



MISSISSAUGA

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

File Number: OPA 125
Municipality: City of Mississauga
Subject Lands: South side of Lakeshore Road East, east of Lakefront Promenade. The subject lands are located in the Lakeview Waterfront Major Node Character Area, as identified in Mississauga Official Plan.
Date of Decision: November 10, 2021
Date of Notice: November 18, 2021
Last Date of Appeal: **December 8, 2021**

A decision was made on the date noted above to approve Official Plan Amendment Number **125** to the **Mississauga Official Plan** for the City of Mississauga as adopted by **By-law 0231-2021**.

Purpose and Effect of the Official Plan Amendment

The purpose of this amendment is to The purpose of this Amendment is to revise policies pertaining to the Lakeview Waterfront Major Node Character Area and introduce policies on land use, heights and affordable housing, in keeping with the Lakeview Waterfront Development Master Plan. The Amendment changes a portion of the Residential Medium Density designation to Residential High Density and the Institutional designation to Business Employment, and also revises the boundaries of the Residential Medium Density, Mixed Use, Public Open Space, and Greenlands designations to reflect the amended configuration of the block structure, open space network, long-term road network, and long-term cycling routes, on the subject lands. A copy of By-Law **0231-2021** adopting this Amendment is attached.

When and How to File An Appeal

Any appeal to the Ontario Land Tribunal must be filed with the City of Mississauga no later than 20 days from the date of this notice as shown above as the last date of appeal.

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

- (1) set out the specific part of the proposed official plan amendment to which the appeal applies.
- (2) set out the reasons for the request for the appeal, and
- (3) be accompanied by the fee prescribed under the *Ontario Land Tribunal Act* in the amount of \$1,100.00 per application, payable by certified cheque or money order to the Minister of Finance. A copy of the Ontario Land Tribunal Fee Schedule may be found at <https://olt.gov.on.ca/appeals-process/fee-chart/>
- (4) be accompanied by an administration fee of \$300.00, payable by Certified Cheque to the Treasurer of City of Mississauga.

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

Who Can File an Appeal

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

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

When the Decision is Final

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

Getting Additional Information

A copy of this amendment in its entirety can be found at www.mississauga.ca/portal/cityhall/publicnotices, or from **David Breveglieri of the City of Mississauga, Planning and Building Department at (905) 615-3200 x5551**.

Mailing Address for Filing a Notice of Appeal

City of Mississauga
Office of the City Clerk
Attention: Diana Rusnov
300 City Centre Drive
MISSISSAUGA ON L5B 3C1



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0231-2021

A by-law to Adopt Mississauga Official Plan Amendment No. 125

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

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

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


AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 125, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;


AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding changes to the policies to reflect the mixed use community identified in the Lakeview Waterfront Development Master Plan and includes changes to the land use designations, heights, density, the parks and open space network and the road and cycling network, within the Lakeview Waterfront Major Node Character Area;


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

1. The document attached hereto, constituting Amendment No. 125 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 10th day of November, 2021.

Approved by Legal Services City Solicitor City of Mississauga

Lia Magi
Date: 02/NOV/21
File: OZ 19/021


MAYOR


CLERK

Amendment No. 125
to
Mississauga Official Plan

By-law No. 0231-2021

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1. The document attached hereto, constituting Amendment No. 125 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 10th day of November, 2021.

Signed Bonnie Crombie Signed W. J. Zuh
MAYOR CLERK

Amendment No. 125
to
Mississauga Official Plan

The following text and Maps "A" to "H" attached constitute Amendment No. 125.

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

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

Appendix II is a copy of the Planning and Building Department report dated October 15, 2021, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to revise policies pertaining to the Lakeview Waterfront Major Node Character Area and introduce policies on land use, heights and affordable housing, in keeping with the Lakeview Waterfront Development Master Plan.

The Amendment changes a portion of the Residential Medium Density designation to Residential High Density and the Institutional designation to Business Employment, and also revises the boundaries of the Residential Medium Density, Mixed Use, Public Open Space, and Greenlands designations to reflect the amended configuration of the block structure, open space network, long-term road network, and long-term cycling routes, on the subject lands.

LOCATION

The lands affected by this Amendment are located on the south side of Lakeshore Road East, east of Lakefront Promenade. The subject lands are located in the Lakeview Waterfront Major Node Character Area, as identified in Mississauga Official Plan.

BASIS

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

The subject lands are in part designated Residential Medium Density, permitting a range of dwelling types including townhouse to mid-rise apartments as well as apartments in taller buildings up to a total maximum of 6,800 units. The lands are also designated Mixed Use, Business Employment, Institutional, Public Open Space and Greenlands, which permits a variety of commercial and residential uses, a mix of employment uses, post-secondary institutions, public parks and areas for conservation and flood control, respectively.

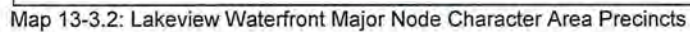
The Official Plan is being amended to reflect the community concept developed through the Lakeview Waterfront Development Master Plan. Amendments include revisions to the road and park layout, an increase in the total residential unit count to 8,050 and an increase in height permissions. The height permissions are within certain prominent areas of the site including the Marina District. Architectural competitions will be required for the Marina District and the northern part of the Village Square.

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

1. The proposal introduces a new 71.6 ha (177 ac) mixed-use waterfront community that will bring residents, jobs and visitors down to an area of the lakefront which had previously been inaccessible.
2. The proposal realizes an integrated mixed use community with a strong park network and land allocated for residential, employment, commercial and cultural uses, and is in keeping with the Lakeview Waterfront Development Master Plan.

3. As part of the commitment to the development, 27.1 ha (67 acres) of waterfront land will be dedicated to the City for park, cultural and employment uses with the entirety of the lands near the water being publicly accessible park space.
4. The subject lands form part of the Lakeview Waterfront Major Node Character Area, are along a higher order transit corridor, and are intended to accommodate greater height and density.
5. Additional heights are planned predominantly along the planned transit route or on lands which contribute to framing the central north-south park.
6. The proposal introduces new housing opportunities into a Major Node, including the commitment to provide over 400 affordable units.
7. Traffic reports have been reviewed and the proposal can be supported subject to various traffic improvements being implemented in the community.

1. Section 13.3.4, Direct Growth, of Mississauga Official Plan, is hereby amended by deleting Map 13-3.2: Lakeview Waterfront Major Node Character Area Precincts, and replacing it with the following:



- 13.3.6.2 A minimum of 5% of the overall units within the Ogden Green and Cultural Waterfront Precincts will be affordable housing units, or equivalent satisfactory provisions, as deemed acceptable by the City.

4. Section 13.3.7, Multi-Modal City, of Mississauga Official Plan, is hereby amended by deleting Figure 4, Lakeview Waterfront Major Node Character Area Future Roads, and replacing it with the following:

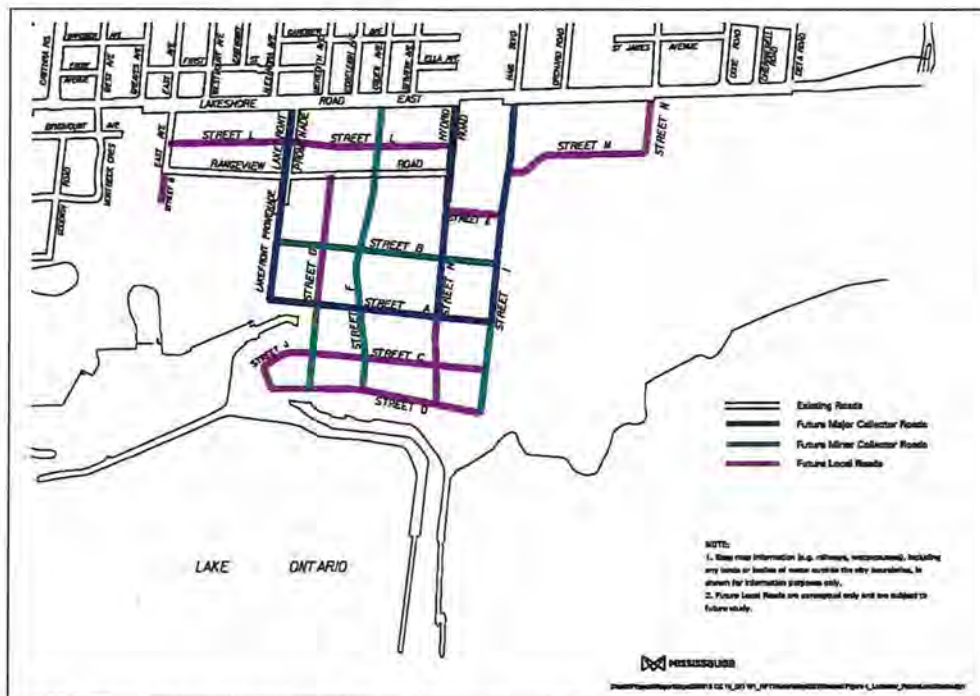


Figure 4: Lakeview Waterfront Major Node Character Area Future Roads

5. Section 13.3.8, Desirable Urban Form, of Mississauga Official Plan, is hereby amended by deleting existing policy 13.3.8.1.1 (c) and replacing it with the following:
 - c. protect and enhance view corridors along Lakefront Promenade/ Street 'K', the linear park along Street 'F', Hydro Road/Street 'H', and Street 'I';
6. Section 13.3.8, Desirable Urban Form, of Mississauga Official Plan, is hereby amended by deleting existing policy 13.3.8.1.1 (d) and replacing it with the following:
 - d. greatest heights and densities will be located at the southwestern edge of the community as identified on Map 13-3.3 Waterway District Area, and will include select, architecturally significant buildings, subject to an architectural competition;
7. Section 13.3.8, Desirable Urban Form, of Mississauga Official Plan, is hereby amended by adding the following:

13.3.8.1.2 Development within the Ogden Green and Cultural Waterfront Precincts will be guided by the Lakeview Village Design Guidelines, as found in Appendix I of Chapter 13, Major Nodes.

8. Section 13.3.8, Desirable Urban Form, of Mississauga Official Plan, is hereby amended by deleting Map 13-3.3, Waterway District Area, and replacing it with the following:



Map 13-3.3: Waterway District Area

9. Section 13.3.8.2, Development Master Plans, of Mississauga Official Plan, is hereby amended by adding the following:

13.3.8.2.2. The Lakeview Waterfront Development Master Plan represents the development master plan for the Ogden Green, Cultural Waterfront and Innovation Corridor Precincts. Development within these precincts will be in keeping with the layout, built form and principles outlined in the Lakeview Waterfront Development Master Plan.

10. Section 13.3.8.3, Precincts, of Mississauga Official Plan, is hereby amended by adding the following, and renumbering the policies hereafter:

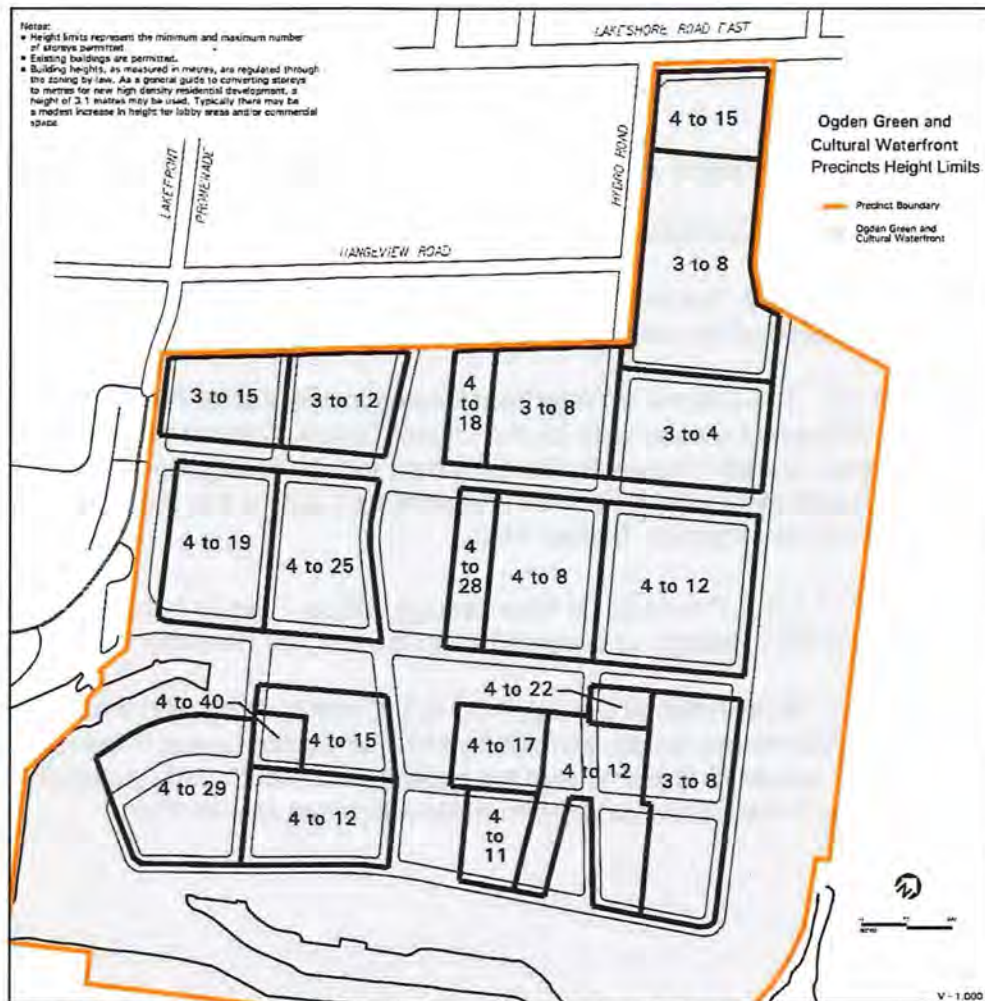
13.3.8.3.3 Notwithstanding policy 13.3.8.3.1, one building with a maximum height of 28 storeys will be permitted within the Ogden Green Precinct at the northeast corner of Street 'A' and the central north-south park, generally in keeping with the Lakeview Waterfront Development Master Plan.

11. Section 13.3.8.3, Precincts, of Mississauga Official Plan, is hereby amended by deleting existing policy 13.3.8.3.3 and replacing it with the following:

13.3.8.3.4 Notwithstanding policy 13.3.8.3.1, three taller buildings may be permitted in the Waterway District Area (Map 13-3.3) with the tallest building permitted to a maximum height of 40 storeys. The buildings will be in keeping with the configuration identified in the Lakeview Waterfront Development Master Plan.

12. Section 13.3.8.3, Precincts, of Mississauga Official Plan, is hereby amended by adding the following, and renumbering the policies hereafter:

13.3.8.3.6 Development within the Ogden Green and Cultural Waterfront Precincts will be in accordance with the minimum and maximum height limits as shown on Map 13-3.4. The appropriate heights within these ranges will be determined by the other policies of the Lakeview Waterfront Major Node Character Area.



13. Section 13.3.8.3, Precincts, of Mississauga Official Plan, is hereby amended by deleting reference to "10,500" in the first bullet point under existing policy 13.3.8.3.7 and replacing it with "11,750".

14. Section 13.3.8.3, Precincts, of Mississauga Official Plan, is hereby amended by deleting Figure 7, Distribution of Built Form, and replacing it with the following:

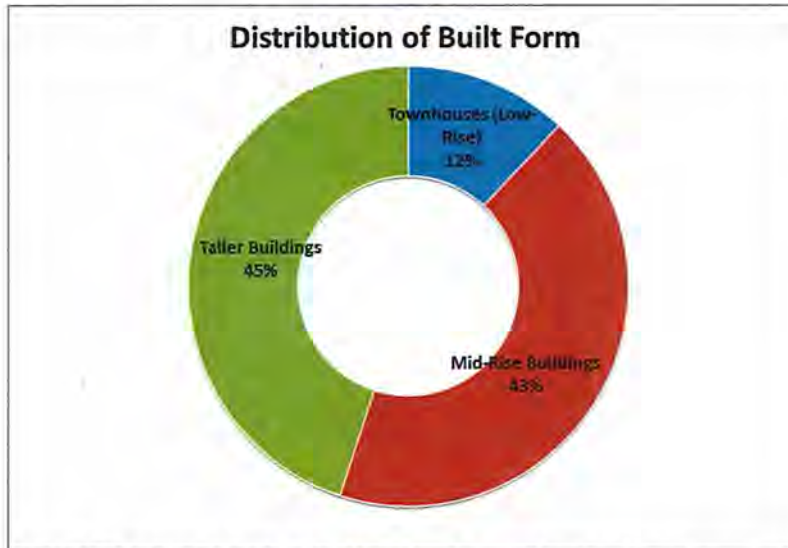


Figure 7: The planned distribution of built form is a combination of townhouses, mid-rise apartments and taller buildings (Table 1)

15. Section 13.3.8.3, Precincts, of Mississauga Official Plan, is hereby amended by deleting Table 1, Distribution of Housing and Unit Targets by Precinct, and replacing it with the following:

Precinct	Total Residential Unit	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 MidRises (Precinct)	Number of Units	% of Taller Buildings (Precinct)
Rangeview Estates	3,700	925	25%	1,850	50%	925	25%
Ogden Green, Cultural Waterfront	8,050	480	6%	3,184	40%	4,386	54%
Innovation Corridor	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total – Lakeview Waterfront Major Node	11,750	1,405	12%	5,034	43%	5,311	45%

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.

16. Section 13.3.8.3, Precincts, of Mississauga Official Plan, is hereby amended by adding the following additional bullet points under existing policy 13.3.8.3.8:

- Along the central north-south park;
- At the eastern terminus of the east-west park adjacent to Street 'A'.

17. Section 13.3.8.3, Precincts, of Mississauga Official Plan, is hereby amended by deleting the first paragraph under the Ogden Green Precinct heading and replacing it with:

The Ogden Green Precinct is centrally located in the Lakeview Waterfront Community. Linear parks along Street 'A', Street 'B' and Street 'F' provide connections to the waterfront and surrounding uses. Mid-rise and taller buildings will be directed to the future enhanced transit route and along the central north-south park.

18. Section 13.3.8.3, Precincts, of Mississauga Official Plan, is hereby amended by deleting existing policy 13.3.8.3.12.

19. Section 13.3.8.3, Precincts, of Mississauga Official Plan, is hereby amended by deleting the words "along Street 'I'" and replacing with the words "along the north-south central park" in existing policy 13.3.8.3.13.

20. Section 13.3.8.3, Precincts, of Mississauga Official Plan, is hereby adding policy 13.3.8.3.15 under the Ogden Green Precinct heading and renumbering the policies hereafter:

13.3.8.3.15 Taller buildings should be designed with podiums distinct from the tower in order to emphasize the mid-rise character of the community. The tower component should step back from the podium in order to help achieve this distinction.

21. Section 13.3.8.3, Precincts, of Mississauga Official Plan, is hereby amended by deleting existing policy 13.3.8.3.14 under the Innovation Corridor Precinct and replacing it with the following:

13.3.8.3.16 Mid-rise buildings with underground parking or screened parking structures will be encouraged.

22. Section 13.3.8.3, Precincts, of Mississauga Official Plan, is hereby amended by deleting existing policy 13.3.8.3.15 and replacing it with the following:

13.3.8.3.17 Notwithstanding policy 13.3.8.3.1, and with the exception of the Waterway District Area, building heights will be kept to a mid-rise form in scale and height in keeping with the Lakeview Waterfront Development Master Plan.

23. Section 13.3.8.3, Precincts, of Mississauga Official Plan, is hereby amended by deleting existing policy 13.3.8.3.16 and replacing it with the following:

13.3.8.3.18 Buildings fronting Street 'D' will have a maximum height of six storeys with stepbacks above the fourth storey.

24. Section 13.3.8.3, Precincts, of Mississauga Official Plan, is hereby amended by deleting existing policy 13.3.8.3.17 and replacing it with the following:

13.3.8.3.19 Notwithstanding policy 13.3.8.3.1, a 22 storey building will be permitted at the eastern terminus of the central east-west park. The building will be subject to an architectural competition to ensure architectural excellence, appropriate contextual integration and the creation of an appropriate terminating vista along the park.

25. Section 13.3.8.3, Precincts, of Mississauga Official Plan, is hereby amended adding the following and renumbering the policies hereafter:

13.3.8.3.20 Taller buildings should be designed with podiums distinct from the tower in order to emphasize the mid-rise character of the community. The tower component should step back from the podium in order to help achieve this distinction.

26. Section 13.3.8.3, Precincts, of Mississauga Official Plan, is hereby amended by deleting existing policy 13.3.8.3.19 and replacing it with the following:

13.2.8.3.22 Notwithstanding policy 13.3.8.3.1, the Waterway District Area (Map 13-3.3) may permit three taller buildings, with the tallest building permitted to a maximum height of 40 storeys. These buildings will demonstrate an appropriate transition in height, particularly to the waterfront park along the west and south sides, with the tallest being located the furthest away from the waterfront park. The buildings will be in keeping with the configuration identified in the Lakeview Waterfront Development Master Plan and will provide generous setbacks from the waterfront park.

27. Section 13.3.8.3, Precincts, of Mississauga Official Plan, is hereby amended by adding the following, and renumbering the policies hereafter:

13.3.8.3.23 An architectural competition will be required for the Waterway District to ensure a high level of architectural excellence and to ensure the sensitive integration of height adjacent to the waterfront park. The architectural competition will take into account the concept derived through the Lakeview Waterfront Development Master Plan.

28. Section 13.3.10, Land Use Designations, of Mississauga Official Plan, is hereby amended by deleting policy 13.3.10.1.4, and renumbering the policies hereafter.

29. Section 13.3.10, Land Use Designations, of Mississauga Official Plan, is hereby amended by deleting the words in existing policy 13.3.10.1.5, "except on lands designated Greenlands or Public or Private Open Space" at the end of the first sentence, and "and Institutional" near the end of the paragraph, and by deleting the letter "s" from the last word "designations".

30. Section 13.3.10, Land Use Designations, of Mississauga Official Plan, is hereby amended by adding the words "up to 12 storeys" to the end of the sentence in policy 13.3.10.2.1.

31. Section 13.3.10, Land Use Designations, of Mississauga Official Plan, is hereby amended by replacing reference to Street 'F' with Street 'D' and Street 'I' with Street 'F' in policy 13.3.10.2.2.
32. Section 13.3.10, Land Use Designations, of Mississauga Official Plan, is hereby amended by replacing reference to Street 'J' with Street 'H' in all of policy 13.3.10.3.1.
33. Section 13.3.10, Land Use Designations, of Mississauga Official Plan, is hereby amended by deleting existing policy 13.3.10.3.1 (c) and replacing it with the following:
 - c. science and technology facilities, creative industry incubator spaces, cultural infrastructure facilities, and banquet and conference centres will be permitted in the Cultural Waterfront Precinct. These spaces may be located in stand-alone buildings or in conjunction with other uses.
34. Section 13.3.10, Land Use Designation, of Mississauga Official Plan, is hereby amended by deleting Section 13.3.10.4, and renumbering the sections hereafter.
35. Section 13.3.10, Land Use Designation, of Mississauga Official Plan, is hereby amended by deleting "c. marine related uses including boat storage and repair" in existing policy 13.3.10.5.2.
36. Chapter 13, Major Nodes is hereby amended by adding Appendix 1, Lakeview Village Development Master Plan Design Guidelines.
37. Schedule 1, Urban System, of Mississauga Official Plan, is hereby amended by changing the boundaries of the Green System, as shown on Map "A" of this Amendment.
38. Schedule 1A, Urban System - Green System, of Mississauga Official Plan, is hereby amended by changing the boundaries of the Green System, as shown on Map "B" of this Amendment.
39. Schedule 3, Natural System, of Mississauga Official Plan, is hereby amended by changing the boundaries of the Natural Hazards, as shown on Map "C" of this Amendment.
40. Schedule 4, Parks and Open Spaces, of Mississauga Official Plan, is hereby amended by changing the boundaries of the Public and Private Open Spaces as shown on Map "D" of this Amendment.
41. Schedule 5, Long Term Road Network, of Mississauga Official Plan, is hereby amended by changing the future major collector and future minor collector roads as shown on Map "E" of this Amendment.

42. Schedule 7, Long Term Cycling Routes, of Mississauga Official Plan, is hereby amended by changing primary off-road routes and adding the primary on-road/boulevard routes as shown on Map "F" of this Amendment.
43. Schedule 8, Designated Right-of-Way Widths, of Mississauga Official Plan, is hereby amended by changing the designated right of way widths as shown on Map "G" of this Amendment.
44. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by adding the Residential High Density land use designation, deleting the Institutional land use designation and changing the Residential Medium Density, Mixed Use, Business Employment, and Public Open Space designations as shown on Map "H" of this Amendment.

IMPLEMENTATION

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

The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan April 8, 2021.

INTERPRETATION

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

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

[http://teamsites.mississauga.ca/sites/18/mopa/oz 19 021 w1.mopa 125.db.jmcc.docx](http://teamsites.mississauga.ca/sites/18/mopa/oz%2019%20w1.mopa%20125.db.jmcc.docx)

LAKEVIEW VILLAGE

DEVELOPMENT MASTER PLAN DESIGN GUIDELINES

SEPTEMBER 2021

SASAKI



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- 1.3 Design Integrity and Deviation from the Design Guidelines
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1.1

Purpose of the Guidelines

The purpose of the Urban Design Guidelines is to provide further explanation and guidance based on the design thinking embedded into the Lakeview Development Master Plan. While the Lakeview Development Master Plan establishes the overall foundational framework, it is not a static vision.

Lakeview Village will continue to evolve as each block goes through a project design level of detail. This document lays out a set of guiding principles for the developments within privately owned lands to implement the related official plan policies, the endorsed Lakeview Development Master Plan, and applicable zoning by-law. It is also to ensure the intent of the Lakeview Development Master Plan district-scale design logic is captured and honoured.

While this document is appended to the Mississauga Official Plan (MOP), it is not intended to be applied as plan policy or zoning by-law in future Site Plan Review processes for projects at Lakeview Village. Applicants should also refer to the Mississauga Official (MOP) Plan principal document, Mississauga Zoning By-law, City's other design guidelines including Back to Back and Stacked Townhouses Guidelines, Low-Rise Multiple Dwellings Design Handbook, and Ontario Building Code to ensure that the applicable policies and requirements in these documents have been met. Furthermore, other City initiatives and special projects should be consulted to determine applicability, such as the City of Mississauga's Strategic Plan, Green Development Strategy, 2015 Facility Accessibility Design Standards, City of Mississauga Standards for Shadow Studies, Pedestrian Wind Comfort and Safety Studies, and the Lakeshore East Corridor

Study.

This document sets up the norm for developments of individual parcels within Lakeview Village. It should be referenced in its entirety in the design and review of all projects. It is not the intention of the guidelines to limit creativity but provide baseline guidance, within which creativity can be realized.

1.2

Objective of the Guidelines

Chapter 9 of Mississauga Official Plan, 'Build a Desirable Urban Form,' and the endorsed Lakeview Development Master Plan are the foundation for the Guidelines, which support the vision for Lakeview as a vibrant and predominantly mid-rise neighbourhood on the waterfront. These urban design guidelines act to articulate the policies in addition to the following objectives:

- Support the City of Mississauga's Strategic Plan and its Strategic Pillars for Change. A paramount goal is to create a vibrant and human-scale neighbourhood on the waterfront that provides diverse housing types, a rich mix of cultural, commercial and recreational amenities and services, and connecting Lake Ontario back to the City's urban fabric;
- Promote development in a coordinated, comprehensive fashion and facilitate a fair and consistent application of design principles;
- Integrate a mix of uses, through appropriate built form, including retail and commercial uses, offices, residential, cultural, entertainment and institutional uses – the whole of which is intended to put people in close proximity to a

broad range of urban amenities and experiential

- Achieve a high-quality built form and strengthen the continuity of buildings that contribute to Lakeview Village;
- Ensure that development is resilient, environmentally friendly, safe and universally accessible; and
- Foster compact, pedestrian, cyclist and transit oriented development that achieves vibrant street level activities and a public realm of the highest standard.

1.3

Design Integrity and Deviation from the Design Guidelines

Lakeview Community Partners (LCPL) is, through this document, as well as review mechanisms, putting in place its own measures to ensure the development of individual parcels within Lakeview Village conforms with the intent of the master plan and the high standards of design required with the community, while providing flexibility and opportunity to achieve distinctive buildings that stand out.

All buildings within Lakeview Village shall meet high standards of design, so that the district is elevated by each of the architectural projects contained within it. LCPL shall, as master developer in coordination with future builder partners, have final authority over aesthetic considerations (with advisement from the City of Mississauga), to ensure that individual architectural projects meet the high standards of the districts and conform with LCPL and the City of Mississauga's vision for Lakeview

Village.

LCPL has committed to the City to hold an invited, international architectural competition for the Marina District. These buildings will be the signature (from a height point of view), skyline-defining elements of Lakeview Village. As such, an extremely high degree of architectural excellence will be required.

LCPL is also planning to host a Canada-wide architectural competition for the tower anchoring the eastern end of Waterway Common. This building's position at the head of this key open space equally suggests a very high level of architectural design.

1.4 Non-Conventional Building Forms

The Guidelines for Lakeview Village have generally been written to guide "normative" design and construction within the community - blocks employing traditional perimeter mid-rise podium and vertical mid-high-rise and high-rise elements. The zoning is crafted to guide these types of buildings. The development and design teams recognize and encourage creativity in design, and as such do not want to deter innovation through the Guidelines. For this reason, it is anticipated that variances may be made to these Guidelines for non-traditional strategies to block development. (Refer to Section 5.7 Non-Traditional/Non-Conventional Building Types for additional information.)

1.5 How to Use the Guidelines

This document contains four parts in addition to this introduction:

- The second chapter provides a description of the overall district and block structure
- The third chapter is focused on the ground floor(s) that directly interact with the public realm beyond the development block. Design guidelines are provided based on different types of ground floor use and their public realm context
- The fourth chapter offers guidelines for the design of mid-rise elements
- The final chapter speaks to the taller elements in terms of their locations, orientation, and design

The builder of certain block(s) should follow the guidelines that are applicable the subject block(s). Significant deviation from the applicable guidelines should be justified with supporting studies and rationale to explain that the establishment of unique conditions supports the goals and public realm of Lakeview Village.

District and Block Structure

- 2.1 Section Overview
- 2.2 Master Plan Sub-Precincts
- 2.3 Block Typologies
- 2.4 Physical Form of Blocks

2.1

Section Overview

Lakeview Village is an urban district of neighbourhoods, that each have form-giving and character-giving adjacencies that are important to maintain sight of during the implementation of development parcels. This section provides a description of the sub-precincts, shown in the map to the right, as well as overview description of the building typologies found throughout Lakeview Village, and guidance on the physical form of blocks.

2.2

Master Plan Sub-Precincts

The boundaries between sub-precincts have been determined through a blend of different criteria, ranging from predominant use, to geographical location within Lakeview Village, to built typologies that will comprise the majority of building types within the sub-precinct.

Each of the sub-precincts is intended to achieve the following primary goals, through its distinctiveness from other sub-districts:

1. Establish a legible, cohesive localized identity for the sub-precinct within the larger identity of Lakeview Village;
2. Respond sensitively and creatively to adjacent conditions, both within, and external to, Lakeview Village;
3. Provide a rational ordering system for the explanation of attributes for each sub-precinct, so that sub-developers within Lakeview Village are able to attain desired outcomes for localized portions of the larger district.

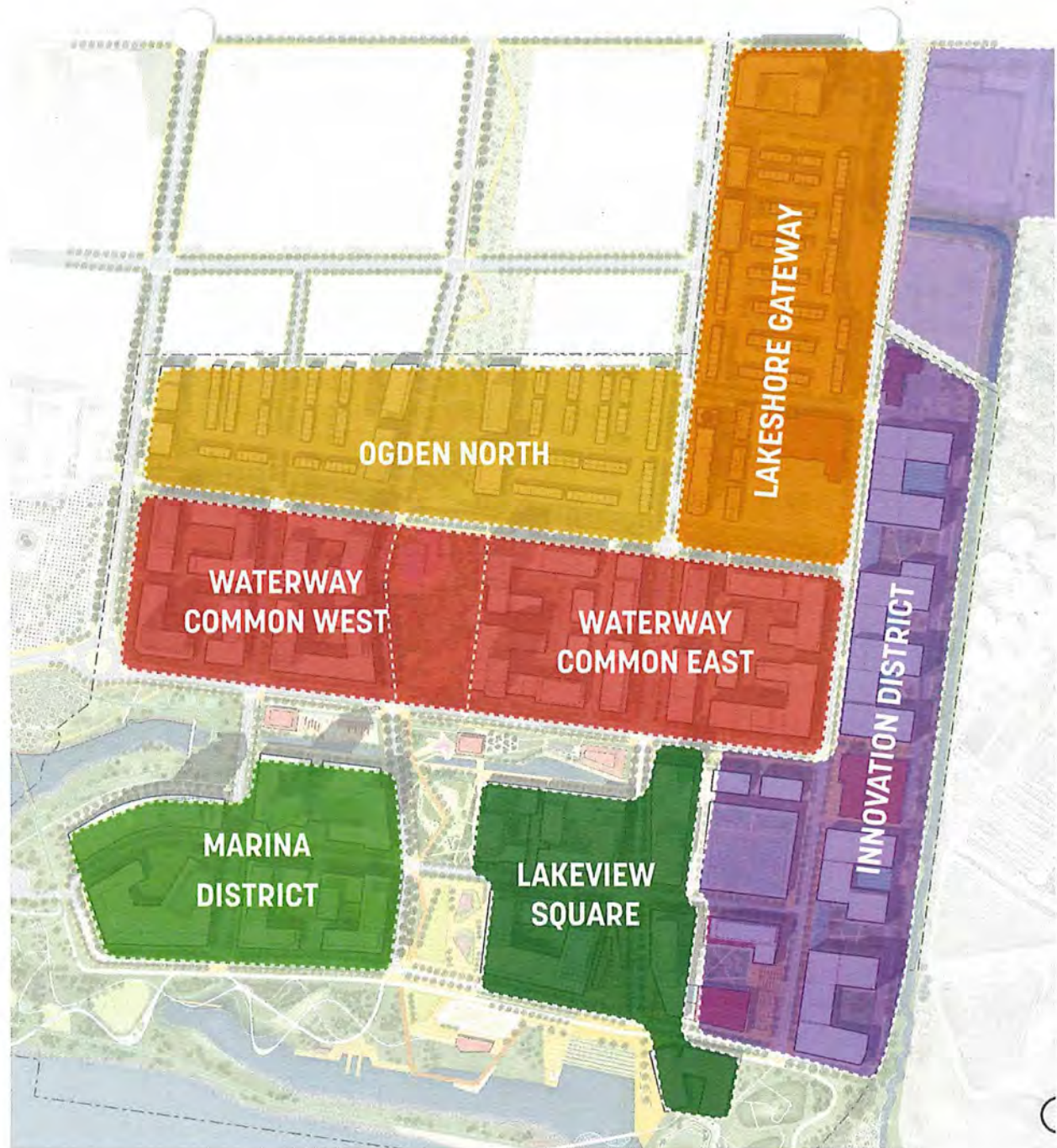


Figure 1: Lakeview Village Sub-Precincts

2.3 Block Typologies

The types of blocks within Lakeview Village can be divided into five typologies.

Mid-Rise and Taller Elements

Most of the residential floor area in Lakeview Village is accommodated in podiums (or, "wings") that define the street-facing edges of blocks, so as to create a strong urban form at ground level and in the low-rise elements of each block. On blocks where there are higher elements, these are strategically situated to support and enhance the overall structure of the block. Several of the urban blocks will have townhouse elements at their bases, providing a maximum number of "front doors to the street."

