



INSPIRATION LAKEVIEW

PHASE 1 BACKGROUND REPORT

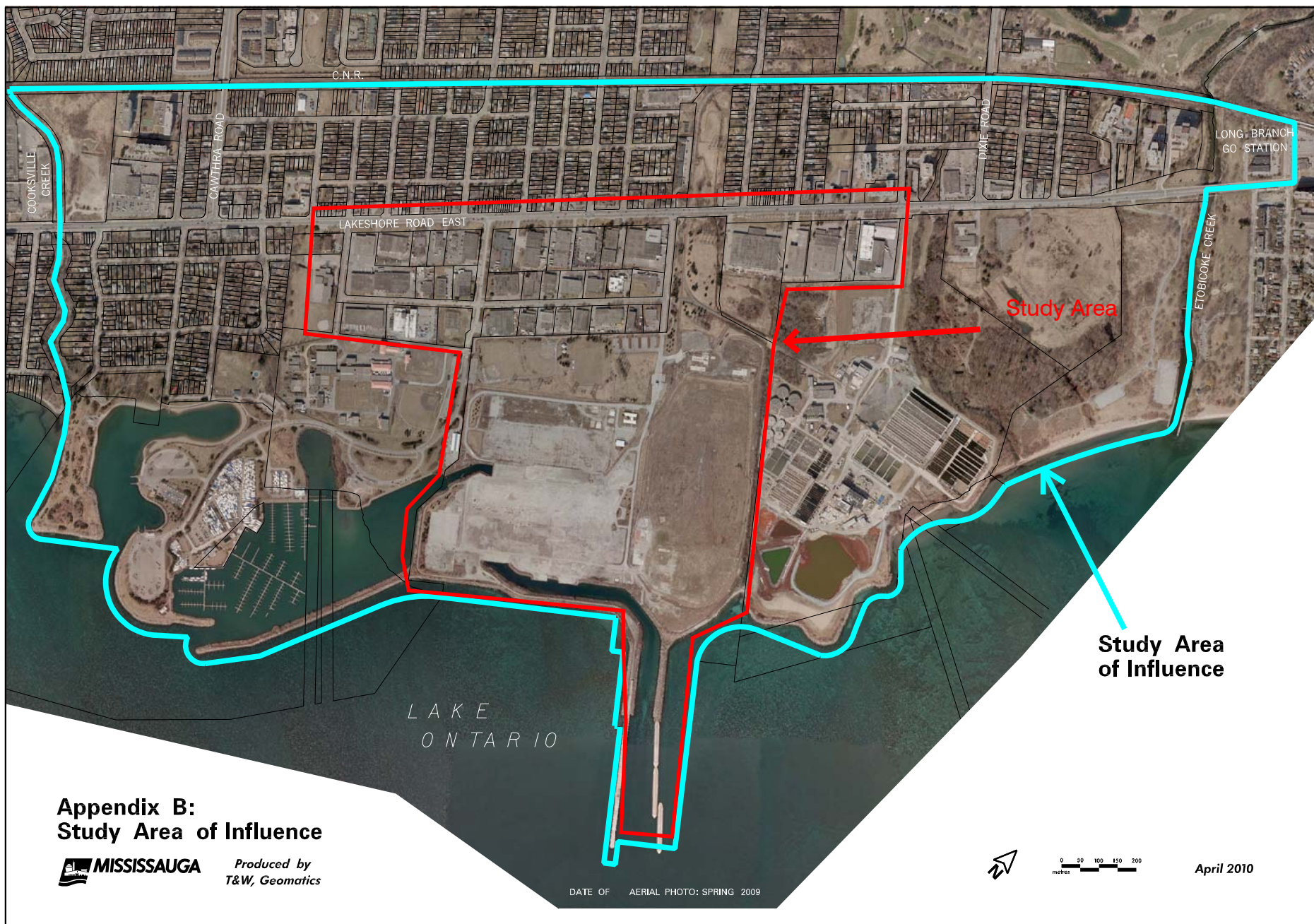


DRAFT
NOVEMBER 2010

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Appendix B: Study Area of Influence



Produced by
T&W, Geomatics

DATE OF AERIAL PHOTO: SPRING 2009



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metres

April 2010

Inspiration Lakeview

The purpose of the Inspiration Lakeview study is to develop a Visionary Concept Plan (VCP) to guide future development on a key waterfront site in southeast Mississauga. This report constitutes a summary of the background information collected during Phase 1 of VCP process, including data pertinent to understanding the area, and the results of the early public consultation events.

Local Context

The Inspiration Lakeview site is located in southeast Mississauga, and is roughly 245 acres (99 hectares) in size. The site consists of the former Ontario Power Generation (OPG) Lakeview Generating Station (64 ha of land, 80 ha including the water lot area) and the lands comprising the older Lakeview employment area (35 ha), located north of the OPG site and south of Lakeshore Road East, between East Avenue and Fergus Avenue.

The study area of influence is bound by Lake Ontario to the south, the Canadian National Railway (CNR) line to the north, Cooksville Creek to the west and the Etobicoke-Mississauga boundary (Etobicoke Creek) to the East.

Major points of reference located within the study area include; the G.E. Booth Waste Water Treatment Facility, the Lakeview Water Treatment Facility, Lakefront Promenade, Marie Curtis Park, Lakeview Park, Port Credit Yacht Club and Byngmount Beach Public School.

Regional Context

It is also important to recognize the potential area of influence for the site is also as broad as the whole Greater Toronto Area, given its size and prime waterfront location.

Simply put, opportunities like Inspiration Lakeview are few, and redevelopment of the site could and should be of a calibre to attract visitors and interest from across the region.

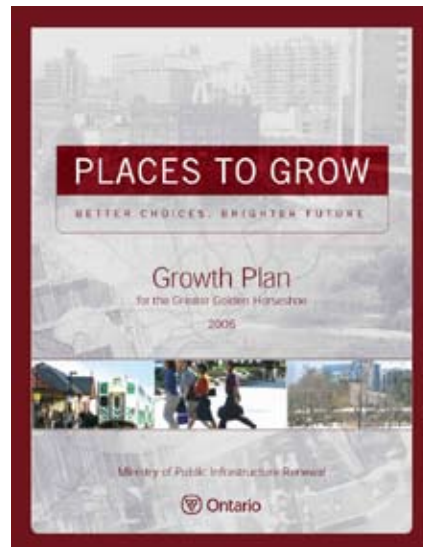
PART I

EXISTING PLANNING FRAMEWORK



Provincial Policy Statement

The PPS (2005) includes policies for the wise use of land to sustain healthy, livable and safe communities. These policies encourage development patterns that make good use of existing infrastructure, including intensification and redevelopment of already built-up areas.



Places to Grow

The Growth Plan for the Greater Golden Horseshoe

The Growth Plan (“the Growth Plan”) for the Greater Golden Horseshoe provides a framework for implementing the Government of Ontario’s vision for building strong communities and carefully managing regional growth to 2031. As such, it is intended to guide decisions on transportation & infrastructure planning, land use planning, urban form, housing and natural resource protection in order to promote economic prosperity.

Intensification

The Growth Plan directs a significant portion of both population and employment growth to be accommodated through: intensification of the built up area; the development of mixed-use and transit supportive, pedestrian friendly urban environments; the development of complete communities with a mix of land uses, a range of employment and housing types, high quality open space, and; easily accessible local stores and services (2.2.2)

The plan establishes that by 2015, a minimum of 40% of all residential development will be within the built-up area. Intensification areas, including brownfield sites such as the Lakeview site, will play a key role in supporting achievement of the intensification target and will be identified through municipal Official Plans. (2.2.3)

Other Provincial Priorities

Employment

Designated employment lands are protected for employment purposes and may only be converted to other uses through a municipal comprehensive review (2.2.6)

Transportation

The Growth Plan's transportation policies seek to ensure the infrastructure is in place to support intensification and the development of mixed-use communities, wherever possible, and to facilitate improved connections from nearby neighbourhoods to intensification areas, by multiple modes including transit and bicycle networks. (3.2.3.2)

While any proposed redevelopment at the Lakeview waterfront is clearly supportive of provincial planning policies as it represents reuse and intensification of brownfield lands and existing infrastructure, the project also has the potential to support priorities across the provincial government. Our team has reviewed the stated priorities of each ministry and found areas of intersection and alignment with the redevelopment aspirations of the OPG Lakeview site, from the Ministry of Aboriginal Affairs to the Women's Directorate.

Region of Peel Official Plan

The goal of the Regional Official Plan (ROP) is to provide an urban system comprised of a diversity of healthy and complete communities which offer a wide range and mix of housing, employment, and recreational and cultural activities and which are served and connected by a multi-modal transportation system, while respecting the natural environment (5.1.2) . It underwent a comprehensive review that updated the policies through a number of alternately, some of which have been appealed to the Ontario Municipal Board.

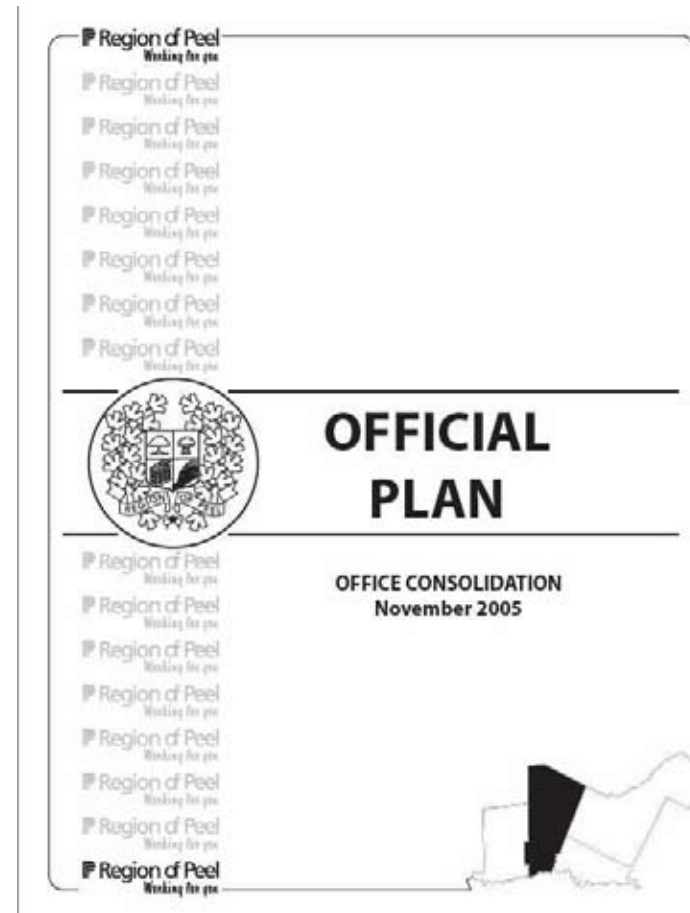
Regional Structure

The City of Mississauga and the Lakeview site are identified as within the Urban System in the ROP.

The Official Plan seeks an intensified and compact urban form and a mix of land uses in appropriate areas to ensure efficiently use land, services, infrastructure and public finances (5.3.1.4).

Resources

The Official Plan states support for the Waterfront Regeneration Trust's initiatives to implement the Lake Ontario Waterfront Trail connecting Burlington Bay to the Trent River (3.5.2.5)



The shoreline of Lake Ontario is included in the definition of Natural Areas and Corridors (2.3.3.8h), which are to be interpreted, protected, restored, enhanced, properly managed and cared for through municipal Official Plan policies (2.3.3.8h, 2.3.2.10)

Working with the City of Mississauga and the conservation authorities, the Official Plan seeks to prevent or minimize the risk to human life and property associated with the Lake Ontario shoreline area (2.4.2.1)

The Transportation System

Schedule E Major Road Network designates Lakeshore Road E. and Cawthra Road Major Roads, roads which have a medium to high volume of traffic and which are located between significant activity nodes or more localized elements of the overall road network.

Schedule F Regional Road Right-of-Way Requirements designates a 20 metre right-of-way for Dixie Road and a 36 metre right-of-way for Cawthra Road

The Official Plan seeks to develop and promote a sustainable, safe, efficient, effective and integrated multi-modal system, while encouraging the increased use of public transit and other sustainable modes of transportation (5.9.1.2, 5.9.1.4)

The use of existing and new regional transportation infrastructure will be optimized to support growth in an efficient, compact form (5.9.2.5)

The Official Plan promotes active transportation (i.e. walking and cycling) and supports the development of a complete, safe and integrated network of bicycle and pedestrian facilities, including the use of regional roads as part of a multi-purpose trail network (5.9.10.1.2, 5.9.10.2.3)

City of Mississauga Strategic Plan

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

*Mississauga will inspire the world as a dynamic and beautiful global city for creativity and innovation, with vibrant, safe and connected communities; where we celebrate the rich diversity of our cultures, our historic villages, Lake Ontario and the Credit River Valley.
A place where people choose to be.*

This Vision is supported by five Strategic Pillars for Change:



The Action Plan for implementing the Strategic Plan specifically identifies redevelopment on the waterfront as a key step in achieving the change desired in the Prosper Pillar:

“We will create a model sustainable creative community on the waterfront.

Mississauga’s waterfront is a hidden jewel, and one of our city’s greatest assets. This strategic location has limitless potential for creative development and re-development. We can attract industries to mixed-use communities, complete with arts and culture districts, a variety of housing options, employment, and retail and recreational uses – all built to world-leading standards of urban and green design. Mississauga’s waterfront can become a regional, national and international model, and an inspiration to cultivate innovation elsewhere in Mississauga. Building on this asset will enhance our cultural and economic richness, and create recreational amenities and world-class attractions that will increase the quality of life for residents and the experience for visitors.”

City of Mississauga Official Plan

By 2031 Mississauga's population and employment is expected to increase to approximately 805,000 people and 510,000 jobs (Table 5.1)

The vision for Mississauga is that it will be a beautiful sustainable city that protects its natural and cultural heritage resources, particularly the Lake Ontario waterfront, Credit River and other valley corridors, and its established, stable neighbourhoods. The City will plan for a strong, diversified economy supported by a range of mobility options and a variety of housing and community infrastructure to create distinct, complete communities. To achieve this vision the City will revitalize its infrastructure, conserve the environment and promote community participation and collaboration in its planning process. (4.1)

To encourage the orderly continued growth of the City, the Official Plan sets out an Urban Structure. The following elements of the Urban Structure are identified in the Lakeview Study Area and Area of Influence:

Green System

The adjacent park spaces and natural areas are identified as part of the City's green system. In addition, the water's edge through the study area is included as a potential hazard area. The Official Plan identifies



the strong connection the Lakeview community has to Lake Ontario and seeks to ensure it remains an asset for all by ensuring access to the waterfront and permitting a range of uses that recognize the waterfront as a focus for recreation, tourism and economic development, while having regard for the natural hazards and natural environment associated with waterfront areas (6.3.2.4)

Employment Areas

Schedule 1 Urban System and Schedule 1b Urban System – City Structure designate both the former generating site and the employment lands as Employment Area., The portion of the area of influence to the east of the study area which takes in the Lakeview Wastewater Treatment Facility is also designated Employment Area.

Employment Areas are described as “stable areas containing diverse industrial and business employment operations” (5.3.6)

Conversion of employment lands will only be permitted through a municipal comprehensive review (5.3.6.5)

Where feasible and appropriate, development will be encouraged to be transit supportive and minimize surface parking (5.3.6.7)

Land uses serving the residential population of the city will be discouraged and only permitted where a use is beneficial to the city and cannot locate in a residential area due to land use conflicts or the unavailability of a suitable site. Acceptable locations for these uses will be identified through a municipal comprehensive review and local area plans. (5.3.6.8)

The conversion of lands designated Business Employment within Employment Areas to non-employment uses is prohibited unless considered through a Phase One municipal comprehensive review and, where applicable, a Phase Two municipal comprehensive review (9.1.4). The implementation of the Inspiration Lakeview Visionary Concept Plan and subsequent detailed land use planning and supporting documents will be considered a Phase Two review.

Neighbourhoods

The lands surrounding the study area to the north and west are identified as Neighbourhoods - physically stable areas with a character that is to be protected, which therefore will not be the focus for intensification (5.3.5.1).

Corridors

Lakeshore Road E., Dixie Road and Cawthra Road are all identified as Corridors – linking centres of activity.

Development on Corridors should be compact, mixed-use and transit friendly and appropriate to the surrounding Neighbourhood and Employment Area (5.4.4).

Local area plans (such as the Lakeview LAP) will review land use and design policies for Corridors and may delineate their boundaries (5.4.6)

Community Node

Schedule 2 Intensification Areas indicates a Community Node on Lakeshore Road E., just east of Cawthra Road (5.3.3.1). The Local Area Plan is in the process of determining the more precise location and extent of the Community Node, which may further be influenced by the Lakeview Visionary Concept Plan.

The Transportation System

The Official Plan seeks to develop a multi-modal transportation network for the movement of people and goods that supports more sustainable communities (8.1).

Mississauga will strive to create a transportation system that reduces dependence on non-renewable resources (8.1.4).

Mississauga's multi-modal network includes road, transit, cycling and pedestrian facilities. In some locations transportation modes may share the same facility, however, to ensure the efficiency and safety of the transportation network and its users, transportation modes may, in other locations, use separate facilities (8.2.1.3).

Mississauga will strive to create a fine grained system of roads that seeks to increase the number of road intersections and overall connectivity throughout the city. The creation of a finer grain road pattern will be a priority in Intensification Areas (8.2.2.3, 8.2.2.4).

Access to transit will be provided within walking distance of the places where people live and work, and of major destinations such as the Lake Ontario waterfront (8.2.3.9).

Land Use

Schedule 10a Land Use Designations-South designates the former generating site and the site of the wastewater treatment facility as Utility. Permitted uses include gas and oil transmission pipeline, parking, accessory uses (11.2.2). A special site policy also permits electric power generation on the OPG site.

The employment lands are designated as Business Employment. Permitted uses: banquet hall; broadcasting, communication and utility rights-of-way; cardlock fuel dispensing facility; commercial parking facility; commercial school; conference centre; entertainment, recreation and sports facilities; financial institution; funeral establishment; manufacturing; motor vehicle rental; overnight accommodation; research and development; restaurant; secondary office; self storage facility; warehousing, distributing and wholesaling, and accessory uses (11.2.11.1) The maximum FSI for secondary offices (< 10,000m²) is 1.0 (11.2.11.2) Accessory uses will generally be limited to a maximum of 20% of the total GFA (11.2.11.4)

Schedule 1a Land Use Designations-South designates much of the northern frontage of Lakeshore Road E. as Mixed Use. Permitted uses include commercial parking facility; conference centre; entertainment,

recreation and sports facilities; financial institution; funeral establishment; motor vehicle rental; overnight accommodation; personal service establishment; post-secondary educational facility; residential; restaurant; retail store; secondary office (11.2.6.1)

Built Form

The OP contains many policies intended to create a desirable urban form. These will be reviewed in the context of the Visionary Concept Plan and their application refined in the subsequent detailed phases.

Specifically, an urban form will be developed to take advantage of the Lake Ontario waterfront through connections, views and access (9.1.12).

Lakeview Local Area Plan

The current LAP carries forward the existing Lakeview District Policies(2003), modified to the format of the new City-wide OP.

An update of the LAP policies is underway and likely to conclude prior to the completion of the Inspiration Lakeview process. It is expected that the land use designations for the OPG lands and adjacent employment areas will not be amended through the LAP review. Policies developed for the Community Node and corridor (Lakeshore Road E.) will be of interest to the Inspiration Lakeview outcome.

Lakeview Local Area Plan Review

Phase I of the Lakeview Local Area Plan review was to engage the community in order to create practical and realistic visions for the community and to inform public policies including the preparation of the new local area plan.

Extensive public consultation was undertaken including visioning sessions, youth engagement place-making workshops and an open house, culminating in the Directions Report. The Directions Report provides a summary of community input and public policy recommendations to inform the preparation of Official Plan policies for the Lakeview area. Some of the fundamental principles related to any redevelopment of the Inspiration Lakeview area are:

1. Reconnect the waterfront – a community focus; connections; distinct waterfront character
2. Community health – environment and the health of the community; public transit, cycling and walking; efficient and sustainable buildings and landscapes
3. Distinct Neighbourhoods – protect established and stable ones; appropriate built form; preserve heritage features

4. Complete Community – appropriate mix of uses, open space and built form; economic stability; a node at Cawthra and Lakeshore Roads as a community focus
5. Social Well-Being – diverse population (age and culture); public spaces for social interaction; forums for participation and decision making
6. Leadership in Sustainability – environmental responsibility, economic health, social equity and cultural vitality; new precedent for waterfront community development; natural features and shorelines; new development that demonstrates higher level of environmental responsibility

(from: Lakeview and Port Credit District Policies Review and Public Engagement Process. Directions Report, October 28, 2008 by bmi/pace-MSAi Architects Poulos + Chung Transportation Engineers)

The following key issues were identified, which also pertain to Inspiration Lakeview:

- Future land uses and brownfield redevelopment – The community does not wish to see continuation of uses that affect community health or the environment. New development should demonstrate the most appropriate use for the land, provide an accessible and in-

teresting destination and focus, incorporate sustainable design, contribute to revitalization, provide a mix of uses during all seasons and all day, and be of high quality design that reflects the heritage and waterfront location. The community would like more places where people can gather and interact with each other, such as civic squares, parks, gardens and walkways.

