

Lakeview District

Vision Statement



“Strengthening the Community”



Reconnect the Waterfront

- Establish a community focus on the waterfront.
- Enhance connections to the Lake, parkland and to the community.
- Create a distinct waterfront character.



Community Health

- Protect the environment and the health of the community.
- Promote pedestrian, cyclist and transit priority environments.
- Build low-impact, energy efficient, environmentally responsible buildings and landscapes.



Distinct Neighbourhoods

- Protect established and stable neighbourhoods.
- Preserve heritage features.
- Ensure appropriate built form transitions and setbacks for adjacent new development.



Complete Community

- Revitalize through an appropriate mix of land uses, open space and built form.
- Achieve economic stability.
- Maintain employment opportunities within the community.
- Create a node at Cawthra Road and Lakeshore Road as a community focus.



Social Well-Being

- Support a diverse population of all ages and cultures.
- Promote public spaces for social interaction.
- Provide on-going forums for participation in decision making



Leadership in Sustainability

- Balance environmental responsibility, economic health, social equity and cultural vitality.
- Set a new precedent for development within a waterfront community.
- Natural features and shorelines are protected and enhanced.
- New development demonstrates a higher level of responsibility to environment.

Built Form

Building Design and Use

Create comprehensive and appropriate building designs that are based on a “set of rules” that would be used by the City and developers. New built form should:

Sustainable

- Promote low-impact, high quality, environmentally sustainable development;

District Character and Heritage

- Incorporate designs features and materials that are sympathetic to the location, history and heritage of each district;

Transit Supportive

- Promote densities that will support more reliable and improved transit servicing;

Mix of Uses and Forms

- Encourage a mix of uses and forms that correspond to the district’s diverse population. Mix of uses should support a walkable community complete with the balance of uses required for day-to-day living;

Public Realm

- Promote a high quality public realm; and

Negative Impacts

- Minimize negative impacts on adjacent properties.

Building Height

Heights of new buildings should integrate well with existing built form. Heights higher than the existing built form should be appropriately designed.

Low Rise Built Form

- A generally low-rise building base should be incorporated with buildings fronting on Lakeshore Road to fit with existing low-rise village scale mainstreet buildings.

Medium Rise Built Form

- Medium-rise buildings should be set back from low-rise conditions as described above.

High-Rise Built Form

- Medium to high-rise buildings may be appropriate on specific sites, such as the larger land parcels: the Former Lakeview Generating Site and the Inglis Site, and at major intersections such as Lakeshore Road and Cawthra Road, Dixie Road and Seneca Avenue. Generally, a lower high-rise built form (approximately 15 storeys) was the maximum building height preferred by the community.

Limit Height South of Lakeshore

- Built form south of Lakeshore Road should generally not exceed medium-rise forms.

Stepping of Height

- Step backs of buildings above three to four storeys should be provided to promote a better pedestrian environment along the street and public spaces and to promote well-scaled built form.

Transit Supportive

- Built form should be transit supportive, oriented to the street, provide access to transit services and provide appropriate transitions and connections with other buildings.



A low-rise building form should occur at Lakeshore Road to protect the mainstreet village character in both districts.



Step backs in built form height should occur to promote high quality pedestrian environments adjacent to the building.



Built form in the district should be sensitive to the character of the area. The FRAM development in the Port Credit district, for example, helps reinforce the village character.



Built heritage resources in the Lakeview district could form a fundamental component of the character of new built form.



! Other Considerations

- 1 The economic feasibility of redevelopment and the forms redevelopment should take, should be considered prior to developing policies.
- 2 Some sites may be able to accommodate buildings with greater heights and transition well to adjacent properties. A taller building with appropriate architectural treatment can have a good fit with existing built form.
- 3 Built form south of Lakeshore Road should not impede physical and visual connections to the waterfront.
- 4 Built form should be designed in consideration of the surrounding stable neighbourhoods.

“Step Back”: The setting back of the front building facade above the building base. Additional step backs may be recommended on side and/or rear building facades to provide appropriate separation between adjacent buildings and/or open spaces.

“Low-Rise” refers to buildings that are up to four storeys in height.

“Medium-Rise” refers to buildings that are five to nine storeys in height.

“High-Rise” refers to buildings that are 10 storeys in height or higher.

Waterfront

Continuous Shoreline Access

The City should pursue continuous public access along the shoreline, implementing the recommendations of the recently completed Waterfront Parks Strategy.

New Waterfront Designation

A “Waterfront District” or “Waterfront Mixed-Use” Designation should be developed to regulate development within waterfront properties.

