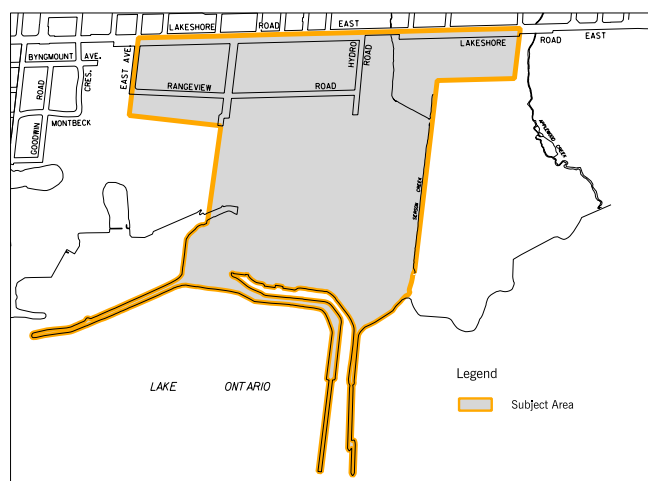


13.4 Lakeview Waterfront



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.

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;
- 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).

In addition, 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 also 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 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). Consideration of an effective **waste/recycling** collection system (e.g. vacuum collection) and innovative energy production and conservation measures;
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;

Link

Connect the City and the water



Open

Open the site with accessible public spaces for all



Green

Create a green, sustainable innovative model community



Vibrant

Create a mixed-use community affordable and welcoming to all



Connect

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



Destination

Create a special place to draw visitors



Remember

Commemorate history while creating a new legacy



Viable

Balance public & private investment economically sustainable



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

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 to visit, live, work, and do business. Promote a smart community including the use of innovative technology (e.g. fibre optic network), and green industry that incorporates research and development type jobs and opportunities, along with a post-secondary institutional campus.

13.4.4 Direct Growth

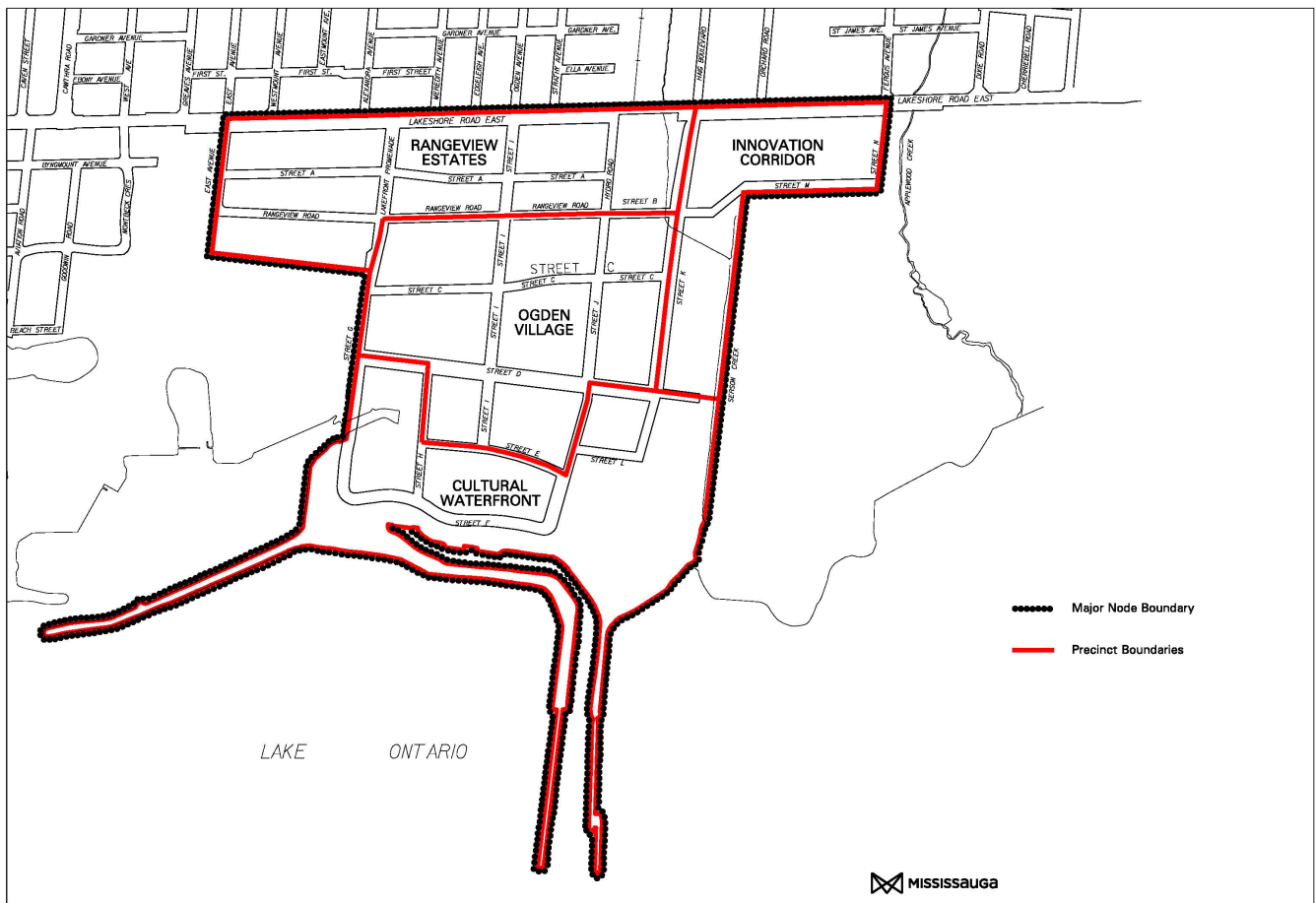
The Lakeview Waterfront is a Major Node and is intended to accommodate a variety of housing, employment, cultural activities, and an extensive open space network that provides access to Lake Ontario.

The lands adjacent to Lakeshore Road East are part of a future **higher order transit corridor**, with enhanced transit 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 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;
- provide opportunities to draw people from a broader area to take advantage of unique uses



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

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 height range;
- provide a pedestrian oriented environment and promote **active transportation**; and be served by transit throughout the area;
- 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 custom green development standards.

Figure 2 summarizes the existing land area, population and employment, and planned targets. Approximately 99 hectares in size, the area employs 1,500 people (2017). The targeted population and number of jobs is approximately 15,000 to 20,000 people and 7,000 to 9,000 jobs and that generally strive to achieve a 2:1 population to employment ratio.

13.4.4.1 Development master plans will confirm the distribution of population and employment by built form to respect 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.

	2017	Planned Target¹
Land Area ² (ha)	99 ha	99 ha
Population	0	15,000 -20,000 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
<p>¹Planned targets to be confirmed through further study (e.g. transportation study, Innovation Corridor study)</p> <p>²Land area is a gross figure and includes everything within the defined boundary such as bodies of water, roads, and all other land uses.</p> <p>³Population target is from the Inspiration Lakeview Master Plan (2014)</p> <p>⁴2017 Employment figures from City of Mississauga, Mississauga Employment Survey (2017)</p> <p>⁵Employment target is from the Inspiration Lakeview Master Plan (2014)</p>		

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

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 for buildings and neighbourhoods.

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 achieve sustainable measures 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 or deep water source cooling;
- 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 will incorporate sustainable measures in their design and will strive to meet a minimum standard of LEED Gold 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 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.

13.4.5.2.1 Innovative stormwater management techniques may be integrated with open spaces/spines including multi-modal connections and will contribute to the overall network of open spaces. The location and design of these open spaces/spines will be determined through a Master



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

Servicing Plan and identified in development master 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 with public access to the waterfront. The area is anticipated to draw people from within and beyond Mississauga.

The Lakeview Waterfront area will develop with a range of housing choices, social and institutional venues, employment and commercial uses. 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 street is a critical element to implementing the Vision and Guiding Principles for Lakeview Waterfront. 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. The street also provides access and views to the cultural area and connects neighbourhoods to the waterfront.

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 housing strategy.

13.4.6.2 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.

13.4.6.3 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 at grade incubator space, including **makerspace** 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 spaces 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 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 and enhanced transit 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 area.

The existing and future conceptual road network is shown on Map 13-4.3: Lakeview Waterfront Major Node Future Roads and Multi-modal Connections and Schedule 5: Long Term Road Network. A future **higher order transit corridor** along Lakeshore Road East and enhanced transit 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.

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 multi-modal connections that will support **active transportation** and create a well connected and healthy community.

13.4.7.1.2 A 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; Transportation Demand Management Measures; 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, modal splits, and any required phasing of development.

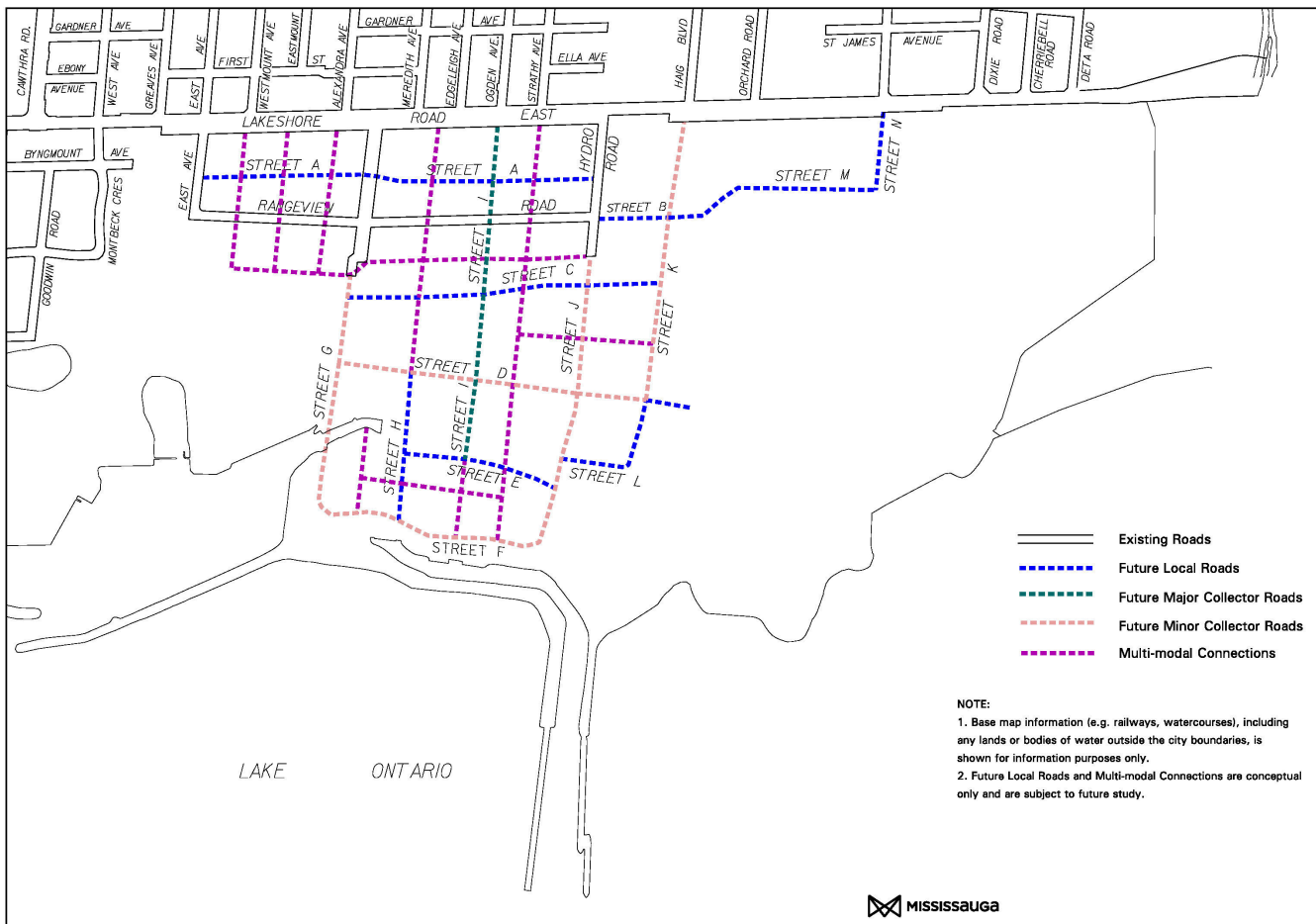
13.4.7.1.3 Development master plans and development applications will demonstrate how the findings of the area-wide transportation study have been incorporated into the development proposal.

