

13 Major Nodes

13.1 Introduction

There are three Major Node Character Areas in Mississauga:

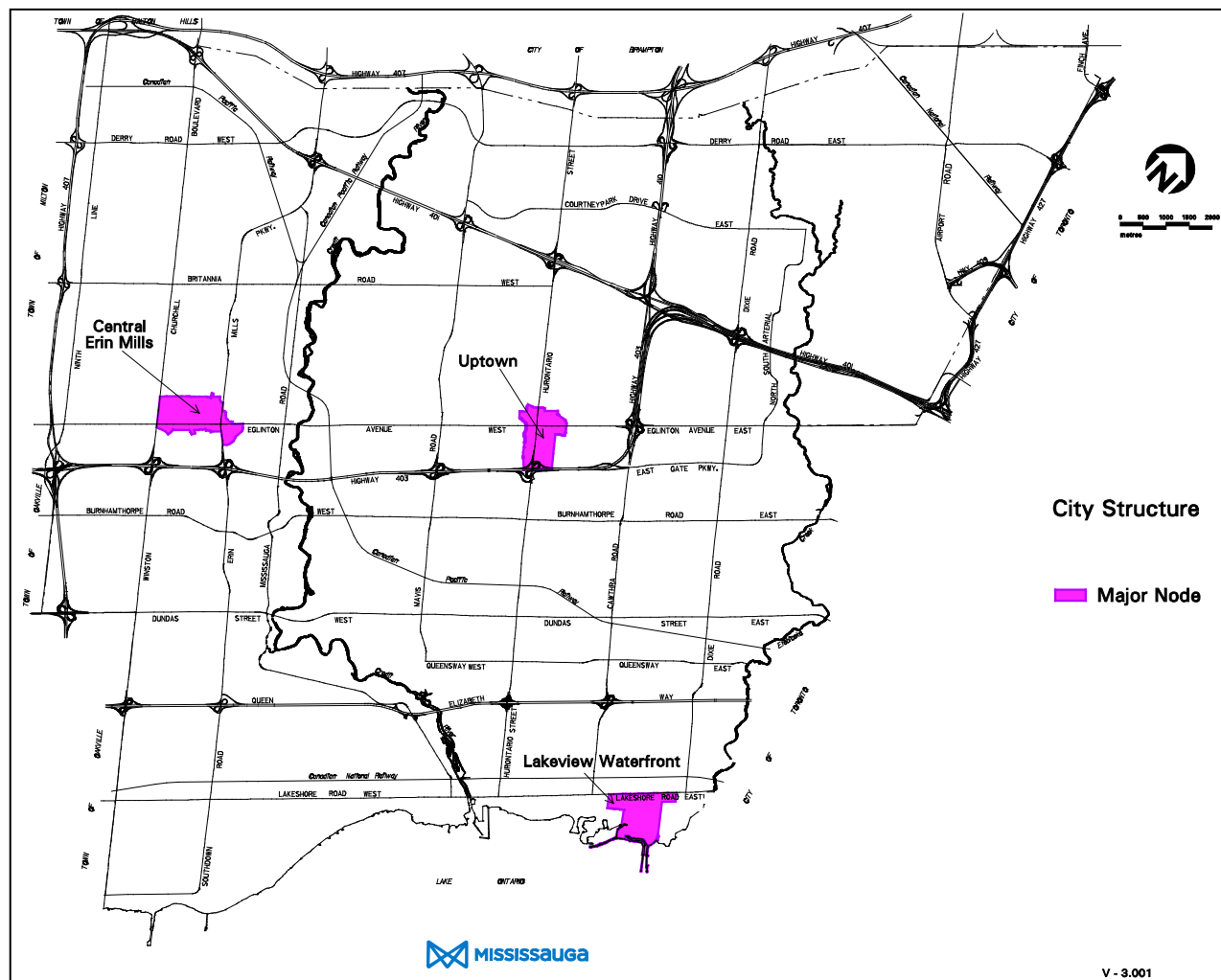
- Central Erin Mills;
- Lakeview Waterfront; and
- Uptown.

This section identifies the modifications to the General Land Use designations in Chapter 11 that apply to all Major Nodes.

13.1.1 General

13.1.1.1 Proponents of development applications within a Major Node may be required to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio.

13.1.1.2 For lands within a Major Node, a minimum building height of two storeys to a maximum building height of 25 storeys will apply, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.



Map 13-1: City Structure – Major Nodes

13.1.1.3 Proposals for heights less than two storeys, more than 25 storeys or different than established in the Character Area policies will only be considered where it can be demonstrated to the City's satisfaction, that:

- a. an appropriate transition in heights that respects the surrounding context will be achieved;
- b. the development proposal enhances the existing or planned development;
- c. the City Structure hierarchy is maintained; and
- d. the development proposal is consistent with the policies of this Plan.

13.1.2 Residential

13.1.2.1 The Residential Low Density I and Residential Low Density II designations will not be permitted, except for lands designated Low Density I and Residential Low Density II at the time this Plan comes into effect.

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

- a. low-rise apartment dwellings.

13.1.3 Mixed Use

13.1.3.1 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.

13.1.4 Office

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

- a. Post-secondary educational facilities.

13.1.5 Motor Vehicle Commercial

13.1.5.1 The Motor Vehicle Commercial designation will not be permitted, except for lands designated Motor Vehicle Commercial at the time this Plan comes into effect.

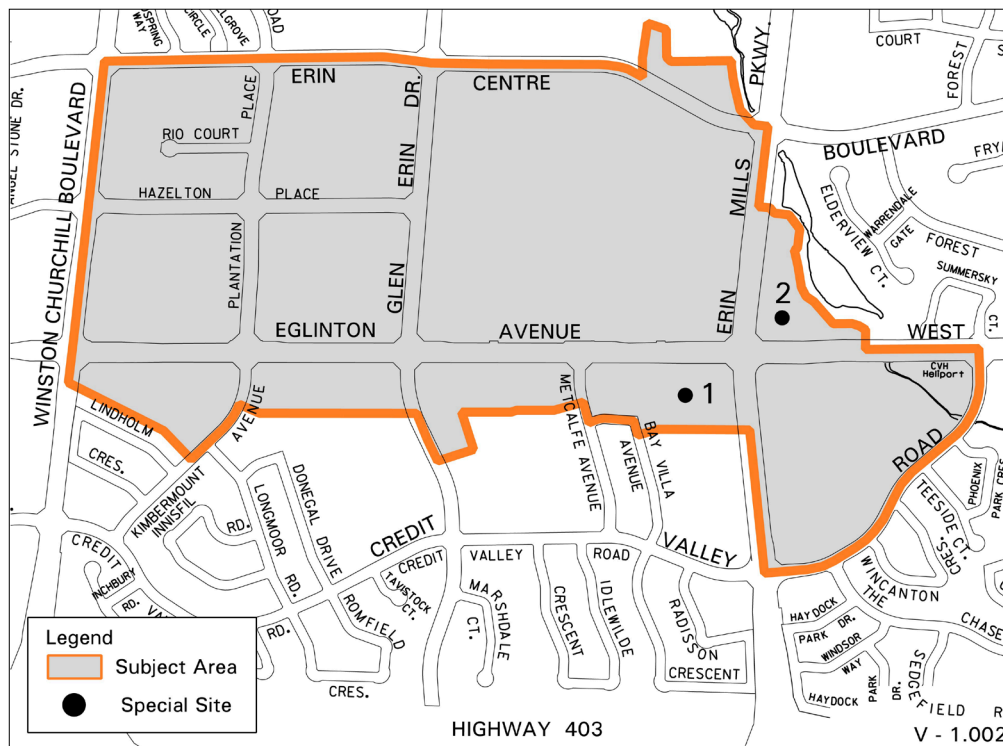
13.1.6 Business Employment

13.1.6.1 The Business Employment designation will not be permitted.

13.1.7 Industrial

13.1.7.1 The Industrial designation will not be permitted.

13.2 Central Erin Mills



Map 13-2: Central Erin Mills Major Node Character Area

13.2.1 Introduction

The Central Erin Mills Major Node has a concentration of retail and service commercial uses, community facilities and transit facilities that serve the existing and planned uses within the Node and the broader regional community.

Erin Mills Town Centre is a two storey indoor mall surrounded by large surface parking lots and vacant parcels of land. Other types of retail and service commercial uses located in the Node include single storey and large format stores and strip plazas. It is anticipated that the Erin Mills Town Centre will remain as the retail anchor of the Node. However, the surface parking areas serving the mall, vacant lands and the single storey retail uses have development and intensification potential. The existing transit facilities will remain with plans to improve customer amenities.