The “Waterfront District” or “Waterfront Mixed-Use” Designation should:

Natural Environment

- Protect, preserve and enhance the natural environment and ecological linkages;

Land Uses

- Encourage land uses that enhance the presence of the waterfront within the community and restrict land uses on waterfront properties that have negative affects on the environment and health of community;

Development Vision

- Include a specific direction for each property or collection of properties;

Mix of Uses

- Permit a mix of uses with a focus on waterfront and community related activities;

Waterfront Setting

- Provide protection for views and ensure that the waterfront setting is expressed through all levels of site design;

Brownfield Sites

- Target “Brownfield” sites as prime areas for intensification;

Build Green

- Require LEED compliance and application of the “compact community” concept;

Height Step-backs

- Prescribe building heights and step-backs: low-rise building base heights should front onto the waterfront and open spaces, stepping back and up to medium-rise;

High Rise

- Place design requirements and limitations on high-rise built form; and

Connections

- Require connection to or completion of Waterfront Trail and other circulation networks in the district.

“Brownfield Site” refers to a piece of land; the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.



The City should pursue continuous public access along Mississauga’s shoreline.



A new Waterfront designation should provide measures for protecting the natural environment.



A mix of uses should be permitted that focuses on waterfront activities while establishing a signature look appropriate to the waterfront setting.



Building heights should “step down” to the waterfront, maximizing the public environment along the shoreline.



! Other Considerations

- 1 The recommendations in the Mississauga Waterfront Parks Strategy regarding connectivity, sustainability, and all season use should be implemented throughout all levels of design.
- 2 The City’s on-going Green Development Strategy should inform development that occurs under this designation.
- 3 Contamination issues will need to be investigated prior to determining the nature and scope of development.
- 4 The Waterfront is a City and Regional resource. Public access is a priority.
- 5 The mix of uses on the waterfront should include employment opportunities.
- 6 Potential “Waterfront District” land uses could include: residential, retail, commercial, employment, utility, parks and open space and marina.
- 7 Existing and currently permitted land uses may not fit within the potential permitted land uses, for example, power generation and utility; yet they are needed by the local and wider community.
- 8 Shoreline restoration, fish habitat and water quality objectives may preclude some development from happening.
- 9 Credit Valley Conservation (CVC) is currently preparing a Lake Ontario shoreline study and various sub-watershed studies to monitor the continuity of the natural environment. CVC’s recommendations for the natural environment’s long term health may define the nature and scope of development on the waterfront.

“Leadership in Energy and Environmental Design (LEED)”: Green Building Rating System that encourages and accelerates the adoption of sustainable green building and development practices through the creation and implementation of universally understood and accepted tools and performance criteria.

“Mixed Use” Designation

Lakeshore Road

Corridor
Mixed-Use
Designation

A “Mixed-Use” designation should be developed to promote revitalization opportunities along the Lakeshore Road.

The “Mixed-Use” designation should:

Types of
Uses

- Provide for more than a single use, requiring two or more mutually supporting uses, including residential, employment, retail and service commercial, office and public/institutional uses;

Public
Realm

- Ensure a safe, vital, and attractive public realm by encouraging retail or publicly accessible uses on the ground floor;

Natural
Environment

- Preserve and integrate the natural environment and site features;

Circulation
Networks

- Provide for the completion or extension of pedestrian and cyclist networks;

Compact and
Transit
Supportive

- Encourage compact development and promote public transit;

Parking
Solutions

- Support shared parking solutions and/or reduced parking requirements;

Consolidation

- Allow for the assemblage of small parcels to facilitate comprehensive development sites;

Integrates with
Existing

- Integrate land uses with existing street networks, built form and landscape patterns;

Transitions

- Provide transition requirements to less intensive uses (through built form and open space);

Vertical
Mixed-Uses

- Incorporate a mix of uses, both horizontally and vertically;

Target
Uses

- Target needed community facilities such as daycares and youth centres; and

Diverse
Population

- Incorporate requirements to provide for each district’s diverse population.



A mix of uses should be permitted that will help make adjacent public spaces more vibrant during the day and the evening.



Mixed-use areas should encourage the completion and/or extension of walkways and bikeways while also promoting public transit.



Mixed-use areas should integrate well with the surrounding area with regards to street patterns, laneways, built form and landscaping.



! Other Considerations

- 1 The protection of, and not encroachment into, stable residential neighbourhoods should be considered.
- 2 The “Mixed Use” designation should ensure that employment uses are balanced with potential population in the area.
- 3 The “Mixed Use” designation should provide opportunities for affordable housing.

“Public realm” refers to any spaces that are perceived as being publicly accessible, for example, sidewalks, parkettes, bike paths and building forecourts would be considered part of the public realm.

Intensification

Locations for Intensification

Target areas for intensification are located along Lakeshore Road and where there are large parcels of land, such as:

Lakeview

- Lakeview Sites: Industrial Lands, Former Lakeview Generating Site, Inglis Site, Dixie Outlet Mall and Applewood Village Plaza.

