roads with identified right-of-way widths;
- g. **streetscape** and upgraded boulevard treatments that provide appropriate setbacks to reflect planned function, minimize vehicular access points, create an attractive public and private realm and provide opportunities for tree planting;
- h. provision of public access and protection of views to Lake Ontario;
- i. provision of public art in locations that enhance the built environment and enrich the culture and history of the community;
- j. the location and amount of space dedicated to, community infrastructure, and cultural facilities including creative industry incubator space; and
- k. interface of development between precincts; and
- l. phasing of development within and between precincts including the use of one or more plans of subdivision to ensure the provision of adequate services.

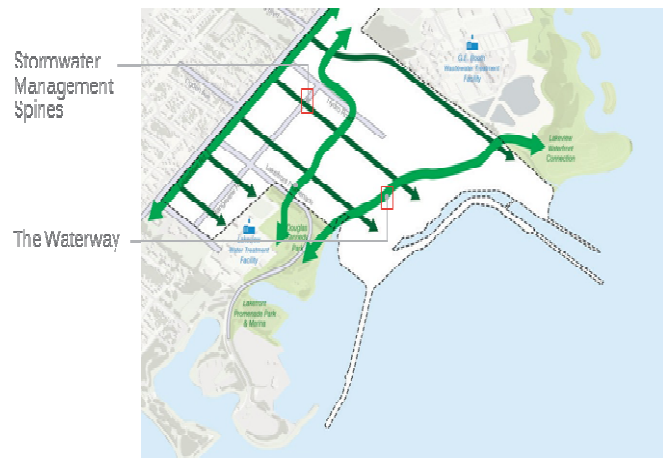


Figure 6: An innovative approach to stormwater management - series of north-south and east-west spines adds natural elements to the public and private realm while providing an important water collection function.

### 13.4.8.3 Precincts

Lakeview Waterfront will be predominantly mid-rise in form but will include some lower and taller buildings to provide a variety of building types.

13.4.8.3.1 Permitted building heights will range as follows:

- townhouses (all types) ranging from 2 to 4 storeys;
- low-rise apartment buildings up to 4 storeys;
- mid-rise apartment buildings between 5 and 8 storeys; and
- taller buildings up to 15 storeys.

13.4.8.3.2 Notwithstanding policy 13.4.8.3.1, a limited number of buildings up to a maximum height of 25 storeys will be permitted in the Waterway District Area (Map 13-4.3). Buildings greater than 25 storeys in height may be considered and will require an official plan amendment and a Height Study.

13.4.8.3.3 The Height Study will provide, among other things, direction on:

- appropriate height;
- floor plate size;
- number of buildings;
- appropriate separation distance including siting to preserve view corridors; and
- transition to adjacent development.

13.4.8.3.4 Table 1: Distribution of Housing and Unit Targets by Precinct provides a guide to how housing units by type and precinct are to be distributed across the Lakeview Waterfront area. Development master plans will generally be consistent with Table 1.

**Distribution of Built Form**

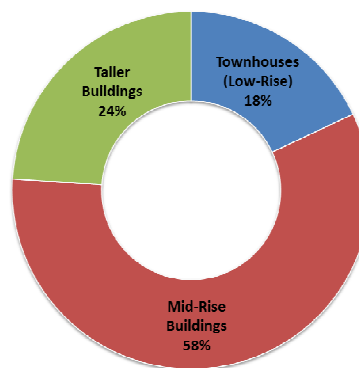


Figure 7: The planned distribution of built form is a combination of townhouses, mid-rise apartments and taller buildings (Table 1)

14.4.8.3.5 Taller buildings should be combined with mid-rise and low-rise buildings on the same block.

Lakeview Waterfront is divided into the following precincts: Rangeview Estates, Ogden Green, Cultural Waterfront and Innovation Corridor Precincts (Map 13-4.2).