The Node is to evolve into a healthy sustainable complete community with:

- its role as the centre of community life for persons of all abilities, incomes and ages preserved and enhanced through the provision of amenities, facilities, employment, social spaces and an attractive public realm;
- its planned function as a focal point for retail and service commercial uses, community facilities and bus facilities retained;
- the provision of a mixture of residential built forms and tenures suitable to a variety of income levels and household types including below market priced housing;
- active transportation modes that are prioritized within the Node and connect to the surrounding residential neighbourhoods;

- public transit that is prioritized over vehicular traffic and connects to the surrounding regional community;
- densities and a mix of uses that allow people to meet many of their needs locally and within walking distance;
- an attractive and well-connected built environment that promotes physically active lifestyles; and
- environmentally resilient development that includes the use of **stormwater best management practices and green infrastructure**.

13.2.2 General

13.2.2.1 Community infrastructure within the Node should be retained and, where appropriate, enhanced to meet the needs of the existing and planned residential population of the Node and surrounding neighbourhoods.

13.2.2.2 Public and private elements, including cultural uses, public art and the design of buildings and spaces should be unified and create a sense of place that is accessible, age friendly, comfortable and welcoming at all times of the year and contributes to the identity of the Node.

13.2.2.3 Parkland should be designed and located to create a central focus for the Node. Parkland may also provide gathering spaces and linear connections throughout the Node, to existing open spaces, commercial developments, community facilities and to surrounding neighbourhoods.

13.2.2.4 Playgrounds should be provided within an unobstructed 400m walking distance from residential areas within the Node.

13.2.2.5 Privately owned publicly accessible space that enhances and connects the public open space system is encouraged.

13.2.2.6 **Tactical urbanism** is encouraged to enliven the Node on a temporary basis or to test ideas for long term changes.

13.2.2.7 Transit infrastructure and service within the Node should be retained and, where appropriate, enhanced to meet the needs of the ridership demand of the Node in alignment with MiWay standards.

13.2.3 Height and Density

13.2.3.1 A minimum building height of three storeys and a maximum building height of 25 storeys will apply. Buildings without a residential component will have a minimum height of two storeys.

13.2.3.2 A maximum **Floor Space Index (FSI)** of 2.75 to be calculated across the entire area of the Node, excluding public and private roads, will apply.

13.2.3.3 Individual properties will not exceed an **Floor Space Index (FSI)** of 2.75 unless it can be demonstrated to the satisfaction of the City that the **Floor Space Index (FSI)** for the entire Node will not be exceeded and the development potential of other lands within the Node has been considered.

13.2.3.4 A gross density of between 200 and 300 residents and jobs combined per hectare measured across the Node will be achieved.

13.2.3.5 A combination of residential and employment uses are encouraged

13.2.4 Urban Design

13.2.4.1 Development will provide for a range of building types and heights, including mid-rise buildings to create diversity of urban form and housing choice. For the purpose of these policies, a mid-rise building means a building having a height that is greater than four storeys and less than the width of the street on which it fronts but not greater than 12 storeys. A mid-rise building cannot be structurally connected to a **tall building**.

13.2.4.2 Buildings will be designed and located to:

- a. frame and animate streets and public spaces;
- b. create a coherent built environment;
- c. provide setbacks along internal roads that provide a consistent building edge and relate to the scale of buildings and width of roads;
- d. provide reduced building setbacks on internal roads with grade related retail and service commercial uses where appropriate;
- e. provide significant and consistent setbacks along collector and arterial streets to promote landscape boulevards that enhance the pedestrian experience; and
- f. create a street-wall along collector and arterial streets with appropriate openings for street-facing courtyards that provide usable landscape areas for residents and pedestrians.

13.2.4.3 **Tall buildings** should have **podiums** and be located along arterial or collector roads or near transit facilities.

13.2.4.4 In order to maximize natural light, sky views and privacy, the following will be required:

- a. appropriate transitions between buildings, to open spaces and to adjacent neighbourhoods; and
- b. a minimum separation distance of 40 metres between any portions of buildings that are greater than six storeys in height to prevent clustering.

13.2.5 Residential Uses

13.2.5.1 Residential development permitted by any land use designation will include:

- a. a minimum 10 percent of housing units that are below-market for each development application proposing more than 50 residential units. This will be comprised of units targeted for a range of middle income households. Approximately half of these units will be larger, family-sized dwellings containing more than one bedroom.

For the purposes of this section:

middle income is defined as Mississauga households with annual earnings between the lowest 40 to 60 percent of income distribution

- below-market ownership housing means housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income
- below-market rental housing means a unit for which the rent does not exceed 30 percent of gross annual household income

13.2.5.2 Affordable housing for low income households will be encouraged. It is recognized that affordable housing provision is subject to landowners being able to secure access to adequate funding and collaboration with the Region of Peel as Service Manager for subsidized housing.

13.2.5.3 Reduced parking requirements will be considered for the below-market and affordable housing units described in policies 13.2.5.1 and 13.2.5.2 as an incentive to encourage their development.

13.2.5.4 The below-market housing units described in Policy 13.2.5.1 are to be comprised of a mix of both below-market rental and below-market ownership housing when considered across the Node. Individual development applications are encouraged wherever possible to include a mix of both below-market rental and below-market ownership housing.

13.2.5.5 Land conveyance to a non-profit housing provider such as the Region of Peel will be considered in lieu of the direct provision of some or all of the below-market housing units described in Policy 13.2.5.1. Land parcel size, configuration, location, estimated unit yield and adherence to all other policies of this Plan will be included in this consideration.

13.2.5.6 Any existing below-market rental housing units that are retained under the provisions of the

City's Rental Housing Protection By-law will count towards the below-market housing unit requirements described in Policy 13.2.5.1.

13.2.5.7 Residential built forms, unit types and sizes will accommodate the needs of a diverse population. This includes people at all stages of life and ability, particularly older adults, families and those with special needs.

13.2.5.8 Notwithstanding the Residential Medium Density policies of this Plan, mid-rise buildings are also permitted.

13.2.6 Mixed Use Designation

13.2.6.1 Lands designated Mixed Use will provide a variety of retail and service commercial uses that meet the needs of everyday living for people residing and working within the Node and in the surrounding neighbourhoods.

13.2.6.2 Retail and service commercial uses should be located to animate streets and public spaces.

13.2.6.3 Official plan amendments for the redesignation of lands designated Mixed Use may be considered provided the planned function of the non-residential uses is maintained.

13.2.6.4 Redevelopment that results in a loss of retail and service commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained.

13.2.6.5 For the purposes of the policies in this section, maintenance of the non-residential planned function of the Mixed Use designation means:

- a. the role of the Major Node in the City Structure hierarchy is maintained;
- b. community facilities and gathering space functions are maintained;
- c. a significant concentration of convenient, easily accessible retail and service commercial uses that meet the needs of the local population is maintained;

- d. employment opportunities, such as office and institutional jobs, are encouraged; and
- e. a grocery store use is maintained within the Node

13.2.7 Office Uses

13.2.7.1 Redevelopment that results in the loss of office space will be discouraged.

13.2.7.2 Office development may be excluded from the calculation of maximum **Floor Space Index (FSI)** requirements without an amendment to this Plan.

13.2.8 Environment

13.2.8.1 To achieve a sustainable community and reduce reliance on fossil fuels, development will be designed to include sustainable measures such as:

- a. designing and orienting buildings to be "solar ready" and to take advantage of passive heating and cooling;
- b. connecting to district energy systems, where available;
- c. using **renewable energy** sources such as solar or geothermal energy;
- d. managing stormwater run-off through innovative methods including **stormwater best management practices** and **green infrastructure**; and
- e. installing green roofs or white roofs.

13.2.9 Transportation

13.2.9.1 A road system with numerous intersections will be required to provide connectivity and encourage walking and cycling as the predominant modes of transportation within the Node.

13.2.9.2 Block sizes will be a maximum of 80 by 180 metres or an equivalent perimeter. Roads

surrounding blocks will be public and meet City right-of-way and design standards.

13.2.9.3 A limited number of private roads may be permitted instead of a public road to facilitate underground services such as deliveries and parking, 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.

13.2.9.4 New roads will connect and align with existing roads in surrounding neighbourhoods.

13.2.9.5 Roads will be designed as complete streets. New roads will be designed to incorporate active transportation and transit infrastructure. Existing arterial and collector roads within and surrounding the Node will be redesigned to incorporate active transportation and transit infrastructure, as appropriate.

13.2.9.6 Landscaping, street furniture and building setbacks will be used to animate roads and create a positive pedestrian, cycling and transit oriented experience.