Ensure Positive Change

The health of the environment and the community is the highest priority. Intensification should provide positive change for the community.

Land Uses

- Land uses that negatively affect the health of the environment and the community should not be permitted;

Public Realm

- The public realm should be beautiful, functional, well-connected and accessible;

Community Amenities

- Needed community amenities should be incorporated within new development; and

Balanced Community

- New development should promote a diverse, stable, sustainable and balanced community.

Community Character

The protection of the character of the community and surrounding neighbourhoods is of high priority. Intensification and infill must be carefully applied.

Parking Strategy

Parking should be comprehensively designed for all development, providing public parking to service the larger area when appropriate.

Transit Supportive

- Intensification should promote public and other forms of transit as viable options to cars;

Surface Parking

- Surface parking (other than street parking) should be limited and well landscaped; and

Parking Solutions

- Parking requirements should be reduced for development that is transit supportive.



Land uses should maximize community benefits and promote a healthy environment with clean air, land and water.



Intensification should preserve and protect the character of existing, low-density, and stable residential neighbourhoods.



New development should be transit supportive, encouraging people to leave their cars at home.

“Intensification” is the development of a property, site or area at a higher density than currently exists. Intensification can be achieved in a number of ways, for example:

- Redevelopment of abandoned lots or brownfield sites;
- Infill development in space between existing buildings; and
- Expansion or conversion of existing buildings.

Intensification can produce many benefits, such as:

- Providing a wider range of housing choices closer to amenities or services such as shopping and schools, which in turn increases convenience and reduces the amount of time spent traveling between places;
- Revitalizing neighbourhoods and downtowns;
- Making more efficient use of existing infrastructure;
- Supporting more frequent transit service; and
- Reducing development pressures on valuable agricultural lands and important natural spaces.

Places to Grow Act, Government of Ontario



! Other Considerations

- 1 The Mississauga Parking Strategy is underway, which will include city wide parking initiatives and the identification of specific areas where a detailed parking strategy will be appropriate.
- 2 The City of Mississauga is completing its Growth Management Strategy which outlines a strategic approach to growth management. It builds upon Mississauga’s existing context and established urban form to ensure a sustainable living environment and identifies employment and population density targets.
- 3 While the Provincial Growth Plan does require intensification of existing built-up areas, the Region and Mississauga are well positioned to meet the Growth Plan’s growth requirements. Intensification for the district should be guided by what will create an attractive, balanced and vibrant area.
- 4 This district will be an attractive location for intensification and we will need to be careful that sufficient capacity remains for other areas in the City to grow as well; for example, areas along planned locations for higher order transit (Huronario and Dundas) as well as other nodes that also need to be revitalized (e.g., Erin, Mills Town Centre and Malton).
- 5 The emphasis on population should be carefully considered. Intensification also means employment intensification; creating a balance between population and available employment.
- 6 The Employment Land Review Study for the City of Mississauga will provide direction for existing and future employment lands.
- 7 The City of Mississauga has a Payment-in-lieu of Parking (PIL) program which is currently being reviewed. Recommendations encourage shared and structured parking. Reducing parking requirements for transit supportive developments is a good idea provided tenants/residents actually switch their transportation modes.

Transportation

Lakeshore Road

Transit Improvements

The Community has expressed the need for public transit improvements in both Districts especially in light of the potential increases in population.

Transit Lifestyle

There is a strong desire to reduce the dependency on cars by promoting cycling, walking and public transit. The following community concerns will need to be addressed as intensification moves forward:

Transit Services

- Public transit should be more reliable and provide additional stops and better servicing for neighbourhoods. Public transit must meet the short, medium and long term needs of intensification;

Resolve Traffic Issues

- Study Lakeshore Road in detail to find short, medium and long term solutions for traffic problems;

Traffic Analysis

- Perform traffic analyses incorporating sites where significant intensification may occur (Former Lakeview Generating Site, Industrial Lands and the Inglis Site);

Public Realm

- Look for opportunities to beautify major corridors and provide features scaled for cyclists and pedestrians. Identify and enhance pedestrian crossing locations at the signalized intersections and other locations where feasible. Transit and transportation features should reflect each district's identity;

Cross Connections

- Transit hubs should include facilities that will support cross-connections with other modes of transit, for example, cycling and walking; and

Cycling Facilities

- Introduce bicycle lanes in both directions of travel. Provide facilities such as bike storage and way-finding signage.



The community has expressed a strong desire to reduce dependency on cars by promoting cycling, walking and public transit.



A traffic analysis should be performed where intensification may occur, for example, at the Inglis Site.



