MISSISSAUGA

DECLARATION

Section 17 of the Planning Act

Applicant: **City of Mississauga**

Municipality **City of Mississauga**

Our File: **OPA 89**

I, Sacha Smith, Deputy Clerk, solemnly declare,

1. That the decision in respect of the above-noted matter was made on July 4, 2018 when By-law Number 0169-2018 was enacted and that notice as required by Section 17 of the Planning Act was given on July 12, 2018.

2. That no appeal to the Local Planning Appeal Tribunal of the decision in respect of the above-noted matter was received under Section 17 of the Planning Act within the time specified for submitting an appeal.

And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

Declared before me

at the City of Mississauga

in the Regional Municipality of Peel

This 1st day of August, 2018.

Commissioner of Oaths

Saima Tufail, a Commissioner, etc.,
Province of Ontario, for the
Corporation of the City of Mississauga.
Expires March 13, 2021.

Declarant
Sacha Smith, Manager & Deputy Clerk

NOTICE OF PASSING AN OFFICIAL PLAN AMENDMENT
Subsection 17(24) of the Planning Act

File Number:	OPA **89**
Municipality:	City of Mississauga
Subject Lands:	Lakeview Employment Character Area
Date of Decision:	July 4, 2018
Date of Notice	July 12, 2018
Last Date of Appeal:	**July 31, 2018**

A decision was made on the date noted above to approve Official Plan Amendment Number **89** to the **Mississauga Official Plan** for the City of Mississauga as adopted by **By-law 0169-2018**.

Purpose and Effect of the Official Plan Amendment
The purpose of this amendment is to add a new Major Node Character Area and to change the land use designation of the subject lands from Utility, Business Employment and Greenlands to Residential Medium Density, Mixed Used, Public Open Space, Institutional, Business Employment and Greenlands. A copy of By-Law **0169-2018** adopting this Amendment is attached.

When and How to File An Appeal
Any appeal to the Local Planning Appeal Tribunal must be filed with the City of Mississauga no later than 20 days from the date of this notice as shown above as the last date of appeal.

The appeal should be sent to the attention of the City Clerk, at the address shown below and it must,

(1) set out the specific part of the proposed official plan amendment to which the appeal applies.

(2) set out the reasons for the request for the appeal, and

(3) be accompanied by the fee prescribed under the Local Planning Appeal Tribunal Act in the amount of $300.00 payable by certified cheque or money order to the Minister of Finance, Province of Ontario.

(4) be accompanied by an administration fee of $150.00, payable by Certified Cheque to the Treasurer of City of Mississauga.

If you wish to appeal, a copy of an appeal form is available from the LPAT website at www.elto.gov.on.ca.

Who Can File an Appeal
Only individuals, corporations or public bodies may appeal a decision of the City of Mississauga to the Local Planning Appeal Tribunal. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be made in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the plan was adopted, the person or public body made oral submissions at a public meeting or written submissions to the Council of the City of Mississauga or, in the opinion of the Local Planning Appeal Tribunal, there are reasonable grounds to add the person or public body as a party.

When the Decision is Final
The proposed official plan amendment is exempt from approval by the Regional Municipality of Peel. The decision of the City of Mississauga is final if a Notice of Appeal is not received on or before the last date of appeal noted above.

Getting Additional Information
Additional information about this amendment is available for public inspection during regular office hours at the City of Mississauga at the address noted below or from **Karin Phuong of the City of Mississauga, Planning and Building Department at (905) 615-3200 X-3806.**

Mailing Address for Filing a Notice of Appeal
City of Mississauga
Office of the City Clerk
300 City Centre Drive
MISSISSAUGA ON L5B 3C1

Amendment No. 89

to

Mississauga Official Plan

By-law No. 0169-2018

A by-law to Adopt Mississauga Official Plan Amendment No. 89

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act,* the Ministry of Municipal Affairs authorized the Regional Municipality of Peel ("Region" or "Regional"), an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 89, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding policy changes and mapping modifications to establish a Lakeview Waterfront Major Node Character Area;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. The document attached hereto, constituting Amendment No. 89 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 4 day of July 2018.

ORIGINAL SIGNED BY
BONNIE CROMBIE

Signed _____
MAYOR

ORIGINAL SIGNED BY
SACHA SMITH

Signed _____
CLERK

Amendment No. 89

to

Mississauga Official Plan

The following text, Maps "A" to “J” and Attachments 1 and 2 attached constitute Amendment No. 89.

Also attached but not constituting part of the Amendment are Appendices I, II and III.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated June 11, 2018, pertaining to this Amendment.

Appendix III is a copy of the Planning and Building Department report dated November 15, 2016 pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to add a new Major Node Character Area and to change the land use designation of the subject lands from Utility, Business Employment and Greenlands to Residential Medium Density, Mixed Use, Public Open Space, Institutional, Business Employment and Greenlands.

LOCATION

The lands affected by this Amendment are located south of Lakeshore Road East to Lake Ontario, and from East Avenue to the Toronto municipal boundary. The subject lands are located in the Lakeview Employment Character Area, as identified in Mississauga Official Plan.

BASIS

Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals to the Local Planning Appeal Tribunal.

The subject lands include the following designations: Utility, Business Employment and Greenlands. The Utility designation permits utility buildings, water treatment facility, and sewage treatment facility. Additionally, Special Site 6 of the Lakeview Local Area Plan (LLAP) permits an electric power generating facility. The Business Employment designation allows for a variety of business employment uses such as a commercial school, conference centre, manufacturing, research and development, restaurant, and warehousing, distributing and wholesaling. The Greenlands designation permits uses such as conservation, passive recreational activity, parkland and flood control and/or erosion management.

An official plan amendment is required to add a new Major Node Character Area policy section and to redesignate the subject lands from Utility, Business Employment and Greenlands to Residential Medium Density, Mixed Use, Public Open Space, Institutional, Business Employment and Greenlands.

The proposed Amendment represents good planning, is acceptable from a planning standpoint, and should be approved for the following reasons:

1. The proposed Amendment supports the Inspiration Lakeview Master Plan which established a Vision for the revitalization of the waterfront lands to create a new sustainable community. The Master Plan included extensive public and stakeholder consultation, and was received by City Council.

2. The proposed Amendment implements the Mississauga Strategic Plan "Prosper" Pillar for change that we will create a model sustainable community on the waterfront.

3. The proposed Amendment implements Mississauga Official key guiding principles that supports and sustains the Natural Heritage System; protects, enhances and restores natural features, areas and linkages; promotes a strong and sustainable diversified economy; provides a range of mobility options; plans for a wide range of housing, jobs and community infrastructure resources; and supports the creation of a distinct, vibrant, and complete community.

4. The proposed Amendment permits redevelopment of the subject lands as an intensification area where growth is directed and planned for as a complete community including a mix of housing, retail, office, culture, institutional and recreational uses.

5. The policies include appropriate heights and land uses that complement the urban waterfront context.

6. The proposed Amendment is consistent with and conforms to the Growth Plan for the Greater Golden Horseshoe (2017) and the Provincial Policy Statement (2014).

Details regarding this Amendment are contained in the Planning and Building report dated June 11, 2018 and attached as Appendix II.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 5.3.2, Major Nodes, of Mississauga Official Plan, is hereby amended by adding the following to the end of the second paragraph:

   and the Lakeview Waterfront node is located on the proposed ***higher order transit*** corridor on Lakeshore Road.

2. Section 5.3.2.1, Major Nodes, of Mississauga Official Plan, is hereby amended by adding the following:

   c. Lakeview Waterfront

3. Section 5.3.3, Community Nodes, of Mississauga Official Plan, is hereby amended by deleting the following text from the fourth paragraph:

   Lakeview Node

4. Section 5.3.3.1, Community Nodes, of Mississauga Official Plan, is hereby amended by deleting "c. Lakeview" and replacing the first sentence with the following:

   There are nine community nodes in Mississauga:

5. Table 8-2: Road Classification – Major Collectors, Create a Multi-Modal City, of Mississauga Official Plan, is hereby amended to add new streets and right-of-way widths as follows:

Character Area	Street	From	To	Jurisdiction	R-O-W Range
Waterfront Major Node	Lakefront Promenade/ Street 'G'	Lakeshore Rd. E.	Street 'D'	Mississauga	26 m - 35 m
Lakeview Waterfront Major Node	Street 'D'	Street 'G'	Street 'J'	Mississauga	26 m - 35 m
Lakeview Waterfront Major Node	Hydro Road/ Street 'J'	Lakeshore Rd. E.	Street 'D'	Mississauga	26 m - 35 m

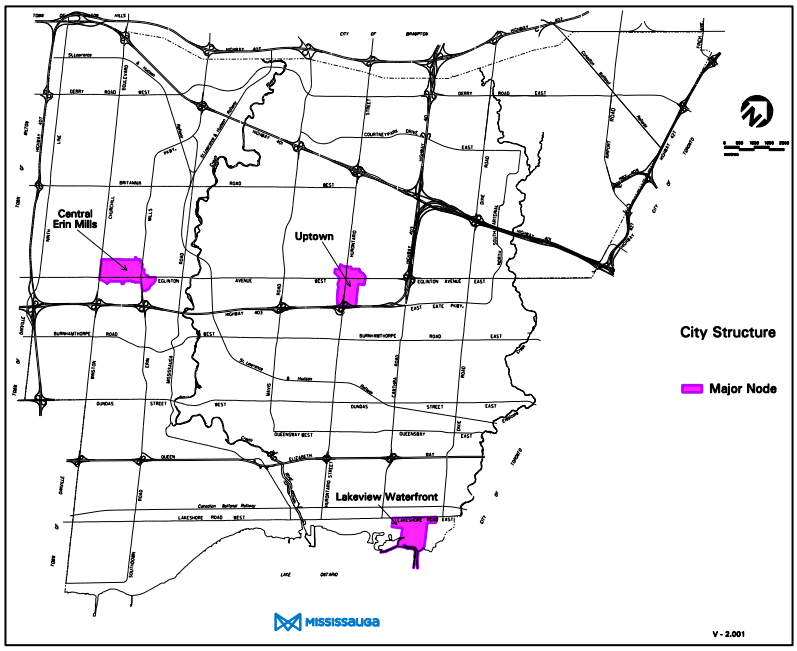
6. Table 8-3: Road Classification – Minor Collectors, Create a Multi-Modal City, of Mississauga Official Plan, is hereby amended by deleting the following row from the table:

Lakeview Employment Area	Lakefront Promenade	Lakeshore Rd. E.	Approximately 87 m south of Rangeview Rd.	Mississauga	30 m

7. Section 13.1, Introduction, Major Nodes, of Mississauga Official Plan, is hereby amended by adding "Lakeview Waterfront" and replacing the first sentence with the following:

   There are three Major Nodes Character Areas in Mississauga:

8. Section 13.1, Introduction, Major Nodes, of Mississauga Official Plan, is hereby amended in order to identify the Lakeview Waterfront area as a new Major Node by replacing Map 13-1: City Structure – Major Nodes with the following:



9. Section 13.1.3, Mixed Use, Major Nodes, of Mississauga Official Plan, is hereby amended by deleting policy 13.1.3.1 and replacing it with the following:

   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:

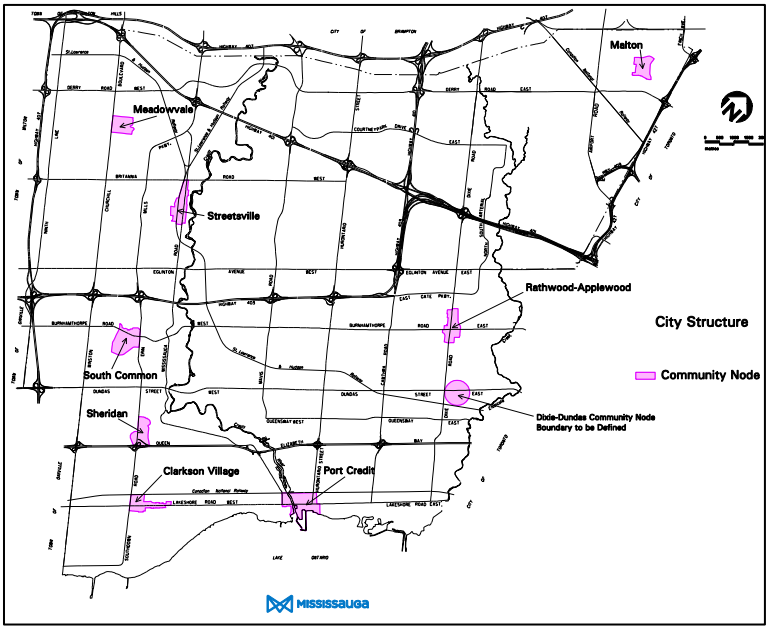
   a. Major office.

10. Chapter 13, Major Nodes, of Mississauga Official Plan, is hereby amended by adding new Character Area policies identified as section, 13.4, Lakeview Waterfront. The new policies are included in Attachment 1 of this Amendment.

11. Section 14.1, Introduction, Community Nodes, of Mississauga Official Plan, is hereby amended by deleting "Lakeview" as a Community Node and replacing the first sentence with the following:

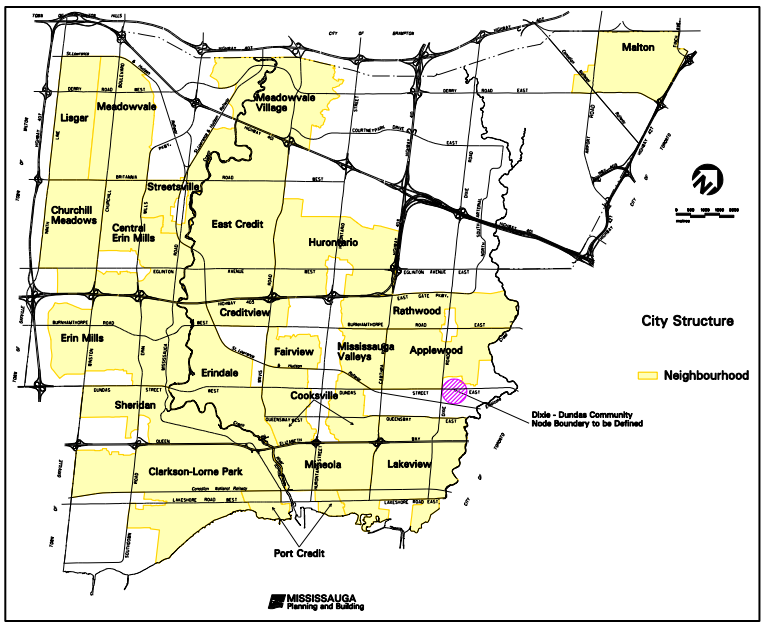
    There are nine Community Nodes Character Areas in Mississauga:

12. Section 14.1, Introduction, Community Nodes, of Mississauga Official Plan, is hereby amended by deleting Map 14-1 City Structure – Community Node and replacing it with the following:

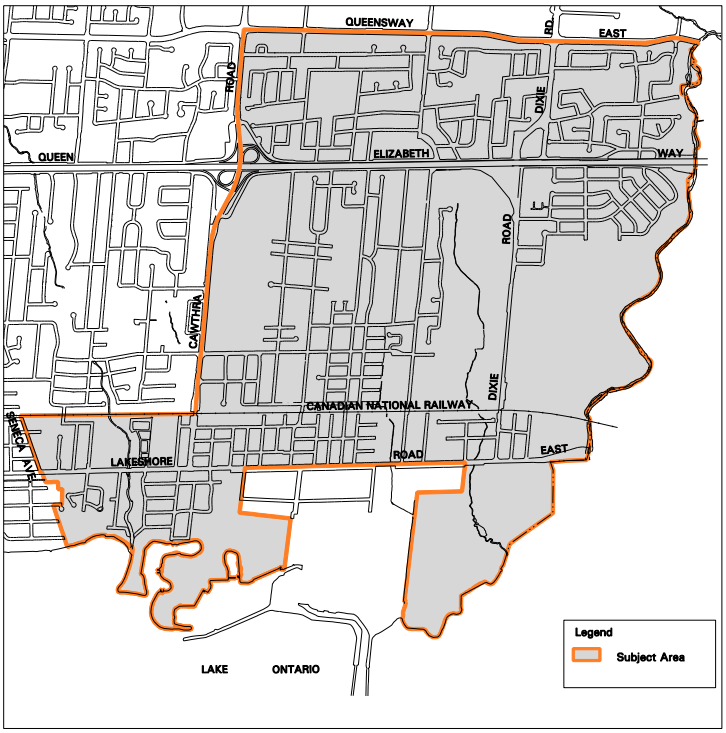


13. Chapter 14, Community Nodes, of Mississauga Official Plan, is hereby amended by deleting section 14.4, Lakeview, including Map 14-4: Lakeview Community Node Character Area.

14. Section 16.1, Introduction, Neighbourhoods, of Mississauga Official Plan, is hereby amended in order to identify lands east of the Lakeview Waterfront Major Node as part of the Lakeview Neighbourhood Character Area, by replacing Map 16-1: City Structure – Neighbourhoods with the following:



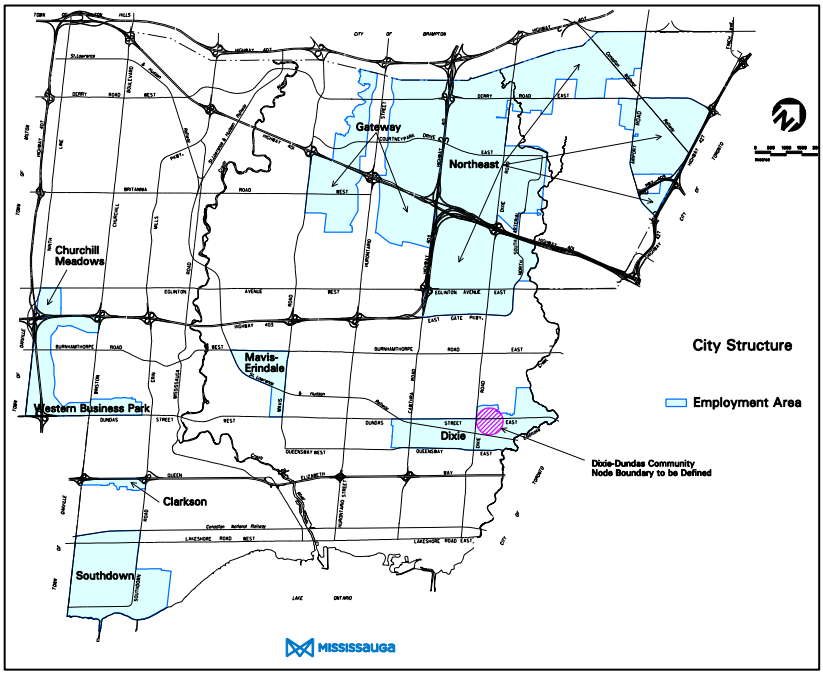
15. Section 16.13, Lakeview, Neighbourhood, of Mississauga Official Plan, is hereby amended in order to identify lands east of the Lakeview Waterfront Major Node as part of the Lakeview Neighbourhood Character Area, by replacing Map 16-13: Lakeview Neighbourhood Character Area with the following:



16. Section 17.1, Introduction, Employment Areas, of Mississauga Official Plan, is hereby amended by deleting "Lakeview" as an Employment Area and replacing the first sentence with the following:

    There are eight Employment Area Character Areas in Mississauga:

17. Section 17.1, Introduction, Employment Areas, of Mississauga Official Plan, is hereby amended by deleting Map 17-1: City Structure – Employment Areas and replacing it with the following:



18. Section 17.1.9, Industrial, Employment Areas, of Mississauga Official Plan, is hereby amended by deleting the following Character Area:

    Lakeview

19. Chapter 17, Employment Area, of Mississauga Official Plan, is hereby amended by deleting section 17.6, Lakeview, including Map 17-6: Lakeview Employment Area.

20. Schedule 1, Urban System, of Mississauga Official Plan, is hereby amended by revising the City Structure Element as shown on Map “A" of this Amendment.

21. Schedule 1a, Urban System – Green System, of Mississauga Official Plan, is hereby amended by identifying additional lands as Green System as shown on Map "B" of this Amendment.

22. Schedule 1b, Urban System – City Structure, of Mississauga Official Plan, is hereby amended by revising the City Structure Element as shown on Map "C" of this Amendment.

23. Schedule 2, Intensification Areas, of Mississauga Official Plan, is hereby amended by identifying the Lakeview Waterfront Major Node as shown on Map "D" of this Amendment.

24. Schedule 4, Parks and Open Spaces, of Mississauga Official Plan, is hereby amended by identifying additional areas as part of the Public Open Space, as shown on Map "E" of this Amendment.

25. Schedule 5, Long Term Road Network, of Mississauga Official Plan, is hereby amended by identifying Future Major Collector and Future Minor Collector roads in the long term road network as shown on Map "F" of this Amendment.

26. Schedule 6, Long Term Transit Network, of Mississauga Official Plan, is hereby amended by identifying a Future Enhanced Transit Route in the long term transit network as shown on Map "G" of this Amendment.

27. Schedule 8, Designated Right-of-Way Widths, of Mississauga Official Plan, is hereby amended by identifying additional designated Right-of-Way widths as shown on Map "H" of this Amendment.

28. Schedule 9, Character Areas, of Mississauga Official Plan, is hereby amended by revising the City Structure Elements as shown on Map "I" of this Amendment.

29. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the land use designations from lands from Utility, Business Employment and Greenlands to Residential Medium Density, Mixed Use, Public Open Space, Institutional, Business Employment and Greenlands as shown on Map "J" of this Amendment.

30. Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by making changes as shown in the attached Attachment 2 of this Amendment.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment.

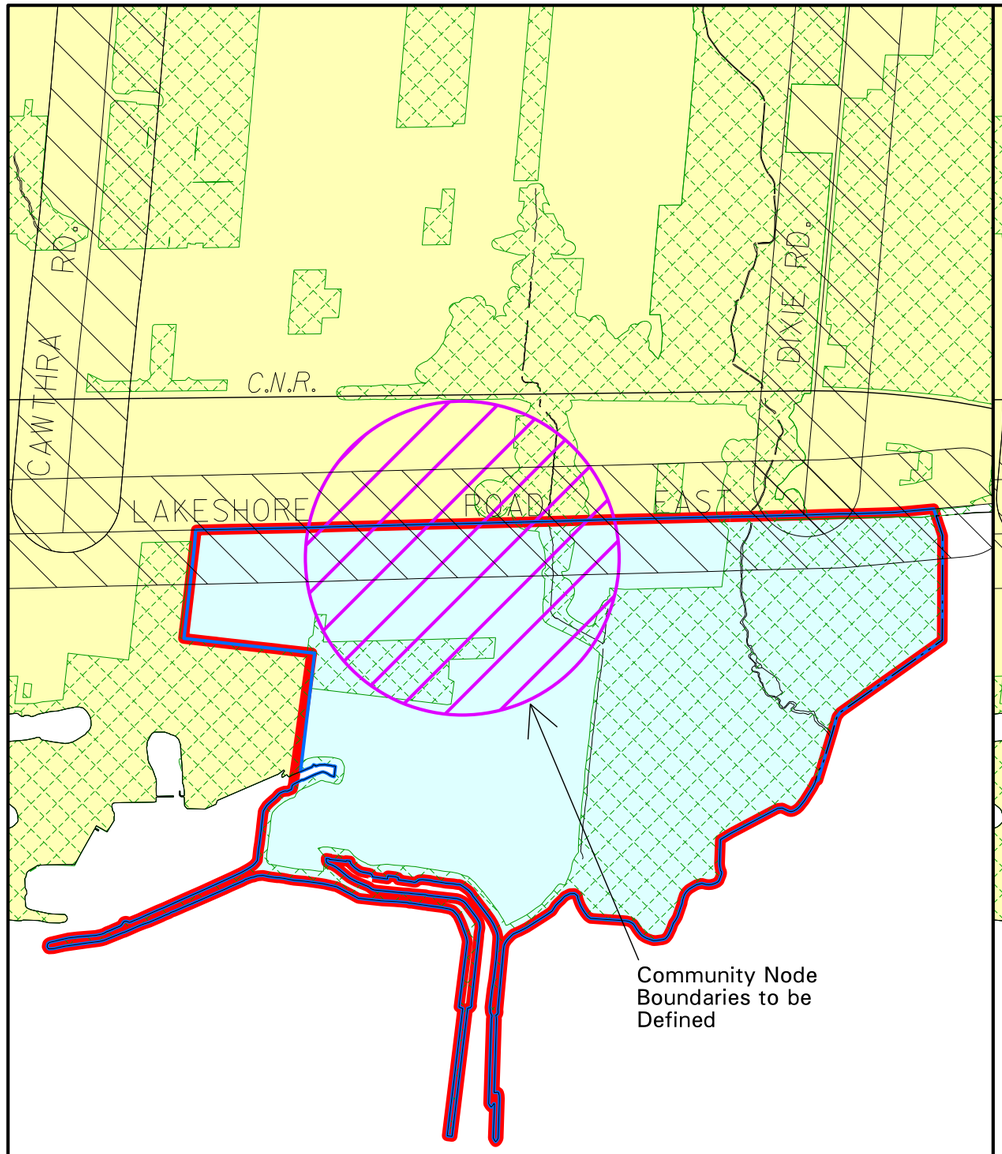
The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan March 21, 2018.

INTERPRETATION

The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

This Amendment supplements the intent and policies of Mississauga Official Plan.



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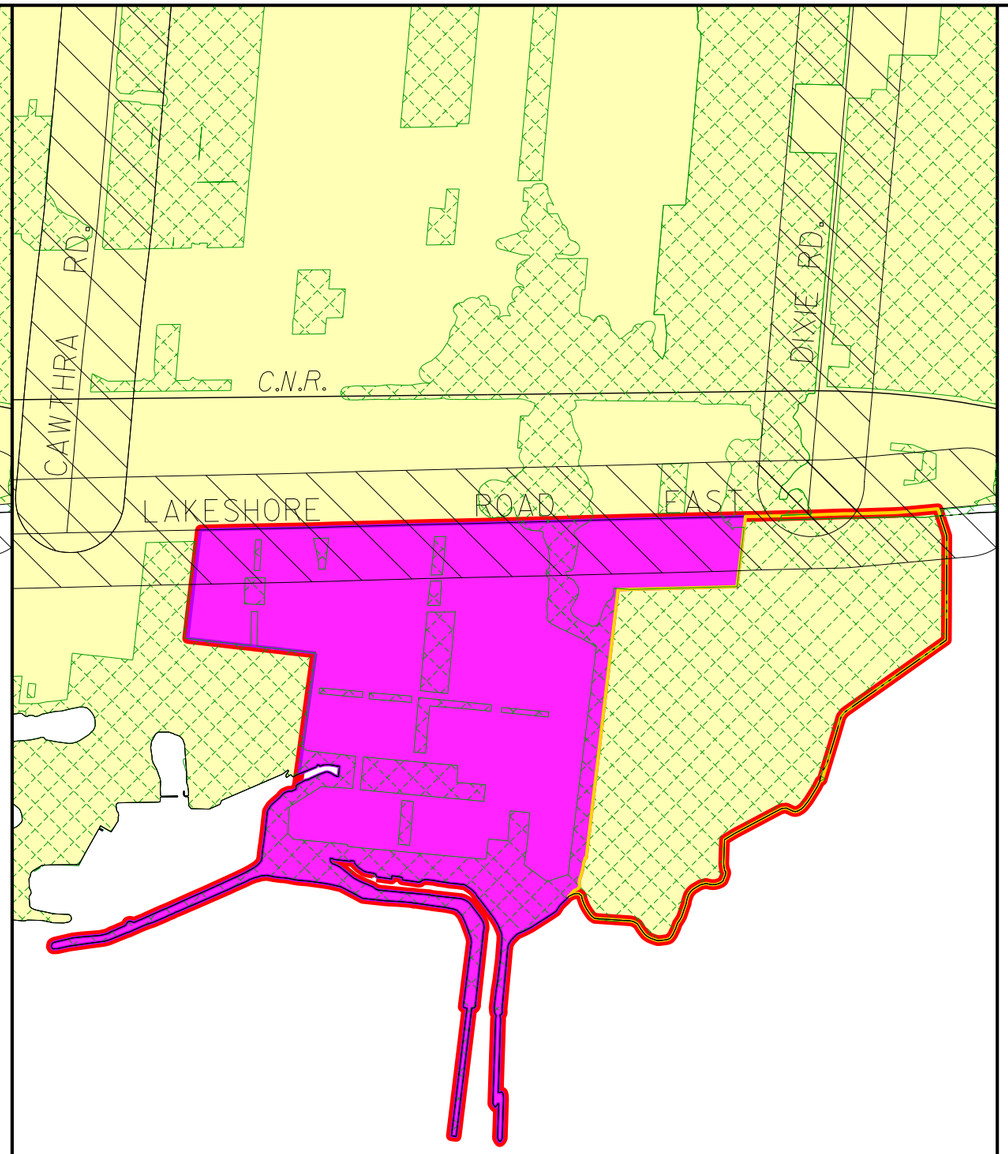

AMENDED

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 and Greenlands as part of the Green System

0 100 200 300 400 500
metres

MAP 'A'

Part of Schedule 1 Urban System of Mississauga Official Plan

MISSISSAUGA

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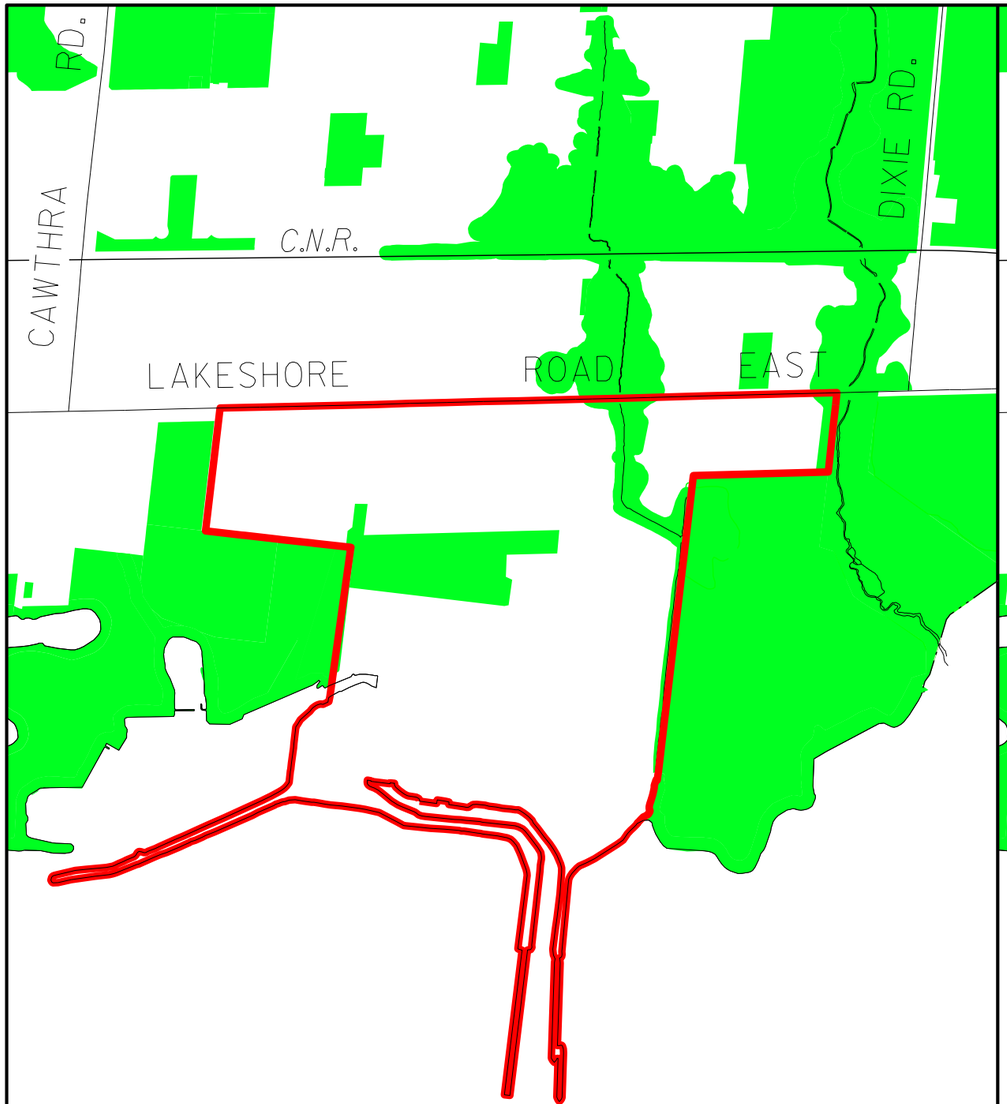

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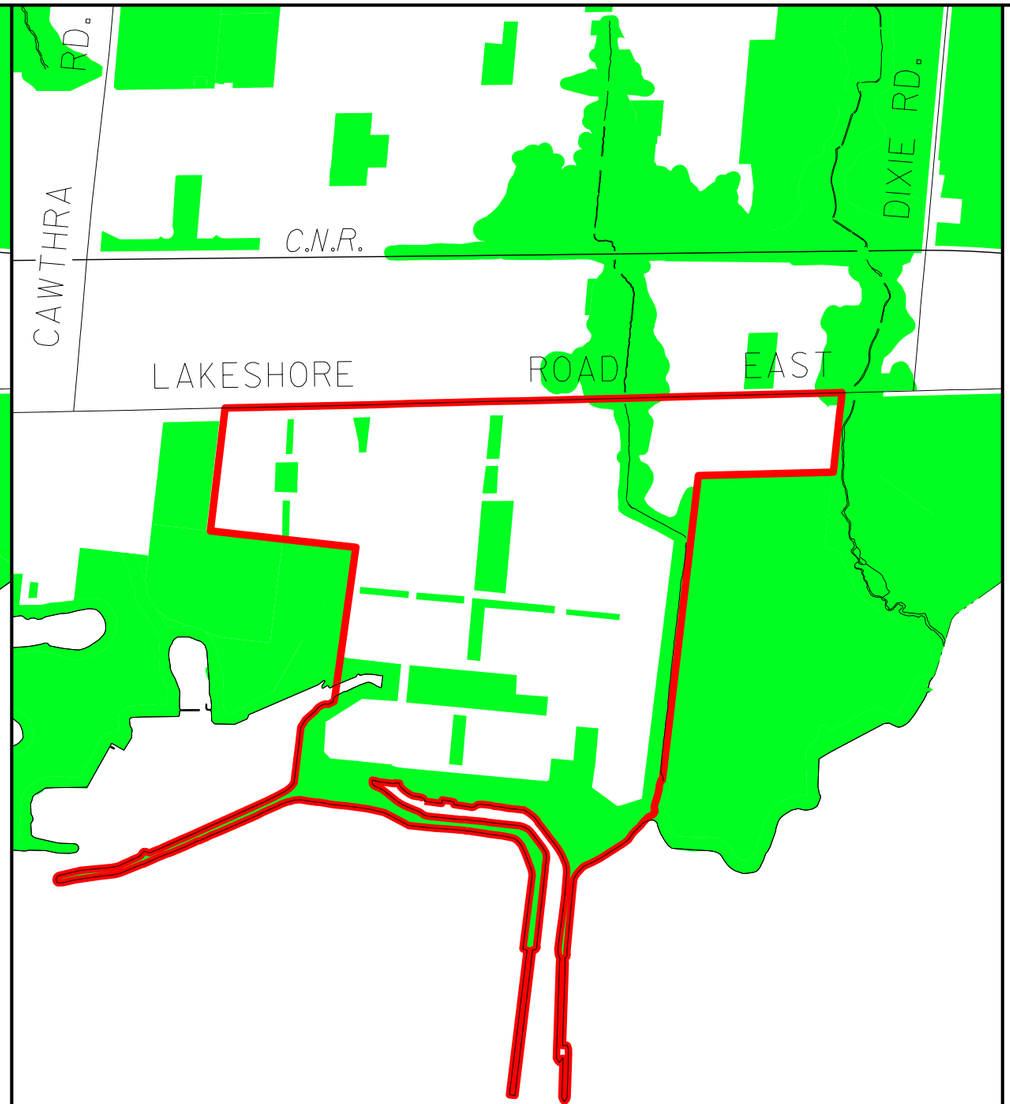

AMENDED

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 and Greenlands as part of the Green System

0 100 200 300 400 500
metres

MAP 'B'

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

MISSISSAUGA

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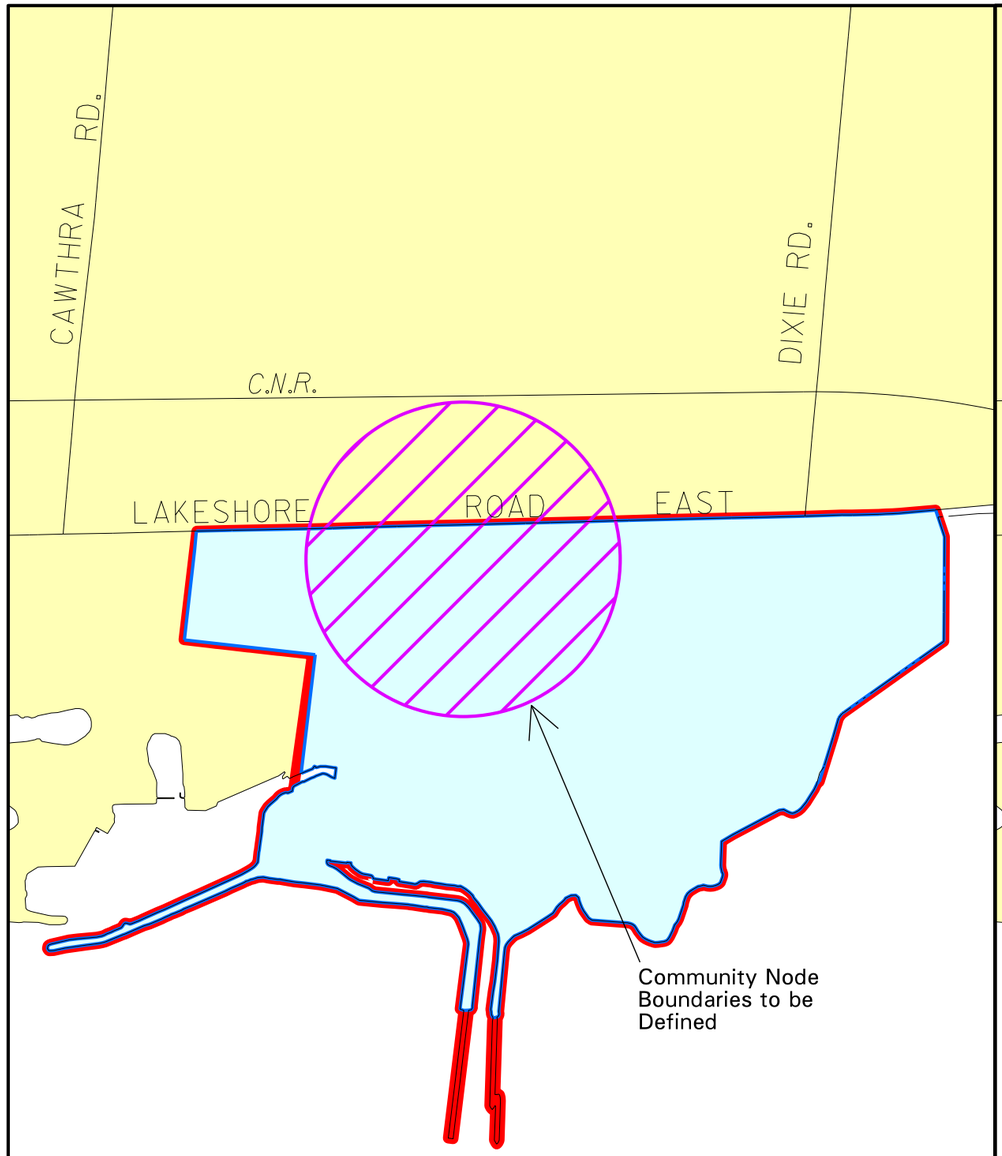

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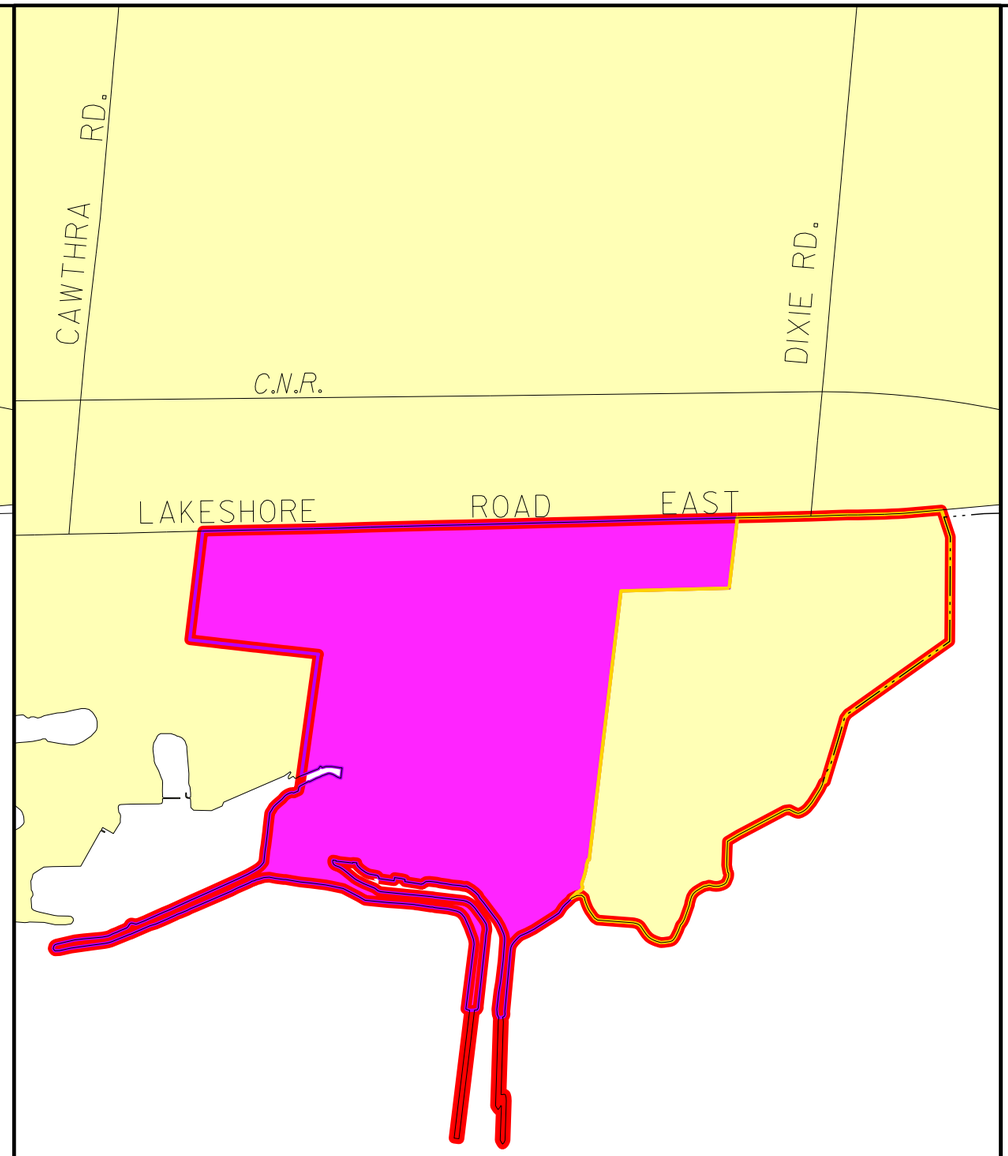

AMENDED

LEGEND:

Elements

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

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

0 100 200 300 400 500
metres

MAP 'C'

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

MISSISSAUGA

V - 5.003

2018/06/20

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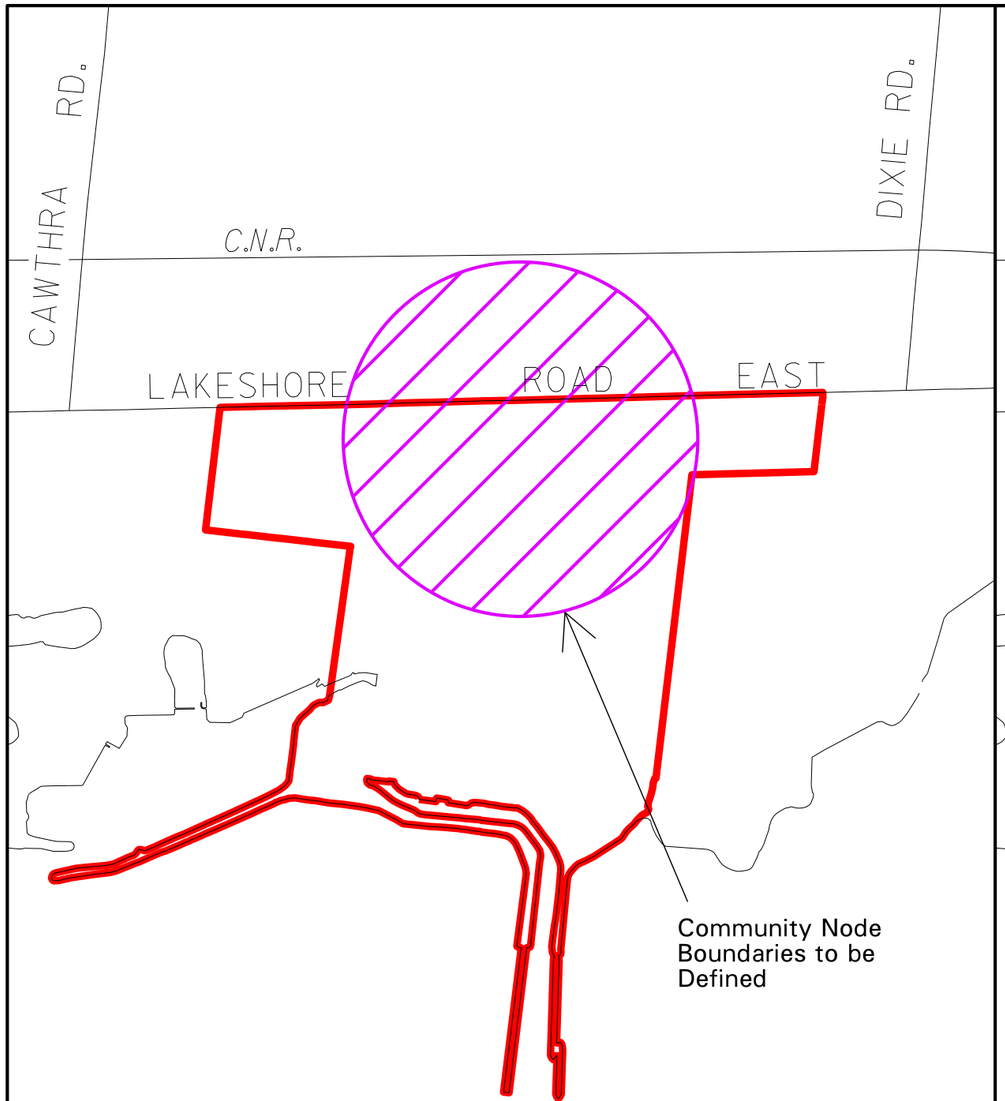

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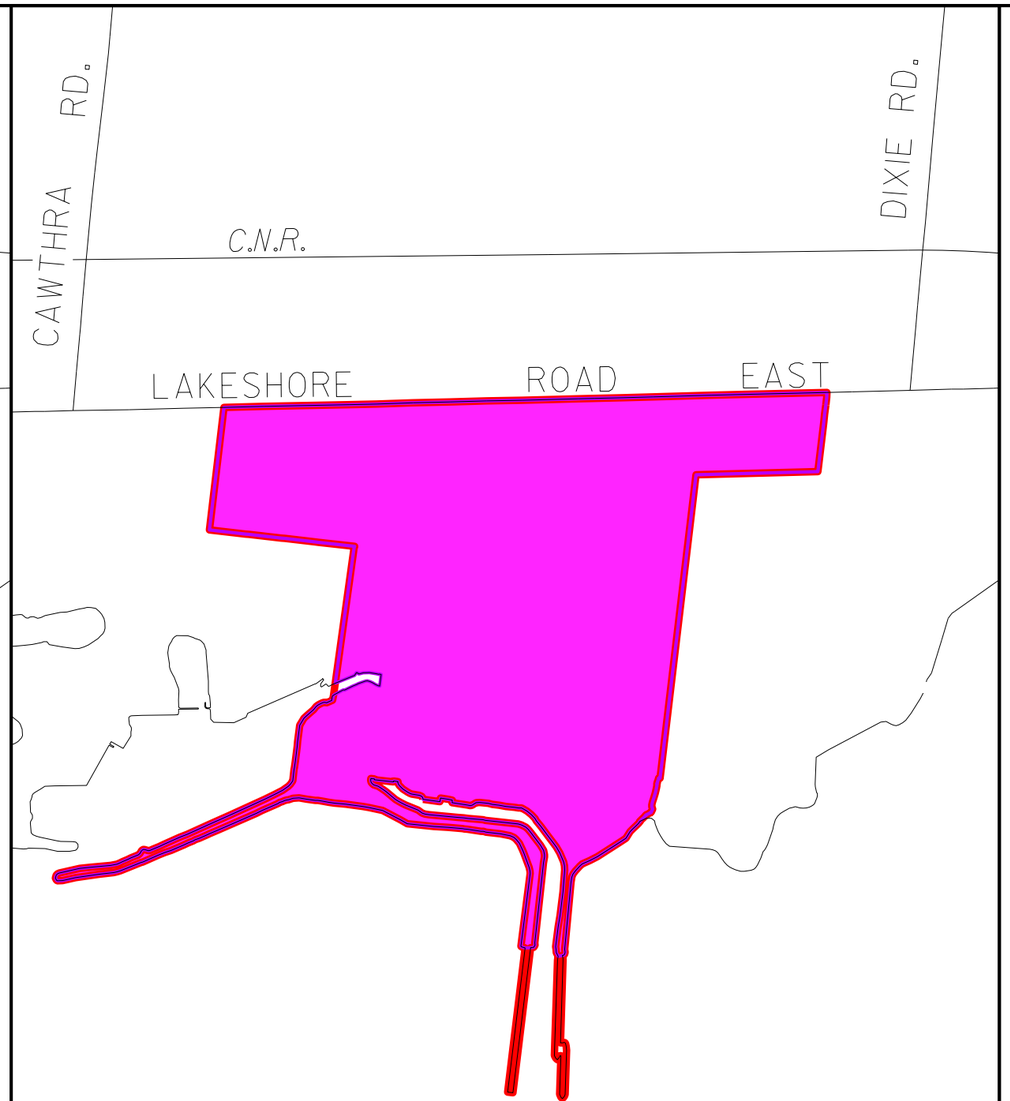

AMENDED

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

0 100 200 300 400 500
metres

MAP 'D'

Part of Schedule 2 Intensification Areas of Mississauga Official Plan

MISSISSAUGA

V - 5.003

2018/06/20

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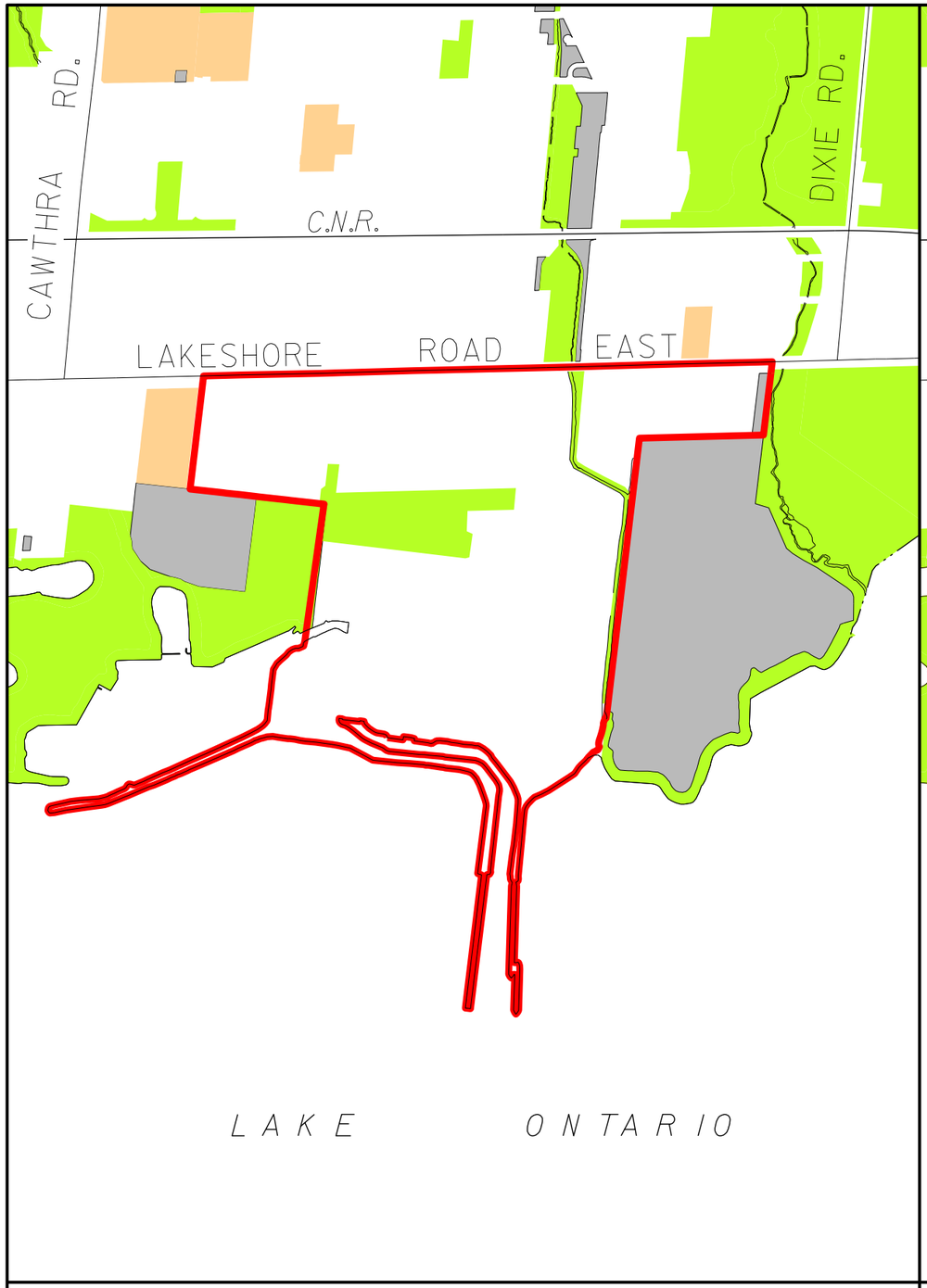

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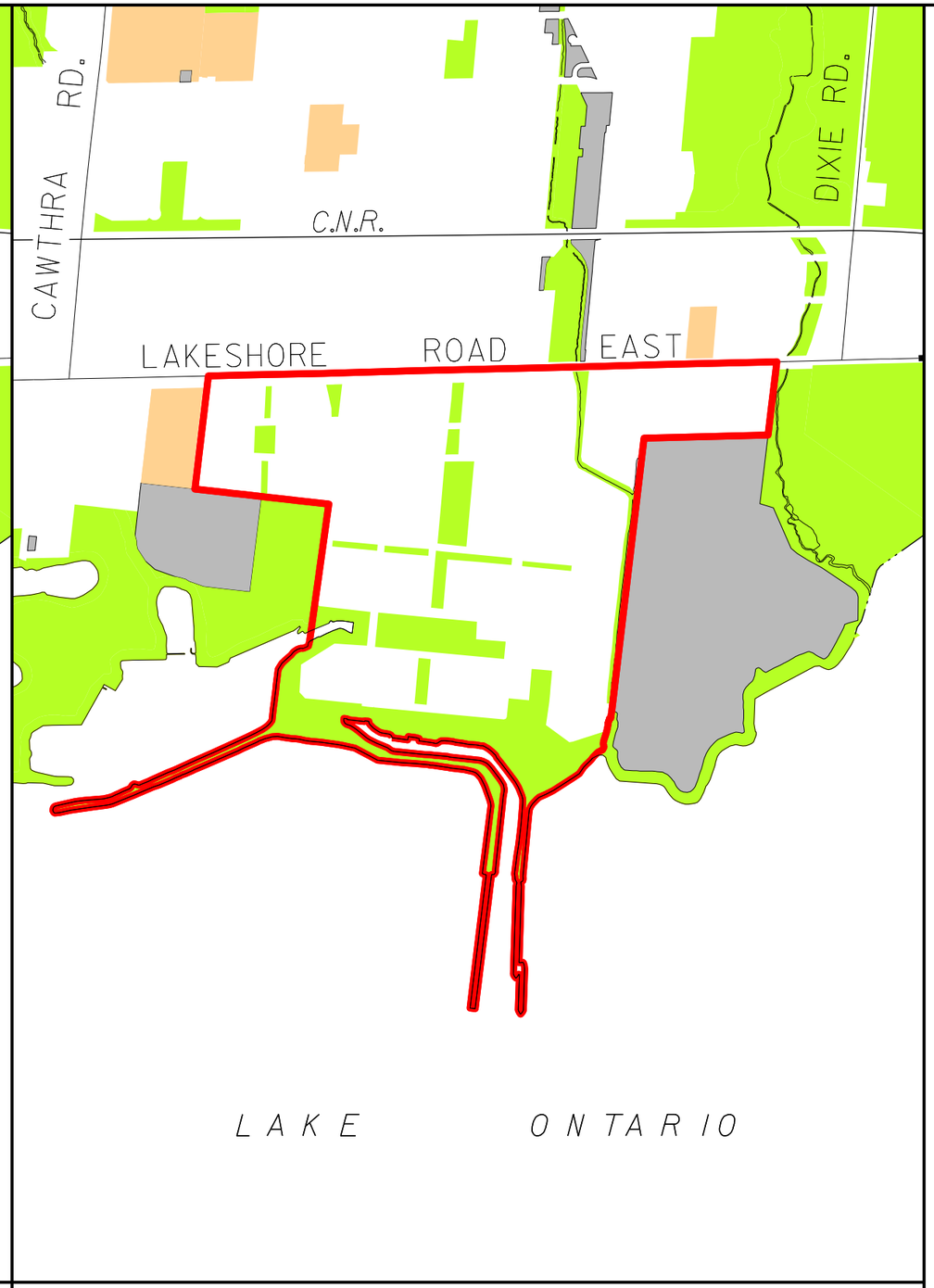

AMENDED

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:

Revision of Public Open Space and Utility areas

0 100 200 300 400 500
metres

MAP 'E'

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

MISSISSAUGA

V - 9.003

2018/06/20

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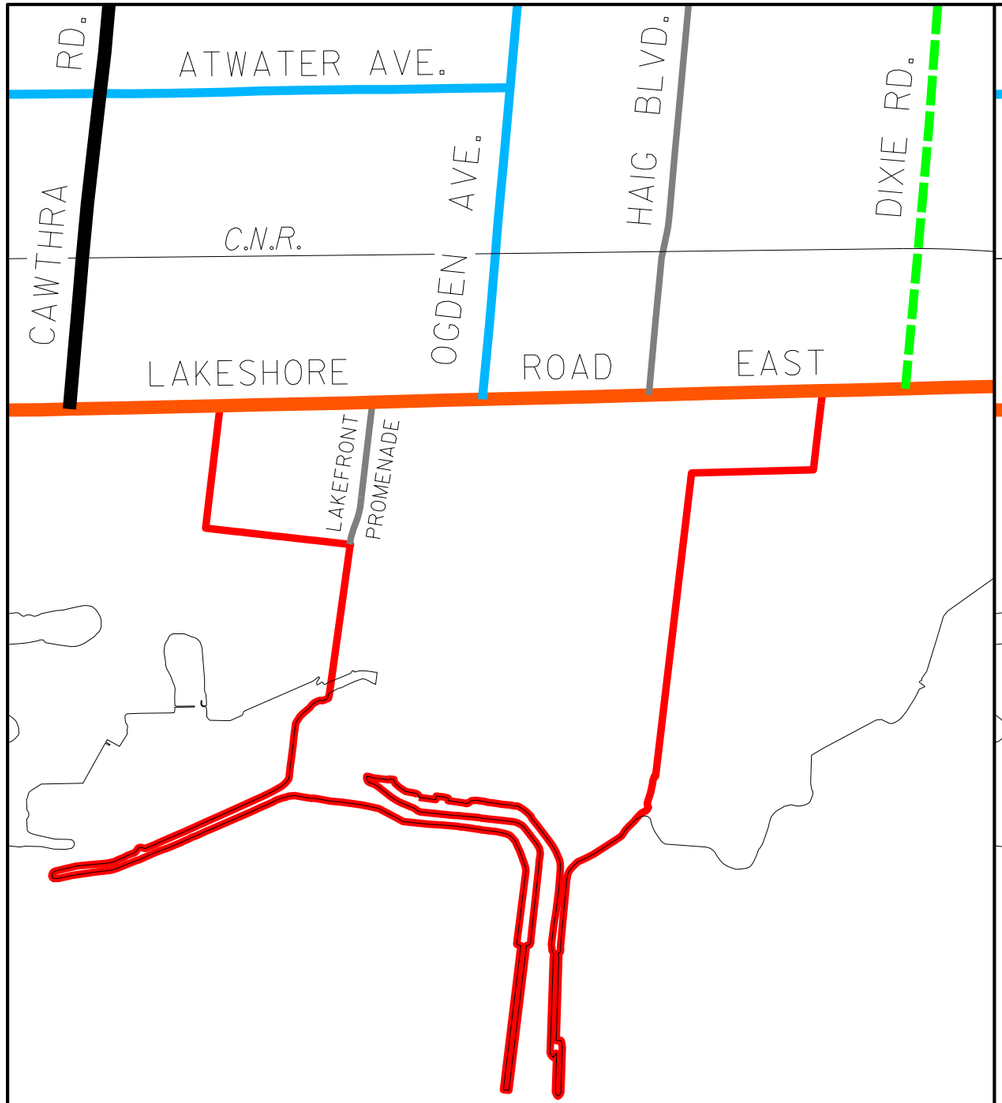

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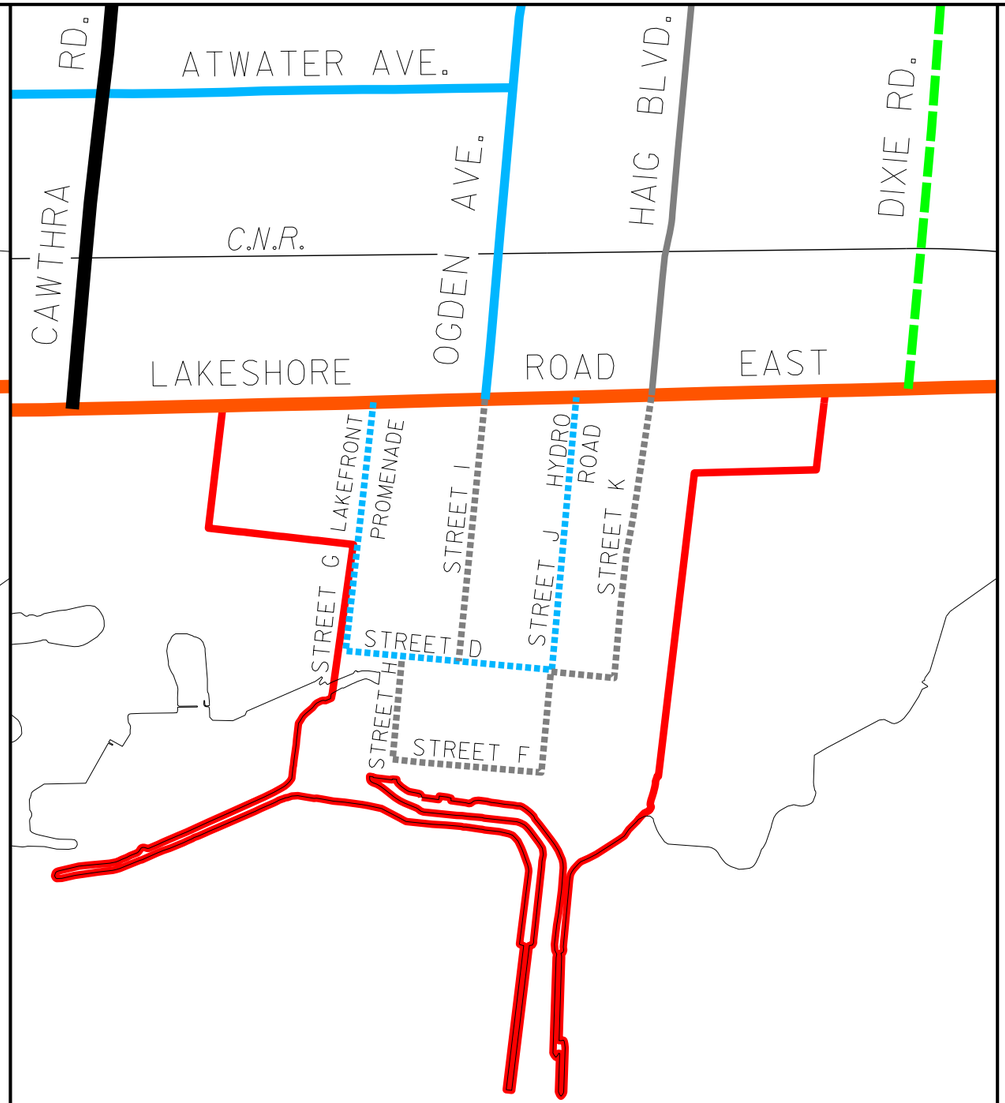

AMENDED

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 Major Collector (Conceptual) and Future Minor Collector roads

0 100 200 300 400 500
metres

MAP 'F'

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

MISSISSAUGA

V - 4.004

2018/06/20

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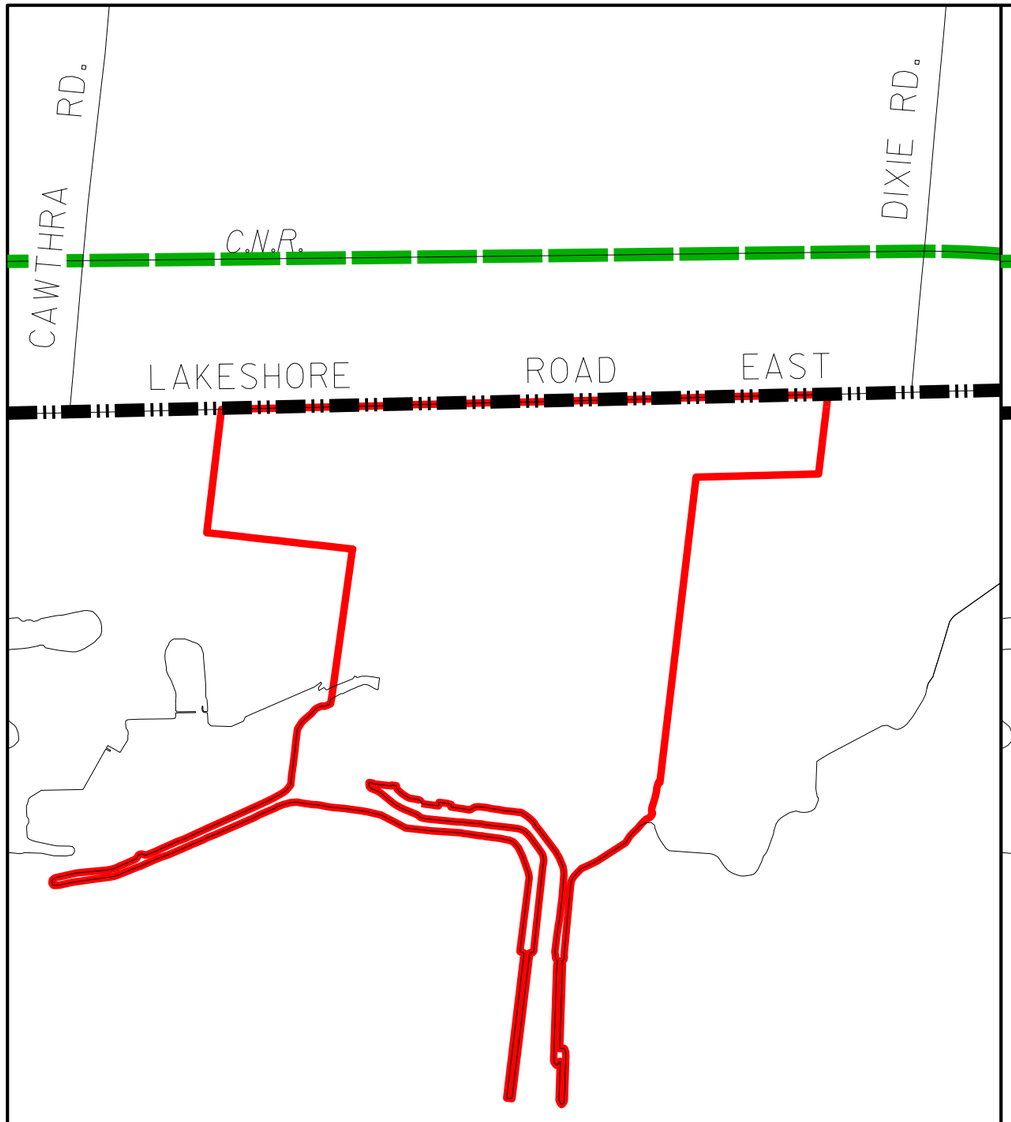

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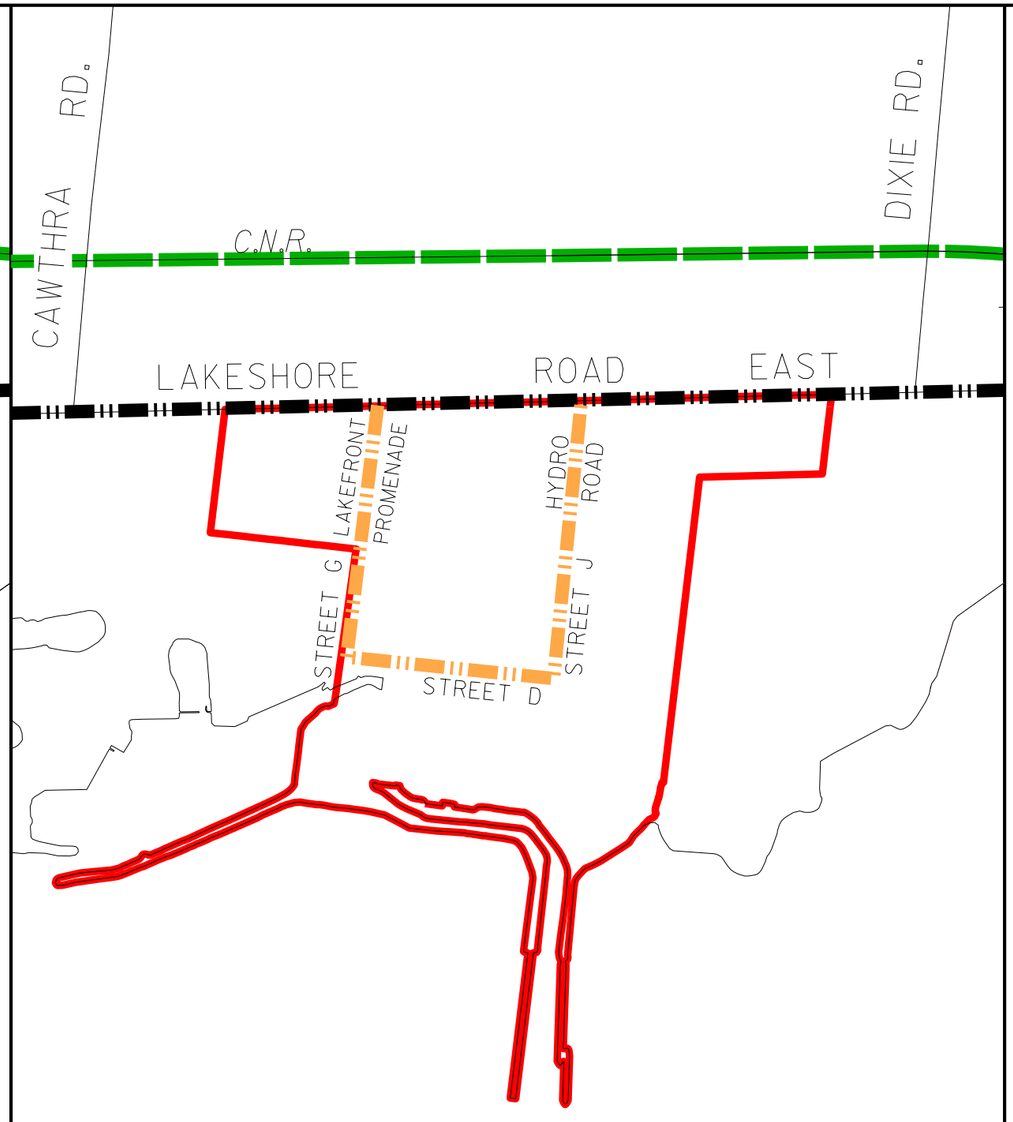

AMENDED

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
- Future Enhanced Transit Route

Notes:

1. Alignments and technologies for rapid transit services to Toronto - Lester B. Pearson International Airport will be subject to further studies involving all affected municipalities.
2. Roads shown on the map are not all under Mississauga jurisdiction.
3. All lines shown are conceptual.
4. Station locations and alignments for transit routes are shown conceptually.
5. 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 a Future Enhanced Transit Route

0 100 200 300 400 500
metres

MAP 'G'

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

MISSISSAUGA

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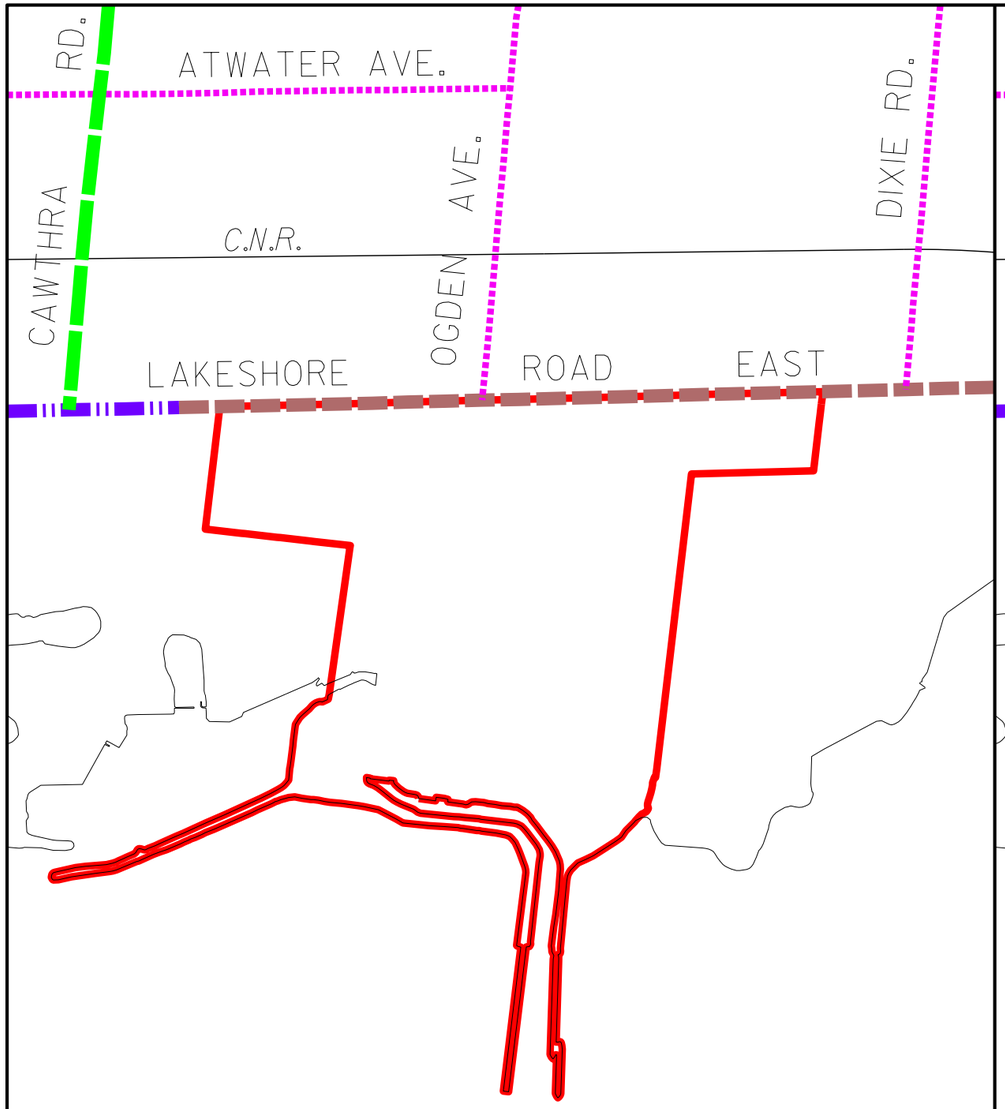

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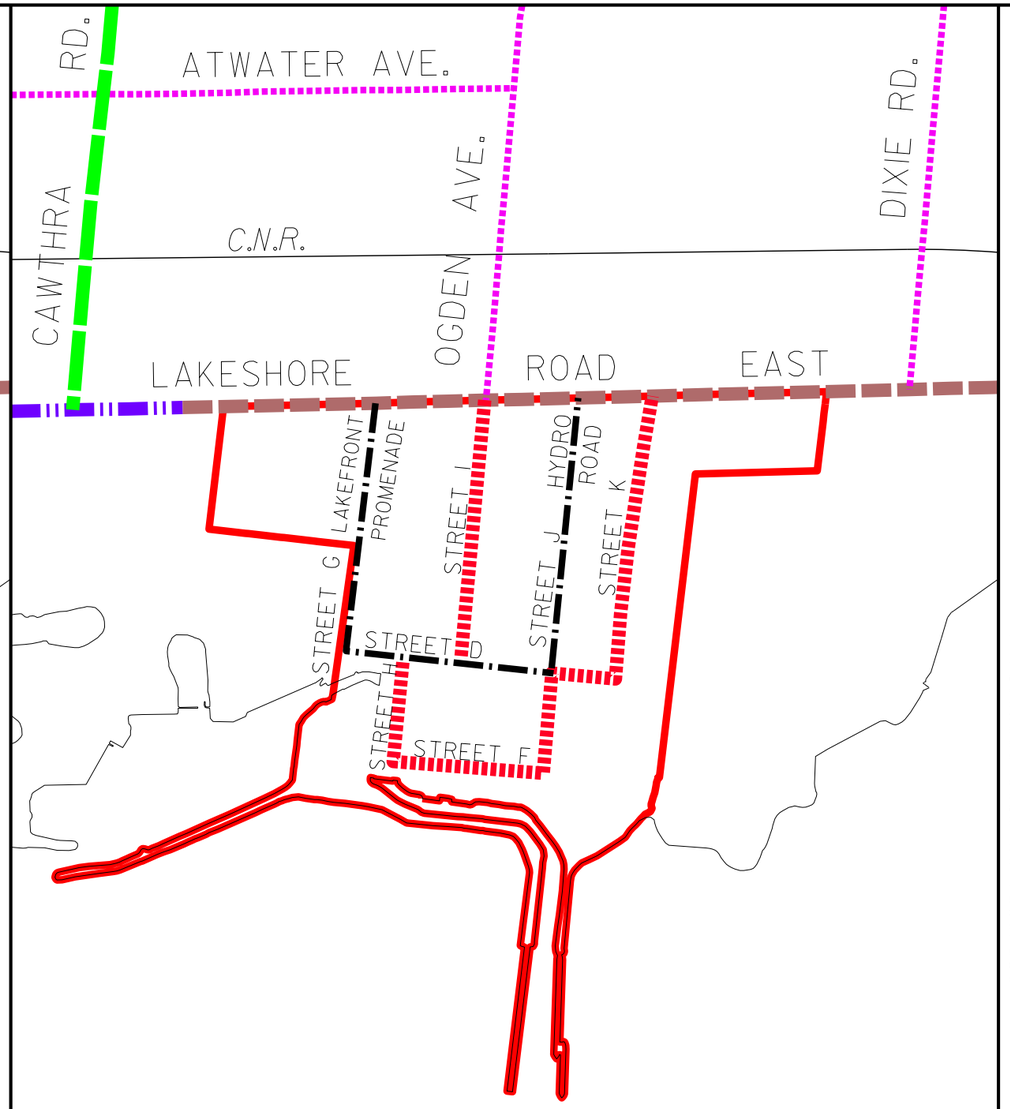

AMENDED

LEGEND

- 67 m
- 65 m
- 60 m
- 55 m
- 50 m
- 45 m
- 44.5 m
- 43.5 m
- 42 m
- 40 m
- 36 m
- 35 m
- 30 m-50 m
- 30 m
- 27.5 m
- 26 m - 35 m
- 26 m
- 23 m-26 m
- 22 m
- 20 m-26 m
- 20 m

NOTES:

1. These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate necessary features such as embankments, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, cycling facilities, or to provide for necessary improvements for safety in certain locations.
2. These right-of-way widths are intended to accommodate the Higher Order Transit Corridors, Enhanced Transit Routes, Bus Rapid Transit facility and Bus Rapid Transit stations shown schematically on Schedule 6, as well as transit stations along Higher Order Transit Corridors, automobile, truck and other vehicular movements. Where as a result of further studies the land areas required to accommodate these rights-of-way are deemed to be insufficient, the City may acquire additional rights-of-way in excess of the basic right-of-way widths shown on Schedule 8. Portions of the Bus Rapid Transit facility are protected under the Parkway Belt West Plan. In addition, the City may acquire lands for a public transit right-of-way along Higher Order Transit Corridors, Bus Rapid Transit Corridor and Enhanced Transit Route 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.
3. While it is intended that this Schedule provide a basis for retaining or acquiring rights-of-way for current or possible future transportation purposes, it is not intended to imply that all designated rights-of-way will necessarily be used for transportation purposes.
4. "Designated Right-of-Way Widths" of Regional Roads as shown in the Region of Peel Official Plan.
5. "Designated Right-of-Way Widths" shown on the map are not all under Mississauga jurisdiction.
6. Base map information (e.g. railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
7. The rights-of-way for Minor Collector Roads are identified in Table 8-3.
8. The Eglinton Avenue right-of-way east of Etobicoke Creek consists of a 36m road right-of-way (Toronto) and a 14m right-of-way for the Bus Rapid Transit.
9. All lines shown are conceptual.

AREA OF AMENDMENT:

Designated Right–of–Way Widths for the Enhanced Transit Route (Future Major Collector Roads) between 26m and 35m and Future Minor Collector Roads between 20m and 26m

0 100 200 300 400 500
metres

MAP 'H'

Part of Schedule 8 Designated Right-of-Way Widths of Mississauga Official Plan

MISSISSAUGA

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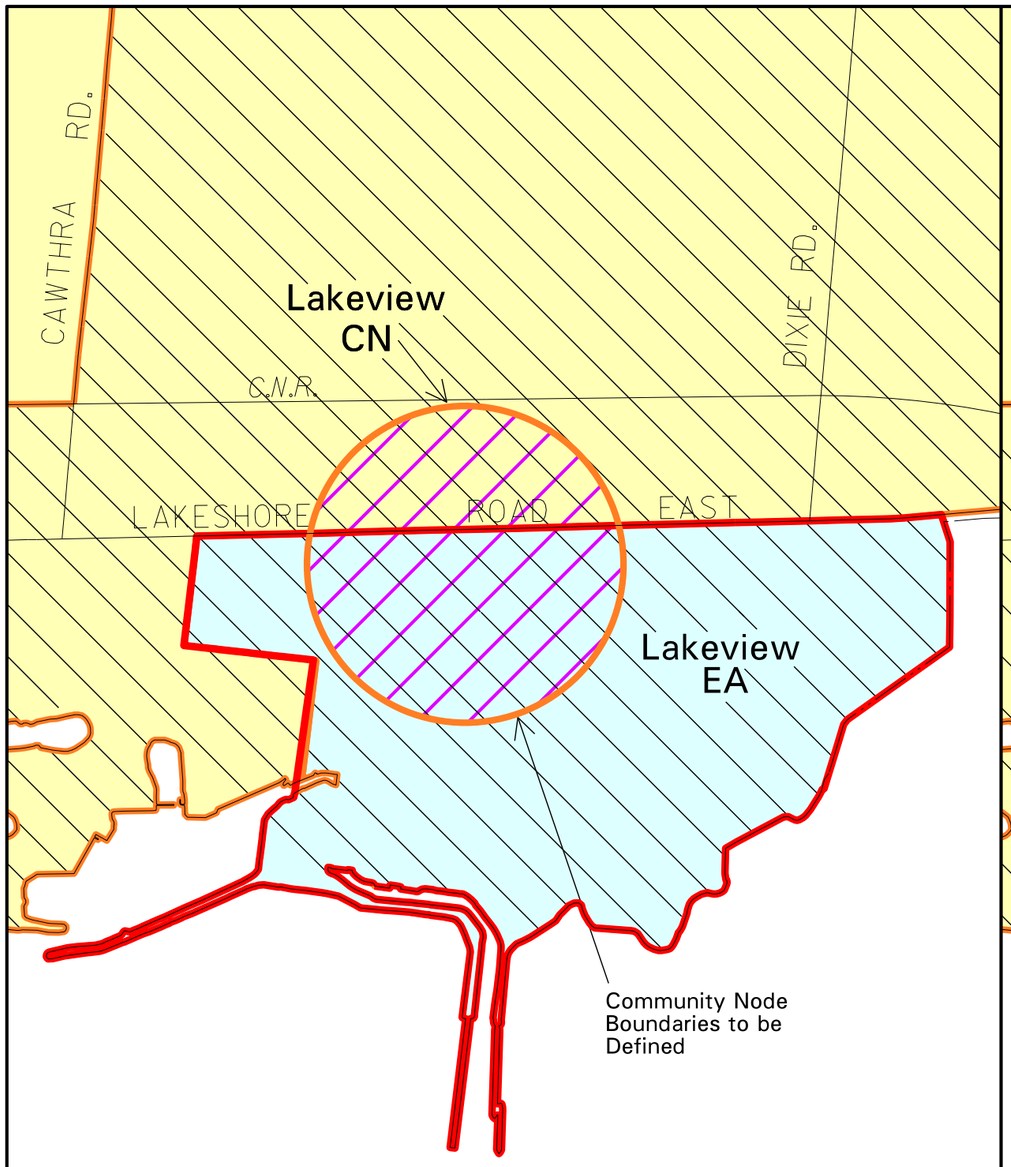

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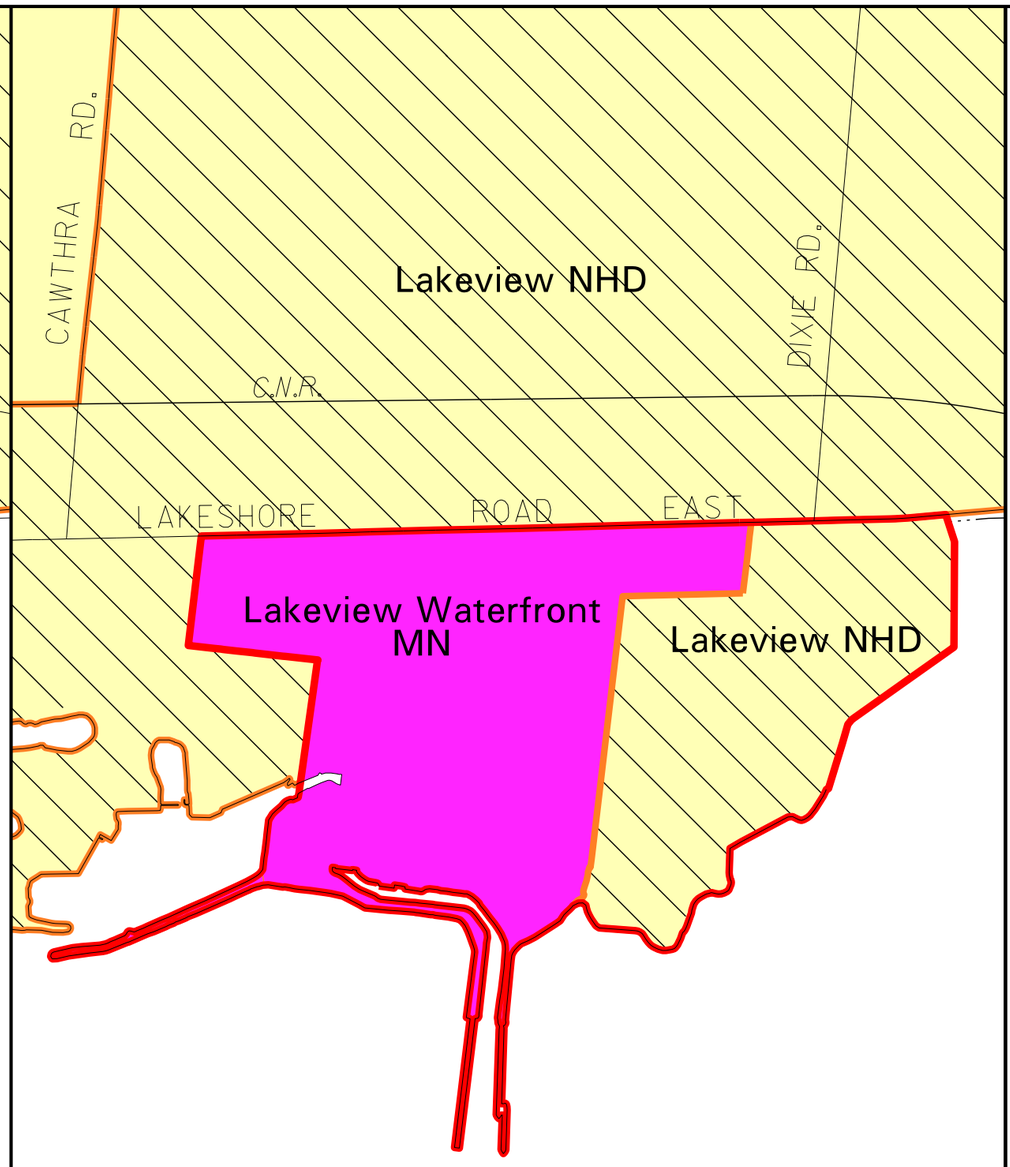

AMENDED

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:

1. City Structure Element to Major Node and Neighbourhood
2. Removal of text denoting Lakeview EA
3. Removal of circle and text denoting the Lakeview Community Node boundary to be defined
4. Removal of the area identified as Character Area Subject to Local Area Plan on the Lakeview Waterfront Major Node

0 100 200 300 400 500
metres

MAP 'I'

Part of Schedule 9 Character Areas of Mississauga Official Plan

MISSISSAUGA

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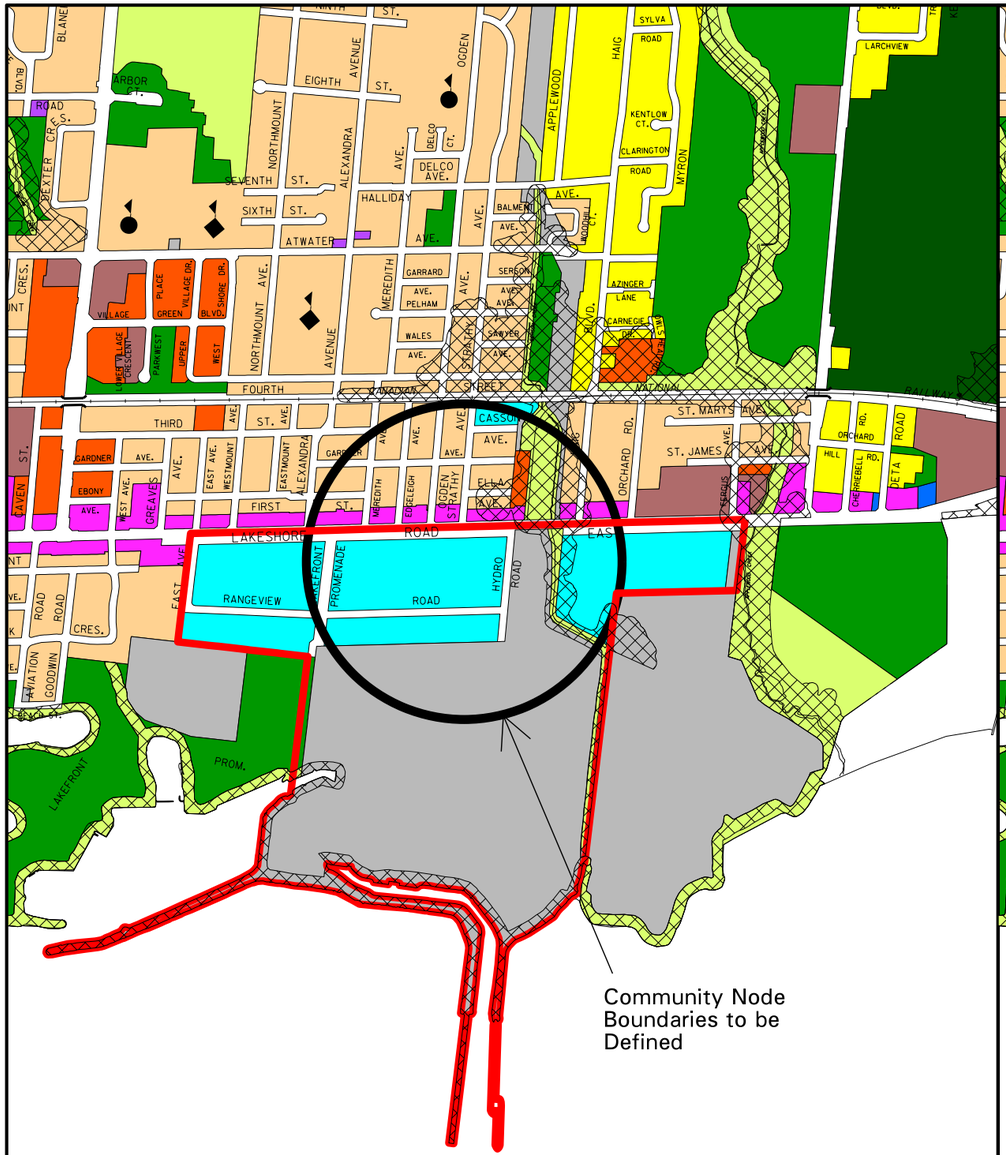

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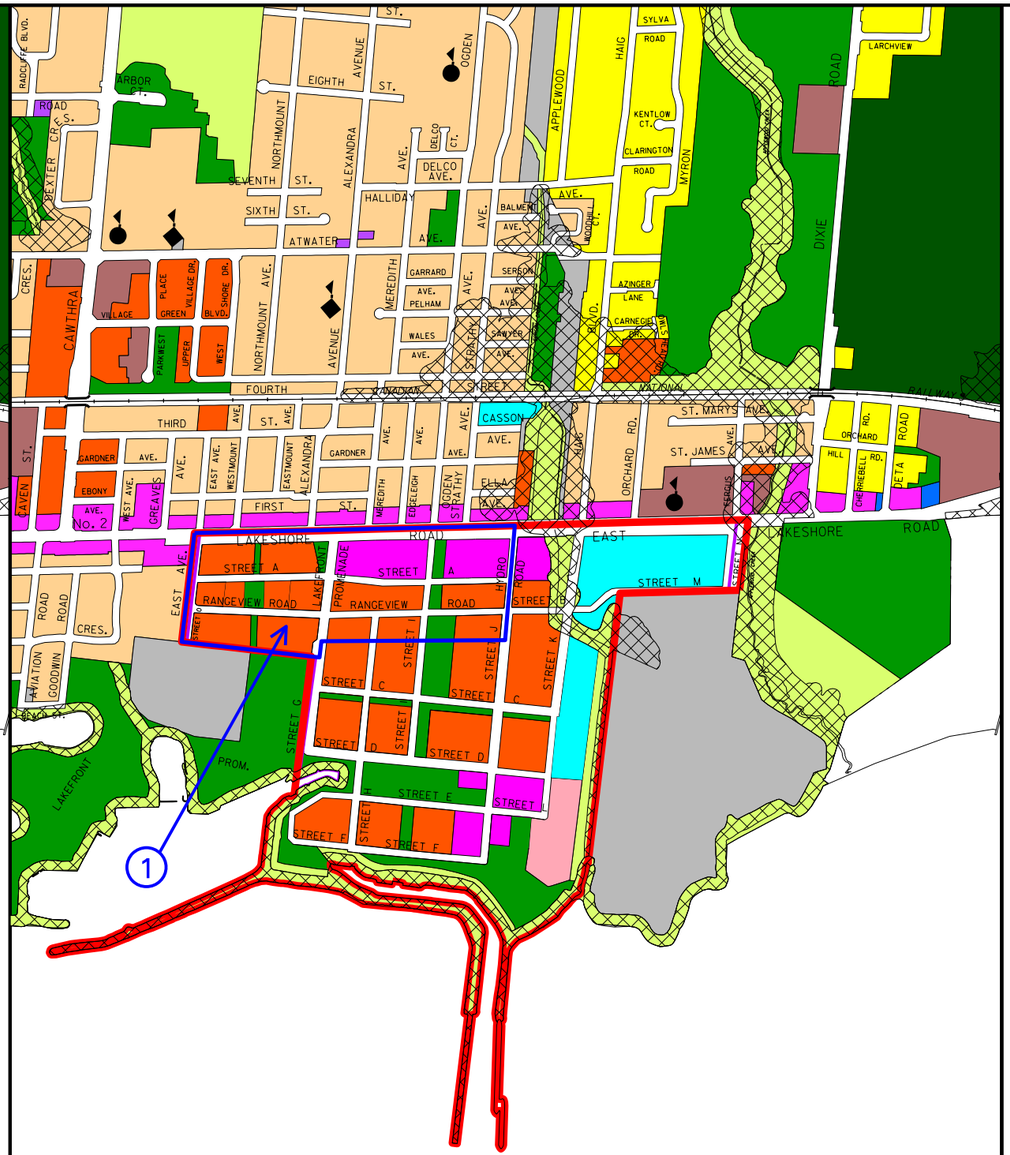

AMENDED

LAND USE DESIGNATIONS

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

BASE MAP INFORMATION

- Heritage Conservation District
- 30 1996 NEP/2000 NEF Composite Noise Contours
- LBPIA Operating Area Boundary See Aircraft Noise Policies
- Area Exempt from LBPIA Operating Area
- Natural Hazards
- Civic Centre (City Hall)
- City CentreTransit Terminal
- GO Rail Transit Station
- Public School
- Catholic School
- Hospital
- Community Facilities

City Structure

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

(1) Lands subject to employment conversion through the Region of Peel's Municipal Comprehensive Review

Notes:

1. 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.
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. 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

MISSISSAUGA

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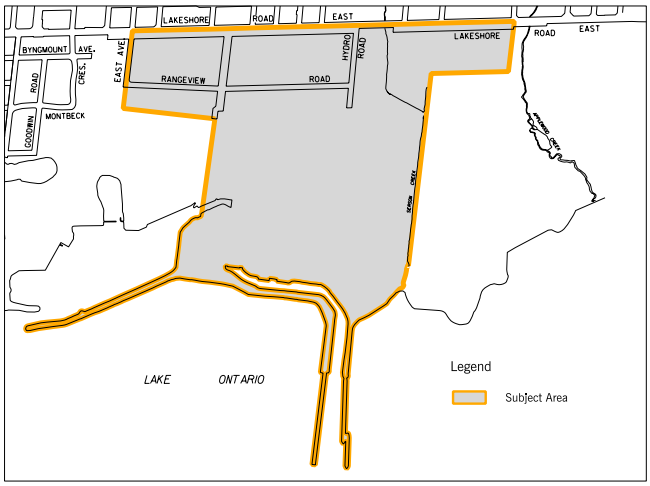
13.4 Lakeview Waterfront



Map 13-4.1: Lakeview Waterfront Major Node Character Area

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

13.4.1 Inspiration Lakeview Master Plan

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

13.4.2 Historical and Current Context

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

Lands surrounding the Lakeview Waterfront include:

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

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

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

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

applications will address any contamination issues and appropriate mitigation.