- Significant lake fill has occurred, providing for waterfront activities and access that is valued by the community and the City as a whole; however, access to these areas is indirect and vehicle oriented. The community would like to see continuous public access along the shoreline, the waterfront maximized for public recreational use, linkages between the waterfront and all inland transportation networks and better connections between the adjacent neighbourhoods and the waterfront.
- Previous land uses have limited waterfront access – Public and continuous access along the waterfront has been limited over the last century due to the nature of land uses, including Curtiss Aeroplanes and Motors aerodrome and flying school, arsenals, rifle ranges and army barracks, which were replaced by the Lakeview Generating Station, utility and employment areas.

- Poor physical and visual access to Lake Ontario – Views are impeded by buildings and structures, landforms, topography and, in some places, vegetation. This issue is particularly notable along Lakeshore Road E. between Cooksville Creek and Etobicoke Creek.
- Multi-functional character of Lakeshore Road E. – Lakeshore Road E.’s multi-functional character as both a major corridor and local main street is a challenge for the community. Air and noise pollution has a negative effect on the community as well. The community views it as an important public place which should receive the same amount of consideration as the waterfront with regard to enhancing its amenity offer (ie public art).
- Reliance on the private car – Large block sizes and distances between commercial areas contribute to reliance on the private automobile. Transport to work is largely by private car (82%). Travel by other means – public transit (12.2%), walking (4.1%) and cycling (0.9%) – is much lower. A better balanced between vehicle, pedestrian, cycling and transit movement is needed to create a “complete community”.
- History and heritage assets are not celebrated – Many of Lakeview’s cultural heritage resources are unknown to visitors and the

larger community, including many in the study area: the “Four Sisters” (and the need for a landmark feature to mark them), the Waterfront Trail, Lakefront Promenade and Marina, Marie Curtis Park, Arsenal Lands and water tower and the bowstring bridge over Etobicoke Creek.

Employment Land Review

As a component of the Mississauga Official Plan Review, the Employment Land Review Study was commissioned by the City of Mississauga to ensure conformity with the Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement (PPS), and to fulfil the Planning Act requirement for a “municipal comprehensive review” of employment lands. This study constitutes the Phase 1 review requirement of the new Official Plan.

One of the issues the study considered is the challenges facing mature employment areas, such as those in the Inspiration Lakeview study Area, including their conversion to other uses.

The Study characterizes the employment area on the south side of Lakeshore Road East in Lakeview, abutting the former Lakeview Generating Station as a small but healthy employment area which is nearly fully occupied.

The study recommends that if the generating site continues to be used for power generating, the employment area should be retained, however, if the generating station site is redeveloped as a mixed-use or residential area, the employment land would have to be revisited. If the latter is the case, employment uses should be favoured but with a broader range of business commercial and other uses. New uses should be considered through comprehensive, area-wide studies, such as the Inspiration Lakeview process.

PART II

TRANSPORTATION



Transportation Infrastructure Overview

Lakeshore Road E. provides the main east-west arterial access to the study area. Adjacent arterial roads include:

- Hurontario Street
- Cawthra Road
- Dixie Road
- Brown's Line

The Queen Elizabeth Way is located to the north of the study area, direct access to which is provided via Dixie and Cawthra. These arterials are also the only streets in the area that cross the QEW.

Immediately north of the Study Area is the rail corridor associated with the Lakeshore GO transit services. Between Cawthra and Dixie, only Haig Blvd., Ogden Ave. and Alexandra Blvd. provide access across the tracks.

There are few local roads traversing the site as it is largely a single parcel however, Hydro Road, Lakefront Promenade, and East Avenue provide local north/south access while Rangeview Road provides local east west access.

Existing Transit System

Mississauga Transit services the study area via Bus Routes 5 and 23. GO Rail Stations are located at Port Credit and Long Branch. There are connections to six TTC bus lines at Long Branch GO Station.

Other Modes

Currently there is no provision for cycling on Lakeshore Road E..

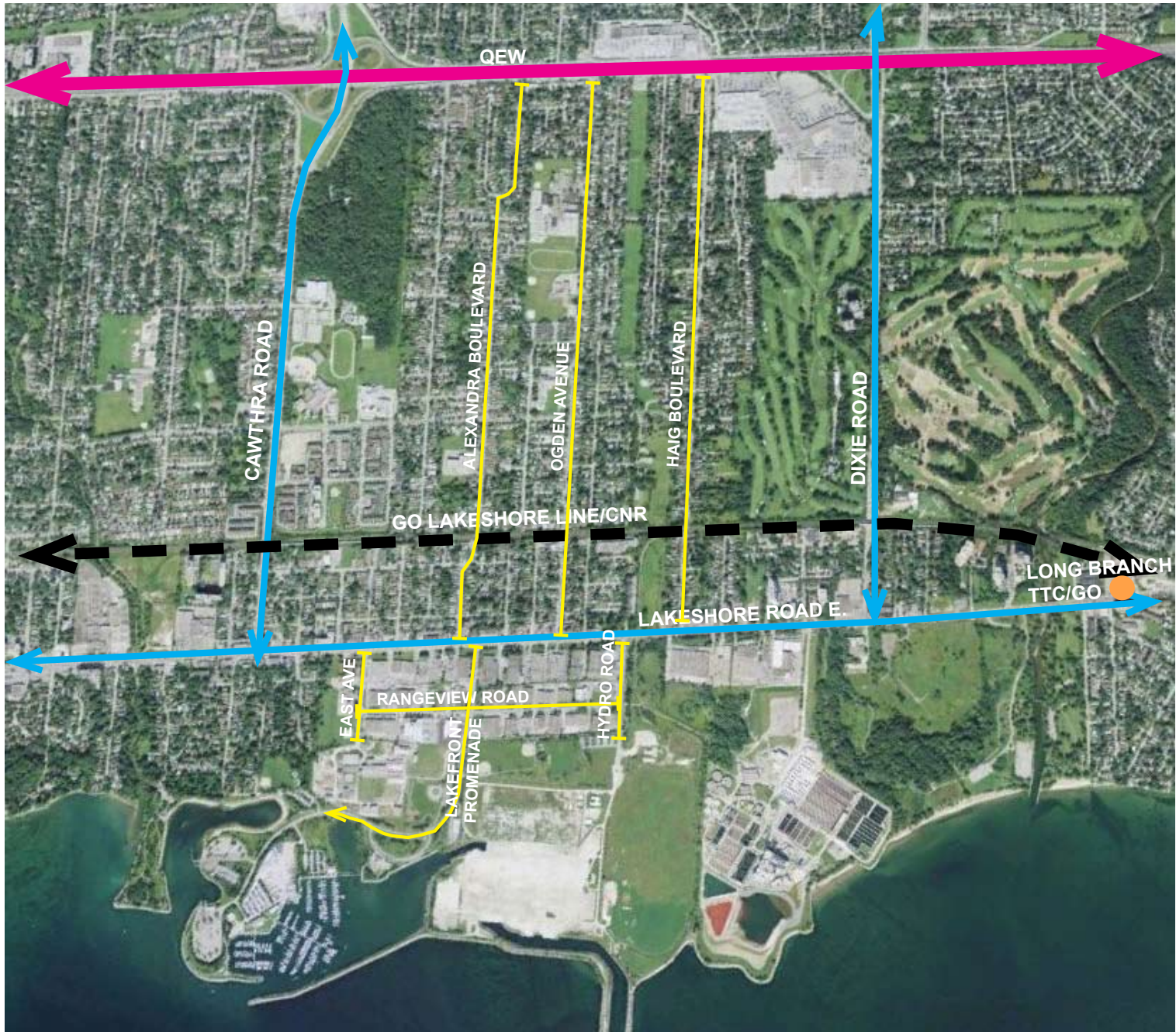
Pedestrian sidewalks are available on both sides of Lakeshore Road E.

Lester B. Pearson International Airport is located to the northeast – the flight path is located east of Lakeview.

Arterial Road Composition

Lakeshore Road E.

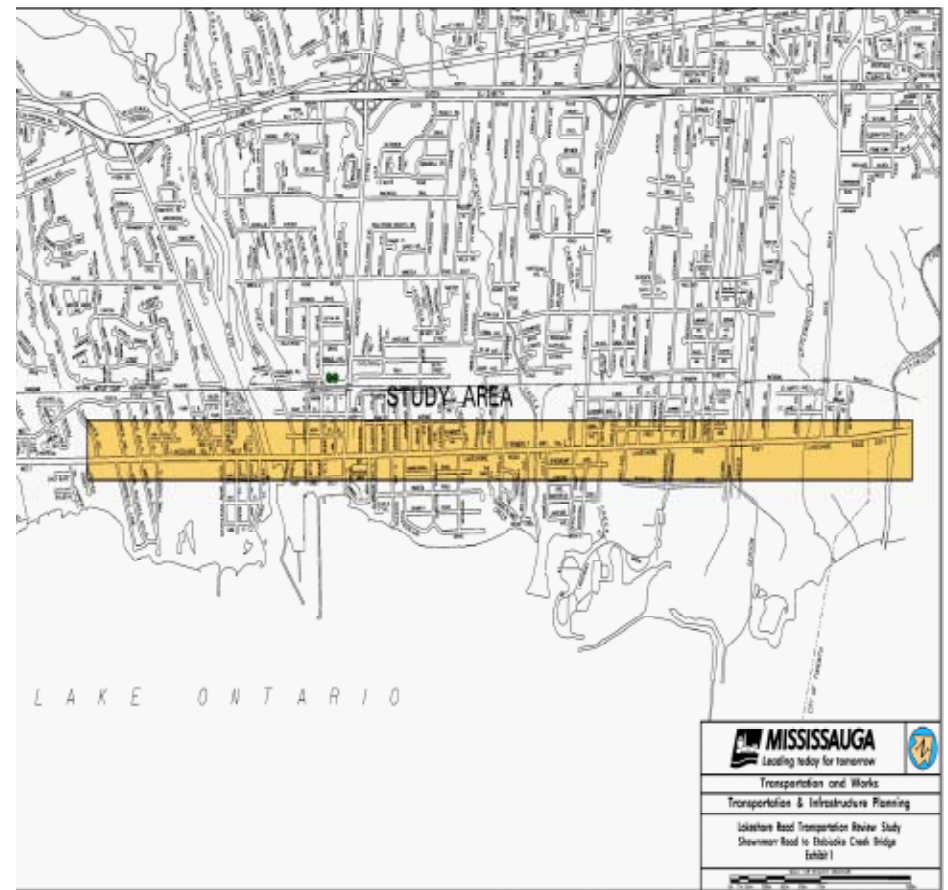
- Auto-centric road design
- Two lanes in each direction with shared left turning lane at mid-block locations
- No on-street parking
- Majority of adjacent land use is low density, commercial and employment lands, however there are some medium and high density uses north of Lakeshore Road E..
- Free parking provided in off-street commercial and employment lands parking lots
- Surrounded by low density residential



Lakeshore Road E. Transportation Review Study (Draft)

A Study was undertaken to review Lakeshore Road E. between Hampton Crescent in the west and Dixie Road in the east. The objectives of the study were to:

- Develop a long term transportation strategy for the corridor
- Respond to stakeholder suggestions summarized in the Lakeview and Port Credit Directions Report
- Identify how the Lakeshore Road E. corridor can accommodate all modes of transportation, including
 - Pedestrian
 - Cycling
 - Transit
 - Auto
- Provide input and background into preparation of Official Plan policies for Lakeview and Port Credit.

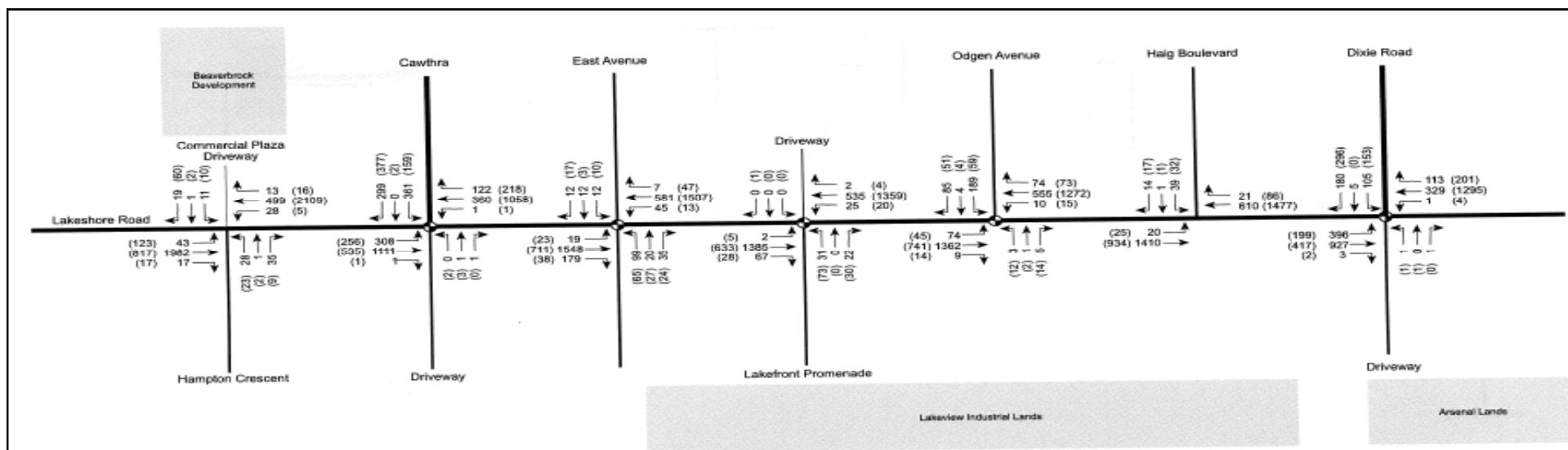


Source: HDR/ITRANS: Lakeshore Road Transportation Review: Preliminary Findings PowerPoint Presentation

Lakeshore Road E. Conditions

- Mostly local traffic on this corridor
- Traffic volumes have been consistent over past 5 years, but demonstrate “at capacity” conditions during the peak periods
- No significant changes in traffic patterns projected in the long term
- Some high collision areas within the corridor
- Limited right-of-way in some areas, but few constraints through the study area - ROW could generally accommodate additional traffic lanes, or other travel service (such as dedicated transit, bicycle or multi-use paths)
- Potential to accommodate on-street parking at certain locations

Current Traffic Volumes in Corridor



Source: HDR/ITRANS: Lakeshore Road Transportation Review: Preliminary Findings PowerPoint Presentation

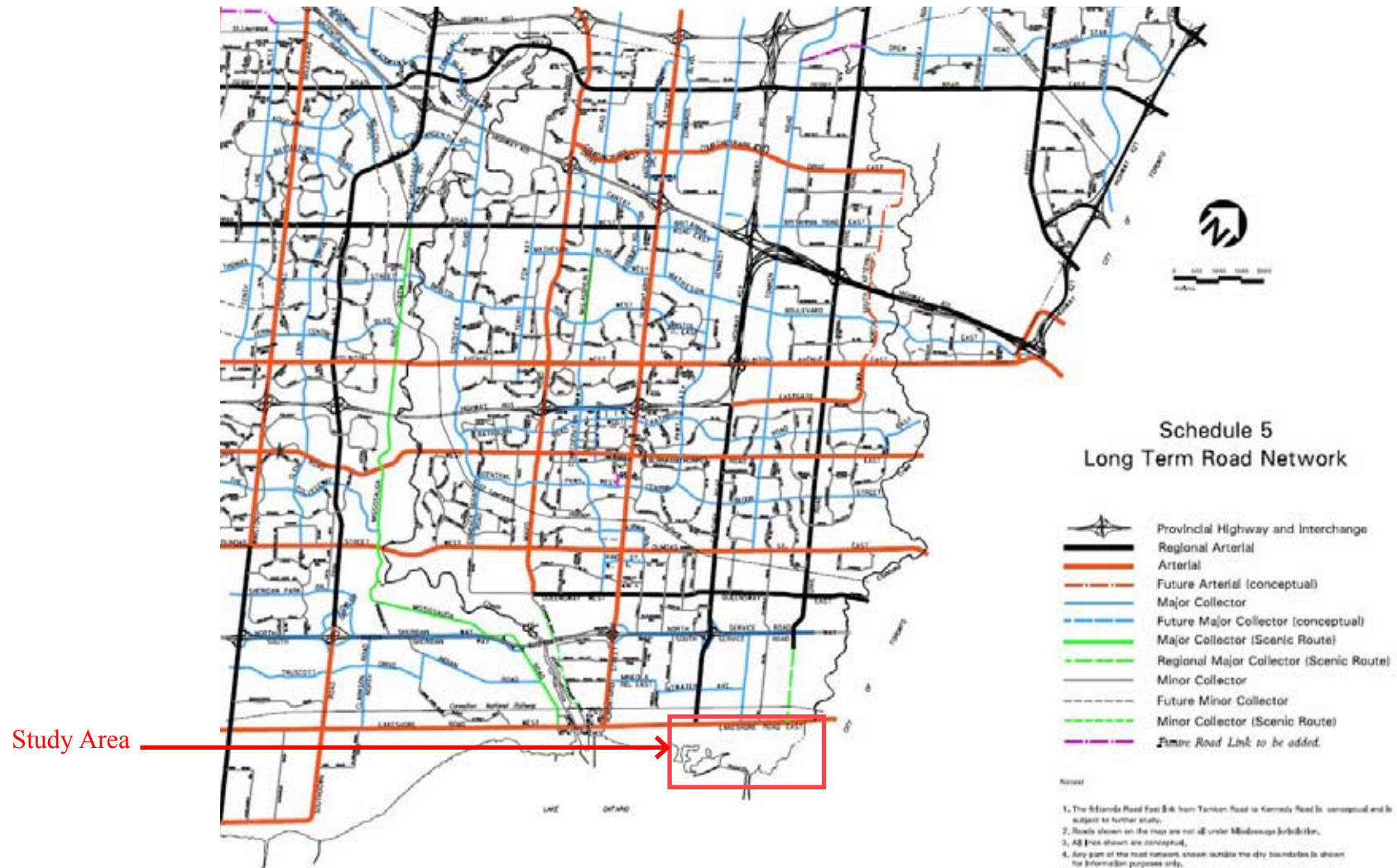
Lakeshore Road E. Right-of-Way

Corridor Segment	Typical Minimum ROW width (m)	Length of Section (km)	Notes	Section
1. Shawnmarr Rd. to Broadview Ave.	39.0	0.24	No constraints	West of Hurontario Street
2. Broadview Ave. to Hurontario St.	26.2	2.0	Most constricted part of western section of corridor	
3. Hurontario St. to Seneca Ave.	26.2	1.0	Most constricted part of eastern section of corridor	East of Hurontario Street
4. Seneca Ave. to Cawthra Ave.	31.4	1.0	No significant constraints	
5. Cawthra Ave. to Greaves Ave.	26.2	0.25	Constricted, but with a minor opportunity to expand	
6. Greaves Ave. to Fergus Ave.	44.5	1.56	No constraints	
7. Fergus Ave. to Deta Rd.	26.2*	0.4	Constricted, but with an opportunity to expand	

Segments 5. and 6. are within the limits of the study area.

Source: HDR/ITRANS: Lakeshore Road Transportation Review: Preliminary Findings PowerPoint Presentation

Long Term Road Network



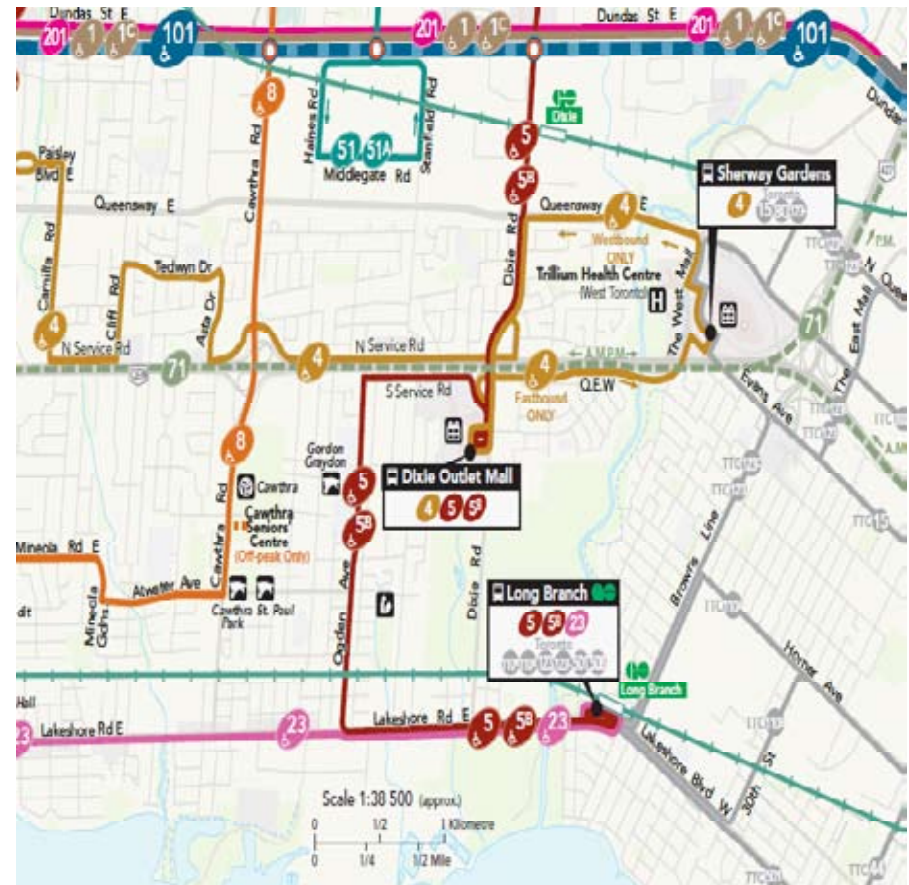
Source: Mississauga Official Plan, September 2010

Existing Transit Services

Current Service Operations

The area is served by regional (GO) and local (TTC and Mississauga) transit.