13.2.9.7 Vehicular access from roads will be coordinated and consolidated in order to minimize driveways and disruption to pedestrians, cyclists and transit.

13.2.9.8 Pedestrian and cycling connections to transit facilities will be prioritized.

13.2.9.9 Transit services will be enhanced as ridership demands increase. Transit stations and facilities will be incorporated into redevelopment plans adhering to MiWay standards.

13.2.9.10 Bicycle parking will be required and will be located throughout the Node and at transit facilities.

13.2.9.11 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 elements that share the right-of way.

13.2.9.12 Surface parking areas will be replaced by structured parking. Limited surface parking will be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pick-up/drop-off point delivery services.

13.2.9.13 Where surface parking is permitted its impact should be minimized by being located at the rear or side of buildings, by using screening and employing low impact development techniques, and by providing pedestrian amenities, where appropriate.

13.2.9.14 Underground parking structures are preferred, however, where above grade parking structures are permitted they will be screened in such a manner that vehicles are not visible from public view and have appropriate direction signage to the structure. Along prominent streets, parking structures should be screened by liner buildings that incorporate a mix of uses between the parking structure and the street.

13.2.10 Implementation

13.2.10.1 The need for a development master plan will be determined through a pre-application meeting and in consultation with staff prior to application submission. Redevelopment of the existing Erin Mills Town Centre mall property will require a development master plan. Matters to be addressed by the development master plan may, among other matters, include the following:

- a. delineation of development blocks;
- b. road alignment and characteristics;
- c. distribution of density;
- d. building heights and massing;
- e. land uses and estimated number of people and jobs;
- f. phasing plans;

- g. relationship to surrounding areas;
- h. servicing requirements;
- i. a public realm plan, including parkland;
- j. vehicular and active transportation circulation plan;
- k. vehicular and bicycle parking;
- l. animation at grade, particularly for retail focus areas and in proximity to transit services and along major roads;
- m. environmentally sustainable measures;
- n. existing and proposed transit infrastructure; and
- o. pedestrian Network Plan

13.2.10.2 The City will work with development proponents to integrate public and private investments to achieve the objectives of this Plan including the provision of a focal point for the residents and employees within the Node and surrounding neighbourhoods, housing choices for people of various income levels and household types and improvements to multi-modal transportation assets and facilities.

13.2.10.3 The City may require a retail and service needs assessment study when development applications propose a reduction of existing commercial space. The study will address how the planned function of the Node as the focal point for retail and service commercial uses and community facilities for existing and planned residents of the Node and surrounding neighbourhoods is retained.

13.2.10.4 Where the redevelopment of retail and service commercial uses is proposed, phasing of development may be required to ensure that the planned function of the Node is maintained during redevelopment.

13.2.10.5 When a public road is required or a private road is permitted instead of a required public road, development will occur by way of plan of subdivision to secure the location and size of development blocks and the alignment of roads.

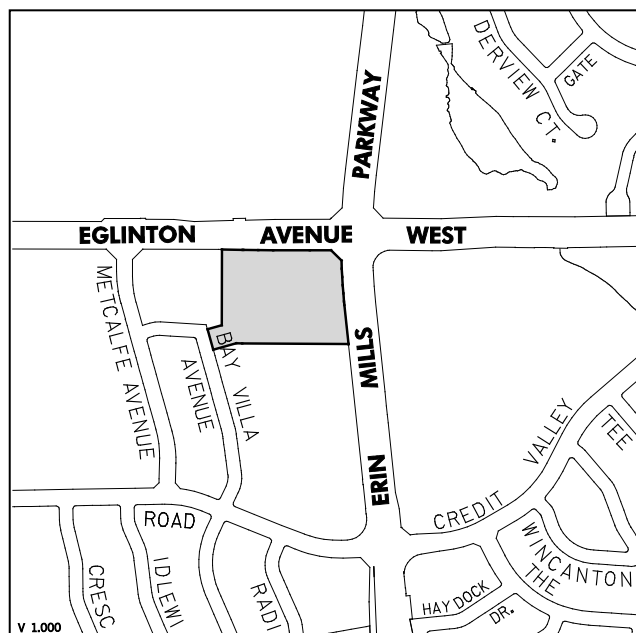
13.2.10.6 Applicants are encouraged to prepare development master plans jointly with other landowners in the Node. Where joint plans are not prepared, City staff may consult with other landowners in the Node.

13.2.10.7 Applications proposing densities above a **Floor Space Index (FSI)** of 2.75 will be required to demonstrate how the maximum density will not be exceeded across the Node and applicants may be required to enter into a development agreement and include lower density lands in the development proposal

13.2.11 Special Site Policies

There are sites within the Character Area that merit special attention and are subject to the following policies.

13.2.11.1 Site 1

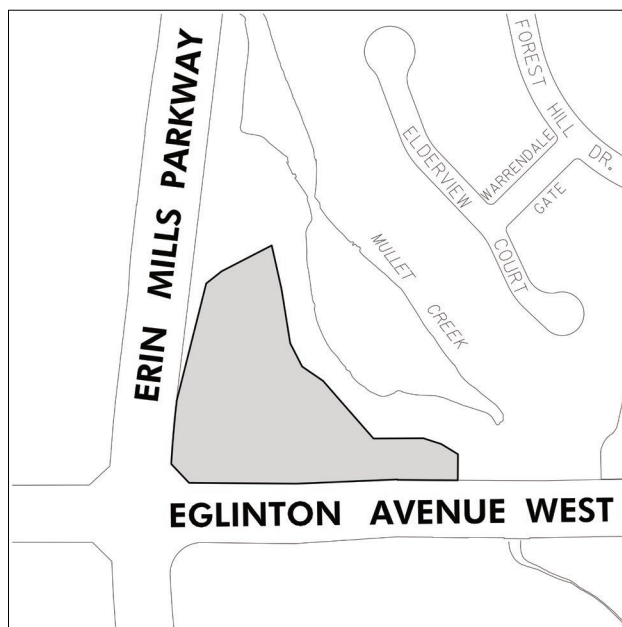


13.2.11.1.1 The lands identified as Special Site 1 are located at the southwest corner of Eglinton Avenue West and Erin Mills Parkway.

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

- a. a total maximum **floor space index (FSI)** of 3.2 will be permitted;
- b. townhouses will be permitted; and,
- c. a maximum of 4000 m² of retail commercial and office space will be permitted.

13.2.1.2 Site 2



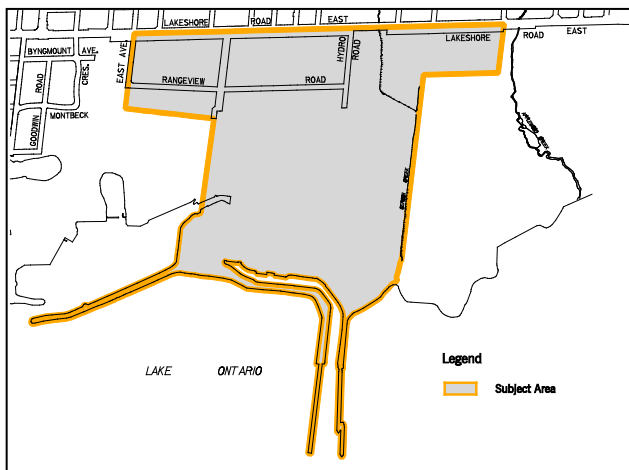
13.2.11.2.1 The lands identified as Special Site 2 are located at the northeast corner of Eglinton Avenue West and Erin Mills Parkway.

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

- a. a total maximum **floor space index (FSI)** of 3.4 will be permitted.

13.2.11.2.3 Policies of Sections 13.2.1 to 13.2.10 will not apply.

13.3 Lakeview Waterfront



Map 13-3.1: 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.

13.3.1 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.

13.3.2 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 coalburning 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.

13.3.3 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.

13.3.3.1 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 wellbeing 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.

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 to be economically sustainable



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

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.

