
Planning and Development Committee

Date

2016/09/19

Time

7:00 PM

Location

Civic Centre, Council Chamber,
300 City Centre Drive, Mississauga, Ontario, L5B 3C1 Ontario

Members

Councillor George Carlson	Ward 11 (Chair)
Mayor Bonnie Crombie	
Councillor Jim Tovey	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Carolyn Parrish	Ward 5
Councillor Ron Starr	Ward 6
Councillor Nando Iannicca	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10

Contact

Mumtaz Alikhan, Legislative Coordinator, Legislative Services
905-615-3200 ext. 5425
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Find it Online

<http://www.mississauga.ca/portal/cityhall/planninganddevelopment>

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

Send written submissions or request notification of future meetings to:

Mississauga City Council
c/o Planning and Building Department – 6th Floor
Att: Development Assistant
300 City Centre Drive, Mississauga, ON, L5B 3C1
Or Email: application.info@mississauga.ca

1. CALL TO ORDER
2. DECLARATION OF CONFLICT OF INTEREST
3. MINUTES OF PREVIOUS MEETING - September 6, 2016
4. MATTERS TO BE CONSIDERED
 - 4.1. Lakeview Waterfront - Draft Major Node Character Area Policies
File: CD.03.LAK
 - 4.2. Provincial Bill 73: Smart Growth for Our Communities Act, 2015 - Status, Implications and Actions
File: LA.07-PRO
 - 4.3. Horizontal Multiple Dwellings - Urban Design Guidelines
File: CD.06.HOR
5. ADJOURNMENT

City of Mississauga

Corporate Report



Date: 2016/08/30

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's file:
CD.03.LAK

Meeting date:
2016/09/19

Subject

INFORMATION REPORT (Ward 1)

Lakeview Waterfront – Proposed Major Node Character Area Policies

File: CD.03.LAK

Recommendation

1. That a public meeting be held to consider proposed amendments to Mississauga Official Plan contained in the report titled "Lakeview Waterfront – Proposed Major Node Character Area Policies" dated August 30, 2016 from the Commissioner of Planning and Building.
2. That the report titled "Lakeview Waterfront – Proposed Major Node Character Area Policies" dated August 30, 2016, from the Commissioner of Planning and Building, be circulated to City Departments, agencies and stakeholders for review and comment.
3. That prior to the public meeting, an open house be held with area land owners, the public and other stakeholders to obtain their initial feedback on the proposed amendments.

Report Highlights

- Inspiration Lakeview Master Plan was received by Council in June 2014
- An amendment to Mississauga Official Plan (MOP) is required to establish the planning framework and land use policy to implement the Master Plan
- The draft policy provides for the area's development as an innovative, sustainable green community with a generous public realm and predominance of mid-rise buildings
- The draft policy establishes a planning framework to accommodate 20,000 people and 9,000 jobs over 30 years

- The draft policy establishes 4 precincts across the area. Prior to development within these, several studies and detailed plans will be required to manage the rate of development and to determine future infrastructure investment
- The employment lands can now be considered for conversion to a mix of uses including residential, commercial, employment, institutional and cultural uses
- A public meeting is required to consider the draft policies and to redesignate lands

Background

In June 2014, Planning and Development Committee received the Inspiration Lakeview Master Plan (Master Plan). This was the culmination of a community vision that included stakeholder and community input including representation from the Province of Ontario (Province) and Ontario Power Generation (OPG). The area is 99 hectares (245 ac.) in size. The area includes the site of the former Lakeview Generating Plant and various business employment uses that still occupy the northern portion of the area.

The Master Plan envisions the subject area being transformed from its industrial past into a world class, destination urban waterfront community and acknowledges that achieving this vision requires embracing the following key principles:

- A continuous waterfront – reconnect residents to Lake Ontario and the shoreline
- A blue and green network – generous green and blue spaces are the organizing elements of the community
- A fine grained street pattern – a new urban street and block pattern will connect neighbourhoods within and adjacent to the area
- Bringing transit to the site – increased density in the community provides opportunities to bring transit to the site
- A cultural hub at the head of the pier – a cultural hub at the water's edge where arts, culture and community space serve as a destination and neighbourhood infrastructure
- An employment and innovation corridor – green technology district located between the G.E. Booth Wastewater Treatment Facility and the new community to attract research and development jobs and build on synergies with adjacent institutional uses

The Master Plan communicates a vision and goals for redevelopment. As such, land use policy and other initiatives are required to implement the vision and enable the transformation of the area. Specifically, official plan policy will establish the legal framework to guide future development.

Other Related Initiatives/Studies:

A number of important initiatives are underway which collectively will contribute to the overall achievement of the Master Plan vision. The following provides an overview of some of the more relevant initiatives:

- a. Lakeview Waterfront Connection – the City continues to work with the Region of Peel (Region), Credit Valley Conservation (CVC) and Toronto and Region Conservation Authority (TRCA) on the Lakeview Waterfront Connection project. Construction is scheduled to begin in September 2016
- b. Access to the Western Pier – the City recently received funding from the Province to complete the environmental study required for public access to the Western Pier
- c. Innovation Corridor – the City recently received notice that funding in the form of a grant, has been approved by the Province to conduct a Market Analysis and Feasibility Study for the Innovation Corridor
- d. District Energy – the Region has completed a Feasibility Study for Thermal Energy For District Heating at the G.E. Booth Wastewater Treatment Facility
- e. Lakeshore Road Transportation Master Plan (Lakeshore Connecting Communities) – the City has initiated a study to consider transportation matters on Lakeshore Road from Oakville to Toronto
- f. Small Arms Building – the Culture Division has commenced a Feasibility Study of the Small Arms Building (located just east of the Lakeview Waterfront area), for adaptive re-use

CommentsLakeview Waterfront Major Node Character Area Policies

Draft Official Plan policies to support the Master Plan have been prepared. The draft policies capture the ideas and direction expressed in the Master Plan, and provides a policy framework for a predominantly mid-rise, mixed-use community where people can live, work and play.

The Official Plan policy is a statement of intent. It sets out how the City anticipates the lands developing over the next 30 years. This said, it is important to understand that official plan policy has limits. Policy is enabling – meaning it is permissive and allows specific land uses to occur. Beyond this, realizing the many non-land use related aspects of the vision requires more than just good plan policy.

The policies, amongst other matters:

- Sets the overall vision for the community
- Establishes an innovative, green model community that incorporates sustainable best practices

- Divides the area into four precincts and establishes the character for each
- Provides population and employment targets
- Distributes various land uses
- Indicates where new parks and open spaces are to be planned
- Identifies new roads and transit corridors
- Shows where cultural facilities will be concentrated
- Identifies an innovation corridor and institutional campus

Organization of the Policies:

The Major Node policies must be read in conjunction with Mississauga Official Plan and follow the organizational structure of the principal document. In the event of a conflict with the principal document, the policies for the Lakeview Waterfront Major Node take precedence. Appendix 1 is a table of changes to Mississauga Official Plan required to establish the Lakeview Waterfront Major Node. Appendix 2 contains the proposed Lakeview Waterfront Major Node Policies. Appendix 3 contains the Mississauga Official Plan Schedules requiring amendment including the proposed land use designations for the area. Appendix 4 contains the proposed amendments to the Lakeview Local Area Plan required to remove the Lakeview Waterfront lands from the area policies.

Future population and employment targets are set out in the policies including the necessity of monitoring and further study to confirm sufficient infrastructure and capacity (e.g. transit, roads, sewers, utilities etc.) is available to support the community.

Draft policy has been established to enable the creation of an innovative, sustainable and green community including the following:

- Identifying the character of each precinct and how development contributes to the overall community
- Achieving LEED or equivalent certification through various design criteria
- Connecting the community to the lake and providing a network of open spaces
- Incorporating affordable housing into the community
- Creating cultural spaces including museums, artist galleries and studios and festival spaces
- Developing a new road and transit network to enable movement within and beyond the community
- Establishing cycling and multi-modal connections into the community

- Providing opportunities for an innovation corridor and an institutional campus that will allow people to live, learn, work and play in their own community
- Identifying future studies to resolve outstanding issues prior to redevelopment of the area

Leadership, Partnerships and Initiatives:

In order to fully realize the Master Plan vision, the City will need to continue to be a leader and proactively advance some of the strategic non-land use related components of the Master Plan.

In conjunction with the legal framework established through the Official Plan policies, partnerships and initiatives are required to achieve the vision and transform the area. New partnerships with all levels of government, private partners and land owners will need to be established.

Recognizing this, the City should continue to work closely with the Province and respectfully seek their commitment to continue to champion the Master Plan. Further, the City will have to work with all land owners to address some of the more challenging aspects as noted below:

- Achieving innovative, sustainable development towards status as a LEED Neighbourhood Development
- Constructing a new road network
- Meeting the population and employment targets if infrastructure improvements are not made
- Providing an enhanced level of transit service into the area to support the anticipated level of growth
- Attracting and recruiting new innovative businesses to the area
- Exploring innovative financing models and investment strategies to help pay for this enhanced model of development

Precinct Planning:

Planning is about anticipating the future and ensuring that risks are managed appropriately. In order to implement the Master Plan beyond the general land use designations, more detailed work is required. A new approach is being recommended for the Lakeview Waterfront area in the form of Precinct Plans. Precinct Plans will be used to detail how individual areas and blocks will be arranged and designed. These plans will detail development principles and guidelines at a more finite level than the Lakeview Waterfront Major Node policies. The precinct plan will be the link between Official Plan policy and subsequent plans of subdivision, rezoning applications and site plans.

Precinct Plans will address:

- height and density
- design-based criteria regarding height and massing and location of buildings
- appropriate setbacks and stepbacks to create a pedestrian environment
- distance separation between buildings to prevent overcrowding the skyline and overlook conditions
- incorporation of stormwater best management practices including the consideration of introducing stormwater management spines
- final alignment of roads and multi-modal connections
- streetscape and boulevard treatments
- public access to Lake Ontario
- provision of public art
- community space including parks, community infrastructure and cultural facilities
- interface between precincts to ensure transition

Next Steps:

The proposed policies will be circulated to stakeholders including internal departments, external agencies, the Region, school boards and land owners in the area for review and comment.

A Statutory Public Meeting will be held to consider the amendments to Mississauga Official Plan where formal public input and comments will be sought. Staff will then report back with any changes and a final recommendation on the proposed amendments to Mississauga Official Plan.

STRATEGIC PLAN

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

FINANCIAL IMPACT

No additional funding is required at this time.

CONCLUSION

The Lakeview Waterfront will be a new innovative, sustainable and green waterfront community in Mississauga. The draft Official Plan Amendment presented in this report represents the next step in realizing the vision as initially expressed in the Master Plan.

Now that the policies have been drafted, it is essential to test them in the community with the landowners and other stakeholders that have an interest in the future development vision for the area.

Attachments

Appendix 1: Table of Changes to Mississauga Official Plan to Establish the Lakeview Waterfront Major Node

Appendix 2: Proposed Lakeview Waterfront Major Node Policies

Appendix 3: Proposed Amendments to Mississauga Official Plan Schedules

Appendix 4: Proposed Amendments to Lakeview Local Area Plan



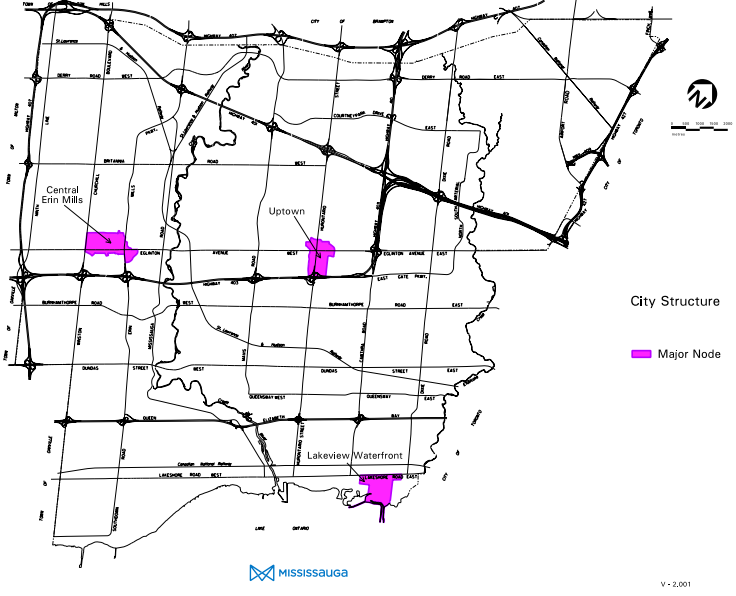
Edward R. Sajecki, Commissioner of Planning and Building

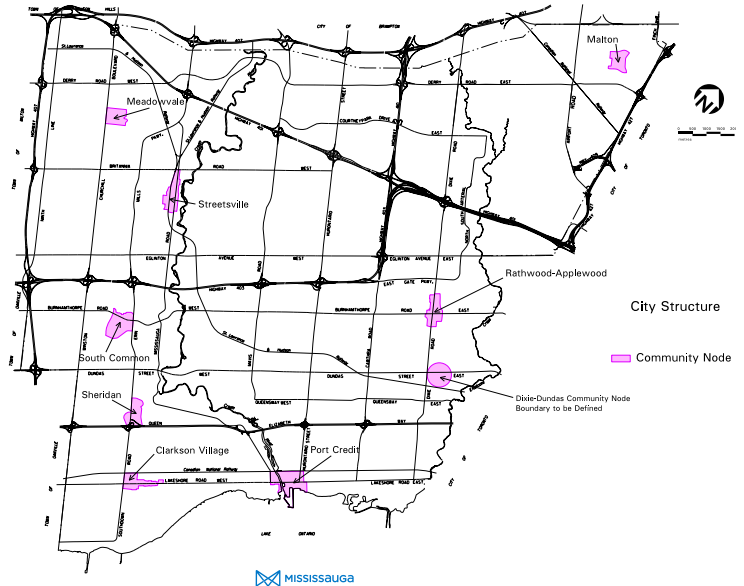
Prepared by: Karen Crouse, Project Manager
Paul Stewart, Planner
Karin Phuong, Planner

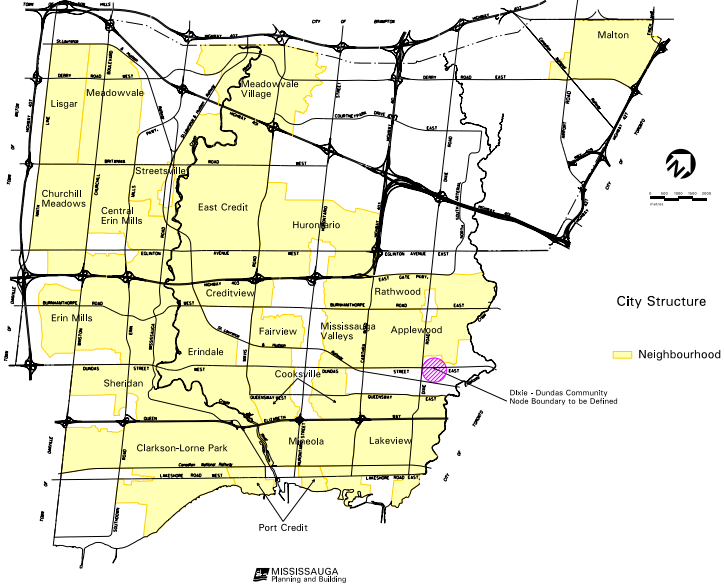
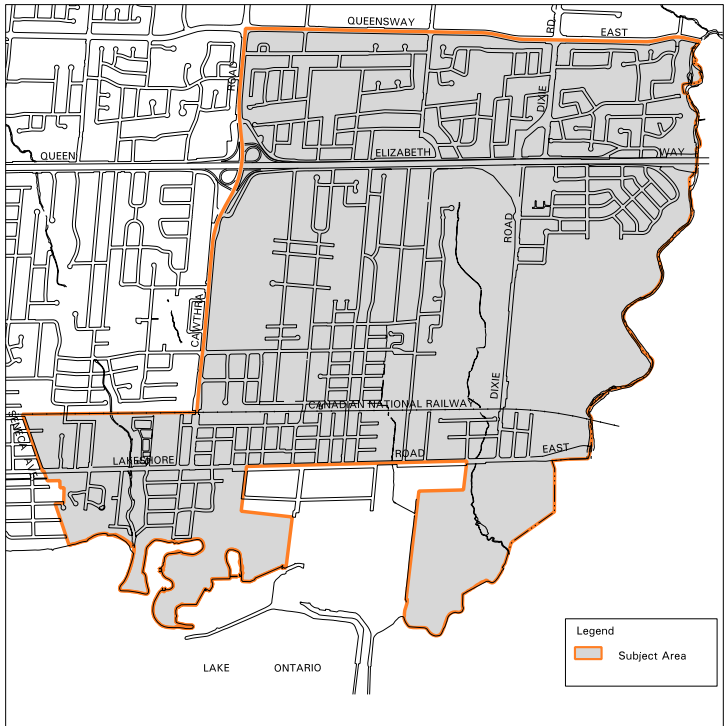
Modification Table for Mississauga Official Plan

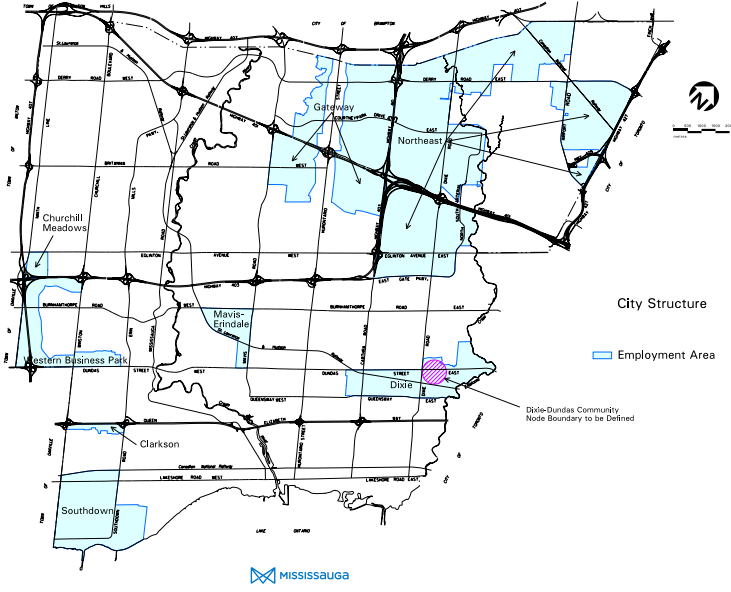
MOP POLICY / SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
*Amendment Key: Deleted text are shown as strikeouts; New text are highlighted in gray.		
5. Direct Growth		
5.3.2 Major Nodes	<p>The Inspiration Lakeview Master Plan identifies the area for a new Major Node or Community Node.</p> <p>Given the population and employment targets and that Major Nodes will develop as centres with a regional and city focus and served by higher order transit elements and will provide a mix of uses including employment, commercial, residential, educational and open space, the area is appropriately identified as a Major Node.</p>	<p>That section 5.3.2 Major Nodes, second paragraph be amended as follows:</p> <p>Major Nodes have considerable existing or planned capacity to accommodate both residential and employment uses and as such could have a positive effect on travel demand. They are located close to planned higher order transit – the Uptown Node is located directly on the proposed higher order transit facility on the Hurontario Street Corridor, and the Central Erin Mills node is located in proximity to the Bus Rapid Transit corridor, and the Lakeview Waterfront node is located on the proposed higher order transit on the Lakeshore Road Corridor.</p>
5.3.2 Major Nodes	See comment for 5.3.2 Major Nodes.	<p>That policy 5.3.2.1 be amended as follows:</p> <p>There are two three Major Nodes in Mississauga:</p> <ul style="list-style-type: none"> a. Central Erin Mills; and b. Uptown; and c. Lakeview Waterfront.
5.3.3 Community Nodes	See comment for 5.3.2 Major Nodes.	<p>That the fourth paragraph be amended as follows:</p> <p>The Dixie-Dundas Node and Lakeview Node are emerging Nodes that have is an emerging Node that has a commercial base but requires new community infrastructure and a more pedestrian friendly approach to development.</p>
5.3.3 Community Nodes	See comment for 5.3.2 Major Nodes.	<p>That policy 5.3.3.1 be amended as follows:</p> <p>There are 10 9 Community Nodes in Mississauga:</p> <ul style="list-style-type: none"> a. Clarkson Village; b. Dixie-Dundas; c. Lakeview; d. Malton;

		e. Meadowvale; f. Port Credit; g. Rathwood/Applewood; h. Sheridan; i. South Common; and j. Streetsville.																														
8. Create a Multi-Modal City																																
Table 8-3: Road Classification – Minor Collectors	An enhanced transit route (Lakefront Promenade, Streets ‘D’, ‘G’, and ‘K’) is planned for the Lakeview Waterfront area and the revised Table 8-3 Road Classification – Minor Collectors identifies the roads and right-of-way widths.	That Table 8-3: Road Classification – Minor Collectors be amended as follows: <table><tr><th>Character Area</th><th>Street</th><th>From</th><th>To</th><th>Jurisdiction</th><th>R-O-W Range</th></tr><tr><td>Lakeview Employment Area Waterfront Major Node</td><td>Lakefront Promenade</td><td>Lakeshore Rd. E.</td><td>Approximately 87 m south of Rangeview Rd.</td><td>Mississauga</td><td>30 m 35 m</td></tr><tr><td>Lakeview Waterfront Major Node</td><td>Street ‘D’</td><td>Street ‘G’</td><td>Street ‘K’</td><td>Mississauga</td><td>35 m</td></tr><tr><td>Lakeview Waterfront Major Node</td><td>Street ‘G’</td><td>Lakefront Promenade</td><td>Street ‘D’</td><td>Mississauga</td><td>35 m</td></tr><tr><td>Lakeview Waterfront Major Node</td><td>Street ‘K’</td><td>Lakeshore Rd. E.</td><td>Street ‘D’</td><td>Mississauga</td><td>35 m</td></tr></table>	Character Area	Street	From	To	Jurisdiction	R-O-W Range	Lakeview Employment Area Waterfront Major Node	Lakefront Promenade	Lakeshore Rd. E.	Approximately 87 m south of Rangeview Rd.	Mississauga	30 m 35 m	Lakeview Waterfront Major Node	Street ‘D’	Street ‘G’	Street ‘K’	Mississauga	35 m	Lakeview Waterfront Major Node	Street ‘G’	Lakefront Promenade	Street ‘D’	Mississauga	35 m	Lakeview Waterfront Major Node	Street ‘K’	Lakeshore Rd. E.	Street ‘D’	Mississauga	35 m
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Lakeview Waterfront Major Node	Street ‘K’	Lakeshore Rd. E.	Street ‘D’	Mississauga	35 m																											
13. Major Nodes																																
13.1 Introduction	See comment for 5.3.2 Major Nodes.	That 13.1 Introduction, be amended as follows: There are two three Major Node Character Areas in Mississauga: <ul style="list-style-type: none">• Central Erin Mills; and• Uptown; and• Lakeview Waterfront.																														
13.1 Introduction, Map 13-1 City Structure – Major Nodes	Map 13-1 City Structure – Major Nodes identified two Major Nodes. The revised map identifies a new Major Node in Mississauga – the Lakeview Waterfront Major Node.	That Section 13.1, Map 13-1 City Structure – Major Nodes be replaced with the following:																														

		
13.1.3 Mixed Use	The “Mixed Use” designation in the Lakeview Waterfront Major Node does not permit Major Office.	<p>That policy 13.1.3.1 be amended as follows:</p> <p>Notwithstanding the Mixed Use policies of this Plan, the following additional uses will be permitted in the Central Erin Mills and Uptown Major Node Character Areas:</p> <p>a. Major office.</p>
13.4 Lakeview Waterfront	<p>Section 13 Major Node contains Character Area policies specific to those areas where the general policies of MOP may be further modified.</p> <p>A new section, 13.4 Lakeview Waterfront contains the new Character Area policies that provides detailed policies which elaborate on, or provide exception to the policies or schedules.</p>	That Section 13.4 Lakeview Waterfront is added, as shown on Appendix 2.
14. Community Nodes		
14.1 Introduction	See comment for 5.3.2 Major Nodes.	<p>That the 14.1 Introduction, be amended as follows:</p> <p>There are ten nine Community Node Character Areas in Mississauga:</p> <ul style="list-style-type: none"> ● Clarkson Village; ● Dixie-Dundas; ● Lakeview;

		<ul style="list-style-type: none"> ● Malton; ● Meadowvale; ● Port Credit; ● Rathwood-Applewood; ● Sheridan; ● South Common; and ● Streetsville.
14.1 Introduction, Map 14-1 City Structure – Community Nodes	<p>See comment for 5.3.2 Major Nodes.</p> <p>Map 14-1 should be revised to delete the Lakeview Community Node.</p>	<p>That the Section 14.1, Map 14-1 City Structure – Community Node be replaced with the following:</p> 
14.4 Lakeview	<p>See comment for 5.3.2 Major Nodes.</p> <p>References and policies to the Lakeview Community Node should be deleted.</p>	<p>That Section 14.4 Lakeview be deleted, including Map14-4 Lakeview Community Node Character Area.</p>
16. Neighbourhoods		

<p>16.1 Introduction, Map 16-1 City Structure – Neighbourhoods</p>	<p>The Lakeview Employment Area is being amended to a Major Node and Neighbourhoods. Map 16-1 City Structure - Neighbourhoods should be revised to add the G.E. Booth (Lakeview) Wastewater Treatment Facility and the area known as the Arsenal Lands as a Neighbourhood Character Area.</p>	<p>That the Section 16.1 Introduction, Map 16-1 City Structure – Neighbourhoods be replaced with the following:</p> 
<p>16.13 Lakeview</p>	<p>The Lakeview Employment Area is being amended to a Major Node and Neighbourhoods.</p> <p>As such, Map 16-13 Lakeview Neighbourhood Character Area is revised to add the G.E. Booth (Lakeview) Wastewater Treatment Facility and the area known as the Arsenal Lands as a Neighbourhood Character Area, and to delete reference to the Lakeview Community Node boundary to be determined.</p>	<p>That the Section 16.13 Lakeview, Map 16-13 Lakeview Neighbourhood Character Area be replaced with the following:</p> 

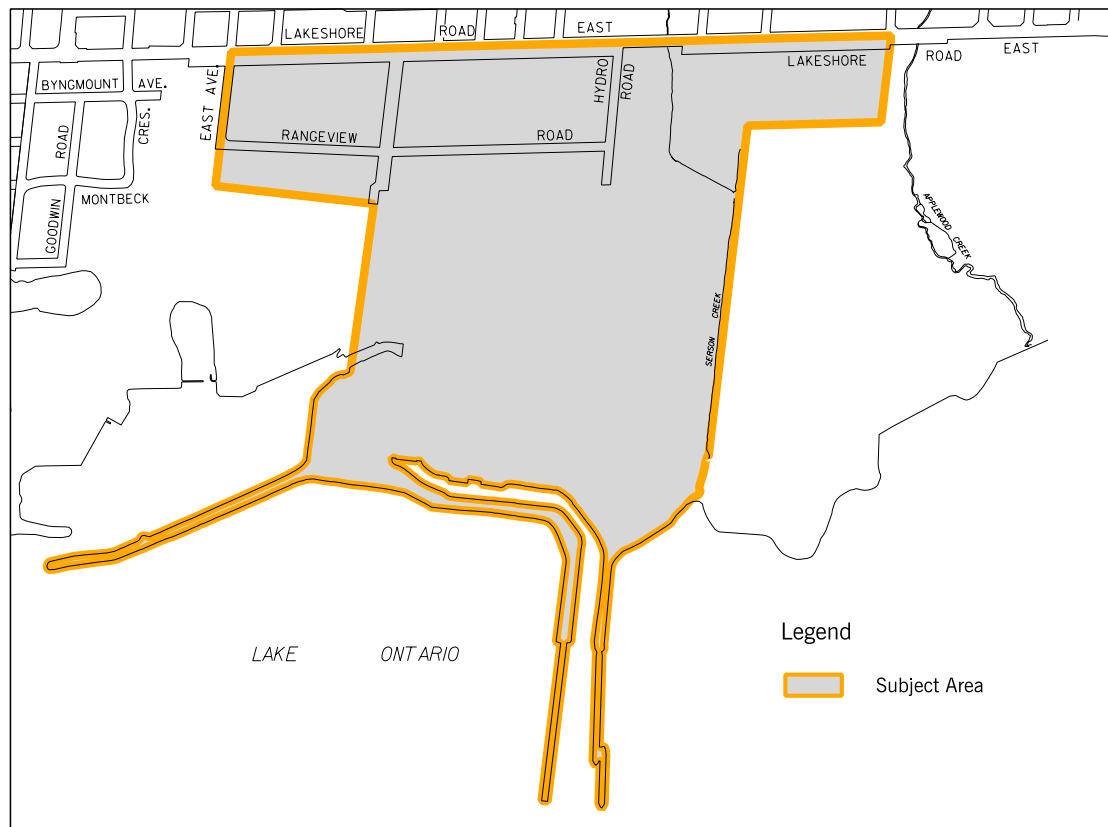
17. Employment Areas		
17.1 Introduction	<p>Phase One of the Municipal Comprehensive Review of Employment Lands (2015) recommended the Lakeview Employment Area as a Potential Conversion Area and can be considered for conversion to non-employment uses.</p> <p>The Lakeview Employment Area is being amended to a Major Node and Neighbourhoods.</p> <p>As such, the Lakeview Employment Area will be deleted.</p>	<p>That the 17.1 Introduction, be amended as follows:</p> <p>There are nine eight Employment Area Character Areas in Mississauga:</p> <ul style="list-style-type: none"> ● Churchill Meadows; ● Clarkson; ● Dixie; ● Gateway; ● Lakeview; ● Mavis-Erindale; ● Northeast; ● Southdown; and ● Western Business Park.
17.1 Introduction, Map 17-1 City Structure – Employment Areas	<p>Map 17-1 City Structure – Employment Areas is revised to delete the Lakeview Employment Area and reference to the Lakeview Community Node boundary.</p>	<p>That the Section 17.1 Introduction, Map 17-1 City Structure – Employment Areas be replaced with the following:</p> 
17.1.9 Industrial	<p>See comment for 17.1 Introduction.</p>	<p>That policy 17.1.9 Industrial, be amended as follows:</p> <p>The Industrial designation will not be permitted in the following Character Areas:</p> <ul style="list-style-type: none"> ● Churchill Meadows; and

		<ul style="list-style-type: none"> ● Clarkson; and ● Lakeview.
17.6 Lakeview	<p>See comment for 17.1 Introduction.</p> <p>References and policies to the Lakeview Employment Area should be deleted.</p>	That Section 17.6 Lakeview be deleted, including Map17-6 Lakeview Employment Area.
Schedules		
Schedule 1 Urban System	<p>Removal of the Lakeview Employment City Structure element.</p> <p>Revision to the City Structure element to reflect a Major Node for the Lakeview Waterfront, and Neighbourhood for the G.E. Booth Wastewater Treatment Facility and Arsenal Lands.</p>	That Schedule 1 be amended, as shown in Appendix 3.
Schedule 1a Urban System – Green System	Identify additional areas as being part of the Green System to include lands that will be designated “Public Open Space.”	That Schedule 1a be amended, as shown in Appendix 3.
Schedule 1b Urban System – City Structure	Revision of the “Employment Area” City Structure element in Lakeview to “Major Node” for the Lakeview Waterfront; and “Neighbourhood” for the lands identified as the Arsenal Woodlands and Lakefront Utility in the Lakeview Local Area Plan.	That Schedule 1b be amended, as shown in Appendix 3.
Schedule 2 Intensification Areas	Removal of the Lakeview Community Node boundary “to be determined” and the addition of a new Major Node - the Lakeview Waterfront Major Node.	That Schedule 2 be amended, as shown in Appendix 3.

Schedule 4 Parks and Open Spaces	Identify additional areas as being part of the “Public Open Space” areas.	That Schedule 4 be amended, as shown in Appendix 3.
Schedule 5 Long Term Road Network	Identify additional Minor Collector roads to the long term road network – Streets ‘D’, ‘G’, ‘I’ and ‘K’.	That Schedule 5 be amended, as shown in Appendix 3.
Schedule 6 Long Term Transit Network	Identify an Enhanced Transit Corridor route through the Lakeview Waterfront area – along Lakefront Promenade, and Streets ‘D’, ‘G’, and ‘K’.	That Schedule 6 be amended, as shown in Appendix 3.
Schedule 7 Long Term Cycling Routes	<p>The alignment of the Lake Ontario Waterfront trail is corrected to reflect the location of the trail.</p> <p>Additional cycling routes are identified for the Lakeview Waterfront area.</p>	That Schedule 7 be amended, as shown in Appendix 3.
Schedule 9 Character Areas	<p>Revision of the “Employment Area” City Structure element in Lakeview to “Major Node” for the Lakeview Waterfront; and “Neighbourhood” for the lands identified as the Arsenal Woodlands and Lakefront Utility in the Lakeview Local Area Plan.</p> <p>Removal of the Lakeview Community Node boundary to be determined and the addition of a new Major Node - the Lakeview Waterfront Major Node.</p>	That Schedule 9 be amended, as shown in Appendix 3.
Schedule 10 Land Use Designations	Recommended amendments to lands designated Business Employment and Utility to land uses that reflect the policy framework and planning that will meet the vision for the Lakeview Waterfront lands (residential,	That Schedule 10 be amended, as shown in Appendix 3.

	mixed use, greenlands, open space, institutional, business employment).	
Lakeview Local Area Plan		
Local Area Plans - Lakeview	<p>The Lakeview Local Area Plan recognized and referenced the Inspiration Lakeview study.</p> <p>As part of the next phase of that study, character area policies for a new Major Node - the Lakeview Waterfront Major Node is being introduced and will no longer be part of the Lakeview Local Area Plan subject area.</p> <p>As such, the Lakeview Local Area Plan should be amended to delete references to Inspiration Lakeview.</p>	That the Lakeview Local Area Plan be amended, as shown in Appendix 4.

13.4 Lakeview Waterfront



Map 13-4.1: Lakeview Waterfront Major Node Character Area

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

collective community vision and the Master Plan document that visualizes the transformation of the Lakeview Waterfront area into a mixed use waterfront community that incorporates open spaces and connections, land use, movement and transportation, built form, and neighbourhoods.

13.4.1 Inspiration Lakeview Master Plan

The Lakeview Waterfront policies are based on the Inspiration Lakeview Master Plan ("Master Plan"), dated 2014, which was first inspired by a citizen driven project known as the "Lakeview Legacy." Creating the Master Plan was a collaborative process with community and stakeholder input including representation from the Province of Ontario and Ontario Power Generation (OPG) through a series of consultation events beginning in 2010. The outcome of the process culminated in a

13.4.2 Historical and Current Context

The Lakeview lands are an important piece of Mississauga's history. Originally home to Aboriginal peoples, European settlement began in the early 1800's. Over the past two hundred years, the site has been transformed from rural pastoral lands to an aerodrome, rifle range, wartime barracks and small arms manufacturing facility, postwar temporary housing, to its forty-year lifespan as the OPG coal-burning Lakeview Generating Station and current

Business Employment lands. Throughout this history, the site has served Mississauga as both an iconic placeholder on Mississauga's Lake Ontario shoreline, as well as an influential employer.

Phase One of the Mississauga Municipal Comprehensive Review of Employment Lands (2015) concluded that in the long term the area should be converted to permit a range of alternative uses. Further, the review noted that given its location adjacent to the waterfront, it is a desirable location for a mixture of residential, cultural, retail commercial, office and other employment-generating land uses.

Lands surrounding the Lakeview Waterfront include:

- to the east - the G.E. Booth Wastewater Treatment Facility (WWTF);
- to the west - the Lakeview Water Treatment Facility (LWTF) and stable residential neighbourhoods. There are two properties located at Lakeshore Road East and East Avenue, owned by the Region of Peel, which will be redeveloped in the future for affordable housing;
- to the north - stable residential neighbourhoods and mixed uses along the frontage of Lakeshore Road East; and
- along the waterfront - public parks (Douglas Kennedy Park, Lakefront Promenade, and A.E. Crooks Parks).

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

The City is working with OPG and the Province on studies to allow public access to the pier.

The existing road network consists of the following east-west road connections: Lakeshore Road East and Rangeview Road. The north-south road

connections are: East Avenue, Lakefront Promenade, and Hydro Road.

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

13.4.3 Vision

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

13.4.3.1 Guiding Principles

The Vision is based on the following Guiding Principles:

1. Link: connect the city and the water, including the provision of a continuous waterfront park system along the shores of Lake Ontario;
2. Open: open the site with accessible public spaces for all, with a public realm of different sizes and function, working together to provide a distinctive cultural and ecological community landscape. Create green, public open spaces with enhanced **streetscapes**, and incorporate waterways throughout;
3. Green: create a green sustainable innovative model community. Promote the redevelopment, restoration and revitalization of land and buildings that may be located on contaminated properties. Integrate stormwater management throughout the public realm, use supply and demand management to reduce wastewater; and incorporate water features throughout the community that provide aesthetic and stormwater functions (e.g. stormwater spines and water themed open

spaces). Implement source reduction and install an effective collection system (e.g. vacuum) to minimize and handle **waste** in a more sustainable manner. Integrate innovative energy production, conservation, and create a “light pollution free zone;”

4. **Vibrant:** create a mixed-use community, affordable and welcoming to all, including a cultural hub at the head of the piers, with housing, retail, jobs and community amenities. Provide a broad range of building typologies, orient buildings for optimal exposure, micro-climate and maximize at grade light. Enable improved health and well-being through provision of affordable and accessible public transportation and housing;
5. **Connect:** provide multiple ways to get around - transit, walk, and cycle. Design a safe, convenient mobility system that encourages all transportation modes and innovative parking solutions. A new street and block pattern connects various neighbourhoods and districts. Enhanced transit will bring residents, employees, and visitors into the area and support long term sustainability and vitality;
6. **Destination:** create a special place to draw visitors where people can walk, cycle, and

interact in cultural areas with unique venues, waterfront attractions and opportunities for expression. Provide incubator space to promote cultural entrepreneurship that will become both destination and neighbourhood infrastructure;

7. **Remember:** commemorate history while creating a new legacy. This should be reflected in public art to recognize the important industrial history on the site; and
8. **Viable:** balance public and private investment to be economically sustainable. Explore opportunities for flexible and creative approaches to infrastructure planning. Encourage and facilitate safe redevelopment to be protective of human health and the environment to ensure the environmental conditions are suitable for the proposed use. Enable a fibre optic network to create a smart community. Provide for a sustainable economic centre that will attract people to visit, live, work, and do business. Promote innovative high-tech, green industry that incorporates research and development type jobs and opportunities, along with a post-secondary institutional campus.