- Mississauga Transit Route 5 serves Lakeshore Road E. from Ogden Avenue to the Long Branch GO Station
 - 10 minute headways during peak commuter hours
- Mississauga Route 23 serves Lakeshore Road E.
 - 16 minute headways during peak commuter hours
- No bus service on Cawthra
- GO Transit Stations near Lakeview are accessible via Route 5 (Long Branch) and Route 23 (Port Credit and Long Branch)
- Connections can be made at Long Branch GO Station to six TTC bus lines (110A, 110B, 123, 123C, 501, 508)



Source: Mississauga Transit Weekday Service Map

Existing Cycling and Pedestrian Amenities

Cycling

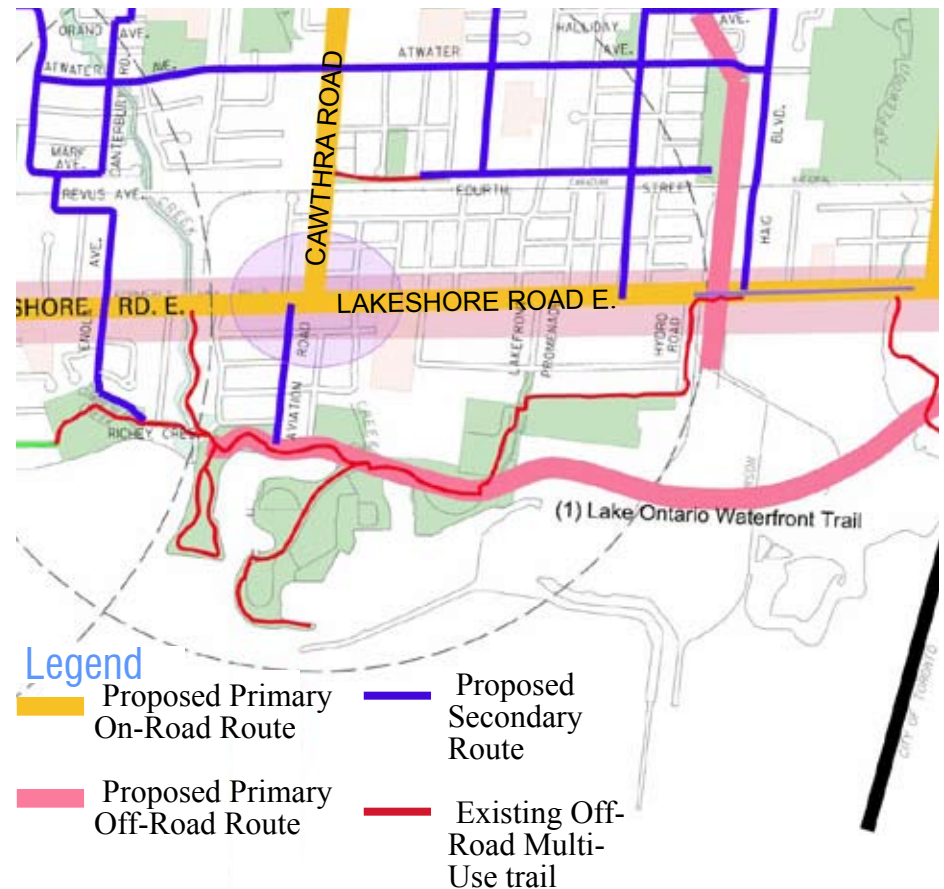
- No provision for on-road cycling on Lakeshore Road E.
- Shared pedestrian / cyclist path on south side of Lakeshore Road E.
- Recreational multi-use paths near Lakefront Promenade

Pedestrians

- Sidewalks on both sides of Lakeshore Road E.
- Signalized crossings located at major intersections
- Recreational multi-use paths near Lakefront Promenade e.g.: access to Waterfront Trail

Lakefront Transportation Amenities

- Recreational multi-use paths available near Lakefront Promenade and Marina
- Public parking available at Lakefront parks



Source: Mississauga Cycling Master Plan

Parking Opportunities and Constraints

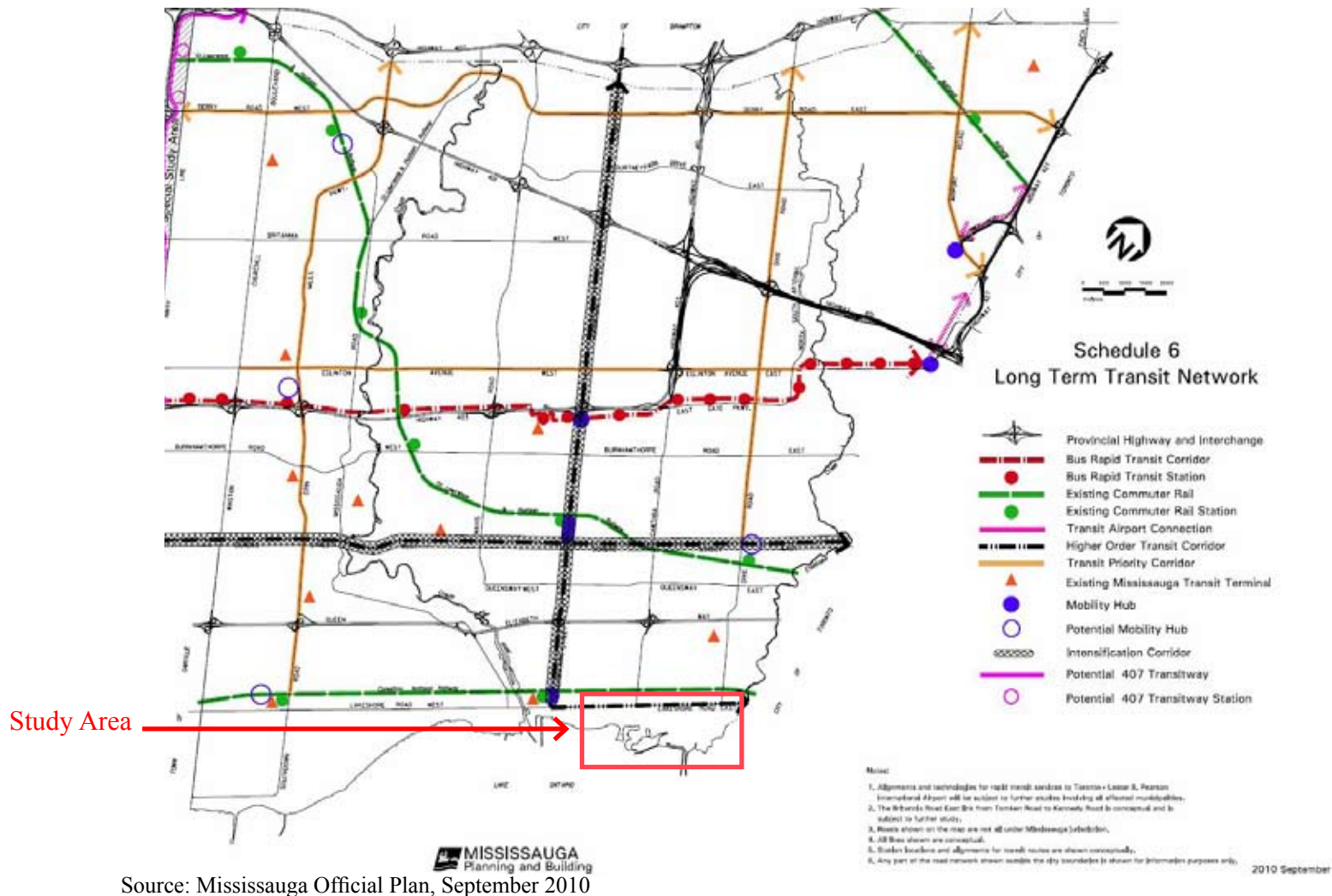
Opportunities

- Mid-block on-street parking - ideal road cross section along Lakeshore Road E.
- On-street parking, shields pedestrians on sidewalk from through traffic
- Off-street parking available in large lots located in existing waterfront parks
- Off-street parking lots could be managed with innovative technology to direct drivers to available parking spaces
- City Council amenable to paid parking as a way to encourage alternative transportation modes (City Bylaw

Constraints

- Existing road layout does not accommodate on-street parking
- Supply of free parking in the study area will not encourage alternate modes of travel such as transit and cycling

Long Term Transit Network Concept



Planned Transportation Improvements

City of Mississauga

- Hurontario/Main Street Corridor Master Plan
- Lakefront parks interconnected with multi-use trails
- Cycling Master Plan to implement network of cycling routes. Map 5-2 shows a primary on-road route on Lakeshore Road E. as well as a notional off road link across the study area between the waterfront areas that have the waterfront trail.

Metrolinx /“The Big Move”

- Lakeshore Road from Port Credit GO Station to Union Station identified as a Regional Rapid Transit route in the 15 Year Plan
- Lakeshore Road not in “Top 15” and has no funding commitments

Metrolinx – GO Transit

- Lakeshore Line corridor infrastructure and service improvement

TTC

- Waterfront West LRT to Long Branch GO Station

PART III

ENVIRONMENT



Environmental Setting

What's There?

The study area comprises of:

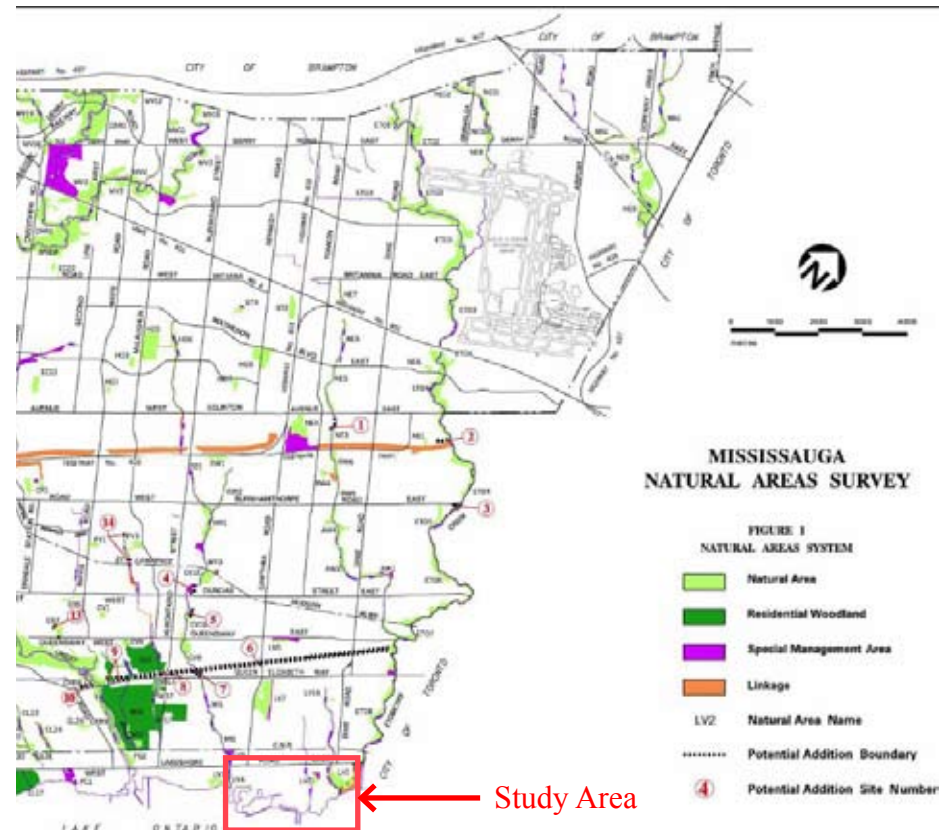
- Five watercourses
- Five sub-watersheds
- Regulatory Floodplain
- Lake Ontario Waterfront
- Greenlands System (Peel Region)
- Natural Areas (LV1 and LV2)
- Wetland
- Brownfield Site(s)
- Closed Public Landfill Site

Overview

The City of Mississauga was once a predominantly forested landscape. Due to urbanization, remnant pockets are all that remain.

At the eastern boundary of Lakeview is Arsenal Park. A diversity of habitats are represented including beach, woodland, wetland, meadow and riparian habitats.

In contrast, at the western boundary of Lakeview is R.K. McMillan Park and Headland. The park was originally a small wooded open space which was expanded with the importation of fill material, to create the headland area seen today.



Source: Mississauga Natural Areas Survey 2009 Update

Surface Water Overview

Lakeview District is drained by five watercourses:

- Etobicoke Creek
- Applewood Creek
- Serson Creek
- Cawthra Creek
- Cooksville Creek

Of the five watercourses, four of them form subwatershed limits in the study area.

Water flow is from north to south with Lake Ontario representing the final destination of all surface waters. Most of the surface water ways within the study area have been modified over time through development and expansion of the area. Engineered water-ways, modified through controlled banks (gabion baskets, armourstone, concrete spillways) or buried watercourses exist within the study area e.g. Cawthra Creek.



**APPENDIX D
SUB-WATERSHED LIMITS**

MISSISSAUGA
Planning and Building

NOTE:
NOT PART OF THE SUB-WATERSHED DIVISION
OUTSIDE THE CITY BOUNDARIES IS SHOWN
FOR INFORMATION PURPOSES ONLY.

2007 July



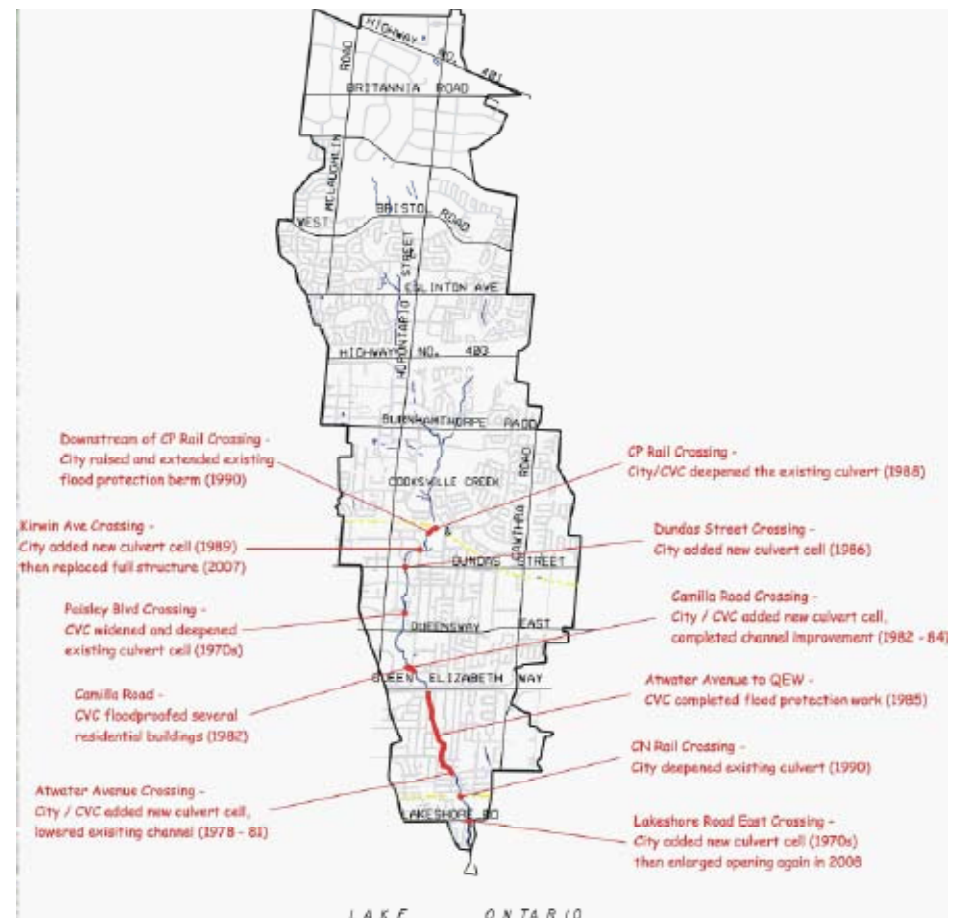
Water Course Modifications

Cawthra Creek has been completely enclosed from Cawthra Road to Lake Ontario in consideration of drainage management.

Cooksville Creek has been channelized through the Lakeview District for flood and erosion management, it has naturalized extensively from its mouth at Lake Ontario to the CNR tracks (the northern study area limit).

Hazard Lands

The natural hazards in the study area (generally associated with valley and watercourses and the Lake Ontario shoreline) along with the natural area system are identified on Schedule 3 of the Official Plan. The Official Plan seeks to reduce risk to the public and property through policies that protect hazard areas. Policies also seek to strengthen these areas a part of the natural system and a such development along the Lake Ontario shoreline will be evaluated in the context of their potential impact on the overall physical and ecological functions occurring within the defined shoreline or watershed management area.



Significant Open Space Systems

Eleven percent of the land in Mississauga is designated Significant Open Space. Two of the three major open space systems (Etobicoke Creek and the Lake Ontario Waterfront) are located within the study area:

Flora

Lakeshore Road E. crosses a Regional Green Belt at Cooksville and Applewood Creek. Lands designated Greenbelt are generally associated with natural hazards or significant natural areas where development is restricted to protect people and property from damage and to provide for the conservation of natural heritage features and areas.

Tree species along the Waterfront Trail include: manitoba maple, norway maple, austrian pine, cherry, white spruce, sugar maple, blue ash, red oak, green ash, and white pine.

Vegetation along Hydro Road consists of scots pine trees, red oaks, white spruces, norway maples, green ash, norway spruce, cherry, black pines, manitoba maples and ginkgos. In contrast the riparian zones of Serson Creeks include: willow trees, dogwood and sumac shrubs, honey suckle and rose shrubs.

Fauna

Located at the corner of Dixie Road and Lakeshore Road East is Marie Curtis Park. Although it does not have an official designation, this feature contains several species of conservation concern (TRCA) such as eastern kingbird, eastern meadow lark, northern mockingbird, willow flycatcher, gray catbird and field sparrow. Breeding birds are also found in four Natural Area locations within the study area.

Source: Mississauga Natural Areas Survey 2009 Update			Area		Flora								Fauna					Condition
Site Code	Classification	Designation	(ha)	(acres)	total	# non-native	% non-native	FQI	mean CC	# veg comm	prov. sig. species	local sig. species	# birds	# mammals	# reptiles & amphibians	prov. sig. species	CVC	
MI1	Natural Site		6.83	16.88	68	42	61.76%	8.50	3.80	4			52	5			2	Fair
LV3	Natural Site		3.99	9.86	137	56	40.88%	33.22	3.69	5		6	37	3			4	Fair
LV4	Natural Site		3.09	7.64	111	60	54.05%	20.85	2.92	5		8	25	2			1	Poor
LV5	Natural Green Space		1.39	3.43	123	66	53.66%	24.27	3.21	1		11		2	2			Poor
LV2	Natural Site		2.14	5.29	40	13	32.50%	13.09	2.52	1			12	1			2	Poor
LV1	Significant Natural Site		15.41	38.08	127	48	37.80%	29.70	3.34	5	1	1	30	5			5	Fair

Cawthra Creek Wetlands

Wetlands contribute to the environment by maintaining and improving water quality; protecting the shoreline from erosion; aiding in flood control; and providing fish and wildlife habitats. Plant species from trees to cattails have been planted along the shoreline to attract birds and wildlife.

Hydrogeology

The City of Mississauga is underlain by two relatively impervious shale deposits which have been identified as barriers to significant groundwater recharge, discharge or accumulation. As a result, there are no significant bedrock aquifers within the City.

Lakeview is not located in a well-head protection area.