Mid-Rise and Townhouses

Neighbourhoods of mixed townhomes and 4-6 storey mid-rise buildings will add to the diversity of housing types at Lakeview Village, and will create a lower-in-height zone in the portion of Lakeview Village most closely sited towards Rangeview Estates and Lakeshore Road.

Waterfront

Blocks fronting onto Lakefront Park will predominantly be apartments, and in some cases, retail in their lower stories (retail predominantly at first level). Taller elements will be set back from the front, Lakefront Park-facing edge of these blocks, and will be terraced to remove any sense of the Lakefront Park being negatively impacted by modestly higher elements.

Marina

The Marina blocks are distinct, being a combination of terraced mid-rise and higher buildings. The three buildings are also intended to operate in-concert with one another, at the lower and higher levels. Extreme care has been taken to set the higher elements back from the Lakefront Park, and to orient the buildings so that views into Lakeview Village as well as outwards are maximized. The "fan-shaped" orientation of the higher elements supports this outcome.

Office/Institutional

The Innovation District blocks are of a specific type, in order to maximize the utility of that compact corridor while maintaining an elegant street frontage onto New Haig Boulevard.

The office/institutional buildings of the Innovation District focus occupied space onto New Haig Boulevard, with parking visually concealed at the center of the blocks. The building configurations create open spaces that open up to the trail and landscape along Serson Creek. Screens and plantings along the trail will provide a green corridor experience for users of Serson Creek.

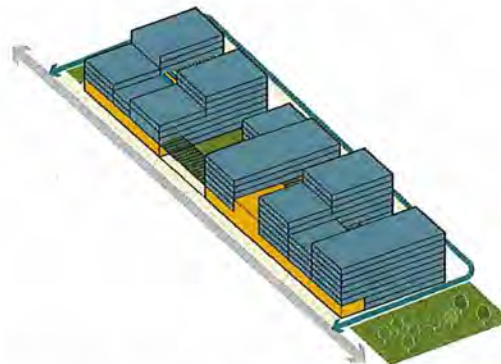


Figure 2: Office/Institutional Block Typology

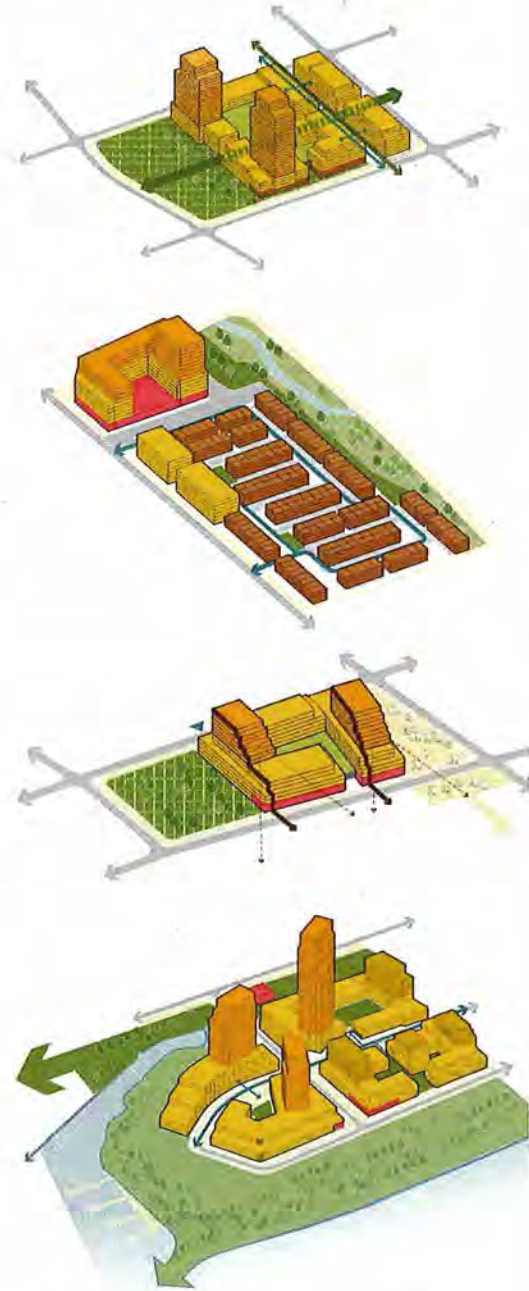


Figure 3: Residential Block Typologies

2.4

Physical Form of Blocks

This section describes alternative approaches to the overall block, in order to provide guidance on the balancing of differentiation and cohesion.

Approach 1: Entire-Block Design

In certain situations, this approach can yield exciting results that add to cohesion within Lakeview Village. With this approach, mitigation of on-the-ground perception of scale and size is important, in order to maintain a human-friendly scale of architectural elements at Lakeview Village. This approach specifically suggests attainment of block-level planning and architectural design excellence, sophistication of overall composition, and sophistication of façade design and articulation.

Approach 2: Horizontal Differentiation Between Mid-Rise and High-Rise

This approach treats elements below the mid-rise datum level differently than those above the datum. Differences may be architectural (amount and type of fenestration, balconies, façade articulation), and materially (masonry vs. glass, warm materials such as wood in proximity to the ground, etc.). This is a useful and valid approach to attaining diversity in design and materials within Lakeview Village. A negative outcome with this approach, however, may occur if all elements below the mid-rise datum are treated uniformly across the entire block (as with the risks inherent in Approach 1 overall). This approach can be combined with Approach 3.

Approach 3: Vertical Differentiation of Block Quadrants (2 Primary Divisions)

The differentiation of mid-rise and high-rise elements

into distinct building is desirable (notwithstanding the fact that basements and podia may be shared). Opportunities to create these divisions at the mid-rise levels can be generated through the location of pedestrian ways to/from the interior of the blocks; utilizing these break-points to change architectural articulation. This approach can be combined with Approach 2 above.

Approach 4: Vertical Differentiation of Block Quadrants (3 or More Primary Divisions)

Same as Approach 3, but with a greater number of vertical divisions. The precise number of the divisions may result from particularities of the specific frontages and/or adjacencies of the block in question. This approach can be combined with Approach 2 above.

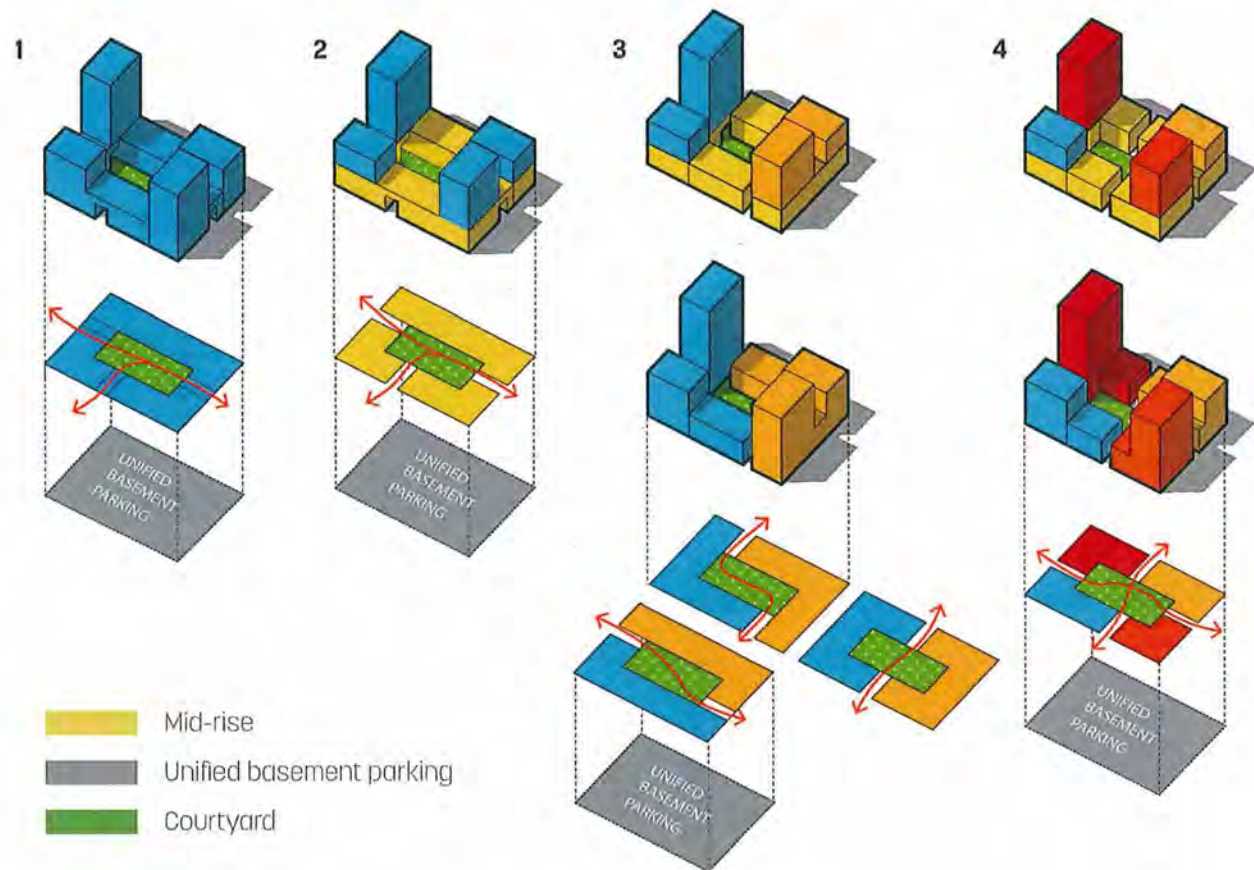


Figure 4: Alternative Approaches to the Physical Form of the Block

Street Frontage and Ground Floor Design Guidelines

- 3.1 Section Overview
- 3.2 Master Plan Corridor Conditions
- 3.3 Street Frontages in Lakeview Village
- 3.4 General Guidance for Buildings on "A" and "B" Street Frontages
- 3.5 Guidance for Buildings on "A" Street Frontages
- 3.6 Guidance for Buildings on "B" Street Frontages
- 3.7 Buildings Facing Parks and Open Space
- 3.8 Design for Access, Parking, Service and Loading
- 3.0 Above Grade Parking Facilities on 'A' and 'B' Street Frontages
- 3.10 Ground Floor Conditions for Residential Buildings
- 3.11 Ground Floor Conditions for Other Use
- 3.12 Pedestrian Permeability Conditions
- 3.13 Utilities General Guidelines

3.1 Section Overview

This section provides guidance on the conditions experienced at ground level throughout Lakeview Village. First, this section explains design conditions organized by types of street frontages ('A' and 'B' Streets). It also provides guidelines for ground floor conditions, organized by building use type.

3.2 Master Plan Corridor Conditions

There are numerous locations within Lakeview Village in which it is going to be essential for mid-rise built elements in particular to form a part of a larger ensemble. The master plan has been prepared with this foremost in mind, so as to create a strong urban edge to development parcels.

These "corridor" conditions will, if developed synergistically, convey tremendous elegance on Lakeview Village. One of the primary purposes of these guidelines is to point out why these synergies between distinct parcels are important, and how they are to be achieved.

Ogden Park

Both the eastern and western sides of Ogden Park are strong opportunities for establishing an urban edge that helps to give structure to the park itself, while providing amenity to the residents of the abutting buildings. The western edge is of particular importance, because it is lined by a roadway, and because the alignment of facades will be perceived slightly obliquely due to the park's shape. On the eastern edge there is an opportunity for buildings to read more as objects within the park itself.

Waterway Common.

Waterway Common is the spatial and visual extension of the public parklands to the west of Lakeview Village. Both the northern and southern edges of Waterway Common will be important to define strongly at the mid-rise level to provide structure to this signature open space. Where Waterway Common intersects with Ogden Park, the corners of the abutting parcels will present immense opportunity for the further structuring of both open spaces.

Lakeview Square

Lakeview Square will have a concentrated feeling, with mid-rise elements providing a large amount of visual interest through facade articulation, balconies, etc. This is a see-and-be-seen space, where a greater than usual amount of articulation is called for, in the form of facade stepping, balconies, materials, etc. The establishment of moments for visual connectivity (e.g. balconies overlooking the Square) will create a sense of energy and use during day and nighttime.

Hydro Road

This is the main entry corridor leading all the way from Lakeshore Road into Lakeview Square. As such, its expression should be elegant, and as with many other locations in the plan, the mid-rise elements will be of fundamental importance to realizing the vision for this corridor. Setbacks have been defined to give this road a calm and stately feel. It is important to signify Hydro Road as the main character avenue into Lakeview Village where it will directly link Lakeshore Road East with Lakeview Square and the waterfront. The character will be achieved by providing an enhanced streetscape and upgraded architectural design and finishes.

Waterfront Edge

This is perhaps the most important frontage in of Lakeview Village. The "bow" in the lakefront means that the mid-rise facades in this location be visible as a gently arcing continuity to anyone standing at the eastern or western end of the road. For this reason, it will be important for height datums and setbacks to be strongly respected combined result will be impressive.

New Haig Boulevard

The Innovation District will have its own distinct identity within Lakeview Village, given its distinct use. Both sides of New Haig Boulevard should capture the nature of this district as a place of high day interactivity.



Figure 5: Corridor Character Typologies

	Ogden Park		Hydro Road
	Waterway Common		Waterfront Edge
	Lakeview Square		New Haig Blvd

3.3 Street Frontages in Lakeview Village

The endorsed Lakeview Master Plan proposes new public streets to augment the existing and planned public street pattern, thereby creating a comprehensive and interconnected urban grid.

Categories of frontages differentiate the various streets in the Lakeview according to their function, character and design. As such, all streets are categorized as 'A' and/or 'B' frontages. 'A' Street Frontages will require the highest attention to urban design, having a cohesive built form to achieve character and a vibrant pedestrian environment.

Similarly, 'B' Street Frontages are designed to ensure a quality pedestrian environment and high standard of built form, but provide defined locations for necessary access, delivery, service, loading and parking facilities serving development blocks. In general, new development should follow guidance for each street frontage type, which suggest how buildings (through their site design, streetwalls, built form treatments, etc.) individually contain and provide an appropriate sense of enclosure for the street or open space in order to collectively frame and animate the public realm. Given the urban character of Lakeview Village, there are instances in which blocks are only served by 'A' Streets, by necessity. Loading access, servicing and parking of these blocks, and select other 'A' Street conditions, should be carefully designed and managed.

The following sections set out the Guidelines for buildings along the frontage types in accordance with the Lakeview 'A' & 'B' Street Frontage Plan.



Figure 6: Lakeview 'A' and 'B' Street Frontage Plan

■ 'A' Street Frontage
■ 'B' Street Frontage

3.4 General Guidance for Buildings on 'A' and 'B' Street Frontages

Buildings are the most pronounced element of the urban fabric and create the sense of place. Buildings in the Lakeview Village will shape and articulate the streets and open spaces by forming edges and streetwalls to establish definition and enclosure. Collectively, they create the pedestrian environment, frame the public realm and establish the urban setting. Common guidance for 'A' and 'B' Street Frontages sets up the urban framework for all development blocks in Lakeview Village. The following guidance applies:

3.4.1 Locate build-to line guidance (minimum building setback along street frontage) on development blocks to inform the orientation and placement of buildings and streetwalls;

3.4.2 Coordinate build-to lines with adjacent properties in order to create consistent edges and street walls along frontages;

3.4.3 Locate buildings parallel to the street, with streetwalls placed at the build-to line, to contain the street and provide an appropriate sense of enclosure;

3.4.4 Ensure variation in setbacks along the building frontages to articulate façade emphasis at the build-to line, in order to allow for visual interest, accommodate outdoor patios, recessed entries and landscaped areas;

3.4.5 Incorporate active uses at grade, where practical within constraints of viability, such as commercial and retail, to animate the public realm and pedestrian environment (Also, refer to 3.10 Ground Floor Conditions for Residential Buildings and 3.11 Ground Floor Conditions for Other Uses);

3.4.6 Ground floor uses should incorporate glazing;

3.4.7 Locate main entrances flush with the public sidewalk for accessibility;

3.4.8 Ensure site designs relate to and interface with existing, proposed and future transit stops and facilities;

3.4.9 Locate main building entrances so that they are clearly identifiable and prominent with direct access to the public sidewalk, cycling infrastructure and transit facilities;

3.4.10 Where appropriate and practical, provide corner entrances to buildings located at prominent intersections and/or gateways;

3.4.11 Balconies and bay windows may not protrude into the public realm, but may extend as far as the build-to line in some locations;

3.4.12 Below grade parking structures shall provide an appropriate clearance between the top of the parking structure and grade to allow for healthy tree growth (typically minimum 1.5m depth of soil, not including the drainage layer). Lesser depths may be considered where planting is limited to smaller stature vegetation (for example, small to medium shrubs) and does not include trees; and

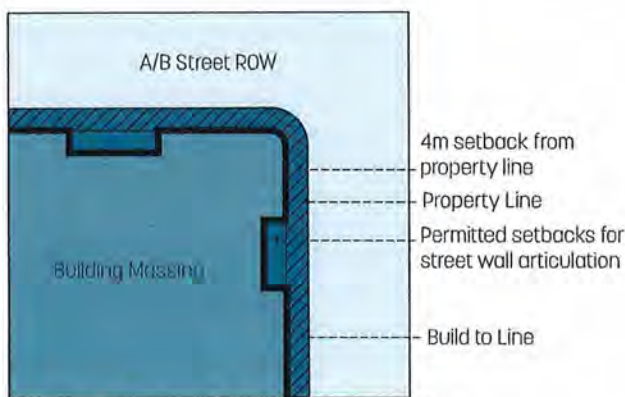


Figure 7: Prototypical Setback Conditions

3.4.13 Buildings in Lakeview Village should attain minimum heights commensurate with an urban district;

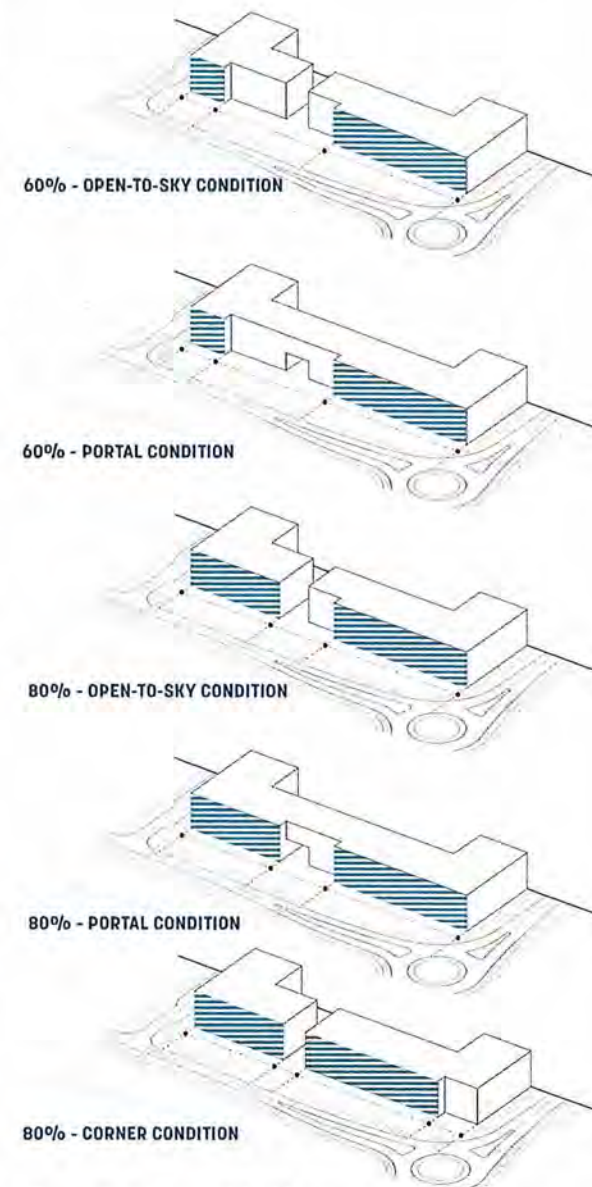


Figure 8: 60% and 80% Street Wall Conditions

3.5 Guidance for Buildings on 'A' Street Frontages

'A' Street frontages have a critical role and function in Lakeview Village. They are important for securing animation and character, a comfortable pedestrian environment with access to sunlight and sky views, street activity and vibrancy. Developments fronting onto 'A' Streets will require the greatest attention to urban design, ensuring a cohesive built form and streetscape treatment to achieve the highest standard in the execution of the public realm.

The following guidance applies:

3.5.1 Provide continuous buildings along development blocks fronting onto 'A' Streets to form a consistent streetwall;

3.5.2 Approximately 80% of a property's frontage is required to be occupied by the streetwall at the build-to line;

3.5.3 Development will be discouraged from locating curb cuts, driveways and laneways on 'A' Streets, except as provided for in 3.5.8 and 3.5.9;

3.5.4 Approximately 20% of the building frontage may be stepped-back to a maximum of 6m from the build-to line to allow for articulation of the streetwall, including provision for outdoor patios, recessed entries and landscaped areas;

3.5.5 Functioning main entrances to buildings should be provided on 'A' Streets;

3.5.6 Ground floor elevations along 'A' frontages should have approximately 60% vision glazing with views into the building;

3.5.7 Where residential uses are permitted at the ground level, special provisions should be applied for the design of unit entrances and setbacks; and

3.5.8 Indoor amenity spaces shall not be located on 'A' Streets, except where such amenity spaces are directly related to building entry and lobby functions. In these cases, frontages of lobby-associated amenity spaces should be primarily glazed, with strong visibility at all times into the interior space, and from the interior to the exterior.

Exceptions to Access on 'A' Streets

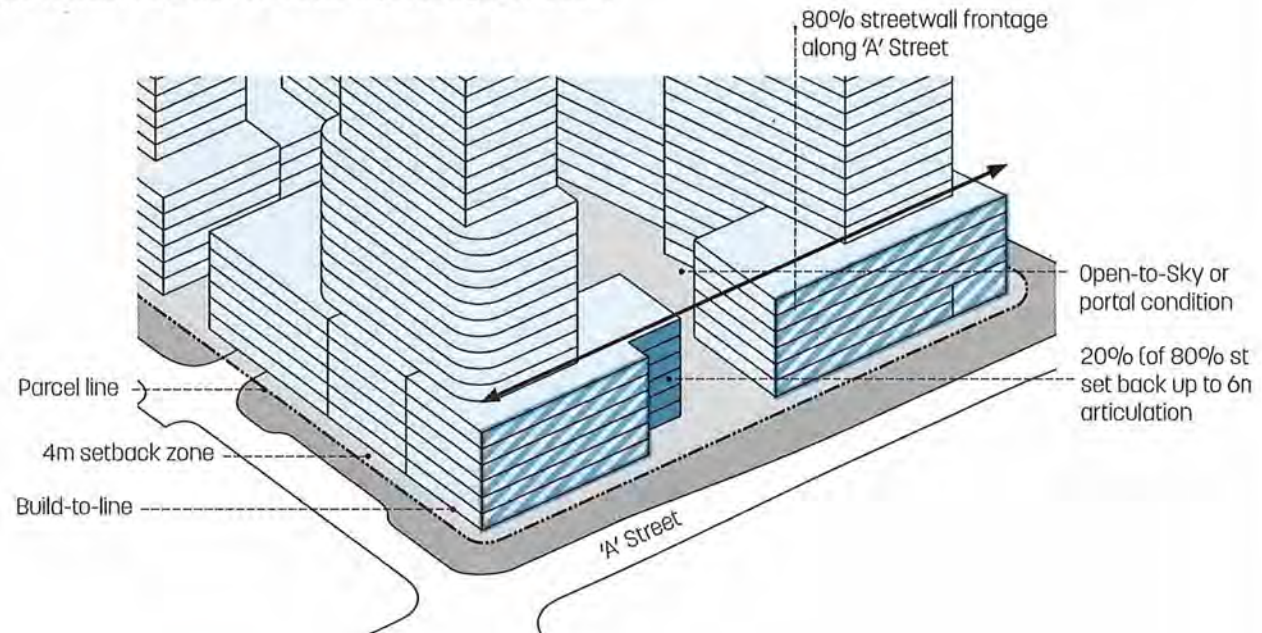
Curb cuts, driveways and access that would normally be provided on a 'B' Street may be provided on 'A' Street frontages:

3.5.9 When servicing from an 'A' Street is necessary due to the phasing of buildings within a block;

3.5.10 Provided that a site or block does not have access from a 'B' Street or other means of access, there is a requirement for emergency vehicle access or

3.5.11 Provided that impacts on the pedestrian environment are minimized through a high standard of design treatment consistent with the quality of the public realm.

Figure 9: Wall Articulation for Buildings Facing a 'A' Street



3.6

Guidance for Buildings on "B" Street Frontages

'B' Streets generally connect 'A' Streets to each other. In contrast to 'A' Streets, they provide development blocks with access for deliveries, waste collection, service and loading, including vehicular access to structured and off-street parking within development sites. It should be noted that 'B' Streets are also intended to support a pedestrian environment, integrating a high standard of urban design to support street activity.

3.6.1 'B' Streets will have buildings along development blocks, with provision for vehicular access to off-street parking, access for deliveries, waste collection, servicing and loading (refer to Section 3.8 Design for Access, Parking, Service and Loading);

3.6.2 Approximately 60% of a property's frontage should be occupied by the streetwall at the build-to line, with the exception of instances where townhomes with street entries occupy the ground-level;

3.6.3 Approximately 40% of the building frontage may be set back to a maximum of 6m from the build-to line, to allow for articulation of the streetwall, including provision for outdoor patios, recessed entries and landscaped areas;

3.6.4 Provide functioning main front entrances to buildings on 'B' Street frontages when there is no 'A' Street frontage;

3.6.5 Provide functioning secondary entrance(s) for additional pedestrian access;

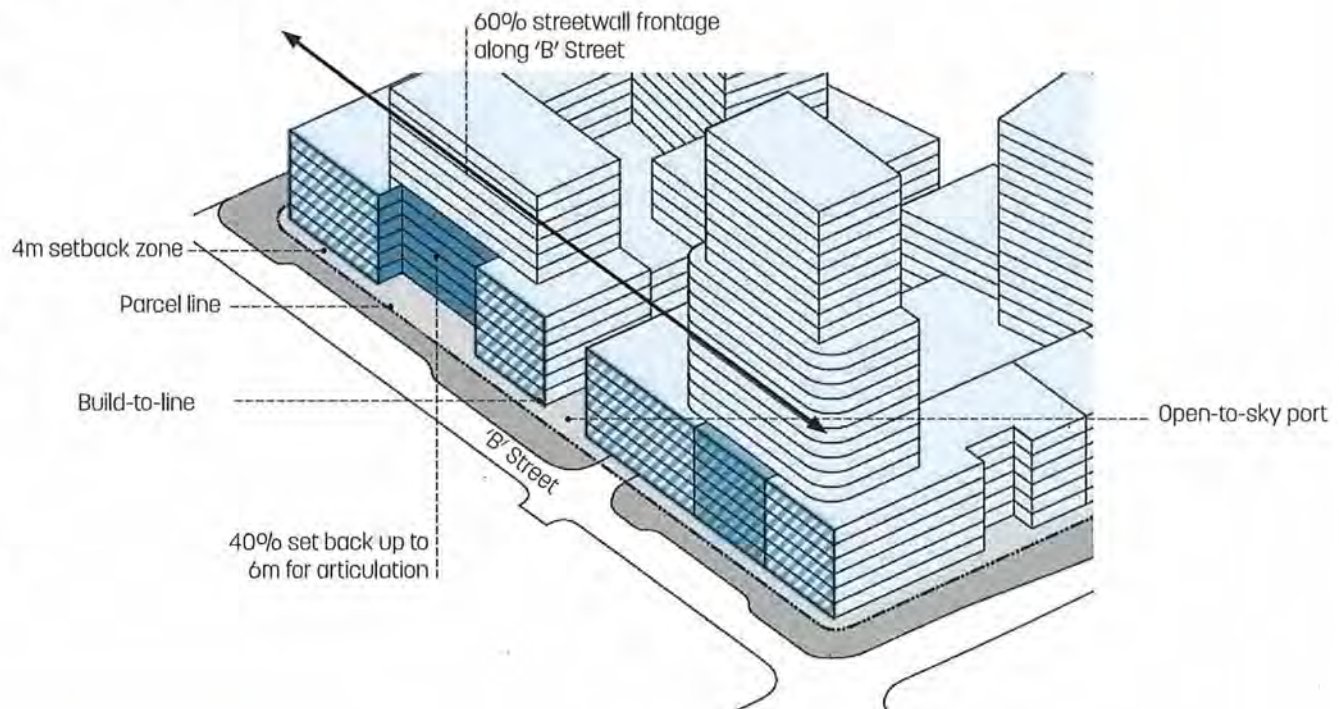
3.6.6 Ground floor elevations along 'B' frontages should have approximately 50% vision glazing with views into the building; and

3.6.7 Indoor amenity spaces can be considered on the ground floor of 'B' Streets, and shall be designed to ensure that their inclusion contributes to activation of the ground plane.

Exceptions to Access on 'B' Streets

3.6.8 Where a development block has an 'A' (or 'B') frontage, the most prominent building entrance shall be located on the 'A' Street frontage or in clear visual proximity from an 'A' Street, except where retail uses occupy the entirety of its 'A' Street frontage.

Figure 10: Wall Articulation for Buildings Facing a 'B' Street



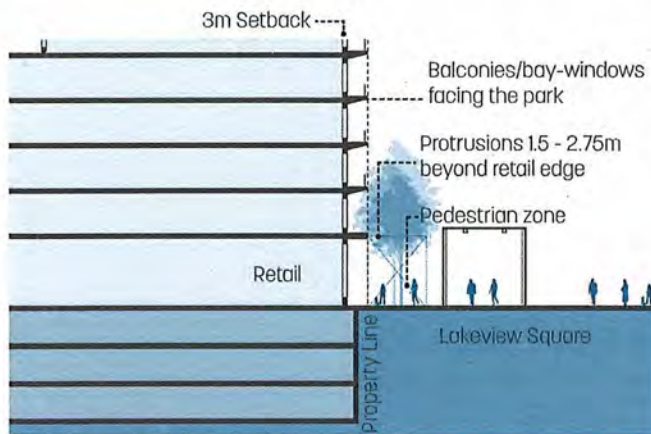
3.7 Buildings Facing Parks and Open Space

New buildings that front onto, or have proximity to parks and open space will require special attention to their frontage treatments and architectural design in order to achieve the kind of character, sense of place and pedestrian experience warranted for these important elements of the public realm.

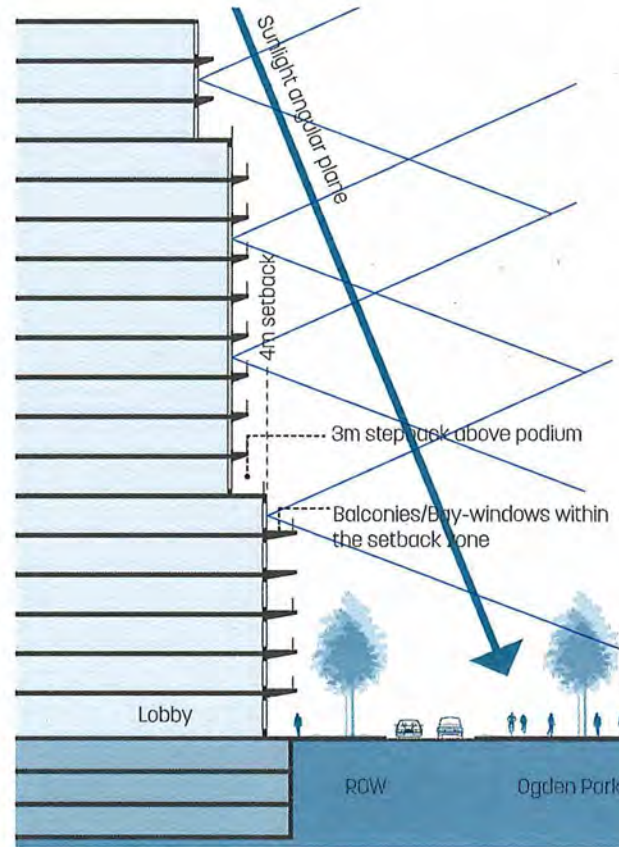
The following guidance applies:

3.7.1 If the build-to line of a development fronts onto the edge, or street adjoining a public park or open space, then 'A' frontage guidance will apply (refer to Section 3.5 Guidance for Buildings on 'A' Frontages);

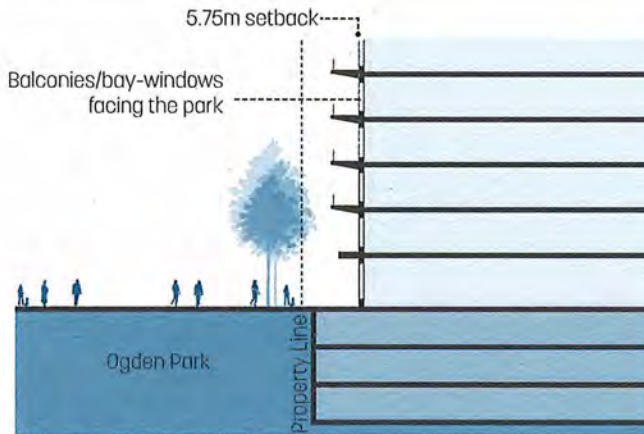
3.7.2 Consider having building frontages along parks and open spaces with uses on the ground floor that animate and/or activate the frontage such as retail, commercial and/or ground-related residential units (standalone townhouses and ground floor units within a mid-rise or podium);



SECTION FACING LAKEVIEW SQUARE

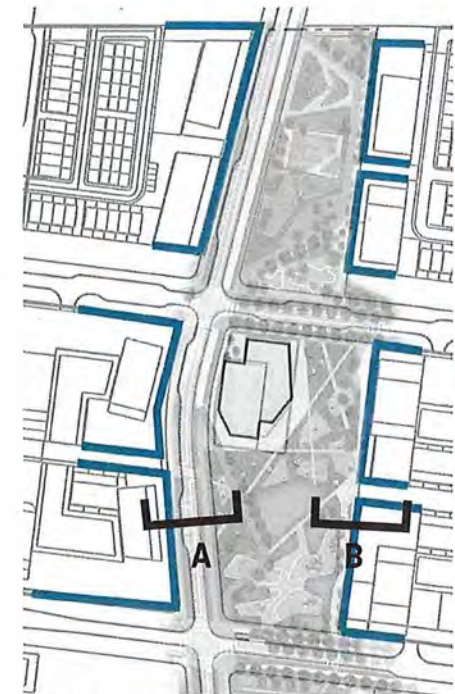


SECTION FACING OGDEN PARK (A)

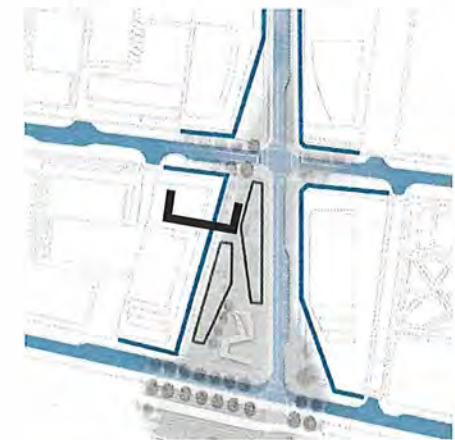


SECTION FACING OGDEN PARK (B)

Figure 11: Section Conditions for Buildings Facing Ogden Park and Lakeview Square



PLAN OF OGDEN PARK



PLAN OF LAKEVIEW SQUARE

3.7.3 Buildings which surround, have proximity to, or front onto parks and open space shall have the highest level of architectural expression, articulation and use of materials that is cohesive to adjacent buildings and financially viable;

3.7.4 Consider incorporating at-grade level residential uses fronting onto parks and open space with individual unit entrances in order to animate the street environment (refer to Section 4.2 Mid-Rise Elements: All Categories);

3.7.5 Parking structures or surface parking lots shall not front onto or address parks and open spaces; and

3.7.6 The design of building massing shall protect for sun exposure onto parks and open space (refer to Section 5.4 Site Orientation).