13.4.3 Vision

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

13.4.3.1 Guiding Principles

The Vision is based on the following Guiding Principles:

1. Link: connect the city and the water, including the provision of a continuous waterfront park system along the shores of Lake Ontario;

2. Open: open the site with accessible public spaces for all, with a public realm of different sizes and function, working together to provide a distinctive cultural and ecological community landscape. Create green, public open spaces with enhanced ***streetscapes***;

3. Green: promote a green sustainable innovative model community that may include integrated, water features that provide aesthetic, pedestrian connections and stormwater functions in both the public and private realm (e.g. water themed open spaces, walkways, and stormwater spines). Explore opportunities for innovative ***waste***/recycling collection (e.g. vacuum collection) and energy production systems that promote conservation;

4. Vibrant: create a mixed use community, affordable and welcoming to all, including cultural uses, housing, retail, office and community amenities. Develop an urban village at a human-scale, near the waterfront that will be a focal point for the community. Provide a range of building typologies with an emphasis on mid-rise development, orient buildings for optimal exposure, microclimate and maximize at grade light. Enable improved health and well-being through provision of affordable and accessible public transportation and housing;

5. Connect: provide multiple ways to get around - walk, cycle, transit and vehicles. Design a safe, convenient mobility system that encourages all transportation modes and innovative parking solutions. A new street and block pattern including multi-use pathways and mews will connect various neighbourhoods and precincts and create a permeable community. Enhanced transit will bring residents, employees, and visitors into the area and support long term sustainability and vitality;

6. Destination: create a special place to draw visitors where people can enjoy cultural areas with unique venues, waterfront attractions and opportunities for expression. Provide incubator space to promote cultural and creative industries;

7. Remember: commemorate history while creating a new legacy. This will be reflected in public art and other opportunities to interpret the area's history; and

8. Viable: balance public and private investment to be economically sustainable. Explore opportunities for flexible and creative approaches to infrastructure planning. Encourage and facilitate safe redevelopment to be protective of human health and the environment to ensure the environmental conditions are suitable for the proposed use.

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



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

13.4.4 Direct Growth

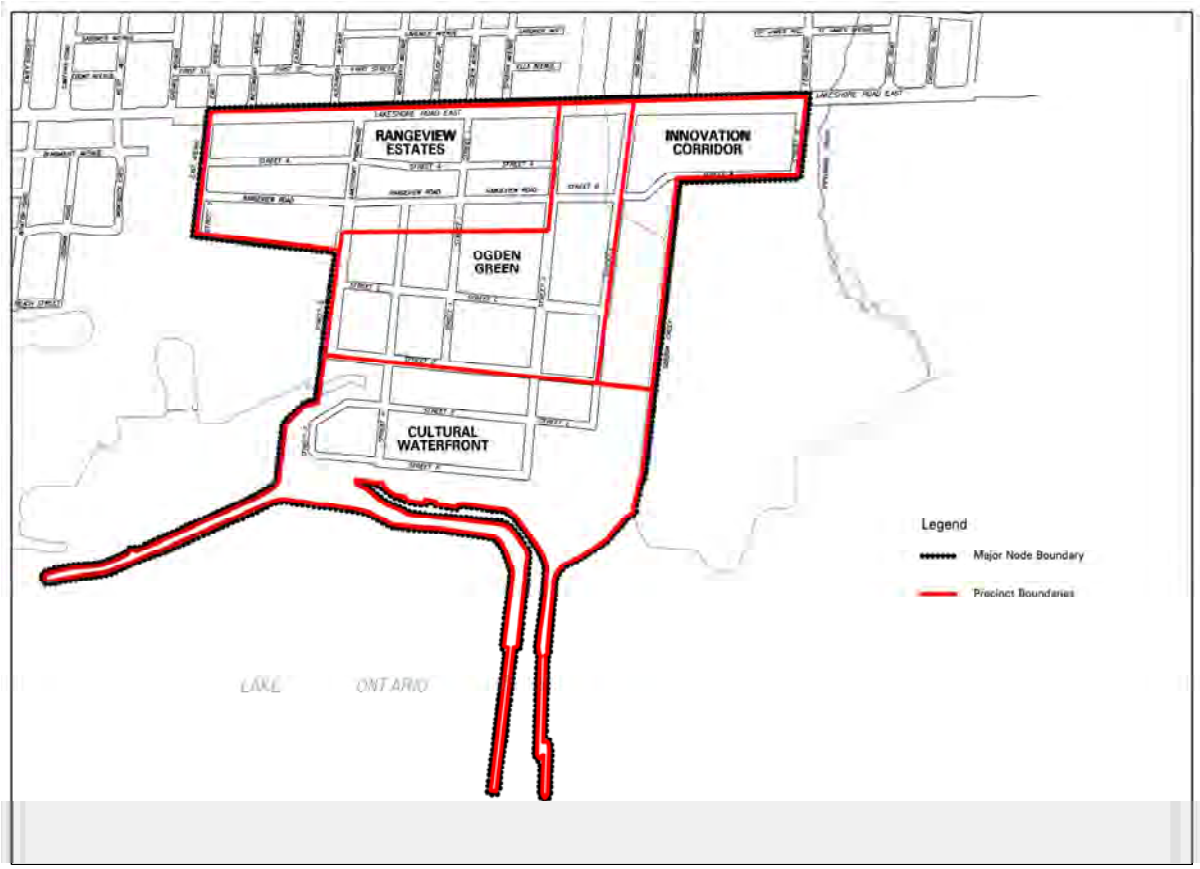
The Lakeview Waterfront is a Major Node and is intended to accommodate a variety of housing, employment, cultural activities, and an extensive open space network that provides access to Lake Ontario.

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

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

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

- be an area of intensification including a mix of uses such as housing, retail, office, culture, institutional, and recreational uses;
- provide opportunities to draw people from a broader area to take advantage of unique uses such as cultural space, innovative employment and institutional uses and waterfront activities along the waterfront;
- achieve a targeted gross density between 200 and 300 residents plus jobs combined per hectare; and strive to reach a population to employment ratio of 2:1 across the entire Major Node;
- provide a range of building typologies predominately of a mid-rise in height;
- provide a pedestrian oriented environment and promote ***active transportation*** and ensure transit is convenient;
- provide a variety of housing choices including affordable, assisted and special needs; and
- strive to be a sustainable community and incorporate green development standards such as Leadership in Energy and Environmental Design (LEED) or other custom green development standards.



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

	2017	Planned Target[1]
Land Area[2](ha)	99 ha	99 ha
Population	0	15,000 -22,000[3]
Employment	1,500[4]	7,000 – 9,000[5]
Population Plus Jobs per hectare	15	200 – 300 residents and jobs
Population to Employment Ratio	0:1	2:1

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

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

[3] Population target is from the Inspiration Lakeview Master Plan (2014) and adjusted to account for a maximum unit capacity of 10,500.

[4] 2017 Employment figures from City of Mississauga, Mississauga Employment Survey (2017)

[5] Employment target is from the Inspiration Lakeview Master Plan (2014)

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

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

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

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

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

13.4.5 Value the Environment

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

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

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

13.4.5.1 Living Green

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

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



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

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

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

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

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

13.4.5.2 Green System

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

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

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

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

13.4.6 Complete Communities

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

13.4.7 Multi-Modal City

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

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

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

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

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

The existing and future conceptual road network is shown on Schedule 5: Long Term Road Network. A

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

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

13.4.7.1 Road, Transit and Active Transportation Network

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

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

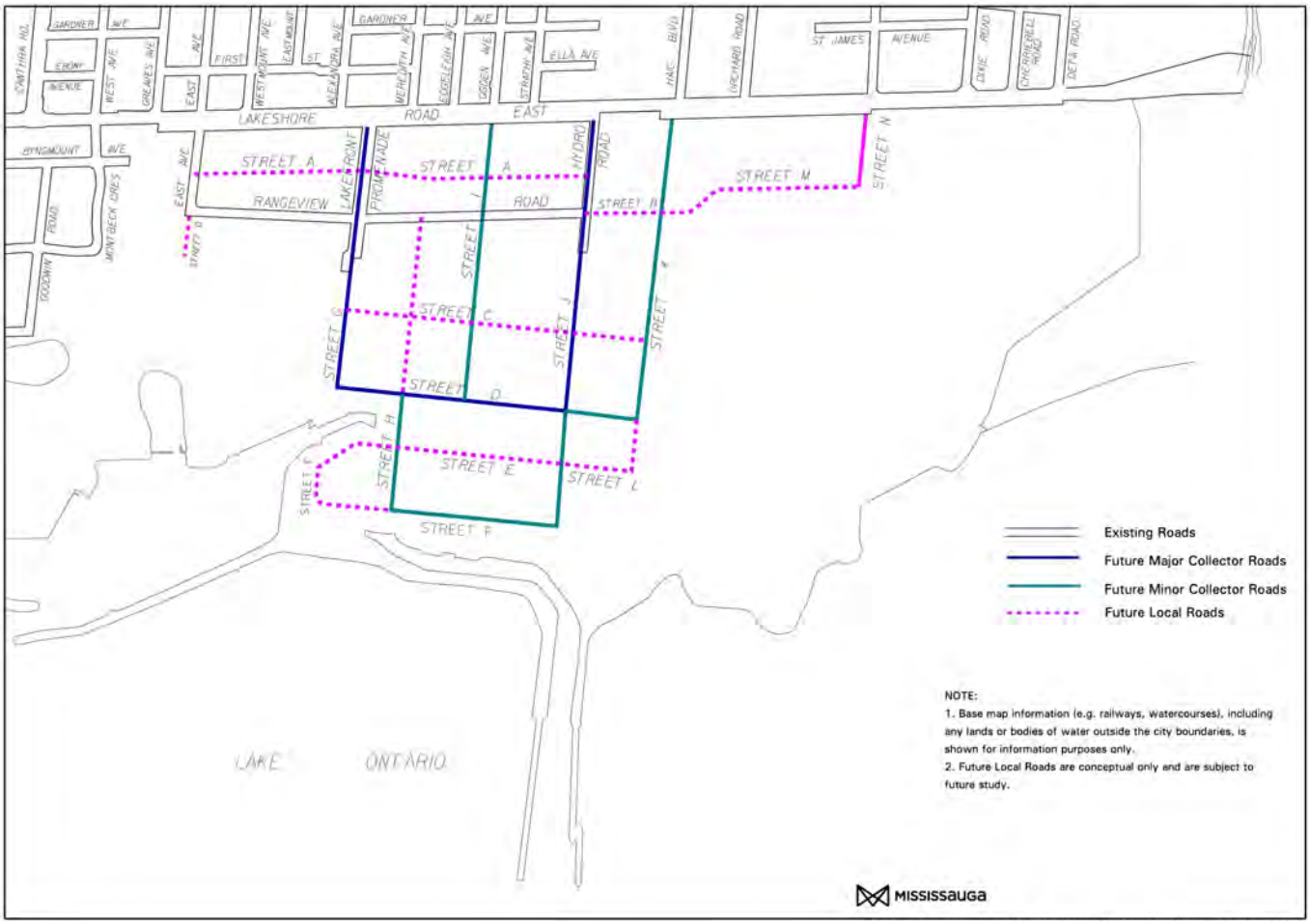


Figure 4: Lakeview Waterfront Major Node Character Area Future Roads

modal splits, and any required phasing of development.

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

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

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

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

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

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

a. reduced parking standards;

b. transportation demand management;

c. ***transit oriented development*** and design;

d. pedestrian/cycling connections; and

e. access management plan.

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

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

a. public easements will be required;

b. required right-of-way widths will be provided; and

c. appropriate terminus may be required for maintenance and operations where a public road connects with a private road.

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

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

13.4.7.2 Connectivity

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

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

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

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

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

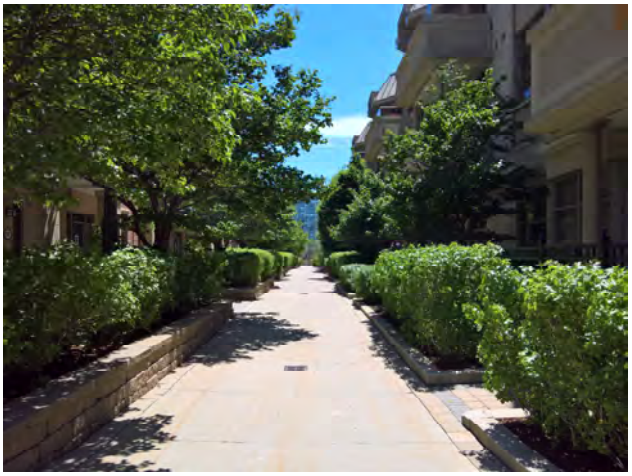


Figure 5: An example of a pedestrian mew.

13.4.7.3 Parking

13.4.7.3.1 Parking will be provided as follows:

a. on-street parking will be provided as appropriate and integrated into the ***streetscape*** design, balancing the needs of all modes of transportation and the public realm that share the right-of-way;

b. underground parking will be encouraged on all sites, however, a limited amount of surface parking may be considered on a site by site basis;

c. underground and/or integrated above grade structured parking will be required for residential development exceeding four storeys and all mixed use developments;

d. surface parking may be considered for:

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

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

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

13.4.8 Desirable Urban Form

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

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

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

13.4.8.1 General Policies

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

a. a gradual transition to existing adjacent residential neighbourhoods;

b. reinforce a pedestrian scale along Lakeshore Road East;

c. protect and enhance view corridors along Lakefront Promenade/Street 'G', the linear park along Street 'I', Hydro Road/Street 'J', and Street 'K'.

d. greatest heights and densities will be located at the southwestern edge of the community subject to a detailed height study as identified on Map 13-4.3 Waterway District Area, and include select, architecturally significant buildings;

e. buildings located in the Waterway District Area will provide an appropriate transition in height to adjacent development in surrounding areas;

f. provide a pedestrian scale with appropriate step backs that includes a transition towards adjacent parks and the waterfront;

g. provide appropriate transition between private development and public open space;

h. ensure permeability and views towards the waterfront; and

i. ensure a variety of built forms to create a varied skyline that promotes views to Lake Ontario.



Map 13-4.3 Waterway District Area

13.4.8.2 Development Master Plans

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

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

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 buildings (as shown on Table 1: Distribution of Housing and Unit Targets by Precinct);

b. design criteria including appropriate setbacks, stepbacks, height, massing and location of buildings. These measures are intended to:

- reduce any "wall effect;"
- define gateway locations and street edges;
- provide skyviews and sunlight; and
- ensure a pedestrian friendly environment;

c. adequate spatial separation between taller buildings (over 8 storeys) to address overcrowding of skyline and the potential loss of light and skyviews, protection of view corridors, privacy, and overlook of occupants;

d. use of public and private open spaces to accommodate innovative ***stormwater best management practices***, including low impact development techniques, reinforce view corridors, enhance the aesthetic quality of the area, increase the tree canopy, and enhanced connections (i.e. connections to the adjoining street network);

e. how proposed developments incorporate green development standards and sustainable infrastructure and implement the directions/ recommendations of the Financial/Sustainability Strategy;

f. final alignment of future roads with identified right-of-way widths;

g. ***streetscape*** and upgraded boulevard treatments that provide appropriate setbacks to reflect planned function, minimize vehicular access points, create an attractive public and private realm and provide opportunities for tree planting;

h. provision of public access and protection of views to Lake Ontario;

i. provision of public art in locations that enhance the built environment and enrich the culture and history of the community;

j. the location and amount of space dedicated to, community infrastructure, and cultural facilities including creative industry incubator space; and

k. interface of development between precincts; and

l. phasing of development within and between precincts including the use of one or more plans of subdivision to ensure the provision of adequate services.

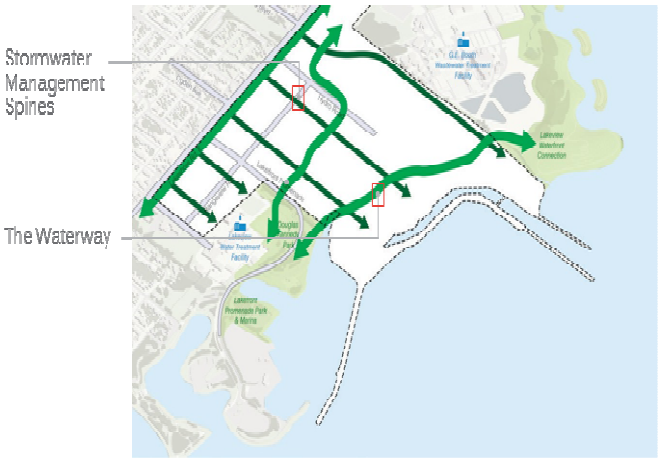


Figure 6: An innovative approach to stormwater management - series of north-south and east-west spines adds natural elements to the public and private realm while providing an important water collection function.

13.4.8.3 Precincts

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

13.4.8.3.1 Permitted building heights will range as follows:

- townhouses (all types) ranging from 2 to 4 storeys;
- low-rise apartment buildings up to 4 storeys;
- mid-rise apartment buildings from 5 to 8 storeys; and
- taller buildings from 9 to 15 storeys.

13.4.8.3.2 Notwithstanding policy 13.4.8.3.1, a limited number of buildings from 16 to 25 storeys in height may be permitted in the Rangeview Estates and Ogden Green Precincts, subject to a Height Study(s). Development master plans will demonstrate how a range of heights from 9 to 15 storeys will be maintained across these precincts,

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

13.4.8.3.4 A Height Study will address among other things:

- appropriate height;
- floor plate size;
- number and location of buildings;
- appropriate separation distance including siting to preserve view corridors;
- transition to adjacent development; and
- variations in height to create visual interest.

13.4.8.3.5 Podiums of tall buildings should provide appropriate transition to adjoining low to mid rise buildings

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

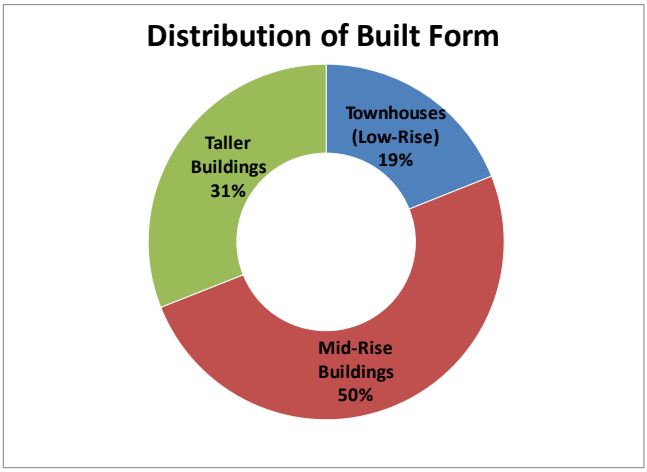


Figure 7: The planned distribution of built form is a combination of townhouses, mid-rise apartments and taller buildings (Table 1)

Table 1: DISTRIBUTION OF HOUSING AND UNIT TARGETS BY PRECINCT

Precinct	Total Residential Units	Built Form					
		Townhouses (All Types)[1]		Mid-Rise Buildings (5 to 8 storeys)		Taller Buildings (9 to 15 storeys)[2]	
		Number of Units	% of Townhouses (Precinct)	Number of Units	% of Mid-Rises (Precinct)	Number of Units	% of Taller Buildings (Precinct)
Rangeview Estates	3,700	925	25%	1,850	50%	925	25%
Ogden Green, Cultural Waterfront	6,800	1,020	15%	3,400	50%	2,380	35%
Innovation Corridor	-	-	-	-	-	-	-
Total – Lakeview Waterfront Major Node	**10,500**	**1,945**	**19%**	**5,250**	**50%**	**3,305**	**31%**

[1] Townhouses (all types) and low-rise apartments up to 4 storeys.

[2] A limited number of taller buildings from 16 to 25 storeys may be considered in Rangeview Estates and Ogden Green Precincts subject to a Height Study.

A limited number of taller buildings above 25 storeys may be considered in the Waterway District Area subject to a Height Study.

13.4.8.3.7 To increase the amount of public and private amenity space, heights in excess of the limits identified in Table 1 and the policies of this plan may be considered subject to demonstration of the following:

- the total maximum units will not exceed 10,500 and will be distributed within each precinct as per Table 1;
- taller buildings will be combined with mid-rise and/or low-rise buildings on the same block and will generally be built at the same time; and
- an urban design control document and agreement that is registered on title may be required and will include among other things, phasing, height and distribution of buildings.

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

Criteria for Taller Building Heights

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

- in proximity to a ***Major Transit Station Area*** on Lakeshore Road East taller buildings will be located beyond a mid-rise building;



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

- at Ogden Avenue and Lakeshore Road East provided the taller building is located beyond a mid-rise building fronting Lakeshore Road East; and
- along the future enhanced transit route.

Rangeview Estates Precinct

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

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

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

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

Ogden Green Precinct

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

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

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

Innovation Corridor Precinct

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

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

Cultural Waterfront Precinct

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

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

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

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

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

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

13.4.8.3.20 The precinct will include:

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

b. buildings with flexible floor plates that are suitable for a variety of cultural activities such as, but not limited to museums, art galleries, studios, markets and incubator space to promote cultural and creative industries; and

c. a mixed use focal point on the eastern portion of the precinct that provides an active and vibrant area primarily for commercial, cultural, institutional (e.g. post-secondary campus) and recreational activities. This area will be designed as an urban village near the waterfront, with an emphasis on pedestrian oriented development and the public realm.

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



Figure 9: 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, commercial, office and other employment generating land uses at a higher density.

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

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

a. Lakeshore Road East between Lakefront Promenade and Street 'K'; and

b. Cultural Waterfront Precinct.

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

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

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

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

13.4.10 Land Use Designations

13.4.10.1 General

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

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

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

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

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

13.4.10.2 Residential Medium Density

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

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

13.4.10.3 Mixed Use

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

a. commercial uses will be required on the ground level of buildings fronting Lakeshore Road East and Street 'J';

b. single use residential buildings may be considered on lands not fronting Lakeshore Road East or Street 'J'; and

c. creative industry incubator spaces and cultural infrastructure facilities will be permitted in the Cultural Waterfront Precinct. These spaces may be located in stand-alone buildings or in conjunction with other uses.

13.4.10.4 Institutional

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

a. major and ***secondary office***;

b. research and development;

c. marine related uses including boat storage and repair;

d. cultural uses; and

e. commercial parking facility.

13.4.10.5 Business Employment

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

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

a. major office;

b. institutional use excluding any associated residential dwellings; and

c. marine related uses including boat storage and repair.

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

a. adult entertainment establishment;

b. animal boarding establishment which may include outdoor facilities;

c. body rub establishment;

d. cardlock fuel dispensing facility;

e. Motor Vehicle Commercial;

f. motor vehicle body repair facilities;

g. transportation facilities;

h. trucking facilities; and

i. ***waste processing stations or waste transfer stations*** and composting facilities (not associated with an alternative waste collection system).

13.4.11 Implementation

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

The development approvals process is generally described as follows:

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

13.4.11.1 Development applications will be considered premature and not "complete" under the *Planning Act* until the area wide studies, have

been completed and development master plan(s) have been endorsed by Council.

13.4.11.2 Notwithstanding policy 13.4.11.1, development applications may be submitted in conjunction with development master plans and area wide studies, all of which may be reviewed by staff, however in such case, the development applications shall not be considered "complete" under the *Planning Act* until the Council endorsement referred to in Section 13.4.11.1 has been obtained. Should modifications be required by the City to development master plans, development applications shall be revised prior to Council approval.

13.4.11.3. The preparation of development master plans will include a public consultation component, including input from the local ratepayer's association, to the City's satisfaction.

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

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

Lakeview Waterfront Studies

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

Area Wide Studies

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

a. Transportation Study (e.g. road network and capacity analysis, ***active transportation*** connections and enhanced transit assessment); and

b. Financial/Sustainability Strategy (e.g. mechanisms to achieve sustainable best practices).

Development Master Plan Studies

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

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

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

a. Active and Urban Shoreline Study;

b. Coastal Studies;

c. Cultural Incubator Study.

d. Economic Development Business Case Study (Innovation Corridor and Cultural Waterfront Precincts);

e. Height Study(s);

f. Land Use Compatibility Assessment(s);

g. Post-Secondary Institution Business Case Study; and

h. Serson Creek Study.

Contamination and Land Use Compatibility

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

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

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

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

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

13.4.11.14 Land use compatibility assessments are to be undertaken for new residential and other sensitive land uses at the time of a development application. This is necessary in order to determine whether such uses are compatible with remaining employment uses, and to identify what mitigation measures, if any, are required in order to ensure the operational viability of these remaining businesses. In these circumstances, the onus of responsibility for mitigation will fall on new residential and other sensitive uses.

Planning and Financing Tools

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

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

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

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

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

13.4.11.20 Notwithstanding policy 13.4.11.18, Section 37 will not be applicable for lands designated Business Employment and Institutional

within the Innovation Corridor and Cultural Waterfront Precinct, respectively.

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

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

LAKEVIEW

1.0 How to Read the Lakeview Local Area Plan

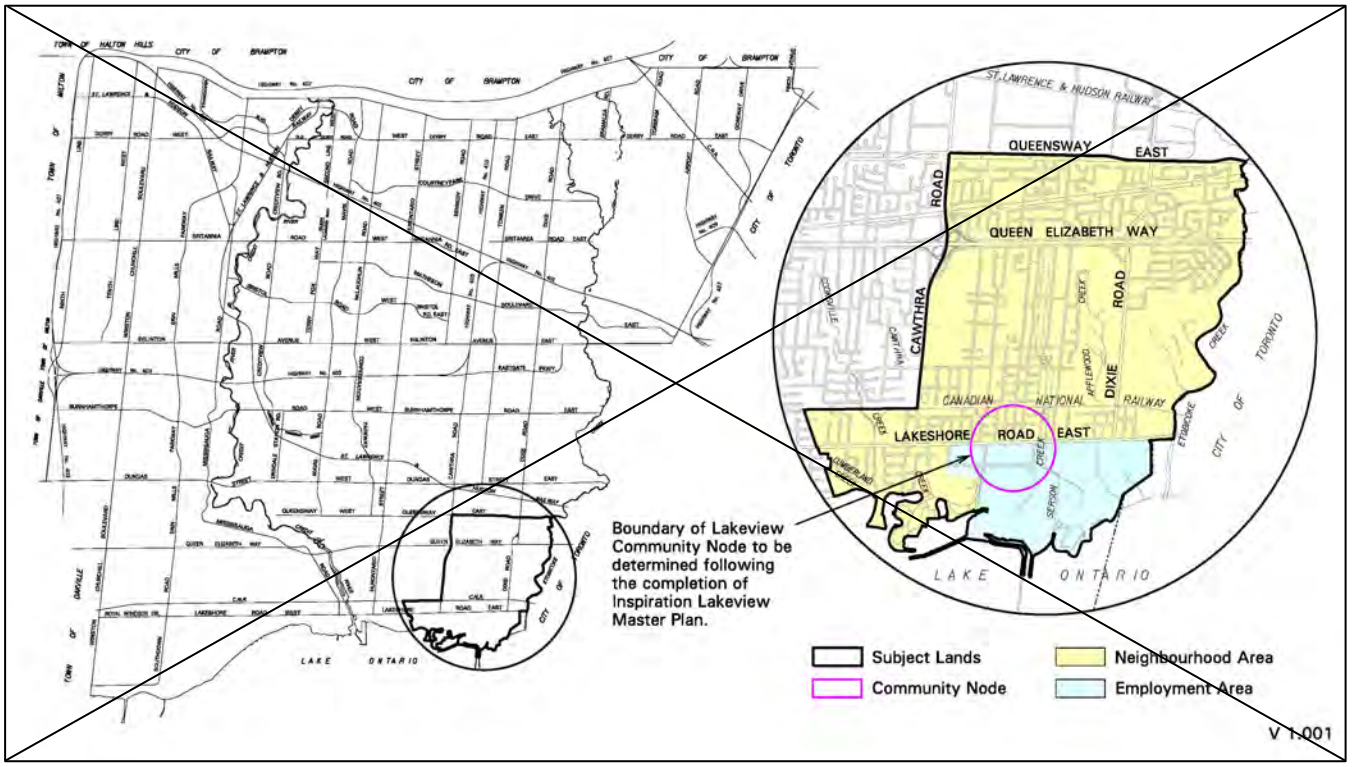
Mississauga Official Plan ("the Plan") consists of a principal document and a series of local area plans, provided under separate cover. This is the Lakeview Local Area Plan ("Area Plan") and provides policies for lands located in southeast Mississauga as shown in Figure 1. It includes lands identified 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 Area~~s~~.

~~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.~~

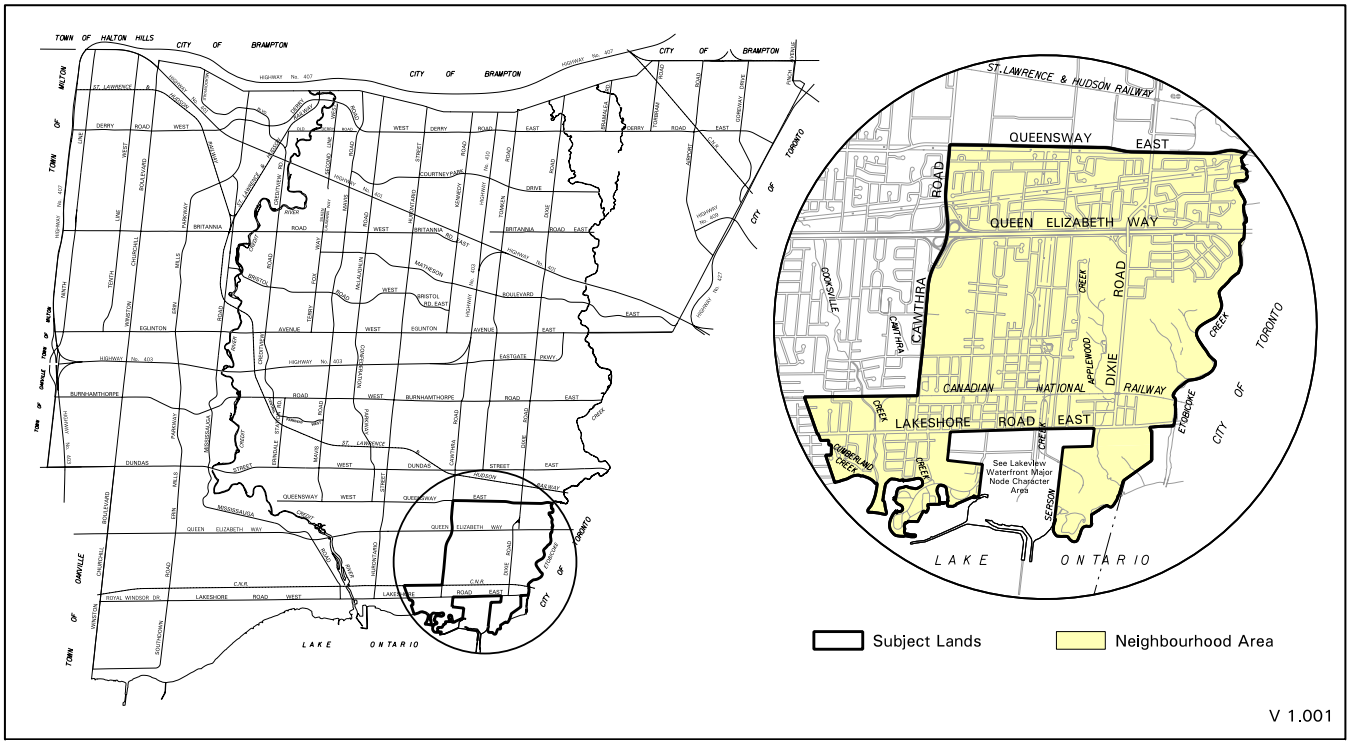


Figure 1: Lakeview is located in the southeast corner of Mississauga and includes areas identified in the City Structure as a Neighbourhood Character Area.

~~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.



Reconnect Lakeview to the waterfront



Strengthen Distinct Neighbourhoods



Support Complete Communities



Promote Community Health



Support Social Well-Being



Achieve Leadership in Sustainability

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.~~

6.1 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 Area~~s~~. 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 location~~s~~ 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:

a. retention of commercial space; and

b. 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:

a. the addition of public roads to connect and improve the neighbourhood's fine-grained road pattern;

b. retention of commercial space; and

c. 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:

a. 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 Lakefront 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 Lakefront 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.~~

10.2~~3~~.3 Development will be encouraged to locate parking to the rear of buildings or underground.

10.2~~3~~.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.

10.2~~3~~.5 Appropriate transition to adjacent low density residential will be required.

10.2~~3~~.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.

10.2~~3~~.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.

10.2~~3~~.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.

10.2~~3~~.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.

10.2~~3~~.10 The Intensification Areas policies of the Plan will apply to development within the Core area.

10.2~~3~~.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.~~

10.3 ~~5~~ Built Form Types

10.3~~5~~.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.

10.3~~5~~.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.

10.3~~5~~.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.~~

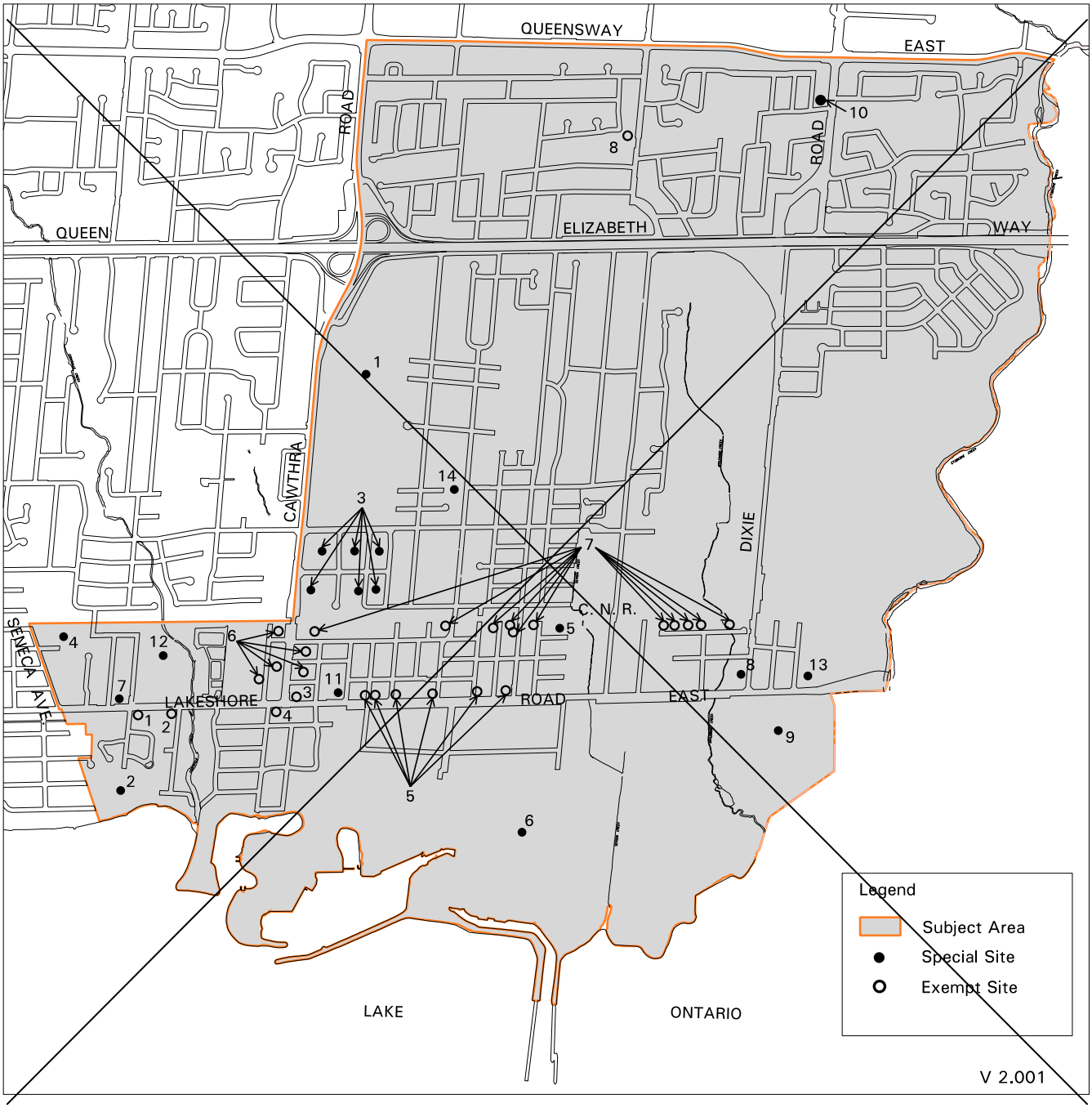
12.4.1.~~2~~ Notwithstanding the Business Employment policies of the Plan, the following policy will apply:

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.~~

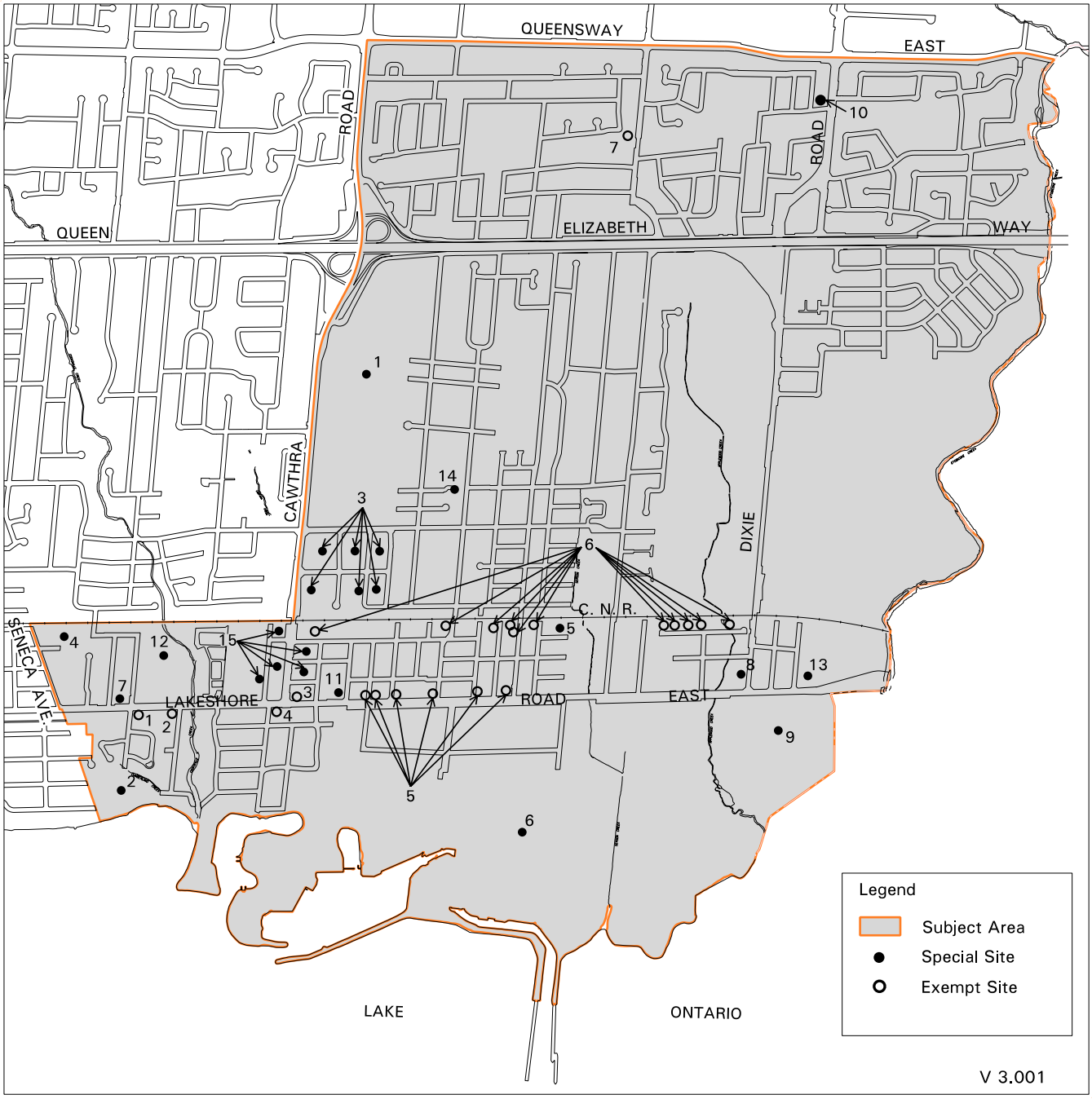
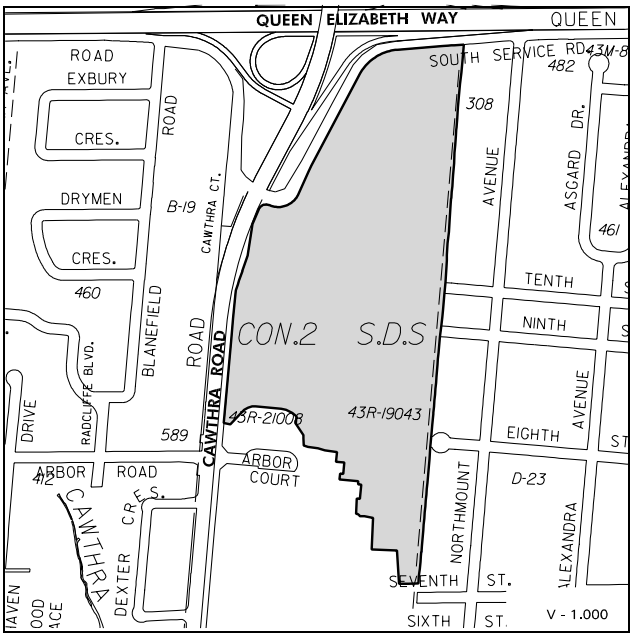


Figure 15: Location of Special Sites and Exempt Sites within the Lakeview Local Area.

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;

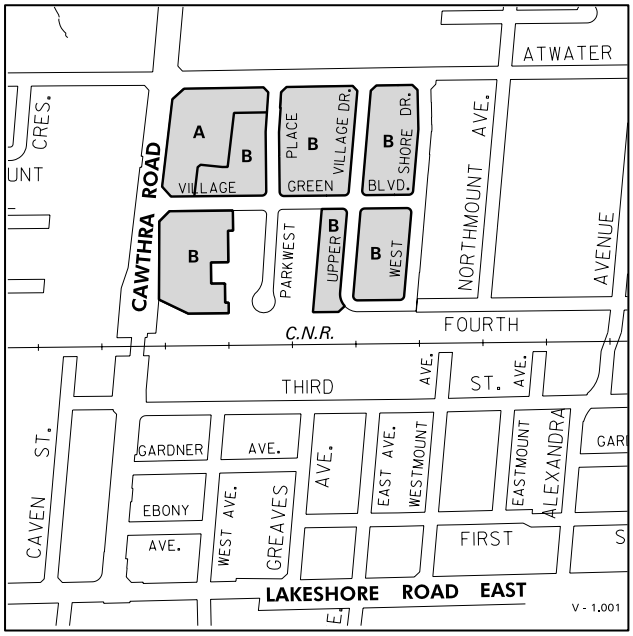
d. recognition and respect of the existing character of the surrounding residential land uses;

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



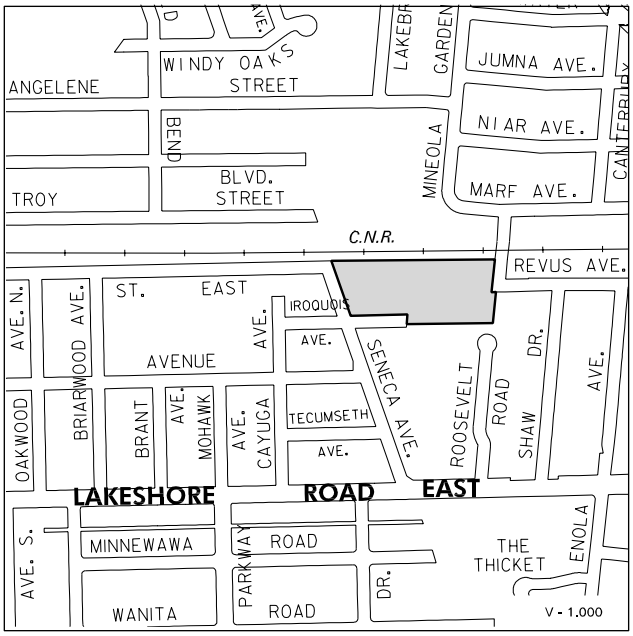
13.1.3.1 The lands identified as Special Site 3 are located in the southeast quadrant of Atwater Road and Cawthra Road.

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;

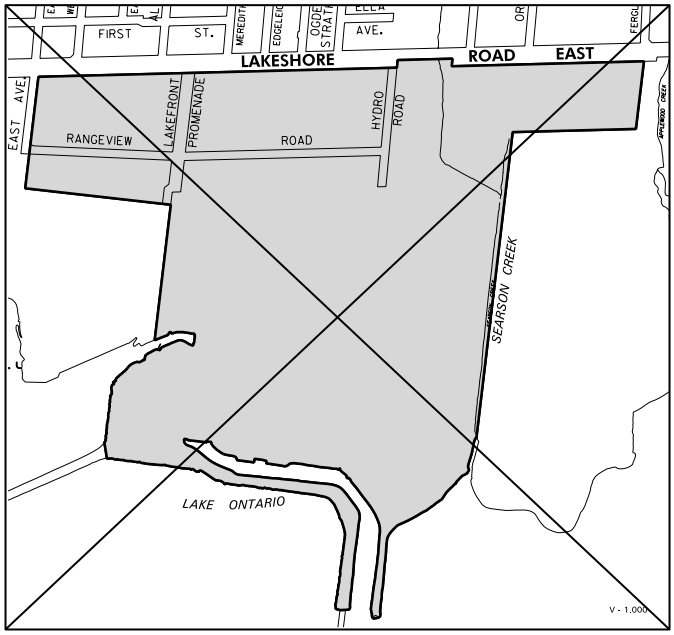
e. financial institution;

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;

c. 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.

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;

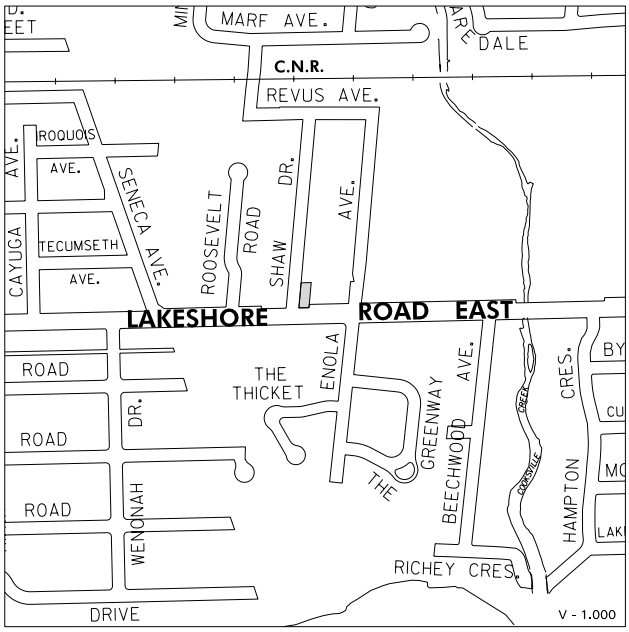
e. connect in multiple ways through transit, walking, cycling, and the car;

f. create a destination to draw local, regional, and international visitors;

g. commemorate history while creating a legacy; and

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

13.1.6 ~~7~~ Site 6 ~~7~~



13.1.6~~7~~.1 The lands identified as Special Site 6 ~~7~~ are located north of Lakeshore Road East between Shaw Drive and Enola Avenue.

13.1.6~~7~~.2 The property located at 411 Lakeshore Road East is listed on the City's Heritage Register.

13.1.6~~7~~.3 Notwithstanding the policies of this Plan, the existing motor vehicle repair garage will be permitted.

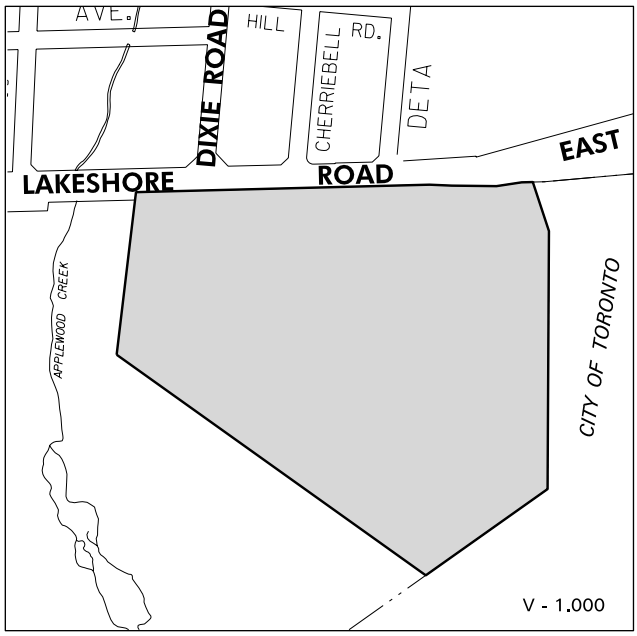
13.1.7 ~~8~~ Site 7 ~~8~~



13.1.7~~8~~.1 The lands identified as Special Site 7 ~~8~~ are located at the northwest corner of Lakeshore Road East and Dixie Road.

13.1.7~~8~~.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.

13.1.8 ~~9~~ Site 8 ~~9~~



13.1.8~~9~~.1 The lands identified as Special Site 8 ~~9~~ are located east of Applewood Creek and south of Lakeshore Road East.

13.1.8~~9~~.2 The Small Arms Inspection Building located at 1352 Lakeshore Road East is designated under the *Ontario Heritage Act*.

13.1.8~~9~~.3 A heritage permit, including a ***Heritage Impact Assessment,*** will be required for any alterations.

13.1.8~~9~~.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;

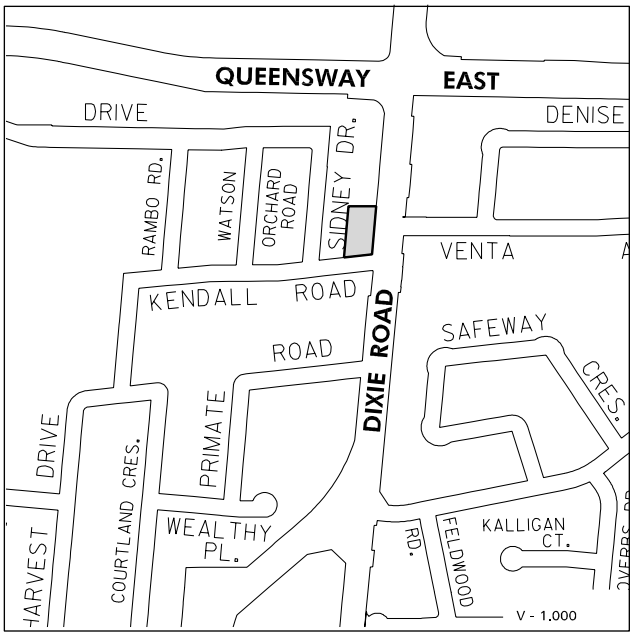
b. community facilities, including art studios and art galleries;

c. a conference centre;

d. restaurants; and

e. ***secondary offices***.

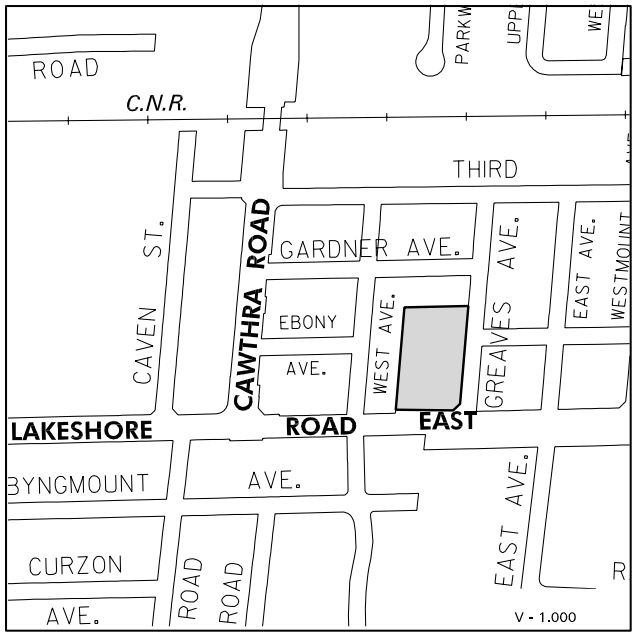
13.1.9 ~~10~~ Site 9 ~~10~~



13.1.9~~10~~.1 The lands identified as Special Site 9 ~~10~~ are located at the northwest corner of Kendall Road and Dixie Road.

13.1.9~~10~~.2 Notwithstanding the policies of this Plan, an office with a maximum of four medical practitioners will be permitted.

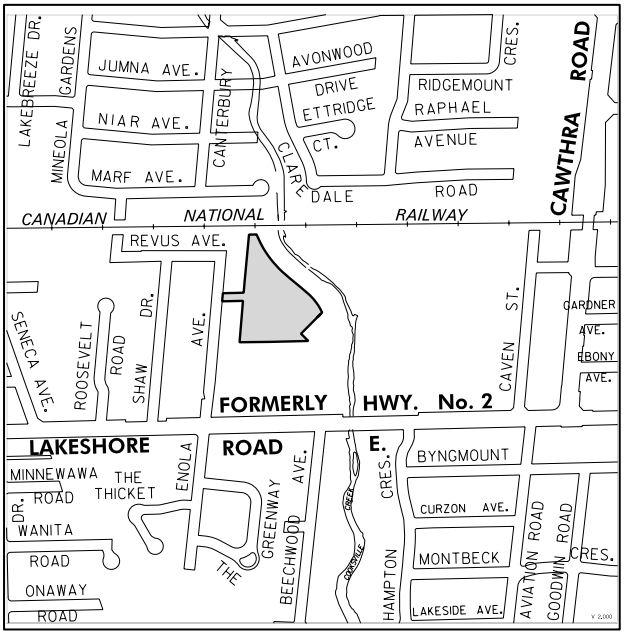
13.1.10 ~~11~~ Site 10 ~~11~~



13.1.10~~11~~.1 The lands identified as Special Site 10 ~~11~~ are located at the northwest corner of Lakeshore Road East and Greaves Avenue.

13.1.10~~11~~.2 Notwithstanding the policies of this Plan, the existing townhouses will be permitted.

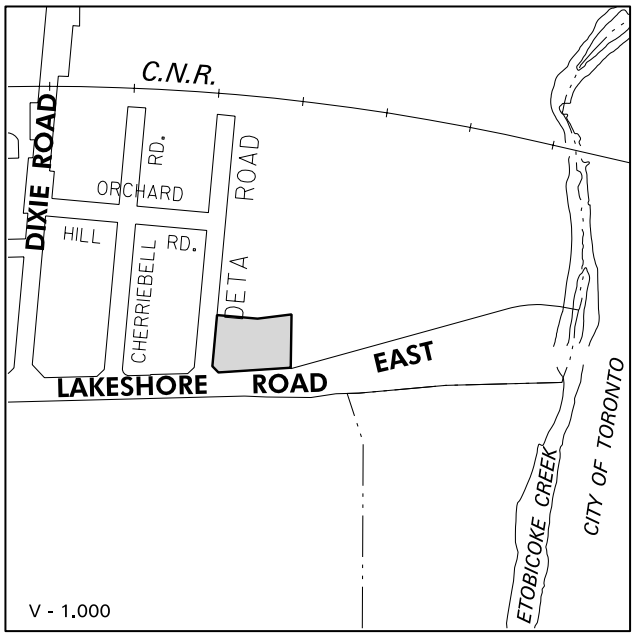
13.1.11 ~~12~~ Site 11 ~~12~~



13.1.11~~12~~.1 The lands identified as Special Site 11 ~~12~~ are located north of Lakeshore Road East, east of Enola Avenue.

13.1.11~~12~~.2 Notwithstanding the policies of this Plan, townhouse and horizontal multiple dwellings will be permitted.

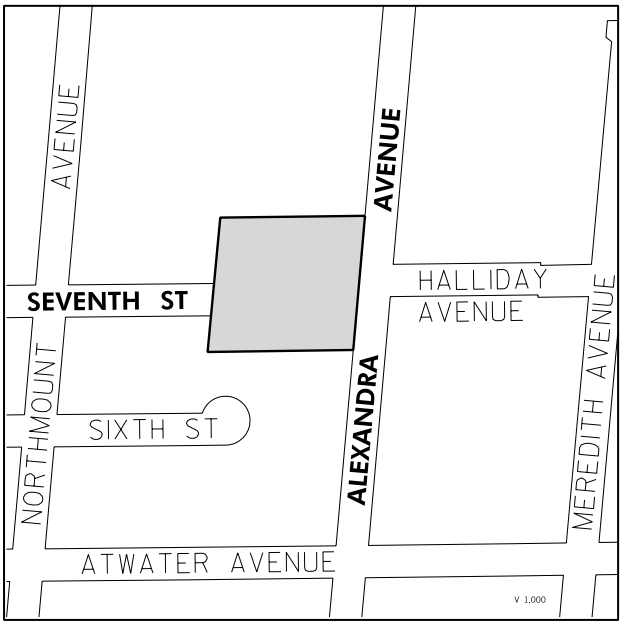
13.1.12 ~~13~~ Site 12 ~~13~~



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.

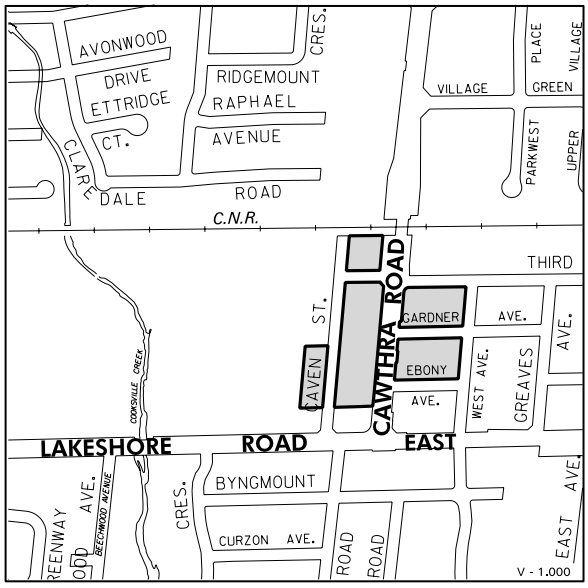
13.1.13 ~~14~~ Site 13 ~~14~~



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.

13.1.15 Site 15



13.1.15.1 The lands identified as Special Site 15 are located north of Lakeshore Road East between Cooksville Creek and West Avenue.

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

a. detached dwelling;

b. semi-detached dwelling;

c. duplex dwelling;

d. triplex dwelling; and

e. street townhouses.

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.

13.2.5 Site 5



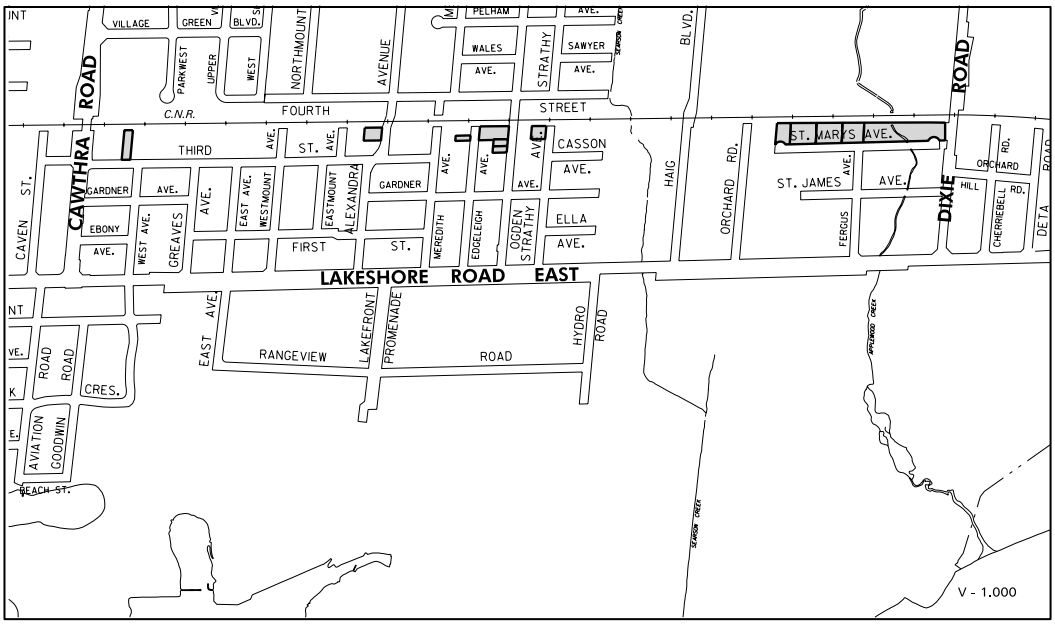
13.2.5.1 The lands identified as Exempt Site 5 include six sites located north of Lakeshore Road East between Greaves Avenue and Ogden Avenue.

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

a. the existing motor vehicle repair garages will be permitted; and

b. the existing motor vehicle sales and rental uses identified in Area A will be permitted

13.2.6 Site 6



13.2.6.1 The lands identified as Exempt Site 7 are located south of the Canadian National Railway line between Cawthra Road and Dixie Road.

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

a. the existing manufacturing uses will be permitted;

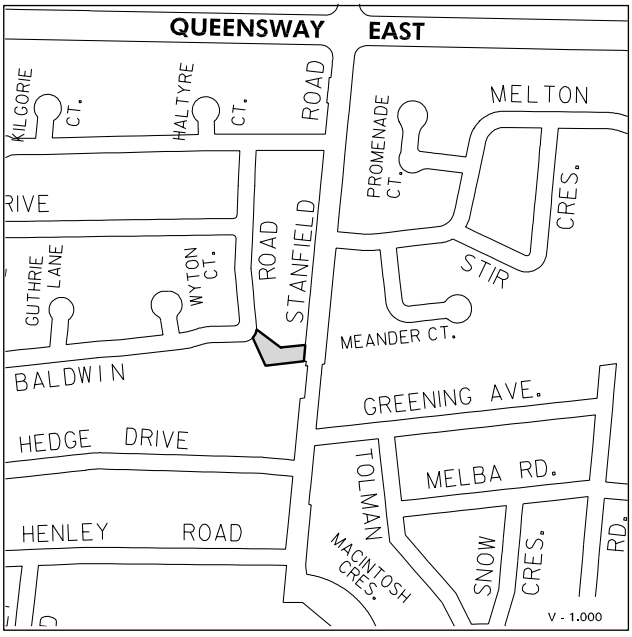
b. the existing motor vehicle body repair facility will be permitted; and

c. the existing warehousing, distributing and wholesaling uses will be permitted; and

d. the existing retail store will be permitted.

13.2.6.3 Permitted uses will operate within enclosed buildings.

13.2.7 Site 7



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

13.2.7.2 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.~~

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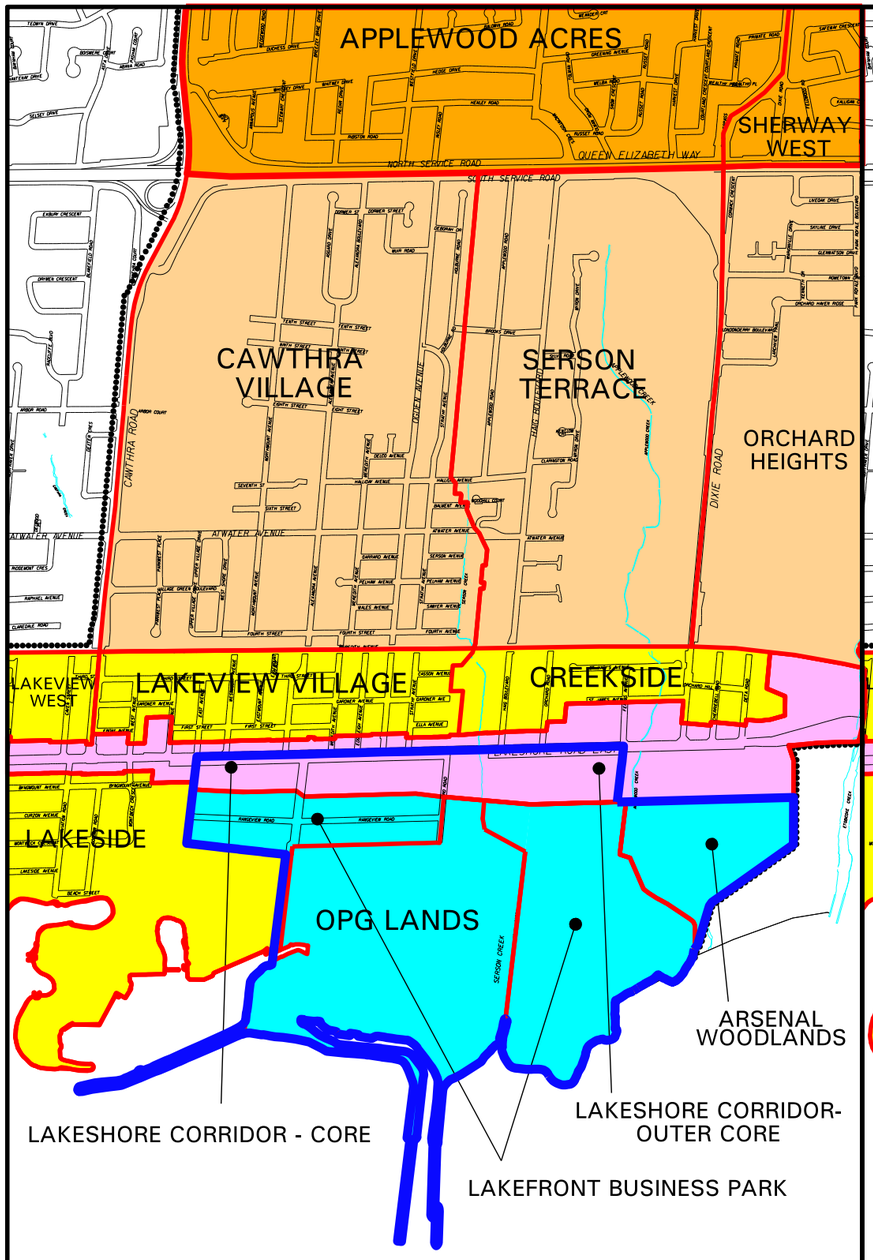

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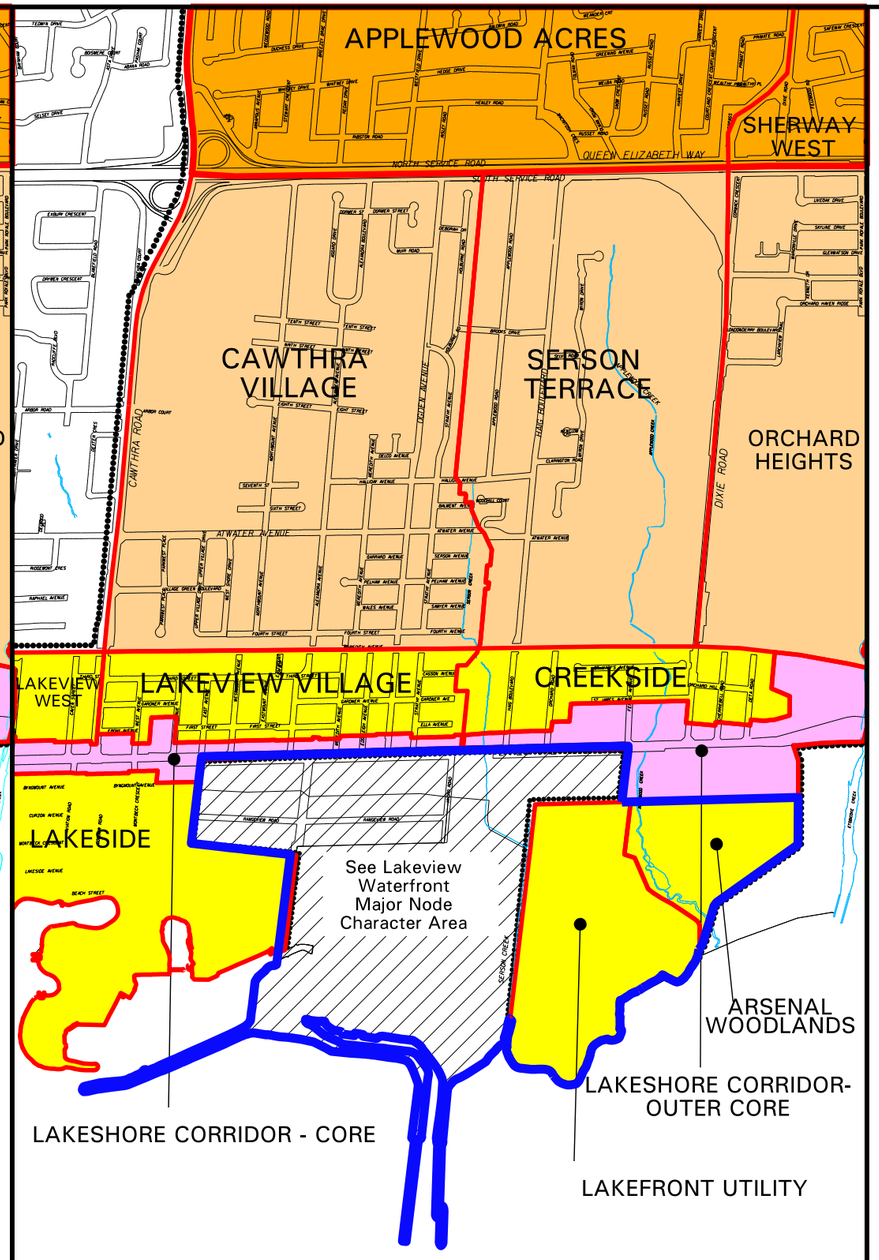

AMENDED

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.

0 200 400 600 800
metres

MAP 1

Part of
Lakeview Local Area Plan
Precincts and Sub-Areas

MISSISSAUGA

2018/06/20

apasha

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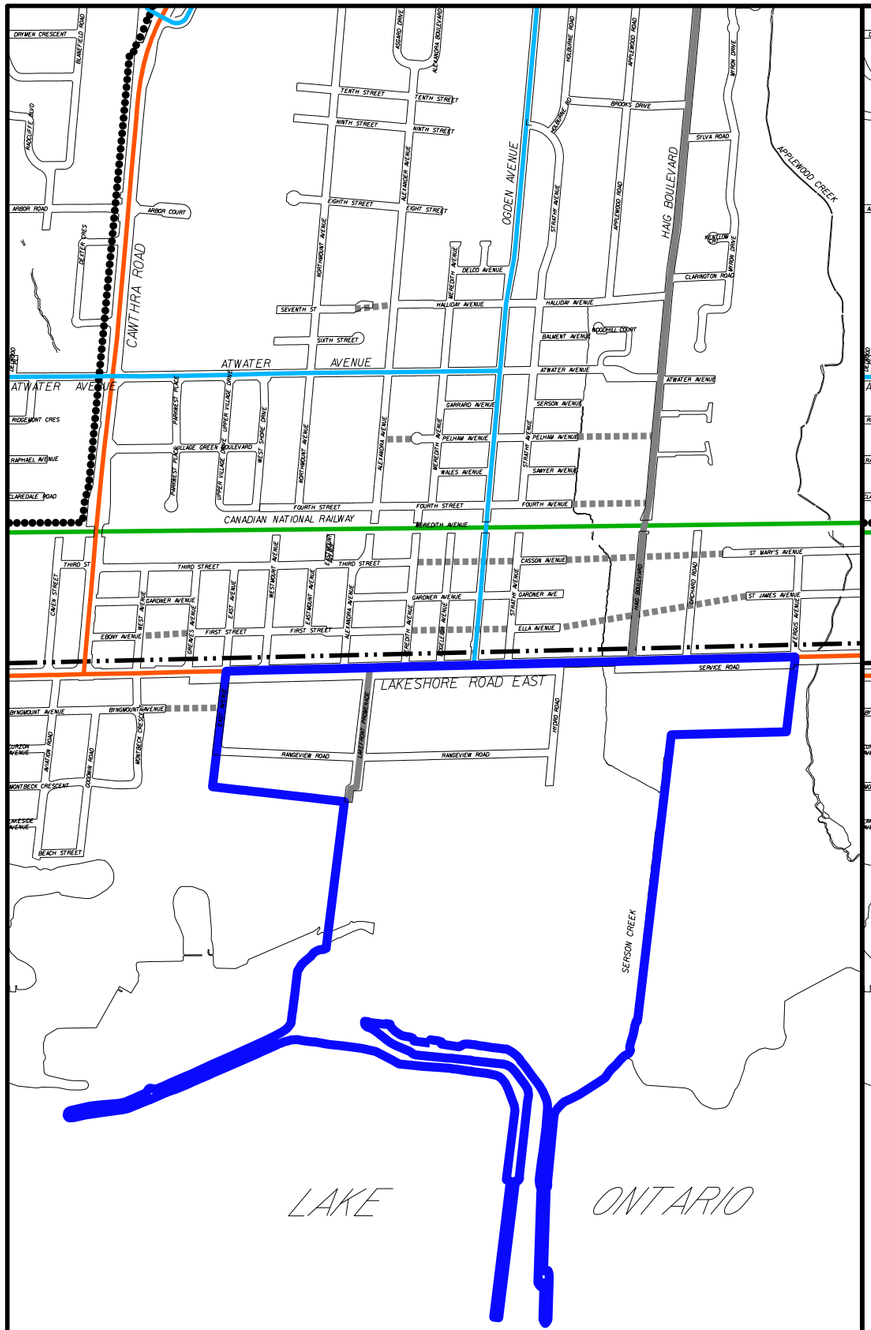

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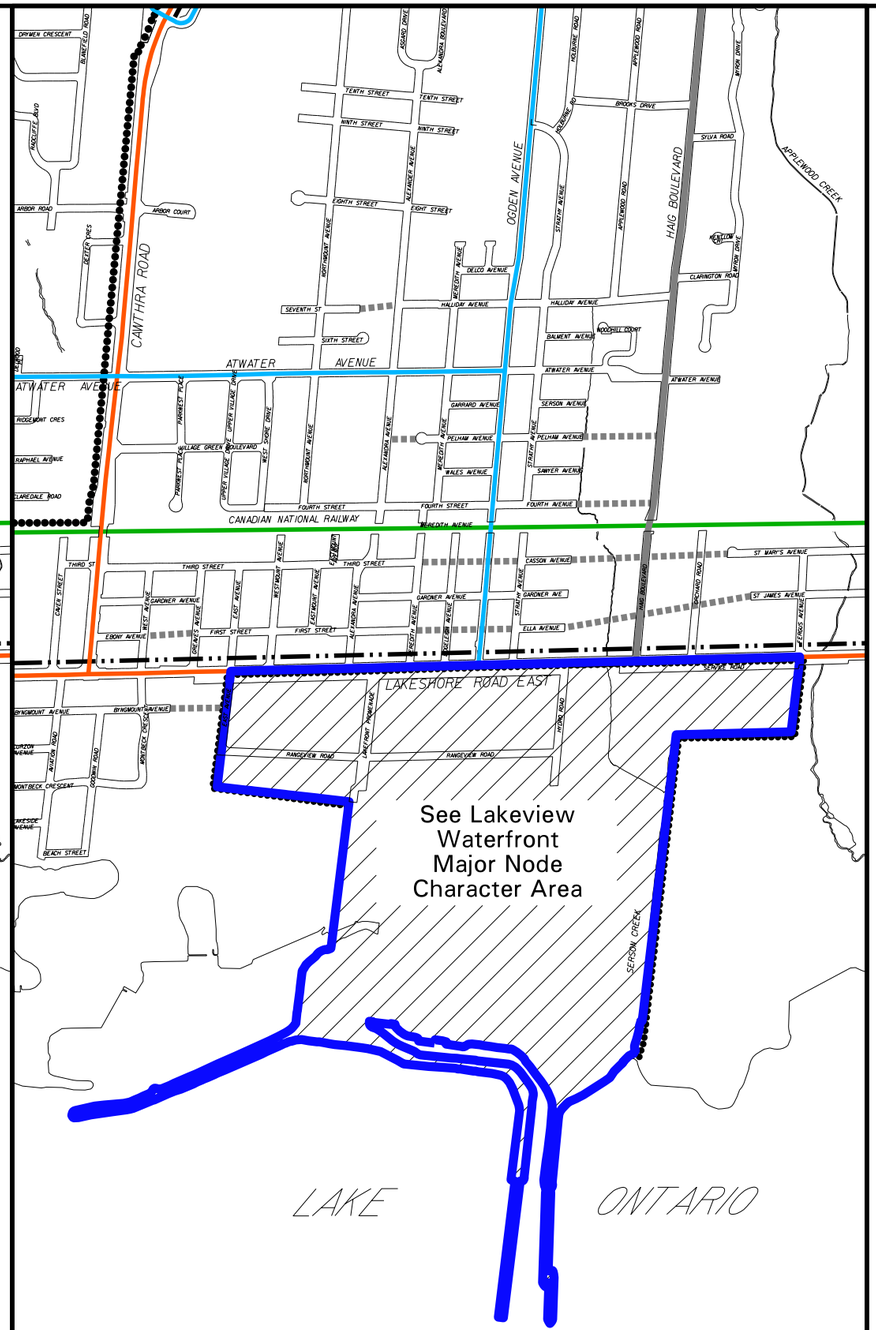

AMENDED

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.

0 150 300 450 600
metres

MAP 2

Part of
Lakeview Local Area Plan
Long Term Road and Transit Network

MISSISSAUGA

2018/06/20

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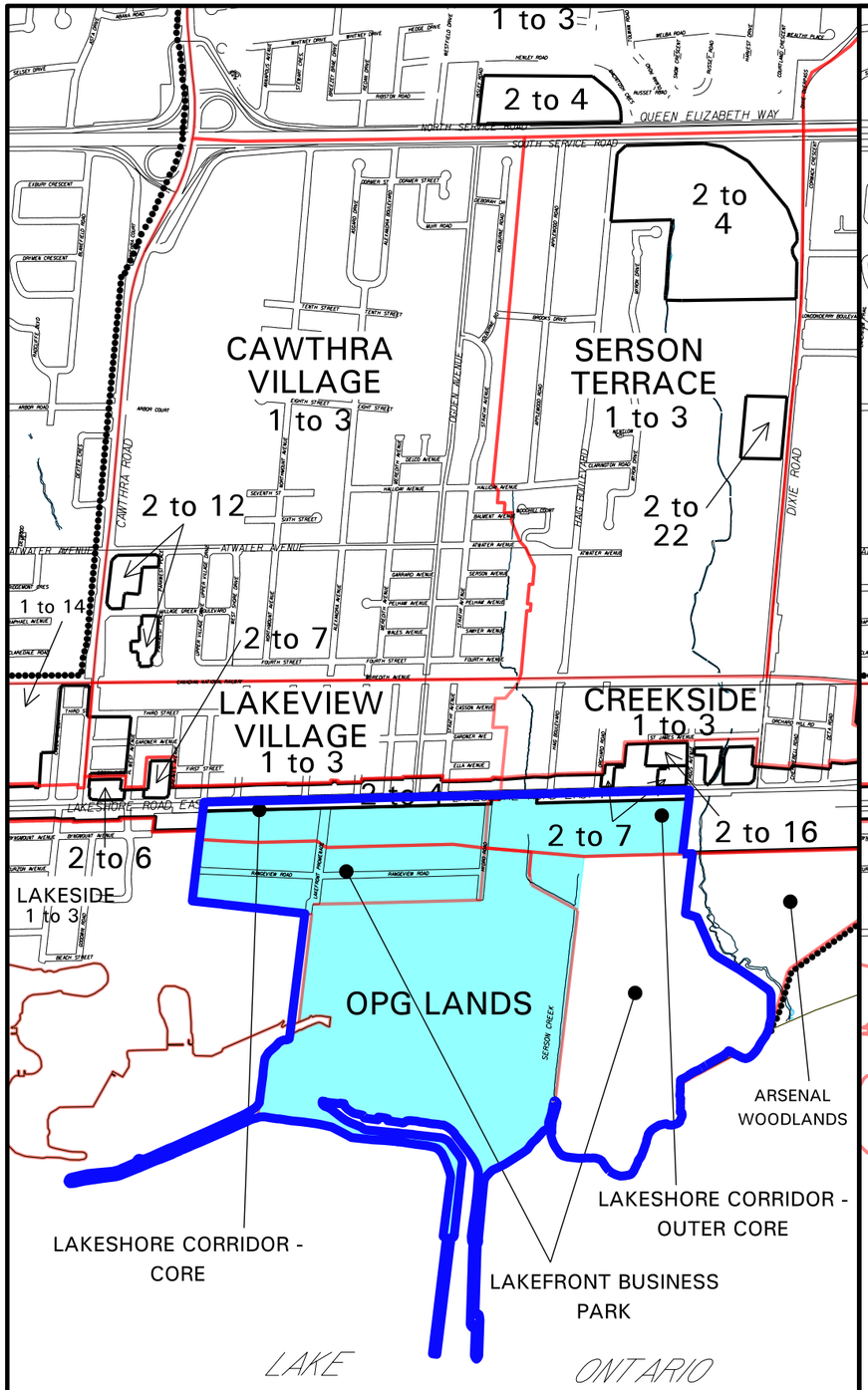

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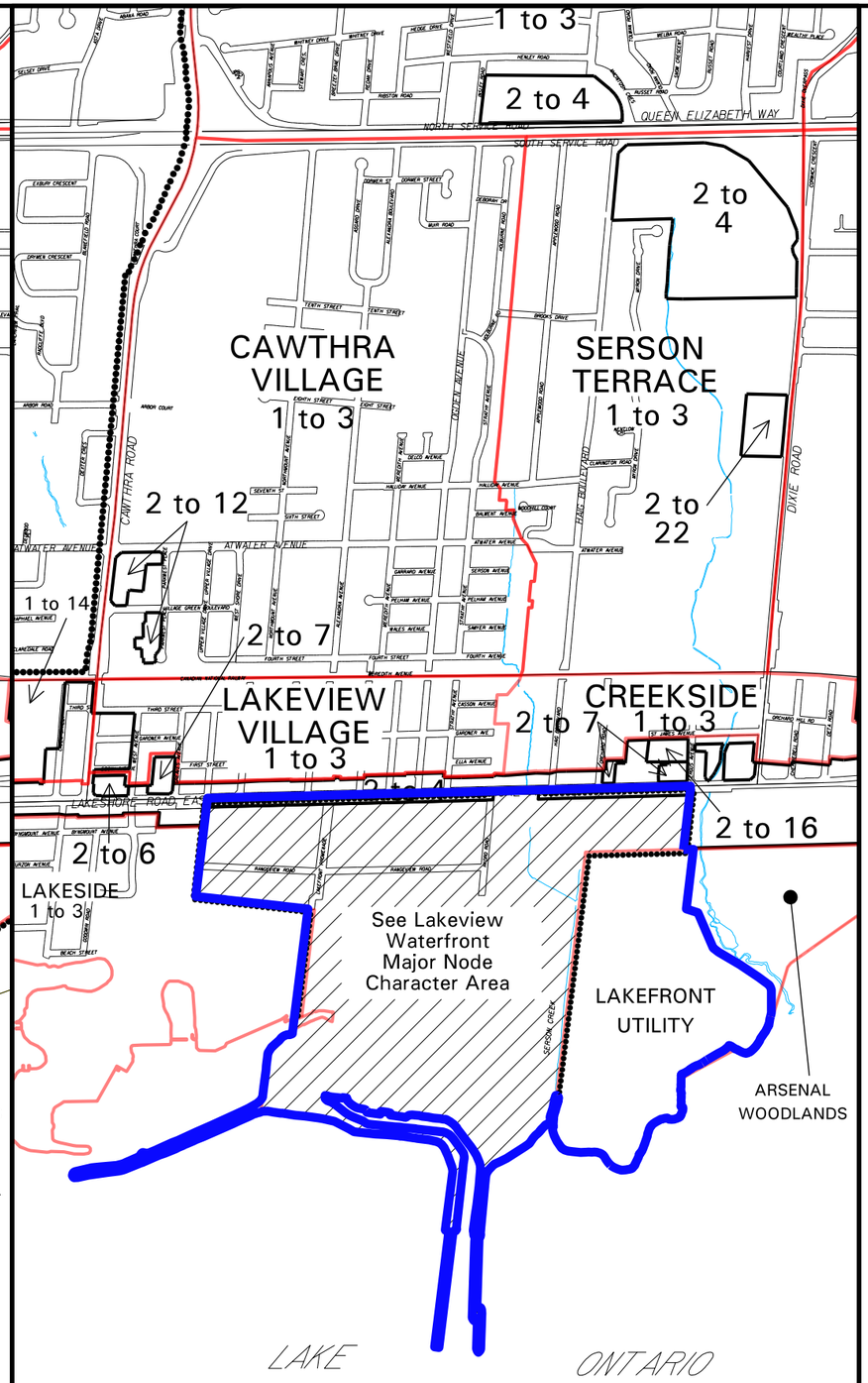

AMENDED

LEGEND:

- Sub-Area Boundary
- To Be Determined
- Local Area Plan Boundary

Note:

1. Height limits represent the minimum and maximum number of storeys permitted.

AREA OF AMENDMENT

1. Removal of the Lakeview Waterfront Major Node from the Lakeview Local Area Plan boundary.
2. Rename Lakefront Business Park to Lakefront Utility.

0 175 350 525 700
metres

MAP 3

Part of
Lakeview Local Area Plan
Height Limits

MISSISSAUGA

2018/06/20

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APPENDIX I

PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on December 5, 2016 in connection with this proposed Amendment.

At the Public Meeting, four people provided comments on the draft Lakeview Waterfront Major Node Character Area policies.

An agent from Glen Schnarr and Associate provided comments and requested clarification on the draft policies. Comments related to the policies included the following: land use designations should allow for increases in height and density, boundary limit of the Major Node should be expanded to include existing parks (Douglas Kennedy and Lakefront Promenade), consider portion designated Business Employment designation along Lakeshore Road in the Innovation Corridor to permit mixed use, allow for commercial parking facilities, and that it is premature to identify parks in the draft policies.

A landowner of the property located at 1024 Rangeview Road expressed concern that the extension of Ogden Avenue will directly run through their property and render the rest of the lands undevelopable. The landowner requested official plan policies proceed with Block Planning, Block Plan Owners Agreement or other mechanism to ensure fair compensation to land owners.

A landowner of the property located at 1036 Lakeshore Road East noted concern about losing his family business and opposed planning that would impact the property.

A resident expressed concern with the environmental impact on Cawthra Bush, proposed increase in population, and impact on the surrounding community's lives and health.

Public comments have been reviewed, and where appropriate, policy changes have been made to the amendment to provide clarity and allow for some flexibility. The comments have been addressed in the Planning and Building report dated June 11, 2018, attached to this Amendment as Appendix II.

City of Mississauga

Corporate Report

MISSISSAUGA

Date: 2018/06/11

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's files: CD.03.LAK

Meeting date: 2018/06/25

Subject

Report on Comments (Ward 1) Proposed Secondary Plan - Lakeview Waterfront Major Node Character Area Policies - Amendments to Mississauga Official Plan
File: CD.03.LAK
Bill 139

Recommendation

That amendments to Mississauga Official Plan in accordance with the report titled "Report on Comments (Ward 1) Proposed Secondary Plan – Lakeview Waterfront Major Node Character Area Policies – Amendments to Mississauga Official Plan" dated June11, 2018, from the Commissioner of Planning and Building, be brought forward for approval by Council.

Report Highlights

- This report contains the final land use plan and policies for the Lakeview Waterfront
- A public meeting was held on December 5, 2016 to hear comments regarding the proposed amendment to Mississauga Official Plan (MOP) along with meetings held with the community and landowners
- The proposed official plan policies were circulated to agencies and departments and the community consultation process, a number of comments were received, and proposed modifications have been made where appropriate
- The proposed official plan policies translate the vision and key principles of the Inspiration Lakeview Master Plan into Official Plan policies and land use designations for the Lakeview Waterfront
- Policies provide for the area's development into an innovative, sustainable green community with a generous public realm and a predominance of mid-rise buildings

- Former OPG lands have now been sold to a development consortium that will bring forward development applications once the policy framework is adopted
- Existing industrial lands in Rangeview Estates are subject to the Region of Peel's Municipal Comprehensive Review (MCR) and non-employment uses will not be permitted until the MCR is completed to the Province's satisfaction

Background

In June 2014, City Council received the Inspiration Lakeview Master Plan (Master Plan) which was a grass-roots, community driven vision for the redevelopment of lands formerly owned by Ontario Power Generation (OPG lands) and the adjacent employment lands.

In 2016, staff began the process of formulating a set of land use policies based on the principles of the Master Plan. The draft policies were received by Council in September 2016 and a statutory public meeting was held on December 6, 2016 to consider amendments to Mississauga Official Plan.