13.4.7.1.4 The extension of Ogden Avenue into the Lakeview Waterfront area (Street I) will form the central north-south spine of the community and is vital to the community's success. As a major

collector road it will be designed to accommodate moderate volumes of traffic and **active transportation** facilities. Designed as a mainstreet, it will be pedestrian oriented with wide sidewalks and a generous public realm. This street will also provide direct access to the Cultural Waterfront.

13.4.7.1.5 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 tree planting.

13.4.7.1.6 The City may acquire and protect for a public transit right-of-way for an enhanced transit corridor (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.



Map 13-4.3: Lakeview Waterfront Major Node Character Area Future Roads and Multi-modal Connections

13.4.7.1.7 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.

13.4.7.1.8 Development applications will be accompanied by traffic impact 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.

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 (Section on Planning and Financing Tools)

13.4.7.2 Connectivity

13.4.7.2.1 Development master plan and applications will demonstrate how the proposal contributes 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 pattern;
- multi-use paths;
- pedestrian mews;
- frequent intersections; and
- development framing parks or privately owned publicly accessible open space.

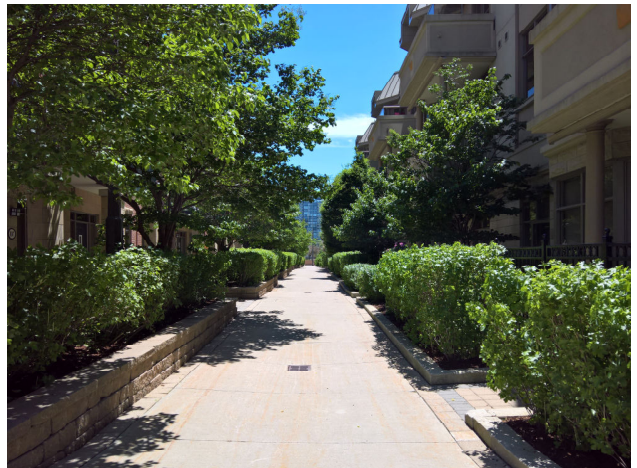


Figure 4: An example of a pedestrian mew.

13.4.7.2.2 Multi-modal connections will be designed primarily as pedestrian and cycling routes to be confirmed through the Lakeview Waterfront Transportation Study (Map 13-4.3: Lakeview Waterfront Major Node Character Area Future Roads and Multi-Modal Connections).

13.4.7.2.3 Public easements may be required where connections are proposed on private lands. Where appropriate, connections should also accommodate **stormwater best management practices** (e.g. bio-

swales). Map 13-4.3: Lakeview Waterfront Major Node Character Area Future Roads and Multi-Modal Connections illustrates how connectivity can be achieved.

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;
- c. underground and/or integrated above grade structured parking will be required for residential development exceeding four storeys and all mixed use developments;
- d. a limited amount of surface parking may be considered on a site by site basis e.g. visitor, retail commercial;
- 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 grade in order to reduce negative impacts on the public realm; and
- f. 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 and **active transportation** facilities.

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. townhouses);
- permit limited taller elements that must “earn the sky” through design excellence and protection of skyviews and sunlight;
- 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.

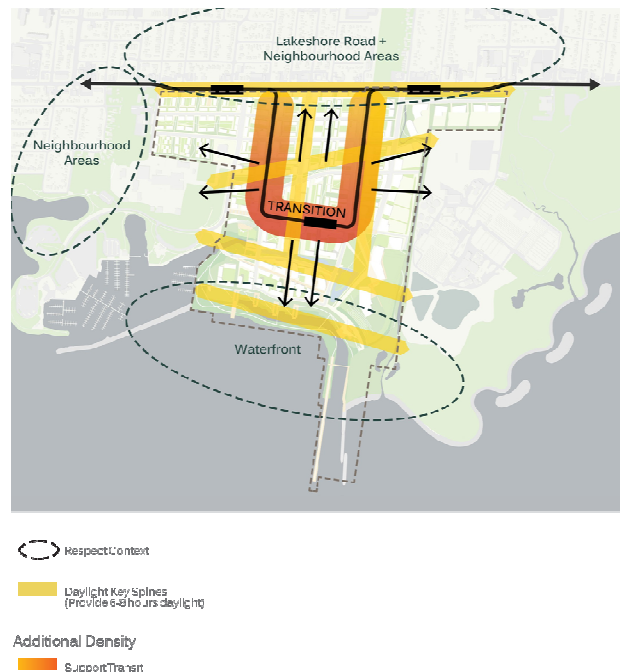
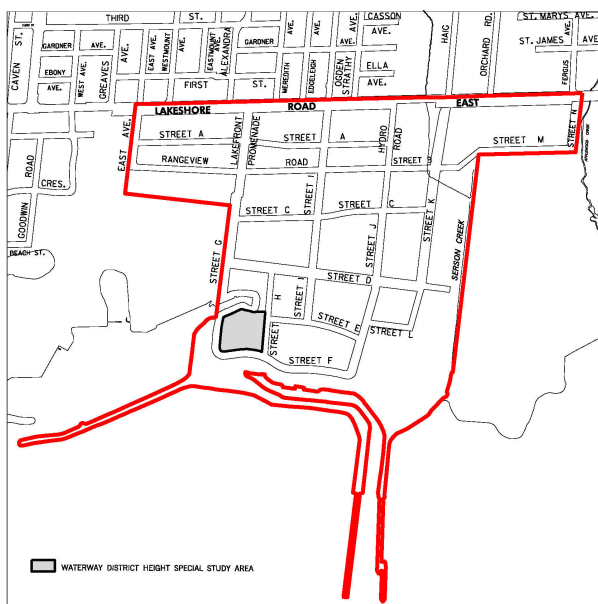


Figure 5: Transitional Density Strategy: The distribution of densities is greater towards the centre of the site and gradually transitions to the existing residential neighbourhoods adjacent to the Lakeview Waterfront lands.

13.4.8.1 General Policies

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

- a gradual transition to existing adjacent stable residential neighbourhoods;
- reinforce a pedestrian scale along Lakeshore Road East;
- greater concentration of height and density towards the centre of the community;
- provide a gradual transition towards the waterfront;
- maximize daylight hours;
- locate select taller, architecturally significant buildings in the Cultural Waterfront Precinct as identified on Map 13-4.4: Waterway District Height Special Study Area; and
- ensure a variety of built forms to create a varied skyline that promotes views to Lake Ontario.



Map 13-4.4: Waterway District Height Special Study Area

13.4.8.2 Development Master Plans

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

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:

- 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 (as shown on Table 1: Distribution of Housing and Unit Targets by Precinct);
- 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.
- adequate spatial separation between taller building elements (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;
- use of public and private open spaces to accommodate **stormwater best management practices**, reinforce view corridors, enhance the aesthetic quality of the area, increase the tree canopy, and enhanced connection (i.e. connections to the adjoining street network);

- e. how development implements green development standards and sustainable infrastructure;
- f. final alignment of future roads and potential multi-modal connections with identified right-of-way widths;
- g. **streetscape** and upgraded boulevard treatments that provide appropriate setbacks and side yards 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.

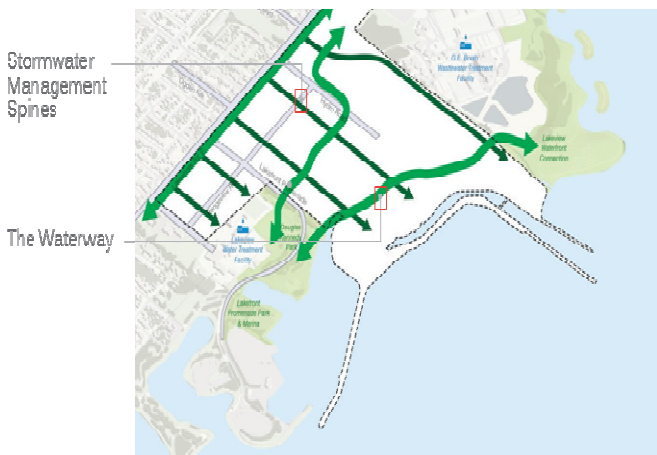


Figure 6: An innovative approach to stormwater management - series of north-south and east-west spines adds natural elements to the public and private realm while providing an important water collection function.

13.4.8.3 Precincts

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

Building heights will range as follows:

- townhouses ranging from 2 to 4 storeys;
- low-rise apartment buildings up to 4 storeys;
- mid-rise apartment buildings between 5 and 8 storeys;
- taller buildings up to 15 storeys; and
- taller buildings greater than 15 storeys may be considered subject to the completion of the Waterway District Height Special Study as identified on Map 13-4.4: Waterway District Height Special Study Area.

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 confirm this distribution.

13.4.8.3.1 Notwithstanding the policies of this Plan, **tall buildings** will be a maximum height of 15 storeys.

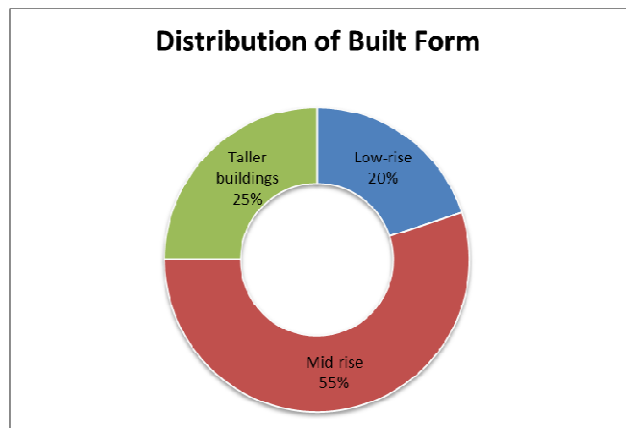


Figure 7: The planned distribution of built form is a combination of townhouses, mid-rise apartments and taller buildings (Inspiration Lakeview Master Plan, 2014).

Table 1: DISTRIBUTION OF HOUSING AND UNIT TARGETS BY PRECINCT¹

Precinct	Total Residential Units	Built Form					
		Townhouses (All Types) ²		Mid-Rise Buildings (5 to 8 storeys)		Taller Elements (up to 15 storeys)	
		Number of Units	% of Townhouses (Precinct)	Number of Units	% of Mid-Rises (Precinct)	Number of Units	% of Taller Elements (Precinct)
Rangeview Estates	2,580	1,120	43%	1,170	45%	290	11%
Ogden Village	4,740	480	10%	2,550	54%	1,710	36%
Cultural Waterfront ³	680	-	-	680	100%	-	-
Innovation Corridor	-	-	-	-	-	-	-
Total – Lakeview Waterfront Major Node	8,000	1,600	20%	4,400	55%	2,000	25%

¹ Minor variation may be allowed subject to demonstrating how the proposed mix of building types will achieve the intent of the Lakeview Waterfront policies. Housing and unit targets are based on the Inspiration Lakeview Master Plan (2014).

² Townhouses (All Types) includes traditional, stacked, back to back stacked towns and low-rise apartments up to 4 storeys.