13.3.4 Direct Growth

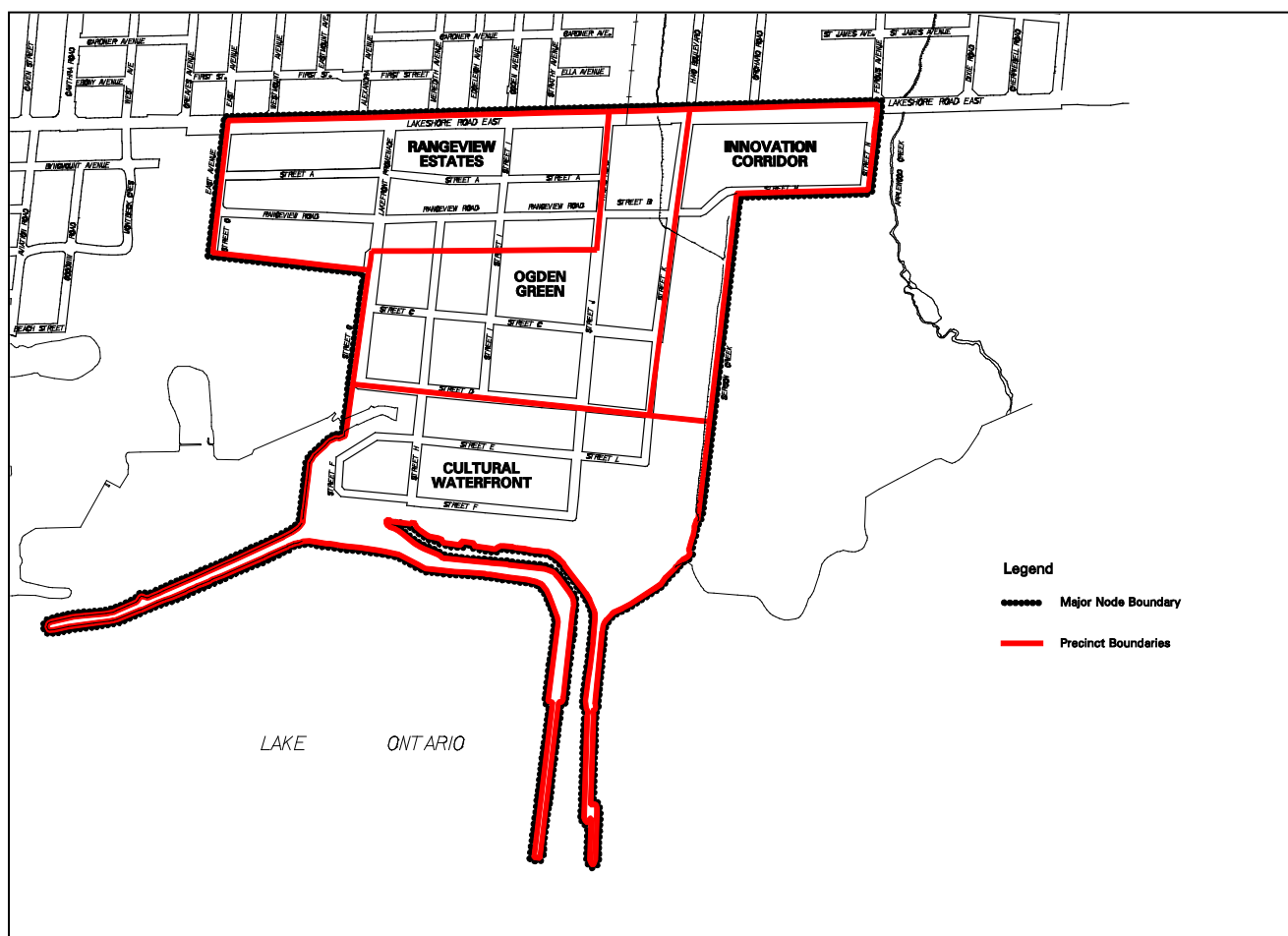
The Lakeview Waterfront is a Major Node and is intended to accommodate a variety of housing, employment, cultural activities, and an extensive open space network that provides access to Lake Ontario.

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 13-3.2: 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 13-3.2: 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.

13.3.4.1 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.

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

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

13.3.5 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.

13.3.5.1 Living Green

13.3.5.1.1 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, noninvasive 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.

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

13.3.5.1.3 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.

13.3.5.1.4 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*.

13.3.5.1.5 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.

13.3.5.2 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.

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

13.3.5.2.2 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.

13.3.6 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.

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

13.3.6.2 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.

13.3.6.3 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.

13.3.6.4 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.

13.3.6.5 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.

13.3.6.6 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.

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

13.3.6.8 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.

13.3.6.9 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.

13.3.7 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 identified.

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.

13.3.7.1 Road, Transit and Active Transportation Network

13.3.7.1.1 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.

13.3.7.1.2 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.

13.3.7.1.3 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.

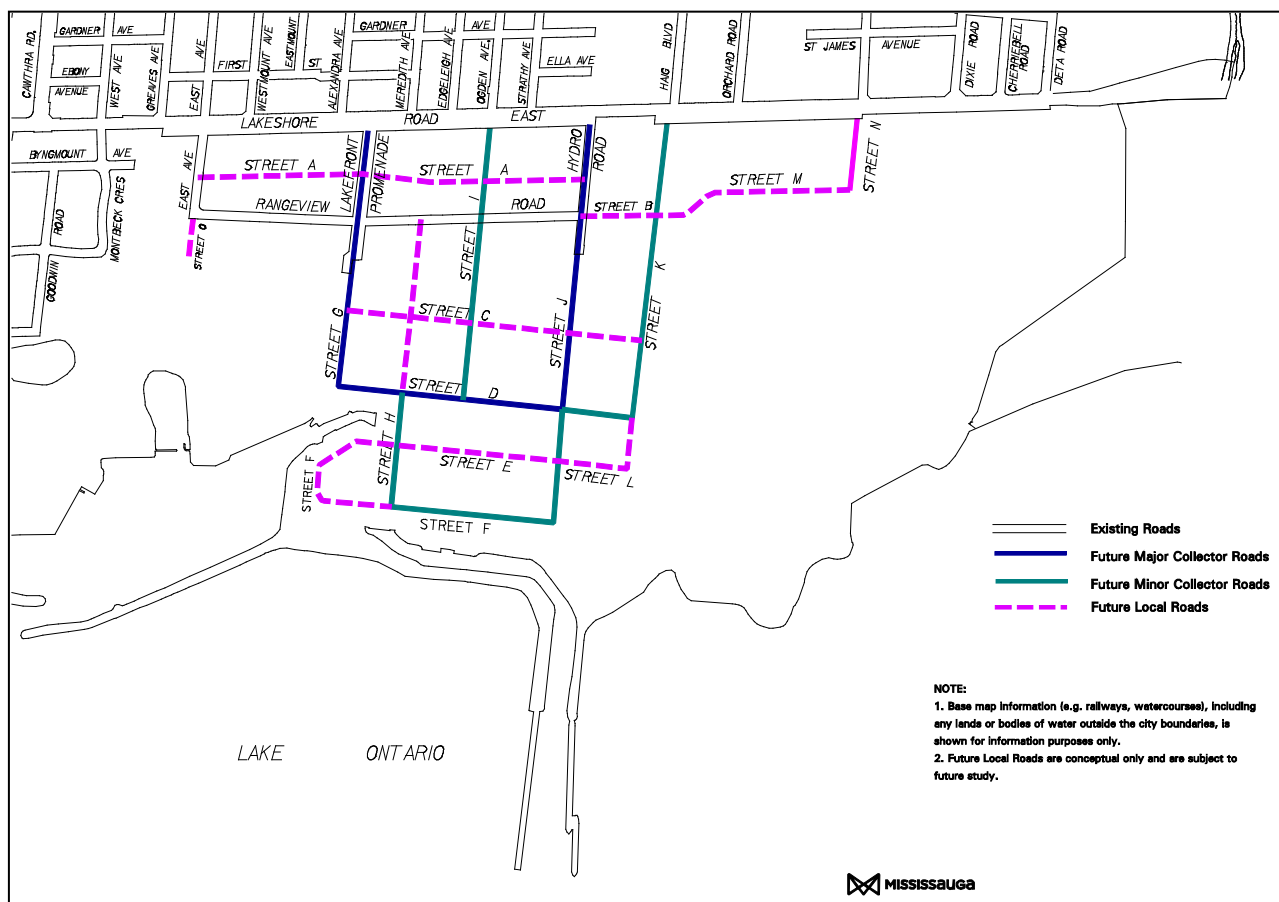


Figure 4: Lakeview Waterfront Major Node Character Area Future Roads

13.3.7.1.4 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.

13.3.7.1.5 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.

13.3.7.1.6 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.

13.3.7.1.7 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.

13.3.7.1.8 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.

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

13.3.7.1.10 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.

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

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

13.3.7.2 Connectivity

13.3.7.2.1 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.

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

13.3.7.2.3 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.

13.3.7.3 Parking

13.3.7.3.1 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; and
- 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.

13.3.7.3.2 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.

13.3.8 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.