3.8

Design for Access, Parking, Service and Loading

Access for loading, waste collection, parking and servicing to buildings should wherever possible be located on 'B' Streets (for exceptions, refer to Section 3.5, Guidance for Buildings on 'A' Frontages). In general, new development should consolidate the access for service, parking, loading and waste collection and will reduce vehicular interruptions along the public streets in order to improve the pedestrian experience and streetscape.

The following guidance applies:

3.8.1 Service, parking and loading shall be coordinated on sites by providing, for example, consolidated locations that can serve a number of buildings simultaneously from one area;

3.8.2 Loading, waste and service spaces shall be located internal to the building or site;

3.8.3 Loading, servicing, other vehicular related functions and utilities shall not detract from the use, safety or attractiveness of the pedestrian and public realm. These uses shall:

- incorporate special architectural treatment;
- use soft and hard landscape treatments to screen loading and servicing areas; and
- providing safe levels of illumination and lighting.



3.9

Above-Grade Parking Facilities on "A" and "B" Street Frontages

In select locations, above-grade parking may be necessary to augment capacity below-grade. This type of parking should be carefully integrated into the fabric of Lakeview Village, and be concealed to the greatest extent feasible within the blocks it serves. In the Innovation Corridor and serving Lakeview Square, structured parking may take the form of integrated above grade parking garage(s) with high-quality architectural screening and active ground floors.

Integrated Above Grade Parking Facilities

In these instances, above-grade parking should be lined on all sides by active program (residential, commercial, retail). Amenity decks situated above this parking should be designed to enable use by occupants and visitors, with sufficient depth over structure for plantings and high-quality paving. Public access should be maintained to these elevated courtyard conditions wherever feasible, with steps and ramps strategically located at edges to enable access.

3.9.1 Strive to conceal block-interior above-ground parking from view (with the exception of entries/ramps), through the use of edge liner program on all frontages;

3.9.2 Provide ventilation to embedded above ground parking in ways that are not detrimental to the amenity areas on the roof of that parking, and that are carefully integrated visually and acoustically.

Standalone Parking Structures

3.9.3 Standalone garages should be limited to the zone east of Hydro Road (and should not front onto Hydro Road), excluding the Innovation District. Any such garages should be for the purpose of providing public parking for public uses along the waterfront and in Lakeview Square;

3.9.4 Any free-standing garages shall have high-quality architectural screening of upper levels, and activated ground floor program;

3.9.5 Vehicle entries/exits shall be carefully integrated with adequate sightlines to allow for pedestrian safety when crossing these areas.

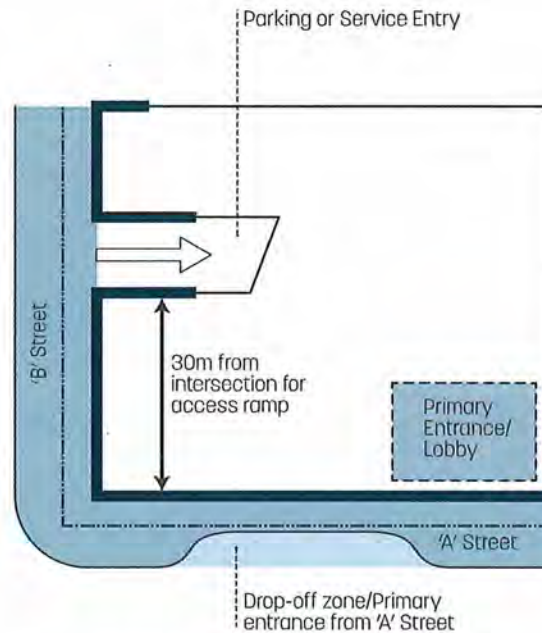
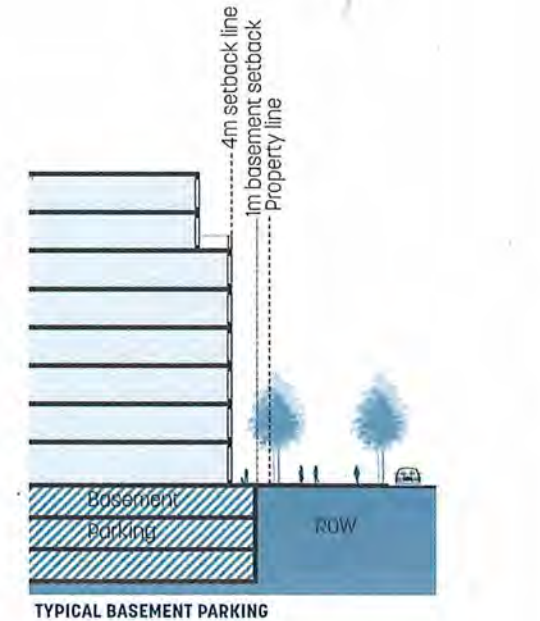
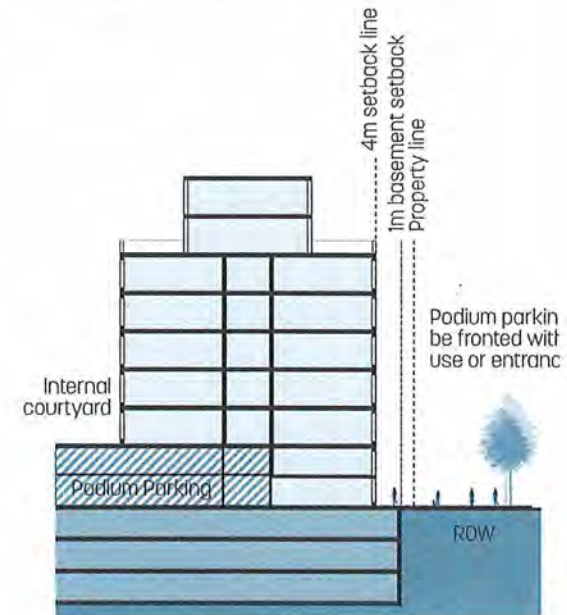


Figure 12: Prototypical Parking Plan



TYPICAL BASEMENT PARKING



TYPICAL PODIUM PARKING

Figure 13: Basement and Podium Parking Section

3.10 Ground Floor Conditions for Residential Buildings

Residential Lobbies and Amenities

Residential entries and lobbies should be designed in such a way as to enable users to find their way to them in ways that feel natural and easy, whether those users are residents, visitors, delivery persons, or others. To facilitate this:

3.10.1 Provide convenient and well-integrated drop-off zones in close proximity to entries and lobbies;

3.10.2 The interior of lobbies shall be visible to the street outside by utilizing, for example, clear glazing with large windows;

3.10.3 Utilize building signage in concert with other architectural and urban design elements to make finding the entry and lobby easy;

3.10.4 Ground floors of residential buildings shall contribute to an active public street through strategies such as locating internal shared program spaces and utilizing clear glazing with large windows.

Townhomes

There are a variety of different possible townhome typologies within Lakeview Village, ranging from those embedded in the base of mid-rise elements, to freestanding typologies that include back-to-back and traditional.

The following guidance applies:

3.10.5 Provide a clear identity for the townhome's front door, as well as a defined path to the door. This should be combined with a "threshold" zone that provides a degree of separation for the townhome's entry from the public way it faces;

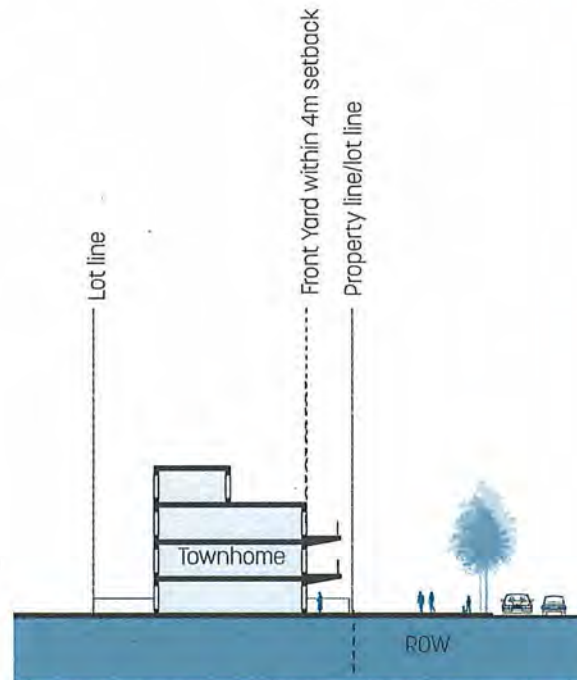


Figure 14: Standalone Townhomes Facing the Street



3.10.6 Str. to create architectural expression that facilitates recognition of each townhome as a distinct entity within a larger composition (particularly important for embedded townhomes at the base of mid-rise podia);

3.10.7 Create a distinct identity vertically for embedded townhomes (e.g., vertical reveals and/or material changes between units to establish the distinct identity of each townhome within a row).

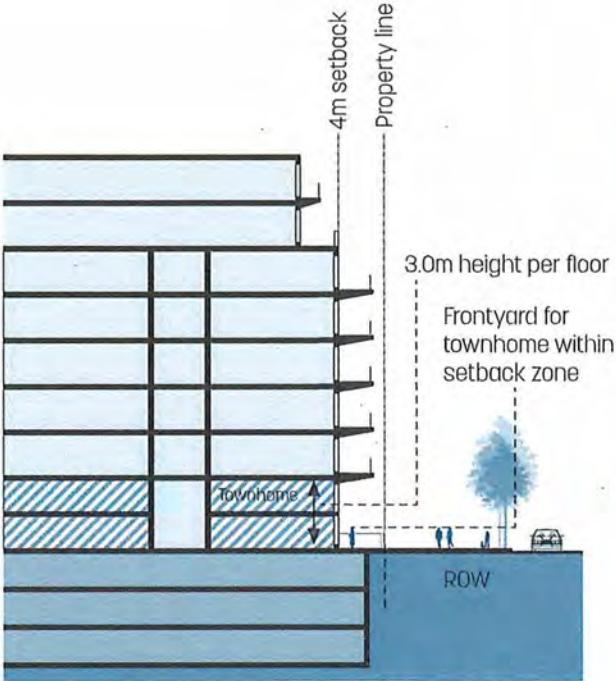


Figure 15: Integrated Townhomes Facing the Street



3.11 Ground Floor Conditions for Other Uses

Parking Garage Conditions

3.11.1 Structured Parking Facilities on 'A' and 'B' Street Frontages:

Parking facilities will have an important role to play in supporting key uses, attractions and urban amenities in Lakeview Village. Development shall locate structured parking and vehicular access to reduce impacts on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces.

3.11.2 Parking structures should not directly front onto 'A' Streets, and should be entirely screened by 'liner' buildings incorporating a mix of uses between the parking structure and street space in accordance with Section 2.1 - 2.3 for 'A' Street Frontages;

3.11.3 Liner uses should have approximately 10 metres depth;

3.11.4 On the ground floor, parking structures shall support activity on the streets, including those fronting onto parks and/or open spaces, through strategies such as having active uses, appropriate scale, and architectural expression (refer to Chapter 3.0 Street Frontage and Ground Floor Design Guidelines);

3.11.5 Parking structures should limit the number

of direct frontages to only one 'B' Street where more than one 'B' street frontage exists;

3.11.6 When fronting onto 'B' Streets, parking structure façade elevations shall be designed to the highest level of architectural treatment and animation to mask the parking and screen views of the interior;

3.11.7 Entrances, lobbies and passageways that provide a convenient means of access to parking facilities should be fully enclosed, appropriately signed and integrated into the façade design;

3.11.8 At grade exhaust vents serving structured parking facilities should be integrated into the design of buildings, expressed as part of the architectural character;

3.11.9 Consult the Crime Prevention Through Environmental Design (CPTED) document.

General Standards for Retail Uses at Grade

To ensure well designed ground floors, at-grade conditions incorporating retail uses should be carefully executed in order to animate the street edge and support the pedestrian experience.

The following guidance applies to retail uses on all street frontages where retail is indicated:

3.11.10 Ground floor heights for retail uses at grade should be approximately 4.5 - 6.0 metres (floor-to-floor, measured from established grade) to accommodate retail and commercial uses with windows that correspond to the height of ground floors to the underside of ceiling and exterior canopy height;

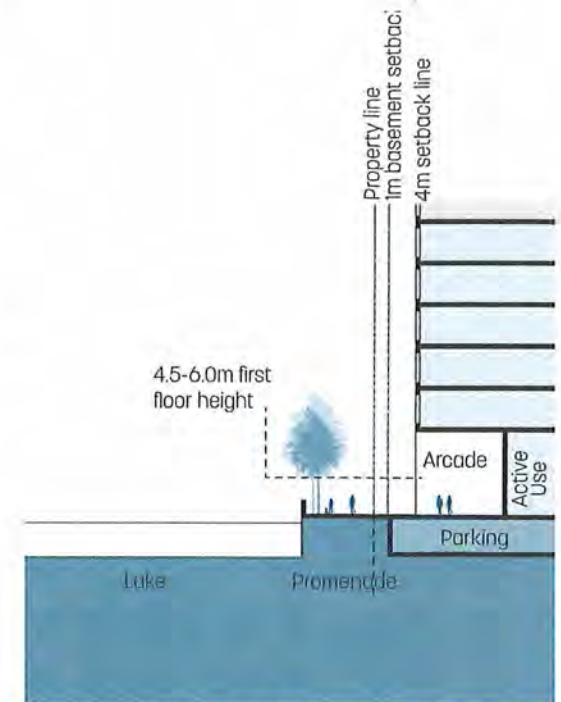


Figure 16: Section of Cultural Centre Building, located within Lakefront Park



3.11.11 The primary entrance to each street level tenant space that has its frontage along a public street or public square should be provided from that street;

3.11.12 Where retail units occupy prominent corner locations, design units to:

- address the corner with well designed, animated storefronts; and
- incorporate corner entrances;

3.11.13 Entrances to retail and commercial tenant spaces shall be operational and directly related to the grade of the public sidewalk;

3.11.14 Entrance doors to retail units shall minimize conflicts between door swings and pedestrians. Design of entries shall also accommodate handicap accessibility, such as pull- and push-side clearance for doors;

3.11.15 Articulate ground floors containing storefronts in ways that support the pedestrian experience at the street level, including creation of:

- a strong sense of rhythm and pattern collectively across frontages;
- subtle recesses and reveals to create depth and visual interest; and
- assistance with spatial perception, orientation and accessibility along retail frontages;

3.11.16 At grade retail and commercial uses shall incorporate the highest standard of storefront design, such as:

- Durable, high quality materials such as metal,

steel, glass, natural stone and brick;

- Vision glazing and doors that allow for views into and out of storefronts;
- Elements such as mullions, glazing bars and transoms to help frame, divide and define storefront window sections and apertures;
- Movable/stackable/tip storefronts where feasible based on internal use, to enhance visual connectivity between the sidewalk and retail interior in the appropriate seasons;
- Signage and patterning integrated into storefront glazing;

3.11.17 When part of a larger single development or individual tenancy, provide coordinated and consistent signage and lighting that integrates with the storefront design, and which complements or acts as an extension of the buildings architectural character;

3.11.18 Retail development shall achieve pedestrian scale, and contribute to comfortable and weather-sheltered pedestrian routes, through design strategies for architectural cantilevers, fixed canopies, awnings and similar features such as:

- complementing the architectural character of the building
- being made of highly durable materials
- extending 1.5 metres to 2.75 metres beyond the retail edge and/or into the public sidewalk area; however, such installations should not conflict or interfere with any streetscape elements or public realm treatments;

3.11.19 Patios and outdoor amenity space shall promote activation of the street and vibrancy and work in tandem with movable/ stackable storefronts that create strong indoor-outdoor connectivity in the appropriate seasons;



3.11.20 Pat. shall have a depth that maintains a clear sidewalk path outside of the building lot line to avoid disrupting pedestrian traffic flow, and may in certain instances be recessed into the building as part of the permitted setback from the build-to line.

Retail Uses at Key Frontages

The key retail frontage of Lakeview Village is Lakeview Square and immediately adjacent frontages. In this zone, ground-level retail has been determined to be a strategic priority.

3.11.21 The design of units fronting onto Lakeview Square shall create a rhythm of storefronts that creates an urban square experience, through strategies such as providing narrow storefronts (approximately 10.0 metres in width) and limiting distances between entrances of successive storefronts (approximately 10.0 metres, based on actual retail uses);

3.11.22 Main front entrances and lobbies that serve residential uses above the ground storey shall maintain the integrity of retail activation streets, through strategies such as:

- locating entrances to establish and reinforce patterns of access between blocks of development;
- positioning entrances so that there is minimal interruption of retail units along the block; and
- limiting the width of entrances at the building face (approximately 6.5 metres for a typical condition, these could become wider behind the retail units);

3.11.23 Special attention should be paid to tenancing

of corner units in or. to reinforce activation of corner retail. Retail uses such as restaurants, bars and coffee shops will potentially bring more activity to corners (compared with standard service uses).

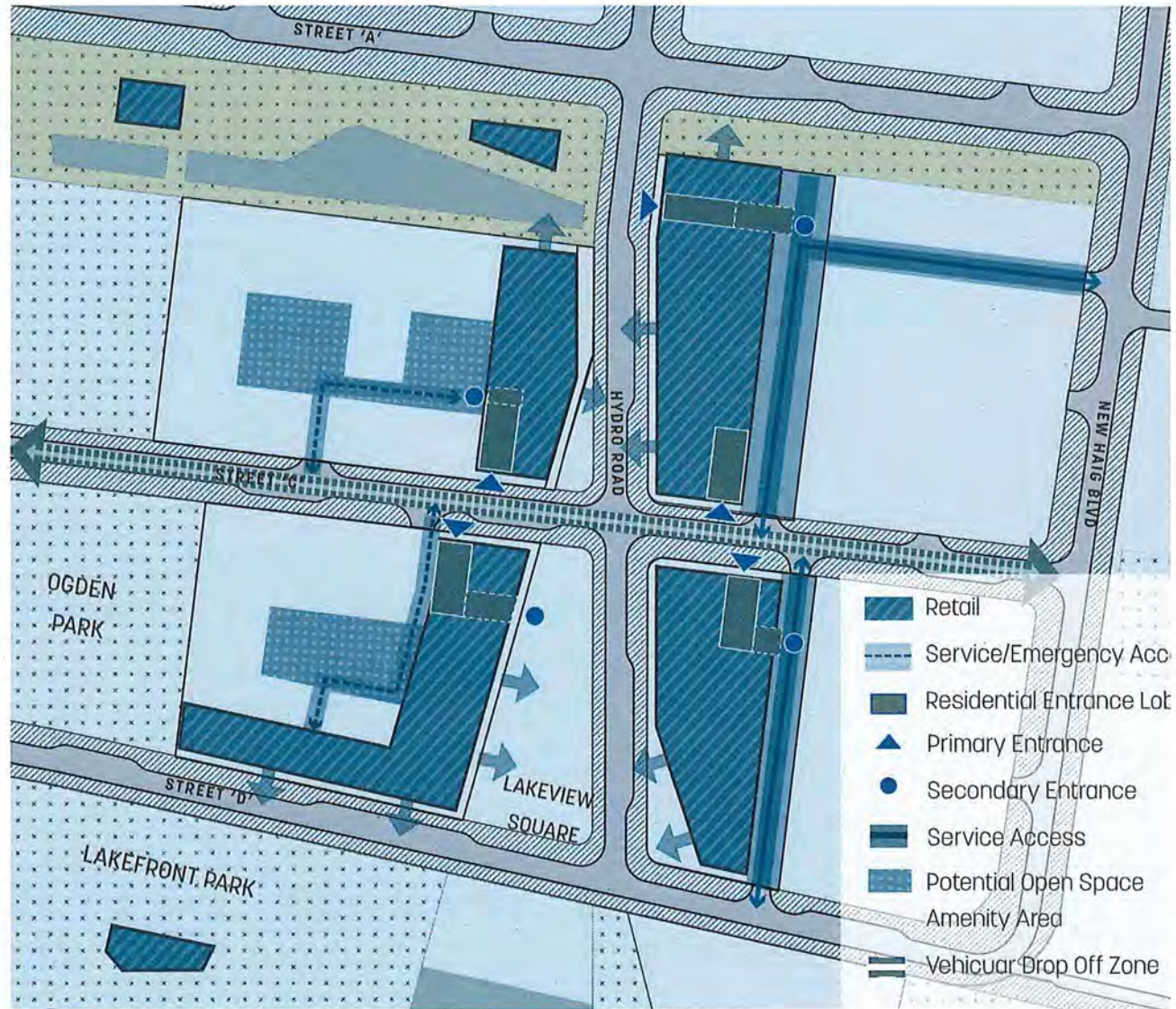


Figure 17: Lakeview Square Ground Floor Retail Plan

Commercial/Office and Institutional Use Conditions at Grade

Commercial office and institutional uses will occupy the ground floors of certain blocks within Lakeview Village overall, and in particular in the Innovation District zone focused along New Haig Boulevard. Commercial office and institutional uses at ground-level should contribute to a vibrant streetscape and public realm;

3.11.24 Buildings incorporating at grade commercial and/or institutional uses should be designed to ensure that such uses will be directly related to the public sidewalk and will incorporate operating entrances, doorways and windows oriented to the street; along with signage and lighting to provide animation, interest and variety in the streetscape;

3.11.25 Retail uses, communal and shared spaces such as cafeteria, atrium or hallway that service the commercial and institution uses should occupy as much as possible (approximate minimum of 75%) of the frontage along the Street 'I' (the extension of Haig Blvd);

3.11.26 Buildings shall soften the edge where vertical elevations meet the ground plane, through strategies such as canopy trees, seating areas, and planting between the property line and building face. Buildings should be set back approximately 4.0 metres from the property line. Basements should be set back a minimum of 1.0 metres from the property line.

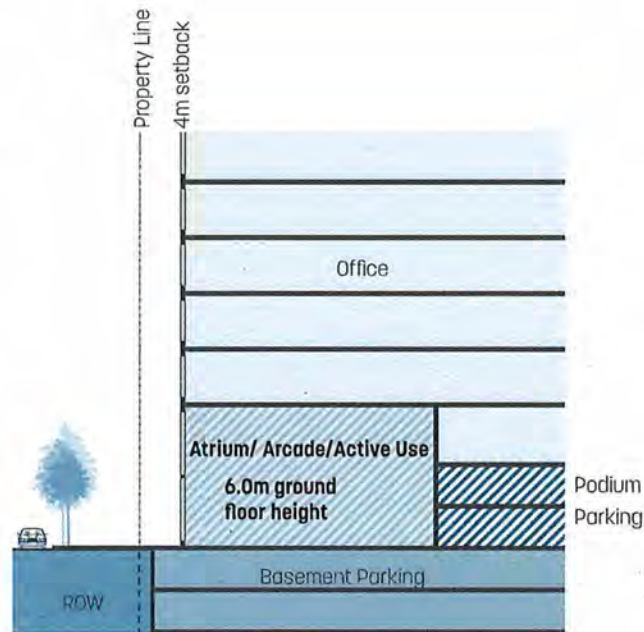


Figure 18: Institutional Use Section



3.12 Pedestrian Permeability Conditions

Pedestrian connections shall be included based on the Lakeview Master Plan in certain locations to:

- Provide through-connectivity in certain parts of Lakeview Village;
- Create pedestrian access to block interior open spaces (on blocks where mid-rise perimeters frame an internal-to-the-block open space);
- Prevent unrelieved lengths of building facade;
- Provide access between multiple development blocks and open space, enabling multiple narratives-of-use for pedestrians making their way through Lakeview Village.

Pedestrian connectors within Lakeview are intended to have strong civic quality and robust urban character that is inviting, comfortable, accessible and easy to use for pedestrians.

Location and Placement

The design of pedestrian connections should reflect the following:

3.12.1 Pedestrian connections shall be located to provide permeability and ease of navigation, and provide intuitive connectivity between adjacent development blocks, streets, and open space;

3.12.2 Incorporation of a strong urban expression and civic presence through design and choice of materials and avoid the appearance of back alley or service lane;

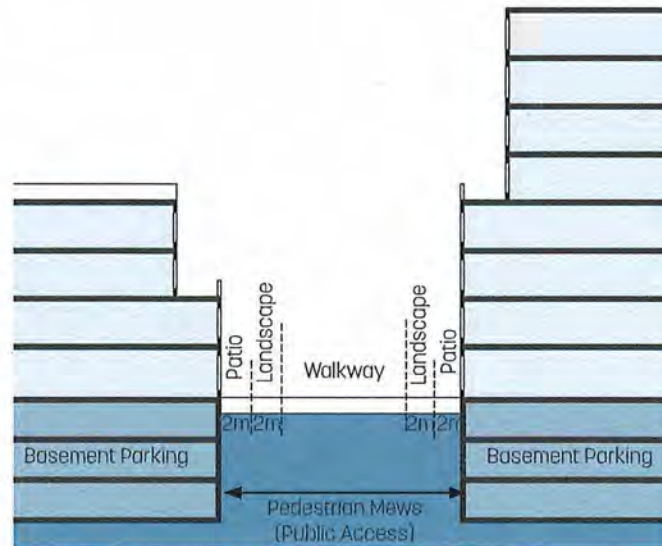


Figure 19: Mid-Block Pedestrian Connection Section

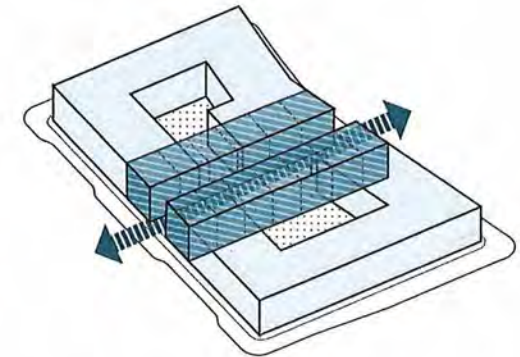


Figure 20: Mid-Block Pedestrian Connection with Integrated Townhomes



3.12.3 Provide a comfortable year-round microclimate for pedestrians;

3.12.4 Follow line-of-desire pathways to the public sidewalk, and provide clear sightlines from one end to the other;

3.12.5 Each block with four frontages shall provide a publicly accessible pedestrian connection through to the open space in the block's interior, with a minimum of two walk-through openings, and one open to air opening at one of the street frontages;

3.12.6 Open-to-Sky connections should have an overall width of approximately 12.0 metres, between building faces, incorporating a walkway zone having approximate width of 4.0 metres. This width should increase to approximately 18.0 metres in the case of the mid-block connector north of Waterway Common (Blocks 6 through 9);

3.12.7 Portal connections shall be sized to be a welcoming public opening (approximately a clear width of 12.0 metres, height of 9.0 metres);

3.12.8 Design of portal connections shall prevent the creation of a tunnel by limiting their depth (approximately 12.0 metres depth perpendicular to roadway).

Pedestrian Connections Relationship to Built Form

Development that incorporates a pedestrian connection should provide an appropriate sense of enclosure along the length of the walkway by:

- creating a comfortable scale for pedestrians (both horizontally and vertically);
- striving to ensure that the design of built form

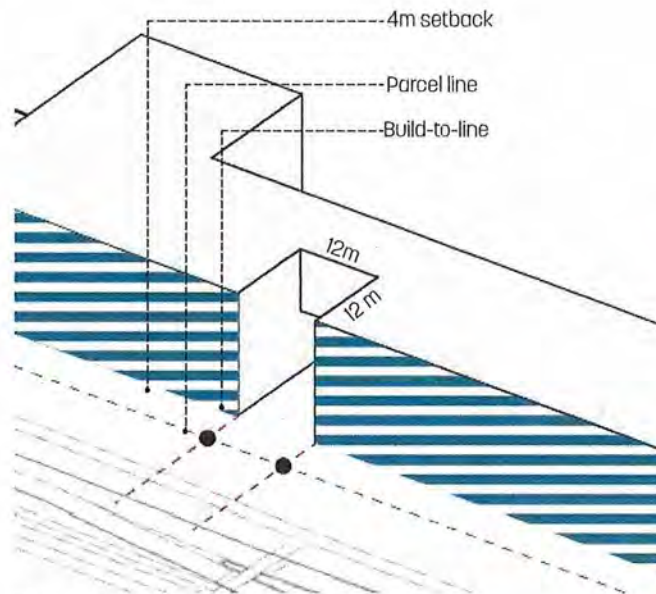


Figure 21: Portal Condition

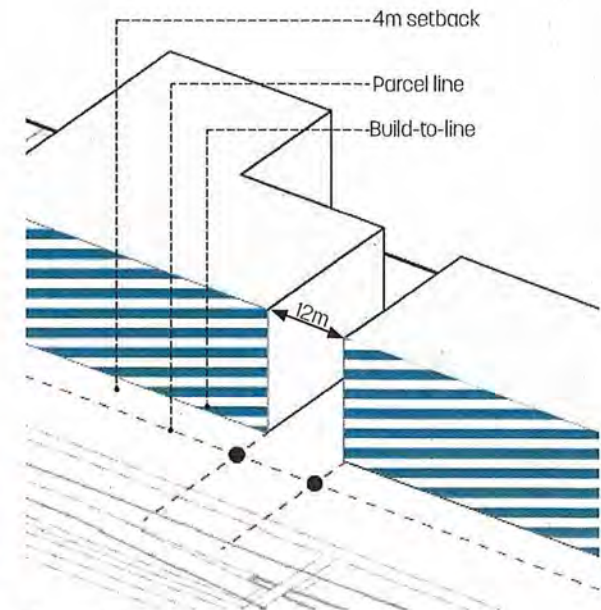


Figure 22: Open-To-Sky Condition



achieved height that is proportionally equal to the width of the connection similar to a streetwall; and

- incorporating wherever feasible a step-back at the fourth storey facing the connection, to mitigate tunnel-like effects;

3.12.9 Building edges fronting onto the walkway shall provide visual interest through strategies such as providing variation in setbacks, breaking up the massing, or expanding landscaped areas/amenity space;

3.12.10 Where feasible, incorporate continuous active uses including ground related residential units adjacent to walkways along the ground floor;

3.12.11 Provide the maximum amount of vision glazing feasible based on use along the at grade condition to ensure informal surveillance along the entirety of the walkway (i.e. "eyes on the walkway");

3.12.12 Maximise access to sunlight and sky views on the walkway;

3.12.13 Mitigate the effects of wind;

3.12.14 Development should provide pedestrian comfort through the incorporation of:

- building massing and articulation;
- architectural cantilevers, fixed canopies or awnings;
- pedestrian scale lighting;
- landscape treatments; and
- public art.

Access to Walkways

Pedestrian connections should be identifiable from the public sidewalk by:

3.12.15 Articulating building façades that signify the access through treatments such as emphasized corners, modulation, step-backs, use of colour, materials, patterns and/or textures;

3.12.16 Utilization of elements that signify "threshold" such as low gateposts (compatible with the building design), and lighting standards;

3.12.17 Signage that is visually integrated with the built form or design of the connection;

3.12.18 Enhanced landscaping;

3.12.19 Paving that is generally consistent with the public sidewalk;

3.12.20 Alignment with adjacent bump-outs in the roadway to facilitate pedestrian crossing where connectors on either side of the roadway meet the roadway.

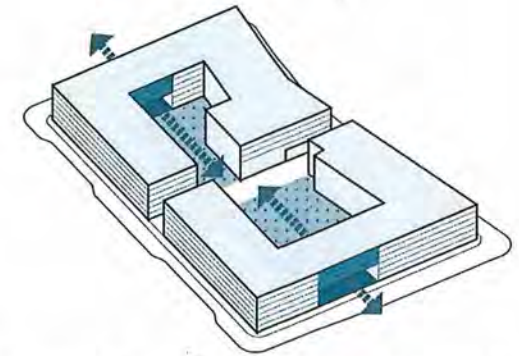


Figure 23: Portal Condition for Mid-Block N-S Pedestrian Connectivity



To promote the pedestrian experience, the following landscape treatments should be provided within pedestrian connections where such connectors traverse multiple blocks (Consider also providing the elements below as part of the landscape treatment of the interior of individual blocks):

3.12.21 A combination of soft and hard landscape treatments to define the walkway edges and amenity areas such as trees, water features, public art, pavers and planters;

3.12.22 Plant species that create visual and seasonal interest;

3.12.23 A cadence of aligned trees along the walkway, to provide shade and visual interest;

3.12.24 Sufficient uncompacted soil volume per tree (approximately 30 cubic metres for large trees) to ensure that trees flourish (note: structural soil will not be permitted);

3.12.25 Provide an appropriate clearance between the finished grade of the mid-block connection and the top deck of any below-grade structure to allow for healthy tree growth (typically minimum 1.5m depth of soil, not including the drainage layer) or possibly lesser depths for smaller stature vegetation;

3.12.26 Sod will generally be discouraged;

3.12.27 Benches and/or built-in seating spaced at regular intervals along the length of the walkway;

3.12.28 Pedestrian scale lighting that enhances

facial recognition for a sense of safety;

3.12.29 Bike racks where appropriate;

3.12.30 Waste and recycling receptacles;

3.12.31 Where desirable, patios internal to the walkway may be incorporated to support active uses, provided they do not obstruct the walking path;

3.12.32 High-quality paving materials that have a strong civic presence and which satisfy AODA standards.

3.13 Utilities General Guidelines

3.13.1 Above ground utilities, such as transformer, gas regulatory station, and meters should not be prominent along street frontage, and they should be appropriately screened from public view to ensure that such building services do not take away from the scenic quality of public realm in Lakeview Village;

3.13.2 Above ground utilities and ventilation shafts should not be located within any required landscape buffer;

3.13.3 Ventilation shafts shall be set back to avoid negative impacts on pedestrian experience on public sidewalks (approximate minimum of 2.0 metres from any street lot line);

3.13.4 Above ground utilities, meters, gas pipes, and other building services should be incorporated into the building footprint to reduce their visual, odorous

and acoustic impacts on the public realm;

3.13.5 If district energy is implemented, require mitigation of on-site mechanical equipment will large part not be necessary, except for localized equipment such as emergency generators. Screening requirements should remain for these elements;

3.13.6 Approval criteria from third party utilities providers shall take priority in the design of services to ensure functionality, while seeking uphold the intent of the design guidelines listed above.

Mid-Rise Elements Design Guidelines

- 4.1 Section Overview
- 4.2 Mid-Rise Elements: All Categories
- 4.3 Mid-Rise Perimeter-Block Elements
- 4.4 Non-Perimeter-Block (Freestanding) Mid-Rise Elements

4.1 Section Overview

The vision for Lakeview Village is to create a compact, mixed-use urban fabric that puts people in close proximity to jobs, transit, parks, and a broad range of uses and urban amenities. To achieve this, the master plan calls for street edges that are generally defined at street-level by mid-rise elements (and occasionally by townhomes and/or taller elements that come directly down to ground level).