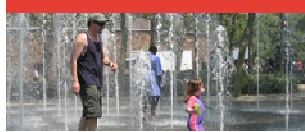
Link

Connect the City and the water



Open

Open the site with accessible public spaces for all



Green

Create a green, sustainable innovative model community



Vibrant

Create a mixed-use community affordable and welcoming to all



Connect

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



Destination

Create a special place to draw visitors



Remember

Commemorate history while creating a new legacy

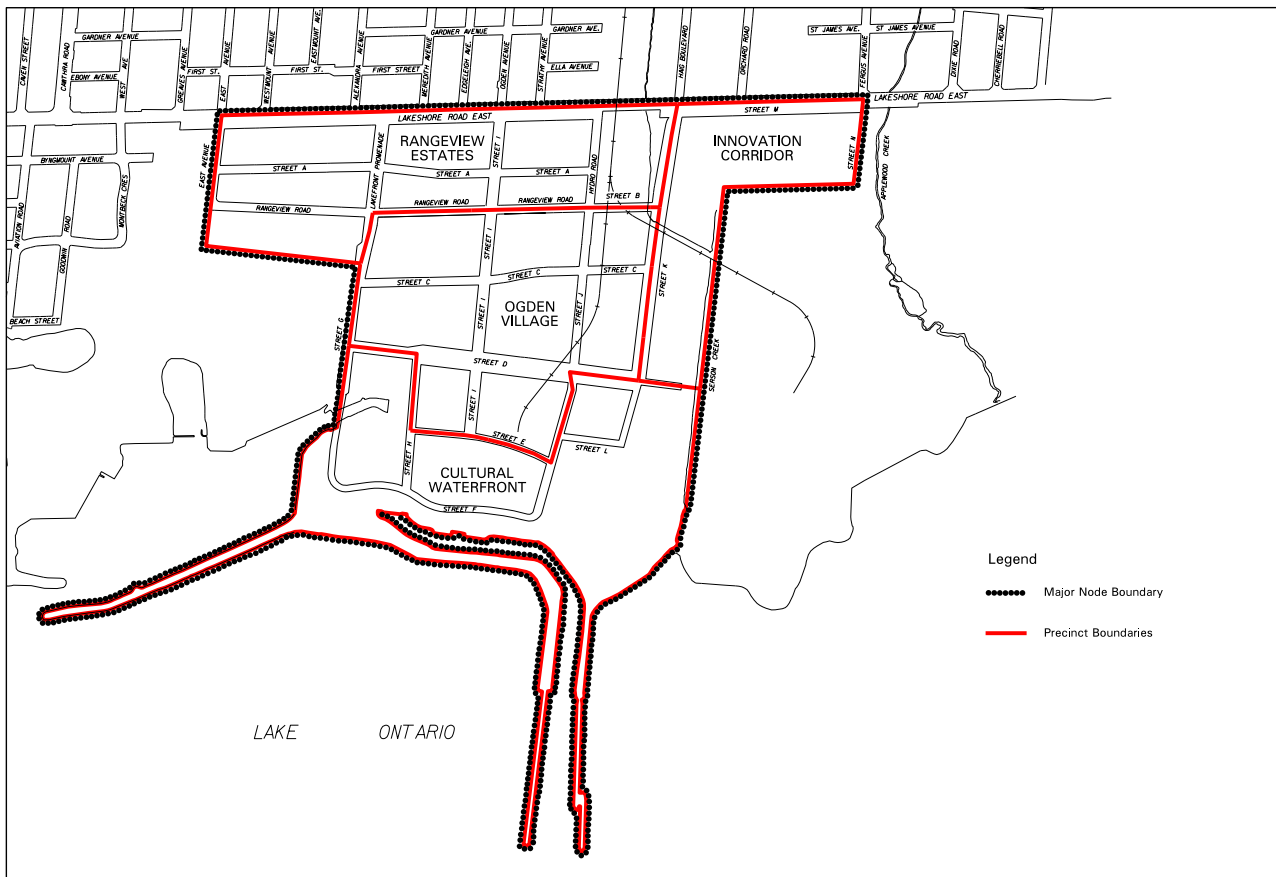


Viable

Balance public & private investment economically sustainable



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



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

13.4.4 Direct Growth

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

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

The area is divided into precincts in order to reflect differences in the planned function and character and consists of: Rangeview Estates; Ogden Village; the Innovation Corridor; and the Cultural Waterfront;

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

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

- be an area of intensification including a mix of uses such as housing, retail, office, culture, and recreational uses;
- achieve a targeted gross density of between 200 and 300 people plus jobs combined per hectare;
- strive to achieve a population to employment ratio of 2:1 across the entire Major Node;
- provide a pedestrian oriented environment and promote **active transportation** and served by transit,
- provide a variety of housing choices including affordable, assisted and special needs; and

- strive to achieve green development standards such as Leadership in Energy and Environmental Design (LEED).

Figure 2 summarizes the existing land area, population and employment, and planned targets. Approximately 99 hectares in size, the area employs 1,566 people (2015). The targeted number of jobs and population is approximately 7,000 to 9,000 jobs and 15,000 to 20,000 people.

13.4.4.1 Precinct Plans will determine the amount of development and the distribution of population and employment growth in each area.

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

13.4.4.3 If satisfactory arrangements for the implementation of enhanced transit and TDM measures are not made, the population and employment densities may be reduced in accordance with the capacity of the transportation network.

13.4.5 Value the Environment

The Lakeview Waterfront is planned to be an innovative, green model community that incorporates sustainable best practices. All buildings should strive to achieve a LEED Gold Standard or equivalent. It is the City's goal to achieve a LEED Platinum Neighbourhood Development standard or equivalent.

Given current and historic uses, the extent, and exact cost of remediation to bring the site to redevelopment standards, including the removal of subsurface infrastructure as required, remains unknown.

13.4.5.1 Living Green

13.4.5.1.1 To achieve a sustainable community, development should be designed to achieve the principles of LEED or sustainable best practices such as:

- orienting buildings to be "solar ready" to take advantage of passive heating and cooling;
- connecting to district energy systems;
- using **renewable energy** sources such as solar or geothermal energy;

Figure 2:
LAKEVIEW WATERFRONT MAJOR NODE, STATISTICS AND TARGETS

	2015	Planned Target¹
Land Area ² (ha)	99 ha	99 ha
Population	0	15,000 -20,000 ³
Employment	1,566 ⁴	7,000 – 9,000 ⁵
Population Plus Jobs per hectare	16	200 – 300 residents and jobs
Population to Employment Ratio	0:1	2:1

¹Planned targets to be confirmed through further study (e.g. transportation study, Innovation Corridor study)

²Land area is a gross figure and includes everything within the defined boundary such as bodies of water, roads, and all other land uses.

³Population target is from the Inspiration Lakeview Master Plan (2014)

⁴2015 Employment figures from City of Mississauga, Mississauga Employment Survey (2015)

⁵Employment projection is from the Inspiration Lakeview Master Plan (2014)

- managing stormwater runoff through innovative methods in keeping with best management practices;
- naturalizing landscapes with native, non-invasive species;
- planting trees;
- installing green roofs or white roofs;
- supporting urban agriculture;
- preventing and reducing pollution; and
- mitigating the impact of development on sensitive land uses.

13.4.5.1.2 Development proponents will be required to incorporate sustainable measures in their developments and should strive to meet a minimum standard of LEED Gold or equivalent for all buildings.

13.4.5.1.3 The development of a district energy system will be encouraged in the area. Where a district energy system cannot be provided, all development will be encouraged to include on-site renewable or alternative energy systems which produce 25 percent of projected energy use.

13.4.5.1.4 Land uses which are considered sensitive, in accordance with Part XV.1 (Record of Site Condition) of the Environmental Protection Act, may require one or more Records of Site Condition prior to site redevelopment.



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

13.4.5.2 Green System

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

The current Serson Creek flood line and erosion hazard limits remain undefined and future studies are needed to determine the revised hazard limits, alignment of the Creek and treatment of the riparian zone.

13.4.5.2.1 Innovative stormwater management open spaces/spines may also be incorporated into this network. The location and design of these open spaces/spines will be determined through the Master Servicing Plan and incorporated into Precinct Plans.

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

13.4.6 Complete Communities

Lakeview Waterfront is planned as a sustainable new community on the waterfront. The area will also draw people from within and beyond Mississauga.

As the Lakeview Waterfront area develops, the need for community infrastructure and services will be required, such as, but not limited to: cultural facilities, recreational and waterfront amenities, community facilities, range of housing options, and retail and service commercial opportunities.

The commercial heart of the site is located along the extension of Ogden Avenue south from Lakeshore Road East. As the central "spine" of the neighbourhood, this vibrant, pedestrian oriented street encourages wide sidewalks, space for outdoor cafés and sitting areas, attractive street furniture, lighting and vegetation, giving the street a village-like mainstreet feel.

Water dependent activities and related employment uses, including facilities that support recreational boating and sport fishing, and uses that benefit from being near the shoreline, parks and the Waterfront Trail are also envisioned for the area.

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

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

13.4.6.3 The Cultural Waterfront Precinct will be the preferred location for cultural uses, including a museum, artist galleries, festival spaces, and artist studios. Buildings providing flexible floor plates that are amenable to a variety of cultural uses and at-grade incubator space, including maker spaces will be encouraged.

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

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

13.4.6.6 The City, in consultation with Credit Valley Conservation (CVC), will investigate the extent to which the lands along the shoreline can be developed for a vibrant destination space at the water's edge.

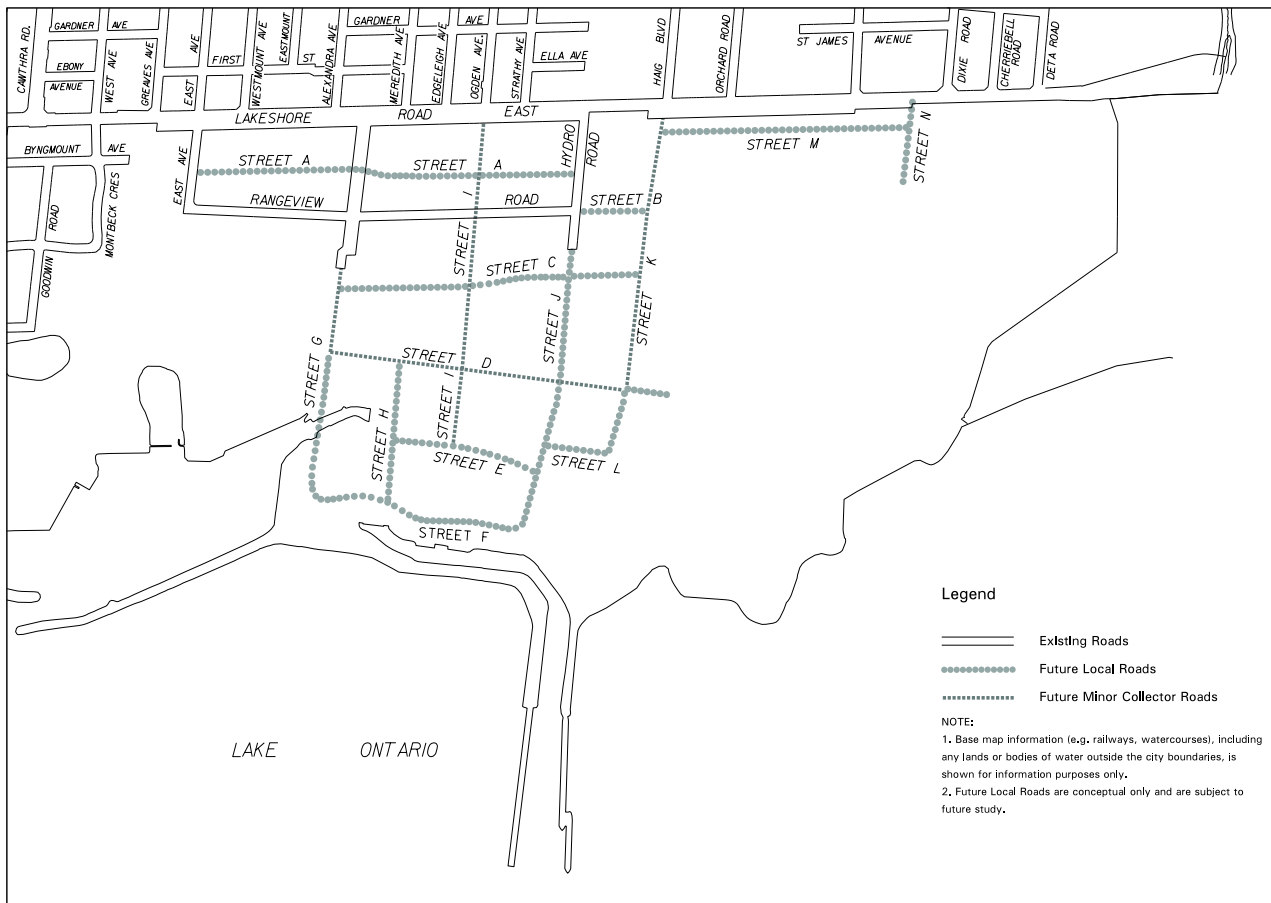
13.4.7 Multi-Modal City

The Lakeview Waterfront community is designed to encourage multi-modal transportation with emphasis on transit and **active transportation**, to reduce delays, energy consumption and pollution. The transportation network supports travel by transit and **active transportation** for those living, working and visiting the community. As the area develops and site specific applications are submitted, the City will monitor implementation of the multi-modal network to ensure transit and **active transportation** are incorporated and the overall network functions efficiently. As development in the Lakeview Waterfront community progresses, increased traffic delays may be experienced if the complementary improvements and/or investments to the overall network are not made.

Mississauga will continue to work with partners from other levels of government, including Metrolinx, and the private sector, to explore sustainable transportation solutions. The area's proximity to existing and proposed all day two-way GO Rail transit service, proposed **higher order transit** along Lakeshore Road and enhanced transit facilities into the site will provide increased levels of service in the future. As a fully realized community, transit and **active transportation** are intended to be viable alternatives to vehicular use and will help shape and support the future development of the Lakeview Waterfront.

The existing and future conceptual road network is shown on the Lakeview Waterfront Major Node Character Area Long Term Road and Transit Network (Map 13-4.3). A future **higher order transit corridor** along Lakeshore Road East and enhanced transit extending into the site is identified on Map 13-4.3. The preferred transit solution (e.g. bus or rail) and alignment for the **corridor** and into the site is subject to further study.

The City is currently undertaking the Lakeshore Road Transportation Master Plan that will examine transportation issues on the Lakeshore **Corridor**. In this study, the City will review the **higher order**



Map 13-4.3: Lakeview Waterfront Major Node Character Area Future Local Roads

transit needs and any necessary improvements to the transportation system for all modes.

13.4.7.1 A transportation study for the Lakeview Waterfront is required that will examine among other things: future enhanced transit including its alignment; multi-modal splits between transit, **active transportation** and vehicle use; Transportation Demand Management Measures; future roads; and potential traffic infiltration impacts on adjacent neighbourhoods. This study will build upon the work completed for the Lakeshore Road Transportation Master Plan and will make recommendations on infrastructure and density, modal splits, and any required phasing of development.

13.4.7.2 Road and Transit Network

13.4.7.2.1 Roads will be designed to provide connectivity between precincts within the Lakeview Waterfront area and ensure that adequate road right-

of-way widths are maintained for municipal servicing, utilities, and tree planting.

13.4.7.2.2 The type and alignment of enhanced transit into the site will be confirmed through an area wide transportation study, prior to development.

13.4.7.2.3 The City may acquire and protect for a public transit right-of-way (as identified as an enhanced transit corridor on Map 13-4.3) where the creation of a public transit right-of-way separate from, adjacent to, or in addition to, a road right-of-way is deemed appropriate.

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

13.4.7.2.5 Development applications will be accompanied by transportation and traffic studies. Studies will address, among other things, strategies for limiting impacts on the transportation network, where appropriate, including measures such as:

- a. reduced parking standards;
- b. transportation demand management;
- c. **transit oriented development** and design;
- d. pedestrian/cycling connections; and
- e. access management plan.

13.4.7.2.6 The final alignment of the road network will be determined during the preparation of precinct plans and the review of development applications.

13.4.7.3 Parking

13.4.7.3.1 Parking will be provided as follows:

- a. on-street parking will be provided as appropriate and integrated into the **streetscape** design, balancing the needs of all modes of transportation that share the right-of-way;
- b. underground parking will be encouraged on all sites;
- c. underground or above grade structured parking will be required for residential development exceeding four storeys and all mixed use developments. A limited amount of surface parking may be considered on a site-by-site basis;
- d. above grade structured parking will incorporate elevated design elements (e.g., façade wraps, integrated into buildings) to be compatible with the surrounding area; and
- e. surface parking may be considered for:
 - townhouse dwellings;
 - horizontal multiple dwellings not exceeding four storeys;
 - Innovation Corridor Precinct; and

- Cultural Waterfront Precinct.

13.4.7.3.2 Reduced and/or maximum parking standards may be considered throughout the area, in conjunction with the provision of enhanced transit.

13.4.8 Desirable Urban Form

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

- have a built form that is predominantly mid-rise in scale;
- provide opportunities for ground-related housing (e.g. townhouses);
- permit limited taller elements to support transit but must “earn the sky” through design excellence and protection of skyviews and sunlight; and
- ensure design excellence that incorporates sustainable design (e.g. LEED).

13.4.8.1 General Policies

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

- a. a gradual transition to adjacent stable residential neighbourhoods to the west and north of the area;
- b. reinforce a pedestrian scale at Lakeshore Road East;
- c. greater density and height towards the centre of the community, along enhanced transit rights-of-way and large open spaces;
- d. provide a gradual transition to mid-rise buildings towards the waterfront;
- e. maximize daylight hours in accordance with the City’s Standards for Shadow Studies (6-8 hours

at equinox along any key open spaces) and streets;

- f. ensure that landmark buildings are considered at key locations; and
- g. ensure a variety of built forms to create a varied skyline that promotes views to Lake Ontario.

13.4.8.2 Precinct Plans

A precinct plan is a non-statutory policy document endorsed by City Council that further articulates the policies of this Plan. It details development principles and guidelines at a more finite level than the Lakeview Waterfront policies and Mississauga Official Plan. The precinct plan provides a link between Official Plan policy, and subsequent plans of subdivision, rezoning applications, and site plans.

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

- a. distribution of height and density that ensures the envisioned range and mix of built form typologies are provided including townhouses, mid-rise, and taller building elements;
- b. design-based criteria to ensure appropriate height, massing and location of buildings to reduce any "wall effect," to define gateway

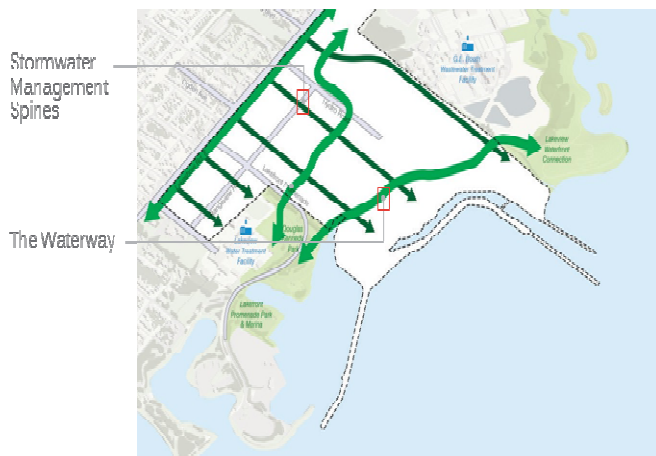


Figure 4: An innovative approach to stormwater management - series of north-south and east-west spines adds natural elements to the public realm while providing an important water collection function.

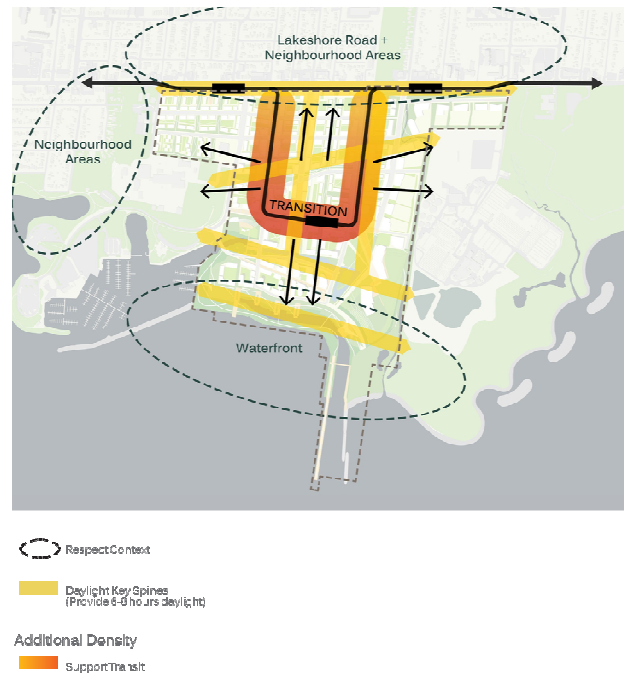


Figure 5: Transitional Density Strategy: The distribution of densities is greater towards the centre of the site and gradually transitions to the existing residential neighbourhoods adjacent to the Lakeview Waterfront lands.

- locations and street edges, and provide skyviews and sunlight;
- c. appropriate setbacks and setbacks that ensure a pedestrian friendly environment;
- d. distance separation between taller building elements (over 8 storeys) to address overcrowding of skyline and the potential loss of skyviews, protection of view corridors, privacy, and overlook of occupants;
- e. landscape areas that provide opportunities to incorporate **stormwater best management practices** (e.g. stormwater management spines as shown on Figure 4), reinforce view corridors, enhance the aesthetic quality of the area and increases to the tree canopy;
- f. final alignment of future roads and potential multi-modal connections with identified right-of-way widths;
- g. streetscapes and upgraded boulevard treatments that provide appropriate setbacks and side yards to reflect planned function,

minimize vehicular access points, create an attractive public realm and provide opportunities for tree planting;

- h. upgraded boulevard treatment will be required for all developments that have buildings within 3 meters of the property line;
- i. provision of public access and protection of views to Lake Ontario;
- j. provision of public art in locations that enhance the built environment and enrich the culture and history of the community;
- k. the location and amount of space dedicated to parks, community infrastructure, and cultural facilities including creative industry incubator space; and
- l. the interface with adjacent lands to ensure an appropriate transition between precincts.

13.4.8.3 Precincts

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

Built form height will range as follows:

- low-rise townhouses ranging from 2 to 4 storeys;

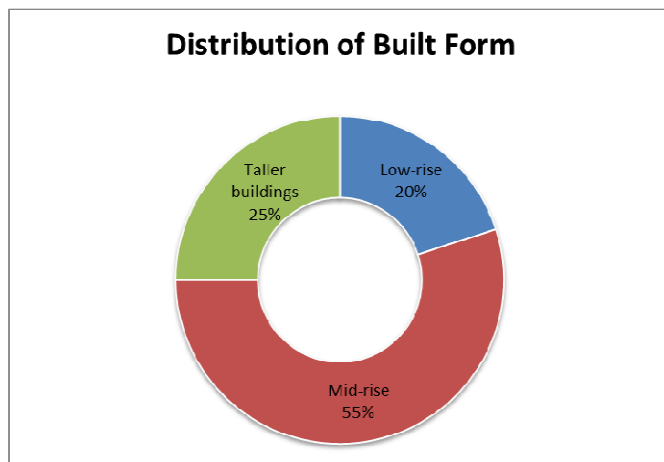


Figure 6: The planned distribution of built form is a combination of townhouses, mid-rise apartments and taller buildings (Inspiration Lakeview Master Plan, 2014).

- low-rise apartment buildings up to 4 storeys;
- mid-rise apartment buildings between 5 to 8 storeys; and
- taller buildings up to 15 storeys.

The Lakeview Waterfront area has been further divided into the Rangeview Estates, Ogden Village, Cultural Waterfront and Innovation Corridor Precincts.

13.4.8.3.1 Rangeview Estates Precinct

The Rangeview Estates Precinct is primarily a residential neighbourhood with a mix of low-rise townhouses, horizontal multiple dwellings and mid-rise buildings. Taller buildings may be considered at key locations. Retail uses are permitted along Lakeshore Road East and required at key gateway locations.

13.4.8.3.1.1 Low-rise townhouses including ground-related townhouses and horizontal multiple dwellings (i.e. stacked and back-to-back townhouses) will provide a gradual transition to the existing neighbourhood to the west of this precinct.

13.4.8.3.1.2 Mid-rise apartment buildings will be directed to Lakeshore Road East and all north-south streets that intersect with Lakeshore Road East.

13.4.8.3.1.3 Taller buildings up to 15 storeys may be permitted at key locations including sites adjacent to **higher order transit** stops and along enhanced transit routes.

13.4.8.3.1.4 Commercial uses are permitted along Lakeshore Road East and Street 'I', but will be required at the intersection of these two roads in order to help create a gateway location with retail uses at grade.

13.4.8.3.2 Ogden Village Precinct

The Ogden Village Precinct is located in the heart of the Lakeview Waterfront community and contains a diversity of building heights and increased densities. At grade commercial uses are intended to serve the

day-to-day needs of local residents and to create a vibrant urban place.

The mainstreet (Street 'I') is the central retail hub and key thoroughfare to the waterfront. The precinct is intended to provide an environment that will create a complete community and incorporate community infrastructure and commercial activities.

13.4.8.3.2.1 A mix of low-rise townhouses, horizontal multiple dwellings, mid-rise and taller buildings will be permitted throughout the precinct. Mid-rise buildings will be interspersed with taller buildings to support enhanced transit.

13.4.8.3.2.2 Ground related built form will be selectively incorporated into developments to provide human scale (e.g. along public open space) and provide variation in built form.

13.4.8.3.3 Innovation Corridor Precinct

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

13.4.8.3.3.1 Buildings will be of mid-rise form.

13.4.8.3.3.2 Consideration may be given to permitting a limited number of buildings at lower heights (e.g. small scale fabricating or workshops that may require single storey buildings), and facilities that support recreational watercraft.

13.4.8.3.4 Cultural Waterfront Precinct

The Cultural Waterfront Precinct is located along Lake Ontario at the southern end of the site. This is the only precinct that can provide an opportunity for direct public access to the waterfront. The character of the precinct is to reflect a vibrancy of mixed uses incorporating residential, commercial, institutional, community and cultural uses.

13.4.8.3.4.1 A cultural hub is the focus of the community and will contain:

- a. a series of water-themed open spaces intended to accommodate a range of uses e.g., pedestrian streets, outdoor cafes, skating rinks, splash pads and programmable spaces;
- b. cultural infrastructure, institutional buildings and a district energy facility; and
- c. buildings with flexible floorplates that are amenable to a variety of cultural activities such as museums, art galleries, studios, markets and incubator space to promote cultural entrepreneurship.

13.4.8.3.4.2 Institutional buildings (e.g., post-secondary institutional campus) may incorporate a landmark earthwork as part of the campus.

13.4.8.3.4.3 The area will have a range of building heights up to 8 storeys.

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

13.4.8.3.4.5 Lands west of the future Street 'H' and north of the future Street 'F' may permit greater heights subject to further study.



Figure 7: The Lakeview Waterfront can provide an active and vibrant waterfront and opportunities for cultural activities such as Vancouver's Granville Island.

13.4.9 Strong Economy

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

It is recognized existing businesses may remain in the area until such time as redevelopment occurs. Although existing businesses may relocate elsewhere in the city, a range of employment uses is essential to achieving the vision for the area. As such, new employment uses must be planned for in the area that can accommodate a similar or greater number of jobs. The primary location for these jobs will be in the Innovation Corridor Precinct.

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

- a. gateway location at Lakeshore Road East and Street 'I' within the Rangeview Estates Precinct;
- b. Ogden Village Precinct; and
- c. Cultural Waterfront Precinct.

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

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

13.4.9.4 A study that will identify opportunities to incorporate cultural and incubator space into the community may be undertaken.

13.4.9.5 Strategies to encourage and support employment uses may be pursued including

Community Improvement Plans, Bonus Zoning and other incentives.

13.4.10 Land Use Designations

13.4.10.1 General

13.4.10.1.1 Notwithstanding the policies of this Plan, existing business employment uses will be permitted.

13.4.10.1.2 Notwithstanding the land use designation policies, contamination will have to be addressed to ensure that the land is suitable for intended uses.

13.4.10.1.3 Precincts are planned to be developed for a range of land uses. Precinct plans will identify the appropriate mix of residential uses and have regard for the planned function and character envisioned for each of the precincts.

13.4.10.2 Residential Medium Density

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

13.4.10.2.2 The location of apartment dwellings will be determined through Precinct Plans.

13.4.10.2.3 For lands fronting Lakeshore Road East or Street 'I', commercial uses will be permitted at grade.

13.4.10.3 Residential High Density

Residential High Density sites are conceptually identified on Schedule 10 Land Use Designations at select locations at or near planned enhanced transit routes.

13.4.10.3.1 Precinct plans will determine the exact location, number of buildings, height, and form.

13.4.10.3.2 Commercial uses will be permitted at grade.

13.4.10.3.3 Lands will be redesignated Residential High Density once determined through the

preparation of precinct plans, without further amendment to this Plan.

13.4.10.4 Mixed Use

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

- a. commercial uses will be required at grade for buildings fronting Lakeshore Road East and Street 'I';
- b. single use residential buildings may be considered on lands not fronting Lakeshore Road East or Street 'I'; and
- c. creative industry incubator spaces such as **maker spaces** and cultural infrastructure facilities will be required in the Cultural Waterfront Precinct. These spaces may be located in a single building or combined with another permitted use.

13.4.10.5 Institutional

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

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

13.4.10.6 Business Employment

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

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

- a. major office; and
- b. marine related uses including boat storage and repair.

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

- a. adult entertainment establishment;
- b. animal boarding establishment which may include outdoor facilities;
- c. body rub establishment;
- d. cardlock fuel dispensing facility;
- e. commercial parking facility;
- f. Motor Vehicle Commercial;
- g. motor vehicle body repair facilities;
- h. transportation facilities;
- i. trucking facilities; and
- j. **waste processing stations** or **waste transfer stations** and composting facilities.

13.4.11 Implementation

Various studies will be required to ensure the orderly development of the area and the vision and guiding principles for a sustainable and innovative community are realized.

The implementation of innovative and sustainable elements may exceed typical development standards, and will require stakeholder acceptance, potential coordination across multiple properties (e.g. district energy, integrated stormwater management throughout public realm), and innovative financing arrangements (Section 37, local levies, etc.).

Key innovative and sustainable elements pertaining to transportation, servicing, financing, and urban design that require further study. These elements will be incorporated into area wide studies, during the preparation of precinct plans, and/or through the processing of development applications.

13.4.11.1 Lakeview Waterfront Area wide Studies

13.4.11.1.1 Development applications will be considered premature until the area wide studies have been completed.

13.4.11.1.2 The following area wide studies will be completed prior to a precinct plan(s) including, but not limited to the following:

- a. Transportation Study (e.g. road network and capacity analysis and enhanced transit assessment);
- b. Land Use Compatibility Study (e.g. appropriate separation distance from wastewater treatment plant);
- c. Master Servicing Plan (e.g. water, wastewater, stormwater management, district energy, fibre optic network); and
- d. Financial Strategy/Plan (e.g. cost sharing arrangements, area specific levies, Section 37).

13.4.11.2 Class Environmental Assessments

13.4.11.2.1 Undertake Class Environmental Assessment Studies where required, to address the following, but not limited to:

- a. Alignment of new public street network;
- b. Enhanced transit corridor;
- c. Water, wastewater and other servicing infrastructure; and
- d. Realignment of Serson Creek and Street 'K'.

13.4.11.3 Studies Required at the Precinct Level

13.4.11.3.1 Development applications will be considered premature until the precinct plan(s) and any associated studies have been completed.

13.4.11.3.2 Precinct plans will be prepared and may require the following specific studies to be completed but will not be limited to:

- a. Serson Creek Study;

- b. Economic Development Business Case Study (e.g. Innovation Corridor);
- c. Post-Secondary Institution Business Case Study;
- d. Waterway District Heights Study;
- e. Active and Urban Shoreline Study;
- f. Coastal Studies; and
- g. Cultural Incubator Study.

13.4.11.4 Contamination and Site Remediation

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

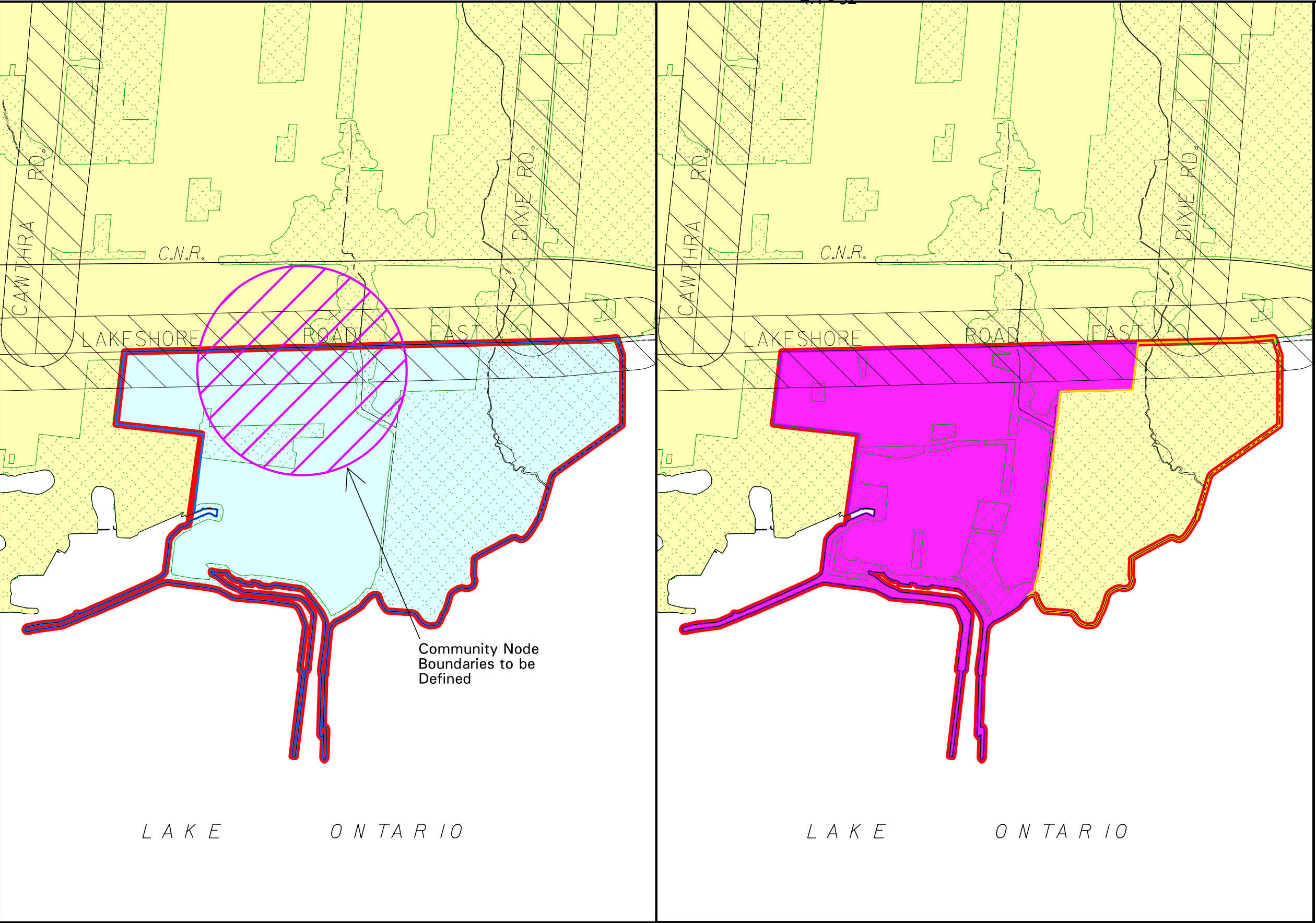
13.4.11.4.1 Development applications may be required to undertake a study to assess contamination in the area in accordance with Provincial Government regulations and standards and City policies.

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

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


13.4.11.5 Planning and Financing Tools

13.4.11.5.1 The City will rely on a wide range of planning and financing tools. These tools may include use of holding provisions, temporary use by-laws, agreements under Section 37 of the Planning Act, site plan control, and various means of subdividing land.



LEGEND:

Green System

 Green System

City Structure


 Downtown

 Major Node

 Community Node


 Neighbourhood

 Corporate Centre

 Employment Area

 Special Purpose Area

Corridors

 Corridor

 Intensification Corridor

Note:

Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



AREA OF AMENDMENT:

1. City Structure Element to Major Node and Neighbourhood
2. Removal of circle and text denoting the Lakeview Community Node boundary to be defined
3. Revision to the Green System identifying Public Open Space as part of the Green System

DRAFT



MAP 'A'

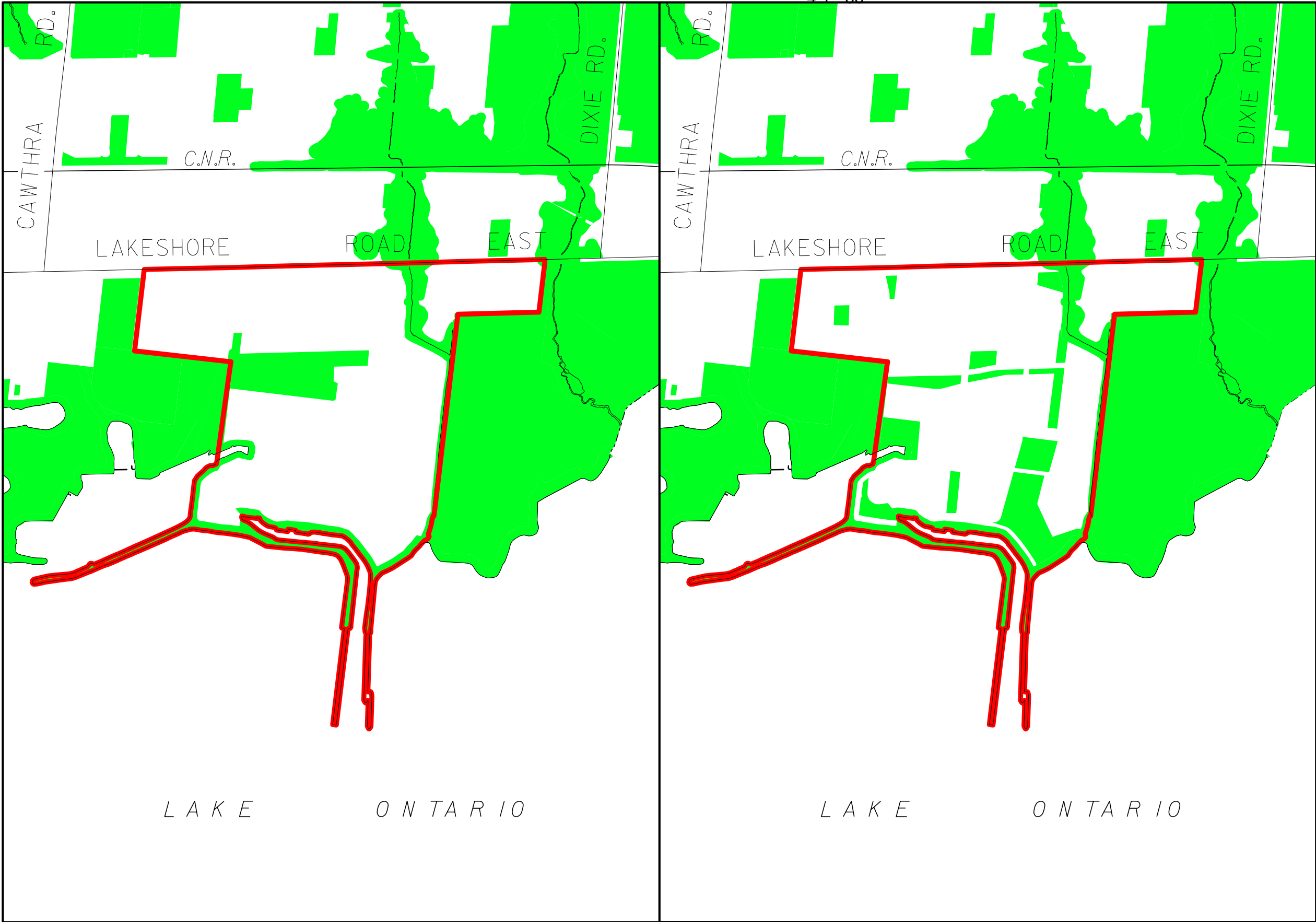
Part of

Schedule 1 Urban System
of Mississauga Official Plan




EXISTING


AMENDED



LEGEND:


 Green System

Note:
Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.