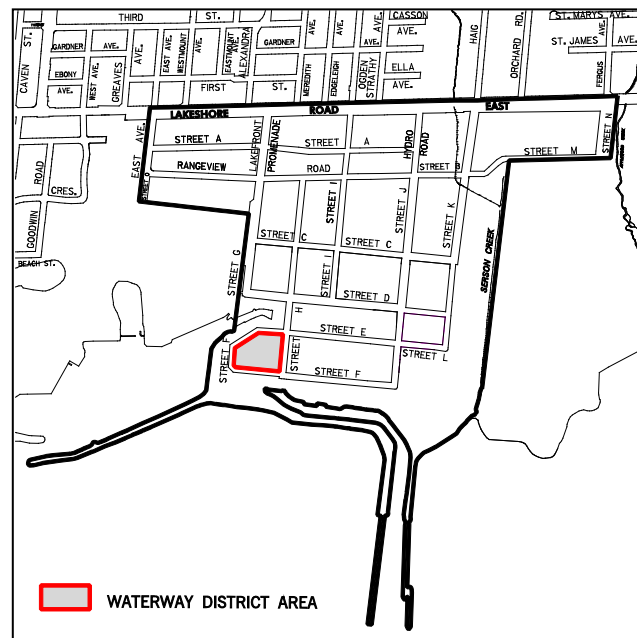
13.3.8.1 General Policies

13.3.8.1.1 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 13-3.3 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.

13.3.8.2 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.



Map 13-3.3 Waterway District Area

13.3.8.2.1 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,

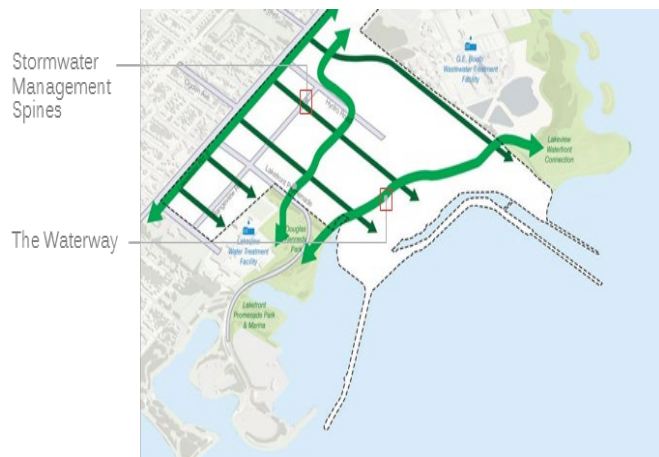


Figure 6: An innovative approach to stormwater management - series of north-south and east-west spines adds natural elements to the public and private realm while providing an important water collection function.

- 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.

13.3.8.3 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.

13.3.8.3.1 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.

13.3.8.3.2 Notwithstanding policy 13.3.8.3.1, 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,

13.3.8.3.3 Notwithstanding policy 13.3.8.3.1, a limited number of buildings up to a maximum height of 25 storeys will be permitted in the Waterway District Area (Map 13-3.3). Buildings greater than 25 storeys in height may be considered and will require a Height Study.

13.3.8.3.4 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.

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

13.3.8.3.6 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.

13.3.8.3.7 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.

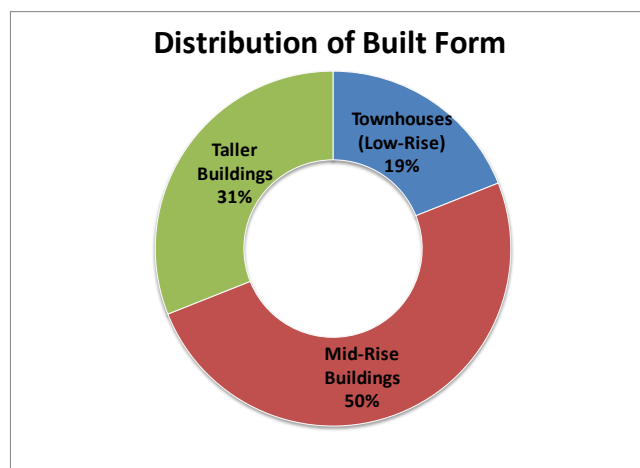


Figure 7: The planned distribution of built form is a combination of townhouses, mid-rise apartments and taller buildings (Table 1)

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.

Lakeview Waterfront is divided into the following precincts: Rangeview Estates, Ogden Green, Cultural Waterfront and Innovation Corridor Precincts (Map 13-3.2).

Criteria for Taller Building Heights

13.3.8.3.8 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;
- 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.

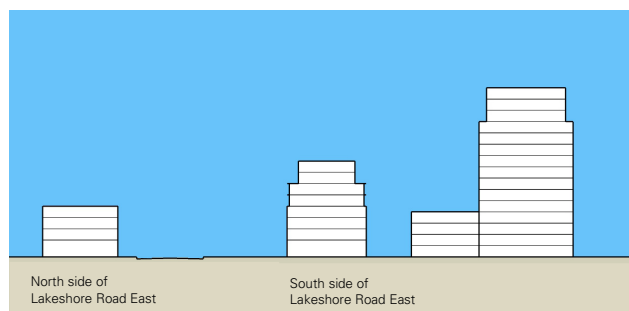


Figure 8: Development in the Lakeview Waterfront along Lakeshore Road East with an 8 storey building and a 15 storey building behind.

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. Commercial uses will be directed to Lakeshore Road East.

13.3.8.3.9 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).

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

13.3.8.3.11 Notwithstanding policy 13.4.8.3.9 freestanding 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'.

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

13.3.8.3.13 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.

13.3.8.3.14 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.

13.3.8.3.15 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.

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

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

13.3.8.3.18 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.

13.2.8.3.19 Notwithstanding policy 13.3.8.3.1, 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, significant buildings to ensure a higher design rigour (Map 13-3.3: Waterway District Area).

13.2.8.3.20 The precinct will include:

- 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.

13.3.8.3.21 Institutional buildings (e.g., postsecondary institutional campus) will be innovatively designed to take advantage of its location along Lake Ontario.

13.3.9 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.

13.3.9.1 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



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

Promenade and Street 'K'; and

b. Cultural Waterfront Precinct.

13.3.9.2 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.

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

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

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

13.3.10 Land Use Designations

13.3.10.1 General

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

13.3.10.1.2 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.

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

13.3.10.1.5 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.

13.3.10.2 Residential Medium Density

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

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

13.3.10.3 Mixed Use

13.3.10.3.1 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.

13.3.10.4 Institutional

13.3.10.4.1 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.

13.3.10.5 Business Employment

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

13.3.10.5.2 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.

13.3.10.5.3 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).

13.3.11 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).

13.3.11.1 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.

13.3.11.2 Notwithstanding policy 13.3.11.1, 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 13.3.11.1 has been obtained. Should modifications be required by the City to development master plans, development applications shall be revised prior to Council approval.

13.3.11.3. 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.

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

13.3.11.5 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 nonemployment 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

13.3.11.6 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

13.3.11.7 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.

13.3.11.8 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.

13.3.11.9 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.

13.3.11.10 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.

13.3.11.11 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.

13.3.11.12 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.

13.3.11.13 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.

13.3.11.14 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

13.3.11.15 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.

13.3.11.16 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.

13.3.11.17 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.

13.3.11.18 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.

13.3.11.19 Notwithstanding 13.3.11.18 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.

13.3.11.20 Notwithstanding policy 13.3.11.18, Section 37 will not be applicable for lands designated Business Employment and Institutional within the Innovation Corridor and Cultural Waterfront Precinct, respectively.

13.3.11.21 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.

13.4 Uptown



Map 13-4: Uptown Major Node Character Area

13.4.1. Introduction

Uptown will evolve to be a connected community that supports walking, cycling, transit and vehicular options for people of all ages to get around.

Uptown will support a vibrant public and private realm with a mix of offices, retail uses and a range of employment opportunities, along with medium to high density residential development.

Uptown will incorporate a high quality and well-designed network of parkland, and new development will consider environmental sustainability.

Uptown will also evolve with the support of innovative partnerships, where they will benefit the community.

13.4.2 Housing

13.4.2.1 Uptown is encouraged to develop with a range of housing choices in terms of unit type, unit size, tenure, and price, to accommodate changes in community needs over time.

13.4.2.2 Mississauga will encourage the provision of affordable housing, and in particular, affordable rental housing and apartments with two or more bedrooms.

13.4.2.3 Mississauga will encourage partnerships and collaborations to support the creation of affordable housing in Uptown.

13.4.3 Land Use

13.4.3.1 Uptown will be developed as a compact, mixed use community that supports offices, retail uses and a range of employment opportunities.

