



Lakeshore Road Corridor Background Booklet: Lakeview District

January 30th, 2008 Place Making Session

Community Priorities:

(Identified at the kick-off meeting)

Priority #1: Shape Future Development

Use appropriate building heights, massing and design for all areas especially for residential areas and areas along Lakeshore Road.

Priority #2: Vision for Brownfield Sites

Develop a new vision for the existing vacant and under-utilized sites, including the OPG lands, sites along Lakeshore and industrial areas.

Priority #3: Community Character and Main Streets

Achieve and maintain a pedestrian and cyclist friendly main street for both communities. Create vibrant public spaces . Address existing transportation and traffic congestion issues.

Priority #4: Connect to the Waterfront

Visually and physically connect to the waterfront with more green spaces and open views to the lake

Priority #5: The Environment

Healthy communities – clean air, water and land. Build environmentally friendly buildings. Expand existing green spaces and enhance existing natural features.

Community Objectives:

(Summarized from data collection to date)

1. Support Main Street 'Walkable' Village Character:

- Perceived height of 2 to 3 storeys at street-line
- Allow breaks in street wall
- Pedestrian scale detailing and site furnishings
- Protection from the elements
- Canopy trees and landscaping
- Opportunities for parkettes, courtyards, patios
- Crosswalks
- Slower speed limits
- Bike friendly
- Building and directional signage
- Discrete parking, integrated with greening opportunities
- Screening and buffering from conflicting views, uses etc
- Rationalize wide boulevards

2. Promote Vibrant Mixed Use Development:

- Balances population during the day and night
- Provides diversity in housing types
- Attracts diversity in types of commercial, retail and professional services
- Is respectful of adjacent land uses
- Provides needed uses

3. Shape New Development:

- Properly address the street, proportions, uses
- Respectful of community character, place specific
- Appropriate building heights
- Appropriate transitioning and setbacks
- Appropriate land uses
- Sustainable design, energy efficient
- Accommodates needed uses
- Rationalizes driveway entrances

4. Push for Quality Public Spaces:

- Express district identity and heritage
- Protect urban tree canopy and sun access
- Provide safe places and linkages, cohesive and organized
- Environment responsive designs
- Gateways and nodes at logical locations
- Opportunities for various scales
- Connections to the waterfront and existing parks
- Views to the waterfront

5. Improve Transportation and Transit

- Reduce congestion
- Slow traffic, improve safety
- Reliable transit, introduce LRT along Lakeshore Road
- Bus stops pedestrian design
- More crosswalks or signal lights
- Bike lanes
- Workable parking strategy

General Site Information

Length of Lakeshore Road in Lakeview District: Approx. 4 kms

Adjacent Land Uses:

- Main Street Commercial **
- Business Employment
- High Density Residential
- Medium Density Residential
- Motor Vehicle Commercial
- Utility
- Greenbelt
- Public Open Space

** Generally the most common land use along the corridor is Main Street Commercial, Zoned C4. These areas along Lakeshore Road East allow a variety of commercial uses - retail, food sales, office, recreation, education, financial, parking lot and personal services. The height of commercial buildings are determined by the type of roof: sloped roofs are between 2-3 storeys or 10.7-16 metres (whichever is less); flat roofs are between 2-3 storeys or 9-12.5 metres (whichever is less). It is also important to note that apartment dwelling units are allowed above the first storey of a commercial building.

Points of Interest:

- Lakeshore Road will remain 4 lanes with a centre turning lane.
- Typical Lakeshore Road East ROW throughout Lakeview District is 30-35m. The section from Greaves Ave to Hydro Road is 44m.
- Plans for high order transit along Hurontario Street from Port Credit connecting into Brampton are being considered.
- North side of street is mostly 2 storey Main Street Commercial
- Design concept was developed for 1998 District Policy Plan (see next pages)



Lakeshore Road will remain 4 lanes with continuous turning lane.



Additional Right-of-Way, of approximately 9.0m, on the south side adjacent to the industrial area .