The Province of Ontario put the OPG site up for sale on the open market in summer 2017. In March 2018, a development consortium known as Lakeview Community Partners (LCP) purchased the property.

Since 2016, staff has consulted extensively with various City departments and agencies toward the refinement of the draft policies presented in this report which enables the development of a new innovative, sustainable and green waterfront community. The draft policies will establish the land use framework for the redevelopment of the area and enable development applications to be submitted for a range of residential, commercial, cultural and recreational uses upon final adoption.

The following key principles from the Master Plan have been embedded in the draft policies:

- 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
- A cultural hub at the head of the pier – an area where arts, culture and community space serve as a destination and neighbourhood infrastructure is provided
- An employment and innovation corridor – a 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 draft policies were presented at the public meeting and the community provided verbal and written comments. The draft policies were also circulated to agencies and departments for comment. The purpose of this report is to provide a summary of comments received from the community, agencies and departments, to recommend modifications to the draft policies that are supported by staff that will realize the vision, and to ensure a feasible long range approach to development.

Comments

Throughout the planning process the City has engaged residents, landowners, numerous stakeholders, agencies and City departments. A summary of this input and the staff response are provided in Appendix 1. Original comment submissions are attached as Appendix 2. The minutes of the public meeting are attached as Appendix 3.

Public Engagement

A comprehensive engagement process supported the development of the draft policies. This includes both statutory and non-statutory meeting, on-line communication and open houses as outlined below:

- Draft policies and report posted on PDC webpage on September 12, 2016 to request permission to circulate for comment, hold an open house and public meeting
- PDC meeting on September 19, 2016 with one deputant
- Draft policies additionally posted on September 26, 2016 to the Inspiration Lakeview webpage
- Presentation of draft land use policies to Lakeview Ratepayers Associations Annual General Meeting on October 20, 2016
- Open Houses (afternoon and evening sessions – 53 attendees) held on November 9, 2016 – Notice published in newspaper on October 27, 2016 for both open houses and statutory public meeting (December 5, 2016) – also mailed to landowners within 120 metres of site (approximately 1240 mailed notices)
- Area landowners meeting held on November 2, 2016
- Statutory Public meeting held on December 5, 2016 (4 deputants) – advertised on October 27, 2016
- Revised policies posted on Inspiration Lakeview webpage on January 15, 2018
- Landowners meeting held on January 30, 2018
- Ongoing meetings with LCP from March 2018 – May 2018
- Meetings with Lakeview Ratepayers Associations – series of three meetings held on April 27, May 24, and June 1, 2018
- Revised policies posted on Inspiration Lakeview webpage on May 30, 2018
- Open House held on June 5, 2018 (approximately 70 attendees) – advertised in newspaper on May 24, 2018 and by mail and e-mail to just over 110 people

Upon adoption of the plan, the implementation will involve additional engagement through the review of the required development master plan(s), plan(s) of subdivision and rezoning

applications. A community advisory group may be established to ensure the public remains engaged and provides stewardship of the development review process.

Community Comments

Comments have been received throughout the public consultation process. Generally, comments reflect the following themes:

- Concern that there has not been enough public consultation
    - Numerous opportunities for input have been provided throughout the process as noted above, and consultation opportunities through the development application review process will be available
- Preservation of the original vision and guiding principles
    - The policies respect the vision and guiding principles established by the Master Plan by creating a predominantly mid-rise community and the provision of new waterfront parkland and creating a green corridor along Ogden Avenue into the community
- Height and density
    - Majority of the plan area will be developed for buildings 15 storeys or less. Taller buildings were always contemplated for the Waterway District Area in the Master Plan. These will be subject to Development Master Plans that will identity building types and the arrangement to achieve a predominantly mid-rise built form
    - Taller buildings outside the Waterway District Area and north of the central east-west park between 15 and 25 storeys in height may be permitted, subject to a height study
- Roads, pedestrian and cycling routes
    - Development Master Plans and plan(s) of subdivision will explore opportunities for alternative road designs to support a more pedestrian and cycling friendly environment and their interface with the road network
    - Area wide transportation study will address road network
    - Incorporation of a cycling bridge will be dealt with through detailed park design
- Access to the waterfront and incorporation of more parks and open space
    - Community Services is generally satisfied with the amount and location of parks and open space and the open space along the waterfront is consistent with the Master Plan
- Sustainable measures
    - The Financial/Sustainability Strategy will explore how sustainable infrastructure can be incorporated into both public and private development
    - The draft policies encourage community energy and the use of Low Impact Development (LID) etc.
    -

Agency Comments

Comments from agencies generally recommended changes to provide more clarity to the policies. Some comments were provided for information purposes and will be addressed during the development application review process.

Comments from the Region of Peel primarily addressed procedural aspects of the policies and the need to address changes as a result of the approval of the new Growth Plan in 2017. While the entire area is exempt from Regional approval, the existing employment lands north of the OPG lands cannot be converted for non-employment uses until the Region completes a Municipal Comprehensive Review (MCR) that is subject to Provincial approval, and the Regional Official Plan has been amended.

Department Comments

Since the public meeting, staff have been working closely with a number of City departments to resolve outstanding issues including the consideration of how a new waterfront community can be realized. Some of the issues have included:

- The appropriate road network and the location of major and minor collector roads
- The incorporation of stormwater best management practices and low impact development techniques
- The techniques to develop a sustainable community and sustainable buildings
- The location and size of parks and open spaces
- The incorporation of cultural uses and spaces
- The interface of development to the waterfront and the appropriate height and massing of buildings
- The addition of policies to address the need for community infrastructure and other community amenities
- How to provide for affordable housing
- A review of the land use policies, proposed land uses, block structure, road pattern and access to parks and open space using the Healthy Development Assessment
- The need to develop the area through plan(s) of subdivision to ensure orderly development
- The appropriate application of Section 37 benefits in exchange for additional height and density

Planning Process

The draft policies propose to convert the plan area from utility and employment based land uses to a range and mix of residential, employment, cultural, retail, recreation and community uses. This meets both the Region of Peel and City of Mississauga objectives by developing complete communities while ensuring protection of the natural environment and increasing access to the waterfront.

Lands currently designated “Utility” (i.e. the former OPG lands) are not subject to employment conversion policies. Lands designated “Business Employment” cannot be redesignated for non-

employment uses until further planning work is complete pursuant to the 2017 Growth Plan, as described below.

The City has completed two MCR's for Employment Lands, in 2005 and 2015 as required by the 2006 Growth Plan. Both concluded that the lands designated "Business Employment" in the Lakeview Employment Area may be considered for conversion to non-employment uses subject to a more detailed land use study being completed. The draft policies represent this detailed land use study and satisfy the Region of Peel Official Plan (policy 5.6.2.8) that addresses the conversion of lands from employment to non-employment uses. The Region supports the conversion of the lands including the vision and policies that provide for an Innovation Corridor that aligns with both the Region's and City's employment objectives.

However, with the approval of the new Growth Plan in July 2017, the requirements for the conversion of employment land have changed. The Region is now responsible for preparing a MCR that addresses the conversion of employment lands. This work will form the justification for an associated amendment to the Region of Peel Official Plan. The MCR and Regional Official Plan Amendment require Provincial approval.

To address this matter, a policy has been included in the draft policies which are referenced on Schedule 10 – Land Use Designations and the area subject to this restriction is shown. Once the MCR is approved and the Region's Official Plan is amended, the employment lands can be considered for residential uses without further amendment to Mississauga Official Plan. Until that time, development planning for the lands, including the submission of studies, development applications and servicing may occur, but cannot be approved for non-employment uses.

The draft policies were completed within the policy framework of the 2017 Growth Plan (Growth Plan) and the 2014 Provincial Policy Statement (PPS). The policies are being brought forward under the provisions of Section 17 of the *Planning Act*.

Key Modifications to the Draft Policies

A number of key modifications have been made to the draft policies since first presented in the December 2016 report. Major modifications include:

- Moving the cultural/retail focus area from the southcentral portion of the site to the southeast portion of the site – this southeast location provides synergies between the proposed post-secondary campus, the Innovation Corridor and residential development. This location will be the focus for community activity providing a range of cultural uses and retail opportunities and unique experiences for future employees, students and residents. It will become the epicentre for activity and provides a connection to the waterfront.
- Providing for more mixed use development along Lakeshore Road
- Revising the precincts and their boundaries to reflect the distribution of units
- Adding a table that quantifies the capacity of the area and distributes units across the site to create a predominantly mid-rise built form

- Identifying the need for the completion of the Region's MCR prior to development of non-employment uses on lands in the Rangeview Estates Precinct
- Finalization of the road network for major collectors, minor collectors, enhanced transit and future local roads
- Creating a central east-west park leading into the cultural/retail focus area that will provide access to the waterfront at the eastern edge and an opportunity for a new "Village" context
- Providing a new north-south green spine along the extension of Ogden Avenue into the community towards the new central park and lake
- Adding policies emphasizing connectively throughout the site and the inclusion of active transportation
- In both the Rangeview Estates and Ogden Green Precincts, establish a height limit of between 8 and 15 storeys for taller buildings but allow for heights up to 25 storeys provided, among other matters, that the number of units in tall buildings does not exceed that shown in Table 1, buildings will be combined with mid-rise and/or low rise buildings on the same block and generally built at the same time and will be subject to an urban design control document
- Providing locational criteria for the development of a limited number of taller buildings (between 16 and 25 storeys, subject to a height study) in the Rangeview Estates and Ogden Green Precincts along the proposed enhanced transit corridor and at the intersection of Ogden Avenue and Lakeshore Road
- Additional height may be considered subject to a height study, and the provision of additional public and private amenity space based on a more compact form of development
- Providing for a height of 25 storeys and criteria for the consideration of additional height in the Waterway District, subject to a heights study
- Urban design control documents to be registered on title, that will address heights, phasing of buildings to provide for a mix of built form and heights, and the phasing of the overall development
- Requiring plan(s) of subdivision to ensure orderly development
- Policies will maintain the overall mid-rise vision for the area. It provides a clear policy regime which provides necessary control to inform where additional height is appropriate, since controls are intended to reduce the number of future site specific amendments for additional height, which only undermine the overall intent of the Master Plan.

Conformity with Region of Peel Official Plan

The City has worked closely with the Region of Peel staff through the planning process and has been advised that the draft policies conform to the Regional Official Plan. The policies appropriately address the Region's objectives for the development of complete communities

and provide for a range and mix of housing and employment opportunities, while ensuring the protection of the natural environment and highlighting the natural waterfront features.

The Region has provided detailed comments (Appendix 4) related to the issues noted above and the servicing capacity for the area. Servicing matters will be addressed through the review of development applications including plan(s) of subdivision.

Conformity with the Provincial Growth Plan (2017)

A review of the 2017 Growth Plan for the Greater Golden Horseshoe was undertaken and is summarized in the Appendix 5. The draft policies represent good planning and conform to the Growth Plan.

The draft policies will enable the area to develop as a Major Node intended to accommodate intensification with a transit supportive gross density target of between 200 and 300 residents plus jobs per hectare. The Lakeview Waterfront area is divided into precincts that reflect differences in the planned character for each area, including an Innovation Corridor to attract new employment opportunities and a Cultural Waterfront precinct where cultural, recreational, commercial, educational and residential uses will provide a focus for local residents and the broader community.

Enhanced transit, a fine grain road network and the use of Transportation Demand Management measures will support transit and active transportation that should help reduce reliance on vehicles and generation of greenhouse gas emissions. A required Financial Sustainability Strategy will consider how infrastructure, new buildings and public realm can be designed to achieve a model sustainable community and help address climate change.

As discussed earlier in the report, although the Region of Peel is supportive of the proposed amendment, it has been determined that a MCR and Regional Official Plan Amendment are required to redesignate the portion of the subject lands currently designated “Business Employment”. As an interim measure, until this work is completed, the proposed amendment includes a policy stating this. Lands previously occupied by the former power generating facility are designated “Utility” and are not subject to a MCR.

Consistency with the Provincial Policy Statement (2014)

A review of the 2014 Provincial Policy Statement was undertaken and is summarized in the Appendix 6. The draft policies represent good planning and are consistent with the Provincial Policy Statement.

The draft policies promote efficient development as they allow for vacant underutilized land along the waterfront and an aging employment area to be redeveloped and intensified as a sustainable, liveable, healthy resilient community that protects the environment, public health and safety as well as facilitating economic growth.

Development will be compact, transit supportive, and will provide a range of land uses including residential, commercial, employment uses and an extensive parks and open space system, providing access to the Lake Ontario shoreline. Policies require land use compatibility to ensure sensitive land uses are appropriately buffered from major facilities (e.g. wastewater treatment facility). The draft policies support the wise use and management of resources (e.g. use of innovative stormwater management practices) and protects public health and safety (e.g. land use designations along the Lake Ontario shoreline and Serson Creek restricts development) while enhancing the Natural Heritage System.

Mississauga Official Plan

Modifications to Mississauga Official Plan are required to incorporate the Lakeview Waterfront Major Node Character Area policies as shown in Appendix 7. The secondary plan is attached as Appendix 8. Amendments to the Lakeview Local Area Plan are required to remove the Lakeview Waterfront area and are detailed in Appendix 9.

Strategic Plan

The proposed Lakeview Waterfront Amendment to Mississauga Official Plan responds to the "Prosper" Pillar for Change – "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 and sustainable community.

Financial Impact

There is no financial impact at this time.

Conclusion

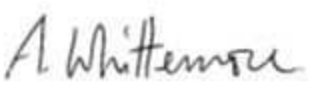
The approval of the land use policies for the Lakeview Waterfront is a milestone in Mississauga's history. What started as a grass-roots community initiative to see a former power generating station transformed has resulted in draft policies that will enable the development of a vibrant mixed use community with a range of residential, employment, recreational and cultural uses.

While this concludes the consultation process on the Official Plan policies, the community, agencies and departments will continue to have an opportunity to be engaged through the development application review process. As a next step, staff recommend that a community advisory group be established to continue the engagement process on the development review process for development master plans, plan(s) of subdivision and rezoning applications.

Originators files: CD.03.LAK

Attachments

Appendix 1: Response to Comments Summary
Appendix 2: Written Submissions
Appendix 3: Public Meeting Minutes
Appendix 4: Letter from Region of Peel
Appendix 5: Conformity with Provincial Growth Plan (2017)
Appendix 6: Consistency with Provincial Policy Statement (2014)
Appendix 7: Modifications to Mississauga Official Plan
Appendix 8: Secondary Plan for the Lakeview Waterfront Major Node Character Area
Appendix 9: Amendments to the Lakeview Local Area Plan



Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Karen Crouse, Acting Manager, Planning Programs
Karin Phuong, Planner
Paul Stewart, Planner

Response to Comments Summary[1]

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment	Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]	
Glen Schnarr & Associates Inc. on behalf of a consortium of land owners (Planning and Development Committee on September 19, 2016)	General comment	Requested a session outside of the Open House for City staff to engage with consortium	A session was arranged and staff met with the consortium and Glen Schnarr & Associates on November 2, 2016.	1	No action required.
Enbridge Gas Distribution, letter dated October 18, 2016	General comment	Does not object to the proposed application and reserves the right to amend or remove development conditions.	No further comment at this time.	2	No action required.
Conseil scolaire Viamonde, email dated October 24, 2016	General comment	Does not identify a need for a school site in the area.	No further comment at this time.	3	No action required.
Public (at Open House November 9, 2016)	General comment	Think vision is proceeding well and the idea of distributed density is well considered. Would hope to achieve a welcoming and engaging	A range of employment types are permitted in the new policies including commercial, institutional, cultural, and business employment jobs. The number of new jobs is anticipated to exceed the number of existing jobs, according to the Inspiration Lakeview Master Plan.	4	No action required.

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
		environment. Important that we preserve existing jobs and add employment capacity throughout the district.	A City initiated study is underway to develop a market analysis and economic feasibility study for the development of the Innovation Corridor.		
Public (at Open House November 9, 2016)	General comment	Liked the original plans with the waterways on the south end connecting to lakeside and the marina.	Community Services is generally satisfied with the location of the open spaces in the official plan amendment	5	No action required.
Public (at Open House November 9, 2016)	General comment	Concerned about the loss of lands for sports (i.e. baseball diamonds and soccer fields). Difficult to find land for sports fields once subdivisions are built up. Difficult for visitors to find parking and washroom facilities in Granville Island (which was used as an example of a Cultural Quarter)	In addition to the new parks proposed in the new Lakeview Waterfront community, residents will continue to have opportunities to play organized sports in Lakefront Promenade Park. Provision of additional sports fields will be considered through the Parks and Forestry Master Plan and Future Directions plan. Parking for park use and public washroom facilities will be considered through future park planning development.	6	No action required.
Public (at Open House November 9, 2016)	General comment	(1) There are too many people for this area and this will create severe gridlock.	(1)(4) The City and the Region are planning for infrastructure capacity in the area (transit, and water and wastewater, respectively). A Transportation Study for the area will be required to conclude on the	7	No action required.

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
		(2) There is not enough green spaces, no dedicated recreational centre/pool and no school plan. (3) There is nothing for youth in the neighbourhood. (4) Concerned that there will be sewer and water issues. (5) For renters – this will cause rents to increase. Concerned current rental apartments are being turned into condos forcing tenants to move. There is no affordable housing planned.	road network, active transportation and transit. (2) (3) The Lakeview Waterfront area is planned to be a complete mixed use community for all. Proposed Public Open Space (for parkland) is shown on Schedule 10; new recreational facilities will be considered through future Community Services Plans. (5) The City supports affordable housing and is implementing an Affordable Housing Strategy. The City will work with the Region to identify locations to meet its affordable housing objectives. Actions are identified in the City's housing strategy, Making Room for the Middle e.g. achieving affordable housing targets and tenure; and where re-development involves the removal of existing rental units replacing the type and number of units displaced in addition to achieving the affordable housing target of 35%.		
Dufferin-Peel Catholic District School Board, email dated November 24,	General comment	Accommodation statistics for enrolment and capacity are provided for Queen of Heaven Elementary and St. Paul Secondary schools and	No further comment at this time.	8	No action required.

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
2016		enrolment is currently below capacity.			
Landowner and Tenant of 1260 Lakeshore Road East (email and attached letter sent November 27, 2016)	Mixed Use Designation	Properties facing Lakeshore Road East should be Mixed Use to allow for residential and commercial uses (excluding retail) for the following reasons: • it supports Places to Growth initiative (properties in proximity to Long Branch) • the Mixed Use would be located adjacent to the Arsenal Lands/Marie Curtis Park (be a place to live) • filling office space in the area is difficult and will continue to be an ongoing challenge • the smell from the G.E. Booth Wastewater Treatment Plant has almost been	The policies provide for some lands along Lakeshore Road East for Mixed Use e.g. between Lakefront Promenade and Hydro Road. The lands at 1260 Lakeshore Road East are part of an area identified as the Innovation Corridor for a high-tech green campus for research and development, office and light industrial uses. A City initiated study is underway to develop a market analysis and economic feasibility study for the development of the Innovation Corridor. In addition, the business employment lands provide a buffer between sensitive land uses and the existing wastewater treatment facility.	9	No action required.

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
		eliminated (only one remaining odour from one utility access cover) • commercial (non-retail) should be permitted on the first four storeys to promote employment use in the area • residential uses should be permitted above the fourth storey and a residential high density zoning that balances with the properties on the north side of Lakeshore Road East			
Landowner and Tenant of 1260 Lakeshore Road (email and attached letter sent November 27, 2016)	Future Roads	Not clear where Street 'M' in the Innovation Corridor will be situated and whether this road uses privately held land. Consider an alternative access road on the south side of the properties to connect to Hydro Road	A new local road (Street 'M') through the business employment lands would be located on private lands. A Transportation Study for the area will need to be completed as part of the area wide studies (and prior to City Council's endorsement of the development master plan(s)). Development would occur through one or more plans of subdivision which will determine the final alignment of roads.	10	That Figure 4 Lakeview Waterfront Major Node Character Area Future Roads be revised to show Street 'M' in the Innovation Corridor on the southern/rear portion of the business employment lands.

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
		and Rangeview Road.	Staff agrees that Street 'M' could be located further to the southern part of the property.		
Landowner and Tenant of 1260 Lakeshore Road (email and attached letter sent November 27, 2016)	Comment on Building Design	New buildings should be a remarkable architectural design (e.g. Absolute Towers in Mississauga, La Grande-Motte in France). Opportunity to do something great for Mississauga	Policies have been included to ensure design excellence, including: • Section 13.4.8 Desirable Urban Form includes references to permit limited taller buildings that must "earn the sky" through design excellence and protection of skyviews and address sun and wind. • 13.4.8.1 General Policies – that the Waterway District Area include select, architecturally significant buildings. • 13.4.6.5 Development within the Cultural Waterfront Precinct will create a unique identity by providing distinctive architecture, high quality public art and ***streetscape***, and cultural infrastructure and spaces that will reinforce, where appropriate, the history of the site.	11	No action required.
Landowner and Tenant of 1260 Lakeshore Road (email and attached	Business Employment land use designation	The designated business employment lands excludes the land use for (h) transportation facilities and (i) trucking facilities. Needs	Mississauga Official Plan – Lakeview Local Area Plan currently does not permit transportation facilities and trucking facilities. Zoning By-law 0225-2007 does not permit transportation facilities and truck terminals.	12	No action required.

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
letter sent November 27, 2016)		assurance that the company and successors are permitted to use the land as per the existing zoning by-laws.	However, Mississauga Official Plan 11.2.11.1 permits warehousing, distributing and wholesaling in the Business Employment land use designation and Zoning By-law 0225-2007 permits warehouse/distribution facility in the E2-21 zone, among other uses. In addition a policy has been included to permit business employment uses on the day policies come into effect to continue (see policy 13.4.10.1.1)		
Glen Schnarr & Associates Inc., letter dated November 29, 2016	Map 3 Lakeview Local Area Plan Height Limits	Concern that the Lakeview Local Area Plan height limits have been amended on client's lands at 1345 Lakeshore Road East. Clarify that the heights of 2-10 storeys are not removed from the Lakeview Local Area Plan Height Limits (Map 3)	The property located at 1345 Lakeshore Road East is not within the Area of Amendment and no changes are proposed to the heights through this amendment.	13	No action required
Peel District School Board, letter dated December 1, 2016	13.4.6 Complete Communities	(1) The Board requires one elementary school site of 3.24 hectares (8 acres) in the area. (2) Revise second paragraph in section	(1) See comment #3 (2) Suggestion that the policy listing examples of community infrastructure and services include educational facilities has been considered. Following further review, the entire paragraph has been deleted as	14	That the following new policies be added as follows: 13.4.6.2 The City will work in collaboration with the school board(s) to determine the need for educational facilities. The location

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
		13.4.6 to include educational facilities (3) Policy 13.4.8.1 should include a new policy that "the location and amount of space dedicated to public educational facilities in collaboration with the Peel District School Board." (4) Suggest that a new policy be added to the section on Complete Communities i.e. The City will work in collaboration with the Peel District School Board to investigate the need for public educational facility. The collaboration may be a creative opportunity to accommodate anticipated students from this community. (5) Policy in the Institutional land use section 13.4.10.[4] should	policies regarding community infrastructure (city-wide) are contained in the official plan (principal document) and does not need to be repeated in the Major Node Character Area policies. (3) Agree that a new policy can be added regarding the location of educational facilities for all school boards. (4) The new suggested policy about creative opportunity can be added to permit compact urban form facility. (5) Suggested amendment to the policy in the Institutional land use section 13.4.10.[4] to include "public educational facility" as a permitted use is not necessary as community infrastructure (which includes public schools) are permitted in all land use designations except Greenlands and Parkway Belt West.		of these facilities will be determined through the development application process. 13.4.10.1.4. Schools will be combined with another permitted use in the same building to create compact urban form.

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
		include "public educational facility" as a permitted use.			
Landowner of 1200 Lakeshore Road East, letter dated December 1, 2016	Map 13-4.2, Map 13-4.3 and Map J Part of Schedule 10 Land Use Designations	Suggest that Street M as shown on Map 13-4.3 which runs parallel to the Lakeshore Road East between Street N and Street K be moved further south at the rear of the property and connect to Street B. Assurance that as the property is located within the Innovation Corridor that the zoning will remain and the current processing business be allowed to continue.	Agree – moving Street M further south will allow for a larger development parcel at Lakeshore Road East. Connecting to Street B will allow an east-west connection through the area. The land use designation on the property will continue to be Business Employment and are also stated in policy e.g., • 13.4.10.1.1 Notwithstanding the policies of this Plan, business employment uses will be permitted as they existing on the day these policies come into effect. • 10.4.10.5.1 Notwithstanding the Major Node policies of this Plan, the Business Employment designation will be permitted.	15	That Map 13-4.2 Lakeview Waterfront Major Node Character Area Precincts, Map 13-4.3 Waterway District Area, Figure 4: Lakeview Waterfront Major Node Character Area Future Roads, and Map 'J' Part of Schedule 10 Land Use Designations of Mississauga Official Plan be revised to show Street 'M' at the rear of the properties located at 1180, 1200, 1226-1230, 1258, and 1260 Lakeshore Road East and to connect to Street B.
Credit Valley Conservation, email dated December 2, 2016	Value the Environment	Suggest that in keeping with the Vision for the Lakeview Waterfront lands, it would be advantageous to highlight and support considerations for protecting the Green	Mississauga Official Plan includes policies that highlight protection and enhancement of the Green System and do not need to be repeated in the Official Plan Amendment. For example, • Mississauga Official Plan section 6.0 Value the Environment includes	16	No action required.

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
		System (as identified in Chapter 6 of the Mississauga Official Plan), more specifically the Natural Heritage System as well as parks and open spaces on the site.	policy 6.1.1.b "Mississauga will: a. protect, enhance, restore and expand the Natural Heritage System…" and policy 19.19.1a " Mississauga will provide for public open space and/or recreational facilities in accordance with the following means: a. dedication of land for park or other public recreational purposes, or cash-in-lieu for park or other public recreational purposes, under the provisions of the *Planning Act*…" • Mississauga Official Plan Section 7.6.2 Lake Ontario Waterfront includes policy 7.6.2.4 "…the review of applications…will have regard for the following… (e) potential to provide linkages for other trail systems, public access nodes, and natural features, areas and linkages including their ecological functions; (h) restoration and shoreline improvements; (i) natural heritage features and their functions.."		
Landowner of 1036 Lakeshore Road East, letter dated	General comment	Object and oppose any planning that would impact the property. Planning staff met with	In order to plan for the Lakeview Waterfront, roads and parks are necessities to ensure the vision for the area is achieved. The proposed New Ogden Avenue and	17	That the following new policies be added: 13.4.11.15 In the event that there are multiple landowners, to ensure

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
December 2, 2016		the landowner in February 2018 to discuss the landowner's concerns including: value of the land, alternatives to the extension of new Ogden Avenue (i.e. pedestrian walkway), placement and width of a road, width of pedestrian walkways, lot sizes, alternative entrance from Lakeshore Road and compensation.	associated linear park provide represent an important north-south connection to the Cultural Waterfront Precinct and Lake Ontario Shoreline and are important for achieving Vision for the community. Development Master Plans will address a number of concerns (e.g. requirements for local roads, appropriate right-of-way widths, entrances to Lakeshore Road, etc.). A policy has also been added to state that the City may expropriate roads if necessary with costs recovered through land owner cost sharing agreements.		the appropriate and orderly development of the site and to ensure that the costs associated with development are equitably distributed among all landowners, the City will require that a cost sharing agreement and/or front end agreement has been executed to address distribution of costs and municipal and community infrastructure, lands and facilities associated with development in a fair and equitable manner. Individual developments will generally not be approved until the subject landowner becomes party to the landowners' cost sharing agreement. 13.4.11.16 The City will not be a party to any landowner cost sharing agreement but may be a party to a front end agreement. Where necessary for the purposes of facilitating a front ending agreement, the City may utilize area specific development charge by-laws enacted pursuant to the Development Charges Act, 1998, as amended.

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
					13.4.11.17 In order to ensure the proper and orderly development in accordance with this Plan, development will occur by way of one or more plans of subdivision which will determine the final alignment of public roads, the location and size of development lots and blocks, and parkland. Development may be phased as necessary. Land consolidation will be encouraged. 13.4.7.1.12 The City may expropriate for roads if necessary, with the costs recovered through landowner cost sharing agreements.
McMillan, solicitors retained by landowner of 1024 Rangeview Road, letter dated December 2, 2016	Implement-ation	Commends the City for taking the lead to transform the area and has no issue with the vision for the area. Concern about how the vision will be implemented and that the policy framework does not address the	Policies are provided in the Planning and Financing Tools section to ensure costs associated with development are equitably distributed among all landowners and will require that a cost sharing agreement and/or front end agreement has been in place.	18	See Policies: 13.4.7.1.12 13.4.11.15 13.4.11.16 13.4.11.17

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
		challenging aspects. E.g. new Ogden Avenue will run through the middle and over 60% of the client's property. City needs to ensure that each landowner is treated fairly - Official Plan policies should proceed with a block planning process and a block plan owners' agreement to ensure this, or another mechanism in the planning policies to ensure fair compensation to land owners whose properties have lost all or most development capability. Official Plan policies should not be enacted until City Council has determined how it will treat all of the landowners fairly.			
Mark Atlin, solicitor for Elias Bros.	General comment	Advise that client is part of the Lakeview Landowner Group	No further comment at this time.	19	No action required.

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
Construction Ltd., letter dated December 5, 2016		represented by Glen Schnarr & Associates Inc. and client reserves the right to act independently in this matter.			
Resident, deputant at PDC Meeting December 5, 2016	General comment	Expressed concern with the environmental impact on Cawthra Bush and with the proposed population increase to the area. Also concerned that there will be an impact on the surrounding community's lives and health and the environment needs to be considered.	Credit Valley Conservation Authority did not raise any concerns with impacts on the Cawthra Bush. The Cawthra Bush is outside the Lakeview Waterfront Major Node Character Area. Mississauga Official Plan and Lakeview Waterfront Major Node policies appropriately identify the importance of the environment.	20	No action required.
Glen Schnarr & Associates, Dec. 5, 2016 Letter	Direct Growth	<u>Increase in height and density</u>: • Policy thrust specific to overall yield and development standards appears to conflict with potential for these lands • Further increases in density and height	Policies reflect direction in the Inspiration Lakeview Master Plan and Mississauga Official Plan. These documents support the OPA's approach to growth (e.g. inclusion of height limits, overall number of units. Person Plus Job ratio), including: • Direction in the Inspiration Lakeview Master Plan states "predominate built form in Lakeview will be at a mid-rise scale" while also allowing for ground related and higher building elements. (pg. 61). This direction has influenced the	21	No action required

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
		should be allowed as it will establish the significance of this area in the overall City context	policies and development standards for the area. • Inspiration Lakeview Master Plan included a capacity density (i.e. yield) in Figure 4-57 of 10,500 units (based on the City's Growth Forecasts) for the area which has been included in the OPA. • Mississauga Official Plan policies provide guidance regarding height (2-25 storeys - pg. 5-5) density and appropriate growth (200 to 300 persons plus jobs per ha – pg 5-8) and state that Character Area policies may establish alternative heights (policy 13.1.1.2). The OPA is generally consistent with these policies. • Identifying Lakeview as a Major Node recognizes its significance as it will be one of only three Major Nodes in the City intended to accommodate height and density less than the Downtown but greater than elsewhere in the City (pg5-5 of MOP) • Further increases in height and density will not necessarily establish the significance of the area. What makes the area significant are access to the water, creating vibrant public and private realm, generous open spaces, cultural, institutional (potential post-secondary facility) and recreational amenities and access to employment to create a model green sustainable		

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
			community. • The Lakeview Waterfront OPA strikes an appropriate balance between providing flexibility for developers and certainty for the City as to development of the site. Should through the preparation of the required Development Master Plan, issues arise, the *Planning Act* in Ontario allows land owners to apply for an Official Plan Amendment and the appropriateness can be evaluated by the City. Concern has been raised that the Lakeview Waterfront policies cannot be amended for two years after Council adoption; however, the City has received a legal opinion confirming that the City does have the ability through a Council resolution to open up the policies within the first two years.		
Glen Schnarr & Associates, Dec. 5, 2016 Letter	Direct Growth	<u>Population Allocation:</u> Has the City and Region agreed upon the allocation of population for this Major Node. Is it confirmed that the numbers are a minimum for future growth?	The Region is supportive of the Lakeview Waterfront OPA and associated population density. The population forecast for the area is between 15,000 and 22,000 people, which have been provided to the Region and incorporated into their growth analysis and forecasts. The appropriateness of additional population above 22,000 would have to be part of discussions between the Region and City regarding future growth	22	No action required

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
			forecasts, should this issue arise. Included in the review of any increases in the population allocation would have to be the impact on built form.		
Glen Schnarr & Associates, Dec. 5, 2016 Letter	Direct Growth	<u>Boundary Limit:</u> The boundary limit should be revised to include Douglas Kennedy Park and the easterly portion of Lakefront Promenade as they are isolated from existing residential areas	Douglas Kennedy Park and Lakefront Promenade are existing parks that are utilized by residents from both the local area as well as the broader community. It is not necessary to include them within the Major Node.	23	No action required
Glen Schnarr & Associates, Dec. 5, 2016 Letter	Value The Environment	<u>Serson Creek</u>: Is a separate study expected to address the Serson Creek Study Area or does the EA for the culvert crossing of Lakeshore Road East satisfy this policy.	Credit Valley Conservation authority has indicated that hazard mapping is to be confirmed. In addition, the planning and construction of any road crossing the Serson Creek (e.g. Street K / future Haig Boulevard extension) would require further study through the development application process.	24	No action required
Glen Schnarr & Associates, Dec. 5, 2016 Letter	Value The Environment	<u>Green or Sustainable Technologies:</u> Who is taking the lead on issues around District Energy and Alternative Waste Collection? What is the expectation	Energy is the responsibility of Alectra Utilities and waste collection is the responsible of the Region of Peel. OPA policies encourage as they cannot compel. It should be noted that Region of Peel staff have advised they will support any alternative waste collection method that is	25	No action required

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
		of private development in determining the future of these technologies? It is not clear whether LEED or other green technology are meant to encourage alternative development standards or will be incentivized as an alternative development standard. LEED requirements could be significant costs for development of the area making it uncompetitive with other areas of the City or surrounding municipalities. Will city standards be revised to reflect the promotion of and not potentially conflict with these sustainable policies?	established by the individual property owner as long as the final collection area for waste, recyclable and bulky items is in line with the most current Waste Collection Standard. The Region of Peel is also studying opportunities to incorporate energy generation from the Wastewater Treatment Plant. The City has had dialogue in the past with Alectra regarding District Energy, however, there is no commitment to date. It is expected private developers would discuss with service providers and assess opportunities to implement sustainable initiatives. The Lakeview Waterfront OPA requires a Financial / Sustainability Strategy be prepared in advance of any development master plans. Draft Terms of Reference have been prepared. Preparation of this document will address the feasibility of implementing green development strategies, and the need for incentives. Through the Financial / Sustainability study, input from stakeholders including City Departments responsible for various standards will be provided in order to address any potential conflict.		

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment	Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]	
			Potential land value uplift associated with the City initiated OPA should help mitigate financial costs associated with LEED requirements and can be further examined through the Financial/Sustainability study. Given emphasis on planning for climate change and potential Citywide initiatives to address this issue, the cost differential between sustainable development in the Lakeview OPA and rest of the municipality may be reduced over time.		
Glen Schnarr & Associates, Dec. 5, 2016 Letter	Land Use - Employment Designation	Premature to propose the extent of the Employment designation and should be reviewed in context of the Innovation Corridor Study Not appropriate to have Employment along the Lakeshore Corridor given significance of street and intended streetscape. There are no other Business Employment designations along Corridors in Mississauga that are not within	Business Employment designation is being retained given adjacency to wastewater treatment plant and master plan vision for an Innovation Corridor to provide employment opportunities for the community. Lands designated Business Employment are located within the Innovation Corridor Precinct. The Master Plan envisioned this area as a high-tech green campus which is appropriate to be located on a corridor and should be supportive of the streetscape. The lack of a similar Business Employment designation elsewhere in the City should not be criteria for limiting the City taking an innovative and proactive approach.	26	No action required

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
		Employment Areas. Suggest a Mixed Use designation permitting residential / retail / employment may be more appropriate.	The Innovation Corridor Study currently being undertaken by the City will provide greater clarity on the future of this area at which time the City could amend relevant policies. The City is also concerned about sensitive land uses such as residential development being located adjacent to the existing wastewater treatment plant, as well as any future expansion on the site. It should also be noted that if these lands are redesignated to permit residential uses, they would also be subject to the employment conversion through the Region's Municipal Comprehensive Review.		
Glen Schnarr & Associates, Dec. 5, 2016 Letter	Land Use-Mixed Use Designation	Does this designation permit a supermarket	Yes – lands designated Mixed Use permits a variety of uses, including commercial	27	No action required
Glen Schnarr & Associates, Dec. 5, 2016 Letter	Land Use - Motor Vehicle Commercial Designation	Could the kinds of uses typically found on lands with this designation be considered with the Mixed Use or Business Employment designations	Mississauga Official Plan section 11.2.10 Motor Vehicle Commercial uses permits a gas bar, motor vehicle repair, motor vehicle service station, and motor vehicle wash. However, Motor Vehicle Commercial uses are not permitted within Major Nodes (MOP policy 13.1.5) and the Lakeview Waterfront OPA does not permit these uses.	28	No action required

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
			In general these uses are rarely part of a mixed use multi-storey building. As the major node is intended to be developed with a compact built form, inclusion of Motor Vehicle Commercial is contrary to the built form for this area.		
Glen Schnarr & Associates, Dec. 5, 2016 Letter	Land Use - Railway spur line	What are City's expectations for the spur line located in the area.	Through further discussion with the agent representing the land owner, it was requested that the spur lines be removed from Schedule 10 Land Use Designations. The spur lines are base map information Land Use schedule and may be removed.	29	That Schedule 10 Land Use Designations remove the railway spur line.
Glen Schnarr & Associates, Dec. 5, 2016 Letter	Desirable Urban Form - Population and Jobs Estimate	Based on a high-level review and considering the typical City urban design and zoning requirements, the population / job projections exceed (at least double) the current limit set in the OPA.	The Inspiration Lakeview Master Plan included potential schematics as to how the area could be developed and accommodate the envisioned population and employment. Based on this information, the unit count and projections appear reasonable. Envisioned population estimates have been increased from 20,000 to 22,000 to reflect the anticipated growth forecasts for the area (i.e. 10,500 units at capacity). For clarity, the OPA now includes Table 1 which outlines the specific breakdown of units by built form and precinct. It is possible that site specific urban design	30	That Section 13.4.4 Direct Growth, last paragraph before policies be revised to read: Approximately 99 hectares in size, the area employs 1,500 people (2017). At full build out, the targeted population and number of jobs is approximately 15,000 to 22,000 people and 7,000 to 9,000 jobs to achieve a 2:1 population to employment ratio. That Section 13.4.8.3 Precincts be revised to include the following new policy:

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
			and zoning requirements will have to be prepared in order to achieve the envisioned community, especially given guiding principles of: • 2. Open: open the site with a public realm of different sizes and function, working together to provide a distinctive cultural and ecological landscape • 3. Green: …provide aesthetic pedestrian connections and stormwater functions in both the private and public realm, and • 6. Connect: … a new street and block pattern including multi-use pathways and mews will connect various neighbourhoods and precincts and create a permeable community. The preparation of development master plans are required to include Built Form Guidelines which should provide greater clarity on relationship between built form and overall density. Should through the preparation of the required Development Master Plan, issues arise, the *Planning Act* in Ontario allows land owners to apply for an Official Plan Amendment and the appropriateness can be evaluated by the City. Concern has been raised that the Lakeview Waterfront policies cannot be amended for two years after		13.4.8.3.6 Table 1: Distribution of Housing and Unit Targets by Precinct provides a guide to how housing units by type and precinct are to be distributed across the Lakeview Waterfront area. Development master plans will be consistent with Table 1. Note: Table 1 is too large to fit into this column. Please refer to draft policies for Table.

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
			Council adoption, however, the City has received a legal opinion confirming that the City does have the ability through a Council resolution to open up the policies within the first two years.		
Glen Schnarr & Associates, Dec. 5, 2016 Letter	Land Use - Residential Medium and High Designations Should Provide More Flexibility	Designations should be more flexible to allow for increased density and height in the Medium Designation	The Residential Medium Density policies have been revised to include taller built form (up to 15 storeys), in addition to the currently permitted uses of low and mid-rise buildings. Criteria for taller building heights have been added to provide direction on where taller buildings can be directed. In addition, a limited number of buildings between 16 and 25 storeys are permitted in the Ogden Green and Rangeview Precincts; and buildings exceeding 25 storeys may be permitted in the Waterway District Area. Increases in height are subject to a height study and completion of a development master plan.	31	That policy 13.4.10.2.1 and 13.4.10.2.2 and 13.4.10.3 be deleted and replaced with the following policies: 13.4.10.2 Residential Medium Density 13.4.10.2.1 Notwithstanding the Residential Medium Density policies of this Plan, apartment dwellings of a low, mid-rise and taller built form will be permitted. 13.4.10.2.2 For lands fronting Lakeshore Road East, Street 'F' or Street 'I', commercial uses will be permitted on the ground level of buildings. 13.4.8.3.2 Notwithstanding policy 13.4.8.3.1, a limited number of buildings from 16 to 25 storeys in height may be permitted in the Rangeview Estates and Ogden

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
					Green Precincts, subject to a Height Study(s). Development master plans will demonstrate how a range of heights from 9 to 15 storeys will be maintained across these precincts, 13.4.8.3.3 Notwithstanding policy 13.4.8.3.1, a limited number of buildings up to a maximum height of 25 storeys will be permitted in the Waterway District Area (Map 13-4.3). Buildings greater than 25 storeys in height may be considered and will require a Height Study. 13.4.8.3.4 A Height Study will address among other things: • appropriate height; • floor plate size; • number and location of buildings; • appropriate separation distance including siting to preserve view corridors; • transition to adjacent development; and • variation in height to create visual interest 13.4.8.3.5 Podiums of tall buildings

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
					should provide appropriate transition to adjoining low to mid rise buildings 13.4.8.3.6 Development master plans will identify key locations where taller buildings (9-15 storeys) may be considered, including the following: • In proximity to a Major Transit Station Area on Lakeshore Road East taller buildings will be located beyond a mid-rise building • At Ogden Avenue and Lakeshore Road East provided the taller building is located beyond a mid-rise building fronting Lakeshore Road East; and • Along the future enhanced transit route 13.4.8.3.7 To increase the amount of public and private amenity space, heights in excess of the limits identified in Table 1 and the policies of this plan may be considered subject to demonstration of the following: • the total maximum units will not exceed 10,500 and will be

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
					distributed within each precinct as per Table 1; • taller buildings will be combined with mid-rise and/or low-rise buildings on the same block and will generally be built at the same time; and • an urban design control document and agreement that is registered on title may be required and will include among other things, phasing, height and distribution of buildings. Lakeview Waterfront is divided into the following precincts: Rangeview Estates, Ogden Green, Cultural Waterfront and Innovation Corridor Precincts (Map 13-4.2).
Glen Schnarr & Associates, Dec. 5, 2016 Letter	Land Use - Residential Medium and High Designations Should Permit Commercial Parking Facilities	Consideration should be given to allowing commercial parking facilities which could be located and designed to centralized parking requirements	Residential developments have the ability to centralize parking requirements through shared garages (when part of the same development), shared parking agreements with adjacent properties as well as making payment in lieu of parking contributions. Commercial parking facilities are permitted in the Mixed Use and Business Employment designations and provide an appropriate location for commercial parking facilities.	32	No action required
Glen Schnarr	Multi-Modal	Who is responsible for	Enhanced transit requires a more detailed	33	No action required

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
& Associates, Dec. 5, 2016 Letter	– Enhanced Transit	this study and can it be combined with the Lakeshore Connecting Communities	review than what is being done for Lakeshore Connecting Communities. Enhanced transit will be reviewed as part of the area wide study that is required, prior to preparation of any development master plan and development applications. The study should be undertaken by the applicants and prepared to the City's satisfaction.		
Glen Schnarr & Associates, Dec. 5, 2016 Letter	Land Use – Public Open Space, Greenbelt	Premature to identify parks given development master plans for precincts will refine land uses City requirements for the Green System should consider close proximity of other parks and recreational facilities	The larger public open space network is a critical element of the plan and extends beyond individual precincts and requires identification on the Official Plan schedules. Smaller components (e.g. Privately Owned Publically Accessible Space) can be examined as part of development master plans and development applications. The public open space system is intended to accommodate both destination and community parks. Parks along the waterfront often attract users from beyond the immediate area and are part of the broader parks system.	34	No action required
Glen Schnarr & Associates, Dec. 5, 2016 Letter	Desirable Urban Form	How were the boundaries for precincts determined?	Precinct boundaries were based on work done for the Inspiration Lakeview Master Plan and were intended to reflect the planned character of each area. The Lakeview OPA combined some of the	35	That Map 13-4.2 be revised to the following Precincts: • Rangeview Estates; • Ogden Green; • Cultural Waterfront; and • Innovation Corridor.

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
			precincts identified in the master plan given similar locational and/or planned characteristics. Precinct boundaries where appropriate have been revised to reflect property ownership so that development master plans could be more easily prepared (i.e. Ogden Village Precinct northern boundary has been revised to correspond with property ownership).		
Glen Schnarr & Associates, Dec. 5, 2016 Letter	Desirable Urban Form	Built form and design policies seem too detailed (e.g. built form distribution wheel)	The Lakeview Waterfront OPA attempts to strike a balance between the flexibility desired by developers and the certainty that the City requires to ensure the vision for the area is achieved. The OPA establishes the general parameters to ensure an appropriate level of development in terms of population, employment, number of units and built form. Development master plans will identify how those units are distributed across the various precincts. Design policies in the OPA will ensure that the vision for the area is achieved to create a sense of place and desirable urban form.	36	No action required
Glen Schnarr & Associates, Dec. 5, 2016 Letter	Desirable Urban Form	Envisioned mid-rise development may not be realistic for Mississauga. Are there examples of what is envisioned?	Examples of mid-rise development (5 to 8 storeys) and taller buildings (6 to 15 storeys) in Mississauga include: • Port Credit FRAM development south of Lakeshore Road are six	37	No action required

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
			storeys in height • 1575 Lakeshore Road West in Clarkson are mid-rise apartments ranging in height from 4 storeys to 6 storeys • The proposed Port Credit No Frills site in Port Credit is approved for a 10 storey building • An application has been submitted at the north east corner of Dixie and Lakeshore Road for a mixed use development ranging from 4 to 12 storeys including apartments, townhomes and commercial space.		
Glen Schnarr & Associates, Dec. 5, 2016 Letter	Desirable Urban Form	Envisioned mid-rise may not be feasible given cost requirements.	There should be some land value uplift associated with a City initiated Official Plan Amendment for lands currently designated Business Employment. In addition, recent changes to the building code now allow for wood construction up to 6 storeys which may address cost concerns. The City requirement for a Financial/Sustainability Strategy, may help understand costs associated with requiring green infrastructure.	38	No action required
Glen Schnarr & Associates, Dec. 5, 2016	Desirable Urban Form	Predominate mid-rise built form with taller buildings generally up to	The Mississauga Official Plan states: 13.1.1.2 For land within a Major Node, a minimum building height of two	39	No action required

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
Letter		15 storeys and some ground related built form is contrary to Direct Growth framework in the Official Plan.	storeys to a maximum building height of 25 storeys will apply, unless Character Area policies specify alternative building heights. The policy does not speak to predominate built form and defers to the character area policies. The proposed Lakeview Waterfront Major Node Character Area policies establish a height regime that was informed by the Inspiration Lakeview Master Planning process and is within the 2 to 25 storey height range. The Inspiration Lakeview Master Plan and proposed Official Plan policies achieve the envisioned 200 -300 ppj/ha density envisioned in the Official Plan for Major Nodes along with other important policies that speak to the type of uses. It should be noted that the Central Erin Mills and Uptown Major Nodes are not uniformly Residential High Density and include Mixed Use, and Residential Medium Density designations. In addition, the determination that the Lakeview Waterfront area should be a major node, was based not upon accommodating height, but instead reflected other policies in		

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
			the Mississauga Official Plan, including: - density of 200 to 300 ppj/ha - having opportunities to accommodate employment - potential for investments in community infrastructure, commercial, recreational, educational, cultural and entertainment uses - development should be of a high quality urban environment - will be serviced by frequent transit service.		
Glen Schnarr & Associates, Dec. 5, 2016 Letter	Desirable Urban Form	Existing context surrounding the Lakeview Waterfront area supports greater height. City methodologies (sun/shadow) would confirm appropriate transitions.	Given the size of the subject lands (99 ha), determining appropriate heights should reflect more than sun/shadow studies and separation from existing neighbourhoods. Given the Lakeview Waterfront area is a large site of 99 ha, the determination of heights should consider more than the surrounding context. Heights and built form reflected the intention to create neighbourhoods (i.e. precincts) with different characters. For example, Rangeview Estates Precinct is intended to be predominately residential with commercial uses directed to Lakeshore Road East in order to provide a commercial area that can service local residents. In Rangeview Estates, the heights adjacent	40	No action required

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
			to Lakeshore Road are mid-rise (5-8 storeys) in order to: • provide a gradual transition from the adjacent established residential neighbourhoods • provide a gradual transition from the predominately low to mid-rise built form on the north side of Lakeshore Road • Reinforcing a pedestrian scale • creating a sense of place that builds upon a wide landscaped multi-use trail along Lakeshore Road, and provides appropriate sky-views and provides a distinct and attractive gateway into the City. Taller buildings up to 15 storeys may be located on lands beyond the mid-rise fronting Lakeshore road that are in proximity to potential Major Transit Station Areas, at the intersection of Ogden and Lakeshore Road (help reinforce this central gateway area into the site) and along the enhanced transit route. In a limited number of locations heights could potentially range between 15 and 25 storeys. Section 13.4.8 Desirable Urban Form provides policy direction regarding built form, criteria for locating taller buildings, character and heights for the various		

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
			precincts. The Development Master Plan and associated studies will confirm appropriate distribution of heights.		
Glen Schnarr & Associates, Dec. 5, 2016 Letter	Multi-Modal City	Do all of the roads need to be public rights-of-way	Mississauga Official Plan policy 8.2.2.7 states: Future additions to the road network should be public roads. Public easements may be required where private roads are permitted. The policies have been amended to provide greater clarity, which allow for consideration of private roads, and identify conditions where they may be considered.	41	That a new policy 13.4.7.10 be added to read: Future additions to the road network will be public roads, unless arrangements for private roads are made that are satisfactory to the City. Private roads may be considered subject to the following: a. public easements will be required b. required right-of-way widths will be provided and c. appropriate terminus may be required for maintenance and operations where a public road connects with a private road.
Glen Schnarr & Associates, Dec. 5, 2016 Letter	Multi-Modal City	Can road standards be reduced?	It is appropriate to consider modified standards (through the development master plan prepared for each Precinct) reflecting the Vision, Guiding Principles, and policies of the Lakeview Waterfront OPA.	42	That a new policy 13.4.7.11 be added to read: The City may consider alternative road design standards to achieve community design objectives.
Glen Schnarr & Associates, Dec. 5, 2016	Multi-Modal City	Could determination of future roads be part of the preparation of	As some roads may cross precincts it is important to ensure the transportation network is comprehensively reviewed. As	43	No action required

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
Letter		precinct plans? Some roads (Street A, M, N) may not serve a purpose or require full vehicular use or be relocated	such an area-wide transportation study is required that will address among other matters the road network. Development master plans and plans of subdivision will finalize the network. Potential Street A, M, N, identified on Figure 4 are intended in-part to provide an alternate access for properties that front Lakeshore Road. In addition these streets promote connectivity and a fine grain road network. The necessity of these streets and associated standards and function (vehicular vs. active transportation) will be confirmed through the area wide study. It should be noted that Figure 4 only identifies key roads necessary to establish basic development blocks. It is anticipated that additional roads will be required to access buildings within these blocks as well as to provide a connected community. The need, design and ownership of these additional roads will be addressed through Development master plans.		
Glen Schnarr & Associates, Dec. 5, 2016 Letter	Implementation	Consideration should be given to allowing development to proceed when existing roads (and necessary services)	Development may proceed on a phased or individual basis once the required studies have been completed.	44	No action required at this time.

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
		already exist and future study for the broader community would not be jeopardized.			
Glen Schnarr & Associates, Dec. 5, 2016 Letter	Implementation	It is unclear as to responsibility and timing for preparation of Class E.A. and Precinct Plans. Consideration should be given to focusing study requirements on the basis of precincts	Section 13.4.11 Lakeview Waterfront Studies has been revised to focus on unique studies required for the Lakeview Waterfront OPA. References to some studies (e.g. E.A.s) have been removed and will be required throughout the typical development approval process, as permitted in Mississauga Official Plan (section 19.4.2).	45	See modification table.
Glen Schnarr & Associates, Dec. 5, 2016 Letter	Implementation	Does the City envision any upfront funding to support development which would result in D.C. Credits.	Issues of financing, incentives, costs for sustainable measure will be examined in the Financial/Sustainability Strategy. See policies (discussed earlier) pertaining to planning and financing tools (13.4.11.15 and 13.4.11.16). Any recommendations for incentives and funding would be presented to City Council for approval.	46	No action required.
Enersource, email dated January 27, 2017	General comment	No objection to the proposed Amendment. Provided comments on the technical servicing to the proposed development.	No further comment at this time.	47	No action required.
Region of	13.4.10.1.5	Alternative waste	No further comment at this time.	48	No action required.

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment	Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]	
Peel, letter dated May 31, 2018		collection methods/infrastructures are not provided or planned for by the Region. The Region will support alternative waste collection method that is established by the property owner as long as the final collection area is in line with the most current Waste Collection Standards Manual			
Region of Peel, letter dated May 31, 2018	Servicing Capacity Analysis	Region of Peel is supportive of the proposed policies and addresses regional and city objectives for the development of complete communities, providing for a range and mix of housing and employment opportunities while ensuring protection of the natural environment and emphasizing the natural waterfront feature. The Region will work with the City and property owners to ensure	No further comment at this time.	49	No action required.

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
		development is compatible to the proposed neighbouring uses. The Region has completed a Servicing Capacity Analysis and generally summarized as follows: • A secondary water connection may be required and the existing watermain (south of Rangeview Road) may need to be relocated along a future road right-of-way • Subject lands will require a new local wastewater pumping station • The local sanitary sewer (Rangeview Road) may require upsizing based on the final design • May be need to upsize sewers			

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
		(buildings fronting Lakeshore Road) pending on the final detailed design			
Region of Peel, letter dated May 31, 2018 (see Appendix 4 for Letter)	Schedule 10 Land Use Designations	Denotation #1 on the legend (outlined in blue on the land use schedule) with the text indicating that "Lands subject to Provincial approval of the Region of Peel's Municipal Comprehensive Review" provide clarity that the lands are subject to employment conversion.	Agree	50	That denotation #1 (outlined in blue on the land use schedule) on the land use schedule be revised as follows: Lands subject to ~~Provincial approval of the~~ employment conversion through the Region of Peel's Municipal Comprehensive Review
Comments submitted at Community Open House, June 5, 2018	General comments	(1) Not enough public consultation (2) Preservation of original vision and guiding principles (3) Height and density (4) Roads, pedestrian and cycling routes (5) Access to waterfront Sustainable measures	(1) Numerous opportunities have been provided (2) Key ideas have been incorporated including predominately mid-rise, new waterfront park, green corridor (3) Majority of area will be developed for buildings 15 storeys or less. Taller buildings always contemplated for the Waterway District Area. Development Master Plans will identify building types and arrangement (4) Development Master Plans will review alternative road designs, Area Wide transportation study will confirm road	51	No action required. See Corporate Report for additional discussion.

Respondent [2]	Section / Topic	Issue/Comment	Staff Comment		Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan [3]
			network. Bridges will be reviewed through park design (5) Community Services is generally satisfied with park system (6) Financial sustainability plan will explore how sustainable infrastructure can be incorporated into public and private development.		

Notes:

[1] Minor changes such as renumbering of sections, grammar, spelling, and photo replacements are not included in the table.

[2] The respondent "Public" includes comments provided at the public open house, public meeting, or submitted to the City. See Appendix 2 for Written Submissions including public open house comment sheets, Appendix 3 for Comments made at Public Meeting, Appendix 4 for Region of Peel letter.

[3] The table incorporates major themes. The reader is directed to the June 2018 Official Plan Amendment to in order to assess full extent of the changes.

Appendix 2

Written Submissions

ENBRIDGE

Enbridge Gas Distribution
500 Consumers Road
North York, Ontario M2J 1P8
Canada

October 18, 2016

Karin Phuong
Planner, Community Planning
Development and Design Division
City of Mississauga
Planning & Building Dept.
300 City Centre Drive
Mississauga, ON L5B 3C1

Dear Karin Phuong,

Re: Official Plan Amendment
Lakeview Waterfront Major Node Character Area Policies
City of Mississauga
File No.: CD-03-LAK

Enbridge Gas Distribution does not object to the proposed application(s).

Enbridge Gas Distribution reserves the right to amend or remove development conditions.

Sincerely,

Allison Sadler
Municipal Planning Advisor
Distribution Planning & Records
—
ENBRIDGE GAS DISTRIBUTION
TEL: 416-495-5763
500 Consumers Rd, North York, ON, M2J 1P8
enbridgegas.com
Integrity. Safety. Respect.

AS/jh

Karin Phuong

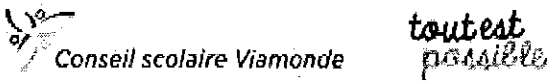
From: Stojc, Daniel <stojcd@csviamonde.ca>
Sent: 2016/10/24 10:58 AM
To: Karin Phuong
Subject: RE: Proposed Official Plan Amendment - Lakeview Waterfront Major Node Character Area Policies

Karin,

The Conseil scolaire Viamonde does not identify a need for a school site in the Inspiration Lakeview Waterfront area, as designated in the Mississauga Official Plan Amendment.
Furthermore, we do not have any other comments related to this OPA.

Kind regards,

Daniel Stojc
Superviseur de la planification | Supervisor of Planning
116 Cornelius Parkway | Toronto, On. | M6L 2K5
Bureau | Office : 416-614-5932
Cell. : 647-631-2498
Visitez notre site web à www.csviamonde.ca



De : Karin Phuong [mailto:Karin.Phuong@mississauga.ca]
Envoyé : 4 octobre 2016 09:53
À : Karin Phuong
Cc : Crystal Greer; Jim Tovey; Andrew Whittemore; Karen Crouse; Paul Stewart
Objet : Proposed Official Plan Amendment - Lakeview Waterfront Major Node Character Area Policies

To: Circulation List – External Agencies and Internal Departments (Bcc'd)

Hello,

Mississauga City Council has directed staff to prepare an Official Plan Amendment to implement the Inspiration Lakeview Master Plan. Attached is a formal letter requesting your comments, and in some cases asking that you respond to specific issues.

Due to the size of the proposed policies it has not been attached. You can review the policies by clicking on the following link:
http://www.mississauga.ca/file/COM/Lakeview%20Major%20Node%20Character%20Area%2009_19_16_-_PDC_Agenda1.pdf

I would appreciate your comments by December 1, 2016, which can be provided either by mail or e-mail. Please let me know if you are unable to meet this timeframe.

If you have any questions please feel free to call me at 905-615-3200 ext. 3806.

Thank you,
Karin

MISSISSAUGA

Karin Phuong, MCIP, RPP
Planner, Community Planning
T 905-615-3200 ext. 3806
karin.phuong@mississauga.ca

City of Mississauga | Planning & Building Department,
Policy Planning Division

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Proposed Official Plan Amendment
Lakeview Waterfront Major Node Character Area Policies

MISSISSAUGA

COMMENT FORM

Open House - November 9, 2016

NAME: Don McVie

PROPERTY ADDRESS: [redacted]

MAILING ADDRESS (IF DIFFERENT FROM ABOVE): —

POSTAL CODE: [redacted]

PHONE NUMBER: [redacted]

EMAIL: [redacted]

COMMENTS/QUESTIONS:

I think the vision is proceeding well. The idea of distributed density is well considered but I hope we can accomplish a welcoming and encouraging physical engagement to draw traffic all the way from Lakeshore Road to the waterfront.

It is vitally important that we preserve existing jobs and add employment capacity throughout the district.

Please write on the back page if you need more room.

If you would like more information, or would like to view our panels, you can visit our website at:
www.mississauga.ca/portal/residents/inspirationlakeview

PLEASE PLACE IN THE BOX OR SUBMIT BY MAIL/EMAIL TO:

CITY OF MISSISSAUGA
PLANNING & BUILDING DEPARTMENT
300 CITY CENTRE DRIVE, 7TH FLOOR
MISSISSAUGA, ON L5B 3C1

ATTENTION: KARIN PHUONG
PHONE: (905) 615-3200 ext. 3806
EMAIL: Karin.Phuong@Mississauga.ca



Proposed Official Plan Amendment
Lakeview Waterfront Major Node Character Area Policies

MISSISSAUGA

COMMENT FORM

Open House - November 9, 2016

NAME: Irene Owchar

PROPERTY ADDRESS: _____

MAILING ADDRESS (IF DIFFERENT FROM ABOVE): _____

POSTAL CODE: _____

PHONE NUMBER: [redacted]

EMAIL: [redacted]

COMMENTS/QUESTIONS:

- I liked the original plans with water ways on the south end connecting lakeside, the marina & inspiration lakeviews — very sad to see it gone

Please write on the back page if you need more room.

If you would like more Information, or would like to view our panels, you can visit our website at:
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PLANNING & BUILDING DEPARTMENT
300 CITY CENTRE DRIVE, 7TH FLOOR
MISSISSAUGA, ON L5B 3C1

ATTENTION: KARIN PHUONG
PHONE: (905) 615-3200 ext. 3806
EMAIL: Karin.Phuong@Mississauga.ca



Proposed Official Plan Amendment
Lakeview Waterfront Major Node Character Area Policies

MISSISSAUGA

COMMENT FORM

Open House - November 9, 2016

NAME: BRUCE REESOR

PROPERTY ADDRESS: [redacted]

MAILING ADDRESS (IF DIFFERENT FROM ABOVE): _____

POSTAL CODE: [redacted]

PHONE NUMBER: [redacted]

EMAIL: [redacted]

COMMENTS/QUESTIONS:

Concerned about
LOSS OF SPORTS LANDS ie 2 Baseball diamonds and ~~Soc~~ Soccer field ~~to op~~ lost opportunities for ~~chil~~ children/youth/adult organized and ~~unorganized sp~~ unorganized sports. ~~At~~ It is ~~hard~~ hard to find get large spaces once a subdivision/area is built up.

-Parking for visitors (Apparent parking) Granville Island in Vancouver was given as an example of Artist/~~Cultural~~ Cultural Quarter but Granville is a pain to find parking in and has family issues after 5pm (~~Most~~ Only restaurants open + public washrooms close up by 6pm with Notes about having your family plan their bladder ~~no~~ requirements.

Please write on the back page if you need more room.

If you would like more information, or would like to view our panels, you can visit our website at:
www.mississauga.ca/portal/residents/inspirationlakeview

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300 CITY CENTRE DRIVE, 7TH FLOOR
MISSISSAUGA, ON L5B 3C1

ATTENTION: KARIN PHUONG
PHONE: (905) 615-3200 ext. 3806
EMAIL: Karin.Phuong@Mississauga.ca



Proposed Official Plan Amendment
Lakeview Waterfront Major Node Character Area Policies

MISSISSAUGA

COMMENT FORM

Open House - November 9, 2016

NAME: Eva Robinson

PROPERTY ADDRESS: [redacted]

MAILING ADDRESS (IF DIFFERENT FROM ABOVE): _____

POSTAL CODE: [redacted]

PHONE NUMBER: [redacted]

EMAIL: [redacted]

COMMENTS/QUESTIONS:

Too many people - severe gridlock - no school plan - bad transit, not enough green space - no dedicated rec centre or pool, will cause taxes + rents to increase, causing rents to rise beyond the affordability of current tenants - risk of current rental apartments being turned into condos resulting in forced move of tenants - no affordable housing planned.
Sewer + water issues
Nothing for youth in the neighbourhood.

Please write on the back page if you need more room.

If you would like more information, or would like to view our panels, you can visit our website at:
www.mississauga.ca/portal/residents/inspirationlakeview

PLEASE PLACE IN THE BOX OR SUBMIT BY MAIL/EMAIL TO:

CITY OF MISSISSAUGA
PLANNING & BUILDING DEPARTMENT
300 CITY CENTRE DRIVE, 7TH FLOOR
MISSISSAUGA, ON L5B 3C1

ATTENTION: KARIN PHUONG
PHONE: (905) 615-3200 ext. 3806
EMAIL: Karin.Phuong@Mississauga.ca

Use robocalls to inform residents of meetings

- DON'T FORGET People who rent! We are here longer than first home owners"

[redacted]

Karin Phuong

From: Rogers, Joanne <Joanne.Rogers@dpcdsb.org>
Sent: 2016/11/24 3:31 PM
To: Karin Phuong
Cc: Cox, Stephanie; 'bianca.bielski@peelsb.com'
Subject: RE: Proposed Official Plan Amendment - Lakeview Waterfront Major Node Character Area Policies

Dear Karin,

Further to the City's request for comments on the above noted Official Plan Amendment, please note that the following schools are currently located within the Lakeview Waterfront Major Node Character Area. The accommodation statistics for these schools are as follows:

School	Enrolment	Capacity	Portables
Queen of Heaven Elementary	362	579	0
St Paul Secondary	385	807	0

The DPCDSB has no further comments at this time. The Board would like to be notified of the decision of council with respect to this document. Should you require any additional information, please contact me directly.

Joanne Rogers, MCIP, RPP
Senior Planner
Dufferin-Peel Catholic District School Board
40 Matheson Blvd. West
Mississauga, Ontario L5R 1C5
905-890-0708 x. 24299
joanne.rogers@dpcdsb.org


Please consider the environment before printing.

From: Karin Phuong [mailto:Karin.Phuong@mississauga.ca]
Sent: Tuesday, October 4, 2016 9:53 AM
To: Karin Phuong <Karin.Phuong@mississauga.ca>
Cc: Crystal Greer <Crystal.Greer@mississauga.ca>; Jim Tovey <Jim.Tovey@mississauga.ca>; Andrew Whittemore <Andrew.Whittemore@mississauga.ca>; Karen Crouse <Karen.Crouse@mississauga.ca>; Paul Stewart <Paul.Stewart@mississauga.ca>
Subject: Proposed Official Plan Amendment - Lakeview Waterfront Major Node Character Area Policies

To: Circulation List – External Agencies and Internal Departments (Bcc'd)

Hello,

Mississauga City Council has directed staff to prepare an Official Plan Amendment to implement the Inspiration Lakeview Master Plan. Attached is a formal letter requesting your comments, and in some cases asking that you respond to specific issues.

Due to the size of the proposed policies it has not been attached. You can review the policies by clicking on the following link:
http://www.mississauga.ca/file/COM/Lakeview%20Major%20Node%20Character%20Area%2009_19_16_-_PDC_Agenda1.pdf

I would appreciate your comments by December 1, 2016, which can be provided either by mail or e-mail. Please let me know if you are unable to meet this timeframe.

If you have any questions please feel free to call me at 905-615-3200 ext. 3806.

Thank you,
Karin

MISSISSAUGA

Karin Phuong, MCIP, RPP
Planner, Community Planning
T 905-615-3200 ext. 3806
karin.phuong@mississauga.ca

City of Mississauga | Planning & Building Department,
Policy Planning Division

Karin Phuong

From: John McKenna <johnm@mckennalogistics.com>
Sent: 2016/11/27 4:06 PM
To: Karin Phuong
Cc: Jim Tovey
Subject: RE: Proposed Official Plan Amendment - Lakeview Waterfront (Upcoming Meeting)
Attachments: McKenna Comments re Lakeview.pdf

Hi Karin,

Thank you for this notification. Unfortunately, I cannot attend this meeting, but ask that my comments attached be considered in my absence.

Best regards

John McKenna, President
McKenna Logistics Centres

From: Karin Phuong [mailto:Karin.Phuong@mississauga.ca]
Sent: November 25, 2016 4:41 PM
To: Karin Phuong <Karin.Phuong@mississauga.ca>
Subject: Proposed Official Plan Amendment - Lakeview Waterfront (Upcoming Meeting)

File: CD.03.LAK (Lakeview Waterfront)

To: **Notifications List (Future Meetings) Bcc'd**

Re: **Proposed Official Plan Amendment, Lakeview Waterfront Major Node Character Area Policies**

Good afternoon,

The Planning and Building Department has prepared draft Official Plan policies to establish the Lakeview Waterfront Major Node. The draft amendment is intended to support the Inspiration Lakeview Master Plan by amending the Official Plan policies and land use designations.

On November 9, 2016, planning staff held an open house on the Proposed Official Plan Amendment for the Lakeview Waterfront Major Node Character Area Policies. I thank you taking time to come to the open house. This email is to notify you of an upcoming Public Meeting. The details of the meeting are as follows:

PUBLIC MEETING

Date: Monday, December 5, 2016
Time: 6:30 p.m.
Meeting Place: Mississauga Civic Centre
Council Chamber
300 City Centre Drive

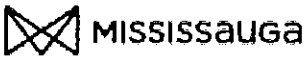
Purpose of the Public Meeting:

- For the City to present the proposed policy changes;
- For people to ask questions and share their views on the proposed changes; and
- For Planning and Development Committee to receive a report that provides information on the policy changes.

For additional background information, please go to City's web page at:
http://www.mississauga.ca/portal/residents/inspirationlakeview

The Public Meeting Report is available on-line at:
http://www.mississauga.ca/portal/cityhall/planninganddevelopment
If you have any questions or wish to submit your comments, please direct them to the undersigned. I can be reached at 905-615-3200 ext. 3806, or by e-mail at Karin.Phuong@mississauga.ca.

Sincerely,
Karin



Karin Phuong, MCIP, RPP
Planner, City Planning
T 905-615-3200 ext. 3806
karin.phuong@mississauga.ca

City of Mississauga | Planning & Building Department,
Policy Planning Division

Benjacar Holdings Inc. (Land Owner)
McKenna's Warehouse & Distribution Centres Inc. (Tenant)
1260 Lakeshore Road East
Mississauga, Ontario
L5E 3B8

Karin Phuong, MCIP, RPP
Planner, City Planning
Policy Planning Division
City of Mississauga
Planning & Building Department,

Dear Karin,

Further to our conversation at a recent open house and your suggestion to document and forward the comments to you, I would like to share them and some other comments regarding the plan being proposed to council (Lakeview Waterfront Major Node Character Area Policies-Public Meeting File: CD.03.LAK W1). Unfortunately, I will not be able to attend the council meeting on December 5, 2016 because of a conflict that same time with an Armagh Board of Directors meeting, where I am the Chair and President. To give a "plug", Armagh is the only transitional housing facility for victims of domestic abuse located in Mississauga. The two closest transitional housing facilities are in Toronto and Hamilton. However, in my absence, I have included my comments on the following pages.

Thank you for considering my comments and I look forward to reading the feedback that you or others in the city have to them.

Best regards,

John McKenna
President

Cc. Jim Tovey, Councillor Ward 1

Land Use - Current

13.4.10.6.3 – In this clause of the report, the designated lands exclude the land use for;

h. Transportation facilities

i. Trucking facilities.

McKenna's Warehouse & Distribution Centres Inc., the tenant at 1260 Lakeshore Road East, is a third-party logistics service provider that includes transportation services. It needs assurances that the company and its successors is permitted to use the land for its business purposes as per the existing zoning bylaws.

Road "W"

In the proposed plan, a road is provided through the area commonly know as the Innovation Corridor that fronts on Lakeshore Road East. It is not clear where Road "W" will be situated in relationship to the existing bicycle path, proposed streetcar line, possible pedestrian sidewalk, existing tree plantings, and Lakeshore Road East. Does this roadway use the existing municipal property?

If it does not and the plan requires the use of land that is presently privately held, this needs to be clearly defined and addressed with the landowners before acceptance of such a plan.

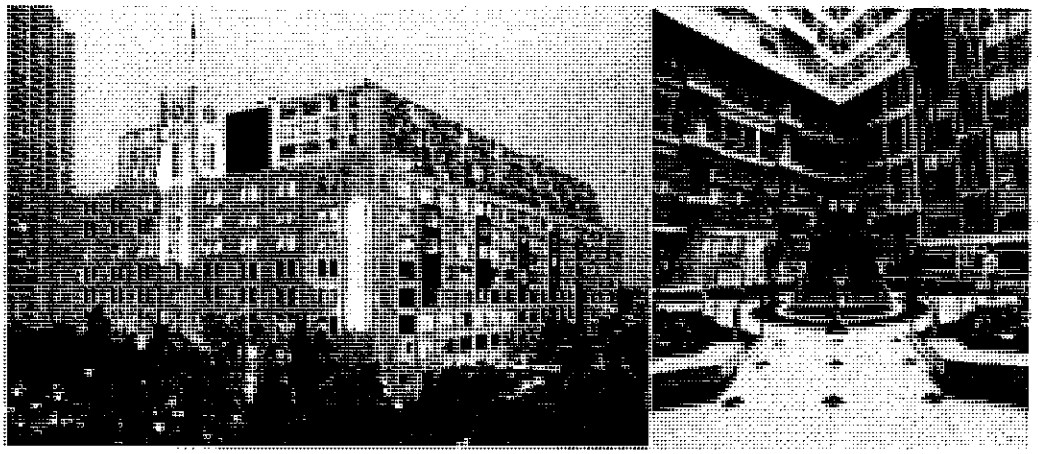
If the concern is that there are too many access points to the businesses from Lakeshore Road East, one must consider that there are only four businesses along that stretch of Lakeshore Road East. Those businesses have ten driveways, many shared. Those ten driveways could be reduced to as few as three shared driveways thereby significantly improving the flow along the east-west Lakeshore corridor.

An alternative is to create an access road on the south side of the properties with both the Region of Peel and the landowners contribute property for its creation. This would improve the aesthetic boulevard or park-like look of Lakeshore Road East. This alternative could connect to Hydro Road at the same intersection as Rangeview Road to the west and connect to the driveway to the G.E.Booth driveway to the east. The section of the G.E.Booth between the intersection of this access road and Lakeshore Road East could become a part of this access road. The benefit of this alternative is that if automobile volume warrants traffic signals, a set of signals could be but at the Rangeview Road – Hydro Road intersection and at the Lakeshore Road East - Fergus Avenue - G.E.Booth/Access road intersection.

Land Use – Redevelopment – Map J

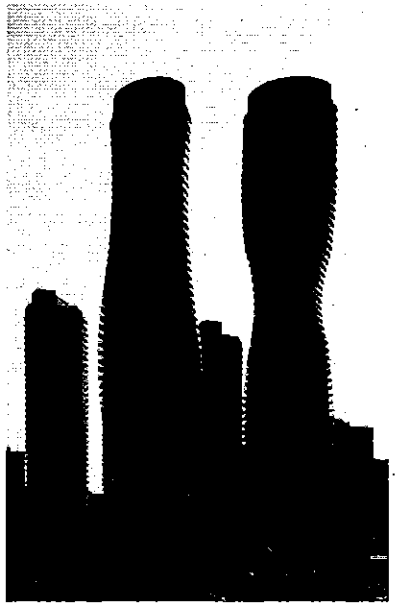
We think it should be seriously considered to allow Mixed Use (residential-commercial excluding retail) for the properties facing Lakeshore Rd. E. for the following reasons:

a. This recommendation supports the Ontario Ministry of Municipal Affairs' "Places to Grow" initiative given the properties' 1.1-kilometer proximity to the Long Branch Loop / transit hub for Mississauga Transit, GO Transit, and the TTC. Residents could be reach Long Branch in 15 minutes by foot or quicker by taking any of the many Mississauga Transit buses that pass frequently.
b. Adjacent to the east of the property is a significant park area commonly known as the Arsenal Lands and Marie Curtis Park. This makes for a beautiful setting in which people can live.
c. McKenna offered offices for lease for over 50 years at that site which were surplus to its logistics business operations. It was a constant struggle to find tenants and the site had vacancies throughout this time period. Beginning in 2012, McKenna did not renew leases with the few tenants it had and removed the office partitions to repurpose the low ceiling space for warehousing and picking areas. We believe that filling office space in this area will be an ongoing challenge.
d. Since the G.E.Booth Water Treatment Plant commissioned the centrifuge process to remove water from the waste, the smell that area residents and business employees have endured for decades has virtually been eliminated. The only remaining displeasing odor that remains emanates from one utility access cover in the driveway of the waste water plant where it meets Lakeshore Road East.
e. Permit Commercial (Non-Retail) on the first four storeys to promote employment use in the area.
f. Permit Residential on the 5th and higher storeys for residents to enjoy the parklike setting to the east, the vistas of the lake to the south (views above the water treatment plant), and views to the view to the other planned precincts to the west.
g. Permit High Density zoning that balances the residential density with the properties on the north side of the Lakeshore Road East.



1: Queens Quay Terminal, Toronto - Brookfield Properties

Building Design



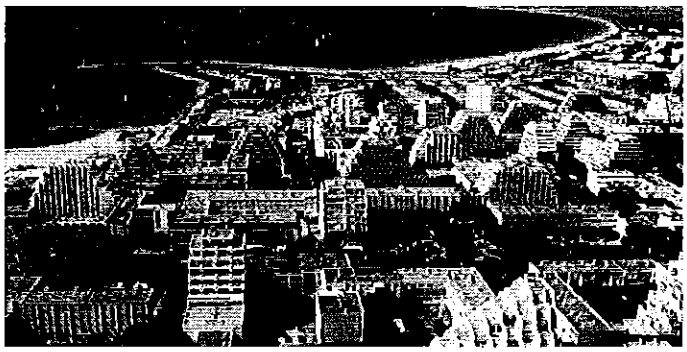
Considering this will be a expansive brown field regeneration development, the zoning may require the new buildings be of a noteworthy and remarkable architectural design similar to the intention for some properties in the City Centre area. Buildings like the Absolute Towers development have brought attentions to Mississauga that would not otherwise have been received, for example.

Another example is La Grande-Motte in the south of France, a place that I recently visited. The area was designed and developed between 1960 and 1975 in a time and place that valued inspired architectural designs. Below are photographs of the unique architecture of the area.

We have an opportunity to do something great for Mississauga, let us do it well and let us not default to mediocrity and simplicity.



3 LinkedIn.com: Marcel Krenz



22LinkedIn: Marcel Krenz



4: Herault Tourisme

GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

PARTNERS:
GLEN SCHNARR, MCIP RPP
GLEN BROLL, MCIP RPP
COLIN CHUNG, MCIP RPP

ASSOCIATES:
JASON AFONSO, MCIP RPP
KAREN BENNETT, MCIP RPP
CARL BRAWLEY, MCIP RPP
JIM LEVAC, BAA, MCIP RPP

November 29, 2016

Refer To File: 988-001

City of Mississauga
Planning and Building Department
300 City Centre Drive
Mississauga, ON L5B 3C1

**By e-mail and regular mail*

Attention: Ms. K. Phuong, Policy Planner, MCIP RPP
Policy Planning Division

RE: Comments on the City staff report dated November 15, 2016
Request for clarification on policy amendments specific to
1345 Lakeshore Road (Lago Terrace Developments Inc.)
(City file: CD.03.LAK)

GSAI is acting on behalf of our client, Lago Terrace Development Inc. for the above-noted property at the northwest corner of Dixie Road and Lakeshore Road East. As you are likely aware, this property is subject to an Official Plan Amendment and Rezoning application to permit a mixed-use development in compliance with the use, built form and height provisions currently in existence within the Lakeview Local Area Plan. This matter has been before the September 6, 2016 Planning and Development Committee which was the formal public meeting and presentation of staff's Information Report.

In reviewing the City's November 15, 2016 report, GSAI is concerned that the existing height limits as set out in the existing Lakeview LAP policies have been amended. It is unclear whether the report is suggesting changes to these height limits as applicable to our client's lands as both the existing and potentially proposed Lakeview LAP policies appear to remove the current 2-10 storey height permissions. In effect, this suggests the height permissions are no longer in effect. This interpretation is based on reviewing Appendix 4, Map 3 which is "Part of Lakeview Local Area Plan Height Limits" which shows that the current Lakeview LAP policy framework no longer denotes specific height limits for our client's lands.

10 KINGSBRIDGE GARDEN CIRCLE
SUITE 700
MISSISSAUGA, ONTARIO
L5R 3K6
TEL (905) 568-8888
FAX (905) 568-8894
www.gsai.ca

GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

Please confirm that this was an error or results from the creation of the map for the staff report and that there is no intention by staff to amend the height limits as proposed for our client's lands. GSAI believes strongly the current height provisions in effect are appropriate for the subject lands and should remain as evidenced by the application materials and overall general public support for the redevelopment plans.

We thank you for the opportunity to review and comment on this policy planning effort and would ask that we receive confirmation in writing on the above-noted matter before the PDC meeting on this matter on December 5, 2016.

Regards and yours truly,

Maurice Luchich, MCIP RPP
Senior Planner and Project Manager

c: M. Zigon, Lago Terrace Developments Inc.

peel District School Board

5650 Hurontario Street
Mississauga, ON, Canada L5R 1C8
t 905.890.1010 1.800.668.1146
f 905.890.6747
www.peelschools.org

December 1st, 2016

Ms. Karin Phuong
Planner, Community Planning
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Dear Ms. Phuong:

RE: **Proposed Official Plan Amendment**
Lakeview Waterfront Major Node Character Area Policies

Thank you for providing the Peel District School Board ("the Board") with the opportunity to comment on the draft Official Plan policies to establish the Lakeview Waterfront Major Node.

The Board has reviewed Figure 6: Distribution of Built Form in the Lakeview Waterfront Major Node policies (approximately 1,600 townhouse and 6,400 apartment units) based on its School Accommodation Criteria and has the following comments:

The anticipated yields from this community are as follows:

765	K-5
248	6-8
223	9-12

The students are presently within the following attendance areas:

	Enrolment	Capacity	# of Portables
Janet I. McDougald P.S.	462	552	0
Allan A. Martin Sr.	466	538	0
Cawthra Park S.S.	1,309	1,044	5

Based on the current residential development numbers proposed for the Lakeview Waterfront Major Node Area and the Board's anticipated yields, the Board will not be able to accommodate all anticipated students in existing schools.

Trustees
Janet McDougald, Chair
Suzanne Nurse, Vice-Chair
Carrie Andrews
Stan Cameron
Robert Crocker
Nokha Dakroub
David Green
Sue Lawton
Brad MacDonald
Kathy McDonald
Harkirat Singh
Rick Williams

Director of Education and Secretary
Tony Pontes

Associate Director,
Instructional Support Services
Scott Moreash

Associate Director,
Operational Support Services
Jaspal Gill

ISO 9001 CERTIFIED - CUSTODIAL SERVICES AND MAINTENANCE SERVICES

FSC

According to our assessment of school accommodation needs, the Board requires one (1) elementary school site of 3.24 hectares (8 acres) to be included in the Lakeview Waterfront Major Node Area. This is the standard site requirement for an elementary school. Please find the following comments and recommended amendments below to provide an elementary school within the Lakeview Waterfront Major Node:

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

- The Board supports Policy 5.3.2.9 which states: "Investments in community infrastructure, as well as commercial, recreational, educational, cultural and entertainment uses, will be encouraged in Major Nodes."

Appendix 2: Proposed Lakeview Waterfront Major Nodes Policies

- The second paragraph of Section 13.4.6 Complete Communities should be amended to include the underlined text: "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, educational facilities, range of housing options, and retail and service commercial opportunities."
- Section 13.4.6 Complete Communities should include the following new policy: "13.4.6.7 The City will work in collaboration with the Peel District School Board to investigate the need for a public educational facility. The collaboration may be a creative opportunity to accommodate anticipated students from this community."
- Section 13.4.8.1 of Section 13.4.8.2 Precinct Plans should include the following new policy: "m. the location and amount of space dedicated to public educational facilities in collaboration with the Peel District School Board;"
- Section 13.4.10.5 Institutional should be amended to include *public educational facility* as a permitted use.

Appendix 3: Proposed Amendments to Mississauga Official Plan Schedules

The Board would like to work with the City to determine the most appropriate site for an elementary school. Generally, the Board's criteria for selecting a school site is as follows:

1. The site is to be demographically central to its catchment area;
2. The site is to complement existing or planned schools;
3. The site is to encourage a high level of community involvement in the schools and to encourage the community and the school to share facilities; and
4. The immediate environment of the school is to be aesthetically pleasing and conducive to education development.

Appendix 4: Proposed Amendments to Lakeview Local Area Plan

- The Board supports Policy 8.0 Complete Communities which states: "Lakeview contains many of the attributes associated with complete communities, including among other things: schools as central places within the community, for academic, social and community, service, and family support."

It should be noted that the yields used to determine public school facility requirements are based on certain assumptions that may change over time. Therefore, the Board's pupil accommodation needs may change within the 30 year planning framework set out for the Lakeview Waterfront Major Node Area.

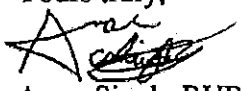
The Board will continue to be an active partner in the development of the Lakeview Waterfront Major Node and to participate fully in the process.

Please continue to keep us informed of the status of the proposed Official Plan Amendment and provide us with all information you have available so that we may provide comments as necessary.

The Board wishes to be notified of the decision of Council with respect to this proposed City-initiated Official Plan Amendment.

If you require any further information please contact me at 905-890-1010, ext. 2217.

Yours truly,



Amar Singh, BURPl
Planner
Planning and Accommodation Dept.

c. B. Bielski, Peel District School Board
J. Rogers, Dufferin-Peel Catholic District School Board

TFC TUBEBENDERS AND FABRICATORS OF CANADA INC
1200 Lakeshore Road East
Mississauga, ON L5E 1E9
Tel: (905) 625-1900 Fax: (905) 625-1500

December 1, 2016

City of Mississauga
Planning and Building Department
300 City Centre Drive, 7th floor
Mississauga ON L5B 3C1

RE: File CD.03-LAK – Waterfront Official Plan Policies
Public meeting Monday December 5, 2016
Roll number 21 05 070 156 15600 0000
INNOVATION CORRIDOR and FUTURE LOCAL ROADS

City Planner, Karin Phuong and Paul Stewart,

We are pleased to see that you are working on developing the Lakeview area and understand that in doing so, you are planning on having up to 20,000 new residences as well as 9,000 jobs. We at Cintube Ltd., the processing and service arm of TFC Tubebenders and Fabricators of Canada Inc., realize that our location will be within the Innovation Corridor and will continue to provide jobs for our manufacturing services at the above noted location.

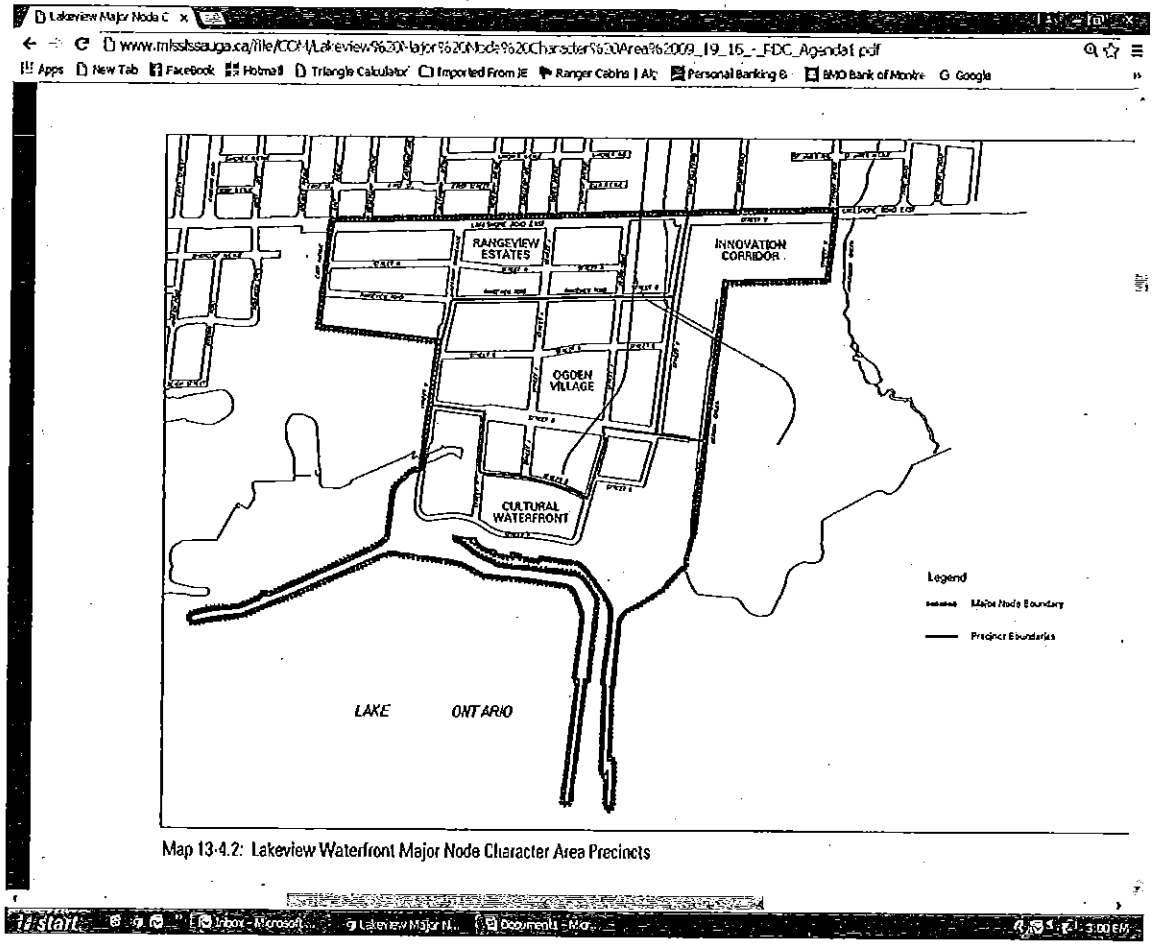
Our concern and reason for our written submission is with respect to the area street M, as per map 13-4.3 which is shown running parallel to Lakeshore Road, between Street N and street K. Rather than have Street N dead end, perhaps street M could pass South of our property and connect to street B, allowing for access to the rear of our property as well as the front, allowing for additional feed road to the newly planned major Node, all while not directly affecting the current 5 businesses existing within the Innovation Corridor, currently providing jobs in the area. See attached Map 13-4.2, Map 13-4.3 and Map J Part of schedule 10.

As our property is within the Innovation Corridor we trust that the zoning will remain such that our type of business will be allowed and continue to prosper should the development move forward in the future.

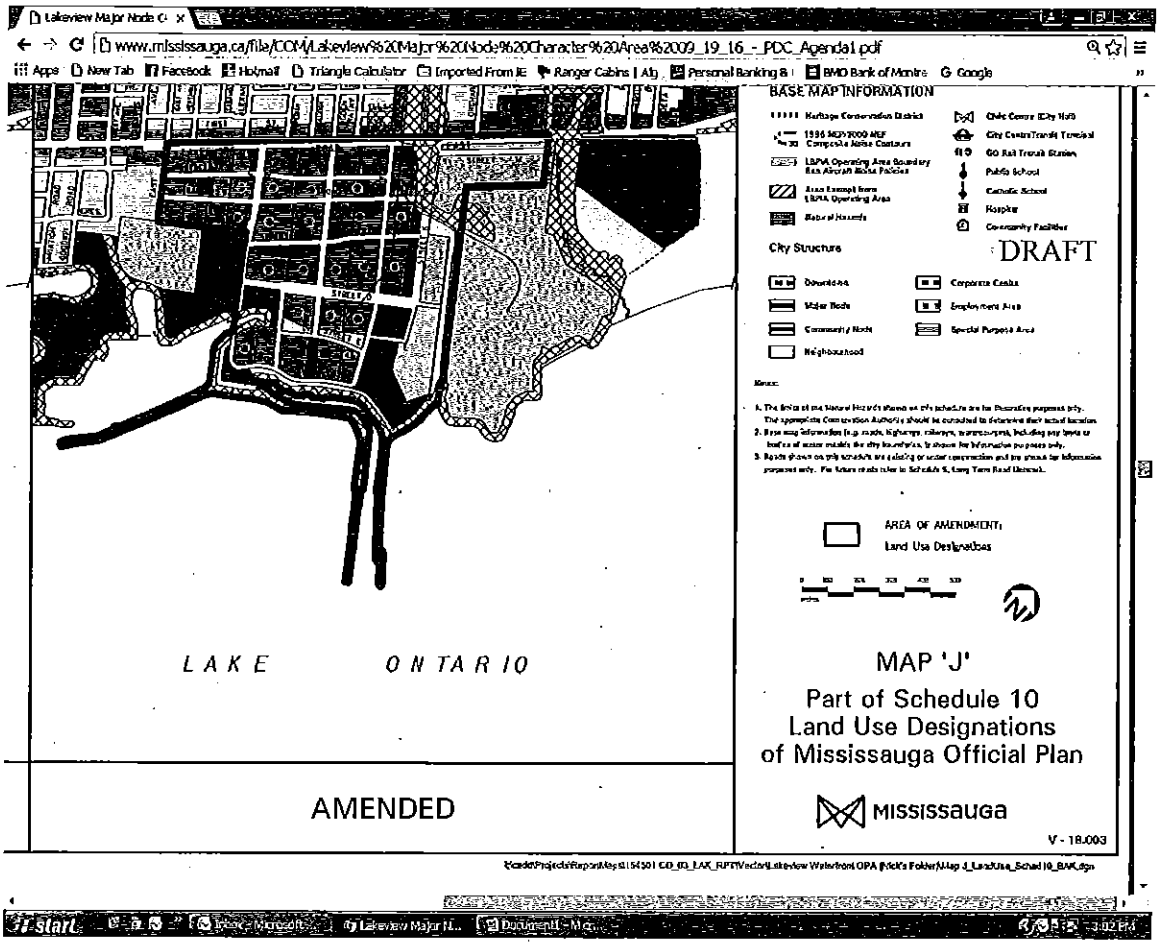
Please consider this our written request to be added to the mailing list and to be notified of further meetings on the above noted matter.