13.4.3.2 Redevelopment that results in a loss of office floor space will not be permitted, unless the office floor space is replaced as part of the redevelopment.

13.4.3.3 Redevelopment that results in a loss of retail and service commercial floor space will not be permitted, unless it can be demonstrated that the planned function of the non-residential component will be maintained or replaced as part of the redevelopment.

13.4.3.4 For lands designated Residential Medium Density, building heights will not exceed four storeys.

13.4.4 Urban Design

13.4.4.1 Built form in Uptown will create a sense of place, community and contribute to an improved quality of life.

13.4.4.2 Uptown will be developed to:

- create a fine-grain grid network of urban scale blocks and streets;

- b. provide high quality design for streets and intersections that achieve definition, enclosure and comfort for pedestrians and street life;
- c. incorporate landscaping, street furniture, street trees, lighting systems and signage to animate roads and create a positive pedestrian, cycling and transit-oriented experience; and
- d. incorporate and integrate on-street parking into streetscape design, as appropriate, to balance the needs of all modes of transportation and the public realm that share the right-of-way.

13.4.4.3 Buildings will be designed to consider the street hierarchy and streetscape, as follows:

- a. high priority streets: High priority streets are major roads and streets that may front onto public amenities, open spaces or parks. High priority streets will have the highest standard of design in the public and private realms, with a mixture of uses and pedestrian oriented built form. Building frontages on high priority streets will be developed to incorporate:
 - i. commercial uses at grade, where appropriate;
 - ii. connections to parks, public spaces and retail uses at grade, where appropriate; and
 - iii. a substantial amount of transparent vision glass at grade, where appropriate.
- b. residential streets: Residential streets primarily support housing and local connectivity. Residential streets will be designed to ensure a quality pedestrian environment. Building frontages on residential streets will incorporate residential units at grade that provide direct access to the street, where appropriate. Buildings will contribute to a quality public and private realm.
- c. service streets: Service streets will provide necessary access to parking facilities, loading, service and utility areas serving development blocks. Buildings will accommodate for service and vehicular access, and utilities along service streets.

13.4.4.4 Developments are encouraged to incorporate sustainable measures in their designs and consider opportunities to reduce Green House Gas (GHG) emissions and improve storm water management.

13.4.5 Transportation

13.4.5.1 South of the Character Area between the utility corridor and Highway 403, a new east-west roadway is proposed to provide access to the Downtown area. The proposed Highway 403 North Collector would be connected to Highway 403 west of Hurontario Street and east of Mavis Road and would be developed within the Parkway Belt West corridor as a one-way westbound two lane roadway with grade separations at Hurontario Street, Duke of York Boulevard, Confederation Parkway, the Highway 403/Mavis Road westbound off-ramp, and Mavis Road.

Road Network

13.4.5.2 The road network identified in Map 13-4.1 will provide connectivity and a fine grained multi-modal network to encourage walking and cycling within the Node.

- a. all roads shown will be public.
- b. the design, access requirements and public/private responsibilities for roads and pedestrian connections will be determined through the development application process.
- c. adjustments to the road network may be made without amendment to Map 13-4.1 at the City's discretion to accommodate block development, while maintaining the goal of breaking up large blocks with roads and pedestrian easements.

13.4.5.3 Notwithstanding 13.4.5.2.a, a limited number of private roads may be considered subject to the following:

- a. public easements will be required;

- b. required right-of-way widths for the classification of the road that is constructed will be provided; and
- c. appropriate terminus may be required for maintenance and operations where a public road connects with a private road.

13.4.5.4 Future additions to the road network will be public roads, unless arrangements for private roads are made that are satisfactory to the City.

13.4.5.5 New roads will connect to existing roads in surrounding neighbourhoods.

Road Design

13.4.5.6 Roads will be designed as complete streets. New roads will be designed to incorporate active transportation and transit infrastructure. Existing arterial and collector roads dissecting and surrounding the Character Area will be redesigned to incorporate active transportation and transit infrastructure, as appropriate.

13.4.5.7 Vehicular access from roads will be coordinated and consolidated in order to minimize driveways and disruption to pedestrians, cyclists and transit.

13.4.5.8 Pedestrian and cycling connections to transit facilities will be prioritized.

13.4.5.9 Transit stations and facilities will be incorporated into redevelopment plans adhering to the standards of the applicable transit agency.

13.4.5.10 Bicycle parking will be required and should be located throughout the Character Area and at transit facilities.

13.4.5.11 Cycling facilities will be incorporated per the Mississauga Cycling Master Plan. The City may in the future identify secondary cycling routes to be integrated with the design of the public realm.

13.4.5.12 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. transportation demand management;
- b. transit oriented development and design;
- c. pedestrian/cycling connections; and
- d. access management plan.

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

Parking

13.4.5.14 Underground parking is preferred, however, where above grade parking structures are permitted they will be screened in such a manner that vehicles are not visible from public view and have appropriate directional signage to the structure. Along prominent streets, parking structures should be screened by buildings that incorporate a mix of uses between the parking structure and the street.

13.4.5.15 Limited surface parking will be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pick-up/drop-off areas for delivery services.

13.4.5.16 Where surface parking is permitted its impact should be minimized by being located at the rear or side of buildings, by using screening and employing low impact development techniques, and by providing pedestrian amenities, where appropriate.

13.4.6 Open Space Network

13.4.6.1 The park network identified in Map 13-4.1 will form a connected parkland system that is green, safe, attractive, and supports a range of social and recreation activities. The location, configuration and size of the parkland block(s) will be determined in conjunction with the development application process.

13.4.6.2 Parkland should be designed and located to create a central focus for Uptown. Parkland may

also provide gathering spaces and connections throughout Uptown, to existing and future open spaces, commercial developments, community facilities and to surrounding neighbourhoods.

13.4.6.3 Playgrounds should be provided within an unobstructed 400m walking distance from residential areas within Uptown, unimpeded by major pedestrian barriers such as rivers or major roads.

13.4.6.4 Development that has frontage to a park will be built to maximize sun exposure onto parkland.

13.4.6.5 Publicly accessible private open spaces (POPS) may be incorporated into developments provided that:

- a. the design of private open space will integrate seamlessly with Uptown's parkland system, adjoining street network, and pedestrian environment;
- b. the private open space interfaces with existing and/or proposed development in a legible and cohesive manner; and
- c. the private open space is maintained as universally accessible and open to the public.

13.4.6.6 Notwithstanding 13.4.6.1 opportunities to obtain additional parkland and space for recreational and library services will be explored through purchase by the City, establishment of easements, land dedication, or future agreements with land owners, where appropriate, to ensure the adequate provision of community services.

13.4.7 Community Infrastructure

13.4.7.1 Mississauga will encourage partnerships and collaborations to identify needs and develop community infrastructure in Uptown.