Pursue opportunities to beautify transportation corridors and provide appropriately scaled features for pedestrians and cyclists.



Promote cycling by providing features such as locking posts and way finding signage.



Within major corridors, provide cycle lanes in both directions, in particular, along Lakeshore Road.



! Other Considerations

- 1 Recommendations for bicycle facilities will be made through the Cycling Master Plan and Implementation Strategy (2009).
- 2 The City of Mississauga has commenced several transportation studies, including the Hurontario Main Street Study, Transportation Master Plan, and the Mississauga Transit Ridership Growth Study.
- 3 Higher order transit, if feasible, could only be realized in the long term. The plan should not be based on higher order transit as an assumption; although it should not preclude its future possibility.
- 4 Transit should continue to improve its service and provide additional bus stops where feasible, based on increased ridership.
- 5 The character of the community should be protected by ensuring a balance between vehicle, pedestrian and cycling movement. The emphasis should be placed on creating a planning framework to support walking, cycling and transit as a fundamental component of a "complete community".

Neighbourhoods

Neighbourhood Districts

The integrity and character of existing neighbourhoods should be maintained. Many neighbourhoods have distinct layouts and building types which reflect the development heritage of the area.

The Community identified the following special neighbourhoods:

Lakeview Neighbourhoods

- Lakeview: Orchard Heights, Sherway, Applewood Acres, and the wartime built residential areas around Lakeshore Road.

Neighbourhood District Designation

Identify distinct neighbourhood areas within each district and establish a vision for each.

Neighbourhoods should be identified, defined and named by the community.

Develop a “Neighbourhood District” designation that will assist in the regulation of development within and adjacent to defined neighbourhoods. The “Neighbourhood District” designation should:

Protected Features

- Identify community features that are to be protected;

Intensification Guidelines

- Provide directions on how intensification should occur and include potential locations;

Adjacent Development

- Identify how change should occur adjacent to neighbourhoods; and

Community Input

- Promote participation of the community.



The Lakeview district contains many attractive, stable, low density residential neighbourhoods. Intensification should respect the character, scale and heritage qualities of these neighbourhoods.



Sherway District, Lakeview.



Wartime housing around Lakeshore Road, Lakeview.



! Other Considerations

- 1 The Growth Management Strategy will identify areas for intensification to ensure a sustainable environment.

Remnant Employment

Along the Railway

Remnant Employment

The “remnant employment” areas located along the Canadian National (CN) Rail line should be permitted to develop as potential mixed use areas to encourage improvements on the properties that promote a better fit with the surrounding neighbourhoods.

Remnant employment areas should be developed to:

Live-Work Uses

- Allow a mix of uses that encourages “live-work” arrangements and/or allow residential uses;

Mitigate Vacancies

- Permit uses that will mitigate vacancies next to the railway. Uses such as light industry, auto-body, carpentry etc. should be encouraged;

Support Recent Trend

- Support the emerging artist / craftsman uses;

Transitions

- Ensure appropriate transition to neighbouring residential areas and appropriate treatment of storage and loading areas; and

Appropriate Built Form

- Encourage built form that is consistent with the character of the area while providing a buffering effect of the railway.



Typical “Remnant Employment” area located along the CN rail line.



Remnant employment areas designated as Business Employment in Lakeview.



Rear side of live-work type buildings in Oakville.



! Other Considerations

- 1 Zoning regulations prescribe a minimum setback for all dwellings adjacent to a railway right of way of 30 m (By-law 0225-2007).
- 2 The City of Mississauga’s Employment Land Review Study is a review of the employment land supply. It will include recommendations for new policy directions that take into consideration the pressure to convert Employment Lands to other uses.
- 3 These lands can provide employment opportunities in the community.

Lakeview District

Specific Site: Industrial Lands

The **Industrial Lands** should redevelop as a mixed-use area, near the waterfront, for the Lakeview Community.

- 1 Designate as a “**Waterfront District**” (Refer to Board L3 for more detail).
- 2 Redevelopment is envisioned as a **mixed-use** area incorporating employment, residential, commercial, parks and open spaces and cultural and community uses.
- 3 Intensification should be guided to promote **appropriately scaled, vibrant and diverse** employment, commercial and residential uses.
- 4 Redevelopment will take time. Provide **interim regulations** that will require LEED approved buildings and improvements to pedestrian, commuter and cycling amenities. New development in the Industrial Lands should demonstrate **leadership in sustainable development** and open space opportunities.
- 5 Redevelopment should integrate with the future potential of the land associated with the **Former Lakeview Generating Site**.
- 6 Internal and external pedestrian and cyclist circulation should **integrate with the larger district systems** while emphasizing links to the waterfront.
- 7 Site development should investigate opportunities to integrate the **potential LRT** route on Lakeshore Road.
- 8 **Low-rise built form** should occur where buildings abut streets, public spaces, residential areas, parks and open spaces, sensitive areas and the waterfront.
- 9 **Medium-rise built form** should be set back from low-rise conditions towards the interior of the site.
- 10 **High-rise built form** could occur as described in the “Waterfront District” designation.
- 11 Buildings and open spaces should be designed to **maximize on-site connections** and, in particular, facilitate north-south views and connections to the waterfront parks.