PART IV

UTILITIES & INFRASTRUCTURE



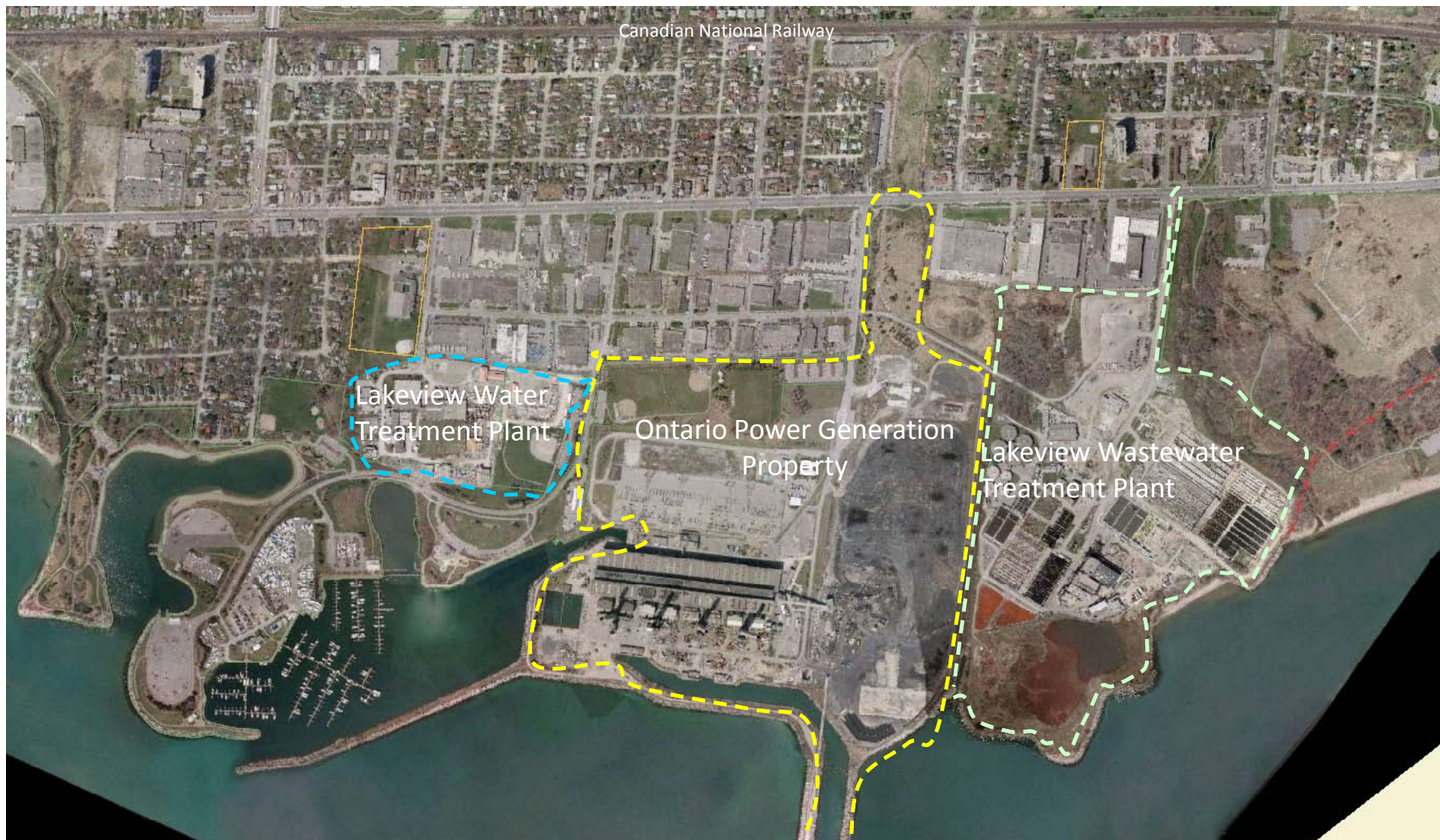
Existing Utilities

One of the dominant existing utility features within the Lakeview area is the presence of overhead powerlines. There is a north-south hydro electric power corridor that runs between the former Lakeview Generating Station to areas north of the QEW. Hydro One is responsible for the management and maintenance of the overhead power lines. On April 30, 2005 Lakeview Generating Station ceased operations and subsequently the switching function for the 31 Southwest GTA circuits was moved to Cooksville. Hydro One rebuilt Cooksville to provide switching of the 230 kV circuits that supply the Southwest GTA.

There are no oil and gas transmission lines located in the study area.

In addition, the G.E. Booth (Lakeview) Wastewater Treatment Plant and Lakeview Water Treatment Plant are situated east and west of the former Lakeview Generating Station. These facilities are owned by the Region of Peel.





Waterfront Infrastructure

Lakefront Promenade Park

Lakefront Promenade Park is a project by the City of Mississauga and the Credit Valley Conservation Authority. It is one of the largest waterfront developments in Ontario with more than 40 hectares (104 acres) of public parkland dedicated to outdoor recreation and the protection of wildlife habitat, created from lakefill. Park amenities include a protected harbour with two marina facilities.

Waterfront Stabilization Measures

In general, the Lakeview shoreline is heavily protected against erosion and include the reinforced shorelines of large industrial areas. The eastern portion of the study area (east of the WWTP) shoreline has moderate to minor protection against shoreline erosion. Any water based activity south of the existing Promenade breakwall would likely need additional breakwalls to create calmer conditions.

Lakefront Promenade Park (west) consists of a range of shoreline types and structures including beaches in sheltered areas, riprap revetments, armourstone headlands and boat ramps. The City monitors the shoreline and has undertaken repairs, i.e. ongoing repairs for erosion north of boat ramp.

Pier and Coal Unloading Berth

The former Lakeview Generating Station has a pier which extends 0.5 km into Lake Ontario. A former coal unloading berth is located along the south side of the pier which is 30 m in length. There is a breakwall of 610 m in length which runs parallel to this pier which protects a water intake.

There are also three submerged water intakes located approximately 0.3 km southwest of the former generating station.



Lakeview Water Treatment Plant

The Lakeview Water Treatment Plant is located in the east end of Mississauga, east of Cawthra Road and south of Lakeshore Road E., at the south end of East Avenue.

The site area is approximately 27 hectares (67 acres), including water lots, of which approximately 14 hectares (35 acres) is presently being used for the water plant.

The facility was expanded (Phase 2 Expansion) as a result of increased growth and an agreement to supply water to York Region. The site capacity is approximately 1150 ML/d (million litres per day) under maximum day conditions and conventional technologies.

Servicing Areas

The Lakeview Water Treatment Plant supplies the eastern system, which spans the cities of Mississauga and Brampton plus parts of the Town of Caledon including the community of Bolton are supplied with water from Lake Ontario.



G.E. Booth (Lakeview) Wastewater Treatment Plant

The G.E Booth Wastewater Treatment Plant is located on the west side of the Arsenal Lands and east of the former Ontario Hydro Lakeview Generating Station. The plant site has an area of approximately 47 hectares.

The Plant is bordered on both the east and west sides by a Greenbelt associated with the Etobicoke Creek and Serson Creek.

The lake-based wastewater system provides treatment capacity to the South Peel area, including Mississauga, Brampton and Caledon. Some capacity is also purchased by York Region.

The facility is owned by the Regional Municipality of Peel and is operated under contract by the Ontario Clean Water Agency (OCWA).

The South Peel Wastewater System services a community of more than 1,100,000 people.

Current Treatment Process

The existing plant uses a conventional activated sludge (CAS) process and has developed as three separate plants. Flow is diverted to the three plants at the headwork's building. The rated capacity of the total plant is 448 ML/day after the recently completed expansion. The estimated ultimate site capacity is 636 ML/day.

Biosolids

The Biosolids at Lakeview Facility consists of thickening, dewatering, incineration and ash storage in onsite lagoons.

Incineration

Incineration results in a reduction in volume and mass compared to other alternatives and options. The mass of solids in the ash that results from the incineration process is approximately 10% of the biosolids fed into the incinerator. This reduces the mass and volume requiring disposal.

Buffer

Provincial guidelines state that a buffer should separate sensitive land uses (such as residential) from waste water treatment plants due to the potential for odours. The guidelines suggest a minimum 150 metre buffer, depending on the type of noise and odour control measures in place.

Brownfield Sites

Brownfield Environmental Site Registry

The Environmental Site Registry (ESR) is a publicly accessible database documenting any Record of Site Condition (RSC) that has been filed with the MOE since the inception of the ESR in October 2004. The RSC documents any environmental site assessment (i.e. Phase I and Phase II ESAs), site clean-up, and/or site specific risk-assessment completed at a particular property. This legal instrument is pursuant to O.Reg 153/04 of Part XV.1 of the Ontario Environmental Protection Act. RSC's for properties in the study area are summarized on the following page.

Previous Land Uses

Lakeview has a history of military, utility and industrial pollution that dates back to 1891, when the Garrison Common at Fort York instituted artillery ranges on the shores of the lake.

In 1915, Canada's first airport, the Curtiss School of Aviation, was established on the grounds. Pilots trained there for the Great War in Europe. In 1939, the federal government built a 255,000-sq.-ft. munitions complex to supply weapons for World War II. Site remediation of the Arsenal Lands property was undertaken between 1998 and 2002 and included extensive soil excavation.

Lakeview Generating Station

In April 2005, the Lakeview Generating Station closed after forty-three years in operation as a 300,000 kilowatt thermal-electric plant. The 64 hectare site (158 acres) currently remains vacant. The property incorporates ~4500 linear metres of shoreline, including breakwaters. Groundwater treatment for the removal of total petroleum hydrocarbons is currently being undertaken.

Previous Investigations

Murray Demolition Corporation was retained by OPG to decommission and demolish the Lakeview Generating Station. Demolition was completed to slab on grade. Priestly Demolition was retained by OPG to conduct the soil and groundwater remediation of the former Lakeview Coal Yard. This project included the removal of clean-overburden, impacted soil and groundwater, below grade concrete structures and miscellaneous buried waste.

- Over 27,000 metric tonnes of impacted soil was removed from site
- 130,000 litres of impacted groundwater was removed and disposed
- ~3,000 m³ of concrete was removed and recycled
- Over 13,000 m³ of clean backfill was installed, compacted and graded

Records of Site Condition Filed for Area Sites

Address	Activity	Contaminants
644 Lakeshore Road East	Between 1952 & the late 1990's the location was used for retail petroleum & automotive service purposes. The IAO plan shows 4 UST (gasoline) on west side of service station building	Total petroleum hydrocarbons, polycyclic aromatic hydrocarbons, benzene, toluene, ethylbenzene and xylene
707 Lakeshore Road East	Commercial property since 1952 (automobile maintenance & wheel manufacturing)	Total petroleum hydrocarbons and metals
1050 Lakeshore Road East	Manufactures electrical connectors from raw aluminum and copper materials	Volatile organic compounds in groundwater (1,1-DCE, 1,1,1-TCA, cis 1,2-DCE, PCE, TCE, vinyl chloride), polycyclic aromatic hydrocarbons, metals
1180 Lakeshore Road East		Assorted chemicals, underground storage tanks (total petroleum hydrocarbons, polycyclic aromatic hydrocarbons)
140 Lakefront Promenade	Importation of fill material	Metals, solvents, benzene, toluene, ethylbenzene and xylene contamination in the soil and groundwater adjacent to the south & east property lines
800 Hydro Road	Former power generating facility	Metals, Total petroleum hydrocarbons, polycyclic aromatic hydrocarbons, volatile organic compounds
Arsenal Lands	Formerly used for industrial purposes, most notable as a manufacturing site for small arms during WW II.	Metals, total petroleum hydrocarbons, volatile organic compounds, polychlorinated biphenyls, combustible gases

Source: Ontario Environmental Site Registry



Record of Site Condition

A “Notice of Intention to File Record of Site Condition – Former Lakeview Generation Station Coal Yard 800 Hydro Road” was presented to the City of Mississauga on March 29, 2007 (CRA. Ref 36131)

Remediation

The extent of soil and groundwater remediation activities at the site is currently unknown. We do know, a ‘pump and treat’ groundwater system has been installed to address the presence of total petroleum hydrocarbons. The system is currently operating 24 hours per day, 7 days per week.

Ontario Power Generation are required to treat soil and groundwater to comply with current ‘industrial standards’.

Costs of Soil Remediation

Industrial to Residential Standards?

The extent, volume and characteristics of contaminants at the former Lakeview Generating Station is unknown.

Remediation estimates at this preliminary stage are based on similar sized sites and contaminants associated with the former sites land use.

Where possible and practically feasible onsite soil remediation measures should be encourage e.g. soil washing and in-situ bioremediation. This approach is more sustainable as it avoids filling up landfills unnecessarily.

Heavy metal and mercury impacted soils can be treated with soil washing and total petroleum impacted soils with in-situ bioremediation.

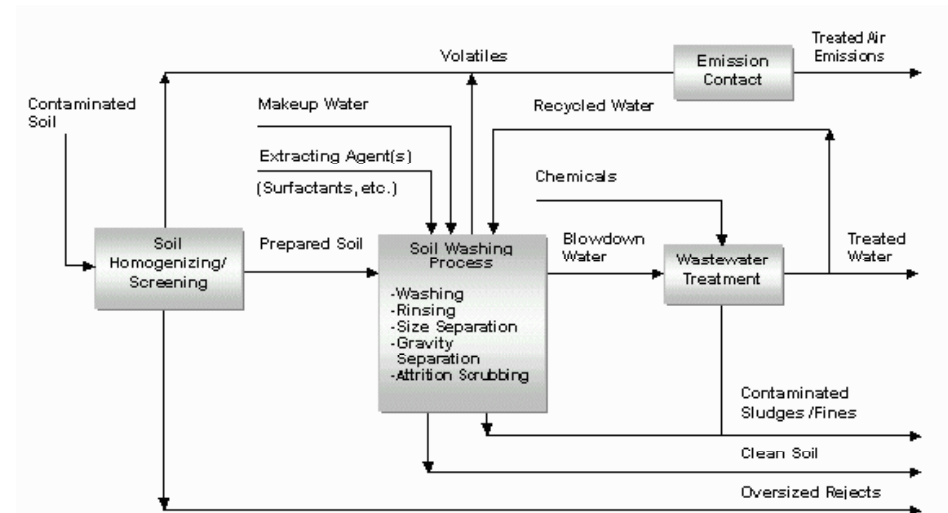
The basics of these methods are described briefly below.

Soil Washing

Contaminants sorbed onto fine soil particles are separated from bulk soil in an aqueous-based system on the basis of particle size. The wash water may be augmented with a basic leaching agent, surfactant, pH adjustment, or chelating agent to help remove organics and heavy metals.

The target contaminant groups for soil washing are SVOCs, fuels, and heavy metals. The technology can be used on selected VOCs and pesticides. The technology offers the ability for recovery of metals and can clean a wide range of organic and inorganic contaminants from coarse-grained soils.

To be able to offer a budgetary price on these concepts, detailed soil analysis would be required.



As an overview, the 2006 rates at right illustrate soil washing costs for a project in the United States where semi volatile organic compounds were treated.

Dig and Dump

- Non-Hazardous Material: from site to a licensed facility for disposal ~ \$42 per metric ton.
- Hazardous Material: \$160 - \$240 per metric ton (price varies depending on concentration levels).
- Hazardous Material pre-treated: \$100 - \$140 per metric ton.

Estimated Costs of Soil Clean-up

While it is not possible to estimate the costs of remediation of the Inspiration Lakeview site at this time, evidence from other similar sites suggests that the soil may contain metals, mercury, PAH, and TPH. Furthermore such contamination may extend for a soil depth of approximately 3 metres. Further work to study the nature and extent of the contamination is needed. This will allow for the development of a remediation action plan for the proposed land uses including determination of the most appropriate and economical remediation methods.

SOIL TECHNOLOGY: Soil Washing		
RACER PARAMETERS	Scenario A	Scenario B
	Small Site	Large Site
Remedial Action:		
Media/Waste Type	Soil	Soil
Contaminant	SVOC	SVOC
Approach	Ex situ	Ex situ
System Definition:		
Volume (CY)	10,000	200,000
Density (Lbs/CY)	2,600	2,600
Quantity (Tons)	13,000	260,000
Size of Soil Washing Plant (Tons/Hr)	50	100
Mobilization Distance (Mi)	100	100
Safety Level	D	D
Additives:		
Surfactant Additive Rate (Lbs/ton)	4	4
Soil Type	sand-silt/sand clay mixture	sand-silt/sand clay mixture
Supply Water Temperature (°F)	55	55
Process Water Temperature (°F)	55	55
Make up Water (GPM)	50	100
Boiler Capacity (MBH)	0	0
Operation:		
Hours of Operation per Day	16	16
Hours of Downtime per Day	2	2
Days of Operation per Week	5	5
Weeks of Operation per Year	42	42
O&M:		
Years of O&M		
Additional Costs:		
O&M	\$0	\$0
Remedial Design (10% or 10K)	\$129,147	\$960,991
Soil Washing Marked-Up Costs	\$1,291,468	\$9,609,909
TOTAL MARKED-UP COSTS	\$1,420,615	\$10,570,900
COST PER CUBIC FOOT	\$5	\$2
COST PER CUBIC METER	\$187	\$70
COST PER CUBIC YARD	\$142	\$53

Costs of Groundwater Remediation

Groundwater Treatment

The treatment of groundwater for the removal of heavy metals and organic contaminants is expensive and timely.

When contaminated groundwater is extracted from the subsurface by pumping, it requires treatment prior discharge. Hence the method of 'pump-and-treat'.

Pump-and-treat is a common form of groundwater remediation. It is often associated with the following treatment technologies:

- Air Stripping
- Liquid-phase Granular Activated Charcoal.

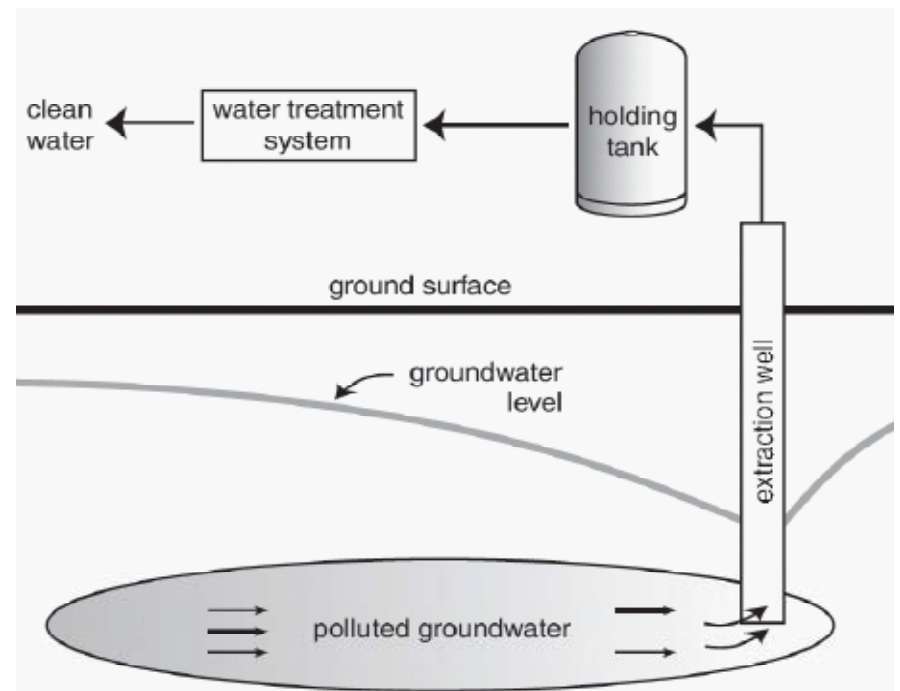
The well design, pumping system, and treatment are dependent on the site characteristics and contaminant type. It is common practice to find many wells extracting groundwater across a site at the same time. Wells may be screened at different depths to maximize effectiveness.

Monitoring the cleanup allows the operator to make adjustments to the system in response to changes in subsurface conditions.

A pump-and-treat cleanup is a relatively slow process. It will usually last at least five to ten years, but can last for decades. The time it takes

depends on:

- the type and amount of harmful chemicals present
- the size and depth of the polluted groundwater
- type of soil and rock in the area



Estimated Costs of Groundwater Clean-up

A key consideration for the development of the Inspiration Lakeview area will be the costs to remediate the groundwater. Of the known or expected contaminants, all can theoretically be cleaned to residential standards.

The cost estimate below, for order of magnitude purposes only, assumes 40 monitoring wells installed across the study area:

- Detailed Phase II Environmental Site Assessment - ~\$250,000
(building on previous environmental investigation and remediation activities and findings)
- Pilot Program - ~\$100,000 - \$200,000
- Initial Setup - ~\$1,000,000 - \$3,000,000
- Hydro Punch Treatment - ~\$150,000 - \$200,000 per year
- Monitoring - ~\$300,000 - \$400,000 per year
- Operational Costs - ~\$300,000 - \$500,000 per year

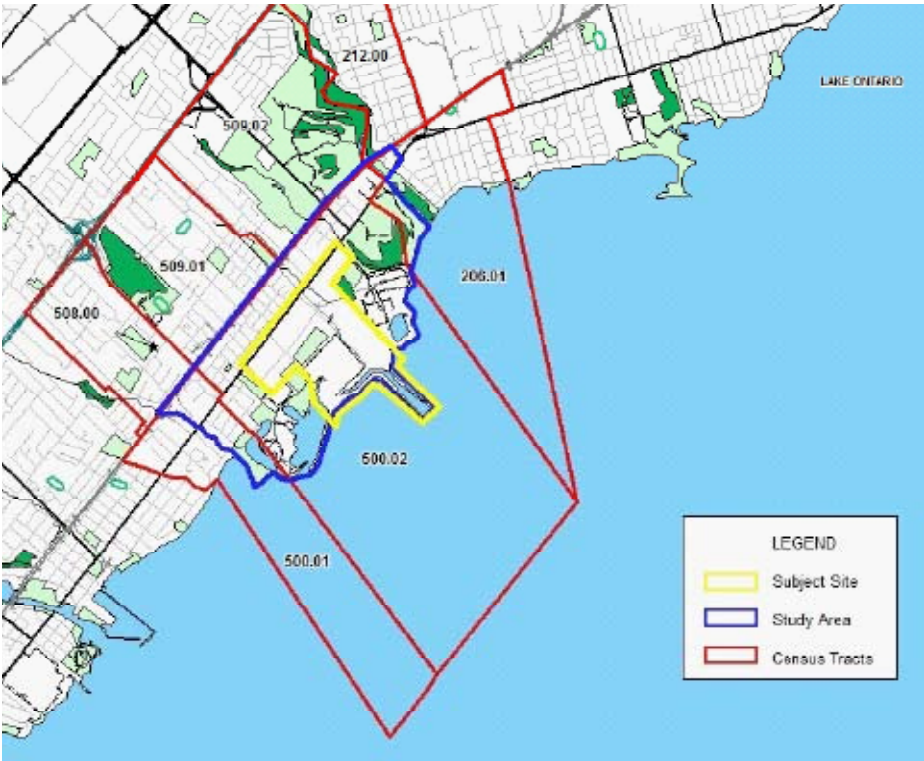
PART V

MARKET CONDITIONS



Context

The subject site (outlined in yellow) is included entirely within one Census Tract (CT) (500.02), while the study area, outlined in blue, either borders or is included within six CTs. For purposes of this analysis, data related to the subject site is reflective of the single CT, while data relating to the study area is reflective of the six combined CTs.