4.2 Mid-Rise Elements: All Categories

4.2.1 The minimum basement setback from the property line should generally be 1.0 metres;

4.2.2 The setback from the property line for building faces should be approximately 4.0 metres, with approximately 80% adherence to the build-to line achieved on 'A' Street frontages, and approximately 60% adherence to the build-to line achieved on 'B' Street frontages;

4.2.3 Minimum setback from the property line should be reduced to 3.0 metres in Lakeview Square;

4.2.4 Consider providing a change in materials, textures, patterns, colours, placement of bay windows, windows and balconies, and architectural details on building frontages to provide a higher level of details and create a sense of smaller scale buildings;

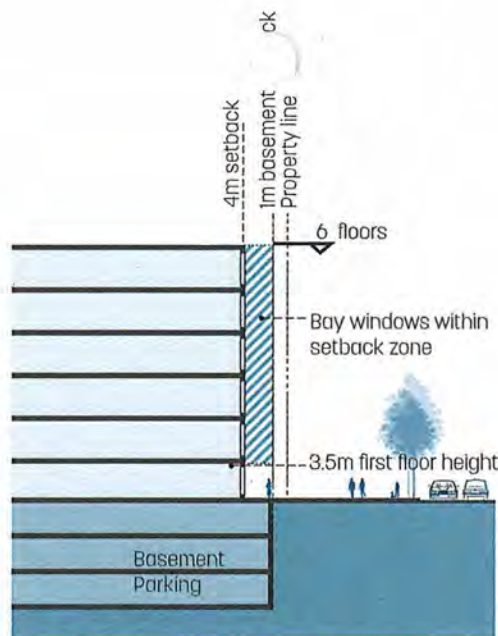


Figure 24: Typical Mid-Rise Condition

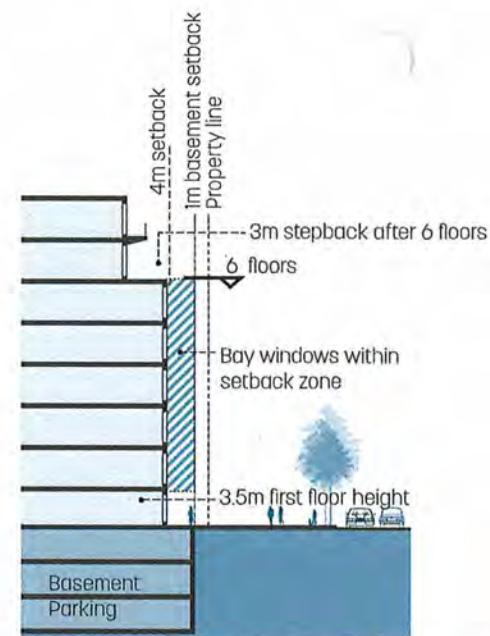


Figure 25: Typical Mid-Rise Condition with Step Back



4.2.5 Design of street walls in mid-rise buildings should consider:

- Base: to define the at-grade level;
- Middle: to define the upper storeys; and
- Top: to express the termination of the streetwall at the step-back or roof line, parapet, related floor juncture or storey, in a way that articulates the expression and character of the building;
- Elements that may accentuate floor and/or ceiling junctures and transitions between subsequent storeys. These may include horizontal expression lines, such as belt-courses, cornices, banding(s) or architectural treatments integrated into the streetwall expression;

4.2.6 Establishment of a rhythm, with frequency and articulation, across the streetwall by deploying elements that are vertically oriented and scaled to the pedestrian to include:

- Fenestration, including vision glazing, apertures, bow, bay, storefronts, dormer and monitor-style windows;
- Recesses, reveals, expression lines or other architectural treatments to create interest for the pedestrian and which serve to break up elongated facades;

4.2.7 Consider the proportion of glazing to solid wall materials in the design of facades in order to achieve a higher level of visual interest;

4.2.8 Consider designing corner lot buildings with special massing and architectural treatments on both streets to give prominence along the frontages and visually distinguish these sites and their corner

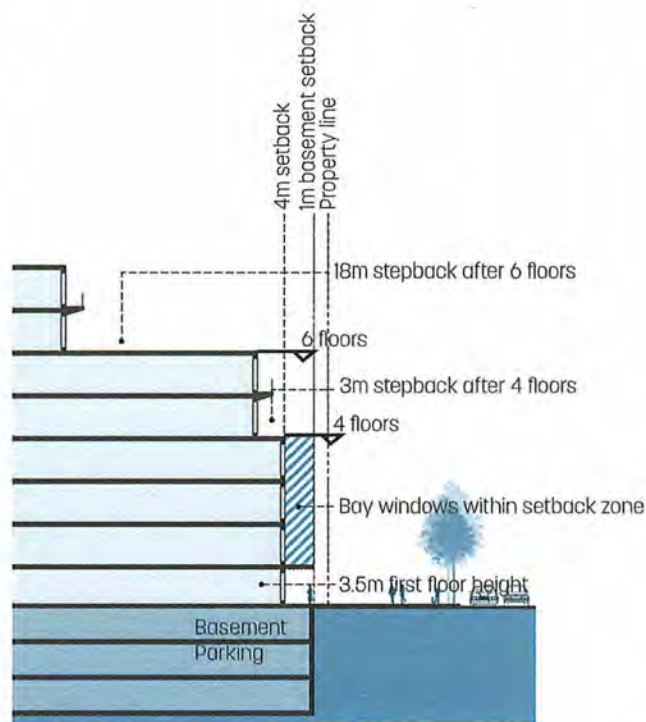


Figure 26: Mid-Rise Condition facing Street 'D'



conditions,

4.2.9 Express principal building entrances with a height, proportion and level of articulation that is compatible with the ground floor storey height, so that entrances are visible and serve as focal points for orientation and access from the street;

4.2.10 Incorporate upgraded doors for entrances, including egress and fire exit doors fronting onto streets;

4.2.11 Design balconies to be architecturally integrated into the design of the building façade incorporating high quality materials, balustrades and railings;

4.2.12 Consider partially screening balconies to provide some privacy for users, and so that materials that are stored on them are not excessively visible from the public realm;

4.2.13 Integrate, conceal and screen roof top equipment into the complete building design;

4.2.14 Consider constructing building exteriors from enduring, materials such as clay brick, stone, metal, glass and wood in order to create durable buildings;

4.2.15 Consider using building materials that are energy efficient and/or those that have been reused or recycled (Please consult the City of Mississauga's Green Development Standards for sustainable approaches and further direction);

4.2.16 Integrate building signage with the

development as signs and fascia signs, and as an extension of the building's architectural expression (Except for wayfinding signage and commemorative plaques, and/or by special consideration, pylon and stand-alone signs are not permitted in Lakeview);

4.2.17 Establish a maximum height of 8 storeys for mid-rise elements;

Mid-Rise Height and Massing

The design of mid-rise elements, whether perimeter-block or free-standing buildings, requires careful consideration in terms of their role as the primary defining elements in containment of the street, and the achievement of pedestrian scale qualities. Mid-rise elements will need to consider appropriate heights in relation to the street right-of-way, streetwalls, and step-backs at the upper storeys, including ways in which sunlight can reach sidewalks, mid-block walkways, and block interiors to support a light-filled, vibrant public realm.

The following guidance applies:

4.2.18 Establish a 3 storey minimum height for mid-rise elements;

4.2.19 To support a pedestrian scale and contain the street, mid-rise elements should incorporate a street wall placed at the build-to line, having 3 to 6 storeys prior to step-back in height. For buildings that have an edge facing Lakefront Park, the step back should occur along that edge, at a suggested maximum of 4 storeys prior to step-back;

4.2.20 Mid-rise elements shall mitigate the

perception of height and create a comfortable scale for pedestrians, through strategies such as incorporating step-backs at the upper storeys. Step-backs at the sixth storey or lower shall generally provide a minimum of 3.0 metres; Balconies shall not project more than 1.5m into the step-back zone, and shall be made of light materials so as to not dilute the visual impact of the step-back;

4.2.21 Mid-rise elements shall maximize sunlight to the public realm in accordance with the parameters set out in the City of Mississauga's Standards for Shadow Studies; and mitigate the effects of wind on the pedestrian environment in accordance with parameters set out in the Pedestrian Wind Comfort and Safety Studies;

4.2.22 Taller (mid-high-rise or high-rise) elements shall be stepped back from the mid-rise perimeter-block element below, with stepping back occurring above the top tier of the perimeter-block edge, in order to establish a clear definition between the mid-rise perimeter-block and taller elements (Note: There may be instances where it is architecturally advantageous to have the taller elements be coplanar or even project in front of the mid-rise perimeter-block elements; architectural merit and sun penetration; these should be studied and presented for review on a case-by-case basis).

4.2.23 Mid-rise buildings abutting or facing on to parks and open spaces, with or without mid-rise and high-rise elements above, should maximize opportunities for sunlight exposure in accordance with the City of Mississauga's Standards for Shadow Studies;

4.2.24 The streetwall facing on to the Lakefront Park should be 4 storeys before step-back per

endorsed Lakeview Village Development Master Plan. A 45-degree angular plane set at the property line at the height of the top of the 4th floor parapet, for the first half of the block back from the build-to-line facing the Lakefront Park.

4.2.25 When tall residential building proposals are phased, ensure that party walls of mid-rise elements below these taller elements are architecturally treated and enhanced to address interim conditions.

Double or Triple floor Dwelling Units At Grade

4.2.26 Ground floor residential units with entries from the sidewalk, at grade, should be considered for street frontages and along mid-block connections, including along 'A' Streets, to create an active residential frontage and vibrant urban condition, which can be a part of the essential character of 'A' Streets in Lakeview Village. If implemented, these "front doors" should have the look and feel of inset or projected townhome entries with associated entry steps, sidelight windows, front door, plantings, etc.

4.2.27 Street frontage in front of residential units at-grade shall protect the privacy of residents and create a clear definition between public and private realm, through strategies such as providing a sufficient setback (approximately 4.0 metres) to accommodate a buffer. A landscape buffer should provide sufficient space (approximately 2.0 metres) to sustain the growth of small trees, shrubs and other plant materials with substantial height and foliage volume, so the plants collectively can function as a proper landscape screen, contribute to a greener image of Lakeview Village, and a better pedestrian experience;

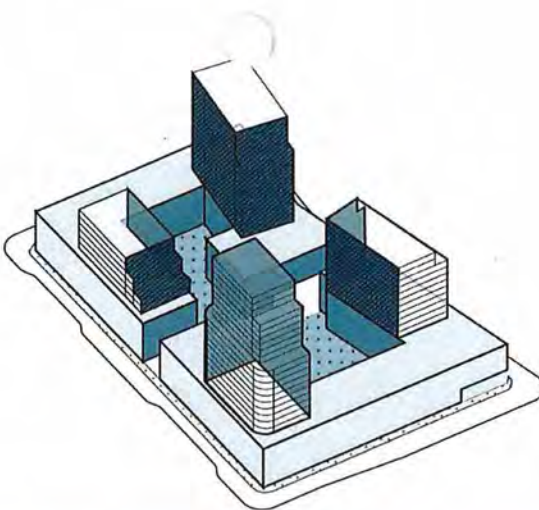
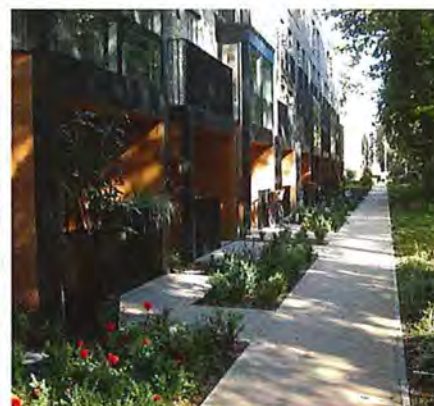


Figure 28: Dwelling Units at Grade in Mid-Rise Elements, Facing Interior Courtyard



4.2.28 Raised planters may be used to provide sufficient soil volume, and may be built and/or clad with similar materials as the building. Raised planters may be utilized as part of the overall architecture, running along the front of a building. If utilized, such planters should not interfere with public passage or overall barrier-free access to front doors of buildings;

4.2.29 Patios should ideally be provided only when associated with an entry area for a front door to the street of an embedded townhome or duplex unit. If provided, these should be at the same level with unit entrance for ease of use, but should be elevated moderately above the grade at public sidewalks to clearly define the public and private realm. Patios should ideally only be incorporated as part of units that have front-door entries from the street, as part of an entry-patio ensemble. Entries and patios may be recessed back from the street wall to create more space and accentuate sense of entry to units.

4.2.30 The residential units should be setback minimum of approximately 4.0 metres from street lot lines to accommodate the Landscape Buffer, with additional indentation at first floor level to accommodate townhome/duplex entries and their associated patios;

4.2.31 If patios are implemented, privacy screens can be provided between units, but should not be more than 1.8 metres in height and should be built with materials that echo the building's exterior materials (pressure-treated wood should not be utilized);

4.2.32 The ground floor should be raised above the

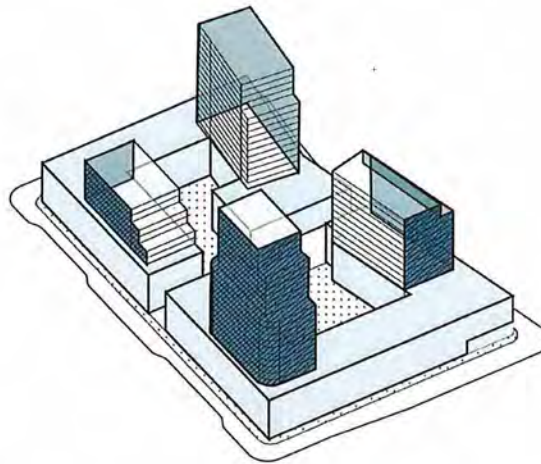


Figure 29: Dwelling Units at Grade in Mid-Rise Elements, Facing the Street



sidewalk level, subject to requirements for building entry, average grade, etc.;

Mid-Rise Single Floor Dwelling Units At Grade

4.2.33 Single floor residential units should generally not be located along 'A' Streets, and when present shall be designed to provide resident privacy and contribute to an active street frontage;

4.2.34 To protect the privacy of residential units at grade, especially their bedrooms, consider providing a landscape buffer along the street frontage with a mix of plant materials to screen the views from public sidewalks and clearly define the public and private realm;

4.2.35 Single floor units at grade may incorporate a street-facing patio on 'B' Streets, and should ideally not incorporate a full townhome/duplex-type entry;

4.2.36 Raised planters can be used to provide sufficient soil volume to sustain more substantial shrubs and other plants, rather than merely cover the ground;

4.2.37 Consider making the open spaces within the setbacks accessible for active uses. A no-man's dead space along street frontage shall be avoided.

Mid-Rise Dwelling Units At Grade Along A Public Park

4.2.38 A landscape buffer should be provided along the public park to create a landscaped zone, clear definition for public and private realm, and accommodate drainage and grading;

4.2.39 Walkways to provide access to the ground floor units should be within privately-owned lands, and should not encroach onto public lands;

4.2.40 Patios facing onto the public park may be permitted, to provide more 'eyes on the park' and create a more engaging edge condition, subject to safety and privacy considerations of residential units located in these locations;

4.2.41 Residential units along a public park shall provide a sufficient setback to accommodate features such as a landscape buffer (approximately 5.75 metres) if there is a walkway;

4.2.42 Walkways along the lot lines with doorway connections to ground floor units should be setback from the units to protect their privacy (approximately 3.0 metres);

4.3 Mid-Rise Perimeter-Block Elements

The predominant building typology within Lakeview Village is mid-rise perimeter-block elements that frame the street on all sides of a block, while creating an interior garden or courtyard condition (accessible at ground-level from the exterior of the block through openings). This typology may function entirely as a semi-continuous mid-rise element, or may have mid-high-rise and high-rise elements situated atop of it at various locations. Townhomes may be embedded in the ground-level



of these blocks, and smaller free-standing mid-rise or townhome buildings may be located within the interior garden/courtyard spaces.

The design of perimeter-block mid-rise elements requires careful consideration due to the fact that they will in many cases form the full exterior expression of a particular block, as well as provide containment of the inner-block open space. As such, careful consideration must be paid to walk-through openings in perimeter-blocks, and to articulation of these facades (insets, bump-outs, bay windows, balconies, etc.)

4.3.1 The maximum continuous length of mid-rise perimeter-block building unbroken by an open-to-sky or portal opening should generally be 70.0 metres or less, where feasible.

4.4

Non-Perimeter-Block (Freestanding) Mid-Rise Elements Massing and Articulation

Guidance for massing and articulation for freestanding mid-rise buildings is similar to that of Mid-Rise Perimeter-Block Elements. Given, however, the tendency for free-standing buildings to function as visual objects in the landscape to a greater extent than perimeter-block elements, care should be taken with consideration of the relationship (proportion, materiality, fenestration, etc.) of long walls to shorter end-walls.

Taller Elements Design Guidelines

- 5.1 Section Overview
- 5.2 Taller Elements: General
- 5.3 Taller Elements Massing, Articulation and Building Facade Treatments
- 5.4 Site Orientation
- 5.5 Key Landmark Locations and View Corridor Anchor Elements
- 5.6 Overall Block Strategies and Synthesis
- 5.7 Non-Traditional/Non-Conventional Building Types

5.1 Section Overview

Mid-rise buildings provide the greatest amount of definition of the character of Lakeview Village to a person at street-level, in keeping with the community's intended character as a "predominantly mid-rise community." Taller building elements provide variety, increase the number of dwelling units (and hence enhance the sense of an urban community and the number of people located close to transit), and function as "punctuation marks" at the terminus points of key view corridors.

Given their visual prominence and potential impacts (sun, wind, views, etc.), tall residential buildings are accompanied by civic obligations and responsibilities. Spatially, they articulate the City pattern and urban structure, while visually reinforcing the importance of Lakeview Village, and defining the skyline of the City along Lake Ontario.

Tall residential buildings' location, orientation, relationship to the street, height ranges, built qualities, architectural treatment, and their ability to enhance the pedestrian environment by minimizing shadowing and unfavorable wind conditions of the public realm, should be carefully considered. These buildings should be designed in ways that protect important views, minimize impacts on natural resources, and that accommodate a range of uses, in addition to being a support for transit viability.

Tall residential buildings should also ensure that fundamental quality of life aspects are supported, such as access to sunlight, sky views and privacy for those that live, work and visit Lakeview Village.

5.2 Taller Elements - General

5.2.1 Residential Tower Floor Plates shall be designed to achieve proportionately slender tower profiles based on their heights. "Tower Floor Plate" refers to the average floor area of all storeys within that portion of a building or structure or part thereof located above the podium, measured to the exterior walls of each storey of a building or structure. Tower Floor Plates should generally follow the following maximum areas, with exceptions that can be made based on architectural form:

- 0 - 30 Storeys = Up to 750 m2 (Tower Floor Plate)
- 31 - 49 Storeys = Up to 800 m2 (Tower Floor Plate)
- 50 Storeys and over = Up to 850 m2 (Tower Floor Plate)

5.2.2 Taller elements shall be separated to provide sky views, natural daylighting, adequate privacy, and to minimize wind conditions and cumulative shadow on the streets, parks, and open spaces (approximately 30.0 metres between portions of towers above the 6th storey).

5.3 Taller Elements Massing, Articulation and Building Facade Treatments

Taller (mid-high-rise and high-rise) residential buildings in Lakeview should generally be designed to consist of three constituent parts (though these Guidelines recognize that certain innovative buildings defy easy categorization, and the Guidelines therefore are intended to accommodate



variety and innovation):

Base

In general, taller residential buildings within Lakeview Village will have a relationship with a “podium” base that is formed by a mid-rise perimeter-block building. In these cases, the base of the taller element is described by the mid-rise building Guidelines. In some instances, however, it may be beneficial to accommodate either free-standing taller buildings, or taller buildings that partially overlap their mid-rise bases, and are hence expressed partially at ground-level. In these instances, taller residential buildings (mid-high-rise and high-rise) that express themselves at ground level should consider:

5.3.1 Having a ground-level that is distinct from the middle section (outset or inset), with a greater amount of glazing. Approximate ground-level height (floor-to-floor) at these conditions should be 4.5 metres. Consideration should be given to creating a double height ground floor condition containing duplex units where appropriate and feasible;

5.3.2 Having no direct-to-exterior unit front doors in the faces of the building. That is, the building’s front door (and required services and emergency entries/exits) should ideally be the only entries to the building;

5.3.3 Having no semi-private or private patios for ground-level units at the base of the building;

5.3.4 Having overhangs and/or canopies over entries to protect users from wind downdrafts. The sizing, structural design, and other considerations of

Figure 30: Typical Building Elements

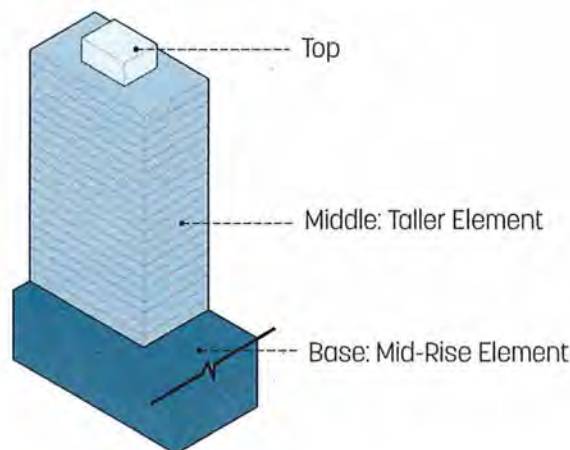
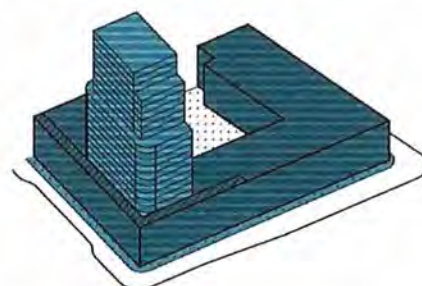
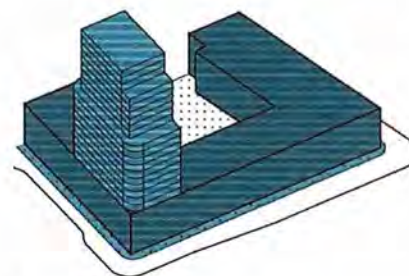


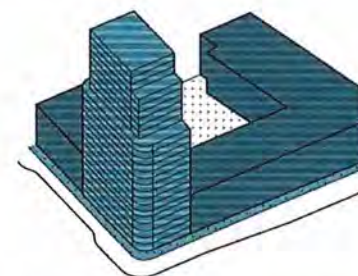
Figure 31: Possible Relationships Between the Taller Elements Middle and Base



ON MID-RISE PERIMETER BLOCK ELEMENT WITH STEP BACK



ON MID-RISE PERIMETER BLOCK ELEMENT WITHOUT STEP BACK



EXPRESSED FROM GROUND LEVEL UPWARD



these elements should result from quantifiable wind studies conducted using the as-designed elements;

5.3.5 Having the exposed at-grade portion of the taller building element, when deployed at corner locations, create a highly animated and active condition, potentially with entrances in these locations, in order to positively reinforce and celebrate the corner;

Middle

The floor plate size and shape of the middle portions of conventional taller elements should be designed with appropriate dimensions for the site; the middle shaft should be located and oriented on the site and in relationship to the "podium" and adjacent buildings.

Compact slim towers and small floor plates minimize shadowing; maximize separation, and views between buildings. They also improve privacy and reduce overlook impacts on adjacent streets, parks, open spaces and properties. Consider designing and articulating of the floor plates to break down the mass of the building and to create 'street interest' and enhance skyline character;

Top

Taller elements contribute to the image of Lakeview Village. Consider designing the tops of the tallest elements as distinctive elements against the skyline, when seen from the street, from a distance, or from Lake Ontario. Moreover, a well-designed roofline creates opportunities for views to distinctive landmarks, including orientation and wayfinding.

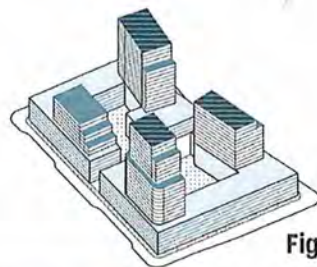


Figure 32: Taller Elements - Top

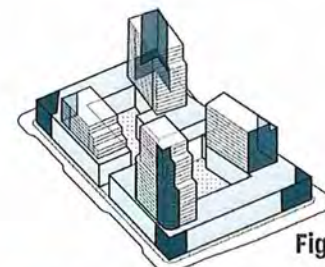


Figure 33: Taller Elements



5.3.6 Consider designing the uppermost floors of the tops of tall buildings to achieve a sculptural or distinctive profile;

5.3.7 Design the tops of tall buildings to integrate and screen the mechanical penthouse function and other roof top units into the complete building design;

5.3.8 Use materials, finishes and patterns that are consistent with the overall building design and architectural expression;

5.3.9 Potentially incorporate ways in which the roof top expression can be subtly illuminated and enhanced with architectural lighting effects during evening hours.

Taller Elements without Mediating Base

5.3.10 Other than guidance for differentiation of ground-level articulation of taller elements, it shall not be a specific requirement for taller elements that are expressed at ground-level to have a defined, conventional "base" or "podium" that is distinguished in material, character or form from the middle and upper portions of the building, other than that the pedestrian scale shall be strongly considered.

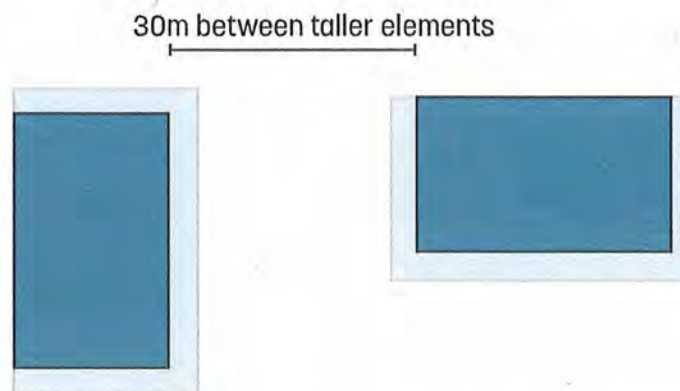


Figure 34: Taller Elements General Guidelines

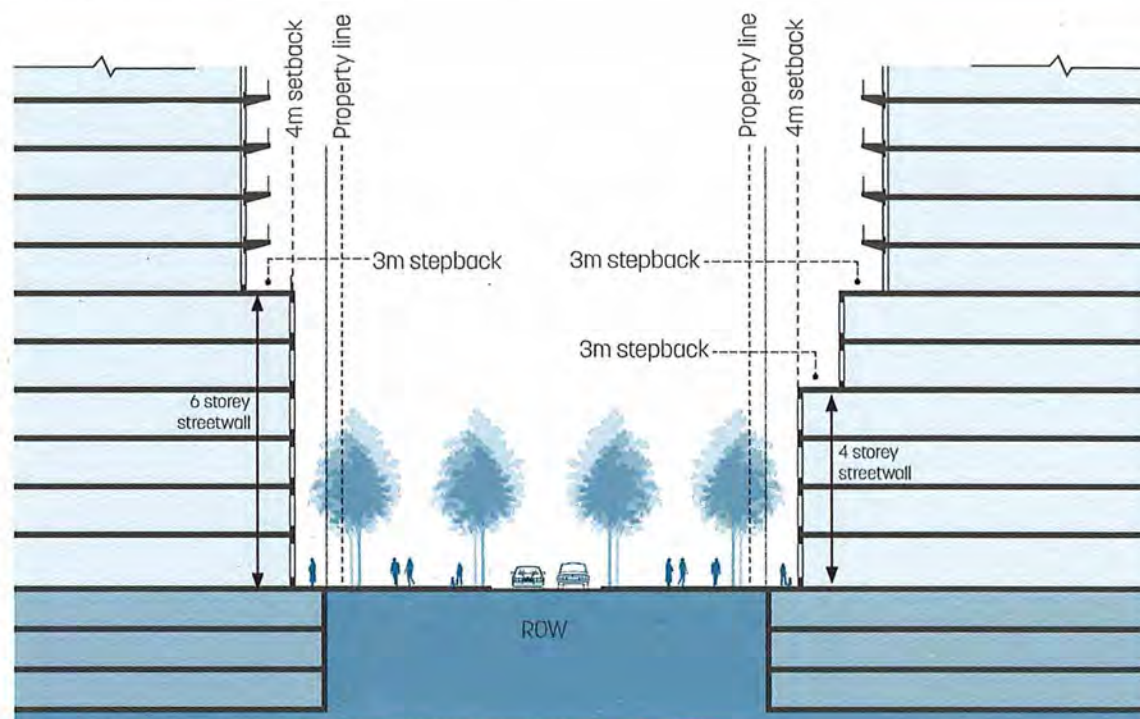
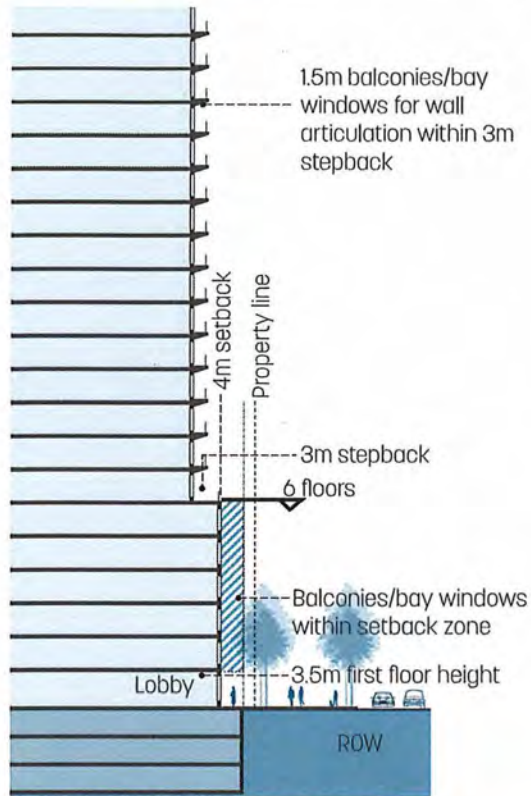
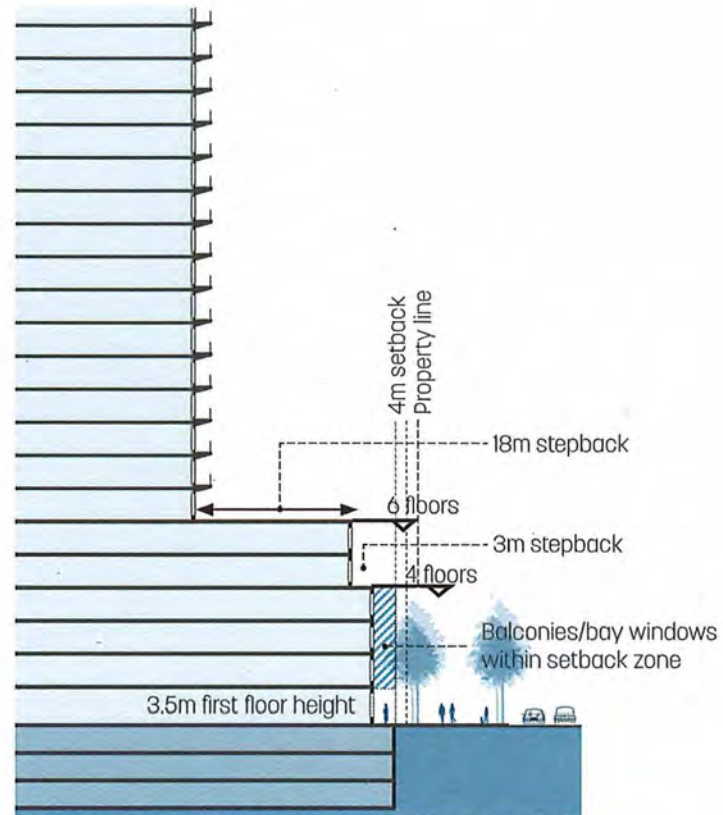


Figure 35: Prototypical Section of Two Taller Elements Across a ROW

Figure 36: Varying Taller Element Conditions by Block Type



TALLER ELEMENT CONDITION FOR TYPICAL BLOCK



TALLER ELEMENT CONDITION FACING STREET 'D' (WATERFRONT STREET)



5.4 Site Orientation

Taller built elements should be located on their sites to minimize shadow impacts on adjacent buildings, streets, and open spaces.

Sun and Shadow

5.4.1 Taller elements should be located on the north-west and south-west sides of a block or development site so that shadows fall primarily within the block itself rather than on the street;

5.4.2 Elongated floor plates should be oriented in a manner which minimizes shadow impacts; this should be demonstrated in accordance with any sun/shadow studies that are required by the City;

5.4.3 Adjacent to a park, taller elements should be located to minimize negative impacts on the park;

Lake Views

Lake views are extremely important within Lakeview Village, being the name-giving element of the project. There is a broad opportunity to afford such views to a wide spectrum of dwelling units. Taller elements should be positioned on each parcel with the objective of enabling neighboring blocks to equally capitalize on views.

Open Space Views

Lakeview Village equally has a tremendous amount of open space, with attendant opportunities for open space views throughout the community. These are beneficial in themselves, for the residents of dwelling

units, but are equally important for the safety of users within the open spaces ("Eyes on the park"). Buildings should take advantage of the opportunities afforded by open space views without being arrayed in ways that diminish the user experience within the open spaces.

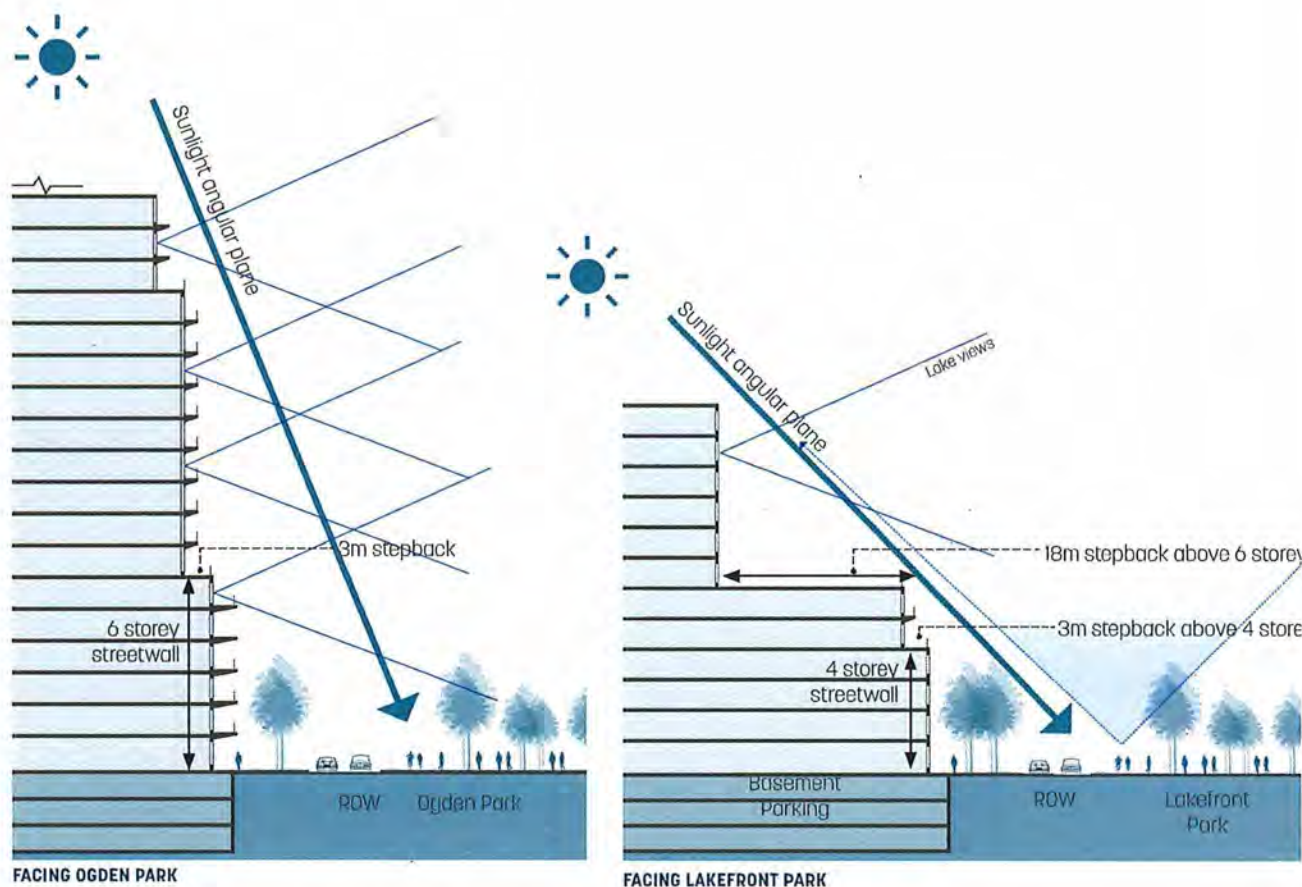


Figure 37: Site Orientation Factors Facing Key Open Spaces

5.5

Key Landmark Locations and View Corridor Anchor Elements

There are several important opportunities within Lakeview Village for landmark building elements to provide signature moments, and to enhance the presence of Lakeview within Mississauga and the surrounding community. Exceptional architecture should be implemented at such locations.