13.4.7.2 Community infrastructure is encouraged to adopt a compact form.

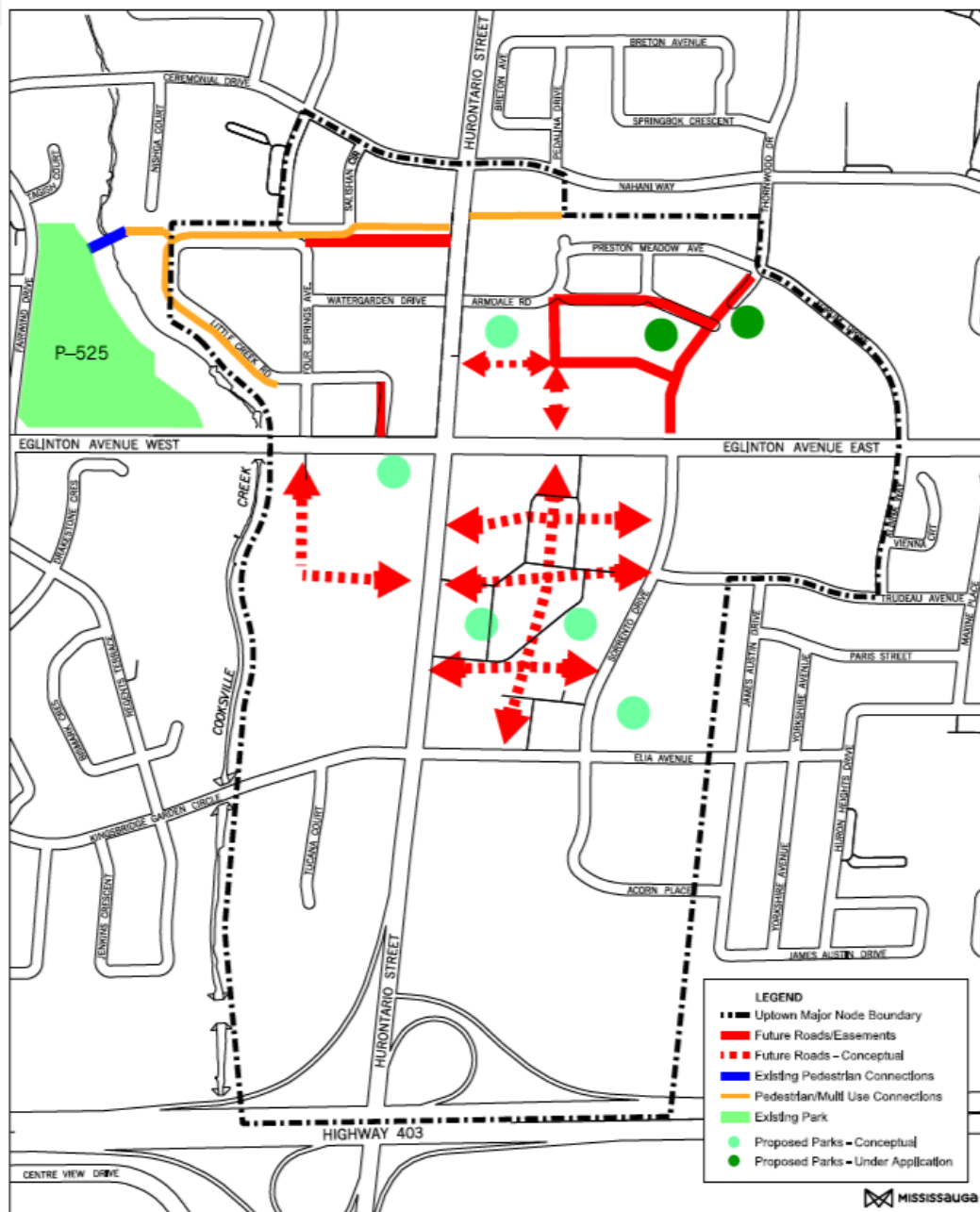
13.4.8 Implementation

13.4.8.1 Development master plans may be required for large scale developments. The need for a development master plan will be determined through the pre-application meeting and in consultation with staff prior to development application submission.

13.4.8.2 The development master plan should provide a link between Official Plan policies, and subsequent plans of subdivision, rezoning and site plan applications.

13.4.8.3 Development master plans and development applications will demonstrate how the proposal will contribute to the creation of a complete, healthy and connected community in Uptown. This includes, but is not limited to, consideration for how the new proposal supports:

- small block sizes and a fine grained road pattern;
- creation of the road network depicted in Map 13-4.1;
- creation of the park network identified in Map 13-4.1;
- provision of affordable housing;
- future provision of community infrastructure, where applicable; and
- high quality design outcomes for the public realm.

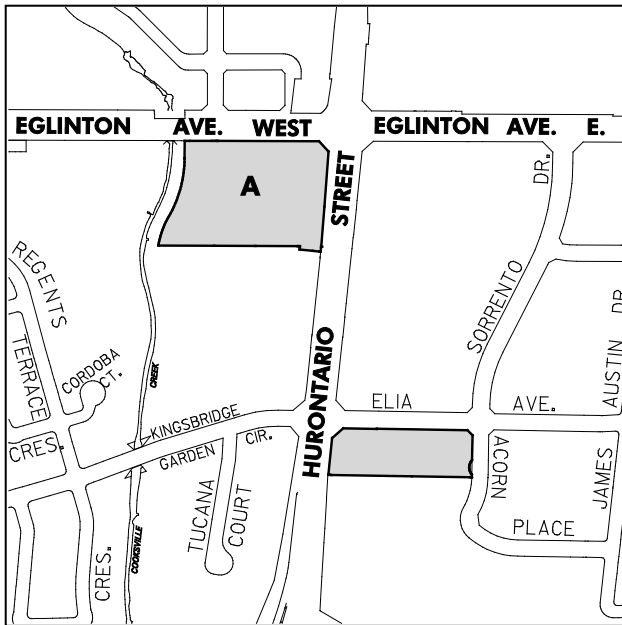


Map 13-4.1: Uptown Node Block and Road Concept Plan

13.4.9 Special Site Policies

There are sites within the Character Area that merit special attention and are subject to the following policies.

13.4.9.1 Site 1



13.4.9.1.1 The lands identified as Special Site 1 are located east of Hurontario Street and south of Elia Avenue.

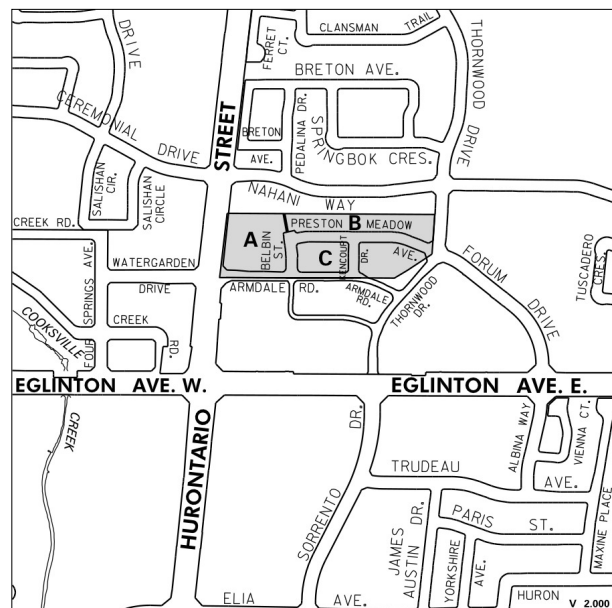
13.4.9.1.2 Notwithstanding the provisions of the Residential High Density and Office designations, the following additional policies will apply:

- Residential High Density development in combination with office uses will also be permitted, either within one building or in separate buildings. When in combination within a building or on a single site, an integrated development will be required;
- the preferred location of office development will be adjacent to Hurontario Street;
- architectural building and site plan solutions will be developed to create an interesting and identifiable street edge along Hurontario Street;

- special consideration may be given to reducing building setbacks and other requirements of the Zoning By-law as a means of increasing the opportunities for creative development; and
- in order to achieve a continuous street frontage, buildings will be encouraged to minimize setbacks from street lines.

13.4.4.1.3 The lands identified as Area 1A may also be developed for overnight accommodations.

13.4.9.2 Site 2



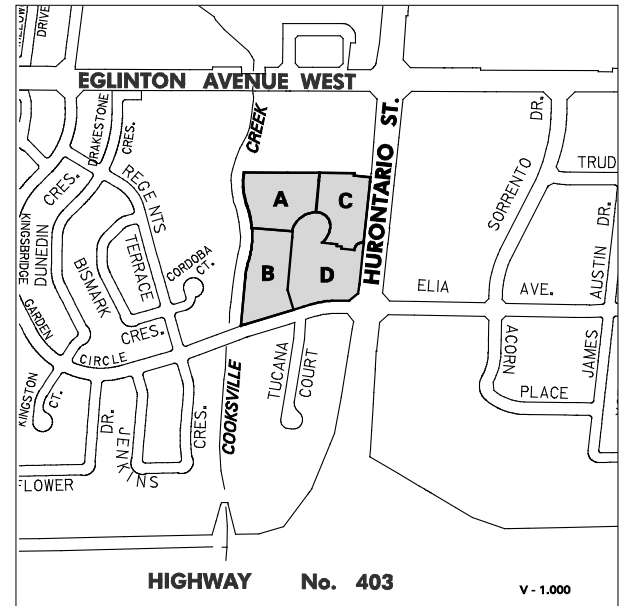
13.4.9.2.1 The lands identified as Special Site 2 are located east of Hurontario Street and north of Eglinton Avenue East.

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

- a concept plan will be required to address, among other matters: compatibility of building form and scale with existing and proposed surrounding land uses; and acceptable ingress and egress arrangements for Hurontario Street, Eglinton Avenue East, and Thornwood Drive;

- b. a maximum of 1 323 dwellings units will be permitted collectively on areas identified as 2A and 2C;
- c. a minimum of 2 750 m² and a maximum of 6 300 m² of retail commercial and office space will be provided, contained within the first three floors of the apartment buildings within Area 2A;
- d. notwithstanding the provision of the Residential High Density designation, the lands identified as Area 2A will be permitted to develop to maximum **Floor Space Index (FSI)** of 6.13, and have a maximum building height of 30 storeys; and
- e. notwithstanding the provision of the Residential Medium Density designation, semi-detached dwellings will also be permitted on the lands identified as Area 2B.