Population

As of 2006 the population in the subject site area was 4,800, a 5.2% decline from 2001. Similarly, the population of the study area also declined between 2001 and 2006, decreasing from 24,700 to 23,900, a decrease of 3.5%. This is in stark contrast to the population growth experienced by both the City of Mississauga (9.1%) and the broader Toronto CMA (9.2%) over the same period.

Population Age Breakdown								
	Subject Site		Study Area		Mississauga		Toronto CMA	
	2001	2006	2001	2006	2001	2006	2001	2006
Age 0-14	15%	13%	17%	15%	21%	20%	19%	19%
Age 15-24	11%	11%	11%	12%	14%	14%	13%	13%
Age 25-44	35%	28%	34%	29%	34%	30%	33%	31%
Age 45-54	15%	20%	13%	17%	13%	16%	13%	15%
Age 55-64	10%	13%	9%	11%	8%	10%	8%	10%
Age 65-74	7%	8%	8%	8%	5%	6%	6%	6%
Age 75+ years	6%	6%	8%	8%	6%	4%	7%	6%
Total Population	5,060	4,798	24,721	23,864	612,925	668,549	4,682,897	5,113,149
% Change	-5.2%		-3.5%		9.1%		9.2%	
2006 Median Age	42.8		41.0 (est.)		36.7		37.8	

Source: Statistics Canada 2001 & 2006

The population decline in the subject site and study areas is due to two principal reasons: an older population and little to no new in-migration. The limited in-migration is a result of there being little to no new housing developed in the areas between 2001 and 2006.

As the following table shows, the average age in the subject site area is almost 43 and approximately 41 in the study area, considerably older than the average age in both Mississauga and the Toronto CMA. In fact, 27% of the population in the two local areas is aged 55 and over, compared to 20% in Mississauga and 22% in the Toronto CMA.

Housing

While not mirroring the decline in population, the subject site area and study area experienced little housing growth between 2001 and 2006, with the number of occupied units actually declining in the immediate subject site area and increasing only marginally in the study area. This, again, differs significantly from the housing growth experienced by both Mississauga and the Toronto CMA over the same period.

The decreasing number of occupied housing units in the subject site area is likely due to the loss of rental units either through demolition or removal from the rental market, most likely in the case of secondary suites.

The subject site area and the study area differ significantly from the City of Mississauga and the Toronto CMA, as well as from each other, in terms of basic housing characteristics.

As summarized in the following table, the subject site area has a comparatively:

- large proportion of rental units;
- large proportion of units built prior to 1986;
- high proportion of higher density housing types, comprised mostly of high-rise, rental, apartments;
- small proportion of medium density, townhouse units; and,
- low average population per unit (ppu), reflective of its' older population.

Similarly, the larger study area also has high proportion of older units, built prior to 1986, and a low average ppu. However, unlike the subject site area, the proportion of rental units in the study area is similar to the City of Mississauga, but less than the Toronto CMA. The study area also has a similar split of low, medium and high density units to both Mississauga and the Toronto CMA.

Housing Tenure, Age, Dwelling Type and Household Composition				
Variables	Subject Site	Study Area	Mississauga	Toronto CMA
Occupied Private Dwelling				
2001	2,135	9,520	195,185	1,634,755
2006	2,115	9,600	214,925	1,801,255
% Change	-1%	1%	10%	10%
Housing Tenure				
Owned	57%	74%	75%	68%
Rented	43%	26%	25%	32%
Period of Construction				
Before 1986	77%	84%	54%	65%
1986-1995	18%	7%	24%	15%
1996 - 2006	5%	10%	22%	19%
Dwelling Type				
Single-detached house	32%	52%	41%	42%
Semi-detached house	1%	5%	11%	8%
Row house	2%	6%	14%	8%
Apartment, duplex	4%	5%	3%	4%
Apartment, five storeys or more	52%	20%	24%	27%
Apartment, fewer than five storeys	9%	13%	7%	11%
Household Composition				
1 Persons	32%	27%	16%	23%
2 Persons	35%	33%	25%	27%
3 Persons	16%	18%	20%	18%
4 to 5 persons	15%	20%	33%	27%
6 or more persons	2%	2%	6%	5%
Average number of persons in private households	2.3	2.5	3.1	2.8

Source: Statistics Canada, 2006 Census and N. Barry Lyon Consultants Limited

Employment

The employment makeup of the subject site area and the study area are generally in line with those of Mississauga and the Toronto CMA, with similar 2006 unemployment and participation rates.

Furthermore, like the Toronto CMA and Mississauga, the most pre-dominant industries in which residents were employed include; manufacturing, retail trade, transportation & warehousing and professional, scientific and technical services.

However, despite having similar industry concentrations of employment, the household incomes in the subject site area and study area are considerably lower than the average household incomes of Mississauga and the Toronto CMA. As can be seen in the following table, the subject site area's average household income is also much lower than the average in the study area. The difference in household incomes can be attributed to the area's:

- older population, some with little or no employment income;
- larger number of one income households; and,
- the nature of the jobs held by the resident population, i.e. lower paying.

Forecast Growth

The City of Mississauga is a net importer of employment. That is, there are considerably more jobs in the City than there are people employed in the City. As a result, a large number of people commute from other municipalities, primarily in the GTA, to work in Mississauga.

It is likely that the majority of those living in the subject site or study area are also employed in the City of Mississauga, as well as other neighbouring municipalities. It is likely that only a very small number of residents of the two areas also work in the area.

Household Income				
Variables	Subject Site	Study Area	Mississauga	Toronto CMA
Household income				
\$0 to \$19,999	18%	10%	9%	13%
\$20,000 to \$39,999	22%	19%	15%	17%
\$40,000 to \$59,999	20%	18%	17%	17%
\$60,000 to \$79,999	16%	15%	16%	14%
\$80,000 +	25%	38%	44%	39%
Average household income	\$60,020	\$76,471	\$88,162	\$87,820

Source: Statistics Canada, 2006 Census

As part of the City of Mississauga's Official Plan review, the City prepared detailed population, housing and employment forecasts (Hemson Consulting Ltd. 2008) for the City and each of its planning districts to 2031.

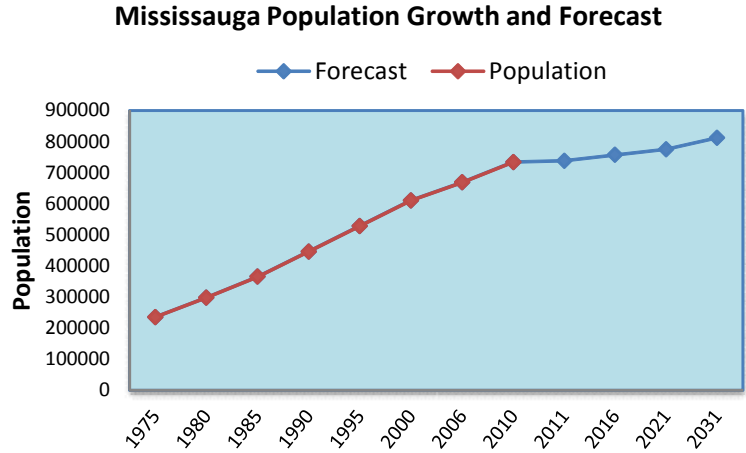
The following is a summary of the forecasts, as they relate to the Lakeview planning district. Note: the boundary of the Lakeview planning district does not match the census tract boundaries used in the previous analysis, nor do the forecasts for the Lakeview planning district consider the development of the subject site for any purposes.

Population

Mississauga's population is forecast to grow by 89,000 people or 12.3% between 2008 and 2031, to a total population of 812,000. As the graph overleaf depicts, this represents a slowing of population growth, largely a result of the aging population and the limited supply of greenfield development land in the City.

The population of the Lakeview planning district is expected to grow at a similar rate as the City's, increasing by 13.5%, from a population of 22,500 in 2008 to 25,540 in 2031.

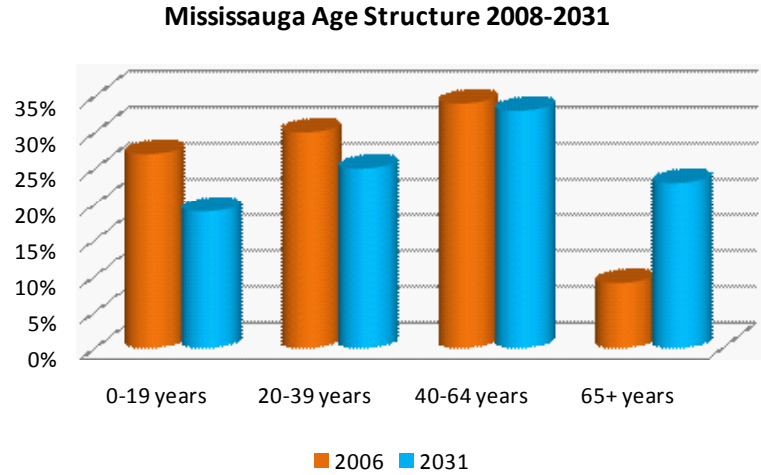
As the graph below right depicts, the population of Mississauga, including Lakeview, is going to continue to age. The proportion of Mississauga's population aged 65+ is forecast to increase from 9% to 23% between 2008 and 2031.



Households

The number of housing units in the City of Mississauga is expected to increase by 46,400 units or 20.2% between 2008 and 2031, to 274,400 units.

The housing growth rate, therefore is expected to be substantially higher than the population growth rate, due to a forecast decline in average household size. The decreasing household size will be the result of the aging of the population as well as in increase in single-person households.



Housing growth in Mississauga is expected to be comprised almost entirely of higher density unit types, with apartments accounting for 68% of unit growth and townhomes 25%. The limited growth in single and semi-detached units is a result of the lack of greenfield land supply in the City, as well as changing buyer preferences.

The number of units in the Lakeview planning district is expected to increase by 18.6%, from 8,720 to 10,340 in 2031. Like the majority of the City, the vast majority of housing growth in Lakeview is expected to be in apartments and townhouse units.

Employment

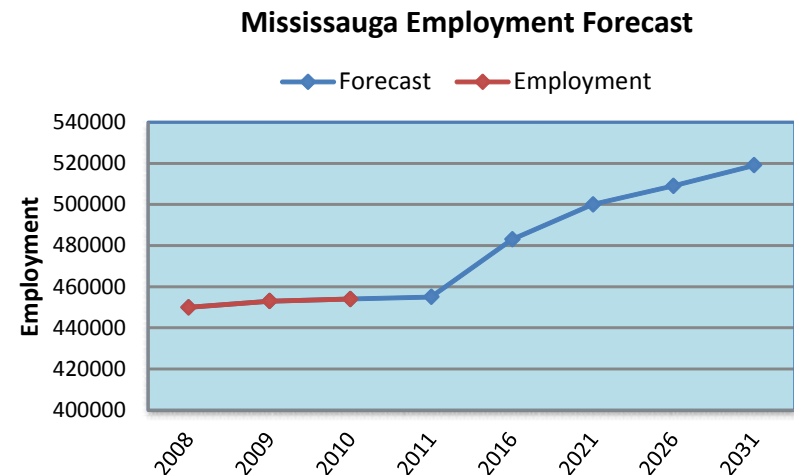
Employment in the City of Mississauga is forecast to increase by 69,000 jobs or 15.3% between 2008 and 2031, to a total of 519,000.

Employment can be split into three different land-use categories:

- major office – office buildings over 20,000 sq.ft.;
- population related – employment that serves the local population base (schools, hospitals); and,
- employment land employment - wide range of jobs that occur on designated employment lands (business/industrial parks).

Similar to housing, employment in Mississauga is expected to become much denser, with 65% of employment growth expected to be major office, 26% population related and the remaining 9% employment land employment.

Employment in the Lakeview planning district is expected to increase by 10.8% between 2008 and 2031, increasing from 5,820 to 6,450. Interestingly, the majority of Lakeview's employment growth is expected to be population related, as well as some limited office growth.



Location and History

As outlined in the aerial photograph, the Lakeview employment area is located north of the former Lakeview Ontario Power Generation lands and south of Lakeshore Road East, between East Avenue and Fergus Avenue.

The history of the employment area is tied directly to the significant public infrastructure investment in the Lakeview Power Generation facility and the G.E. Booth Waste Water Treatment Facility, both of which began operation in the early 1960's. Development of the employment lands soon followed.

Until quite recently, the employment area was home to a variety of mainly smaller, light industrial, manufacturing and warehouse and distribution facilities.

However, in recent years, employment and investment in the area has begun to decline. This decline is largely the result of:

- Limited available undeveloped parcels;
- Competition from employment areas in Mississauga and the rest of the GTA;
- Changing business and customer needs; and,
- increased traffic congestion along Lakeshore and the QEW.



Today

In 2009 the City of Mississauga released an updated employment profile of the City, which included detailed data related to employment in the Lakeview planning district, in which the Lakeview employment area is located.

Key findings of the Mississauga 2009 Employment Profile, as they relate to the Lakeview planning district include:

- Employment in Lakeview is currently 4,630;
- There is a total of 570 business sites (includes land parcels and building space), of which 490 were occupied and 80 (14%) were vacant. As a comparison the vacancy rate in 2001 was 8%;
- Over 80% of the businesses in Lakeview have less than 10 employees and only a handful have over 100 employees.
- Between 2005 and 2009 the number of businesses in Lakeview decreased by 8%, from 530 to 490.

Based on assessment rolls and land registration, as well as discussions with local property owners and first-hand analysis, a more detailed profile of the specific Lakeview employment area was compiled.

The buildings numbered on the following map include all privately owned properties in the employment area, of which there are 39. Each of these properties is profiled in the following table.

Each individual profile includes; address, property owner, name of business(es), general business classification, and the range of employees.

Highlights of the Lakeview employment area profile include:

- There is a range of businesses in the Lakeshore employment area, from basic retail fronting Lakeshore Road E. to larger advanced manufacturing operations.
- Employment also ranges, with the bulk of businesses for which data was available having less than 20 employees. However, it should be noted that all businesses in the Lakeview planning district with over 100 employees are located in the Lakeview employment area.
- While it is difficult to definitively ascertain, it appears that the vast majority of buildings are at least partially occupied, with only three visible fully vacant properties.

In terms of ownership, the majority of buildings appear to be either owner occupied or individually owned. There also appears to be some lot consolidation taking place.



Lakeview Employment Area Profile					
Map #	Party to	Address	Businesses	Type of Business (NAICS)	Number of Employees
1	Elias Brothers Construction Limited	865 Rangeview Road	H & R Block	52 Finance and insurance	1-4
2	Northam Realty	872 Lakeshore Road E	Triton Sails Ltd.	31-33 Manufacturing	1-4
			Caspian Custom Canvas Inc.	31-33 Manufacturing	5-9
3	Chantler & Chantler Limited	880 Lakeshore Road E	Chantler Packaging Inc.	31-33 Manufacturing	20-49
4	2099465 Ontario Inc.	896 Lakeshore Road E	Meaty Meats	44-45 Retail trade	10-19
5	Michael & Nada Stajan	920 Lakeshore Road E	A B C Fire Door Testing & Manufacturing Ltd.	31-33 Manufacturing	20-49
6					
7	Joseph & Trudy Hauptert & National Bait Inc.	946 Lakeshore Road E	National Bait Inc.	41 Wholesale trade	20-49
8	Northam Realty	974 Lakeshore Road E	Interior Manufacturing Group Inc.	31-33 Manufacturing	100-299
9	Norstar	n/a			
10	1207238 Ontario Limited	1036 Lakeshore Road E	Oasis Convention Centre	71 Arts, entertainment and recreation	10-19
11	IlSCO of Canada Limited	1050 Lakeshore Road E	IlSCO of Canada Company	41 Wholesale trade	100-299
12	Ingersoll-Rand Canada Inc.	1076 Lakeshore Road E	Ingersoll Rand Security & Safety	31-33 Manufacturing	100-299
13	Elias Brothers Construction Limited	n/a	Metagenics Canada Inc.	54 Professional, scientific and technical	10-19
14	Northam Realty	885 Rangeview Road			
15	895 Rangeview Road	895 Rangeview Road			
16	Northam Realty	930 Lakefront Promenade	Wonderland Food & Equipment Inc.	41 Wholesale trade	5-9
17	Northam Realty	925 Lakefront Promenade	Lakefront Mfg. Inc.	31-33 Manufacturing	10-19
18	Northam Realty	983 Rangeview Road			
19	1131829 Ontario Ltd.	1021 Rangeview Road	Toronto Fabricating & Mfg. Co.	31-33 Manufacturing	10-19
20	Northam Realty	1025 Rangeview Road	Boltron Bookbinding (2000) Ltd.	41 Wholesale trade	5-9
21	Gaspard & Songs (Ontario) Ltd.	1035 Rangeview Road			
22	Select Overhead Door Service Inc.	105 Rangeview Road	Vacant		n/a
23	DiamondCorp.	1083 Rangeview Road	Vacant		n/a
24	Dell Holdings Limited	850 Rangeview Road	Interior Manufacturing Group Inc.	31-33 Manufacturing	50-99
25	Whiterock 880 Rangeview Inc.	880 Rangeview Road	Filamat Composites Inc.	31-33 Manufacturing	50-99
26	Canada Post Corporation	890 Rangeview Road	Canada Post	91 Public administration	
27	C/S Construction Sepcialties Limited.	895 Lakefront Promenade	Construction Specialties Company	23 Construction	50-99
28	Elias Brothers Construction Limited	996 Rangeview Road	Avenue Moving & Storage Ltd.	48-49 Transportation and warehousing	20-49
29			Specialty Gaskets Inc.	31-33 Manufacturing	10-19
30	1594282 Ontario Limited	1008 Rangeview Road			
31	Stratos Technologies	1024 Rangeview Road			
32	2120412 Ontario Limited	1044 Rangeview Road	Xtreme Tire Garage	44-45 Retail trade	5-9
33	Wesley Holdings Inc.	1062 Rangeview Road	Long Branch Foundry	31-33 Manufacturing	10-19
34	Kotyck Properties Limited	1076 Rangeview Road	Kotyck Bros. Limited	41 Wholesale trade	10-19
35	Dunwin Realty Limited	1180 Lakeshore Road E	Plasterform Inc.	31-33 Manufacturing	100-299
36	Anchor Lamina Inc	1200 Lakeshore Road E	Vacant		n/a
37	Grohe Canada Inc	1230 Lakeshore Rd E	Grohe Canada Inc.	41 Wholesale trade	100-299
38	McKenna Holdings Limited	1258 Lakeshore Rd E	A C A Immigration Inc.	54 Professional, scientific and technical	1-4
39	McKenna Holdings Limited	1260 Lakeshore Rd E	McKenna Logistics Centres	48-49 Transportation and warehousing	10-19

Source: City of Mississauga & NBL

Redevelopment Potential

The potential for the redevelopment of the Lakeview employment area certainly exist. This conclusion is based on the following rationale:

- the negative industrial employment growth forecast for the Lakeview planning district;
- the relatively high existing vacancy rate in the Lakeview planning district compared to other planning districts in Mississauga;
- the recent decline in the number of businesses in the Lakeview planning district;
- the comparatively low achievable lease rates in the area, quoted at \$2.00 to \$4.00 per sq.ft., as opposed to other industrial areas in Mississauga, with rates of \$4.00 to \$6.00 per sq.ft.;
- the temporary nature of some existing businesses. For example one business currently operating in the Lakeview employment area produces lawn signs used during elections;
- the relatively neutral locational needs of many of the existing businesses. That is, relocation for most of the businesses would have little to no impact on day-to-day operations;

- the continued lack of competitiveness of the area compared to other, mostly newer, industrial areas in the GTA; and,
- based on conversations with local property/business owners, the willingness and desire of many to see the area redevelop for other purposes.

While it is true that the potential for redevelopment exists for the majority of the employment area, there are two potential exceptions that warrant consideration;

1. The newly constructed Canada Post facility located at 890 Rangeview Road. This is not only due to its recent construction, but also its locational needs. That is, it is one the few businesses located in the employment area primarily for reasons of location.
2. The five, somewhat isolated properties, located in the eastern portion of the employment area, including 1180, 1200, 1230, 1258 & 1260 Lakeshore Road East. This is for the following reasons:
 - the larger size of these buildings-properties;
 - the size of the operations, with two of the businesses having between 100-299 employees;
 - their proximity to the waste water treatment facility; and,
 - their somewhat better highway access, via Dixie Road.