The Marina District (Blocks 10-13) and the eastern terminus of Waterway Common (Block 16) are subject to architectural competition. Details about the process, rules, and jury will be determined at a later date.

Western Gateway at Lakefront Promenade

The building occupying Block 6 should be of high architectural merit, given its prominence at the western roundabout entry to Lakeview Village. This building is an opportunity to establish the community's identity at this western edge, and additionally has access to sweeping views of Lake Ontario and the Lakefront Promenade Park.

Marina District

The Marina District (Blocks 10 through 12) has, from the earliest days of the conception of the project, been seen as the "punctuation mark" on Lakeview Village. As a result of this, it is the zone of greatest height. This height calls for a responsible approach

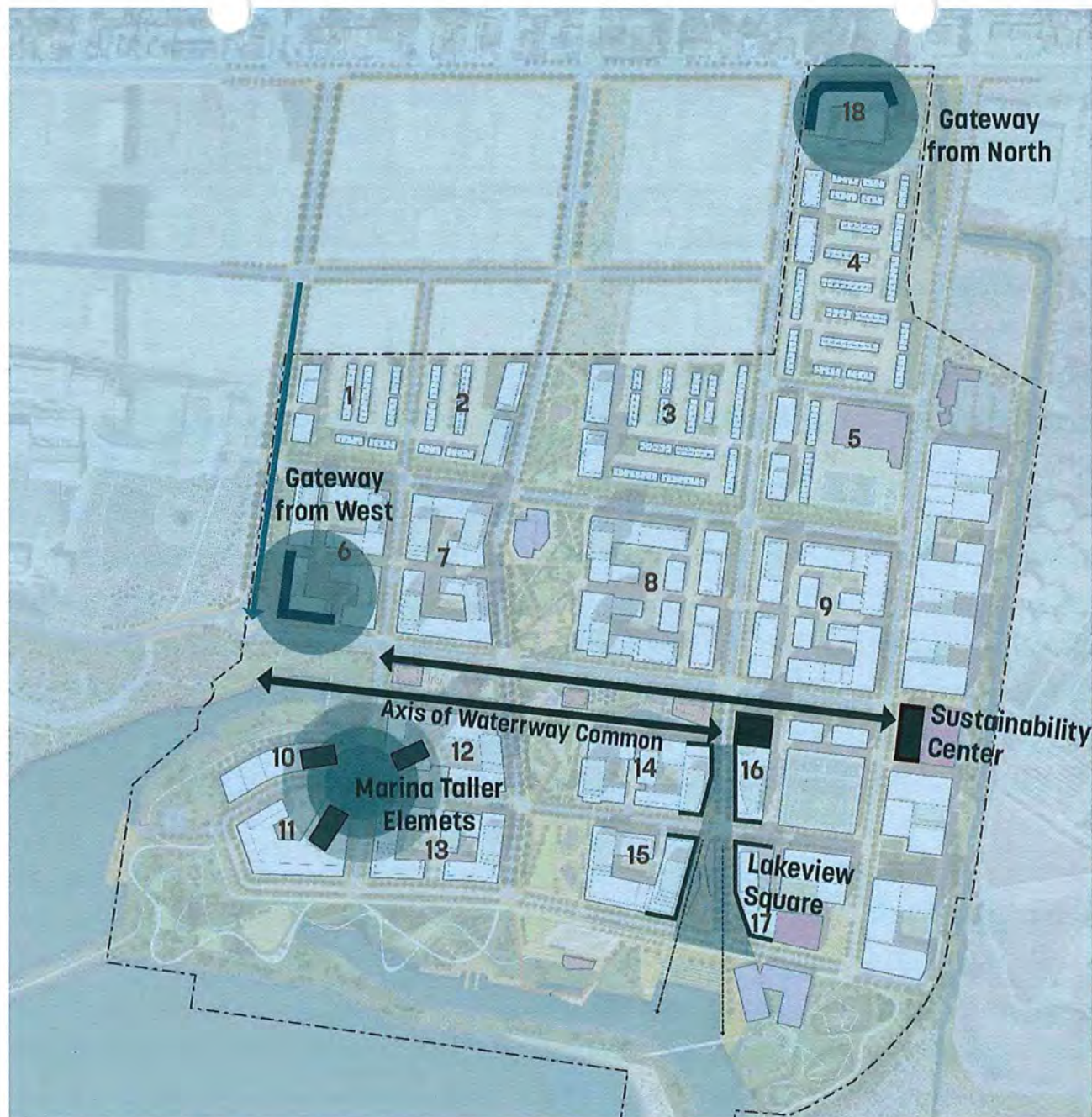


Figure 38: Key Landmark Locations

to building placement, ensuring that views for blocks “behind” the Marina District will have view access, and also ensuring a high-degree of architectural excellence for the Marina District buildings.

Eastern Terminus of Waterway Common

Due to the fact that the western end of Waterway Common is open to the public lands beyond, the eastern terminus takes on great significance as the anchor of this extended arrangement of open spaces. There are two ways in which the eastern end of Waterway Common functions:

Block 16, on the eastern side of Hydro Road (Street “H”), is a strong opportunity for a taller building element of architectural excellence to function as the visual anchor of the immediately-adjacent open space of Waterway Common;

The proposed Sustainability Centre on the eastern site of New Haig Boulevard (Street “I”) is another terminus, albeit further east, for the view corridor of Waterway Common. This building, while likely to not be tall, is another opportunity for anchoring the viewshed with architectural excellence.

Northern Gateway at Hydro Road and Lakeshore Road

Block 18, at the intersection of Lakeshore Road East and Hydro Road (Street “H”) is perhaps the primary “front door” to Lakeview Village, given that the lands of Lakeview Village extend up to Lakeshore Road East in this location, and that the intersection is signalized. As such, the mid-rise and taller elements on this block should function as a “beacon” announcing one’s arrival at the community of Lakeview Village.



5.6 Overall Block Strategies and Synthesis

5.6.1 For blocks with a mix of mid-rise and mid-high-rise/high-rise components, the following guidelines should be applied to create more a more diverse built form and human-friendly scale of architectural elements at Lakeview Village;

5.6.2 The mid-rise and high-rise elements may potentially be differentiated architecturally into distinct buildings (notwithstanding the fact that basements and mid-rise "podia" may be shared);

5.6.3 Opportunities to create these divisions at the mid-rise levels can be generated through the location of pedestrian ways to/from the interior of the blocks; utilizing these break-points to change architectural articulation;

5.6.4 For blocks with mix of mid-rise and low-rise buildings, strategies are needed to ensure that these differing elements are able to occupy the same parcel. In particular, townhomes should be protected from a sense of excessive overlook by mid-rise and taller elements, and from excessive shadowing at certain times of day.

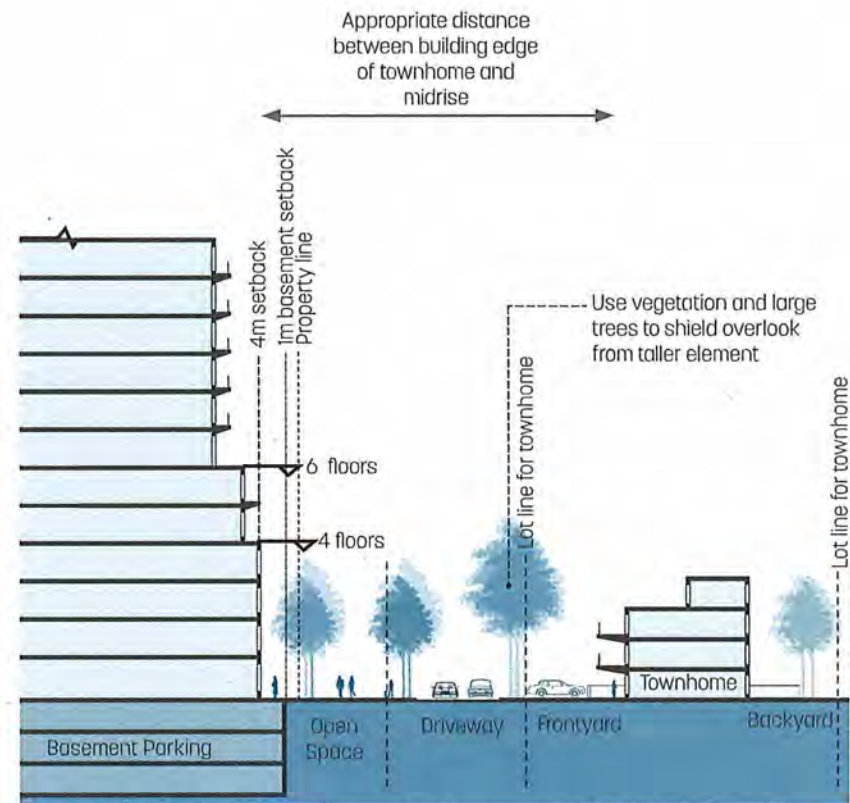


Figure 39: Relationship Between Townhomes and Mid-Rise/Taller Elements

5.7

Non-Traditional/Non-Conventional Building Elements

The Guidelines for Lakeview Village have generally been written to guide conventional design and construction within the community - blocks employing traditional perimeter mid-rise buildings (sometimes functioning as a "podium" for more vertical mid-high-rise and high-rise elements).

These Guidelines, however, recognize changing market forces, market preferences, and innovation and creativity in design. As such, these Guidelines are not construed to deter innovation on individual parcels. These strategies should generally be deemed to meet the following criteria:

5.7.1 There is no reduction of on-site open space;

5.7.2 Guidance for the number of walk-through openings per block leading from the block exterior to the interior-block open space is followed wherever feasible;

5.7.3 The guidance for breaking up of continuous lengths of street facade may be relaxed, subject to specific measures to mitigate perceptions of overall block length (indents, reveals, outward-projection, etc.);

5.7.4 Street-walls of excessive height are should not be created;

5.7.5 Sun penetration to interior open space should be demonstrated to be generally similar to that of conventional mid-rise "podium" with "tower" types;

5.7.6 Views from adjacent parcels are not excessively impacted;

5.7.7 The public realm is not overwhelmed by massing and/or height that is inconsistent with the overall objectives for the look and feel of Lakeview Village.

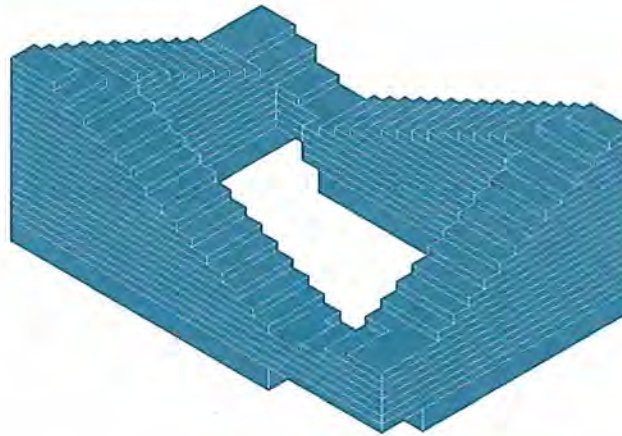
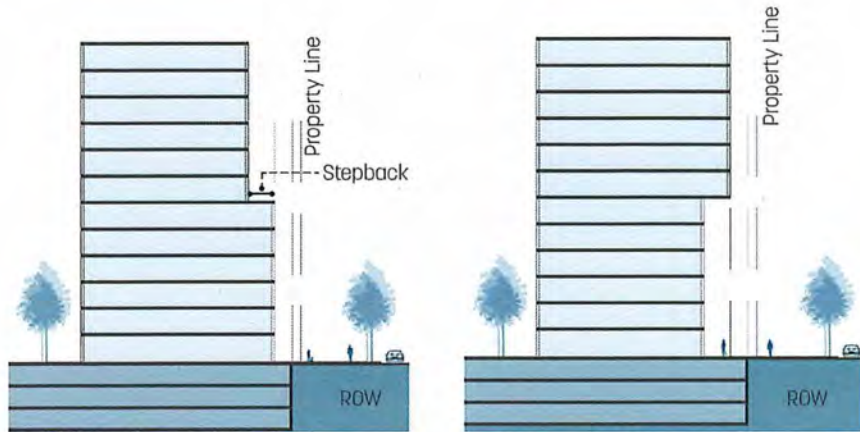


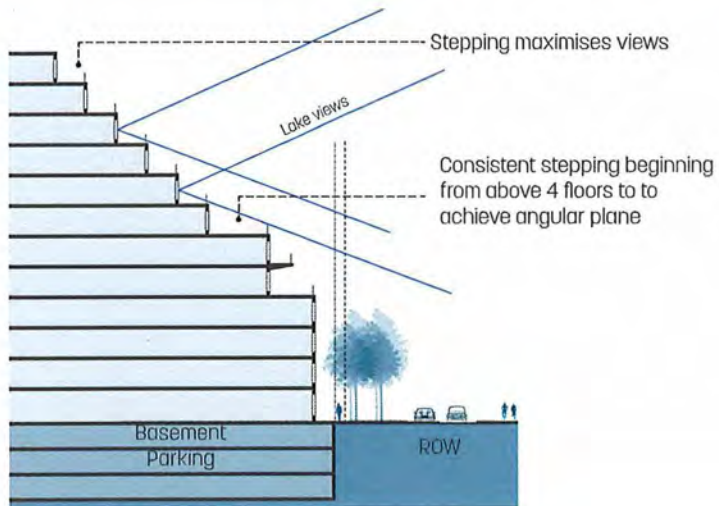
Figure 41: Sample Non-Traditional Massing Approach

Figure 42: Sections Illustrating Non-Conventional Massing Scenarios

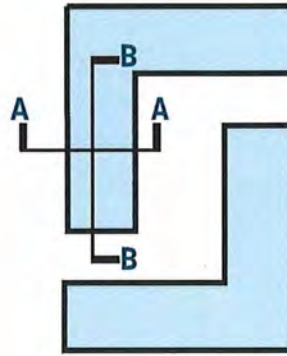


A: STEP-BACK SCENARIO

A: OVERHANG SCENARIO

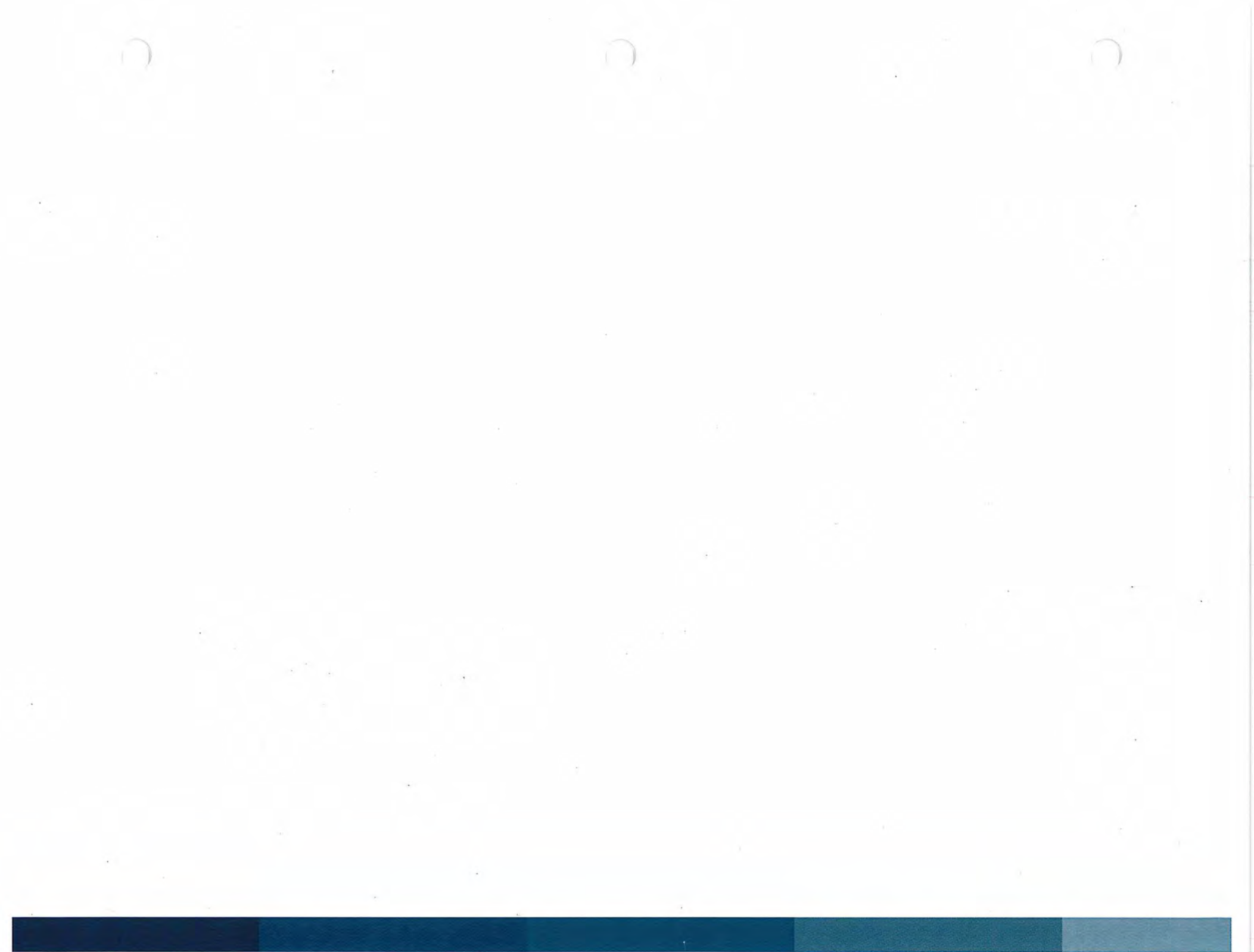


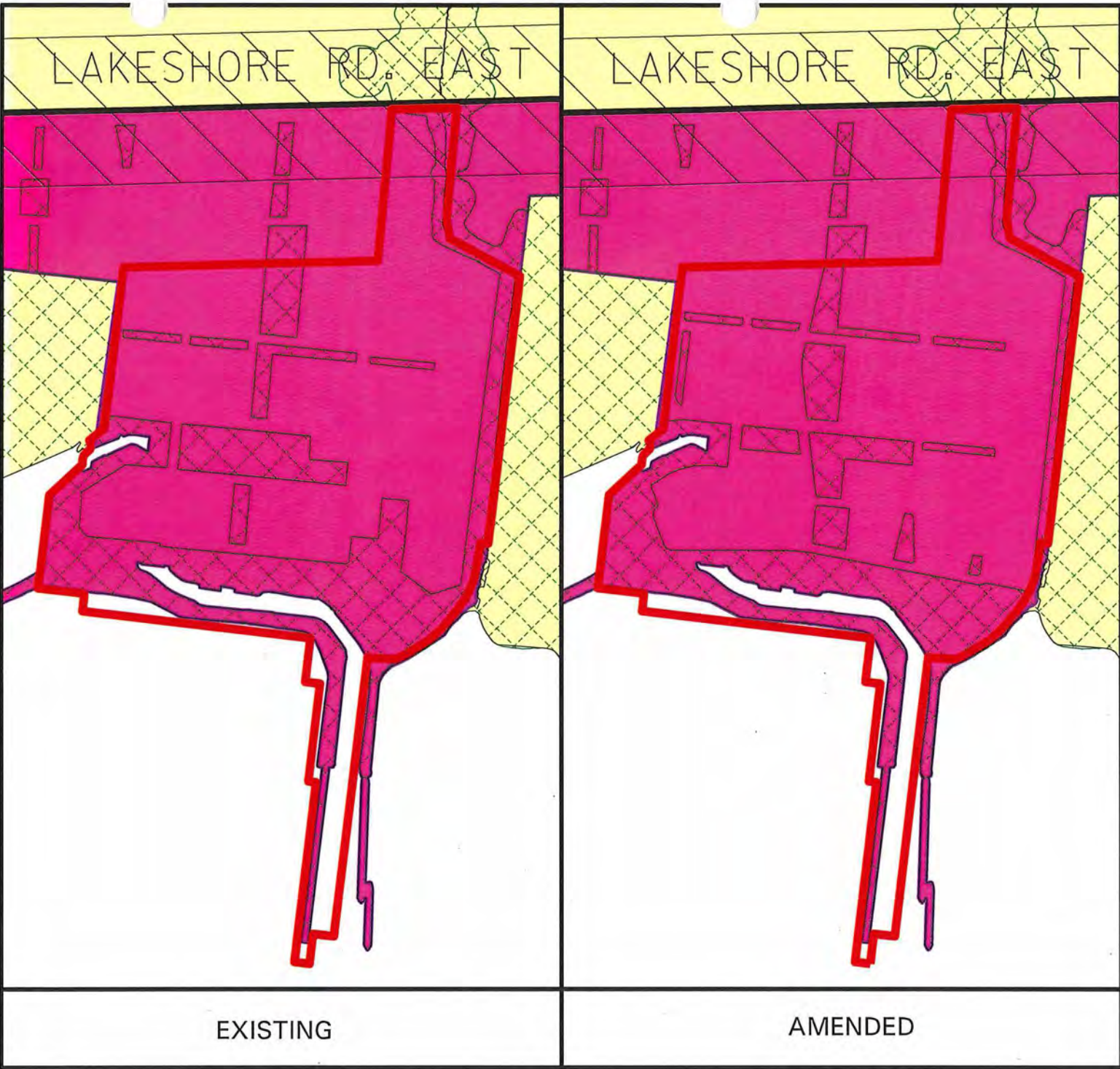
B: STEPPED PROFILE SCENARIO



KEY PLAN










LEGEND


GREEN SYSTEM


 Green System


CITY STRUCTURE


 Downtown

 Major Node

 Community Node


 Neighbourhood


 Corporate Centre


 Employment Area

 Special Purpose Area

CORRIDORS

 Corridor

 Intensification Corridor

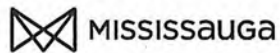
 Subject Property

Note:

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



MAP 'A'
Part of
Schedule 1-Urban System
of Mississauga Official Plan




LAKE SHORE RD. EAST

LAKE SHORE RD. EAST

EXISTING

AMENDED

 Subject Property

Note:

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



MAP 'B'

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



LAKE SHORE RD. EAST




LAKE SHORE RD. EAST


LEGEND

Natural Heritage System:

-  Significant Natural Areas and Natural Green Spaces
-  Special Management Areas
-  Linkages
-  Residential Woodlands
-  Provincially Significant Wetlands
-  Other Wetlands
-  Areas of Natural and Scientific Interest - Provincial Significance
-  Areas of Natural and Scientific Interest - Regional Significance

Natural Hazards:

-  Natural Hazards
-  Two Zone Floodplain Regulations
-  Special Policy Area Floodplain

 Subject Property

Notes:

1. The entire Green System is shown on Schedule 1a.
2. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. The limits of the Natural Hazards shown on this Schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.

0 25 50 75 100 metres



MAP 'C'

Part of Schedule 3
Natural System
of Mississauga Official Plan

 MISSISSAUGA


EXISTING


AMENDED


LAKE SHORE RD. EAST

LAKE SHORE RD. EAST


LEGEND

 Public and Private Open Spaces

 Parkway Belt West

 Educational Facilities

 Utilities

 Subject Property

Notes:

1. The entire Green System is shown on Schedule 1a.
2. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. The Public and Private Open Spaces identified on this Schedule include lands designated Public Open Space, Private Open Space and Greenlands as shown on Schedule 10.



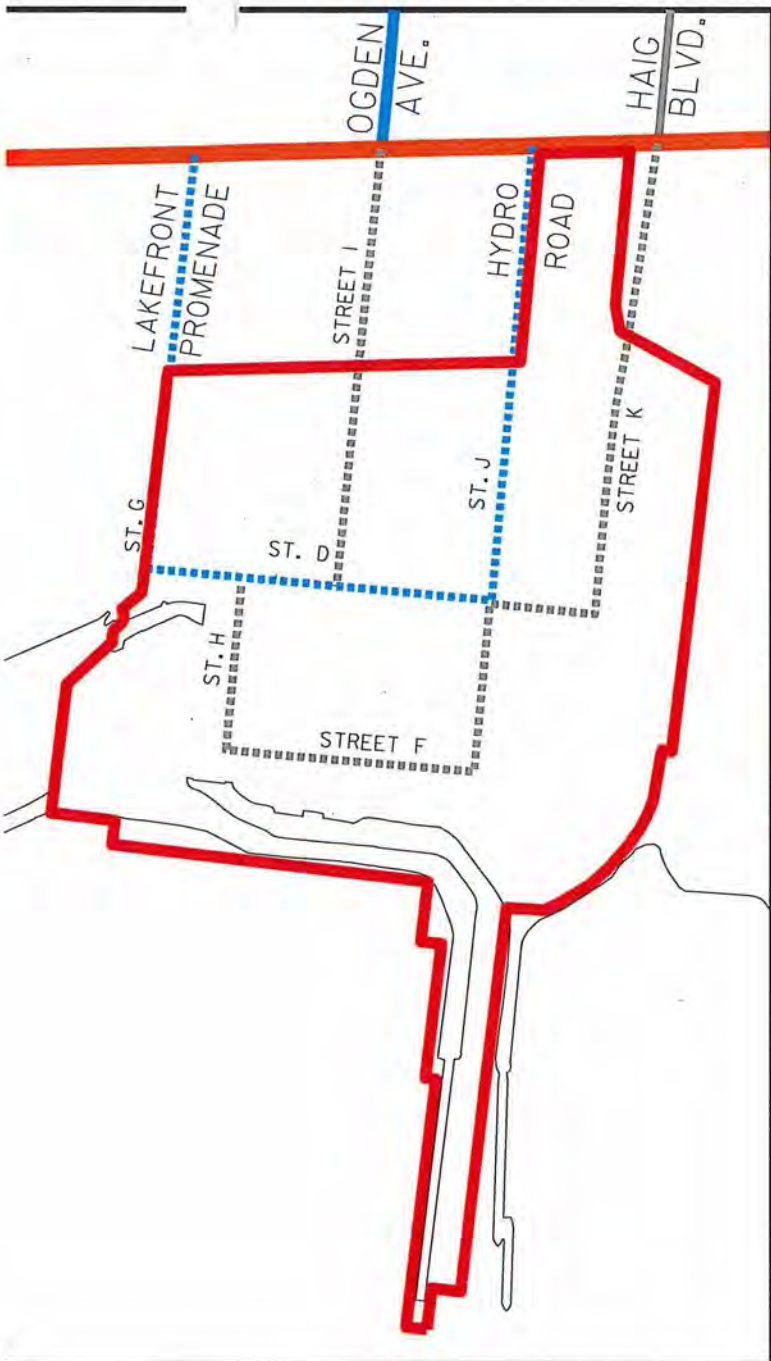
MAP 'D'

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

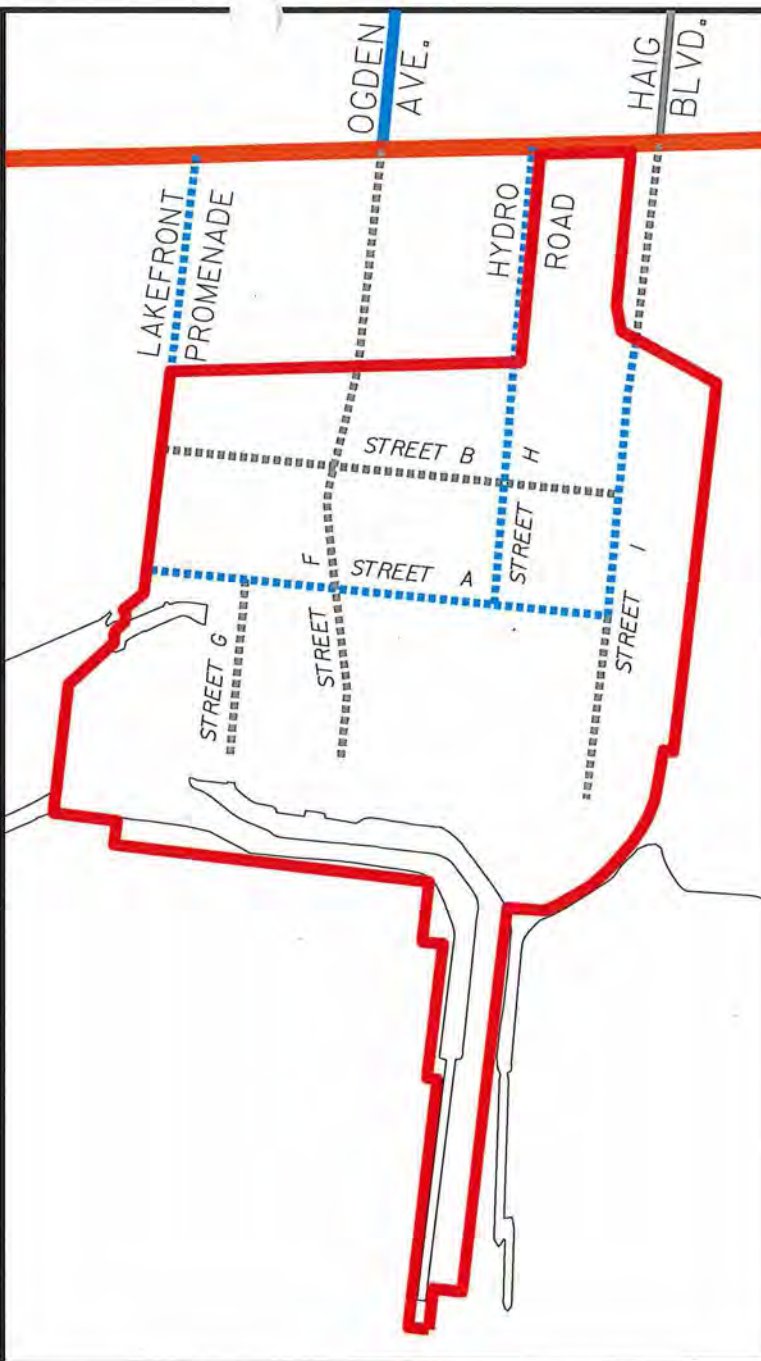


EXISTING

AMENDED




EXISTING



AMENDED

LEGEND

-  Provincial Highway and Interchange
-  Regional Arterial
-  Arterial
-  Future Arterial (conceptual)
-  Major Collector
-  Future Major Collector (conceptual)
-  Major Collector (Scenic Route)
-  Regional Major Collector (Scenic Route)
-  Minor Collector
-  Future Minor Collector
-  Minor Collector (Scenic Route)
-  Future Road Link to be added.
-  Subject Property

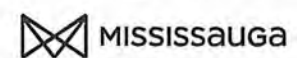
Notes:

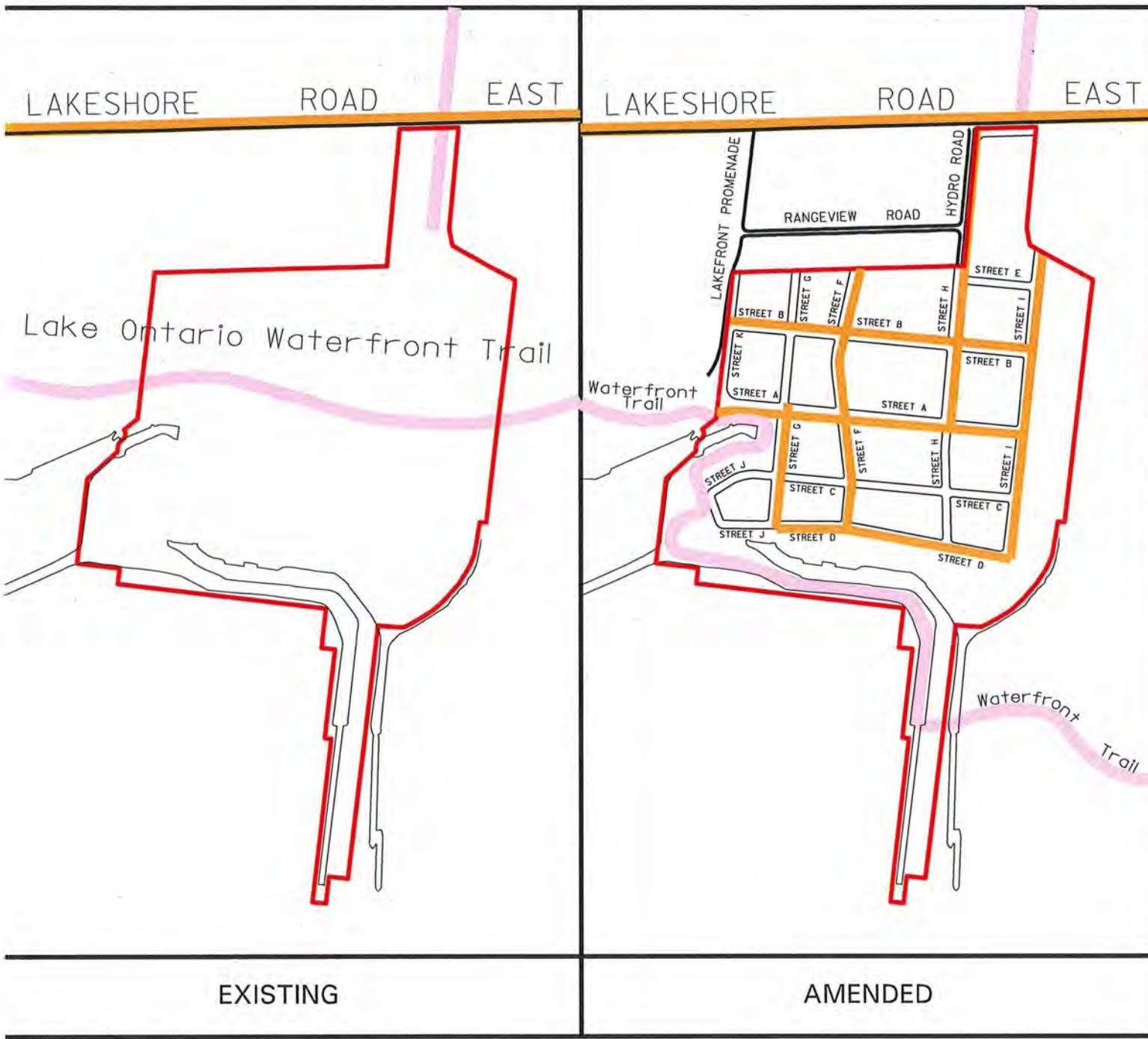
1. The Britannia Road East link from Tomken Road to Kennedy Road is conceptual and is subject to further study.
2. Roads shown on the map are not all under Mississauga jurisdiction.
3. All lines shown are conceptual.
4. Base map information (eg. railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



MAP 'E'

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

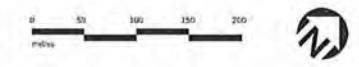




LEGEND

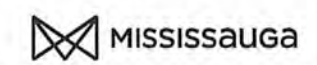
- Primary Off-Road Routes
- Primary On-Road / Boulevard Routes
- Primary On-Road / Boulevard Routes (Regional)
- Crossings
- Connections to Adjacent Municipalities
- Subject Property

- Notes:
- Off-Road routes will be outside of the road right-of-way.
 - Primary On-Road / Boulevard Routes will be within the road right-of-way.
 - Primary On-Road / Boulevard Routes (Regional) are shown for information purposes only and are subject to further review by the Region of Peel.
 - Type of cycling facility and exact location to be determined through detailed study.
 - Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
 - For Secondary Routes and further information refer to the Cycling Master Plan.