13.4.9.3 Site 3



13.4.9.3.1 The lands identified as Special Site 3 are located west of Hurontario Street, north of Kingsbridge Garden Circle.

Area 3A

13.4.9.3.2 Notwithstanding the provisions of the Residential High Density designation, the lands identified as Area 3A will be permitted to develop to a maximum **floor space index (FSI)** of 3.9.

Area 3B

13.4.9.3.3 Notwithstanding the provisions of the Residential High Density designation, the lands identified as Area 3B will be permitted to develop to a maximum **floor space index (FSI)** of 3.6.

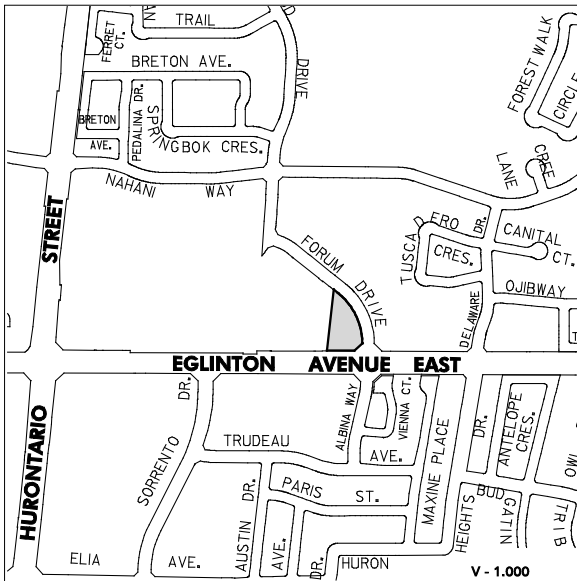
Area 3C

13.4.9.3.4 Notwithstanding the provisions of the Residential High Density designation, the lands identified as Area 3C will be permitted to develop to a maximum **floor space index (FSI)** of 3.6. Offices will also be permitted.

Area 3D

13.4.9.3.5 Notwithstanding the provisions of the Residential High Density designation, on the lands identified as Area 3D offices will also be permitted.

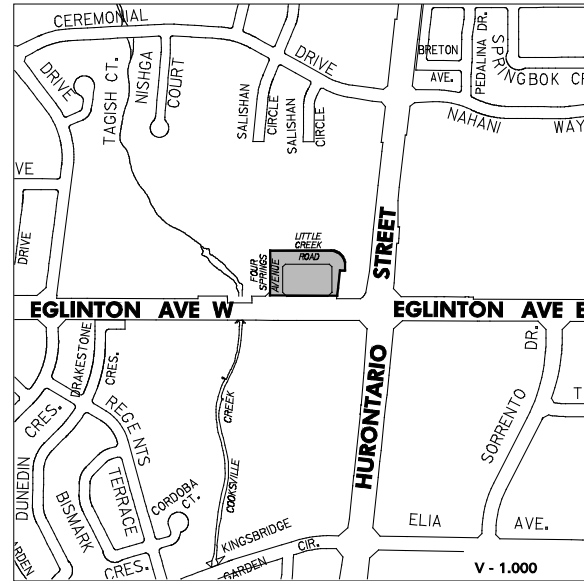
13.4.9.4 Site 4



13.4.9.4.1 The lands identified as Special Site 4 are located at the northwest corner of Eglinton Avenue East and Forum Drive.

13.4.9.4.2 Notwithstanding the provisions of the Residential High Density designation, an apartment building to a maximum **floor space index (FSI)** of 3.7 and a maximum height of 20 storeys, will be permitted.

13.4.9.5 Site 5

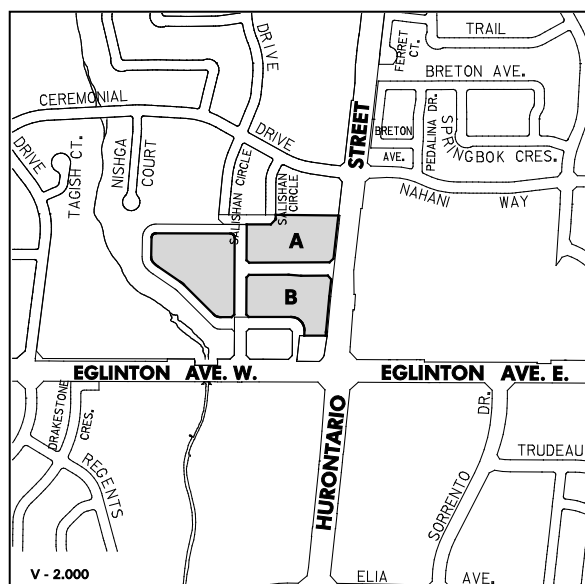


13.4.9.5.1 The lands identified as Special Site 5 are located on the north side of Eglinton Avenue West, west of Hurontario Street.

13.4.9.5.2 Notwithstanding the provisions of the Residential High Density designation, the maximum **floor space index (FSI)** permitted for all development shall be 7.5.

13.4.9.5.3 Notwithstanding the maximum height provisions, a maximum height of 28 storeys will be permitted.

13.4.9.6 Site 6

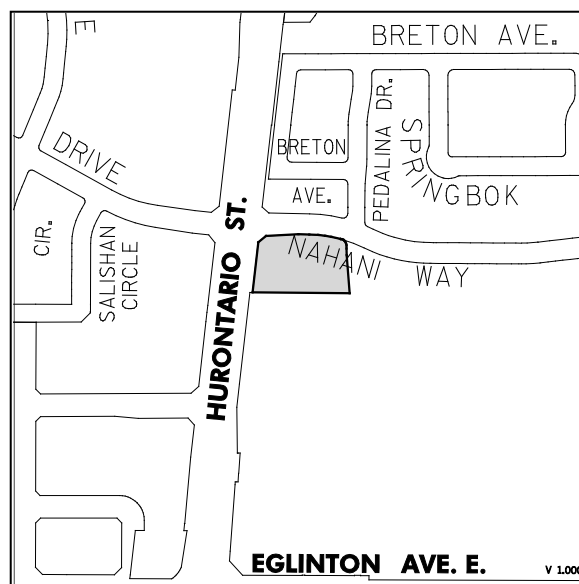


13.4.9.6.1 The lands identified as Special Site 6 are located within the northwest quadrant of Eglinton Avenue West and Hurontario Street.

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

- a. a maximum of 2 370 dwelling units will be permitted;
- b. a minimum of 9 400 m² of retail commercial and office space will be located within the first three floors of the buildings within Areas 6A and 6B;
- c. a maximum building height of 35 storeys will be permitted on the lands identified as Area 6A, and,
- d. a maximum building height of 38 storeys will be permitted on the lands identified as Area 6B.

13.4.9.7 Site 7

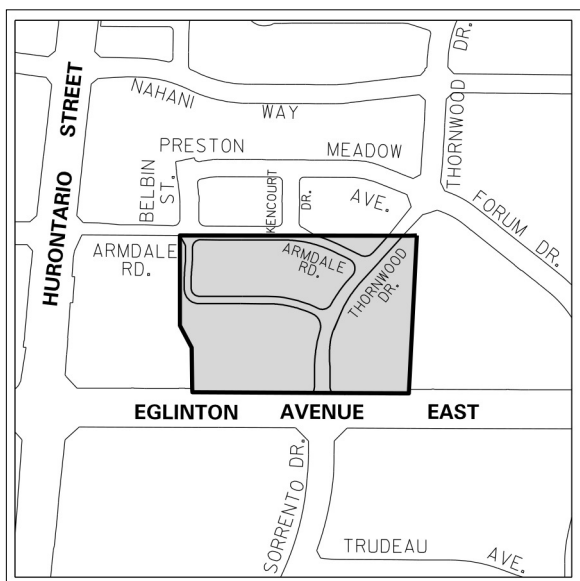


13.4.9.7.1 The lands identified as Special Site 7 are located east of Hurontario Street and south of Nahani Way.

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

- e. a minimum retail commercial floor space of 313 m² will be permitted;
- f. an apartment building to a maximum **floor space index (FSI)** of 5.1 will be permitted; and,
- g. a maximum building height of 33 storeys will be permitted.

13.4.9.8 Site 8



13.4.9.8.1 The lands identified as Special Site 8 are located on the north side of Eglinton Avenue East, east of Hurontario Street.

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

- a. a maximum **floor space index (FSI)** of 5.6 will be permitted;
- b. a minimum of 1 300 m² of retail commercial and office space will be required.

13.4.9.8.3 Notwithstanding the maximum height provisions, three apartment buildings with maximum building heights of 35, 35 and 37 will be permitted.