³ Lands in the southwest quadrant of the Cultural Waterfront Precinct may permit additional residential units subject to the completion of the Waterway District Height Special Study.

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

Criteria for Taller Building Heights

13.4.8.3.2 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 provided the taller building is located behind a mid-rise building fronting Lakeshore Road East;
- at Ogden Avenue and Lakeshore Road East provided the taller building is located behind a mid-rise building fronting Lakeshore Road East; and
- in Ogden Village.

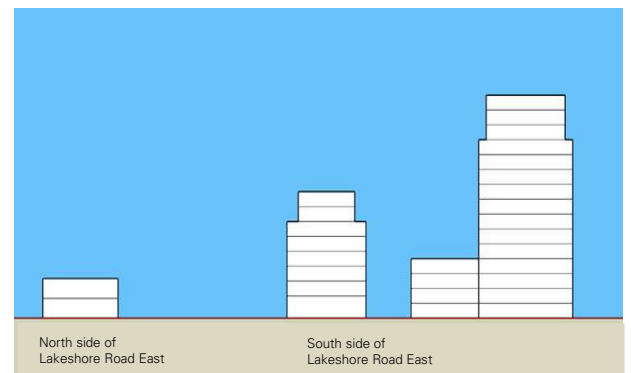


Figure 8: Development in the Lakeview Waterfront along Lakeshore Road East with an 8 storey building and a 15 storey building behind.

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. Retail uses are permitted along Lakeshore Road East but will be required at the key gateway into the community at Ogden Avenue.

13.4.8.3.3 Townhouses and low-rise apartments will provide a gradual transition to the existing neighbourhood to the west of this precinct.

13.4.8.3.4 Mid-rise apartment buildings will front Lakeshore Road East and all north-south streets with the exception of East Avenue.

13.4.8.3.5 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.

Ogden Village Precinct

The Ogden Village Precinct is the heart of the Lakeview Waterfront community with the greatest mix of residential and commercial uses. The extension of Ogden Avenue (Street 'I') is the mainstreet and central retail hub and is the key thoroughfare to the waterfront. The precinct is intended to help create a complete community and incorporate community infrastructure and commercial activities.

13.4.8.3.6 Mid-rise and taller buildings will be the predominant built form.

13.4.8.3.7 Low-rise apartments and townhouses will be permitted throughout the precinct. These buildings are intended to provide a human scale and may assist in providing separation between taller buildings.

13.4.8.3.8 At grade commercial uses may be incorporated into buildings in order to serve the day-to-day needs of residents to create a vibrant place.

Innovation Corridor Precinct

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

13.4.8.3.9 Mid-rise buildings will be the predominant built form.

13.4.8.3.10 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.

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.

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

13.4.8.3.12 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.

13.4.8.3.13 Notwithstanding Section 13.4.8.3.11, lands west of the future Street 'H' and north of the future Street 'F' may permit heights greater than 15 storeys, subject the completion of the Waterway District Height Special Study. This study will confirm development parameters for taller, architecturally significant buildings to ensure a higher design rigour (Map 13-4.4: Waterway District Height Special Study Area).



Figure 9: The Lakeview Waterfront can provide an active and vibrant waterfront and opportunities for cultural activities such as Vancouver's Granville Island.

13.4.8.3.14 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. cultural infrastructure and spaces, institutional buildings (e.g., post-secondary campus); and
- c. 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.

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

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 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. As such, new employment uses are planned for the area. 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 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, 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. 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 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 or Street 'I', commercial uses will be permitted at grade.

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 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 and cultural infrastructure facilities will be permitted in the Cultural Waterfront Precinct. These spaces may be located in a single building or combined with another permitted use.

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; and
- c. marine related uses including boat storage and repair.

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. 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 (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 of the Lakeview Waterfront.

The development approvals process is generally described as follows:

- preparation of area wide studies;
- preparation of development master plan(s) and supporting documentation;
- 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.

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.

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.

Area Wide Studies

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

- a. Transportation Study (e.g. road network and capacity analysis, multi-modal connections and enhanced transit assessment); and

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

Development Master Plan Studies

13.4.11.3 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.

13.4.11.4 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, use of Section 37 benefits.

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

- a. Serson Creek Study;
- b. Economic Development Business Case Study (Innovation Corridor and Cultural Waterfront Precincts);
- c. Post-Secondary Institution Business Case Study;
- d. Waterway District Height Special Study;
- e. Active and Urban Shoreline Study;
- f. Coastal Studies; and
- g. Cultural Incubator Study.

Contamination and Site Remediation

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

13.4.11.6 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.

13.4.11.7 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.

13.4.11.8 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.

Planning and Financing Tools

13.4.11.9 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.

13.4.11.10 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.

13.4.11.11 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 generally determine the detailed alignment of municipal roads, the location

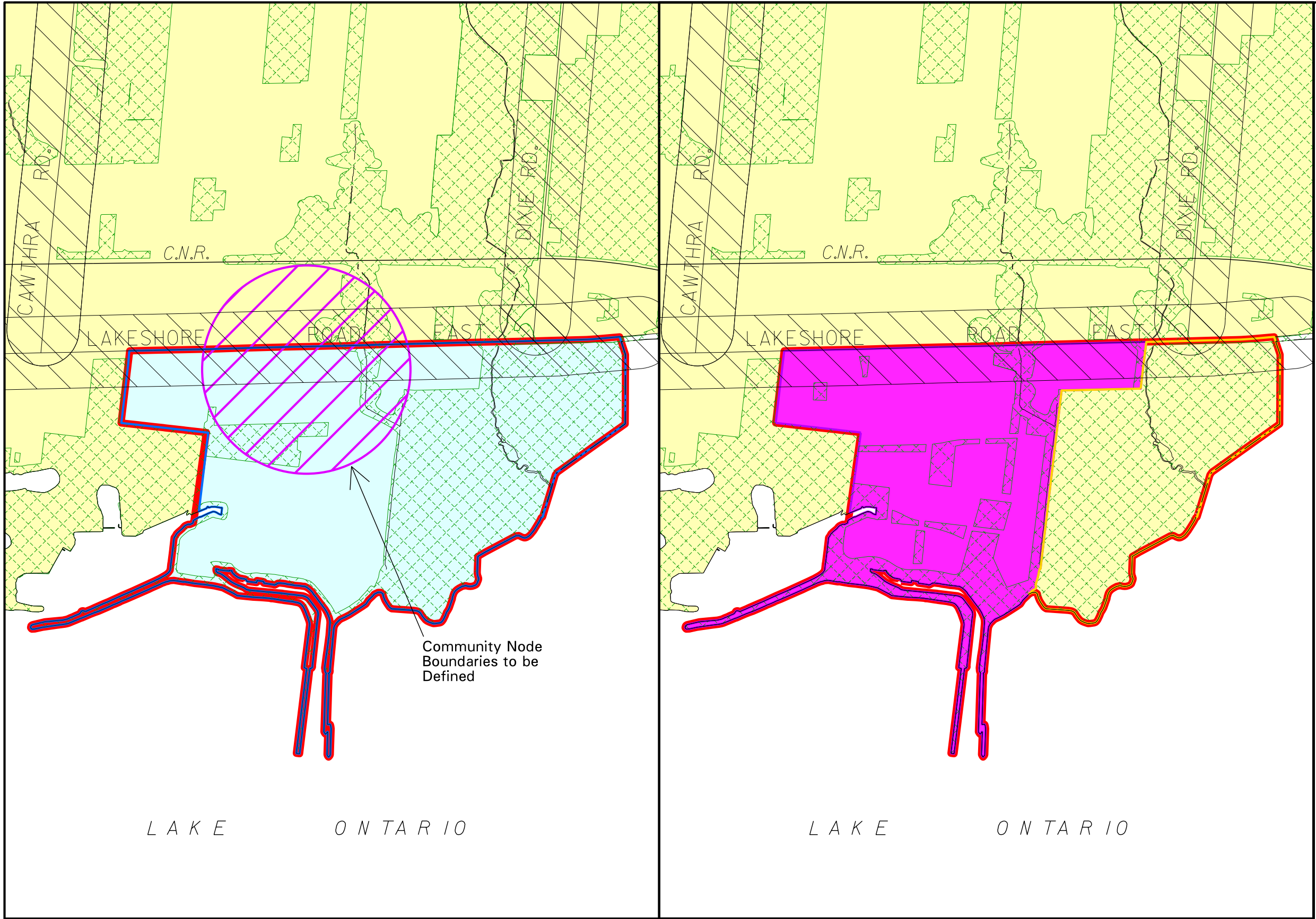
of parkland and policies respecting development phasing.

13.4.11.12 In addition to those facilities and services identified as qualifying for bonuses in height or density in Section 19.8 of the Official Plan, the following additional items may be considered:

- a. innovative sustainable technologies e.g. district energy, vacuum **waste** collection, and low impact development techniques; and
- b. environmental development performance standards (LEED certification or custom green development standards) that exceed those required by the Official Plan and/or those typically provided by development proponents.

13.4.11.13 In exchange for increased height and/or density permissions a community benefits contribution pursuant to Section 37 of the Planning Act will be required. The base value from which increased height and/or density will be calculated will reflect zoning by-law permissions in effect as of January 1, 2018.

13.4.11.14 Notwithstanding Section 13.4.11.13, Section 37 will not be applicable for lands designated Business Employment and Institutional within the Innovation Corridor Precinct.



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:

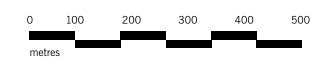
Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



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

DRAFT



MAP 'A'

Part of
Schedule 1 Urban System
of Mississauga Official Plan



V - 11.002

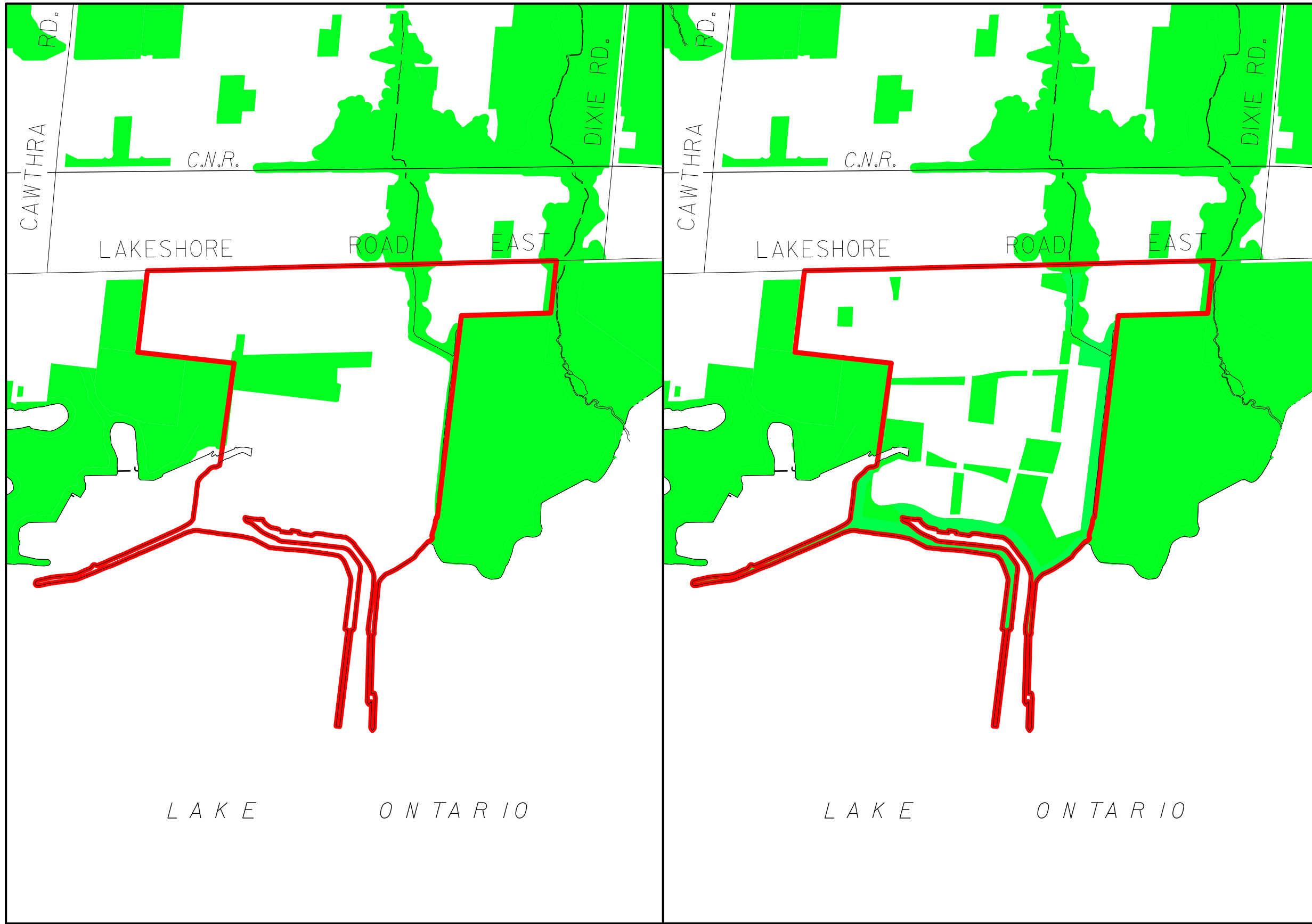
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L A K E O N T A R I O