Furthermore, it should be noted that the Employment Land Review Study (Hemson Consulting Ltd. 2008), undertaken as part of the City's Official Plan Review, suggests that the entire Lakeview employment area may not be appropriate for redevelopment due to its perceived "health" and its limited vacancies. However, the study does acknowledge that the future of the area is largely dependent on the future uses of the former power generation site to the south.

Potential Land Uses & Values

Introduction and Assumptions

Based on our understanding of Mississauga's land market, as well as the market context of the subject site, the following section provides high-level estimates of land values for the subject site under various single land-use scenarios, including; medium and high density residential, various employment uses (office, commercial and industrial), and other uses.

The subject site is roughly 244 acres (99 hectares) in size, and consists of the former Lakeview power generation facility, 158 acres (64 hectares) in size, and the abutting Lakeview employment area, approximately 86 acres (35 hectares) in size.

The estimations of land values are based on the following key assumptions:

- All subject lands are available for sale and redevelopment, no expropriation costs are assumed;
- All lands meet the environmental standards for each respective land-use, i.e. necessary remediation is complete;
- No major environmental features (such as wetlands, woodlots, etc.) are assumed to exist on the subject site;
- All necessary planning approvals exist for each respective land-use;

- The OPG site is unserviced, while the employment area is serviced;
- Industrial/commercial buildings located in the employment area are assumed to exist at time of sale; and,
- That the entire subject site is developed for the single use of the valuation, despite the fact that the subject site is likely to be developed for a variety of land-uses.

Residential

The residential new home market in the study area, and for the City of Mississauga as a whole, is comprised almost entirely of condominium apartments and townhouses. This is due to lack of developable green-field land in the City, and as a result, high residential land values, which precludes most lower density housing forms.

The residential market in the City of Mississauga is very strong. Evidence of the City's market strength includes:

- Mississauga represents the largest new home market in the GTA, outside of the City of Toronto, accounting for almost 8% of the GTA market.
- Mississauga has the largest condominium apartment market outside the City of Toronto, with over 10% of the GTA market.
- Mississauga has one of the highest average new home prices in the GTA, with the average new single-detached unit in 2009 valued at

\$662,200, close to 10% higher than the GTA average.

- The average resale price of all unit types in the City have increased year-over-year in recent years.

The study area housing market is also quite strong. Although it has experienced relatively little new housing growth in recent years, the study area's resale housing market has performed well. In fact, the average resale value in southeast Mississauga (MLS zone W12) has increased from \$464,000 in 2007 to \$539,000 in 2009.

Further evidence of the study area's strong housing market can be ascertained through the area's active new housing market.

The two tables on the following page provide a summary of actively marketing condominium apartment and condominium and freehold townhouse projects in relative proximity to the subject site, i.e. south of Dundas Street and west of Royal York Road in Etobicoke and west of Winston Churchill Blvd. in Mississauga.



Active projects, including; One Valhalla (left), Stonewater (below) and Parkview Trail (far left)



Actively Marketing (New) Condominium Apartment Projects in the Study Area As of August 31st, 2010													
Project Name / Developer	Open Date	Status*	Total Units	Total Sales	% Sold	Storeys	Size Range (sq. ft.)	Price Range	Avg. \$PSF** Org. Curr.		Abs. Rate*** 70% Overall		
Projects in Study Area													
One Sherway Tower Four <i>Menkes and Great Gulf Homes</i>	Nov-09	Pre	269	187	70%	25	552 - 1,051	\$215,990 - \$371,990	\$382	\$376	0.0	20.2	
One Sherway - Final Tower <i>Menkes and Great Gulf Homes</i>	Sep-10	Pre	268	0	0%	24	528 - 897	\$199,990 - \$340,990	\$379	\$380	0.0	0.0	
Park 570 <i>Vandyk Properties Inc.</i>	Jul-10	Pre	180	171	95%	4	616 - 1,020	\$250,750 - \$411,450	\$328	\$328	136.9	181.5	
Aquaview <i>Westport Developments</i>	Jul-07	UC	186	8	4%	16	760 - 1,275	\$254,900 - \$339,900	\$342	\$410	71.9	4.6	
West Village <i>Tridel</i>	Mar-10	Pre	267	173	65%	27	594 - 594	\$197,990 - \$322,990	\$439	\$454	41.2	187.0	
One Valhalla <i>Edilcan</i>	Jun-10	Pre	216	165	76%	22	580 - 1,439	\$233,990 - \$619,990	\$403	\$431	255.2	100.4	
St. Agnes' Square <i>Queenscorp Group</i>	May-09	Pre	20	8	40%	3	760 - 1,275	\$254,900 - \$339,900	\$335	\$267	0.0	0.6	
Stonewater <i>Queenscorp Group</i>	May-09	Pre	47	28	60%	3	760 - 1,312	\$239,900 - \$409,900	\$280	\$281	0.0	2.0	
Totals/Averages: 8 Projects			1,453	740	51%	16	528 - 1439	\$197990 - \$619990	\$379	\$391	129.4	11.8	
*Status: "Pre" = pre construction, "UC" = under construction, "SI" = standing inventory; **Original index values are based on total inventory, current index values are based on remaining inventory; ***70% sales absorption rate is calculated from the project opening date until at least 70% sales, the overall absorption rate is calculated from the project opening date until August 31st, 2009.													
Source: RealNet Canada Inc. and N. Barry Lyon Consultants Limited													

Actively Marketing (New) Townhouse Projects in Study Area As of August 31, 2010										
Project Name / Developer	Tenure	Open Date	Lot Size (ft.)	# Units	Total Sold	% Sold	Size Range (sq. ft.)	Price Range	Curr \$PSF*	Abs. Rate**
Park View Trail <i>Dunpar Homes</i>	Condominium	13-Sep-08	14-16	59	30	51%	1,920 - 2,150	\$469,000 - \$579,900	\$258	1.3
Clarkson Village <i>Moldenhauer Developments</i>	Condominium	10-Feb-07	20	32	16	50%	1,668 - 2,790	\$519,990 - \$699,990	\$274	0.4
Forest of Eden <i>Thornridge Homes</i>	Condominium	24-Nov-09	20-27	43	15	35%	1,114 - 2,731	\$354,900 - \$624,900	\$255	1.6
One Valhalla <i>Edilcan Development</i>	Condominium	12-Jun-10	13	68	59	87%	1,356 - 1,433	\$389,990 - \$450,990	\$302	21.9
Manors of Gordon Woods <i>Berkley Homes</i>	Freehold	24-Oct-09	22	13	11	85%	2,180 - 2,712	\$529,990 - \$649,990	\$253	1.1
Totals/Averages (5 Projects):			18	215	131	61%	1,114 - 2,790	\$354,900 - \$699,990	\$264	5.2
*Current \$PSF values are based on remaining inventory; **Absorption rate is calculated from the projects opening date to the current date August 31, 2010).										
Source: RealNet Canada Inc. and N. Barry Lyon Consultants Limited										

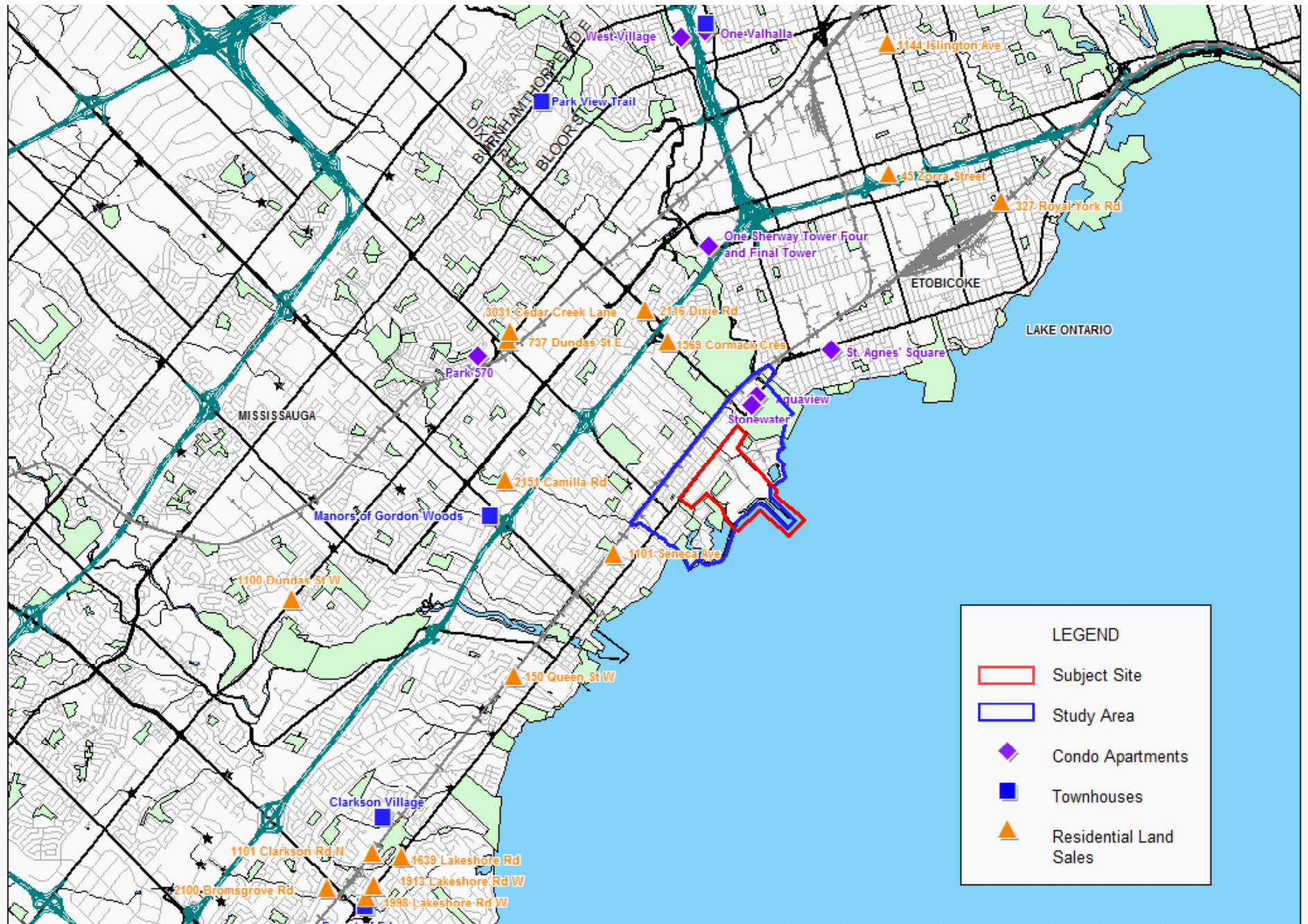
Information pertinent to the future use and value of the subject property includes:

- There are 8 active condominium developments and 5 active townhouse developments, accounting for almost 1,620 total units marketing in the study area.
- Condominium projects range from high-rise towers to smaller, boutique low-rise developments.
- Townhouse projects are all relatively small in nature, due to a lack of large developable parcels.
- Not including the final phase of One Sherway, over 60% of condominium units and Townhouse units are sold.
- the average index value of a condominium apartment unit is over \$390 psf. and is \$265 psf. for townhouse units;
- Both unit types have seen relatively strong sales rates, especially in the first few months of marketing.

The table at right provides a list of all medium and high density residential land transactions in relative proximity to the subject site between Jan 1st 2007 and present. The map on the following page highlights the location of these transactions, as well as the active residential developments.

Based on recent land transactions, there does not appear to be a substantial difference in the value of medium and high density properties

South Mississauga & Etobicoke Relevant Land Transactions - (Jan '07- Present)					
Address	Date of Sale	Sale Price	Land Area (Acres)	Price per Acre	Density
Mississauga					
1639 Lakeshore Road	24-Feb-10	\$1,350,000	0.40	\$3,400,504	Medium
737 Dundas Street East	21-Feb-10	\$1,500,000	2.40	\$625,000	Medium
1101 Seneca Avenue	30-Sep-09	\$1,113,000	0.75	\$1,484,000	High
1569 Cormack Crescent	30-Apr-09	\$1,000,000	1.00	\$996,016	Medium
2151 Camilla Road	29-Jan-09	\$8,422,500	6.74	\$1,250,000	Medium
2116 Dixie Road and 1357 Wealthy Place	21-Nov-08	\$1,540,000	1.60	\$961,899	Medium
1100 Dundas Street West	10-Sep-08	\$1,962,500	1.07	\$1,837,547	Medium
1110 Dundas Street West & 2590 Glengarry Road	25-Mar-08	\$1,400,002	1.44	\$969,530	Medium
150 Queen Street West	1-Feb-08	\$1,200,000	1.14	\$1,052,632	Medium
2100 Bromsgrove Road	17-Dec-07	\$4,500,000	2.49	\$1,807,229	High
1101 Clarkson Road	7-Dec-07	\$3,100,000	1.59	\$1,949,686	High
1913 Lakeshore Road West	5-Nov-07	\$4,100,000	1.39	\$2,949,640	High
3031 Cedar Creek Lane	26-Apr-07	\$5,162,500	4.04	\$1,277,847	Medium
1998 Lakeshore Road West	24-Apr-07	\$5,690,000	3.29	\$1,729,483	Medium
Totals/ Averages Mississauga (14 Transactions):		\$3,002,893	2.10	\$1,432,776	
Etobicoke					
327 Royal York Road	22-May-08	\$1,500,000	0.91	\$1,642,935	Medium
45 Zorra Street	29-Feb-08	\$7,132,700	7.14	\$998,978	High
1144 Islington Avenue	31-Jul-07	\$1,550,000	0.40	\$3,909,101	Medium
Totals/ Averages Etobicoke (3 Transactions):		\$3,394,233	2.82	\$1,205,123	
Totals/Averages Medium Density (12 Transactions)		\$2,689,792	2.04	\$1,321,142	
Totals/Averages High Density (5 Transactions)		\$3,989,140	2.67	\$1,492,942	
TOTALS/AVERAGES (17 TRANSACTIONS):		\$3,071,953	2.22	\$1,381,877	
<i>Source: N. Barry Lyon Consultants Limited, RealNet Inc, and Marsh Report</i>					



Source: RealNet, Marsh Report and NBLC

in the study area; averaging roughly \$1.4 million per acre and ranging from \$625,000 to almost \$3.4 million an acre.

Based on our assessment of the study area's residential market, as well as the subject site's characteristics, the subject site is well suited for residential redevelopment and would likely be well received by the market.

Due to the size of the site, as well as its waterfront and Lakeshore Road E. frontage, the most appropriate form of residential development is either all medium density or a mix of medium and high density units.

The potential value of the subject site, however, is assumed to be negatively affected by a number of matters, including;

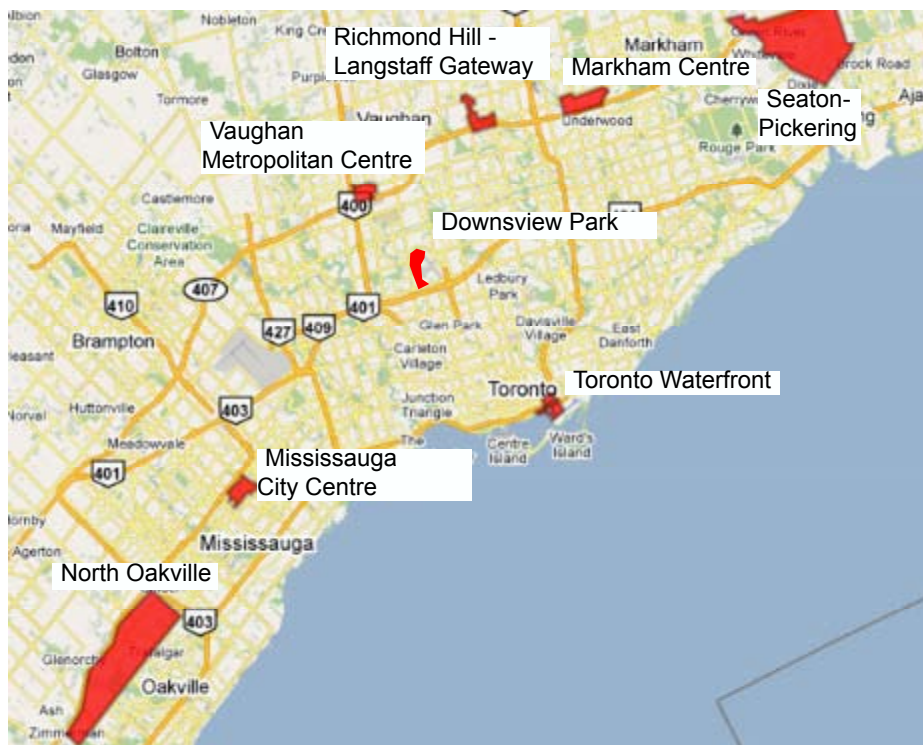
- the neighbouring waste water treatment facility;
- the current nature of Lakeshore Road E., i.e. auto orientated, spread-out, and occupied with mostly lower-end commercial uses;
- potential costs associated with existing building demolition and environmental remediation for the Lakeview employment area lands;
- the lack of existing servicing of the OPG lands;
- the size of the site, with large sites typically discounted on a per acre basis relative to smaller sites; and,
- determining the gross-to-net developable land area, a significant proportion of the property would have to be developed for "other" purposes, i.e. roads, public infrastructure, etc.

Additionally, while having no bearing on the suitability of the subject site for residential purposes or on its likely market success, it should be noted that there will exist in the future, much like today, a significant amount of residential market competition in both Mississauga and throughout the GTA. In fact, based on existing development applications, there are currently:

- over 175,000 high-rise units currently proposed in the GTA;
- roughly 100,000 of these are located in the City of Toronto;
- over 17,000 in the City of Mississauga; as well as,
- an estimated 2,500 proposed townhouse units in Mississauga.

Furthermore, as the map on the following page demonstrates, there is also a number of large new communities planned throughout the GTA. These new communities, many of them well into the planning and construction phases, are expected to accommodate upwards of 350,000 people and roughly 200,000 jobs in the future.

We estimate the value of the Lakeview employment area lands to be in the range of \$1.1 million to \$1.3 million per acre, while the value of OPG lands to be in the range of \$900,000 to \$1.1 million an acre. As development of the combined site progresses, including the addition of other land uses, the per acre residential land values of both areas could potentially increase by an additional \$100,000 to \$200,000 per acre.



Source: NBLC

Employment

With the exception of recent years, when the majority of Southern Ontario's non-residential land market was largely depressed, the non-residential land market in Mississauga has also performed well. The strength of the overall non-residential market is due primarily to the City's:

- excellent transportation infrastructure, including access to major 400 series highways and Pearson International Airport;
- its central location in the GTA;
- its large and educated workforce;
- its competitive property tax and development charge rates; and,
- its large critical mass of its primary employment areas

There are three broad employment generating uses that the subject site could wholly or partially be redeveloped for; office, commercial and industrial. This section considers the suitability and associated land values of each of these three land uses.

Office

The City of Mississauga represents by far the largest office market in the GTA outside the City of Toronto, with roughly one-third of all office space in the suburban GTA.

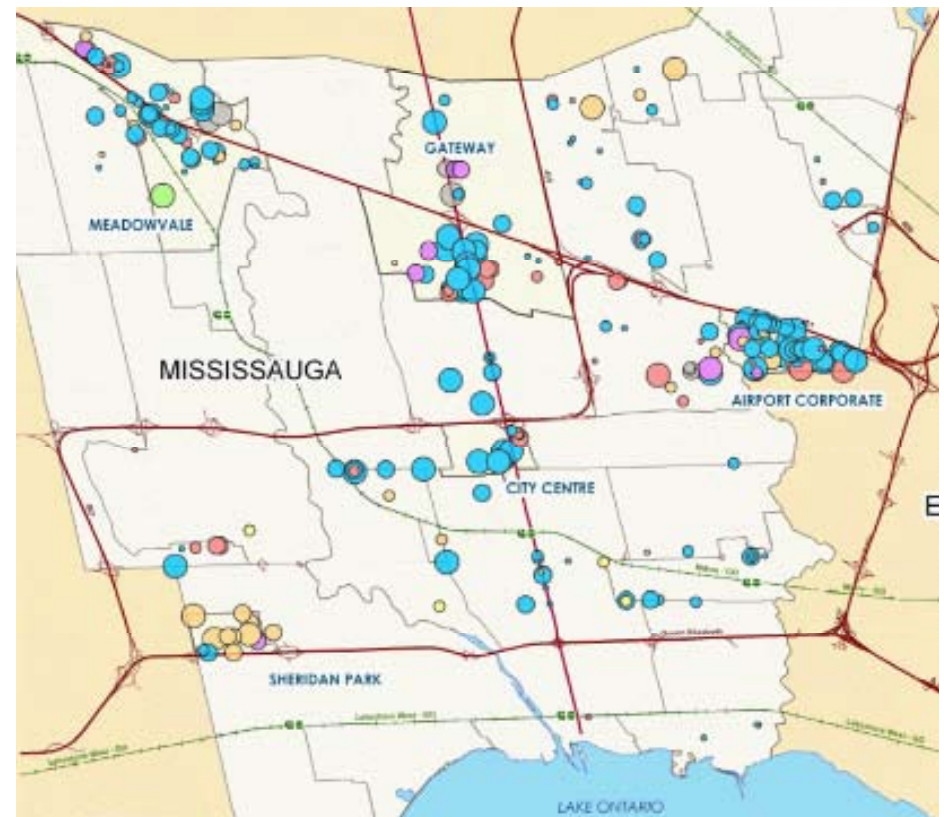
The vast majority of the City's office market is concentrated in five areas of the City; Airport Corporate Centre (ACC), Heartland/Gateway, Meadowvale, Sheridan Park and the City Centre, with majority of recent growth taking place in the ACC and Meadowvale.