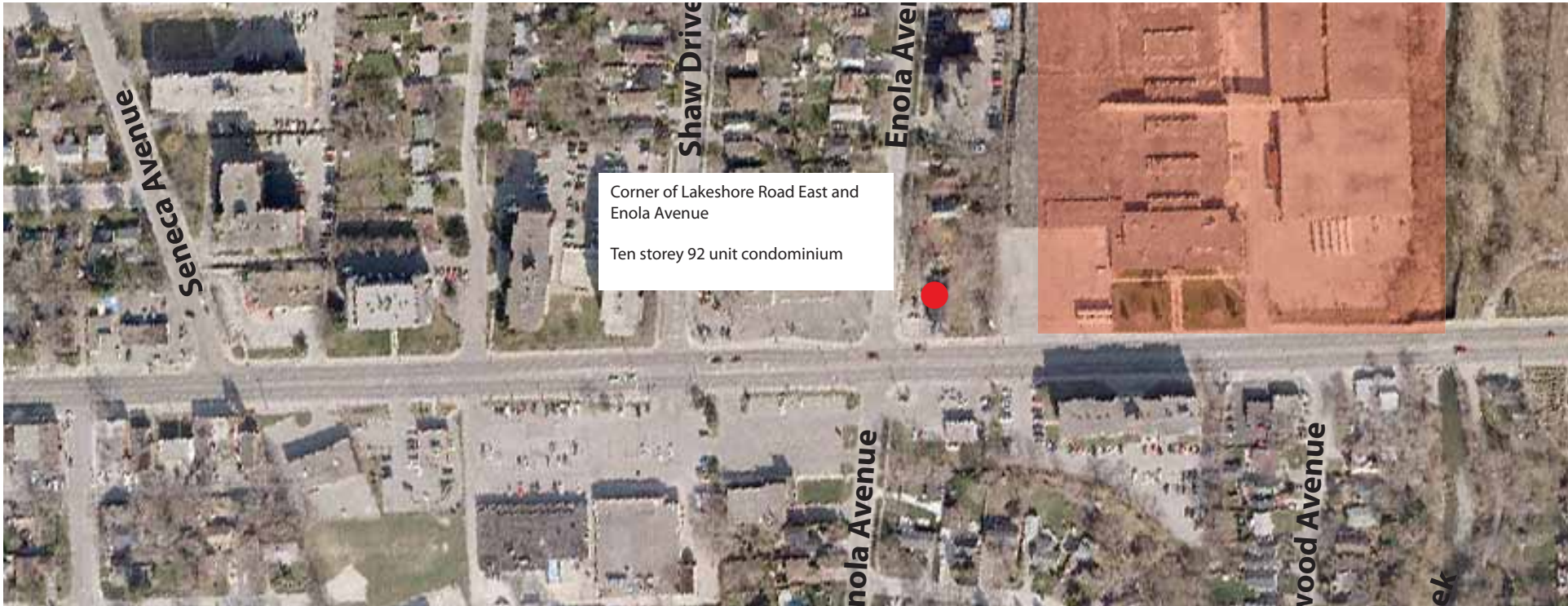


Land use on north side is mostly Main Street Commercial.

The existing built form along Lakeshore Road East is characterized by a mixture of retail, highway commercial, industrial and residential uses, some of which were built to outmoded standards. This design concept describes the type of redevelopment which is required to transform Lakeshore Road East into a high profile "showcase" street appropriate to an increasingly urbanized City.

- Objectives
- a. Reduce the automobile-oriented character of Lakeshore Road East.
 - b. Develop a built form which creates an attractive pedestrian environment along Lakefront Promenade, along Cawthra Road between the railway tracks and Lakeshore Road East, and along Lakeshore Road East in the areas near Cawthra Road and near Lakefront Promenade.
- Guidelines
- a. On lands designated Mixed Commercial along Lakeshore Road East, comprehensive developments are encouraged which also incorporate the adjacent residential lands. Such development would have commercial uses adjacent to Lakeshore Road East, residential uses on the portion designated residential, and parking internal to the development with the parking covered by a landscaped deck which serves as amenity space for the residential units.
 - b. The commercial component of Mixed Commercial areas should be developed as storefront retail outlets with building faces close to the street, display windows, and parking at the rear. This provides greater visual interests for pedestrians and avoids the existing clutter of parked cars in front of buildings, as well as improving access conditions from a traffic perspective.
 - c. The amenity space for the residential component of Mixed Commercial areas should include private open space such as rooftop decks or terraces; grade level open space should have adequate privacy, sufficient screening from parked cars and direct connection to the unit for which it is intended.
 - d. The development of two storey buildings adjacent to Lakeshore Road East in Mixed Commercial areas is encouraged. Two storey buildings create a stronger sense of enclosure for the street and thus make a more comfortable pedestrian space.
 - e. Well-defined pedestrian walkways should be provided to facilitate pedestrian movement from parking areas to the street.

- f. In General Industrial areas along Lakeshore Road East and along Lakefront Promenade, the character of most existing industrial developments should be preserved, especially the large, well landscaped front yards with no parking between the building and the street. Any redevelopment should also exhibit this character in order to support the emerging pedestrian environment.
- g. The development of marine oriented uses is encouraged as a complement to the harbour activity of Lakefront Promenade Park.
- h. Sites adjacent to watercourses or open spaces should be developed to highlight those spaces by avoiding parking areas adjacent to them at the street line. Site landscaping should blend with and emphasize the watercourses or open spaces.