New development should be environmentally responsive, meeting or exceeding LEED standards.



Urban design guidelines for the Industrial Lands should address the requirement for a high quality public realm that is supported by a well designed circulation and open space systems.



- | | | | |
|---|--|--|------------------------|
| 1 | | Landscaped Greenway, Potential LRT, Walkways and Bicycle Path. | |
| 2 | | Mixed-use Shops/Restaurants At Grade | |
| 3 | | Secondary Retail At Grade | |
| 4 | | Green Streets | Low-rise built form |
| 5 | | Semi-Private/Public Open Space | Medium-rise built form |
| 6 | | Mid-block Pedestrian Connection | |
| 7 | | Pedestrian Park Entry | |
| 8 | | Vehicular Park Entry | |
| 9 | | Development designed for parkland / lakefront context | |

Community Input Graphic Summary: Industrial Lands

Please Note: The above concept plan was prepared as an interpretation of input from the community. The plan represents a summary of ideas gathered through public workshops, stakeholder interviews and on-line comments. The plan is for discussion purposes only and does not represent the final recommendation.



! Other Considerations

- 1 The City of Mississauga’s Employment Lands Study is a review of the employment land supply. It will include recommendations for new policy directions that take into consideration the pressure to convert Employment Lands to other uses.
- 2 Contamination issues will need to be investigated prior to determining the nature and scope of development.
- 3 Residential uses may not be viable on the site due to the following reasons:
 - Possible future power generation and other utility uses may create land use conflicts;
 - Area as an active park/recreational area may result in land use conflicts;
 - Potential contamination could preclude residential uses;
 - Displacement of business and employment; and
 - This site provides an opportunity for institutional and community uses (e.g., university, place of religious assembly, stadium) which require large and affordable sites.
- 4 Consider creating a specialized employment area focusing on a particular employment sector, for example, the film industry. Employment uses could be maintained on the lands while being attractive and beneficial to surrounding neighbourhoods.
- 5 A Feasibility Study would be required to determine the type of higher order transit that may be implemented along Lakeshore Road.

Lakeview District

Specific Site: Former Lakeview Generating Site

The **Former Lakeview Generating Site** should be re-developed as a high density, mixed use area incorporating employment, institutional, residential, commercial, office, parks and open spaces, cultural-tourism and community uses.

- 1 Designate as a **“Waterfront District”** (Refer to Board L3 for more detail).
- 2 Create a new **compact system of streets and blocks** that will promote flexible development through which a system of interconnected open spaces can be created.
- 3 Streets and open spaces should **emphasize north-south and other connections** from Lakeshore Road East to public parkland and Lake Ontario.
- 4 Develop opportunities for a **region-wide destination** – incorporating an entertainment/theatre district, marina, restaurants and waterfront related features.
- 5 Use intensification as tool to revitalize the area and provide a **new mixed-use neighbourhood**, near the waterfront, for the entire Lakeview community. Intensification should be guided to promote a vibrant, diverse and stable community.
- 6 New development should include a well connected and designed **public realm** that maximizes connections to the lake.
- 7 Redevelopment of the Former Lakeview Generating Site should be integrated with the redevelopment of the **Industrial Lands**.
- 8 **Low-rise built form** should occur where buildings abut streets, public spaces, residential areas, parks and open spaces, sensitive areas and the waterfront.
- 9 **Medium-rise built form** should be set back from low-rise conditions towards the interior of the site.
- 10 **High-rise built form** could occur as described in the “Waterfront District” designation.
- 11 Re-establish a **sense of heritage** for the site through the use of site specific cues. For example, memorable built structures such as the “Four Sisters” towers, or the location of the original shoreline may inform the design development plan for the site.
- 12 Consider the site as a location for a **high-speed ferry quay**.



Provide high quality and continuous public access to the Lake Ontario shoreline. Shoreline access should be well connected to adjacent circulation networks.



The Former Lakeview Generating Site is a prime waterfront location; providing opportunities to develop a significant waterfront activity node that could include an entertainment facility, marina, sports facility and restaurants.



Built form should support the creation of a distinctive and memorable environment that reflects the Lakeview community's waterfront setting.



Streets and blocks should be designed to facilitate safe, desirable and efficient pedestrian and cyclist movement.