The map at right shows the concentration of all office types in the City of Mississauga as of 2007. The dominance of these areas in Mississauga is due to three specific reasons; long-standing land-use planning policies, the availability of suitable parcels (large size and configuration), and most importantly, proximity and access to major highways.

Data relating to the existing state of the Mississauga office market includes:

- The GTA office market consists of 150 million sq.ft. of office space and currently has a vacancy rate (2nd quarter 2010) of 9.6%.
- City of Mississauga's office inventory consists of 25 million sq.ft. and currently has a vacancy rate of roughly 12%.
- Net lease rates for class A office space in Mississauga average roughly \$17 psf. and \$15 psf. for class B space.
- Based on active listings, the average lease rate in the study area, which consists only of limited class B space, is roughly \$12.50 psf.

Due to the very small amount of existing office space in and around the study area, there very few recent comparable office land transactions.



Source: UDI

However, it is safe to assume that office development sites sell at a significant discount in the study area relative to other areas of Mississauga and the GTA.

Based on our understanding of the Mississauga office market and the specific subject site characteristics, the subject site is generally not appropriate for major office redevelopment, for the following reasons:

- Most importantly, the site lacks good highway access and visibility;
- Public transit access to the site is relatively poor, especially from other municipalities;
- There exists significant competition from other municipalities in the GTA, many with better located land.
- There is little to no existing office market in the study area; and,
- The limited existing office space supply in the study area is attracting below average market lease rates.

There are likely only two suitable forms of potential office development for the subject site:

1. A large single-user, campus style head office or research and development facility, such as the former Celestica (IBM) campus in Toronto, Nortel in Kanata and Research in Motion in Waterloo. *Note that high-tech and finance, insurance and real estate (FIRE) businesses are best suited to the subject site due to their more limited*

logistical requirements.

2. More likely however, is a relatively small amount of local serving professional-medical office space. *Note that only a limited amount of office space would be required for the site, leaving the vast majority of the site developable for other purposes. Secondly, there would likely have to be a significant increase in local population, potentially through the redevelopment of the rest of the subject site, to create demand for such office space.*

Due to the nature and likely limited demand for office space on the subject site, no land value has been considered for purely office uses. Rather, the value of the subject site for office uses is considered to be the same as other commercial uses.

Commercial

Like most large municipalities, there is a variety of commercial concentrations in the City of Mississauga; which can be split into four geographic categories:

- The City Centre, centred on the Square One Shopping Centre;
- Established and emerging nodes, including Erin Mills Town Centre, Port Credit, Streetsville, etc.;
- Major Corridors, such as Hurontario, Eglinton, Dixie, Dundas, and relevant to the subject site, Lakeshore; and,
- Employment districts, primarily in the form of larger “big-box”

stores, on the fringe of such areas as Meadowvale and Gateway.

Unlike industrial development, and the majority of office development, commercial development is largely a factor of local and regional population growth. That is, commercial development tends to take place in and around centres of population growth.

Reflective of the City's strong population growth, commercial development on the whole as been very strong in Mississauga in recent years. The bulk of commercial development in Mississauga has taken place in the planning districts of City Centre, Erin Mills, East Credit, Meadowvale and Gateway.

While the bulk of development along Lakeshore Road E. in and around the study area is commercial in nature, due to the area's limited population growth, there has been very little commercial development in the study area in recent years. In fact, based on City building permit data, the most recent large scale commercial investment took place in 2000.

Commercial lease rates in Mississauga generally range between \$18 and \$25 psf., while based on existing listings, commercial lease rates in the study area are around \$12 psf.

The following table provides a list of all comparable commercial and office land transactions in relative proximity to the subject site between Jan 1st 2007 and present day.

Based on recent land transactions the average value per acre of commercial land in the study area is slightly less than \$1.5 million per acre, ranging from \$900,000 to over \$2.5 million an acre.

Despite having some market deficiencies, i.e. small surrounding population and limited population growth, based on our understanding of the Mississauga commercial market and the specific subject site characteristics, the subject site is suitable for some commercial redevelopment.

Much like the likely office scenario, only a portion of the site would be required for commercial purposes, with its success partially dependent on a significant increase in local population, likely through the redevelopment of the rest of the subject site. However, with the proper urban design, marketing and tenants, the commercial component of the subject site could potentially attract additional demand from a broader geographic area.

Like the residential scenario, the value of the subject site for commercial purposes is likely to be negatively affected due to the neighbouring waste water treatment facility, the character of Lakeshore Road E.

South Mississauga & Etobicoke Relevant Commercial/Office Land Transactions - (Jan '07 - Present)					
Address	Date of Sale	Sale Price	Land Area (Acres)	Price per Acre	Use
Mississauga					
1151 LORNE PARK ROAD	21-Aug-08	\$1,000,000	0.50	\$2,000,000	Commercial
1525 DUNDAS STREET EAST	12-Sep-08	\$7,200,000	5.71	\$1,260,946	Commercial
2526 CAWTHRA ROAD	21-Nov-08	\$1,000,000	1.11	\$900,901	Commercial
1661 DUNDAS STREET EAST	25-Jun-10	\$1,220,000	0.97	\$1,252,567	NA
1739 DUNDAS STREET EAST	26-Sep-07	\$1,250,000	1.04	\$1,201,923	Commercial
1739 DUNDAS STREET EAST	7-Aug-09	\$1,230,000	1.05	\$1,171,429	Commercial
2185 ERIN MILLS PARKWAY	22-May-08	\$1,050,000	0.58	\$1,810,345	Commercial
2225 DUNDAS STREET EAST	26-Feb-07	\$1,750,000	1.94	\$902,062	Commercial
3022 WINSTON CHURCHILL BOULEVARD	15-Mar-08	\$1,950,000	1.39	\$1,402,878	Commercial
305 LAKESHORE ROAD WEST	3-Jul-08	\$2,000,000	0.72	\$2,781,641	Commercial
321 LAKESHORE ROAD WEST	18-Dec-08	\$6,500,000	2.48	\$2,620,968	Commercial/Office
3233 ERIN MILLS PARKWAY	11-Jul-08	\$1,225,000	0.98	\$1,250,000	Commercial
86 DUNDAS STREET EAST	24-Jun-10	\$1,100,000	0.64	\$1,710,731	NA
Totals/ Averages (13 Transactions):		\$2,190,385	1.47	\$1,489,590	
Etobicoke					
515 THE QUEENSWAY	29-Sep-10	\$1,425,000	0.57	\$2,500,000	Commercial
1078 ISLINGTON AVENUE	17-Dec-09	\$1,200,000	0.62	\$1,938,611	Commercial
1078 ISLINGTON AVENUE	26-Sep-08	\$1,150,000	0.62	\$1,857,835	Commercial
1386 THE QUEENSWAY	20/11./2007	\$3,025,000	2.91	\$1,039,519	Commercial
150 NORTH QUEEN STREET	7-May-07	\$4,320,000	2.94	\$1,469,388	Commercial
5312 DUNDAS STREET WEST	4-Dec-07	\$3,442,000	1.69	\$2,036,686	Commercial
7 PLASTICS AVENUE,	10-May-07	\$975,000	1.09	\$894,495	Office
Totals/ Averages (7 Transactions):		\$2,219,571	1.49	\$1,488,504	
Totals/ Averages (20 Transactions):		\$2,200,600	1.48	\$1,489,206	
Source: N. Barry Lyon Consultants Limited, RealNet Inc, and Marsh Report, *Not Mapped					

land-uses, as well as the limited public transit access, especially from surrounding municipalities, and the surrounding area's low population density. Costs associated with the servicing of the OPG lands must also be accounted for.

Two commercial/office values are provided; existing and future, with the future value assuming some residential redevelopment of the site taking place prior to the commercial development. The existing value of the Lakeview employment area lands are in the range of **\$900,000 to \$1.2 million per acre** and the OPG lands in the range of **\$600,000 to \$900,000 per acre**. The future value of the Lakeview employment area lands is estimated to be **\$1.2 million to \$1.5 million per acre** and the OPG lands in the range of **\$900,000 to \$1.2 million per acre**.

The value of the OPG lands are lower than the Lakeview employment area lands as a result of the employment lands frontage on and visibility from Lakeshore, the fact that the employment lands are already serviced, and to account for the size of the OPG site and the required gross-to-net land area reduction.

Industrial

The City of Mississauga is the dominant industrial market in the GTA, with one of the largest concentrations of existing industrial floor space and employment of any single municipality in Canada. The City is

currently estimated to have well over 20,000 acres of occupied employment land, accommodating over 150 million sq.ft. of industrial space.

Furthermore, industrial properties in some areas of the City, including Airport Corporate and Meadowvale command the highest land values in the GTA. In the case of prestige employment lands with highway access and visibility, land values can be as much as \$1.0 million per acre.

Despite the prominence of the Mississauga industrial market and the subject site's existing industrial composition, the subject site is not considered appropriate for industrial redevelopment for a variety of reasons. Note that since the Lakeview employment lands are already fully developed for mostly industrial uses, this portion of the subject site is not considered in this assessment.

The reasons the OPG site should not be redeveloped for industrial purposes are numerous, and include:

1. There is a large amount of existing vacant employment land in the City of Mississauga, most recently estimated at over 2,500 acres, the vast majority located in large business parks.
2. There exists a significant amount of vacant employment land in other municipalities in the GTA. In fact, it is estimated that the Region of York has roughly over 4,000 vacant acres, while the Region

of Halton has roughly 6,000 vacant acres.

3. In addition to vacant land, as of the third quarter 2010, there was over 11 million sq.ft. of available industrial building space in the City of Mississauga. This is equivalent to more than the entire industrial inventory of Pickering.
4. The poor performance of the Lakeview employment area, based on the fact that:
 - It took approximately 40 years to build-out the 86 acres (39 parcels);
 - The most recent new industrial building permit issued in the area was 2003;
 - The nature of existing tenants, many of which are temporary or "lower-end".
 - The achievable lease rates, quoted at between \$2.00 to \$4.00 psf. as opposed to \$4.00 to \$6.00 in other parts of Mississauga.
5. The poor highway access and visibility of the subject site.
6. The neighbouring, potentially conflicting uses, including residential neighbourhoods and school.
7. The most recently produced growth forecasts for the City estimate

that there will be a loss of employment land employment (industrial) in the Lakeview planning district.

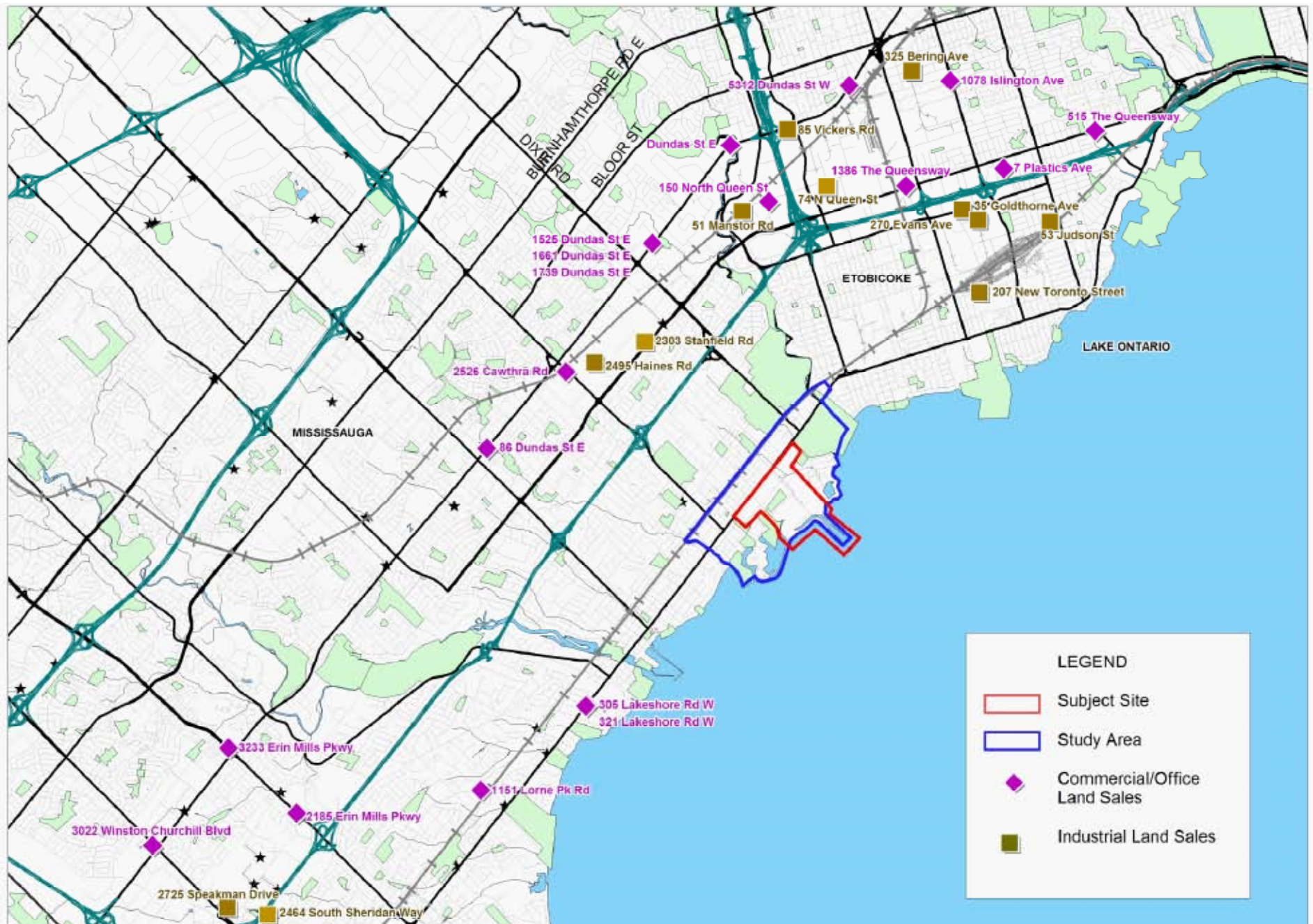
8. The maintenance of the Lakeview employment area lands and the redevelopment of the OPG site for industrial purposes goes against the vision of local residents and the Lakeview Legacy Project.
9. Finally, industrial development of the OPG site will significantly limit public access and utility of the site.

The following table provides a list of all comparable industrial land transactions in relative proximity to the subject site between Jan 1st 2007 and present. The map on the following page highlights the location of all relevant commercial, office and industrial land transactions.

Based on recent land transactions, the average value per acre of industrial land in the study area is almost \$550,000 per acre, ranging from \$270,000 to over \$1.3 million an acre.

Considering the industrial land market in the City of Mississauga and the characteristics of the subject site, the existing value of the OPG lands is estimated to be in the range of **\$200,000 to \$350,000 per acre.**

South Mississauga & Etobicoke Relevant Industrial Land Transactions (Jan '07- Present)				
Address	Date of Sale	Sale Price	Land Area (Acres)	Price per Acre
Mississauga				
2303 STANFIELD ROAD	5-Apr-10	\$3,800,000	7.70	\$493,250
2464 SOUTH SHERIDAN WAY	19-Nov-09	\$5,650,000	11.23	\$503,117
701 WINSTON CHURCHILL BLVD.	26-Feb-09	\$4,000,000	12.39	\$322,841
2464 SOUTH SHERIDAN WAY	24-Sep-08	\$9,925,000	11.23	\$883,793
2495 HAINES ROAD	25-Feb-08	\$8,905,600	12.23	\$728,177
535 WINSTON CHURCHILL BLVD.	2-Nov-07	\$1,350,000	3.86	\$349,741
2725 SPEAKMAN DRIVE	19-Oct-07	\$4,034,250	10.76	\$375,000
580 HAZELHURST ROAD	5-Apr-07	\$1,030,000	3.78	\$272,487
658 HAZELHURST ROAD	22-Mar-07	\$8,506,300	22.99	\$370,000
Totals/ Averages (9 Transactions):		\$5,244,572	10.69	\$490,799
Etobicoke				
207 NEW TORONTO STREET	5-May-08	\$8,620,000	15.06	\$572,263
270 EVANS AVENUE	3-Jul-07	\$3,709,250	4.01	\$925,000
325 BERING AVENUE	30-Nov-07	\$1,330,000	1.11	\$1,198,198
325 BERING AVENUE	15-Sep-09	\$1,500,000	1.11	\$1,351,351
35 GOLDTHORNE AVENUE	24-Apr-07	\$1,350,000	2.67	\$505,618
51 MANSTOR ROAD	27-Apr-07	\$8,822,514	12.79	\$689,690
53 JUDSON STREET	31-Aug-07	\$1,900,000	2.46	\$772,358
74 NORTH QUEEN STREET	18-Sep-09	\$1,050,000	1.38	\$760,870
85 VICKERS ROAD	18-Dec-09	\$4,250,000	10.09	\$421,209
Totals/ Averages (9 Transactions):		\$3,614,640	5.63	\$641,842
Totals/ Averages (18 Transactions):		\$4,429,606	8.16	\$542,929
<i>Source: N. Barry Lyon Consultants Limited, RealNet Inc, and Marsh Report, *Not Mapped</i>				



Source: Marsh Report and NBLC

Other Uses

There is a host of other suitable potential land uses for all or part of the subject site that do not fit within the categories previously discussed; including:

- Schools
 - Universities and Colleges;
 - Public or private secondary schools
 - speciality trade schools;
- Medical
 - Hospitals
 - Rehabilitation-Recovery
 - Long-Term Care
- Sports Facilities & Stadiums
- Cultural Facilities
 - Museums
 - Art Galleries
 - Theatres
 - Libraries
- Parks and Public Spaces

However, unlike residential, commercial, office and industrial land, there is typically no land market associated with such uses. If the land is publicly owned then there is often no land transaction, but rather just the transfer of ownership. If the lands are privately owned or owned by differing levels of government, the land value is typically based on the underlying land value for which the site is designated or most well suited.

In the case of the subject site, currently lands used for such purposes would likely be valued similarly to industrial land, whereas in the future, if the site were to redevelop close to how the Lakeview Legacy Project envisions, the lands would be valued similar to higher density residential and commercial land.

Market Recommendations

Based on our assessment, the subject site, consisting of the Lakeview employment area and the former OPG Lakeview Power Generation facility, is suitable for medium and high density residential and commercial/office redevelopment. The associated land values are:

Lakeview Employment Area

- Current residential - \$1.1 to \$1.3 million per acre.
- Future residential - \$1.2 to \$1.5 million per acre.
- Current commercial/office - \$900,000 to \$1.2 million per acre.
- Future commercial/office - \$1.2 to \$1.5 million per acre.

OPG Site

- Current residential - \$900,000 to \$1.1 million per acre.
- Future residential - \$1.0 to \$1.3 million per acre.
- Current commercial/office - \$600,000 to \$900,000 per acre.
- Future commercial/office - \$900,000 to \$1.2 million per acre.

In addition to the suitable land uses and potential land values, four points should be noted;

1. Due to the site's size and characteristics, there is insufficient market to develop the site for only one land use, with the exception perhaps of medium density residential. Rather, the site would be best developed for a mixture of medium and high density residential, commercial and office uses, as well as some other uses.

2. The success, and market demand, for commercial and office uses on the subject site will rely heavily on preceding residential development phases.
3. A large portion of the OPG site will not be developable for residential or non-residential purposes, and will have to be developed for such things as road, sidewalks, laneways, public infrastructure, as well as potential community facilities such as parks and schools. These gross-to-net calculations must be factored in to any land valuation for the site.
4. The costs associated with land remediation, which would vary based on intended land-use, are critical in determining which land uses are revenue positive, neutral or negative.

The extent of the land devoted to other uses and achieving other priorities (social, cultural, natural heritage etc) will also be considered as part of the Visionary Concept Plan which would also impact the overall value of the lands.