 **AREA OF AMENDMENT:**
Revision to the Green System identifying Public Open Space as part of the Green System

DRAFT

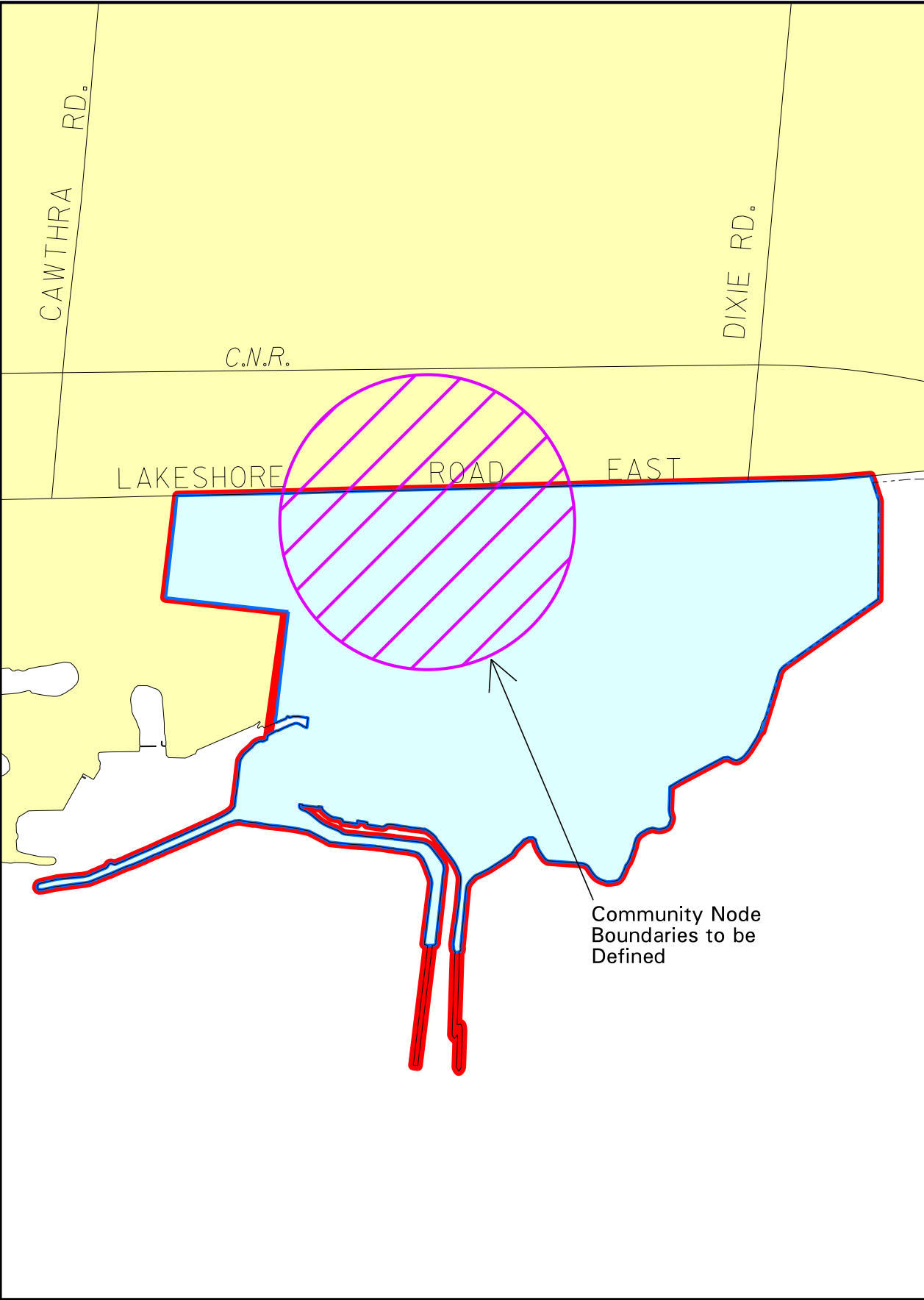
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metres



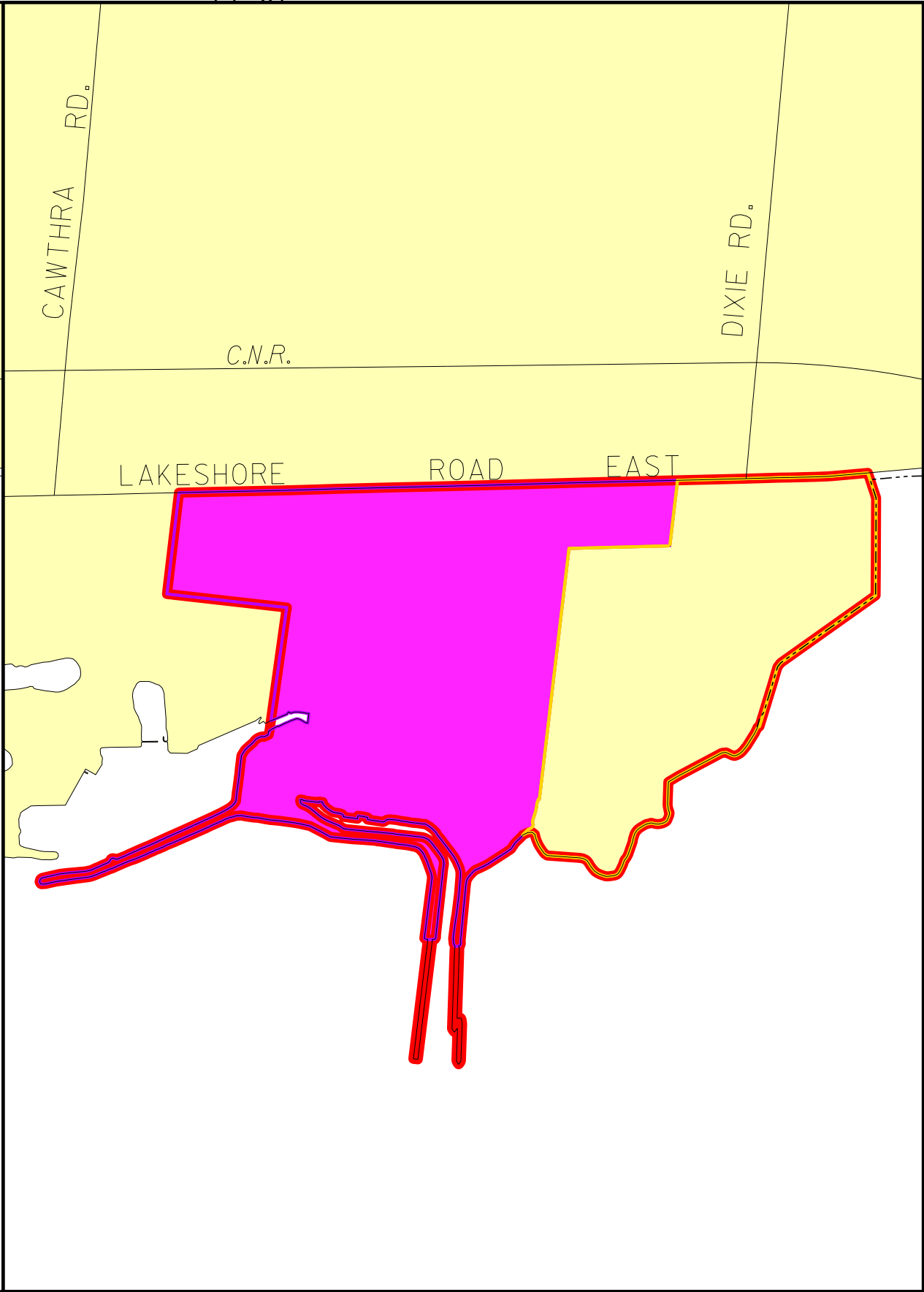
MAP 'B'
Part of Schedule 1a
Urban System - Green System
of Mississauga Official Plan

 **MISSISSAUGA**

V - 11.002



EXISTING



AMENDED


LEGEND:

Elements

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

DRAFT

Note:
Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

-  AREA OF AMENDMENT:
1. City Structure Element to Major Node and Neighbourhood
 2. Removal of circle and text denoting the Lakeview Community Node boundary to be defined

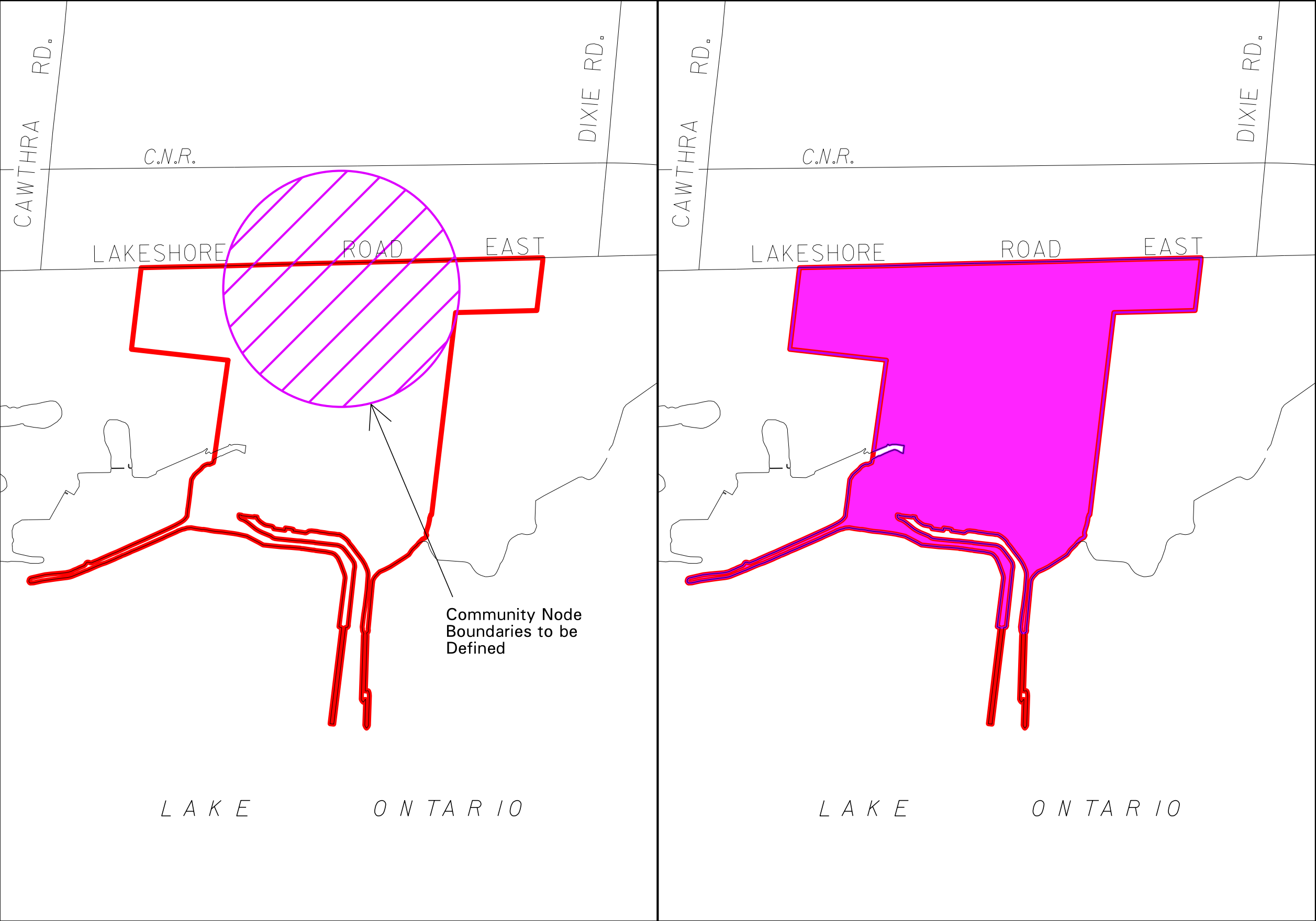
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metres









MAP 'C'
Part of Schedule 1b
Urban System - City Structure
of Mississauga Official Plan




V - 5.003



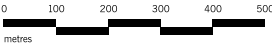
LEGEND:

-  Downtown
-  Major Node
-  Community Node
-  Corporate Centre
-  Intensification Corridor
-  Major Transit Station Area with 500m radius circle

Note:
Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

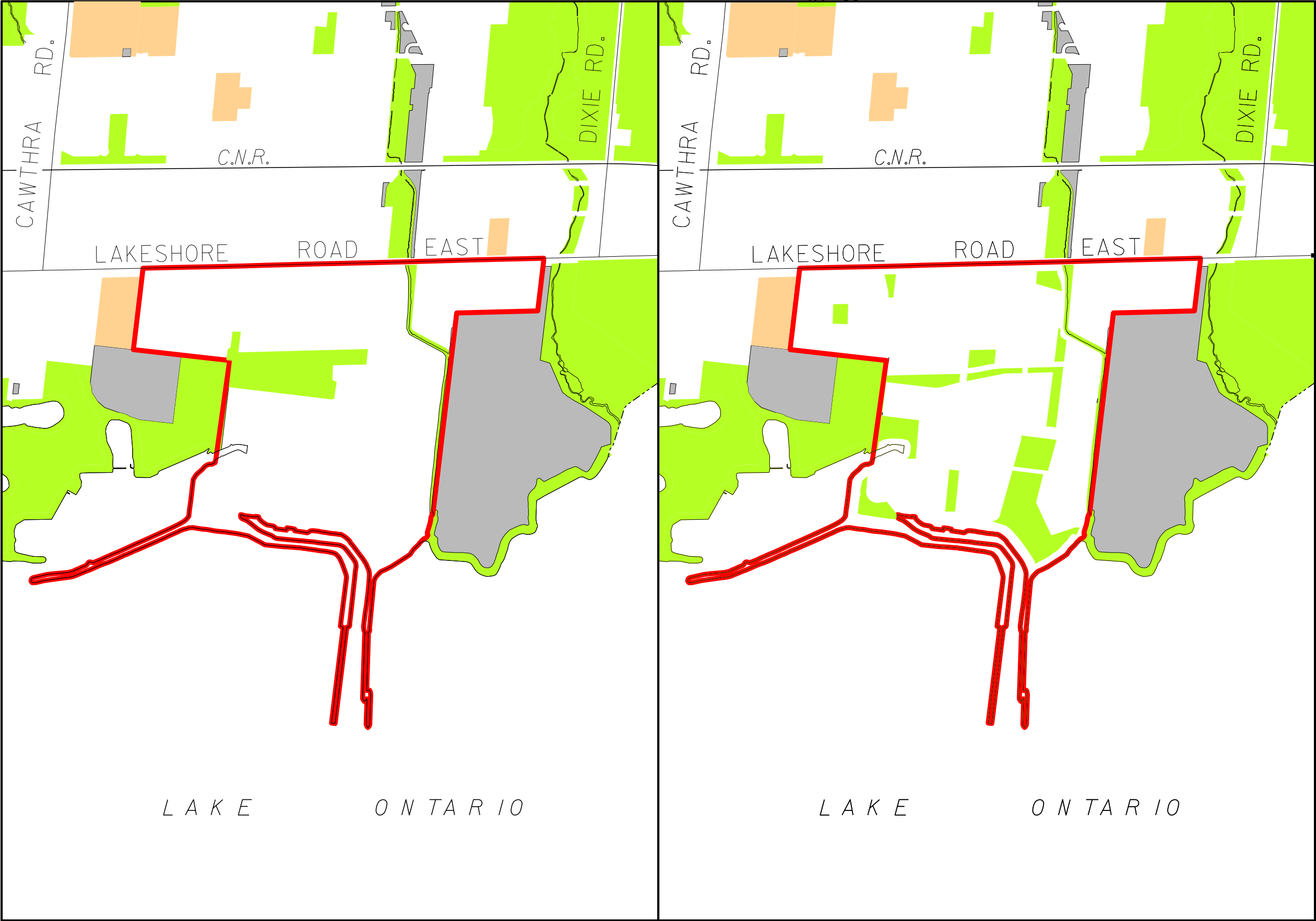
-  AREA OF AMENDMENT:
1. City Structure Element to Major Node
 2. Removal of circle and text denoting the Lakeview Community Node boundary to be defined

DRAFT



MAP 'D'
Part of Schedule 2
Intensification Areas
of Mississauga Official Plan





LEGEND:

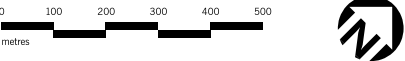
- Public and Private Open Spaces
- Parkway Belt West
- Educational Facilities
- Utilities

Notes:

1. The entire Green System is shown on Schedule 1a.
2. Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. The Public and Private Open Spaces identified on this Schedule include lands designated Public Open Space, Private Open Space and Greenlands as shown on Schedule 10.

AREA OF AMENDMENT:
Identification of Public Open Space areas

DRAFT



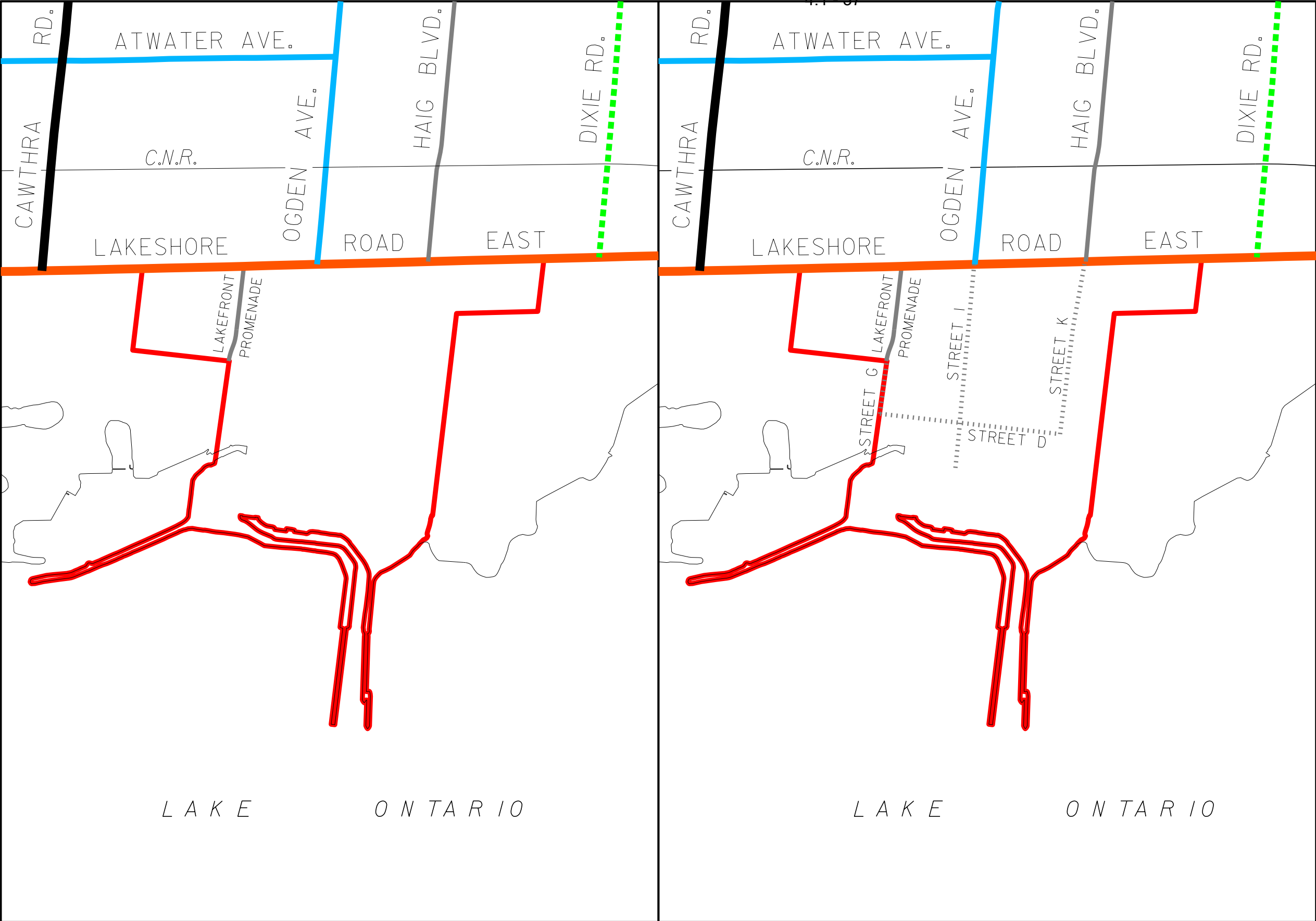
MAP 'E'

**Part of Schedule 4
Parks and Open Spaces
of Mississauga Official Plan**



EXISTING

AMENDED



EXISTING

AMENDED

LEGEND

- Provincial Highway and Interchange
- Regional Arterial
- Arterial
- Future Arterial (conceptual)
- Major Collector
- Future Major Collector (conceptual)
- Major Collector (Scenic Route)
- Regional Major Collector (Scenic Route)
- Minor Collector
- Future Minor Collector
- Minor Collector (Scenic Route)
- Future Road Link to be added

- Notes:
1. The Britannia Road East link from Tomken Road to Kennedy Road is conceptual and is subject to further study.
 2. Roads shown on the map are not all under Mississauga jurisdiction.
 3. All lines shown are conceptual.
 4. Base map information (eg. railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

AREA OF AMENDMENT:
Addition to the long term road network identifying Future Minor Collector roads

DRAFT

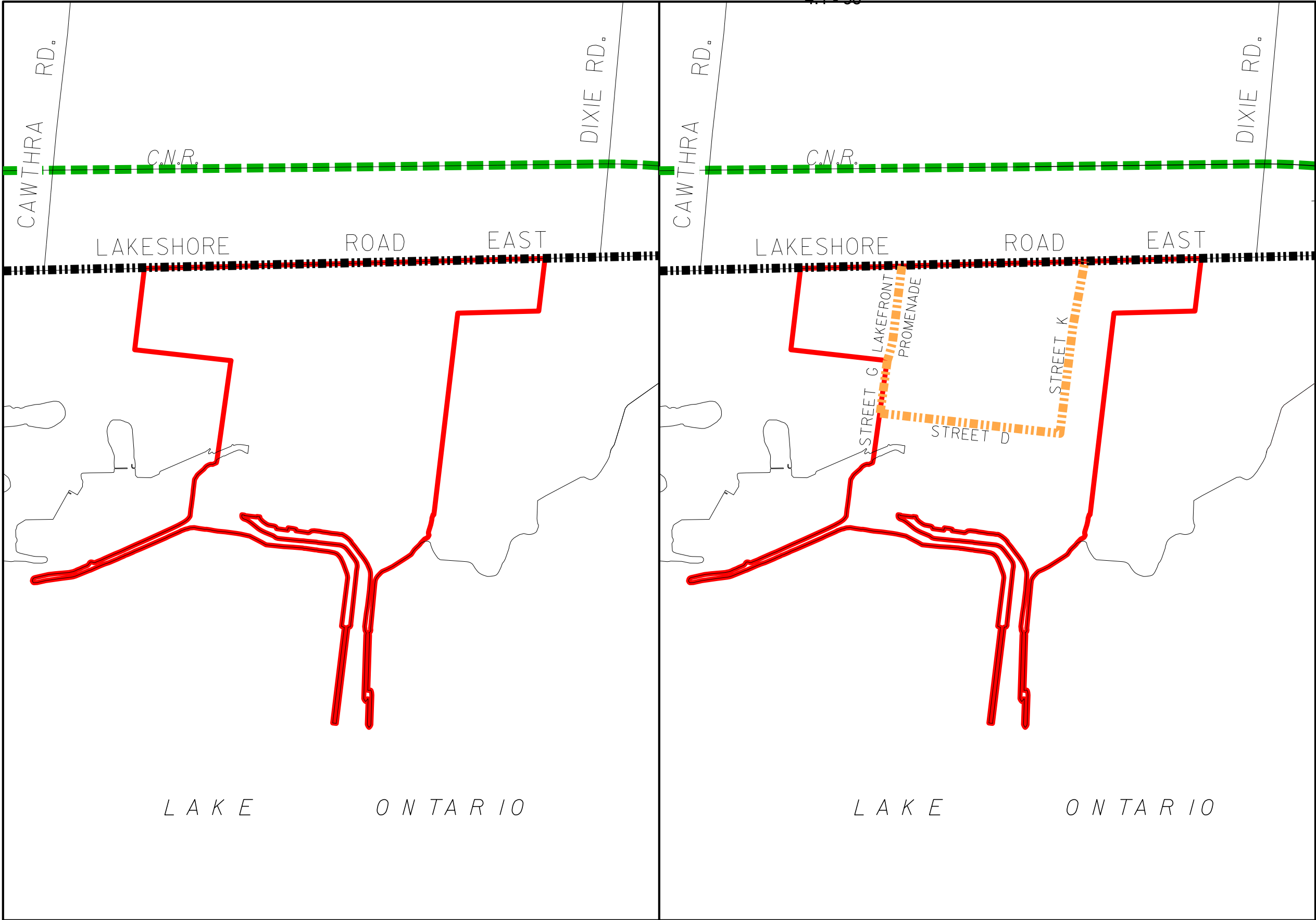


MAP 'F'

Part of Schedule 5
Long Term Road Network
of Mississauga Official Plan



V - 4.004



EXISTING

AMENDED

LEGEND:

- Provincial Highway and Interchange
- Bus Rapid Transit Corridor
- Bus Rapid Transit Station
- Existing Commuter Rail
- Existing Commuter Rail Station
- Transit Airport Connection
- Higher Order Transit Corridor
- Light Rail Transit Station
- Transit Priority Corridor
- Existing Mississauga Transit Terminal
- Mobility Hub
- Potential Mobility Hub
- Intensification Corridor
- Potential 407 Transitway
- Potential 407 Transitway Station
- Enhanced Transit Corridor

Notes:

- Alignments and technologies for rapid transit services to Toronto - Lester B. Pearson International Airport will be subject to further studies involving all affected municipalities.
- Roads shown on the map are not all under Mississauga jurisdiction.
- All lines shown are conceptual.
- Station locations and alignments for transit routes are shown conceptually.
- Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

AREA OF AMENDMENT:
Addition of an Enhanced Transit Corridor route

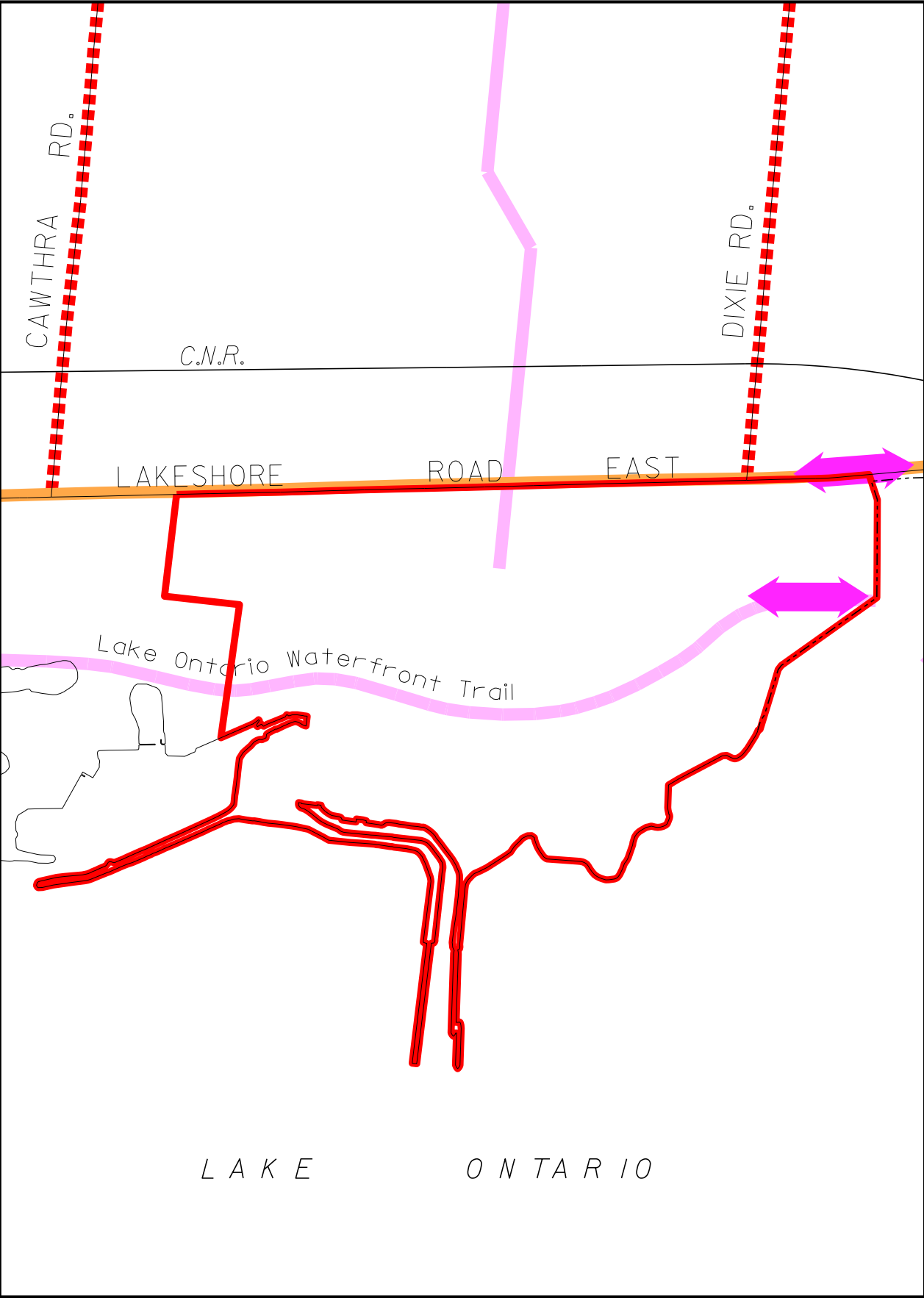
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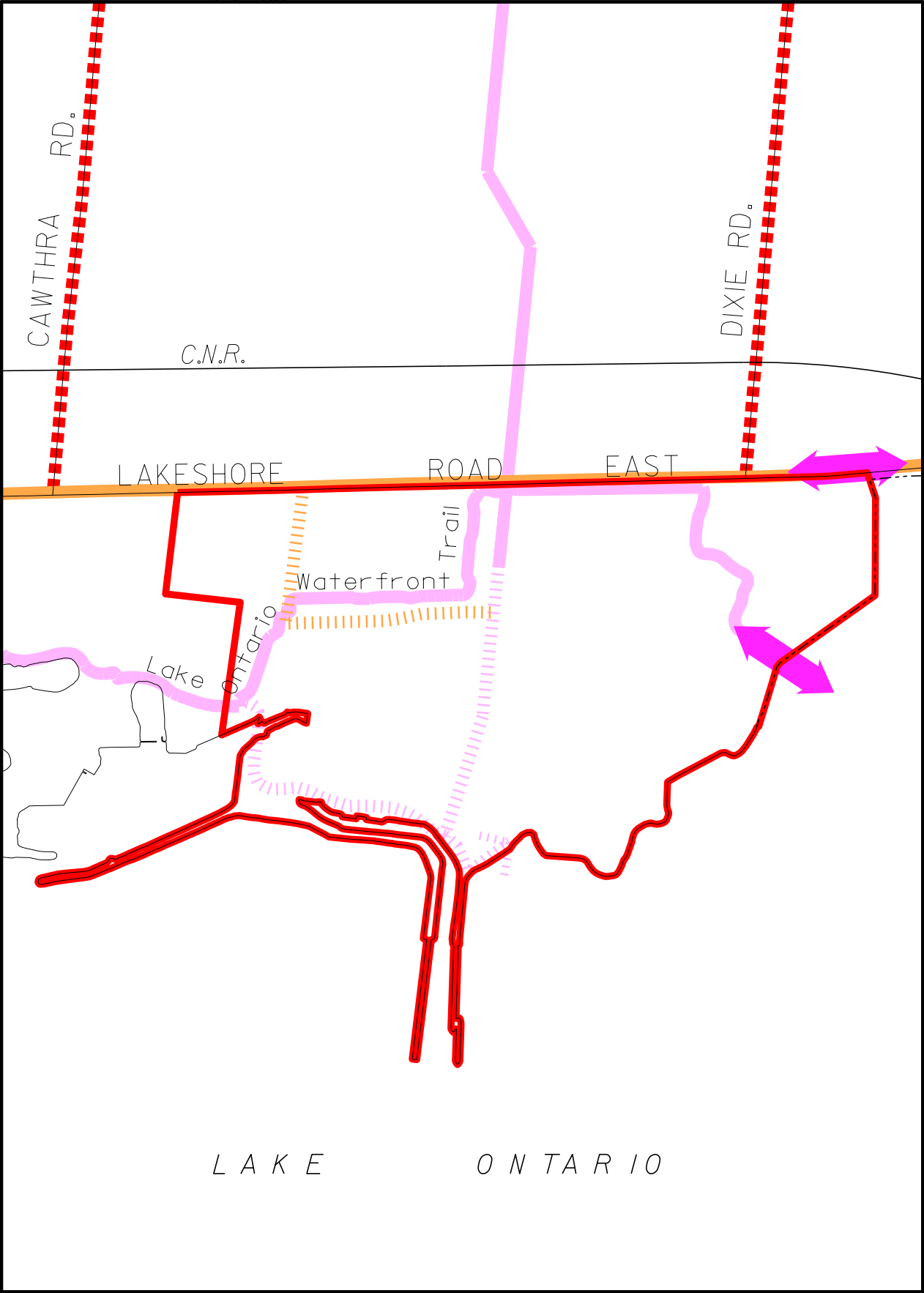
MAP 'G'

Part of Schedule 6
Long Term Transit Network
of Mississauga Official Plan





EXISTING



AMENDED

LEGEND:

- Primary Off-Road Routes
- Primary Off-Road Routes (Conceptual)
- Primary On-Road / Boulevard Routes
- Primary On-Road / Boulevard Routes (Conceptual)
- Primary On-Road / Boulevard Routes (Regional)
- Crossings
- Connections to Adjacent Municipalities

Notes:

- Off-Road routes will be outside of the road right-of-way.
- Primary On-Road / Boulevard Routes will be within the road right-of-way.
- Primary On-Road / Boulevard Routes (Regional) are shown for information purposes only, and are subject to further review by the Region of Peel.
- Type of cycling facility and exact location to be determined through detailed study.
- Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
- For Secondary Routes and further information refer to the Cycling Master Plan.