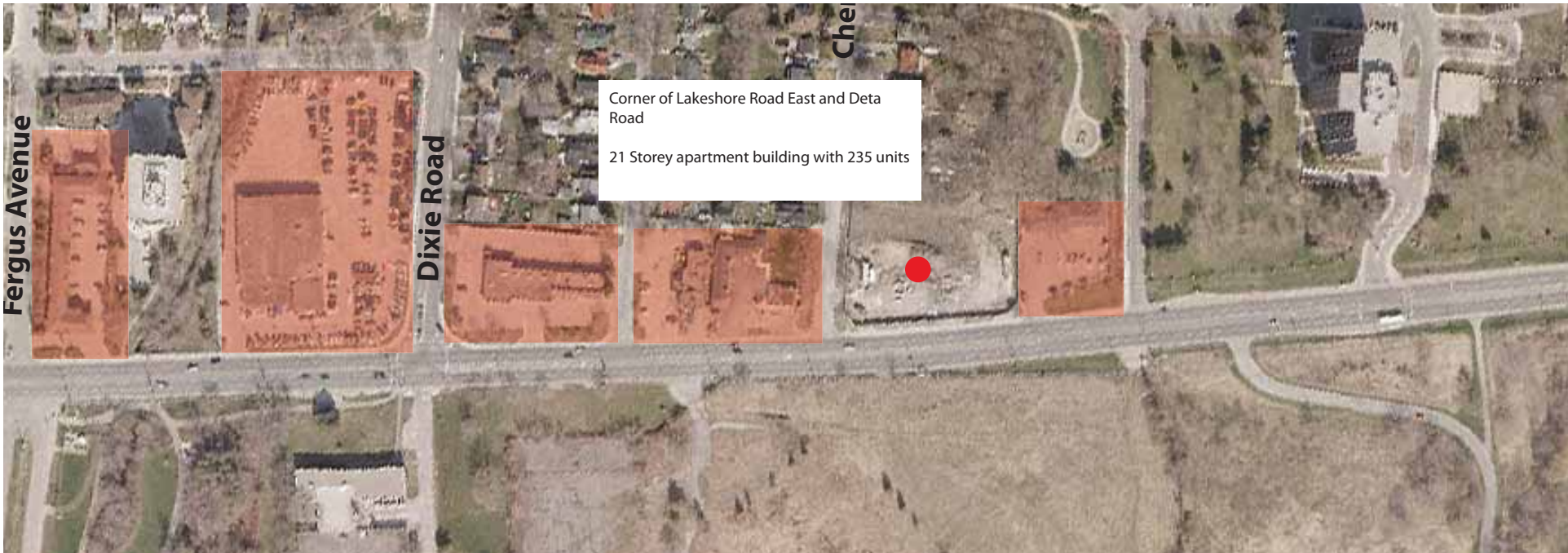
Cawthra Road Character Area





Industrial Area Character Area





Arsenal Park Character Area



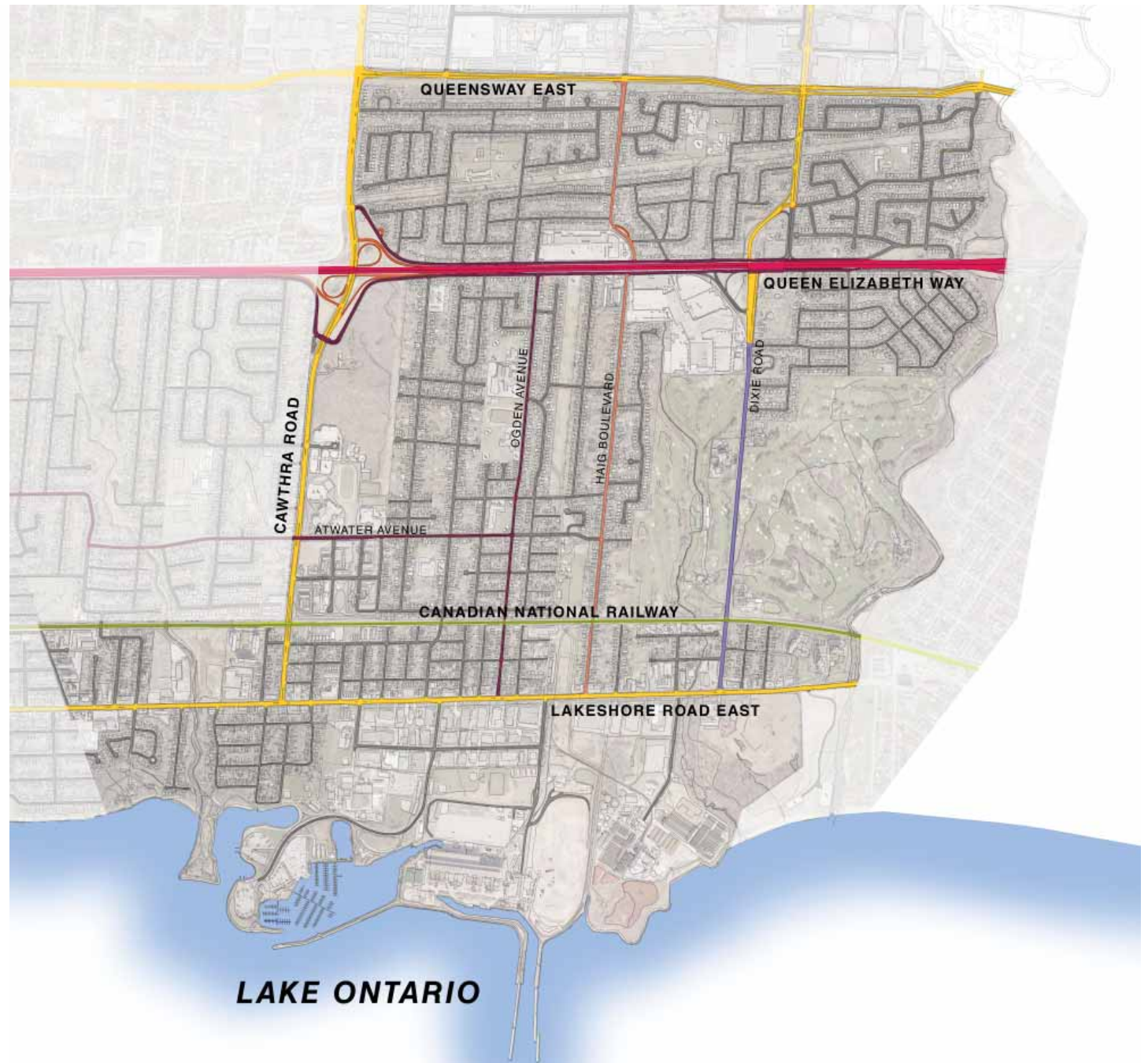
Arsenal Park Character Area