MAP 'F'

Part of Schedule 7 Long Term Cycling Routes of Mississauga Official Plan



LAKESHORE RD. EAST

LAKESHORE RD. EAST

LEGEND

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

Subject Property

NOTES:

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



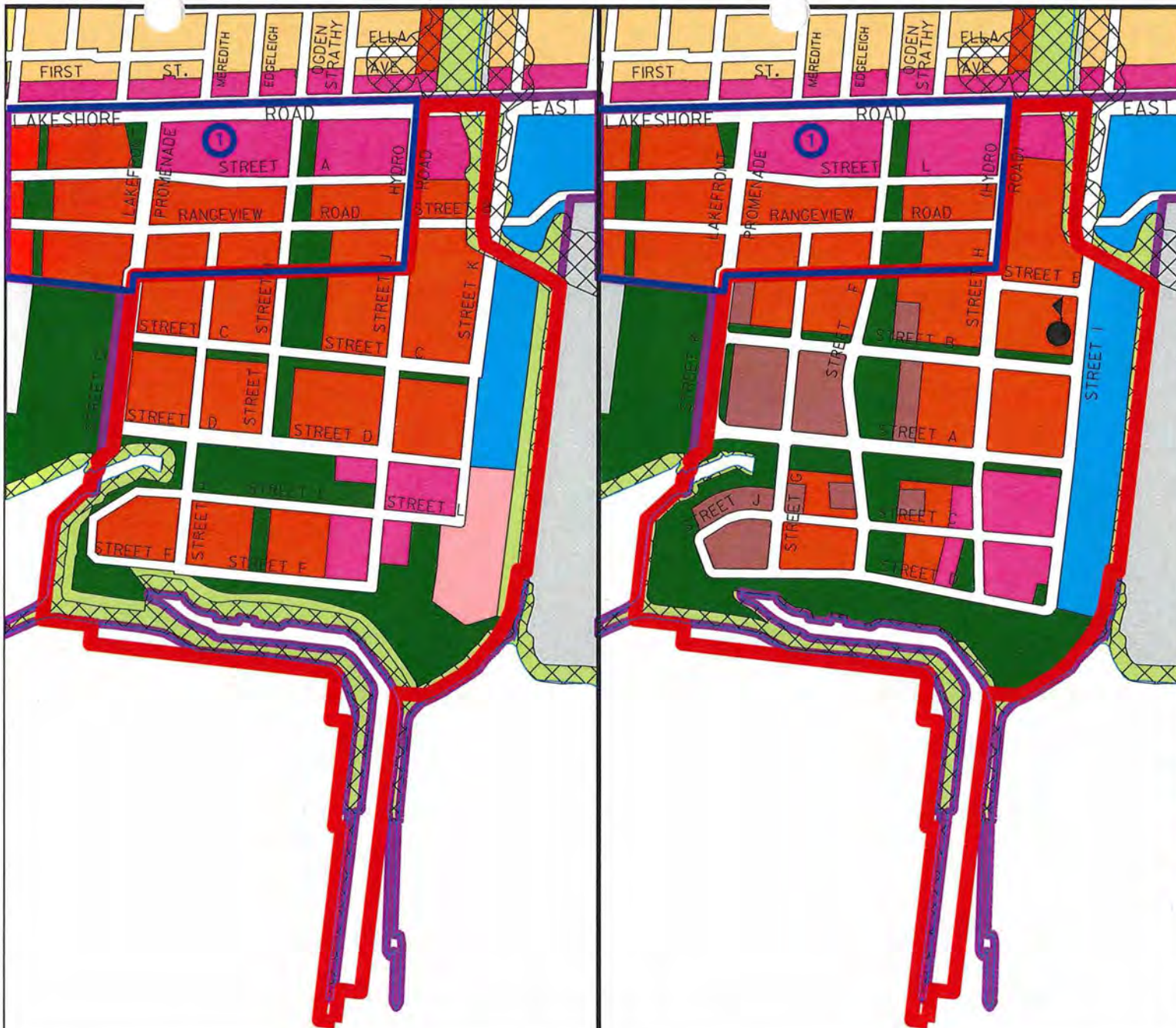
MAP 'G'

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



EXISTING

AMENDED



LAND USE DESIGNATIONS

Residential Low Density I	Business Employment
Residential Low Density II	Industrial
Residential Medium Density	Airport
Residential High Density	Institutional
Mixed Use	Public Open Space
Downtown Mixed Use	Private Open Space
Downtown Core Mixed Use	Greenlands
Convenience Commercial	Parkway Belt West
Motor Vehicle Commercial	Utility
Office	

BASE MAP INFORMATION

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

City Structure

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

SUBJECT PROPERTY

FROM:

MIXED USE	GREENLANDS
RESIDENTIAL MEDIUM DENSITY	INSTITUTIONAL
PUBLIC OPEN SPACE	

TO:

MIXED USE	PUBLIC OPEN SPACE
RESIDENTIAL MEDIUM DENSITY	
RESIDENTIAL HIGH DENSITY	
BUSINESS EMPLOYMENT	

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



MAP 'H'

Part of Schedule 10
Land Use Designations
of Mississauga Official Plan



EXISTING LAND USE DESIGNATION

AMENDED LAND USE DESIGNATION

APPENDIX I
PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on September 21, 2020 in connection with this proposed Amendment.

All property owners within a radius of 120 m of the subject lands were invited to attend a second Public Meeting of the Planning and Development Committee held on November 8, 2021 in connection with this proposed Amendment.

A number of residents raised issues concerning the development including traffic, affordable housing, sustainability, the environment and height and density. These issues have been addressed in the Planning and Building Department Report dated October 15, 2021 attached to this amendment as Appendix II.

City of Mississauga
Corporate Report



Date: October 15, 2021

To: Chair and Members of Planning and Development Committee

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

Originator's files:
 OZ 19/003 W1,
 OZ 19/021 W1, and
 T-M19001 W1

Meeting date:
 November 8, 2021

Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 1)

Draft Plan of Subdivision, Official Plan Amendment and Rezoning applications to permit a mixed use waterfront community with employment, commercial, institutional, cultural, park uses and 8,050 residential units

1082 Lakeshore Road East and 800 Hydro Road, south side of Lakeshore Road East, east of Lakefront Promenade

Owner: Lakeview Community Partners Limited

Files: OZ 19/003 W1, OZ 19/021 W1 and T-M19001 W1

Recommendation

1. That the applications under Files OZ 19/003 W1, OZ 19/021 W1, T-M19001 W1, Lakeview Community Partners Limited, 1082 Lakeshore Road East and 800 Hydro Road, to amend Mississauga Official Plan to **Residential High Density** and **Business Employment**; to change the zoning to **RA5-Exception** (Apartments – Exception), **RM9-Exception** (Back to Back and Stacked Townhouses – Exception), **E1-Exceptions** (Employment in Nodes – Exceptions), **C4-Exceptions** (Mainstreet Commercial – Exceptions), **OS2- Exceptions** (Open Space - City Park – Exceptions), **G1-Exception** (Greenlands – Natural Hazards – Exception) and **G2-Exception** (Greenlands – Natural Features – Exception) to permit a mixed use community which will include apartments, townhomes, employment, commercial, cultural, and park uses in conformity with the provisions outlined in the staff report dated October 15, 2021 from the Commissioner of Planning and Building; and that the draft plan of subdivision under File T-M19001 W1, be approved subject to the conditions referenced in the staff report dated October 15, 2021 from the Commissioner of Planning and Building.
2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.

3. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 36 months of the Council decision.
4. That the "H" holding symbol is to be removed from the **RM9-Exception** (Back to Back and Stacked Townhouses – Exception), **RA5-Exception** (Apartments- Exception), **C4-Exception** (Mainstreet Commercial – Exception) and **E1-Exceptions** (Employment in Nodes- Exceptions) zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and City Departments that matters as outlined in the report dated October 15, 2021, from the Commissioner of Planning and Building have been satisfactorily addressed.
5. That notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant and/or the City of Mississauga can apply for a minor variance application.
6. That Council classify the lands delineated in Appendix 11 as Class 4 Area in accordance with the Environmental Noise Guidelines – Stationary and Transportation Sources – Approval and Planning (NPC – 300).
7. That notwithstanding Corporate Policy 07-02-01 (Pre-Servicing of Subdivisions), that Council permit the pre-servicing of the subject site in accordance with the conditions of draft plan approval, and subject to a process that is satisfactory to the Commissioner of Transportation and Works.
8. That City Council endorse the Lakeview Village Development Master Plan Design Guidelines as contained in Appendix 13.

Executive Summary

- The applications amend the policies of the official plan, change the zoning by-law and permit a plan of subdivision to allow a mixed use waterfront community containing commercial, employment, parks, open space, cultural and 8,050 residential dwellings within buildings of varying heights
- The applicant has conducted extensive technical analysis and made several revisions to the proposal to address issues raised at the Public Meeting, by City staff and outside agencies, including enlarging the school block, redistributing approximately 250 residential units, adding 0.4 ha (1 ac.) of land to facilitate the extension of Lakefront Promenade, adjusting right-of-ways and block dimensions, and further refining Official Plan policies and zoning by-law provisions
- Approval should be subject to an "H" holding symbol to address outstanding

requirements relating to noise, odour and traffic capacity

- That the northern blocks of the site be classified as a Class 4 Area under the NPC-300 Environmental Noise Guidelines in recognition of the abutting industrial properties
- It has been concluded that the proposed development is supportable from a planning perspective
- Staff are satisfied with the changes to the proposal and find them to be acceptable from a planning standpoint, and recommend that the applications be approved

Background

Prior to the submission of the development applications, Lakeview Community Partners Limited together with the City, the Region, relevant external agencies and the community undertook a year-long process of creating the Lakeview Waterfront Development Master Plan which culminated with Council's endorsement of the Plan on November 6, 2019.

The draft plan of subdivision, rezoning and official plan amendment applications were submitted between February 2019 and December 2019.

A public meeting was held by the Planning and Development Committee on September 21, 2020, at which time an Information Report https://www7.mississauga.ca/documents/committees/pdc/2020/2020_09_21_PDC_Agenda.pdf was received for information. Recommendation PDC-0032-2020 was then adopted by Council on September 30, 2020.

That the report dated August 28, 2020, from the Commissioner of Planning and Building regarding the applications by Lakeview Community Partners Limited to permit a mixed-use waterfront community, under Files OZ 19/003 W1, OZ 19/021 W1 and T-M19001 W1, 1082 Lakeshore Road East and 800 Hydro Road, be received for information.

There were various additional technical documents that were required to be submitted and reviewed and multiple outstanding matters that needed to be resolved before the Planning and Building Department could make a recommendation on the applications. Pursuant to the provisions of subsection 34(17) of the *Planning Act*, given the amount of time since the public meeting, and given the inclusion of additional lands to the draft plan of subdivision, full notification of this report was provided.



Aerial image of 1082 Lakeshore Road East and 800 Hydro Road

Comments

REVISED DEVELOPMENT PROPOSAL

The applicant has made several modifications to the proposed concept plan including:

- enlarging of the school block
- redistributing density as a result of the larger school block
- including a 0.41 ha (1.01 ac.) parcel of Regionally owned land on the west side of the site to facilitate the creation of the Lake Promenade right-of-way extension and roundabout
- identifying a temporary location for a new parks operations depot
- widening the right-of-way dimensions in order to facilitate complete streets including cycling tracks and district energy and vacuum waste infrastructure

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the applications on November 22, 2019. A community meeting was held by Ward 1 Councillor Stephen Dasko on February 27, 2020. In excess of 100 people attended the meeting. Supporting studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting was held on September 21, 2020. Fourteen members of the public made deputations regarding the applications. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

The City undertook a waterfront parks feedback survey in November 2020. Due to social distancing restrictions, the survey was conducted online and by mail out to residents and businesses of the Lakeview and Port Credit communities. The engagement ran for 47 days

from November 19, 2020 to January 4, 2021 and asked respondents to give feedback on their priorities for parks and what features they would like to see incorporated. Additionally, a virtual meeting was held with the Lakeview Community Advisory Panel and the Eagle Spirits of the Great Waters. In total 1,374 responses were received which are summarized in the engagement summary found on the City's website at <http://www7.mississauga.ca/Departments/Parks/Park-Planning/Lakeview-Village-Fall-2020-Key-Findings.pdf>

More community engagement on waterfront parks planning and features is scheduled for October through November 2021 and will include an online survey. Virtual meetings have already taken place with the Lakeview Ratepayers Association, Eagle Spirits of the Great Waters, Greatness The Great Lakes Project and Credit Valley Conservation. This engagement will seek to further feedback on conceptual park programming and amenities identified as priorities in the initial parks engagement.

The planning of parks programming will extend beyond the timelines of the land use planning approvals. Park development will be phased to coincide with development blocks. Funding considerations and specific features within park blocks may evolve over time.

PLANNING ANALYSIS SUMMARY

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The Province identifies through its *Provincial Policy Statement* matters that are of provincial interest, which require the development of efficient land use patterns and sustainability in urban areas that already exist. The Province has also set out the *Growth Plan for the Greater Golden Horseshoe*, which is designed to promote economic growth, increase housing supply and build communities that are affordable and safe, among other items. The Growth Plan requires municipalities to manage growth within already existing built up areas to take advantage of existing services to achieve this mandate. In order to meet required housing supply projections, the *Planning Act* instructs municipalities to make planning decisions that are consistent with the *Provincial Policy Statement* and the Growth Plan.

A detailed Planning Analysis is found in Appendix 2. The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan. An official plan amendment is required to change a portion of the designation from Residential Medium Density to Residential High Density and from Institutional to Business Employment, recognize revisions to the road and open space network and recognize an increase in heights and density in accordance with the Lakeview Waterfront Development Master Plan.

The proposal will see the realization of a 71.6 ha (177 ac) mixed-use waterfront community that will bring residents, jobs and visitors to an area of the Lake Ontario waterfront that had previously been inaccessible. As a Major Node in the City Structure, Lakeview Waterfront has been planned to accommodate growth through a mix of uses. It is located along a planned higher order transit corridor which recently received a commitment to funding through all three levels of government. The community is designed to include a generous park network, an extensive cycling network, public spaces including a Village Square and will incorporate various sustainable features including the potential for a vacuum waste collection system and a district energy system. The built form has been configured to minimize the impacts of height along the waterfront while allowing some taller buildings in strategic locations such as along the transit corridor and framing the north-south central park to create a defined sense of place.

Strategic Plan

The applications are consistent with the Connect pillar of the Strategic Plan by contributing a choice of housing type to residents that supports the principle of building complete communities to accommodate growth.

The applications are consistent with the Move pillar of the Strategic Plan by introducing residents, workers and visitors into a pedestrian and cycling friendly mixed-use community along a planned higher order transit route and within a future Major Transit Station Area (MTSA).

The applications are consistent with the Belong pillar of the Strategic Plan by committing to over 400 affordable housing units.

The applications are consistent with the Prosper pillar of the Strategic Plan by allocating over 7.3 ha (18 ac.) of land to innovative business, technology and culture uses. Approximately half of this land will be dedicated to the City.

The applications are consistent with the Green pillar of the Strategic Plan by planning the community for district energy, vacuum waste, providing public access to the waterfront through a network of new parks, remediating a contaminated site and introducing a number of sustainability commitments to the development.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

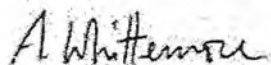
Conclusion

In summary, the proposed development fulfills the vision of a vibrant, green mixed use waterfront community. The development will bring residents, jobs and visitors to a Major Node which has been already been planned by the City through the Lakeview Waterfront policies to accommodate those uses and increased density. The proposed layout, built form, heights and density are generally consistent with the Lakeview Waterfront Development Master Plan. The compatibility of the uses have been justified through the various technical reports. The proposed official plan amendment, rezoning and draft plan of subdivision are acceptable from a planning standpoint and should be approved.

Prior to the passage of the implementing zoning by-law by Council, the applicant will be required to execute a Community Benefit Charges agreement to the satisfaction of the City.

Attachments

- Appendix 1: Information Report
- Appendix 2: Detailed Planning Analysis
- Appendix 3: Draft Plan of Subdivision
- Appendix 4: Proposed OPA Schedule 10 Map
- Appendix 5: Summary of OP policy changes
- Appendix 6: Zoning Map
- Appendix 7: Zoning Height Schedule
- Appendix 8: Zoning Maximum FSI Schedule
- Appendix 9: Concept Plan with heights
- Appendix 10: Parks Plan
- Appendix 11: Class 4 noise classification delineation
- Appendix 12: Conveyance boundary
- Appendix 13: Design Guidelines
- Appendix 14: Draft Plan conditions



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

Prepared by: David Breveglieri, Development Planner

City of Mississauga
Corporate Report



<p>Date: August 28, 2020</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's files: OZ 19/003 W1 OZ 19/021 W1 & T-M19001 W1</p>
	<p>Meeting date: September 21, 2020</p>

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

Draft Plan of Subdivision, Official Plan amendment and Rezoning applications to permit a mixed use waterfront community with employment, commercial, institutional, cultural, park uses and 8,050 residential units

1082 Lakeshore Road East and 800 Hydro Road, south side of Lakeshore Road East, east of Lakefront Promenade

Owner: Lakeview Community Partners Limited

Files: OZ 19/003 W1, OZ 19/021 W1 and T-M19001 W1

Recommendation

That the report dated August 28, 2020, from the Commissioner of Planning and Building regarding the applications by Lakeview Community Partners Limited to permit a mixed-use waterfront community, under Files OZ 19/003 W1, OZ 19/021 W1 and T-M19001 W1, 1082 Lakeshore Road East and 800 Hydro Road, be received for information.

Report Highlights

- This report has been prepared for a public meeting to hear from the community
- The proposal seeks a plan of subdivision and amendments to the Official Plan and Zoning By-law to permit 8,050 residential units distributed amongst taller, mid-rise and townhome units as well as park, commercial, employment, institutional and cultural uses
- Community concerns identified to date relate to built form, density, parking, environmental implications, traffic, adequacy of services and waterfront accessibility
- Prior to the next report, matters to be addressed include: built form design, proposed zoning regulations, affordable housing, parks depot location, school accommodation, district energy and vacuum waste, and the satisfactory resolution of other technical

requirements and studies related to the project

Background

The draft plan of subdivision and rezoning applications were submitted under files T-M19001 W1 and OZ 19/003 W1 in February 28, 2019 but were only deemed complete on November 7, 2019, subsequent to Council endorsing the Lakeview Waterfront Development Master Plan. Along with the endorsement, Council passed Resolution 0244-2019 permitting Lakeview Community Partners Limited to submit an official plan amendment application, which was submitted under file OZ 19/021 W1 and deemed complete on January 10, 2020. All applications have been circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).

The endorsed Lakeview Waterfront Development Master Plan can be found at:
www.mississauga.ca/portal/residents/inspirationlakeview

PROPOSAL

The Lakeview Waterfront Development Master Plan represented a year of consultation between Lakeview Community Partners Limited, various City departments, the Region of Peel, various outside agencies and Lakeview residents in order to arrive at a shared vision of a transformative waterfront community. The development applications being considered are consistent in layout, form, height and density with the Lakeview Waterfront Development Master Plan concept.

The official plan amendment is required to permit additional heights as illustrated in Appendix 1 – Section 3, and overall unit count of 8,050 and an adjustment in percentage of unit types, while the rezoning application is required to permit the entirety of the new community's uses as the existing zoning reflects the former power generating station. The zoning by-law will need to be amended from U (Utility) to a range of zone categories which can be found in Appendix 1 – Section 4 to implement this development proposal. A plan of subdivision is required to create the blocks for the residential, commercial, employment, institutional, cultural and parks uses and to create the new roads.

During the ongoing review of these applications, staff may recommend different land use designations and zoning categories to implement the proposal.

Comments

The property is located at the south side of Lakeshore Road East, west of Dixie Road, within the Lakeview Waterfront Major Node Character Area. The site is currently predominantly vacant as demolition and remediation efforts continue on the site. The northwest corner of the site, south

Originator's files: OZ 19/003 W1, OZ 19/021 W1 & T-M19001 W1

of Rangeview Road, contains baseball diamonds and a soccer field which will be removed in the fall of 2020.



Aerial image of 1082 Lakeshore Road East



Applicant's rendering of the proposed waterfront community

LAND USE POLICIES AND REGULATIONS

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

The *Provincial Policy Statement* (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

Conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 5.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 8.

Additional Community Elements

The visioning and planning of a new waterfront community has included a number of community elements, as well as challenges, which fall beyond the regular scope of a typical development application. These include, but are not limited to:

1. District Energy – Lakeview Community Partners Limited have retained the services of Corix Utilities in order to evaluate the environmental benefits as well as the technical and financial feasibility of a district energy system based on the thermal energy produced at the G.E. Booth wastewater treatment facility. They have been working closely with the Region of Peel to evaluate its feasibility and ownership model. Implementation will require Regional endorsement and government funding beyond municipal resources. A district energy facility

is proposed to be located within the Innovation Corridor on City owned lands. While district energy is being pursued as part of the proposal, the timing for commitments for funding may not align with the endorsement of the development applications. Council may wish to consider approval without the securement of the district energy system.

2. Vacuum Waste – Lakeview Community Partners Limited have been working with Envac and the Region of Peel to explore the technical and financial feasibility of incorporating a vacuum waste system into the new community. Vacuum waste would replace traditional curbside waste, recycling and organics pick-up. Implementation will require Regional endorsement and government funding beyond municipal resources. A vacuum waste collection facility is proposed to be co-located within the district energy building. Like district energy, the timing for commitments for funding may not align with the endorsement of the development applications. Council may wish to consider approval without the securement of the vacuum waste system.
3. Waterfront Park Development – The waterfront parks illustrated represent an enhanced level of park features and services and would be a regional draw. Park development is funded through development charges. Further review is required to reconcile the anticipated development charge funding, projected operating costs and the proposed level of enhanced parks.
4. Artscape – The City has been having ongoing discussions with Lakeview Community Partners Limited and Artscape in order to test pilot an atelier model whereby artists are commissioned to create works that are incorporated into the community. Should the test pilot prove successful it is envisioned that Artscape artists could potentially have permanent studio space and residences within the community. Artscape is seeking to partner with the City in establishing the pilot project which could last a few years. If successful, such a program would be transformative to the community, however, given the long term nature of such an endeavour, any commitments or agreements may fall outside of the development application process.
5. Affordable Housing – The programming for affordable housing has not yet been indicated. In accordance with City and Regional targets, the City is requesting that a minimum of 10% of new units be affordable.
6. Parks Depot Relocation - The submitted draft plan of subdivision illustrates a realigned Lakefront Promenade Road. The realignment conflicts with the existing Parks Depot located within Lakefront Promenade Park. Lakeview Community Partners Limited have committed to the construction of a new parks depot at an alternate location. Satisfactory new locations are being investigated but have not yet been finalised.
7. Architectural Competition - As established through the endorsement of the Development Master Plan, architectural competitions will be required for the Marina District and for the

22-storey building at the terminus of Waterway Common. The competitions will be further outlined through agreements associated with the subdivision.

Financial Impact

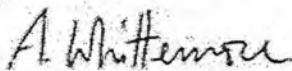
All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

Most agency and City department comments have been received but are being updated based on recent resubmissions. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include, but are not limited to: urban design guidelines, sustainability features and commitments, review of reduced parking standards and provision of additional technical information

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: David Breveglieri, Development Planner

Detailed Information and Preliminary Planning Analysis**Owner: Lakeview Community Partners****1082 Lakeshore Road East****Table of Contents**

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1. Site History

- 1915 to 1917 – Location of Canada's first airport and training school for pilots during World War I
- 1962 to 2005 – Operation of the coal burning Lakeview Generating Station
- June, 2006 – Demolition of the Lakeview Generating Station
- 2006 to 2008 – Community led visioning exercise takes place under the Lakeview Legacy Project
- 2010 to 2014 – City led Inspiration Lakeview visioning and Master Plan process
- March 2018 – Official transfer of lands from Ontario Power Generation (OPG) to Lakeview Community Partners
- July 4, 2018 – Council approves the official plan amendment (MOPA No. 89) for the Lakeview Waterfront Major Node
- October 2018 to November 2019 – Lakeview Community Partners Limited in conjunction with City and agency staff undertake the Lakeview Waterfront Development Master Plan process
- February 28, 2019 – Initial submission of rezoning and draft plan of subdivision applications
- July 18, 2019 – Minor variance granted through the Committee of Adjustment for a Community Discovery Centre
- November 6, 2019 – Council endorses the Lakeview Waterfront Development Master Plan
- December 20, 2019 – submission of official plan amendment application

2. Site and Neighbourhood Context

Site Information

The property is located on the former site of the Lakeview Generating Station and is in the Lakeview Waterfront Major Node Character Area. The site is predominantly vacant. Two City leased baseball diamonds are located on the northwest corner of the site, south of Rangeview Road, however those will be removed in the fall of 2020. Serson Creek is located along the eastern perimeter of the site. It will require rechannelization and improvements in conjunction with the construction of the Jim Tovey Conservation Area and the decommissioning of the underground water channel beneath the G.E. Booth wastewater treatment facility.



Existing conditions of 1082 Lakeshore Road East looking north

Property Size and Use	
Frontages:	135 m (443 ft.) along Lakeshore Road East
Depth:	1 km (3,280 ft.) excluding pier
Gross Lot Area:	71.6 ha (177 ac.)
Existing Uses:	Baseball diamonds on the northwest corner, balance is vacant

Surrounding Land Uses

The majority of the parcel is located south of the employment area known as Rangeview Estates. It is bordered on the west side by Lakefront Promenade Park and Douglas Kennedy Park which both contain active sports fields as well as a City parks depot. Abutting the site to the east is the Region of Peel's G.E. Booth wastewater treatment facility

The surrounding land uses are:

- North: Rangeview Estates employment uses
- East: Regional wastewater treatment facility
- South: Lake Ontario
- West: Lakefront Promenade Park, Douglas Kennedy Park



Aerial Photo of 1082 Lakeshore Road East and
800 Hydro Road

The Neighbourhood Context

Given the site's previous use it is well separated from existing residential uses. The closest homes are located north of Lakeshore Road East behind the mainstreet commercial uses that currently exist along the road. The closest dwellings to the west are located over 500 m (1,640 ft.) away, beyond Lakefront Promenade Park and the Region of Peel's water treatment facility. The Rangeview Estates employment area abutting the site to the north consists predominantly of older one-storey industrial buildings built in the 1960's. Given the Lakeview Waterfront Major Node policies, it is anticipated that this area will transition to residential in the future. The G.E. Booth wastewater treatment facility abutting the site to the

west is one of the largest of such facilities in Ontario and serves 800,000 residents. It contains three separate plants the oldest of which is scheduled to be replaced in 2026.

Demographics

Based on the 2016 census, the existing population of the Lakeview Neighbourhood area is 21,520 with a median age of this area being 45 (compared to the City's median age of 40). 67% of the neighbourhood population are of working age (15 to 64 years of age), with 14% children (0-14 years) and 18% seniors (65 years and over). The average household size is 2 persons with 32% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 6,395 units (72%) owned and 2,440 units (28%) rented with a vacancy rate of approximately 0.8%*. The number of jobs within the Lakeview Neighbourhood area is 3,010 while the number of jobs within Lakeview Employment area (ie. Rangeview Estates) is 1,785.

Other Development Applications

A site plan application for a Discovery Centre associated with the new Lakeview Village community has been submitted under file SP 18/108 W1 and is currently under review by staff. It is anticipated that approval may be granted this spring.

Community and Transportation Services

In addition to the parks proposed through the development, the site is serviced by Douglas Kennedy Park, Lakefront Promenade Park, Marie Curtis Park and the future Jim Tovey Conservation Area. Lakeview Library is located approximately

700 m (2,296 ft.) from the northern edge of the site.

The proposal is being considered in conjunction with the recommendations contained in the *Lakeshore Connecting Communities Transportation Master Plan*. Transit investments include increased local service and a new Lakeshore MiExpress route in the first phase with upgrades to centre median bus lanes in the future. Two major transit stops have been identified which would service this development; Lakeshore Road and Lakefront Promenade Road and Lakeshore Road and Haig Boulevard.

The following major MiWay bus routes currently service the site:

- Route 23 – Lakeshore Road East
- Route 5 – Lakeshore Road East

Both Route 5 and 23 connect to the Long Branch GO Station which is located 1 km (0.6 mi) to the east. It provides all day rail service and is the west terminus of the TTC streetcar route. Route 5 travels in a north-south direction and also connects to the Dixie GO Station.

Mississauga's Waterfront Trail runs across the northern edge of the site, following Hydro Road northward and continuing eastward along Lakeshore Road. Through this development, it is planned to have the Waterfront Trail realigned along the waterfront and connect eastward through the new Jim Tovey Conservation Area. There are two bike routes that run north from the site; an on-road signed bike route on Ogden Avenue and a designated bike lane on Dixie Road.

3. Project Details

The applications are to amend the official plan and zoning by-law and approve a plan of subdivision to permit a new mixed-use waterfront community with 8,050 residential units consisting of apartment and townhouse units, approximately 11 acres of employment land, known as the Innovation Corridor on the eastern portion of the property, 147,000 ft² of commercial space most of which will be centered around a village square, cultural and park uses. A dedication of 67 acres of waterfront land has been committed to by Lakeview Community Partners Limited. A preliminary delineation of these lands is illustrated in the Conveyance Plan.

Development Proposal	
Applications submitted:	Received: February 28, 2019 (Subdivision and Rezoning) December 20, 2019 (Official Plan Amendment) Deemed complete: November 7 2019 (Subdivision and Rezoning) Jan 10, 2020 (Official Plan Amendment)
Developer/ Owner:	Lakeview Community Partners Limited
Applicant:	Glen Schnarr and Associates
Number of units:	8,050 units
Existing Gross Floor Area:	NIL
Proposed Gross Floor Area:	16 850 m ² (181,376 ft ²) - commercial 162 900 m ² (1,753,498 ft ²) - Office/Institutional
Height:	Range of 4 - 40 storeys

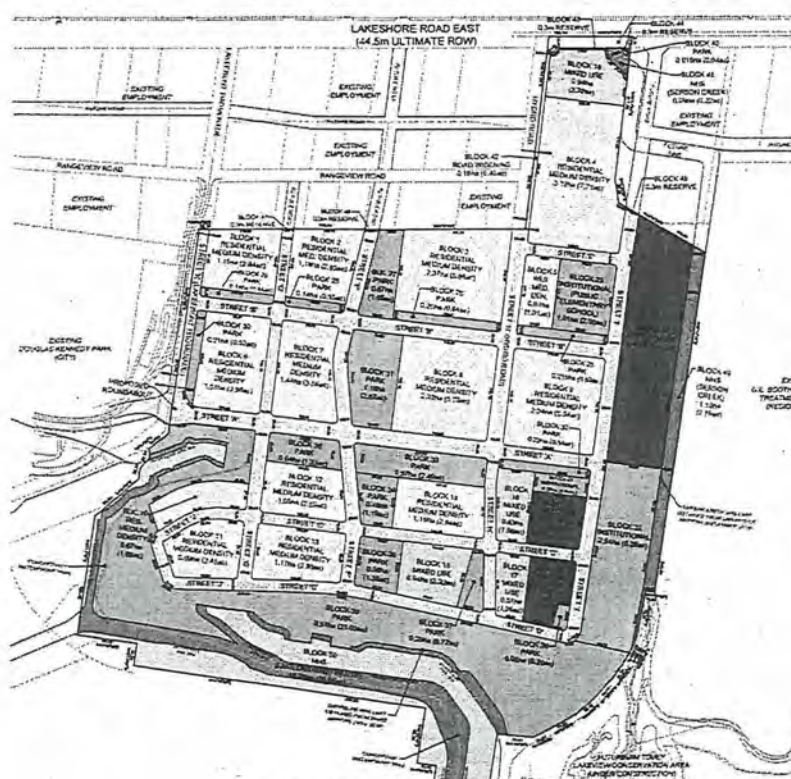
Development Proposal		
Parkland Area:	14.5 ha (35.8 ac)	
Net Density:	334 units/ha (135 units/ac) – based on net residentially designated land	
Road Type:	Combination of public and condominium private roads	
Anticipated Population:	17,874* *Average household sizes for all units (by type) based on the 2016 Census	
Anticipated population plus jobs (PPJ)	Approx. 397 per hectare (161 per acre) *Based on a 2:1 people to employment ratio	
Parking:	Required	Provided
resident spaces	1.25 per 1-bedroom unit 1.4 per 2-bedroom unit 1.75 per 3-bedroom unit 2 per townhome	1.0 per all condominium apartment units 1.4 per townhome
visitor spaces	0.25 visitor spaces per unit	0.15 visitor spaces per unit
Anticipated total residential parking		9,409 parking spaces *More detailed parking rates found in section 4
Green Initiatives:	<ul style="list-style-type: none"> proposed district energy proposed vacuum waste system proposed bioswales proposed rainwater cisterns proposed green roofs proposed solar panels for employment area 	

Supporting Studies and Plans

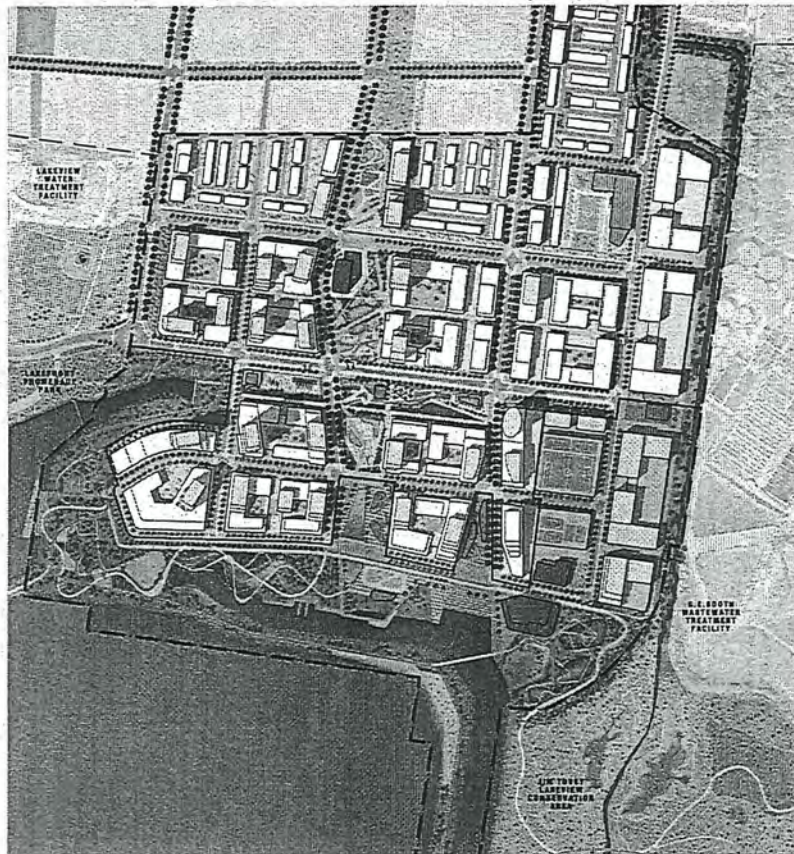
The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/lakeview-waterfront>