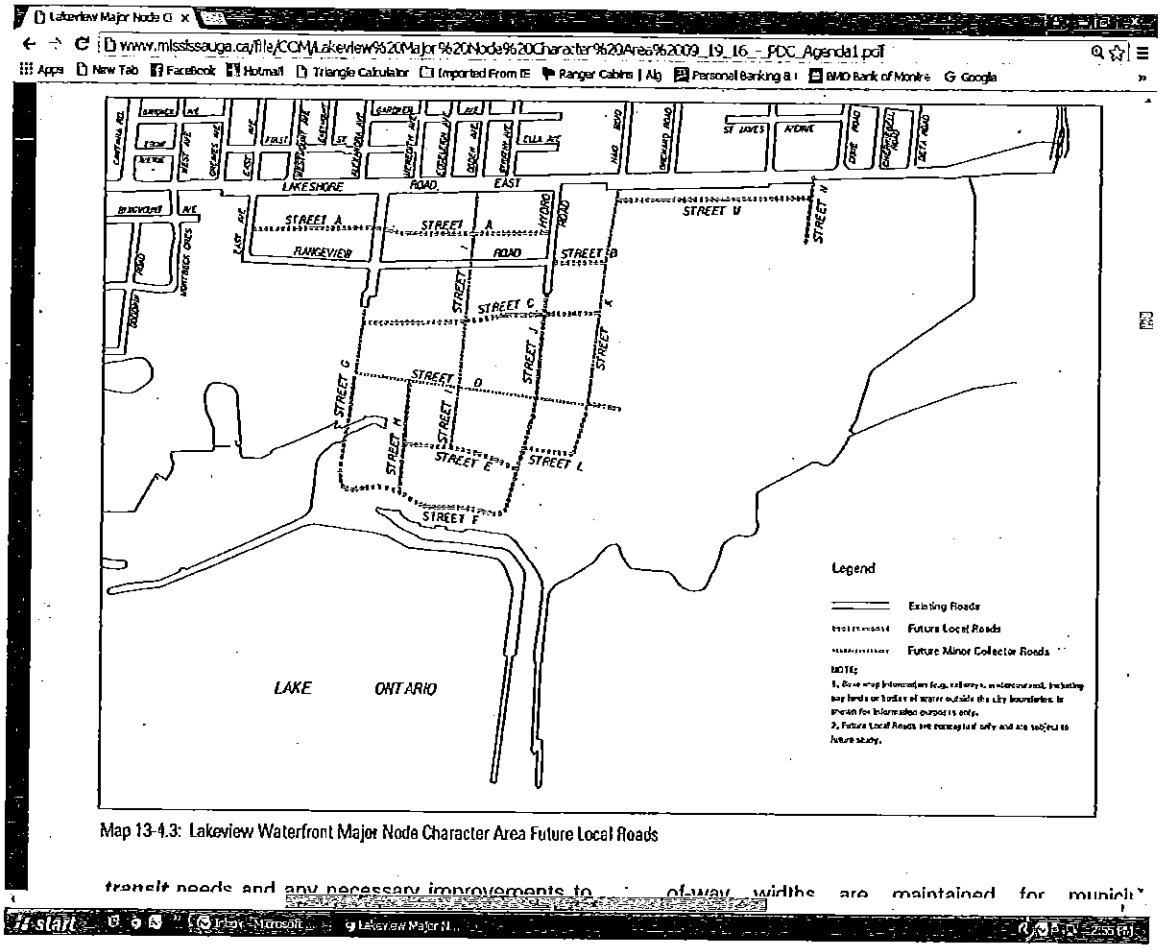
Regards,

Ken Carrier
TFC General Manager and VP Cintube Toronto Operations
Attachments



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


www.mississauga.ca/file/COM/Lakeview%20Major%20Node%20Character%20Area%2009_19_16_-_PDC_Agenda1.pdf
BASE MAP INFORMATION
City Structure
DRAFT
AREA OF AMENDMENT
Land Use Designations
LAKE ONTARIO
MAP 'J'
Part of Schedule 10
Land Use Designations
of Mississauga Official Plan
AMENDED
MISSISSAUGA
V - 18.003



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

transit needs and any necessary improvements to ... of-way widths are maintained for municip...

Karin Phuong

From: Campbell, Joshua <jcampbell@creditvalleyca.ca>
Sent: 2016/12/02 11:46 AM
To: Karin Phuong
Cc: Marinas, Maricris; DeJager, Jesse; Hayes, Kate
Subject: Re: Proposed Official Plan Amendment - Lakeview Waterfront Major Node Character Area Policies

Karin,

Thank you for the opportunity to provide comment on the Proposed Official Plan Amendment and Lakeview Waterfront Major Node Character Area Policies. Credit Valley Conservation (CVC) recognizes the importance of the proposed plan amendment and policies in relation to Lakeview Waterfront Connection Project (http://lakeviewwaterfrontconnection.ca) – a joint endeavor by Region of Peel, CVC and Toronto Region and Conservation Authority and with the support of the cities of Mississauga and Toronto.

Upon review of the proposed plan amendments and policies, CVC is encouraged by the changes – in particular the provisions related to Serson Creek as identified in sub-sections 13.4.5.2 (Green System) and 13.4.5.2.2. The proposed text strengthens the commitment to protect life and property from natural hazards and clarifies the need for future studies to refine the hazard limits associated with Serson Creek.

In keeping with the Vision for the Lakeview Waterfront lands it would be advantageous to highlight and support considerations for protecting the Green System (as identified in Chapter 6 of the Mississauga Official Plan), more specifically the Natural Heritage System as well as parks and open spaces on the site.

Recommendations
In this regard, CVC staff recommend the following be incorporated as additional points and/or updates to existing points (new text highlighted in gray) in the Proposed Lakeview Waterfront Major Node Policies:

I. Under the Green System heading in sub-section 13.4.5.2, that an additional point (13.4.5.2.x) read as follows, or in similar wording:

Encourage the stewardship and enhancement of areas within the Green System, particularly where it contributes to the function and linkage of the Natural Heritage System by placing lands identified for recreation (trails/access), open space and land management in public ownership, where feasible.

II. Under the Planning and Financing Tools heading in sub-section 13.4.11.5.1, that the existing text be modified as follows:

The City will rely on a wide range of planning and financing tools. These tools may include use of holding provisions, temporary us by-laws, agreements under Section 37 of the Planning Act, land dedication (for land management, recreation (trails/access), open spaces etc.),site plan control and various means of subdividing land.

If you have any question or wish to discuss further please do not hesitate to contact Maricris Marinas at extension 220.

Regards,

Josh Campbell MES, RPP
Senior Manager, Planning

Sent from my BlackBerry 10 smartphone on the Rogers network.

1207238 Ontario Inc.
Oasis Catering Ltd.
1036 Lakeshore Road East
Mississauga, Ontario
L5E 1E4
905 891-7777

December 2, 2016

Planning and Building Department
300 City Centre Drive, 7th floor
Mississauga, Ontario L5B 3C1

Attention Karin Phuong Karin.Phuong@mississauga.ca
Attention Paul Stewart Paul.Stewart@mississauga.ca

To whom it may concern,

We object and oppose any planning that would impact our property located at 1036 Lakeshore Road East Mississauga, Ontario L5E 1E4

Please leave our property and our business alone.

Thank you.

Bert Rebelo

mcmillan

Reply to the Attention of Mary Flynn-Guglietti
Direct Line 416.865.7256
Email Address mary.flynn@mcmillan.ca
Our File No. 247834
Date December 2, 2016

Delivered by e-mail to mumtaz.alikhan@mississauga.ca & application.info@mississauga.ca

Mississauga Civic Centre
300 City Centre Drive
Mississauga, ON
L5B 3C1

Attention: Mumtaz Alikhan, Legislative Coordinator
Legislative Services

Dear Chair George Carlson and Members of the Planning and Development Committee:

Re: Planning and Development Committee Meeting of December 5, 2016
Item No. 4.4: Lakeview Waterfront Major Node Character Area Policies Public Meeting
File No. CD.03.LAK W1

We are the solicitors retained to act on behalf of Stratos Technologies Inc., the owner of a parcel of land approximately one (1) acre in size, municipally known as 1024 Rangeview Road and located within the boundaries of the Lakeview Waterfront Major Node Character Area. For over 21 years, our client has operated a 19, 600 square foot family owned factory that provides components related to wood working.

Our client's representative, Mr. Peter Patsalos attended the November 9, 2016 Public Open House in connection with this matter and has reviewed the background materials, including the materials and studies available on the Inspiration Lakeview webpage and the Recommendation Report from the Commissioner of Planning and Building dated November 15, 2016.

Our client commends the municipality for taking the lead to transform the area from its industrial past into a new innovative, sustainable and green waterfront community with a generous public realm and mix of land uses. The proposed planning framework and land use policies to implement the Master Plan will establish the planning framework to accommodate 20,000 people and 9,000 jobs over the next 30 years in this area. Our client takes no issue with the vision for this area, however our client does have significant concerns related to how the vision is to be implemented.

For example at page 4.1 – 5 of the August 30, 2016 report from the Commissioner of Planning and Building it states as follows:

> *"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.....Further, the City will have to work with all land owners to address some of the more challenging aspects as noted below.....constructing a new road network".*

Clearly the present policy framework does not begin to address the very important, albeit challenging aspects. We submit that the policy framework should not move forward until these important issues, as identified in the report have been resolved.

For example, in reviewing the background materials we note that the new main street for this area, being the extension of Ogden Avenue, will directly run through the middle and over 60 percent of our client's property. The remaining land area on our client's property after the realization and construction of Ogden Avenue will be undevelopable. This creates a situation where some existing landowners will benefit greatly from the new vision, while other landowners will be significantly negatively impacted.

We respectfully submit that the municipality should have initiated and ensured direct discussions with all of the landowners located in this area in order to ensure that each landowner is treated fairly. For example, if the municipality had communicated with the landowners at the beginning of the process this plan could have proceeded by way of a Block Plan with a Block Plan Owners Agreement, whereby landowners who will be designated for higher densities are required to compensate those landowners within the Block Plan who carry the burden of the major arterial roads and other public space.

We respectfully submit that the Official Plan policies should not proceed in isolation of a solution to ensure equity amongst the landowners. Rather the Official Plan policies should proceed hand in hand with a Block Planning process and a Block Plan Owners Agreement to ensure that all land owners are treated fairly and equitably.

Should the municipality not wish to proceed by way of Block Planning and a Block Plan Owners Agreement, there needs to be a mechanism in the planning policies to ensure fair compensation to land owners whose properties have lost all or most of any development capability.

As stated above the goal of transitioning the area from industrial to a vibrant multi-use, environmentally sustainable community is laudable and a very positive step forward, however, the Official Plan policies should not be enacted until Council has determined how it will treat all of the landowners fairly. Should the Official Plan policies proceed prior to an equitable landowner solution, the Council decision will have made some landowners winners and other landowners losers. This is simple not fair and reasonable.

mcmillan

Kindly ensure that this letter is provided to the members of the Planning and Development Committee for its meeting of December 5, 2016. Mr. Peter Patsalos will be in attendance at the meeting on behalf of Stratos Technologies Inc. and wishes to be listed as a deputation to speak to this item.

Yours truly,

Mary Flynn-Guglietti

/jl

Cc: Stratos Technologies Inc.

MARK E. ATLIN, LL.B., M.B.A.
Barrister & Solicitor

December 5, 2016

City of Mississauga
Planning and Building Department
300 City Centre Dr.
Mississauga, Ontario
L3B 3C1

Attention: Ms. K. Phuong, Policy Planner, MCIP RPP

Dear Ms. Phuong:

Re: ***Elias Bros. Construction Limited***
And Re: ***Glen Schnarr & Associates Inc. comments on the Lakeview Major Node Character Policies and City Staff report dated November 15, 2016, Proposed Lakeview Major Node***
City File No. CD.03.LAK

I am the solicitor for Elias Bros. Construction Limited. My client wishes to advise you that it is currently part of the Lakeview Landowner Group represented by Glen Schnarr & Associates Inc. for the purposes of the letter of Glen Schnarr & Associates Inc. to you dated December 5, 2016. However, my client reserves all of its rights to act independently in this matter (including, without limitation, making separate submissions or appealing any decision), either on its own behalf or using another representative.

Thank you.

Yours very truly,

Mark E. Atlin

MEA:

c. Mayor
Elias Bros. Construction Limited

20 Holly Street, Suite 310
Toronto, Ontario M4S 3B1
Tel: (416) 494-2800 • Fax: (416) 510-8885
e-mail: markatlin@bellnet.ca

GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

PARTNERS:
GLEN SCHNARR, MCIP, RPP
GLEN BROLL, MCIP, RPP
COLIN CHUNG, MCIP, RPP

ASSOCIATES:
JASON AFONSO, MCIP, RPP
KAREN BENNETT, MCIP, RPP
CARL BRAWLEY, MCIP, RPP
JIM LEVAC, BAA, MCIP, RPP

December 5, 2016 Refer To File: 586-001

City of Mississauga
Planning and Building Department
300 City Centre Drive
Mississauga, ON L5B 3C1

Attention: Ms. K. Phuong, Policy Planner, MCIP RPP
Policy Planning Division

RE: Comments on the Lakeview Major Node Character Area Policies and City staff report dated November 15, 2016
Proposed Lakeview Major Node (south side of Lakeshore Road East, East of East Avenue and approximately west of Applewood Creek)
(City file: CD.03.LAK)

On behalf of our landowners group, GSAI would like to first thank you for the opportunity to discuss the proposed policy planning framework as discussed during our working session on November 2, 2016. This letter serves to provide a formal response which builds upon that discussion on the policies for the Lakeview community. GSAI believes that our continued dialogue on the proposed policies will ensure a positive outcome for all the key stakeholders in this area as well as to ensure an appropriate development framework which will allow for a feasible future redevelopment of the "Inspiration Lakeview" lands.

The following comments are divided in four main categories:

- General issues;
- Study issues;
- Policy framework;
- Implementation.

General Issues

Major Node:
The significance of these lands in terms of waterfront and corridor location and redevelopment potential justify the recognition of these lands to be elevated beyond a typical Neighbourhood classification. It appears that in comparison with any other large area appropriate for future

10 KINGSBRIDGE GARDEN CIRCLE
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MISSISSAUGA, ONTARIO
L5R 3K6
TEL (905) 568-8888
FAX (905) 568-8894
www.gsai.ca

redevelopment in the City, the Lakeview Major Node is best suited for the future growth of a medium and high density mixed use neighbourhood. However, the overall policy thrust does appear to conflict with the potential for these lands specific to overall yield as well as development standards. In turn, as noted below, further increases in density and height should be allowed as it will establish the significance of this area in the overall City context and which has unique redevelopment requirements. Increases in the development potential match the significance of this waterfront community location while still allowing for being respectful of the existing area context and functioning. The City will also need to ensure political commitment from all levels of government are available to provide the funding for the necessary studies and eventual hard/soft/social infrastructure required to ensure the flourishing of this future unique Major Node.

Population Allocation:
Has the City and Region of Peel agreed upon the allocation of population for this Major Node? Is it confirmed that the numbers proposed in the OPA are a minimum for future growth for this Major Node area?

Boundary limit:
In consideration of the isolation to existing residential areas of the waterfront parks immediately south of the Peel water treatment facility, the Major Node boundary should be revised to include Douglas Kennedy Park and the easterly portion of Lakefront Promenade Park.

Study Issues

OPG lands:
To better ascertain timing for proceeding with development applications, and overall requirements for same, the timing for the release of the OPG lands by the Province should be established as quickly as possible. In consideration of potential delay with these lands, and refinement of the requirements for the balance of the Major Node lands, the policy requirements should be reviewed to allow for phasing for eventual land development of the other Major Node lands.

Serson Creek Study:
Our understanding is that CVC is currently reviewing the flood/hazard mapping for this watershed in conjunction with the recent CVC approval of the EA for the culvert crossing of Lakeshore Road East. Is it the City's intention to use this information to finalize the policy planning framework or is another separate study expected by the CVC and City for this watershed?

Green or sustainable technologies:
Who currently is leading the issue of resolving answers around providing district energy and alternative waste collection systems: is it the City or the Region? Will these systems be publicly developed and operated since they fall under public jurisdictions similar to current energy and waste responsibilities? What is the expectation around any private involvement and timing to

determine the future of these technologies but also what are the requirements which will result from deciding on the use of these technologies? For example, what are the impacts on site development or building design resulting from infrastructure requirements to support these initiatives? Will a technical steering committee or other appropriate forum with various approval authorities and the landowners be established for the review/approval/implementation framework for these alternative technologies? Will this be determined in time for the initial phases of development of the Lakeview Major Node? Have all City departments and other approval bodies involved in the review and approval of development applications bought into these concepts and will they accept their design and other technical considerations in balance with other overall requirements?

The current wording is not clear as to whether the LEED and other green technology references are meant to encourage alternative development standards or will be incentivized as an alternative development standard. There are concerns that based on the City's implementation of these policies, and the latest LEED v4 requirements, there could be significant costs for development in this area which makes it uncompetitive with developing in other areas of the City or surrounding municipalities. Further, will the typical City standards (i.e. engineering, design) be revised to reflect the promotion of and not potentially conflict with these sustainable policies?

Policy Framework

Employment designation:
It appears premature to propose the extent of the Employment designations throughout this Major Node. Further, it may not be appropriate to proposed Employment uses along the Lakeshore "Corridor" in light of the significance of this street and the desire to have a continuous and active streetscape as the entrance to this Lakeview community. In reviewing the current MOP, with the exception of three sites (all with historical reasons for their existence), there are no other Employment designated lands along any MOP "Corridor" that are not in an Employment Area as defined by the MOP. These lands should be reviewed in the context of the required amount of Employment lands for this area (from the future study) as well as the intended streetscape within this Major Node. A Mixed Use designation scenario unique for the Major Node may be an appropriate use blend here with a combination of residential/retail/employment uses which provide for area transition but also accommodate employment which could balance the job density target aspirations as well as provide opportunities to the general community (i.e. studio/artist space).

Mixed Use designation:
Does this policy framework allow for the ability to develop a supermarket in this Major Node? Consideration should be given for this use if not considered in light of the significant growth potential in this part of the City.

Motor Vehicle Commercial designation:

What are the City's expectations for the kinds of uses typically found on lands with this designation? Could they be considered with the appropriate policy framework within the Mixed Use designation or as part of any lands designated Business Employment?

Railway spur lines:
The policies need to indicate what the City's expectations are regarding the future of the spur lines and the designation for the lands currently occupied by these lines.

Population and Jobs Estimate:
A high-level review of the plan indicates that with the Population/Job projections proposed, the overall development potential would exceed the current limit set in the OPA. Why does the projection not match the potential density scenario appropriate for a Major Node? This could be problematic during the review of development applications where limits may be imposed on development applications. In preparing part precinct plans using the OPA's desired built form distribution (but not including "Taller Buildings" strictly to simplify the design exercise) and in consideration of typical City urban design and zoning requirements for the residential lands, the mock-up design scenarios yielded populations that were at least double the envisioned population estimates reinforcing our earlier point that the overall population projection should be increased for these lands. The design scenarios also used the Hemson apartment rate standard for all the proposed units thus reconfirming the projections could increase even further with future development. This increase would be in keeping with a Major Node and the City's desire to create an urbane neighbourhood in the Lakeview area.

Residential (Medium and High) Designation:
The current proposed land use designations rely on many assumptions which have variables unknown at this time (i.e. enhanced transit corridor). The designations should be more flexible to allow for increased density and height in the Medium Designation where it can be proven appropriate transition and Precinct Plan requirements can be satisfied. Consideration should also be given to allowing commercial parking facilities which could be located and designed to centralize parking requirements to better promote design considerations for various envisioned uses in this Major Node.

Enhanced Transit Corridor:
Has the City or any appropriate approval authority responsible for provision of transit prepared a cost benefit analysis for this Enhanced Transit Corridor proposal? Should or could the determination of the Enhanced Transit Corridor location and the level of enhancement required be part of the "Lakeshore Connects" project which is currently underway with the City? It would appear that this project is well-suited for reviewing the Lakeview Major Node transit requirements in light of all transit for the subject area starting and ending along Lakeshore Road East. Further, the density strategy dictating land use seems out of step when no decision has been made on the final location and design/capacity of the higher order transit for this Major Node. This should occur immediately and take advantage of the "Lakeshore Connects" overall framework plan and in consideration of the policy framework prepared by the City in this OPA, with subsequent revisions as it should be the key determinant of transit requirements for this

GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

area. Can the City confirm which approval authority will be responsible for the studies required regarding the Enhanced Transit Corridor?

Green System:
If the creation of Precinct Plans are meant to refine the smaller neighbourhood elements of the plan, it would appear that the designation of lands as shown on the Green Systems is premature. The City should indicate what the intentions are for the requirements for the Green System in light of parks and recreation facilities in close proximity to the overall Lakeview Major Node area.

Design considerations:
How were the precinct boundaries determined? It appears the built-form distribution wheel as well as some other design policies seem too detailed to be included in an OPA document. What are low-rise apartments? How are they different from horizontal multiple dwelling developments? Are there examples of the mid-rise built form within the City limits that the policy framework envisions? We are concerned that this built form as a stand-alone development is not feasible and realistic in this area and is further constrained by the potential cost requirements which may be imposed in this Major Node.

The policy framework appears to reduce heights of potential buildings (and/or the proportion of mid-rise and taller buildings allowed) which is contrary to the thrust of the "Direct Growth" framework section of the MOP and as would be applicable in a Major Node.

It is felt the existing context for the areas surrounding the Major Node allows for increased height to the current policy planning framework proposed in consideration of the following:

> North edge: Along Lakeshore Road East, a significant road rights-of-way separates the Major Node to the existing development to the north. Further, the lands along the north side of Lakeshore (which are in a "Corridor") also have a policy framework recognizing potential redevelopment up to 4 stories in most locations with potential for higher development limits. This area further east along Lakeshore Road East also includes existing development with four, seven, and sixteen storey apartment building heights;
> West edge: A significant separation exists, including a City park, from the eastern edge of East Avenue to existing residential lands on the Byngmount Avenue/Montbeck Crescent area. The area along the western edge of East Avenue is also tentatively subject to redevelopment by the Region of Peel;
> East edge: Along the narrower part of the Major Node lands, both to the south but primarily to the east are significant open spaces which are all in public ownership.

Subsequently, the current height limits and land use designations as proposed are inappropriate as using current City methodologies (i.e. sun/shadow studies or other analysis) would confirm that adequate distance to allow for appropriate transition exists for taller/denser development to the neighbourhoods surrounding the Major Node and for future development within the Major Node.

Roads:
Do all future roads need to be public rights-of-way and could they be reduced in size? It would seem that if the City wants to have a more urbane development, revised engineering standards should be considered which would look at the possibility of smaller lanes (i.e. pedestrian lanes) or on-street parking or other alternative standards which will foster walkability as well as other TDM measures for the general area or specific to developments. Could the determination of the future roads be part of preparing or finalizing the precinct plans? It appears some roads (i.e. Street A, M, N) may not serve a purpose, or may not need to be for full vehicular use, or could be relocated if necessary to improve circulation/access within the Major Node.
While discussed below in greater detail, consideration should be given to allowing development to proceed when existing roads (and necessary services) already exist and further study for the broader community would not be jeopardized as a result of allowing portions of the Major Node to proceed.

Implementation
Outstanding studies:
It is unclear as to responsibility and timing requirements for the following: Class E.A. (as per policy 13.4.11.2), and Precinct plans (as per policy 13.4.11.3). Further, the policies in the document note that development applications are premature until area wide studies are completed including: Transportation, Land-Use compatibility, Master servicing, and the Financial strategy. For example, would a Master Servicing Plan need to analyze the feasibility of a district energy system or to review the options/framework as it relates to the viability of this system? Consideration should be given to focusing these study requirements on the basis of precinct requirements as some of those studies may not need to be commenced/completed prior to development proceeding.

Overall, and as noted in our working session, it appears redundant to not allow development to proceed when critical development infrastructure already is in place (i.e. road, services). The policy framework should recognize the potential for phasing of lands to proceed in the absence of other studies which appear to be geared towards finalizing details and requirements for the OPG lands.

Financial considerations:
Does the City envision any upfront funding needed to support the development which would result in D.C. credits? Is the City considering offering any incentives for any required effort? What are the municipal funding sources that the City is seeking from the Province and what would those monies be directed towards?

The City OPA document references financing tools and suggests there may be additional requirements beyond the typical costs of development. Does the City know what those tools will be, how they will be used, and what would be the purpose for the additional development costs? There is also reference to the applicability of section 37 for these lands. It is unclear how this would apply or could apply in a scenario where no development proposed exceeds the development criteria established in the policy framework.

GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

Due to the complexity of this policy framework, with various unknown financial and implementation requirements, it is respectfully requested that City staff continue to review and discuss this Lakeview policy framework matter with our clients. The LLOG has raised concerns that the current policy framework has many unknowns and therefore risks to development unfolding as envisioned.

The discussion to date with City staff has been a first step in revealing where the policies need clarification and it is our hope this discussion can continue. We look forward to working towards a mutually beneficial policy planning framework including clear accountabilities and requirements for this Major Node to be the successful community of the future.

Should you have any questions on this matter, please feel free to contact the undersigned.

Yours truly,

Glen Broll, MCIP RPP
Partner

c: Mayor and Members of Planning and Development Committee
Lakeview Land Owner Group

Karin Phuong

From: Marilou Ignacio <mignacio@enersource.com>
Sent: 2017/01/27 2:24 PM
To: Karin Phuong
Cc: Chris Kafel; Gil Sta Rita; Miron Nahirny
Subject: FW: Proposed Official Plan Amendment - Lakeview Waterfront Major Node Character Area Policies

----- SENDING ON BEHALF OF MR. CHRIS KAFEL -----

Hi Karin –

Please find below our comments on your inquiry re: above subject.

We have no objection to the proposed Amendment. Our comments are as follows:

- New underground electrical system will be required c/w manholes and concrete-encased duct bank for high voltage circuits
- Removal and/or relocation of existing Enersource Hydro Mississauga overhead distribution circuits within the development site will be required.
- The applicant is requested to contact Enersource Hydro Mississauga well in advance to arrange for the design and installation of the electrical distribution system
- An "Offer to Connect" will be made for the above development that is consistent with the rules outlined in Chapter 3 of the Ontario Energy Board's Distribution System Code.
- All above grade hydro equipment that will be located within the development property will require vehicle access at all times (min 3.0m wide). For Enersource Hydro Mississauga operation purposes, any proposed landscaping, retaining walls and or structure near the hydro equipment must meet required clearances for safe operation and maintenance by Enersource crews.
- Servicing to the proposed development can be made available through pad-mounted transformer(s) or vault type transformer(s). For supply from a pad-mounted transformer, the electrical room is required at the grade level. For vault mounted installation, the vault room is required at the grade level.
- Easement in favor of Enersource Hydro Mississauga will be required for this development. The applicant is to contact Enersource Easement and Permit Coordinator, Ms. Helena Turkiewicz at hturkiewicz@enersource.com, to provide information regarding the necessary easements.

Should you need further information, please do not hesitate to contact Mr. Chris Kafel at 905-283-4036.

Thank you,

M.B. (Lou) Ignacio
Project Coordinator
mignacio@enersource.com
t 905.283.4088 f 905.566.2737
3240 Mavis Road, Mississauga, Ontario L5C 3K1

enersource
more than energy

From: Karin Phuong <karin.phuong@mississauga.ca>
Sent: Wednesday, January 25, 2017 8:29 AM
Subject: RE: Proposed Official Plan Amendment - Lakeview Waterfront Major Node Character Area Policies
To: Chris Kafel <ckafel@enersource.com>

Attn: C. Kafel – Enersource Hydro Mississauga

Hello,

I'd like to follow-up with Enersource regarding comments for the proposed Lakeview Waterfront Major Node Character Area policies. I have not yet received a response, and would like to confirm whether Enersource will be providing comments?

Thanks again,
Karin

From: Karin Phuong
Sent: 2016/12/13 1:10 PM
To: Karin Phuong
Subject: RE: Proposed Official Plan Amendment - Lakeview Waterfront Major Node Character Area Policies

Hello,

This email is to follow-up on a circulation letter sent to you in October requesting comments on the draft Lakeview Waterfront Major Node Character Area policies. Given the busy time of the year, planning staff have extended the timeframe for your comments. If you could provide comments by thefirst week of January it would greatly appreciated. If you have reviewed the document and have no comments, please let me know.

Regards,
Karin

MISSISSAUGA

Karin Phuong,MCIP, RPP
Planner, City Planning
T 905-615-3200 ext. 3806
karin.phuong@mississauga.ca

City of Mississauga | Planning & Building Department,
Policy Planning Division

From: Karin Phuong
Sent: 2016/10/04 9:53 AM
To: Karin Phuong
Cc: Crystal Greer; Councillor Jim Tovey (jim.tovey@mississauga.ca); Andrew Whittemore; Karen Crouse; Paul Stewart
Subject: Proposed Official Plan Amendment - Lakeview Waterfront Major Node Character Area Policies

To: Circulation List – External Agencies and Internal Departments (Bcc'd)

Hello,

Mississauga City Council has directed staff to prepare an Official Plan Amendment to implement the Inspiration Lakeview Master Plan. Attached is a formal letter requesting your comments, and in some cases asking that you respond to specific issues.

Due to the size of the proposed policies it has not been attached. You can review the policies by clicking on the following link:http://www.mississauga.ca/file/COM/Lakeview%20Major%20Node%20Character%20Area%2009_19_16_-_PDC_Agenda1.pdf

I would appreciate your comments by December 1, 2016, which can be provided either by mail or e-mail. Please let me know if you are unable to meet this timeframe.

If you have any questions please feel free to call me at 905-615-3200 ext. 3806.

Thank you,
Karin

MISSISSAUGA

Karin Phuong,MCIP, RPP
Planner, Community Planning
T 905-615-3200 ext. 3806
karin.phuong@mississauga.ca

City of Mississauga | Planning & Building Department,
Policy Planning Division

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Lakeview Waterfront Major Node Character Area Policies

MISSISSAUGA

COMMENT FORM

Community Open House - June 5, 2018

NAME: D. TOMIUK

PROPERTY ADDRESS: [redacted]

MAILING ADDRESS (IF DIFFERENT FROM ABOVE): [redacted]

POSTAL CODE: [redacted]

PHONE NUMBER: [redacted]

EMAIL: [redacted]

COMMENTS/QUESTIONS:

SEEMS LIKE A FAST PROCESS! LOTS OF QUESTIONS RE PLACEMENT OF PARKLAND VIS A VIS DENSITY; COMBINING GARDEN AND CULTURAL HUB IN ONE PIECE. LOSING THE ISLAND WHICH WAS A FANTASTIC GEOGRAPHICAL PIECE TO BRING CANAL INTO SITE → AVOID CEREMONIAL WATER – AUTHENTIC.

WHAT DOES MATURE NODE MEAN??

HYDROTRAL SHOULD BE, GREEN COMING DOWN (REMAIN) INTO SITE.

OK, UNDERSTAND.

Please write on the back page if you need more room.

For information on-line, you can visit our website at:
www.mississauga.ca/portal/residents/inspirationlakeview

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CITY OF MISSISSAUGA
PLANNING & BUILDING DEPARTMENT
300 CITY CENTRE DRIVE, 7TH FLOOR
MISSISSAUGA, ON L5B 3C1

ATTENTION: KARIN PHUONG
PHONE: (905) 615-3200 ext. 3806
EMAIL: Karin.Phuong@Mississauga.ca

MY BIG QUESTION — ONCE THERE IS A DEVELOPMENT APPLICATION FOR THE SITE, WILL THESE POLICIES BE ABLE TO BE AMENDED?

SOUNDS LIKE THIS IS YES

P.S. WANT THE LITTLE PEDICYCLING BRIDGE AT THE DISCHARGE CHANNEL!

Lakeview Waterfront Major Node Character Area Policies

MISSISSAUGA

COMMENT FORM

Community Open House - June 5, 2018

NAME: TIM MURPHY

PROPERTY ADDRESS: [redacted]

MAILING ADDRESS (IF DIFFERENT FROM ABOVE): —

POSTAL CODE: [redacted]

PHONE NUMBER: [redacted]

EMAIL: [redacted]

COMMENTS/QUESTIONS:

- Appears to be much more density than I was expecting
- Appears to be far less green space in this version
- The Amount of Lakefront green space seem to low.
- Density in between street E & Street F seems much higher than previously discussed
- why have we accepted buildings with greater than 15 stories

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Lakeview Waterfront Major Node Character Area Policies

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COMMENT FORM

Community Open House - June 5, 2018

NAME: Jonathan Biggs

PROPERTY ADDRESS: [redacted]

MAILING ADDRESS (IF DIFFERENT FROM ABOVE):

POSTAL CODE: [redacted]

PHONE NUMBER: [redacted]

EMAIL: [redacted]

COMMENTS/QUESTIONS:

Street F – encourage commercial/mixed use/restaurants/patios

Street F – designed for more uses than sole automobile – car free if possible!

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Lakeview Waterfront Major Node Character Area Policies

MISSISSAUGA

COMMENT FORM

Community Open House - June 5, 2018

NAME: Margaret Anne Littledarling

PROPERTY ADDRESS: [redacted]

MAILING ADDRESS (IF DIFFERENT FROM ABOVE): _____

POSTAL CODE: [redacted]

PHONE NUMBER: [redacted]

EMAIL: [redacted]

COMMENTS/QUESTIONS:

It seems last year Jim Tovey had reviewed the Inspiration Lakeview Village quite differently ~~that~~ than what we are seeing now. There appears to have been a lot of changes from the original vision & I think that it needs to be reviewed a little closer before the policies are approved. Suddenly we have high rises over 15 stories & a water front reduced to 30 metres – this is supposed to be encouraging cyclists, pedestrians & public use of the waterfront to be a tourist destination. I also think this change has been pushed through without enough public notice to the residents of Lakeview with only 20 days left before policies go for approval.

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No newspaper has been delivered by Mississauga News in over 5 weeks + I — like many — do not surf through the net at night to check out the municiple website. Something this important needs to have much better notification to the Lakeview Constituents. A general mailing should have been sent to all Lakeview residents with a comparison of the original plans to the revised plans to announce a public forum for questions + answers.

I came out tonight for the community open house expecting a full presentation. There was ~~none~~ none. There wasn't even a comparison of the original plans or an explanations of the changes being made. You had to "know" the changes by looking at the new plans only, which is an unfair representation of the plans to Lakeview residents who may not have been keeping up with things as they progressed.

~~These changes must be~~

Lakeview Waterfront Major Node Character Area Policies

MISSISSAUGA

COMMENT FORM

Community Open House - June 5, 2018

NAME: Trevor Baker

PROPERTY ADDRESS: [redacted]

MAILING ADDRESS (IF DIFFERENT FROM ABOVE): _____

POSTAL CODE: [redacted]

PHONE NUMBER: [redacted]

EMAIL: [redacted]

COMMENTS/QUESTIONS:

Can anything be done to protect the 10-year investments of community participation?

Perhaps, official process that involves community input during the DMP process. (Not simply: "make sure you tell the community what you want to do".

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Lakeview Waterfront Major Node Character Area Policies

MISSISSAUGA

COMMENT FORM

Community Open House - June 5, 2018

NAME: Rick Little Darling

PROPERTY ADDRESS: [redacted]

MAILING ADDRESS (IF DIFFERENT FROM ABOVE): _____

POSTAL CODE: _____

PHONE NUMBER: [redacted]

EMAIL: [redacted]

COMMENTS/QUESTIONS: For God's sake get Jim Tovey's vision realized!

30 metres is the minimum ~~green~~ space along the water front by law. This needs to be increased! There needs to be pedestrian zone south of Street D. Put retractable Bollards in to prevent ~~drivers~~ public drivers for economic growth of pedestrian safety (as driving attacks are increasing world wide). The proposed canal should cross Street H and run to Hydro Road for community activity (dragon boat racing, Kayak, canoe, swimming — ice skating in Winter.

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I don't feel our appointed city representative after Jim's untimely death has represented our needs & Jim's vision!

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We need to look at delaying until a voted representative is in place IF Jim's vision is not realized.

Over →

Our councillor should have bulk mailed (not just website and not Mississauga News which fails to be delivered week after week, we get it less than ~~we~~ ever.)

The City DID NOT DO A PRESENTATION TO THE COMMUNITY.

This is not a proper or adequate information to the community.

The WATER FRONT PRECINCT ~~SHOULD~~ NEEDS TO REMAIN Separate from OGDEN precinct.

Lakeview Waterfront Major Node Character Area Policies

MISSISSAUGA

COMMENT FORM

Community Open House - June 5, 2018

NAME: DEEGRAN GOSS

PROPERTY ADDRESS: [redacted]

MAILING ADDRESS (IF DIFFERENT FROM ABOVE): /

POSTAL CODE: [redacted]

PHONE NUMBER: [redacted]

EMAIL: [redacted]

COMMENTS/QUESTIONS:

- AFTER SEEING THE NEW LAND USE PLAN - WOULD LIKE TO HAVE MORE TIME TO SEE IMPACT ON PROJECT - MORE TIME TO COMPARE TO ORIGINAL MASTER PLAN
- REQUEST DENSITY (TALLER BUILDINGS) IN THE CENTRE OF DEVELOPMENT ABOVE ROAD C + AROUND THE TRANSIT CORRIDOR (HIGH TRAFFIC - VEHICLES)
- PEDESTRIANIZATION ON STREET F & STREET E & THROUGH CULTURAL DISTRICT
- NO HEIGHT AT LAKEFRONT MOVE NORTH TO STREET D &C

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Lakeview Waterfront Major Node Character Area Policies

MISSISSAUGA

COMMENT FORM

Community Open House - June 5, 2018

NAME: HARTLEY MOHABIR

PROPERTY ADDRESS: [redacted]

MAILING ADDRESS (IF DIFFERENT FROM ABOVE): _____

POSTAL CODE: [redacted]

PHONE NUMBER: [redacted]

EMAIL: [redacted]

COMMENTS/QUESTIONS:

WHAT HAPPENED TO THE EIGHT GOIDING PRINCIPALS? THE UPDATED PLAN IS NO LONGER OPEN, OR MOST IMPORTANTLY A DESTINATION. PLEASE RE-VISIT THE PLAN AND BRING THE HEART BACK. OPEN WATERFRONT, MORE ARTS, CULTURE, PUBS, LESS RESIDENTIAL! THE CENTRAL CORRIDOR, A PLACE PEOPLE WANT TO VISIT. RIGHT NOW THE PLAN LOOKS LIKE A TRANSPLANTED LIBERTY VILLAGE — VERY SAD AND DISAPPOINTING. MAKING IT GREEN AND SUSTAINABLE ARE BOTH GREAT, A REALITY OF OUR TIMES, BUT IT'S STILL LIBERTY VILLAGE.

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Lakeview Waterfront Major Node Character Area Policies

MISSISSAUGA

COMMENT FORM

Community Open House - June 5, 2018

NAME: KING-TAT CHAN

PROPERTY ADDRESS: [redacted]

MAILING ADDRESS (IF DIFFERENT FROM ABOVE): _____

POSTAL CODE: [redacted]

PHONE NUMBER: [redacted]

EMAIL: [redacted]

COMMENTS/QUESTIONS:

EXCEPT FOR THE MAJOR ROAD, THE SECONDARY OR MINOR ROAD SHOULD BE ONE WAY.

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Lakeview Waterfront Major Node Character Area Policies

MISSISSAUGA

COMMENT FORM

Community Open House - June 5, 2018

NAME: Rick Little Darling

PROPERTY ADDRESS: [redacted]

MAILING ADDRESS (IF DIFFERENT FROM ABOVE): _____

POSTAL CODE: _____

PHONE NUMBER: [redacted]

EMAIL: [redacted]

COMMENTS/QUESTIONS:

The 4 story cap along lakeshore should not be a token gesture. If it goes from 4 story to 8 story within 20-50 feet it is still going to feel like you're looking at a wall of buildings. Also, the cap should remain at 15 story's there should be NO possibility to pay a fee/fine and go higher. It should remain essential to keep a green space path along hydro run right down to the lakeshore.

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Lakeview Waterfront Major Node Character Area Policies

MISSISSAUGA

COMMENT FORM

Community Open House - June 5, 2018

NAME: Moaz Ahmad

PROPERTY ADDRESS: [redacted]

MAILING ADDRESS (IF DIFFERENT FROM ABOVE):

POSTAL CODE: [redacted]

PHONE NUMBER: [redacted]

EMAIL: [redacted]

COMMENTS/QUESTIONS:

I am curious about opportunities to align the new development with localized infrastructure and enhanced transportation networks. Localized infrastructure should be sustainable, environment friendly, and not overwhelm or put extra pressure on existing infrastructure. District energy including deep-lake cooling may be something that should be encouraged for the

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site and extend into Lakeview and Port Credit, allowing both communities to gradually become more sustainable and environmentally friendly over time.

The transportation vision should focus on local trips and ~~trans~~ emphasize transit, walking and cycling over cars. There are many who are already suggesting that roads be widened - the opposite of what we want, to build people friendly communities

Mary Ahmad

Lakeview Waterfront Major Node Character Area Policies

MISSISSAUGA

COMMENT FORM

Community Open House - June 5, 2018

NAME: KRYSTYNA STECHEY

PROPERTY ADDRESS: [redacted]

MAILING ADDRESS (IF DIFFERENT FROM ABOVE): _____

POSTAL CODE: [redacted]

PHONE NUMBER: [redacted]

EMAIL: [redacted]

COMMENTS/QUESTIONS:

Very concerned over the density + heights - and the locations too close to the lake - This negates some of the 8 principles i.e Link, Open, Destination, Vibrant (w)elcoming to all) The new #s the policies are ~~quite~~ ~~the~~ giving the developers the green light to change the heart of what the community thought the new Lakeview would look like. 25' +

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Lakeview Waterfront Major Node Character Area Policies

MISSISSAUGA

COMMENT FORM

Community Open House - June 5, 2018

NAME: Barry Conroy

PROPERTY ADDRESS: [redacted]

MAILING ADDRESS (IF DIFFERENT FROM ABOVE): _____

POSTAL CODE: [redacted]

PHONE NUMBER: [redacted]

EMAIL: [redacted]

COMMENTS/QUESTIONS:

Massing needs to be moved towards the centre of the site

Pedestrian road "only" at the south end of the site - "Service access only"

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Lakeview Waterfront Major Node Character Area Policies

MISSISSAUGA

COMMENT FORM

Community Open House - June 5, 2018

NAME: Priscilla J. Butler

PROPERTY ADDRESS: [redacted]

MAILING ADDRESS (IF DIFFERENT FROM ABOVE): —

POSTAL CODE: [redacted]

PHONE NUMBER: [redacted]

EMAIL: [redacted]

COMMENTS/QUESTIONS:

The plans have been changed, High Rise initially in the middle now at the waterfront. We need community workshops about the proposed changes. It is difficult to understand especially when no discussion has been in place for the surrounding community

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MISSISSAUGA

COMMENT FORM

Community Open House - June 5, 2018

NAME: Shirley / Arnold Des Roches

PROPERTY ADDRESS: [redacted]

MAILING ADDRESS (IF DIFFERENT FROM ABOVE): _____

POSTAL CODE: [redacted]

PHONE NUMBER: [redacted]

EMAIL: _____

COMMENTS/QUESTIONS:

We need more info on this huge project - re Changes be done without notification. & we must know & hear about these.

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MISSISSAUGA

COMMENT FORM

Community Open House - June 5, 2018

NAME: Robert & Shirley Clark

PROPERTY ADDRESS: [redacted]

MAILING ADDRESS (IF DIFFERENT FROM ABOVE): _____

POSTAL CODE: [redacted]

PHONE NUMBER: _____

EMAIL: [redacted]

COMMENTS/QUESTIONS:

(1) Street F was suppose to be a pedestrian ONLY walkway - no traffic.

(2) The original plan was a pyramid / tallest buildings in middle of plan and mid-rise closest to Water.

Not happy with the changes. We did have a vote - now all has changed.

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MISSISSAUGA

COMMENT FORM

Community Open House - June 5, 2018

NAME: Trevor Baker

PROPERTY ADDRESS: [redacted]

MAILING ADDRESS (IF DIFFERENT FROM ABOVE): _____

POSTAL CODE: [redacted]

PHONE NUMBER: [redacted]

EMAIL: [redacted]

COMMENTS/QUESTIONS:

Table 1 - Distribution of Housing by Precinct ...
Why are Ogden Green + Cultural Waterfront combined? They weren't originally, so I'm skeptical as to the motivation for the change.
As it currently stands, it ~~gives~~ restricts limits controls as to where a developer can focus their development.

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MISSISSAUGA

COMMENT FORM

Community Open House - June 5, 2018

NAME: Jean Hasted

PROPERTY ADDRESS:

MAILING ADDRESS (IF DIFFERENT FROM ABOVE):

POSTAL CODE:

PHONE NUMBER: [redacted]

EMAIL: [redacted]

COMMENTS/QUESTIONS:

- I would like to see ~~commercial convenience~~ mixed use put along the centre street "I" on the ~~lower~~ ground street level as it all has been moved to near "institutional" & "F" - permitted
- community gardens need to be added as part of future application for developers

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- I would like to see this development move faster

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Lakeview Waterfront Major Node Character Area Policies

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COMMENT FORM

Community Open House - June 5, 2018

NAME: Sharmila Setonam

PROPERTY ADDRESS: [redacted]

MAILING ADDRESS (IF DIFFERENT FROM ABOVE): _____

POSTAL CODE: [redacted]

PHONE NUMBER: [redacted]

EMAIL: [redacted]

COMMENTS/QUESTIONS:

What is happening with the wildlife corridor?

Deer & other wildlife travel west/east south of Lakeshore. They travel across the road leading into the GE Booth Plant.

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MISSISSAUGA

COMMENT FORM

Community Open House - June 5, 2018

NAME: JOHN LOFASO

PROPERTY ADDRESS: [redacted]

MAILING ADDRESS (IF DIFFERENT FROM ABOVE): _____

POSTAL CODE: _____

PHONE NUMBER: [redacted]

EMAIL: [redacted]

COMMENTS/QUESTIONS:

I WAS HOPING THAT THIS EVENING WOULD BE MAINLY A Q+A WITH CITY PLANNING + THE DEVELOPER. THIS AMENDMENT OF THE MASTER PLAN SEEMS SIGNIFICANTLY DIFFERENT FROM WHAT JIM TOVEY AND THE COMMUNITY ORIGINALLY CONCEIVED YEARS AGO. I AM IN FAVOUR OF DEVELOPMENT BUT I DON'T WANT THIS SITE TO TURN INTO THE LAKESHORE AT PARK LAWN.

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Appendix 3

City of Mississauga
Minutes

MISSISSAUGA

(Approved October 11, 2016)

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 Present

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

Members Absent

Staff Present

Mr. Ed Sajecki, Commissioner, Planning & Building
Ms. Lesley Pavan, Director, Development & Design Division
Mr. Andrew Whittemore, Director, Policy Planning Division
Ms. Angela Dietrich, Manager, City Wide Planning, Policy Planning Division
Mr. Ray Poitras, Manager, Development South
Mr. Hugh Lynch, Acting Manager, Development North
Mr. Michal Minkowski, Legal Services
Mr. Steve Barrett, Manager, Transportation & Asset Management
Mr. Lincoln Kan, Manager, Development Engineering, Transportation & Infrastructure Planning Division
Mr. Eric Lucic, Team Leader, Parks & Forestry Division
Ms. Karen Crouse, Project Leader, Policy Planning Division
Mr. Paul Stewart, Policy Planner
Ms. Karin Phuong, Policy Planner
Ms. Sharleen Bayovo, Policy Planner
Ms. Ashlee Rivet, Development Planner
Ms. Mumtaz Alikhan, Legislative Coordinator
Ms. Carmela Radice, Legislative Coordinator

1. CALL TO ORDER – 7:01 pm

2. DECLARATION OF CONFLICT OF INTEREST – Nil.

3. MINUTES OF PREVIOUS MEETING – September 6, 2016

APPROVED (Councillor R. Starr)

4. MATTERS TO BE CONSIDERED

4.1. Lakeview Waterfront - Draft Major Node Character Area Policies
File: CD.03.LAK

Paul Stewart, Policy Planner, gave an overview of the Lakeview Waterfront – Draft Major Node Character Area Policies.

Councillor Tovey spoke in favour of the proposed Policies stating they are the most forward thinking in the Province and are paving the way towards sustainable development. He noted that the City needs to explore financial tools available to it to enable Mississauga to create more innovation opportunities within the concept.

Mayor Crombie complimented Councillor Tovey on his efforts and said this is one of the largest piece of waterfront property which will provide a leading edge new community. In response to the Mayor's question regarding timelines from the Province with respect to releasing the Ontario Power Generating lands for sale, Ed Sajecki, Commissioner of Planning and Building, advised that the next step in the process is an environmental assessment which is expected to be completed by the Spring of 2017.

The following person made an oral submission:

Glen Broll, Glen Schnarr & Associates Inc., spoke on behalf of a consortium of land owners in the area – Diamond Corporation, Northern Realty and Elias Brothers Construction Limited – representing 20 acres of the under-utilized employment lands, and noted his clients' appreciation for moving forward with the proposed policies. He said it is important that enough time is spent with land owners and requested a session prior to the scheduled open house, cited earlier by Mr. Stewart, specifically for the land owners. Mr. Andrew Whittemore, Director, Policy Division, advised Mr. Broll to contact his office to arrange such a session with the stakeholders.

Councillor Tovey moved the following motion, which was voted on and carried:

PDC-0069-2016

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.

File: CD.03.LAK

APPROVED (Councillor J. Tovey)

4.2. Provincial Bill 73: Smart Growth for Our Communities Act, 2015 - Status, Implications and Actions
File: LA.07-PRO

Councillor Tovey spoke to Council's March 27, 2013 Resolution 0048-2013 requesting the Province of Ontario to make amendments to the *Planning Act* which have not been addressed in Bill 73.

Councillors Tovey and Iannicca spoke to the lack of meaningful legislative reforms to the Ontario Municipal Board (OMB) as had been promised by the Province to make it accountable to municipalities.

In response to Councillor Tovey's request that the City Solicitor attend the Growth Management Committee at the Region of Peel in order to create a consensus on meaningful OMB reform as soon as possible, Mr. Michal Minkowski, Legal Counsel, advised that the City Solicitor will participate in any area that contributes to the role of the City's decision making process. He further noted that the Province will be issuing a consultation paper in the Fall of this year to stimulate further discussions with the goal of legislative reforms around the OMB.

Mayor Crombie advised that she will be taking part in an affordable housing summit in Toronto on September 30, 2016 which will be attended by Mayors from across Canada.

Councillor Saito moved the following motion, which was voted on and carried:

PDC-0070-2016
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.
File: LA.07-PRO

APPROVED (Councillor P. Saito)

4.3. Horizontal Multiple Dwellings - Urban Design Guidelines
File: CD.06.HOR

Ashlee Rivet, Development Planner gave an overview of the Horizontal Multiple Dwellings □ Urban Design Guidelines.

Committee Members commented as follows:

- Ensure that affordability remains a key focus;
- Ensure appropriate urban design guidelines address grading, heights, amenities and placement of utilities;
- Consider two storey multi-use buildings like those in Paris;
- Negotiate different heights and different amenities for the community.

Councillor McFadden moved the following motion, which was voted on and carried:

PDC-0071-2016

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.

File: CD.06.HOR

APPROVED (Councillor S. McFadden)

5. ADJOURNMENT - 8:26 pm (Councillor R. Starr)

City of Mississauga
Minutes

MISSISSAUGA

(Approved January 16, 2017)

Planning and Development Committee

Date
2016/12/05

Time
6:30 PM

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

Members Present

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

Members Absent

Staff Present

Mr. Ed Sajecki, Commissioner, Planning & Building
Ms. Lesley Pavan, Director, Development & Design Division
Mr. Andrew Whittemore, Director, Policy Planning Division
Ms. Angela Dietrich, Manager, City Wide Planning, Policy Planning Division
Mr. Chris Rouse, Acting Manager, Development North
Mr. Ray Poitras, Manager, Development South
Ms. Marcia Taggart, Legal Services
Ms. Marianne Cassin, Manager, Development Central
Mr. Steve Barrett, Manager, Transportation & Asset Management
Mr. Lincoln Kan, Manager, Development Engineering, Transportation & Infrastructure Planning Division
Mr. Mark Howard, Team Leader, Parks & Forestry Division
Mr. Darren Bryan, Sign Unit Supervisor, Building Division
Mr. Jonathan Famme, Development Planner
Ms. Lisa Christie, Zoning By-law Planner
Ms. Karen Crouse, Project Manager
Ms. Aiden Stanley, Development Planner
Ms. Ashlee Rivet, Development Planner
Mr. Timothy Lee, Development Planner
Mr. David Breveglieri, Development Planner
Ms. Mumtaz Alikhan, Legislative Coordinator
Ms. Carmela Radice, Legislative Coordinator

1. CALL TO ORDER □ 6:30 pm.

2. DECLARATION OF CONFLICT OF INTEREST □ Nil.

3. MINUTES OF PREVIOUS MEETING

Approval of Minutes of Meeting held on November 14, 2016
APPROVED (Councillor R. Starr)

4. MATTERS TO BE CONSIDERED

4.1. Sign Variance Application 16-01439 (Ward 2) - Sign By-law 0054-2002, as amended

Steve Wolowich, Senior Director of Real Estate, Outfront Media Canada, spoke to the advantages of digital signs. He noted that a 5% time allocation for community messaging on the sign will be provided to the City at no cost. In addition, the size of the sign has been reduced and the height conforms to the City's by-law. Councillor Ras said that she has had several discussions with the Applicant and is pleased with the allocation of 5% to the City, the fact that the sign will be shut down from midnight to 6am and reminded Mr. Wolowich to ensure that the landowner cleans up the area around the proposed sign. She further stated that the sign will not impact residents and expressed support for the Application.

Councillor Ras moved the following amended motion, which was voted on and carried:

RECOMMENDATION
PDC-0084-2016
That the following Sign Variances **be granted**:
(a) Sign Variance Application 16-01439, Ward 2
OUTFRONT Media, 2085 North Sheridan Way

To permit the following:

One (1) billboard sign with:
(i) an electronic changing copy sign face.
(ii) an overall height of 12.19m (40.0 ft).
(iii) a sign face area of 64.23m^2 (691.39 ft^2).

(b) That the deputation from OUTFRONT Media, be received.
File: BL.03-SIG (2016)

APPROVED (Councillor K. Ras)

4.2. Reinstatement of "H" Holding Symbol
100 City Centre Drive, Northeast of City Centre Drive and Duke of York Boulevard
Owner: OMERS Realty Management Corporation and Square One Property Corporation
File: HOZ 13/004 W4

Councillor Kovac expressed support for the reinstatement of the "H" Holding Symbol.

Councillor Kovac moved the following motion, which was voted on and carried:

RECOMMENDATION
PDC-0085-2016
That the report dated November 15, 2016, from the Commissioner of Planning and Building recommending the "H" Holding Symbol be reinstated on part of the lands under File HOZ 13/004 W4, OMERS Realty Management Corporation and Square One Property Corporation, 100 City Centre Drive, northeast of City Centre Drive and Duke of York Boulevard, be adopted in accordance with the following:

1. That the Planning and Building Department be authorized to prepare a by-law for Council's passage to reinstate the "H" Holding Symbol on the Phase 2 future development lands as identified within this report.

File: HOZ 13/004 W4

APPROVED (Councillor J. Kovac)

4.3. RECOMMENDATION REPORT (ALL WARDS except W9)
Proposal to rezone and redesignate 21 City owned properties, one property owned by Credit Valley Conservation and one privately owned property - File: CD.21.CON

Councillor Iannicca moved the following motion, which was voted on and carried:

RECOMMENDATION
PDC-0086-2016
That the report dated November 15, 2016, from the Commissioner of Planning and Building recommending approval of the proposed amendments to Mississauga Official Plan and/or the Zoning By-law to redesignate and rezone 21 City owned properties and a property owned by Credit Valley Conservation and a privately owned property be adopted in accordance with the following:

1. That the proposal to amend Mississauga Official Plan and/or Zoning By-law in conformity with the chart included in the Information Report and attached as Appendix 1 to this report, be approved.

File: CD.21.CON

ADOPTED (Councillor N. Iannicca)

4.4. PUBLIC MEETING - Draft Lakeview Waterfront Major Node Character Area Policies
File: CD.03.LAK

Karen Crouse, Project Leader, Policy and Planning Division, reviewed the proposed policies.

Councillor Tovey noted that the City needs to have its Official Plan Policies completed to be in a readiness position when the Province places the former Lakeview Generating Plant lands up for sale. He said that the City is committed to working with the land owners during the process.

The following made oral submissions:

Glen Broll, Glen Schnarr & Associates Inc., spoke in favour of the draft policies that give the landowners an opportunity to see the vision. He expressed appreciation for the opportunity provided to the land owners group comprising 75 acres of the 245 acre area to be involved in the process and requested that they be allowed to continue to work with staff to help shape the Official Plan Policies. Councillor Tovey reiterated the City's commitment to work collaboratively with land owners.

Peter Patsalos and Louise Blumstein, representing Stratos Technologies Inc., read a letter from Mary Flynn-Guglietti, McMillan, their solicitors dated December 2, 2016, citing concerns related to how the vision is to be implemented. The letter noted that the extension of Ogden Avenue will directly run through their property located at 1024 Rangeview Road which will render the rest of it undevelopable, creating a negative impact on some landowners whilst others will be winners. They requested that the Official Plan Policies should not proceed in isolation of a solution to ensure equity and fairness amongst landowners.

Ed Sajecki, Commissioner of Planning and Building, responded that the comments will be taken under advisement, so that the Official Plan Policies can be developed responsibly.

Bert Rebelo, Oasis Catering Ltd., noted that his concern that after 24 years it will not be fair to lose his family business.

Donald Barber, resident, expressed concern with the environmental impact on Cawthra Bush with the proposed increase of 20,000 people to the area. Ms. Crouse responded that Cawthra Bush is outside of the area of influence, hence it has not been included in the environmental studies. Mr. Barber further stated that with a proposed development of this size, there will be in an impact on the surrounding community's lives and health and the environment needs to be considered before the City proceeds with its plans.

Councillor Tovey commented that the plan is to build the world's most environmentally sustainable community prudently, taking growth at a medium density to preserve and protect the waterfront.

Madam Mayor agreed that the City wishes for an accessible waterfront for everyone and

to ensure neighbourhoods are protected.

Councillor Tovey moved the following motion which was voted on and carried:

RECOMMENDATION
PDC-0087-2016
1. That the submissions made at the public meeting held on December 5, 2016, to consider the report "Lakeview Waterfront – Proposed Major Node Character Area Policies – Public Meeting" dated November 15, 2016, be received, and

2. That staff report back to Planning and Development Committee on the submissions made, outlining any modifications to the original proposed amendments, if necessary.

3. That the oral submissions made at the Planning and Development Committee Meeting dated December 5, 2016 be received.

File: CD.03.LAK

RECEIVED (Councillor J. Tovey)

4.5. PUBLIC MEETING INFORMATION REPORT WARD 3
Applications to permit 38 three storey stacked townhomes, a public walkway and the completion of a cul-de-sac, 3111 and 3123 Cawthra Road, East side of Cawthra Road, north of Dundas Street East
Owner: Maple Valley Development Corporation
Files: OZ 16/001 W3 and T-M16001 W3

Jim Levac, Associate, Glen Schnarr & Associates Inc., gave an overview of the applications on behalf of Maple Valley Development Corporation.

The following person made an oral submission:

Adam Grossi, KLM Planning Partners Inc., spoke on behalf of Sky Cawthra Development Inc.'s property located at 3105 Cawthra Road, directly south of the proposed development. He noted his client's concern with the single connection point that is being provided to their lands rendering their site landlocked and undevelopable. He advised that discussions are underway with City staff and the Applicant to come up with a workable solution. Mr. Gross noted that his client is also preparing an application to be submitted in due course.

The following residents made oral submissions citing concerns that two detached dwellings are acceptable, not the proposed 4 townhomes fronting Ericson Road; the grading of the dwellings at the end of the proposed Ericson Road cul-de-sac would result in Ericson Road becoming a river during heavy rainfall; the retaining wall is built from boulders and if part of it is removed, the rest will collapse adding additional expense to the impacted property owner; the proposed cul-de-sac would result in a secluded Ericson Road becoming wide open to drivers taking a shortcut to Cawthra

Road; oppose the walkway along the north side of the property to allow access to Cawthra Road from Ericson Road; stormwater flowing east from this development will not be tolerated; safety of children from traffic if Ericson Road is extended:

Jack Clark;
Bernie Griling(?);
Ms. Bing

John Andriano, resident, acknowledged staff efforts in facilitating and spearheading communications with the parties concerned.

Councillor Iannicca said he agreed with the residents that the proposed walkway would be trouble. He commented that a cul-de-sac and two detached lots make sense.

Councillor Fonseca reminded residents that tonight's meeting is a preliminary information gathering meeting and assured residents that there will be no road that connects Cawthra Road to Ericson Road. She thanked the Applicant for an option of or two single detached homes instead of the option of townhomes along the end of Ericson Road. Staff confirmed that studies with respect to concerns of grading, storm water, the retaining wall and noise issues will form part of the recommendation report. and the applicant have met and the cooperation and at the time there will be another public meeting. In response to Councillor Fonseca's concern about the widening of Cawthra Road, Steve Barrett, Manager, Transportation & Asset Management, and Shawn Carrick, Transportation Supervisor, Region of Peel, responded that it is to dedicate a road right of way and not a physical widening. Councillor Fonseca expressed concern with the proposed location and width of the walkway raising safety issues.

In response to Councillor Iannicca's questions as to whether the Applicant would be willing to agree to the drainage issue, agree to the completion of the cul-de-sac, and two detached lots instead of a walkway, Mr. Levac said that the rule is that drainage has to be accommodated within the property, the completion of the cul-de-sac would improve the situation and the Applicant would not have a problem with the two detached lots and no walkway.

Councillor Fonseca moved the following motion which was voted on and carried:

RECOMMENDATION

PDC-0088-2016

1. That the report dated November 15, 2016, from the Commissioner of Planning and Building regarding the applications by Maple Valley Development Corporation to permit 38 three storey stacked townhomes, 4 three storey street townhomes, a public walkway and the completion of a public road (cul-de-sac) under Files OZ 16/001 W3 and T-M16001 W3, 3111 and 3123 Cawthra Road, be received for information.

2. That the oral submissions made at the Planning and Development Committee Meeting dated December 5, 2016 be received.

Files: OZ 16/001 W3 and T-M16001 W3

RECEIVED (Councillor C. Fonseca)

4.6. PUBLIC MEETING INFORMATION REPORT (WARD 1)
Applications to permit 154 horizontal multiple dwellings on a private condominium road, 1174 - 1206 Cawthra Road, West side of Cawthra Road, south of Atwater Avenue
Owner: Queenscorp (Cawthra South) Inc.
File: OZ 16/002 W1

Mark Bozzo, Queenscorp Group, gave an overview of the Applications.

In response to Councillor Tovey, Mr. Bozzo said the site is self-sustaining. He said it is a new and evolutionary housing format.

Councillor Starr requested Mr. Bozzo to send details of similar built form to Council to which he agreed.

The following persons made oral submissions citing objections with the increased density; what safeguards are in place to ensure that the population does not skyrocket dramatically for rental profit; environmental impacts are not stated with respect to Cawthra Bush given the proposed intensification of Cawthra Road and needs to be taken seriously; the proposed development looks more like an institution; the proposal is overly dense with 154 units proposed in an area where there were 5 homes; offers no benefits to the community except problems with drainage and traffic especially with lack of public transit; there is no green space or sidewalks; it is not a good development and is not in keeping with the character of the existing area; notification should have been to residents at least 400 metres from this massive proposal; the height of Block 7 will result in shadowing for the neighbouring residents directly abutting it:

Don Barber;
Ilda Fereia;
Gabe Larouche;
Janet Lynch

Councillor Saito commented that when considering the Province's growth plan, this proposal is nothing compared to what is coming and she would willingly trade for it. She suggested residents contact their Members of Provincial Parliament because it is the Province's growth plan that is forcing intensification.

With respect to garbage, Mr. Bozzo advised that there will be no garbage on the surface but that it will be managed underground until collection time.

Councillor Fonseca noted that that flooding is an issue in the area issue and needs to be addressed during the site plan process.

In response to Ms. Lynch's question regarding a linkage south from the subject property

to hers connecting the site sandwiched between both properties, Mr. Bozzo advised that there is no plan to create a linkage. He said if such a connection were to occur, approval from 51% of the residents would be needed to undertake the financial obligations. Ron Bozniak, owner of the property immediately north of Ms. Lynch's under discussion advised that the agreement states that any property to the north would be connected internally to the south, and it is hoped that current left lane which drivers from the south use to make illegal left turns to Cawthra Road would be stopped.

Councillor Tovey moved the following motion which was voted on and carried:

RECOMMENDATION

PDC-0089-2016

1. That the report dated November 15, 2016, from the Commissioner of Planning and Building regarding the applications by Queenscorp (Cawthra South) Inc. to permit 154 horizontal multiple dwellings on a private condominium road under File OZ 16/002 W1, 1174 - 1206 Cawthra Road, be received for information.

2. That the oral submissions made at the Planning and Development Committee Meeting dated December 5, 2016 be received.

RECEIVED (Councillor J. Tovey)

4.7. Proposed Amendments to the Telecommunication Antenna/Tower Siting Protocol

Tim Lee, Development Planner, gave an overview of the proposed amendments.

The Committee raised the following issues:

- It is difficult to mitigate the size and appearance of private antennas and negatively impacts neighbours;
- expand the notification radius for the public to more than 120 metres because the tower affects the broader community and not just those in the 120 metre zone;
- little faith that the Federal Government will encourage and accept the new protocols;

Mr. Lee responded that the City's protocols must be harmonized with the federal government's rules and standards. He advised that any existing applications in the process will not be affected by the proposed amendments. He said that the minimum notification is three times the tower height or 120 metres, whichever is the greater, but will take the expansion of the notification radius beyond 120 metres under advisement.

The following made oral submissions:

Mike Wilde noted that he has submitted a detailed letter to the City and said there is a disconnect between the City and the federal government. He said that the current document does not reflect the roles and bands that amateur radio operators are licensed for and he spoke to the processing fee. Mr. Wilde said that amateur radio rules should

be treated differently from the cell phone towers. He said that he has been waiting to receive an answer with respect to his application from staff for well over the 120 day response time. Mr. Lee responded that the City is considering lowering the fees in 2017 and with respect to having amateur radio towers, the process is the same, whether for a cell tower or amateur radio. Staff will set up a meeting with Mr. Wilde to discuss options.

Stephen D'Agostino, Thomson Rogers Lawyers, spoke on behalf of Bell, Rogers Telecommunications and TELUS. He requested a pause in the process to allow for a more fulsome discussion to occur and come up with better language. He spoke to four areas that could be improved which include designating a municipal official to extend the length of the concurrence period if there is no change in planning circumstances; the changes proposed to the Consultation Conclusion Letter do not indicate whether or not the City "concurs" with the proposal resulting in misinterpretation by Federal authorities or the public; replace the phrase "site specific sensitives" with "site specific land use sensitivities"; as well as other concerns outlined in their letter dated December 2, 2016.

Beverley Bleackley, resident, asked if other municipalities in the province are in agreement and if the federal government is willing to work with residents and the telecommunications providers to find solutions for the mutual benefit of everyone. She said with ongoing technological innovations, it should be possible for providers to implement modes of transmitting cell signals without resorting to installing towers of any size in residential areas. She hoped that residents and resident groups will be included in consultations moving forward.

Mr. Lee advised that in 2012 a comparison of protocols of other municipalities were reviewed. With respect to the issue of concurrence, this was amended in 2012 as it gave the impression that the City was the approval authority when it is more of a commenting agency.

Councillor Mahoney moved the following motion which was voted on and carried:

RECOMMENDATION

PDC-0090-2016

1. That the Corporate Report dated November 15, 2016 from the Commissioner of Planning and Building titled "Proposed Amendments to the Telecommunication Antenna/Tower Siting Protocol" be received for information.

2. That the proposed revised "Telecommunication Antenna/Tower Siting Protocol" attached as Appendix 2 to the Corporate Report dated November 15, 2016 from the Commissioner of Planning and Building titled "Proposed Amendments to the Telecommunication Antenna/Tower Siting Protocol" be adopted to replace the "Telecommunication Tower/Antenna Facilities Protocol" adopted by Council on May 8, 2013.

3. That the oral submissions made at the Planning and Development Committee Meeting dated December 5, 2016 be received.

4. That the following written submissions be received:

(a) Letter dated November 29, 2016 from Mike Wilde, Amateur Radio Operator;
(b) Email dated December 1, 2016 from Nicola and Herman Lourenco, Residents;
(c) Letter dated December 2, 2016 from Frank and Jana David;
(d) Letter dated December 2, 2016 from Stephen D'Agostino, Thomson Rogers Lawyers.

File: EC.19.TEL

ADOPTED (Councillor M. Mahoney)

4.8. RECOMMENDATION REPORT (WARD1)
Applications to permit 24 townhouses on a private condominium road
1629, 1635 and 1639 Blanefield Road, southeast corner of South Service Road and Blanefield Road
Owner: Tupelo Investments Limited
File: OZ 15/009 W1

David Breveglieri, Development Planner, reviewed the Recommendation Report.

The following made oral submissions in opposition of the rezoning of the site to medium density citing that the modifications to the concept plan are not significant enough; the proposed townhomes are very narrow and not in keeping with the neighbourhood; traffic and related concerns have not been addressed, there should be no private condominium road; increased density; the environmental impact on Cawthra Bush; tree protection; flooding; impact on privacy for the neighbours; fencing by-laws; parking is a major issue; the intersection at Blanefield Road and South Service Road making a left hand turn is very dangerous already without 24 more homes coming out onto Blanefield Road; when the QEW is backed up, it is difficult to get onto South Service Road; parking on Blanefield Road is already a major concern; this development is not fair:

Tony Martini (submitted a survey of 97 residents);
Don Barber;
Andrea Merchant;
Sharon Crosley

In response to Councillor Tovey, Mr. Breveglieri advised that the concerns with fencing, planting and privacy will be addressed through the site plan process, and there will be additional requirements for stormwater mitigation.

Councillor Tovey moved the following report which was voted on and carried:

RECOMMENDATION
PDC-0091-2016
1. That the applications under File OZ 15/009 W1, 1629, 1635 and 1639 Blanefield Road, to amend Mississauga Official Plan to **Residential Medium Density** and to change the zoning to **RM6-Exception** to permit 24 townhouses, with 16 fronting onto a private condominium road and the remaining 8 fronting onto Blanefield

Road, be approved subject to the conditions referenced in the staff report.

2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.

3. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

4. That the oral submissions made at the Planning and Development Committee Meeting dated December 5, 2016 be received.

File OZ 15/009 W1

APPROVED (Councillor J. Tovey)

4.9. Ontario Municipal Board (OMB) Review: Consultation Submission to the Ministry of Municipal Affairs (MAH) – File: LA.07.OMB

Marcia Taggart, Legal Counsel, provided an overview of the Consultation Submission.

Members of the Committee commented as follows:

- It is critical that development applications requesting densities in areas other than those identified within the Official Plan of a municipality should have no right of appeal at the Ontario Municipal Board and that Council decision will be final;
- The Province should have elected Members of Provincial Parliament to sit on the Ontario Municipal Board (OMB) for accountability and transparency;
- The mediation process is currently conducted behind closed doors and the OMB makes in camera decisions without providing an opportunity for community consultation making a total mockery of the public process.
- The OMB does serve a purpose but needs refinement.

Councillor Tovey moved the following motion which was voted on and approved:

RECOMMENDATION

PDC-0092-2016

1. That the Report titled "Ontario Municipal Board (OMB) Review: Consultation Submission to the Ministry of Municipal Affairs (MAH)" be approved by Council for submission to the Ministry of Municipal Affairs (MAH) for consideration during the Ontario Municipal Board (OMB) Review.

2. That Council endorse the following key recommendations for changes to the Provincial land use planning and appeal system:

   a) If a municipality has an in-effect official plan that has been reviewed and updated in accordance with Provincially established timeframes, there should be no right of appeal to a Council's refusal of an application to amend the official plan;

b) There should be no appeal to official plan amendments that have been brought forward to conform to Provincial policy or legislation or an upper-tiered municipal plan;

c) A statutory amendment should be implemented in order to establish "reasonableness" as the standard of review to define and limit the Board's appellate jurisdiction, in the place of the current practice of hearings de novo or hearing all evidence fresh, whether presented to Council or not;

d) The mediation stream should be strengthened and more emphasis placed on pre-screening appeals to allow for early dispute resolution.

File: LA.07.OMB

APPROVED (Councillor J. Tovey)

5. ADJOURNMENT - (Mayor B. Crombie)

Appendix 4

Region of Peel
working with you

May 31, 2018

Ms. Karen Crouse, Manager
City Planning Strategies Division
Planning and Building Department
City of Mississauga
300 City Centre Drive, 7th Floor
Mississauga, ON L5B 3C1

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tel: 905-791-7800

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Re: Regional Comments and Exemption from Regional Approval
Proposed Local Official Plan Amendment - Lakeview Waterfront
City file: CD.03.LAK

Dear Ms. Crouse,

Thank you for providing Regional staff with the opportunity to review and comment on the proposed Local Official Plan Amendment for the Lakeview Waterfront Major Node.

The proposed amendment would convert the subject lands from employment and utility uses into a complete community with a range and mix of housing, employment opportunities, linkage to the waterfront park system, a cultural hub with retail and community amenities. The proposed lands would contribute to realizing the Region's 2031 population and employment forecasts by accommodating a projected total of 15,000-22,000 people and 7000-9000 jobs with a density between 200-300 residents and jobs per hectare.

Region of Peel staff have worked closely with City of Mississauga staff through this process and is supportive of the proposed policies. The proposed amendment appropriately addresses Peel's and Mississauga's objectives for the development of complete communities, providing for a range and mix of housing and employment opportunities all while ensuring protection of the natural environment and highlighting the natural waterfront features.

The subject lands are located adjacent to Peel's G.E. Booth Wastewater Treatment facility and Lakeview Water Treatment facility. These facilities are key to the operation, delivery and treatment of the water and wastewater system within Peel. Through the development of the subject lands, the Region of Peel will work with the City and property owners to ensure compatibility of the proposed neighbouring uses, as such the implementation of warning clauses through all development applications and an extensive communication and education with the individuals living, working and playing in this new community will be established.

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The Region of Peel has conducted a Servicing Capacity Analysis for the proposed amendments based on the forecasted people and jobs. The full report is provided as an appendix to this letter. A summary of the analysis is provided below:

- Water will be supplied to the development via the existing 600 mm sub-transmission main on Lakeshore Road. Water service to the buildings fronting Lakeshore Road will be provided off the existing 600 mm local distribution main on Lakeshore Road. A secondary connection may be required to ensure security of supply. There is an existing 400 mm local distribution main crossing the site south of Rangeview Road that supplies a dedicated water supply to the G.E. Booth Wastewater Treatment Facility. This watermain shall remain dedicated and shall not be used to supply water to the Lakeview area. Based on the final land use design, the watermain may conflict with the proposed road network and may need to be relocated along a future road right of way so long as it remains a dedicated feed to the plant.

- For wastewater service and infrastructure, the subject lands cannot be entirely serviced by gravity and will require a new local wastewater pumping station (WWPS) within the subject lands. The preferred site for the WWPS is on the east side of the development. This site is preferred for many reasons, including its proximity to the wastewater treatment facility and the opportunity to address odours through an integrated odour control strategy.

- Any additional flow added to the Rangeview Road sanitary sewer will trigger conveyance upgrades downstream to the Beach Street WWPS, and does not align with the Region's long-term wastewater servicing strategy. The existing 250 mm local sanitary sewer on Rangeview Road will continue to convey flow from east to west and may require upsizing based on the final design. A new local collection sewer on East Avenue will be required to redirect flows that currently go to the Beach Street WWPS to the Beechwood WWPS. The size of the proposed WWPS will be confirmed at the detailed design stage. Based on the size of the potential drainage area, a 300 mm sanitary forcemain is considered sufficient.

- Additionally, wastewater from the buildings fronting Lakeshore Road will drain to the existing 300mm and 250mm local collection sewers on Lakeshore Road. There is a potential need for these sewers to be upsized, pending the final detailed design. The proposed local sanitary sewers within the development will range between 250 mm and 300 mm in diameter, and will be located along the future road right of way network. There will be one local trunk sewer collection sewer ranging between 375 mm and 450 mm used to convey wastewater from the local sanitary sewer network to the proposed new wastewater pumping station. The preliminary servicing strategy will show this local trunk sewer along the proposed Street 'D'.

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Regional staff advise that while proposed policy 13.4.10.1.5 permits alternative waste collection infrastructure (e.g. vacuum pipes, chutes, disposal points) in all land use designations, such alternative waste collection methods or infrastructure are not provided by or planned for by the Region of Peel. Regional staff will support any alternative waste collection method that is established by the individual property owner as long as the final collection area for waste, recyclable and bulky items is in line with the most current Waste Collection Standards Manual.

Through the development of these proposed policies, Regional staff confirmed that the draft Official Plan Amendment satisfies Region Official Plan policy 5.6.2.8 to convert lands from employment areas to non-employment uses. As part of that exercise, City staff provided Regional staff with an update of its city-wide analysis of employment lands based on Mississauga and Peel Municipal Comprehensive Review policies in 2016. The city-wide analyses concluded that employment conversions were recommended for the Lakeview Area in its entirety, among others. This documentation was completed and sent to the Region in March 2017 and the Region confirmed this information was satisfactory in June 2017.

Regional staff continue to strongly support the recommended conversion including the community vision and policy framework that provides for an Innovation Corridor that will better align with current employment objectives. However, the 2017 Growth Plan policies require that all amendments that have not been approved or come into effect on or before July 1, 2017 are subject to the new Growth Plan policies, including those for employment conversions undertaken as part of a Municipal Comprehensive Review (MCR). The new definition of an MCR requires initiation by Upper or Single Tier Municipalities and Provincial approval. Regional staff had included the proposed Lakeview employment conversion in our Draft Growth Management ROPA released for public consultation in late 2017, however, that process has been delayed due to Provincial initiatives including cancellation of the GTA West EA and the release of draft MCR guidance documents as outlined in our April 26, 2017 Reports to Council (http://www.peelregion.ca/council/agendas/2018/2018-04-26-revised-rc-agenda.pdf).

The current in effect Regional Official Plan policy 5.6.2.6 on protection of employment lands identifies the Lakeview Employment Area in Mississauga's Official Plan with a Business Employment designation, among other designations, as areas to protect. This policy however does not include the Utility designation as a land use that triggers employment conversion policies, and as such amending the Utility designation as identified in this proposed amendment would not trigger an employment conversion and a Regionally initiated Municipal Comprehensive Review process.

Region staff have reviewed the City's proposed policy approach and agree to the identification of the lands on Schedule 10 Land Use Designations as being subject to "employment conversion through the Region of Peel's Municipal Comprehensive Review", and the inclusion of a policy stating "The Area identified on Schedule 10 Land Use Designations as being subject to employment conversion through the Region of Peel's Municipal Comprehensive Review will not permit non-employment uses until

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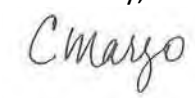
confirmation of approval of employment conversion is received from the Region of Peel."

Based on this proposed policy approach for the lands designated Business Employment, Regional staff exempt the entire amendment from Regional approval in accordance with By-law 1-2000.

If you have any questions or concerns, please contact me at your earliest convenience at 905-791-7800 ext. 4362, or by email at: christina.marzo@peelregion.ca

Yours truly,



Christina Marzo, MCIP, RPP
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Conformity with Growth Plan 2017

The following table has been prepared to demonstrate conformity with the Growth Plan for the Greater Golden Horseshoe (2017). The "Statement of Intent" section represents staff summary of the general direction of the commentary and policies. Growth Plan policies have been summarized and condensed by staff in order to identify the key relevant ideas. Numbers shown in brackets refer to the Growth Plan policy numbers. Only policies considered relevant to the Lakeview Waterfront OPA have been included.

The "Conformity" column provides staff explanation on how the proposed policies conform to the Growth Plan. Numbers in brackets represent policy or policy section headings in the Lakeview Waterfront OPA. As Mississauga Official Plan contains policies that are applicable to the Lakeview Waterfront area, the analysis may refer to policies from Mississauga Official Plan.

Conformity Analysis	
Growth Plan for the Greater Golden Horseshoe	**Lakeview Waterfront OPA Conformity**
1.1 The Greater Golden Horseshoe	
General Statement of Intent: The Greater Golden Horseshoe plays an important role in accommodating growth, however, the magnitude of anticipate growth will present challenges to infrastructure, congestion, sprawl, healthy communities, climate change and healthy environment	The Lakeview Waterfront OPA will accommodate growth within the existing urban area, helping to reduce sprawl. The policies provide a planning framework to addresses issues associated with accommodating growth.
1.2 The Growth Plan for the Greater Golden Horseshoe	
General Statement of Intent: The Vision for the Greater Golden Horseshoe is that it will be a great place to live, supported by a strong economy, a clean and healthy environment, and social equity, with an extraordinary waterfront.	The Vision for the Lakeview Waterfront OPA is to be a model green, sustainable and creative community on the waterfront. It will be planned as a mixed use community with a vibrant public and private realm including generous open spaces, cultural and recreational amenities, and employment opportunities (Section 13.4.3 Vision).
1.2.1 Guiding Principles	
General Statement of Intent for this Section: The policies of this Plan are based on the following principles: a. Complete communities	The Lakeview Waterfront OPA policies, include but are not limited to: a. Providing for a mix of land uses in a vibrant pedestrian oriented

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b. Prioritize intensification c. Provide flexibility to capitalize on new employment opportunities d. Support a range and mix of housing options e. Integrate land use planning and investment in infrastructure f. Provide different approaches to manage growth that recognize diversity of communities g. Protect natural heritage, hydrologic, landforms h. Conserve and promote cultural heritage i. Integrate climate change considerations	environment (13.4.6 Complete Communities); b. Identifying the area as a major node which is intended to accommodate intensification with a gross density of between 200 and 300 residents plus jobs (13.4.4 Direct Growth); c. Accommodating employment along Lakeshore Road and within the Innovation Corridor. In addition there is recognition that strategies and incentives may be pursued to encourage and support employment (13.4.9 Strong Economy) d. Providing for a range of residential built forms including townhouses, mid-rise and taller buildings (13.4.8.3) as well as requiring that affordable housing will be provided in accordance with the City's Housing Strategy (13.4.6.1) e. Requiring development master plans to identify the location and amount of space dedicated to community infrastructure (13.4.8.2.1 j) f. Dividing the Lakeview Waterfront area into precincts that reflect location, planned character and density (13.4.8.3 Precincts) g. Ensuring through future study the protection of the Lake Ontario Shoreline and Serson Creek (13.4.11.9). h. Ensuring high quality public art and streetscape and cultural infrastructure and spaces that reinforce where appropriate the history of the site (13.4.6.5) and providing a Cultural Waterfront Precinct intended to include cultural uses (13.4.8.3 Precincts - Cultural Waterfront) i. Requiring a Financial / Sustainability Strategy that address how infrastructure, new buildings and public and private realm can be designed to achieve a model sustainable community and help address climate change (13.4.5.1.5)
1.2.2 Legislative Authority	
General Statement of Intent: All decisions made on or after July 1, 2017 will conform with this Plan	As illustrated through this table, the Lakeview Waterfront OPA conforms to the Growth Plan

Growth Plan for the Greater Golden Horseshoe	Lakeview Waterfront OPA Conformity
1.2.3 How to Read this Plan	
General Statement of Intent for this Section: Outlines the relationship between the Growth Plan and other planning documents, and how to read the plan	The Lakeview Waterfront OPA has been reviewed in respect to the Growth Plan and other applicable Provincial planning documents.
2. Where and How to Grow	
2.1 Context	
General Statement of Intent: This Plan is about building compact and complete communities. Better use of land and infrastructure can be made by prioritizing intensification, building compact and complete communities, and increasing the modal share for transit and active transportation.	The Lakeview Waterfront is being planned as a complete community and identified as a major node which is an area for intensification that provides for a mix of housing and employment uses at densities and heights less than the Downtown (i.e. Urban Growth Centre), but greater than anywhere else in the City (13.4.4 of the OPA and Section 5.3 City Structure of Mississauga Official Plan). Transit is planned through the site and supporting policies to incorporate an active transportation network.
2.2 Policies For Where and How To Grow	
2.2.1 Managing Growth	
General Statement of Intent for this Section: Growth will be primarily directed to appropriate locations that support complete communities and infrastructure, as directed by the upper tier municipality.	The Lakeview Waterfront OPA has been prepared in consultation with the Region of Peel and they are supportive of the OPA policies. Issues pertaining to the requirement for a municipal comprehensive review have been addressed in a policy which prohibits non-employment use until the Province approves the Region's review.
Relevant Policies: a. Population and employment forecasts for the Region of Peel as identified in Schedule 3 will be used to plan for growth (2.2.1.1) b. Growth should be primarily directed to settlement areas that: i. Are within the built boundary and have planned municipal water and wastewater systems and support	a. The Lakeview Waterfront planned unit count of 10,500 units has been recognized and incorporated in the Region's population and employment growth allocation forecasts (Table 1 – Distribution Of Housing And Unit Targets By Precinct). b. The Lakeview Waterfront is an appropriate location for growth as it is within the delineated boundary of a settlement area, with access to municipal water and wastewater, and is planned to provide a

Growth Plan for the Greater Golden Horseshoe	Lakeview Waterfront OPA Conformity
complete communities (2.2.1.2 a i, ii, iii) ii. that are in delineated built-up areas, strategic growth areas, locations with existing or planned transit and public service facilities (2.2.1.2. c i, ii, iii, iv), iii. that is generally away from hazardous lands (2.2.1.2. e) c. Integrated planning to manage forecasted growth will: i. Be supported by planning for infrastructure and public service facilities that consider the full life cycle cost and payment (2.2.1.3.b) ii. Provide direction for an urban form that will optimize infrastructure (2.2.1.3.c) iii. Support the environment (2.2.1.3.d) iv. Be implemented through a municipal comprehensive review (2.2.1.3.e) d. The Growth Plan will support the achievement of complete communities that i. Features a diverse mix of land uses ii. Improves social equity iii. Provides mix of housing options iv. Expands convenient access to transportation, public service facilities, open space, healthy food options v. Ensures high quality compact built form, attractive public realm, including open spaces, through site design and urban design vi. Mitigates climate change vii. Integrates green infrastructure	range of land uses to support a complete community. The Lakeview Waterfront is planned as a Major Node which is identified as an intensification area. The lands have potential access to future higher order transit along Lakeshore Road and enhanced transit being brought into the site along Lakefront Promenade/Street 'G', Street 'D', and Hydro Road/Street 'J'. Public facilities such as cultural, recreational, educational uses are envisioned and directed to appropriate locations in the area and further refined through preparation of Development Master Plans and Plans of Subdivision (13.4.4 Direct Growth). Hazard lands have been included in the Greenlands designation which is intended for natural areas where development is restricted (11.2.3.1 of Mississauga Official Plan). c. The Lakeview Waterfront OPA ensures forecasted growth is properly managed as development may be phased if satisfactory arrangements for enhanced transit and transportation demand management are not made as well as requiring a Financial/Sustainability Strategy that will address mechanisms to implement new sustainable infrastructure (13.4.4.3 and 13.4.5.1.5) The area provides a compact built form that is predominately mid-rise in height (13.4.4 and 13.4.8) that will optimize infrastructure and achieve the vision for the area. The Greenlands land use designation and hazard land overlay (Schedule 10 of Mississauga Official Plan) will protect the environment and the requirement for a Financial/Sustainability Strategy will ensure appropriate sustainable measures are incorporated into future developments (13.4.5.1.5). The proposed policies appropriately manage growth. The Region worked closely with the City and is supportive of the proposed

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	policies and associated growth allocation. Municipal comprehensive reviews prepared by the City in 2005 and 2015 determined a change in land use could be considered for lands designated Business Employment within the Lakeview Waterfront OPA subject to the preparation of a detailed land use plan. The land use plan has been completed and is implemented through the Lakeview Waterfront OPA; however, a new municipal comprehensive review, as required by the Growth Plan 2017, has not yet been approved by Province. As such, a policy has been included that states that the portion of the Lakeview Waterfront OPA subject to employment conversion policies will not be permitted to be developed for non-employment uses until Provincial approval is granted (13.4.11.5). Further discussion of employment land conversion can be found later in this table. d. The Lakeview Waterfront OPA supports the achievement of complete communities. A range of land use designations will ensure a diverse mix of land uses including: Residential, Public Open Space, Greenlands, Business Employment, Institutional, and Mixed Use (Schedule 10 of Mississauga Official Plan). Public Service facilities such as cultural or educational uses are permitted in a number of designations (e.g. mixed use) and in some cases (e.g. schools) will be determined through the development application process (13.4.6.2). The overall quality of life for residents has been considered in that the area provides opportunities for physical fitness, leisure and social interaction in order to promote healthy and active lifestyles (13.4.6 Complete Communities). A diverse range of housing options has been provided including

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	townhouses, mid-rise (5-8 storeys), taller buildings (9-15 storeys) and greater heights in the Waterway District Area(13.4.8.3 Precincts). Affordable housing has been identified as an eligible community benefit under Section 37 of the *Planning Act* (13.4.11.21). In addition, it will be required in accordance with the City's housing strategy (13.4.6.1). The strategy can be accessed at: http://www7.mississauga.ca/documents/pb/planreports/2017/Affordable_Housing_Strategy_Appendix1&2-Web.pdf Convenient access to a range of transportation options are provided including: enhanced transit that is to be evaluated through the Area Wide Transportation Study (13.4.7.1.2), streets will be designed to incorporate active transportation (13.4.7.1.5), applications are to demonstrate how the proposal will contribute to a permeable community for active transportation (13.4.7.2.1). The City is currently exploring higher order transit along Lakeshore Road East. Public service facilities (e.g. cultural, recreational, educational, etc.) are permitted in a number of land use designations throughout the area; and intended to concentrate in the eastern portion of the Cultural Waterfront precinct. This area is identified as a mixed use focal point (13.4.8.3.20 c) for a variety of commercial, cultural, institution and recreational activities. Public open space is accessible throughout the community. Guiding principles for the OPA included the provision of a continuous waterfront park system, and ensuring accessible public space with a public realm of different size and function (13.4.3.1 .1 and 13.4.3.1.2). As illustrated on Schedule 10, the area has been planned with open space located along the waterfront connecting to adjacent parks to the east and west(Streets 'C', 'D', and 'E'), as well as providing a strong central element with parkland located along a north south roadway (Street 'I') running from Lakeshore Road East to the waterfront parks. Publicly accessible private open spaces may

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	also be incorporated into development (13.4.6.8) The City supports urban agriculture practices (Mississauga Official Plan 7.7). In addition, access to affordable food options including urban agriculture may be examined in the required Financial/Sustainability Strategy (13.4.5.1.5). Ensuring a high quality compact built form, attractive and vibrant public realm through urban design standards will be achieved through the requirement of development master plans and associated built form guidelines. These documents are required for each precinct and will provide direction on matters such as distribution of height and density, design criteria to reduce any "wall effect" from development, streetscape and upgraded boulevard treatments (13.4.8.2) Mitigating climate change and providing green infrastructure will be addressed through the requirement for a Financial/Sustainability Strategy (13.4.5.1.5) as well as requiring development to include sustainable measures (13.4.5.1.1 and 13.4.5.1.2). The OPA also requires that proposed connections through the community should accommodate where appropriate stormwater best management practices and the use of low impact development techniques (13.4.7.2.3). Mississauga Official Plan also contains policies pertaining to low impact development that are applicable to the Lakeview Waterfront area (Mississauga Official Plan 6.4.2)
2.2.2 Delineated Built-up Areas	
Statement of Intent: The majority of growth is directed to lands within the delineated built-up area (i.e. limits of the developed urban area identified by the Minister of Municipal Affairs and Housing).	The Lakeview Waterfront OPA lands are located within the delineated built-up area and will assist in achieving intensification targets.
Relevant Policies:	

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The majority of the policies in this section are not relevant as they pertain to intensification requirements within the upper-tier municipality and the use of municipal comprehensive review to establish minimum intensification targets. This section does include a relevant policy that states municipalities will develop a strategy to achieve the minimum intensification target throughout delineated built-up areas (2.2.2.4) which will a. Achieve desired urban structure b. Identify appropriate type, scale and transition c. Identify strategic growth areas d. Support complete communities e. Prioritize investment in infrastructure to support intensification f. Implement through Official Plan, zoning, and other supporting documents.	The Lakeview Waterfront OPA policies represent a strategy for accommodating intensification as described below: a. The Mississauga Official Plan has a City structure and urban hierarchy. The Lakeview Waterfront OPA lands have been identified as a Major Node, which provides for a mix of uses and densities that are less than the downtown but greater than elsewhere in the City (Mississauga Official Plan 5.3 City Structure). The Lakeview Waterfront policies support the City structure in terms of the mix of uses and densities (13.4.4 Direct Growth). b. Required Development Master Plans and build form guidelines provide direction to help ensure the appropriate type and scale of development (Section 13.4.8.2). The OPA includes additional policies requiring appropriate transition to adjacent neighbourhoods, and between private development and public open space (13.4.8.1 a, e, g). In addition, planning for the Lakeview Waterfront area (i.e. Inspiration Lakeview) determined that a range of building heights and densities should be accommodated in the area. The OPA provides a guide to how housing units are distributed across the site by scale of built form, including 19 percent townhouses, 50 percent mid-rise up to 8 storeys and 31 percent taller buildings up to 15 storeys. Buildings exceeding 15 storeys will be located in the Waterway District Area (13.4.8.3 Table 1). c. The Lakeview Waterfront OPA recognizes the area as a key focus for development and strategic growth by identifying the area as a Major Node intended to be an area of intensification (13.4.4 Direct Growth) d. The Lakeview Waterfront OPA contains a range of land uses on Schedule 10 and associated policies provide for a mixed use community containing a range of residential building types, employment, institutional, mixed use, open space. The OPA includes policies regarding Complete Communities (13.4.6) which supplement current policies on Complete Communities in the Mississauga Official

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	Plan (Mississauga Official Plan Section 7 Complete Communities). e. Prioritizing investment in sustainable infrastructure will be reviewed in-part through the Financial/Sustainability Strategy (13.4.5.1.5). f. The Lakeview Waterfront OPA implements the City's approach to appropriate intensification in Mississauga.
2.2.3 Urban Growth Centres	
General Statement of Intent for this Section: Urban Growth Centres are focal areas for accommodating growth and providing transit, range of uses, and investment Relevant Policies: None	The Lakeview Waterfront OPA is not within Mississauga's identified Urban Growth Centre.
2.2.4 Transit Corridors and Station Areas	
General Statement of Intent for this Section: Given Provincial investment in higher order transit municipalities are to plan for appropriate intensification for "major transit station areas on priority transit corridors" as identified on Schedule 5 of the Growth Plan (2.2.4.1) Relevant Policies: None	The Lakeview Waterfront OPA does not contain any existing or planned major transit station areas on priority transit corridors. The Growth Plan policies do not apply. The Lakeview Waterfront OPA area, however, is planned to be transit supportive with a planned density of 200 - 300 residents and jobs per hectare (13.4.4 Direct Growth), which exceeds Growth Plan requirements for major transit station areas for a minimum of 160 residents and jobs per hectare. In addition, taller buildings (9-15 storeys) may be considered in proximity to transit station areas on Lakeshore Road and along the future enhanced transit route.
2.2.5 Employment	
General Statement of Intent for this Section: It is important to ensure an adequate supply of employment land.	Existing land use designations that will be changed by the Lakeview Waterfront OPA include: (1) Utility – former land occupied by the Lakeview Generating Station. These lands are not designated for "business or economic activities" and are <u>not considered to be employment land</u> and can therefore be redesignated to other uses. (2) Business Employment – currently permits a range of business and

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	economic activities and the area with this designation is considered to be employment land. Redesignation to non-employment uses are subject to Growth Plan conversion policies. A portion of the lands within the OPA will retain the Business Employment designation and have been identified as an Innovation Corridor. The Lakeview Waterfront OPA ensures an adequate supply of employment land is provided as discussed in the table. With the approval of the Lakeview Waterfront OPA and approval by the Province of the associated municipal comprehensive review (that will remove these lands from the employment area as designated in the Regional Official Plan), the area will no longer be considered an employment area as defined by the Growth Plan. As an interim measure, until Provincial approval is obtained, the OPA includes a policy requiring Provincial approval of the Municipal Comprehensive Review before non-employment uses can be developed (13.4.11.5).
Relevant Policies: Economic Competitiveness will be promoted by: a. Making more efficient use of underutilized employment lands. Major office and major institutional development will be directed to strategic growth areas. Retail and Office uses will be directed to locations that support active transportation and transit. Retail sector will be supported by compact built form and integration of uses. Surface parking will be minimized. (2.2.5.1, 2.2.5.2, 2.2.5.3, 2.2.5.4, 2.2.5.12) b. The redesignation of lands to a non-employment uses within an employment areas is considered a conversion	a. The Lakeview Waterfront area includes an "Innovation Corridor" intended to be a high-tech green campus (13.4.8.3) that can accommodate office and institutional uses. An Economic Development Business Case Study is currently underway (13.4.11.9) which will ensure more efficient use of these lands. The intent of this study is to capitalize on opportunities and synergies associated with being part of a sustainable community, and leveraging future investments in culture and institutional uses (potential post-secondary institution). In addition, the Lakeview Waterfront can be considered a strategic growth area (i.e. redevelopment of a brownfield site) with access to existing and planned frequent transit, as well as active transportation (13.4.7.1). The area will contain a compact built form in addition to

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(Policies 2.2.5.6, 2.2.5.9, 2.2.5.10) and may be permitted only through a municipal comprehensive review where it is demonstrated that: i. There is a need for conversion ii. The lands are not required for the employment uses for which they are designated and sufficient employment lands will remain to accommodate forecast growth iii. The proposed uses would not adversely affect the overall viability of the employment area or achievement of intensification targets iv. There are existing or planned infrastructure and public service facilities to accommodate use.	providing the opportunity to accommodate major office and institutional uses and mixed uses,which permits retail and service uses (Schedule 10) and minimizes surface parking (13.4.7.3.1) b. Lands within the Lakeview Waterfront that are currently designated Business Employment (approximately 35 ha of a total 99 ha site) are subject to the municipal comprehensive review requirements in the Growth Plan. With respect to these currently designated Business Employment lands, Mississauga has completed two municipal comprehensive reviews of employment lands, the first in 2005 and the second in 2015. In both reviews these lands were identified as an area where a change could be considered subject to determining appropriate future land uses. The Lakeview Waterfront OPA satisfies the requirement of determining future land uses. In addition it should be noted that: i. There is a need for the conversion in order to spur reinvestment in the area and achieve the vision for a model, green, sustainable and creative community on the waterfront. These lands have been comprehensively planned in conjunction with the former utility in order to properly manage the environmental, economic and social benefits arising from its location of Lake Ontario. ii. Previous municipal comprehensive reviews have confirmed the lands are not required for the employment purposes that they are designated for, and the municipality will maintain sufficient land base to accommodate forecasted growth (see link): http://www7.mississauga.ca/documents/pb/policy/2015/PDC_June_22_2015_MCR_Employment_Lands_.pdf In addition, the area employs approximately 1500 people (2017) whereas the Master Plan indicated there is the opportunity to accommodate between 7,000 and 9,000 jobs as

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	part of a mixed use community with institutional, cultural, residential, and recreational uses. The opportunity exists to accommodate more employment as part of a successful community. iii. As the entire Lakeview Employment Area is being planned as a Major Node, it is anticipated that existing employment uses will ultimately be redeveloped with compatible uses. Although the majority of the employment uses in the area are intended to be redeveloped, the OPA allows existing uses to continue until such time as they relocate (policy 13.4.10.1.1). To address the interim condition, the OPA states that Provincial government restrictions regarding buffering of new residential uses will apply to the redevelopment of lands in proximity to existing industry and the wastewater treatment plant (13.4.11.13). In addition a land use compatibility assessment is required to be undertaken for new residential and other sensitive land uses at the time of a development application (13.4.11.14). The City also has the ability to require as part of a complete application a number of studies, including: acoustical, vibration and air quality (Mississauga Official Plan 19.4.5). These studies will confirm impacts to existing operations are acceptable along with any necessary mitigation measures. iv. The Lakeview Waterfront is located adjacent to the Region of Peel's Water Treatment Facility and the Region of Peel Wastewater Treatment Facility. The Region of Peel has identified water, wastewater and stormwater infrastructure necessary to accommodate proposed development. In addition, public service facilities can be accommodated in a number of land use designations, and as the area develops providers of public service facilities will have more detailed

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	information to evaluate future needs. Although all research supports conversion of the Business Employment lands, the formal approval process stipulated in the new Growth Plan (2017) requires the Region of Peel to undertake a comprehensive review before employment lands can be converted. As such the OPA identifies the area on Schedule 10 Land Use Designations which is subject to Provincial approval of the Region's Municipal Comprehensive Review. A policy has been included stating that these lands will not be permitted to be developed for non-employment uses until Provincial approval is granted (13.4.11.5). Lands designated Utility that were previously used for a power plant are not employment lands and do not require a municipal comprehensive review to be undertaken by the Region and approved by the Province in order to redesignate them to non-employment uses.
2.2.6 Housing	
General Statement of Intent: A range and mix of housing is to be provided, including affordable housing. A housing strategy prepared by the Region is an important tool that can be used.	Mississauga Council has recently approved a citywide affordable housing strategy that is currently being implemented. The strategy can be accessed at: http://www7.mississauga.ca/documents/pb/planreports/2017/Affordable_Housing_Strategy_Appendix1&2-Web.pdf
Relevant Policies: a. The Region is responsible for preparing a housing strategy (2.2.6.1) b. Municipalities will support complete communities by accommodating growth forecasts, achieve minimum intensification targets, consider a range of housing options, and planning to diversify the housing stock. (2.2.6.2) c. Municipalities will consider the use of available tools to address a mix of unit sizes to accommodate a diverse	a. The Region of Peel and the City of Mississauga are working together to address housing issues. b. A diverse range of housing options has been provided including townhouses, mid-rise (5-8 storeys), taller buildings (9-15 storeys) and greater heights in the Waterway District Area (13.4.8.3 Precincts). c. Affordable housing has been identified as an eligible community benefit under Section 37 of the Planning Act (13.4.11.21). In addition, affordable housing will be required in accordance with the City's housing strategy (13.4.6.1).