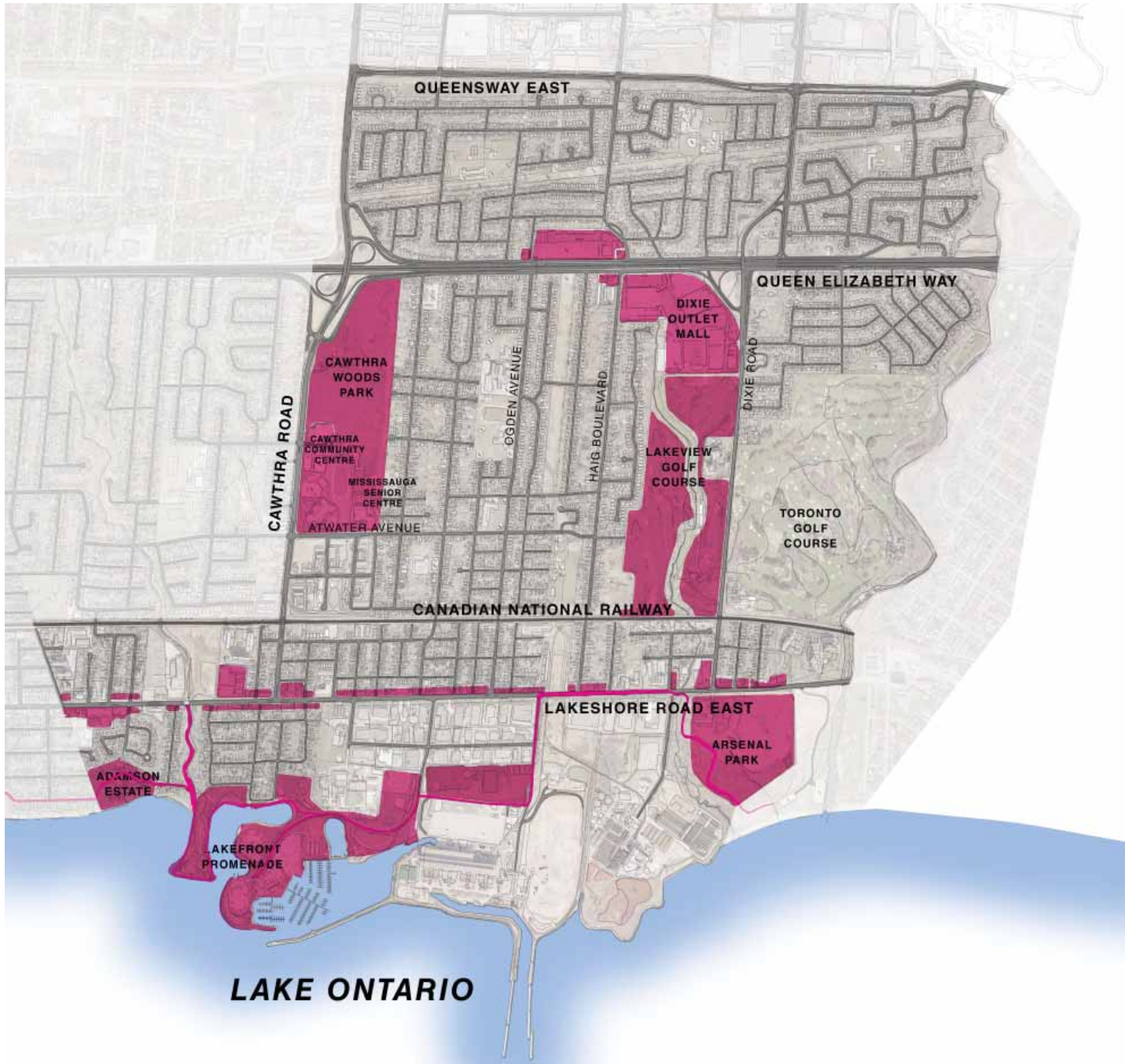
Cawthra Road Character Area

LEGEND

- Arterial
- Major Collector
- Minor Collector
- Existing Commuter Rail
- Major Collector (Scenic Route)