AREA OF AMENDMENT:

Addition of long term cycling routes and correct alignment of the Lake Ontario Waterfront Trail

DRAFT

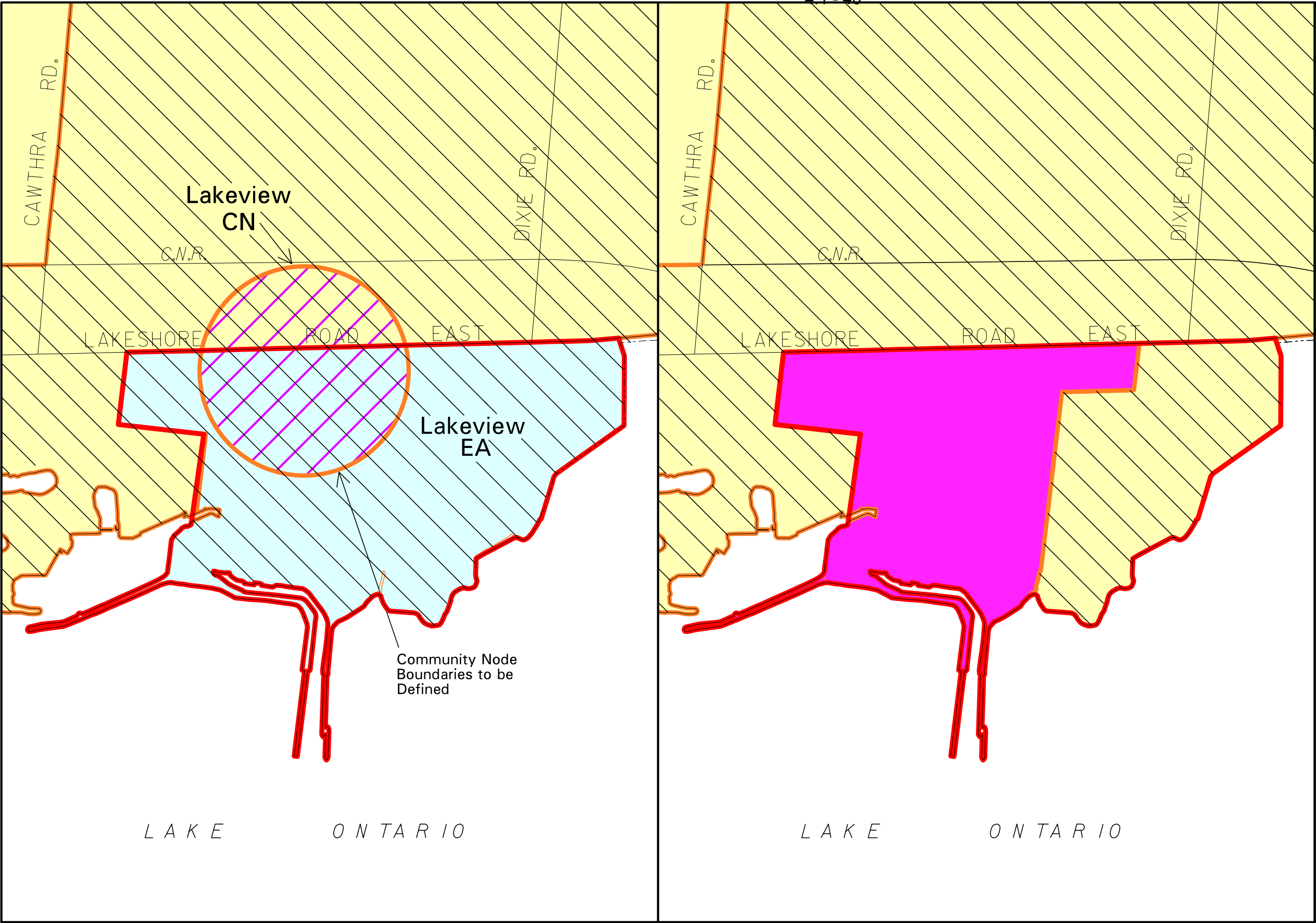
0 100 200 300 400 500 metres

MAP 'H'

Part of Schedule 7
Long Term Cycling Routes
of Mississauga Official Plan

MISSISSAUGA

V - 2.002



- Character Area**
- City Structure**
- Downtown (DT)
 - Major Node (MN)
 - Community Node (CN)
 - Neighbourhood (NHD)
 - Corporate Centre (CC)
 - Employment Area (EA)
 - Special Purpose Area (SPA)
- Character Area Subject to Local Area Plan

Note:
Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

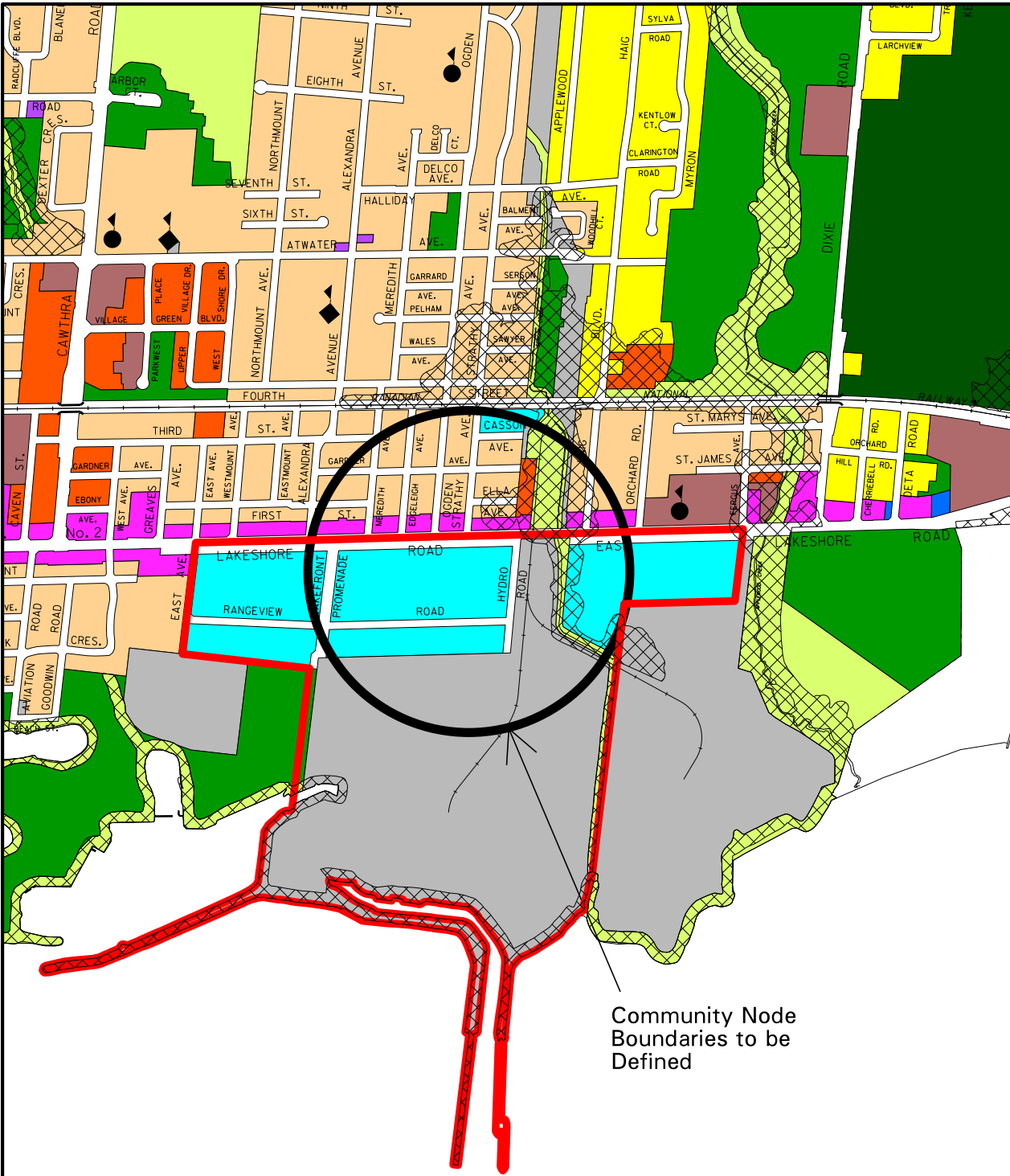
- AREA OF AMENDMENT:**
- City Structure Element to Major Node and Neighbourhood
 - Removal of text denoting Lakeview EA
 - Removal of circle and text denoting the Lakeview Community Node boundary to be defined
 - Removal of the area identified as Character Area Subject to Local Area Plan on the Lakeview Waterfront Major Node

DRAFT

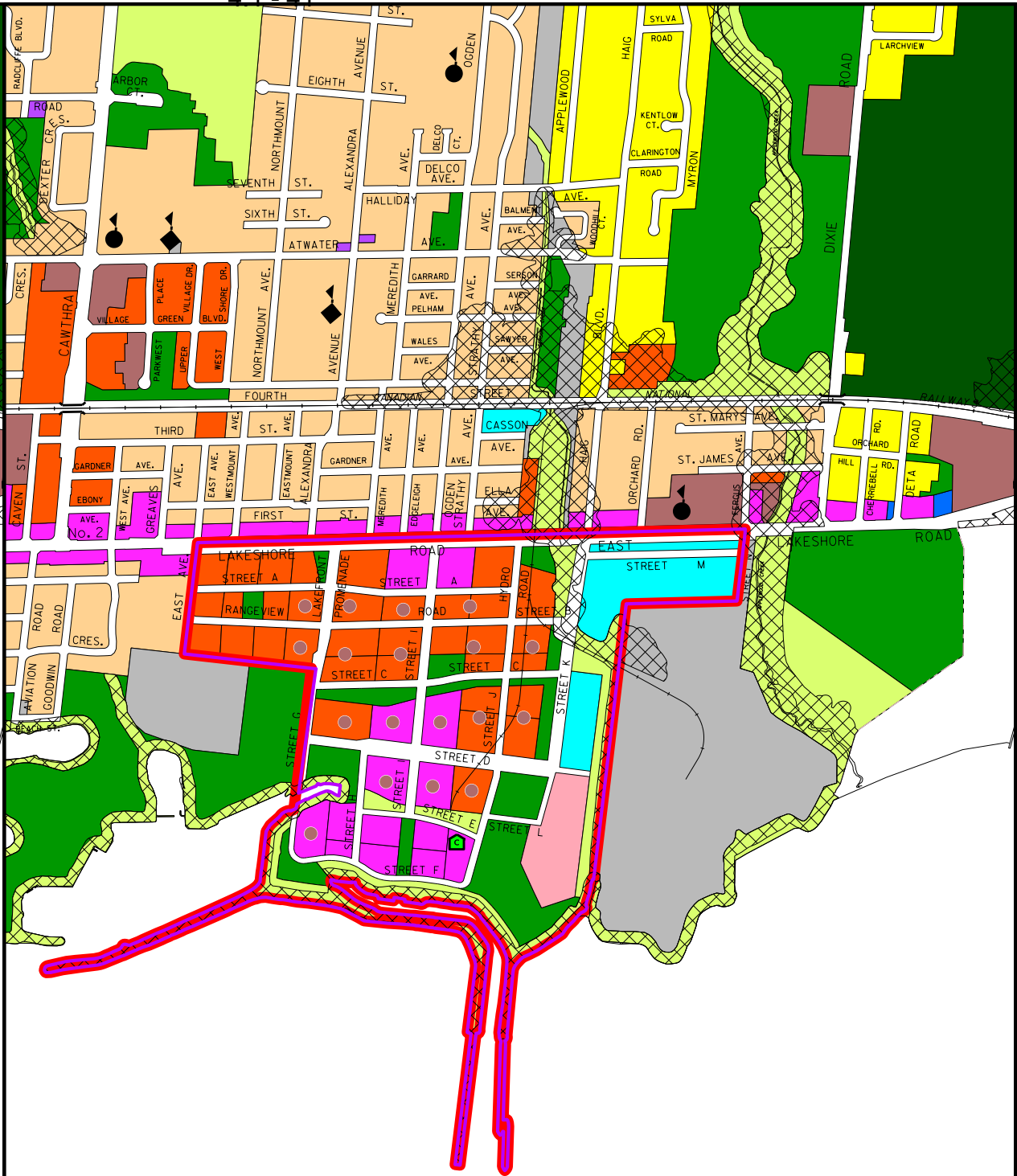


MAP 'I'
Part of Schedule 9
Character Areas
of Mississauga Official Plan





EXISTING



AMENDED

LAND USE DESIGNATIONS

Residential Low Density I	Airport
Residential Low Density II	Institutional
Residential Medium Density	Public Open Space
Residential High Density	Private Open Space
Mixed Use	Greenlands
Convenience Commercial	Parkway Belt West
Motor Vehicle Commercial	Utility
Office	Special Waterfront
Business Employment	Partial Approval Area
Industrial	

BASE MAP INFORMATION

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

City Structure

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

Notes:

- The limits of the Natural Hazards shown on this schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.
- Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
- Roads shown on this schedule are existing or under construction and are shown for information purposes only. For future roads refer to Schedule 5, Long Term Road Network.

AREA OF AMENDMENT:
Land Use Designations

0 100 200 300 400 500 metres

MAP 'J'

Part of Schedule 10
Land Use Designations
of Mississauga Official Plan



Lakeview Local Area Plan Table of Contents

	PAGE
1.0 How to Read the Lakeview Local Area Plan	1
2.0 Historical Context	2
3.0 Current Context	3
4.0 Collaboration	4
5.0 Vision	5
5.1 Guiding Principles	5
5.2 Community Concept	6
5.2.1 Green System	7
5.2.2 Community Node	7
5.2.3 Neighbourhoods	7
5.2.4 Employment Area	7
5.2.5 Corridors	8
6.0 Direct Growth	8
6.1 Community Node Character Area	8
6.1.2 Neighbourhood Character Areas	9
6.2.3 Lakeshore Road Corridor	9
7.0 Value the Environment	10
7.1 Green System	11
7.2 Urban Forest	11
7.3 Living Green	11
8.0 Complete Communities	11
8.1 Housing	12
8.2 Cultural Heritage	12
8.3 Community and Cultural Infrastructure	13
8.4 Distinct Identity and the Waterfront	13
9.0 Multi-Modal City	14
9.1 Corridor Protection	14
9.2 Road Network	15
9.3 Transit Network	15
9.4 Parking and Transportation Demand Management	16

10.0	Desirable Urban Form	16
10.1	Neighbourhoods	16
10.1.2	North Residential Neighbourhood (Applewood Acres, Sherway West)	17
10.1.3	Central Residential Neighbourhood (Cawthra Village, Orchard Heights, Serson Terrace)	17
10.1.4	South Residential Neighbourhood (Creekside, Lakeside, Lakeview West, Lakeview Village Lakefront Utility, Arsenal Woodlands)	17
10.2	Employment	17
10.2.1	Arsenal Woodlands Precinct	17
10.2.2	Ontario Power Generation (OPG) Lands Precinct and Lakefront Business Park Precinct	18
10.3	Lakeshore Corridor	19
10.4	Community Node	20
10.5	Built Form Types	21
11.0	Strong Economy	22
12.0	Land Use Designations	23
12.1	General	23
12.2	Residential Medium Density	23
12.3	Mixed Use	24
12.4	Business Employment	24
13.0	Special Site and Exempt Site Policies	25
13.1	Special Sites	25
13.2	Exempt Sites	36
14.0	Implementation	40

MAPS:

Map 1: Lakeview Local Area Plan Precincts and Sub-Areas

Map 2: Lakeview Local Area Plan Long Term Road and Transit Network

Map 3: Lakeview Local Area Plan Height Limits

APPENDICES:

Appendix I: Lakeview Built Form Standards

Appendix II: Lakeshore Road Transportation Review Study – Executive Summary

OTHER INFORMATION:

Credits

LAKEVIEW

1.0 How to Read the Lakeview Local Area Plan

Mississauga Official Plan (“the Plan”) consists of a principal document and a series of local area plans, provided under separate cover. This is the Lakeview Local Area Plan (“Area Plan”) and provides policies for lands located in southeast Mississauga as shown in Figure 1. It includes lands identified in the City Structure as a ~~Community Node~~, Neighbourhood Character Area, and Employment Area.

There are some instances where the policies and schedules of the principal document do not address all circumstances particular to Lakeview. In these cases, this Area Plan elaborates on, or provides exceptions to, the policies or schedules of the principal document.

This Area Plan must be read in conjunction with the principal document. Parts one to four, the schedules, and the appendices of the principal document are applicable to the Lakeview area unless modified by this Area Plan. For example, the policies of this Area Plan must be read in conjunction with the environmental, multi-modal, urban form and land use policies of parts two and three of the principal document. In the event of a conflict, the policies of this Area Plan take precedence.

For the purpose of this Area Plan, when Lakeview is referenced, it includes lands within the Lakeview ~~Community Node~~, Neighbourhood and Employment Character Areas.

~~Policies and the boundaries for the Community Node will be determined following the next phase of study for Inspiration Lakeview. Principles for the~~

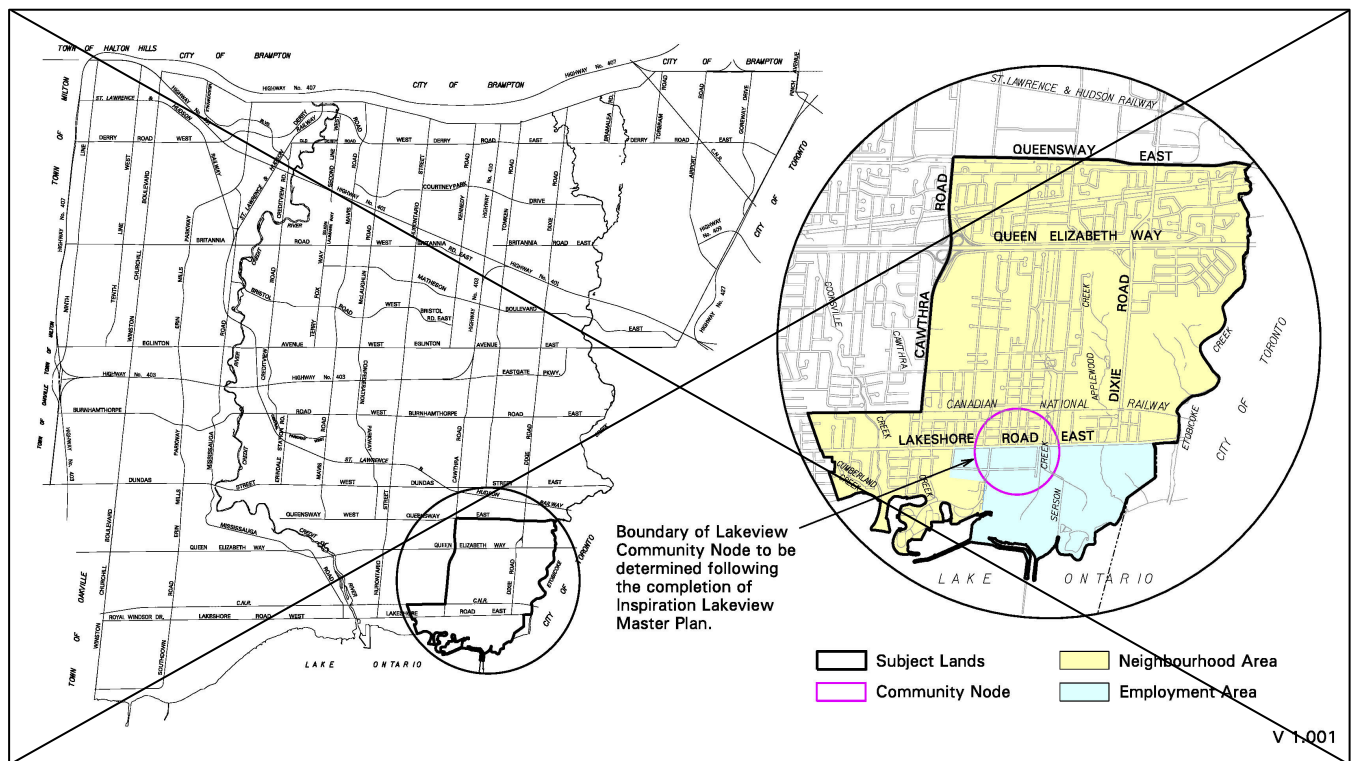


Figure 1: Lakeview is located in the southeast corner of Mississauga and includes areas identified in the City Structure as Community Node, Neighbourhood Character Area, and Employment Area.

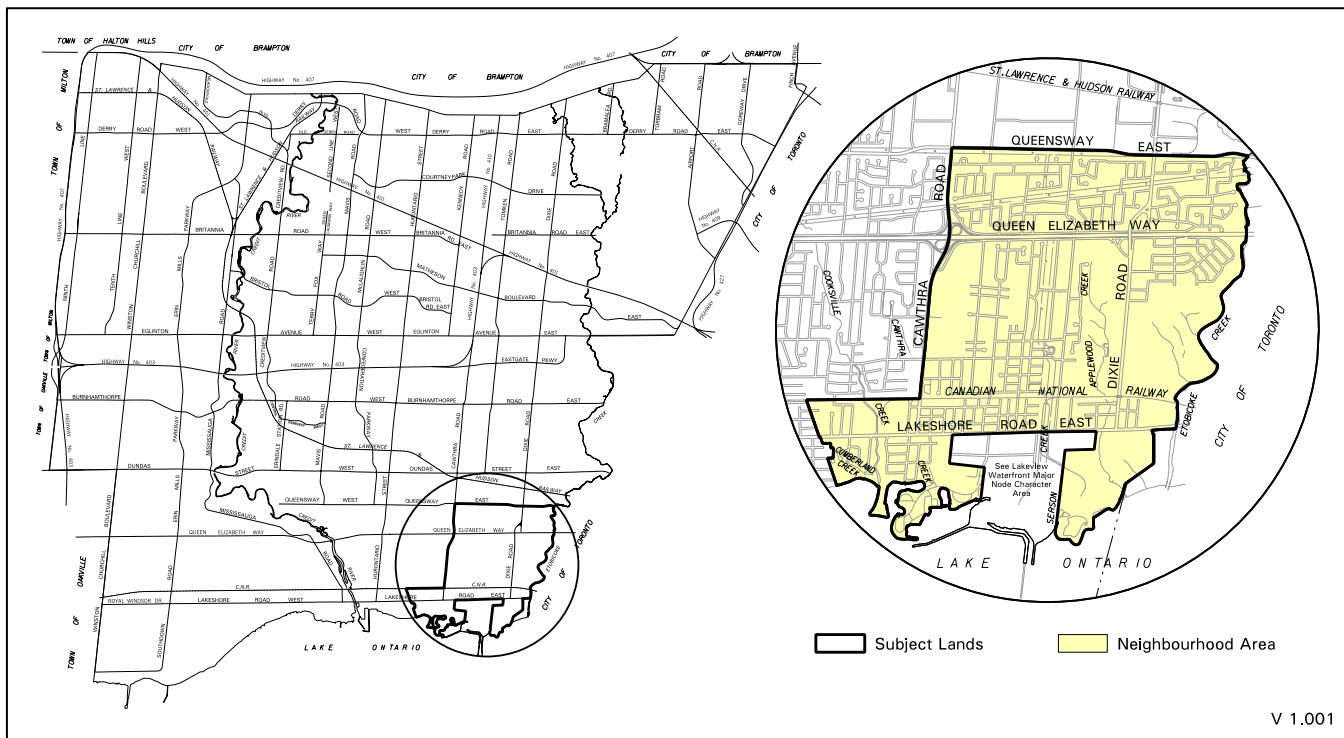


Figure 1: Lakeview is located in the southeast corner of Mississauga and includes areas identified in the City Structure as a Neighbourhood Character Area.

future development of the Community Node have been included in this Area Plan.

Appendices attached to this Area Plan have been included for information purposes.

Included in the appendices is the Lakeview Built Form Standards (Appendix I) which will be used during the review of development applications. This document demonstrates how the urban form policies can be achieved.

The Built Form Standards document is not considered part of this Area Plan. However, selected content has been incorporated and represents policy.

The Executive Summary from the Lakeshore Road Transportation Review Study (Appendix II) has been to provide additional information on how the Lakeshore Road **corridor** within the Lakeview and Port Credit Character Areas can accommodate alternative modes of transportation.

2.0 Historical Context

In the early 1800s, the Lakeview community consisted of large family owned farms. The Cawthra, Cavan, Haig, Ogden, Halliday, and Shaw families all owned land in the area. Many of the street names today bear the family names of the farmers and land owners in the area. The Cawthra-Elliot Estate remains a significant heritage site in the City of Mississauga.

Lake Shore Road first opened in 1804, and in 1917 it was the first concrete road in Ontario, and one of the longest cement roads between two cities in the world. By 1944, the road became what we know it as today: Lakeshore Road. Historically, commercial development has occurred on Lakeshore Road and primarily in a strip form along the **corridor**.

In 1915, Curtiss Aeroplanes and Motors Ltd. established Canada's first aerodrome, officially known as the Long Branch Aerodrome and Flying School on the site now owned by Ontario Power Generation (OPG) Incorporated.

Lakeview has a history of significant industrial and military presence. The Long Branch Rifle Ranges, located at the terminus of Dixie Road, on the south side of Lakeshore Road East were used as an active site for militia training and a Cadet program used by the Department of National Defence during World War I. Remnants of the bunkers today remain on the site.

In 1935, the Department of Defence purchased the site at Lakeshore Road East and Dixie Road, and Small Arms Limited, a munitions factory, opened in 1940. The company manufactured armaments, munitions and materials through the Second World War until 1974. This site is commonly known today as the Arsenal Lands. The Small Arms Inspection Building was saved from being demolished in 2009 by a community group in Lakeview.

Some early subdivisions within the Lakeview area date to the Second World War time period. War-time houses were built to alleviate the housing shortage for workers at the munitions factory and for returning veterans.

The many heritage sites provide a glance of Lakeview's past as a village community: the Lakeview Golf and Country Club (1907), Adamson Estate (1919), Pallett-McMaster House (1911), Lakeview Park School (1923), Cawthra-Elliot Estate (1926), and a 1950s contempo gas station.

By 1950, Lakeview had transformed from a rural

area into a suburban landscape with land used for industrial, residential, commercial and public spaces. New subdivisions were being built such as Orchard Heights and Applewood Acres. New businesses and industries, such as what is now Dixie Outlet Mall were established as a result of the increasing population. In 1958, the Lakeview Generating Station was erected on the Long Branch Rifle Ranges land providing electricity for the people of Ontario for 43 years before being decommissioned in 2005.

For decades, Lakeview has provided water and wastewater servicing for Mississauga and the surrounding municipalities. The Lakeview Water Treatment Plant was constructed in 1952, and the Lakeview Wastewater Treatment Plant (later renamed, G.E. Booth Wastewater Treatment Facility) opened in 1961. To date, both plants continue to play an important role in providing regional servicing needs.

3.0 Current Context

Lakeview is made up of stable residential neighbourhoods characterized by detached and semi-detached housing. Many homes built in the 1950s and 1960s are being renovated today or replaced largely with new detached housing, and some assembly for townhouses is occurring. Townhouses are found in pockets throughout



Figure 2: Heritage sites such as the Cawthra-Elliot Estate (left photo) and Lakeview Park School (right photo) provide a glance of Lakeview's past when it was once a village community.

Figure 3:
LAKEVIEW AREA STATISTICS

	North Residential Neighbourhood Precinct	Central Residential Neighbourhood Precinct	South Residential Neighbourhood, Lakeshore Corridor and Employment Precincts	Total Lakeview
Land Area ¹ (ha)	261	489	397	1,147
Population ²	5,230	8,320	9,200	22,750
Employment ³	580	1,790	1,430 3,100	3,800 5,470

¹ Land area is a gross figure and includes everything within the defined boundary such as rivers, roads, and all other land uses.

² Population is adapted from Hemson Consulting, Growth Forecast, 2008. Population figures are based on the 2011 mid-year forecast and include a 4.2% undercount from Statistics Canada.

³ Employment figures include a work from home assumption of 31 jobs in 1,000 population, adapted from Hemson Consultants, Growth Forecast, 2008. Employment figures also include an adjustment factor for non-reporting businesses adapted from City of Mississauga, Mississauga Employment Survey, 2011. Note: Numbers have been rounded

Lakeview between Lakeshore Road East and the Queen Elizabeth Way. Apartment buildings are located mainly near the Canadian National Railway tracks at Cawthra Road, on Dixie Road, and several are built along Lakeshore Road East. There are a few multi-unit residential dwellings in Lakeview, including duplex, triplex and quadruplex.

The area is served by commercial facilities concentrated along Lakeshore Road East. However, it is fragmented by other uses such as motor vehicle repair garages and motor vehicle sales and service. The area along Lakeshore Road East to the east of Cawthra Road is in its early stages of revitalization to mainstreet retail, with newly built and proposed mixed use buildings. Neighbourhoods to the north are served by commercial facilities located along the Queen Elizabeth Way, namely Dixie Outlet Mall and Applewood Village Plaza.

~~An employment area is located south of Lakeshore Road East and east of East Avenue to Applewood Creek. This area contains a mix of business uses in construction, manufacturing, retailing, and wholesaling. Remnant industrial uses continue to operate on properties south of the Canadian National Rail Line.~~

~~The site of the former Lakeview Generating Station and The current G.E. Booth Wastewater Treatment Facility, situated south of Lakeshore Road East, occupies a large major portion of the Lake Ontario~~

shoreline. A major utility use in the area is the Lakeview Water Treatment Facility which is bordered by several parks including A.E. Crookes Park, Lakefront Promenade Park, and Douglas Kennedy Park.

The open space system predominately consists of golf courses, natural areas, creeks, trails, and parks along the Lake Ontario waterfront. These lands are culturally and recreationally significant and connect to Mississauga's parks system.

The waterfront is one of the distinctive elements of Lakeview, and physical and visual accessibility to the waterfront is integral to the community.

Cultural and heritage resources include heritage buildings, cultural landscapes associated with the scenic parks and golf courses, Lakeview's industrial past, former residential estates, and the Dixie Road Scenic Route.

The road network consists of the following east-west road connections: Queen Elizabeth Way, Lakeshore Road East, Queensway East, North and South Service Road, and Atwater Avenue. The north-south road connections are: Cawthra Road, Dixie Road, Ogden Avenue, Stanfield Road, and Haig Boulevard. For classification and rights-of-way, refer to the Road Classification tables found in Chapter 8 of Mississauga Official Plan.

Population, employment, and land area statistics of the Lakeview area are summarized in Figure 3. For the purpose of this Area Plan, Lakeview is arranged by Precinct: North Residential Neighbourhood, Central Residential Neighbourhood, South Residential Neighbourhood, and Lakeshore Corridor, and Employment Precinct, as shown on Map 1: Lakeview Local Area Plan Precincts and Sub-Areas.

4.0 Collaboration

This Area Plan incorporates public input provided through extensive consultation, including stakeholder interviews, visioning sessions, placemaking workshops, youth outreach exercises and an open house.

The results of the visioning process are contained in the report, "Lakeview and Port Credit Directions Report" (Directions Report). The Directions Report includes a range of policy recommendations that have informed the preparation of this Area Plan.

Preparation included the formation of a Local Advisory Panel which provided a forum for the discussion of planning and related issues.

~~The City, Province of Ontario (Province), and OPG are working together on the Inspiration Lakeview initiative to achieve a shared vision. In June 2011, a Memorandum of Understanding (MOU) was entered between the City, Province and OPG to develop a shared vision for the OPG Lakeview site.~~

The Lakeview Waterfront Connection Project led by the Credit Valley Conservation and the Region of Peel, and supported by the City and the Toronto and Region Conservation Authority, is planning and designing a connection to the City of Toronto. The project goal is to enhance the aquatic and terrestrial wildlife habitat and provide opportunities for public access to the waterfront.

Mississauga will ensure that consultation with the public and stakeholders on further initiatives and implementation pertaining to this Area Plan will continue.



Figure 4: Public engagement, such as the placemaking exercise held at the Lakeview Golf Course provides valuable input into the planning process.

5.0 Vision

The Vision for Lakeview is a connection of neighbourhoods with views to the lake and public access to the shores and waters of Lake Ontario. The neighbourhoods of Lakeview will be connected through a network of parks and open spaces.

~~The Lakeview Community Node will be a focus for community activities, and will serve the surrounding neighbourhoods. With an attractive mainstreet, the node will be a prominent location to live, work, shop, and for the community to connect and gather.~~

Neighbourhoods in Lakeview are stable and offer a variety of housing choices. It is recognized that some change will occur, and development should provide appropriate transition to the existing stable areas, and protect the existing character and heritage features.

The Vision and policies of this Area Plan advance the goals of the Strategic Plan, including:

- Move – directing growth to support transit;
- Belong – providing a range of housing options;
- Connect – ~~promoting a village mainstreet;~~ developing walkable, connected neighbourhoods;
- Prosper – encourage employment uses; and

- Green – promote conservation, restoration, and enhancement of the natural environment.

5.1 Guiding Principles

The Vision for Lakeview is based on the following six guiding principles that provide local context and supplements the Guiding Principles of the principal document:

5.1.1 Reconnect Lakeview to the waterfront by protecting view **corridors** to the lake and along the shoreline, providing a mix of uses and public access to the waterfront.

5.1.2 Strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development.

5.1.3 Support complete communities in the Community Node through compact, mixed use development and a pedestrian oriented mainstreet that offers a range of culture, residential and employment opportunities.

5.1.4 Promote community health by encouraging public transit, cycling, walking, and the active use of parks, open spaces, and community facilities.



Figure 5: The Lakeview Vision is based on six principles.

5.1.5 Support social well-being by providing facilities and services for a diverse population of all ages and cultures, promoting public spaces as places for social interaction, and encouraging public participation.

5.1.6 Achieve leadership in sustainability by supporting development that is energy efficient and environmentally responsible, and to support the economic health, social equity and cultural vitality of Lakeview.

5.2 Community Concept

The focus of the policies in this Area Plan is to strengthen and revitalize the Lakeshore **corridor** for mainstreet commercial development, to preserve the character of the existing residential areas while allowing for modest infilling, and to enhance the transportation system.

This Area Plan recognizes that areas of the community are unique and serve a different purpose. The elements that make up Lakeview's community concept consist of the following:

- Green System;
- ~~Community Node;~~
- Neighbourhoods; and
- ~~Employment Area; and~~
- **Corridors.**

For the purpose of this Area Plan, Lakeview is considered to be composed of precincts which are further divided into sub-areas that are identified on Map 1: Lakeview Local Area Plan Precincts and Sub-Areas. They contain a variety of land use designations and may include specific urban form guidelines for the sub-area.

5.2.1 Green System

The Green System consists of an interconnected open space network including, parks, golf courses, creeks, hydro corridors, school yards, and the Lake Ontario shoreline, which are all key features in the

identity of the area and provide places for recreation and social interaction.

Implications of development on the Green System are an important consideration in the review of any development application. The Green System overlaps the ~~Community Node~~, Neighbourhood, ~~Employment Area~~ and **Corridor** elements.

5.2.2 ~~Community Node~~

~~The Community Node will be an area to accommodate future intensification. The Community Node will be the centre of both residential and employment activity for Lakeview, combining a mix of uses including residential uses, cultural activities and infrastructure, shopping, dining, office, commerce, and recreation. The location of the Community Node will be determined through future study as part of the Inspiration Lakeview project.~~

5.2.2.3 Neighbourhoods

Infill and redevelopment in Neighbourhoods will be facilitated and be encouraged in a manner consistent with existing land uses in the surrounding area. Neighbourhoods are considered to be primarily stable residential areas that may include a commercial centre to serve the surrounding area.

The North Residential Neighbourhood Precinct consists of two smaller neighbourhoods or sub-areas – Applewood Acres and Sherway West. These areas consist predominantly of detached housing, with several schools serving the area.

The Central Residential Neighbourhood Precinct contains large open space areas, including two golf courses and a woodlands area. The three sub-areas that make up this precinct are Cawthra Village, Serson Terrace, and Orchard Heights. Housing is comprised of mostly detached dwellings on deep lots, and a small number of semi-detached homes and apartment buildings. This area also contains some newer subdivisions with townhouse condominium dwellings.

The South Residential Neighbourhood Precinct, composed of the sub-areas of Lakeview West, Lakeview Village, Creekside and Lakeside, contain a mix of different forms of housing including detached, semi-detached, duplexes, triplexes, quadruplexes, and townhouses. There are also apartment clusters in this area.



Figure 6: Neighbourhoods are non-intensification areas with limited growth. Development in Neighbourhoods should fit into the existing character, respecting the existing low density and one to two storey building heights in Lakeview.

5.2.4 Employment Area

Lakeview's Employment Area is situated in southeast Mississauga. This area has various operating uses including manufacturing and wholesale, retail and restaurant, banquet hall, utility, and marina and parkland. The future use of these lands will be reviewed through the next phase of study for Inspiration Lakeview and remains unchanged in this Area Plan.

5.2.3.5 Corridors

The principal document identifies Lakeshore Road East, Cawthra Road, and Dixie Road as **corridors**. These **corridors** link together the neighbourhoods of Lakeview. **Corridors** that run through the Community Node Neighbourhood Character Area should develop with mixed uses oriented towards the **corridor**.

Lakeshore Road East is an important **corridor** in the future development of Lakeview. This area will be strengthened by concentrating additional commercial, residential and community uses, and by improving transportation connections with the surrounding neighbourhoods.

This Area Plan identifies Lakeshore Road East (also referred to as the Lakeshore Corridor), as the Lakeshore Corridor Precinct. Although Lakeshore Corridor is a non-intensification area, the Area Plan has identified sites along the **corridor** which are appropriate for intensification.

Maintaining Lakeshore Road East as a four lane roadway during peak travel times is a transportation priority. At the same time, Lakeshore Road East is a constrained **corridor** that requires a context sensitive design approach. Traffic calming measures should be considered, where possible. Trade-offs will be required to accommodate the envisioned multi-modal function of the **corridor** to provide transportation choices including walking, cycling, auto/truck traffic, and transit.

6.0 Direct Growth

Intensification is the development of a property, site or area at a higher intensity than what currently exists. Intensification should be consistent with the planned function for the area as reflected by the City Structure and urban hierarchy of the Plan.

The amount of intensification will vary in accordance with the policies of this Area Plan. In Lakeview, some growth is directed to the following areas: ~~Lakeview Community Node~~, modest infilling in neighbourhoods, and the redevelopment of some sites along Lakeshore Road East, and other larger commercial sites. The specific manner in which development will be accommodated is further explained in subsequent sections of this Area Plan.

6.1 Community Node Character Area

The yet to be established Lakeview Community Node will offer a variety of services for daily living. The Community Node is intended to serve the local community, providing a variety of commercial, community and cultural infrastructure. The Community Node, among other things, will:

- be an area of intensification for housing, employment, culture, and recreational uses;
- achieve a gross density between 100 and 200 residents and jobs combined per hectare;
- achieve a population and employment ratio of 2:1 to 1:2;
- provide a pedestrian oriented environment and function as a mixed use centre with compact development to serve the adjacent neighbourhoods;
- provide a variety of housing choices including affordable, assisted and special needs; and
- offer a concentration of community and cultural uses.

6.1.1 The City will monitor the gross density in the Community Node and will assess its ability to accommodate further growth through the development approval process.

6.2 Neighbourhood Character Areas

Neighbourhoods are stable areas, primarily residential in nature, and not expected to experience significant change. Where **corridors** traverse through Neighbourhoods, intensification may occur along **corridors** where appropriate.

6.2.1 Intensification will be through modest infilling, redevelopment along the **corridors**, or on commercial sites.

6.2.2 Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types.

6.2.3 Intensification will be sensitive to the existing character of the residential areas and the planned context.

6.2.4 Redevelopment of employment uses along the railway tracks will be reviewed in a comprehensive manner and address among other things, transition to the residential areas and to the existing business employment.

6.2.3 Lakeshore Road Corridor

The principal document identifies Lakeshore Road East through Lakeview as a **Higher Order Transit Corridor**. This **corridor** will accommodate multi-modal transportation facilities and a mix of commercial, office, residential and cultural uses.



Figure 7: The Lakeshore Corridor has redevelopment potential. Development that provides a continuous street frontage, enhances the **streetscape** through landscaping, and promotes an active pedestrian environment will be encouraged.

The Lakeshore Corridor crosses through the Neighbourhood and Employment Character Areas. It generally includes the properties that front onto Lakeshore Road East.

Development in the Lakeshore Corridor Precinct should have regard for the character of the Neighbourhoods, providing appropriate transitions in height, built form, and density.

6.3.1 Intensification will occur through infilling or redevelopment.

6.3.2 Intensification will be sensitive to the existing and planned context of the **corridor** and adjacent residential uses.

6.3.3 Intensification will address matters such as:

- a. contribution to a complete community;
- b. contribution to the mainstreet character;
- c. respecting heritage; and
- d. protecting views to the waterfront.

7.0 Value the Environment

Reconnection to the waterfront and environmental sustainability are guiding principles of this Area Plan. The Green System is an important element in the Community Concept; it is located within a variety of land use designations in Lakeview.

Schedule 1a of the principal document identifies elements of the Green System:

- Natural Heritage System;
- **Natural Hazard Lands**, and
- Parks and Open Space.

Schedule 3 of the principal document identifies the Natural System, which includes Significant Natural Areas and Natural Green Spaces and **Natural Hazard Lands**. Schedule 4 identifies Parks and Open Spaces.



Figure 8: Trees provide many benefits to the community including improving air quality, protecting our water, conserving energy, and providing aesthetic benefits.

In Lakeview, the Natural Heritage System includes the Cawthra Woods, which is one of a few large forested areas remaining in Mississauga. It is identified as a Provincially **Significant Wetland**, a Regional Area of Natural and Scientific Interest (ANSI) and an **Environmentally Significant Area (ESA)**. The area contains a diversity of plant species and is known as a migratory stopover.

The **Natural Hazard Lands** are associated with features such as Lake Ontario Shoreline and five **watercourses**: Etobicoke Creek, Applewood Creek, Serson Creek, Cawthra Creek and Cooksville Creek.

City parks and open spaces, such as golf courses, are places for social interaction, art intervention, and recreation. Waterfront Parks, which serve a city and regional wide function, are also an important component of the Parks and Open Space System. Lakeview contains seven waterfront parks: Park 358 (not yet named) on the Arsenal property, Lakeview Park, Douglas Kennedy Park, Lakefront Promenade, A.E. Crookes Park, R.K. McMillan Park, and Adamson Estate.

Trees are invaluable and are essential to our quality of life. Protecting and enhancing the urban forest will leave a legacy for future generations.

Hydro corridors can provide linear connections through neighbourhoods. In Lakeview, there are three hydro corridors. The “Queensway Corridor” is generally adjacent to the Queensway East, the

“Applewood Junction Corridor” extends diagonally, north of the Queen Elizabeth Way, and the “Lakeview/Haig Junction Corridor” extends from the former Lakeview Generating Station north to the Queen Elizabeth Way.

The City will be undertaking flood evaluation studies for Little Etobicoke Creek, Serson Creek and Applewood Creek. The intent of these future studies is to review opportunities to help mitigate flooding, where possible.

7.1 Green System

7.1.1 Mississauga will give priority to actions that protect, enhance, and restore the Green System in Lakeview.

7.1.2 Opportunities to create an interconnected network of open spaces, including parks, trails, and bicycle facilities, with linkages to the surrounding areas will be encouraged.

7.1.3 Within the waterfront parks system, the protection, preservation, and restoration of existing natural systems will be prioritized and balanced to direct and guide the planning of existing and future waterfront activities.

7.1.4 Through the processing of development applications, lands may be acquired to provide for a continuous Waterfront Trail along the water’s edge.

7.1.5 The development of Park 358 (not yet named) on the Arsenal property and the management of R.K. McMillan Park will include naturalization techniques, where appropriate and connectivity with the future Lakeview Waterfront Connection Project.

7.2 Urban Forest

7.2.1 Trees provide important environmental benefits and contribute to the character of the area. The City should seek opportunities for restoring and enhancing canopy cover on public lands, and promoting tree plantings on private lands.

7.2.2 The City may require **streetscape** improvements along **corridors** to expand and

enhance the urban forest canopy along the public right-of-ways.

7.2.3 Improvements to the tree canopy along Lakeshore Road East will be a priority when undertaking **streetscape** improvements.

7.3 Living Green

7.3.1 Mississauga will encourage partnerships and stewardships in order to improve the health of the Green System.

7.3.2 The City will support initiatives that promote environmental sustainability, integrity and conservation and incorporate sustainable development practices in accordance with the City’s Green Development Strategy and the Water Quality Control Strategy.

8.0 Complete Communities

Lakeview contains many of the attributes associated with complete communities, including among other things:

- recreational facilities such as community facilities, parks, beaches, and golf courses;
- schools as central places in the community, for academic, social and community, service, and family support;
- a range of housing options with a mixture of housing forms and densities, including rental housing;
- cultural resources such as heritage buildings and landscapes which help retain a connection to the past; and
- a significant waterfront area providing a high level of public accessibility.