The re-development of the Site should ensure that the system of parks and open spaces makes connections with other waterfront parks and trail systems.



The community would like to see the Former Lakeview Generating site be developed as a high-density, mixed-use area incorporating employment, institutional, residential, commercial, parks and open spaces, cultural tourism and community uses.



! Other Considerations

- 1 Contamination issues will need to be investigated prior to determining the nature and scope of development.
- 2 The Ontario Power Authority (OPA) has indicated that the Lakeview site is still being considered for a power generation facility. Consider the compatibility of other uses on the Ontario Power Generation (OPG) lands.
- 3 Re-development should promote diverse employment opportunities.
- 4 The local and broader community's need for power generation may inform the direction of development. The OPG owns the land, has development rights and has a other related infrastructure (e.g., hydro corridor connections) in place.
- 5 Medium and high rise built forms, if permitted, would need to consider connections and view corridors to the water and waterfront parks.
- 6 Redevelopment of the site should protect and integrate the existing land fabric, for example, existing streets and block layout.

Lakeview District

Specific Site: Lakeview Wastewater Treatment Facility and Arsenal Lands



Arsenal Lands should be well connected to the waterfront park system, to Lakeshore Road and to neighbourhoods to the north.

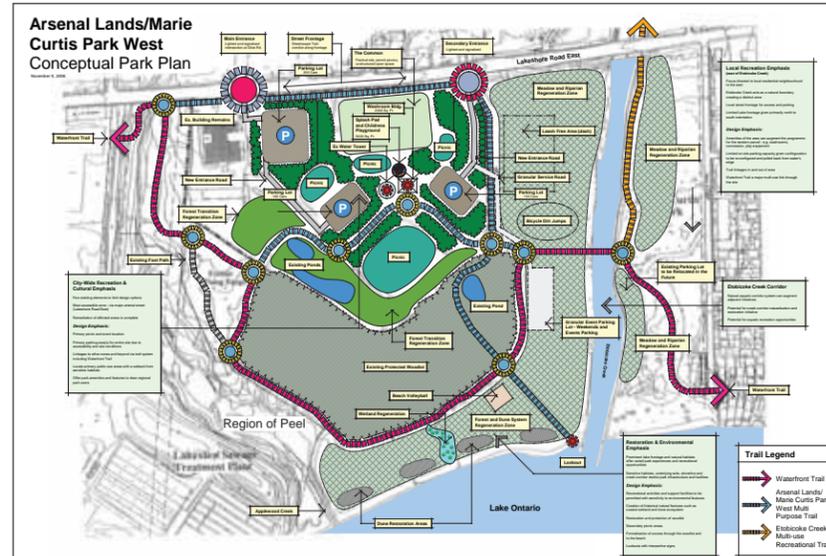
- 1 **Connect Arsenal Lands** with the greater waterfront parks systems and trails by providing a Waterfront Trail link to the west of the park, potentially through the Wastewater Treatment facility.
- 2 Provide **more pedestrian crossings** across Lakeshore Road.
- 3 Create a Lakeshore Road frontage with an **accessible, park-like edge** including access points, signage and potentially the future LRT and bike lanes along Lakeshore Road.

The Lakeview Wastewater Treatment Facility should take measures to integrate with the surrounding existing and future community.

- 1 Create a **Waterfront Trail segment** along the shoreline of the facility using the Imperial Oil trail extension as a precedent.
- 2 All opportunities to **reduce odours** emanating from the facility should be explored.
- 3 **Upgrade visible structures**, such as buildings, driveways, ponds etc. to improve aesthetics.
- 4 **Provide screening** along property lines.



The Imperial Oil Trail Extension was the result of a successful partnership between the City and the existing land owners.



Arsenal Lands Conceptual Park Plan, prepared by the City of Mississauga, November 2006. A potential Waterfront Trail connection could occur near the mouth of Applewood Creek.



The community would like to see the Waterfront Trail continue along the shoreline linking Marie Curtis Park and Arsenal Lands to Lakefront Promenade.

! Other Considerations

- 1 There is an expansion planned for the Lakeview Wastewater Treatment Facility. The preferred design concept and upgrading plan will be phased to provide up to a capacity of 518 mL/day.
- 2 A conceptual plan for a family oriented waterfront park has been developed for the Arsenal Lands. (See plan to the left). Further design development is awaiting funding from Toronto, Toronto and Region Conservation Authority and Mississauga.
- 3 Industrial and utility uses can create a visual interest and diversity of experience for trail users.
- 4 A Feasibility Study would be required to determine the type of higher order transit that may be implemented along Lakeshore Road.

Lakeview District

Specific Site: Lakeshore Road

Intensification should be used to invigorate **Lakeshore Road** while reinforcing the mainstreet function and character of the road.