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range of household sizes and incomes (2.2.6.3)	
2.2.7 Designated Greenfield Areas	
General Statement of Intent: Designated greenfield areas will be more compact, supportive of active transportation and transit. Relevant Policies: None	The Lakeview Waterfront OPA is not within a Greenfield Area. Growth Plan Policies are not applicable.
2.2.8 Settlement Area Boundary Expansions	
General Statement of Intent: Settlement area boundaries may only occur through a municipal comprehensive review Relevant Policies: None	The Lakeview Waterfront OPA does not require a settlement area boundary expansion Growth Plan policies are not applicable.
2.2.9 Rural Areas	
General Statement of Intent: Rural areas require appropriate planning Relevant Policies: None	The Lakeview Waterfront OPA is not located in a rural area Growth Plan policies are not applicable.
3.Infrastructure to Support Growth	
3.1 Context	
General Statement of Intent: An integrated approach to land use planning, infrastructure investment and environmental protection should be used when addressing transportation, water, and climate change, and public service facilities issues.	The Lakeview Waterfront OPA and it precursor the Inspiration Lakeview Master Plan were prepared in an integrated manner with input from agencies (Credit Valley Conservation Authority, School Boards), City Departments (Community Services and Transportation and Works) and the public. The OPA also includes policies that ensure integrated planning continues in subsequent steps of the planning process (13.4.11), including: • Preparation of area wide studies • Preparation of development master plans and supporting documentation • Endorsement of development master plans by Council

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	• Submission of development applications and studies
3.2.1 Integrated Planning	
Statement of Intent Managing growth should include an integrated approach to address development issues.	The Lakeview Waterfront OPA incorporated input from a range of stakeholders (including infrastructure providers) and includes policies that ensure an integrated approach is used in subsequent steps of the planning process.
Relevant Policies a. Infrastructure planning, land use planning and infrastructure investment will be co-ordinated (3.2.1.1) b. Planning for new infrastructure will occur in an integrated manner (3.2.1.2) that i. Leverages investment ii. Provides sufficient infrastructure in strategic growth areas iii. Identify lifecycle costs iv. Considers impact of climate change c. Infrastructure investment will facilitate intensification(3.2.1.3) d. Municipalities will assess infrastructure risks caused by impacts of climate change(3.2.1.4)	a. Infrastructure providers were circulated and comments incorporated into the policies. Infrastructure pertaining to items such as school sites, sewage and water systems will be addressed at more detailed planning stages (e.g. Development Master Plan, Plans of Subdivisions) when necessary information is available to properly assess requirements and appropriateness of design to address issues such as climate change. The City will work in collaboration with school boards to determine the need for educational facilities through the development application process (13.4.6.2) b. The Lakeview Waterfront OPA is planned at a density of between 200 to 300 persons plus jobs per hectare, which exceeds the densities identified in the growth plan and given this level of density appropriately leverages investment in infrastructure. Development may be phased to ensure growth is managed responsibly and new infrastructure is in place (13.4.4.2), including provision of enhanced transit and transportation demand management measures (13.4.4.3) The Financial/Sustainability strategy requirement will assist in determining how infrastructure can be designed to achieve a model sustainable community as well as costs and mechanisms to

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	implement the features (13.4.5.1.5, 13.4.11.6). c. The lands subject to the Lakeview Waterfront OPA promote redevelopment of brownfield sites with higher density development (13.4.4) d. The use of district energy systems and renewable energy sources have been identified as items to be considered to achieve a sustainable complete community (13.4.5.1.1) which will be further reviewed in the Financial/Sustainability Strategy. The location of innovative stormwater management techniques will be determined through master servicing plans and identified in development master plans (13.4.5.2.2).
3.2.2 Transportation	
Statement of Intent Transportation system planning will be coordinated with land use planning, and transportation investment, and will address issues such as connectivity, complete streets, transportation demand management.	As a fully realized community, transit and active transportation are intended to be viable alternatives to vehicle use and will help shape and support the future development of the Lakeview Waterfront area (13.4.7)
Relevant Policies a. Transportation system planning, land use planning and transportation investment will be co-ordinated (3.2.2.1) b. The system will be planned (3.2.2.2)to: i. Provide connectivity ii. Balance choices iii. Encourage environmental appropriate travel and offer multi-modal access to land uses c. A complete streets approach will be adopted (3.2.2.3) d. Transportation Demand Management will be implemented (3.2.2.4)	a. The Lakeview Waterfront OPA has been prepared in consultation with Transportation and Works to help ensure policies are supportive of a coordinated approach to land use planning and transportation planning. b. The Lakeview Waterfront transportation system is planned to: i. Have roads that will be designed to provide connectivity (13.4.7.1.4). Development Master Plans and development applications will demonstrate how the proposal will contribute to a permeable and connected community (13.4.7.2) ii. Have a fine-grain network of roads and connections that will support active transportation (13.4.7.1.1).

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	iii. Provides a range of land uses including residential, mixed use, open space, culture, institutional, employment, that can be accessed using active transportation and transit (Schedule 10, Schedule 6) c. Streets will be designed to incorporate active transportation (13.4.7.1.5) d. Development applications will be accompanied by strategies (13.4.7.1.8) such as: i. Reduced parking standards ii. Transportation demand management iii. Transit oriented development and design iv. Pedestrian/cycling connections v. Access management plan
3.2.3 Moving People	
General Statement Of Intent: Public transit will be the first priority for infrastructure planning and investment. Relevant Policies: None	This section of the Growth Plan is not considered directly relevant as the proposed policies: • do not involve recommending investment at this time • do not involve planning for infrastructure beyond the limits of the major node boundary (i.e. investment and planning for infrastructure need to be undertaken on a system-wide basis) • do not include any of the specific priorities identified in Schedule 5 of the Growth Plan • public transit is available along Lakeshore Road and in close proximity to the Lakeview Waterfront. The City is studying Lakeshore Road to assess higher order transit alternatives. The Lakeview Waterfront OPA does include policies that ensure the community is developed in a manner (e.g. density of 300 persons plus jobs) that is supportive of transit, and active transportation (13.4.7.1.1) that can be integrated into a larger network. Bringing enhanced transit into the site (i.e. provision of a range of transit

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	services and infrastructure based on demand) is considered fundamental to implementing the Vision and Guiding Principles. An assessment of the preferred transit solution will be subject to an area wide transportation study (13.4.7.1.2) Growth Plan policies are not applicable.
3.2.4 Moving Goods	
General Statement Of Intent: Facilitating efficient goods movement is a priority. Relevant Policies: None directly	Growth Plan policies are not applicable.
3.2.5 Infrastructure Corridors	
General Statement Of Intent: Planning for development will support planned corridors for infrastructure. Relevant Policies: None directly	The Lakeview Waterfront does not include any lands that have been identified in the Growth Plan as being part of a corridor as identified on Schedule 5 (i.e. the priority transit corridors, existing higher order transit, committed GO Transit extensions, future high-speed rail corridor). Lakeshore Road East, however, is identified for higher order transit in the Mississauga Official Plan and the Regional Transportation Master Plan. The City, through the Lakeshore Connecting Communities study, is currently evaluating higher order transit options and will in the future assess enhanced transit within the Lakeview Waterfront Area. The Lakeview Waterfront OPA area appropriately addresses the potential for higher order transit as it has been planned to be transit supportive with a planned density of 200 - 300 residents and jobs per hectare (13.4.4 Direct Growth), which exceeds Growth Plan requirements for major transit station areas for a minimum of 160 residents and jobs per hectare. In addition, taller buildings (9-15 storeys) may be considered in proximity to transit station areas on Lakeshore Road and along the future enhanced transit route.
3.2.6 Water and Wastewater Systems	

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General Statement Of Intent: There is a need to ensure water / wastewater infrastructure is appropriately planned	The provision of water and wastewater is the responsibility of the Region of Peel, who have reviewed and support the Lakeview Waterfront OPA. The Lakeview Waterfront OPA lands are situated in between the Region's Water Treatment Plant (adjacent to the west) and the Region's Wastewater Treatment Plant (adjacent to the east)
Relevant Policies: a. municipalities should generate sufficient revenue to recover costs of municipal water and wastewater (3.2.6.1) b. municipal water and wastewater will be supported by strategies for energy and water conservation (3.2.6.2 a), support minimum intensification (3.2.6.2 b), include a comprehensive water or wastewater master plan (3.2.6.2c), and have been considered in the context of applicable legislation (3.2.6.2e)	a. The Region of Peel water and wastewater infrastructure can be extended / upgraded to service the site. The Region has indicated that some upgrades will be required to accommodate proposed growth. It is anticipated that through the approval process relevant costs will be recovered (i.e. development charges). b. Strategies for energy conservation and water demand management will be reviewed through the Financial/Sustainability Strategy that is required (13.4.5.1.5 and 13.4.11.6). The area has been planned at a density of 200 – 300 persons plus jobs which exceed intensification requirements. Growth allocations have been provided to the Region and incorporated into their Master Plans. The Region has not identified any issues with respect to the provision of water and wastewater into the area as it pertains to applicable legislation or strategies.
3.2.7 Stormwater Management	
General Statement Of Intent: Appropriate stormwater management can help increase the resilience of communities	The Credit Valley Conservation Authority, provides guidance on stormwater management issue. No concerns have been raised with the Lakeview Waterfront policies.
Relevant Policies: a. Large-scale development will be supported by a stormwater management plan (3.2.7.2)	Innovative stormwater management techniques may be integrated with open space and pedestrian walkways that will contribute to the overall network of open spaces. The location and design of these open spaces/spines will be determined through a master servicing plan and identified in development master plans (13.4.5.2.2)
3.2.8 Public Service Facilities	

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General Statement Of Intent: Investment in public service facilities (e.g. schools, libraries), should be planned to accommodate changing needs, maximize existing infrastructure and support complete communities, and co-locating services in community hubs and prioritizing strategic growth areas.	Through the preparation of the Lakeview Waterfront OPA, the need and location of public service facilities have been addressed. Detailed plans will be established through subsequent steps of the planning process (e.g. specific requirements for type of parks or community facilities will be refined through plans of subdivision, etc.).
Relevant Policies: a. Planning for public service facilities will be co-ordinated (3.2.8.1) b. Public service facilities will be co-located in community hubs (3.2.8.2) c. Preference for new public service facilities should be to sites easily accessible by active transportation and transit (3.2.8.6)	a. Agencies and departments responsible for public service facilities have been consulted and comments incorporated into the Lakeview Waterfront OPA policies. Development master plans will confirm the location and amount of space dedicated to community infrastructure, and cultural facilities (13.4.8.2.1 j) b. Public service facilities may be co-located within a mixed use focal point on the eastern portion of the Cultural Waterfront precinct that provided an active and vibrant area primarily for commercial, cultural, institutional and recreational facilities. c. Public service facilities will be easily accessible given policies that require a fine grain road network and assessment of connectivity (13.4.7.2), provision of enhanced transit and accommodation of active transportation that will be confirmed by a Transportation Study (13.4.7.2)
4 Protecting What Is Valuable	
General Statement of Intent 4.1 Context The natural heritage features, vibrant agricultural land base, cultural heritage resources, ecological integrity must be protected.	The Lakeview Waterfront area is a brownfield site and has undergone significant development in the past impacting the various features and resources. The area is part of an urbanized watershed, where industrial uses are being replaced with a mix of land uses. The OPA policies protect resources and features as well as promote their enhancement through the development process. In addition, Mississauga Official Plan, includes a number of policies in the Value the Environment (Section 6.0) that are applicable to the area including

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	but not limited to: flood plains, Lake Ontario Shoreline, water conservation, stormwater and drainage
4.2.1 Water Resource System	
Statement of Intent: The water resource system requires protection. Relevant Policies: a. Municipalities and conservation authorities will ensure watershed planning is undertaken to address quality and quantity of water within the watershed (4.2.1.1) b. Water resource systems will be identified (4.2.1.2) c. Allocation of growth will be informed by watershed planning (4.2.1.3) d. Municipalities will consider the Great Lakes Strategy and coastal or waterfront planning initiatives (4.2.1.4)	The Lakeview Waterfront policies include policies and study requirements to ensure water system is protected a. The Credit Valley Conservation Authority participated in the review of the OPA policies and has no concerns. A master servicing plan will ensure water quality and quantity are appropriately addressed in line with watershed planning (13.4.5.2.2). b. The water resource system includes the Lake Ontario Shoreline. The OPA policies require special studies be completed pertaining to Active and Urban Shoreline and Coastal studies (13.4.11.9 a b). c. Redevelopment of the Lakeview Waterfront area has been incorporated into the Region's growth allocations and the Conservation Authority has reviewed the policies. d. Lakeview Waterfront is being planned to be a model sustainable community on the waterfront (13.4.3). A Financial/Sustainability Strategy and master servicing plan will ensure relevant policies and waterfront initiatives are properly incorporated in the detailed planning for the area.
4.2.2 Natural Heritage System **4.2.3 Key Hydrologic Features (outside settlement areas)** **4.2.4 Lands Adjacent to Key Hydrologic and Key Natural Heritage Features** **4.2.6 Agricultural System** **4.2.8 Mineral Aggregate Resources**	
Statement of Intent: The Natural Heritage System, key Hydrologic Features and adjacent lands require appropriate protection Relevant Policies: a. The Natural Heritage System mapping will exclude lands	The Lakeview Waterfront OPA is within a settlement area boundary that was in effect as of July 1, 2017 and the Natural Heritage System, Key Hydrologic Features, Lands Adjacent To Key Hydrologic and Key Natural Heritage Features, Agricultural System policies are not applicable.

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within settlement area boundaries that were approved and in effect as of July 1, 2017 (4.2.2.1)	There are no mineral aggregate resources within the Lakeview Waterfront OPA and Growth Plan policies are not applicable.
4.2.5 Public Open Space	
Statement of Intent: A system of publicly accessible open space is encouraged. Relevant Policies: a. Municipalities are encouraged to have a public open space system including shoreline areas where public access is clearly demarcated, there is a co-ordinate approach to trail planning, and is based on good stewardship (4.2.5.1) b. Municipalities are encourage to establish an open space system that may include opportunities for urban agriculture, rooftop gardens, communal courtyards, and public parks (4.2.5.2).	The Lakeview Waterfront OPA includes policies that address open space, including: a. An interconnected network of open spaces will provide linkages, both within and to surrounding areas. This network includes parks, trails and natural hazards. As identified on Schedule 10 the lands adjacent to the waterfront are designated Public Open Space and Greenlands. b. The Financial/Sustainability Strategy will address opportunities and implementation issues associated with urban agriculture (13.4.11.6)
4.2.7 Cultural Heritage Resources	
Statement of Intent: Cultural Heritage Resources can contribute to a sense of identity, support tourism, and attract investment Relevant Policies Include: a. Cultural Heritage resources will be conserved (4.2.7.1) b. Municipalities will work with stakeholders (4.2.7.2) c. Municipalities are encouraged to prepare archaeological management plans and cultural plans (4.2.7.3).	The Vision for the Lakeview Waterfront area includes a creative community on the waterfront with vibrant public realm including cultural and recreational amenities. As more detailed planning is undertaken, opportunities to reflect heritage and create new cultural resources can be explored. a. Currently no cultural heritage resources have been identified. Through the development process archaeological studies are required. b. The City consulted with stakeholders in preparing the Inspiration Lakeview Master Plan and Lakeview Waterfront OPA.

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	The history and culture of the area may also be reflected in public art (e.g. policy 13.4.3.1 7 includes the Guiding Principle "Remember: commemorate history while creating a new legacy. This will be reflected in public art and other opportunities to interpret the area's history"). Opportunities to further work with stakeholders including Aboriginal communities will be explored (e.g. incorporating heritage in the design of public art) will be explored in subsequent steps of the planning process. Mississauga Official Plan indicates that the City will develop a consultation protocol with members of Aboriginal communities on planning matters that affect their interest (3.1.12). The city is currently developing a protocol for relationship building with First Nations. c. As required the City may consider developing archaeological and cultural plans.
4.2.9 A Culture Of Conservation	
Statement of Intent: Municipalities can play an important role in encouraging conservation through the development of policies and strategies Relevant policies include: a. Municipalities will development and implement policy and strategies to address water conservation, energy conservation, air quality, integrated waste management (4.2.9.1) b. Municipalities should develop excess soil reuse strategies and best practices (4.2.9.2 and 4.2.9.3)	The Lakeview Waterfront OPA includes policies that support conservation, including: a. Development will be designed to include sustainable measures such as: orienting buildings to be solar ready, using renewable energy sources, managing stormwater runn-off through innovative methods in keeping with best management practices (13.4.5.1.1) Development will incorporate sustainable measures in their design and will strive to meet LEED or other custom green development standards (13.4.5.1.2) Strategies for creating a model sustainable community (e.g. energy conservation and water demand management) will be reviewed

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	through the Financial/Sustainability Strategy that is required (13.4.5.1.5 and 13.4.11.6). b. The Lakeview Waterfront area is located adjacent to the Lakeview Waterfront Connection that will create a new naturalized waterfront area and provides an opportunity to accommodate any excess soil. This issue will be further examined in subsequent stages of the planning process.
4.2.10 Climate Change	
Statement of Intent: Municipalities can play and important role in reducing greenhouse gas emissions and supporting adaptation to the changing climate. Relevant Policies Municipalities will develop policies and strategies to identify actions that will reduce greenhouse gas emissions and address climate change (4.2.10.1 and 4.2.10.2).	The Lakeview Waterfront OPA includes a range of policies to help address climate change by planning a sustainable community. Further the Region and City have other initiatives and studies to help support climate change and greenhouse gas emission reductions, see link for an example: http://www.mississauga.ca/portal/residents/greenhouse-gas-emissions Development of the Lakeview Waterfront area will amongst other things: • help promote a complete community (13.4.6 Complete Communities) • exceed transit supportive densities (13.4.4 Direct Growth) • incorporate active transportation (13.4.7 Multi-Modal City) • incorporate stormwater best management practices and protect water quantity and quality (13.4.5 Value the Environment) • promote a culture of conservation through a Financial/Sustainability Strategy (13.4.11 Implementation)
5 Implementation	
Statement of Intent: Comprehensive municipal implementation is required to implement the Growth Plan. Where a municipality must decide on planning matters before its official plan has been updated it must still consider impact of decision as it relates to the policy of the plan.	Not directly applicable, as these policies speak to interpretation and how to read the plan and are contained in Section 1.0 of the Mississauga Official Plan.

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The policies of this section address implementation matters such as: how to interpret the plan, supplementary direction on how the Province will implement, co-ordination of the implementation, use of growth forecasts and targets, performance indicators and monitoring, interpretation of schedules and appendices.	

Consistency with Provincial Policy Statement 2014

The following table has been prepared to demonstrate consistency with the Provincial Policy Statement 2014 (PPS). For each relevant section of the PPS, a General Statement of Intent has been provided which contains a staff summary of the general direction of the commentary and policies. PPS policies have then been summarized and condensed by staff in order to identify the key relevant ideas. Only policies considered relevant to the Lakeview Waterfront OPA have been included.

The "Consistency" column provides staff explanation how the proposed policies are consistent with the PPS. Numbers in brackets represent policy or policy section headings in the Lakeview Waterfront OPA. As Mississauga Official Plan contains policies that are applicable to the Lakeview Waterfront Area, the analysis may refer to policies from Mississauga Official Plan.

Consistency Analysis	
Provincial Policy Statement (PPS)	**Lakeview Waterfront OPA Consistency**
1.0 Buildings Strong Healthy Communities	
General Statement of Intent: Promoting efficient land use and development patterns are important to sustainable, liveable, healthy, resilient communities, protecting the environment, public health and safety and facilitating economic growth.	The Lakeview Waterfront OPA policies implement a Vision and Guiding Principles (13.4.3 and 13.4.3.1) that are consistent with the PPS, as the vision is for a model green, sustainable and creative community on the waterfront. It will be planned as a mixed use community with a vibrant public and private realm including generous open spaces, cultural and recreational amenities and employment opportunities. Guiding principles include: • Link: connect the city and the water • Open: provide accessible public spaces for all • Green: promote a green sustainable innovative model community • Vibrant: create a mixed use community, affordable and welcoming • Connect: provide for multiple ways to get around • Destination: create a special place to draw visitors and enjoy culture • Remember: commemorate history • Viable: balance public and private investment to be economically sustainable

Provincial Policy Statement (PPS)	Lakeview Waterfront OPA Consistency
1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns	
1.1.1 Healthy, liveable and safe communities are sustained by: a) Promoting efficient development and land use patterns b) Accommodating an appropriate range and mix of residential, employment, institutional, recreational, park and open space, and other uses to meet long term needs c) Avoiding land use patterns which may cause environmental or public health and safety concerns e) Promoting development patterns that minimize land consumption and servicing costs h) Promoting land use patterns that consider the impacts of a changing climate	a) The Lakeview Waterfront OPA promotes efficient development as it allows for vacant underutilized land along the waterfront (formerly developed with a power plant)and an aging employment area that lacks characteristics necessary to fully achieve an efficient land use pattern (e.g. visibility, proximity to major highways) to be redeveloped as a vibrant mixed use community. In addition the OPA includes policies regarding Planning and Financing Tools, as well as a required Financial/Sustainability Strategy that are intended to help ensure a financially sustainable community is developed (13.4.11 Implementation). b) The Lakeview Waterfront OPA provides for a mixed use community that includes a wide range and mix of uses including residential, employment, institutional, recreational, park and open space. The distribution of land uses reflect: • opportunities (e.g. Lakeshore Road provides visibility for commercial uses, shoreline allows for expansion of waterfront trail), • constraints (e.g. Wastewater Treatment Plan limits proximity of sensitive land uses), • public and stakeholder input (e.g. desire for a mixed-use cultural hub and predominately mid-rise community), and • planning analysis (e.g. residential density should be transit supportive and consistent with City urban hierarchy of a major node) In addition, with respect to housing, Mississauga Official Plan has a policy that permits second units within detached dwellings, semi-detached dwellings and townhouses dwellings where appropriate (Mississauga Official Plan 11.2.5.8). This policy is implemented through Zoning (Zoning By-law 225-2007 Subsection 4.1.20). This City also has an Affordable Housing strategy that is being

Provincial Policy Statement (PPS)	Lakeview Waterfront OPA Consistency
	implemented. c) The Lakeview Waterfront OPA designates hazard lands "Greenlands" in order to address environmental and safety concerns. Policies have been included which identify potential issues associated with remediation of potential environmental contamination and proximity to the wastewater treatment plant (13.4.11 Contamination and Land Use Compatibility). In addition, the Wastewater Treatment Plant is buffered from Residential Uses by Business Employment uses and will require a land use compatibility study at the time of a development application to confirm compatibility and identify what mitigation measures, if any, are required (13.4.11.14). e) The Lakeview Waterfront area is planned as a Major Node which is intended to accommodate a compact urban form with a gross density of between 200 and 300 persons plus jobs. Land consumption may be further reduced through alternate road design standards (13.4.7.1.11), reduced parking standards (13.4.7.3) and incorporating schools with other permitted uses in the same building to create a compact urban form (13.4.10.1.4) h) Mitigating climate change is addressed through the requirement for a Financial/Sustainability Strategy (13.4.5.1.5) and requiring development to include sustainable measures (13.4.5.1.1 and 13.4.5.1.2). The OPA also requires, where appropriate that stormwater best management practices and the use of low impact development techniques (13.4.7.2.3) be incorporated into active transportation connections (e.g. multi-use paths, pedestrian mews). Mississauga Official Plan also contains policies pertaining to low impact development that are applicable to the Lakeview Waterfront area (Mississauga Official Plan 6.4.2 Stormwater and Drainage)

Provincial Policy Statement (PPS)	Lakeview Waterfront OPA Consistency
1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to accommodate projected needs for a time horizon up to 20 years	The Lakeview Waterfront OPA targeted population and employment forecasts have been incorporated into the City's long range growth forecasts which demonstrate the City has sufficient lands capable of accommodating development necessary to achieve growth forecasts over a 20 year time horizon.
1.1.3.2 Land use patterns within settlement areas shall be based on: a) Densities and a mix of land uses which: 1. efficiently use land and resources 2. are appropriate for and efficiently use infrastructure and public service facilities 3. minimize negative impacts to air quality and climate change and promote energy efficiency 4. support active transportation 5. are transit supportive b) A range of uses and opportunities for intensification and redevelopment in accordance with criteria in 1.1.3.3	The Lakeview Waterfront lands are within the Mississauga's settlement area. a) The planned land use pattern will: 1. Efficiently use land and resources as the lands are planned to be compact with a predominately mid-rise built form at a density of between 200 to 300 persons plus jobs per hectare (13.4.4, 13.4.8). Underground parking is encouraged for all sites and required for residential development exceeding four storeys. 2. Efficiently uses infrastructure as the area is surrounded by existing neighbourhoods and associated community infrastructure that offer the potential to be better utilized (e.g. some school sites have been closed due to declining enrolment and with new development may help support existing schools). In addition, the OPA identifies the area as a Major Node which is intended to be a prominent centre for the surrounding area, where the location of community infrastructure is encouraged (Mississauga Official Plan 5.3.2). As such there is the opportunity to find efficiency by co-locating any new community uses together. 3. Air quality, climate change and energy efficiency are addressed through requirements that development be designed to include sustainable measures such as: orienting buildings to be solar ready, using renewable energy sources, managing stormwater run-off through innovative methods in keeping with best management practices (13.4.5.1.1). Development will strive to meet LEED or other custom green development standards

Provincial Policy Statement (PPS)	Lakeview Waterfront OPA Consistency
	(13.4.5.1.2). Strategies for creating a model sustainable community (e.g. energy conservation and water demand management) will be reviewed through the Financial/Sustainability Strategy that is required (13.4.5.1.5 and 13.4.11.8). 4. Support active transportation as it is intended to be a viable alternatives to vehicle use and will help shape and support the future development of the Lakeview Waterfront area (13.4.7). The area will have a fine-grain network of roads and connections that will support active transportation (13.4.7.1.1). Streets will be designed to incorporate active transportation (13.4.7.1.5) and applications are to demonstrate how the proposal will contribute to a permeable community for active transportation (13.4.7.2.1). Active transportation connections will be confirmed through the Lakeview Waterfront Transportation Study (13.4.7.2.2). In addition, policies encourage a mix of land uses which provide opportunities to combine a range of uses within one building or area in support of active transportation. For example the Cultural Waterfront precinct is intended to be a mixed-use focal point for commercial, cultural and institutional and recreational uses (13.4.8.3.20 c). 5. Support transit as the area is planned at a density between 200 to 300 persons plus jobs per hectare (13.4.4) which exceed transit supportive densities in the Growth Plan. The majority of the area is within a 5 minute walk to potential higher order or enhanced transit stops. Criteria for taller building heights (13.4.8.3.8) identify key locations where taller buildings may be considered including: proximity to Major Transit Stations, and along the future enhanced transit route. Development applications are required through traffic impact studies to

Provincial Policy Statement (PPS)	Lakeview Waterfront OPA Consistency
	address Transportation Demand Management and transit oriented development design (13.4.7.1.8). b) The Lakeview Waterfront is identified as a Major Node (13.4.4) which is an element in the City's urban structure that is intended for intensification and provides a range of uses (as identified on Schedule 10 Land Uses of the Official Plan) and allows for appropriate redevelopment of the area). As described in policy section 13.4.4, the Major Node among other things is intended to: • Be an area of intensification including a mix of uses; • Provide opportunities to draw people to the area to take advantage of unique uses such as cultural space, waterfront activities; • Achieve a targeted grow density of between 200 and 300 residents plus jobs; • Provide a range of building typologies predominately of a mid-rise height;
1.1.3.3 Planning authorities shall identify appropriate locations for intensification and redevelopment where it can be accommodated taking into account building stock, brownfields, and infrastructure, in accordance with policies in Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety	The Lakeview Waterfront OPA identifies the lands as a Major Node which is an area appropriate for intensification (Mississauga Official Plan 5.3.2.3). The OPA will allow for the redevelopment of a brownfield area that can utilize surrounding infrastructure (e.g. existing ambulance facilities), potentially utilize some existing infrastructure (connect to existing watermains). In addition, any community infrastructure located in the Lakeview Waterfront area could serve surrounding neighbourhoods. Policies in both the OPA and Mississauga Official Plan ensure intensification is in accordance with the wise management of resource and protecting health and safety (e.g. protect natural, cultural and archaeological resources as well as directing development away from hazards).
1.1.3.4 Appropriate development standards should facilitate intensification, redevelopment and compact form, while mitigating risks to public health and safety.	The Lakeview Waterfront OPA requires Development Master Plans and associated built form guidelines to be prepared to ensure an appropriate compact form (13.4.8.2.1). The OPA includes appropriate land use

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	designations to mitigate risks to public health and safety as well as policies including requirements for future studies to address issues such as contamination, land use compatibility, coastal studies (13.4.11). Mississauga Official Plan also includes policies that require development applications to provide supporting documentation such as slope stability studies (Mississauga Official Plan 19.4.5).
1.1.3.5 Planning authorities shall implement minimum targets for intensification based on local conditions.	As the City of Mississauga is fully urbanized (with the exception of a small amount of land along the western border), all development represents intensification.
1.1.3.6 New development taking place in designated growth areas shall have a compact form, mix of uses and densities that allow for the efficient use of land.	The Lakeview Waterfront OPA provides for a compact urban form with a mix of uses and densities that will be refined through Development Master Plans (13.4.4 Direct Growth, 13.4.8 Desirable Urban Form) that allow for the efficient use of land.
1.1.3.7 Planning authorities shall establish phasing policies to ensure orderly progression of development and timely provision of infrastructure.	The Lakeview Waterfront OPA includes policies that state: • Development may be phased to ensure that growth is managed responsibly and new planned infrastructure is in place (13.4.4.2) • If satisfactory arrangements for the implementation of enhanced transit and transportation demand management measures are not made, development may be phased (13.4.4.3). Mississauga Official Plan also includes a policy stating that development proposals may be phased to coincide with the provision of services and infrastructure (5.1.9)
1.2 Coordination A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipalities and with other orders of government, agencies and boards	The Lakeview Waterfront OPA included coordinated consultation with the Region of Peel, Agencies, City Departments and the public and include an integrated approach to addressing issues. Implementation of the OPA policies require additional detailed studies and Development Master Plans (13.4.11), which will further refine the comprehensive approach to planning for this area by incorporating findings from required supporting studies (e.g. height(s) study, coastal study, etc.).

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1.2.6 Land Use Compatibility Major facilities and sensitive land uses should be planned to ensure they are appropriately designed and buffered	The Region of Peel has been consulted regarding the proximity of sensitive land use to their wastewater treatment plant and they support the Lakeview Waterfront OPA. Business Employment uses separate the wastewater treatment plant and residential uses. The OPA includes policies regarding Land Use Compatibility, including: • Provincial Government restrictions regarding the buffering of new residential uses will apply to redevelopment of lands in proximity to existing industries and wastewater treatment plant (13.4.11.13) • Land use compatibility assessments are to be undertaken at the time of a development application, in order to confirm compatibility and identify mitigation measures. The responsibility for mitigation will fall on new residential and other sensitive uses (13.4.11.14).
1.3.1 Planning authorities shall promote economic development by providing a mix and range of uses, maintain a range and choice of suitable sites, encouraging compact mixed use development, ensuring necessary infrastructure is in place.	The Lakeview Waterfront OPA includes Section 13.4.9 Strong Economy which outlines the City's approach to employment uses, includes: • Providing employment opportunities in mixed use development along Lakeshore Road and the Cultural Waterfront precinct (13.4.9.1 a and b) • The Innovation Corridor precinct is intended to be a high-tech green campus that accommodates office, business employment institutional and research and development activities (13.4.8.3). The amount of space and any required incentives to attract major employers will be determined through a feasibility study (13.4.9.2) • The City will work with the Province to attract post-secondary institutional uses (13.4.9.3) • Strategies to encourage and support employment uses may be pursued including Community Improvement Plans, Bonus Zoning and other incentives (13.4.9.5).
1.3.2 Employment Areas 1.3.2.1 Planning authorities shall plan for, protect and preserve employment areas 1.3.2.2 Planning authorities may permit conversion of lands within employment areas to non-employment uses	The Lakeview Waterfront OPA ensures appropriate employment opportunities are available through the Innovation Corridor and Mixed Use designation (13.4.9) Lands within the Lakeview Waterfront that are currently designated Business

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through a comprehensive review	Employment (approximately 35 ha of a total 99 ha site) are subject to the municipal comprehensive review requirements in the Growth Plan, and the lands east of Serson Creek will retain their Business Employment designation as they are part of the Innovation Corridor. Mississauga has completed two municipal comprehensive reviews of employment lands, the first in 2005 and the second in 2015. In both reviews these lands were identified as an area where a change could be considered subject to determining appropriate future land uses. The Planning for future land uses has been completed through the Lakeview Waterfront OPA process. Although all research supports conversion of the Business Employment lands, according to the new Growth Plan (2017), the Region now has the responsibility (previously it was City responsibility) for undertaking municipal comprehensive reviews and the Province has the responsibility of approving these documents. As recommended by the Region, the OPA identifies the area on Schedule 10 Land Use Designations which is subject to Provincial approval of the Region's Comprehensive Review. A policy has been included stating that these lands will not be permitted to be developed for non-employment uses until Provincial approval is granted (13.4.11.5). Lands designated Utility that were previously used for a power plant are not employment lands and do not require a municipal comprehensive review. These lands can be designated for non-employment uses.
1.4 Housing 1.4.1 Planning Authorities shall accommodate projected requirements of current and future residents by maintaining sufficient land available 1.4.2 Planning Authorities shall provide for an appropriate range and mix of housing that is affordable	Development of the Lakeview Waterfront OPA has been incorporated into the City's growth forecasts which can be accommodated through intensification and infill. A diverse range of housing options has been provided including townhouses, mid-rise (5-8 storeys), taller buildings (9-15 storeys) and greater heights in

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	the Waterway District Area(13.4.8.3.19). Affordable housing has been identified as an eligible community benefit under Section 37 of the Planning Act (13.4.11.21). Affordable housing will be required in accordance with the City's housing strategy (13.4.6.1).
1.5 Public Space, Recreation, Parks, Trails, and Open Space 1.5.1 Healthy active communities should be promoted by facilitating active transportation, providing opportunities for recreation, and access to shorelines	The Lakeview Waterfront OPA includes policies regarding active transportation (13.4.7.2.2), an interconnected network of open spaces will provide linkages, both within and to surrounding areas (13.4.5.2)and the OPA includes as a key guiding principle "Link" – connect the City and the water (13.4.3.1)
1.6 Infrastructure and Public Service Facilities 1.6.2 Green infrastructure should be promoted to complement infrastructure 1.6.5 Public service facilities should be co-located in community hubs with access to transportation and active transportation	The Lakeview Waterfront OPA requires development to include some sustainable measures such as: stormwater best management practises, planning trees, installing green roofs or white roofs. A Financial/Sustainable Strategy will be required to address how infrastructure can be designed to achieve a model sustainable community. (13.4.5.1.1 and 13.4.5.1.5) The Cultural Waterfront precinct will include a mixed use focal point on the eastern portion of the precinct that provides an active and vibrant area primarily for commercial, cultural, institutional and recreational activities (13.4.8.3.20 c). This area is easily accessible by the fine grain road network and proximity to enhanced transit. Mississauga Official Plan indicates that in Major Nodes investment in community infrastructure will be encouraged (5.3.2.9).
1.6.6 Sewage Water and Stormwater 1.6.6.1 Planning for sewage and water services shall promote the efficient use and optimization and promote water conservation and water use efficiency 1.6.6.7 Planning for stormwater shall prevent increases in contaminant loads, minimize changes in water balance,	Water and sewage are the responsibility of the Region of Peel who support the amendment. Further, policy 13.4.5.1.2 states that development will incorporate sustainable design measures and strive to meet LEED or other custom design standard which could include water conservation measures. The Lakeview Waterfront area will be designed to include sustainable

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not increase risk to human health, maximize pervious surfaces, and promote stormwater best practices	measures including managing run-off through innovative methods in keeping with stormwater best management practices (13.4.5.1.1). The location and design will be determined through a master servicing plan and identified in development master plans (13.4.5.2.2).
1.6.7 Transportation Systems 1.6.7.1 The system should be appropriate to address projected needs 1.6.7.2 Transportation demand management strategies should be used where feasible 1.6.7.3 Connectivity within and among multimodal transportation systems should be maintained and improved 1.6.7.4 Land use pattern, density and mix of uses should minimize vehicular trips and support transit and active transportation 1.6.7.5 Transportation and land use considerations shall be integrated	An area-wide transportation study is required to confirm required infrastructure (13.4.7.1.2) including how enhanced transit can be accommodated in the site. Development applications will be accompanied by traffic impact studies that will include strategies for limiting impacts on the network (e.g. use of Transportation Demand Management measures) (13.4.7.1.8) Development Master Plans and development applications will demonstrate how proposals will contribute to the creation of a permeable and connected community (13.4.7.2.1) The Lakeview Waterfront Area has been planned at a density of between 200 and 300 persons plus jobs per hectare, which is transit supportive (13.4.4). Transportation is an integral part of planning the community. A guiding principle in planning the community is “Connect” provide multiple ways to get around – walk, cycle, transit and vehicles (13.4.3.1)
1.6.8 Transportation and Infrastructure Corridors 1.6.8.1 Authorities shall protect corridors and rights-of-way for infrastructure	The Lakeview Waterfront OPA indicates that the City may acquire and protect for a public transit right-of-way for an enhanced transit route (13.4.7.1.6)
1.6.9 Airports Rail and Marine Facilities	Not Applicable. There are no functioning airport, rail or marine facilities.
1.6.10 Waste Management 1.6.10.1 Planning Authorities should consider implications of development on waste generation, management and diversion	The Region of Peel is responsible for waste management. The required Financial/Sustainability Plan, will address sustainability measures and applicable mechanisms to implement which could examine ways to encourage waste reduction (13.4.11.6).

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	Alternative waste collection infrastructure (e.g. vacuum pipes) are permitted in all land use designations, except on lands designated Greenlands or Public or Private Open Space (13.4.10.1.5)
1.6.11 Energy Supply 1.6.11.1 Planning authorities should provide opportunities for development of energy supply 1.6.11.2 Planning authorities should promote renewable energy systems	The City is not responsible for energy production. The required Financial/Sustainability Plan, will address sustainability measures and applicable mechanisms to implement (13.4.11.6), including district energy and renewable energy (13.4.5.1.1)
1.7 Long-Term Economic Prosperity will be supported by a) Promoting opportunities for economic development b) Optimizing long-term availability and use of land d) Encouraging a sense of place e) Promoting the redevelopment of brownfield sites f) Providing a multi-modal transportation system g) Providing opportunities for sustainable tourism i) Promoting energy conservation j) Minimizing negative impacts on climate change	The Lakeview Waterfront OPA: a) Promotes economic development through the preparation of an Economic Development Business case study for the Innovation Corridor that will examine among other things, the use of incentives to attract employers (13.4.9.2) b) Optimizes the use of land by revitalizing a vacant former power plant and aging industrial area with a new mixed-use community planned at a transit-supportive density d) Encourages a sense of place through policies that identify the planned character of various precincts within the area (13.4.4). In addition as a guiding principle "Destination: create a special place to draw visitors where people can enjoy cultural areas with unique venues, waterfront attractions and opportunities for expression" (13.4.3.1) e) Promotes brownfield redevelopment as land use designations will permit a mixed use community on lands currently vacant or developed with older industrial buildings. f) Designs a community that encourages a multi-modal transportation system with an emphasis on transit and active transportation (13.4.7) g) Includes a Cultural Waterfront Precinct along the Lake Ontario shoreline that accommodates water themed open spaces, cultural activities, mixed uses (13.4.8.3.20) i) Promotes energy conservation by requiring a Financial/Sustainability Strategy (13.4.5.1.5) and requiring development strive to meet LEED or other custom green development standard (13.4.5.1.2)

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	j) Minimize climate change through a compact built form that is predominately mid-rise in scale, with some ground related as well as taller buildings (13.4.8). Policies to create a sustainable community that is transit supportive, will also assist in minimizing impacts on climate change (13.4.5. and 13.4.7).
1.8 Energy Conservation, Air Quality and Climate Change Planning authorities shall support energy conservation , improved air quality and address climate change through land use and development patterns, through: a) Compact form and a structure of nodes and corridors b) Promote active transportation and transit c) Focus major employment, commercial land uses on sites well served by transit e) Improve the mix of employment and housing f) Promote design orientation that maximizes energy efficiency and use of renewal energy g) Maximize vegetation	The Lakeview Waterfront OPA a) Provides a compact built form that is predominately mid-rise in scale, with some ground related as well as taller buildings (13.4.8) and is identified as a Major Node (13.4.4). b) Designs a community that encourages a multi-modal transportation system with an emphasis on transit and active transportation (13.4.7) c) Locates mixed-use (requiring commercial at grade), and business employment uses along Lakeshore Road which provides good access to transit. e) Has a targeted population to employment ratio of 2:1 (13.4.4) f) Identifies sustainable measures to be considered and incorporated into the review of development applications and supporting studies such as, orienting buildings to be "solar ready" and using renewable energy sources such as solar or geothermal energy (13.4.5.1.1) g) Identifies planting trees as a sustainable measure that will be incorporated into the review of development applications (13.4.5.1.1)
2.0 Wise Use and Management of Resources	
General Statement of Intent: Prosperity is dependent on conserving and protecting our resources Summary of Relevant Policies: 2.1 Natural features and systems are to be protected, maintained restored or improved. Development and site alteration is restricted from significant environmental areas. 2.2 Water quality and quantity shall be protected, improved or	The Credit Valley Conservation Authority did not identify any concerns with the OPA. Should any issues be identified through development applications, the City can require additional studies such as an Arborist's Report or Environmental Impact Study to address issues of concern (Mississauga Official Plan 19.4.5). The Credit Valley Conservation Authority and City of Mississauga provide input on issues pertaining to managing stormwater quality and quantity, did not identify any concerns with the OPA. In addition, innovative stormwater

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restored. 2.6 Cultural Heritage and Archaeology resources shall be conserved The following Policy Section are not relevant as none are located within the Lakeview Waterfront area: • 2.3 Agriculture • 2.4 Minerals and Petroleum • 2.5 Mineral Aggregate Resources	best management practices , including low impact techniques will be reviewed through a master servicing plan (13.4.5.2.2) The Lakeview Waterfront area does not contain any significant cultural heritage landscapes. The City may require an archaeological assessment be undertaken (Mississauga Official Plan 7.4.5.1) as part of a development application.
3.0 Protecting Public Health and Safety	

General Statement of Intent: Prosperity is dependent on reducing potential for public cost or risk to residents from natural or human made hazards
 	
Summary of Relevant Policies:
 	
3.1 Development shall generally be directed to areas outside of hazard lands and hazardous sites.
 	
3.2 Sites with contaminants shall be remediated as necessary prior to any activity on the site
	Hazard lands along the Lake Ontario Shoreline and Serson Creek are designated Greenlands which restricts development to protect people and property from damage and to protect the Natural Heritage System (Schedule 10 and Mississauga Official Plan 11.2.3.1)
	
	The OPA includes a policy stating that the City in consultation with Credit Valley Conservation will investigate the extent to which the lands along the shoreline can be developed into a vibrant destination space at the water's edge (13.4.6.9)
	
	Given current and historic uses, there is potential for contamination in the Lakeview Waterfront area, which is addressed as follows:
	
	• the OPA includes policies that identify this issue, including:
	  • new land uses may require one or more Records of Site Condition prior to site development in accordance with the Environmental Protection Act (13.4.5.1.4)
	  • Development applications may be required to assess contamination (13.4.11.10)
	  • Where contamination is confirmed a remedial action plan will be required (13.4.11.11)
	  • Environmental Site Assessments will be required

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	(13.4.11.12)
	
	• Mississauga Official Plan includes additional policies including:
	  • Recommendations contained within a remedial action plan will be implemented by way of conditions to development approval (Mississauga Official Plan 6.7.1.d)
	  • If a contaminated site cannot be remediated to the land use designation shown on Schedule 10 the land use designation will be reviewed based on the remediation plan and an alternative appropriate land use designation may be considered (Mississauga Official Plan 6.7.2)
	  • As part of a complete application submission (Mississauga Official Plan 19.4.5) the City may request:
	  • an Environmental Site Screening Questionnaire and Declaration
	  • Site Remediation Studies , including Phase I Environmental Site Assessment, Phase II Environmental Site Assessment, Remedial Work Plan, Site Clean-up report

4.0 Implementation and Interpretation	
General Statement of Intent: Provides direction on how the Provincial Policy Statement is to be implemented and interpreted. 4.2 Decisions of the council of a municipality shall be consistent with the Provincial Policy Statement 4.7 The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement	As outlined in this table, the Lakeview Waterfront OPA policies are consistent with all relevant policies of the Provincial Policy Statement. The Lakeview Waterfront OPA builds upon and refines the policies in the Mississauga Official Plan

Appendix 7

Modifications to 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	The Inspiration Lakeview Master Plan identifies the area for a new Major Node or Community Node. 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.	That section 5.3.2 Major Nodes, second paragraph be amended as follows: 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***.
5.3.2 Major Nodes	See comment for 5.3.2 Major Nodes.	That policy 5.3.2.1 be amended as follows: There are ~~two~~ three Major Nodes in Mississauga: a. Central Erin Mills; ~~and~~ b. Uptown; and c. Lakeview Waterfront.
5.3.3 Community Nodes	See comment for 5.3.2 Major Nodes.	That the fourth paragraph be amended as follows: 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.
5.3.3 Community Nodes	See comment for 5.3.2 Major Nodes.	That policy 5.3.3.1 be amended as follows: There are ~~10~~ 9 Community Nodes in Mississauga:

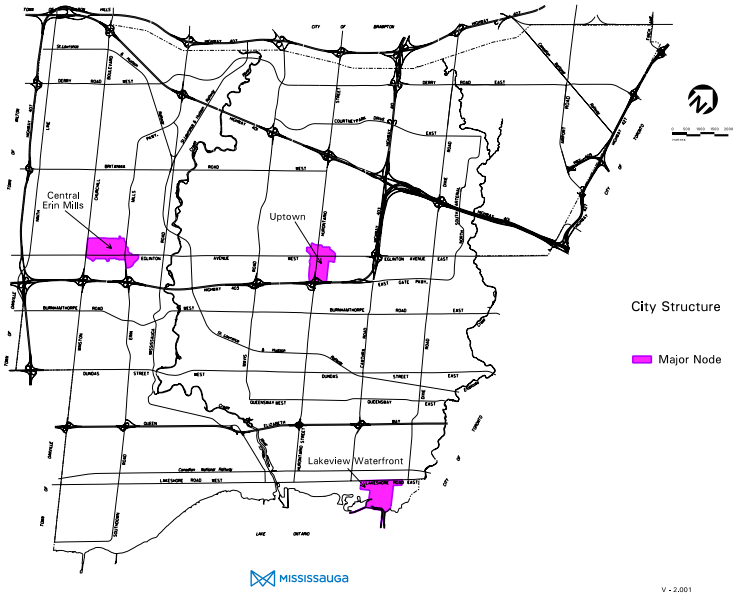
<table>
<tr><td></td><td></td><td>a. Clarkson Village;
b. Dixie-Dundas;
<s>c. Lakeview;</s>
d. Malton;
e. Meadowvale;
f. Port Credit;
g. Rathwood/Applewood;
h. Sheridan;
i. South Common; and
j. Streetsville.</td></tr>
<tr><td colspan="3">8. Create a Multi-Modal City</td></tr>
<tr><td>Table 8-2: Road Classification – Major Collectors</td><td>An enhanced transit route (Lakefront Promenade, Streets ‘D’, ‘G’, and ‘J’) is planned for the Lakeview Waterfront area and the revised Table 8-2 Road Classification – Major Collectors identifies the roads and right-of-way widths.</td><td>That Table 8-2: Road Classification – Major Collectors be amended as follows:

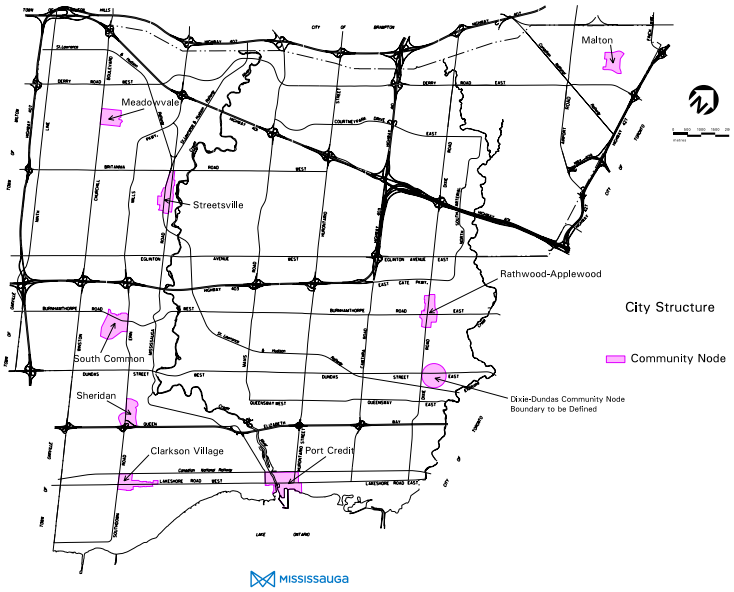
<table><tr><th>Character Area</th><th>Street</th><th>From</th><th>To</th><th>Jurisdiction</th><th>R-O-W Range</th></tr><tr><td>Waterfront Major Node</td><td>Lakefront Promenade/ Street ‘G’</td><td>Lakeshore Rd. E.</td><td>Street ‘D’</td><td>Mississauga</td><td>26 m - 35 m</td></tr><tr><td>Lakeview Waterfront Major Node</td><td>Street ‘D’</td><td>Street ‘G’</td><td>Street ‘J’</td><td>Mississauga</td><td>26 m - 35 m</td></tr><tr><td>Lakeview Waterfront Major Node</td><td>Hydro Road/ Street ‘J’</td><td>Lakeshore Rd. E.</td><td>Street ‘D’</td><td>Mississauga</td><td>26 m - 35 m</td></tr></table></td></tr>
<tr><td>Table 8-3: Road Classification – Minor Collectors</td><td>An enhanced transit route is proposed along the Major Collector roads and includes Lakefront Promenade.

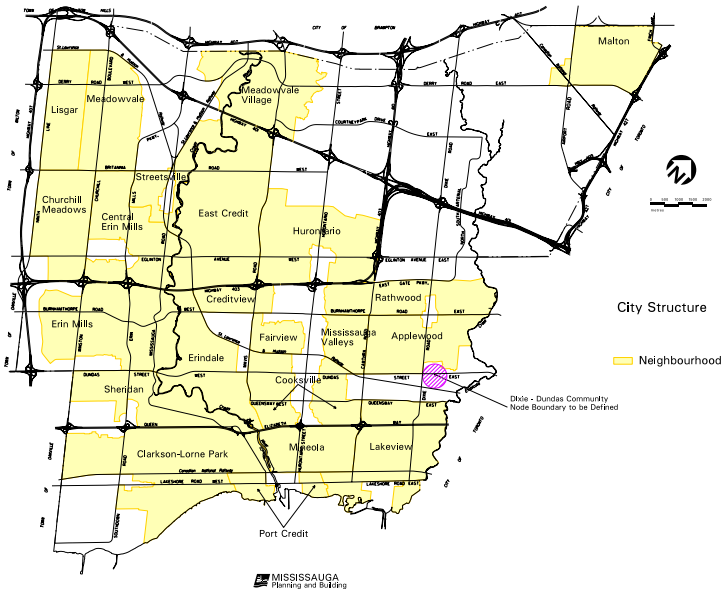
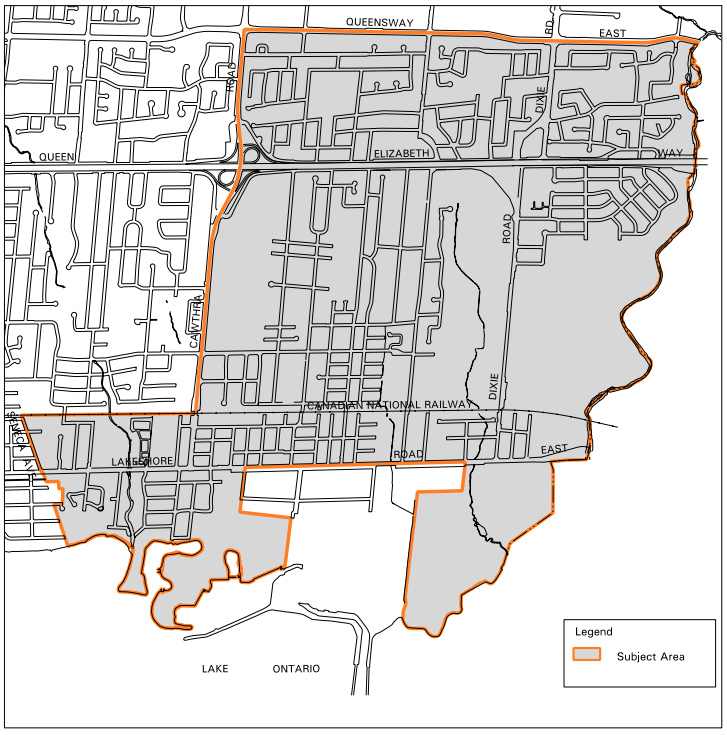
As such, Lakefront Promenade should be deleted from Table 8-3 as Minor Collector.</td><td>That Table 8-3: Road Classification – Minor Collectors be amended as follows:

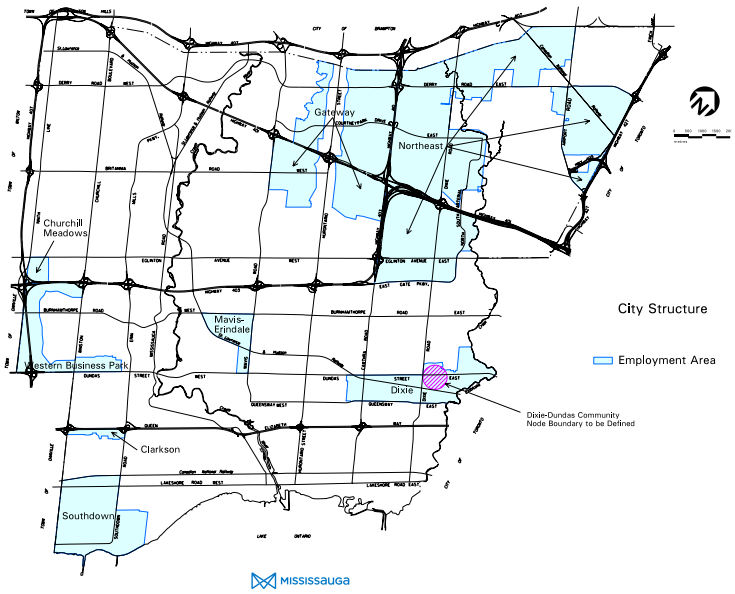
<table><tr><th>Character Area</th><th>Street</th><th>From</th><th>To</th><th>Jurisdiction</th><th>R-O-W Range</th></tr><tr><td><s>Lakeview Employment Area</s></td><td><s>Lakefront Promenade</s></td><td><s>Lakeshore Rd. E.</s></td><td><s>Approximately 87 m south of Rangeview Rd.</s></td><td><s>Mississauga</s></td><td><s>30 m</s></td></tr></table></td></tr>
<tr><td colspan="3">13. Major Nodes</td></tr>
<tr><td>13.1 Introduction</td><td>See comment for 5.3.2 Major Nodes.</td><td>That 13.1 Introduction, be amended as follows:

There are <s>two</s> three Major Node Character Areas in Mississauga:
• Central Erin Mills; <s>and</s>
• Uptown; and
• Lakeview Waterfront.</td></tr>
</table>

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.	That policy 13.1.3.1 be amended as follows: 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: a. Major office.
13.4 Lakeview Waterfront	Section 13 Major Node contains Character Area policies specific to those areas where the general policies of MOP may be further modified. 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.	That Section 13.4 Lakeview Waterfront is added, as shown on Appendix 8.

14. Community Nodes		
14.1 Introduction	See comment for 5.3.2 Major Nodes.	That the 14.1 Introduction, be amended as follows: There are ~~ten~~ nine Community Node Character Areas in Mississauga: ● Clarkson Village; ● Dixie-Dundas; ● ~~Lakeview;~~ ● Malton; ● Meadowvale; ● Port Credit; ● Rathwood-Applewood; ● Sheridan; ● South Common; and ● Streetsville.
14.1 Introduction, Map 14-1 City Structure – Community Nodes	See comment for 5.3.2 Major Nodes. Map 14-1 should be revised to delete the Lakeview Community Node.	That the Section 14.1, Map 14-1 City Structure – Community Node be replaced with the following: 
14.4 Lakeview	See comment for 5.3.2 Major Nodes. References and policies to the Lakeview Community Node should be deleted.	That Section 14.4 Lakeview be deleted, including Map 14-4 Lakeview Community Node Character Area.

16. Neighbourhoods		
16.1 Introduction, Map 16-1 City Structure – Neighbourhoods	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.	That the Section 16.1 Introduction, Map 16-1 City Structure – Neighbourhoods be replaced with the following: 
16.13 Lakeview	The Lakeview Employment Area is being amended to a Major Node and Neighbourhoods. 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.	That the Section 16.13 Lakeview, Map 16-13 Lakeview Neighbourhood Character Area be replaced with the following: 

17. Employment Areas		
17.1 Introduction	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. The Lakeview Employment Area is being amended to a Major Node and Neighbourhoods. As such, the Lakeview Employment Area will be deleted.	That the 17.1 Introduction, be amended as follows: There are ~~nine~~ eight Employment Area Character Areas in Mississauga: ● Churchill Meadows; ● Clarkson; ● Dixie; ● Gateway; ● ~~Lakeview;~~ ● Mavis-Erindale; ● Northeast; ● Southdown; and ● Western Business Park.
17.1 Introduction, Map 17-1 City Structure – Employment Areas	Map 17-1 City Structure – Employment Areas is revised to delete the Lakeview Employment Area and reference to the Lakeview Community Node boundary.	That the Section 17.1 Introduction, Map 17-1 City Structure – Employment Areas be replaced with the following: 

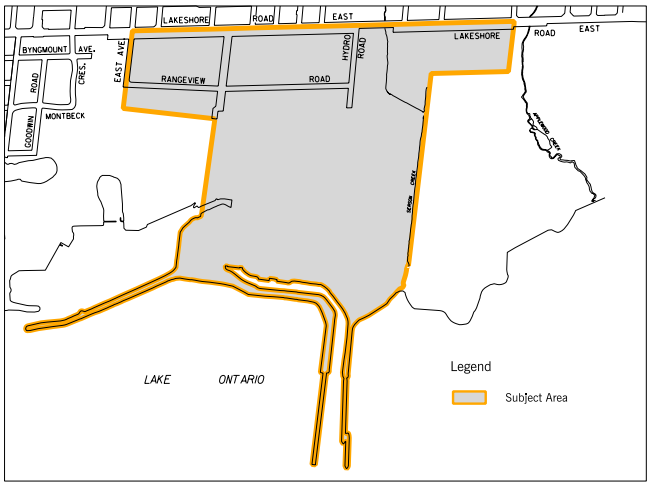
17.1.9 Industrial	See comment for 17.1 Introduction.	That policy 17.1.9 Industrial, be amended as follows: The Industrial designation will not be permitted in the following Character Areas: ● Churchill Meadows; and ● Clarkson~~; and~~ ~~● Lakeview~~.
17.6 Lakeview	See comment for 17.1 Introduction. References and policies to the Lakeview Employment Area should be deleted.	That Section 17.6 Lakeview be deleted, including Map17-6 Lakeview Employment Area.
Schedules		
Schedule 1 Urban System	Removal of the Lakeview Employment City Structure element. 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.	That Schedule 1 be amended, as shown in Appendix 8.
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 8.
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	That Schedule 1b be amended, as shown in Appendix 8.

	Lakefront Utility in the Lakeview Local Area Plan.	
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 8.
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 8.
Schedule 5 Long Term Road Network	Identify additional Major Collector roads in the long term road network along Lakefront Promenade, Hydro Road, and Streets 'D' (portion of), 'G', and 'J' (portion of). Identify additional Minor Collector roads to the long term road network along Streets 'D' (portion of), 'F', 'H', 'I', 'J' (portion of), and 'K'.	That Schedule 5 be amended, as shown in Appendix 8.
Schedule 6 Long Term Transit Network	Identify an Enhanced Transit Corridor route through the Lakeview Waterfront area – along Lakefront Promenade, Hydro Road, and Streets 'D' (portion of), 'G', and 'J' (portion of).	That Schedule 6 be amended, as shown in Appendix 8.

Schedule 8 Designated Right-of-Way Widths	Identify designated right-of-way widths between 26 m and 35 m for the enhanced transit route located along future Major Collector roads - Lakefront Promenade, Hydro Road, and Streets 'D' (portion of), 'G', and 'J' (portion of). Identify designated right-way widths between 20 m and 26 m for Minor Collector roads - Streets 'D' (portion of), 'F', 'H', 'I', 'J', and 'K'.	That Schedule 8 be amended, as shown in Appendix 8.
Schedule 9 Character Areas	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. 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 9 be amended, as shown in Appendix 8.
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, mixed	That Schedule 10 be amended, as shown in Appendix 8.

	use, greenlands, open space, institutional, business employment).	
Lakeview Local Area Plan		
Local Area Plans - Lakeview	The Lakeview Local Area Plan recognized and referenced the Inspiration Lakeview study. 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. As such, the Lakeview Local Area Plan should be amended to delete references to Inspiration Lakeview.	That the Lakeview Local Area Plan be amended, as shown in Appendix 9.

13.4 Lakeview Waterfront



Map 13-4.1: Lakeview Waterfront Major Node Character Area

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

13.4.1 Inspiration Lakeview Master Plan

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

13.4.2 Historical and Current Context

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

Lands surrounding the Lakeview Waterfront include:

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

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

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

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

applications will address any contamination issues and appropriate mitigation.

13.4.3 Vision

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

13.4.3.1 Guiding Principles

The Vision is based on the following Guiding Principles:

1. Link: connect the city and the water, including the provision of a continuous waterfront park system along the shores of Lake Ontario;

2. Open: open the site with accessible public spaces for all, with a public realm of different sizes and function, working together to provide a distinctive cultural and ecological community landscape. Create green, public open spaces with enhanced ***streetscapes***;

3. Green: promote a green sustainable innovative model community that may include integrated, water features that provide aesthetic, pedestrian connections and stormwater functions in both the public and private realm (e.g. water themed open spaces, walkways, and stormwater spines). Explore opportunities for innovative ***waste***/recycling collection (e.g. vacuum collection) and energy production systems that promote conservation;

4. Vibrant: create a mixed use community, affordable and welcoming to all, including cultural uses, housing, retail, office and community amenities. Provide a range of building typologies with an emphasis on mid-rise development, orient buildings for optimal exposure, microclimate and maximize at grade light. Enable improved health and well-being through provision of affordable and accessible public transportation and housing;

5. Connect: provide multiple ways to get around - walk, cycle, transit and vehicles. Design a safe, convenient mobility system that encourages all transportation modes and innovative parking solutions. A new street and block pattern including multi-use pathways and mews will connect various neighbourhoods and precincts and create a permeable community. Enhanced transit will bring residents, employees, and visitors into the area and support long term sustainability and vitality;

6. Destination: create a special place to draw visitors where people can enjoy cultural areas with unique venues, waterfront attractions and opportunities for expression. Provide incubator space to promote cultural and creative industries;

7. Remember: commemorate history while creating a new legacy. This will be reflected in public art and other opportunities to interpret the area's history; and

8. Viable: balance public and private investment to be economically sustainable. Explore opportunities for flexible and creative approaches to infrastructure planning. Encourage and facilitate safe redevelopment to be protective of human health and the environment to ensure the environmental conditions are suitable for the proposed use.

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



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

13.4.4 Direct Growth

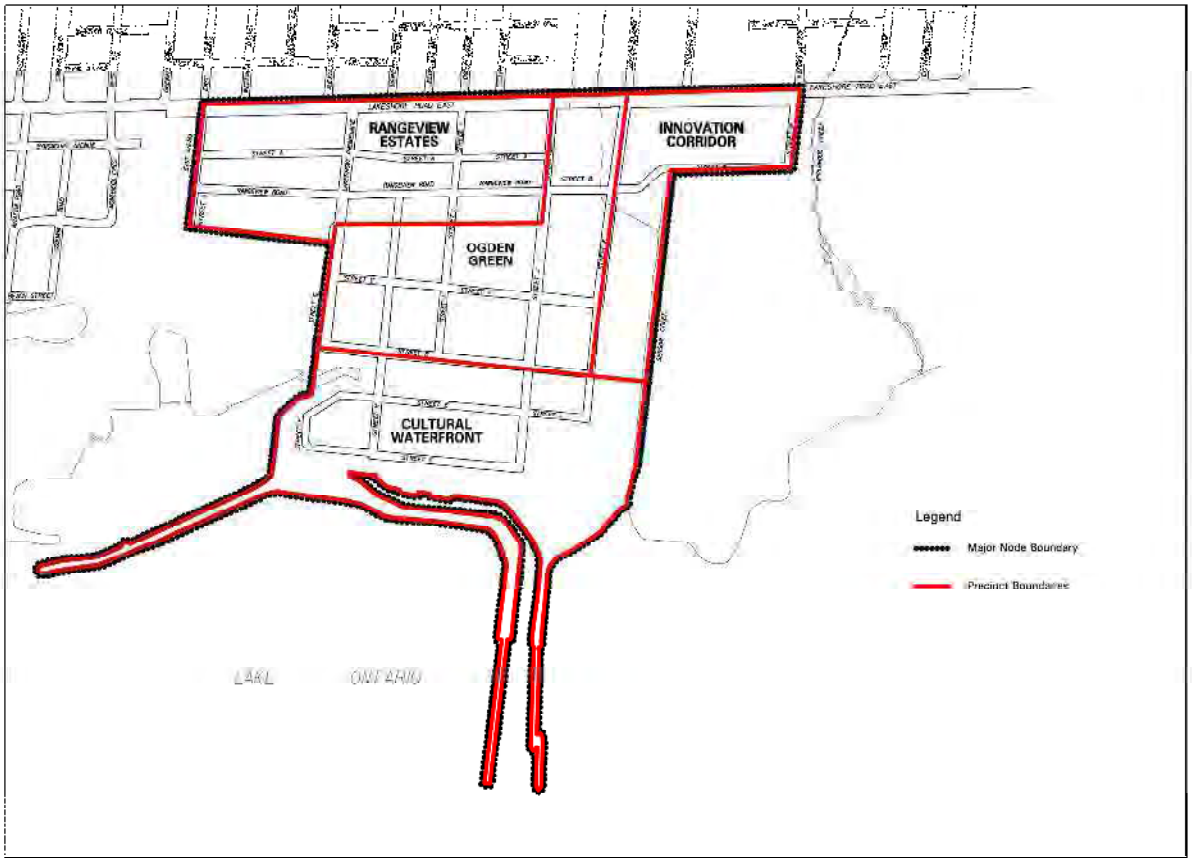
The Lakeview Waterfront is a Major Node and is intended to accommodate a variety of housing, employment, cultural activities, and an extensive open space network that provides access to Lake Ontario.

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

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

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

- be an area of intensification including a mix of uses such as housing, retail, office, culture, institutional, and recreational uses;
- provide opportunities to draw people from a broader area to take advantage of unique uses such as cultural space, innovative employment and institutional uses and waterfront activities along the waterfront;
- achieve a targeted gross density between 200 and 300 residents plus jobs combined per hectare; and strive to reach a population to employment ratio of 2:1 across the entire Major Node;
- provide a range of building typologies predominately of a mid-rise in height;
- provide a pedestrian oriented environment and promote ***active transportation*** and ensure transit is convenient;
- provide a variety of housing choices including affordable, assisted and special needs; and
- strive to be a sustainable community and incorporate green development standards such as Leadership in Energy and Environmental Design (LEED) or other custom green development standards.



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

	2017	Planned Target[1]
Land Area[2](ha)	99 ha	99 ha
Population	0	15,000 -22,000[3]
Employment	1,500[4]	7,000 – 9,000[5]
Population Plus Jobs per hectare	15	200 – 300 residents and jobs
Population to Employment Ratio	0:1	2:1

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

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

[3] Population target is from the Inspiration Lakeview Master Plan (2014) and adjusted to account for a maximum unit capacity of 10,500.

[4] 2017 Employment figures from City of Mississauga, Mississauga Employment Survey (2017)

[5] Employment target is from the Inspiration Lakeview Master Plan (2014)

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

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

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

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

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

13.4.5 Value the Environment

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

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

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

13.4.5.1 Living Green

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

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



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

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

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

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

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

13.4.5.2 Green System

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

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

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

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

13.4.6 Complete Communities

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

13.4.7 Multi-Modal City

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

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

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

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

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

The existing and future conceptual road network is shown on Schedule 5: Long Term Road Network. A

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

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

13.4.7.1 Road, Transit and Active Transportation Network

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

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

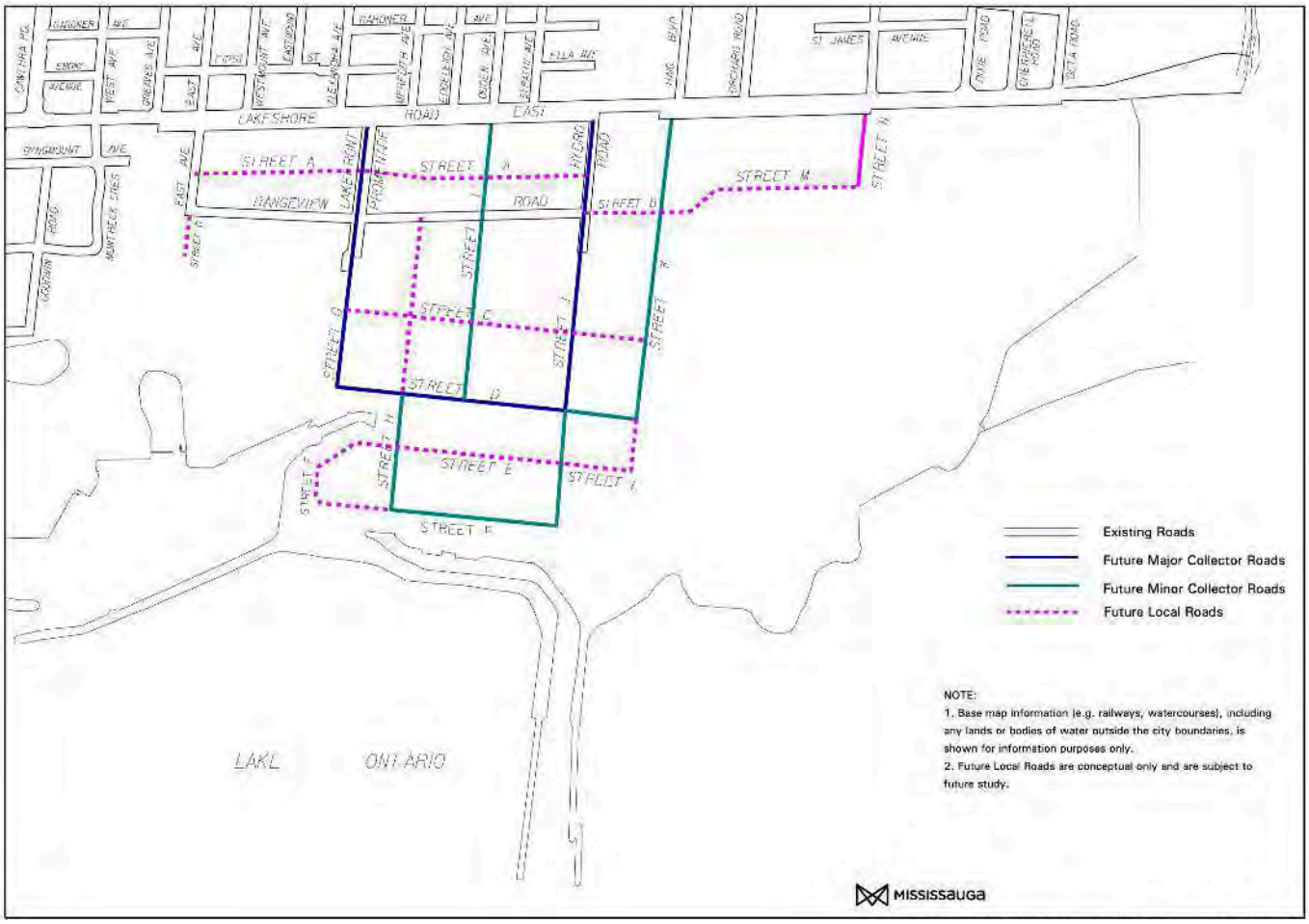


Figure 4: Lakeview Waterfront Major Node Character Area Future Roads

modal splits, and any required phasing of development.

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

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

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

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

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

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

a. reduced parking standards;

b. transportation demand management;

c. ***transit oriented development*** and design;

d. pedestrian/cycling connections; and

e. access management plan.

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

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

a. public easements will be required;

b. required right-of-way widths will be provided; and

c. appropriate terminus may be required for maintenance and operations where a public road connects with a private road.

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

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

13.4.7.2 Connectivity

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

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

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

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

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



Figure 5: An example of a pedestrian mew.

13.4.7.3 Parking

13.4.7.3.1 Parking will be provided as follows:

a. on-street parking will be provided as appropriate and integrated into the ***streetscape*** design, balancing the needs of all modes of transportation and the public realm that share the right-of-way;

b. underground parking will be encouraged on all sites, however, a limited amount of surface parking may be considered on a site by site basis;

c. underground and/or integrated above grade structured parking will be required for residential development exceeding four storeys and all mixed use developments;

d. surface parking may be considered for:

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

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

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

13.4.8 Desirable Urban Form

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

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

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

13.4.8.1 General Policies

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

a. a gradual transition to existing adjacent residential neighbourhoods;

b. reinforce a pedestrian scale along Lakeshore Road East;

c. protect and enhance view corridors along Lakefront Promenade/Street 'G', the linear park along Street 'I', Hydro Road/Street 'J', and Street 'K'.

d. greatest heights and densities will be located at the southwestern edge of the community subject to a detailed height study as identified on Map 13-4.3 Waterway District Area, and include select, architecturally significant buildings;

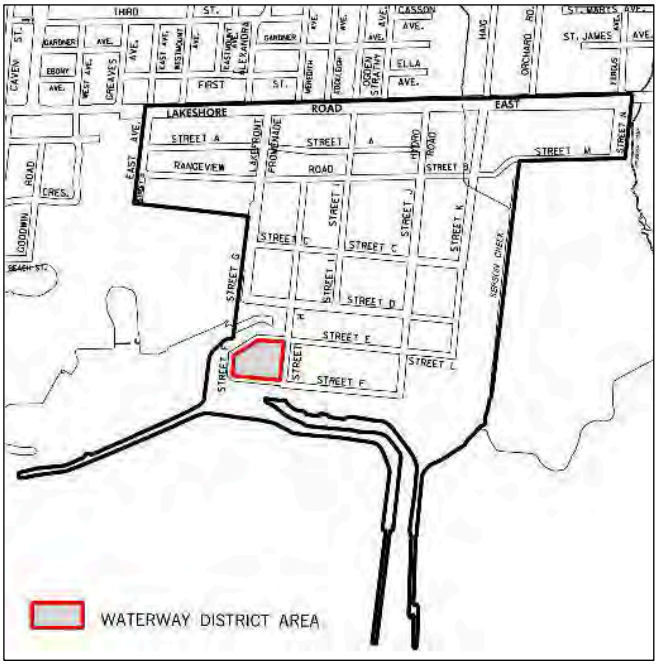
e. buildings located in the Waterway District Area will provide an appropriate transition in height to adjacent development in surrounding areas;

f. provide a pedestrian scale with appropriate step backs that includes a transition towards adjacent parks and the waterfront;

g. provide appropriate transition between private development and public open space;

h. ensure permeability and views towards the waterfront; and

i. ensure a variety of built forms to create a varied skyline that promotes views to Lake Ontario.



Map 13-4.3 Waterway District Area

13.4.8.2 Development Master Plans

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

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

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 buildings (as shown on Table 1: Distribution of Housing and Unit Targets by Precinct);

b. design criteria including appropriate setbacks, stepbacks, height, massing and location of buildings. These measures are intended to:

- reduce any "wall effect;"
- define gateway locations and street edges;
- provide skyviews and sunlight; and
- ensure a pedestrian friendly environment;

c. adequate spatial separation between taller buildings (over 8 storeys) to address overcrowding of skyline and the potential loss of light and skyviews, protection of view corridors, privacy, and overlook of occupants;

d. use of public and private open spaces to accommodate innovative ***stormwater best management practices***, including low impact development techniques, reinforce view corridors, enhance the aesthetic quality of the area, increase the tree canopy, and enhanced connections (i.e. connections to the adjoining street network);

e. how proposed developments incorporate green development standards and sustainable infrastructure and implement the directions/ recommendations of the Financial/Sustainability Strategy;

f. final alignment of future roads with identified right-of-way widths;

g. ***streetscape*** and upgraded boulevard treatments that provide appropriate setbacks to reflect planned function, minimize vehicular access points, create an attractive public and private realm and provide opportunities for tree planting;

h. provision of public access and protection of views to Lake Ontario;

i. provision of public art in locations that enhance the built environment and enrich the culture and history of the community;

j. the location and amount of space dedicated to, community infrastructure, and cultural facilities including creative industry incubator space; and

k. interface of development between precincts; and

l. phasing of development within and between precincts including the use of one or more plans of subdivision to ensure the provision of adequate services.

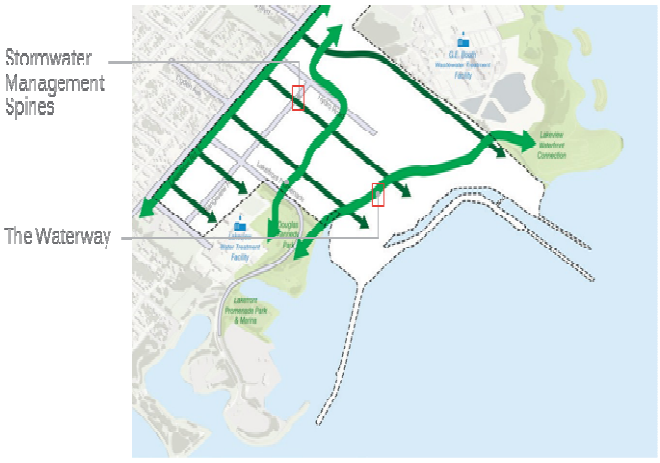


Figure 6: An innovative approach to stormwater management - series of north-south and east-west spines adds natural elements to the public and private realm while providing an important water collection function.

13.4.8.3 Precincts

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

13.4.8.3.1 Permitted building heights will range as follows:

- townhouses (all types) ranging from 2 to 4 storeys;
- low-rise apartment buildings up to 4 storeys;
- mid-rise apartment buildings from 5 to 8 storeys; and
- taller buildings from 9 to 15 storeys.

13.4.8.3.2 Notwithstanding policy 13.4.8.3.1, a limited number of buildings from 16 to 25 storeys in height may be permitted in the Rangeview Estates and Ogden Green Precincts, subject to a Height Study(s). Development master plans will demonstrate how a range of heights from 9 to 15 storeys will be maintained across these precincts,

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

13.4.8.3.4 A Height Study will address among other things:

- appropriate height;
- floor plate size;
- number and location of buildings;
- appropriate separation distance including siting to preserve view corridors;
- transition to adjacent development; and
- variations in height to create visual interest.

13.4.8.3.5 Podiums of tall buildings should provide appropriate transition to adjoining low to mid rise buildings

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

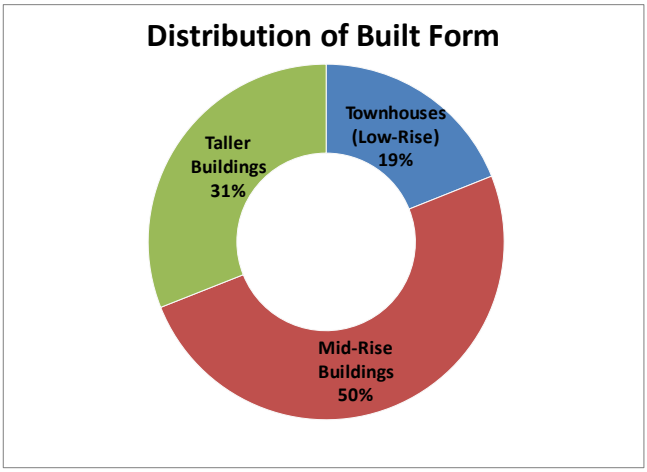


Figure 7: The planned distribution of built form is a combination of townhouses, mid-rise apartments and taller buildings (Table 1)

Table 1: DISTRIBUTION OF HOUSING AND UNIT TARGETS BY PRECINCT

Precinct	Total Residential Units	Built Form					
		Townhouses (All Types)[1]		Mid-Rise Buildings (5 to 8 storeys)		Taller Buildings (9 to 15 storeys)[2]	
		Number of Units	% of Townhouses (Precinct)	Number of Units	% of Mid-Rises (Precinct)	Number of Units	% of Taller Buildings (Precinct)
Rangeview Estates	3,700	925	25%	1,850	50%	925	25%
Ogden Green, Cultural Waterfront	6,800	1,020	15%	3,400	50%	2,380	35%
Innovation Corridor	-	-	-	-	-	-	-
Total – Lakeview Waterfront Major Node	**10,500**	**1,945**	**19%**	**5,250**	**50%**	**3,305**	**31%**

[1] Townhouses (all types) and low-rise apartments up to 4 storeys.

[2] A limited number of taller buildings from 16 to 25 storeys may be considered in Rangeview Estates and Ogden Green Precincts subject to a Height Study.

[3] A limited number of taller buildings above 25 storeys may be considered in the Waterway District Area subject to a Height Study.

13.4.8.3.7 To increase the amount of public and private amenity space, heights in excess of the limits identified in Table 1 and the policies of this plan may be considered subject to demonstration of the following:

- the total maximum units will not exceed 10,500 and will be distributed within each precinct as per Table 1;
- taller buildings will be combined with mid-rise and/or low-rise buildings on the same block and will generally be built at the same time; and
- an urban design control document and agreement that is registered on title may be required and will include among other things, phasing, height and distribution of buildings.

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

Criteria for Taller Building Heights

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

- in proximity to a ***Major Transit Station Area*** on Lakeshore Road East taller buildings will be located beyond a mid-rise building;



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

- at Ogden Avenue and Lakeshore Road East provided the taller building is located beyond a mid-rise building fronting Lakeshore Road East; and
- along the future enhanced transit route.

Rangeview Estates Precinct

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

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

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

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

Ogden Green Precinct

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

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

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

Innovation Corridor Precinct

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

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

Cultural Waterfront Precinct

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

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

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

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

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

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

13.4.8.3.20 The precinct will include:

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

b. buildings with flexible floor plates that are suitable for a variety of cultural activities such as, but not limited to museums, art galleries, studios, markets and incubator space to promote cultural and creative industries; and

c. a mixed use focal point on the eastern portion of the precinct that provides an active and vibrant area primarily for commercial, cultural, institutional (e.g. post-secondary campus) and recreational activities.

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



Figure 9: 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, commercial, office and other employment generating land uses at a higher density.

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

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

a. Lakeshore Road East between Lakefront Promenade and Street 'K'; and

b. Cultural Waterfront Precinct.

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

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

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

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

13.4.10 Land Use Designations

13.4.10.1 General

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

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

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

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

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

13.4.10.2 Residential Medium Density

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

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

13.4.10.3 Mixed Use

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

a. commercial uses will be required on the ground level of buildings fronting Lakeshore Road East and Street 'J';

b. single use residential buildings may be considered on lands not fronting Lakeshore Road East or Street 'J'; and

c. creative industry incubator spaces and cultural infrastructure facilities will be permitted in the Cultural Waterfront Precinct. These spaces may be located in stand-alone buildings or in conjunction with other uses.

13.4.10.4 Institutional

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

a. major and ***secondary office***;

b. research and development;

c. marine related uses including boat storage and repair;

d. cultural uses; and

e. commercial parking facility.

13.4.10.5 Business Employment

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

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

a. major office;

b. institutional use excluding any associated residential dwellings; and

c. marine related uses including boat storage and repair.

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

a. adult entertainment establishment;

b. animal boarding establishment which may include outdoor facilities;

c. body rub establishment;

d. cardlock fuel dispensing facility;

e. Motor Vehicle Commercial;

f. motor vehicle body repair facilities;

g. transportation facilities;

h. trucking facilities; and

i. ***waste processing stations or waste transfer stations*** and composting facilities (not associated with an alternative waste collection system).

13.4.11 Implementation

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

The development approvals process is generally described as follows:

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

13.4.11.1 Development applications will be considered premature until the area wide studies,

have been completed and development master plan(s) have been endorsed.

13.4.11.2 Notwithstanding policy 13.4.11.1, development applications may be submitted in conjunction with development master plans and area wide studies. Should modifications be required to development master plans, applicants must acknowledge that development applications may need to be revised prior to Council approval.

13.4.11.3. The preparation of development master plans will include a public consultation component to the City's satisfaction.

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

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

Lakeview Waterfront Studies

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

Area Wide Studies

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

a. Transportation Study (e.g. road network and capacity analysis, ***active transportation*** connections and enhanced transit assessment); and

b. Financial/Sustainability Strategy (e.g. mechanisms to achieve sustainable best practices).

Development Master Plan Studies

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

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

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

a. Active and Urban Shoreline Study;

b. Coastal Studies;

c. Cultural Incubator Study.

d. Economic Development Business Case Study (Innovation Corridor and Cultural Waterfront Precincts);

e. Height Study(s);

f. Land Use Compatibility Assessment(s);

g. Post-Secondary Institution Business Case Study; and

h. Serson Creek Study.

Contamination and Land Use Compatibility

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

13.4.11.10 Development applications may be required to undertake a study to assess

contamination in the area in accordance with Provincial Government regulations and standards and City policies.

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

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

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

13.4.11.14 Land use compatibility assessments are to be undertaken for new residential and other sensitive land uses at the time of a development application. This is necessary in order to determine whether such uses are compatible with remaining employment uses, and to identify what mitigation measures, if any, are required in order to ensure the operational viability of these remaining businesses. In these circumstances, the onus of responsibility for mitigation will fall on new residential and other sensitive uses.