The policies are intended to protect and enhance the attributes of a complete community for Lakeview.



Figure 9: Lakeview has few seniors' facilities and housing, and as an increasing number enter retirement there will be a demand for more.

Lakeview is a community with a growing aging population. As seniors enter retirement, there will be changing residential needs, and providing housing choices for seniors, along with other additional community facilities and services such as community centres, libraries and medical offices, will help meet some of the needs for daily living.

The ~~future Community Node and the Lakeshore Corridor~~ will provide a mix of uses and services to residents in the adjacent neighbourhoods.

8.1 Housing

8.1.1 Preservation of existing affordable housing will be a priority. Where development applications are proposing the removal of existing affordable housing, the replacement of these units will be encouraged on site or within the community.

8.1.2 The ~~Community Node and Lakeshore Corridor~~ **is** are encouraged to develop using a range of housing choices in terms of type, tenure and price.

8.1.3 Mississauga will encourage the provision of affordable housing, including rental housing and seniors' housing within the ~~Community Node and in the Lakeshore Corridor~~.

8.2 Cultural Heritage

Lakeview contains a number of important cultural heritage resources including properties identified or recognized on the City's Heritage Register as being

Designated or Listed. The Heritage Register further classifies the sites as a cultural feature or a cultural landscape:

- Cultural features such as the Water Tower on the Arsenal Lands, Bowstring Bridge over the Etobicoke Creek, and Lakefront Promenade provide scenic views and are significant features and landmarks; and
- Cultural landscapes such as the Lakeview Golf Course, Cawthra Estate, and Adamson Estate are associated with the natural environment or are significant historical resources.

8.2.1 Cultural heritage sites are places that have the opportunity to provide attractive **streetscape**. **Streetscape** improvements are encouraged to accentuate the site through landscaping, signage, lighting, benches, public art, interpretive signs, or other means.

8.2.2 The City will explore through a Community Improvement Plan, incentives to protect, preserve, and reuse cultural heritage sites in Lakeview.

8.2.3 Development adjacent to heritage sites will integrate and enhance the character of the cultural heritage resource.

8.3 Community and Cultural Infrastructure

8.3.1 The ~~Community Node and~~ Lakeshore Corridor is the ~~are~~ preferred locations for community and cultural infrastructure and public art.

8.3.2 Community infrastructure is encouraged to have integrated uses, combining uses such as a library, neighbourhood gallery space, and a café. To promote social interaction within the community, the provision of meeting rooms should be considered, such as a library with multi-functional meeting space.

8.3.3 Mississauga will encourage partnerships and collaboration with the local community, professional artists, arts organizations and creative enterprises to further develop the cultural aspects in Lakeview, including community beautification projects, the adaptive reuse of buildings as a community or cultural heritage resource.

8.4 Distinct Identity and the Waterfront

Lakeview has a long and important history as a waterfront community; the waterfront has created a distinct identity for Lakeview. Lakeview has opportunities to develop a strong community character that promotes and connects the neighbourhoods and **corridors** to the waterfront.



Figure 10: Entryways are emphasized with distinctive design and landscaping.



Figure 11: Carvings found along the Waterfront Trail through Lakeview are examples of a community beautification project that enhances the sense of place and pride.

Credit Valley Conservation and the Region of Peel, with the support of the Toronto and Region Conservation Authority and the City of Mississauga, are undertaking the Lakeview Waterfront Connection Project with the purpose to create a new natural waterfront park to enhance aquatic and terrestrial wildlife habitat and provide public access to the waterfront. When completed, the waterfront connection along the Lake Ontario shoreline will extend from west of Serson Creek to Etobicoke Creek.

8.4.1 Development within the ~~Community Node and~~ the Lakeshore Corridor will be encouraged to create a unique identity by providing distinctive architecture, high quality public art, **streetscape**, and cultural heritage resources and cultural infrastructure.

8.4.2 The distinct identity of the existing Neighbourhoods will be maintained by preserving the scale and character of the built environment.

8.4.3 The City will pursue public use on the waterfront lands, including a waterfront trail connection along the water's edge, and will work in collaboration with the Region of Peel, other levels of government, and agencies.

8.4.5 To create a visual identity in Lakeview, gateway features and signage along Lakeshore Road East will be promoted.

8.4.6 Mississauga supports water dependent activities and related employment uses such as marinas, facilities in support of recreational boating and sport fishing, and uses that benefit from being near the shoreline, parks and the Waterfront Trail.

8.4.7 Mississauga waterfront parks are a significant element of the Lakeview character. Planning for the waterfront parks system will be guided by the Waterfront Parks Strategy, 2008.

9.0 Multi-Modal City

As population and employment growth is anticipated in the Lakeshore Corridor and within the future Community Node, increasing constraint will be placed on the transportation network. Planning for transit and **active transportation** along Lakeshore Road will become a priority to ensure efficient movement for multi-modal travel.

The road network is shown on the Lakeview Local Area Plan Long Term Road and Transit Network (Map 2). Tables 8-1 to 8-4 and Schedule 8 (Designated Right-of-Way Width) of the principal document identify the basic road characteristics. The long term multi-modal transportation system is shown on Schedule 5 (Long Term Road Network), Schedule 6 (Long Term Transit Network), and Schedule 7 (Long Term Cycling Network) of the principal document.

A future **higher order transit corridor** along Lakeshore Road East is identified on Map 2, extending from Hurontario Street to the City of Toronto border. The preferred transit solution (e.g. bus or rail) has not yet been identified for this **corridor**.

Planning for improvements to the road network and **active transportation** routes that provide connectivity for transit, pedestrians, cyclists and vehicles will be essential in linking Lakeview to the neighbouring communities and in achieving a city wide finer grain network.

The City's Cycling Master Plan is a guide to promote **active transportation** and identifies existing and planned trails in Lakeview, including municipal connections such as the trail along the Etobicoke Creek.

Opportunities for passive recreational uses along hydro corridors, such as multi-use trails, are encouraged through Lakeview.

The City is proposing to undertake a Lakeshore Road Transportation Master Plan ("Transportation Master Plan") which will include Lakeshore Road (between the east and west City limit) and an examination of the transportation issues specific to the Lakeview area. As part of the future study, the City will review the **higher order transit** need in the Lakeview area and opportunities to improve the transportation system for all modes.

9.1 Corridor Protection

Appendix II contains the executive summary from the Lakeshore Road Transportation Review Study. That study provided a comprehensive and technical transportation review regarding how Lakeshore Road East can accommodate alternative modes of transportation.

9.1.1 Lakeshore Road East will be planned to accommodate, to the extent possible, all modes of transportation, including pedestrian facilities, cycling facilities, and **higher order transit** facilities.

9.1.2 The City may acquire lands for a public transit right-of-way along Lakeshore Road East where the creation of a public transit right-of-way separate from, adjacent to, or in addition to, a road right-of-way is deemed appropriate.

9.1.3 The City will, through the review of development applications, eliminate and/or consolidate vehicular turning movements to and from Lakeshore Road East and direct traffic towards signalized intersections, where appropriate. Vehicle access to redevelopment opportunities should be considered from existing north-south side streets or

existing or proposed laneways parallel to Lakeshore Road East.

9.1.4 The Transportation Master Plan for Lakeshore Road may address improving current mobility for all modes of transportation, the implications of future growth on the network and consider placemaking initiatives that would promote the animation of the **corridor**. The Transportation Master Plan may assess improvements to the Lakeview road network and **higher order transit** needs in the Lakeview area.

9.2 Road Network

9.2.1 During the review of development applications, streets will be designed to provide connectivity through neighbourhoods.

9.2.2 Improvements to the road network and **active transportation** routes that provide connectivity through Lakeview may be identified through a future Transportation Master Plan for the Lakeshore Road **Corridor** or through the development application process. Future multi-modal connections may accommodate, where feasible, pedestrian and cycling routes, and/or vehicular routes. Improved connections to the network may be considered at some locations, including but are not limited to the following:

- a. Byngmount Avenue, east to Rangeview Road;
- b. Casson Avenue, east to St. Mary's Avenue;
- c. Ebony Avenue, east to First Street;
- d. Ella Avenue, east to St. James Avenue;
- e. First Street, east to Ella Avenue;
- f. Fourth Street, east to Haig Boulevard;
- g. Harcourt Crescent, south to Duchess Drive;
- h. Pelham Avenue, west to Alexandra Avenue, and east to Haig Boulevard;
- i. Seventh Street, east to Halliday Avenue; and
- j. Third Street, east to Casson Avenue.

9.2.4 When reviewing the appropriateness of potential road connections, the City will consider the volume and type of traffic that will be accommodated on the road.

9.2.5 Mississauga will work with the Province and the Region to coordinate and make improvements to the Dixie Road and Queen Elizabeth Way interchange for the realignment of Dixie Road.

9.2.6 Development applications will be accompanied by transportation and traffic studies. Studies will address, among other things, strategies for limiting impacts on the transportation network, where appropriate, including measures such as:

- reduced parking standards;
- transportation demand management;
- **transit oriented development**;
- pedestrian/cycling connections; and
- access management plan.

9.3 Transit Network

9.3.1 Providing public transit connections along key north-south **corridors** to Lakeshore Road East in addition to providing frequent and reliable service along the Lakeshore Road will help shape and



Figure 12: Lakeshore Road **Corridor** has opportunities to accommodate multi-modes of transportation including pedestrian, cycling, and **higher order transit** facilities.

support the future development of the Lakeshore Corridor. ~~and the Community Node.~~

9.4 Parking and Transportation Demand Management

9.4.1 For development in the Lakeshore Corridor, parking is encouraged to locate below-grade, or at the rear of the site.

9.4.2 Development with surface parking should be screened from adjacent streets and properties by using landscaping materials such as hedges, shrubs, trees, and other structural materials.

9.4.3 The City will identify appropriate locations for on-street parking in the Lakeshore Corridor and develop an implementation strategy for parking.

9.4.4 Where on-street parking and lay-by parking can be accommodated, it is to be incorporated into the **streetscape** design.

9.4.5 Reduced parking requirements and maximum parking standards may be considered within:

- ~~a) the Community Node; and~~
- ~~b) the Lakeshore Corridor.~~

9.4.6 Public parking lots in the Lakeshore Corridor will be maintained and supplemented where appropriate.

9.4.7 The City will encourage Transportation Demand Management measures, where appropriate, in the Lakeshore Corridor and as a part of any significant redevelopment projects outside of the **corridor**.

10.0 Desirable Urban Form

This section reflects the planned function and local context and provides the framework for shaping the Lakeview community, with an emphasis on urban form. The urban form policies are organized as follows:

- a) Neighbourhoods;
- ~~b) Employment;~~
- b) Lakeshore Corridor; **and**
- ~~d) Community Node; and~~
- c) Built Form.

Development will be guided by the Lakeview Built Form Standards contained in Appendix I.

Development will be in accordance with the minimum and maximum height limits as shown on Map 3. The appropriate height within this range will be determined by the other policies of this Area Plan.

10.1 Neighbourhoods

Neighbourhoods are stable residential areas where the existing character is to be preserved and enhanced. Development may occur through modest infilling or redevelopment of existing commercial plazas and vacant sites.

Neighbourhood policies are intended to reflect a number of objectives, including among other things:

- to ensure development is sensitive to the existing low rise context and reinforce the planned character of the area;
- to ensure Lakeshore Road East will provide appropriate development and public realm that reinforces its planned role as a connected community and fosters an active pedestrian and cycling environment; and

- to appropriately balance the constraints associated with both the Canadian National Railway line and adjacent residential uses.

10.1.1 Development should reflect one to two storey residential building heights and will not exceed three storeys.

10.1.2 North Residential Neighbourhood Precinct (Applewood Acres, Sherway West)

The North Residential Neighbourhood Precinct is bordered by Cawthra Road to the west and the Etobicoke Creek to the east, Queensway East to the north and the Queen Elizabeth Way to the south. This residential area will be maintained while allowing for infill which enhances and is compatible with the character of the area.

10.1.2.1 The existing commercial site at North Service Road and Stanfield Road is a site where intensification could be accommodated to a maximum height of four storeys. Future redevelopment of the properties will address issues, including but not limited to:

- retention of commercial space; and
- appropriate transition to adjacent residential uses.

10.1.3 Central Residential Neighbourhood Precinct (Cawthra Village, Orchard Heights, Serson Terrace)

The Central Residential Neighbourhood Precinct is bordered by Cawthra Road to the west and Etobicoke Creek to the east, the Queen Elizabeth Way to the north and the Canadian National Railway line to the south. Originally, these homes were summer houses for families from the Toronto Township. Also predominant in the area are homes built on small lots that were constructed during the Second World War time period (these homes are also known as “war time housing”).

10.1.3.1 The existing commercial site at South Service Road and Dixie Road represents a site for potential intensification, to a maximum height of 4

storeys. Future redevelopment of the property will address issues including but not limited to:

- the addition of public roads to connect and improve the neighbourhood’s fine-grained road pattern;
- retention of commercial space; and
- appropriate transition to adjacent residential uses.

10.1.4 South Residential Neighbourhood Precinct (Creekside, Lakeside, Lakeview West, Lakeview Village, Lakefront Utility, Arsenal Woodlands)

The South Residential Neighbourhood Precinct is bordered by Seneca Avenue to the west and Etobicoke Creek to the east, the Canadian National Railway line to the north and Lake Ontario to the south. Many of the homes constructed dating to World War II exists today.

In accordance with the Waterfront Parks Strategy, Park 358 (not yet named) but historically known as the Arsenal property, is identified as a Gateway Park. A park master plan will be required to determine the programming and design of the park. Also, in partnership with the City, the Toronto and Region Conservation Authority, and local community groups, a plan has been initiated for the re-adaptive use of the Small Arms Inspection Building for varying cultural, educational, retail, and office purposes. The reuse of the building will provide an important resource for the Lakeview community.

The Lakefront Utility sub-area includes a regional wastewater treatment facility.

10.1.4.1 Lakeview West has potential for intensification, particularly on the lands east and west of Cooksville Creek. Development should, among other matters, address the following:

- ensure transition to Lakeshore Road East, adjacent stable residential neighbourhoods, and Cooksville Creek;

- b. ensure visual connection to Cooksville Creek; and
- c. ensure larger sites are sub-divided with public roads and walkways.

10.1.4.2 Development along the Canadian National Railway line for lands designated Business Employment, or for an industrial use, will:

- a. be encouraged to improve the transition of height and use to adjacent residential areas;
- b. have a maximum height generally equivalent to a two storey residential building;
- c. ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential areas;
- d. provide appropriate landscaped buffers to adjacent residential areas; and
- e. provide a **streetscape** that is compatible with adjacent neighbourhoods.

10.2 Employment

~~The Employment Precinct is divided into three sub-areas as identified on Map 1. It contains the areas of Arsenal Woodlands, Ontario Power Generation (OPG) Lands, and Lakefront Business Park.~~

10.2.1 Arsenal Woodlands Precinct

~~Δ In accordance with the Waterfront Parks Strategy, Park 358 (not yet named) but historically known as the Arsenal property, is identified as a Gateway Park. A park master plan will be required to determine the programming and design of the park. Also, in partnership with the City, the Toronto and Region Conservation Authority, and local community groups, a plan has been initiated for the re-adaptive use of the Small Arms Inspection Building for varying cultural, educational, retail, and office purposes. The reuse of the building will provide an important resource for the Lakeview community.~~

~~10.1.4.3~~ 10.2.1.1 The Arsenal Lands should provide for placemaking opportunities, such as the development of a square or open space that integrates with the surrounding environment and provides interaction for pedestrians.

~~10.1.4.4~~ 10.2.1.2 Development of community and cultural uses will be encouraged and public art will be incorporated as appropriate in the Arsenal



Figure 13: The Small Arms Inspection Building has historical significance, defining Canada's military history during the Second World War and the history of women.

Woodlands Precinct.

10.2.2 ~~Ontario Power Generation (OPG) Lands Precinct and Lakeshore Business Park Precinct~~

The OPG Lands were formerly used for a coal-fired electricity generating station. This area represents a significant parcel of land along the Lake Ontario shoreline, with the opportunity to create a vibrant mixed use destination, enhancing the existing community and improving access to the waterfront.

The Lakeshore Business Park sub-area includes a regional wastewater treatment facility and an employment area on the south side of Lakeshore Road East, overlapping with the Lakeshore Corridor Precinct. The employment lands and the OPG Lands are under review through the next phase of study for Inspiration Lakeview.

Phase one of the Inspiration Lakeview study (Inspiration Lakeview Vision), initiated by the City, outlines the desired vision for the OPG Lands and the employment area, as guided by the community. The City, the Province and OPG entered into a Memorandum of Understanding (MOU) in June 2011 to develop a shared vision for OPG's Lakeview site. The parties to the MOU have been working collaboratively to develop a master plan for OPG's Lakeview site that is in keeping with the shared vision. The next step in this process is a comprehensive master plan to further develop the vision. The precinct policies and special site policies provide additional direction regarding issues that need to be addressed.

10.2.2.1 The next phase of study for Inspiration Lakeview should have regard for the following:

- a. ~~form and scale of development for a waterfront location;~~
- b. ~~provide opportunities for new view **corridors**;~~
- c. ~~creation of public roads, parks, walkways, and paths within the site and to enhance connectivity to the neighbourhoods to the north and to the west, and along the waterfront;~~

d. ~~provision of public open space along the shoreline, and a continuous Waterfront Trail to maximize public access to and along the Lake Ontario waterfront; and~~

e. ~~for the lands along Lakeshore Road East, the Lakeshore Corridor Precinct policies in this Area Plan will also apply.~~

10.2.3 Lakeshore Corridor

The Lakeshore Corridor Precinct is intended to be the primary area for street related commercial development, with a mixture of uses and pedestrian oriented built form. The extent of the Lakeshore Corridor is from Seneca Avenue to the east end of the municipal boundary at Etobicoke Creek. Given the length of this **corridor**, it is divided into sections: the Core and Outer Core (see Map 1). The Core is from Seneca Avenue to Hydro Road and is envisioned to have a concentration of street related commercial uses. The Outer Core, from Hydro Road to Etobicoke Creek, is to be a pedestrian friendly area. Similar to the Core, it allows for mixed use development, however, commercial uses are not required.

In order to achieve the intended function of the Lakeshore Corridor Precinct, redevelopment will address among other matters, the following:

- creating a pedestrian oriented environment;
- ensuring built form compatibility and transition in heights to adjacent neighbourhoods;
- minimizing access points along Lakeshore Road East;
- preserving light and sky views; and
- creating an attractive public realm.

10.2.3.1 Development should preserve and enhance the views and vistas to the natural environment.

10.2.3.2 The City will seek opportunities for views to Lake Ontario through development applications for new north-south roads and road extensions.

~~including among others, Ogden Avenue and Hydro Road.~~

10.23.3 Development will be encouraged to locate parking to the rear of buildings or underground.

10.23.4 Development along Lakeshore Road East is encouraged to be two to four storeys in height; however, some sites will be permitted building heights greater than four storeys as shown on Map 3.

10.23.5 Appropriate transition to adjacent low density residential will be required.

10.23.6 To promote a pedestrian friendly mainstreet environment, street related commercial uses will front onto and be located along Lakeshore Road East. Development should address the following, among other items:

- a. maintaining an appropriate average lot depth for mainstreet commercial;
- b. buildings should be closely spaced with minimal breaks to ensure a continuous building or street frontage;
- c. buildings should incorporate active uses at grade, in order to animate the public realm and pedestrian environment; and
- d. building entrances should be located along and face Lakeshore Road East, and should be clearly identifiable with direct access from the sidewalk.

10.23.7 Development will provide an appropriate **streetscape** treatment of the public realm that supports pedestrian activity and provides an attractive character to the street. This may include, among other things:

- a. landscaping and planting;
- b. street furnishings;
- c. public art;
- d. quality building materials; and

- e. building design elements and features including articulated rooflines such as parapets and towers.

10.23.8 Development will be encouraged to provide placemaking opportunities, such as public squares, plazas, and open spaces, including among other locations, at Cooksville Creek, Cawthra Road, East Avenue, Alexandra Avenue, Ogden Avenue, Hydro Road, Dixie Road, and Etobicoke Creek.

10.23.9 The assembly of adjacent low density residential land to enlarge properties fronting Lakeshore Road East is discouraged. Should assembly occur, however, the primary purpose of these lands will be an enhanced landscape buffer to the adjacent residential uses and for amenity space and/or parking if required through the development.

10.23.10 The Intensification Areas policies of the Plan will apply to development within the Core area.

10.23.11 Single use residential buildings are permitted in the Outer Core area, subject to the following:

- a. buildings are set back from the street;
- b. provision of a well landscaped front yard;
- c. an appropriate **streetscape**; and
- d. parking at the rear of the property or underground.

10.4 — Community Node

~~As part of the Urban System, the principal document includes a Community Node for the Lakeview area in southeast Mississauga.~~

~~The Community Node boundaries and specific urban form policies will be determined through the next phase of study for Inspiration Lakeview.~~

~~Development within the Community Node is intended to contain a mix of uses, densities, and high urban design standards, and have regard for the following objectives, among other things:~~

- ~~a. building heights will reflect an appropriate transition to the stable low density neighbourhoods, the Lakeshore Corridor, and Lake Ontario shoreline;~~
- ~~b. provision of public access and protection of views to Lake Ontario;~~
- ~~c. providing a variety of heights;~~
- ~~d. overall development of the Community Node will be at a scale that reflects its role in the urban hierarchy;~~
- ~~e. provision of public art that enhances the built environment and enriches the culture and history of the community; and~~
- ~~f. the development of symbolic gateways or landmarks to define entrance to and arrival at the Community Node will be encouraged.~~

10.35 Built Form Types

10.35.1 For the development of detached, semi-detached, duplex and triplex dwellings, the following will be addressed, among other things:

- a. new housing within Lakeview should maintain

the existing character of the area; and

- b. development will fit the scale of the surrounding area and take advantage of the features of a particular site, such as topography, contours, and mature vegetation.

10.35.2 Criteria for the development of street townhouses or freehold townhouses will include, among other things:

- a. they fit into the existing lotting pattern of the community;
- b. they provide an appropriate transition from low built form to higher built forms; and
- c. they are located on, or in proximity to transit routes.

10.35.3 For the development of standard and common element condominium townhouse dwellings, the following will be addressed, among other items:

- a. they can fit into the existing lotting pattern of the community;
- b. they provide an appropriate transition from low built form to higher built forms;

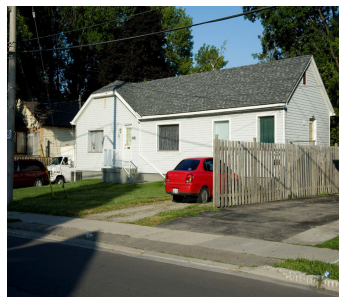


Figure 14: Lakeview has a wide range of built environments, which are reflected in the Area Plan policies.

- c. they have an appropriate minimum lot depth to accommodate elements such as landscaping and parking;
- d. they are located on, or in proximity to transit routes; and
- e. visitor parking will be centrally located and not visible from a public road. Visitor parking will be appropriately screened to provide a **streetscape** that is compatible with adjacent neighbourhoods.

10.3.5.4 Horizontal multiple dwellings, such as stacked townhouses, may be developed, subject to, among other things:

- a. a minimum lot depth to ensure internal circulation;
- b. area to accommodate appropriate parking, amenity space, landscaping;
- c. utilities can be accommodated internal to the site; and
- d. located on, or in proximity to transit routes.
- e. visitor parking will be centrally located and not visible from a public road. Visitor parking will be appropriately screened to provide a **streetscape** that is compatible with adjacent neighbourhoods.

10.3.5.5 Criteria for apartment development will include, among other things:

- a. a minimum separation distance to ensure light and permeability;
- b. a maximum floor plate to ensure minimal impact on residential areas; and
- c. transition to adjacent lower built forms.

10.3.5.6 Criteria for commercial development will include, among other things:

- a. the maximum height of buildings will be four storeys;
- b. transition to existing stable residential areas;

- c. ensure the continuation of a mixed use community;
- d. on sites with multiple commercial buildings, development will provide dedicated pedestrian walkways to building entrances, and to public roads and transit routes, where appropriate; and
- e. a coordinated character will be required on sites with multiple commercial buildings, including the use of similar building materials, colours and architectural elements.

10.3.5.7 The redevelopment of existing industrial sites for industrial uses will address, among other things:

- a. a minimum setback to residential areas ensuring an appropriate buffer area can be accommodated to screen the use;
- b. a minimum landscape area will be required in front of any employment use; and
- c. existing industrial uses along the railway tracks are encouraged to improve their transition to the adjacent residential areas. The maximum permitted height will be the equivalent to a two storey residential building. Development will include appropriate buffers and ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential uses.

10.3.5.8 Aesthetic and high quality building materials will be required in developments. The first four storeys will be of durable material such as brick or stone. Concrete blocks or painted concrete blocks are not permitted to be exposed.

11.0 Strong Economy

Employment uses are an important component of Lakeview as they contribute to a mix of uses while providing an opportunity for people to live and work in the community.

Employment in Lakeview is generally located along Lakeshore Road East, the railway corridor and on commercial and community infrastructure sites. Lakeview also has an important and unique employment function with utility operations, such as the water treatment facility and the wastewater treatment facility, that serve a regional population.

~~The future Community Node will be an area for population and employment growth, ensuring an appropriate balance while creating a vibrant community focus.~~

Attracting cultural industries can help create a more vibrant and sustainable economy. The provision of arts and culture facilities and activities in Lakeview supports cultural diversity and completing communities.

~~Lakeview's Employment Character Area is located on the south side of Lakeshore Road East, between East Avenue and Applewood Creek. Through the next phase of study for Inspiration Lakeview, the City will be initiating a Phase Two municipal comprehensive review to determine the appropriate land uses in this area. Following this review, revised policies will be incorporated into this Area Plan.~~

11.1 Lands designated Business Employment will provide for the continued operation of employment uses. Development on adjacent sites will be compatible to employment uses.

11.2 Opportunities for water recreational uses or waterfront retail commercial activities should be considered in the development of the waterfront.

~~11.3 The location of cultural industries is encouraged in the Community Node.~~

12.0 Land Use Designations

This section provides additional policy direction on the permitted land uses within this Area Plan. Schedule 10: Land Use Designations of the principal document identifies the uses permitted and is to be read in conjunction with the other schedules and policies in the Plan.

12.1 General

12.1.1 Residential buildings legally constructed prior to the approval date of this Area Plan are permitted.

12.2 Residential Medium Density

12.2.1 Notwithstanding the Residential Medium Density policies of the Plan, the following additional use may be permitted:

- a. low-rise apartment dwellings.



Figure 15: Providing a range of employment opportunities will help attract new businesses that contribute to a healthy employment base.

12.3 Mixed Use

12.3.1 Notwithstanding the Mixed Use policies of the Plan, the following policies apply to the Lakeshore Corridor Precinct – Core area:

- a. motor vehicle rental and motor vehicle sales is not permitted; and
- b. commercial uses will be required at grade.

12.3.2 Notwithstanding the Mixed Use policies of the Plan, the following policy will apply in the Lakeshore Corridor Precinct – Outer Core area:

- a. residential uses may be permitted on the ground floor.

12.4 Business Employment

~~12.4.1 Notwithstanding the Business Employment policies of the Plan, the following uses will not be permitted:~~

- ~~a. adult entertainment establishments;~~
- ~~b. animal boarding establishments which may include outdoor facilities;~~
- ~~c. body rub establishments;~~
- ~~d. cardlock fueling dispensing facility;~~
- ~~e. motor vehicle body repair facilities;~~
- ~~f. motor vehicle commercial uses;~~
- ~~g. motor vehicle rental;~~
- ~~h. transportation facilities;~~
- ~~i. trucking terminals; and~~
- ~~j. **waste processing stations or waste transfer stations** and composting facilities.~~

12.4.1.2 Notwithstanding the Business Employment policies of the Plan, the following policy will apply:

- a. permitted uses will operate entirely within enclosed buildings.

13.0 Special Site and Exempt

Site Policies

13.1 Special Site Policies

There are sites within Lakeview, as shown in Figure 156, that merit special attention and are subject to the following policies.

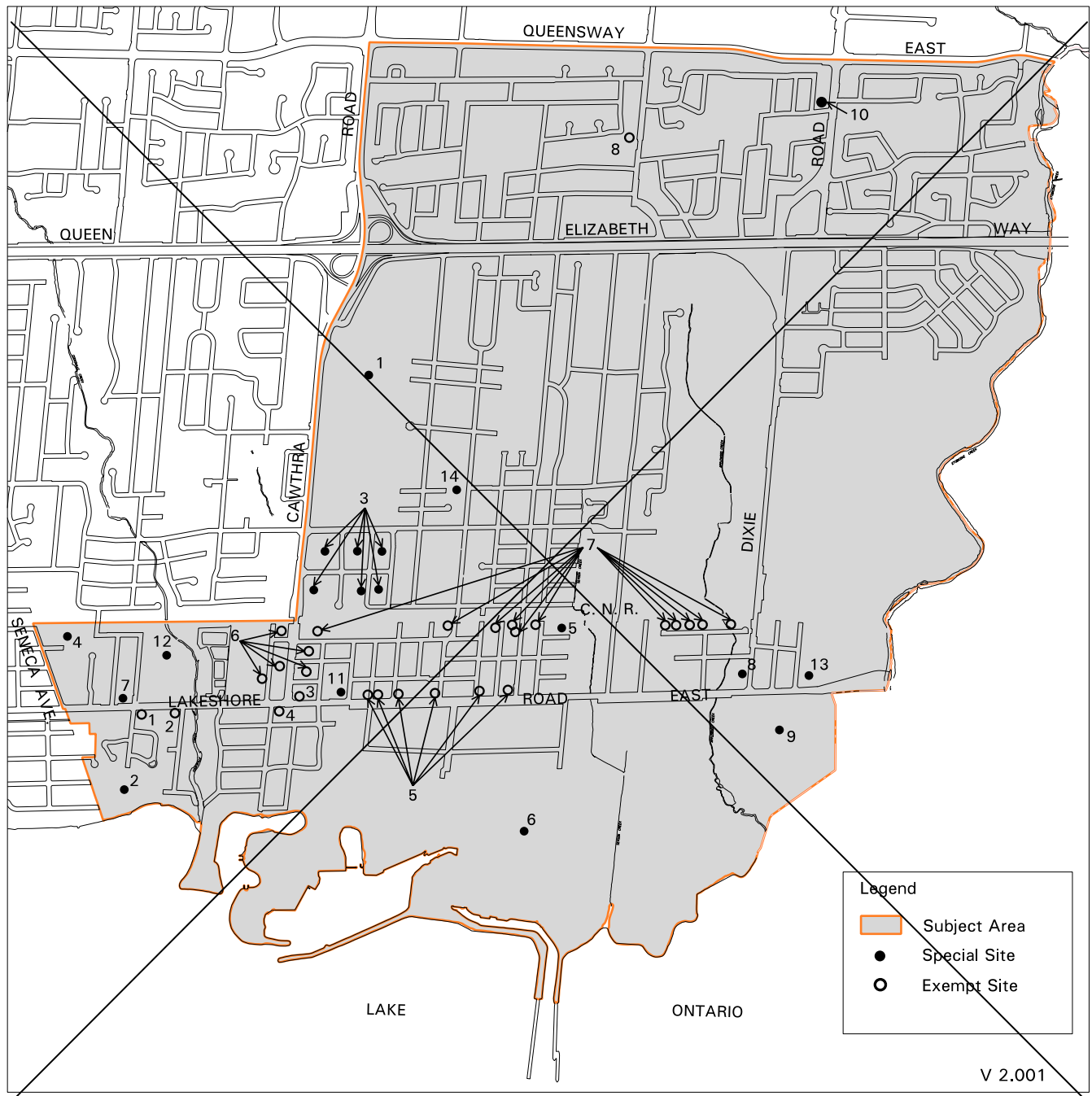


Figure 16: Location of Special Sites and Exempt Sites within the Lakeview Local Area.

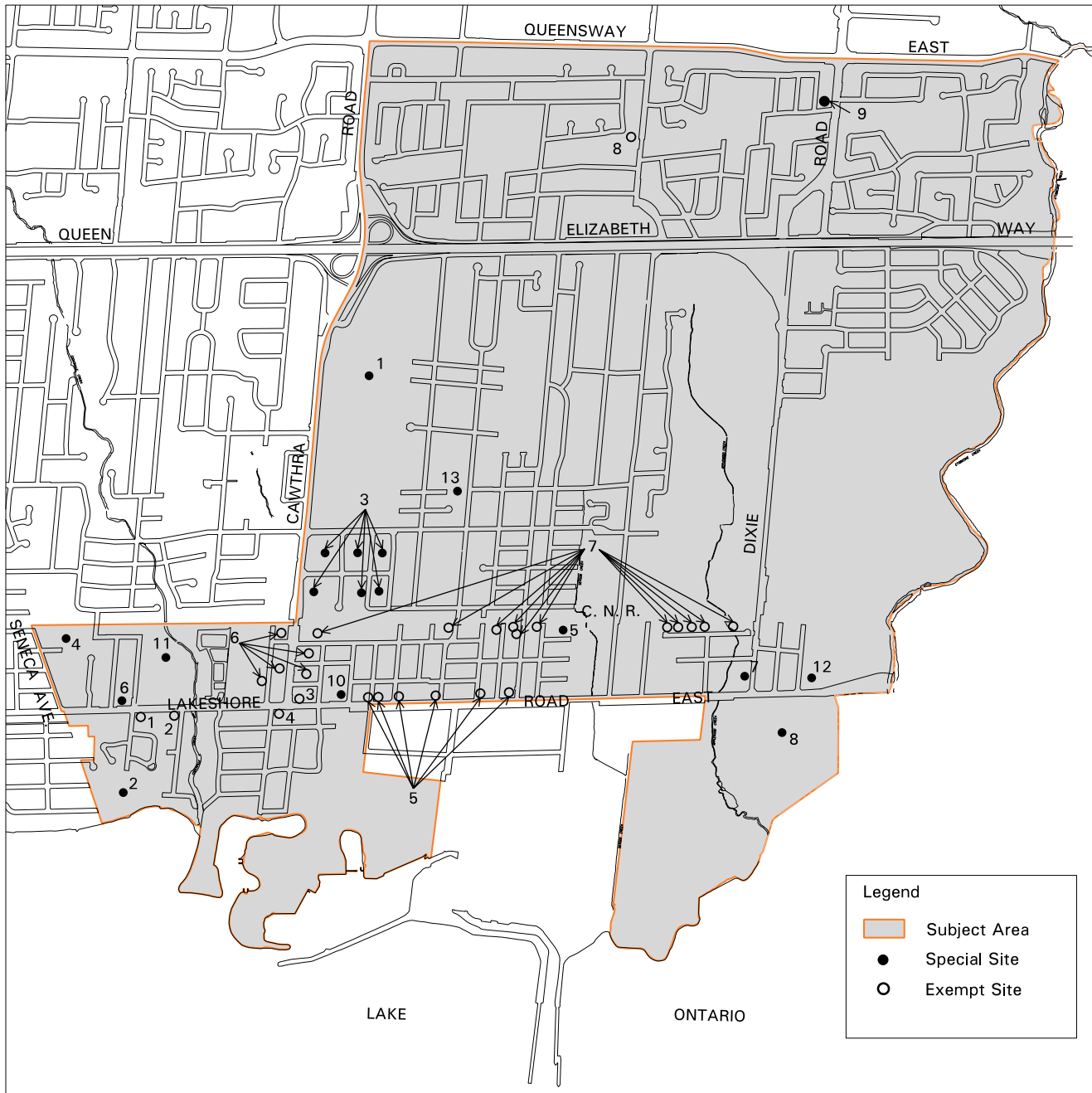
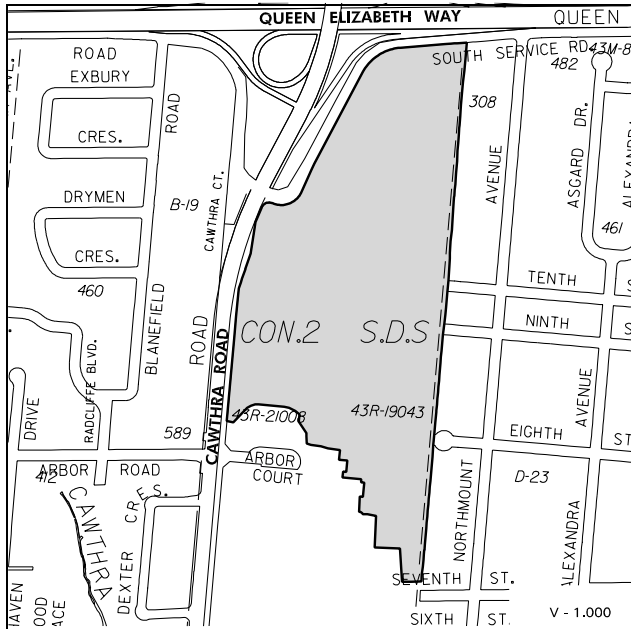


Figure 15: Location of Special Sites and Exempt Sites within the Lakeview Local Area.

13.1.1 Site 1



13.1.1.1 The lands identified as Special Site 1 are east of Cawthra Road and south of the South Service Road.

13.1.1.2 The lands are known as the Cawthra Woods and comprise both heritage and natural area features. The Cawthra Estate is located within the Cawthra Woods and includes the Cawthra-Elliot Estate House and formal gardens on the north and south sides of the estate house, the walled garden, and sugar maple forest, all of which form a cultural heritage landscape which is designated under the *Ontario Heritage Act*. The site contains a Provincially **Significant Wetland**, an **Environmentally Significant Area (ESA)** as identified by Credit Valley Conservation, and a Regionally Significant Area of Natural and Scientific Interest (ANSI).

13.1.1.3 Notwithstanding the policies of this Plan, the following additional uses will be permitted in the Cawthra-Elliot Estate House:

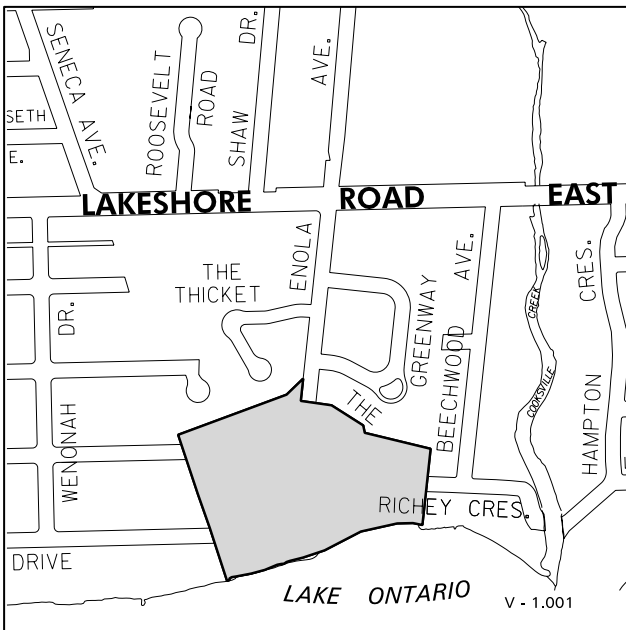
- a. community or cultural infrastructure, including an academy for the performing arts;
- b. **secondary offices**;
- c. a conference centre;

- d. art gallery or studio; and
- e. commercial school that may include a business school, driving school, dance school, music school, arts school, crafts school or a martial arts school, but shall not include a trade school or a private school.

13.1.1.4 Development of the Cawthra-Elliot Estate House will address the following:

- a. the environmental policies of this Plan;
- b. retention of the existing forest in a natural condition in accordance with an approved Cawthra Woods Management and Implementation Plan;
- c. an approved Parks Master Plan; and
- d. a heritage permit, including a **Heritage Impact Assessment**, will be required for any alterations.