**Table 1: DISTRIBUTION OF HOUSING AND UNIT TARGETS BY PRECINCT<sup>1</sup>**

Precinct	Total Residential Units	Built Form					
		Townhouses (All Types) <sup>2</sup>		Mid-Rise Buildings (5 to 8 storeys)		Taller Buildings (up to 15 storeys) <sup>3</sup>	
		Number of Units	% of Townhouses (Precinct)	Number of Units	% of Mid-Rises (Precinct)	Number of Units	% of Taller Buildings (Precinct)
Rangeview Estates	3,700	1,100	30%	1,800	48%	800	22%
Ogden Green, Cultural Waterfront	6,800	800	12%	4,300	63%	1,700	25%
Innovation Corridor	-	-	-	-	-	-	-
<b>Total – Lakeview Waterfront Major Node</b>	<b>10,500</b>	<b>1,900</b>	<b>18%</b>	<b>6,100</b>	<b>58%</b>	<b>2,500</b>	<b>24%</b>

<sup>1</sup> Minor variation may be allowed subject to demonstrating how the proposed mix of building types will achieve the intent of the Lakeview Waterfront policies. Housing and unit targets are based on the Inspiration Lakeview Master Plan (2014).

<sup>2</sup> Townhouses (all types) and low-rise apartments up to 4 storeys.

<sup>3</sup> A limited number of taller buildings above 15 storeys may be considered in the Waterway District Area.



### Criteria for Taller Building Heights

13.4.8.3.6 Development master plans will identify key locations where taller buildings (9 – 15 storeys), may be considered, including the following:

- in proximity to a **Major Transit Station Area** on Lakeshore Road East taller buildings will be located beyond a mid-rise building;
- at Ogden Avenue and Lakeshore Road East provided the taller building is located beyond a mid-rise building fronting Lakeshore Road East; and
- along the future enhanced transit route.

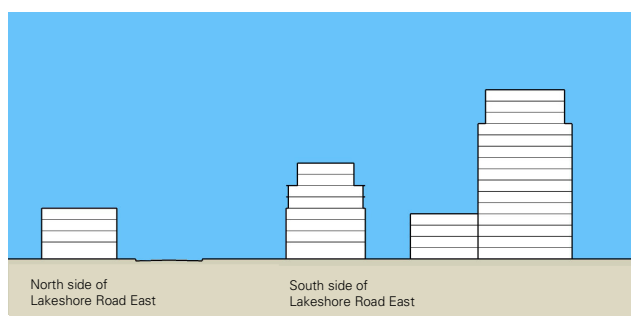


Figure 8: Development in the Lakeview Waterfront along Lakeshore Road East with an 8 storey building and a 15 storey building behind.

### Rangeview Estates Precinct

The Rangeview Estates Precinct will primarily be a residential neighbourhood with a mix of townhouses and mid-rise buildings. Taller buildings may be considered based on the criteria for taller building heights. Commercial uses will be directed to Lakeshore Road East.

13.4.8.3.7 Mid-rise buildings will be required to front Lakeshore Road East and encouraged along future enhanced transit route and along Street 'I' (extension of Ogden Avenue).

13.4.8.3.8 Commercial uses are permitted along Lakeshore Road East and will be required between Lakefront Promenade and Hydro Road.

13.4.8.3.9 Notwithstanding policy 13.4.8.3.7 free-standing commercial buildings may be less than 5 storeys.

### Ogden Green Precinct

The Ogden Green Precinct is centrally located in Lakeview Waterfront community. Linear parks along Street 'I' and Street 'C' provide connections to the waterfront and surrounding uses. Mid-rise and taller buildings will be directed to the future enhanced transit route and along Street 'I'.

13.4.8.3.10 Low-rise apartments and all types of townhouses will be permitted throughout the precinct.

13.4.8.3.11 Mid-rise buildings and taller buildings will be permitted along the future enhanced transit route and along Street 'I'.

### Innovation Corridor Precinct

The Innovation Corridor Precinct is at the eastern limit of the Lakeview Waterfront area and is intended to be a high-tech green campus that accommodates office, business employment uses, institutional uses, and research and development activities.

13.4.8.3.12 Mid-rise buildings will be encouraged and consideration may be given to permitting a limited number of buildings at lower heights (e.g. small scale fabricating or workshops in single storey buildings), and facilities that support recreational watercraft.