PART VI

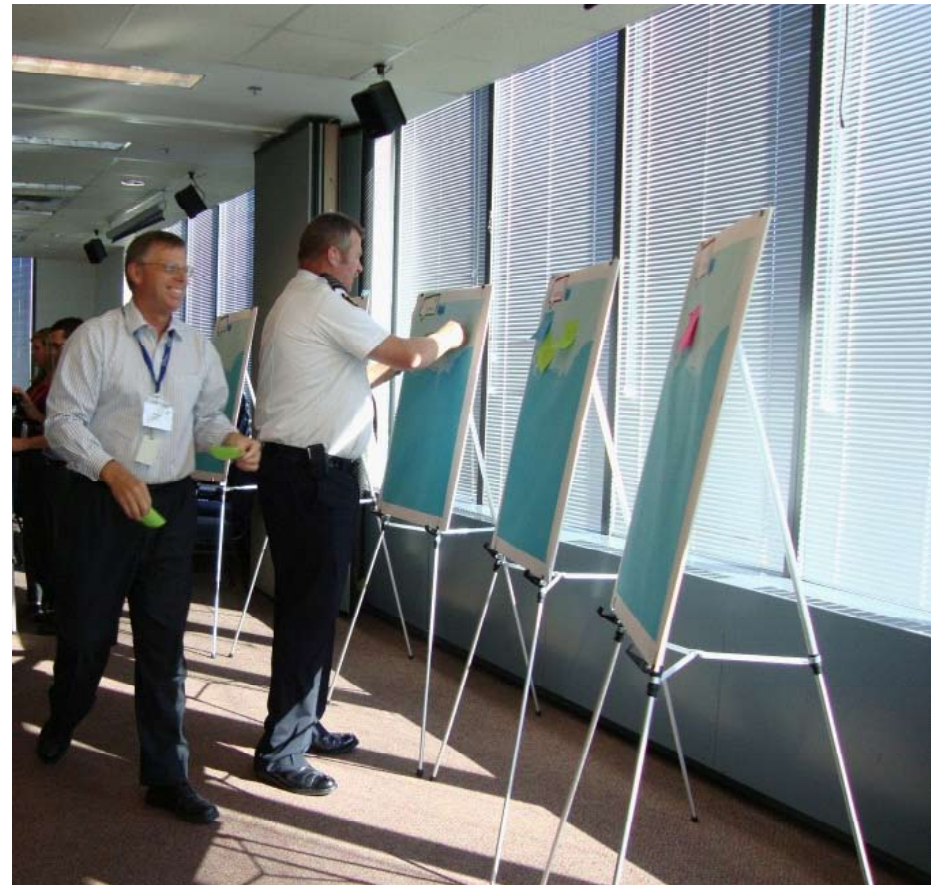
STAKEHOLDER SUMMARY



Phase 1 Consultation

A multi-faceted approach to engaging the public about Inspiration Lakeview reached well over 1000 people in Phase 1:

- In September, the Consulting Team met with key stakeholders including the Mayor, the City's Leadership Team, City Directors, Key Staff, Community groups and landowners, for a total of 70 people.
- On October 6th a Public Kick Off event was held at the Mississauga Seniors Centre. Nearly 300 people attended, including the mayor, the local councilor and MPP.
- Additional presentations and "ideas exchange" sessions were held with staff through the fall, engaging another 310 people.
- The project was featured on Rogers TV reaching their extensive viewing audience and website users.
- Leaning materials were prepared and offered to all Mississauga high schools. Five schools requested the packages and two requested additional presentations, reaching 300 students.
- A community tour of the OPG lands was held on November 20th. Thirty-two community members attended.
- Mississauga also developed a project website which had over 2,000 hits between September 8 and October 8.



October 6th Kick-Off Event

The main public event of Phase 1 featured guest speakers Joe Berridge and Barry Lyon and a number of interactive activities where the public could share their thoughts with the team, including a large scale model of the existing conditions of the study area.

Who is Interested in Inspiration Lakeview?

Participants were asked to place a dot on a map of Mississauga to indicate where they live. The map clearly shows that there is City-wide interest in the redevelopment of the Lakeview waterfront.



Poke-A-Dot Wall

The “dotmography” exercise asked participants to indicate their favorite things in the area with green dots, and to indicate things that need improvement with red dots. The map clearly shows that the parks in the area are highly coveted while the significant utility presence is considered an issue. Lakeshore Road E. is also indicated as an area for improvement. Interestingly the employment lands within the study area were not highlighted at all and the piers of the former OPG plant were identified as assets for the community.



Inspiration Wall

At the beginning of the evening the Inspiration Wall was blank but by the end, it was filled with words that evoked the desired sense of the inspiration Lakeview area, pictures that gave a sense of how the area could look and feel, and specific recommendations and ideas of what Inspiration Lakeview could become. Following the Kick-Off event, Staff continued to use the Inspiration Wall when presenting the Inspiration Lakeview initiative to other departments. A selection of this “Inspiration” follows, and the full collection is included as an appendix:

Shops	Kayaking
Theatre	Bicycle Lanes
Café	University/College
Beach	Sailing
Hotel	Walking
Transit	Sustainable
Outdoor rink	Bourbon Street
Eco/Green	TTC Loop
Canoeing/Kayaking	Water taxi/ferry



Keynote Presentations

The focus for the evening was to start thinking about the possibilities, potential and realities of Inspiration Lakeview. Joe Berridge, partner at Urban Strategies Inc., and Barry Lyon, senior partner and president of N. Barry Lyon Consulting, both experts in their fields, gave talks that provided insight and inspiration.

Joe Berridge:

Joe shared his experience working on and visiting waterfronts around the world and encouraged us to think BIG, Medium, and small, when thinking about Lakeview. Waterfront properties are special and also scarce and therefore represent a tremendous opportunity. Many post-industrial waterfronts have been transformed by a BIG idea, like the Frank Gehry-designed Guggenheim museum in Bilbao, Spain, a city not on the international radar until the completion of that building.

But BIG one-offs alone are not enough to sustain a waterfront; regular day-to-day activity is also necessary to breathe life into a place. Medium ideas are needed to fill in around the BIG ones. What will the quality of the urban realm be like? What other things will attract people to this place: a vibrant scene of shops and restaurants, places to get close to the water, and even into it, office workers, students going about their business, creating a buzz?

And finally, even on a large site like Inspiration Lakeview, we can't forget the small things. We experience a place in small moments as

we walk through it from A to B. From the treatment of a sidewalk or boardwalk, to a delightful fountain in a square, to a thoughtfully placed bench where one can take it all in, these things will also influence how we experience the BIG and Medium elements. And finally, we can't forget that we are talking about a waterfront, which is, and should be, a place where whimsy and fun have a home in the City, where we can let our hair down, and get wet if the mood strikes.

Barry Lyon:

Barry's presentation drew from his experience with large brownfield redevelopment sites across southern Ontario. He identified that the market potential for the Lakeview area is significant, since there are few large development sites left in the City, and certainly few as attractive as this waterfront location. He also noted that the success of the area will depend on attracting a true mix of uses, including employment uses, residential and retail/commercial. Citing the redevelopment of the St Lawrence Starch site in Port Credit and the former railway lands in Toronto, Barry stressed that redevelopments of this kind take a long time and have to be phased appropriately and tied to market conditions. An additional and important consideration is that the project should be attractive to youth (those under 30) – they bring life to a place and are often more willing to take risks on a new idea. These same young people who move in in the early days can also become attached to a place and will drive, and be, champions of its evolution over time.

What We Heard:

Phase 1 Consultation Summary

Opportunities

The following Opportunities, emerged as common themes across each feedback platform:

- The huge size of the site and its prime waterfront location together make this an opportunity not to be squandered for Mississauga and the wider GTA
- The proximity to Toronto and Port Credit means it can become another major destination on the Lake Ontario Waterfront for the whole GTA
- While transit access is not currently well provided, the site's proximity to the Long Branch GO and TTC stations as well as the planned transit on Hurontario and Lakeshore mean in the future the site will be well connected to the wider area
- The sheer size of the site means that the range of uses that can be accommodated is unlimited – there can be something for everyone: active and passive recreation space, opportunities to engage the water, residential, commercial, retail, employment and destination uses
- The site is interesting not only because of its waterfront location but also for the post-industrial remnants including the piers and hydro corridor
- The majority of the lands are in public ownership
- It is a landmark site that can attract investment partnerships, including the Province

Issues

The following issues, emerged as common themes across each feedback platform:

- Neighbouring WWTP and lake algae produce unpleasant odours
- The site is large so finding ways to bring transit connections into the heart of it will be important
- The site will require remediation of contaminated lands and therefore the proposed uses must generate revenue to overcome those costs.
- The City is undertaking an extensive plan on lands it does not own.
- As the site has long been off limits to the public the area is not currently on anyone's radar as a destination in Mississauga, let alone across the GTA. It will need some unique feature to draw people
- There may be resistance from the local community for high intensity uses on the edges of the site adjacent to existing residential areas

Ideas

The following ideas, emerged as common themes across each feedback platform:

- Connect the Waterfront Trail along the water's edge
- Create a model sustainable community

Emerging Themes

- Honour or commemorate the site's interesting history
- Post-secondary education campus, focus on water, environmental studies
- Centre of Excellence in water research and technologies
- Centre of Excellence in water-based sports
- Create additional opportunities to connect to the water, bring the water to the city and the city to the water
- Use the hydro corridor to connect north to Applewood
- Potential for water-based transportation
- A cultural community destination like Granville Island
- Use existing industrial space for film studios in the interim
- Wind turbines or other clean energy generation
- Year-round activity – not just summer
- A place for everyone with integrated affordable housing
- A multi-sport community stadium

The comments and input from the various stakeholders and public consulted can be summarized in the following themes which should apply to the Visionary Concept Plan, as it evolves.

1. Connect the City and the water
2. Create a green, sustainable, innovative, model new community
3. Open the site with a wealth of accessible public spaces
4. Provide multiple modes ways to get around: transit, walking, cycling
5. Create a special place to draw visitors from all over GTA
6. Balance public and private investment to be economically feasible

1. Connect the City and the water

The true “inspiration” for the site is its waterfront location. The Mississauga waterfront has little identity across the City or GTA, with the exception of the Port Credit harbour area and the landmark of the former “Four Sisters” smoke stacks. The potential to create a place where people can interact with Lake Ontario in a variety of passive and active, urban and natural ways is enormous, especially if the Plan can create new and innovative ways to reach the water, beyond the existing shoreline. For example, the existing OPG intake and outflow channels are opportunities to build on that bring water into the City. The specific uses and the development pattern should strive to bring the City to the all of the various water’s edges and in a manner that allows for the delight and whimsy that is often associated with being at the water’s edge.



Coal Harbour, Vancouver, B.C.

2. Create a green, sustainable , innovative, model new community

There is a keen interest from all levels of City staff and members of the public to see the future of Lakeview in sharp contrast to its past: from dirty to clean and green. At Port Credit, Mississauga developed one of the most oft-cited examples of mixed-use, pedestrian oriented communities in Ontario. Inspiration Lakeview provides an opportunity to demonstrate the next wave in community building by using innovative design and technological solutions to create a new urban precinct that uses less energy, infiltrates more water, has cleaner air, and creates less solid waste than other contemporary developments. Opportunities to partner with OPG and Peel Region on clean energy or waste-to-energy projects should be explored.



Dockside Green, Victoria, B.C.

3. Open the site with a wealth of accessible public spaces, welcoming to all

Because of its varied military and utility history, the Inspiration Lakeview lands, and particularly their waterfront, have been closed to the public for over 100 years. The new community here should include a variety of spaces and places where the public can gather, and in particular experience the water. Inspiration Lakeview is more than a place for the new residents, or the existing Lakeview neighborhood, it is a place for the whole City and Greater Toronto Area. Similarly, the Plan should provide a range of housing options so that the new community is as diverse as Mississagua.



Battery Bosque, New York, NY.

4. Provide multiple modes ways to get around: transit, walking, cycling

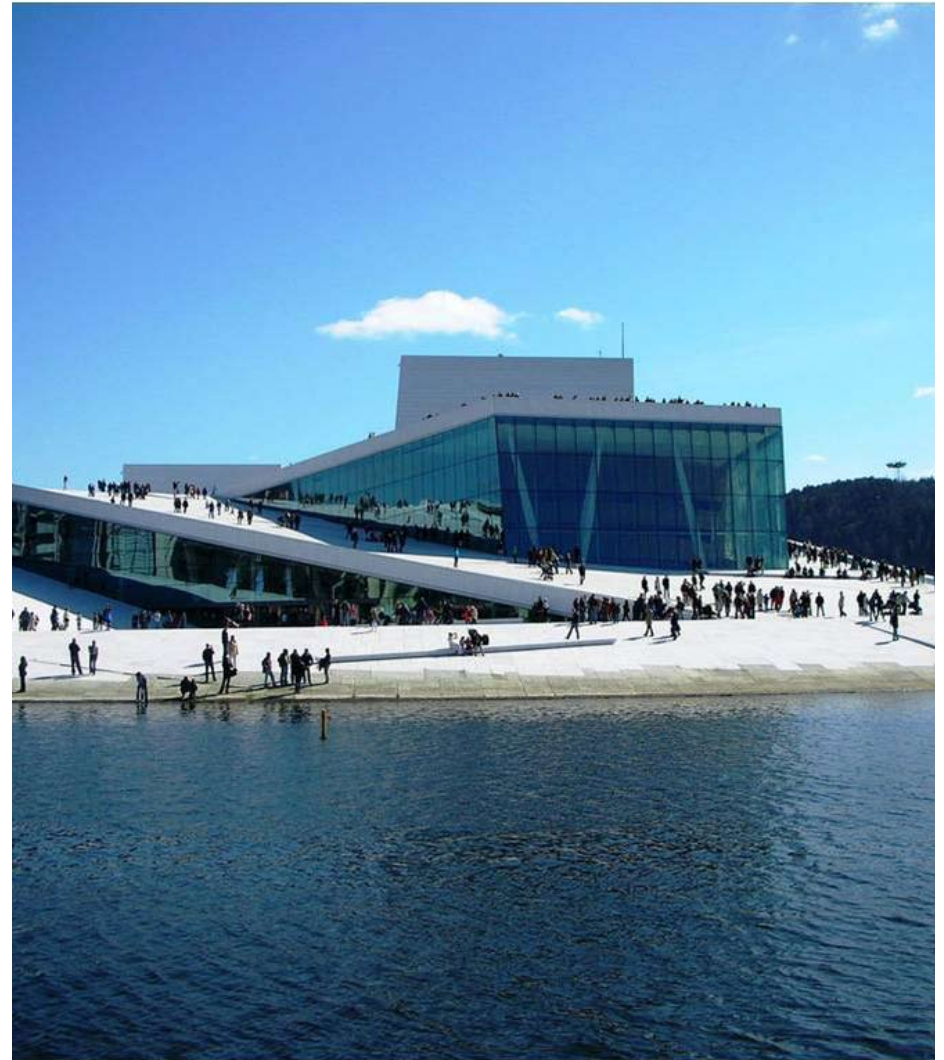
The sheer size of the Inspiration OPG lands, and their history as a single parcel means that though Inspiration Lakeview is a waterfront site, the northern parts of the study area are nearly a kilometre from the water's edge. Bringing people into and around the site efficiently is important and prioritizing modes other than the private automobile (walking, cycling, and transit) will be key to encouraging the area's vitality. The existing waterfront trail and surrounding open spaces including the hydro corridor provide key opportunities to link Lakeview with the rest of the City.



Paris, France

5. Create a special place to draw visitors from all over GTA

After years of being closed off to the public this area of Mississauga is not on the radar for residents of the City or other GTA communities. The Visionary Concept Plan should include program /uses/attractions to put Lakeview back on the map as a local landmark as significant as the Four Sisters once were. Lakeview will have an automatic draw because of its waterfront location but the Plan should accommodate an attraction of regional significance which highlights the prime location

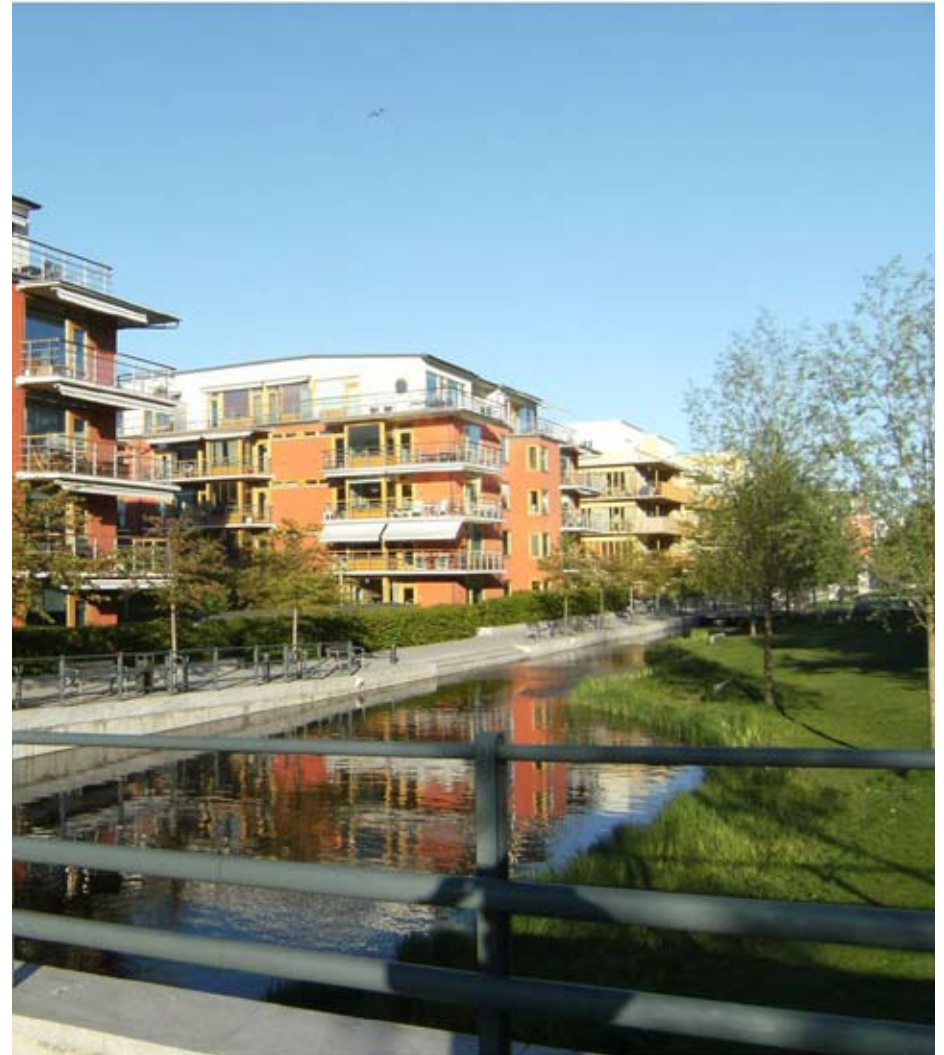


Opera House, Oslo, Norway

6. Balance public and private investment to be economically feasible

More than anything, we heard that participants (staff and public alike) want to see the redevelopment of the Inspiration Lakeview lands happen. They recognize that there are significant costs associated with cleaning up the lands and that there will need to be significant development to offset those costs and achieve the excellence in public realm and cultural amenities that are also emerging priorities.

The preceding 6 themes should be considered in the context of the BIG, Medium and small ways each can contribute to Inspiration Lakeview, as proposed during the October 6 kick-off.



Hammarby Sjostad, Sweden

Next Steps: Developing the Visionary Concept Plan

Phase 1 provided the team with baseline information on the existing conditions in the area. Key considerations drawn from this high-level literature review include:

- A new community on the waterfront is directly supported by the City's Strategic Plan.
- The Lakeview Local Area Plan (LAP) is being developed and the location of a node may or may not coincide with the study area. The team has been and will continue to be in contact with the LAP team to ensure coordination between projects.
- The LAP is not recommending land use change in the study area. Any conversion of the employment lands (Phase II of the Municipal Comprehensive Review) would be considered as a result of the outcomes of the Inspiration Lakeview process.
- Transit will be a key driver for any redevelopment of the area. Lakeshore Road E. is currently being studied as part of the Local Area Plan work for potential cross sections which may include transit and or bike lanes.
- As the site is very deep (approximately 1 km from Lakeshore Road E. to the water) consideration should be had for bringing transit service into the study area.

- Significant investments in the waste water treatment plant have dramatically reduced odours in recent years. However, the Province recommends a minimum 150 metre buffer to reduce any odour impact on sensitive land uses.
- The historic uses of the site as an aerodrome, rifle range, munitions factory and coal fired power plant have resulted in contamination of the lands, the levels of which are unknown at this stage, but the potential for significant remediation costs should be considered in any redevelopment scenario.
- Based on market trends, the lands are most valuable as residential, which may garner \$1 - \$1.5 million/acre.

Phase 2

These considerations, as well as the community's enthusiastic aspirations and ideas for the area will be taken into account as the VCP is developed. The public and staff are invited to continue to be part of the process during an intensive three-day charette with invited international experts, who will also be giving presentations as part of a speaker's series in the evenings.

The design charettes will be organized around four themes which capture each of the emerging ideas and will allow us to address the key site considerations. The themes, described below, are purposefully broad to allow for a full range of conversations and ideas to be addressed in each session, understanding the interrelationships between each one:

URBAN

This charette will focus on the city-building aspects of the site, including the pattern of streets and blocks and the scale of buildings.

GREEN

The parks and other open spaces and natural areas will be some of the important structuring elements of the new community. The range of options for creating topography out of the existing flat site and or sculpting the shoreline can be explored. The Hydro corridor and bookending creeks (Serson and Cooksville) also provide opportunities to encourage natural heritage links across the site. The Hydro corridor is furthermore an opportunity for pedestrian links to the community to the north of Lakeshore Road E.

CULTURE

Throughout the Phase 1 consultation a desire was expressed by the public that something special should happen at this site to enrich the cultural offer in Mississauga, whether through arts, sports, education, or other unique uses. In addition, the history of the site represents an opportunity for expression of the very local culture of the Lakeview neighbourhood. The range of general uses and their distribution across the site is also a consideration under the Urban theme.

BLUE

The significance of the site is its connection to the water. This charette will find ways to strengthen that connection, including the potential for creating more access to the water and bringing the water into the site, or more of the city out into the water. Smaller opportunities for interaction with the water such as within public spaces interior to the site, or on it can also be considered.