13.1.2 Site 2



13.1.2.1 The lands identified as Special Site 2 known as the Adamson Estate and Derry Property, are located along the shore of Lake Ontario, east of Cumberland Drive and south of Enola Avenue.

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

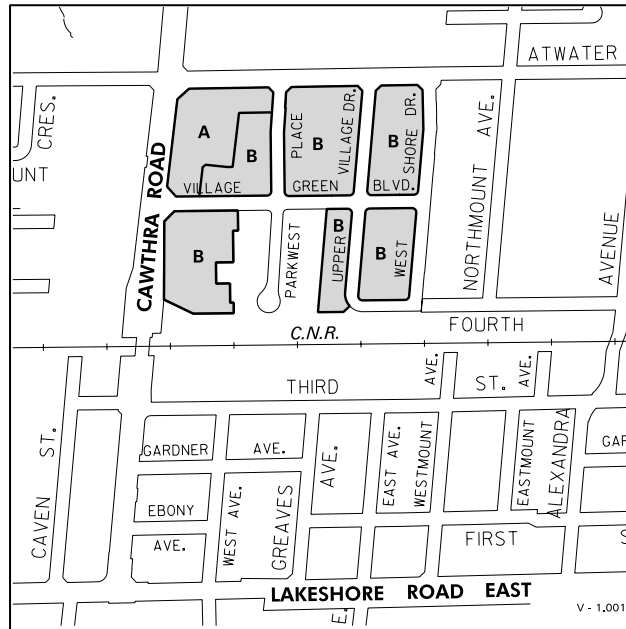
- a. **secondary offices;**
- b. a conference centre; and
- c. community or cultural infrastructure, including an academy for the performing arts.

13.1.2.3 Development of this site will address, among other things, the following:

- a. restoration and preservation of the historically designated main house, gatehouse, barn, Derry House, and pet cemetery;
- b. maintenance of public access along the waterfront as well as the grounds of the estate;
- c. enhancement of recreation opportunities throughout the balance of Lakefront Promenade Park;

- d. recognition and respect of the existing character of the surrounding residential land uses;
- e. servicing requirements of the Region of Peel with respect to the sanitary sewer outlet and the use of backflow preventers in the buildings to prevent basement flooding;
- f. a heritage permit, including a **Heritage Impact Assessment**, will be required for any alterations; and
- g. archaeological resources are to be conserved. Prior to any ground disturbance, the area must be assessed and plans reviewed with recommendations for conservation by a licenced archaeologist.

13.1.3 Site 3

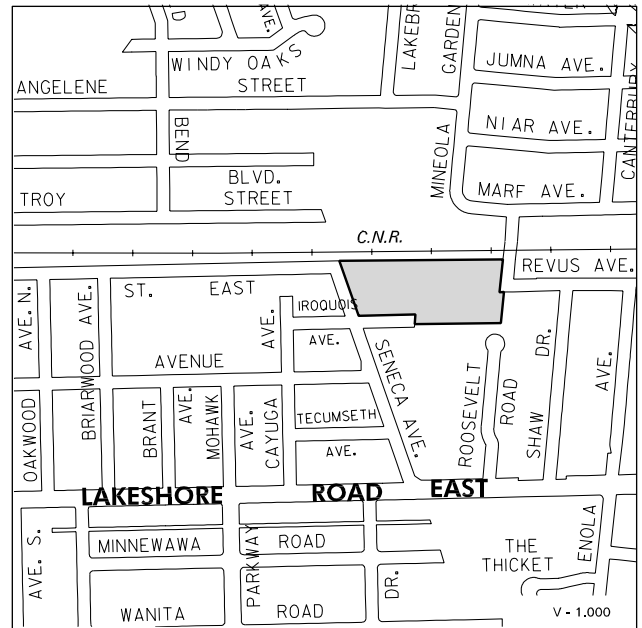


13.1.3.1 The lands identified as Special Site 3 are located in the southeast quadrant of Atwater Road and Cawthra Road.

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

- a. all types of multiple family dwellings including townhouses, street townhouses, other forms of horizontal multiple dwellings, apartments, or any combination of these uses with individual frontages or in cluster arrangements may be permitted on the lands identified as Area A; and
- b. street townhouses will be permitted on the lands identified as Area B.

13.1.4 Site 4



13.1.4.1 The lands identified as Special Site 4 are located west of Revus Avenue, south of the Canadian National Railway tracks.

13.1.4.2 Notwithstanding the policies of this Plan, the following uses will not be permitted:

- a. banquet hall;
- b. broadcasting, communication, and utility rights-of-way;
- c. conference centre;
- d. entertainment, recreation and sports facilities;
- e. financial institution;
- f. outdoor storage;
- g. overnight accommodation; and
- h. restaurants.

13.1.5 Site 5

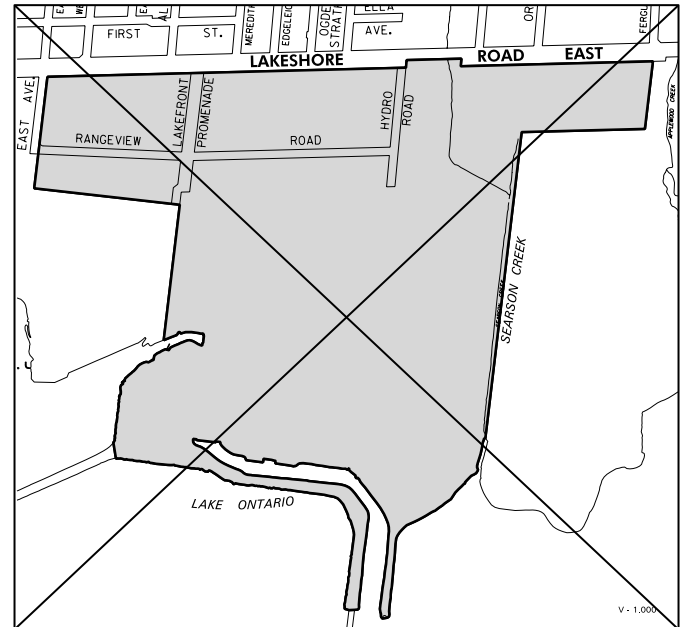


13.1.5.1 The lands identified as Special Site 5 are located along Casson Avenue, west of the utility corridor.

13.1.5.2 Notwithstanding the policies of this Plan, the following uses will not be permitted:

- a. banquet hall;
- b. broadcasting, communication, and utility rights-of-way;
- c. conference centre;
- d. entertainment, recreation and sports facilities;
- e. financial institution;
- f. outdoor storage;
- g. overnight accommodation; and
- h. restaurants.

13.1.6 Site 6



~~13.1.6.1 The lands identified as Special Site 6 are located east of East Avenue and south of Lakeshore Road East. The lands are currently designated Business Employment, Utility and Greenlands and are under review through the next phase of study for Inspiration Lakeview.~~

~~13.1.6.2 Notwithstanding the policies of this plan, an electric power generating facility will be permitted.~~

~~13.1.6.3 Through the next phase of study for Inspiration Lakeview, a Phase Two municipal comprehensive review will be prepared to address the potential conversion of the lands designated Business Employment.~~

~~13.1.6.4 In addition to the Phase Two municipal comprehensive review, the comprehensive master plan will address land use, built form and transportation to the City's satisfaction. The master plan should also:~~

- ~~a. evaluate existing site conditions;~~
- ~~b. have regard for other City plans, policies, studies and reports such as the Lakeview and Port Credit District Policies Review and Public Engagement Process Directions Report, Employment Land Review Study, Waterfront~~

~~Parks Strategy, Mississauga Culture Master Plan, Public Art Master Plan, and Lakeshore Road Transportation Review Study;~~

- ~~e. examine opportunities for new view corridors extending from Lakeshore Road East to Lake Ontario;~~
- ~~d. include the provision of parklands along the waterfront including the extension of the Waterfront Trail and connectivity to the future Lakeview Waterfront Connection Project;~~
- ~~e. provision of cultural infrastructure and public art;~~
- ~~f. examine opportunities to continue Lakeshore Road East as a mixed use mainstreet;~~
- ~~g. consideration for the development of a Community Node, providing an appropriate population to employment ratio as described in this Area Plan;~~
- ~~h. provision of a range of housing types and affordable housing;~~
- ~~i. develop a road network and transit that appropriately integrates with the surrounding neighbourhoods; and~~
- ~~j. provide protection, enhancement and restoration of the natural environment.~~

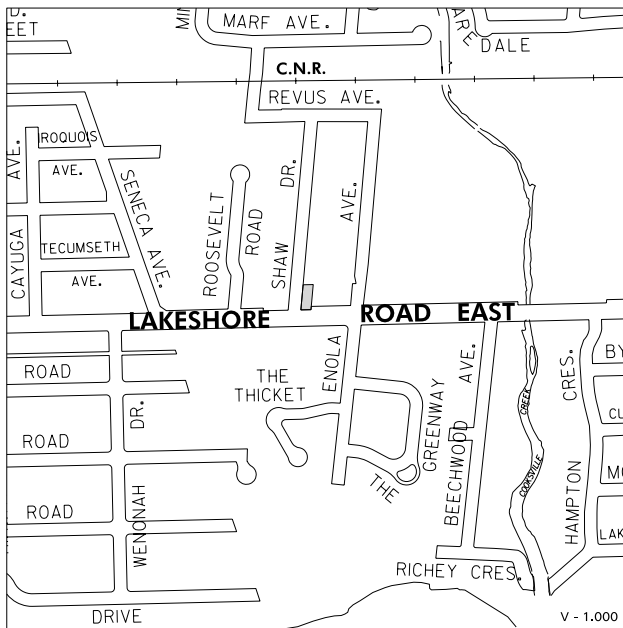
~~g. commemorate history while creating a legacy; and~~

~~h. balance public and private investment to be economically viable and sustainable.~~

~~13.1.6.5 Development of this site will consider the following eight core principles outlined in the *Inspiration Lakeview Vision*:~~

- ~~a. link the City and the water;~~
- ~~b. open the site with a wealth of accessible public spaces;~~
- ~~c. create a green, sustainable, innovative, and model community;~~
- ~~d. create a vibrant community;~~
- ~~e. connect in multiple ways through transit, walking, cycling, and the car;~~
- ~~f. create a destination to draw local, regional, and international visitors;~~

13.1.67 Site 67



13.1.67.1 The lands identified as Special Site 67 are located north of Lakeshore Road East between Shaw Drive and Enola Avenue.

13.1.67.2 The property located at 411 Lakeshore Road East is listed on the City's Heritage Register.

13.1.67.3 Notwithstanding the policies of this Plan, the existing motor vehicle repair garage will be permitted.

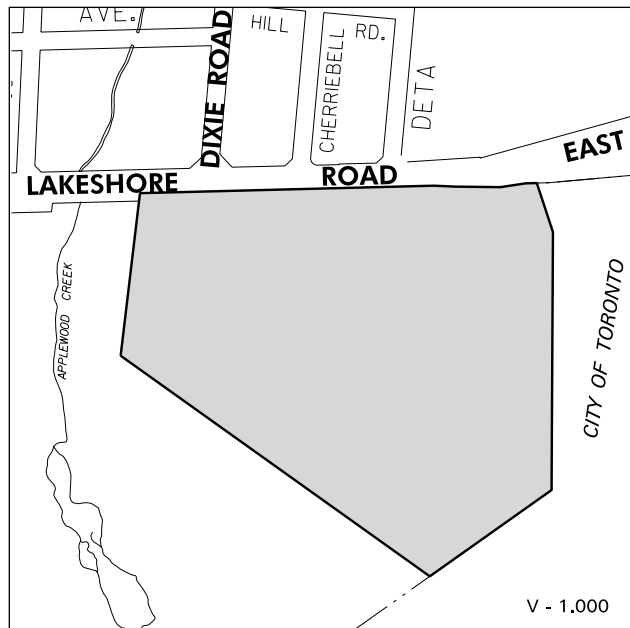
13.1.78 Site 78



13.1.78.1 The lands identified as Special Site 78 are located at the northwest corner of Lakeshore Road East and Dixie Road.

13.1.78.2 Notwithstanding the policies of this Plan, townhouse dwellings will be permitted on St. James Avenue to provide appropriate transition to the existing surrounding residential.

13.1.89 Site 89



13.1.89.1 The lands identified as Special Site 89 are located east of Applewood Creek and south of Lakeshore Road East.

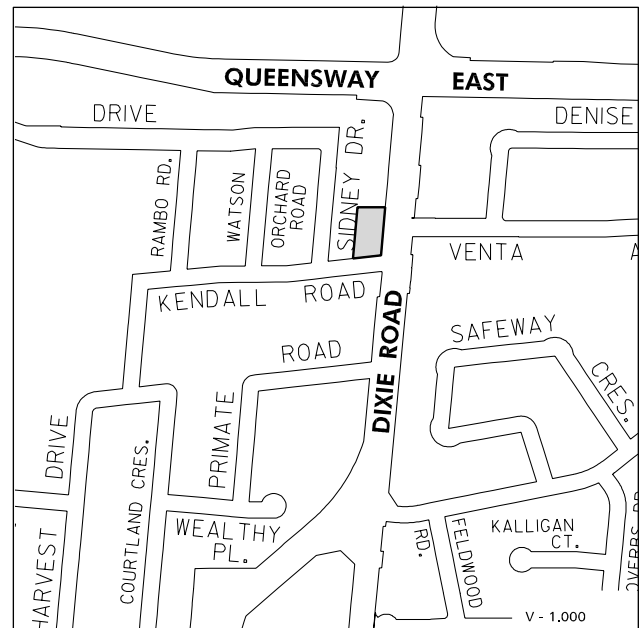
13.1.89.2 The Small Arms Inspection Building located at 1352 Lakeshore Road East is designated under the *Ontario Heritage Act*.

13.1.89.3 A heritage permit, including a **Heritage Impact Assessment**, will be required for any alterations.

13.1.89.4 Notwithstanding the policies of this Plan, the following additional uses will be permitted at 1352 Lakeshore Road East, subject to a master plan and the review of the remediation plan:

- a. commercial schools;
- b. community facilities, including art studios and art galleries;
- c. a conference centre;
- d. restaurants; and
- e. **secondary offices**.

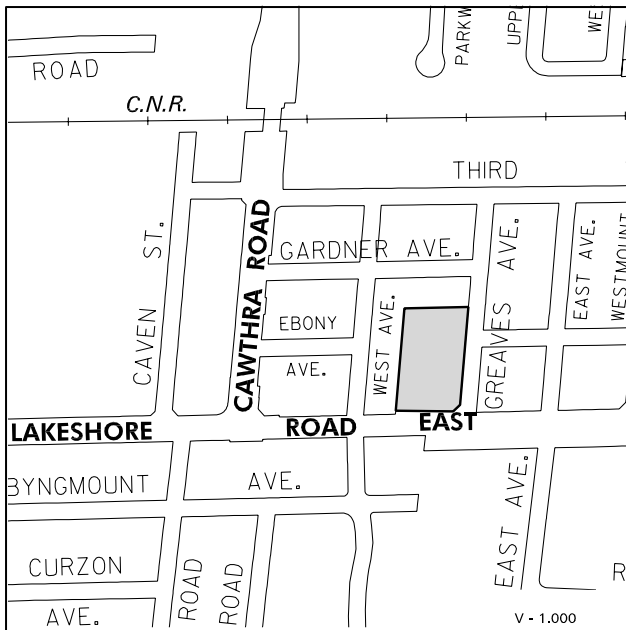
13.1.940 Site 940



13.1.940.1 The lands identified as Special Site 940 are located at the northwest corner of Kendall Road and Dixie Road.

13.1.940.2 Notwithstanding the policies of this Plan, an office with a maximum of four medical practitioners will be permitted.

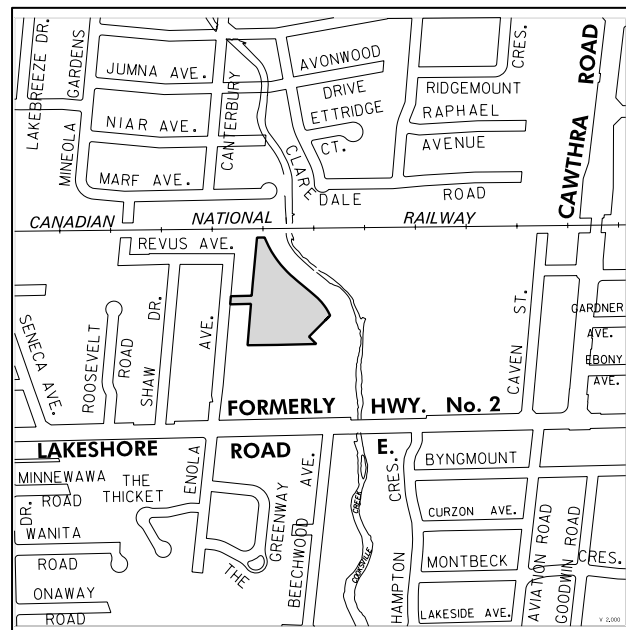
13.1.10 44 Site 10 44



13.1.10 44.1 The lands identified as Special Site 10 44 are located at the northwest corner of Lakeshore Road East and Greaves Avenue.

13.1.10 44.2 Notwithstanding the policies of this Plan, the existing townhouses will be permitted.

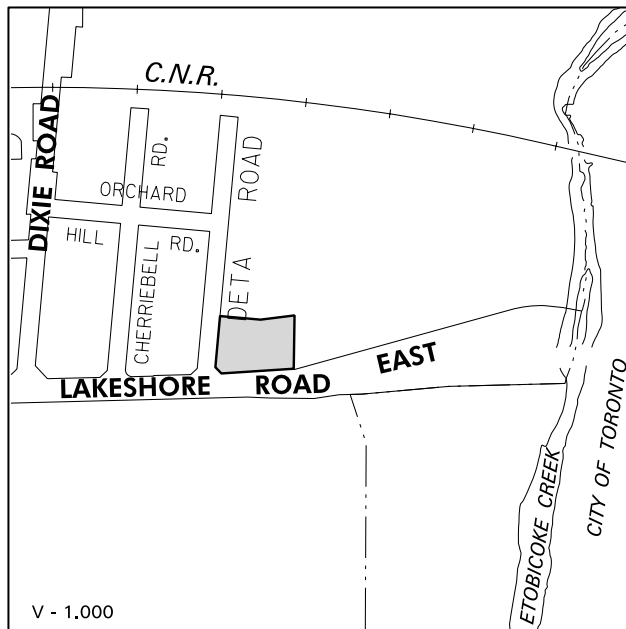
13.1.11 42 Site 11 42



13.1.11 42.1 The lands identified as Special Site 11 42 are located north of Lakeshore Road East, east of Enola Avenue.

13.1.11 42.2 Notwithstanding the policies of this Plan, townhouse and horizontal multiple dwellings will be permitted.

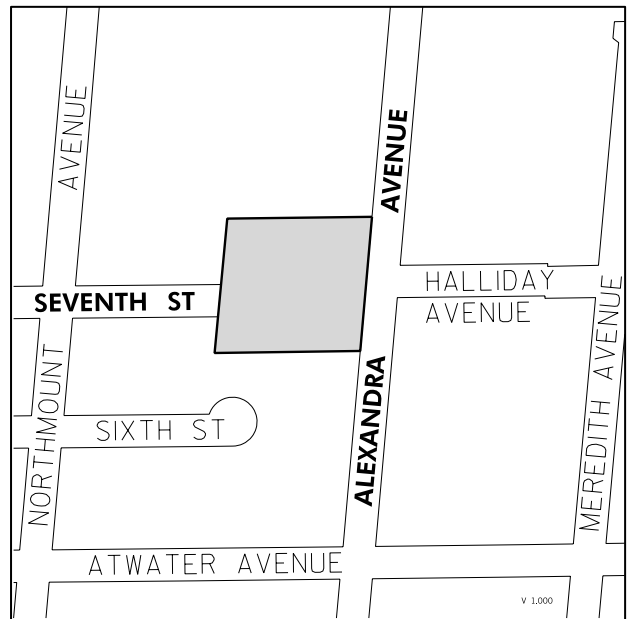
13.1.12-13 Site 12-13



13.1.12-13.1 The lands identified as Special Site 12-13 are located at the northeast corner of Lakeshore Road East and Deta Road.

13.1.12-13.2 Notwithstanding the policies of this Plan, the maximum number of horizontal multiple dwelling units permitted will be 47.

13.1.13-14 Site 13-14



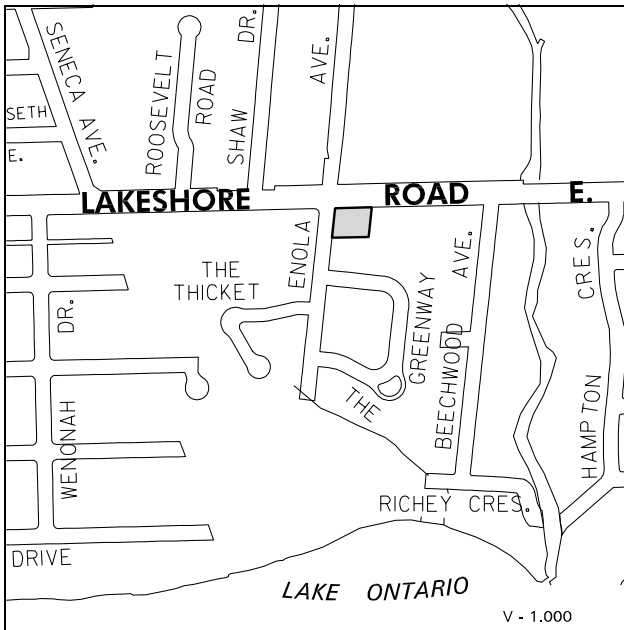
13.1.13-14.1 The lands identified as Special Site 13-14 are located on the west side of Alexandra Avenue, east of Seventh Street and north of Atwater Avenue.

13.1.13-14.2 Notwithstanding the policies of this Plan, the minimum frontage and area of new lots may be smaller than the average lot frontage and lot area of residential lots on both sides of the same street within 120 m of the subject property.

13.2 Exempt Site Policies

Exempt Sites reflect unique circumstances that are not representative of the vision, direction and planning policies of the Plan, but nonetheless are recognized because they contain established land uses. The Exempt Sites in Lakeview, as shown in Figure 16 are subject to the following policies.

13.2.1 Site 1



13.2.1.1 The lands identified as Exempt Site 1 are located at the southeast corner of Lakeshore Road East and Enola Avenue.

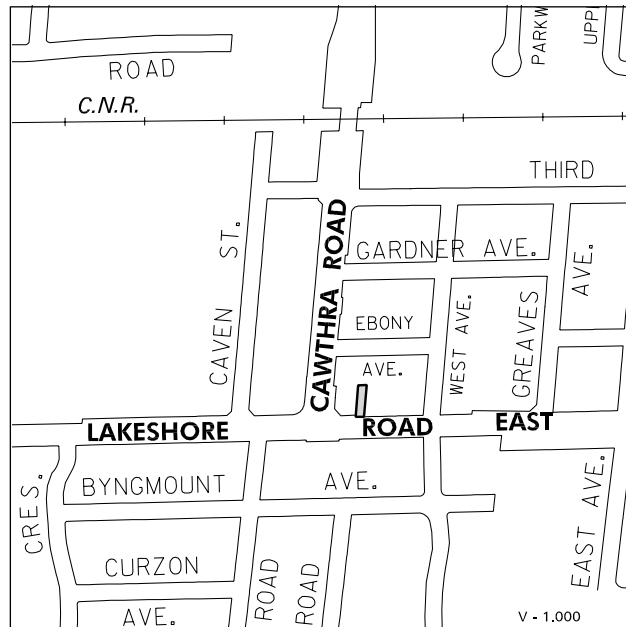
13.2.1.2 Notwithstanding the policies of this Plan, the existing motor vehicle service station will be permitted.

13.2.2 Site 2



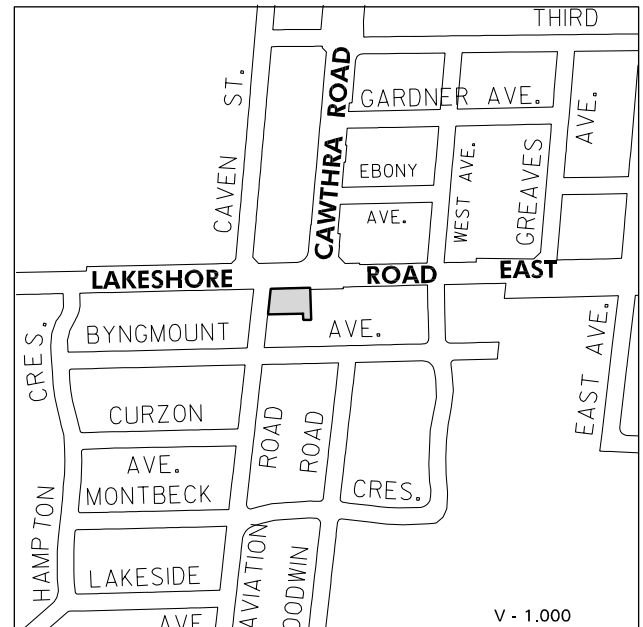
13.2.2.1 The lands identified as Exempt Site 2 are located north of Lakeshore Road East between Shaw Drive and Enola Avenue, and south of Lakeshore Road East and west of Beechwood Avenue.

13.2.2.2 Notwithstanding the policies of this Plan, the existing motor vehicle repair garages will be permitted.

13.2.3 Site 3

13.2.3.1 The lands identified as Exempt Site 3 are located north of Lakeshore Road East and east of Cawthra Road.

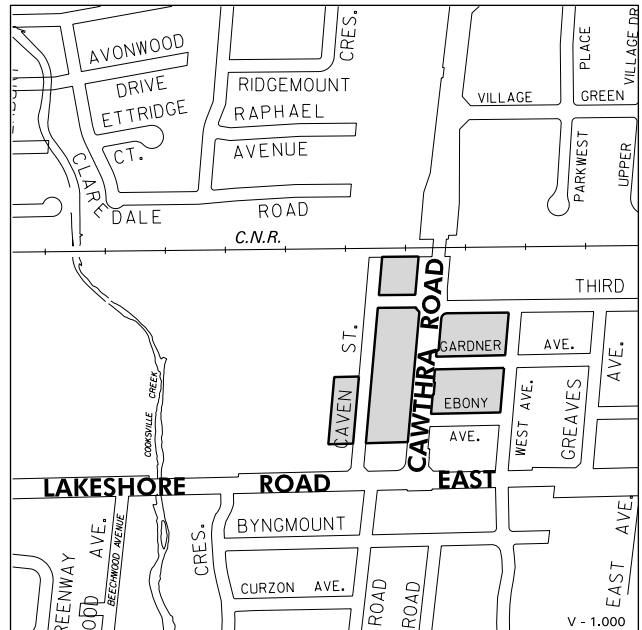
13.2.3.2 Notwithstanding the policies of this Plan, the existing motor vehicle repair garage will be permitted.

13.2.4 Site 4

13.2.4.1 The lands identified as Exempt Site 4 are located at the southeast corner of Lakeshore Road East and Aviation Road.

13.2.4.2 Notwithstanding the policies of this Plan, the existing motor vehicle commercial use will be permitted.

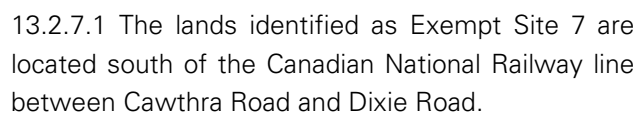
13.2.6 Site 6



13.2.6.1 The lands identified as Exempt Site 6 are located north of Lakeshore Road East between Cooksville Creek and West Avenue.

13.2.6.2 Notwithstanding the policies of this Plan, the existing detached, semi-detached, and duplex dwellings will be permitted.

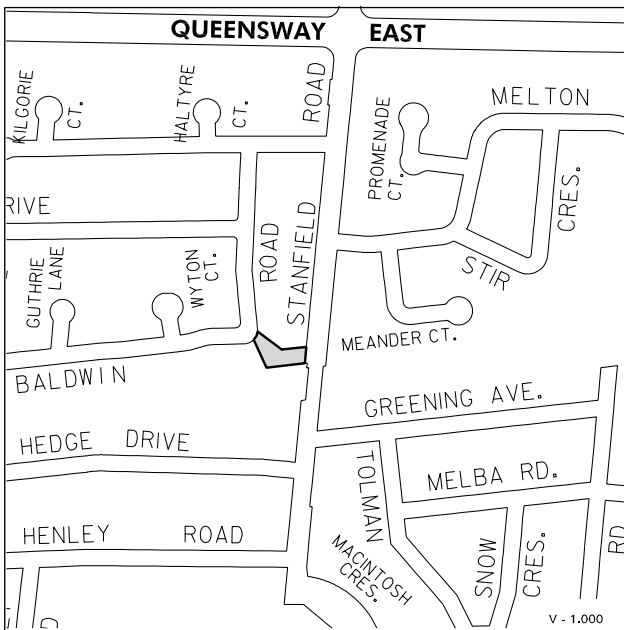
- 13.2.6.2 Notwithstanding the policies of this Plan, the existing detached, semi-detached, and duplex dwellings will be permitted.



- a. the existing manufacturing uses will be permitted;
- b. the existing motor vehicle body repair facility will be permitted; and
- c. the existing warehousing, distributing and wholesaling uses will be permitted; and
- d. the existing retail store will be permitted.

Lakeview -39

13.2.8 Site 8



13.2.8.1 The lands identified as Exempt Site 8 are located on the west side of Stanfield Road, south of Queensway East.

13.2.8.2 Notwithstanding the policies of this Plan, the following additional policies will apply:

- a. the existing hair care and aesthetics services will be permitted;
- b. the existing **secondary office** uses, excluding medical offices, will be permitted;

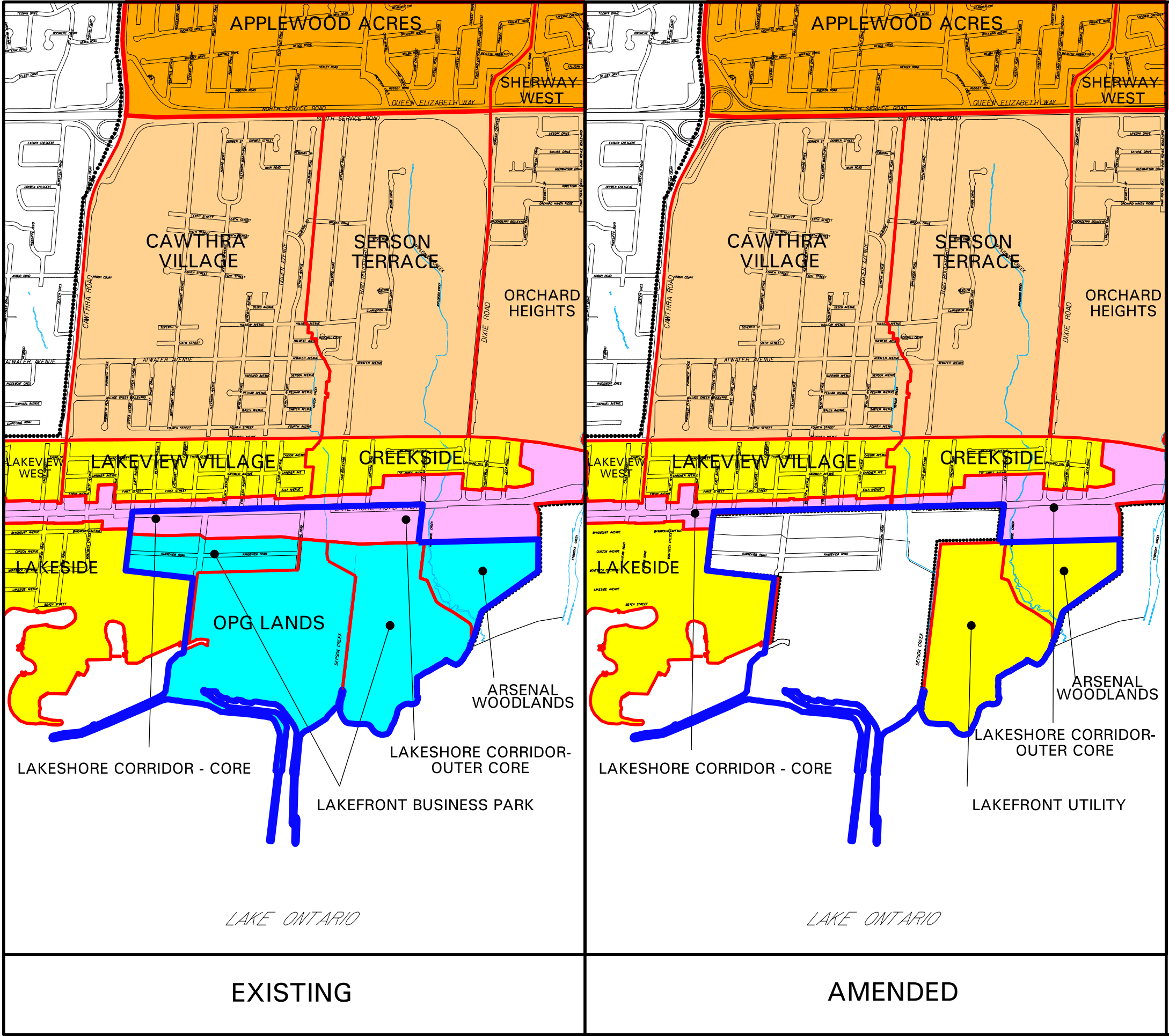
14.0 Implementation

14.1 Mississauga will monitor development in Lakeview, including population density and the population to employment ratio.

14.2 Mississauga, in conjunction with public consultation, may develop a list of facilities/matters that could be exchanged for granting bonuses in height and/or density.

14.3 Mississauga, in conjunction with public consultation, may prepare a Community Improvement Plan, including a plan to promote Lakeview's mainstreet with **streetscape** improvements and symbolic gateways, and incentives to promote and enhance cultural heritage sites in Lakeview.

~~14.4 Prior to development, master plans for the Ontario Power Generation site and the adjacent Business Employment area will be prepared to the City's satisfaction.~~



LEGEND:

Precinct Boundaries :

- North Residential Neighbourhood
- Central Residential Neighbourhood
- South Residential Neighbourhood
- Lakeshore Corridor
- Employment

Sub-Area Boundaries

Local Area Plan Boundary

AREA OF AMENDMENT

1. Removal of the Lakeview Waterfront Major Node from the Lakeview Local Area Plan Boundary.
2. Revision of the Employment Precinct, to South Residential Neighbourhood.
3. Rename Lakefront Business Park to Lakefront Utility.

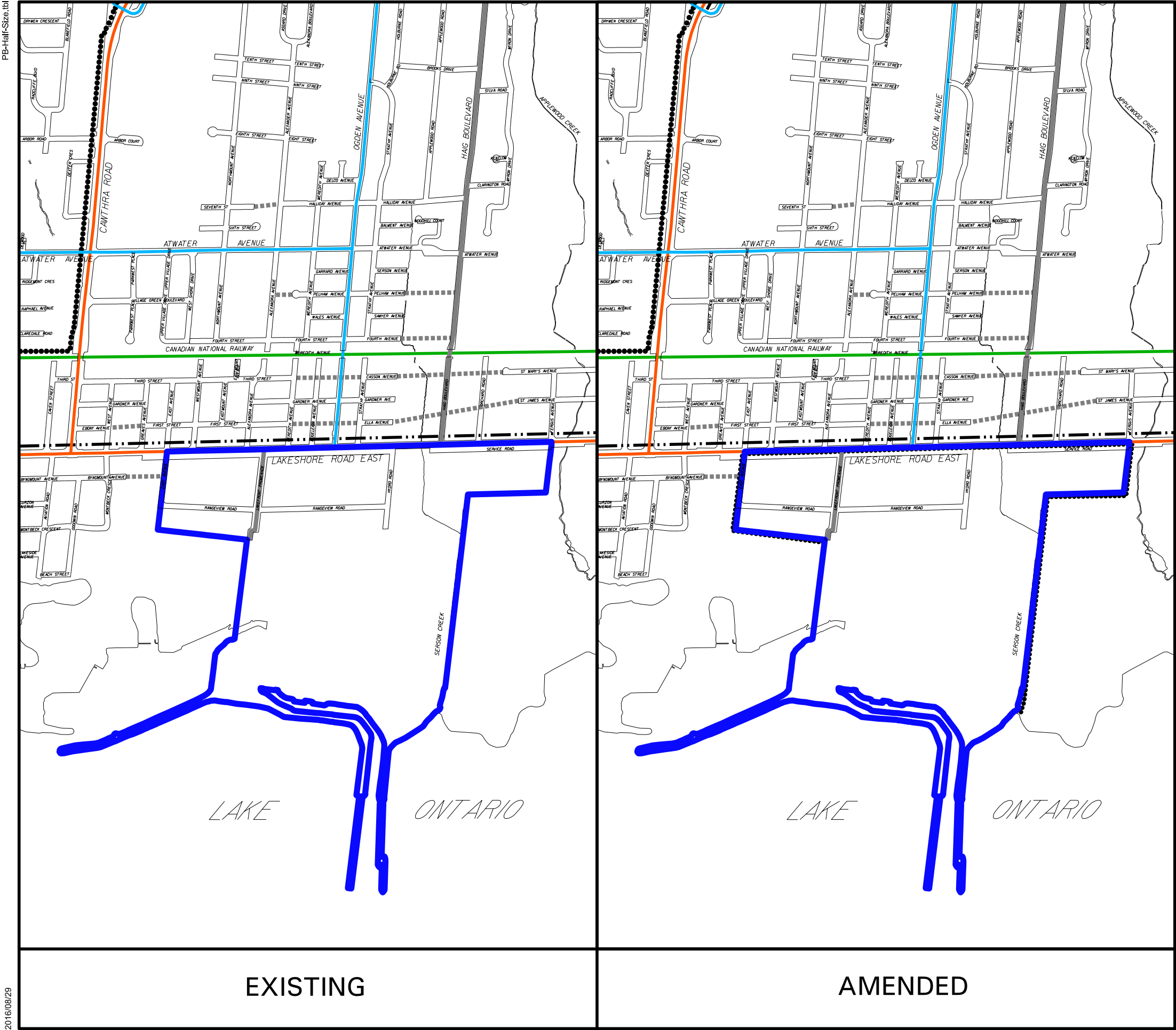
DRAFT



MAP 1

Part of
Lakeview Local Area Plan
Precincts and Sub-Areas





LEGEND:

TRANSPORTATION LEGEND

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Major Collector (Scenic Route)
- Minor Collector
- Future Multi-modal Connection
- Existing Commuter Rail
- Higher Order Transit Corridor

BASE MAP INFORMATION

- Local Road
- Local Area Plan Boundary

Notes:

1. All lines shown are conceptual.
2. Base Map information (railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

AREA OF AMENDMENT
Removal of the Lakeview Waterfront Major Node from the Lakeview Local Area Plan boundary.