### Cultural Waterfront Precinct

The Cultural Waterfront Precinct is located along the Lake Ontario shoreline. This precinct provides direct public access to the waterfront. A broad mix of uses including residential, commercial, institutional, open space, community and cultural uses will create a vibrant character. A mixed use focal point of a pedestrian scale is envisioned with generous public realm including attractive street furniture, patios and public art.

13.4.8.3.13 Notwithstanding policy 13.4.8.3.1 a range of building heights up to 8 storeys will be permitted with the exception of the Waterway District Area where additional heights may be considered subject to a Height Study.

13.4.8.3.14 Buildings fronting Street 'F' will have appropriate setbacks and stepbacks to transition to the waterfront.

13.4.8.3.15 Mid-rise buildings will frame the central east-west park.

13.4.8.3.16 Built form will provide a generous public realm and promote an active and vibrant waterfront respecting the relationship to the water e.g. public access and views.

13.4.8.3.17 Notwithstanding policy 13.4.8.3.1, lands west of the future Street 'H' and north of the future Street 'F' may permit heights between 15 storeys and 25 storeys. Buildings greater than 25 storeys may be considered, subject to the completion of a Height Study. This study will confirm development parameters for taller, architecturally significant buildings to ensure a higher design rigour (Map 13-4.3: Waterway District Area).

13.4.8.3.18 The precinct will include:

- a. a series of water themed open spaces intended to accommodate a range of uses (e.g., pedestrian streets, outdoor cafes, skating rinks, splash pads and programmable spaces);



Figure 9: The Lakeview Waterfront can provide an active and vibrant waterfront and opportunities for cultural activities such as Vancouver's Granville Island.

- b. buildings with flexible floor plates that are suitable for a variety of cultural activities such as, but not limited to museums, art galleries, studios, markets and incubator space to promote cultural and creative industries; and
- c. a mixed use focal point on the eastern portion of the precinct that provides an active and vibrant area primarily for commercial, cultural, institutional (e.g. post-secondary campus) and recreational activities.

13.4.8.3.19 Institutional buildings (e.g., post-secondary institutional campus) will be innovatively designed to take advantage of its location along Lake Ontario.

## 13.4.9 Strong Economy

The Lakeview Waterfront area has historically been home to a range of employment uses. The 2015 Municipal Comprehensive Review of Employment Lands concluded that because of its waterfront location, the area could be better utilized for a mixture of residential, commercial, office and other employment generating land uses at a higher density.

It is recognized that existing businesses may remain in the area until such time as redevelopment occurs. Although existing businesses may relocate, a range of employment uses is essential to achieving the vision for the area. New employment uses are planned for the area and the primary location for these jobs will be in the Innovation Corridor Precinct.

13.4.9.1 Commercial space providing employment opportunities as well as serving residents and people attracted to destination uses in the area, will be directed to the following locations:

- a. Lakeshore Road East between Lakefront Promenade and Street 'K'; and
- b. Cultural Waterfront Precinct.

13.4.9.2 The Innovation Corridor Precinct is intended to be the location of the greatest number of office and light industrial jobs. The amount of space and any required incentives to attract major employers will be determined through the Inspiration Lakeview Innovation Corridor Feasibility Study.

13.4.9.3 The City will work with the Province to attract post-secondary institutional uses to the Lakeview Waterfront area.

13.4.9.4 A study that will identify opportunities to incorporate cultural infrastructure and creative spaces into the community may be undertaken.

13.4.9.5 Strategies to encourage and support employment uses may be pursued including Community Improvement Plans, Bonus Zoning and other incentives.

## 13.4.10 Land Use Designations

### 13.4.10.1 General

13.4.10.1.1 Notwithstanding the policies of this Plan, business employment uses will be permitted as they existed on the day these policies come into effect.

13.4.10.1.2 Notwithstanding the land use designation policies, remediation of any contaminated lands will have to be addressed to ensure that it is suitable for the intended uses.

13.4.10.1.3 Precincts are planned to be developed for a range of land uses. Development master plans will identify the appropriate mix of residential and employment uses and have regard for the planned function and character envisioned for each of the precincts and Table 1: Distribution of Housing and Unit Target by Precinct.