- 1 Permit “**Mixed-Use**” designation for new development areas (Refer to Board L4 for more detail).
- 2 Comfort, safety and amenity for **pedestrians and cyclists** should be of the highest priority.
- 3 Create a high quality **public realm** to promote a cohesive image consistent with the emerging character of the Lakeview district.
- 4 Integrate new development opportunities to **protect and conserve natural resources**.
- 5 New development should support **economic stability** for commercial areas along Lakeshore Road.
- 6 Create a **community focal point** at the Lakeshore Road / Cawthra Road intersection.
- 7 **Building heights** along Lakeshore Road should reinforce the “Mainstreet Character” by generally maintaining a low-rise building form in keeping with the character of the existing built form.
- 8 **Taller buildings** may be considered if they “step back” from the low-rise storey building base. Building heights south of Lakeshore Road could transition up to a medium-rise condition. Buildings heights north of Lakeshore Road could transition up to a high-rise building condition.
- 9 Consider **strategic locations** for taller buildings at key intersections: Cawthra Road and Dixie Road, and where deeper sites occur: Inglis Site, Former Lakeview Generating Site and Industrial Lands
- 10 New development should support the **character of the community** and the greater contextual area. Building design should be appropriate for the waterfront setting and reflect the diversity and character of Lakeview’s existing built form.
- 11 New buildings should be located and designed to ensure that **negative impacts** on the surrounding land uses will be minimized.
- 12 **Intensification** along Lakeshore Road should provide diverse opportunities for development while maximizing community benefit, including more activity on the street during the evenings.
- 13 The **transportation functions** of Lakeshore Road should be examined to improve the corridor for pedestrians, cyclists and vehicles.



Built form along Lakeshore Road should generally be low-rise in keeping with the character of existing built form.



The community would like to see a light rail transit system along Lakeshore Road joining with the Long Branch GO Station.



Heritage built form such as the Lakeview Public School could influence new development regarding proportions, materials and design.



Environmental responsibility should be reflected in all levels of design.



Examine the possibility of incorporating safe, commuter bicycle lanes on Lakeshore Road.



New development should fit with the existing mainstreet context of Lakeshore Road while allowing for intensification and a more vital commercial environment that supports reliable transit.



The community would like to have access to financial assistance to restore / upgrade building facades.



! Other Considerations

- 1 The City of Mississauga is completing its Growth Management Strategy which outlines a strategic approach to growth management. It will examine and assess key nodes and corridors within the City.
- 2 Recommendations for bicycle facilities will be made through the Cycling Master Plan and Implementation Strategy (2009).
- 3 Typical Lakeshore Road right of way throughout the Lakeview district is 30-35 m. Some sections are 44 m (e.g. from Greaves Avenue to Hydro Road).
- 4 Transportation Study would be required to examine opportunities to improve Lakeshore Road for pedestrians, cyclists and vehicular traffic.
- 5 The Employment Land Review Study for the City of Mississauga will provide direction for existing and future employment lands.
- 6 A revitalization study should be completed to analyse the feasibility and affect of redevelopment of commercial uses along Lakeshore Road.
- 7 A Feasibility Study would be required to determine the type of higher order transit that may be implemented along Lakeshore Road.

Lakeview District

Specific Site: Inglis Site

The **Inglis Site** should be developed as a medium to high-density residential area with “mainstreet” mixed-uses along Lakeshore Road.

- 1 Designate site as a “**Mixed-Use**” area (Refer to Board L4 for more detail on the “Mixed-Use” designation).
- 2 New development should be appealing and accessible to Lakeview’s **diverse population** by providing a variety of dwelling types.
- 3 New development should support the **identity of the district** while respecting the distinct character of the adjacent neighbourhoods.
- 4 The **Cooksville Creek** floodplain should be preserved for natural protection and enhancement and development of integrated facilities for public use, including improvements to the trail system associated with Cooksville Creek and further to the Waterfront Trail.
- 5 The Cooksville Creek corridor could become the **main organizing feature** of the open space system on the site. Internal walkways and cycling routes should have access to the corridor and its potential link to waterfront parks and trails.
- 6 New development should include internal public and semi-private open spaces to **provide community benefit** while integrating with the larger district systems.
- 7 Design **access points and entrances** into the development area that will minimize traffic conflicts on Lakeshore Road.
- 8 Design **site circulation and parking** areas to promote pedestrian access and use of outdoor amenity areas.
- 9 Develop a **transit plan** that will address the short, medium and long term needs of the new development.
- 10 Stepped **building heights** should provide transitions to sensitive areas, promote comfortable public areas and streets, frame key views and create an attractive skyline. Transition areas should incorporate lower-rise residential forms such as townhouse or walk-up apartments.