DRAFT

0

150

300

450

600

metres

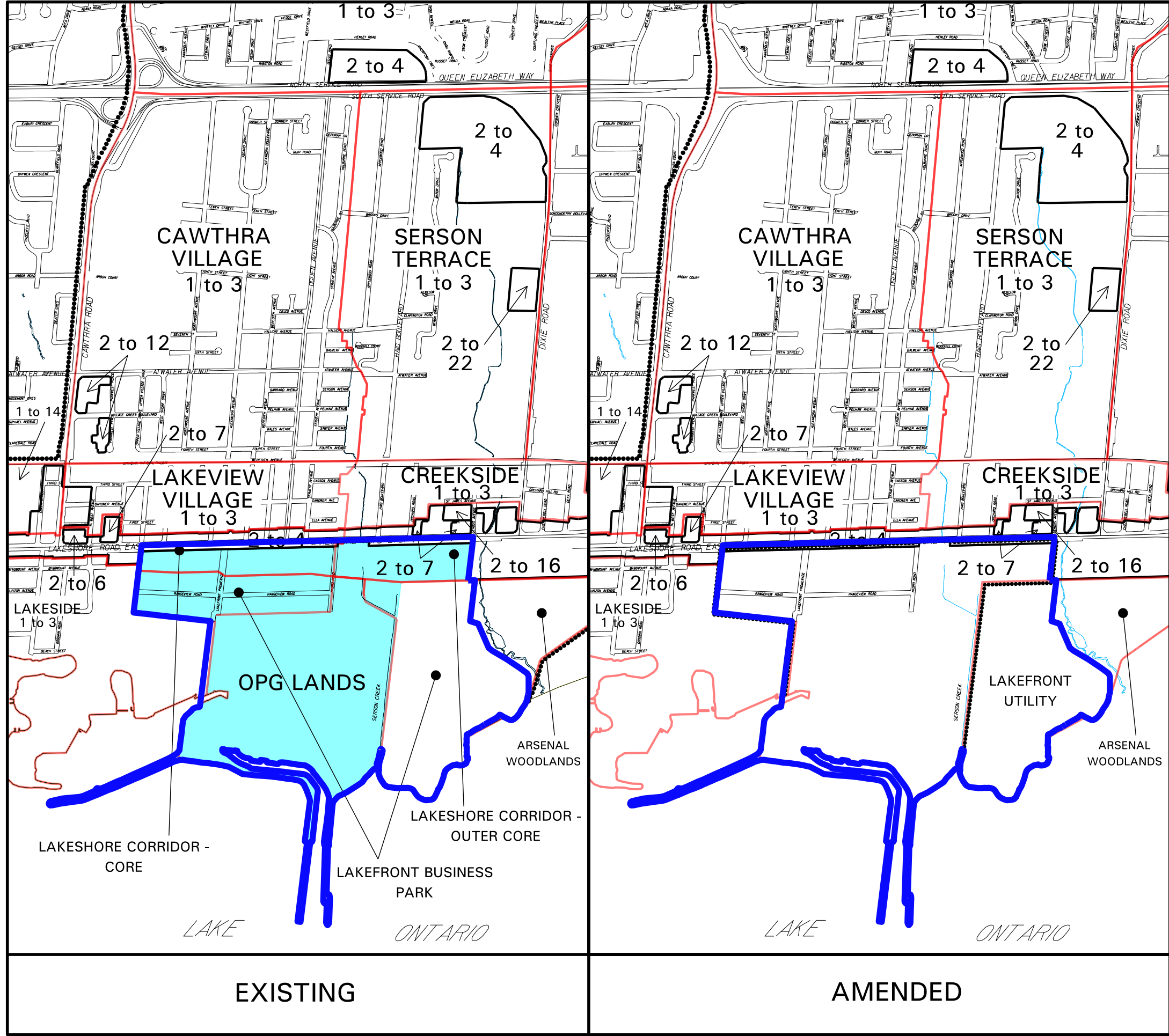
MAP 2

Part of

Lakeview Local Area Plan

Long Term Road and Transit Network

MISSISSAUGA



City of Mississauga

Corporate Report



Date: 2016/08/30

Originator's file:
LA.07-PRO

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Meeting date:
2016/09/19

Subject

Provincial Bill 73: *Smart Growth for Our Communities Act, 2015* - Status, Implications and Actions

Recommendation

That the report titled "Provincial Bill 73: *Smart Growth for Our Communities Act, 2015* – Status, Implications and Actions" dated August 30, 2016, from the Commissioner of Planning and Building, be received for information, and that the recommended actions in the report be endorsed.

Background

On July 1, 2016, Provincial Bill 73: *Smart Growth for Our Communities Act, 2015*, which amends the *Planning Act* and the *Development Charges Act (DC Act)*, as well as new regulations applicable to these Acts, came into force.

The Province made changes to the *Planning Act* and *DC Act* to:¹

- Help municipalities fund growth
- Enhance citizen engagement and public input
- Make the development charges and land use planning systems more predictable, transparent and accountable
- Make the planning and appeals process more predictable
- Give municipalities more independence and make it easier to resolve disputes; and
- Protect and promote green spaces

Highlights of the proposed changes to the *Planning Act* resulting from Bill 73 were first addressed in a report to Planning and Development Committee on May 25, 2015, including

¹ Source: Ministry of Municipal Affairs: <http://www.mah.gov.on.ca/Page11014.aspx>

recommended revisions to the proposed legislation. Appendix 1 contains a copy of the report. Some but not all of the recommended revisions have been addressed in the July 1, 2016 consolidated version of the *Planning Act*. Highlights have been added to the May 25, 2015 report to indicate those recommendations not addressed (Appendix 1).

Comments

Overall, the *Planning Act* changes benefit the City by providing more stability in the land use planning process and flexibility to address local planning matters.

However, some of the changes to the *DC Act* and *Planning Act* contradict the goals of helping municipalities fund growth and promote green spaces. The changes have implications for the ability to achieve well-designed, complete communities and provide parks in infill and intensification areas. The Province needs to provide other mechanisms to help municipalities fund growth and achieve quality built form.

While many changes to the *Planning Act* made through Bill 73 require no action from City staff, several do have implications with administrative and procedural impacts, and require actions across City departments, including the City Manager's Office (Legal Services), Planning and Building, Community Services, Office of the City Clerk, Finance, and Transportation and Works.

This report provides an overview of the implications and impacts resulting from the *Planning Act* changes. A report from the Commissioner of Corporate Services and Chief Financial Officer addressing the *Development Charges Act* changes was considered by General Committee on June 29, 2016.

Planning Act Areas of Change

The key areas of change are summarized below,² with details of the changes relevant to the City outlined in Appendix 2. An overview of the implications and impacts of the changes, and recommended actions for various City departments/divisions, are also provided in Appendix 2.

1. Citizen Engagement

New provisions facilitate and enhance public involvement and input in the decision-making process and increase transparency in decision-making with more rigour required in explaining the effect of public input on planning decisions.

2. Certainty, Stability and Costs

Several timeline changes aim to create more certainty and stability in the planning process, giving greater control to municipalities of their planning documents and allowing them to use

² Source: Ministry of Municipal Affairs: <http://www.mah.gov.on.ca/AssetFactory.aspx?did=15071>

resources more efficiently. Upper and lower-tier official plan conformity requirements help to ensure consistency and avoid unnecessary appeals.

3. Local Decision Making and Accountability

New provisions give municipalities more control over resolving issues involving official plans and amendments, implementing a new Community Planning Permit System (CPPS) and the requirement for a complete official plan amendment (OPA) application.

4. Dispute Resolution

Municipalities are given more opportunity to resolve disputes without going before the Ontario Municipal Board (OMB) (e.g. time allowance to undertake alternative dispute resolution before forwarding appeal record to OMB). More stability is given to planning documents with the inability to appeal specific matters or an entire official plan, and with a time limit to open-ended appeals for non-decisions and clearer reasons required for appeals.

5. Transparency

Required detailed financial reporting enhances transparency and accountability regarding the use of density bonusing and parkland funds. A new maximum alternative parkland rate is introduced to help incent acquisition of land for parks, rather than cash-in-lieu payment. There is a requirement for municipalities to develop park plans, in consultation with school boards and, as appropriate, the public, prior to adopting new/updated alternative parkland official plan policies.

Changes made to regulations under the *Planning Act* are also outlined in Appendix 2, including enhanced: complete application requirements (public consultation strategy); notice requirements; and, OMB record for appealed minor variances. Transition regulations are also outlined.

Financial Impact

The *Planning Act* changes made through Bill 73 are predominately administrative and procedural in nature and require minor additional resources to implement. Where new processes and systems are required, they will be achieved within the existing resource complement. The Bill 73 changes should result in less appeals and therefore less time and resources spent at the OMB.

However, Bill 73 introduces a new framework for the collection of cash-in-lieu (CIL) of parkland. The alternative cash-in-lieu of parkland rate has decreased from the value of 1 hectare of land for every 300 units to the value of 1 hectare of land for every 500 units. Physical parkland is still conveyed at a rate of 1 hectare for every 300 units, or 5% of the total land area (whichever is greater). This results in a decrease in CIL of parkland revenue.

Staff are investigating new approaches to cash-in-lieu of parkland collection that will ensure revenue growth for the City without deterring development in Mississauga. In the interim, a fixed unit rate (FUR) of \$8,200 per medium and high density dwelling unit is being collected for the period of August 1, 2016 to February 1, 2017.

An Official Plan Amendment revised Corporate Policy and revised Parkland Conveyance By-law will be required to reflect the City's updated cash-in-lieu of parkland collection practice once staff determine what the new approach will be.

With respect to *Development Charges Act* amendments made through Bill 73, it is anticipated that the additional requirements to include an asset management plan in the Development Charge (DC) Background Study and the prescriptive requirements to document the transit service costs recoverable through DC's will result in an increase to the overall cost of the background study. The full implications of the legislative changes made to the *DC Act* and how these may impact DC rates when the next study is updated in 2019 are unclear at this time.

Conclusion

Changes to the *Planning Act* made through Bill 73 have administrative, procedural and financial implications for the City, and require follow-up actions across City departments. Individual divisions will report to Council at a later date on the status of relevant action items, as identified in this report.

Attachments

Appendix 1: May 25, 2015, Corporate Report: Provincial Bill 73 – *Smart Growth for Our Communities Act, 2015*

Appendix 2: Implications and Actions Regarding Changes to the *Planning Act* Resulting from Bill 73: *Smart Growth for Our Communities Act, 2015*



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Sharleen Bayovo, Interagency Planner



Corporate Report

Clerk's Files

Originator's
Files

LA.07.PRO

DATE: May 5, 2015

TO: Chair and Members of Planning and Development Committee
Meeting Date: May 25, 2015

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Provincial Bill 73 – *Smart Growth for Our Communities Act, 2015***

RECOMMENDATION: That the report titled “Provincial Bill 73 – *Smart Growth for Our Communities Act, 2015*”, dated May 5, 2015, from the Commissioner of Planning and Building, be approved and forwarded, by the City Clerk, to the Ministry of Municipal Affairs and Housing (EBR Registry Number: 012-3651), the Association of Municipalities of Ontario (AMO) and the Region of Peel.

**REPORT
HIGHLIGHTS:**

- The Minister of Municipal Affairs and Housing introduced Bill 73 – *Smart Growth for Our Communities Act, 2015* following province-wide consultations on the Land Use Planning and Appeal and Development Charges systems that was conducted in the fall of 2013.
- This report deals with the proposed amendments to the *Planning Act*. A companion report from the Commissioner of Corporate Services and Chief Financial Officer dealing with the proposed changes to the *Development Charges Act* will be considered by General Committee on May 20, 2015.

- Changes to the *Planning Act* would extend the review of Provincial policy statements and new official plans from five to ten years, limit certain appeal rights, not permit amendments to new planning documents for a two-year period after their adoption, strengthen the development permit system, strengthen public input in decision making and expand the use of dispute resolution options, among other matters.
- The 90 day public consultation period on Bill 73 began March 5, 2015 and all comments received prior to June 3, 2015 will become part of the public record and considered as part of the decision making process by the Ministry.

BACKGROUND:

From October 2013 to January 2014, the Province consulted with municipalities, stakeholders and the public on changes needed for the land use planning and appeal system and the development charges system. The outcome of this consultation is Bill 73 – the proposed *Smart Growth for Our Communities Act, 2015*, which received its first reading in the Ontario Legislature on March 5, 2015.

Bill 73 will amend both the *Development Charges Act, 1997*, and the *Planning Act*, creating significant changes to the existing planning framework. To date, the Bill has gone through second reading and is currently being debated. The last day to submit comments on the Bill to the Province is June 3, 2015.

As part of this process, Council approved two reports for submission (Resolutions 0224-2013 and 0225-2013¹). These included reference to Council Resolution 0048-2013 (see Appendix 1) which sought an amendment to the *Planning Act* to prohibit appeals of applications that request additional density outside of areas identified in the official plan and of planning policies adopted to conform to the growth management policies of the Growth Plan and related Provincial regulations and policies.

¹http://www5.mississauga.ca/research_catalogue/reports/PDC_Reports/Land_Use_Planning_Report.pdf
and

http://www7.mississauga.ca/documents/agendas/committees/council/2013/12_11_2013_Council_Agenda.pdf
Corporate Report R10

A staff team comprising representatives from Policy Planning, Development and Design, Park Planning, Transportation Planning, Legal Services and Finance was struck to review Bill 73. This report addresses the proposed changes to the *Planning Act*. A companion report from the Commissioner of Corporate Services and Chief Financial Officer will be considered by General Committee on May 20, 2015 which addresses the proposed changes to the *Development Charges Act*.

COMMENTS:

Bill 73 – the proposed *Smart Growth for Our Communities Act, 2015* will have direct implications to the City of Mississauga if passed. Generally, the City might anticipate the following outcomes:

1. *Greater predictability for future land development by providing increased protection from changes to the City's land use plans.*
2. *More incentive for the City to encourage innovative land use development tools through official plan policy.*
3. *More authority and time to proactively resolve potential land use planning disputes beyond the traditional Municipal Ontario Board process.*
4. *A greater expectation and role for the City to facilitate meaningful public participation in the planning process.*

How Will the *Planning Act* Change if Bill 73 Is Approved?

A comprehensive overview of proposed changes to the *Planning Act* as a result of Bill 73 is provided as Appendix 2. The following provides some key highlights:

Bill 73 would result in the following amendments to the *Planning Act* ensuring greater predictability for land use planning and development:

Extension of the Mandatory Review Period for Official Plans

- The proposed legislation would extend the requirement for a city to undertake a review of Provincial policy statements and new official plans from five to ten years.

New Limitations on the Rights to Appeal Planning Documents

- An appeal to an official plan in its entirety (a “global appeal”) would be prohibited.
- Appeals in connection to specific matters (e.g. population and employment forecasts that conform to the Growth Plan and settlement area boundaries) would be prohibited.
- Allow for the option of an extension by 90 days to the 180 day requirement for an approval authority (the Region in case of the City of Mississauga) to make a decision on an official plan once approved by Council.

New Conditions For Seeking Amendments to Planning Documents

- Applications to amend a new official plan or comprehensive zoning by-law are prohibited for two years following the documents coming into effect.
- Following the approval of a rezoning application initiated by or on behalf of a property owner, minor variances would not be permitted for a two-year period without Council’s authorization.
- In addition to the four tests in the *Planning Act*, Committees of Adjustment will be required to apply prescribed criteria when making decisions on minor variances.

Bill 73 would also facilitate changes to the Planning Act to encourage municipalities to readily utilize land use development tools, other than traditional zoning by-laws:

Strengthening the Development Permit System

- Municipalities will be able to prohibit any applications to amend a development permit system by-law (which sets out development standards, similar to a zoning by-law) for a period of five years after the date of its passing.
- The Region may require the City of Mississauga to adopt a development permit system.

Bill 73 would provide the City greater opportunity to resolve land uses planning disputes outside of the traditional avenues (i.e. Ontario Municipal Board):

Dispute Resolution Opportunities

- Mediation, conciliation and other dispute resolution techniques before an Ontario Municipal Board (OMB) hearing are permitted. If these techniques are utilized, the Bill would extend the time that an appeal must formally be submitted to the OMB by 60 days after the appeal period expires.

Lastly, Bill 73 would require changes to the *Planning Act* placing greater emphasis on meaningful public participation:

New Requirement to Detail Public Participation Process

- Municipalities will be required to set out in its official plans how and when the public will be consulted on land use planning matters.

Identifying How Public Input Considered in Decision Making

- Council will be required to explain how public input affected its planning decisions.

How should Bill 73 be revised?

While Bill 73 would strengthen the planning process, as it is written, the City's recommendations within the original submission have not been fully addressed. For instance, the Bill incorporates part of the recommendations of Resolution 0048-2013, but it has not addressed prohibiting appeals for increased density outside of those areas identified for intensification in a municipality's official plan. (See Appendix 1.)

The following highlights specific areas of Bill 73 which might be considered in order to further enhance its overall impact:

- Expanding the official plan policies that are not appealable is supported. However, further protection of official plans that conform to Provincial policy and have been reviewed in accordance with required timeframes should be given.
- The intent of protecting new official plan and zoning by-laws for two years following their coming into effect by not allowing amendment applications is supported. However, there may be situations where an amendment application would result in good

planning and could be supported. A preferred approach would be to allow amendment applications but remove the right of appeal should Council not support the application. Extending the time period that applications are not appealable, particularly for new official plans and comprehensive zoning by-laws (e.g., to five years), would also be recommended.

- The “Clergy principle” requires that development applications submitted prior to new official plan policies coming into effect be considered under the policy framework that existed when the application was submitted. This encourages appeals and delays the implementation of new policies. The Province should amend the *Planning Act* to define rights under the “Clergy principle.”

Next Steps

The Bill has proceeded to second reading and is being debated. If passed, it will be forwarded to a Standing Committee for public hearing and to consider amendments. At this point staff will request that the City be added to the list of deputants to ensure that the City’s position is considered. In line with this process, Provincial Working Groups will be established to provide input into the Bill and its implementation. The final steps will be for the Committee to report back to the House with any amendments. The Bill will proceed to third reading for final approval and Royal Assent (signing of the Bill).

Staff will be engaging other organizations, such as Association of Municipalities of Ontario (AMO) and the Region of Peel, to ensure that proposed changes are uniform where possible.


Provincial Working Group

The working group for the development permit system will provide advice on implementing this system. This group would also be charged with providing recommendations on what makes up a minor variance and when local appeal bodies could be used for land use planning issues. Staff will monitor the outcomes of this working group and provide comments to the Province.

FINANCIAL IMPACT: Not applicable at this time.

CONCLUSION: Overall, Bill 73 provides a number of benefits to municipalities related to land use planning. This report should be sent to the Province for consideration as the Bill is debated. Further, this report should be forwarded to AMO and the Region of Peel.

ATTACHMENTS: Appendix 1: Resolution 0048-2013
Appendix 2: Bill 73 – Proposed Changes to the *Planning Act* and Recommended Revisions



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Shahada Khan, Planner, Policy Planning

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RESOLUTION 0048-2013
adopted by the Council of
The Corporation of the City of Mississauga
at its meeting on March 27, 2013.

0048-2013 Moved by: Jim Tovey

Seconded by: Pat Mullin

WHEREAS Municipalities are required to produce Official Plans;

AND WHEREAS Municipalities use these plans to invest large amounts of up front capital in infrastructure to service future growth according to those plans;

AND WHEREAS densities located in areas not identified in the Official Plan may require changes to long term infrastructure planning, at additional costs;

AND WHEREAS Municipalities are provided finite growth numbers and job numbers as a basis for their Official Plan;

AND WHEREAS densities approved by the Ontario Municipal Board to be located in areas not identified in the Official Plan subtract from, and limit, a Municipalities ability to implement the intensification policies of that plan;

NOW THEREFORE BE IT RESOLVED that the City of Mississauga request of the Province of Ontario to make amendments to the *Planning Act* as follows;

1. where a Municipality has an Official Plan, and
2. where that Official Plan has been approved by the Province of Ontario, and
3. where the Municipality is achieving all of their targets for densities as outlined in the Provincial Growth Plan

AND FURTHER where a Development application is submitted to the Municipality requesting densities to be located in any other area than those identified in the Municipality's Official Plan, that development application shall have no right of appeal at the Ontario Municipal Board. The decision of Council will be final;

AND FURTHER Despite subsection 22(7), there is no appeal in respect of the official plan policies of a municipality or a planning board, adopted to conform to the growth management population, intensification and employment targets and policies as set out in the *Provincial Growth Plan for the Greater Golden Horseshoe area* and related regulations and Provincial policies;

AND FURTHER that the resolution be forwarded to AMO.

	YES	NO	ABSENT	ABSTAIN
Mayor H. McCallion	X			
Councillor J. Tovey	X			
Councillor P. Mullin	X			
Councillor C. Fonseca	X			
Councillor F. Dale	X			
Councillor B. Crombie	X			
Councillor R. Starr	X			
Councillor N. Iannicca	X			
Councillor K. Mahoney	X			
Councillor P. Saito	X			
Councillor S. McFadden	X			
Councillor G. Carlson	X			

Carried (12, 0) Unanimously

Bill 73 - Proposed Changes to the *Planning Act* and Recommended Revisions

Proposed Changes	Recommended Revisions
Extension of the Mandatory Review Period for Official Plans	
<ul style="list-style-type: none"> Policy statements issued by the Province are to be reviewed at 10 year rather than five-year intervals. The mandatory five year official plan review has been revised to 10 years for new official plans and every five years thereafter. 	<ul style="list-style-type: none"> The Province should clarify if the 10 year review applies to official plans currently in effect and if so, which ones. It should also clarify the difference between a 10 year and 5 year review.
New Limitations on the Rights to Appeal Planning Documents	
<ul style="list-style-type: none"> An appeal to a new official plan in its entirety (a “global appeal”) is not permitted. Appeals in connection to specific matters are not permitted (e.g. Growth Plan forecasts and settlement area boundaries). Appellants, if appealing policies that conform to policy statements of the upper tier official plans, must identify the issues in their notices of appeal. If the appellant fails to do so, the OMB may dismiss all or part of the appeal without a hearing. 	<ul style="list-style-type: none"> The legislation can be strengthened and force more thoughtful appeals by making clear that it is not acceptable to appeal extensive sections of an official plan, as appellants may still appeal substantial sections without proper rationale. Council had previously recommended that there should be no right of appeal to a Council’s refusal of an application to amend the official plan, provided that the municipality has an in-effect official plan that has been reviewed and updated in accordance with provincially established policies and timeframes. The Province should revise Bill 73 to include this recommendation.
<ul style="list-style-type: none"> Approval authorities have the option to extend the 180-day notice of decision period, for the approval of official plans, by up to 90 days, with written notice being given before the 180 day expires. After receiving an appeal due to an approval authority not making a decision on an official plan, the approval authority may give notice for other appeals to be submitted within 20 days after the date of the notice. 	<ul style="list-style-type: none"> The Bill needs to address what happens if an upper tier municipality does not make a decision within the extended timeframe.
New Conditions For Seeking Amendments to Planning Documents	
<ul style="list-style-type: none"> During the two-year period following the coming into effect of a new official plan or the global replacement of a municipality’s zoning by-laws, no application for 	<ul style="list-style-type: none"> Mechanisms should be considered to thwart appeals that may be made with the intent of delaying implementation of new official plan policies. Perhaps policies are deemed to be in

Proposed Changes	Recommended Revisions
amendments are permitted.	<p>effect (after appeal is resolved) retroactively to the Council approval date, so that the policies apply to applications submitted after this date.</p> <ul style="list-style-type: none"> • The Province needs to amend the <i>Planning Act</i> to define rights under the Clergy principle. • The Province should remove the two year freeze on amendments to new official plans and zoning by-laws and replace it with provisions that remove the right of appeal to a Council decision for an extended period of time (e.g. five years).
<ul style="list-style-type: none"> • Following the approval of a rezoning application initiated by a property owner or his agent, minor variances are not permitted for a two-year period without Council's authorization. • In addition to the existing 'four tests'* prescribed in S. 45(1), a minor variance application must conform to "prescribed criteria". <p>*The Four Tests are:</p> <ol style="list-style-type: none"> 1. Is the application minor? 2. Is the application desirable for the appropriate development of the lands in question? 3. Does the application conform to the general intent of the Zoning By-law? 4. Does the application conform to the general intent of the Official Plan? 	<ul style="list-style-type: none"> • The Province should consider the types of minor variances that should not be permitted for a two year period. Perhaps this requirement should apply to larger, mixed use type projects rather than applications that have gone through a rezoning and where minor variances are so minimal to not have any consequence to the site or major implications to the public or surrounding community. • That the City be invited to comment on the outcomes from the Provincial Working Group related to the criteria for minor variance applications.
Strengthening the Development Permit System	
<ul style="list-style-type: none"> • Allow municipalities to create a development permit system (newly referred to as a community planning permit). Once established amendment applications could be prohibited for five years. • An upper-tier municipality may require a lower-tier municipality to adopt a development permit planning system for prescribed purposes. 	<ul style="list-style-type: none"> • The Province should clarify for what purposes an upper-tier municipality may prescribe a development permit system.

Proposed Changes	Recommended Revisions
Dispute Resolution Opportunities	
<ul style="list-style-type: none"> Decision makers are permitted to use mediation, conciliation and other dispute resolution techniques. When these techniques are used, the timeframe for submitting appeals to the Board is extended from 15 to 75 days. 	
Greater Emphasis on Meaningful Public Participation	
<ul style="list-style-type: none"> Official Plans are required to include descriptions of the measures and procedures for informing and obtaining the views of the public for official plan amendments, zoning and subdivisions and consents. Ontario Municipal Board (OMB) is to “have regard to” the information and material that the municipal council or approval authority received in relation to the matter. This Bill clarifies that this includes written and oral submissions from the public. Decision makers and Committees of Adjustment are required to explain the effect of written and oral submissions on their decisions. 	
New Cash-in-lieu (CIL) Parkland Dedication	
<ul style="list-style-type: none"> A parks plan is required that examines the need for parkland in the municipality if the alternative parkland provisions of the <i>Planning Act</i> are utilized. The cash-in-lieu collected under the alternate requirement is changed from one hectare per 300 dwelling units to one hectare per 500 dwelling units. The treasurer is to make an annual financial statement regarding expenditures from the special account for parkland. 	
Conformity to Upper-Tier Official Plans	
<ul style="list-style-type: none"> An approval authority shall not approve a lower-tier municipal official plan if the plan does not conform with the upper tier municipality’s existing official plan or to a new upper tier municipality’s official plan that is in its 180 day appeal period. 	<ul style="list-style-type: none"> Upper-tier official plans should be required to be completed and approved in sufficient time so that lower-tier municipal official plans can be completed and approved in a timely manner. [Also related to proposed mandatory 10 year official plan review policy.]

Proposed Changes	Recommended Revisions
	<ul style="list-style-type: none"> Mechanisms should be considered so that approval authorities are able to approve and retroactively modify lower tier plans, if they are moving forward through approvals at a faster rate than the approval authority.
Section 37 Reporting	
<ul style="list-style-type: none"> Section 37 monies are to be kept in a special account and the treasurer is to make an annual financial statement. 	
Alternative Planning Bodies	
<ul style="list-style-type: none"> Planning Advisory Committees are mandatory for upper-tier and single-tier municipalities. These Committees would require at least one member who is neither a councillor nor a municipal employee. 	<ul style="list-style-type: none"> The Bill should clarify if the membership requirements of planning advisory committees are the same where these committees are mandatory and where they are optional.

K:\PLAN\POLICY\GROUP\2015 Provincial Legislation\Bill 73\PDC report and appendices\Prov Bill 73 Appendix 2 Planning Act_Changes_Implications_Rec AW.docx

APPENDIX 2 – IMPLICATIONS AND ACTIONS REGARDING CHANGES TO THE *PLANNING ACT* RESULTING FROM BILL 73: *Smart Growth for Our Communities Act, 2015*

Notes: Development Charges Act (DCA) amendments are beyond the scope of this Policy Planning report and are therefore not shown in the below table.

CHANGES TO THE <i>PLANNING ACT</i> ¹	IMPLICATIONS/ ADMINISTRATIVE AND PROCEDURAL IMPACTS FOR MISSISSAUGA	RECOMMENDED ACTIONS	ACTION FOR DEPARTMENT/ DIVISION
1. Citizen Engagement			
Planning Advisory Committee (PAC) that includes a municipal resident is required for upper-tier and single-tier municipalities; PAC continues to be optional for lower-tier municipalities	<ul style="list-style-type: none"> No impact City of Mississauga utilises a committee of Council, the Planning and Development Committee (PDC), for planning matters 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None
Explain effect of public input on planning decision, from both written and oral submissions <ul style="list-style-type: none"> Notices of decision must explain effect of written and oral submissions for decisions on Official Plans (OP)/OP Amendments, Zoning By-laws (ZBL)/ZBL Amendments, variances, and consents Local discretion in how to explain effect of public input All public input at municipal 	<ul style="list-style-type: none"> Procedural and administrative impacts Update required to Committee of Adjustment Procedure By-law to address this new provision (Reference: Legal Services corporate report to Council, September 14, 2016) Current practice: <ul style="list-style-type: none"> Oral and written submissions received at statutory public meetings, formal staff-led community consultation 	<ul style="list-style-type: none"> Amend Committee of Adjustment Procedure By-law Develop procedure for Notice of Decision to address effect, if any, of written submissions received prior to the decision, and oral submissions made at a public meeting 	<ul style="list-style-type: none"> Legal Services Office of the City Clerk <p><i>Reporting timeline: Q4 2016</i></p>

¹ Adapted from Ministry of Municipal Affairs (MMA) document "Highlights of Changes to the Planning Act". For more detail, refer to the MMA document: <http://www.mah.gov.on.ca/AssetFactory.aspx?did=15071>

<p>level must be considered by approval authorities (i.e., Region) and OMB</p>	<p>meetings (e.g. public open house, visioning session, workshop) and subsequent PDC and Council meetings, are considered</p> <ul style="list-style-type: none"> ○ Staff Recommendation Report summarizes community comments and addresses and responds to each issue raised through written and oral submissions (received prior to the PDC meeting with the Recommendation Report on the agenda) ○ Meeting minutes acknowledge the recommendations in the staff Recommendation Report ● New procedure required: <ul style="list-style-type: none"> ○ Notice of decision must include explanation of effect, if any, of public input including written submissions or oral submissions made at a public meeting 		
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<p>Enhanced alternative notice provisions</p> <ul style="list-style-type: none"> • Allows municipalities to tailor their notice procedures (e.g. who receives notice, how notice is given) through the use of the alternative notice provisions for a broader list of planning matters • Authorization to expand alternative notice procedures for additional planning matters (i.e. plans of subdivision and consents) and for additional processes (i.e. notice of complete application and open house), beyond previous allowance for official plan amendments (OPAs), zoning by-laws/amendments (ZBL/ZBLAs), and community improvement plans 	<ul style="list-style-type: none"> • Procedural impact with expanded alternative notice procedures • No updates required to Notice By-law 	<ul style="list-style-type: none"> • Discretionary use of alternative notice procedures 	<ul style="list-style-type: none"> • None
<p>Municipal official plans must include public consultation policies</p> <ul style="list-style-type: none"> • Include description of measures and procedures for informing and obtaining view of the public on OPAs, ZBLs, plans of subdivision and consents 	<ul style="list-style-type: none"> • Potential administrative impact • Mississauga Official Plan (MOP) has public consultation policies under Chapter 3 “Promote Collaboration” that mostly address this requirement, however, it does not include policy for consents 	<ul style="list-style-type: none"> • Review MOP policies for conformity 	<ul style="list-style-type: none"> • Policy Planning <p><i>Reporting timeline: Amend policy, if required, through next MOP General Amendment, Q1 2017</i></p>

CHANGES TO THE <i>PLANNING ACT</i>	IMPLICATIONS/ ADMINISTRATIVE AND PROCEDURAL IMPACTS FOR MISSISSAUGA	RECOMMENDED ACTIONS	ACTION FOR DEPARTMENT/ DIVISION
2. Certainty, Stability and Costs			
Provincial Policy Statement (PPS) Review Cycle – 10 years <ul style="list-style-type: none"> Extends PPS review cycle from 5 to 10 years 	<ul style="list-style-type: none"> Procedural impact Eliminates the need to undertake Mississauga Official Plan (MOP) PPS conformity review every 5 years, extending it to every 10 years 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None
New Official Plans (OP) must be reviewed and revised, as necessary, within 10 years of coming into effect; every 5 years thereafter <ul style="list-style-type: none"> 10-year cycle applies to new official plans (i.e., repeal and replacement of an official plan with a new official plan) 5-year cycle continues to apply where an official plan is being updated and not replaced in its entirety Municipalities continue to have ability to amend the OP, or prepare a new OP, at any time 	<ul style="list-style-type: none"> Procedural impact New OP, Mississauga Official Plan (MOP), approved in 2012 Next OP review must be completed within the 10-year timeline, by 2022 	<ul style="list-style-type: none"> No immediate action Next comprehensive OP review will commence in 2020, for completion by 2022 	<ul style="list-style-type: none"> Policy Planning
Two-year “time-out” for amendments of new OP/ZBL, unless supported by municipality <ul style="list-style-type: none"> No privately-initiated 	<ul style="list-style-type: none"> Procedural impacts Provides stability and time for implementation without requests/pressures for 	<ul style="list-style-type: none"> No immediate action Develop conditions/consider circumstances to allow new OP or comprehensive ZBL 	<ul style="list-style-type: none"> Development and Design (<i>future</i>)

<p>amendments to a new OP or comprehensive ZBL for two years, unless municipality passes a resolution to allow them to proceed</p> <ul style="list-style-type: none"> • A resolution can relate to site-specific applications, a class of applications, or applications generally • Municipally-initiated amendments allowed 	<p>amendments</p> <ul style="list-style-type: none"> • No immediate impact for MOP or ZBL since provisions apply to new applications received after July 1, 2016 • Following the implementation of a new OP or ZBL, conditional language in development approvals to allow for minor amendments subject to Council approval, would be required 	<p>amendments <i>(future)</i></p>	
<p>Protection of Employment Lands</p> <ul style="list-style-type: none"> • Municipalities no longer required to revise their employment land policies/ designations at time of 5-year OP update • Municipalities should still keep their employment policies and land designations up-to-date 	<ul style="list-style-type: none"> • Procedural impact • Allows for greater control over the preservation of employment lands, as employment land policies no longer required to be opened every five years • Continue to keep employment land policies and land designations up-to-date at City determined time interval • Note that the municipal comprehensive review of the City's employment lands was completed in 2015 and the next comprehensive OP review won't commence until 2020 	<ul style="list-style-type: none"> • No immediate action • Monitor employment land policies and land designations for future updates 	<ul style="list-style-type: none"> • Policy Planning

<p>Upper/Lower-Tier Conformity</p> <ul style="list-style-type: none"> • Prevent certain approvals and appeals of lower-tier OPs/s.26 “update” OPAs unless it conforms with upper-tier in effect/adopted OP/s.26 OPA • Intended to achieve better coordination between different levels of government, reduce potential for inconsistent policies and avoid unnecessary appeals to the OMB 	<ul style="list-style-type: none"> • Procedural impact • Mississauga Official Plan must conform to the Regional Official Plan – no approval or appeals on a non-decision 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • None
<p>Built form a matter of provincial interest</p> <ul style="list-style-type: none"> • Promotion of built form that is well-designed, encourages a sense of place, and provides for high quality public places that are safe, accessible, attractive and vibrant • Requirement for OPs to contain policies related to the built environment • Complements Provincial Policy Statement (PPS) policy supporting long-term economic prosperity 	<ul style="list-style-type: none"> • Procedural impact and potential administrative impact • Elevates importance of streetscape and achieving complete streets • MOP has urban design and streetscape-related policies. Streetscapes and complete street goals have historically been achieved through Development Charges and through development application approvals depending on the circumstances • Concurrent <i>Development Charges Act (DCA)</i> amendments that prohibit municipalities from imposing additional levies or construction of a service not authorized by the <i>DCA</i> or another 	<ul style="list-style-type: none"> • Review MOP policies for conformity/enhancements • Evaluate impacts of “no additional levies” and explore alternative ways to finance the City’s urban design goals 	<ul style="list-style-type: none"> • Policy Planning • Legal Services • Development and Design • Community Services – Parks & Forestry • Finance • Transportation and Works <p><i>Reporting timeline: Q1 2017</i></p>

	<p><i>Act</i> may have procedural impacts and continue to be evaluated. (Reference: Finance corporate report to General Committee, June 29, 2016)</p> <ul style="list-style-type: none">• Provides clarity, accountability and transparency for the City, public and building and development industry on the costs involved with new developments		
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CHANGES TO THE <i>PLANNING ACT</i>	IMPLICATIONS/ ADMINISTRATIVE AND PROCEDURAL IMPACTS FOR MISSISSAUGA	RECOMMENDED ACTIONS	ACTION FOR DEPARTMENT/ DIVISION
3. Local Decision Making and Accountability			
Extension of time to make a decision for approving OP/OPA – 90 day “time-out” <ul style="list-style-type: none"> Extends the 180-day notice of decision period by up to 90 days, with written notice being given before the 180-day period expires Approval authority and adopting municipality /applicant can agree to extension Both parties need to be agreeable to this “time-out” Only one extension is permitted 	<ul style="list-style-type: none"> Administrative and procedural impacts Provides more time to resolve disputes without the threat of a 3rd party appeal Extra time may help to resolve or scope matters that are appealed to the OMB Additional 90 days may help to reduce non-decision appeals Place 90-day extension in notice as a matter of practice on any application that includes an OPA 	<ul style="list-style-type: none"> Update notice template with 90-day extension advisory, noting agreement of both parties required to activate the 90-day extension Draft By-law to delegate authority to Commissioner to give notice of a 90-day extension 	<ul style="list-style-type: none"> Development and Design Office of the City Clerk Legal Services <p><i>Reporting timeline: Q4 2016</i></p>
Development Permit System (DPS)/ Community Planning Permit System (CPPS) <ul style="list-style-type: none"> Province or Region may require the City to adopt a CPPS for specified purposes 5-year “time-out” on privately-initiated amendments to a by-law adopting a CPPS, except with Council consent Renames DPS to “Community Planning Permit System” (CPPS) 	<ul style="list-style-type: none"> Administrative and potentially procedural impacts City already has the ability to use a CPPS Where the City identifies a CPPS area, an implementation framework would need to be established (i.e., CPP By-law) If a CPPS is put in place, Council could pass a resolution to allow amendment applications during the 5-year “time-out” period 	<ul style="list-style-type: none"> Amend DPS to CPPS terminology in next MOP General Amendment, Q1, 2017 	<ul style="list-style-type: none"> Policy Planning <p><i>Reporting timeline: Amend MOP policy, Q1 2017</i></p>

<p>Complete application requirements for OPAs</p> <ul style="list-style-type: none"> • Change to clarify transition - OPA applications are subject to previous policies/ legislation only if the complete application was submitted prior to the transition date (i.e., grandfathered OPA applications must meet complete application requirements) 	<ul style="list-style-type: none"> • Administrative impact • Transition date is the date a policy, plan or legislation comes into effect • Avoids circumvention of new policies if an incomplete OPA application is filed prior to a new policy or plan coming into effect 	<ul style="list-style-type: none"> • No action 	<ul style="list-style-type: none"> • None
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CHANGES TO THE <i>PLANNING ACT</i>	IMPLICATIONS/ ADMINISTRATIVE AND PROCEDURAL IMPACTS FOR MISSISSAUGA	RECOMMENDED ACTIONS	ACTION FOR DEPARTMENT/ DIVISION
4. Dispute Resolution			
OP appeal rights removed <ul style="list-style-type: none"> No appeal in connection to specific provincially-approved matters (e.g., forecasted population and employment growth in conformity with Growth Plan; identified settlement area boundaries) No appeal of new OP in its entirety (no “global” appeal) No appeal of second unit policies at time of an OP update 	<ul style="list-style-type: none"> Procedural impact Provides stability and strength to the OP 	<ul style="list-style-type: none"> No action 	<ul style="list-style-type: none"> None
Clearer reasons for appeals <ul style="list-style-type: none"> Appellants need to explain the reasons for an appeal in respect to provincial/local policies – failure to do so means that appellant may not be able to argue issue before the Ontario Municipal Board (OMB) Help to better scope appeals and provide OMB parties and public with more transparency with regards to what will be raised at OMB hearings 	<ul style="list-style-type: none"> Procedural impact Helps scope appeals and reduce number of vexatious appeals 	<ul style="list-style-type: none"> No action 	<ul style="list-style-type: none"> None