L A K E O N T A R I O

Community Node
Boundaries to be
Defined



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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EXISTING

AMENDED


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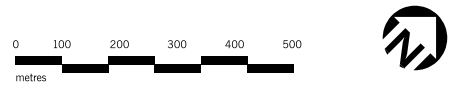
LEGEND:

Elements

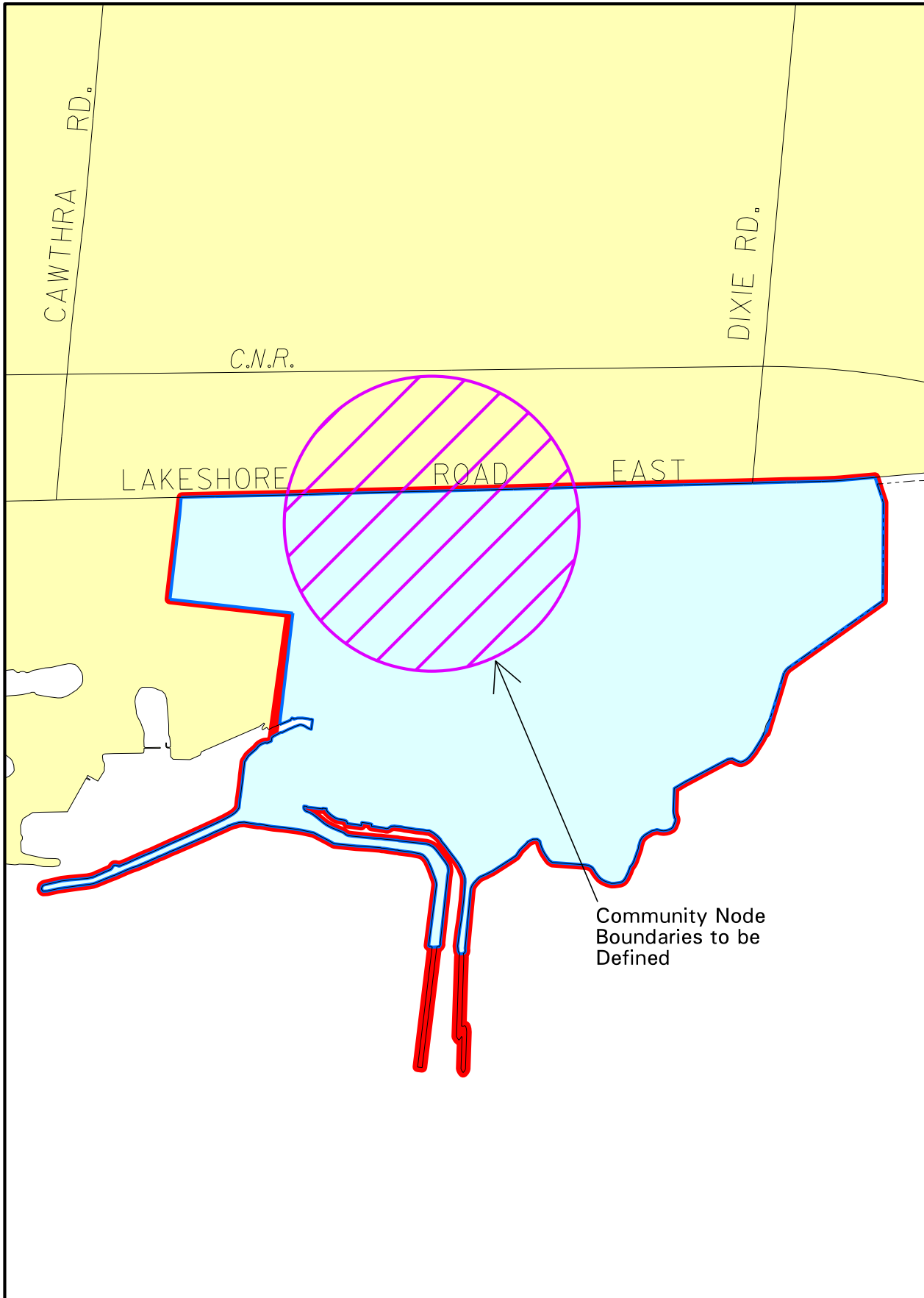
-  Downtown
-  Major Node
-  Community Node
-  Neighbourhood
-  Corporate Centre
-  Employment Area
-  Special Purpose Area

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.

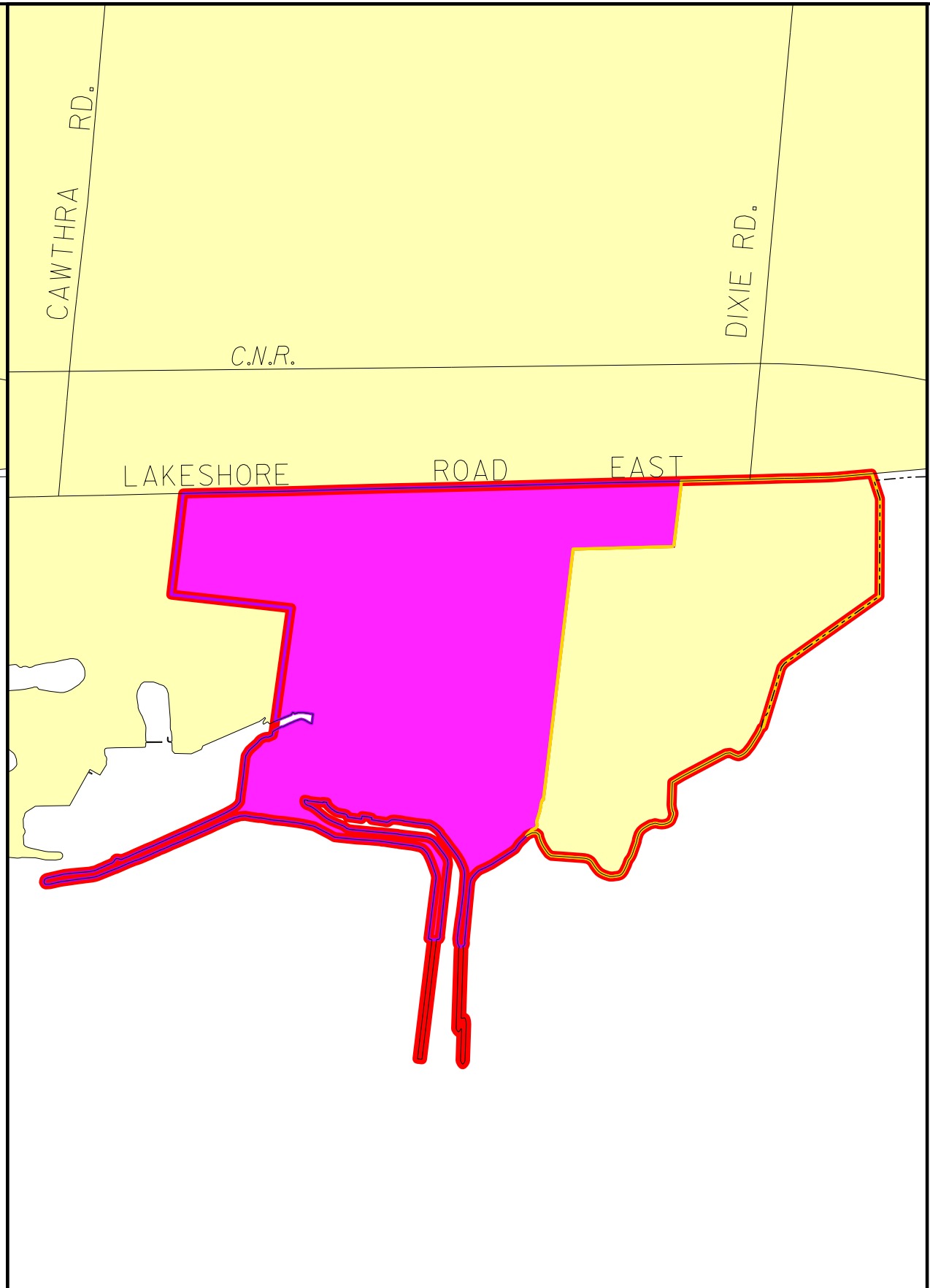
-  AREA OF AMENDMENT:
1. City Structure Element to Major Node and Neighbourhood
 2. Removal of circle and text denoting the Lakeview Community Node boundary to be defined