Planning and Financing Tools

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

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

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

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

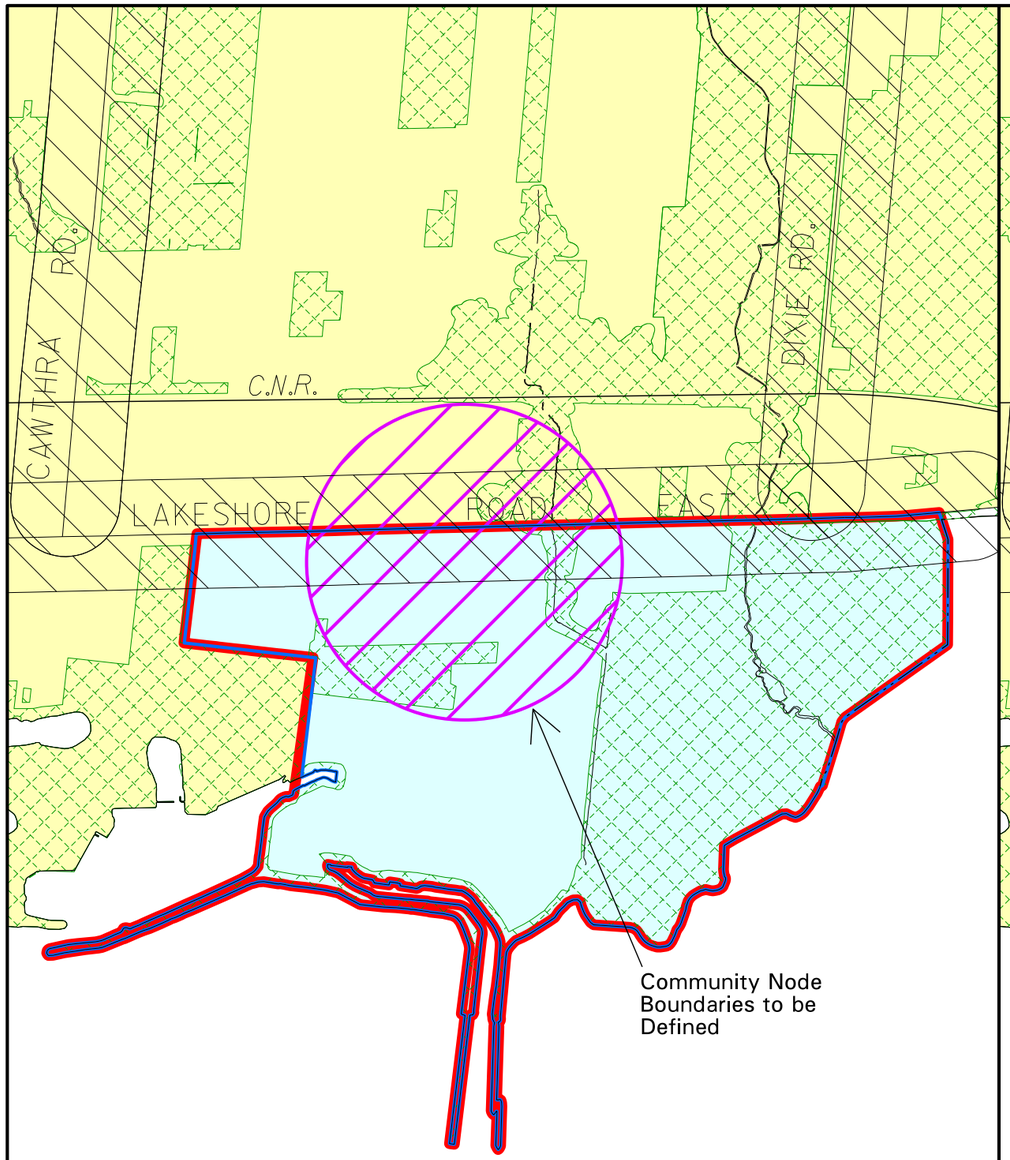
13.4.11.19 Notwithstanding 13.4.11.18 in the Waterway District Area, in exchange for increased height above 25 storeys, a community benefits contribution pursuant to Section 37 of the Planning Act will be required.

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

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

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

- affordable housing; and
- public art.



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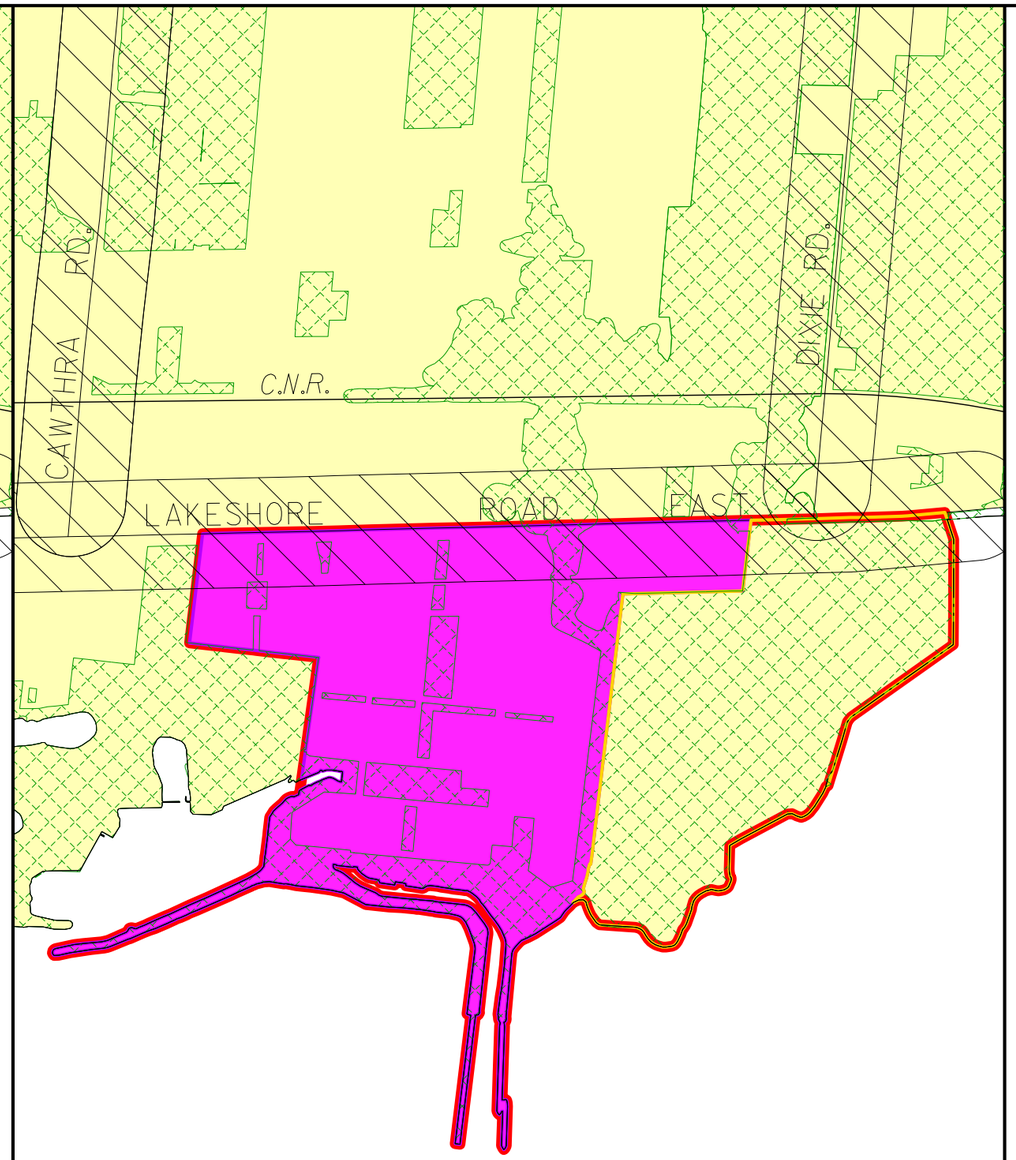

AMENDED

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 and Greenlands as part of the Green System

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MAP 'A'

Part of Schedule 1 Urban System of Mississauga Official Plan

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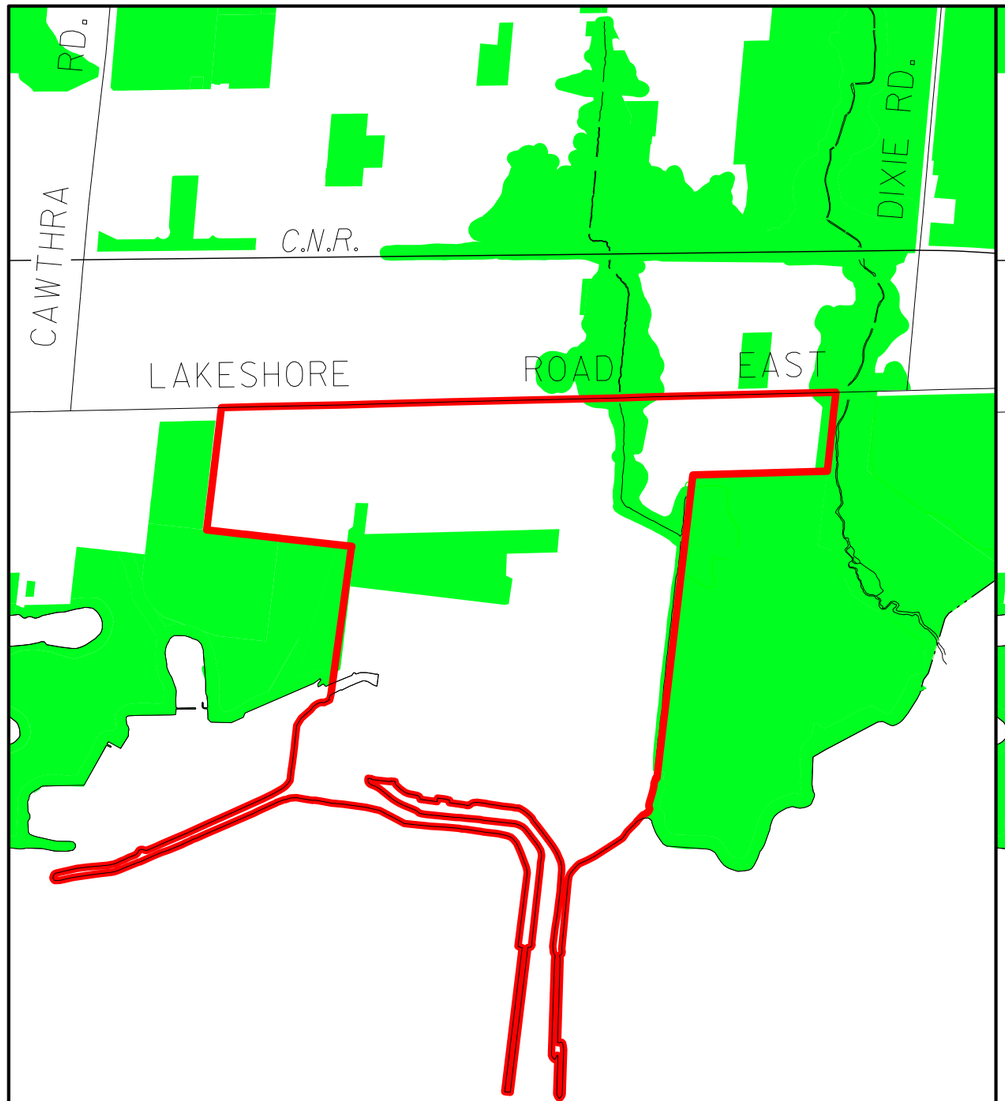

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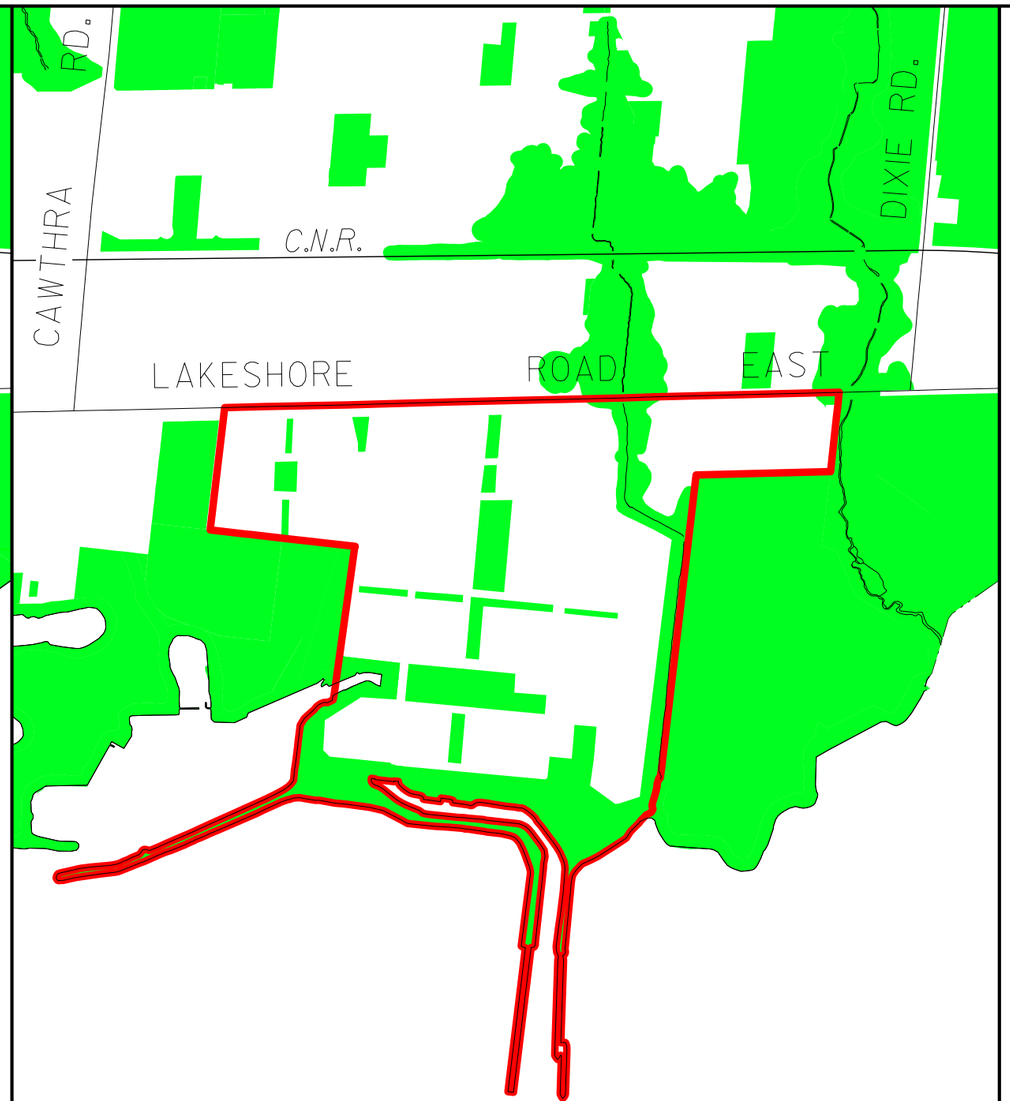

AMENDED

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 and Greenlands as part of the Green System

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MAP 'B'

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

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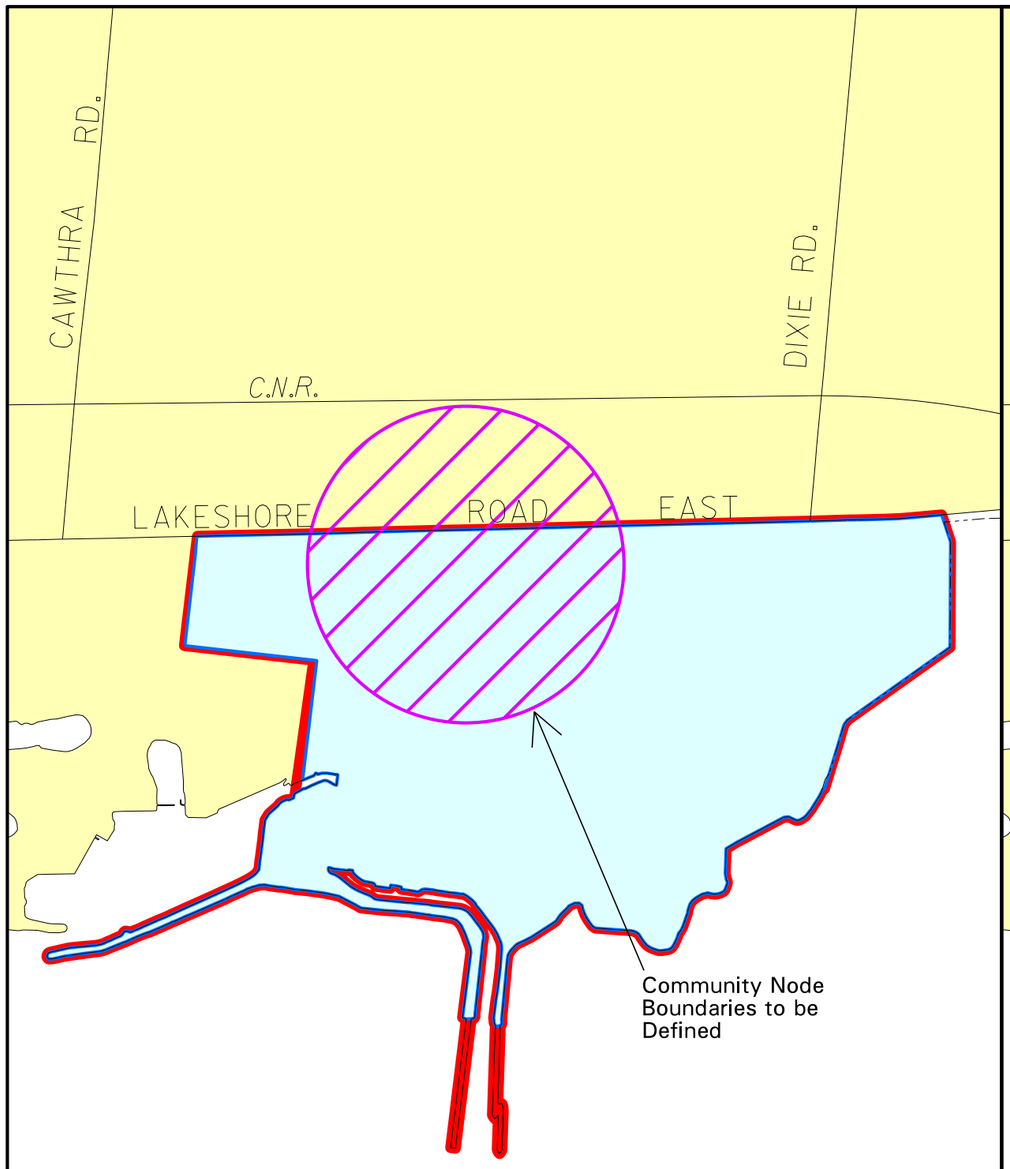

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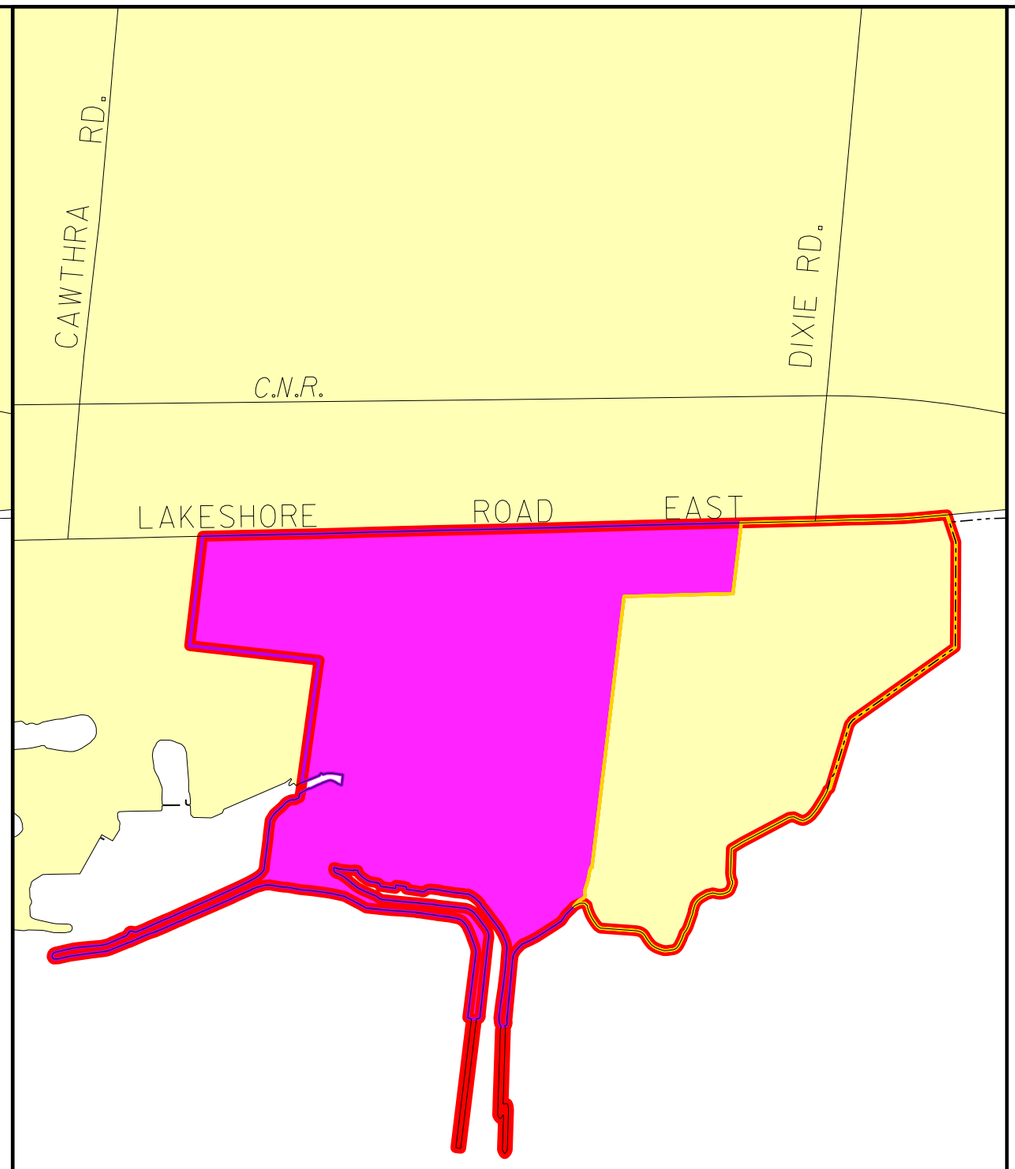

AMENDED

LEGEND:

Elements

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

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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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MAP 'C'

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

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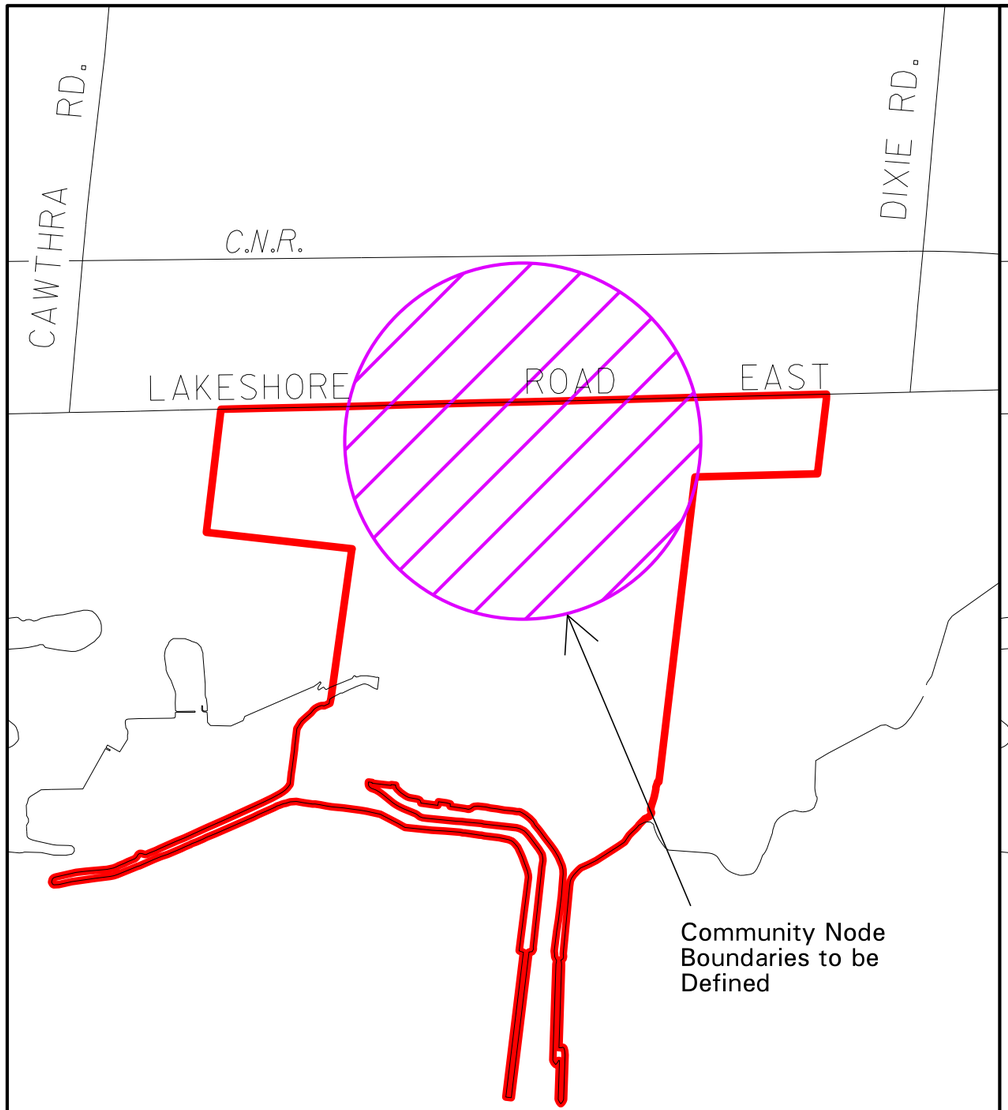

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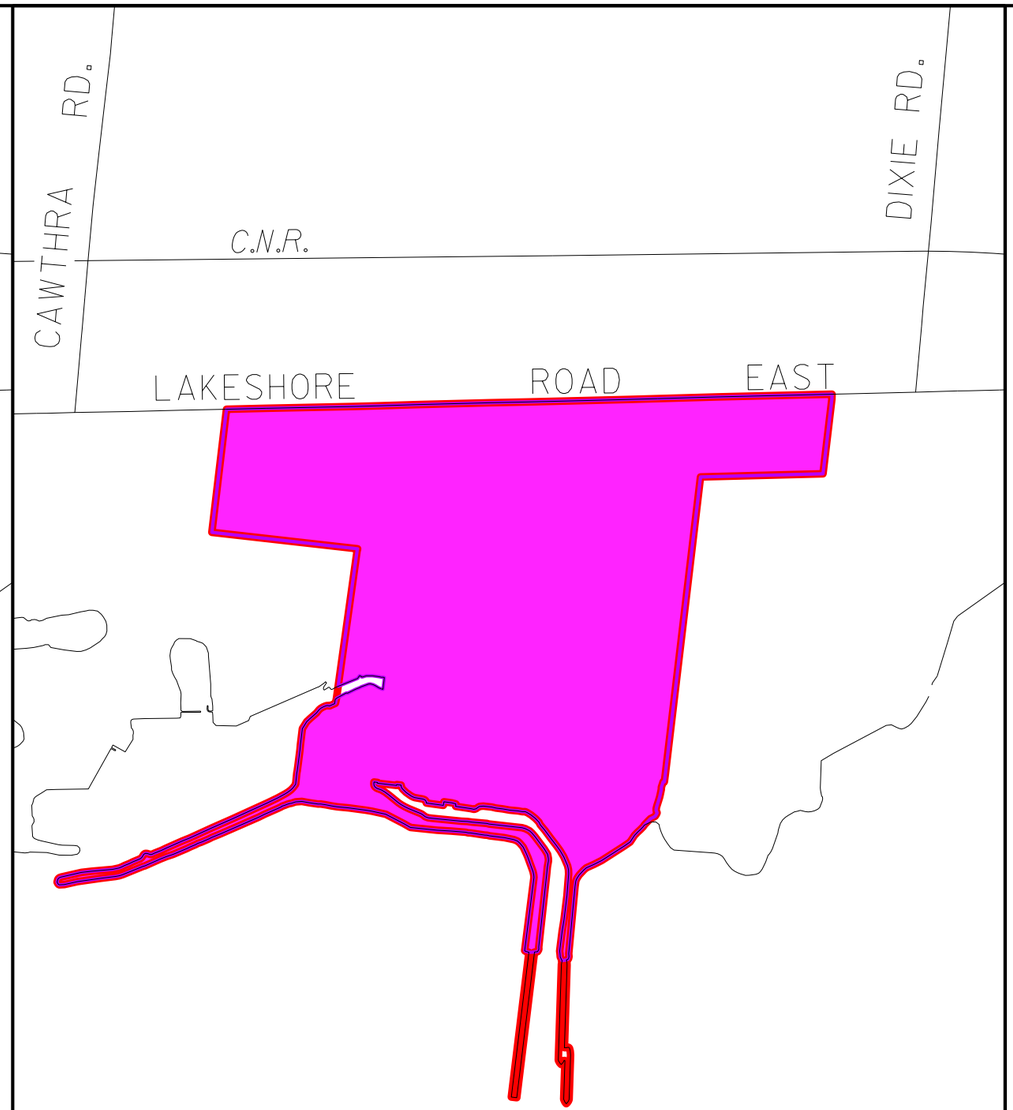

AMENDED

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

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MAP 'D'

Part of Schedule 2
Intensification Areas
of Mississauga Official Plan

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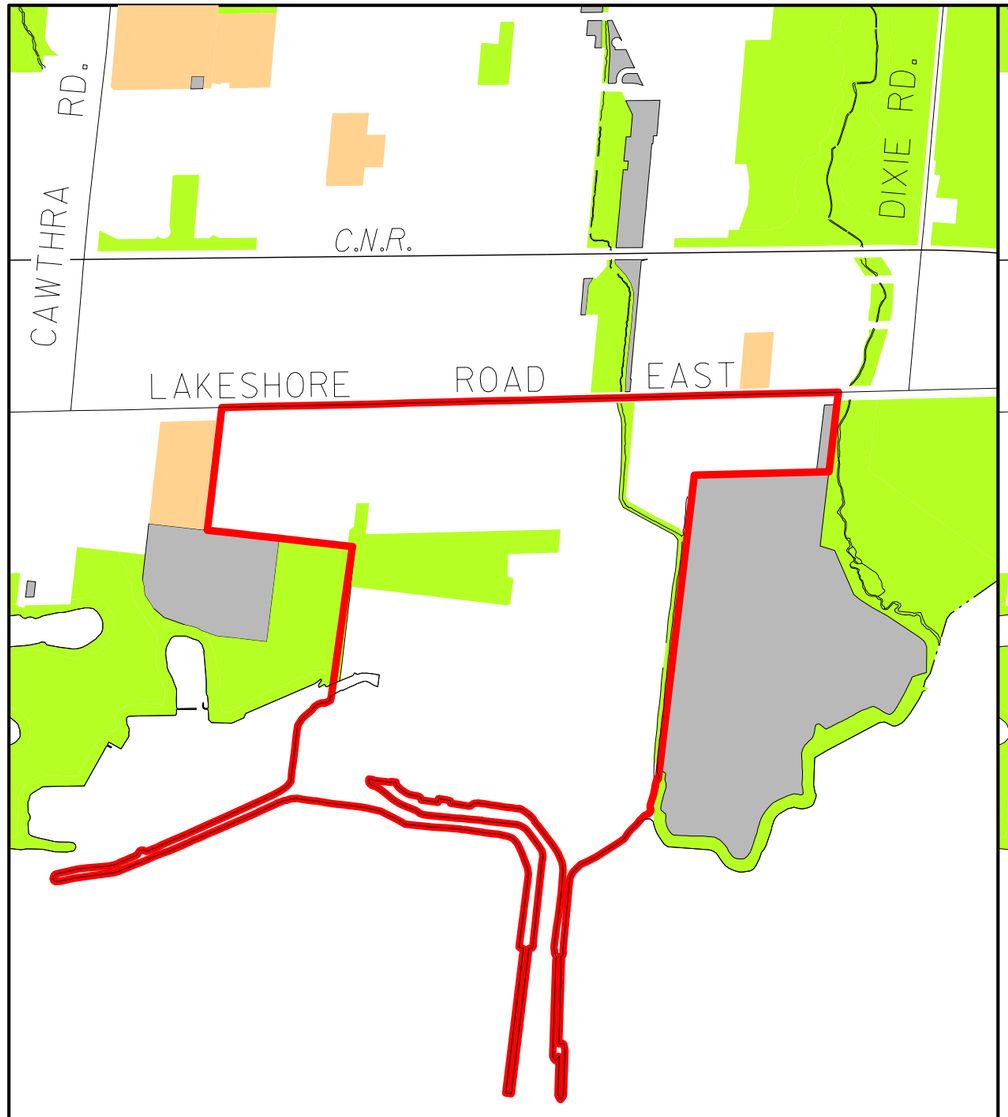

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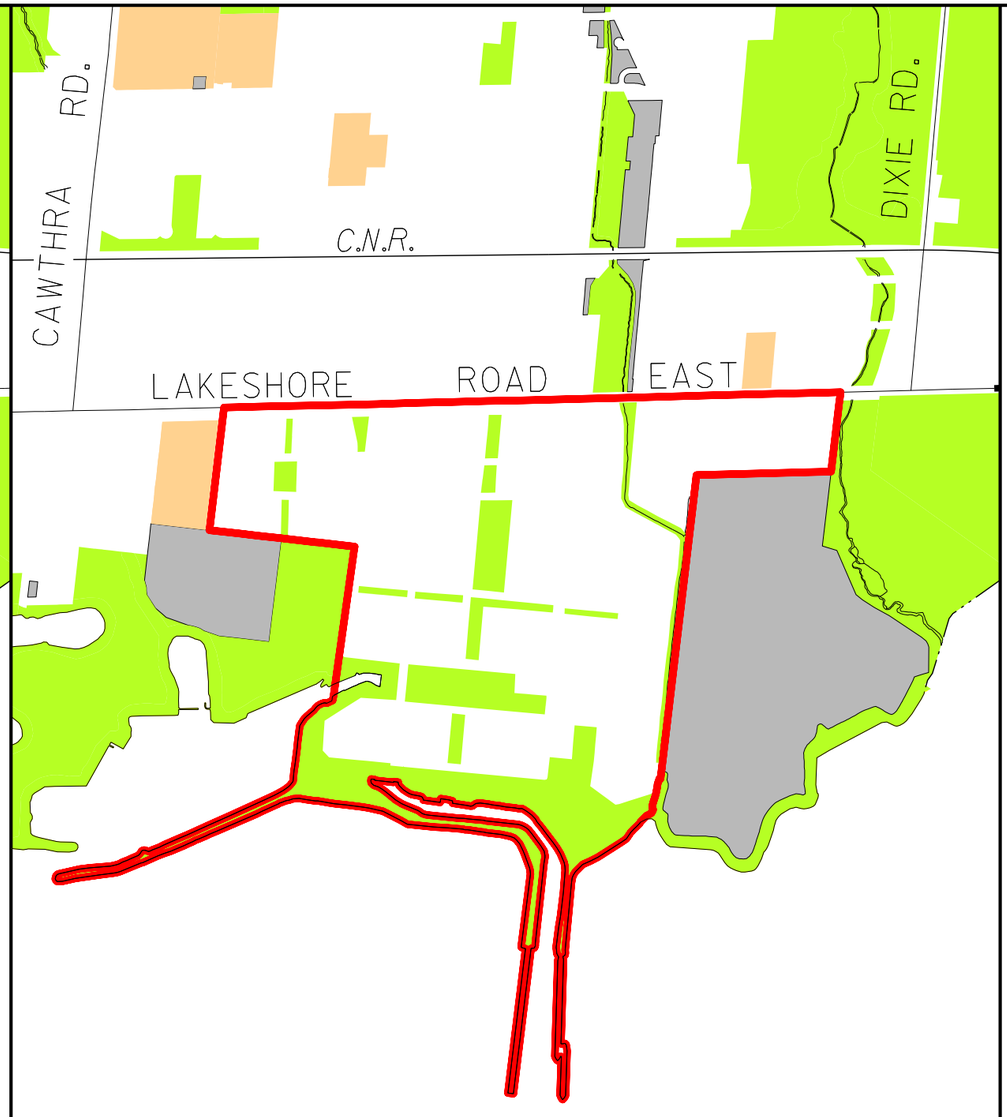

AMENDED

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:

Revision of Public Open Space and Utility areas

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MAP 'E'

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

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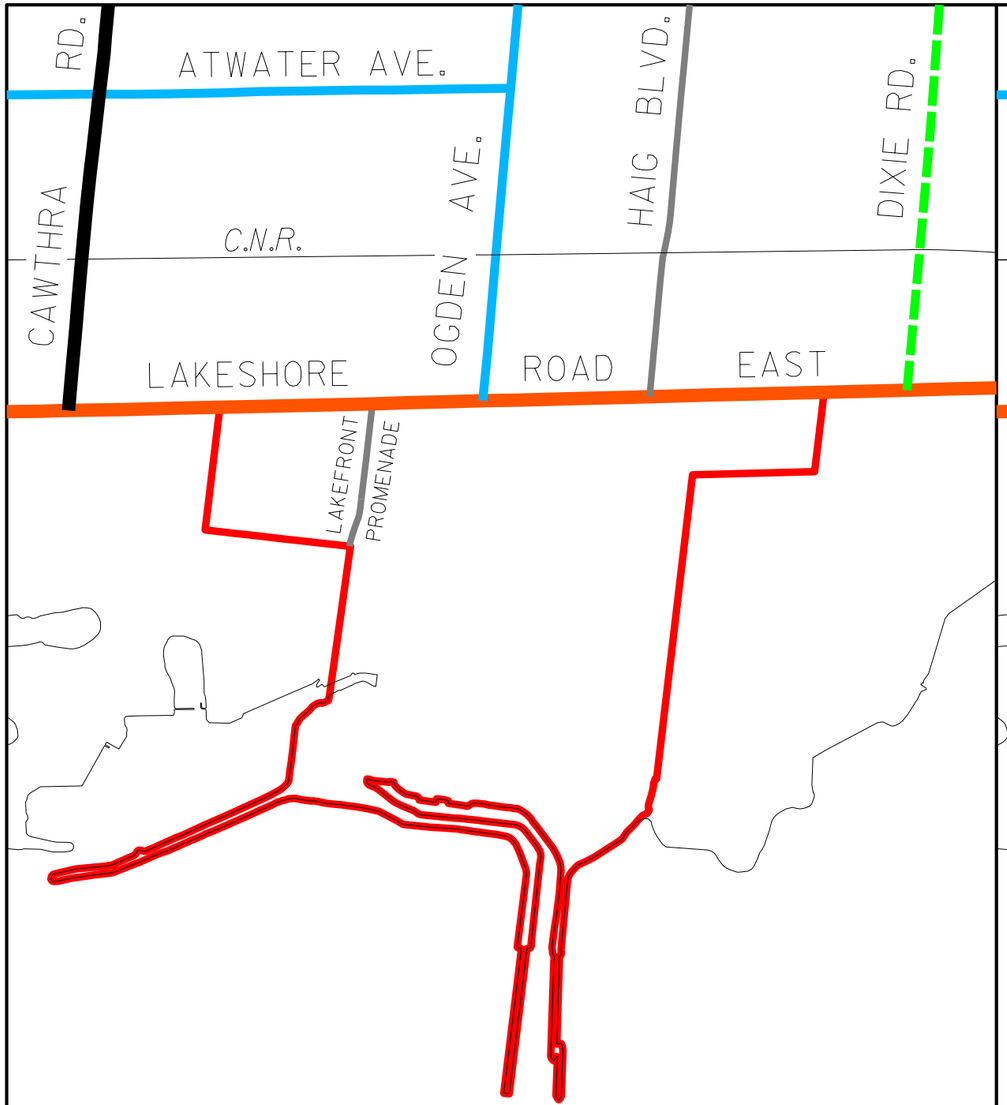

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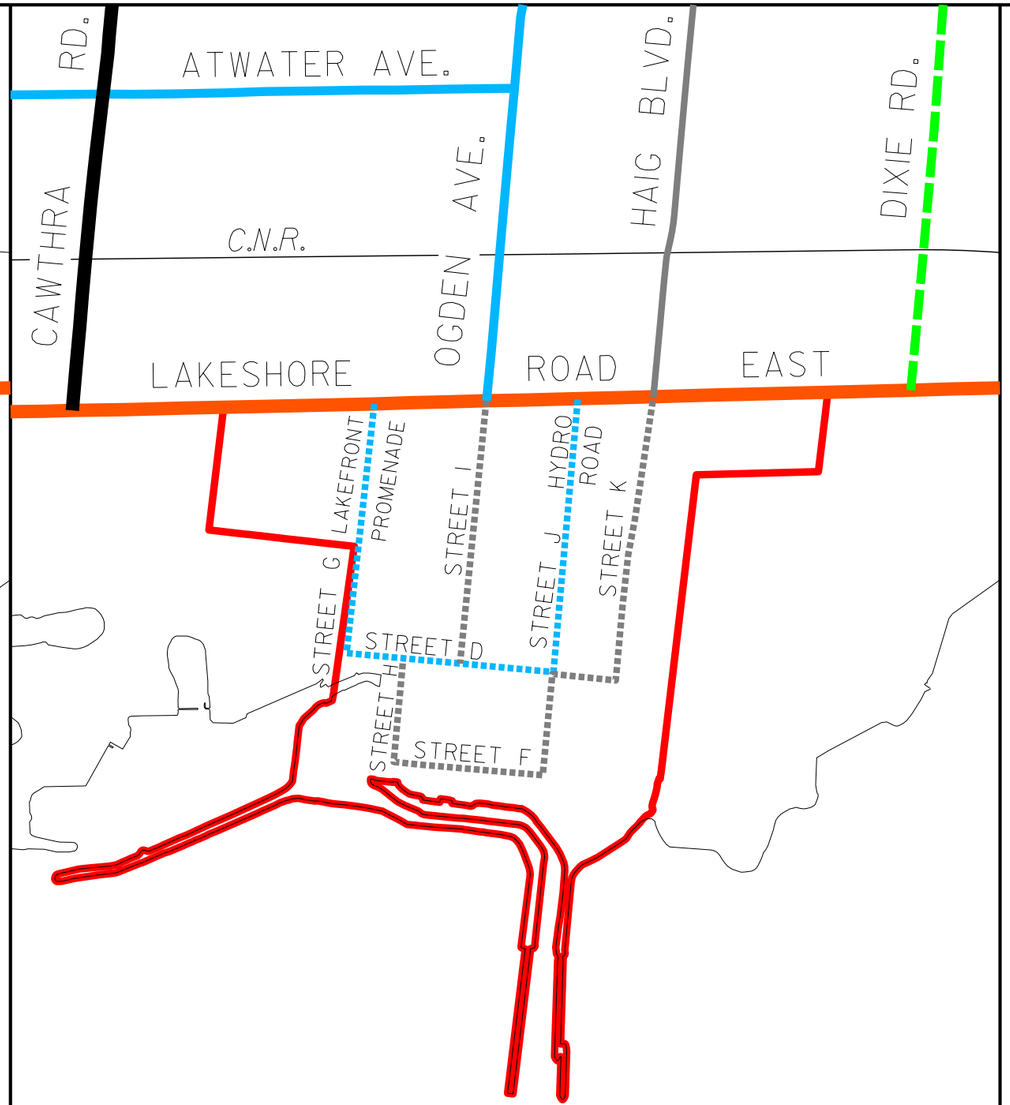

AMENDED

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 Major Collector (Conceptual) and Future Minor Collector roads

0 100 200 300 400 500
metres

MAP 'F'

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

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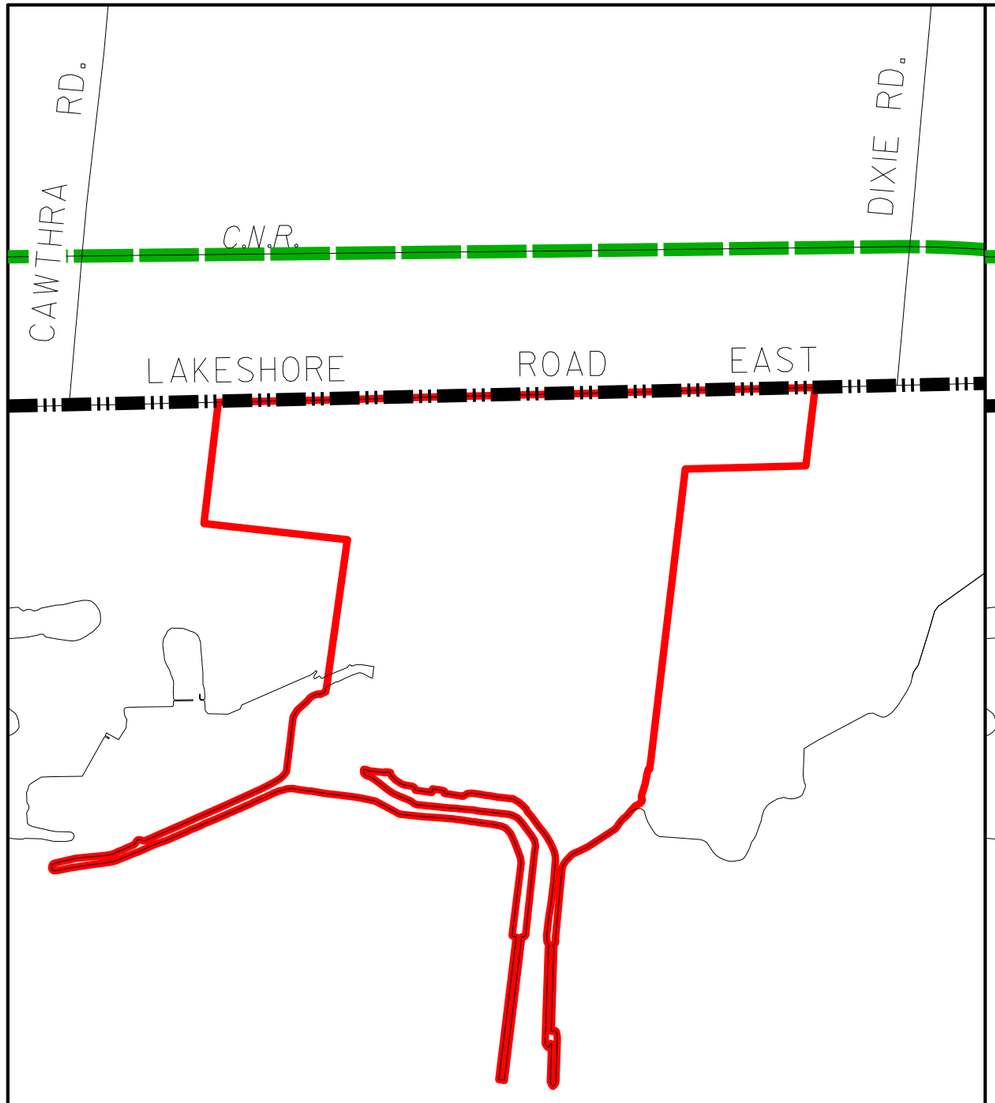

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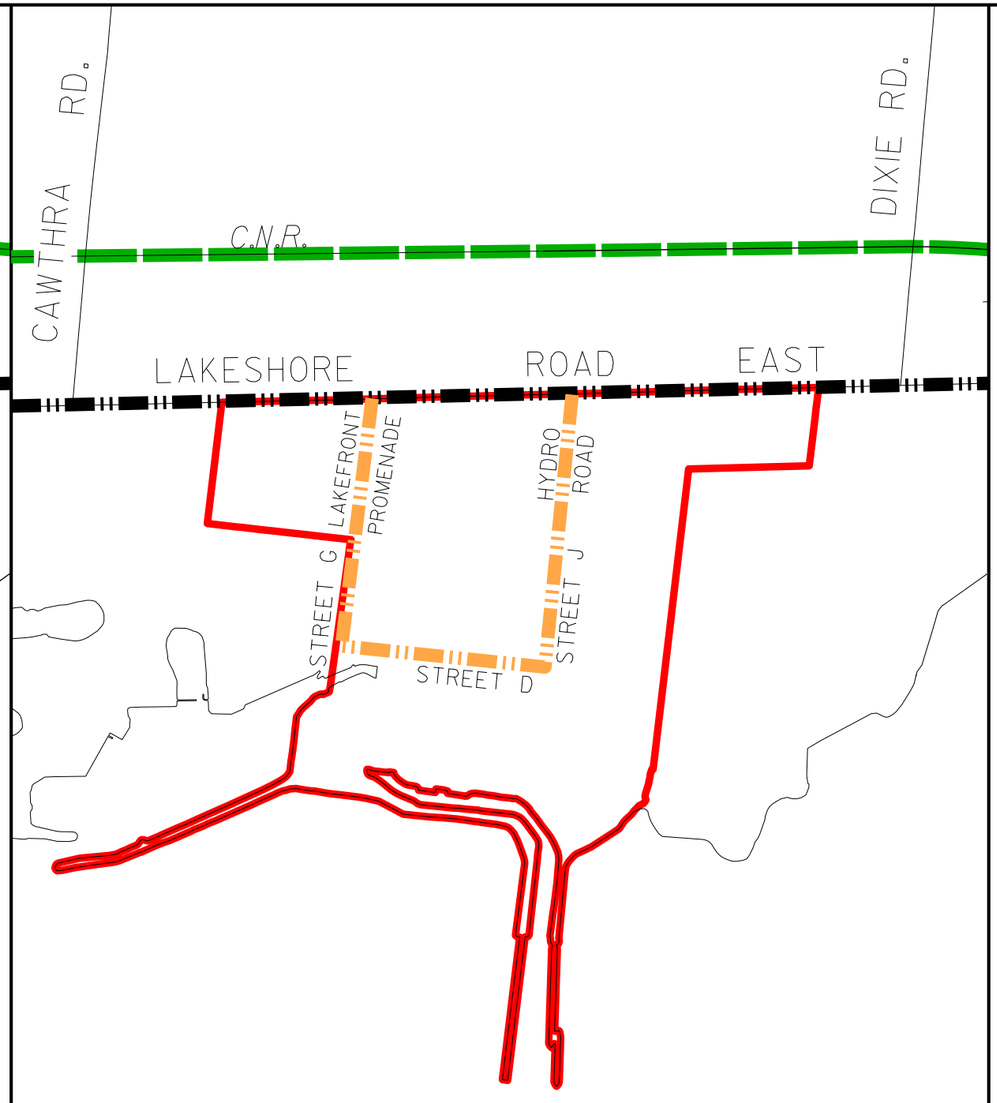

AMENDED

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
- Future Enhanced Transit Route

Notes:

1. Alignments and technologies for rapid transit services to Toronto - Lester B. Pearson International Airport will be subject to further studies involving all affected municipalities.
2. Roads shown on the map are not all under Mississauga jurisdiction.
3. All lines shown are conceptual.
4. Station locations and alignments for transit routes are shown conceptually.
5. 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 a Future Enhanced Transit Route

DRAFT

0 100 200 300 400 500
metres

MAP 'G'

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

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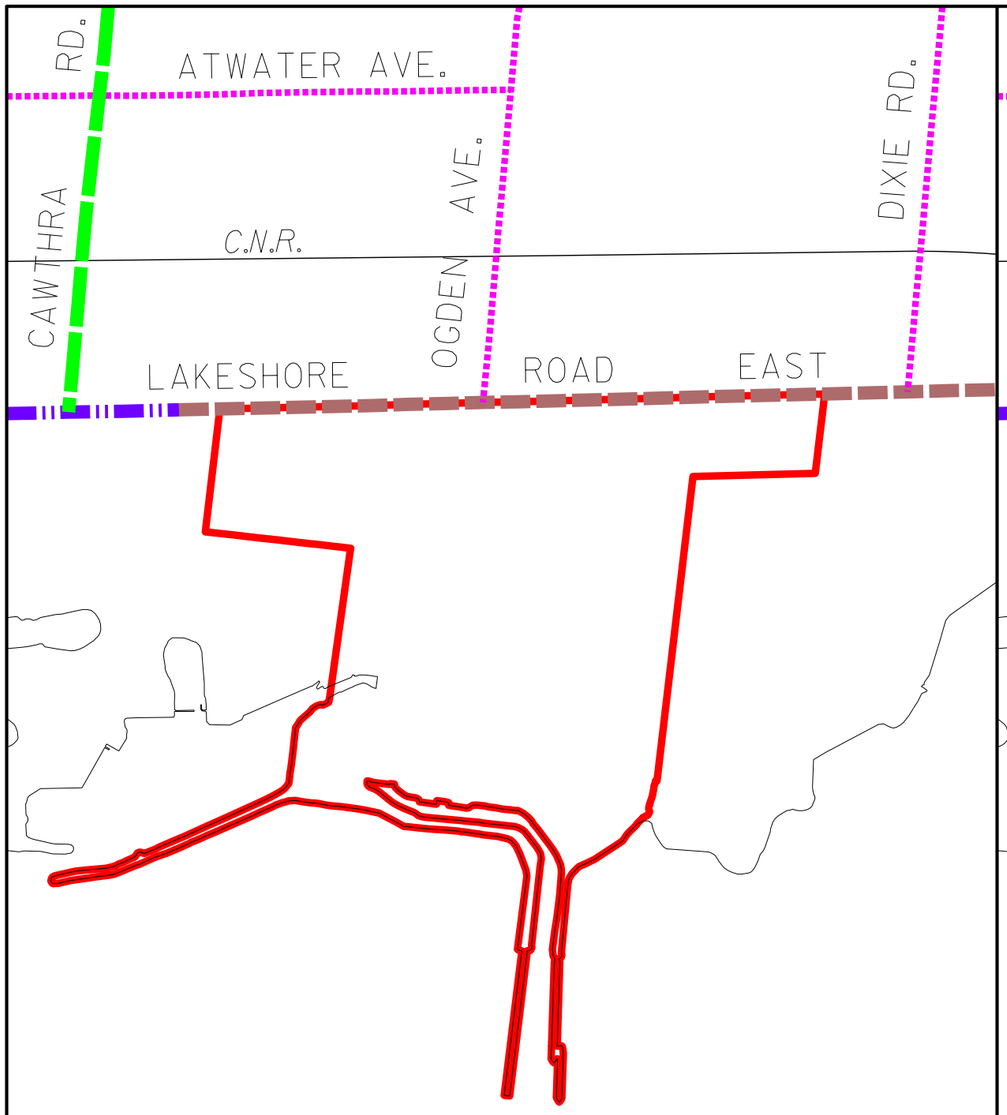

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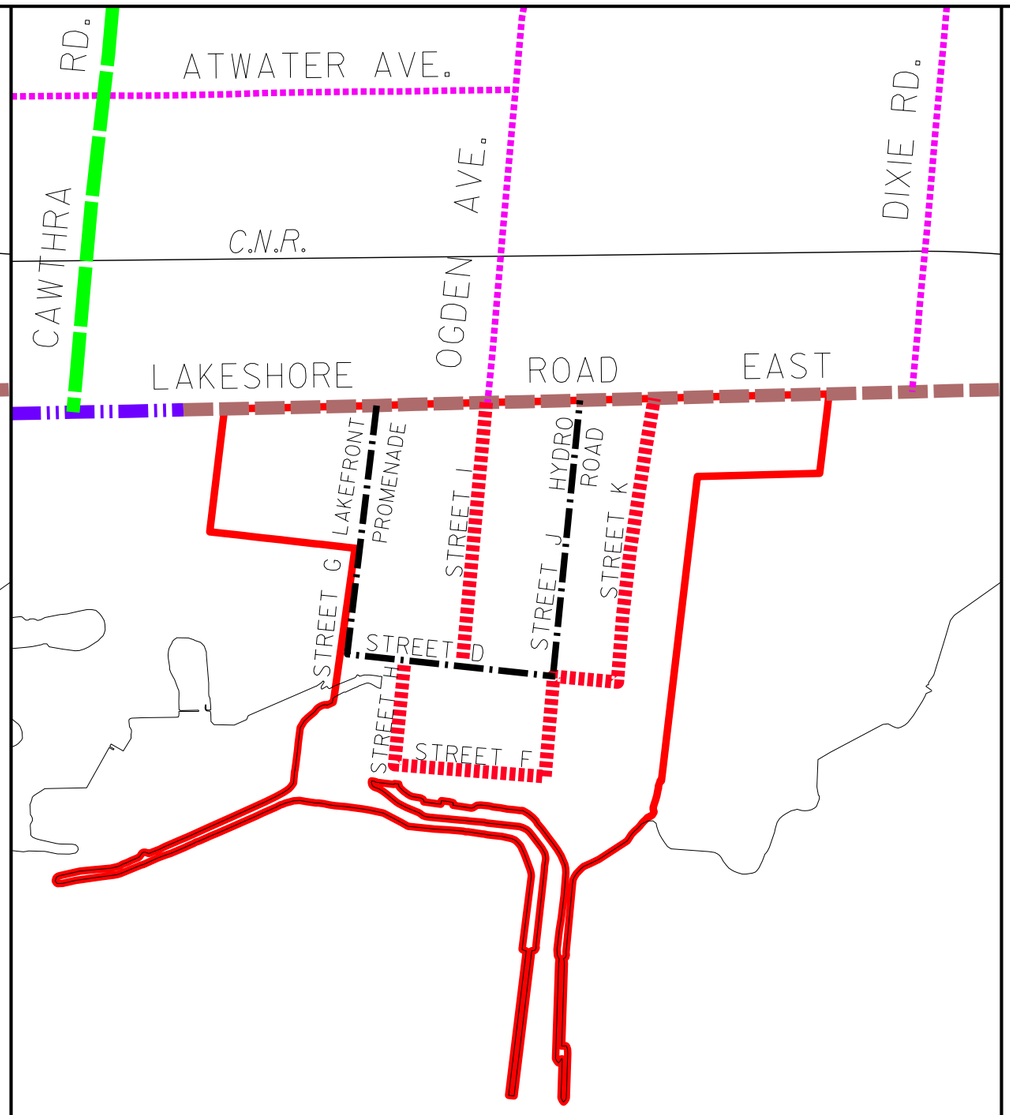

AMENDED

LEGEND

- 67 m
- 65 m
- 60 m
- 55 m
- 50 m
- 45 m
- 44.5 m
- 43.5 m
- 42 m
- 40 m
- 36 m
- 35 m
- 30 m-50 m
- 30 m
- 27.5 m
- 26 m - 35 m
- 26 m
- 23 m-26 m
- 22 m
- 20 m-26 m
- 20 m

DRAFT

NOTES:

1. These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate necessary features such as embankments, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, cycling facilities, or to provide for necessary improvements for safety in certain locations.
2. These right-of-way widths are intended to accommodate the Higher Order Transit Corridors, Enhanced Transit Routes, Bus Rapid Transit facility and Bus Rapid Transit stations shown schematically on Schedule 6, as well as transit stations along Higher Order Transit Corridors, automobile, truck and other vehicular movements. Where as a result of further studies the land areas required to accommodate these rights-of-way are deemed to be insufficient, the City may acquire additional rights-of-way in excess of the basic right-of-way widths shown on Schedule 8. Portions of the Bus Rapid Transit facility are protected under the Parkway Belt West Plan. In addition, the City may acquire lands for a public transit right-of-way along Higher Order Transit Corridors, Bus Rapid Transit Corridor and Enhanced Transit Route 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.
3. While it is intended that this Schedule provide a basis for retaining or acquiring rights-of-way for current or possible future transportation purposes, it is not intended to imply that all designated rights-of-way will necessarily be used for transportation purposes.
4. "Designated Right-of-Way Widths" of Regional Roads as shown in the Region of Peel Official Plan.
5. "Designated Right-of-Way Widths" shown on the map are not all under Mississauga jurisdiction.
6. Base map information (e.g. railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
7. The rights-of-way for Minor Collector Roads are identified in Table 8-3.
8. The Eglinton Avenue right-of-way east of Etobicoke Creek consists of a 36m road right-of-way (Toronto) and a 14m right-of-way for the Bus Rapid Transit.
9. All lines shown are conceptual.

AREA OF AMENDMENT:

Designated Right–of–Way Widths for the Enhanced Transit Route (Future Major Collector Roads) between 26m and 35m and Future Minor Collector Roads between 20m and 26m

0 100 200 300 400 500
metres

MAP 'H'

Part of Schedule 8 Designated Right-of-Way Widths of Mississauga Official Plan

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CAWTHRA RD.

DIXIE RD.

C.N.R.

LAKESHORE ROAD EAST

Lakeview CN

Lakeview EA

Community Node Boundaries to be Defined

LAKE ONTARIO

EXISTING

CAWTHRA RD.

DIXIE RD.

C.N.R.

LAKESHORE ROAD EAST

Lakeview NHD

Lakeview Waterfront MN

Lakeview NHD

LAKE ONTARIO

AMENDED

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:

1. City Structure Element to Major Node and Neighbourhood
2. Removal of text denoting Lakeview EA
3. Removal of circle and text denoting the Lakeview Community Node boundary to be defined
4. Removal of the area identified as Character Area Subject to Local Area Plan on the Lakeview Waterfront Major Node

DRAFT

0 100 200 300 400 500
metres

MAP 'I'

Part of Schedule 9 Character Areas of Mississauga Official Plan

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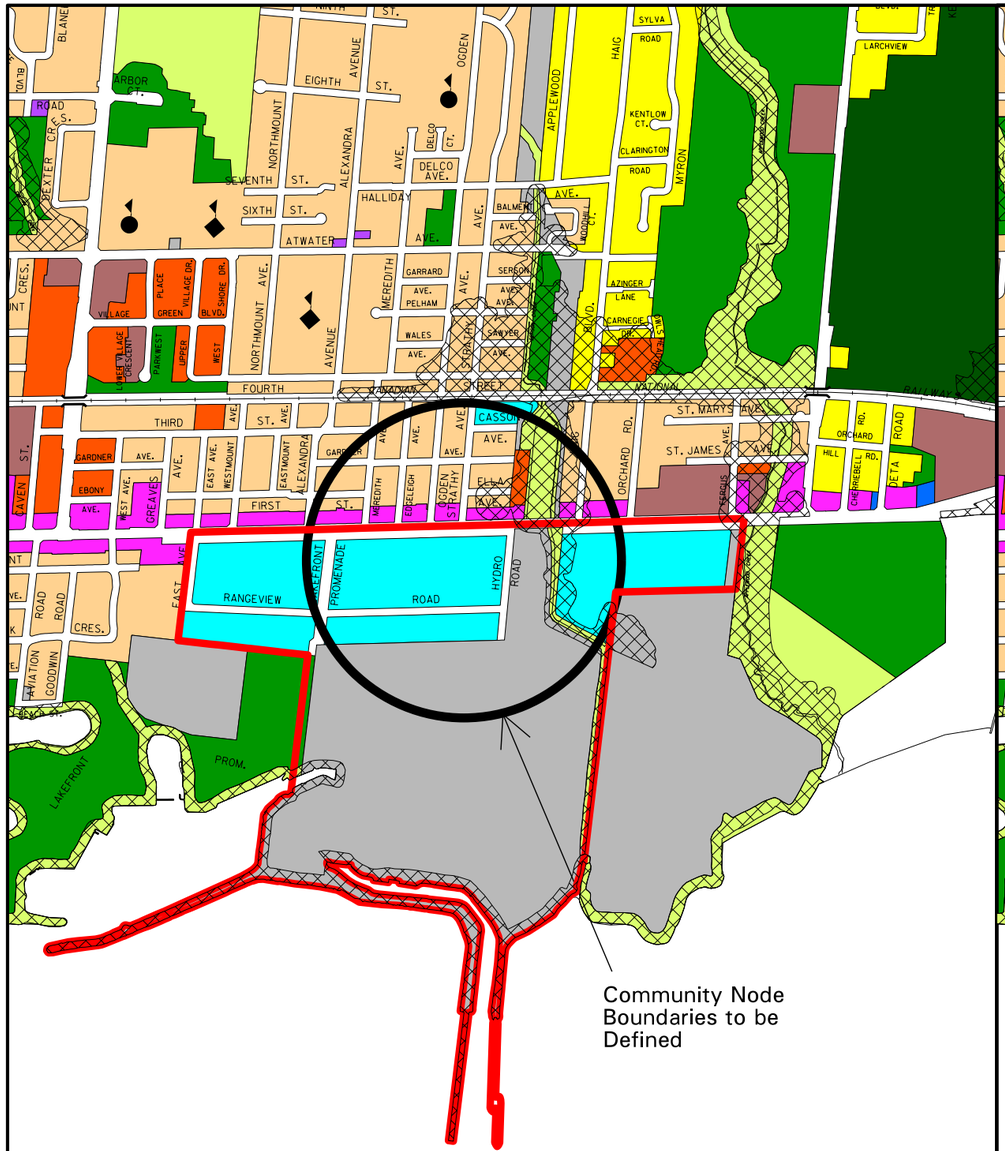

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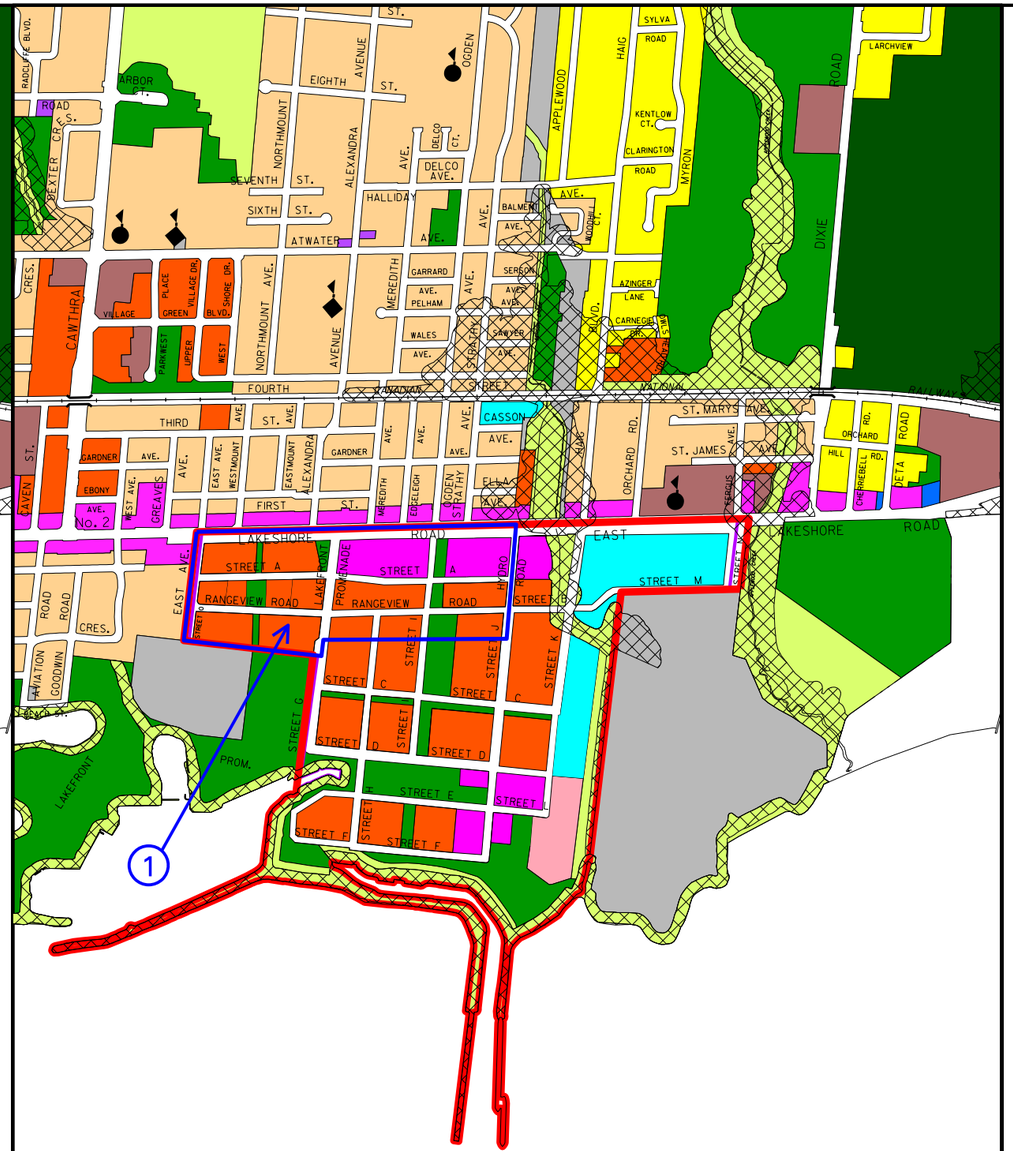

AMENDED

LAND USE DESIGNATIONS

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

BASE MAP INFORMATION

- Heritage Conservation District
- 1996 NEP/2000 NEF Composite Noise Contours (30)
- LBPIA Operating Area Boundary See Aircraft Noise Policies
- Area Exempt from LBPIA Operating Area
- Natural Hazards
- Civic Centre (City Hall)
- City CentreTransit Terminal
- GO Rail Transit Station
- Public School
- Catholic School
- Hospital (H)
- Community Facilities

DRAFT

City Structure

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

(1) Lands subject to employment conversion through the Region of Peel's Municipal Comprehensive Review

Notes:

1. 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.
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. 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

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Lakeview Local Area Plan
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OTHER INFORMATION:

Credits

LAKEVIEW

1.0 How to Read the Lakeview Local Area Plan

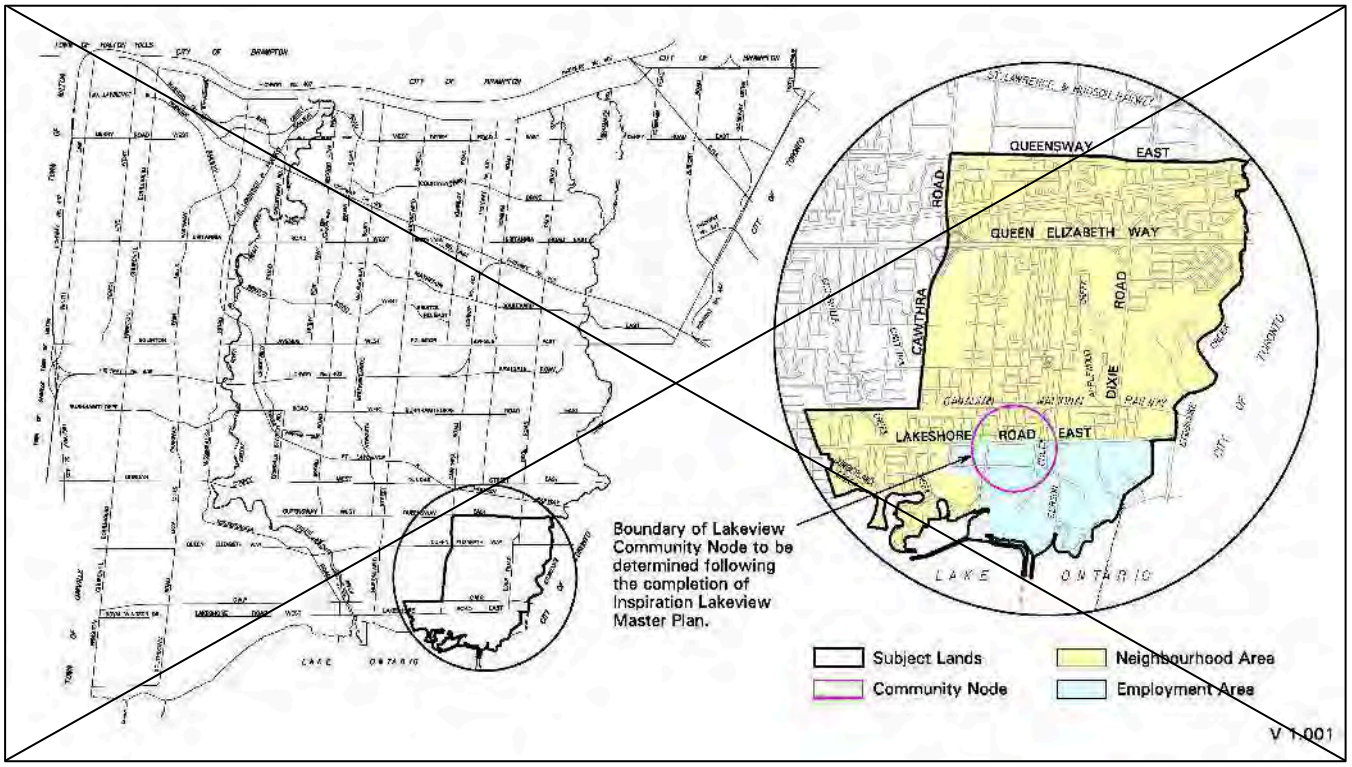
Mississauga Official Plan ("the Plan") consists of a principal document and a series of local area plans, provided under separate cover. This is the Lakeview Local Area Plan ("Area Plan") and provides policies for lands located in southeast Mississauga as shown in Figure 1. It includes lands identified 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 Area~~s~~.

~~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.~~

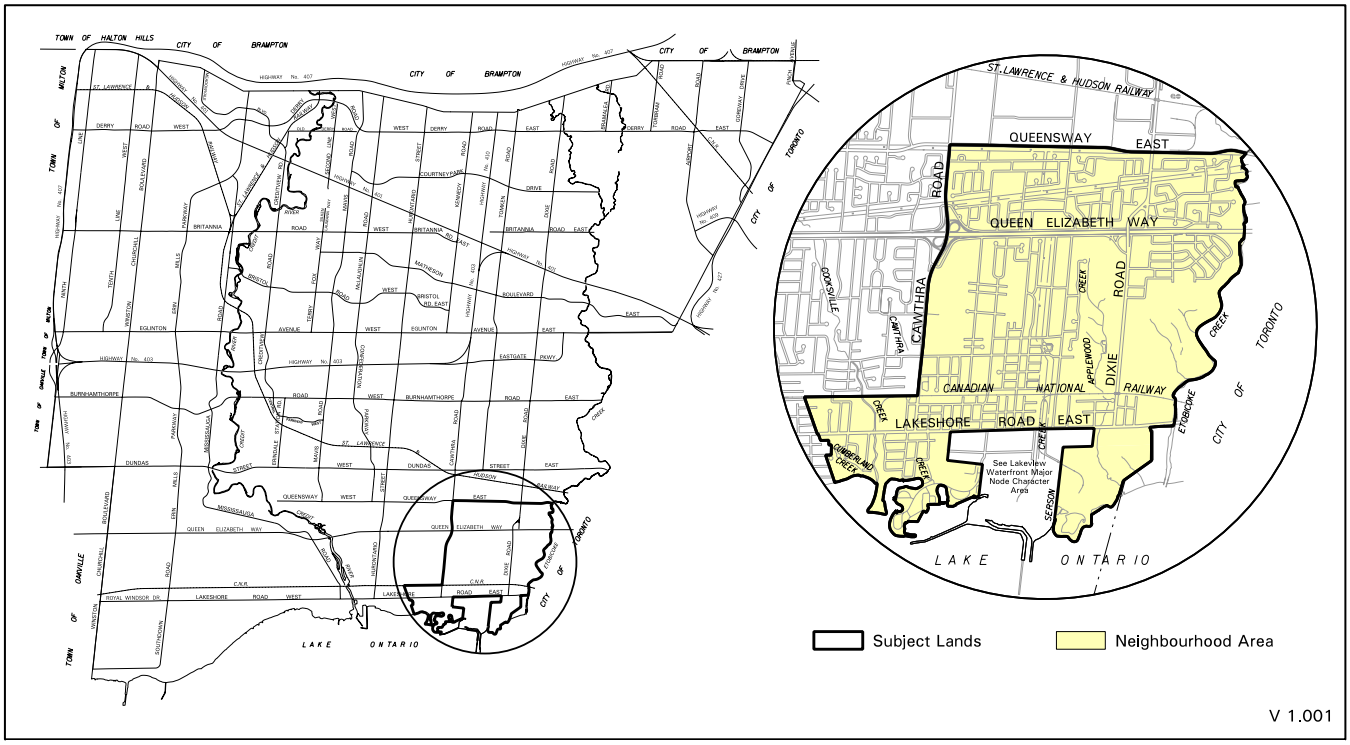


Figure 1: Lakeview is located in the southeast corner of Mississauga and includes areas identified in the City Structure as a Neighbourhood Character Area.

~~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.



Reconnect Lakeview to the waterfront



Strengthen Distinct Neighbourhoods



Support Complete Communities



Promote Community Health



Support Social Well-Being



Achieve Leadership in Sustainability

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.~~

6.1 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 Area~~s~~. 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 location~~s~~ 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:

a. retention of commercial space; and

b. 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:

a. the addition of public roads to connect and improve the neighbourhood's fine-grained road pattern;

b. retention of commercial space; and

c. 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:

a. 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 Lakefront 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 Lakefront 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.~~

10.2~~3~~.3 Development will be encouraged to locate parking to the rear of buildings or underground.

10.2~~3~~.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.

10.2~~3~~.5 Appropriate transition to adjacent low density residential will be required.

10.2~~3~~.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.

10.2~~3~~.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.

10.2~~3~~.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.

10.2~~3~~.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.

10.2~~3~~.10 The Intensification Areas policies of the Plan will apply to development within the Core area.

10.2~~3~~.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.~~

10.3 5 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.~~

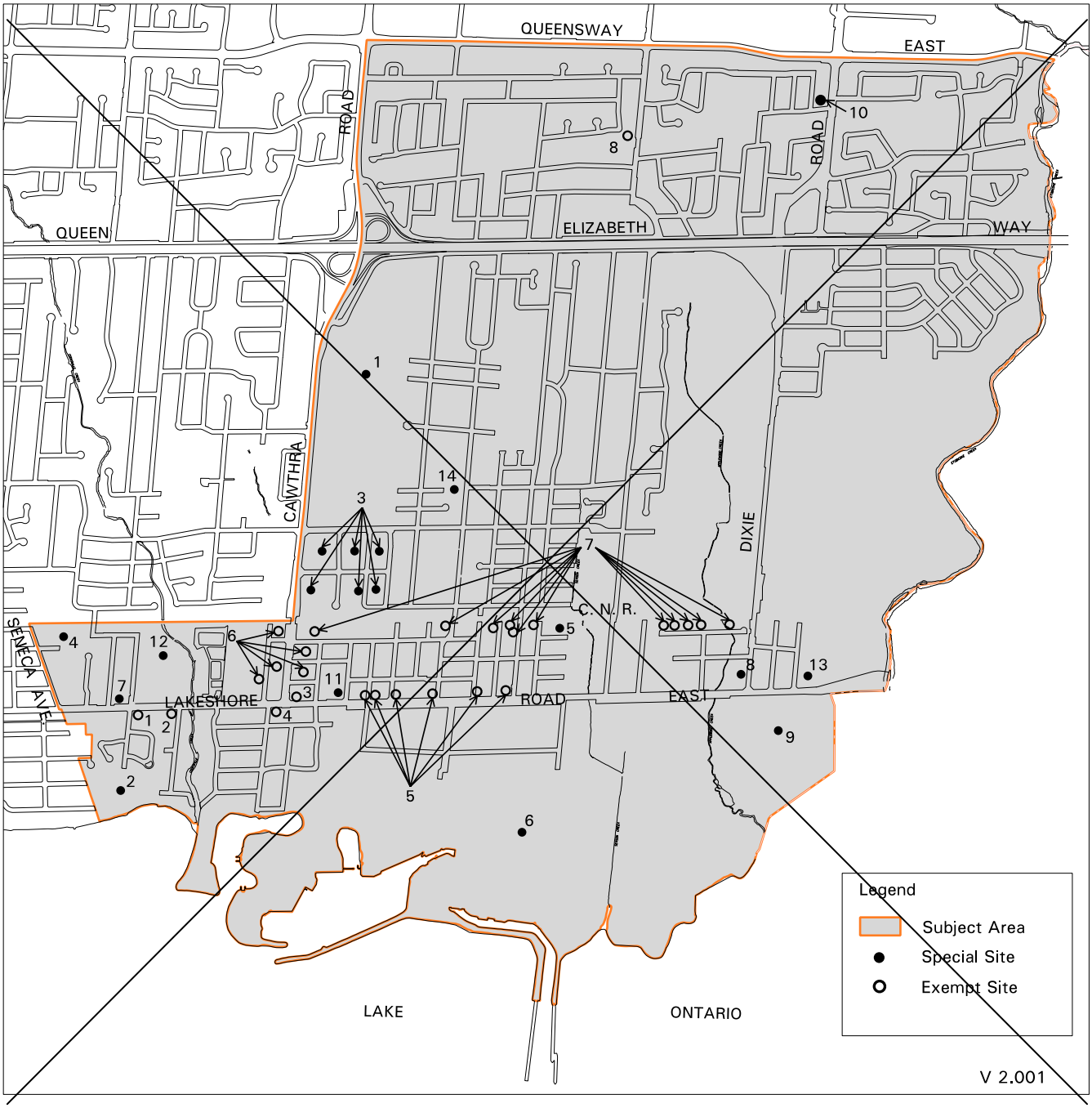
12.4.1.~~2~~ Notwithstanding the Business Employment policies of the Plan, the following policy will apply:

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.~~

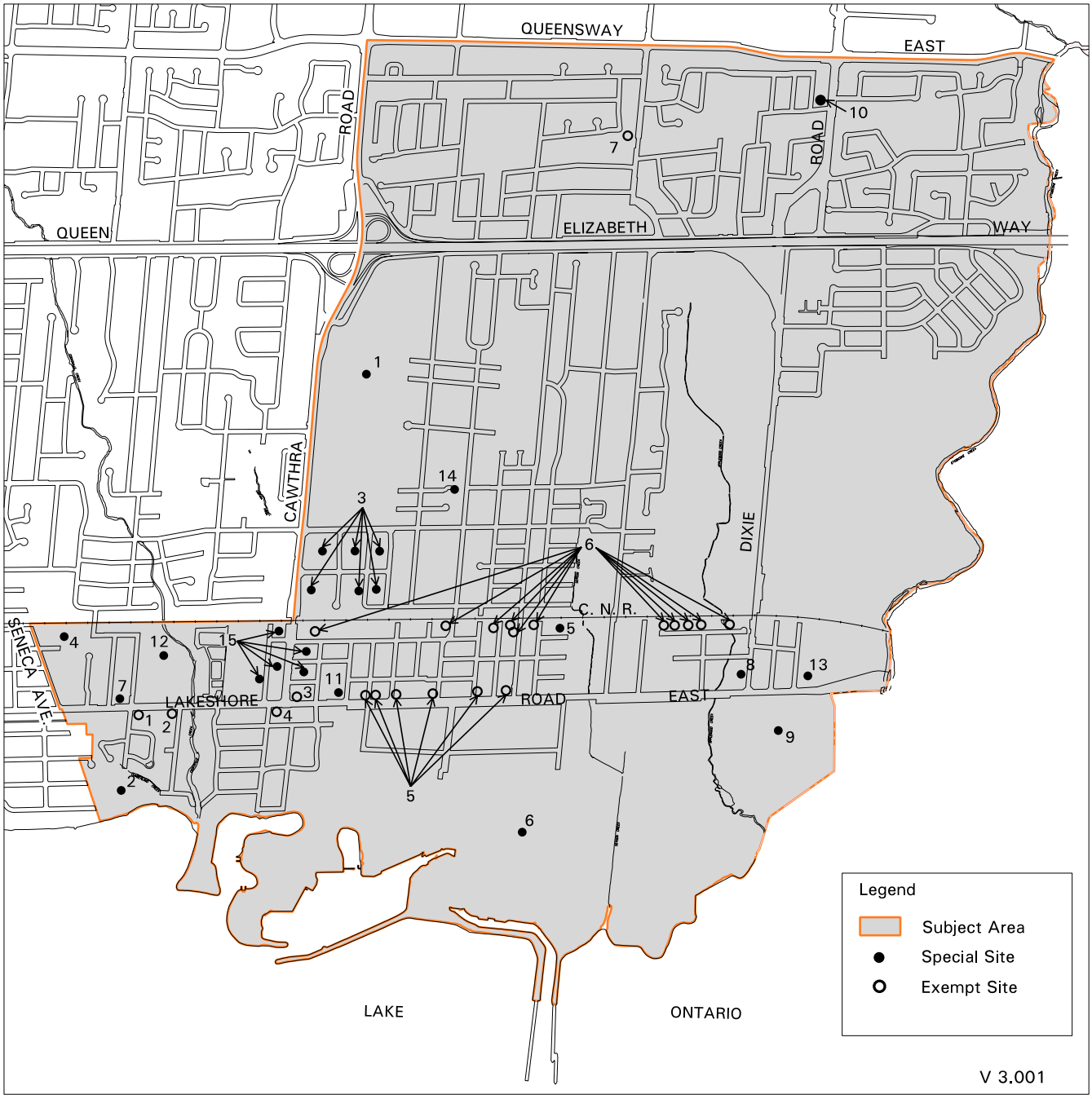
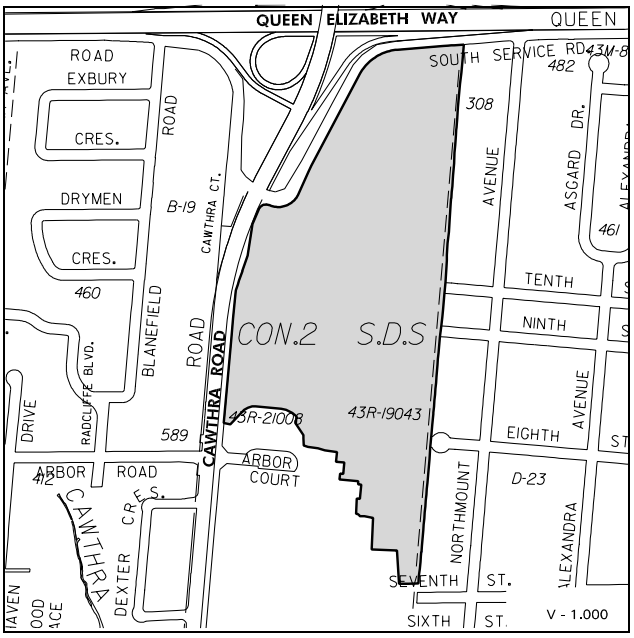


Figure 15: Location of Special Sites and Exempt Sites within the Lakeview Local Area.

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;

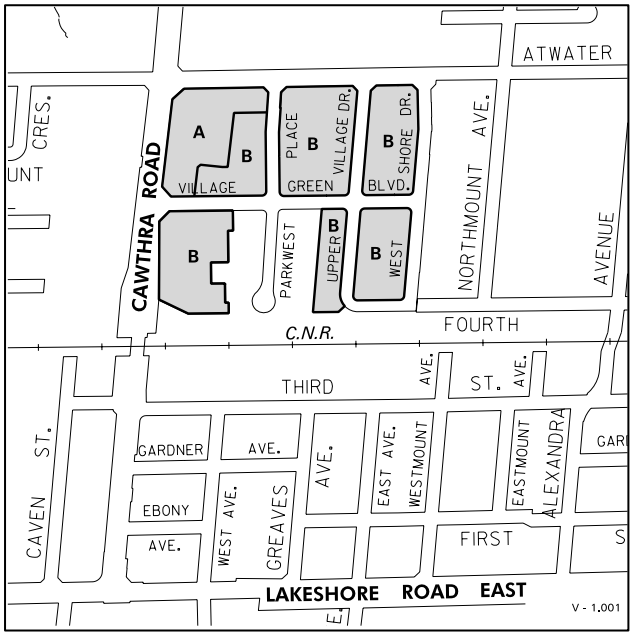
d. recognition and respect of the existing character of the surrounding residential land uses;

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



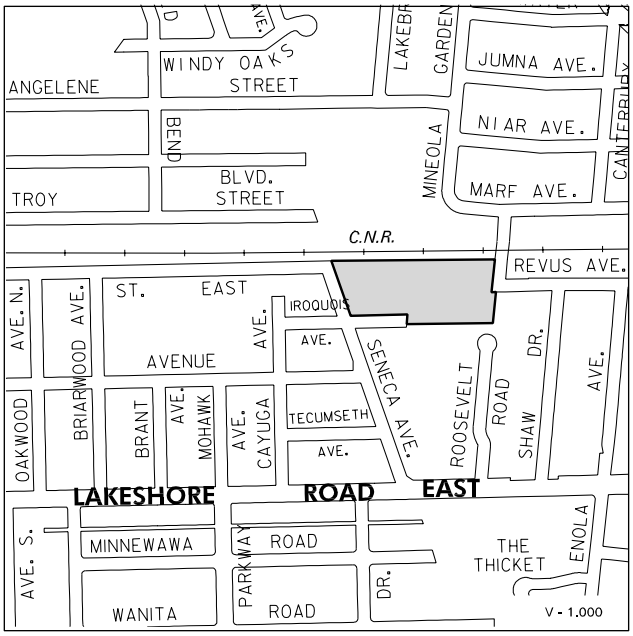
13.1.3.1 The lands identified as Special Site 3 are located in the southeast quadrant of Atwater Road and Cawthra Road.

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;

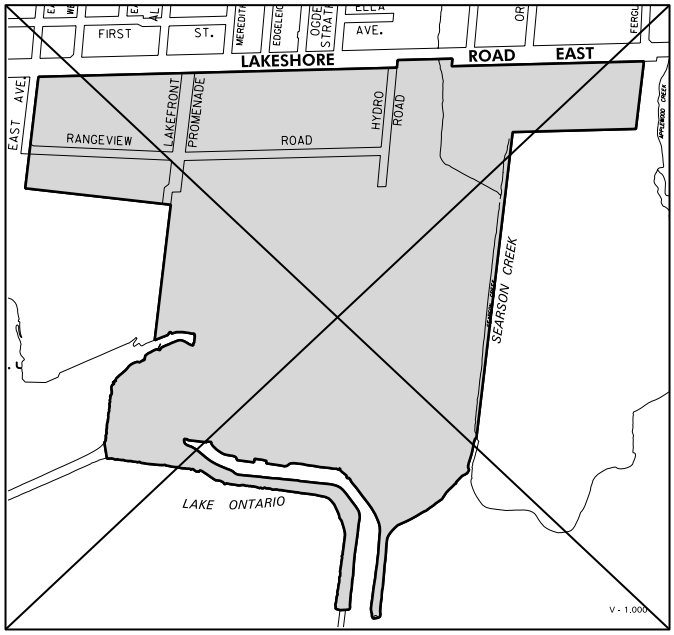
e. financial institution;

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;

c. 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.

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;

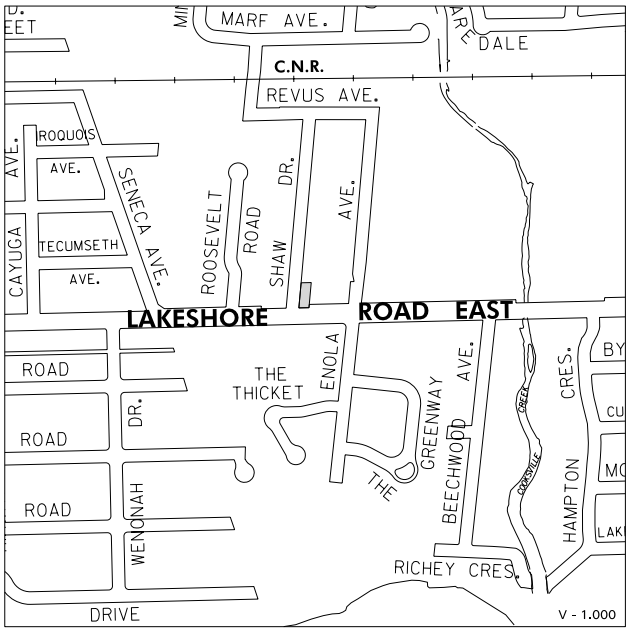
e. connect in multiple ways through transit, walking, cycling, and the car;

f. create a destination to draw local, regional, and international visitors;

g. commemorate history while creating a legacy; and

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

13.1.6 ~~7~~ Site 6 ~~7~~



13.1.6~~7~~.1 The lands identified as Special Site 6 ~~7~~ are located north of Lakeshore Road East between Shaw Drive and Enola Avenue.

13.1.6~~7~~.2 The property located at 411 Lakeshore Road East is listed on the City's Heritage Register.

13.1.6~~7~~.3 Notwithstanding the policies of this Plan, the existing motor vehicle repair garage will be permitted.

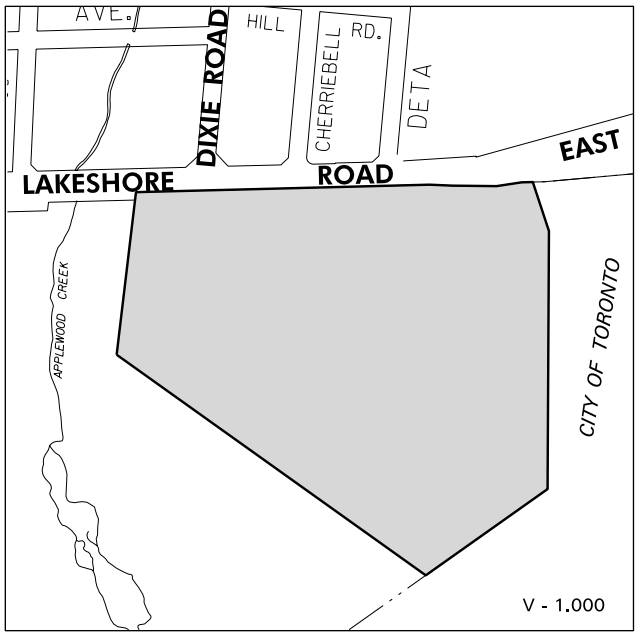
13.1.7 ~~8~~ Site 7 ~~8~~



13.1.7~~8~~.1 The lands identified as Special Site 7 ~~8~~ are located at the northwest corner of Lakeshore Road East and Dixie Road.

13.1.7~~8~~.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.

13.1.8 ~~9~~ Site 8 ~~9~~



13.1.8~~9~~.1 The lands identified as Special Site 8 ~~9~~ are located east of Applewood Creek and south of Lakeshore Road East.

13.1.8~~9~~.2 The Small Arms Inspection Building located at 1352 Lakeshore Road East is designated under the *Ontario Heritage Act*.

13.1.8~~9~~.3 A heritage permit, including a ***Heritage Impact Assessment,*** will be required for any alterations.