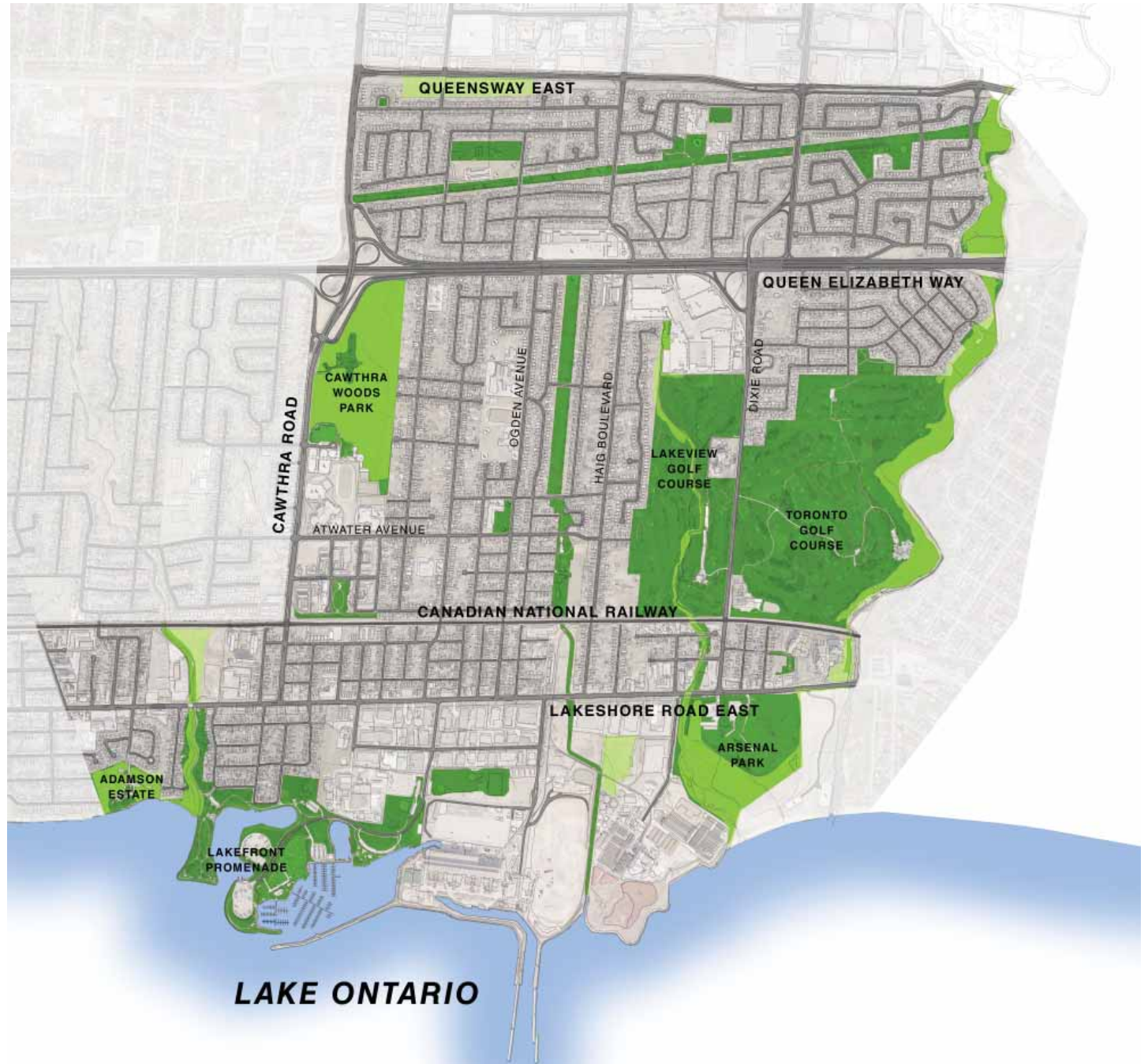
Roadway Hierarchy



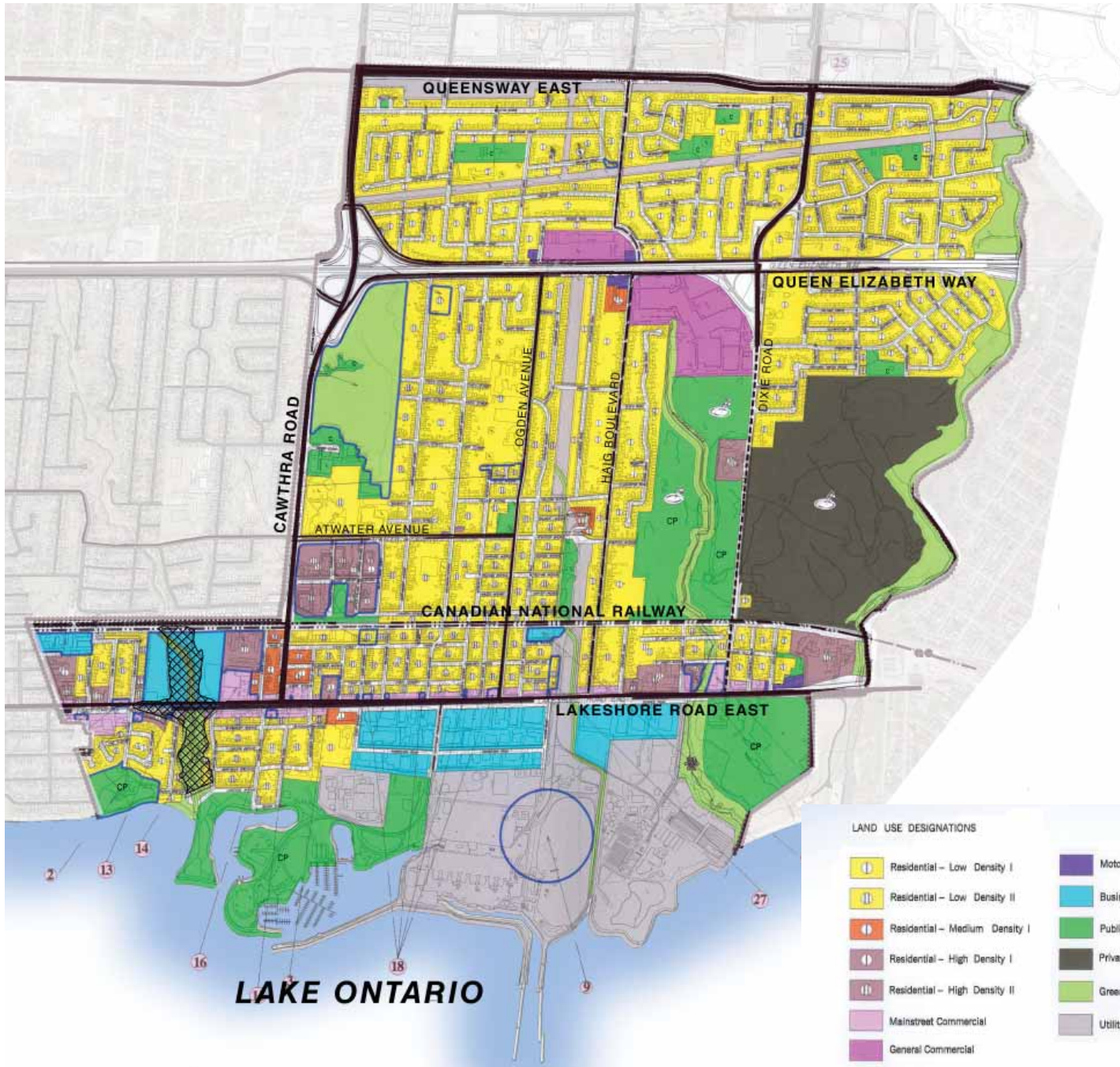
Destinations

LEGEND

-  Green Spaces
-  Natural Areas Overlay



Parks and Natural Areas



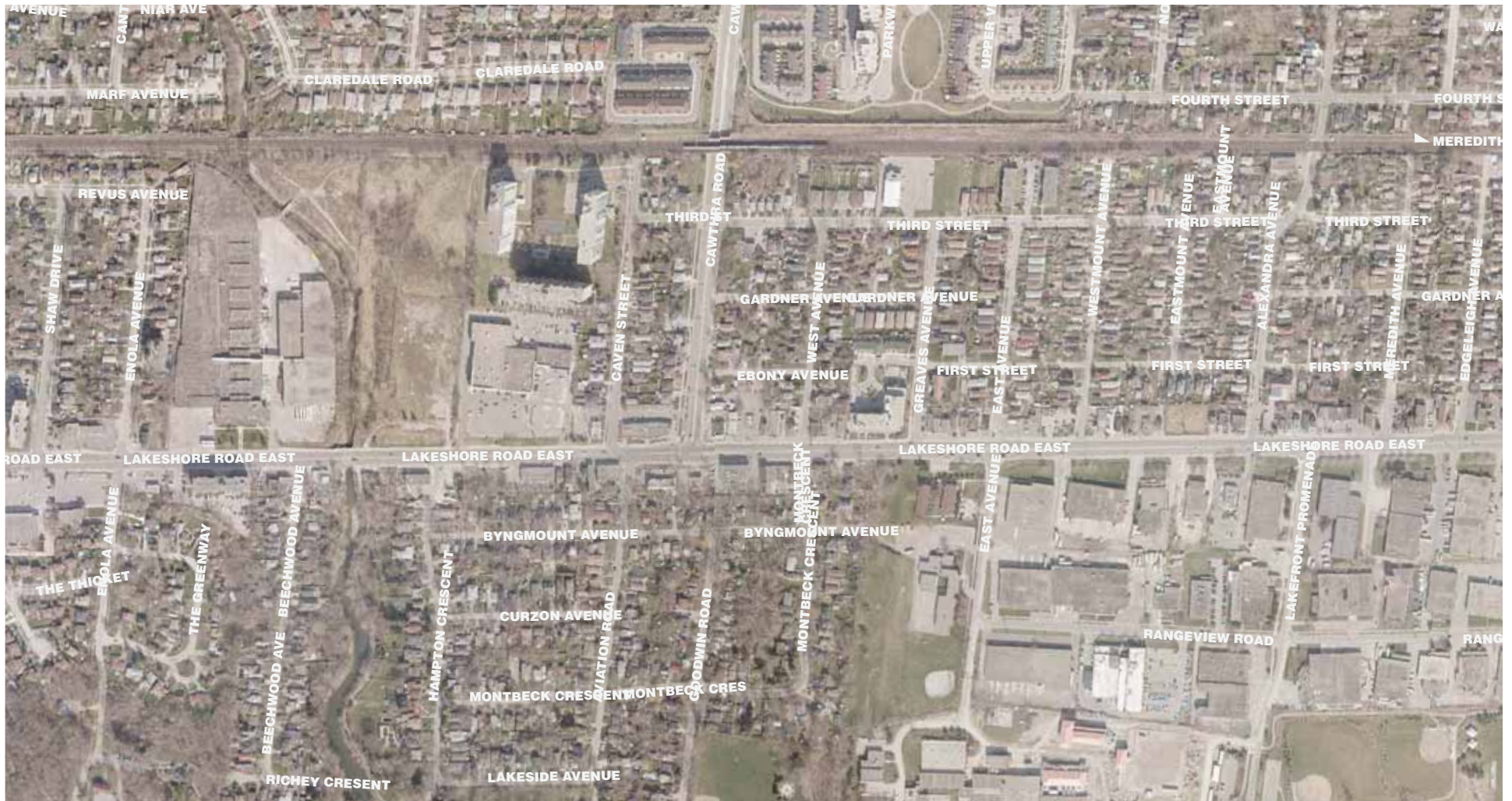
Existing Land Use Designations

LAND USE DESIGNATIONS

- Residential - Low Density I
- Residential - Low Density II
- Residential - Medium Density I
- Residential - High Density I
- Residential - High Density II
- Mainstreet Commercial
- General Commercial
- Convenience Commercial
- Motor Vehicle Commercial
- Business Employment
- Public Open Space
- Private Open Space
- Greenbelt
- Utility

LAND USE LEGEND

- Regulatory Floodplain
- Golf Course
- Proposed Stormwater Management Facility
- Planning District
- Special Site Areas (See Special Site Policies)



Street Network



Traffic signals:

Legend:

Triangular symbol represents
City controlled signal

Stop sign symbol represents
Region of Peel controlled signal

Circle symbol represents MTO
controlled signal



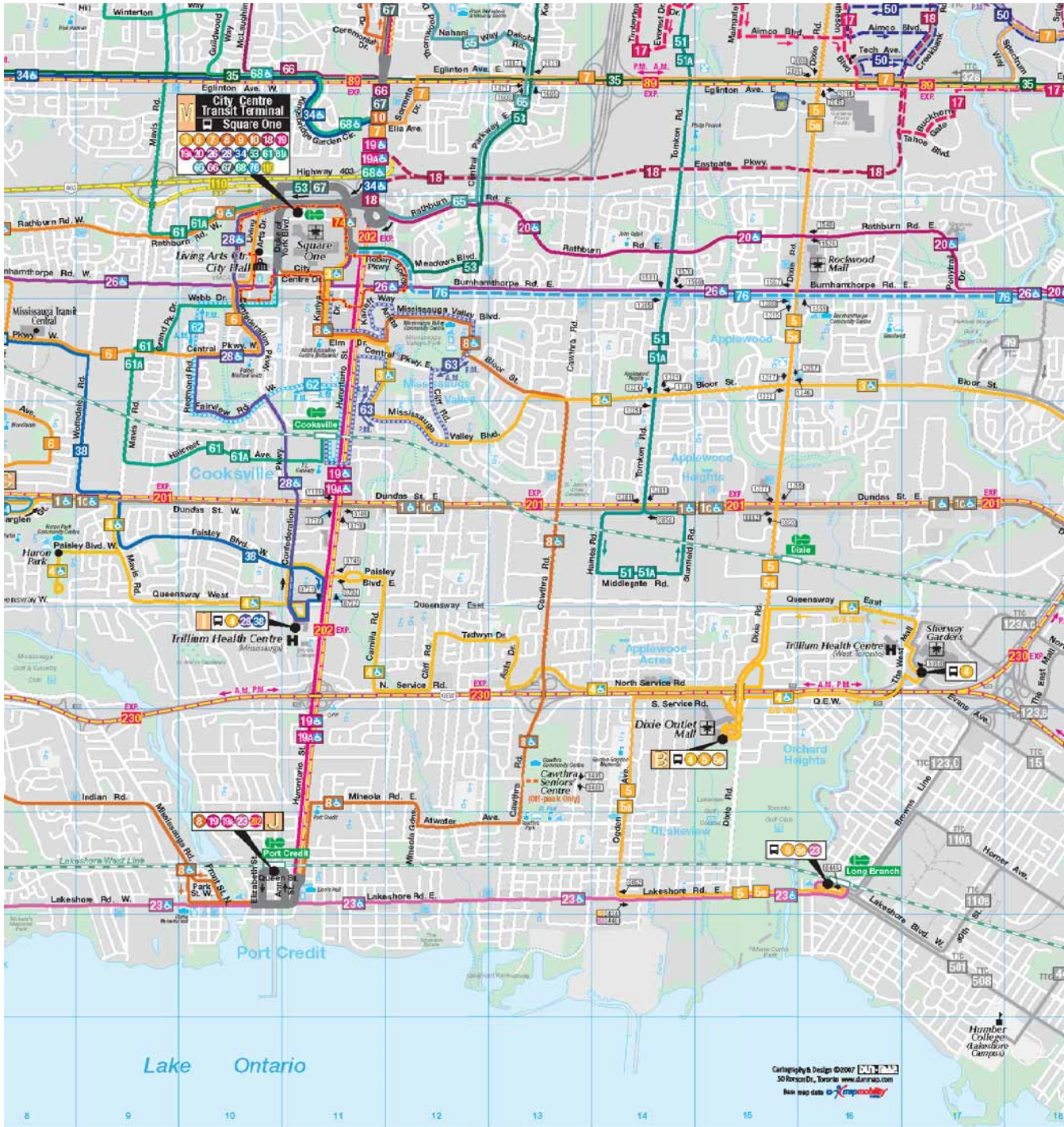
Existing Traffic Signal Plan

Mississauga Transit weekday service map

Scale 1:36 500 (approx.)
0 1/2 1 Kilometre
0 1/4 1/2 Mile

Legend

- Regular Route
 - Rush Hour (Peak) Route
 - Express Rush Hour Route
 - Express Route
 - Limited Service Routes
 - GO Train Shuttle
 - City Centre Shuttle
 - Multiple Routes on Street
 - Route Terminal
 - Route with Accessible Buses
 - Route Direction
 - Major Bus Stop
 - Oakville Transit Route
 - Brampton Transit Route
 - TTC Route
 - TTC Bloor-Danforth Subway
 - GO Train & Station
-
- Major Shopping Centres
 - Square One L 11
 - Westwood Mall B 22
 - Sheridan Centre Q 4
 - South Common Centre M 4
 - Meadowvale Town Centre D 4
 - Erin Mills Town Centre J 4
 - Dooe Outlet Mall R 15
 - Rockwood Mall L 16
 - Westdale Mall N 6
 - Sherway Gardens Q 17
 - Woodbine Centre E 24
-
- Hospitals
 - Credit Valley Hospital K 5
 - Trillium Health Centre Q11/Q12
-
- University & College
 - Humber College U17/B24
 - University of Toronto at Mississauga (Erindale Campus) N 6
 - Sheridan College A 11
-
- Community Centres
 - Public High Schools
 - Separate High Schools





Bicycle Trail Network



Waterfront Trail Through Clarkson Area



Waterfront

Lakeview District

District Place Making Background Booklet



Legend	
	Natural Area
	Vegetative Communities
	Special Management Area
	City Boundary
	Residential Woodland
	Parks
	Creeks
	Provincially Significant Wetland

Waterfront Parks and Watercourses