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



EXISTING



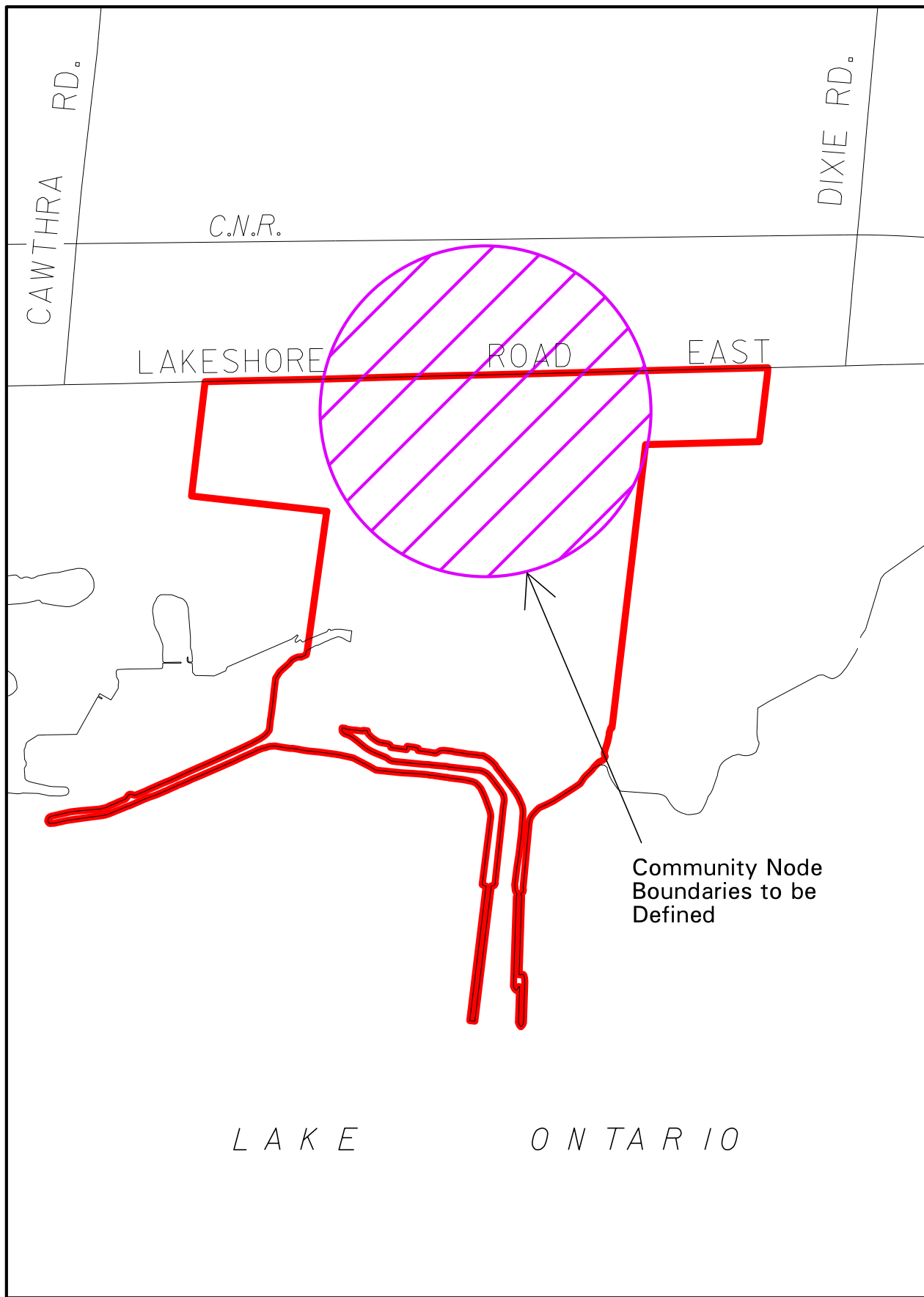
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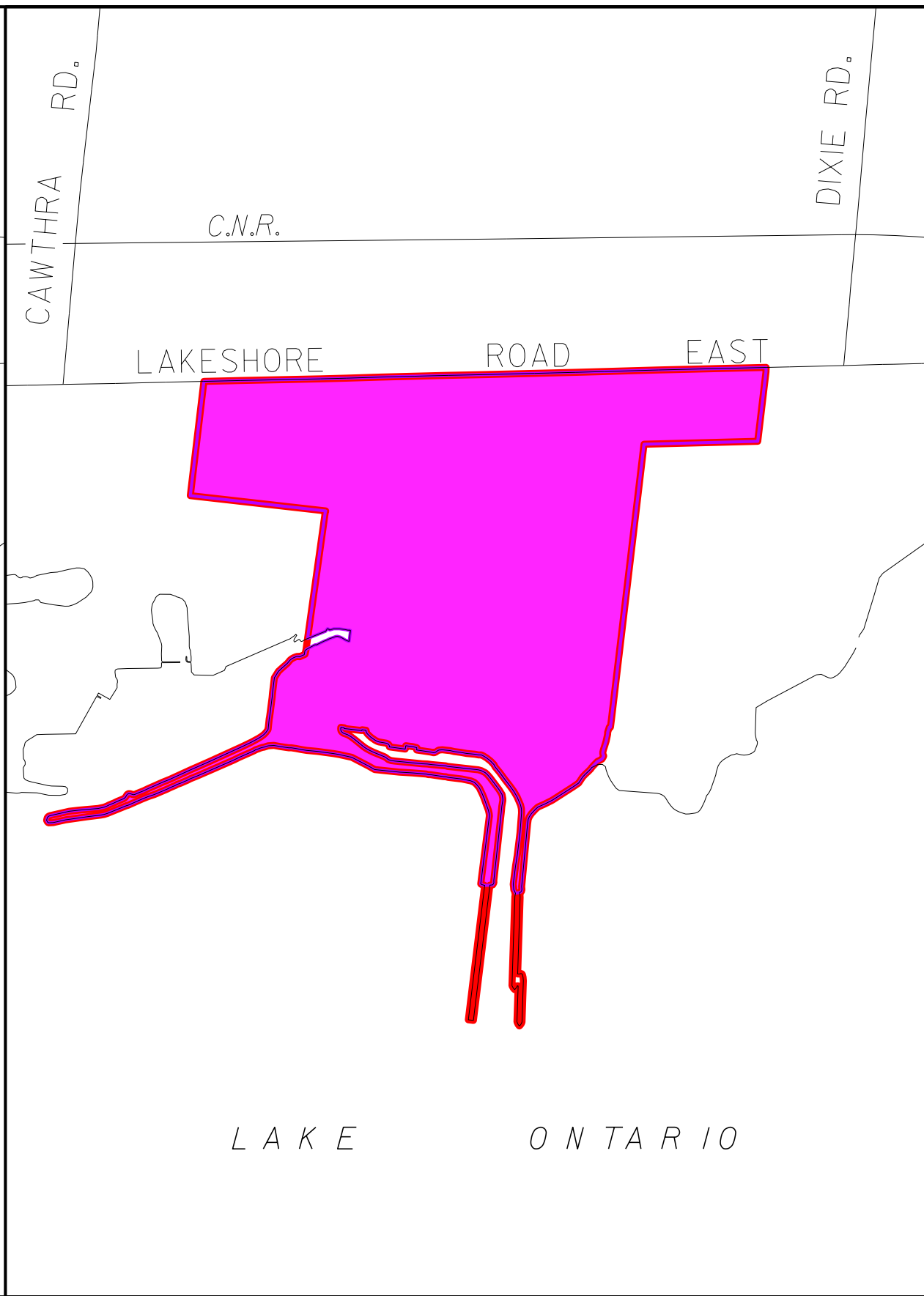
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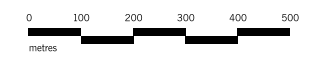
LEGEND:

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

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

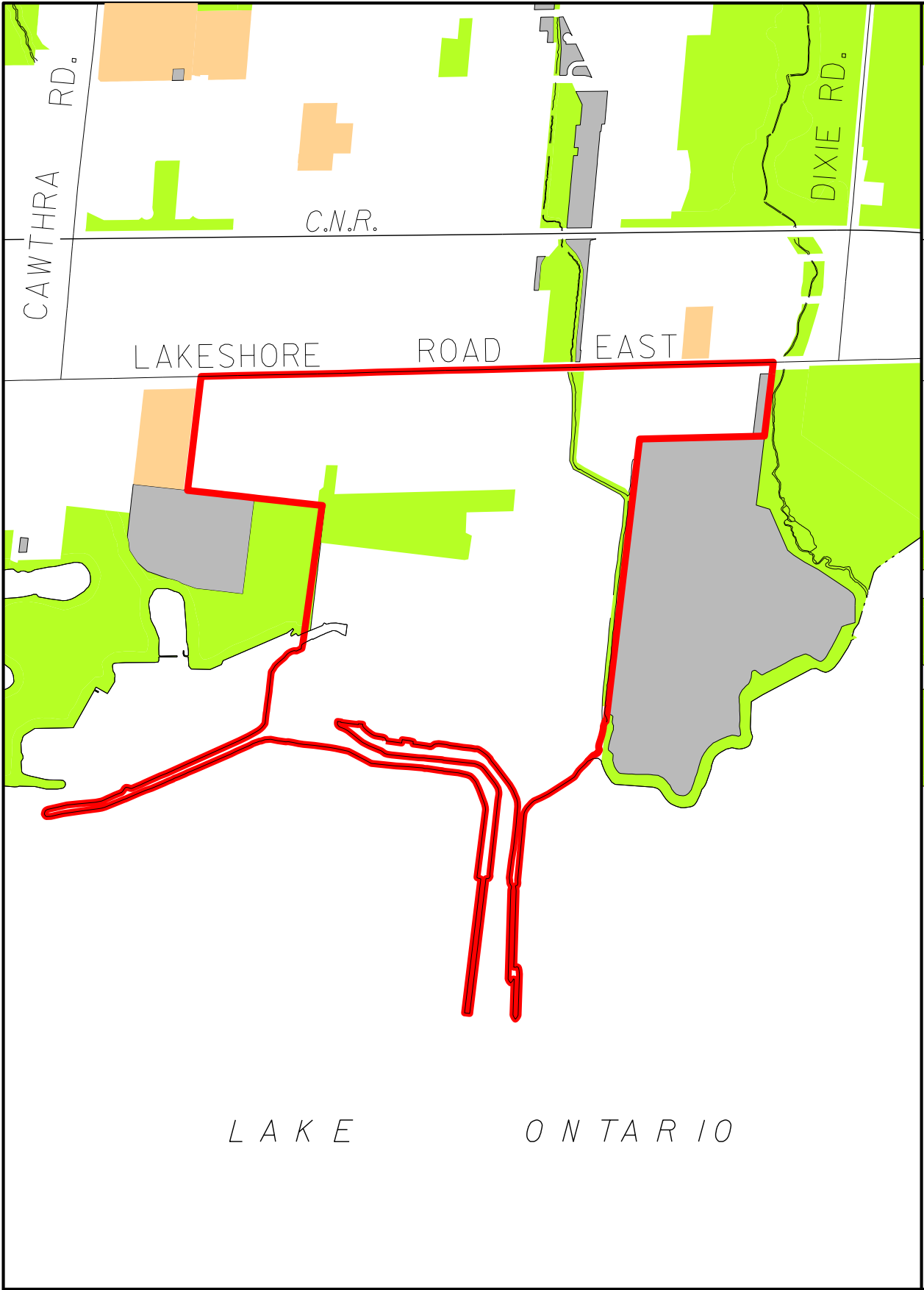
-  AREA OF AMENDMENT:
1. City Structure Element to Major Node
 2. Removal of circle and text denoting the Lakeview Community Node boundary to be defined