13.1.8~~9~~.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;

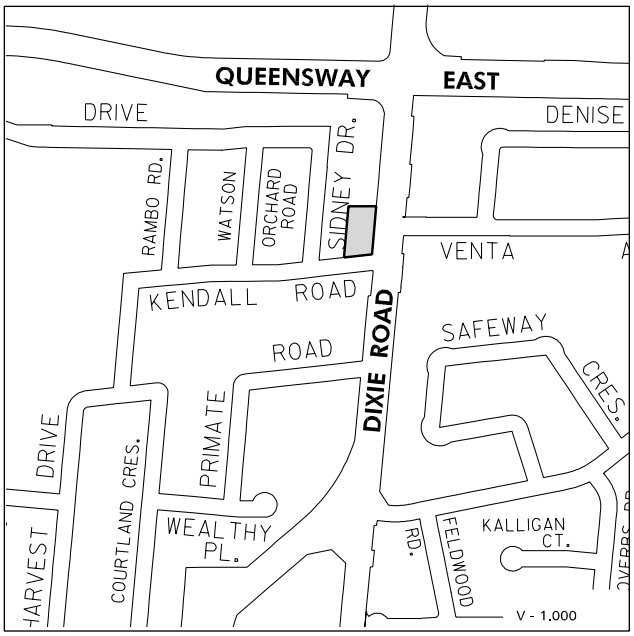
b. community facilities, including art studios and art galleries;

c. a conference centre;

d. restaurants; and

e. ***secondary offices***.

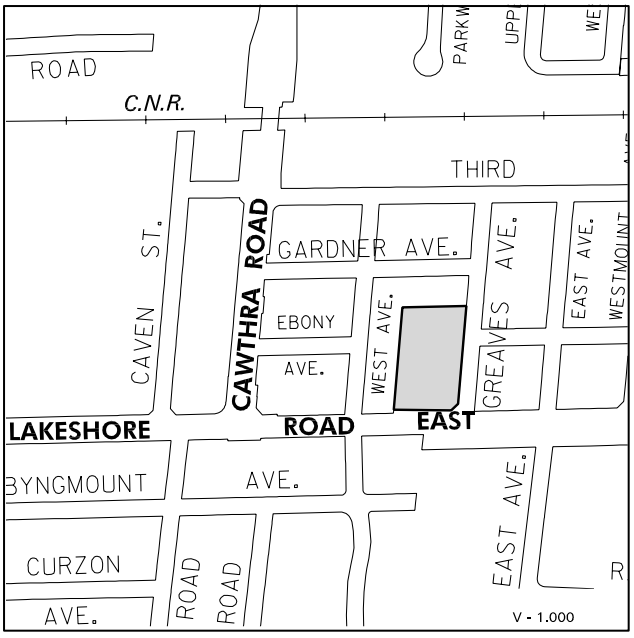
13.1.9 ~~10~~ Site 9 ~~10~~



13.1.9~~10~~.1 The lands identified as Special Site 9 ~~10~~ are located at the northwest corner of Kendall Road and Dixie Road.

13.1.9~~10~~.2 Notwithstanding the policies of this Plan, an office with a maximum of four medical practitioners will be permitted.

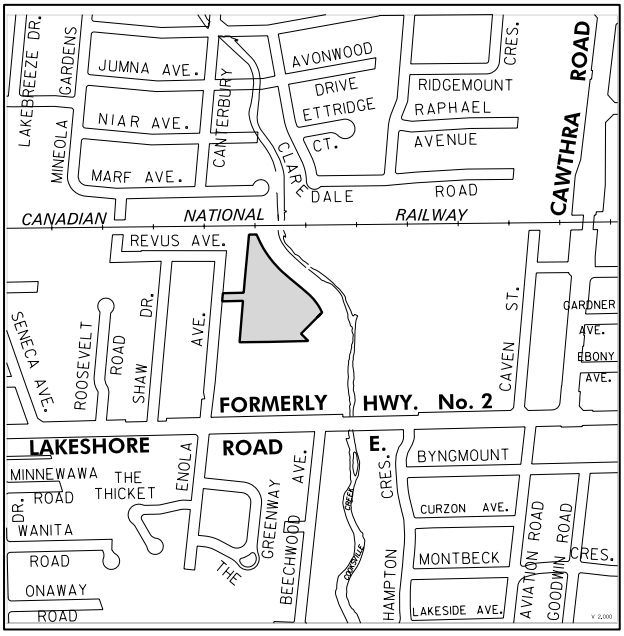
13.1.10 ~~11~~ Site 10 ~~11~~



13.1.10~~11~~.1 The lands identified as Special Site 10 ~~11~~ are located at the northwest corner of Lakeshore Road East and Greaves Avenue.

13.1.10~~11~~.2 Notwithstanding the policies of this Plan, the existing townhouses will be permitted.

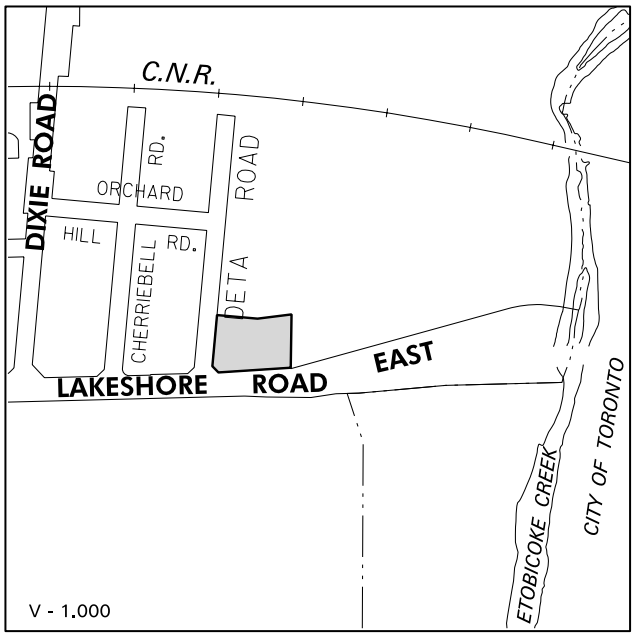
13.1.11 ~~12~~ Site 11 ~~12~~



13.1.11~~12~~.1 The lands identified as Special Site 11 ~~12~~ are located north of Lakeshore Road East, east of Enola Avenue.

13.1.11~~12~~.2 Notwithstanding the policies of this Plan, townhouse and horizontal multiple dwellings will be permitted.

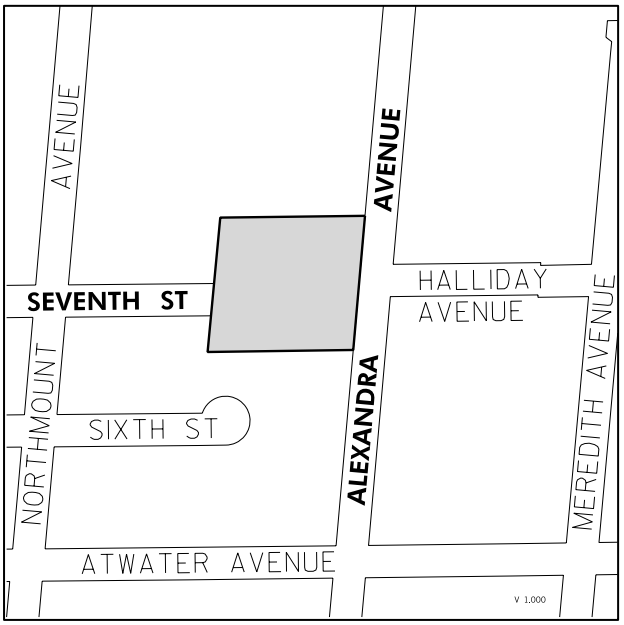
13.1.12 ~~13~~ Site 12 ~~13~~



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.

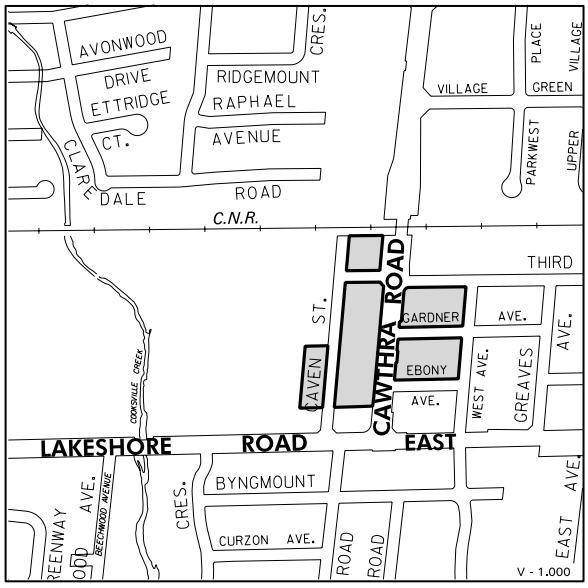
13.1.13 ~~14~~ Site 13 ~~14~~



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.

13.1.15 Site 15



13.1.15.1 The lands identified as Special Site 15 are located north of Lakeshore Road East between Cooksville Creek and West Avenue.

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

a. detached dwelling;

b. semi-detached dwelling;

c. duplex dwelling;

d. triplex dwelling; and

e. street townhouses.

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.

13.2.5 Site 5



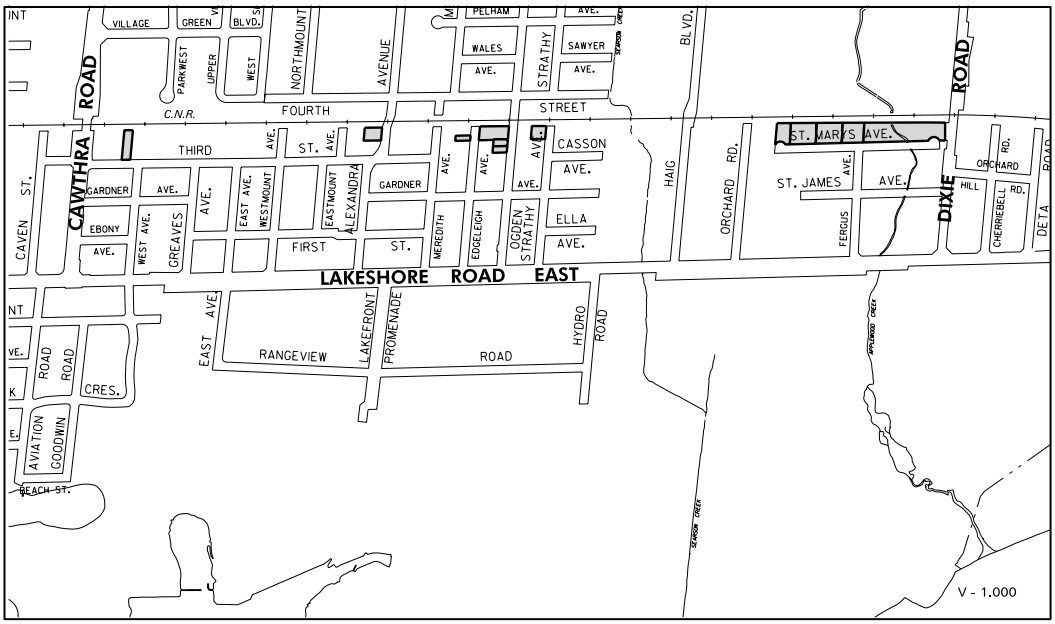
13.2.5.1 The lands identified as Exempt Site 5 include six sites located north of Lakeshore Road East between Greaves Avenue and Ogden Avenue.

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

a. the existing motor vehicle repair garages will be permitted; and

b. the existing motor vehicle sales and rental uses identified in Area A will be permitted

13.2.6 Site 6



13.2.6.1 The lands identified as Exempt Site 7 are located south of the Canadian National Railway line between Cawthra Road and Dixie Road.

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

a. the existing manufacturing uses will be permitted;

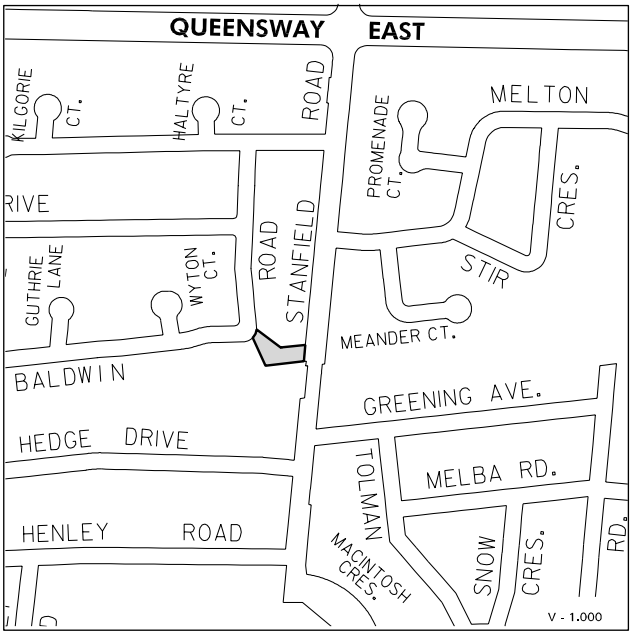
b. the existing motor vehicle body repair facility will be permitted; and

c. the existing warehousing, distributing and wholesaling uses will be permitted; and

d. the existing retail store will be permitted.

13.2.6.3 Permitted uses will operate within enclosed buildings.

13.2.7 Site 7



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

13.2.7.2 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.~~

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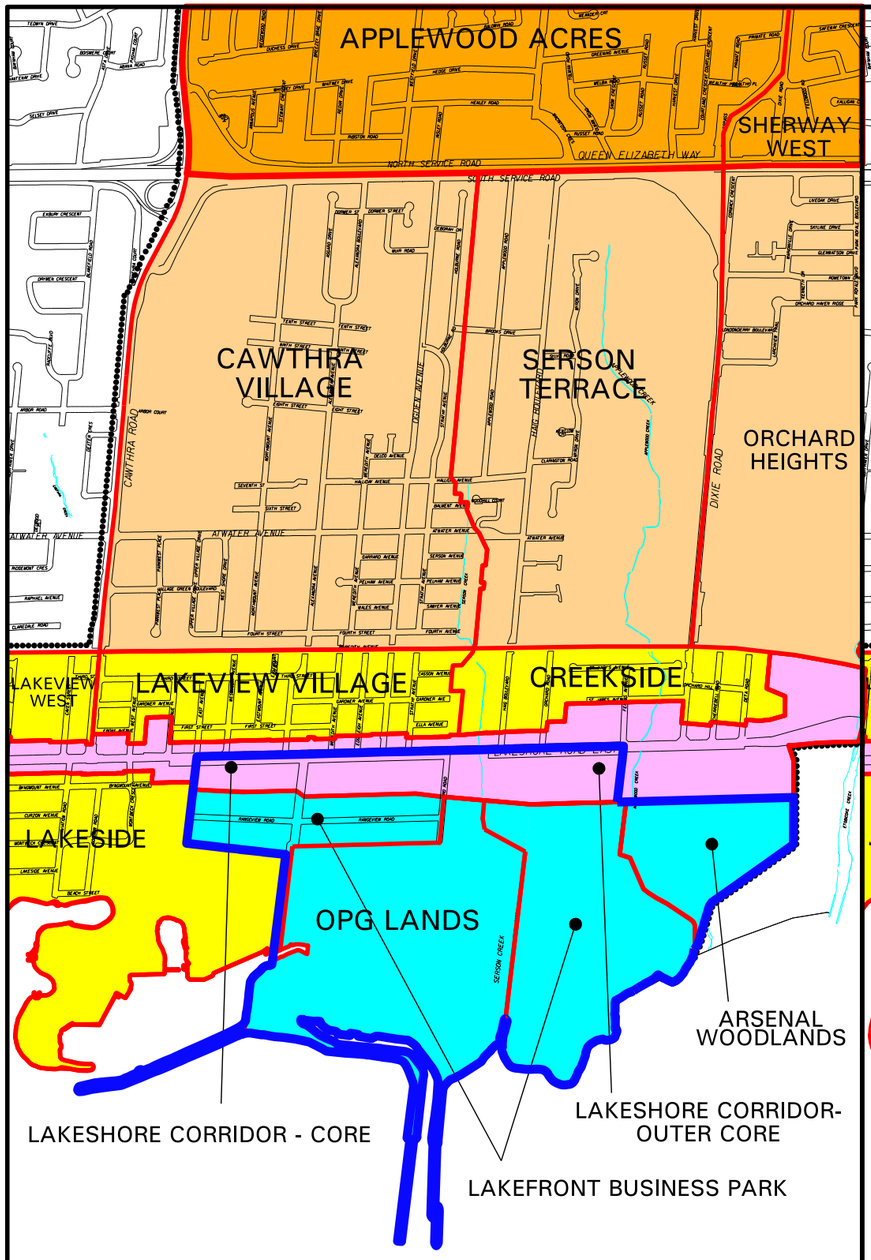
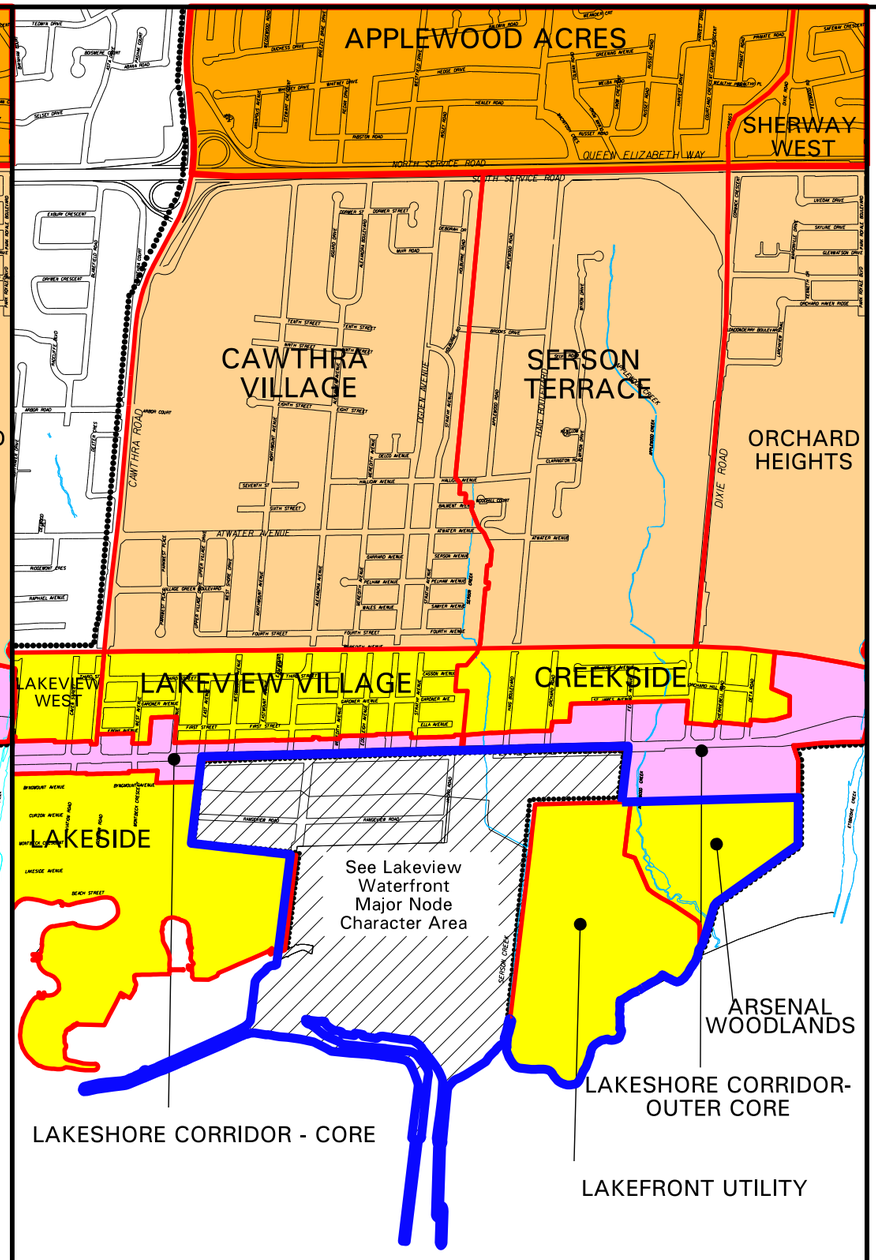


EXISTING



AMENDED

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

0 200 400 600 800
metres

MAP 1

Part of
Lakeview Local Area Plan
Precincts and Sub-Areas

MISSISSAUGA

2018/06/12

apasha

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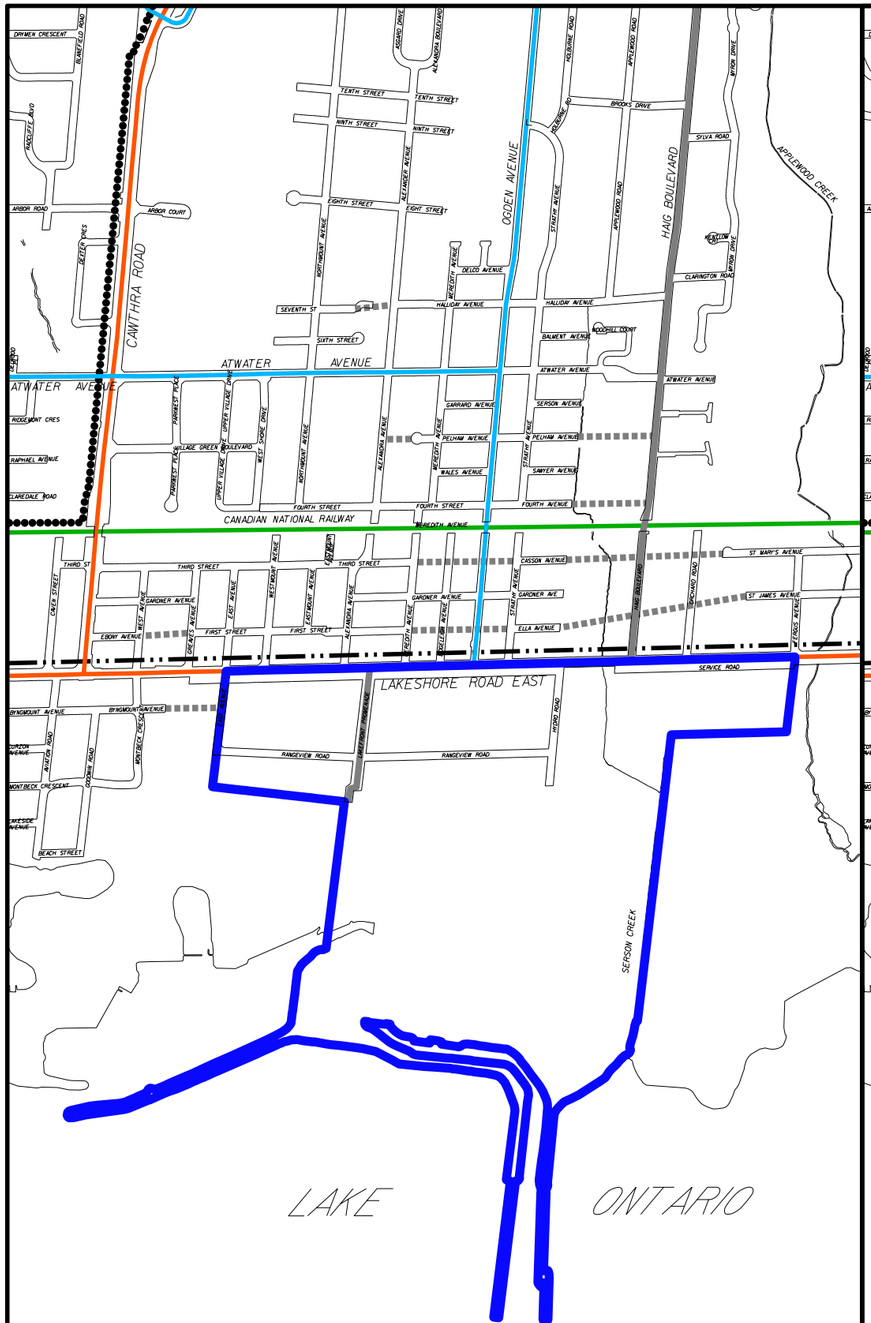

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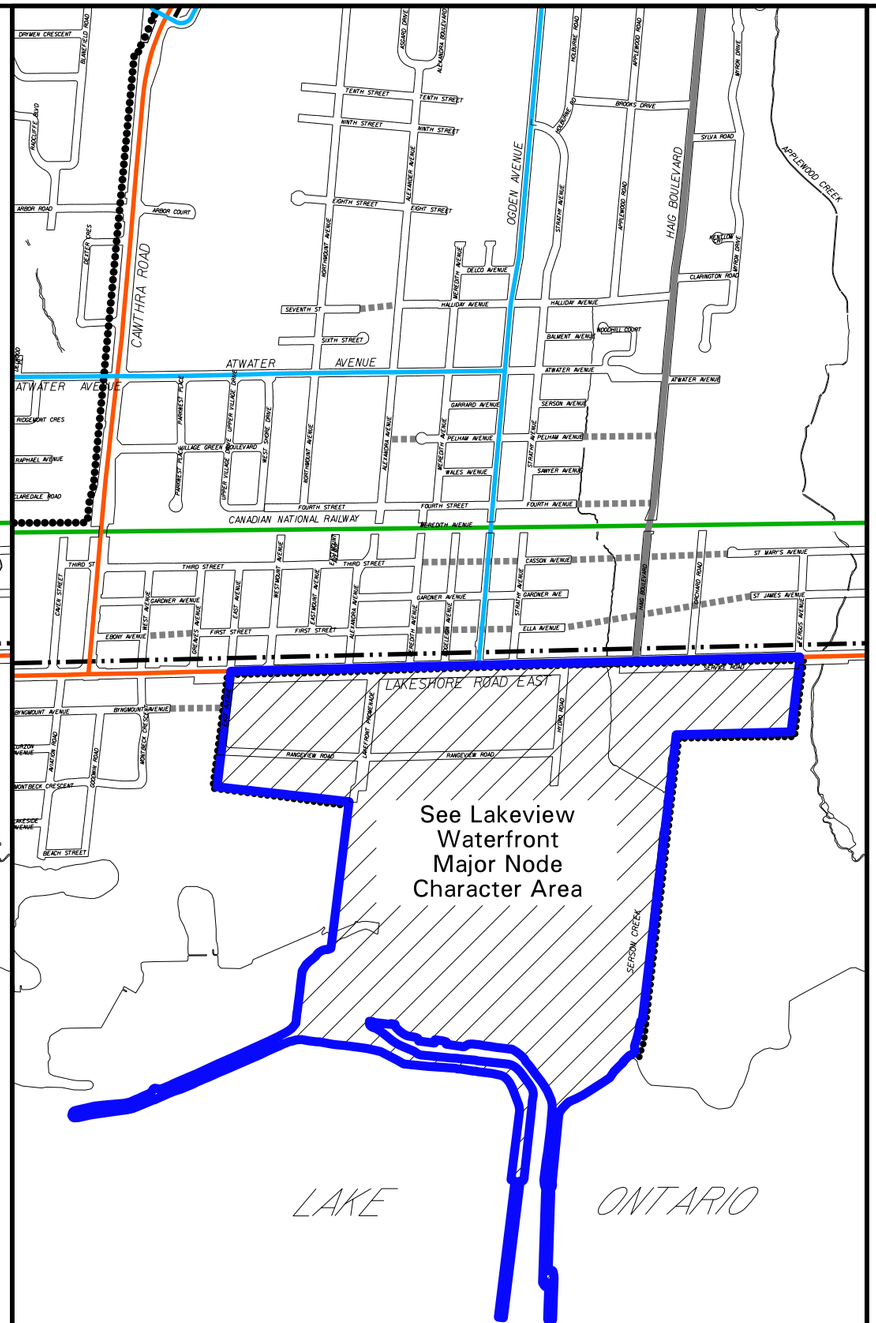

AMENDED

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

2018/06/12

apasha

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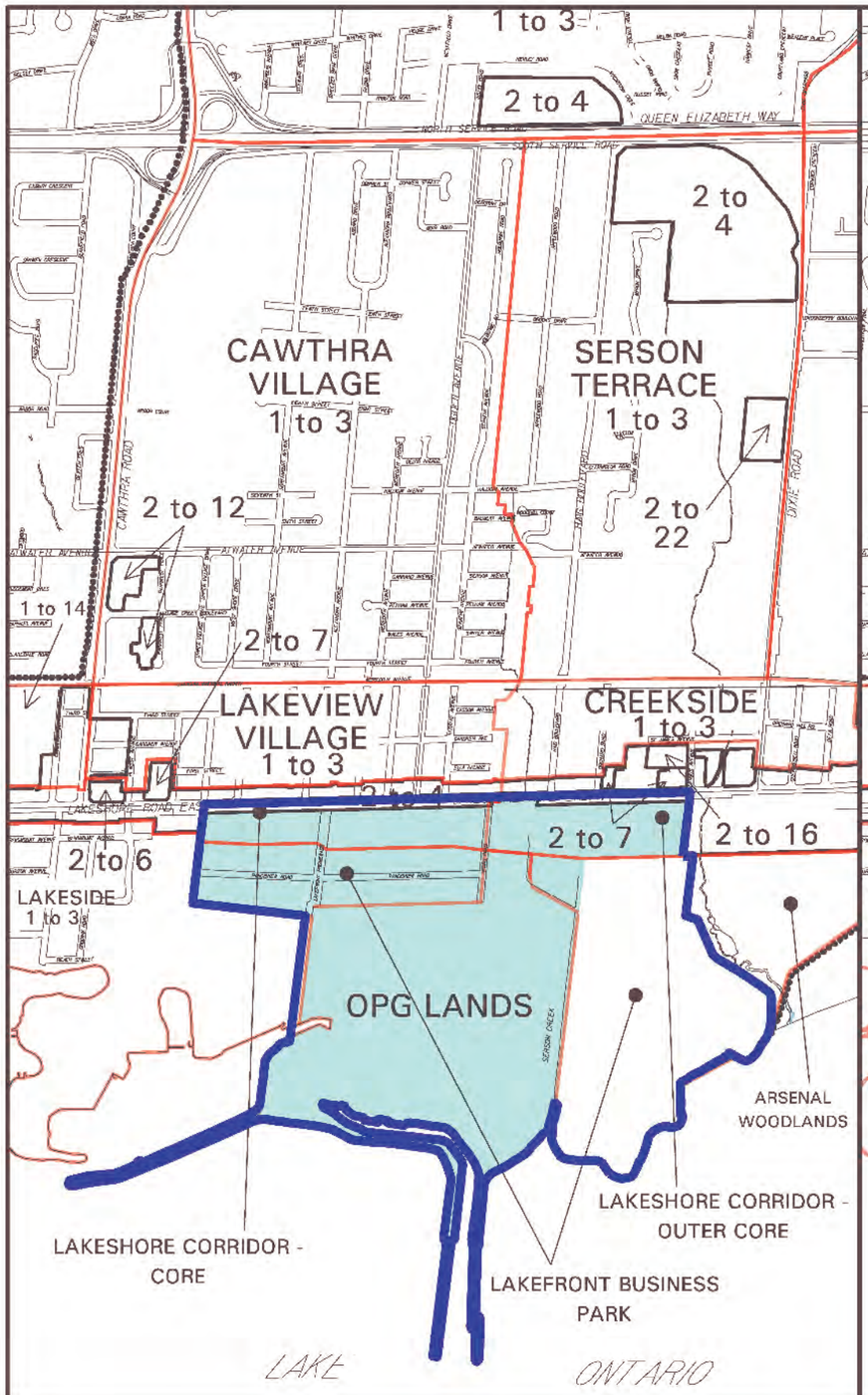

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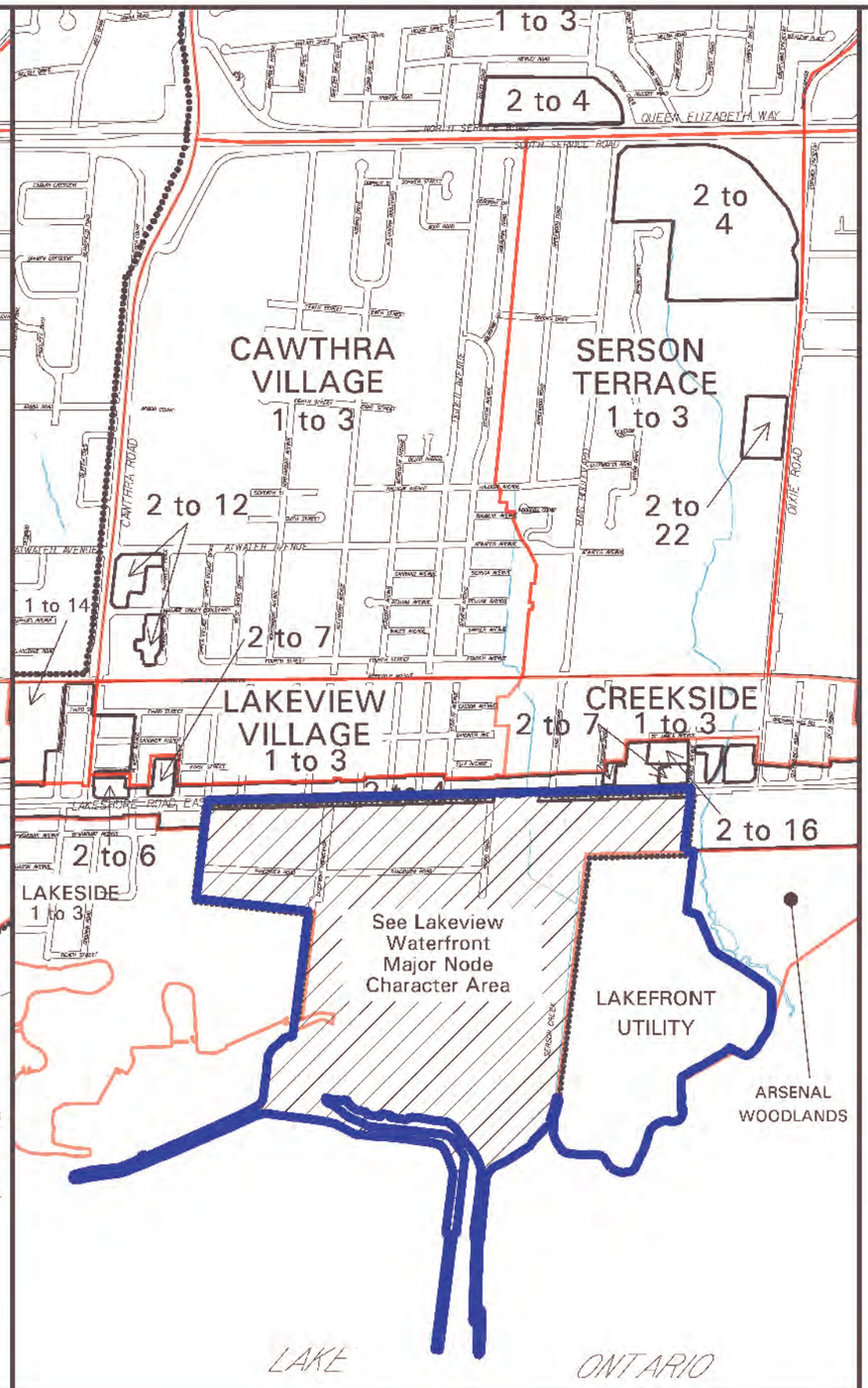

AMENDED

LEGEND:

- Sub-Area Boundary
- To Be Determined
- Local Area Plan Boundary

Note:

1. Height limits represent the minimum and maximum number of storeys permitted.

AREA OF AMENDMENT

1. Removal of the Lakeview Waterfront Major Node from the Lakeview Local Area Plan boundary.
2. Rename Lakefront Business Park to Lakefront Utility.

DRAFT

0 175 350 525 700
metres

MAP 3

Part of
Lakeview Local Area Plan
Height Limits

MISSISSAUGA

2018/06/12

apasha

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City of Mississauga
Corporate Report

MISSISSAUGA

Date: 2016/11/15

To: Chair and Members of Planning and Development Committee

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

Originator's files: CD.03.LAK

Meeting date: 2016/12/05

Subject
Public Meeting (Ward 1)
Lakeview Waterfront – Proposed Major Node Character Area Policies
CD.03.LAK

Recommendation
That the submissions made at the public meeting held on December 5, 2016, to consider the report "Lakeview Waterfront – Proposed Major Node Character Area Policies – Public Meeting" dated November 15, 2016, be received, and

That staff report back to Planning and Development Committee on the submissions made, outlining any modifications to the original proposed amendments, if necessary.

Background
In June 2014, City Council received the Inspiration Lakeview Master Plan (Master Plan).

On September 28, 2016, City Council received the Draft Official Plan policies in support of the Master Plan and directed that, among other matters, a public meeting be held to consider policy and land use changes for the area.

The report from that meeting which contains the proposed changes is attached as Appendix 1.

Comments
The draft policy framework represents the translation of the vision as detailed in the Master Plan, into Official Plan policy and various land use designations.

The public meeting represents the initial stage in the statutory process to incorporate these new policies and land use permissions into Mississauga Official Plan. The purpose of the public meeting is to receive comments on the proposed Official Plan policies.

Following the public meeting, a report on comments will be prepared for consideration by Planning and Development Committee. This report will include responses to all comments received prior to and at this meeting, those received at the open house held on November 9, 2016, and all comments received from departments and agencies. Comments will be considered as part of the further review and analysis of the policies.

Financial Impact

No additional funding is required at this time.

Conclusion

The Lakeview Waterfront is being planned as a new innovative, sustainable and green waterfront community. The draft Official Plan polices presented in this report represents the next step in realizing the vision as initially detailed in the Master Plan.

Attachments

Appendix 1: Information Report – Lakeview Waterfront – Proposed Major Node Character Area Policies dated August 30, 2016

Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Karen Crouse, Project Manager

APPENDIX 1

PDC SEP 19 2016

City of Mississauga

Corporate Report

MISSISSAUGA

Date: 2016/08/30	Originator's file: CD.03.LAK
To: Chair and Members of Planning and Development Committee	
From: Edward R. Sajecki, Commissioner of Planning and Building	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

Comments

Lakeview 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.

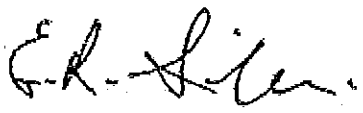
CONCLUSION

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 Eastblishe 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	The Inspiration Lakeview Master Plan identifies the area for a new Major Node or Community Node. 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.	That section 5.3.2 Major Nodes, second paragraph be amended as follows: 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***.
5.3.2 Major Nodes	See comment for 5.3.2 Major Nodes.	That policy 5.3.2.1 be amended as follows: There are ~~two~~ three Major Nodes in Mississauga: a. Central Erin Mills; ~~and~~ b. Uptown; and c. Lakeview Waterfront.
5.3.3 Community Nodes	See comment for 5.3.2 Major Nodes.	That the fourth paragraph be amended as follows: 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.
5.3.3 Community Nodes	See comment for 5.3.2 Major Nodes.	That policy 5.3.3.1 be amended as follows: There are ~~10~~ 9 Community Nodes in Mississauga: a. Clarkson Village; b. Dixie-Dundas; ~~c. Lakeview;~~ d. Malton;

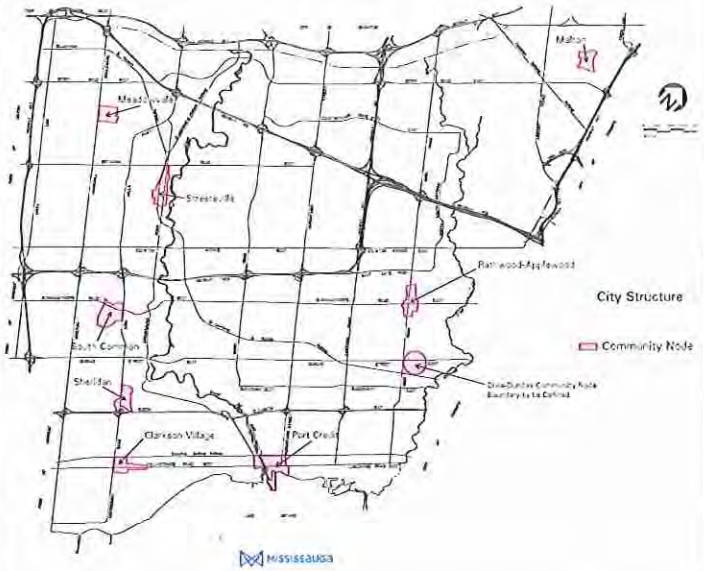
<table>
<tr><td></td><td></td><td>e. Meadowvale;
f. Port Credit;
g. Rathwood/Applewood;
h. Sheridan;
i. South Common; and
j. Streetsville.</td></tr>
<tr><td colspan="3">8. Create a Multi-Modal City</td></tr>
<tr><td>Table 8-3: Road Classification – Minor Collectors</td><td>An enhanced transit route (Lakefront 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.</td><td>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 Promeade</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></td></tr>
<tr><td colspan="3">13. Major Nodes</td></tr>
<tr><td>13.1 Introduction</td><td>See comment for 5.3.2 Major Nodes.</td><td>That 13.1 Introduction, be amended as follows:

There are ~~two~~ three Major Node Character Areas in Mississauga:
• Central Erin Mills; ~~and~~
• Uptown; and
• Lakeview Waterfront.</td></tr>
<tr><td>13.1 Introduction, Map 13-1 City Structure – Major Nodes</td><td>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.</td><td>That Section 13.1, Map 13-1 City Structure – Major Nodes be replaced with the following:</td></tr>
</table>

		
13.1.3 Mixed Use	The "Mixed Use" designation in the Lakeview Waterfront Major Node does not permit Major Office.	That policy 13.1.3.1 be amended as follows: 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: a. Major office.
13.4 Lakeview Waterfront	Section 13 Major Node contains Character Area policies specific to those areas where the general policies of MOP may be further modified. 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.	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.	That the 14.1 Introduction, be amended as follows: There are ~~ten~~ nine Community Node Character Areas in Mississauga: • Clarkson Village; • Dixie-Dundas; • ~~Lakeview;~~

		• Malton; • Meadowvale; • Port Credit; • Rathwood-Applewood; • Sheridan; • South Common; and • Streetsville.
14.1 Introduction, Map 14-1 City Structure – Community Nodes	See comment for 5.3.2 Major Nodes. Map 14-1 should be revised to delete the Lakeview Community Node.	That the Section 14.1, Map 14-1 City Structure – Community Node be replaced with the following: 
14.4 Lakeview	See comment for 5.3.2 Major Nodes. References and policies to the Lakeview Community Node should be deleted.	That Section 14.4 Lakeview be deleted, including Map14-4 Lakeview Community Node Character Area.
16. Neighbourhoods		

16.1 Introduction, Map 16-1 City Structure – Neighbourhoods	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.	That the Section 16.1 Introduction, Map 16-1 City Structure – Neighbourhoods be replaced with the following: 
16.13 Lakeview	The Lakeview Employment Area is being amended to a Major Node and Neighbourhoods. 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.	That the Section 16.13 Lakeview, Map 16-13 Lakeview Neighbourhood Character Area be replaced with the following: 

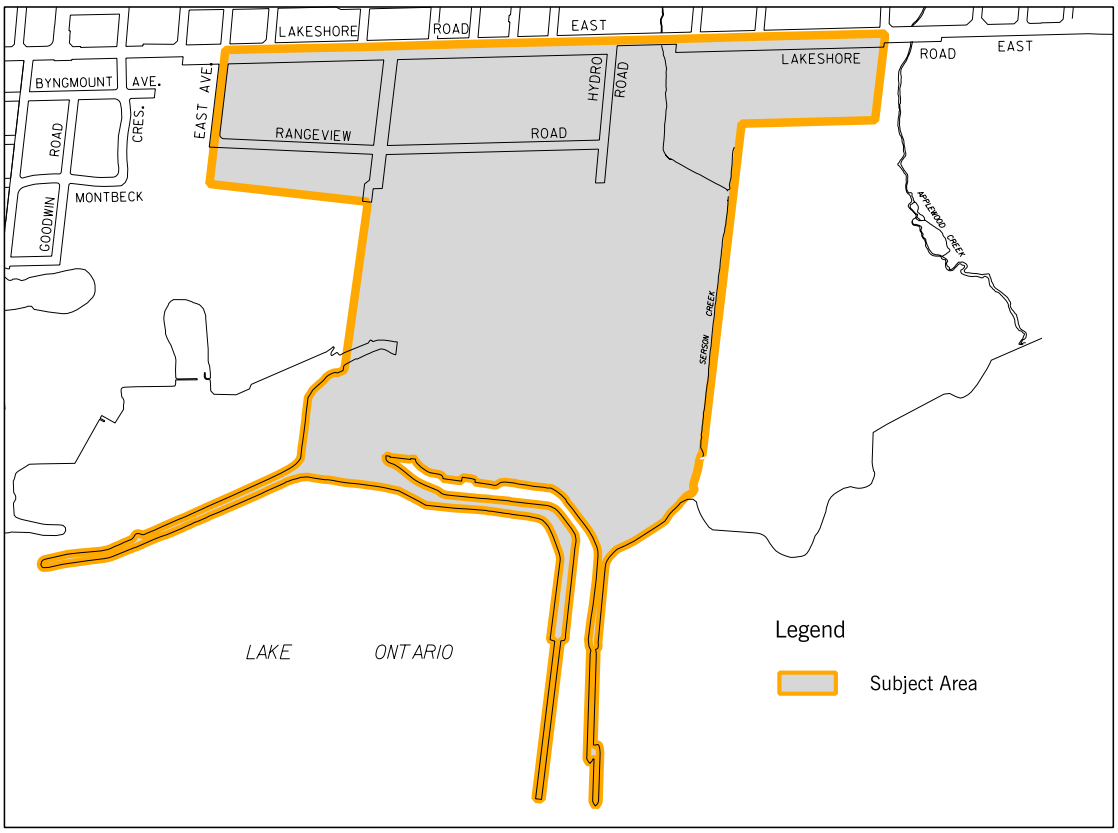
17. Employment Areas		
17.1 Introduction	Phase One of the Municipal Comprehensive Review of Employment Lands (2015) recommended the Lakeview Employment Area as a Potential Conversion Area and can be considered for conversion to non-employment uses. The Lakeview Employment Area is being amended to a Major Node and Neighbourhoods. As such, the Lakeview Employment Area will be deleted.	That the 17.1 Introduction, be amended as follows: There are ~~nine~~ eight Employment Area Character Areas in Mississauga: • Churchill Meadows; • Clarkson; • Dixie; • Gateway; • ~~Lakeview;~~ • Mavis-Erindale; • Northeast; • Southdown; and • Western Business Park.
17.1 Introduction, Map 17-1 City Structure – Employment Areas	Map 17-1 City Structure – Employment Areas is revised to delete the Lakeview Employment Area and reference to the Lakeview Community Node boundary.	That the Section 17.1 Introduction, Map 17-1 City Structure – Employment Areas be replaced with the following: 
17.1.9 Industrial	See comment for 17.1 Introduction.	That policy 17.1.9 Industrial, be amended as follows: The Industrial designation will not be permitted in the following Character Areas: • Churchill Meadows; and

		• Clarkson~~; and~~ ~~• Lakeview.~~
17.6 Lakeview	See comment for 17.1 Introduction. References and policies to the Lakeview Employment Area should be deleted.	That Section 17.6 Lakeview be deleted, including Map17-6 Lakeview Employment Area.
Schedules		
Schedule 1 Urban System	Removal of the Lakeview Employment City Structure element. 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.	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	The alignment of the Lake Ontario Waterfront trail is corrected to reflect the location of the trail. Additional cycling routes are identified for the Lakeview Waterfront area.	That Schedule 7 be amended, as shown in Appendix 3.
Schedule 9 Character Areas	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. 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 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	The Lakeview Local Area Plan recognized and referenced the Inspiration Lakeview study. 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. As such, the Lakeview Local Area Plan should be amended to delete references to Inspiration Lakeview.	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.

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 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.

13.4.2 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;

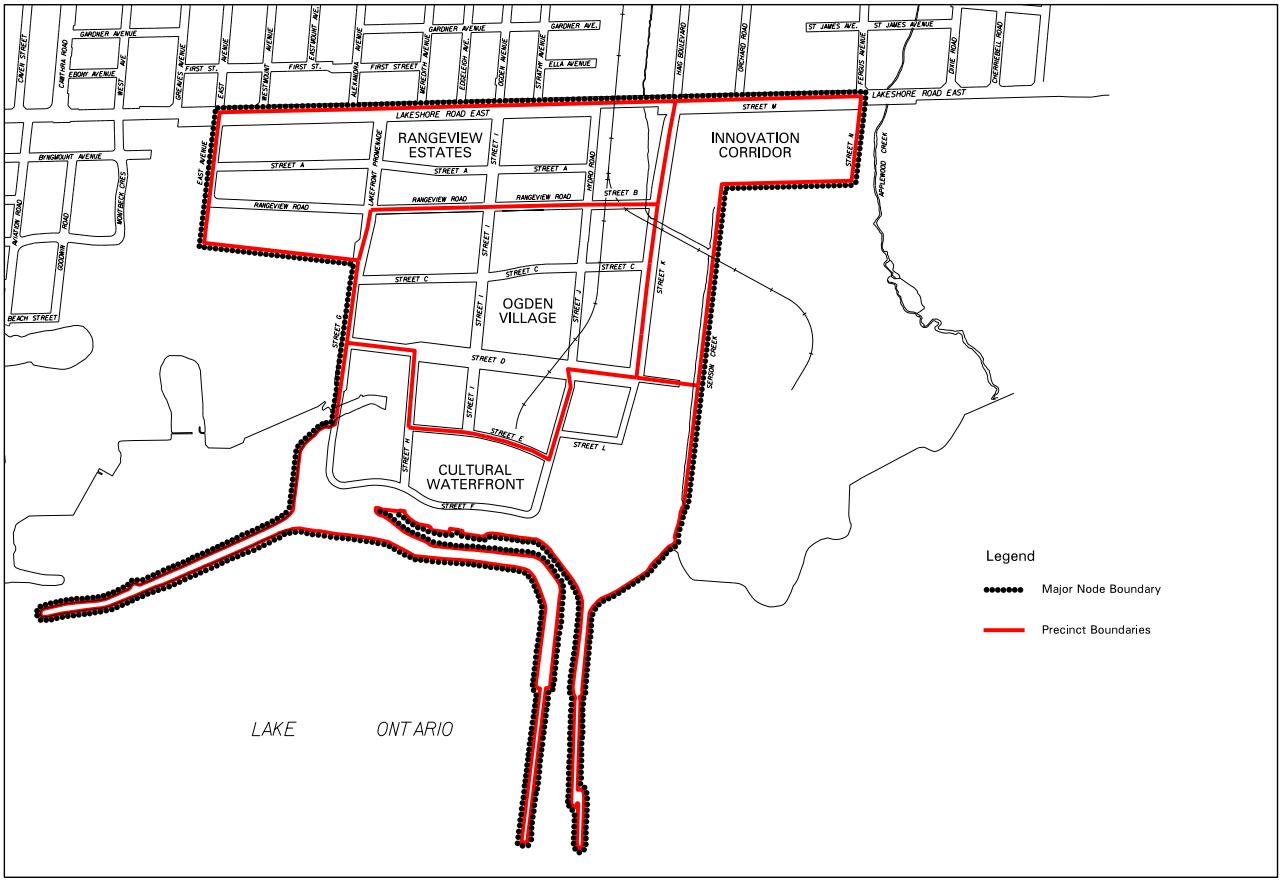
6. Destination: create a special place to draw visitors where people can walk, cycle, and interact in cultural areas with unique venues, waterfront attractions and opportunities for expression. Provide incubator space to promote cultural entrepreneurship that will become both destination and neighbourhood 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.



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 Target[1]
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

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

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

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

[4] 2015 Employment figures from City of Mississauga, Mississauga Employment Survey (2015)

[5] Employment 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.

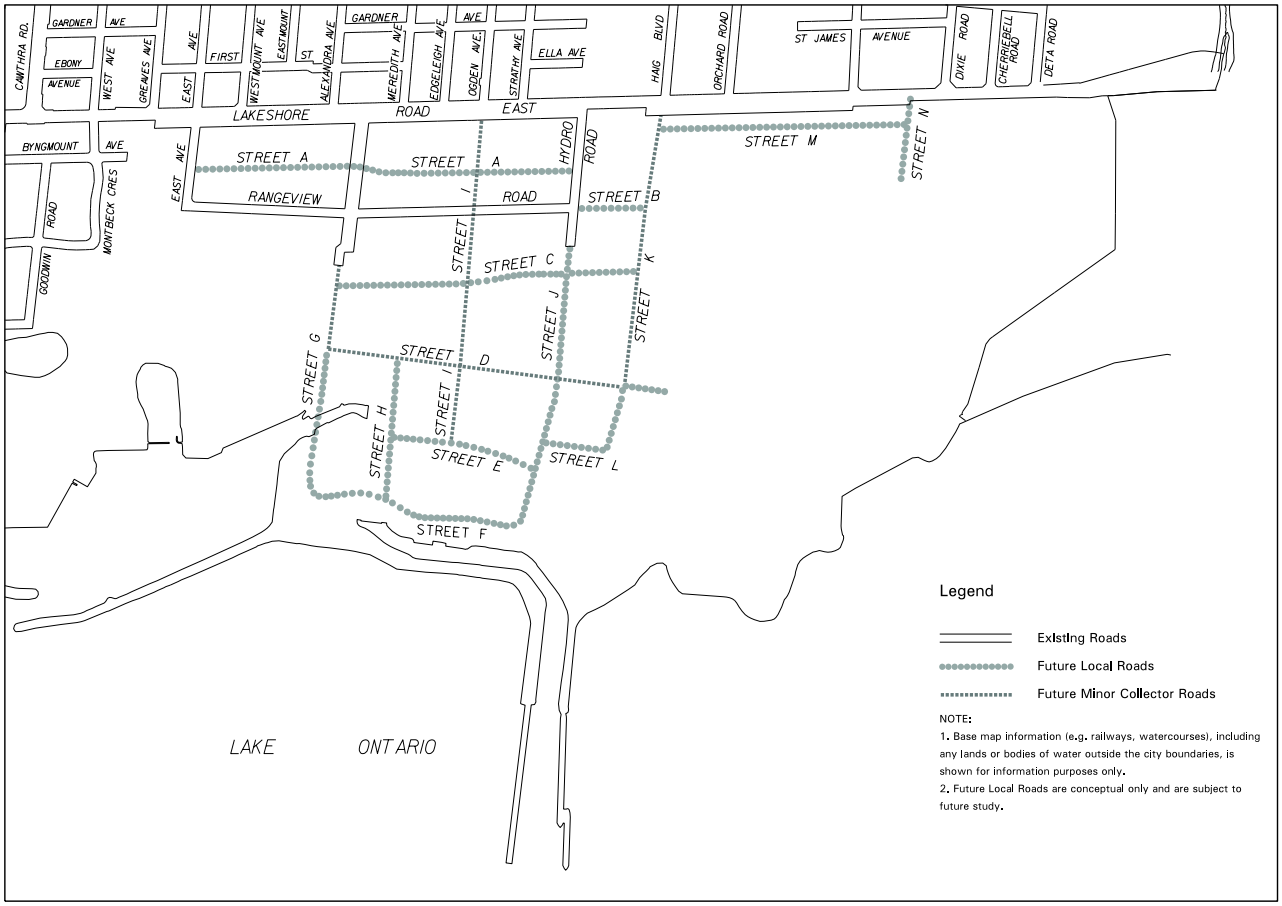
13.4.7 Multi-Modal City

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 locations and street edges, and provide skyviews and sunlight;

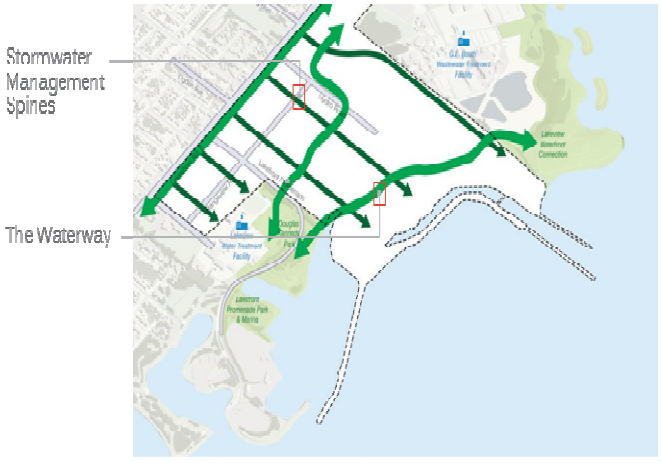


Figure 4: An innovative approach to stormwater management - series of north-south and east-west spines adds natural elements to the public realm while providing an important water collection function.

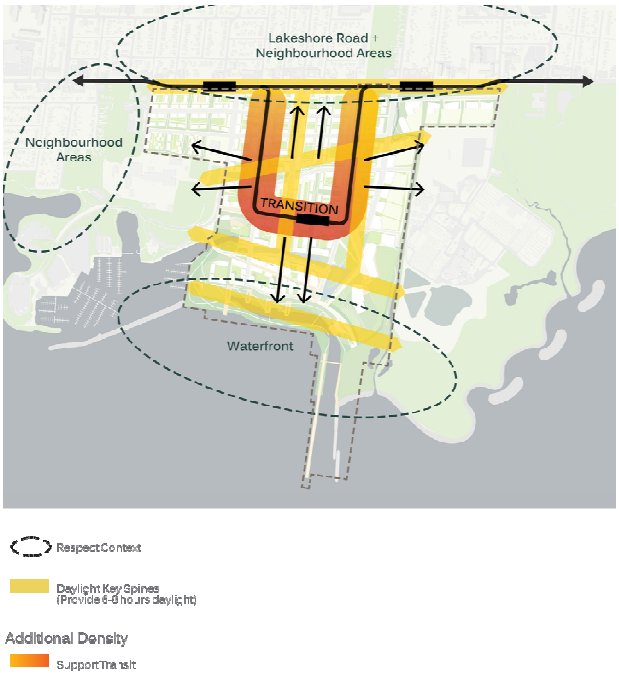


Figure 5: Transitional Density Strategy: The distribution of densities is greater towards the centre of the site and gradually transitions to the existing residential neighbourhoods adjacent to the Lakeview Waterfront lands.

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

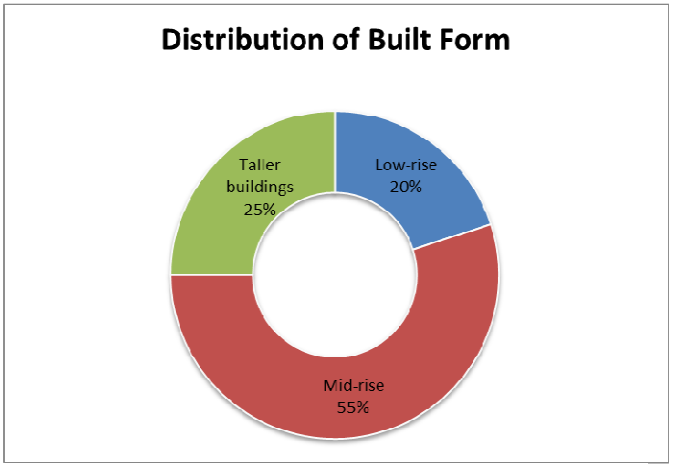


Figure 6: The planned distribution of built form is a combination of townhouses, mid-rise apartments and taller buildings (Inspiration Lakeview Master Plan, 2014).

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.

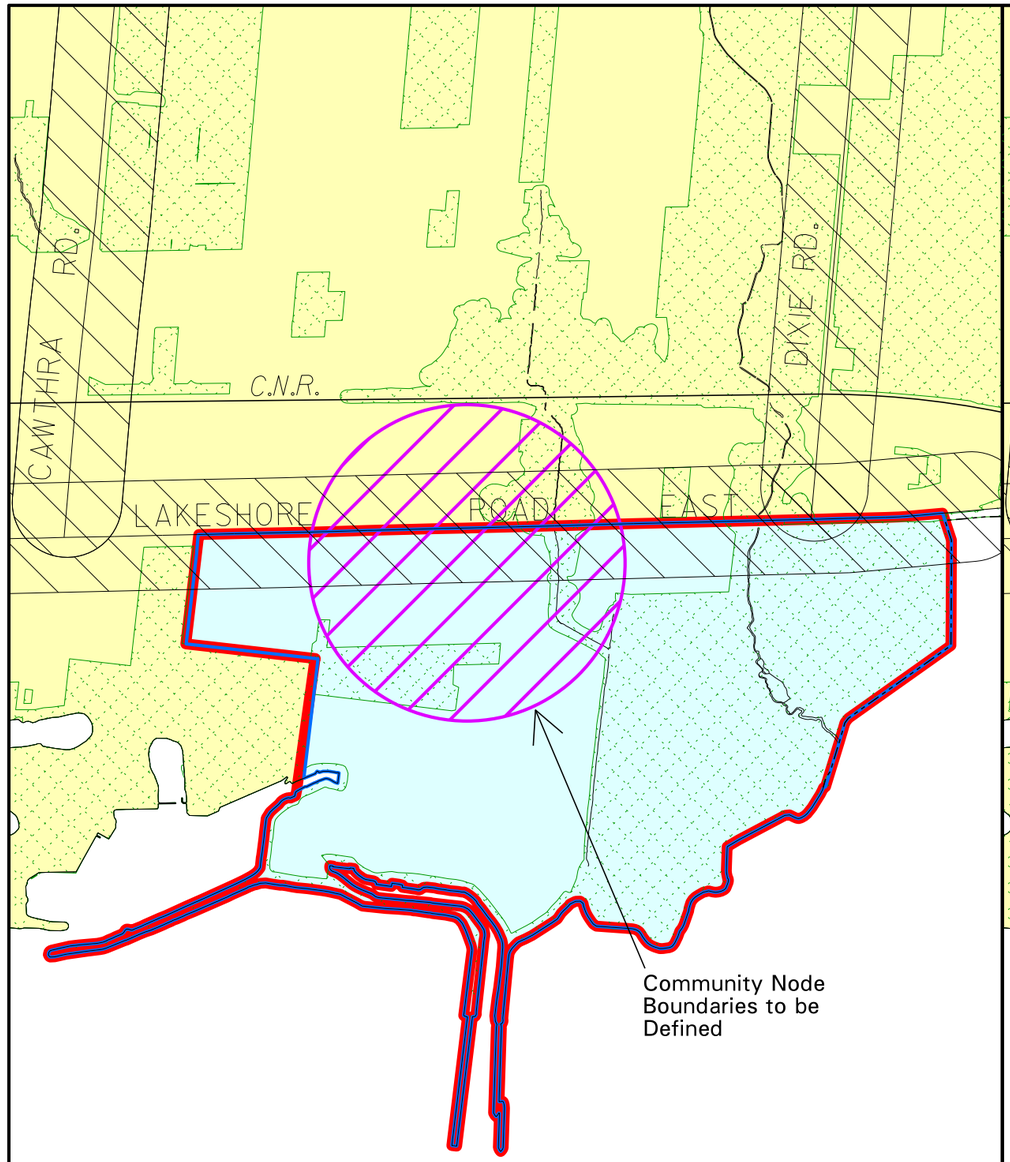
13.4.11.4.1 Development applications may be required to undertake a study to assess contamination in the area in accordance with Provincial Government regulations and standards and City policies.

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.



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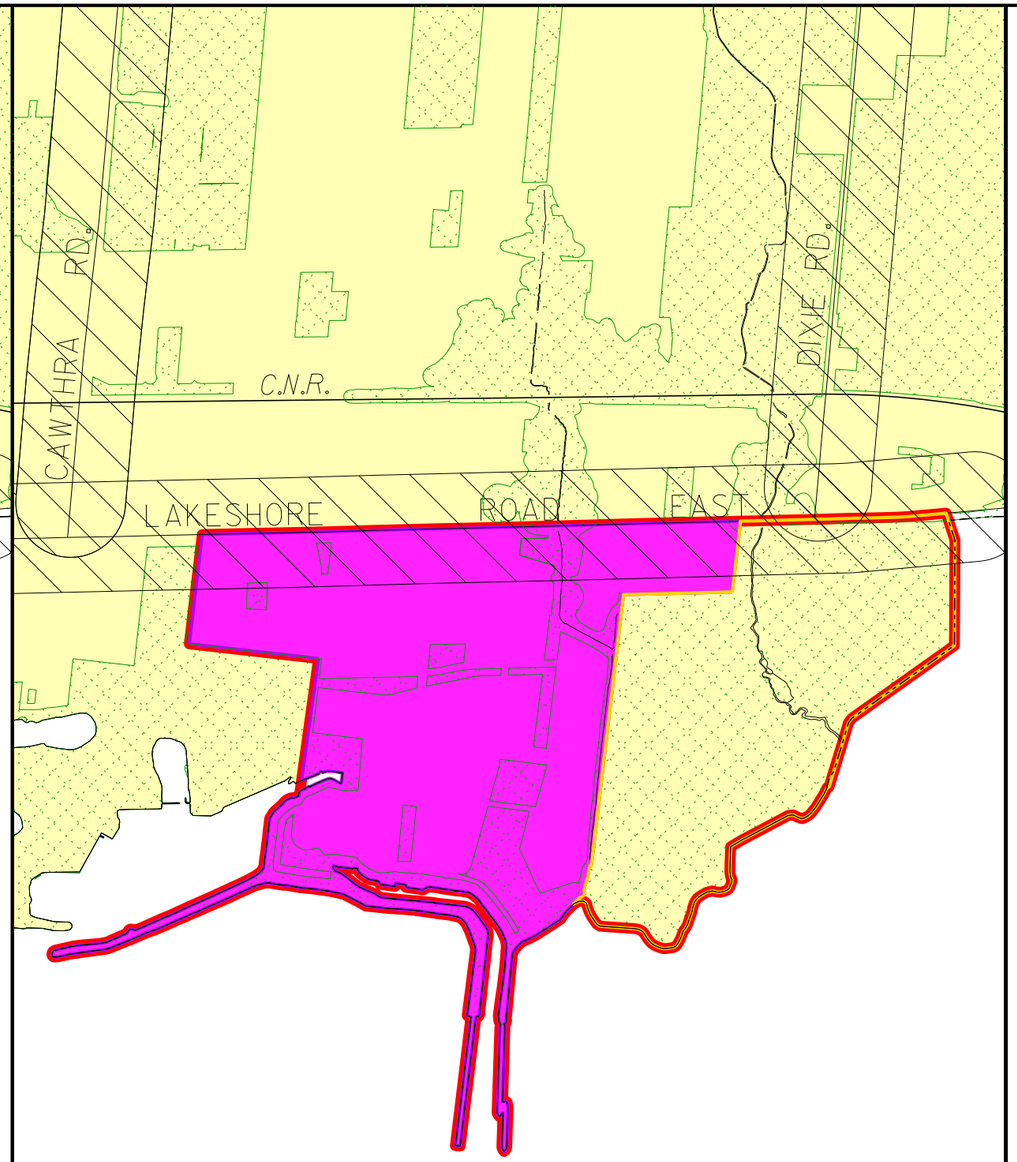

AMENDED

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

0 100 200 300 400 500
metres

MAP 'A'

Part of Schedule 1 Urban System of Mississauga Official Plan

MISSISSAUGA

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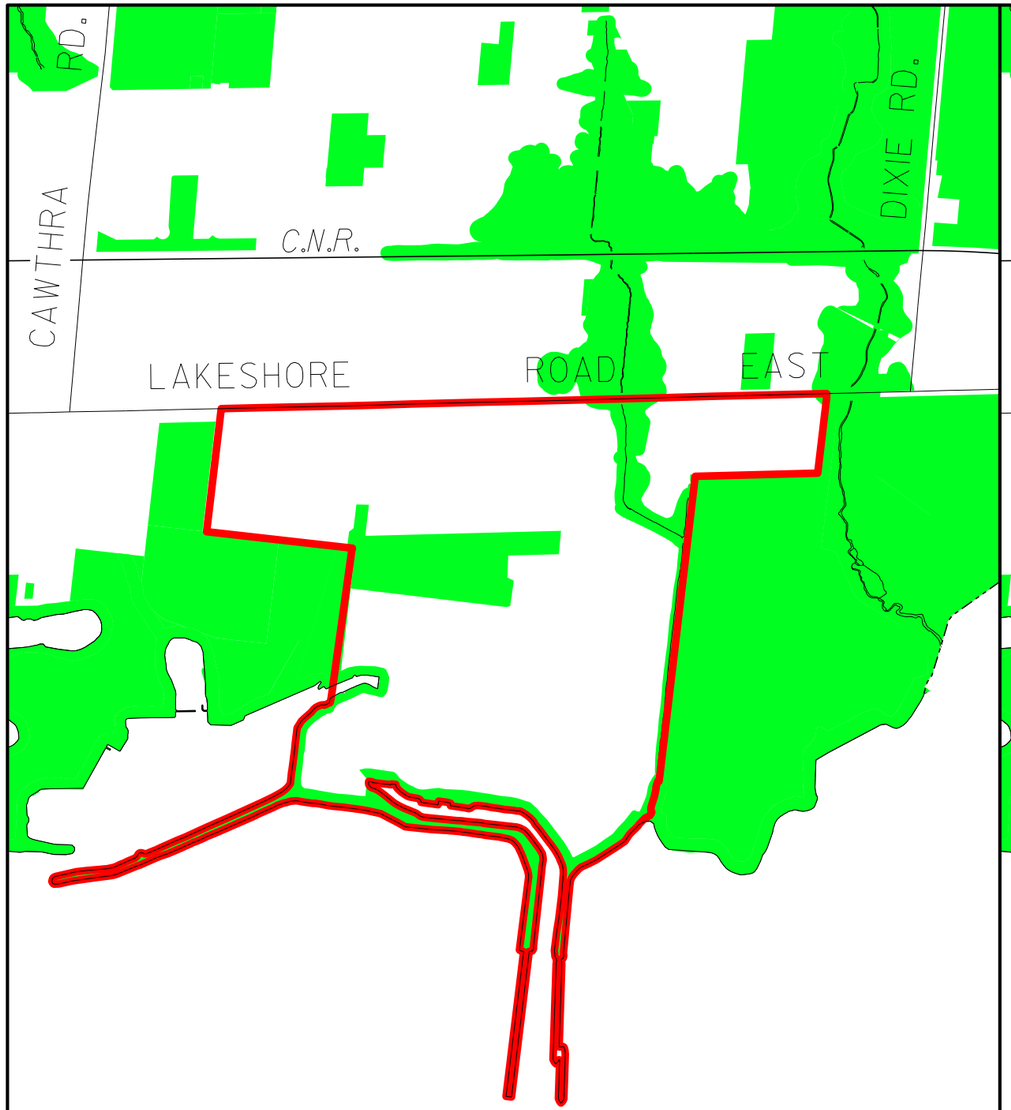

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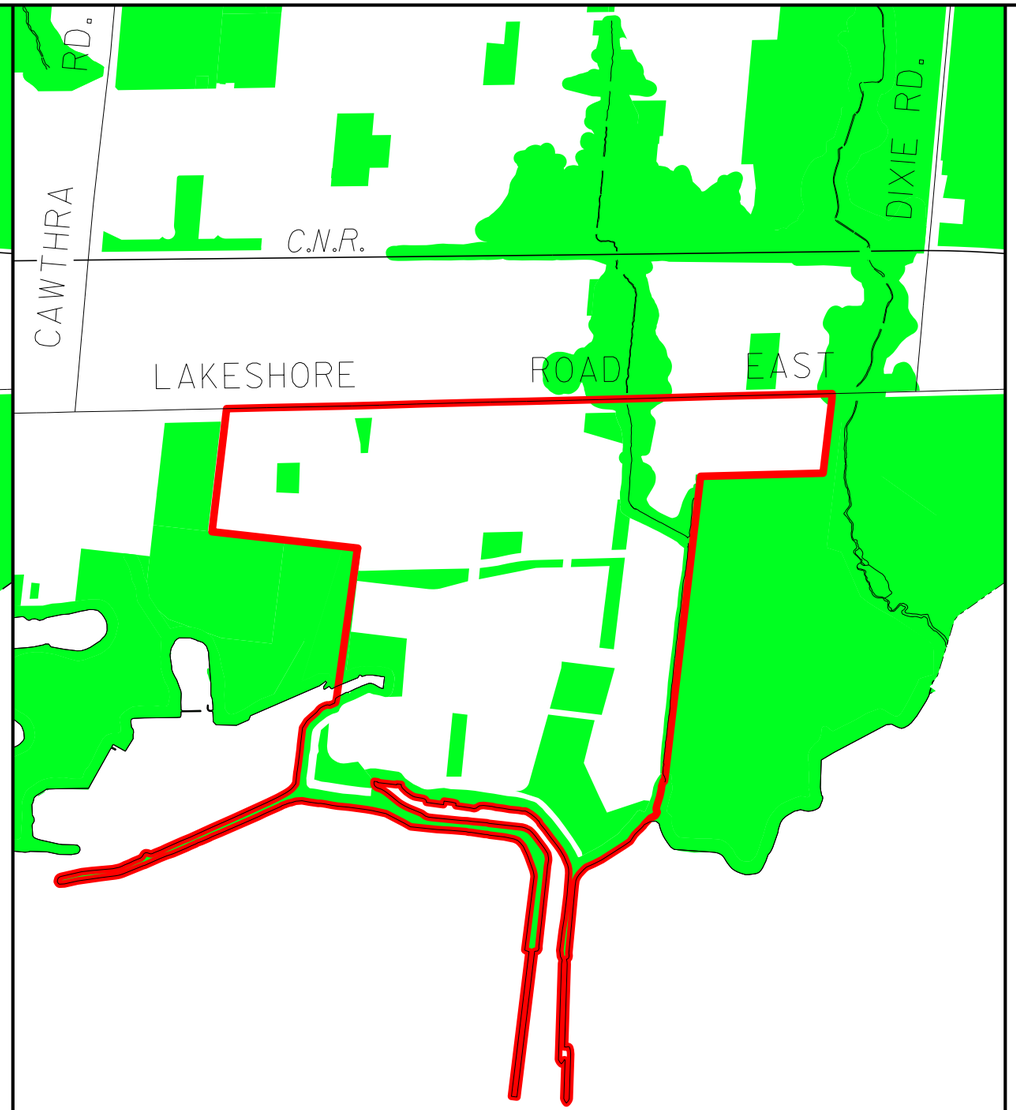

AMENDED

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

0 100 200 300 400 500
metres

MAP 'B'

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

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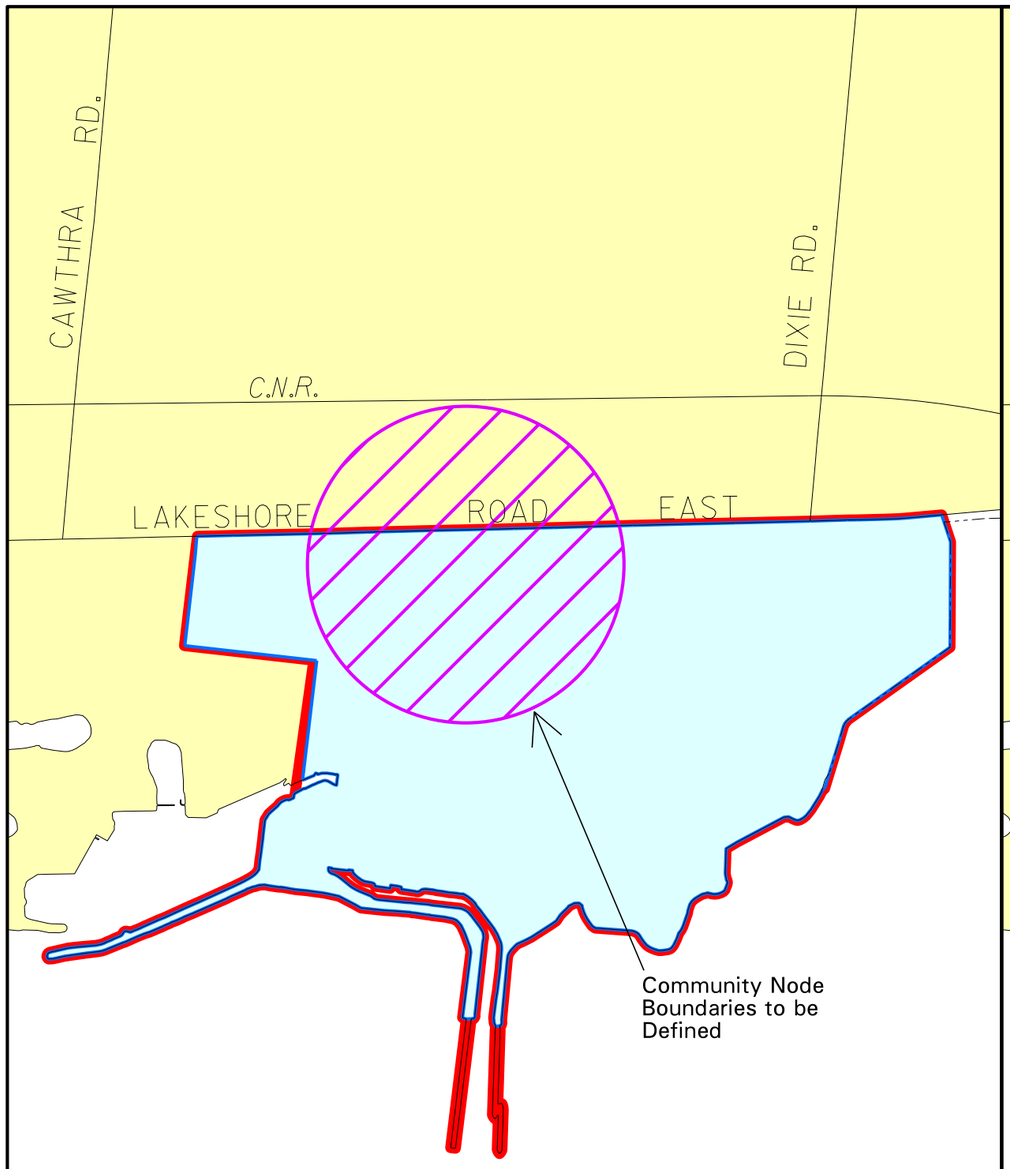

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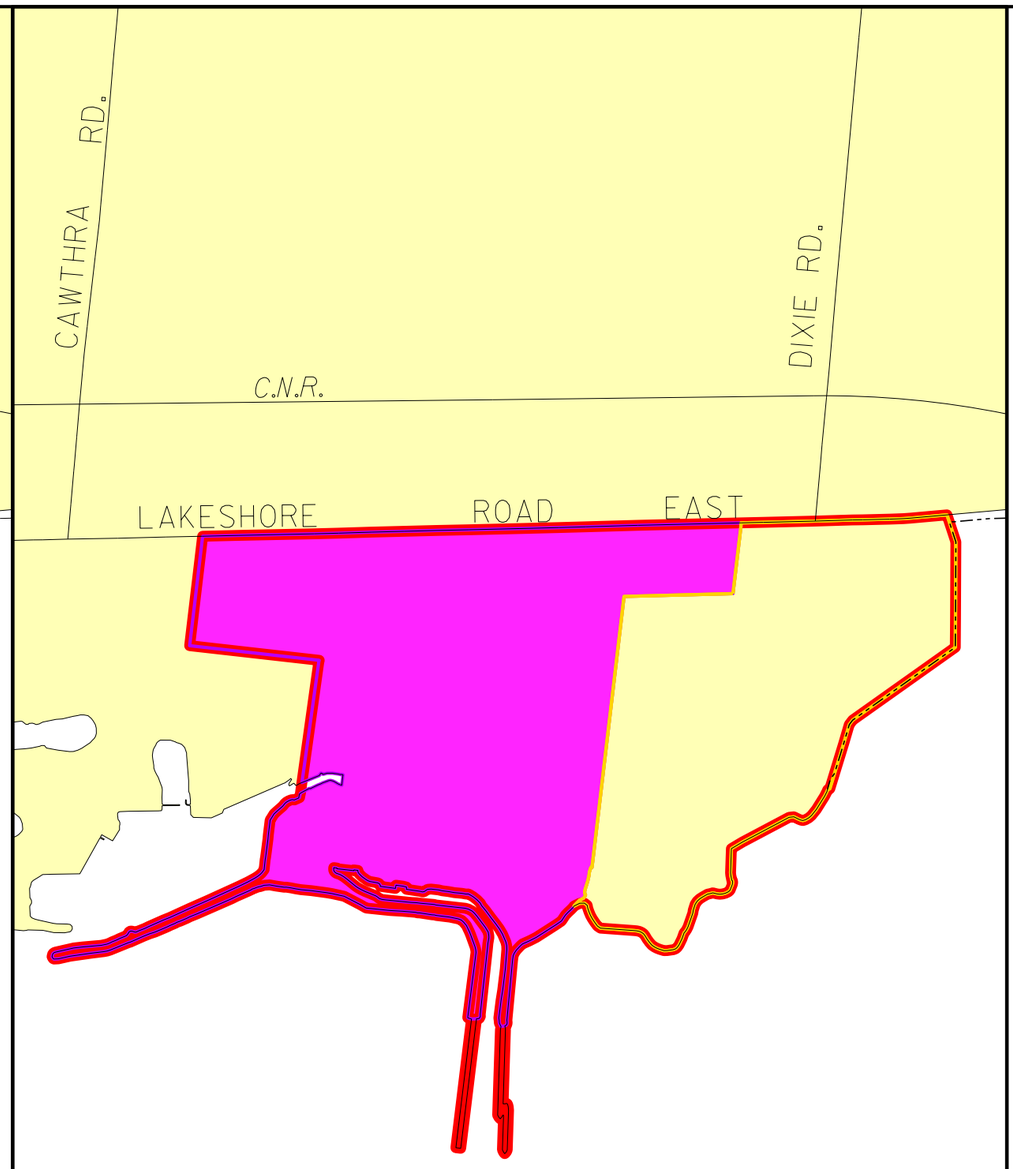

AMENDED

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

0 100 200 300 400 500
metres

MAP 'C'

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

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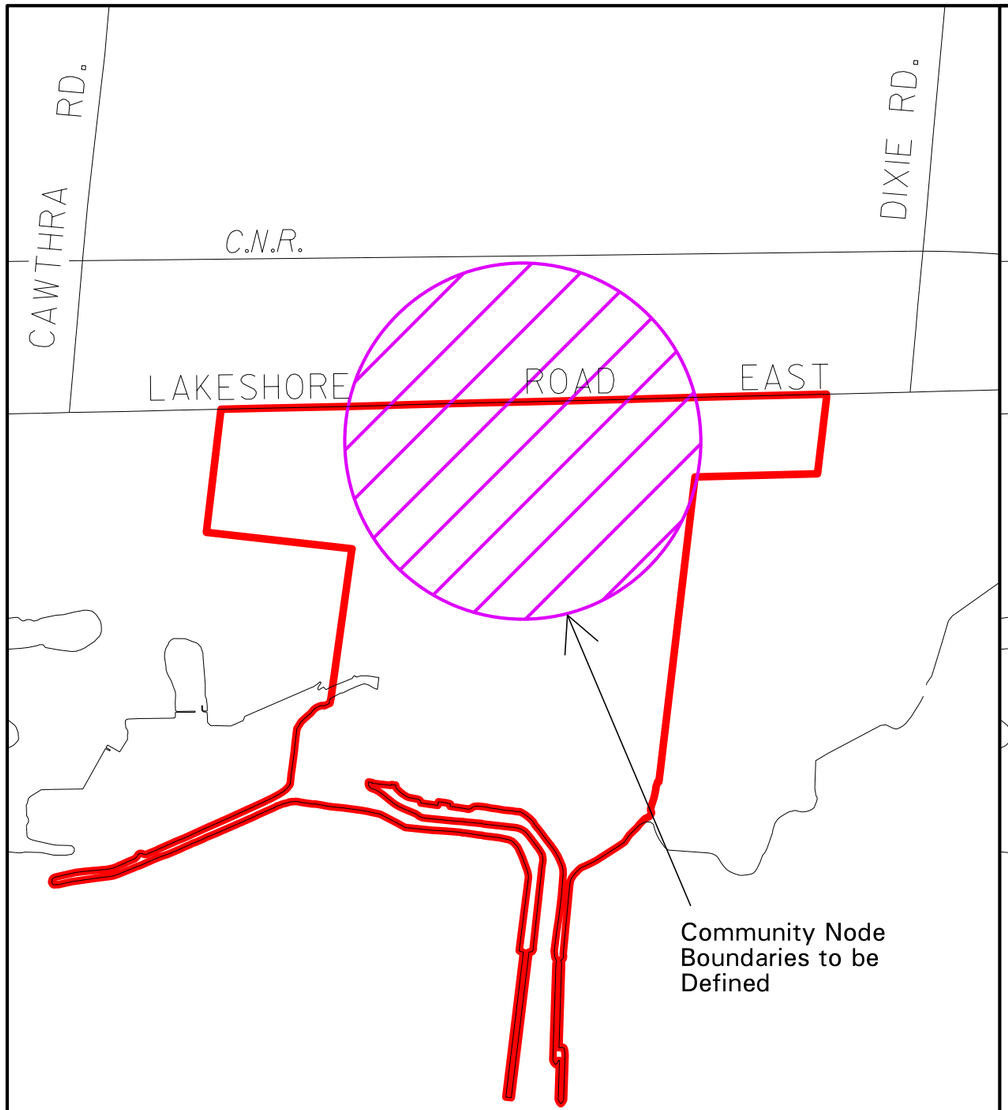

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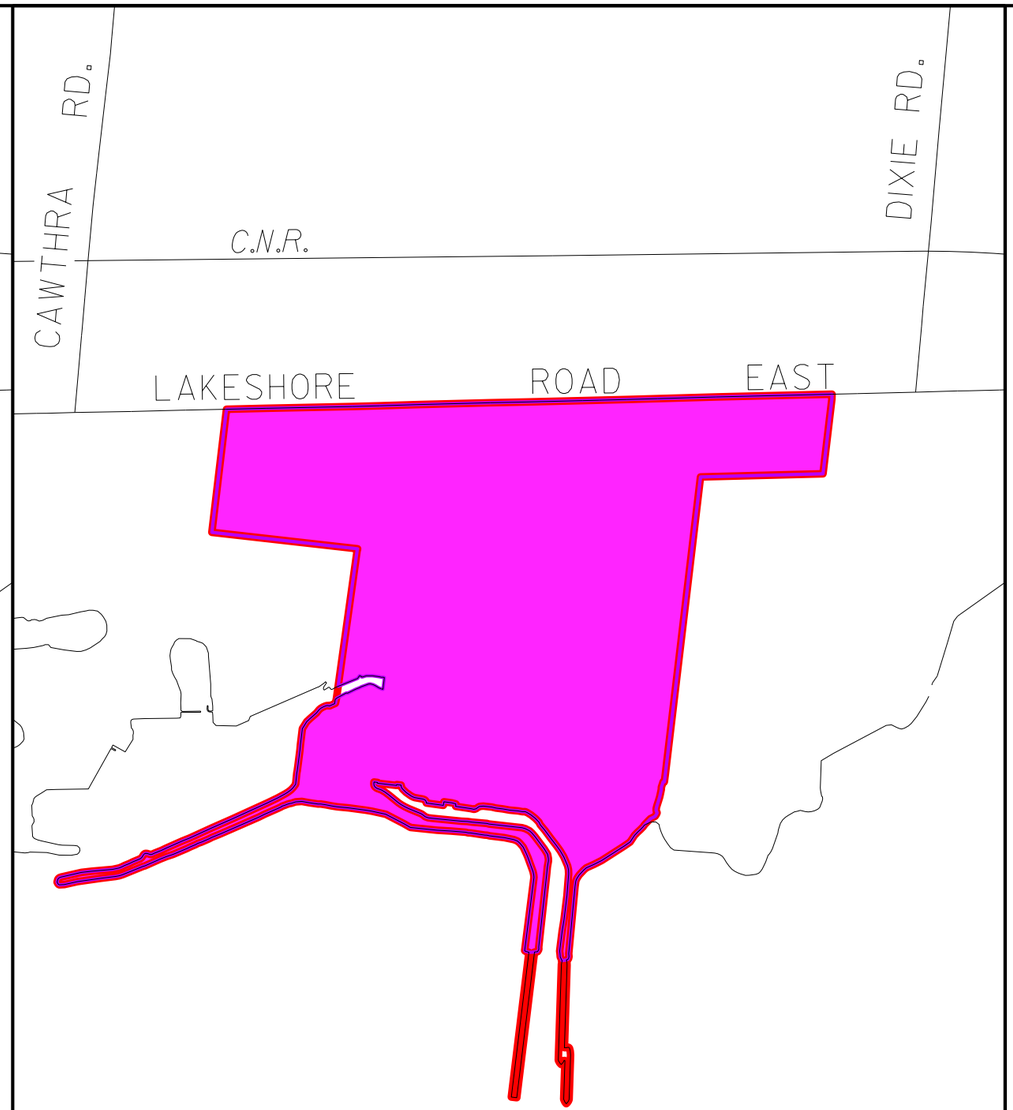

AMENDED

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

0 100 200 300 400 500
metres

MAP 'D'

Part of Schedule 2 Intensification Areas of Mississauga Official Plan

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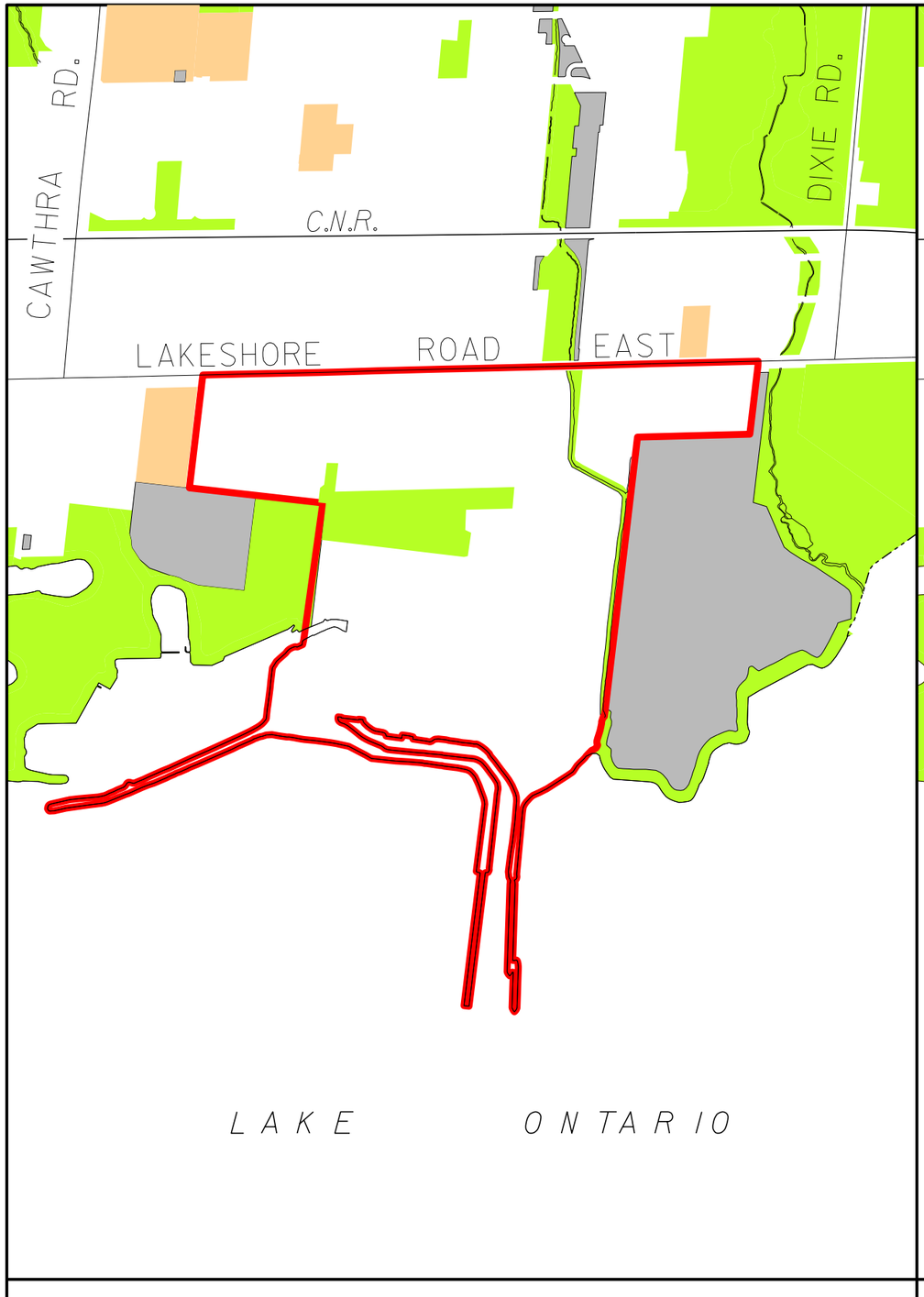