- Planning Justification Report
- Serson Creek Design Brief
- Intersection Design Report
- Shadow and Wind Study
- Archaeological Assessment
- Draft Official Plan and Zoning By-law Amendments
- Functional Servicing Report
- Phase I & II Environmental Report
- Environmental Impact Assessment
- Water Quality and Aquatic Habitat Report
- Preliminary Geotechnical Investigation
- Shoreline Hazard Assessment
- Shoreline Design Life Peer Review
- Outdoor Amenity Area Concept Plan
- Arborist Report
- Affordable Housing Brief
- Air Quality, Noise and Land Use Compatibility Study
- Archeological Assessment
- Heritage Impact Assessment
- Open Space and Park Plan
- Docking Feasibility Study
- Streetscape Feasibility Study
- Phasing, Land Use, Block and Conveyance Plans
- Pedestrian Wind Study
- Urban Design Study
- Retail Analysis

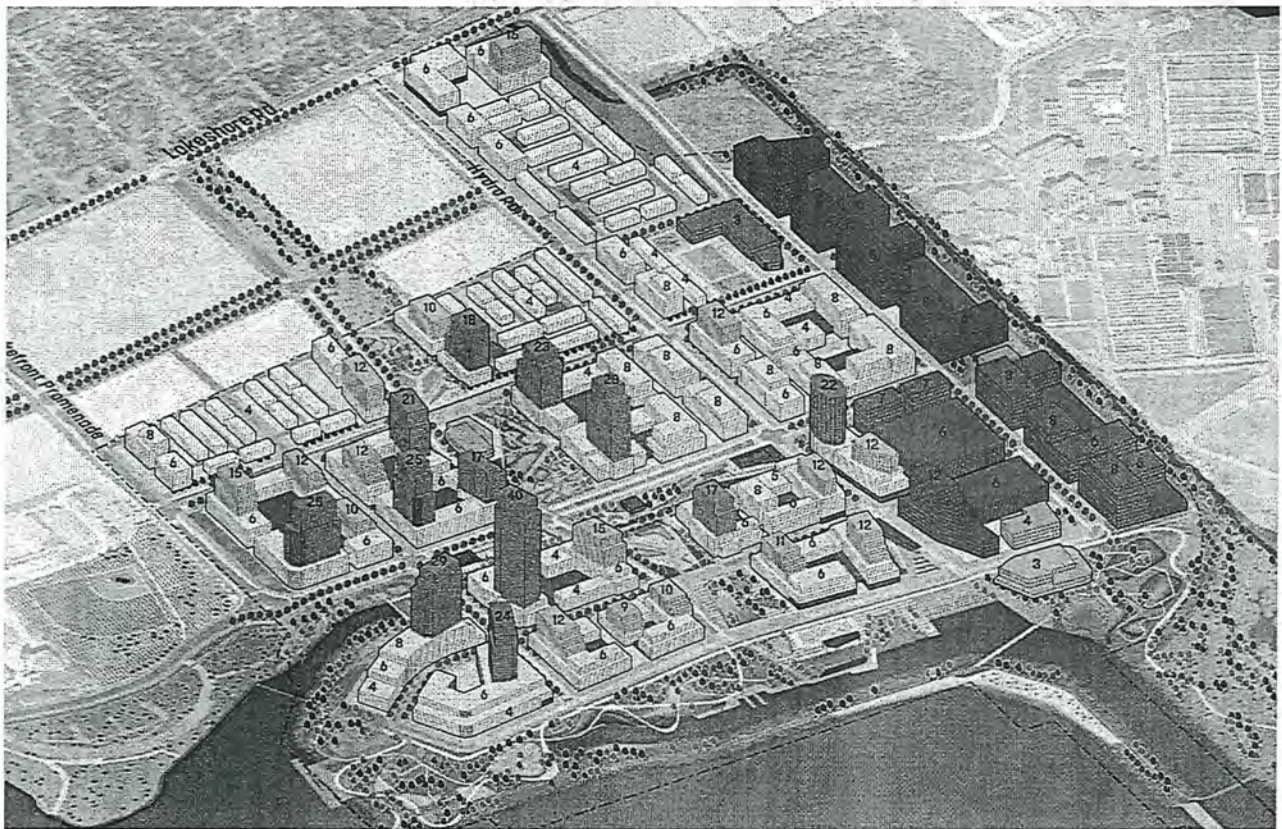
Draft Plan of Subdivision, Conveyance Plan, Parks Plan, Concept Plan and Renderings



Draft Plan of Subdivision



General Conveyance Plan

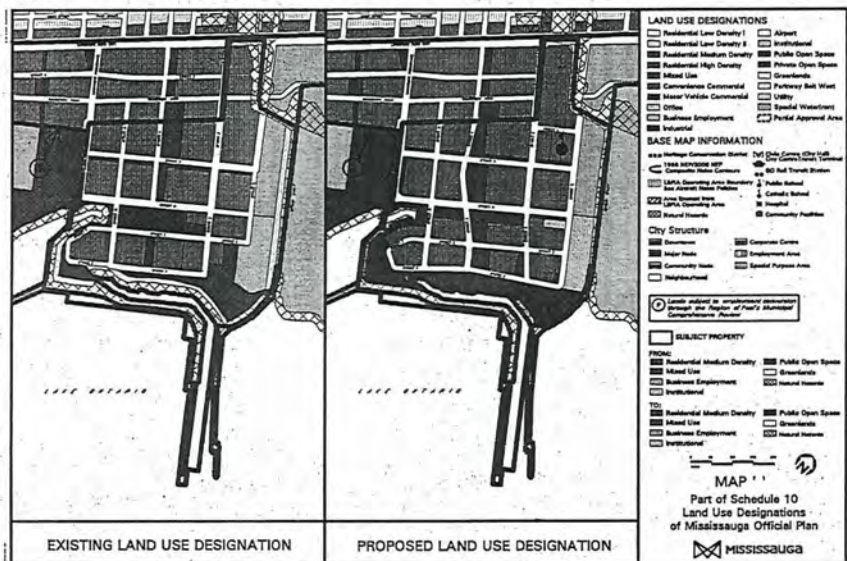


Concept Plan with heights

Files: OZ19/003 W1, OZ 19/021 W1 & T-M19001 W1



Applicant's Rendering



Mississauga Zoning By-law

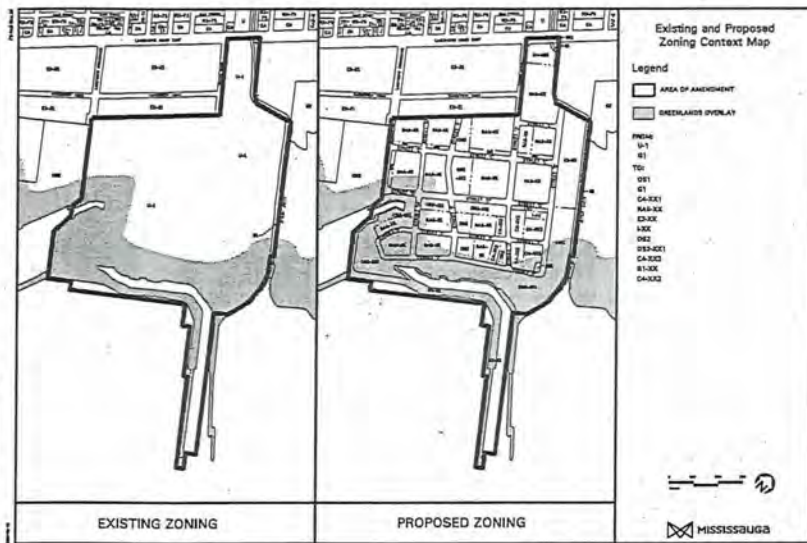
Existing Zoning

The portion of the site proposed for redevelopment is currently zoned U-1 (Utility), which permits a power generating station, water or sewage treatment facility, electric distribution facility and utility buildings.

Serson Creek on eastern perimeter of the site is zoned G1 (Greenlands), which permits flood control, stormwater management, erosion management and natural heritage features and areas conservation.

Proposed Zoning

The applicant is proposing eight zones on the property. The proposed zoning for the residential blocks is **RA5 - Exception** (Apartments). Three different **C4 - Exception** (Mainstreet Commercial) zones are proposed for the commercial areas which comprise of the village square, the block abutting the village square on the east side, and the Lakeshore Road frontage. Each has site specific regulations. Public parks intended to have animating uses are proposed to be zoned **OS2 - Exception** (Open Space) while the more passive open spaces are proposed to be zoned **OS2** (Open Space). The proposed zoning for the employment blocks is **E2 - Exception** (Employment). The proposed zoning for the institutional/cultural area in the southeast corner is **I - Exception** (Institutional). The Serson Creek channel will remain zoned **G1** (Greenlands) and the shoreline is proposed to be zoned **G1-Exception** (Greenlands).



Proposed Zoning Regulations

Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Amended Zone Regulations
Permitted Uses	Apartment, Long-Term Care, Retirement Building	Additional permitted uses: Townhouse, back-to-back townhouse, stacked townhouse, restaurant, personal service establishment, medical office-restricted, day care, retail store, animal care establishment, financial institution, parking lot
Minimum Floor Space Index (FSI)	1.9	none
Maximum Floor Space Index (FSI)	2.9	none
Maximum Dwelling Units	n/a	8,050 units in all zone categories
Maximum Gross Floor Area per storey for each storey above 12 storeys	1 000 m ² (10,764 ft ²)	none
Maximum Height	25 storeys and 77 m (252 ft.)	Height schedule to identify varying heights up to maximum of 40 storeys for the tallest building in the Marina District
Minimum front, rear, interior and exterior side yards - apartments	Varying setbacks from 4.5 m (14.7 ft.) to 15.0 m (49.2 ft.) depending on the height of the portion of the building	none
Minimum landscaped area - apartments	40%	10% for Parcel Blocks 12A, 12B and 15 25% for the balance of lands
Parking – Condominium Apartment	1.0 space per studio unit 1.25 space per 1-bedroom unit 1.40 space per 2-bedroom unit 1.75 space per 3-bedroom unit 0.20 visitor spaces per unit	1.0 space per all units 0.15 visitor space per unit

Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Amended Zone Regulations
Parking – Rental Apartment	1.0 spaces per studio unit 1.18 spaces per 1-bedroom unit 1.36 spaces per 2-bedroom unit 1.50 spaces per 3-bedroom unit 0.20 visitor spaces per unit	1.0 spaces per all units 0.15 visitor spaces per unit
Back to back and stacked townhomes	Not permitted in a RA5 apartment zone. Below standards reflect RM9 and RM10 zones for stacked and back to back townhomes	Proposed to be included in RA5-Exception Zone with standards indicated below
Maximum Height	Back to Back – 3 storeys Stacked – 4 storeys	n/a
Minimum Front Yard	7.5 m (24.6 ft.)	3.0 m (9.8 ft.)
Minimum Exterior Side Yard	7.5 m (24.6 ft.)	2.4 m (7.9 ft.)
Minimum Interior Yard	4.5 m (14.7 ft.)	1.2 m (3.9 ft.)
Minimum Rear Yard	7.5 m (24.6 ft.)	Back to Back - 7.5 m (24.6 ft.) Stacked - 6.0 m (19.7 ft.)
Minimum Landscaped Area	Back to Back – 40% Stacked – 40%	Back-to-Back – 6% Stacked – 40%
Parking - Townhouse	Condominium townhouse: 2.0 spaces per unit 0.25 visitor space per unit Condominium Back to Back and Stacked townhouse: 1.1 spaces per 1-bedroom unit 1.5 spaces per 2-bedroom unit 1.75 spaces per 3-bedroom unit 2.0 spaces per 4-bedroom unit 0.25 visitor space per unit	1.4 spaces per all units 0.15 visitor space per unit

Zone Regulations	E2 Zone Regulations	Proposed E2-Exception Amended Zone Regulations
Permitted Uses	Office, medical office, manufacturing, warehouse, science and technology facility, restaurant, commercial school, truck terminal, motor vehicle repair and various other employment type uses	Uses not permitted: Truck terminal, motor vehicle repair facility, motor vehicle wash facility, gas station, Additional permitted uses: District energy facility, vacuum waste collection facility, business incubator space, marine uses, parking associated with neighbouring lands
Maximum Floor Space Index (FSI)	none	4.0
Maximum Height	none	15 storeys
Minimum Rear Yard	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Minimum Front Yard	7.5 m (24.6 ft.) or 30.0 m (98.4 ft.) where the opposite side of the street is residential	7.5 m (24.6 ft.)
Minimum interior side yard to a lot line with a lot frontage less than 75m	Greater of 10% of the lot frontage or 4.5 m (14.7 ft.)	Greater of 10% of the lot frontage or 4.5 m (14.7 ft.)
Minimum interior side yard to a lot line with a lot frontage greater than 75m	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Minimum landscaped area	n/a	10%
Parking for a "co-working office"	n/a	2.7 spaces per 100 m ² (1,076 sq. ft.) gross floor area
Multi-use trail	n/a	A multi-use trail may be permitted within the rear yard and landscape buffer adjacent to a rear lot line

Zone Regulations	I Zone Regulations	Proposed I- Exception Amended Zone Regulations
Permitted Uses	University/College and Hospital	Additional permitted uses: Science and technology facility, office, commercial school accessory to a university college use, district energy facility, vacuum waste collection facility, cultural facility, marine uses, parking associated with neighbouring lands. Uses not permitted: Hospital
Maximum Height	none	15 storeys
Minimum Front Yard	7.5 m (24.6 ft.)	1.5 m (4.9 ft.)
Minimum Rear Yard	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Minimum Side Yard setbacks	interior 7.5 m (24.6 ft.) exterior 7.5 m (24.6 ft.)	interior 2.5 m (8.2 ft.) exterior 3.0 m (9.8 ft.)
Parking - Office	3.2 spaces per 100 m ² gross floor area	3.2 spaces per 100 m ² (1,076 sq. ft.) gross floor area
Parking for a "co-working office"	n/a	2.7 spaces per 100 m ² (1,076 sq. ft.) gross floor area
Multi-use trail	n/a	A multi-use trail may be permitted within the rear yard and landscape buffer adjacent to a rear lot line
Zone Regulations	C4 Zone Regulations	Proposed C4-Exception 1 Amended Zone Regulations
Permitted uses	Various commercial uses, office, hotel, apartment and dwelling units located above the first storey of a commercial building	Additional permitted uses: Retirement building, long-term care, parking structure, restaurant patios Uses not permitted: funeral establishment, hotel
Maximum Height	3 storeys	15 storeys 8 storeys for buildings fronting onto Lakeshore Road

Zone Regulations	C4 Zone Regulations	Proposed C4-Exception 1 Amended Zone Regulations
Minimum Front Yard	0.0 m (0 ft.)	0.0 m (0 ft.)
Minimum Rear Yard	3.0 m (9.8 ft.) to employment zone	3.0 m (9.8 ft.) to employment zone
Minimum Side Yard setbacks	interior – 0 m (0 ft.) to a C4 zone, 4.5 m (14.7 ft.) to a G1 zone exterior – 0 m (0 ft.)	interior – 0.0 m (0 ft.) to a C4 zone, 7.5 m (24.6 ft.) to a G1 zone exterior – 0 m (0 ft.)
Maximum Dwelling Units	n/a	8,050 units all zone categories
Minimum setback of a below grade Parking Structure to a Lot Line	n/a	1.0 m (3.3 ft.)
Minimum setback of an above grade Parking Structure to a lot line	n/a	1.0 m (3.3 ft.)
Parking – Condominium Apartment	1.0 spaces per studio unit 1.25 spaces per 1-bedroom unit 1.40 spaces per 2-bedroom unit 1.75 spaces per 3-bedroom unit 0.20 visitor spaces per unit	1.0 spaces per all units 0.15 visitor spaces per unit
Parking – Rental Apartment	2.0 spaces per studio unit 1.18 spaces per 1-bedroom unit 1.36 spaces per 2-bedroom unit 1.50 spaces per 3-bedroom unit 0.20 visitor spaces per unit	1.0 spaces per all units 0.15 visitor spaces per unit
Parking – Retirement Building	0.5 spaces per unit 0.25 visitor spaces per unit	0.4 spaces per unit 0.15 visitor spaces per unit
Parking – Retail store	4.0 spaces per 100 m ² (1,076 sq. ft.)	3.0 spaces per 100 m ² (1,076 sq. ft.)
Parking - Office	3.2 spaces per 100 m ² (1,076 sq. ft.)	3.0 spaces per 100 m ² (1,076 sq. ft.)

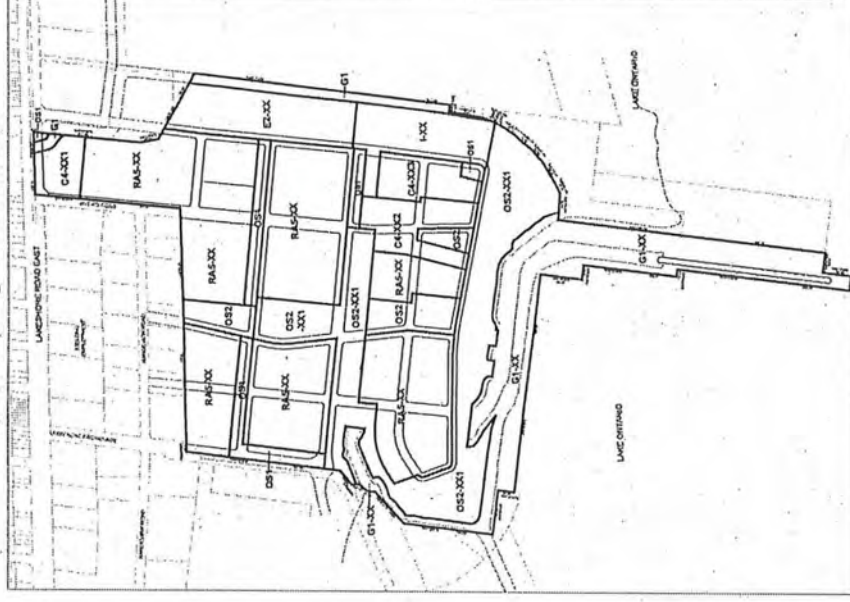
Zone Regulations	C4 Zone Regulations	Proposed C4-Exception 1 Amended Zone Regulations
Parking - Restaurant	9.0 spaces per 100 m ² (1,076 sq. ft.)	9.0 spaces per 100 m ² (1,076 sq. ft.)
Zone Regulations	C4 Zone Regulations	Proposed C4-Exception 2 Amended Zone Regulations
Permitted uses	Various commercial uses, office, hotel, apartment and dwelling units located above the first storey of a commercial building	Additional permitted uses: Retirement building, restaurant patios Uses not permitted: funeral establishment, retail store greater than 600 m² (6,458 sq. ft.)
Maximum Height	3 storeys	12 storeys with the exception one 1 building being permitted 22 storeys
Minimum Front Yard	0 m (0 ft.)	0 m (0 ft.)
Minimum Rear Yard	4.5 m (14.7 ft.) m to a residential zone 4.5 m (14.7 ft.) to an OS zone 0 m (0 ft.) to a C4 zone	4.5 m (14.7 ft.) m to a residential zone 4.5 m (14.7 ft.) to an OS zone 0 m (0 ft.) to a C4 zone
Minimum Side Yard setbacks	4.5m (14.7 ft.) m to a residential zone 4.5 m (14.7 ft.) to an OS zone 0 m (0 ft.) to a C4 zone exterior – 0 m (0 ft.)	4.5 m (14.7 ft.) m to a residential zone 4.5 m (14.7 ft.) to an OS zone 0 m (0 ft.) to a C4 zone exterior – 0 m (0 ft.)
Maximum Dwelling Units	n/a	8,050 units all zone categories
Minimum setback of a below grade Parking Structure to a Lot Line	n/a	1.0 m (3.3 ft.)

Zone Regulations	C4 Zone Regulations	Proposed C4-Exception 2 Amended Zone Regulations
Minimum setback of an above grade Parking Structure to a Lot Line	n/a	1.0 m (3.3 ft.)
Parking – Condominium Apartment	1.0 spaces per studio unit 1.25 spaces per 1-bedroom unit 1.40 spaces per 2-bedroom unit 1.75 spaces per 3-bedroom unit 0.20 visitor spaces per unit	1.0 spaces per all units 0.15 visitor spaces per unit
Parking – Rental Apartment	1.0 spaces per studio unit 1.18 spaces per 1-bedroom unit 1.36 spaces per 2-bedroom unit 1.50 spaces per 3-bedroom unit 0.20 visitor spaces per unit	1.0 spaces per all units 0.15 visitor spaces per unit
Parking – Retirement Dwelling	0.5 spaces per unit 0.25 visitor spaces per unit	0.4 spaces per unit 0.15 visitor spaces per unit
Parking – Retail Store	4.0 spaces per 100 m ² (1,076 sq. ft.)	1.0 spaces per 100 m ² (1,076 sq. ft.)
Parking - Office	3.2 spaces per 100 m ² (1,076 sq. ft.)	1.0 spaces per 100 m ² (1,076 sq. ft.)
Parking - Restaurant	9.0 spaces per 100 m ² (1,076 sq. ft.)	9.0 spaces per 100 m ² (1,076 sq. ft.)
Zone Regulations	C4 Zone Regulations	Proposed C4-Exception 3 Amended Zone Regulations
Permitted uses	Various commercial uses, office, hotel, apartment and dwelling	Additional permitted uses: Live/work units, business

Zone Regulations	C4 Zone Regulations	Proposed C4-Exception 3 Amended Zone Regulations
	units located above the first storey of a commercial building	incubator space, student residence, cultural facilities, passive and active recreational use, parking
Maximum Height	3 storeys	12 storeys
Minimum Front Yard	0.0 m (0 ft.)	0.0 m (0 ft.)
Minimum Rear Yard	4.5 m (14.7 ft.) m to a residential zone 4.5 m (14.7 ft.) to an OS zone 0 m (0 ft.) to a C4 zone	4.5 m (14.7 ft.) m to a residential zone 4.5 m (14.7 ft.) to an OS zone 0 m (0 ft.) to a C4 zone
Minimum Side Yard setbacks	4.5 m (14.7 ft.) m to a residential zone 4.5 m (14.7 ft.) to an OS zone 0 m (0 ft.) to a C4 zone exterior – 0 m (0 ft.)	4.5 m (14.7 ft.) m to a residential zone 4.5 m (14.7 ft.) to an OS zone 0 m (0 ft.) to a C4 zone exterior – 0 m (0 ft.)
Maximum Dwelling Units	n/a	8,050 units all zone categories
Minimum setback of a below grade Parking Structure to a Lot Line	3.0 m (9.8 ft.)	1.0 m (3.3 ft.)
Minimum setback of an above grade Parking Structure to a Lot Line	7.5 m (24.6 ft.)	1.0 m (3.3 ft.)
Parking – Condominium Apartment	1.0 spaces per studio unit 1.25 spaces per 1-bedroom unit 1.40 spaces per 2-bedroom unit 1.75 spaces per 3-bedroom unit 0.20 visitor spaces per unit	1.0 spaces per all units 0.15 visitor spaces per unit

Zone Regulations	C4 Zone Regulations	Proposed C4-Exception 3 Amended Zone Regulations
Parking – Rental Apartment	1.0 spaces per studio unit 1.18 spaces per 1-bedroom unit 1.36 spaces per 2-bedroom unit 1.50 spaces per 3-bedroom unit 0.20 visitor spaces per unit	1.0 spaces per all units 0.15 visitor spaces per unit
Parking – Retail store	4.0 spaces per 100 m ² (1,076 sq. ft.)	3.0 spaces per 100 m ² (1,076 sq. ft.)
Parking – Office	3.2 spaces per 100 m ² (1,076 sq. ft.)	3.0 spaces per 100 m ² (1,076 sq. ft.)
Parking – Restaurant	9.0 spaces per 100 m ² (1,076 sq. ft.)	9.0 spaces per 100 m ² (1,076 sq. ft.)
	Zone OS2 Regulations	Proposed OS2 - Exception Amended Zone Regulations
Permitted Uses	Active and passive recreational uses and storm water facilities	Additional permitted uses: Restaurants, retail, cultural facilities, temporary structures, incubator space
Maximum Restaurant Gross Floor Area	n/a	500 m ² (5,382 ft ²)
Maximum Gross Floor Area for all commercial uses in buildings	n/a	5 000 m ² (53,821 ft ²)
Parking – all uses	n/a	Parking shall not be required for uses within an OS2-Exception zone
Zone Regulations	G1 Zone Regulations	Proposed G1 - Exception Amended Zone Regulations
Permitted uses	Flood control, stormwater and erosion management, natural area conservation	Additional permitted uses: Shade structure, alterations and additions to legally existing buildings and structures
Note: The provisions listed are based on a summarization of a draft by-law provided by the applicant and are not comprehensive or final. The provisions are subject to revisions as the applications are further reviewed and refined.		

Proposed Zoning Block Schedule



5. Summary of Applicable Policies

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been included. The table should be considered a general summary

of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part V)</p> <p>The PPS applies to all decisions in respect to the exercise of any authority that affects a planning matter. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a &b)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise, and other containments, minimize risk to public health and safety. (PPS 1.2.6.1)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>Natural features and areas shall be protected for the long term. (PPS 2.1.1)</p> <p>Development shall generally be directed to areas outside of hazardous lands. (PPS 3.1.1)</p> <p>Sites with contaminants in land or water shall be assessed and remediated. (PPS 3.2.2)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects	Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)

Policy Document	Legislative Authority/Applicability	Key Policies
	a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)	<p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
Region of Peel Official Plan (ROP)	The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p>

Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019.

While the subject property is not currently located within a Major Transit Station Area (MTSA), the Lakeshore Connecting Communities Master Plan identifies this area of Lakeshore Road East as accommodating potential stops associated with enhanced transit, which could include future MTSA's.

The lands are located within the Lakeview Waterfront Major

Node Character Area and are designated **Residential Medium Density, Mixed Use, Business Employment, Institutional, Open Space, and Greenlands** and are intended to permit a new mixed-use waterfront community.

The applicant is proposing to amend the policies to permit an increase in heights and overall residential units along with recognizing an adjustment to the park and road configuration. The applicant will need to demonstrate consistency with the intent of MOP.

The following policies are applicable in the review of these applications. In some cases the description of the general intent summarizes multiple policies.

	Specific Policies	General Intent
Chapter 5 Direct Growth	Section 5.1.6 Section 5.1.8 Section 5.2.1 Section 5.3.2.4 Section 5.3.2.6 Section 5.3.2.11 Section 5.5.7	<p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.</p> <p>Mississauga will protect employment lands to allow for a diversity of employment uses.</p> <p>The Major Nodes will achieve a gross density of between 200 and 300 residents and jobs combined per hectare.</p> <p>Major Nodes will achieve an average population to employment ratio of between 2:1 to 1:2, measured as an average across the entire area of each node.</p> <p>Development in Major Nodes will be in a form and density that achieves a high quality urban environment.</p> <p>Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses oriented towards the Corridor.</p> <p>A mix of medium and high density housing, community infrastructure, employment, and</p>

	Specific Policies	General Intent
		commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas.
Chapter 6 Value The Environment	Section 6.3.7 Section 6.3.8 Section 6.3.10 Section 6.3.24.a & b Section 6.3.26 Section 6.3.47 Section 6.5 Section 6.7 Section 6.9.3 Section 6.9.5 Section 6.10	<p>Buffers are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands. Buffers will be determined on a site specific basis as part of an Environmental Impact Study to the satisfaction of the City and conservation authority.</p> <p>The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study.</p> <p>The Natural Heritage System will be protected, enhanced, restored and expanded by ensuring that development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions and placing those areas into public ownership.</p> <p>Development and site alteration will not be permitted within erosion hazards associated with valleylands and watercourse features. In addition, development and site alteration must provide appropriate buffer to erosion hazards, as established to the satisfaction of the City and conservation authority.</p> <p>Incompatible land uses such as sensitive land uses and those uses that are sources of noise, odour and dust will be separated and/or the nuisances will be mitigated, so they do not interfere with each other.</p> <p>If contamination is confirmed, a remedial action plan in accordance with Provincial Government regulations and standards appropriately addressing contaminated sites will be required. Recommendations contained within the plan will be implemented by way of conditions to development approval.</p> <p>The location and operation of waste transfer stations will be located, planned, designed, operated and maintained in such a way as to ensure compatibility with adjacent, existing and future land uses and mitigate dust, odour, health and safety concerns, noise, and visual impacts, within applicable standards.</p> <p>Development with a residential component that will be subject to high levels of noise from a stationary noise source, will only be permitted if noise mitigation measures are implemented at the source of the noise or if the development contains mitigative measures which will result in noise levels that comply with the limits specified by the applicable Provincial Government environmental noise guideline.</p>
Chapter 7 Complete Communities	Section 7.1.6 Section 7.2.1 Section 7.2.2	Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.

	Specific Policies	General Intent
	Section 7.2.3	<p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.</p>
Chapter 8 Create a Multi-Modal City	Section 8.2.1.6 Section 8.2.2.4 Section 8.2.4.3 Section 8.2.4.5 Section 8.2.4.7 Section 8.3.1 Section 8.3.3 Section 8.4 Section 8.5	<p>Mississauga will promote the integration of transportation facilities to maximize opportunities for multi-modal travel.</p> <p>The creation of a finer grain road pattern will be a priority in Intensification Areas.</p> <p>Proponents of development applications, will be required to demonstrate how pedestrian and cycling needs have been addressed. Sidewalks or multi-use trails will be provided on all new roads. Sidewalks or multi-use trails and pedestrian amenities will be a priority in Intensification Areas.</p> <p>Within Intensification Areas and Neighbourhoods, the design of roads and streetscapes will create a safe, comfortable and attractive environment for pedestrians, cyclists and motorists by:</p> <ul style="list-style-type: none"> a. reducing lane width, where appropriate; b. providing streetscaping to reduce the apparent width of the rights-of-way; c. locating sidewalks and cycling facilities where conflicts with motorized traffic are minimized; and d. creating safe road crossings for pedestrians and cyclists.
Chapter 9 Build A Desirable Urban Form	Section 9.1.1 Section 9.1.5 Section 9.2.1 Section 9.3.1.5 Section 9.3.1.7 Section 9.3.3 Section 9.3.4 Section 9.3.5 Section 9.4.1 Section 9.4.2	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</p> <p>Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas</p>

	Specific Policies	General Intent
	Section 9.5	<p>Tall buildings will be sited and designed to enhance an area's skyline. Tall buildings will be sited to preserve, reinforce and define view corridors. Tall buildings will be appropriately spaced to provide privacy and permit light and sky views.</p> <p>The improvement of existing streets and the design of new streets should enhance connectivity by:</p> <ul style="list-style-type: none"> a. developing a fine-grained system of roads; b. using short streets and small blocks as much as possible, to encourage pedestrian movement; c. avoiding street closures; <p>Streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.</p> <p>Development will support transit and active transportation by:</p> <ul style="list-style-type: none"> a. locating buildings at the street edge, where appropriate; b. requiring front doors that open to the public street; c. ensuring active/animated building façades and high quality architecture; d. ensuring buildings respect the scale of the street; e. ensuring appropriate massing for the context; f. providing pedestrian safety and comfort; and g. providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.
Chapter 13 Major Nodes	Section 13.1.1 Section 13.1.4 Section 13.3	<p>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.</p> <p>The Lakeview Waterfront is planned to be an innovative, green model community that incorporates sustainable best practices for buildings and neighbourhoods.</p> <p>An interconnected network of open spaces will provide linkages, both within and to surrounding areas. This network includes parks, trails, and natural hazard lands.</p> <p>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.</p> <p>Affordable housing will be required in accordance with the City's housing strategy.</p> <p>Lakeview Waterfront will target a population to employment ration of 2:1 and a Population Plus</p>

	Specific Policies	General Intent
		<p>Jobs per Hectare of 200 to 300 residents and jobs.</p> <p>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.</p> <p>Notwithstanding the Residential Medium Density policies of this Plan, apartment dwellings of a low, mid-rise and taller built form will be permitted.</p>
Chapter 19 Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019), *Provincial Policy Statement* (2014), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028

Applicants proposing non-rental residential developments of 50 units or more – requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions – will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The

<https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

To achieve these targets, the City is requesting that a minimum of 10% of new units be affordable. This would equate to 805 units under the current proposal. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>718 Kindergarten to Grade 5 308 Grade 6 to Grade 8 382 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Janet I. McDougald P.S.</p> <p>Enrolment: 450 Capacity: 552 Portables: 0</p> <p>Allan A. Martin Sr. P.S.</p> <p>Enrolment: 497 Capacity: 538 Portables: 1</p> <p>Cawthra Park S.S.</p> <p>Enrolment: 1,297 Capacity: 1,044 Portables: 5</p>	<p>Student Yield:</p> <p>152 Kindergarten to Grade 8 128 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Queen of Heaven Elementary School</p> <p>Enrolment: 345 Capacity: 579 Portables: 0</p> <p>St. Paul S.S.</p> <p>Enrolment: 475 Capacity: 801 Portables: 0</p>

7. Community Comments

Four community engagement sessions took place in 2019 through the Development Master Plan process. A community meeting was held by Ward 1 Councillor, Stephen Dasko on February 27, 2020 which was attended by approximately 100 people.