DRAFT



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









EXISTING




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

DRAFT



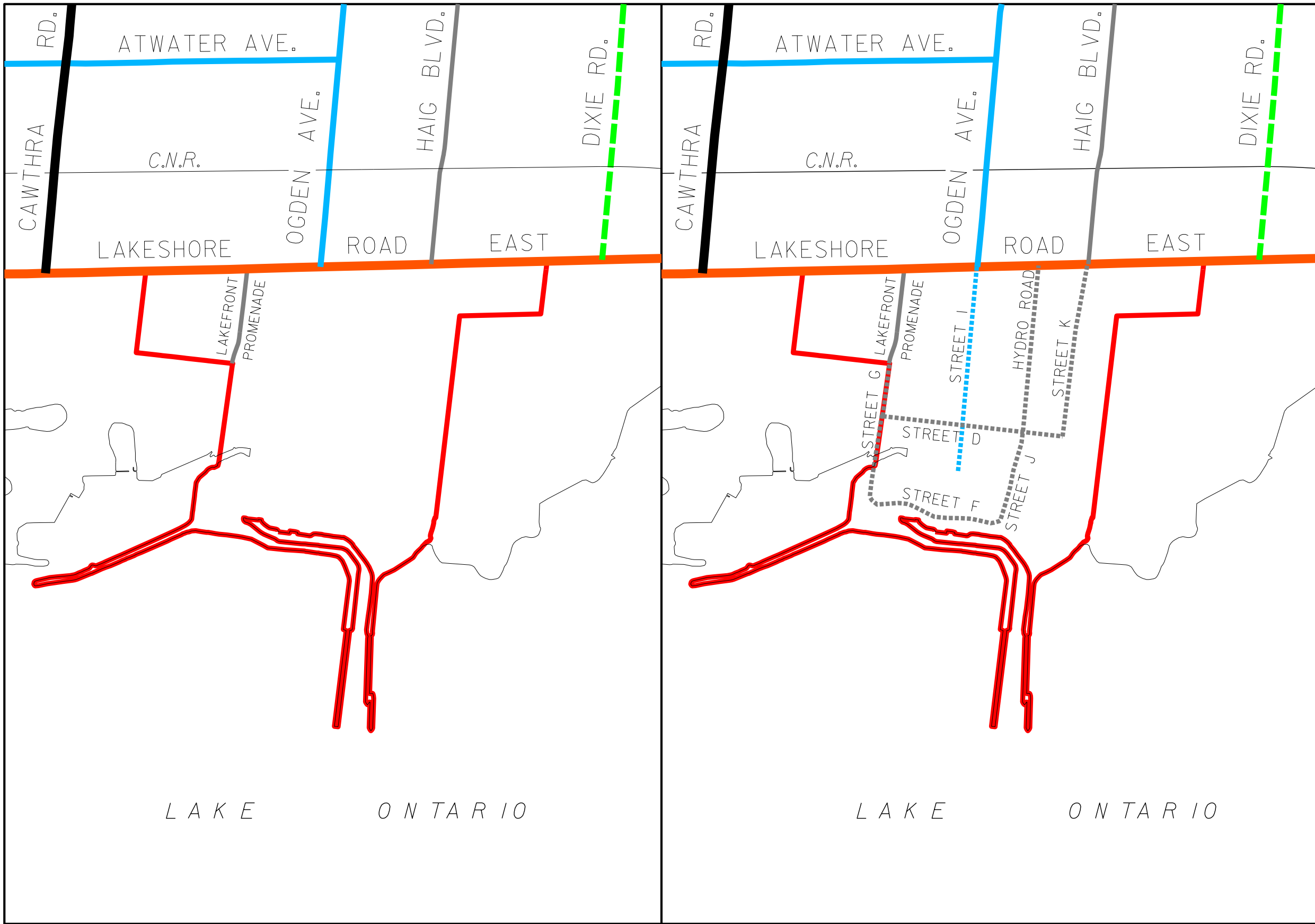
MAP 'E'

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















V - 9.003

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LEGEND

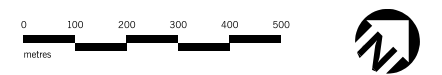
-  Provincial Highway and Interchange
-  Regional Arterial
-  Arterial
-  Future Arterial (conceptual)
-  Major Collector
-  Future Major Collector (conceptual)
-  Major Collector (Scenic Route)
-  Regional Major Collector (Scenic Route)
-  Minor Collector
-  Future Minor Collector
-  Minor Collector (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

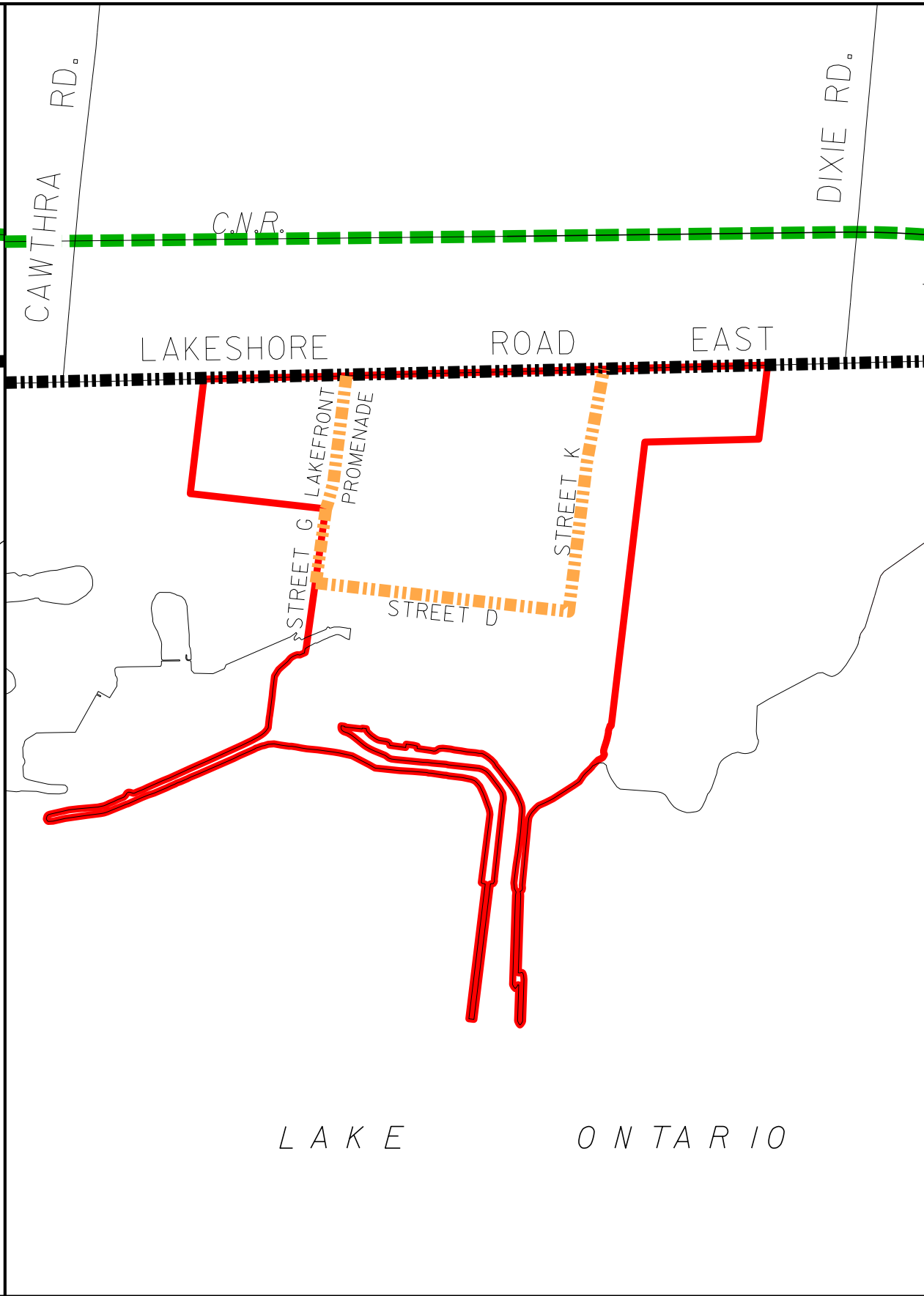
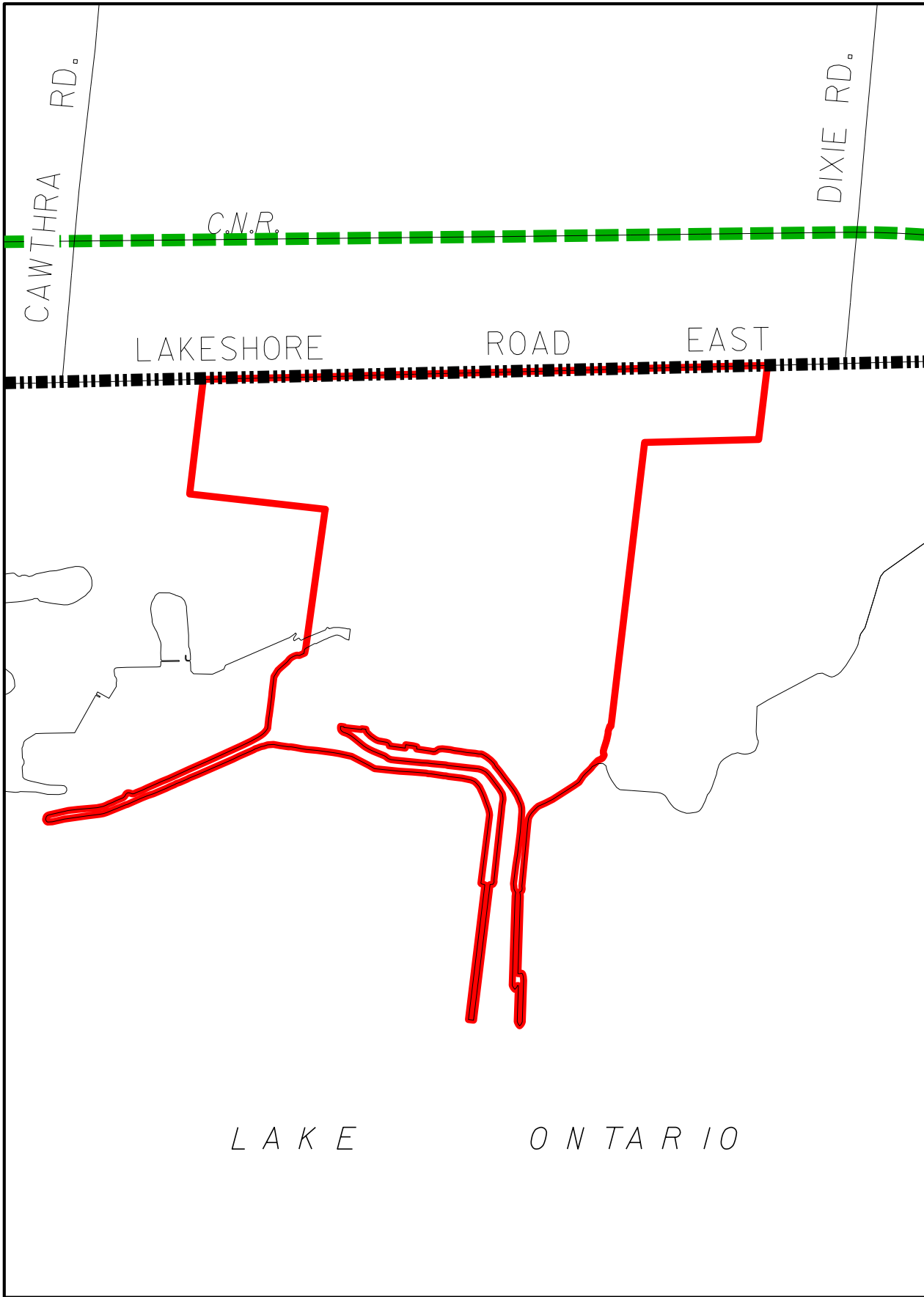
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

MAP 'F'
 Part of Schedule 5
 Long Term Road Network
 of Mississauga Official Plan

EXISTING


AMENDED



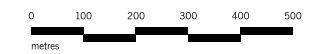
LEGEND:

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

- Notes:
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

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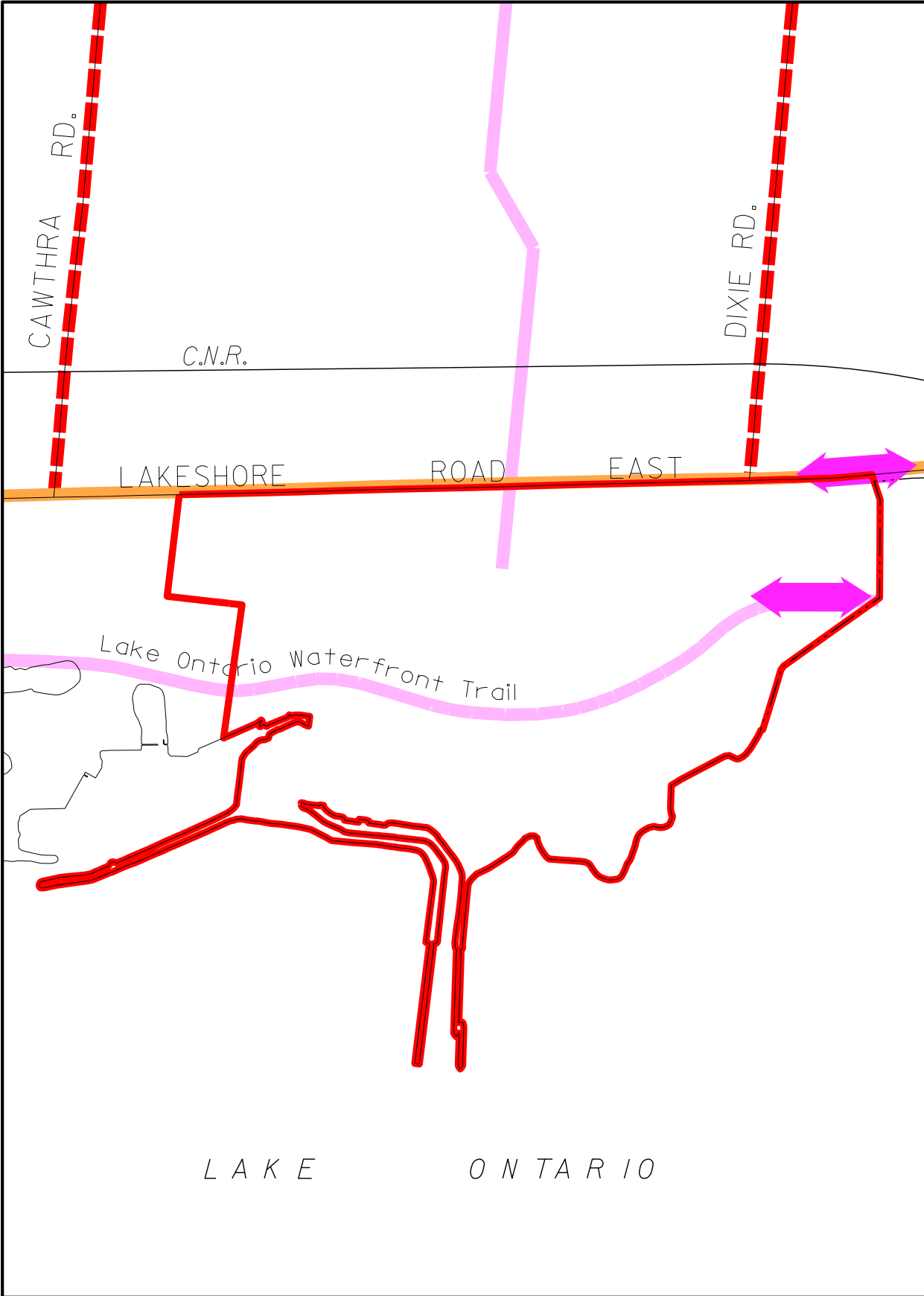
MAP 'G'

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

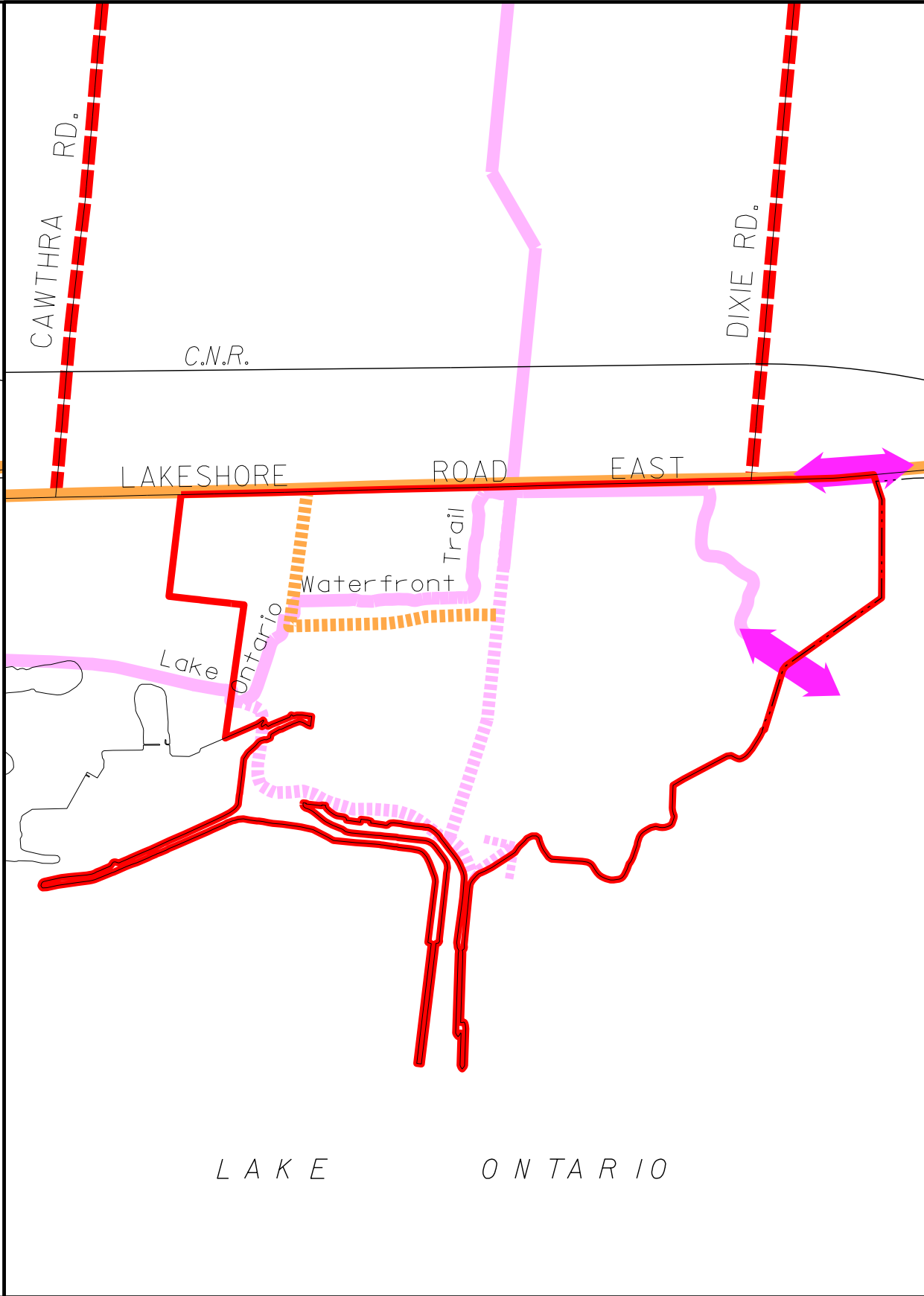


EXISTING

AMENDED



EXISTING



AMENDED

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

- Notes:**
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

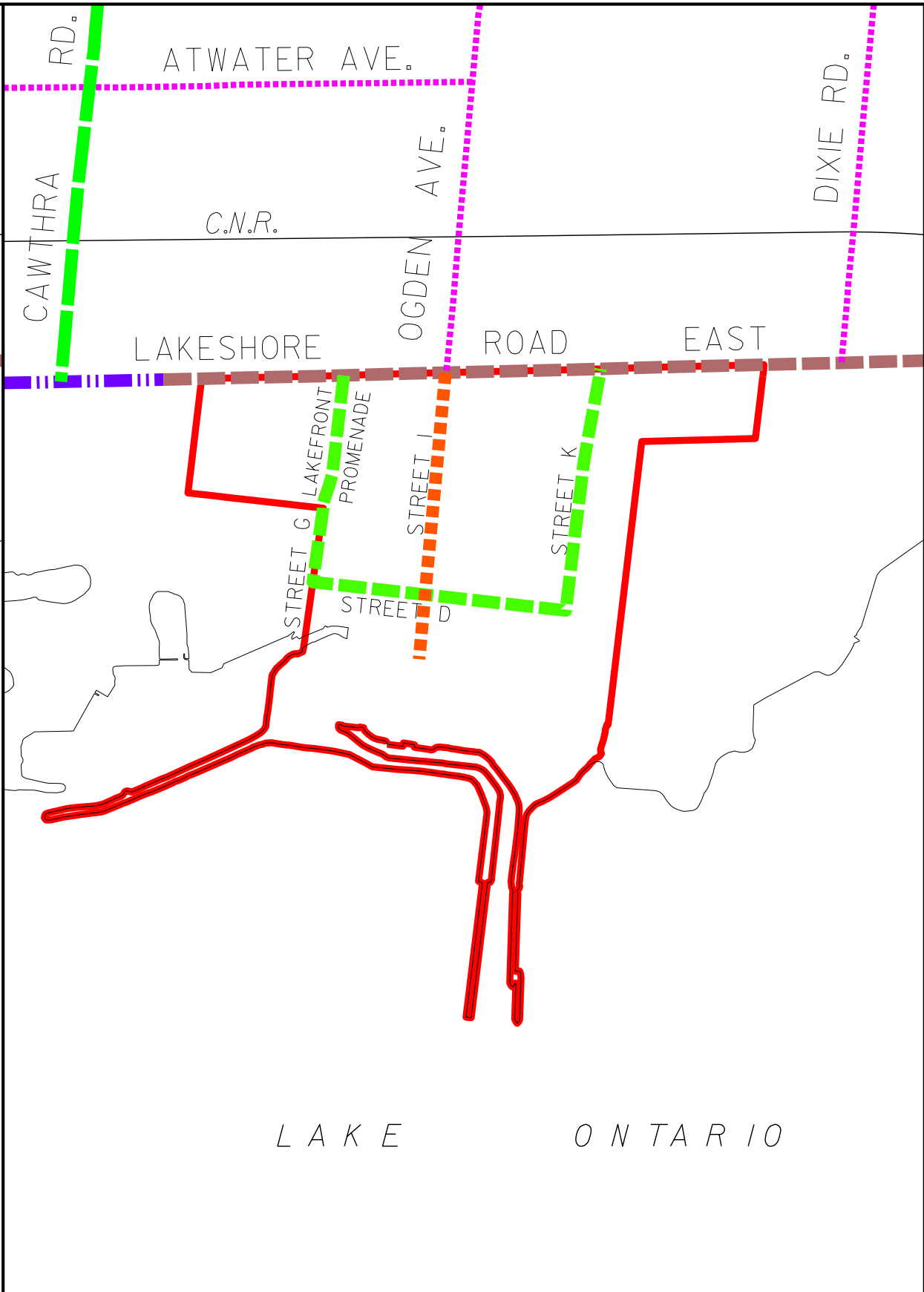
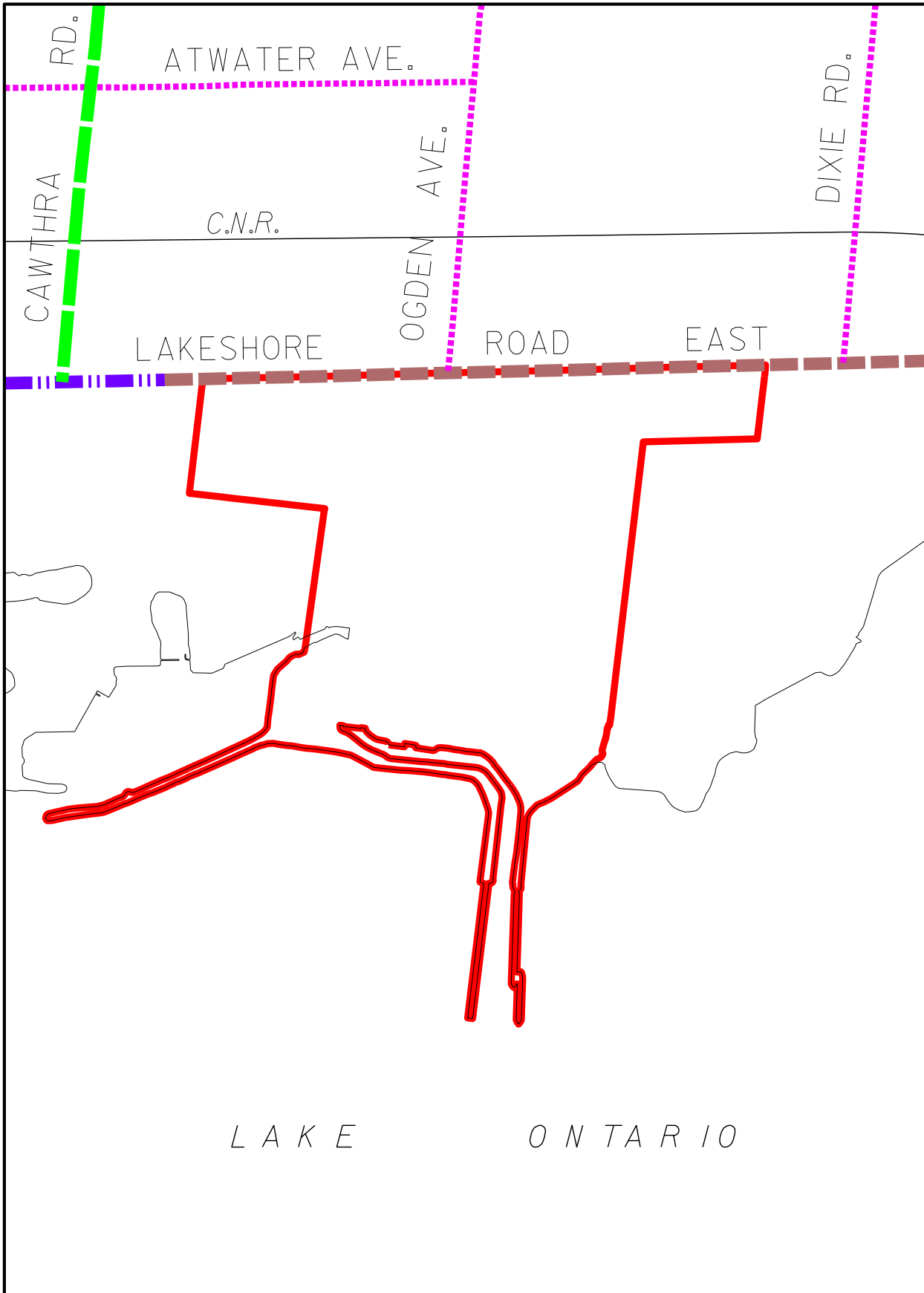
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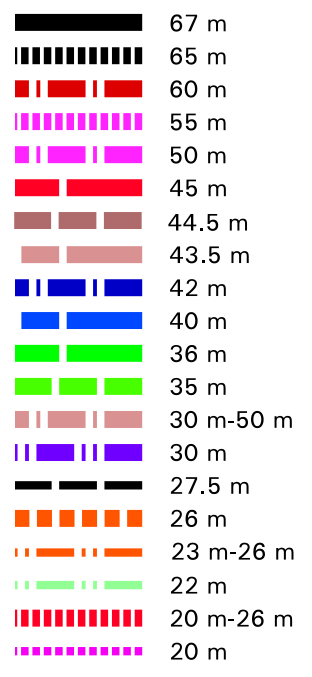
MAP 'H'
Part of Schedule 7
Long Term Cycling Routes
of Mississauga Official Plan