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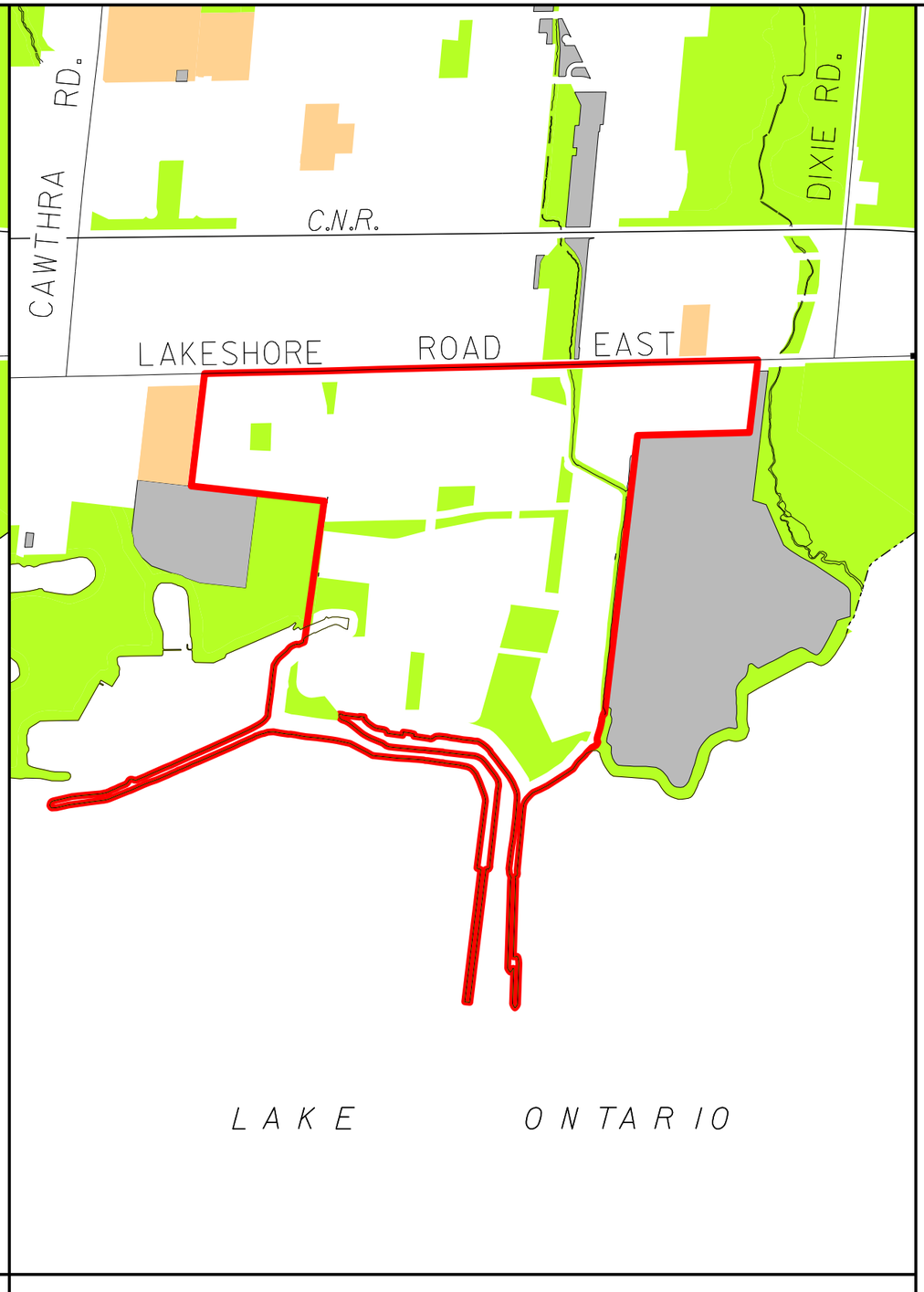

AMENDED

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

0 100 200 300 400 500
metres

MAP 'E'

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

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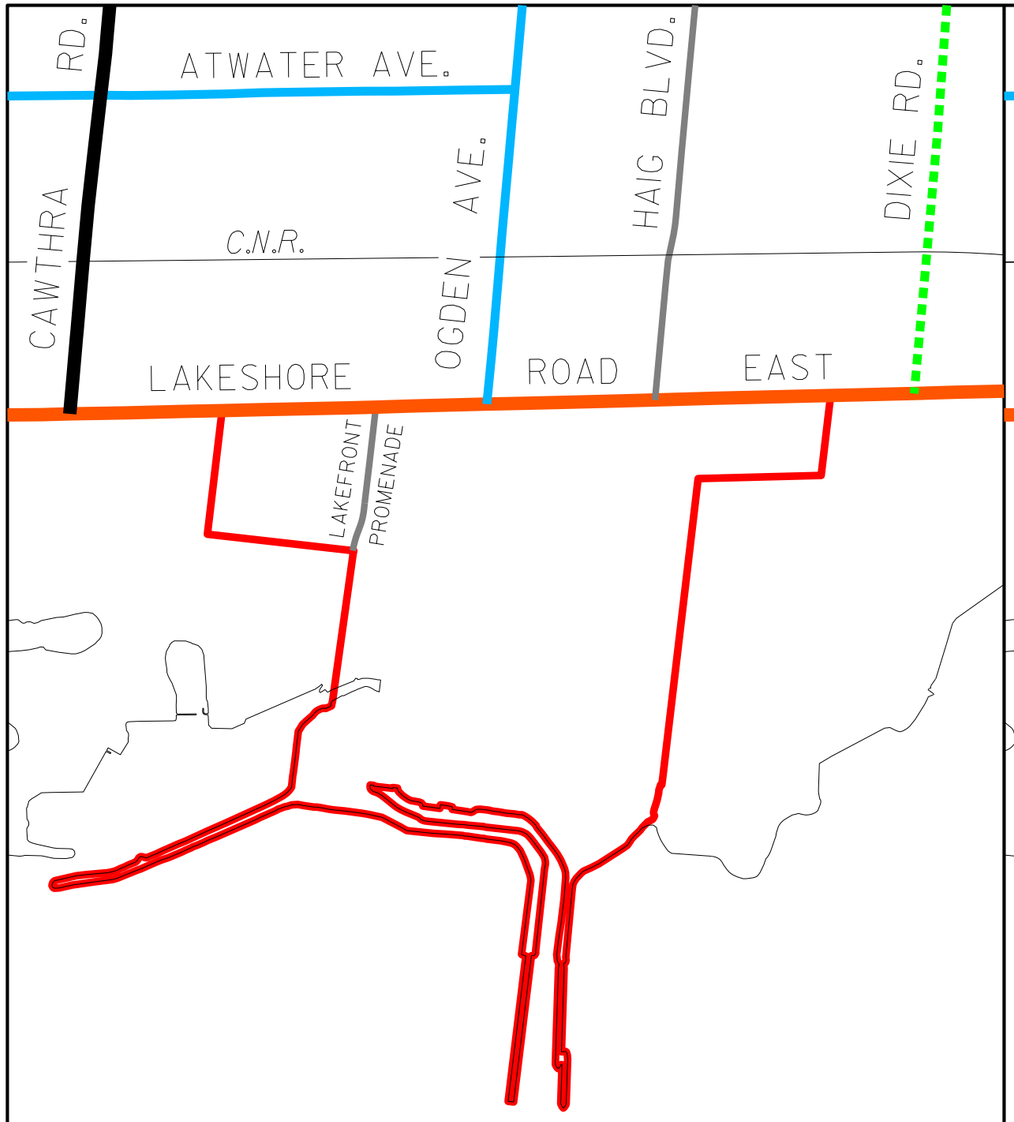

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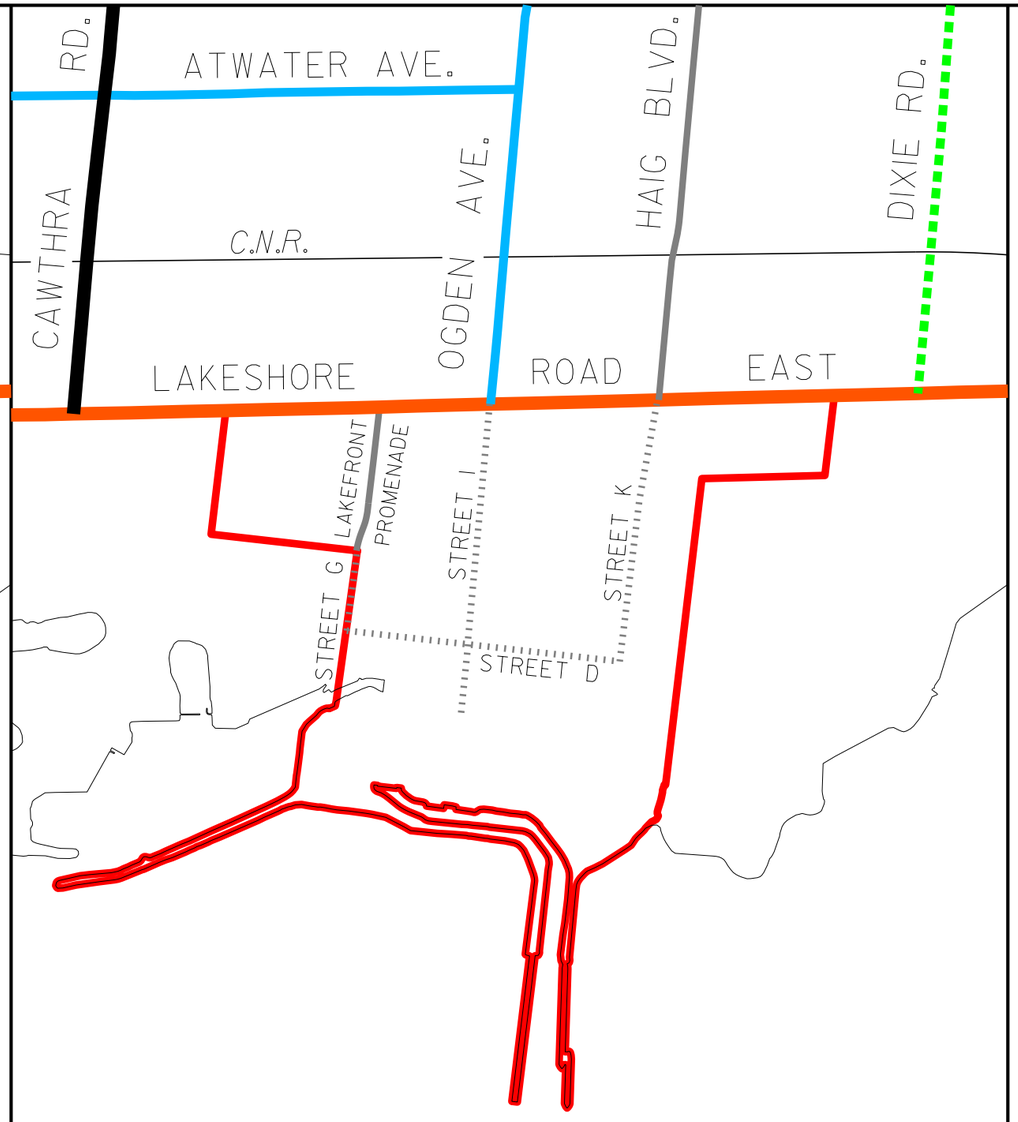

AMENDED

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

0 100 200 300 400 500
metres

MAP 'F'

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

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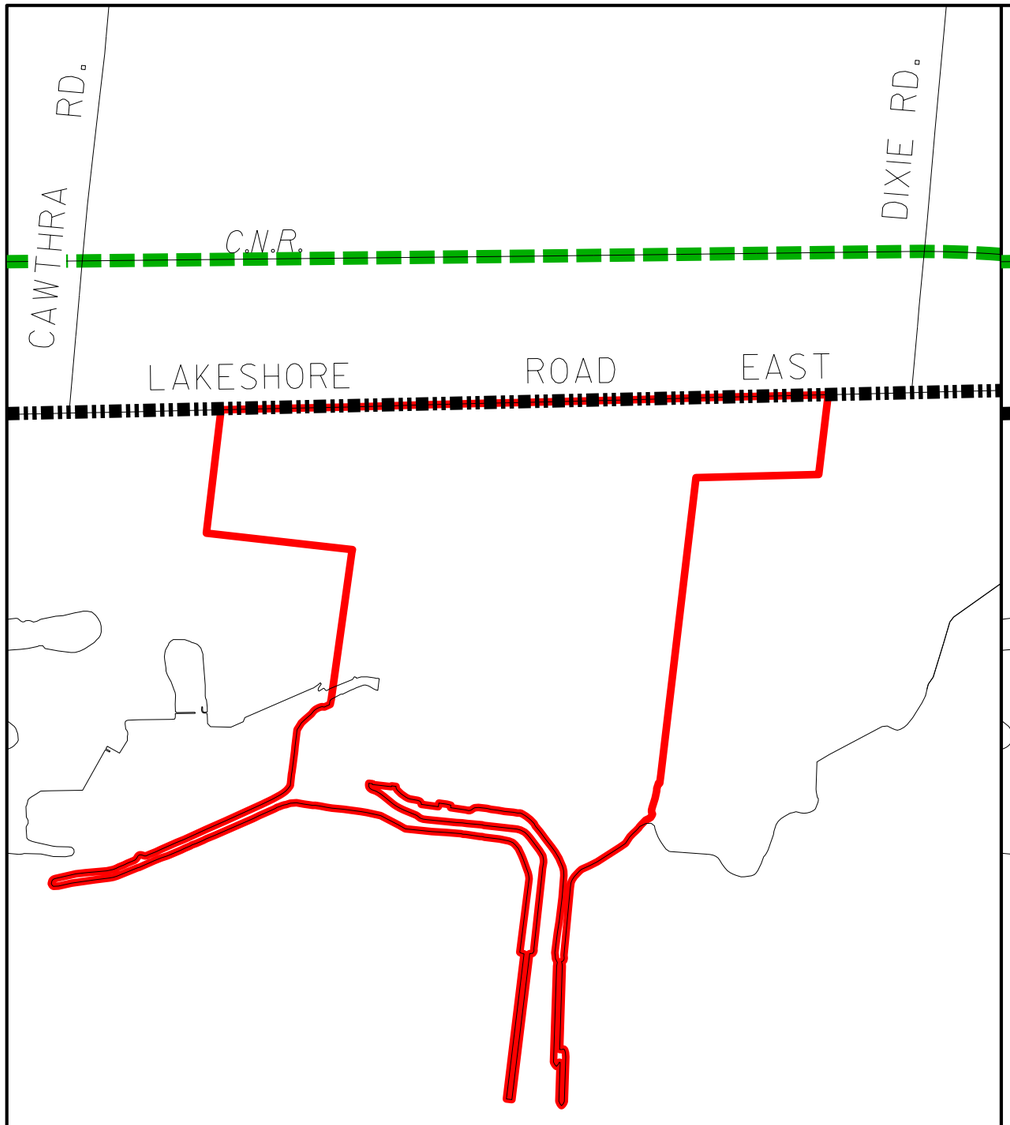

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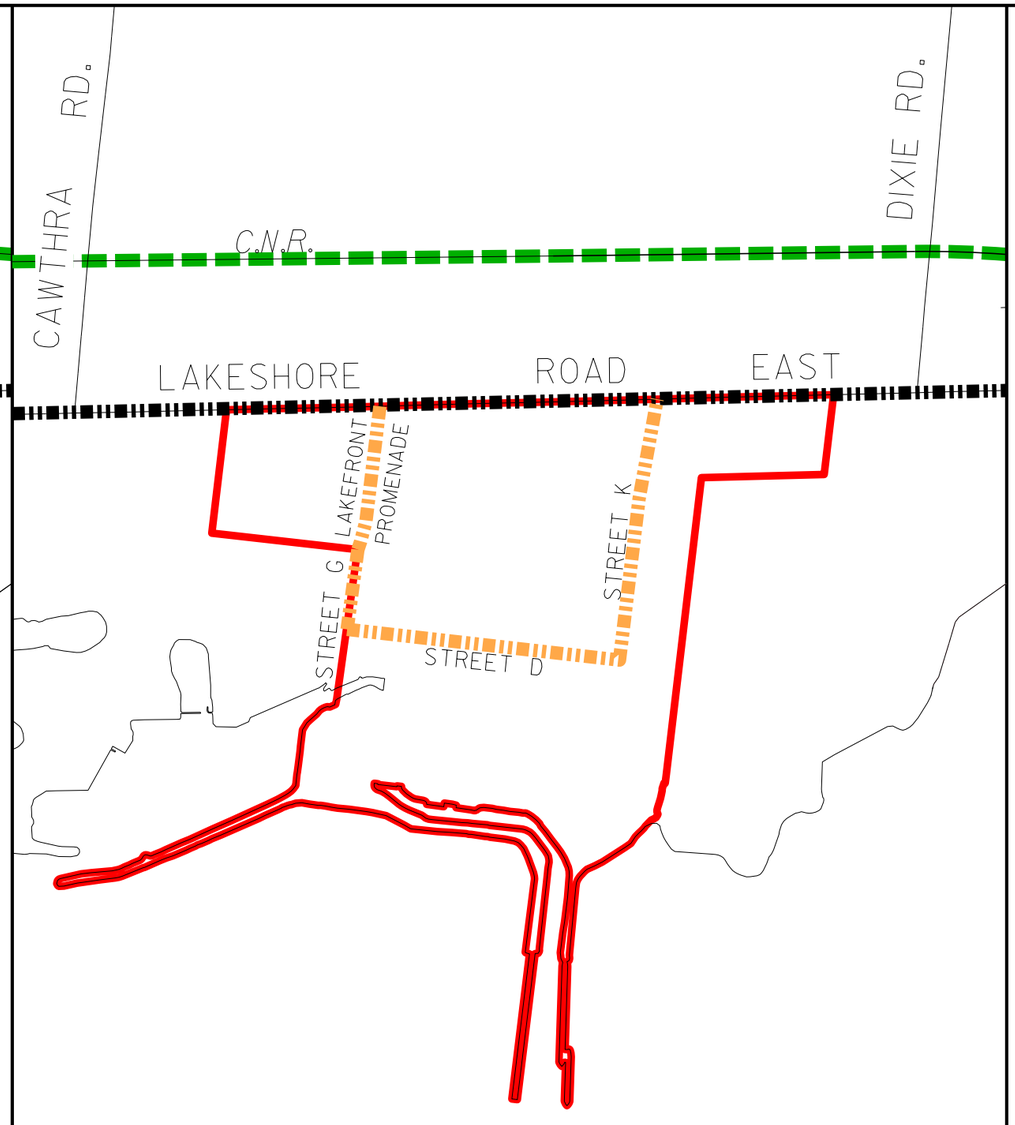

AMENDED

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:

1. Alignments and technologies for rapid transit services to Toronto - Lester B. Pearson International Airport will be subject to further studies involving all affected municipalities.
2. Roads shown on the map are not all under Mississauga jurisdiction.
3. All lines shown are conceptual.
4. Station locations and alignments for transit routes are shown conceptually.
5. 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

DRAFT

0 100 200 300 400 500
metres

MAP 'G'

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

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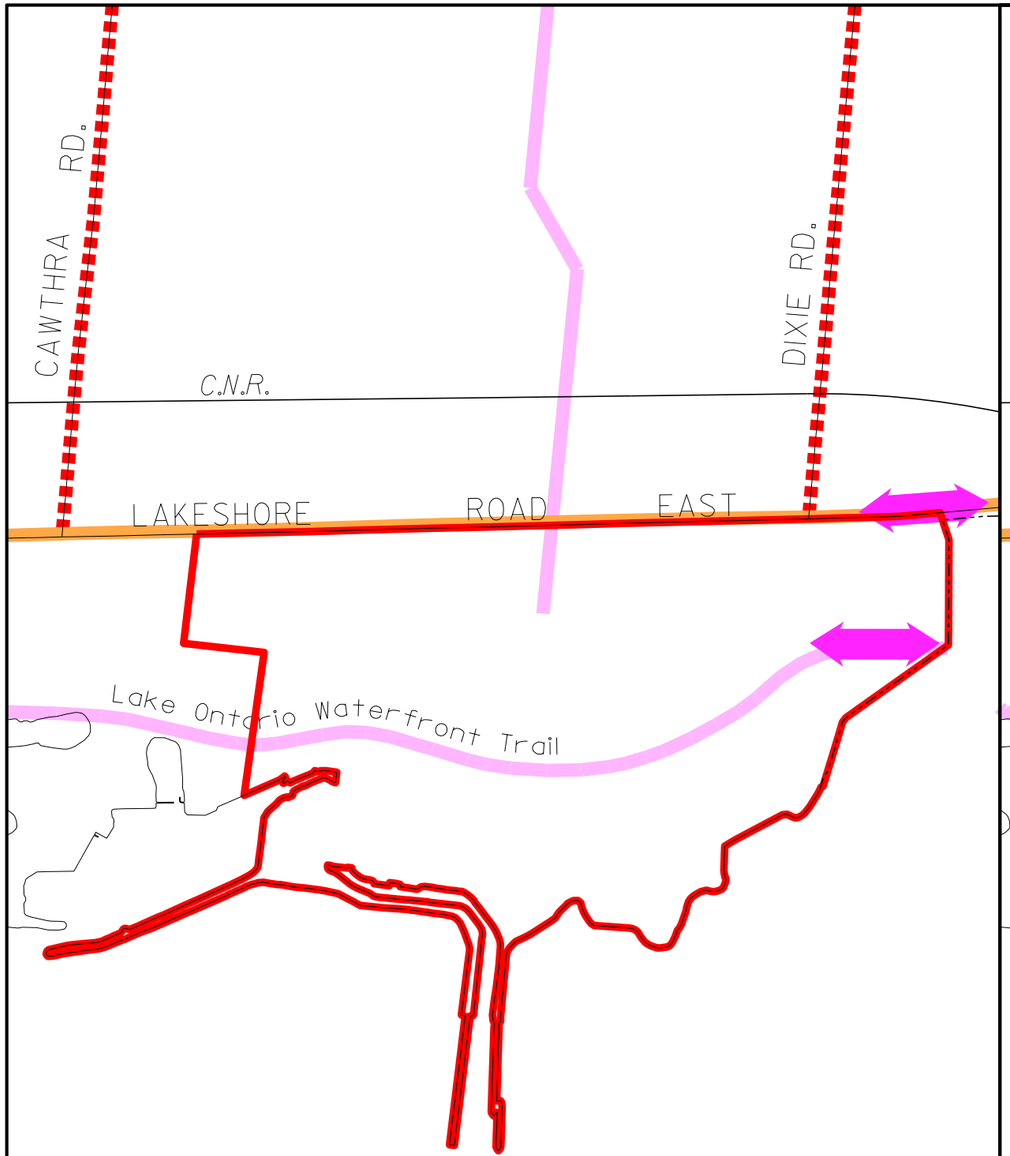

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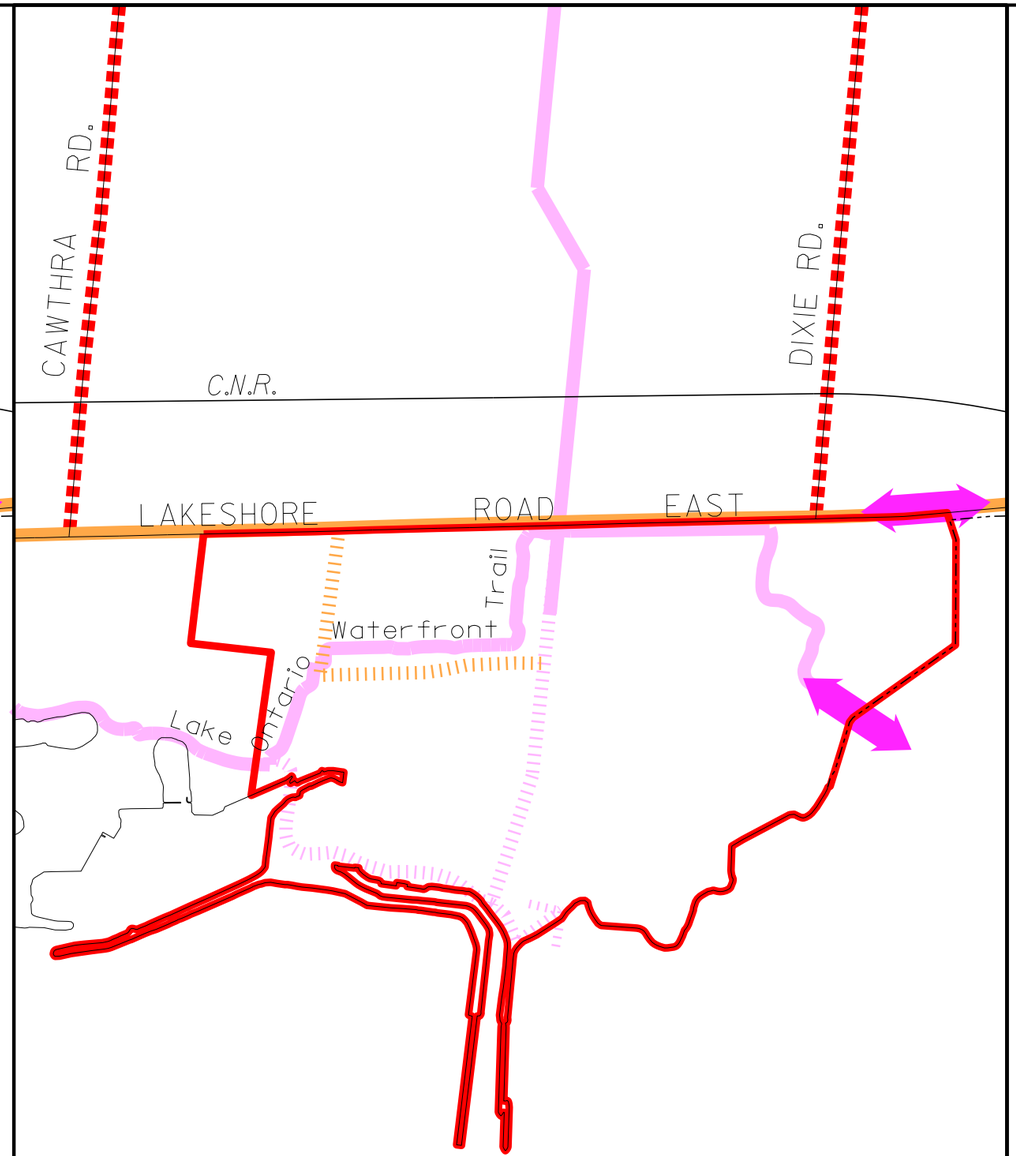

AMENDED

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:
1. Off-Road routes will be outside of the road right-of-way.
2. Primary On-Road / Boulevard Routes will be within the road right-of-way.
3. Primary On-Road / Boulevard Routes (Regional) are shown for information purposes only, and are subject to further review by the Region of Peel.
4. Type of cycling facility and exact location to be determined through detailed study.
5. 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.
6. 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

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CAWTHRA RD.

DIXIE RD.

C.N.R.

LAKESHORE ROAD EAST

Lakeview CN

Lakeview EA

Community Node Boundaries to be Defined

LAKE ONTARIO

EXISTING

CAWTHRA RD.

DIXIE RD.

C.N.R.

LAKESHORE ROAD EAST

LAKE ONTARIO

AMENDED

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:

1. City Structure Element to Major Node and Neighbourhood
2. Removal of text denoting Lakeview EA
3. Removal of circle and text denoting the Lakeview Community Node boundary to be defined
4. Removal of the area identified as Character Area Subject to Local Area Plan on the Lakeview Waterfront Major Node

DRAFT

0 100 200 300 400 500
metres

MAP 'I'

Part of Schedule 9 Character Areas of Mississauga Official Plan

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2016/08/23

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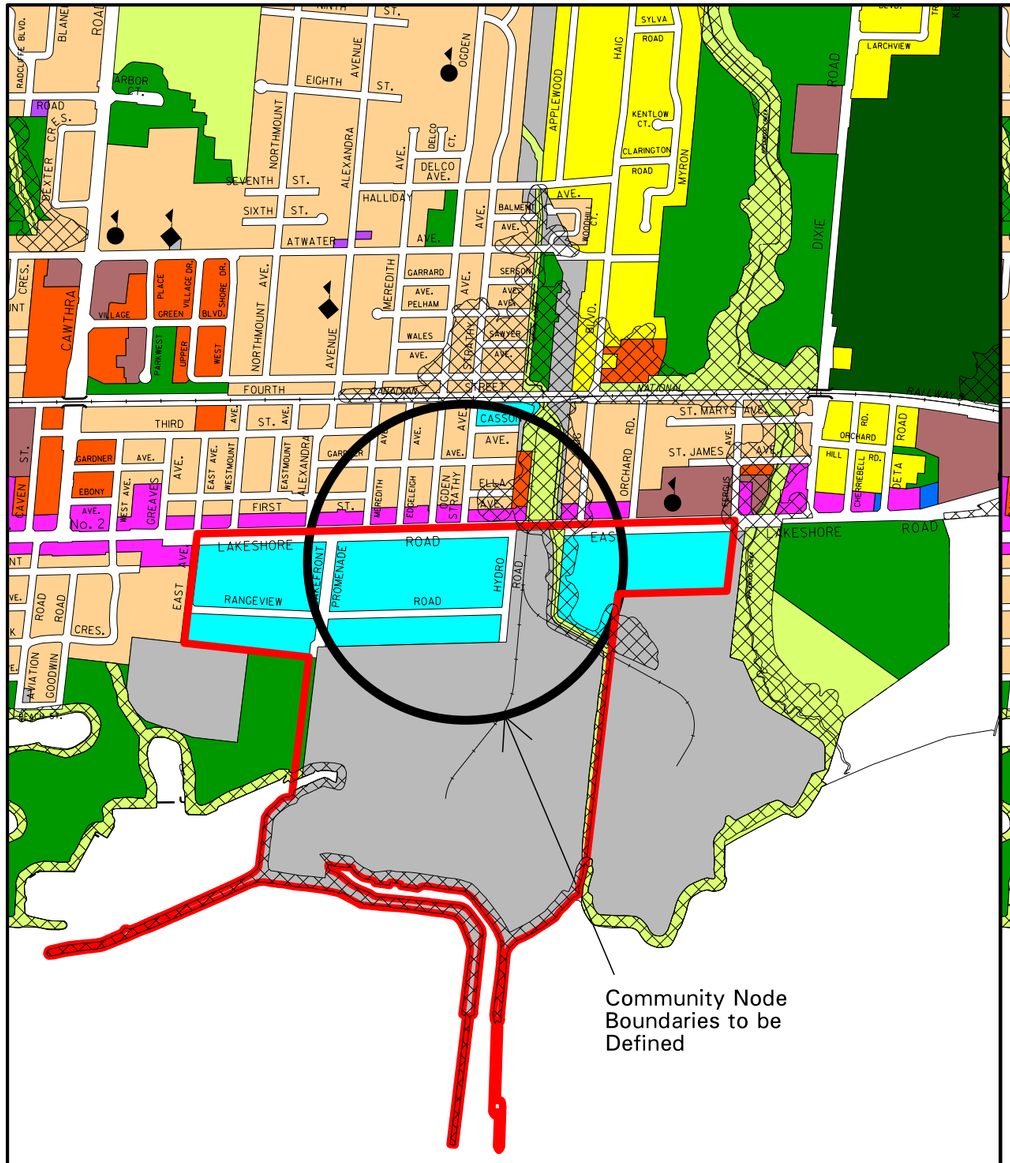

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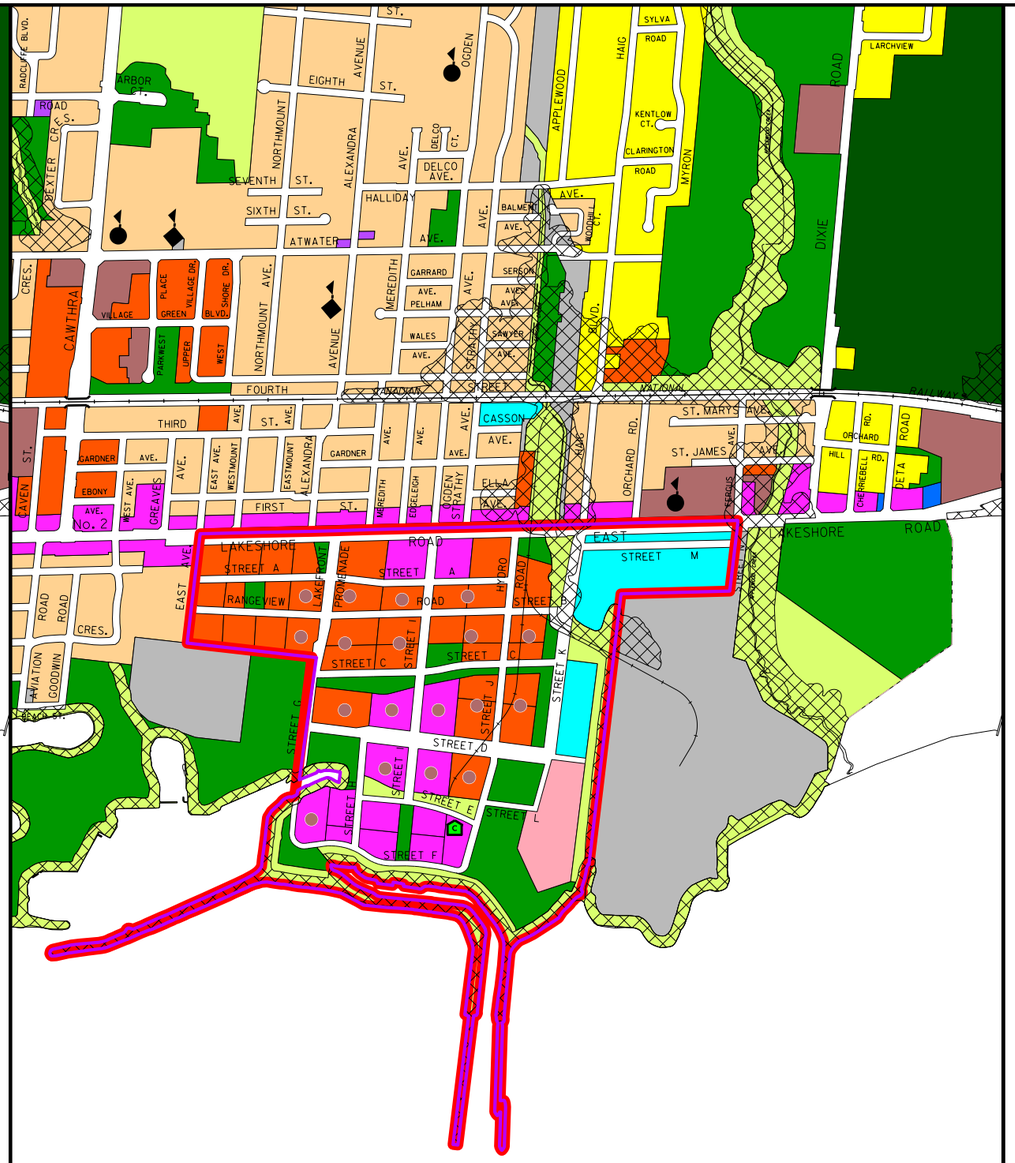

AMENDED

LAND USE DESIGNATIONS

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

BASE MAP INFORMATION

- Heritage Conservation District
- 30 1996 NEP/2000 NEF Composite Noise Contours
- LBPIA Operating Area Boundary See Aircraft Noise Policies
- Area Exempt from LBPIA Operating Area
- Natural Hazards
- Civic Centre (City Hall)
- City CentreTransit Terminal
- GO Rail Transit Station
- Public School
- Catholic School
- Hospital
- Community Facilities

City Structure

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

DRAFT

Notes:

1. 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.
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. 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

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Lakeview Local Area Plan
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LAKEVIEW

1.0 How to Read the Lakeview Local Area Plan

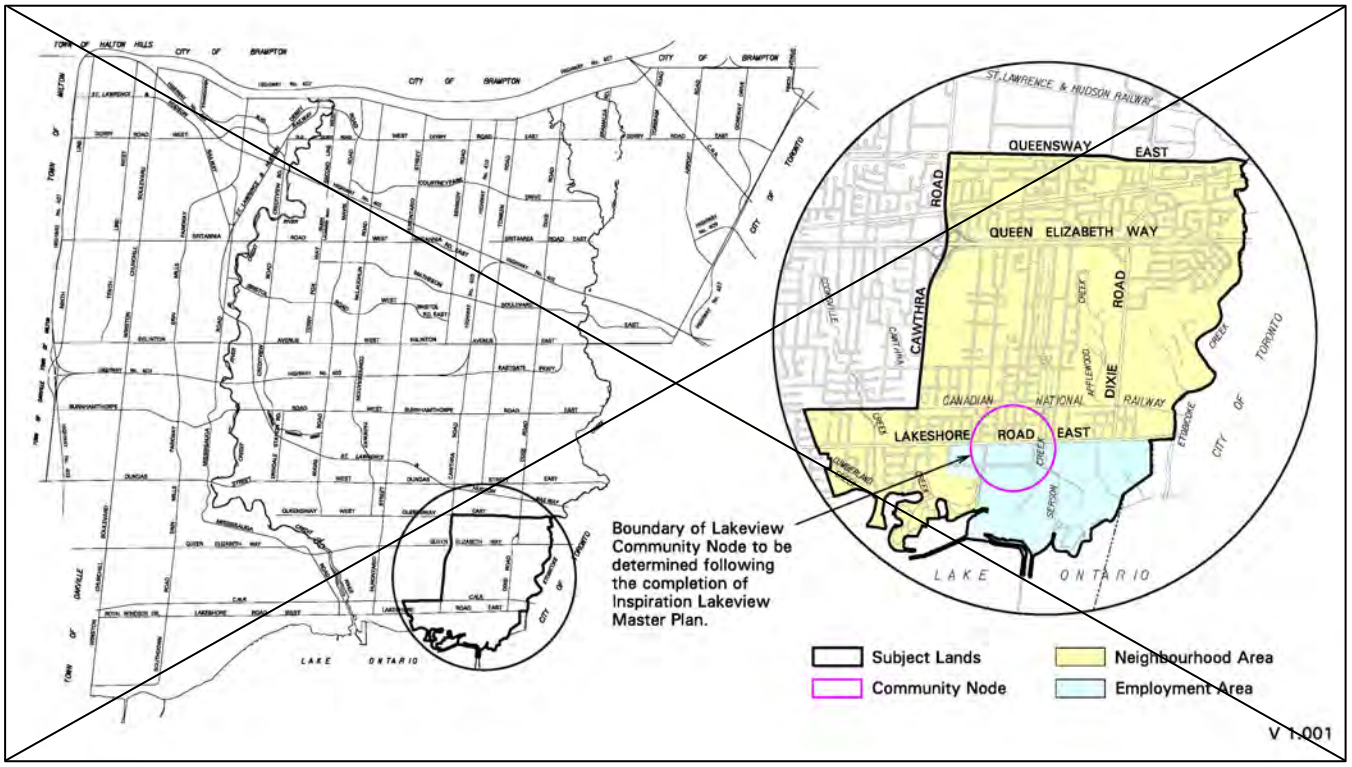
Mississauga Official Plan ("the Plan") consists of a principal document and a series of local area plans, provided under separate cover. This is the Lakeview Local Area Plan ("Area Plan") and provides policies for lands located in southeast Mississauga as shown in Figure 1. It includes lands identified 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 Area~~s~~.

~~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.~~

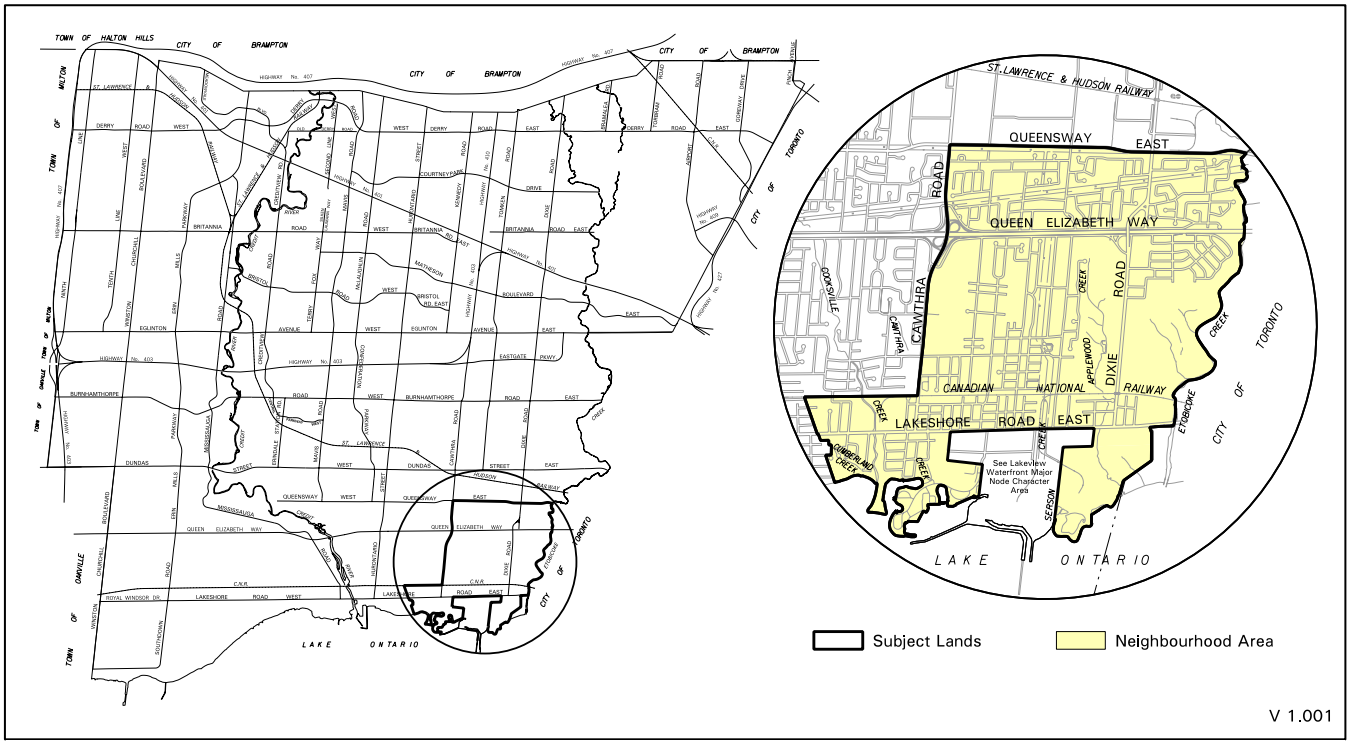


Figure 1: Lakeview is located in the southeast corner of Mississauga and includes areas identified in the City Structure as a Neighbourhood Character Area.

~~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.~~

6.1 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 Area~~s~~. 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 location~~s~~ 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:

a. retention of commercial space; and

b. 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:

a. the addition of public roads to connect and improve the neighbourhood's fine-grained road pattern;

b. retention of commercial space; and

c. 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:

a. 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 Lakefront 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 Lakefront 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.~~

10.2~~3~~.3 Development will be encouraged to locate parking to the rear of buildings or underground.

10.2~~3~~.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.

10.2~~3~~.5 Appropriate transition to adjacent low density residential will be required.

10.2~~3~~.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.

10.2~~3~~.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.

10.2~~3~~.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.

10.2~~3~~.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.

10.2~~3~~.10 The Intensification Areas policies of the Plan will apply to development within the Core area.

10.2~~3~~.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.~~

10.3 ~~5~~ Built Form Types

10.3~~5~~.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.

10.3~~5~~.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.

10.3~~5~~.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.~~

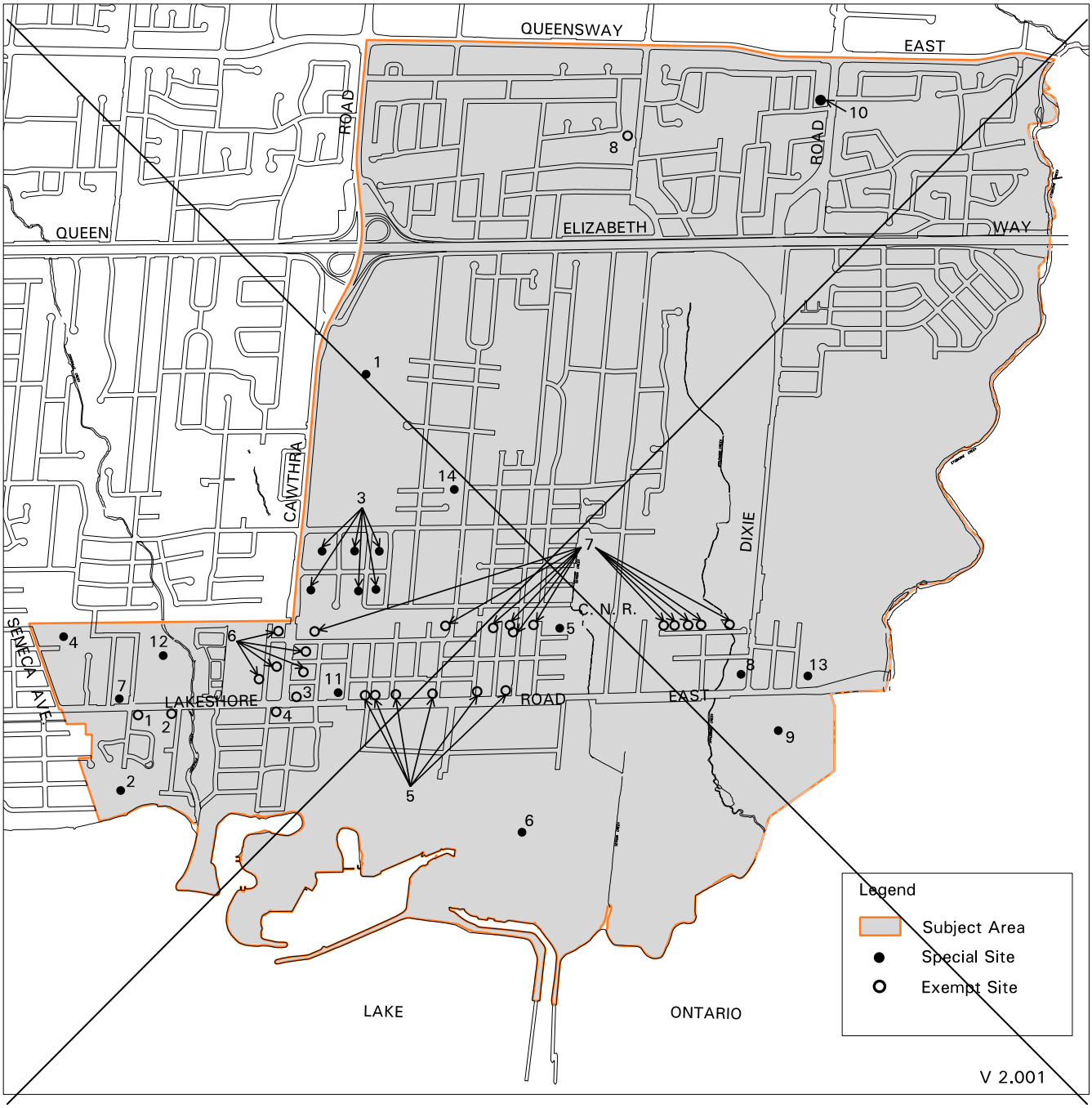
12.4.1.~~2~~ Notwithstanding the Business Employment policies of the Plan, the following policy will apply:

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 15~~6~~, 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.~~

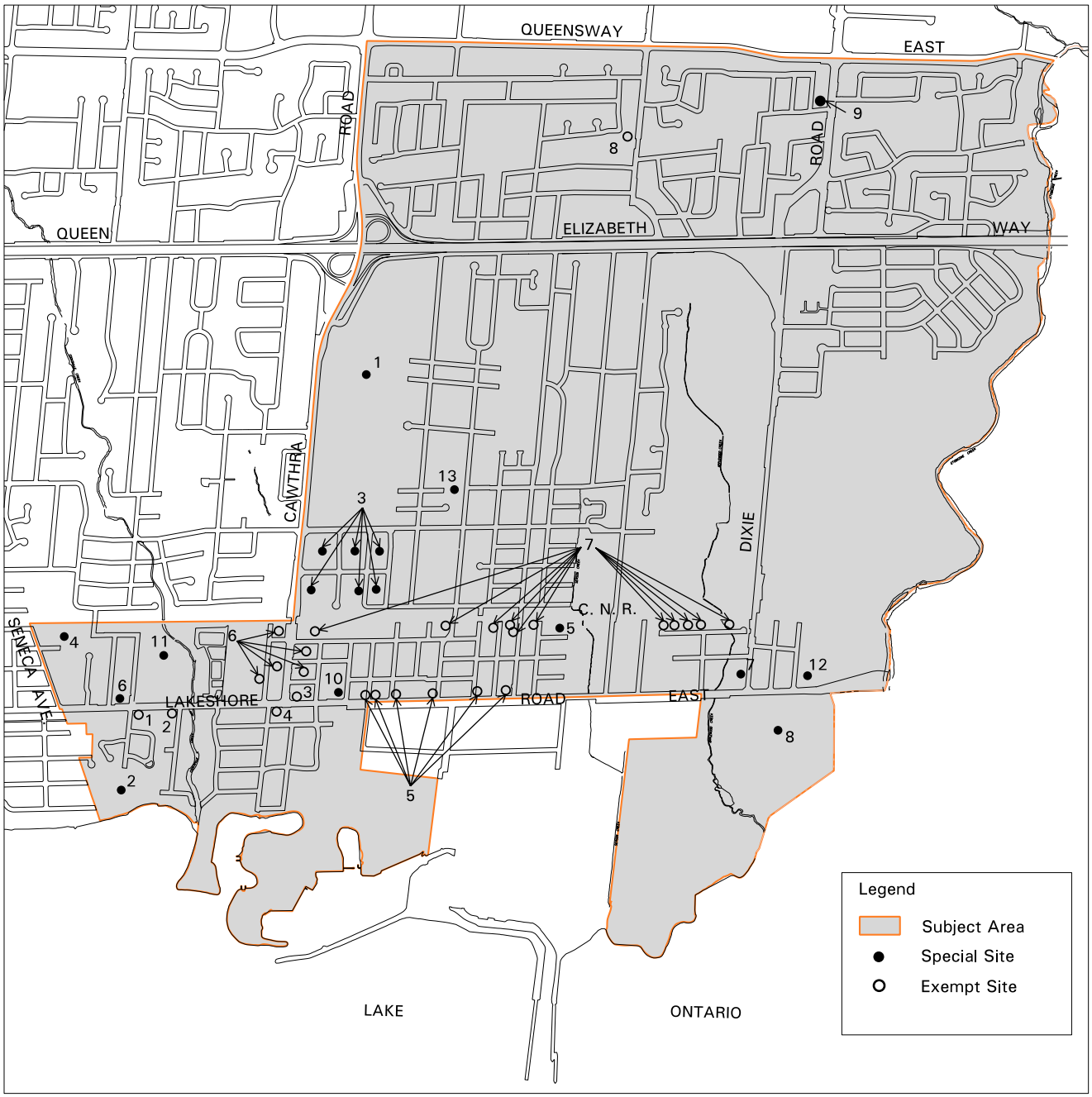
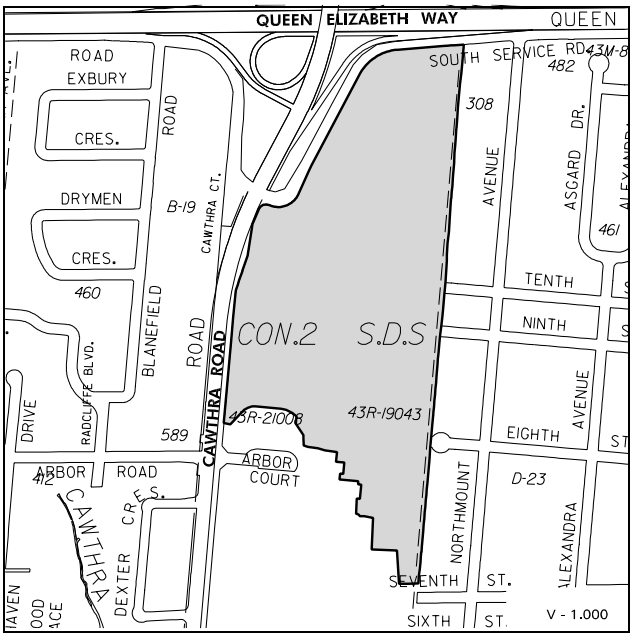


Figure 15: Location of Special Sites and Exempt Sites within the Lakeview Local Area.

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;

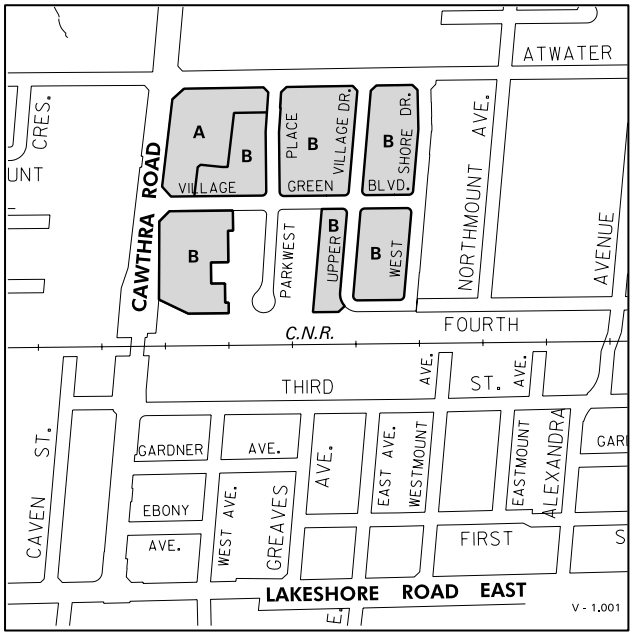
d. recognition and respect of the existing character of the surrounding residential land uses;

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



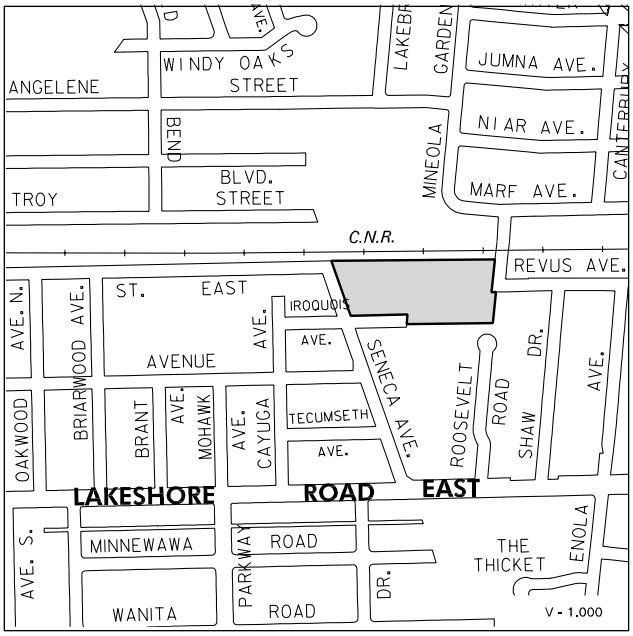
13.1.3.1 The lands identified as Special Site 3 are located in the southeast quadrant of Atwater Road and Cawthra Road.

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;

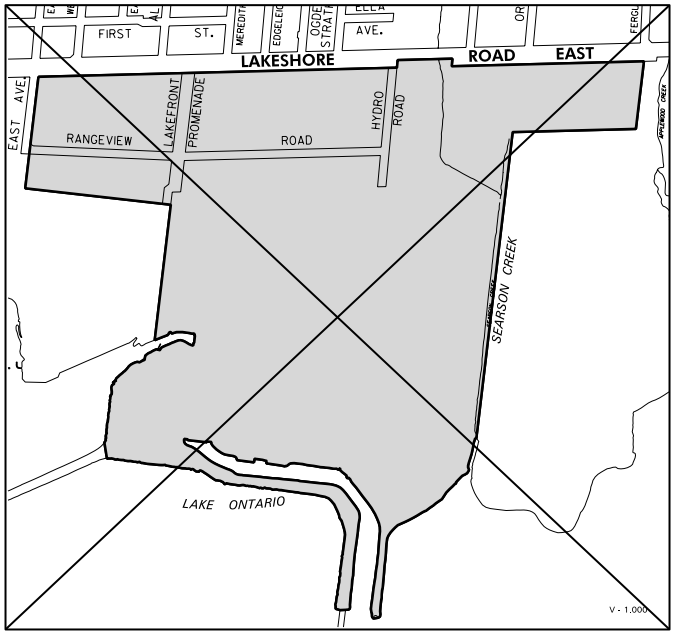
e. financial institution;

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;

c. 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.

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;

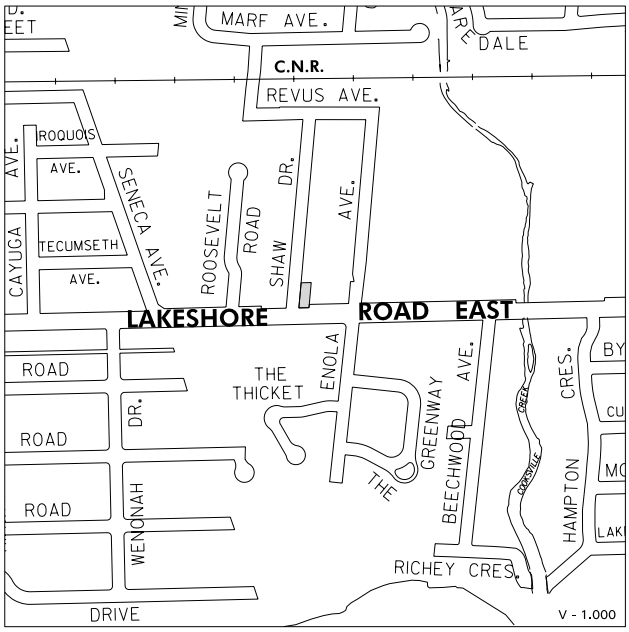
e. connect in multiple ways through transit, walking, cycling, and the car;

f. create a destination to draw local, regional, and international visitors;

g. commemorate history while creating a legacy; and

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

13.1.6 ~~7~~ Site 6 ~~7~~



13.1.6~~7~~.1 The lands identified as Special Site 6 ~~7~~ are located north of Lakeshore Road East between Shaw Drive and Enola Avenue.

13.1.6~~7~~.2 The property located at 411 Lakeshore Road East is listed on the City's Heritage Register.

13.1.6~~7~~.3 Notwithstanding the policies of this Plan, the existing motor vehicle repair garage will be permitted.

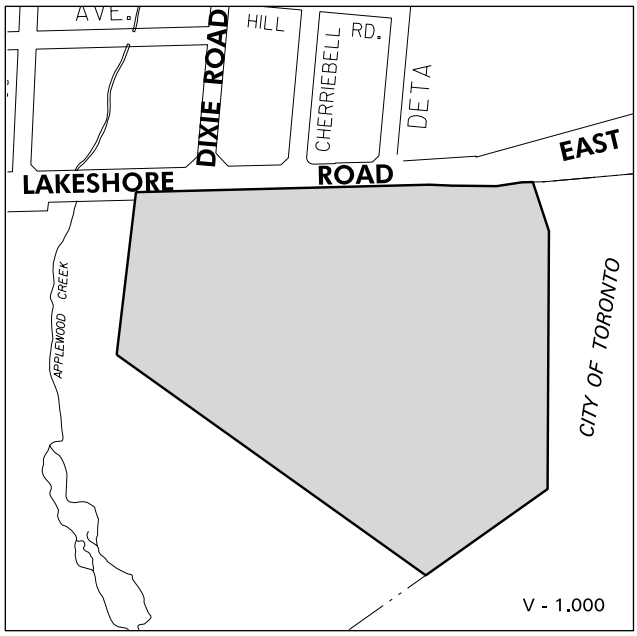
13.1.7 ~~8~~ Site 7 ~~8~~



13.1.7~~8~~.1 The lands identified as Special Site 7 ~~8~~ are located at the northwest corner of Lakeshore Road East and Dixie Road.

13.1.7~~8~~.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.

13.1.8 ~~9~~ Site 8 ~~9~~



13.1.8~~9~~.1 The lands identified as Special Site 8 ~~9~~ are located east of Applewood Creek and south of Lakeshore Road East.

13.1.8~~9~~.2 The Small Arms Inspection Building located at 1352 Lakeshore Road East is designated under the *Ontario Heritage Act*.

13.1.8~~9~~.3 A heritage permit, including a ***Heritage Impact Assessment,*** will be required for any alterations.

13.1.8~~9~~.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;

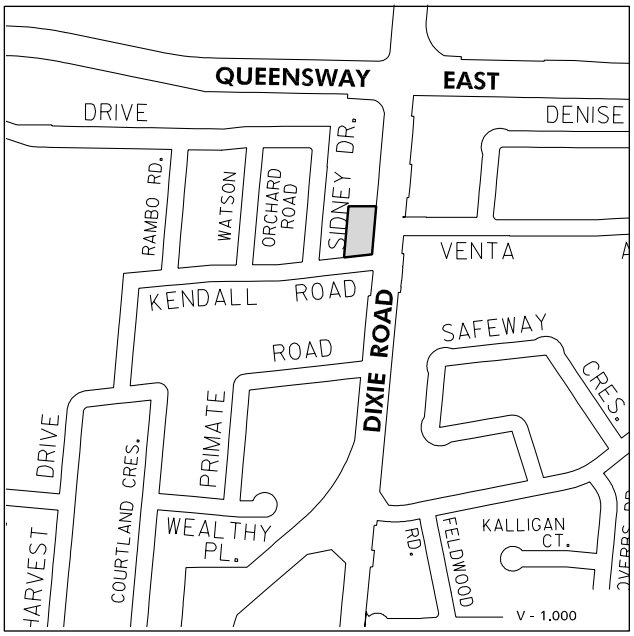
b. community facilities, including art studios and art galleries;

c. a conference centre;

d. restaurants; and

e. ***secondary offices***.

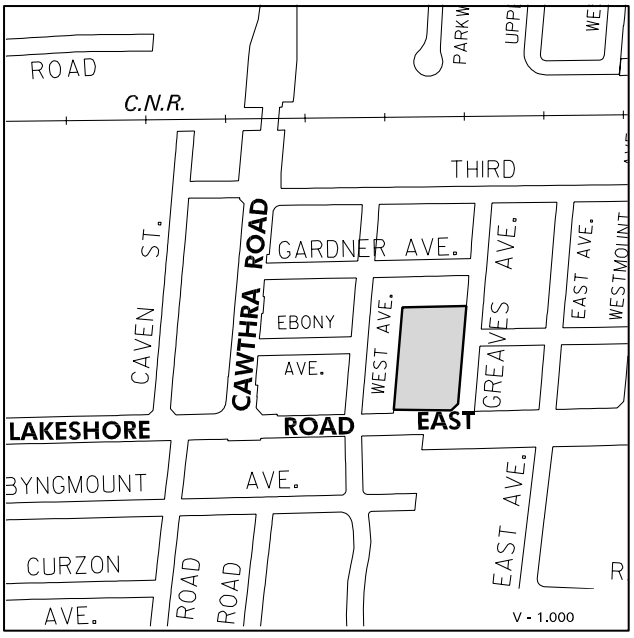
13.1.9 ~~10~~ Site 9 ~~10~~



13.1.9~~10~~.1 The lands identified as Special Site 9 ~~10~~ are located at the northwest corner of Kendall Road and Dixie Road.

13.1.9~~10~~.2 Notwithstanding the policies of this Plan, an office with a maximum of four medical practitioners will be permitted.

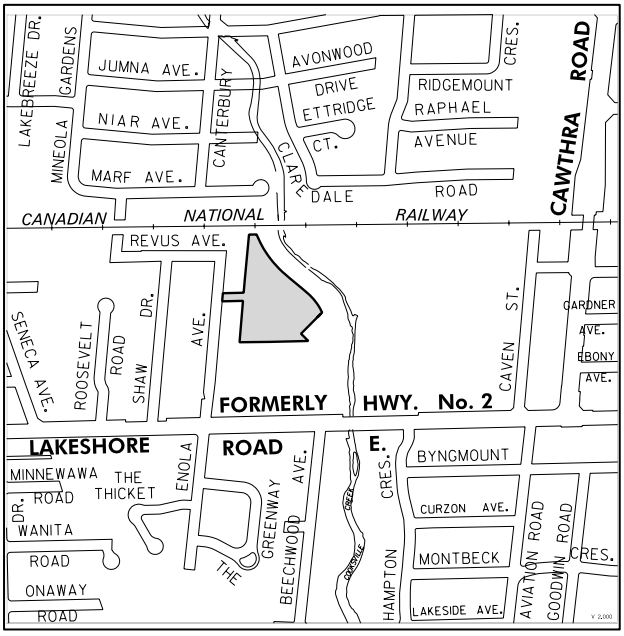
13.1.10 ~~11~~ Site 10 ~~11~~



13.1.10~~11~~.1 The lands identified as Special Site 10 ~~11~~ are located at the northwest corner of Lakeshore Road East and Greaves Avenue.

13.1.10~~11~~.2 Notwithstanding the policies of this Plan, the existing townhouses will be permitted.

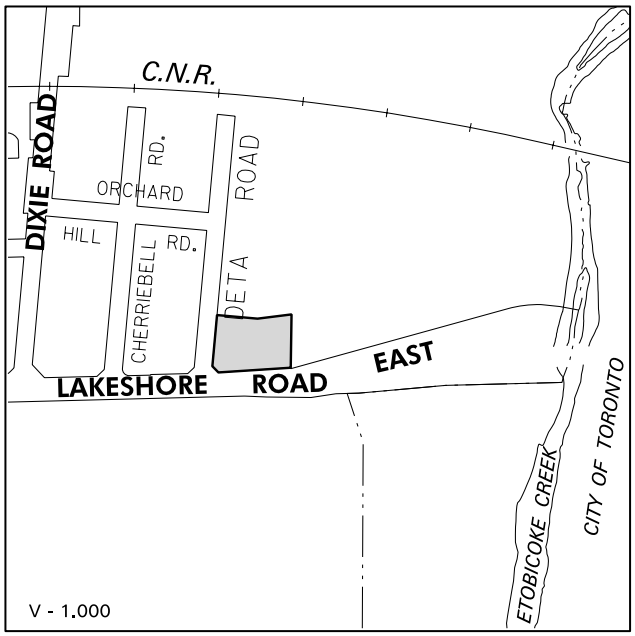
13.1.11 ~~12~~ Site 11 ~~12~~



13.1.11~~12~~.1 The lands identified as Special Site 11 ~~12~~ are located north of Lakeshore Road East, east of Enola Avenue.

13.1.11~~12~~.2 Notwithstanding the policies of this Plan, townhouse and horizontal multiple dwellings will be permitted.

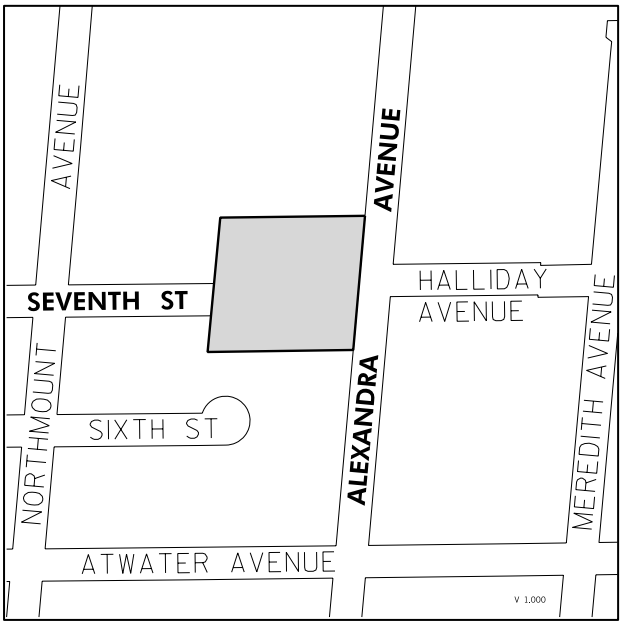
13.1.12 ~~13~~ Site 12 ~~13~~



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.

13.2.5 Site 5



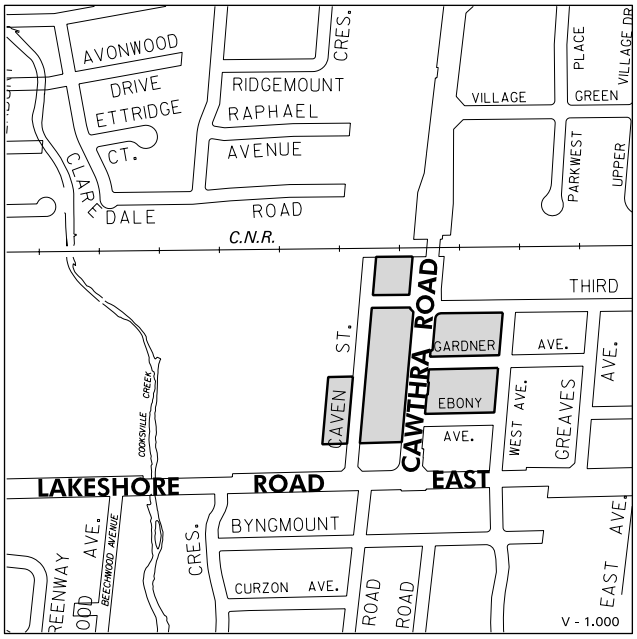
13.2.5.1 The lands identified as Exempt Site 5 include six sites located north of Lakeshore Road East between Greaves Avenue and Ogden Avenue.

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

a. the existing motor vehicle repair garages will be permitted; and

b. the existing motor vehicle sales and rental uses identified in Area A will be permitted

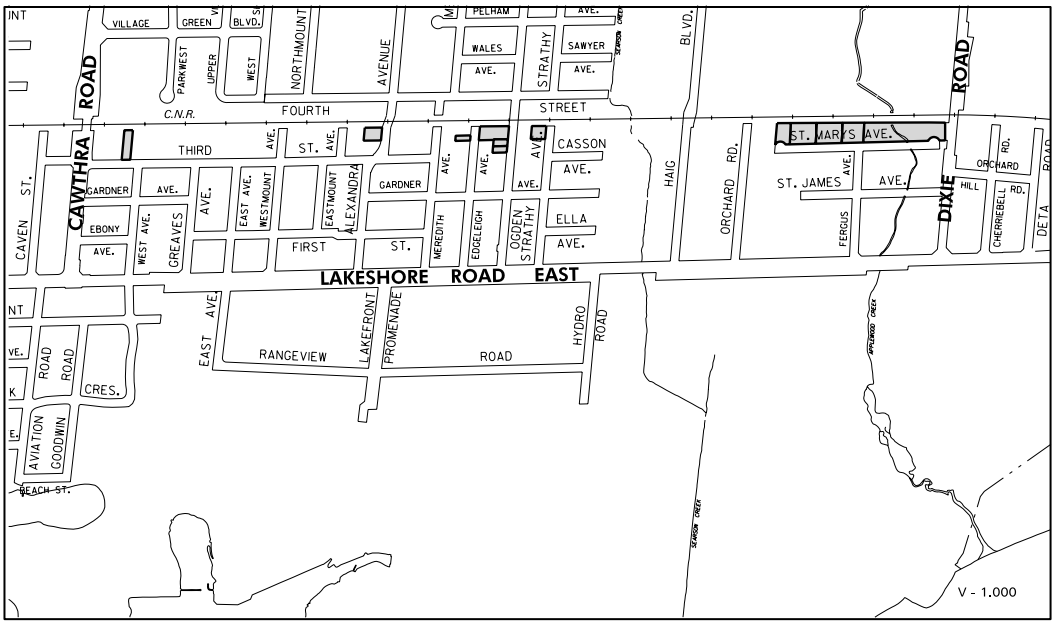
13.2.6 Site 6



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.

13.2.7 Site 7



13.2.7.1 The lands identified as Exempt Site 7 are located south of the Canadian National Railway line between Cawthra Road and Dixie Road.

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

a. the existing manufacturing uses will be permitted;

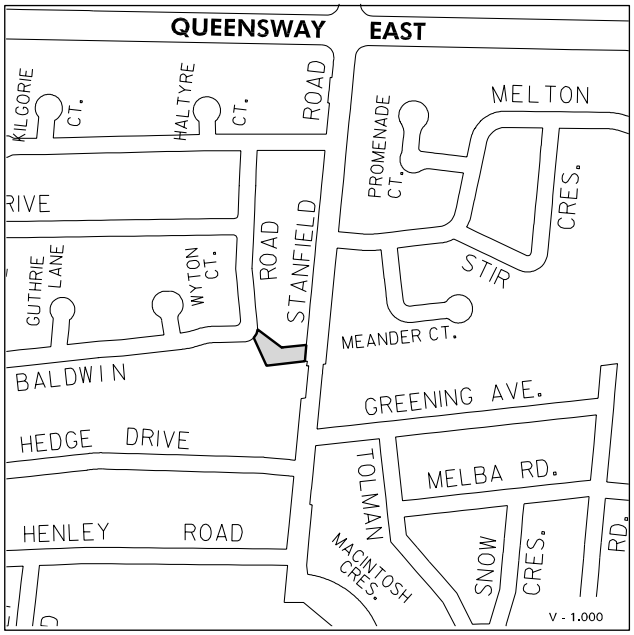
b. the existing motor vehicle body repair facility will be permitted; and

c. the existing warehousing, distributing and wholesaling uses will be permitted; and

d. the existing retail store will be permitted.

13.2.7.3 Permitted uses will operate within enclosed buildings.

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.~~

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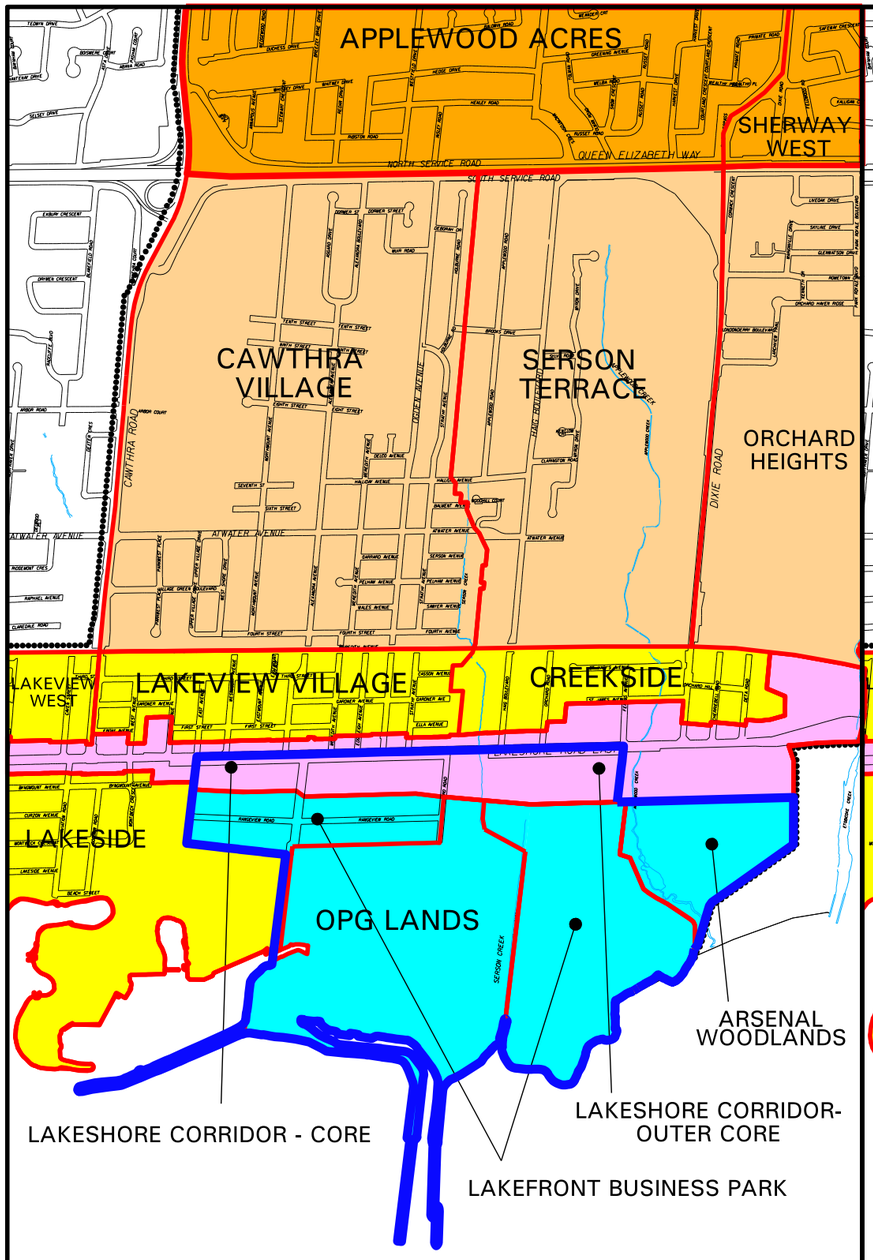

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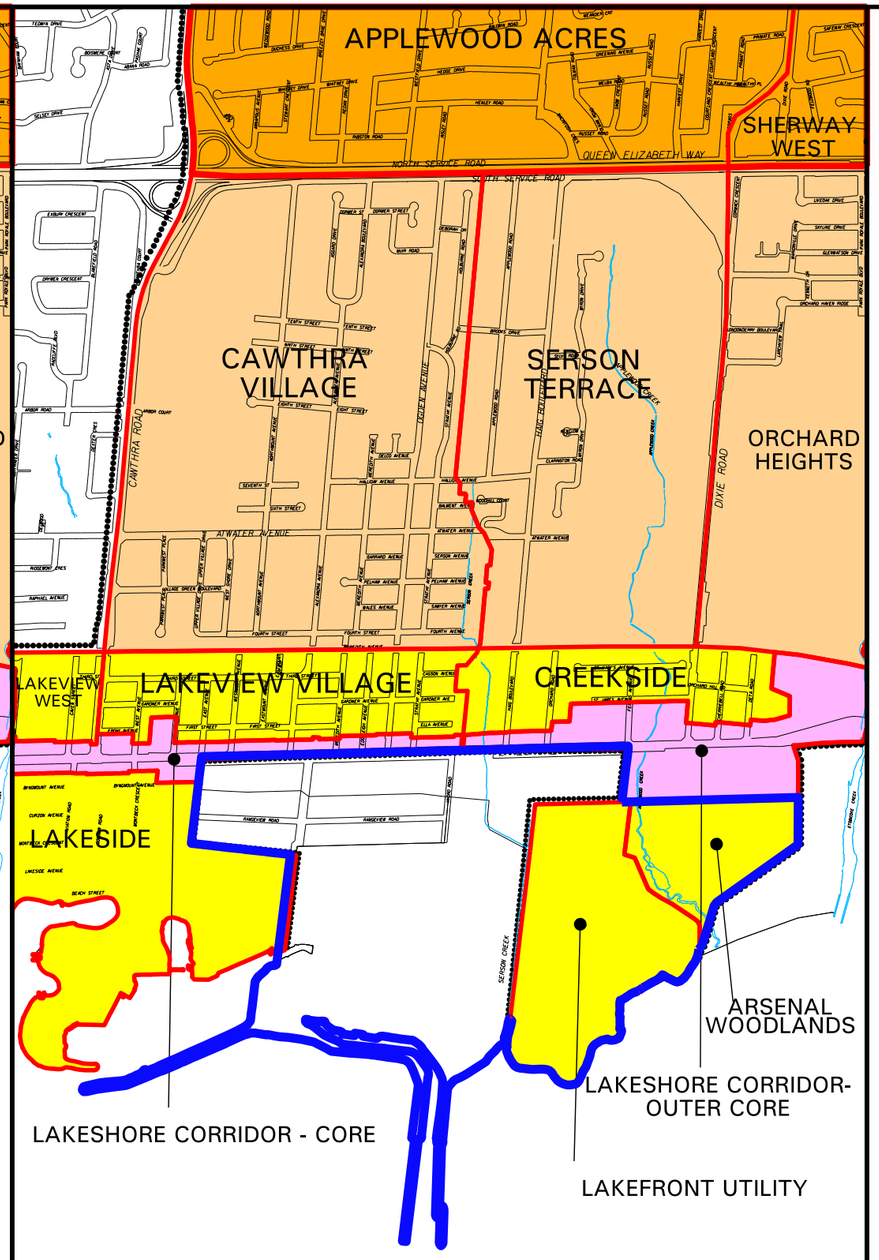

AMENDED

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

0 200 400 600 800
metres

MAP 1

Part of
Lakeview Local Area Plan
Precincts and Sub-Areas

MISSISSAUGA

2016/08/30

apasha

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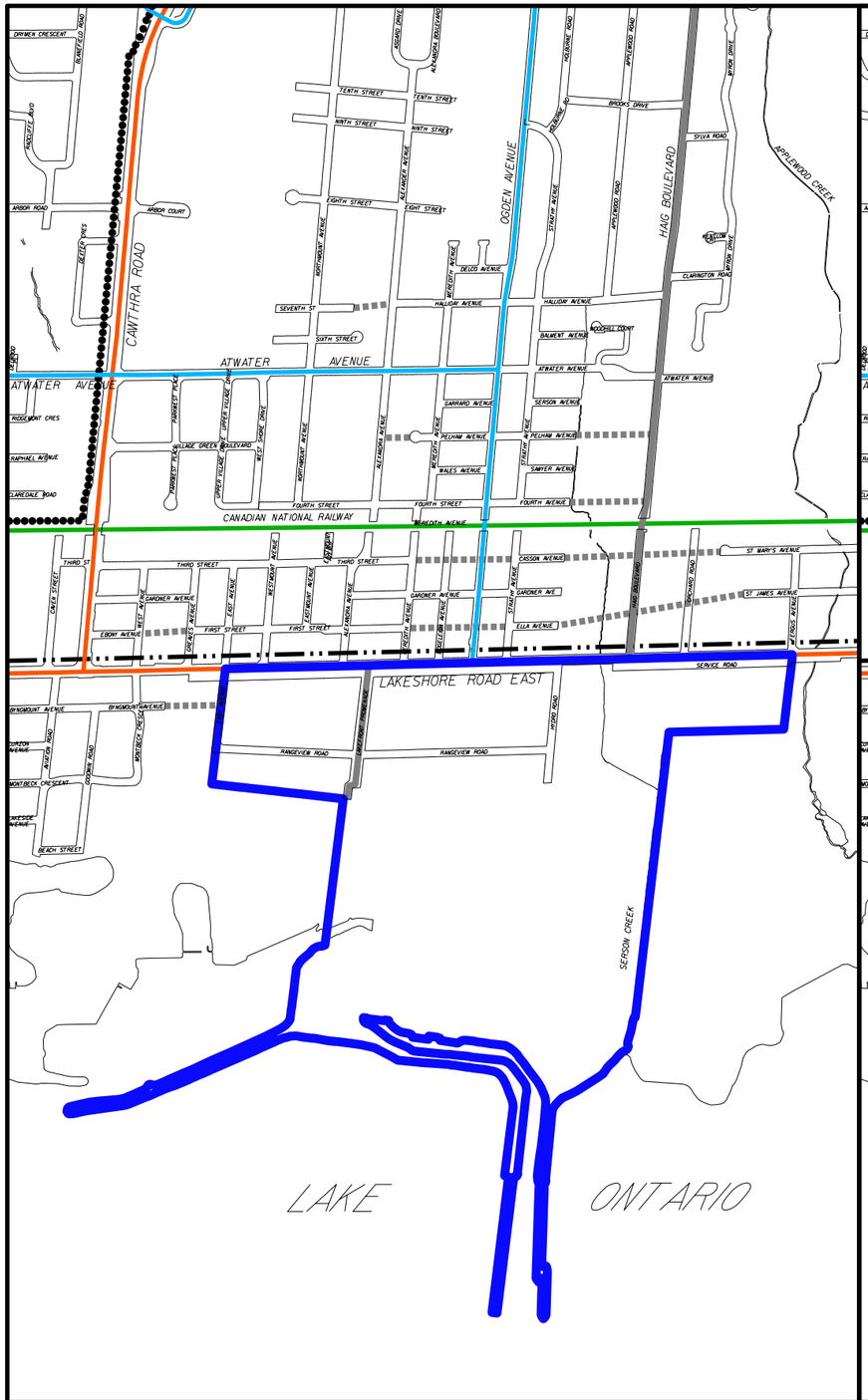

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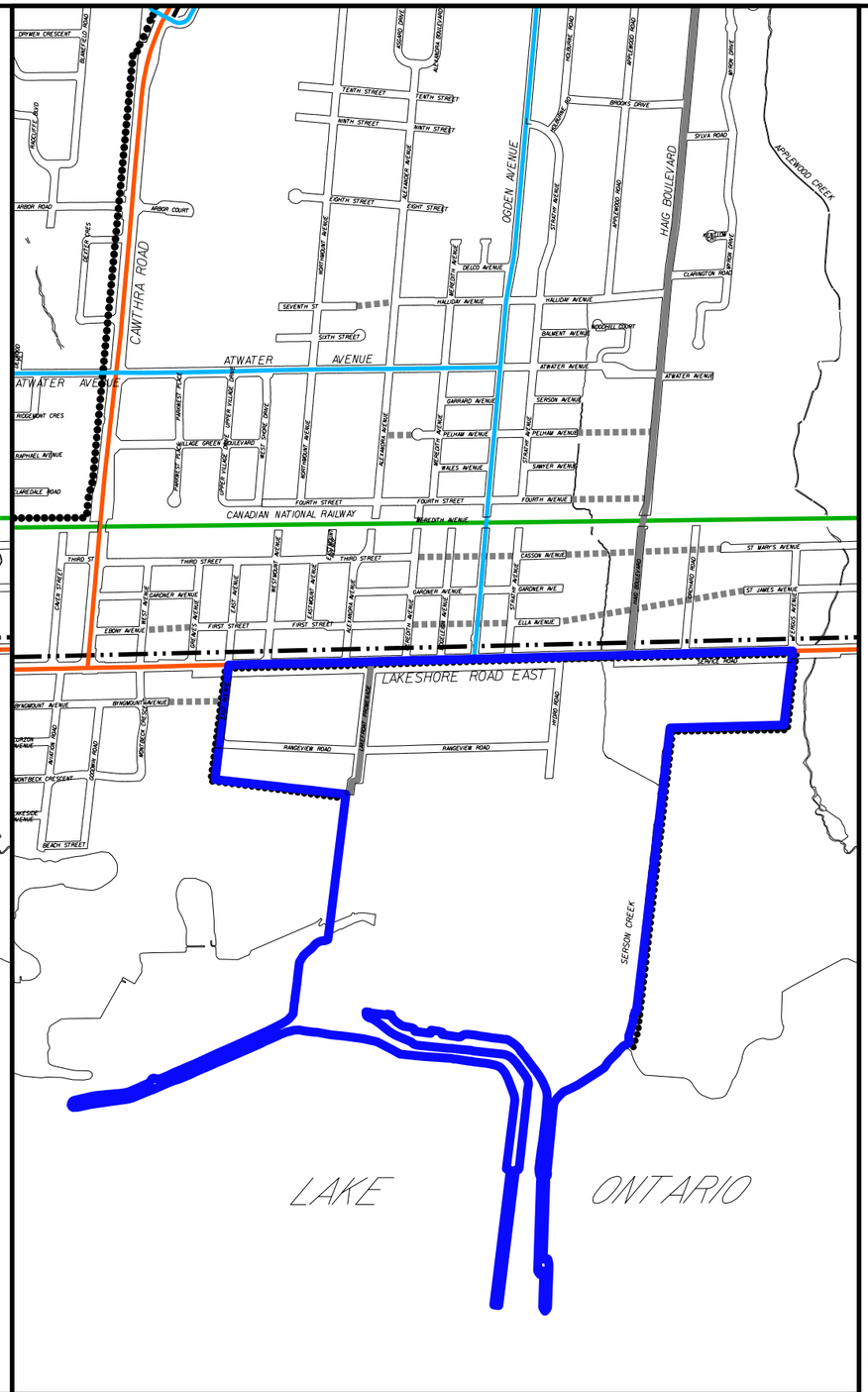

AMENDED

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

2016/08/29

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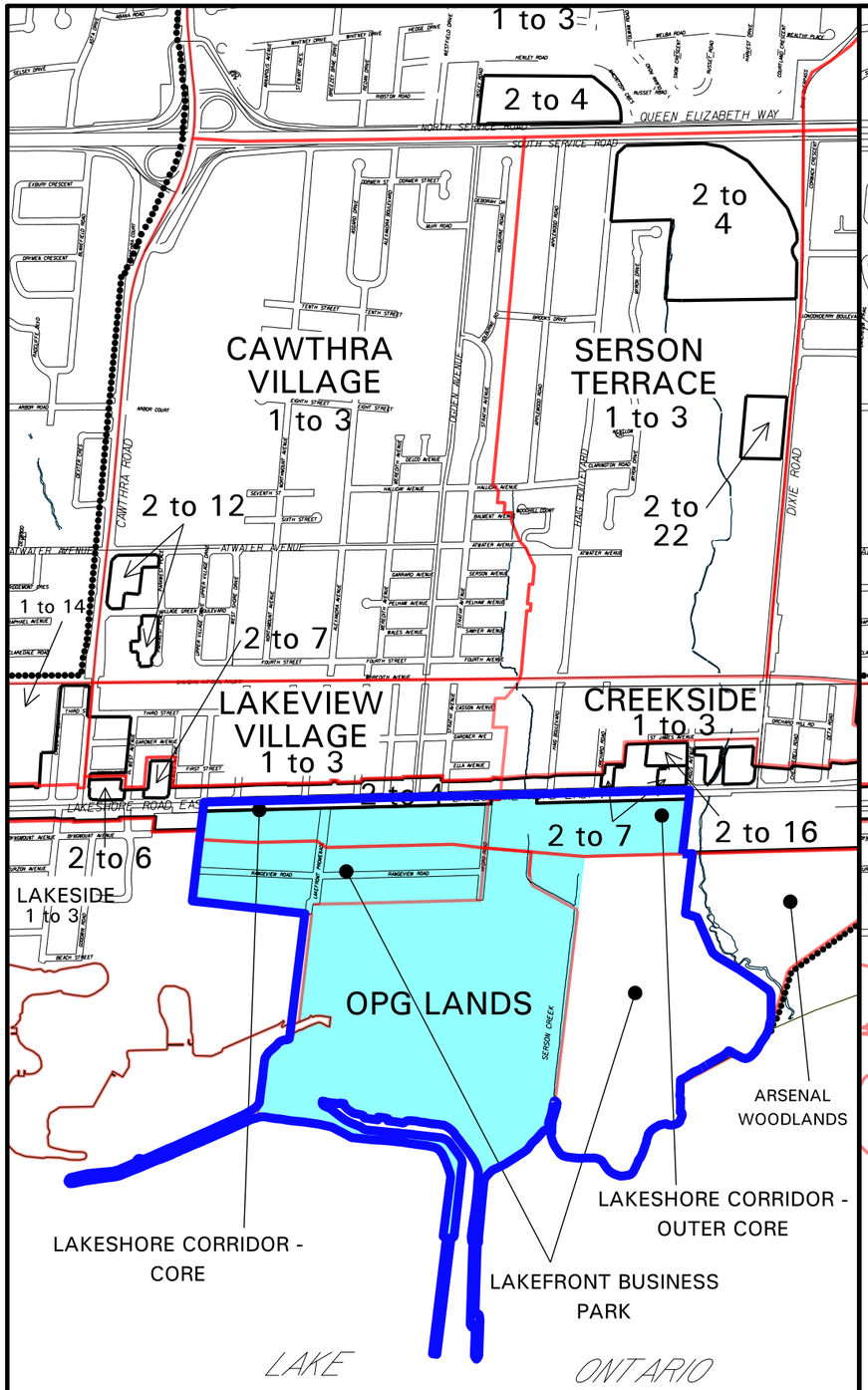

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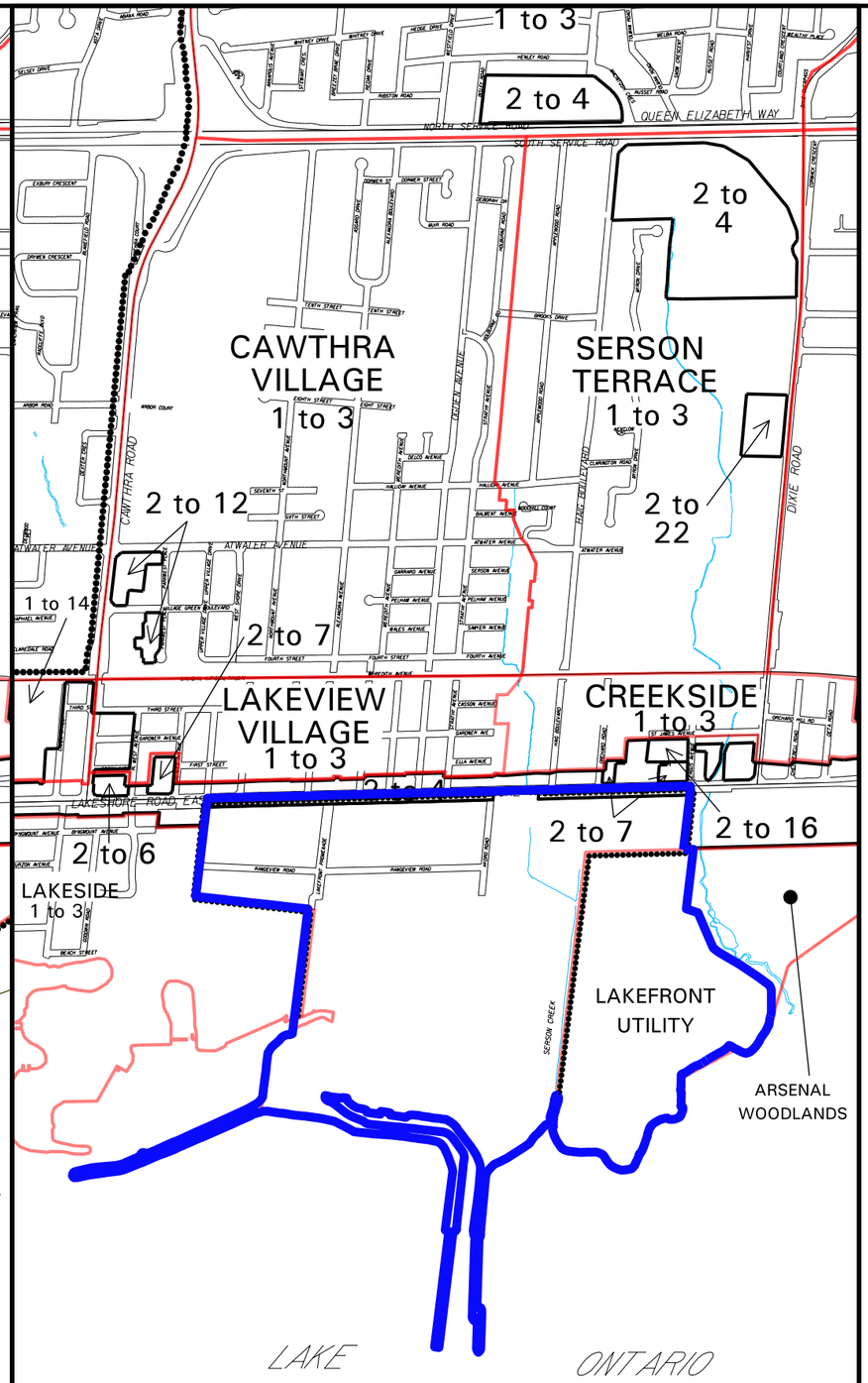

AMENDED

LEGEND:

- Sub-Area Boundary
- To Be Determined
- Local Area Plan Boundary

Note:

1. Height limits represent the minimum and maximum number of storeys permitted.

AREA OF AMENDMENT

1. Removal of the Lakeview Waterfront Major Node from the Lakeview Local Area Plan boundary.
2. Rename Lakefront Business Park to Lakefront Utility.

DRAFT

0 175 350 525 700
metres

MAP 3

Part of
Lakeview Local Area Plan
Height Limits

MISSISSAUGA

2016/08/30

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