13.4.10.1.4 Schools will be combined with another permitted use in the same building to create compact urban form.

13.4.10.1.5 Alternative **waste** collection infrastructure (e.g. vacuum pipes, chutes, disposal points) will be permitted in all land use designations, except on lands designated Greenlands or Public or Private Open Space. A central **waste** collection terminal associated with an alternative **waste** collection system will only be permitted in the Business Employment and Institutional land use designations.

### 13.4.10.2 Residential Medium Density

13.4.10.2.1 Notwithstanding the Residential Medium Density policies of this Plan, apartment dwellings of a low, mid-rise and taller built form will be permitted.

13.4.10.2.2 For lands fronting Lakeshore Road East, Street 'F' or Street 'I', commercial uses will be permitted on the ground level of buildings.

### 13.4.10.3 Mixed Use

13.4.10.3.1 Notwithstanding the Mixed Use policies of this Plan, the following will apply:

- commercial uses will be required on the ground level of buildings fronting Lakeshore Road East and Street 'J';
- single use residential buildings may be considered on lands not fronting Lakeshore Road East or Street 'J'; and
- creative industry incubator spaces and cultural infrastructure facilities will be permitted in the Cultural Waterfront Precinct. These spaces may be located in stand-alone buildings or in conjunction with other uses.

### 13.4.10.4 Institutional

13.4.10.4.1 Notwithstanding the policies of this Plan, the following additional uses will be permitted:

- major and **secondary office**;
- research and development;
- marine related uses including boat storage and repair;

- d. cultural uses; and
- e. commercial parking facility.

#### 13.4.10.5 Business Employment

13.4.10.5.1 Notwithstanding the Major Node policies of this Plan, the Business Employment designation will be permitted.

13.4.10.5.2 Notwithstanding the Business Employment policies of this Plan, the following additional uses will be permitted:

- a. major office;
- b. institutional use excluding any associated residential dwellings; and
- c. marine related uses including boat storage and repair.

13.4.10.5.3 Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:

- a. adult entertainment establishment;
- b. animal boarding establishment which may include outdoor facilities;
- c. body rub establishment;
- d. cardlock fuel dispensing facility;
- e. Motor Vehicle Commercial;
- f. motor vehicle body repair facilities;
- g. transportation facilities;
- h. trucking facilities; and
- i. **waste processing stations or waste transfer stations** and composting facilities (not associated with an alternative waste collection system).

### 13.4.11 Implementation

An innovative approach will be required to implement the vision and guiding principles for Lakeview Waterfront.

The development approvals process is generally described as follows:

- preparation of area wide studies;
- preparation of development master plan(s) including supporting documentation and public consultation to the satisfaction of the City;
- endorsement of development master plan(s) by City Council; and
- submission of development application(s) and studies (including any contribution to cost sharing agreement for studies).

13.4.11.1 Development applications will be considered premature until the area wide studies, have been completed and development master plan(s) have been endorsed.

13.4.11.2 Notwithstanding policy 13.4.11.1, development master plans and area wide studies may be submitted in conjunction with development applications. Should modifications be required to development applications, applicants acknowledge that the development master plan(s) may need to be revised prior to City Council's endorsement.

13.4.11.3 Development applications will be accepted for technical circulation but will not be deemed complete until Council endorsement of development master plan(s).

13.4.11.4 That to ensure the proper and orderly development of lands, consolidation or assembly of lands may be required.

13.4.11.5 The area identified on Schedule 10 Land Use Designations as being subject to Provincial approval for the Region of Peel's Municipal Comprehensive Review will not permit non-employment uses until Provincial approval is granted.

## Lakeview Waterfront Studies

A number of studies are required to be completed prior to development as well as those typically required for a complete development application.

### Area Wide Studies

13.4.11.6 The following area wide studies will be completed prior to City Council's endorsement of development master plan(s) including, but not limited to the following:

- a. Transportation Study (e.g. road network and capacity analysis, **active transportation** connections and enhanced transit assessment); and
- b. Financial/Sustainability Strategy (e.g. mechanisms to achieve sustainable best practices).