<p>Limit open-ended appeals for non-decisions – 20-day time limit</p> <ul style="list-style-type: none"> Approval authority may establish a 20-day time limit for additional appeals, following an appeal of a non-decision of OP/OPA 	<ul style="list-style-type: none"> Procedural impact City may issue a 20-day notice upon receiving the first non-decision appeal Closes the non-decision appeals window Update required to Notice By-law to address this new provision 	<ul style="list-style-type: none"> Amend Notice By-law and post on City website 	<ul style="list-style-type: none"> Office of the City Clerk <p><i>Reporting timeline: Q4 2017</i></p>
<p>Alternative Dispute Resolution (ADR) – 60-day “time-out” applies if ADR used</p> <ul style="list-style-type: none"> For certain appeals, Council may use mediation, conciliation or other ADR techniques to attempt to resolve dispute, before going to OMB Extends period to submit appeal record from 15 to 75 days, with a 60 day “time-out” period to allow a pause in the process to work out disputes, potentially avoiding OMB hearing City maintains approval authority during 75-day period 	<ul style="list-style-type: none"> No impact ADR was always permitted. The change relates to the time period to forward the record to the OMB, extended to 75 days Extended time and staff resources required to undertake ADR process. ADR can also be an expensive process City already uses a number of informal procedures to resolve disputes 	<ul style="list-style-type: none"> No action Formal ADR process not required 	<ul style="list-style-type: none"> None
<p>Two-year “time-out” for minor variances</p> <ul style="list-style-type: none"> Two-year “time-out” for minor 	<ul style="list-style-type: none"> Administrative and procedural impacts Updates required to 	<ul style="list-style-type: none"> Amend Committee of Adjustment Procedure By-law 	<ul style="list-style-type: none"> Development and Design (D&D) Legal Services

<p>variances following the passing of an applicant-initiated ZBL amendment, unless there is a Council resolution to allow variance</p> <ul style="list-style-type: none"> • Municipally-initiated amendments allowed 	<p>Committee of Adjustment Procedure By-law to address this new provision (Reference: Legal Services corporate report to Council, September 14, 2016)</p> <ul style="list-style-type: none"> • Helps to avoid circumvention of the ZBL amendment process through a minor variance process • Council consent required, by resolution, for minor variances following applicant-initiated ZBL amendment 	<ul style="list-style-type: none"> • Include clause in D&D recommendation report to authorize future minor variances on a property, where appropriate • Consider specific conditions/ circumstances to allow minor variances (e.g., for set-back variance, but not floor space index (FSI) variance) 	<p><i>Reporting timeline: Q4 2016</i></p>
<p>Additional criteria for minor variances</p> <ul style="list-style-type: none"> • Municipalities may prescribe additional criteria to the existing four-part test for minor variances, through municipal by-laws • Province may prescribe criteria through provincial regulation 	<ul style="list-style-type: none"> • No impact • Optional, not required • MOP policies already reinforce/ protect Character Areas • Could be used for: <ul style="list-style-type: none"> ○ a local area specific issue that may warrant additional test/criteria, e.g. heritage conservation district, environmental ○ reinforce/protect the character of an area, in addition to MOP policies 	<ul style="list-style-type: none"> • No action 	<ul style="list-style-type: none"> • None

CHANGES TO THE <i>PLANNING ACT</i>	IMPLICATIONS/ ADMINISTRATIVE AND PROCEDURAL IMPACTS FOR MISSISSAUGA	RECOMMENDED ACTIONS	ACTION FOR DEPARTMENT/ DIVISION
5. Transparency			
Reporting for density bonusing and parkland fees <ul style="list-style-type: none"> • Municipal treasurers required to provide council with an annual financial statement related to money collected under section 37 bonusing and parkland dedication provisions • City shall keep bonusing funds in a special account, to be spent only for facilities, services and other matters specified in the by-law 	<ul style="list-style-type: none"> • Procedural impact • Tracking of cash-in-lieu (CIL) of parkland contributions and expenditures now required by Finance • Information not currently included in the Annual Treasurer's Statement prepared by Finance • Collaboration between Finance and Planning & Building to obtain Section 37 bonusing data 	<ul style="list-style-type: none"> • Additional reporting required • Treasurer will incorporate Section 37 and Cash-in-Lieu of Parkland monies collected into the Annual Treasurer's Statement provided to Council • Treasurer's Statement to be made available on the City's website 	<ul style="list-style-type: none"> • Corporate Services/ Finance Treasurer <p><i>Reporting timeline: 2015 Annual Treasurer's Statement Report scheduled at GC September 21, 2016</i></p>
Parkland Requirements – Alternative parkland rate for cash-in-lieu dedications; Parks Plans <ul style="list-style-type: none"> • Maximum alternative parkland rate has been reduced from up to 1 ha per 300 dwelling units to 1 ha per 500 dwelling units for a cash-in-lieu payment • The alternative rate for a physical land dedication remains at 1 ha/300 units • Helps provide parkland more 	<ul style="list-style-type: none"> • Procedural impact • City now required to report land conveyance • Incentivizes municipality to get land - get more value for taking a physical land dedication than cash • Without an update to the cash-in-lieu collection practice, City will collect less CIL revenue • The City already has a publicly 	<ul style="list-style-type: none"> • MOP policy amendment for new parkland provision rate • New Parkland Conveyance By-law • Corporate Policy revision • City staff are investigating new approaches to CIL collection • The City will consult with the School Boards through the Future Directions Master Planning Process 	<ul style="list-style-type: none"> • Policy Planning • Development and Design • Community Services – Parks & Forestry <p><i>Reporting timeline: Amend policy through next MOP General Amendment, Q1 2017</i></p>

<p>quickly and address current needs in communities</p> <ul style="list-style-type: none"> • The City shall prepare and make available to the public a parks plan that examines the need for parkland in the municipality - before adopting OP policies for the provision of parkland 	<p>available parks plan in the form of Future Directions 2014 – Parks and Forestry Master Plan, which is scheduled for an update in 2018</p>	<ul style="list-style-type: none"> • City is working on a City Wide Parkland Growth Strategy, based on character areas, and identifying shortfall of parkland by area. This strategy will inform the Future Directions Master Planning Process 	<ul style="list-style-type: none"> • <i>By-law and Corporate Policy amendments, Q4 2016</i> • <i>City Wide Parkland Growth Strategy, Q3 2017</i> • <i>CIL collection approach, Q1 2017</i>
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CHANGES TO THE <i>PLANNING ACT</i>	IMPLICATIONS/ ADMINISTRATIVE AND PROCEDURAL IMPACTS FOR MISSISSAUGA	RECOMMENDED ACTIONS	ACTION FOR DEPARTMENT/ DIVISION
<ul style="list-style-type: none"> Regulations 			
Enhanced complete application requirements - public consultation strategy required as part of a complete application	<ul style="list-style-type: none"> Administrative and procedural impacts Review public consultation strategy as part of a complete application 	<ul style="list-style-type: none"> Add to MOP Section 19.4.5 list of complete application requirements Determine scale of public consultation strategy required dependant on major/minor development applications Could be status quo – attend regular statutory public meeting or resident meeting (as determined) Amend application forms to address this requirement Address through Community Engagement Strategy 	<ul style="list-style-type: none"> Policy Planning <i>Reporting timeline: Amend MOP policy, Q1 2017</i> Development and Design <i>Reporting timeline: Q4 2016</i> Strategic Community Initiatives <i>Reporting timeline: Q2 2017</i>
Enhanced notice requirements Make notices easier for public to access and understand <ul style="list-style-type: none"> Modernize and simplify the content of notices for publishing in newspapers/ posting on properties New optional notice to establish a 20-day limit for 	<ul style="list-style-type: none"> Administrative and procedural impacts City has recently modernized and simplified the notice template No updates required to Notice By-law 	<ul style="list-style-type: none"> Review notice template for any further updates required to comply with regulations Use new tools, as required 	<ul style="list-style-type: none"> Development and Design <i>Reporting timeline: Q4 2016</i>

<p>appealing a non-decision of an OP/OPA. Once the 20-day window closes, no additional appeals of non-decisions would be permitted</p> <ul style="list-style-type: none"> Align decision notice requirements for ZBLs with those for OPs Email added as a notice option Request owners of multi-tenant residential buildings to post notice in a location visible to all tenants 			
<p>Enhance OMB record following appeal of minor variance</p> <ul style="list-style-type: none"> Requirement that minutes of the public hearing be included in the record forwarded to the OMB 	<ul style="list-style-type: none"> No impact This is standard City practice 	<ul style="list-style-type: none"> No action 	<ul style="list-style-type: none"> None
<p>Transition Regulation Bill 73 came into force July 1, 2016</p> <p>Impact of public input:</p> <ul style="list-style-type: none"> Enhanced requirement to have regard to municipal process (including public input) Requirement to explain effect of public input 	<p>Procedural impact</p> <p>Impact of public input:</p> <ul style="list-style-type: none"> Applies to matters that come before OMB/approval authority after Bill comes into force Applies to decisions made after Bill comes into force 	<ul style="list-style-type: none"> See Section 1. Citizen Engagement, second item, of this Table 	<ul style="list-style-type: none"> Legal Services Office of the City Clerk

<p>Time-Out for new planning documents:</p> <ul style="list-style-type: none"> • “Time-outs”: 2-year for new OPs/ZBLs and minor variances <p>Appeals:</p> <ul style="list-style-type: none"> • No appeal of specific provincially approved matters • No appeal of second unit policies at time of an OP update (s.26) • No ability to appeal entire new OP • Enhanced reasons for appeals <p>Alternative Dispute Resolution:</p> <ul style="list-style-type: none"> • Authority to extend time period for sending record to OMB after a decision is made 	<p>Time-Out for new planning documents:</p> <ul style="list-style-type: none"> • Applies to applications in respect of new planning documents that come into force after Bill comes into force <p>Appeals:</p> <ul style="list-style-type: none"> • Apply to appeals made during appeal periods that begin after Bill 73 comes into force <p>Alternative Dispute Resolution:</p> <ul style="list-style-type: none"> • Apply to appeals made during appeal periods that begin after Bill 73 comes into force 	<ul style="list-style-type: none"> • See Section 2. Certainty, Stability and Costs, third item, of this Table • See Section 4. Dispute Resolution, fifth item, of this Table • See Section 4. Dispute Resolution, first item, of this Table • See Section 4. Dispute Resolution, fourth item, of this Table 	
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City of Mississauga
Corporate Report



Date: August 30, 2016

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's file:
CD.06 HOR

Meeting date:
2016/09/19

Subject

Horizontal Multiple Dwellings - Urban Design Guidelines (All Wards)

File: CD.06 HOR

Recommendation

1. That the report titled "Horizontal Multiple Dwellings – Urban Design Guidelines (All Wards)", dated August 30, 2016, from the Commissioner of Planning and Building, be received for information.
2. That urban design guidelines for horizontal multiple dwellings be prepared by staff to be brought forward to a future Planning and Development Committee Meeting for Council endorsement.
3. That staff review the current zoning terminology and **RM8** and **RM9** zone regulations for horizontal multiple dwellings and determine if amendments to the by-law are required.

Report Highlights

- The Planning and Building Department is receiving an increasing number of development applications that include horizontal multiple dwellings
- This form of housing has a number of positive qualities, but also presents a number of challenges if not designed well
- Urban design guidelines are proposed to assist landowners, applicants, the development industry and the public by outlining the framework and urban design principles to ensure the highest quality of development and compatibility with the surrounding neighbourhood
- A review of current **RM8** and **RM9** zone regulations and zoning terminology for horizontal multiple dwellings is recommended to determine if amendments are required.

Background

Given that the City is at the end of its greenfield development phase, new growth is being accommodated through infilling and redevelopment. Conventional forms of housing including, detached and semi-detached homes and traditional townhouses are becoming less common as the development industry proposes more compact and transit supportive development patterns that use land, resources, infrastructure and community services more efficiently.

Horizontal multiple dwellings (herein referred to as "HMDs") are becoming more popular throughout the GTA. The Planning and Building Department has seen an increase in the number of development applications proposing this form of housing. Currently there are 12 active development applications and 9 preliminary meetings/inquiries for potential applications (see Appendix 1).

Although HMDs have a number of positive qualities, several issues have emerged among recent applications. These issues impact site layout and building design, as well as compatibility with adjacent properties and land uses. Urban design guidelines specific to this form of housing should be developed to establish a design expectation for landowners, applicants, the development industry and the public, to ensure the highest quality of development and to meet the City of Mississauga's minimum standards of development. The purpose of this report is to inform Planning and Development Committee of some of the issues that are arising in a number of development applications currently under review and to recommend that a detailed set of design guidelines be prepared to address these issues and other design related matters.

Comments

The term Horizontal Multiple Dwelling is unique to the City of Mississauga and applies to those housing types commonly referred to as stacked townhouses, back-to-back townhouses and back-to-back stacked townhouses. Historically, the term has been used to describe unique forms of housing that do not fit into one of the other conventional built forms defined in the Zoning By-law (i.e. Detached Dwelling, Semi-Detached Dwelling, Duplex Dwelling, Townhouse Dwelling, Apartment Dwelling, etc.). Zoning By-law 0225-2007 defines Horizontal Multiple Dwelling as:

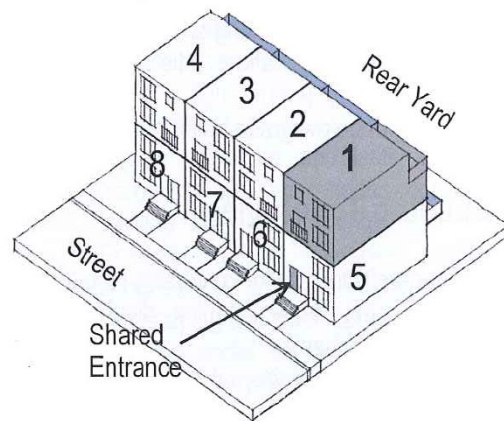


Figure 1 - Stacked Townhouses

A building, other than a townhouse dwelling, or apartment dwelling, not exceeding four (4) storeys in height, containing more than three (3) attached dwelling units that are divided horizontally and/or vertically, each with an entrance that is independent or through a common vestibule.

This form of housing is not new to Mississauga. Also known as walk-up apartments, garden flats, maisonettes and skylight apartments, a number of these types of developments are located throughout the City (see Appendices 2 and 3). Some have been more successful than others, which in most cases is attributed to good design and property maintenance.

In recent years, HMDs have become increasingly popular for a number of reasons. These include:

- Increased densities in a low-rise form of housing
- A sensitive way to transition between low-density and high-density built forms
- Diversity of housing choices to meet different needs and preferences
- Less expensive construction methods and reduced maintenance fees allow for a more affordable form of housing
- Grade related housing, with a front door directly to the outside
- Profitable for the development industry

As densities increase and developments become more compact it can be challenging to balance functional requirements with good site design. As a result, a number of common issues have emerged among recent development applications for this form of housing (see Appendix 4). These include:

Exposed Parking Structures

To avoid extensive excavation for underground parking structures, parking is proposed in the first level of buildings. This raises the finished floor elevation of the first habitable storey, resulting in an increased number of stairs into units and an undesirable pedestrian experience. Excessive stairs are not age-friendly or universally accessible and can be hazardous if not well maintained and during winter months.

Grading and Retaining Walls

Existing site grades are being modified such that numerous retaining walls are required. This is a concern for a number of reasons; including safety, maintenance, site circulation and aesthetics.

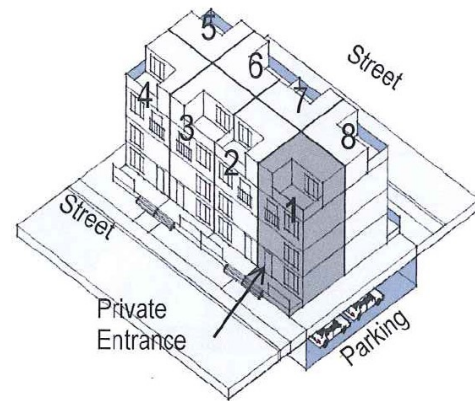


Figure 2 - Back-to-back Townhouses

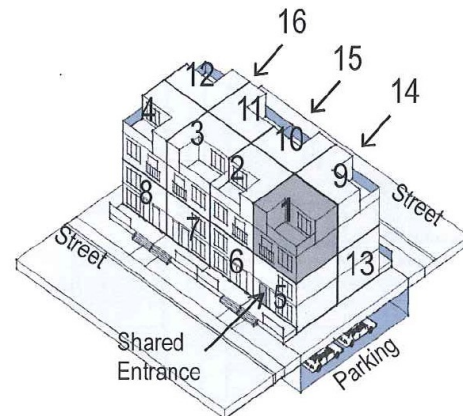


Figure 3 - Back-to-back Stacked Townhouses

Common Amenity Area

Residential developments, with the exception of freehold developments, are required to provide common outdoor on-site amenity areas. Insufficient and in some cases no common on-site amenity area is proposed, resulting in no communal gathering space and requiring residents to travel off-site for active and passive recreation.

Below Grade Units

An increasing number of below grade units are being proposed. Lack of sunlight, fresh air and usable private amenity space are some of the issues with below grade units.

Compliance with Zoning Standards

Zoning By-law 0225-2007 permits Horizontal Multiple Dwellings in the **RM8** (Horizontal Multiple Dwellings with 4 to 6 Dwelling Units) and **RM9** (Horizontal Multiple Dwellings with more than 6 Dwelling Units) zones. Modifications to the **RM8** and **RM9** zone standards to accommodate development proposals are common; including reduced building setbacks, reduced landscape buffers, increased building heights and increased encroachments into required yards. Rationales for proposed changes to the zone standards are not being provided. Changes to zone standards effect site design, create overlook and privacy issues, limit the amount of landscaping, and often result in unacceptable impacts on adjacent properties.

Building Height

HMDs typically range in height from 3 to 4 storeys. An increasing number of development applications are proposing 5 or more storeys to accommodate exposed first level parking structures or below grade units. Additionally, the majority of development applications are proposing roof top patios to compensate for the limited amenity area on-site. This causes compatibility concerns due to buildings being 2 to 3 storeys taller than buildings on adjacent properties and can result in privacy and overlook issues, as well as shadowing if not well designed.

Waste Collection and Storage

Waste collection and storage areas are being proposed in visible locations, abutting dwelling units and blocking parking spaces. If not appropriately designed these areas can cause noise and odour issues, generate unsightly views and become a safety concern.

Adequate Parking

Reduced parking rates are common and in some cases no visitor parking is proposed, which can result in on-street parking issues and parking on adjacent properties.

Reduced Landscape Area

Rather than providing wider landscape buffers to allow for gradual changes in grading, space is so restricted that retaining walls are required to achieve grade changes in less area. These reduced landscape areas and buffers also limit the amount of space available for planting and vegetation on-site.

Utilities and Servicing

Applicants are waiting until late in the process to design and locate utilities and servicing. Poorly designed electrical and gas meters, transformers, air conditioning units, mechanical equipment and other servicing features reduce the usable landscape area, create an unattractive condition and can impact how the site functions. Since most of the site is used for buildings, parking and driveways, there is little opportunity to develop creative solutions to correct these issues at a later stage in the development process.

Unit Size and Storage

Although appealing to different demographics, HMDs are particularly popular among young families since they are an affordable form of grade-related housing. Unfortunately, unit sizes are small and provide little storage space. Unlike apartment buildings that offer storage lockers for large items like bicycles and strollers, space in HMDs is confined such that bulky items are stored on patios, porches and in parking spaces. Therefore, while HMDs are attractive for young families they may not adequately address their needs.

Property Management and Maintenance

Good property management is critical to the long term maintenance and upkeep of multiple unit residential developments, including HMDs. This is often overlooked during the development process as the responsibility is ultimately passed onto the condominium corporation and unit owners. To keep maintenance fees low, developers are not proposing full-time on-site property management, which is a concern given the number of units in these types of developments. It is therefore important that developments are thoughtfully designed from the outset to minimize costly maintenance issues in the future.

Financial Impact

Not applicable.

Conclusion

Although HMDs offer many advantages, a number of issues have emerged among recent development applications for this form of housing. Urban design guidelines should be prepared to establish a design expectation for landowners, applicants, the development industry and the public to ensure the highest quality of development and compatibility with site conditions and the surrounding neighbourhood. Development applications will be evaluated using these urban design guidelines, as well as the policies of Mississauga Official Plan, Zoning By-law regulations and other Council endorsed documents.

In addition to the guidelines, a review of the existing **RM8** and **RM9** zone regulations and zoning terminology is proposed in order to determine if changes to the Zoning By-law are appropriate.

Attachments

Appendix 1: Proposed Developments with Horizontal Multiple Dwellings

Appendix 2: Photos of Existing Horizontal Multiple Dwellings

Appendix 3: Existing Developments with Horizontal Multiple Dwellings

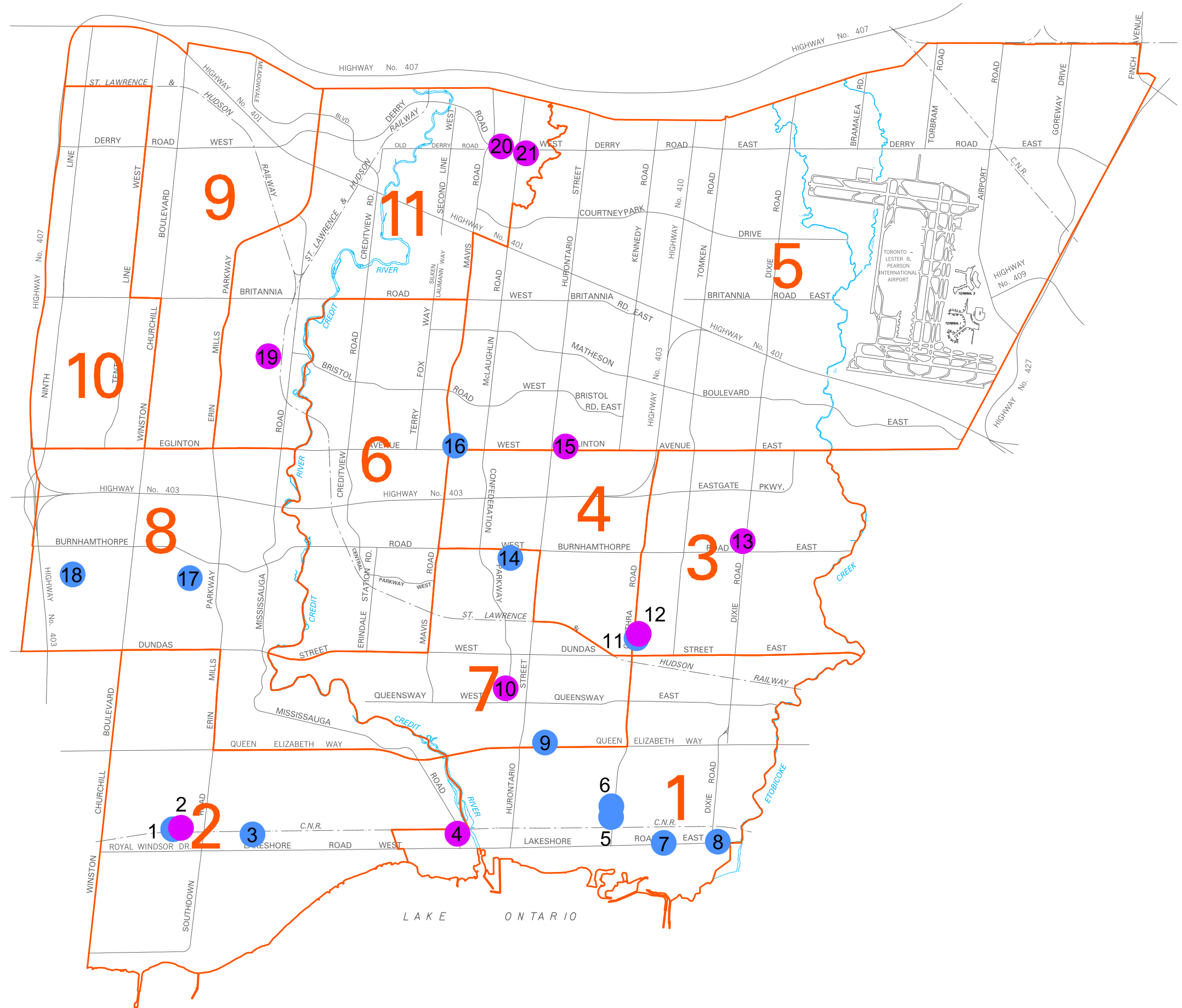
Appendix 4: Photos of Design Issues in Existing Developments



Edward R. Sajecki

Commissioner of Planning and Building

Prepared by: Ashlee Rivet, Development Planner



LEGEND:

- Development Application in Process
- Preliminary Meeting / Inquiry
- Ward Boundary

SITES:

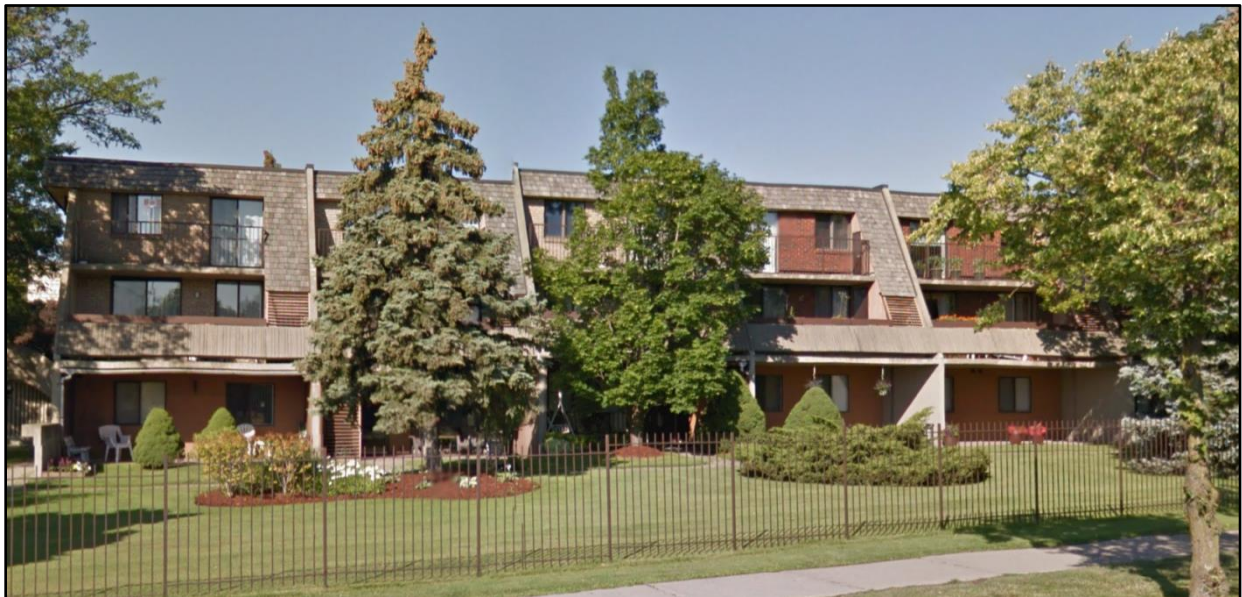
- 1 2210 & 2230 Bromsgrove Rd
- 2 2200 Bromsgrove Rd
- 3 1101-1125 Clarkson Rd N
- 4 11 Queen St W
- 5 1174-1206 Cawthra Rd
- 6 650 Atwater Ave
- 7 1041 Lakeshore Rd E
- 8 1407 Lakeshore Rd E
- 9 2024 & 2040 Camilla Rd
- 10 150 Paisley Blvd W
- 11 3111 & 3123 Cawthra Rd
- 12 3141 Cawthra Rd
- 13 4064, 4070 & 4078 Dixie Rd
- 14 180-190 Webb Dr
- 15 91 Eglinton Ave E
- 16 732, 784 Eglinton Ave W & 4920 Mavis Rd
- 17 2277 South Millway
- 18 3355 The Collegeway
- 19 80 Thomas St
- 20 611 Derry Rd W
- 21 390 Derry Rd W

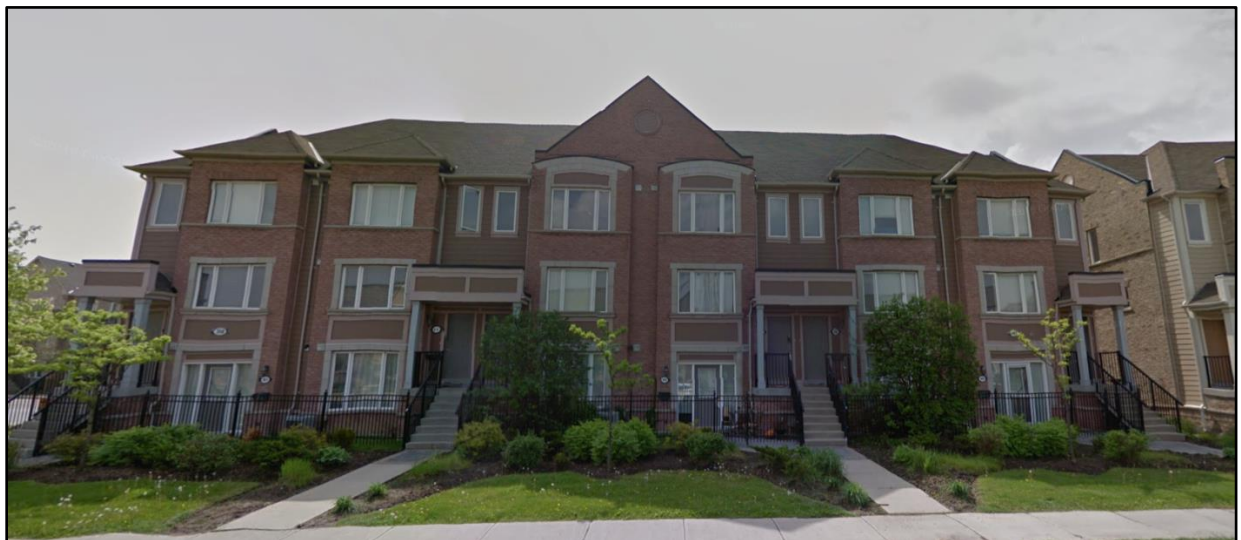
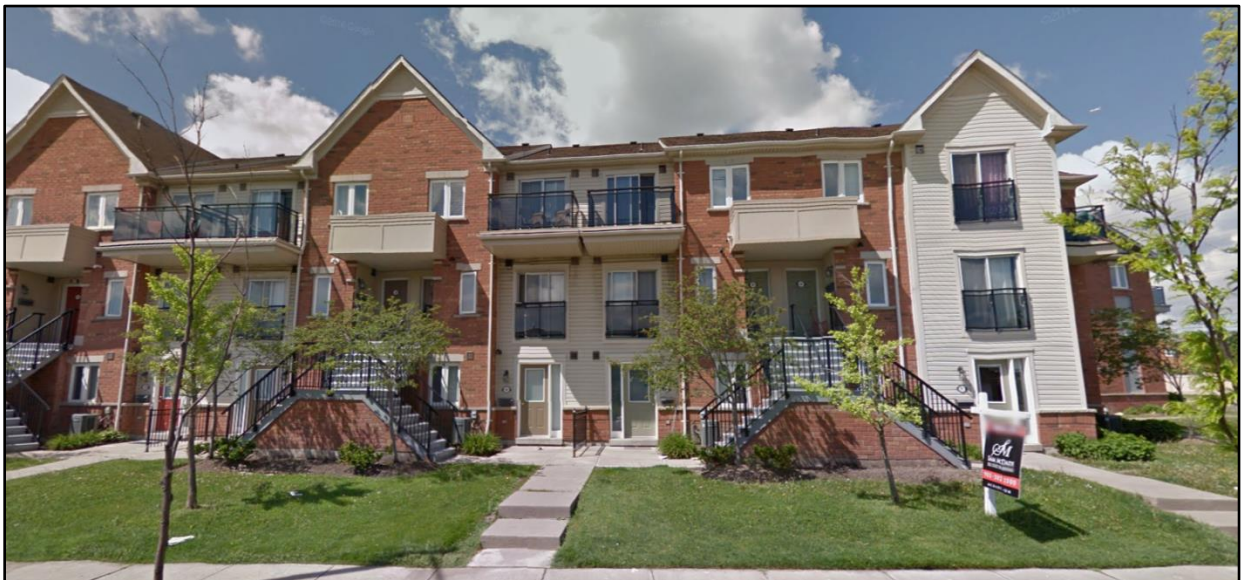
SUBJECT: Proposed Developments with Horizontal Multiple Dwellings

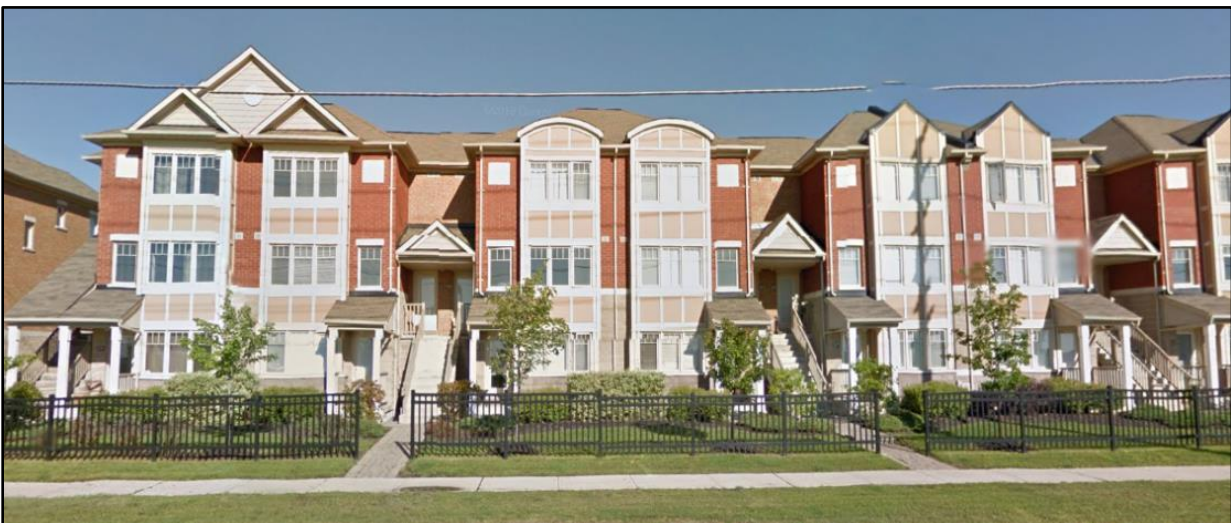
FILE NO: CD06.HOR



Photos of Existing Horizontal Multiple Dwellings

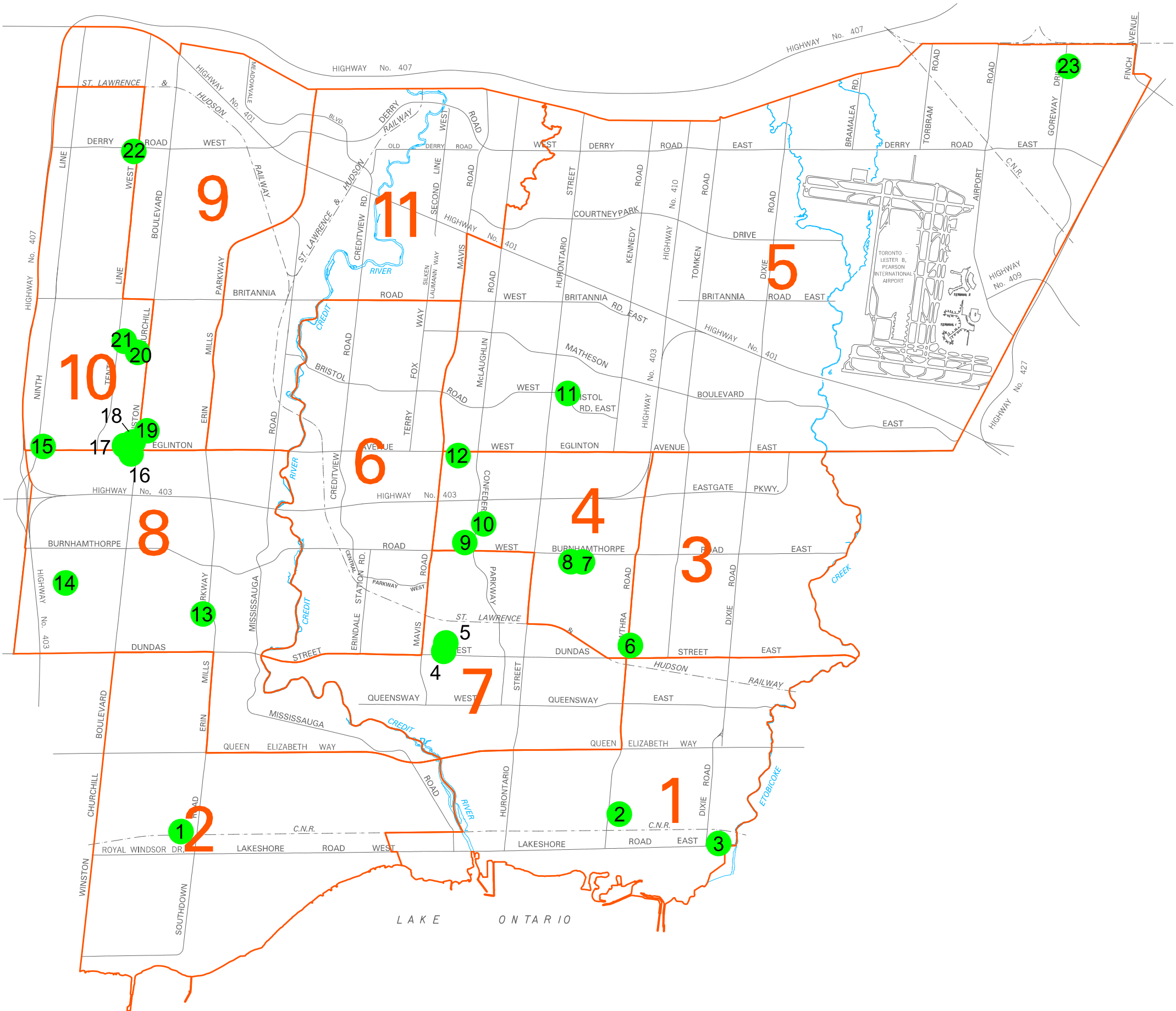










Source: Google Streetview 2016



LEGEND:

-  Existing Development
-  Ward Boundary

SITES:

- 1 2170 Bromsgrove Rd
- 2 1211-1241 Parkwest Pl
- 3 1439, 1451 Lakeshore Rd E & 1013, 1017 Deta Rd
- 4 600 Shoreline Dr
- 5 601 Shoreline Dr
- 6 3071-3083 Cawthra Rd
- 7 1250 Mississauga Valley Blvd
- 8 1330 Mississauga Valley Blvd
- 9 4010-4080 Parkside Village Dr
- 10 360-370 Square One Dr
- 11 45-85 & 99-119 Bristol Rd E
- 12 4620 Guildwood Way
- 13 2035 South Millway
- 14 3470 & 3480 Colonial Dr
- 15 5050 Intrepid Dr
- 16 4975 Southampton Dr
- 17 5005 Oscar Peterson Blvd
- 18 5030-5070 Harvard Rd & 3100-3190 Boxford Cres
- 19 2891 Rio Crt
- 20 3069 Thomas St
- 21 5700-5750 Tosca Dr, 3335-3395 Thomas St, 5725-5755 Tenth Line W & 3200-3250 Bentley Dr
- 22 6950 Tenth Line W
- 23 7555 Goreway Dr

SUBJECT: Existing Developments with Horizontal Multiple Dwellings

FILE NO: CD06.HOR



Photos of Design Issues in Existing Developments