Participants of the Place Making workshop liked the idea of incorporating a small “village square” within the site that could include an outdoor ice rink.



Public trail connections within the Cooksville Creek Corridor should link to the waterfront connector trail to the south of Lakeshore Road.



Generally, built form along Lakeshore Road should be low-rise and should incorporate commercial and public uses on the ground floor.



The workshop participants included this image to represent appropriate medium-rise building for the site.



- 1 Green Main Street.
- 2 Secondary Circulation
- 3 Mixed-use Shops/Restaurants At Grade. Lakeshore Road streetscape should be pedestrian friendly and should include tree planting and landscaping.
- 4 Connections to Cooksville Creek
- 5 Open Space. Public and semi-private open spaces should be provided that allow for all season use of the spaces, for example, amenities such as an outdoor skating rink should be included.
- 6 Pedestrian/Bicycle Trail. Trail should connect to existing trail on the south side of Lakeshore Road East that connects to the waterfront parks and trails.
- Low-rise buildings should be located along Lakeshore Road East and along the west boundary of the site.
- Medium-rise buildings should be located towards the centre of the site, potentially along the Main Street of the development.
- High-rise buildings should be located adjacent to the Cooksville Creek corridor, at a location farthest away from the existing low-rise residential area to the west.

Community Input Graphic Summary: Inglis Site

Please Note: The above concept plan was prepared as an interpretation of input from the community. The plan represents a summary of ideas gathered through public workshops, stakeholder interviews and on-line comments. The plan is for discussion purposes only and does not represent the final recommendation.



! Other Considerations

- 1 Credit Valley Conservation (CVC) regulates the floodplain and natural hazards associated with the Cooksville Creek. Development proposals will require their review and approval.
- 2 A shadow impact study will be required for any new development adjacent to stable, residential neighbourhoods and open or natural areas.
- 3 Site development will be required to incorporate appropriate built form and open space transitions to adjacent uses.
- 4 The Region of Peel’s Environmental Assessment process suggests a pumping station may be required on this site.
- 5 Transit will review and incorporate service improvements based on ridership demand.
- 6 Public Open Space is to be located adjacent to the Creek to provide public access and address floodplain issues. Semi Private Open Space is appropriate within the street network and adjacent to the existing residential neighbourhoods.

Lakeview District

Specific Site: Dixie Outlet Mall, Applewood Village Plaza

The **Dixie Outlet Mall** should be redeveloped as a high-density, mixed-use area including residential uses.

- 1 Designate site as a **“Mixed-Use” area** (Refer to Board L4 for more detail on the “Mixed-Use” designation).
- 2 The site should be redeveloped to **include residential uses** so that the area is more vibrant and safe during the evening hours.
- 3 **Surface parking** should be reduced in favour of mixed-use buildings and open spaces. Required parking could be accommodated in structured parking facilities.
- 4 Surface **parking and laneways** should be planted with trees and landscaping.
- 5 New development should **retain the stores and businesses** that currently exist. They are well used by the community.
- 6 **Low-rise building forms** in keeping with the surrounding neighbourhoods should edge the site. Taller buildings could occur in the interior of the site, away from the existing low-rise residential areas.

Applewood Village Plaza should be redeveloped as a low to medium-rise area that includes residential and commercial uses.

- 1 Designate site as a **“Mixed-Use” area** (Refer to Board L4 for more detail on the “Mixed-Use” designation).
- 2 Residential uses should be included to **improve the vibrancy** of the area during the evening hours.
- 3 Surface **parking and internal driveways** should be attractively designed. Access points should be organized and located where safe intersections can be made.
- 4 The **edges** of the development should provide a buffer for the existing stable residential areas.
- 5 Retaining the **mix of stores** will be important. They are important and well used by the community.



The Dixie Outlet Mall represents the only site on Dixie Road that could support intensification efforts.



Applewood Village Plaza may be an appropriate location for low-rise intensification with a focus on retaining the existing community related commercial activities.



The Plaza contains many “real” retail, commercial and office uses that are important to the community.



Adjacent neighbourhoods are generally low-rise single family dwellings.



! Other Considerations

- 1 Both the Dixie Outlet Mall and the Applewood Village Plaza should be designed and developed as a “Complete Community”.
- 2 The needs of the surrounding community should be integrated into new development. For example, retaining retail and service uses, affordable housing and the ability to “age-in-place”.

A **“Complete Community”** should include:

- A dense mix of businesses;
- A wide choice of affordable housing types;
- Readily available and well distributed public services;
- Public open space; and
- A mix of housing, employment, services and recreation opportunities in close proximity to each other.

In addition, a Complete Community is:

- Walkable;
- Transit focused;
- Safe;
- Socially diverse; and
- Cycling friendly.