### Development Master Plan Studies

13.4.11.7 Development master plan(s) will be required to provide supporting documentation, analysis and studies that demonstrate how the Desirable Urban Form policies for this area have been satisfied.

13.4.11.8 A sustainability plan will be prepared as part of the planning for each precinct area to ensure that development is consistent with the vision of creating a model green, sustainable and creative community and address the findings of the Financial/Sustainability Strategy. The plan will address issues, including but not limited to, the use of green development standards and sustainable measures and applicable mechanisms to implement such as area specific levies, alternate parking standards, and bonus zoning.

13.4.11.9 Additional studies may be required to be completed but will not be limited to:

- a. Active and Urban Shoreline Study;
- b. Coastal Studies;
- c. Cultural Incubator Study.

- d. Economic Development Business Case Study (Innovation Corridor and Cultural Waterfront Precincts);
- e. Height Study(s);
- f. Land Use Compatibility Assessment(s);
- g. Post-Secondary Institution Business Case Study; and
- h. Serson Creek Study.

### Contamination and Land Use Compatibility

In addition to the policies of the Plan, the following provide further guidance on issues of contamination and site remediation.

13.4.11.10 Development applications may be required to undertake a study to assess contamination in the area in accordance with Provincial Government regulations and standards and City policies.

13.4.11.11 If the study indicates potential for soil or ground water contamination, an assessment of the conditions will be required. If contamination is confirmed, a remedial action plan in accordance with Provincial Government regulations and standards appropriately addressing **contaminated sites** will be required. Constraints with respect to proposed land uses will be identified.

13.4.11.12 Environmental site assessments will be required to confirm existing site conditions and if contamination has been identified, all requirements for remediation to ensure lands can be redeveloped for their intended land uses.

13.4.11.13 Provincial Government restrictions regarding the buffering of new residential uses will apply to the redevelopment of lands in proximity to existing industries and the wastewater treatment plant.

13.4.11.14 Land use compatibility assessments are to be undertaken for new residential and other sensitive land uses at the time of a development application. This is necessary in order to determine



whether such uses are compatible with remaining employment uses, and to identify what mitigation measures, if any, are required in order to ensure the operational viability of these remaining businesses. In these circumstances, the onus of responsibility for mitigation will fall on new residential and other sensitive uses.

### Planning and Financing Tools

13.4.11.15 In the event that there are multiple landowners, to ensure the appropriate and orderly development of the site and to ensure that the costs associated with development are equitably distributed among all landowners, the City will require that a cost sharing agreement and/or front end agreement has been executed to address distribution of costs and municipal and community infrastructure, lands and facilities associated with development in a fair and equitable manner. Individual developments will generally not be approved until the subject landowner becomes party to the landowners' cost sharing agreement.

13.4.11.16 The City will not be a party to any landowner cost sharing agreement but may be a party to a front end agreement. Where necessary for the purposes of facilitating a front ending agreement, the City may utilize area specific development charge by-laws enacted pursuant to the *Development Charges Act, 1998*, as amended.

13.4.11.17 In order to ensure the proper and orderly development in accordance with this Plan, development will occur by way of one or more plans of subdivision which will determine the final alignment of public roads, the location and size of development lots and blocks, and parkland. Development may be phased as necessary. Land consolidation will be encouraged.

13.4.11.18 In exchange for increased height above 15 storeys or density permissions above the targets established in Table 1: Distribution of Housing and Unit Targets by Precinct, a community benefits contribution pursuant to Section 37 of the Planning Act will be required.

13.4.11.19 Notwithstanding 13.4.11.18 in the Waterway District Area, in exchange for increased height above 25 storeys, a community benefits contribution pursuant to Section 37 of the Planning Act will be required.

13.4.11.20 Notwithstanding policy 13.4.11.18, Section 37 will not be applicable for lands designated Business Employment and Institutional within the Innovation Corridor and Cultural Waterfront Precinct, respectively.

13.4.11.21 Eligible community benefits may include, but are not limited to:

- sustainable measures above and beyond those typically provided through development charges and parkland dedication contributions;
- community facility/infrastructure;
- affordable housing; and
- public art.