V - 2.002



LEGEND



- 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 Corridors, 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 Corridor 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 Corridor of 35m and Street 'I' (extension of Ogden Avenue) of 26m

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MAP 'I'

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



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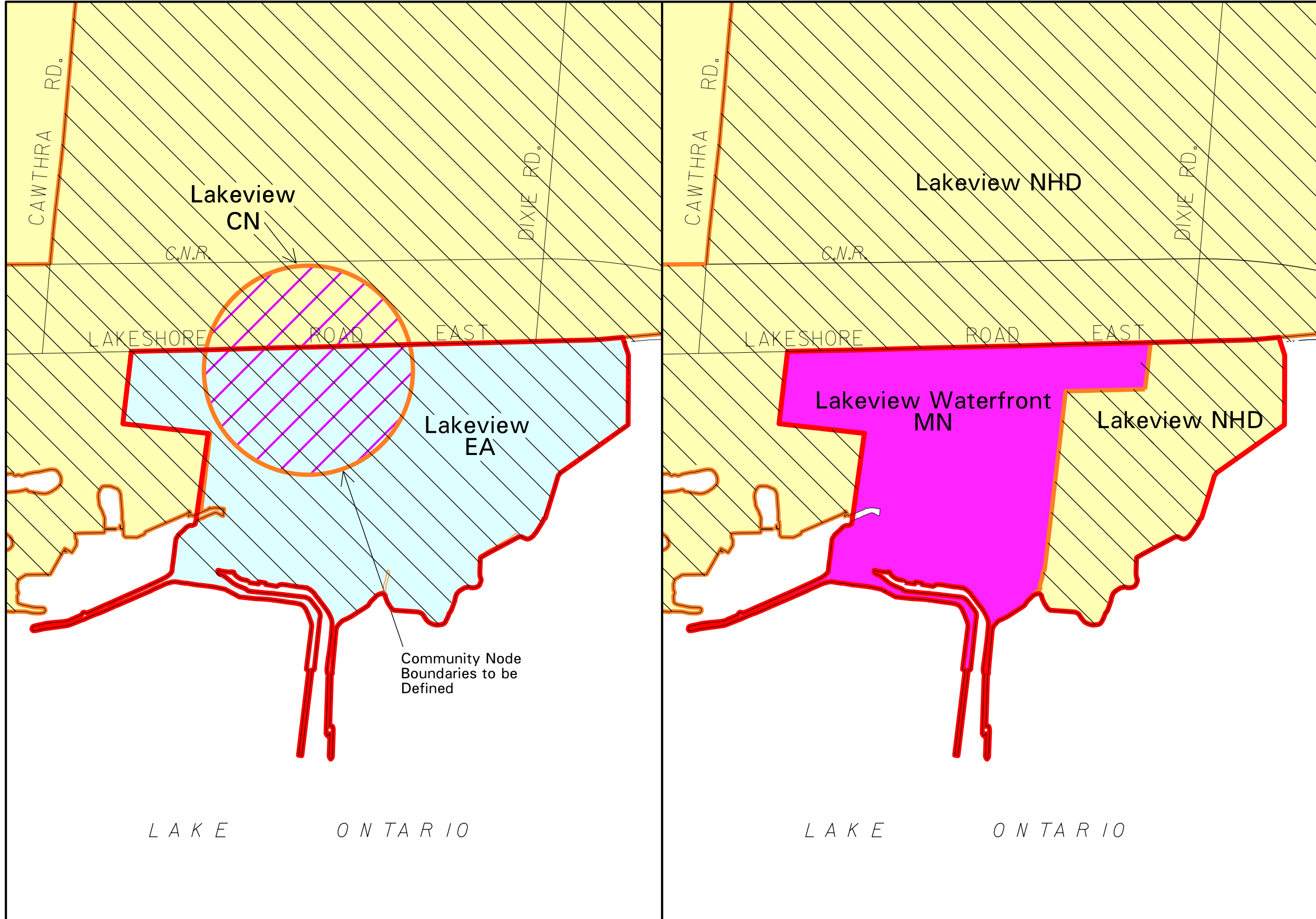
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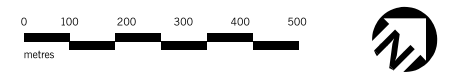


- Character Area
- City Structure**
- Downtown (DT)
- Major Node (MN)
- Community Node (CN)
- Neighbourhood (NHD)
- Corporate Centre (CC)
- Employment Area (EA)
- Special Purpose Area (SPA)
- Character Area Subject to Local Area Plan

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

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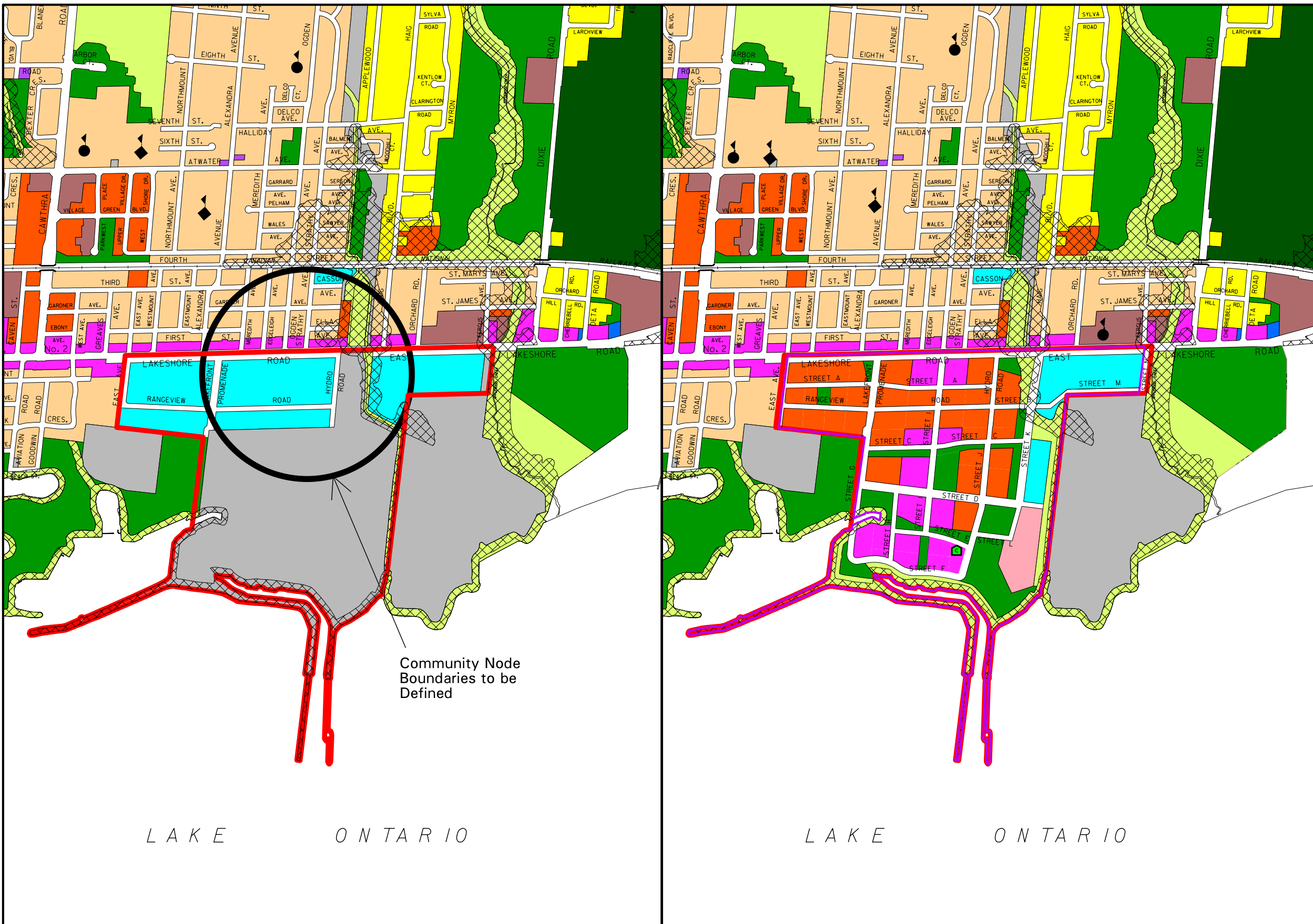


MAP 'J'
 Part of Schedule 9
 Character Areas
 of Mississauga Official Plan



EXISTING

AMENDED



LAND USE DESIGNATIONS

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

BASE MAP INFORMATION

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

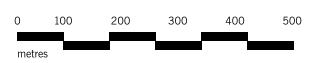
City Structure

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

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



MAP 'K'

**Part of Schedule 10
Land Use Designations
of Mississauga Official Plan**