The following comments made by the community as well as any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

- Concerns regarding the additional traffic generated and the capacity for Lakeshore Road to accommodate more traffic

- Questions regarding where parking will be located and whether there will be enough
- Concern about hospital capacity
- Indigenous consultation needs to be part of the process
- There are too many towers and the heights are too tall
- Concern regarding flooding of the shoreline

8. Development Issues

The following is a summary of comments from agencies and departments regarding the applications:

Agency / Comment Date	Comments
Region of Peel (April 6, 2020)	<p>The Region is in receipt of the Affordable Housing Brief included as part of the initial subdivision submission. The new Provincial Policy context including the PPS (draft 2019) and Growth Plan (2019) puts significant priority on the provision of affordable housing. Please be advised that in its current state, there is no established Region of Peel incentives program.</p> <p>Regional Staff are open to further discussions and partnerships, based on the preliminary ideas provided including integrating second units in various built forms to accommodate affordable housing and rental housing.</p> <p>The FSR has been received and is under review. Detailed comments will be provided in conjunction with the complete review of the study and all associated plans.</p> <p>The Region, City, and Applicant are involved in ongoing discussions regarding a parcel of land currently under Regional ownership that would complete the proposed Lakefront Promenade road alignment. Prior to draft plan approval the alignment of Lakefront Promenade and satisfactory arrangements with the transfer of all required land from the Region shall</p>

Agency / Comment Date	Comments
	<p>be made.</p> <p>The Region and Applicant are currently engaged in discussions to determine the feasibility of a vacuum waste collection system on the subject site. Satisfactory arrangements must be made with the Region regarding the implantation/feasibility of a vacuum waste collection system within the development.</p> <p>The Region and Applicant are currently engaged in discussions to determine the feasibility of a district energy system on the subject site. Satisfactory arrangement must be made with the Region and City regarding the implementation of a District Energy system within the development.</p> <p>The Region requests a working group meeting to resolve any outstanding concerns related to the Air Quality, Noise, and Land Use Compatibility and right of way cross sections as it relates to the location of utilities and streetscaping within the right of ways.</p>
Credit Valley Conservation (August 7, 2019)	<p>The property is subject to the Development, Interference with Wetlands, and Alterations to Shorelines & Watercourses Regulation (Ontario Regulation 160/06) as it contains Serson Creek and is adjacent Lake Ontario. Furthermore, the site also contains the hazards (floodplain, slope, erosion) associated with the creek and lake.</p> <p>The FSR (prepared for LCPL, dated February 2019) recognizes the need for quantity controls at three outfalls into Serson Creek based on hydrology/hydraulic model and identifies that this work will be completed at a later stage. Please complete/provide the analysis regarding the approach for quantity control and update the FSR.</p> <p>Erosion control at the three newly proposed outfalls to Serson Creek must be established based on the erosion threshold in the receiving reach unless justified by the qualified fluvial geomorphologist.</p> <p>It is critical that LIDs are constructed to perform the desired function with minimum maintenance. As such, please update the FSR to provide general discussions on inspection, testing and maintenance of LIDs both during and post construction. Please update the FSR to confirm the feasibility of functioning LIDs based on proposed land use in each development blocks.</p> <p>Although the proposed soil amendment has positive impacts on the natural environment it is not a quantifiable form of stormwater control and requires an extensive maintenance program. Alternatively, please demonstrate that preferred structural BMPs including rain gardens, bioretention, etc. have been considered.</p> <p>As identified within the Lakeview Village Shoreline Hazard Assessment (prepared by Baird, dated January 14, 2019) the floodproofing standard elevation is 77.0m CGVD (comprised of the 100-year monthly mean lake level plus the 100-year storm surge plus an allowance for wave action). Please confirm that outfall will not convey lake hazard from outfalls to the neighborhoods.</p> <p>The ultimate design of Serson Creek is to provide direct fish habitat functions in its future configuration; therefore, it is anticipated that the channel design incorporates natural channel design principles to provide physical habitat and flow heterogeneity within the channel, thereby maximizing opportunities for aquatic biodiversity. As such, at the detailed design</p>

Agency / Comment Date	Comments
Dufferin-Peel Catholic District School Board and the Peel District School Board (February 10, 2020)	<p>stage, it is anticipated that the design will further include dense and diverse buffer plantings within the proposed low-flow channel where the functional creek system will occur.</p> <p>Based on the Dufferin-Peel Catholic District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition need not be applied. The applicant shall agree in the Servicing and/or Subdivision Agreement to include certain clauses regarding student accommodation in all offers of purchase and sale.</p> <p>Based on the current residential development numbers proposed for Inspiration Lakeview the Peel District School Board will not be able to accommodate all anticipated students in existing schools. According to our assessment of school accommodation needs, the Board requires one (1) elementary school site of 3.24 hectares (8 acres) south of Lakeshore Road East and within the site. This is the Board standard site requirement for an 850 pupil place elementary school. The school site is to be centrally located within the community and be made available in the first phases of development.</p> <p>Prior to registration of the plan, satisfactory arrangements shall have been made with the Peel District School Board for the acquisition, or reservation for future acquisition, of the future school block. In order to ensure that sanitary, storm, and utility easements do not interfere with site plan approval for the proposed facility, it is requested that such easements be approved by the School Accommodation Department prior to establishment on the proposed school site.</p> <p>The Board requires that certain clauses regarding student accommodation be placed in any agreement of purchase and sale entered into with respect to any lots on this plan, within a period of five years from the date of registration of the subdivision agreement.</p>
City Community Services Department – Park Planning Section (April 30, 2020)	<p>Community Services Department notes that pursuant to Section 42 of the Planning Act, parkland conveyance is calculated at a rate of 1 ha /300 units. The subject development is proposing approximately 8,050 residential units and, under S.42 of the Planning Act, approximately up to 27 ha (66.7 acres) of public parkland can be required to fulfill parkland dedication requirements.</p> <p>The proposed development is planning for 14.42 ha (35.63 ac) of Public Open Space system within this site to partially fulfill S.42 requirements. This proposal is comprised of a destination park (lakefront) and several linear parks (Waterway Common, Ogden and Aviator) representing approximately 20% of the total site area. The proposed Public Open Space also includes hazard lands representing 11.97 ha (29.58 ac). Parkland Dedication credits for this development will be determined upon finalization of proposed park block sizes. This Department further notes that pursuant to City of Mississauga Council endorsed corporate policy 07-07-21: Dedication of Land or Cash in Lieu, thereof, for Public Open Space, parkland conveyance credit will not be applied towards hazard lands. Parkland conveyance credit for the proposed Public Open Space will be determined upon finalization of the proposed Public Open Space system.</p> <p>This Department also supports continuous unobstructed public access and a view corridor from the linear park to the lakefront park. A revised wind study to include tunnel analysis is required to determine the impact the proposed residential buildings abutting the proposed City conveyed parks are not substantially impacted.</p> <p>Additional information and further review will be required through the application process, in consultation with Planning and Building and Transportation and Works Department, to assess:</p>

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> • Proposal of Low Impact Development (LID) within future public open space and public right of way (ROW) boulevard • Public right-of-way hierarchy • Wind Study (tunnel wind analysis) is required to determine the impact at street level and within the proposed parks the impact wind may have from the proposed apartment buildings aligning the parks. • Municipal Lands Agreement • Proposed Zoning By-law for Public Open Space System • Serson Creek Corridor Design. Two of the key issues (among others) from our review are as follows: <ul style="list-style-type: none"> o the clarification regarding the 6.0m buffer within the limits of hazard; and o the channel reconstruction planting plans along the 3:1 slope to top of bank, and 6 m (20 ft.) buffer. <p>Community Services continues to work with LCP to discuss the park design / development agreement, park public engagement process, park program and costing.</p>
City Community Services Department – Culture and Heritage Planning Section (March 18, 2020)	<p>Detailed commentary regarding the adjacent heritage property has been provided through the Application Status Report. Heritage planning supports the recommendations and continues to engage with the applicant to finalize the heritage impact assessment report.</p> <p>The Culture Division is actively working with Lakeview Community Partners and Artscape in order to determine the terms and feasibility of a pilot project to incorporate artwork and placemaking onsite at Lakeview and across Mississauga through public and private investments.</p>
Economic Development Office (March 17, 2020)	<p>We have a concern with the proposed uses for the "E2-XX" zone that will form the basis of the zoning for the Innovation Corridor. As an innovation corridor, uses may vary from information technology, clean tech to laboratories, biotechnology and pharmaceuticals as examples. It is really any use that requires a complex air filtration system and may have to adhere to strong regulations from the Ministry of the Environment, Health Canada, and/or any similar regulatory body.</p> <p>We have insufficient information to understand if the uses proposed would impact the operations of the uses we are trying to attract to the innovation corridor, specifically biotechnology, pharmaceutical companies, laboratories, etc. The applicant needs to demonstrate that the proposed uses will not impact the innovation corridor.</p>
City Transportation and Works Department (March 26, 2020)	<p>Through the OPA submission, the applicant is requesting changes to various figures and maps within the Lakeview Area Secondary Plan that relate to roads and street hierarchy. We are currently reviewing the proposed changes and comments will be provided through the current draft plan submission in conjunction with the Street Hierarchy and Rights-of-way Study.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p>Drawings and Reports</p> <p>The owner is to provide full size, to scale, Plan and Profile drawings, Overall Grading Plans and also Overall Servicing Plans. These engineering drawings are to be properly formatted and are to depict all the municipal road dimensions, turning circles, services, noise barriers, buffer blocks, etc. and to ensure there are no negative drainage impacts to adjacent properties. Detailed engineered cross-sections are also required and are to be taken at frequent intervals. Revisions have</p>

Agency / Comment Date	Comments
	<p>also been requested to the Draft Plan, Noise Study and Geotechnical Report.</p> <p>Municipal Works</p> <p>Municipal Works will be required to support this development and these works shall form part of the Subdivision Agreement. Detailed design, securities and insurance will be addressed through the Subdivision Agreement.</p> <p>Stormwater</p> <p>A Functional Servicing Report (FSR) dated February 2019 and Master Drainage plan dated August 2019, prepared by Urbantech, was submitted in support of the proposed development. The purpose of the reports is to evaluate the proposed development impact on the municipal drainage system (e.g., storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to construct new storm sewers to service the development lands and all public roads, with multiple outlets to Lake Ontario and Serson Creek. In addition on-site and road right-of-way stormwater management controls are proposed for the post-development discharge and realignment of Serson Creek. The proposed plan will require additional approvals, including Credit Valley Conservation.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • demonstrate the feasibility of the proposed stormwater servicing including an acceptable strategy to accommodate external flow from adjacent properties; • demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site; • detail the proposed Serson Creek works including channel design, maintenance access, easements/land dedication, conservation authority approval, etc.; and • enter into a subdivision agreement to construct the new municipal stormwater services. <p>Environmental Compliance</p> <p>The Environmental Site Screening Questionnaire and Declaration and Due Diligence Phase I and Phase II Environmental Site Assessment (ESA) reports, both prepared by EXP Services Inc., were submitted in support of the proposed development. The reports indicate the presence of contamination exceeding applicable site condition standards and that further investigation work is required.</p> <p>A Remedial Action Plan is required to demonstrate how contamination on the property will be satisfactorily addressed to meet the applicable standards. Further environmental comments may be forthcoming pending review of the above. Under the City of Mississauga Fees and Bylaw Charges, Environmental Services may retain a third party peer reviewer for all environmental reports. A Record of Site Condition is required in accordance with the Ministry of Environment, Conservation</p>

Agency / Comment Date	Comments
	<p>and Parks regulations.</p> <p>Traffic</p> <p>A Traffic Impact Study prepared by The Municipal Infrastructure Group Ltd. was submitted in support of the DMP 3.0. Based on the changes proposed in the Official Plan Amendment, the applicant will be required to submit an updated Traffic Impact Study to the satisfaction of T&W that captures all changes from Development Master Plan 3.0 to Development Master Plan 4.0. Under the City of Mississauga Fees and Bylaw Charges, Traffic Planning may retain a third party peer reviewer for the required updated Traffic Impact Study.</p> <p>The proposed alignment of Lakefront Promenade south of Rangeview Road and the proposed roundabout at the intersection of Lakefront Promenade and Street A encroach onto Region of Peel lands. The applicant is required to engage with the Region of Peel.</p> <p>Turning Templates submitted under the <i>Streets Hierarchy & Right-of-Way Study</i> were deemed not acceptable by City staff as swept paths for vehicles are not permitted to overlap adjacent lanes when attempting to make a turn. A revised study must be submitted for review addressing the swept path analysis with additional approval from Fire & Emergency Services.</p> <p>The above aspects will be addressed in detail prior to the Recommendation Meeting. Updates to all appropriate drawings and reports will be necessary upon receipt of any changes to the proposal.</p>
Fire Prevention (January 15, 2020)	<p>This proposal is located within the response area of Fire Station 102. At present average travel times to emergencies in this area of the City is 4 minutes based on normal traffic and weather conditions. We have no concerns regarding response times.</p> <p>As there are no water mains installed in this area we could not assess the potential flow for this new development. Confirmation from the Region of Peel will be required indicating the proposed water main system for this area will be adequate for this proposal.</p> <p>Mississauga Bylaw 1036-81 (fire access routes) is applicable to this development. This bylaw regulates the location of the fire access route with respect to exposure to, and distance from the various proposed structures. Additionally, it limits the unobstructed travel distance for a fire fighter from the edge of the fire route to the main entrance to every dwelling unit.</p> <p>Unless drawings can be provided showing greater detail of the various proposed building types (height, location, configuration, etc) and the locations of the fire access routes, we will not be able to comment on whether the requirements of By-Law 1036-81 can be met throughout the development. If this is the case, compliance with By-Law 1036-81 will be assessed at the time of site plan approval.</p>
Bell (April 5, 2019)	<p>The Owner shall indicate in an Agreement, that it will grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the proponent shall be responsible for the relocation of such facilities or easement.</p>

Agency / Comment Date	Comments
	<p>Developer to contact Bell Canada during detailed design to confirm the provision of communication/telecommunication infrastructure needed to service the development. Bell Canada is Ontario's principal telecommunications infrastructure provider developing and maintaining an essential public service. It is incumbent upon the Municipality and the Developer to ensure that the development is serviced with communication/telecommunication infrastructure. The 2014 Provincial Policy Statement (PPS) requires the development of coordinated, efficient and cost-effective infrastructure, including telecommunications systems (Section 1.6.1).</p> <p>The Developer is hereby advised that prior to commencing any work, they must confirm that sufficient wire-line communication/telecommunication infrastructure is available. In the event that such infrastructure is unavailable, the Developer shall be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure.</p> <p>If the Developer elects not to pay for the above noted connection, then the Developer will be required to demonstrate to the satisfaction of the Municipality that sufficient alternative communication/telecommunication will be provided to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Rogers Cable - Canada Post - Alectra Utilities - Metrolinx - GTAA - Peel Regional Police - Enbridge Gas
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Hydro One Networks - CN Rail - Trillium Health Partners - Conseil Scolaire de District Catholique Centre-Sud - Conseil Scolaire Viamonde

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the proposed zoning by-law exception standards appropriate and do they capture the intended heights,

densities and desired built form?

- How does the expected traffic correspond to the Lakeshore Connecting Community Master Plan?
- How will an elementary school site be accommodated?
- How will affordable housing be incorporated?
- Is the amount of commercial proposed suitable for the new

community?

- Can a suitable alternate site be found for the Parks Depot in Lakefront Promenade Park in order to allow Lakefront Promenade Road to be realigned?
- What measures will be taken to appropriately realign Serson Creek?
- Has air quality and odour been addressed?
- Are appropriate urban design guidelines being implemented?
- Has enough parking been provided for the commercial uses and where will it be located?
- Have the layouts and structures been designed to allow pedestrian permeability?
- How will sustainable technologies form part of the proposal?
- Has there been an adequate amount of employment programmed into the plan and is it achieving a 2:1 population to employment ratio?
- When will the 67 acres of waterfront dedication come to the City and what area will it include?

Development Requirements

There are engineering matters including: environmental, engineering, servicing and stormwater management that will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of applications for site plan approval.

9. Section 37 Community Benefits (Bonus Zoning)

Should these applications be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

**Recommendation Report
 Detailed Planning Analysis**

Owner: Lakeview Community Partners Limited

1082 Lakeshore Road East and 800 Hydro Road

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1. Community Comments

Through the community and public meetings held, comments of concern from the public were generally directed towards height, density and traffic. In addition to comments of concern, many comments expressing support for the proposal were heard. Below is a summary and response to the specific comments heard.

Comment

Concerns were raised regarding the overall heights and density proposed, as well as the heights which are proposed at the southwest area within the Waterway District.

Response

The City, in collaboration with Lakeview Community Partners Limited, Sasaki (the Master Plan Architect) and the community, went through an extensive year-long process in evaluating the built form of the planned community. The process culminated in the approval of the Lakeview Waterfront Development Master Plan by Council on November 6, 2019. While many variables were considered during the process, one of the main principles was to ensure that heights along the waterfront were kept to a modest level. Another task was to identify where taller buildings were appropriate and could be supported. Through the submission of a master plan designed by Sasaki, an enlarged central north-south park was introduced. Its introduction allows for more residents to live in close proximity to a prominent park space. The generous width of the park also made it appropriate to frame the open space with taller buildings in order to create a more defined and urban sense of place. Conversely, heights

of buildings closest to the water were lowered. The exercise of evaluating appropriate built form also helped to inform what type of density would be supportable.

The Waterway District was identified as an area that could potentially accommodate greater building heights in the original Inspiration Lakeview Plan. The intention was to allow a small defined area to accommodate architecturally significant buildings while securing the balance of the waterfront for mid-rise buildings. The Lakeview Waterfront Character Area policies were written and implemented to maintain this intention. Through the Master Plan process, various configurations of the Waterway District were contemplated. The current configuration is reflected in the development applications and were derived after community consultation with the tallest tower being located the furthest away from the waterfront and with low to mid-rise built form at the western edge. Community concerns have persisted with the lowest of the three towers, the 24-storey tower closest to the waterfront. Staff are satisfied that this tower can be setback sufficiently from the waterfront to avoid unacceptable compatibility impacts. Notwithstanding this position, the entirety of the Waterway District will be subject to an architectural competition which will be used to ensure architectural excellence and appropriate contextual integration.

Comment

Concerns were raised regarding the additional traffic that the development would generate, including the traffic contained within the community and the resulting traffic increase along Lakeshore Road East.

Response

A Traffic Impact Study (TIS) was submitted in support of the application. The study investigated the impact of the proposed development on the existing traffic network and concludes that the development and study area intersections will require external road improvements including the introduction of the Lakeshore Road Bus Rapid Transit (BRT). Transportation and Works Rapid Transit staff are currently undertaking the Environmental Assessment and Transit Project Assessment process (TPAP) for the planned higher order transit and is expected to be substantially constructed by 2027. More information can be found in the Transportation and Works comments of the Updated Agency and City Department section of this Report.

Comment

A question was raised as to whether further engagement would happen with regards to park development.

Response

As a result of social distancing restrictions, a parks engagement survey was conducted online and through mail outs between November 2020 and January 2021. The survey requested feedback on priorities and desired features within parks. Over 1,300 responses were received.

A subsequent parks engagement survey is scheduled to be conducted in October 2021. Given the ongoing precautions with scheduling in-person gatherings, the survey will continue to be undertaken online and through mail outs. This second survey builds upon results received from the first survey with more

specific and refined ideas being solicited from residents and businesses.

The results received from these surveys will form an integral part of the parks planning process which is underway. More information on the engagement can be found under the Community Engagement Section of this report.

Comment

Questions were raised as to how affordable housing would be integrated into the community.

Response

The City of Mississauga's Affordable Housing Strategy outlines the City's goals for affordable housing and identifies the need to accommodate middle and lower income families by ensuring that housing costs fall within 30% annual gross household income. Currently, the threshold for affordability for middle income families is estimated to be \$420,000. The applicant has agreed to provide a minimum 5% affordable housing within the community. This equates to over 400 affordable units. The 5% commitment is in keeping with other affordable housing commitments secured through other large scale residential developments in the City. Affordable housing will be dispersed throughout the development blocks and buildings rather than concentrated in one area. Given the long term nature of the development build out, the specific delivery mechanism or affordable housing affiliations have not been confirmed, however, a phasing schedule will accompany the commitment of units obligating Lakeview Community Partners Limited to reach targets of affordable housing on a block by block basis.

Comment

A question was raised as to what implications this proposal will have on the redevelopment potential to the industrial properties to the north, known as the Rangeview Estates.

Response

The proposal has been designed to integrate into the existing road network pattern and park layout outlined in Mississauga Official Plan. It is expected that there will be minimal impact on the existing industrial properties operating in Rangeview Estates. Rangeview properties can continue to operate under their existing zoning permissions. Should properties owners wish to redevelop their land, they would have to bring forward a Master Plan(s) and development applications, much like the subject development applications. This can only occur once the Municipal Comprehensive Review for those lands is completed by the Region of Peel in mid-2022. The fragmented nature of ownership may create challenges in the redevelopment of those lands, making the securement of satisfactory Master Plan(s) with a comprehensive vision all the more important.

Comment

A comment was made regarding the importance of integrating the arts into the community

Response

Lakeview Waterfront is identified as a future Cultural District within the 2019 Culture Master Plan. Accordingly the integration of arts, culture and heritage will play an important role in the establishment of the community.

The City and Lakeview Community Partners Limited undertook preliminary discussions with Artscape between 2018 and 2020. Lakeview Community Partners Limited has continued to partner with Artscape through the inclusion of various installations in and around the Discovery Centre. The City is planning to undertake a request for proposals process in the future to secure arrangements for the procurement of a public art partner which will set out the framework for Lakeview Waterfront as a Cultural District.

Comment

Concerns were raised regarding the integration of sustainable initiatives and lowering energy demand.

Response

Sustainability has been an integral part in the planning of this community. All of the sustainability initiatives being incorporated into the development of this community are outlined in the Green Development Initiatives section of this report.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The applications were circulated to all City departments and commenting agencies on April 4 2019, January 10, 2020, February 28 2020, July 27, 2020, November 10, 2020, March 2, 2021 and again on June 23, 2021. Various documents were submitted and circulated between formal resubmissions. A

summary of the initial comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

Comments updated October 5, 2021, state that technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic, and environmental compliance have been satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

Noise

The evaluation of the noise sources that may have an impact on this development include road traffic, rail traffic and stationary noise sources from industrial uses to the north and east of the site. The existing stationary noise sources to the north and east of the site will impact a portion of the subdivision lands until these industrial/commercial lands are redeveloped. A portion of the subject site is proposed to be classified as Class 4 under the Ministry of Environment Conservation and Parks NPC-300 Noise Guidelines. A Class 4 Area classification would allow for land use compatibility between the new community and the existing commercial/industrial uses in the area. Utilizing a Class 4 Area classification to develop new sensitive land uses (i.e. residential and school) where there are existing stationary noise sources is desirable as mitigation to meet Class 1 sound level limits in this instance would not be practical or feasible at this time. The remainder of the development will adhere to usual Class 1 or 2 guidelines, as applicable. The submitted noise

study satisfactorily confirms noise feasibility and noise mitigation will be required, including acoustical barriers for some outdoor amenity areas and upgraded building construction, the details of which will be confirmed through the Site Plan and Building Permit processes. Lands in exceedance of Class 4 limits are proposed to be placed in an 'H' Holding zone and additional noise reports will be required prior to lifting of the 'H' Holding provision. The noise reports will be required to confirm mitigation measures for off-site stationary noise sources that adhere to the Class 4 noise levels permitted through NPC-300 guidelines. Potential noise sources that may be generated by the development will be mitigated through the detailed design site plan process.

Municipal Works

Municipal infrastructure works will be required to support this development which shall form part of the Subdivision Agreement. Detailed design, securities and insurance will be addressed through the Subdivision Agreement.

Stormwater

A Functional Servicing and Stormwater Management Report, prepared by Urbantech West Consulting, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing

infrastructure, new infrastructure and/or on-site stormwater management controls.

The applicant has provided a satisfactory stormwater servicing concept within the new subdivision. Staff will continue to review and refine the details as the application progresses beyond the recommendation report milestone. In general, the development includes new storm sewers that drain to Lake Ontario along with low impact development and quality control measures to address the City's development requirements as well as Provincial requirements.

Traffic

A total of 3 traffic impact study (TIS) submissions and various technical memorandums were prepared by The Municipal Infrastructure Group Limited in support of the proposed full build-out of the development. Each submission was reviewed and audited by the City's Transportation and Works Department.

The Transportation Considerations Report has been developed in accordance with policies and guidelines that include:

- a fine grain street pattern created to support all types of users, including transit-riders, cars, bicycles and pedestrians;
- recognize the importance of cycling and walking as a form of transportation, and to establish bicycle path and walkway systems in conjunction with local municipalities; and,
- achieve higher transit usage by supporting improvements in service, convenient access and good urban design.

Additionally, the Transportation Considerations Report has taken into consideration aspects of the Inspiration Lakeview Master Plan, the City of Mississauga Official Plan, and Lakeshore Connecting Communities Transportation Master Plan Study, that inform the development of an active transportation network and the promotion of alternative modes of transportation.

Based on the most recent submissions, including the August 2021 submission, the study complied with the City's TIS guidelines and is deemed satisfactory. In order to accommodate the full build-out of the suite, various external transportation mitigating measures will be required to be designed, built and constructed as well as the introduction of the Lakeshore Road Bus Rapid Transit (BRT). Under full build-out conditions (8,050 residential units and over 158 000 m² (1,700,000 ft²) of non-residential gross floor area), the study concluded that the proposed development is anticipated to generate 3,522 (1,400 in, 2,122 out) and 4,148 (2,130 in, 2,017 out) two-way site vehicle trips for the weekday AM and PM peak hours in 2031, respectively.

With the traffic generated by the proposed development, the study area intersections will operate at acceptable levels of service subject to external road improvements being provided and the introduction of the Lakeshore Road BRT. It should be noted that T&W Rapid Transit Staff are currently undertaking the Environmental Assessment and Transit Project Assessment process (TPAP) for the planned higher order transit (BRT) and is expected to be substantially constructed by 2027.

Partial build-out of the Lakeview Village Development was assessed and can be achieved prior to the extension of Ogden Avenue and Haig Boulevard road extensions, and the implementation of the Lakeshore Connecting Communities BRT subject to the construction of the following mitigating measures:

- Construction of westbound right-turn lane at Cawthra Road and Lakeshore Road East;
- Construction of westbound right-turn lane at Dixie Road and Lakeshore Road East;
- Construction of eastbound right-turn lane at Lakefront Promenade and Lakeshore Road East;
- Northbound lanes reconfigured at Lakefront Promenade and Lakeshore Road East to include a dedicated left-turn lane and share a through/right lane;
- Construction of eastbound right-turn lane at Hydro Road and Lakeshore Road East;
- Northbound lanes reconfigured at Hydro Road and Lakeshore Road East to include a dedicated left-turn lane and a shared left/through/right lane;
- Signalization of Hydro Road and Lakeshore Road East intersection, as per Lakeshore Connecting Communities BRT roll plan drawings.

In addition to the above, full build-out of the Lakeview Village Development can be achieved subject to the construction of the following mitigating measures:

- Ogden Avenue and Haig Boulevard road extensions, and the implementation of the Lakeshore Connecting

Communities BRT being completed;

- Construction of eastbound right-turn lane at Haig Boulevard and Lakeshore Road East;
- Northbound lanes at Ogden Avenue and Lakeshore Road East configured to include a dedicated left-turn lane and a shared left/through/right lane;
- Northbound lanes at Haig Boulevard and Lakeshore Road East configured to include a dedicated left-turn lane and a shared through/right lane;
- Southbound lanes reconfigured at Dixie Road and Lakeshore Road East to include a dedicated right-turn lane and a shared left/through lane.

The applicant will be required to provide additional transportation studies through individual development approvals of each block to confirm external road improvements and include additional mitigation measures as may be required.

Other Engineering Matters

Environmental remediation comments are contained within Section 7, Mississauga Official Plan (MOP), of this report.

As part of this development proposal, temporary turning circles for the terminus of Streets 'F', 'G' and 'I' are required. These temporary works will remain until Streets 'F', 'G' and 'I' are extended to the north and the road network is completed as part of the redevelopment of the lands to the north.

Other site-specific details including, but not limited to, municipal infrastructure design and construction, servicing, land

dedications, easements and road works are required in support of this development and will be dealt with through the related Subdivision Agreement and conditions for registration.

Region of Peel

Comments updated September 10 2021, state that a new pumping station will be required given the projected waste water flows generated by the anticipated populations. The applicant has proposed to locate the pumping station within the Innovation Corridor in a joint facility that will also accommodate the district energy generating and distribution function and the vacuum waste collection facility function.

The Region does not anticipate any pressure or flow issues as part of the proposed water servicing plan.

Credit Valley Conservation

A Credit Valley Conservation permit for the realignment works of Serson Creek was issued on February 10, 2021

Comments updated July 20, 2021, state that it is understood that the District Energy Plant will be connected to the G.E. Booth wastewater treatment plant. Any creek crossing must consider creek scour and design confirmation by the geomorphologist.

Parks Planning

Comments updated September 13, 2021, state that Parks Planning has reviewed the Public Open Space system and are satisfied with the amount and location of parkland proposed to be dedicated. Lakeview Community Partners Limited is proposing to convey approximately 19 ha (47 ac) of parkland to

partially fulfill Section 51.1 of the *Planning Act* requirement. The Public Open Space system is comprised of a destination park, the pier and several linear parks representing approximately 20% of the total site area.

Serson Creek corridor is part of the natural hazard lands system and staff are satisfied with the proposed rehabilitation of the corridor which involves widening of the overall channel width and softening the channel bank treatment including planting to support the restoration of the creek corridor. Part of the Serson Creek corridor buffer is proposed to remain in private ownership, as such, Parks Planning will be securing a public easement in favour of the City for this section.

Parkland dedication credits will be applicable to this development application. Section 51.1 of the *Planning Act* requires that where there is a partial conveyance of parkland, as a condition of draft plan of subdivision, the amount of any associated cash-in-lieu payment for the balance of required parkland is determined as the value of the land the day before draft plan of subdivision approval. This approach is also consistent with s.19.19.3(c) of the Mississauga Official Plan and s.7 of the City's Policy 07-07-01, *Dedication of Land or Cash in Lieu Thereof, for Public Open Space*.

Parks Planning is seeking input on the future Lakeview Village parkland. During phase 1 of the public engagement, residents completed over 1,300 surveys providing input on priorities and preferred amenities for the future parks. The engagement ran from November 20, 2020 to January 2, 2021. Phase 2 of the public engagement is planned for fall 2021 to validate the

conceptual park program plan and seek further feedback on the proposed amenities. The public engagement for the Lakeview Village future parkland is ongoing as the project progresses.

Given the long term nature of development build out, park construction will happen over a phased basis. Prior to subdivision registration, Lakeview Community Partners Limited will have to enter into a park development agreement with the City.

School Accommodation

In comments, dated March 31, 2021, the Dufferin-Peel Catholic District School Board responded that it is satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to Bill 51 satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.

As indicated in the Information Report, attached as Appendix 1, the Peel District School Board has indicated the student population generated by the development would warrant the need for a new 850 pupil elementary school. An agreement has been reached in identifying a 1.6 ha (4.0 ac.) school block that will accommodate an elementary school that will be built to include urban elements that will enhance the built form of the school within the planned urban context, reduce surface paving and maximize the efficiency of land.

The school is envisioned as a three storey building with all staff parking being located underground. The school, combined with a linear park, will occupy the entirety of the development block which will permit lay-by parking to be accommodated within the right-of-way on all four surrounding streets. Parent pick up and drop off will be able to be accommodated within the right-of-way. The anticipated student population falls with the Peel Districts School Boards walking catchments area. Accordingly, school busing will be limited to field trips and special needs accommodations and will also be accommodated with the right-of-way. Prior to subdivision registration, satisfactory arrangements shall be made with the Peel District School Board for the acquisition, or reservation for acquisition, of the school block.

Waterfront Dedication

The dedication of 27 ha (67 ac.) of waterfront land continues to form part of the commitment for the redevelopment of the site. The 27 ha (67 ac.) waterfront parcel consists of approximately 13.3 ha (33 ac.) of parkland including the 600 m (1,968 ft.) pier. While minor adjustments have been made to the right-of-way dimensions, and adjoining park blocks, the general configuration remains the same as presented at the Public Meeting which is contained in the Information Report (Appendix 1). The commitment and the details of the transfer of land and associated parkland credits are contained within a separate Municipal Lands Agreement which will be brought before Council as a separate item. The most up to date conveyance boundary can be found in Appendix 12.

3. ***Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)***

The *Provincial Policy Statement (PPS)* and the *Growth Plan for the Greater Golden Horseshoe (Growth Plan)* provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

4. **Consistency with PPS**

The Public Meeting Report dated September 21, 2020 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.

Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock.

Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

Section 1.1.3.6 of the PPS states new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Section 1.2.6.2 of the PPS states where avoidance is not possible planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if adverse effects to the proposed sensitive land use are minimized and mitigated and potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

Section 1.3.1 of the PPS states that Planning authorities shall promote economic development and competitiveness by providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs and encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities.

Section 1.4.3 of the PPS states that Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans.

MOP has addressed this general PPS directives in the following chapters:

Chapter 5 – Direct Growth of Mississauga Official Plan (MOP) Indicates that Major Nodes will develop as city and regional centres and be a primary location for mixed use development and that they will provide a variety of higher density housing for people throughout the different phases of their lifecycle and for a variety of income groups.

Chapter 7 – Complete Communities contains policies that require developments to be compact in nature to support public health and be designed in a manner that is conducive to overall

health and safety. Developments shall provide a range of housing choices in terms of type, tenure and price.

Chapter 9 – Build A Desirable Urban Form of MOP indicates that Intensification Areas are a major building block of the city pattern and, as such, will be expected to exhibit high standards of urban design that will result in vibrant and memorable urban places.

The Lakeview Waterfront Major Node policies further refine the direction of the MOP noted above by indicating that affordable housing will be incorporated into the new community and that it will be designed to be a green sustainable community.

The proposal represents an opportunity to intensify and increase the range of housing in the area, including over 400 affordable residential units, introduce office employment opportunities, provide public access to the waterfront, establish a network of new parks while providing new cultural and recreational activities to the Lakeview community.

The Innovation District Activation Project will oversee the development of the over 5.7 ha (14 ac.) of land contained within the site for innovative technology and research uses which when fully realized can accommodate up to 139,350 m² (1.5 million ft²) of office and research space.

Land use compatibility has been reviewed extensively. Odour control measures have recently been put in place at G.E. Booth waste water treatment facility which greatly reduces the impacts to the site and allows for development on the majority of the

property. With additional planned improvements to the plant scheduled to 2027, the entirety of the development will be rendered compatible with all of the planned residential uses.

With the application of a Class 4 noise classification to the northern most blocks on the site, the abutting industrial uses will continue to be able to operate until such time as they redevelop to fulfill the full vision of the Lakeview Waterfront.

The proposed development represents efficient land use that avoids environmental health or safety concerns. As outlined in this report, the proposed development supports the general intent of the PPS.

5. Conformity with Growth Plan

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up

area. Previous wording referred to encouraging intensification to generally achieve the desired urban structure.

- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.
- Section 2.2.4.9 indicates that within all major transit station areas, development will be supported, where appropriate, by planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels

The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

Section 9.2.1 Intensification Areas of MOP states that Intensification Areas are the principal location for future growth. They are planned areas within the municipality where the City has identified the appropriate type and scale of development. The subject site is an intensification area as it is both a Major Node and a planned Major Transit Station Area (MTSA) and contains policies for density, employment targets and built form which support an appropriate scale of intensification. Accordingly, the relevant MOP policies in this report conform to the Growth Plan for the Greater Golden Horseshoe.

The proposed development conforms to the Growth Plan as it is intensifying an unused high density site within a Major Node that is located along a planned Higher Order Transit Corridor (BRT) and a future Major Transit Station Area.

The policies of the Greenbelt Plan and the Parkway Belt Plan are not applicable to these applications.

6. Region of Peel Official Plan

As summarized in the public meeting report dated September 21, 2020 (Appendix 1) the proposed development does not require an amendment to the Region of Peel Official Plan. The subject property is located within the Urban System within the Region of Peel. General Objectives in Section 5.2 direct redevelopment in the Urban System to establish healthy complete urban communities that contain living, working and recreational opportunities. Section 5.8.3 sets the objective of providing a range of housing types, densities, sizes and tenure to meet the projected housing needs of current and future residents of Peel as well increasing the supply of affordable rental and affordable ownership housing. Section 5.8.5 sets the objective to promote energy conservation and technologies that lead to energy efficient housing in new residential development.

The proposed development conforms to the ROP as it efficiently uses land to contribute to housing choices in the neighbourhood, achieves intensification through a compact form and a mix of land uses, promotes sustainability and accommodates density in a pedestrian friendly and transit supportive manner.

7. Mississauga Official Plan (MOP)

The proposal requires amendments to the Mississauga Official Plan Policies for the Lakeview Waterfront Major Node Character Area. The existing policies already permits a mixed use waterfront community containing residential, commercial employment, cultural, open space and parks uses. Amendments are required in order to address changes to the road and open space layout, recognize additional heights on specific blocks, recognize changes to the unit mix between townhomes, midrise and taller buildings, and allow a maximum residential unit count of 8,050 in accordance with the Lakeview Waterfront Development Master Plan.

Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- *Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?*
- *Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?*
- *Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?*
- *Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good*

planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?

Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP, including those found in Section 19.5.1 against this proposed development application.

The following is an analysis of the key policies and criteria:

Directing Growth

The subject site is the former Lakeview Power Generating Station lands which is located within the Lakeview Waterfront Major Node Character Area. The site consists of the Cultural Waterfront, Ogden Green and part of the Innovation Corridor precincts.

The existing Lakeview Waterfront policies are derived from the Inspiration Lakeview Master Plan. The policies follow the vision of a vibrant, sustainable and mixed use community on the waterfront with generous open spaces, cultural and recreational amenities and employment opportunities.

As one of the three Major Nodes in the City, the area is intended to accommodate intensification, with a targeted gross density of 200-300 combined residents and jobs combined per hectare (81-121 per ac.) and a population to employment ratio of 2:1 across the entirety of the Node.

The policies permit up to 6,800 residential units for the subject site, however, through the Lakeview Waterfront Development Master Plan process, a review of the built form was undertaken including the strategic distribution of heights within blocks. This review was done in order to meet the objective of designing a predominantly mid-rise community which included both lower and taller buildings. Locations of taller building were selected where they enhanced the community by framing and defining the central north-south park thereby enhancing the sense of place or by being located on the planned transit route. This review in combination with an assessment of the traffic studies and infrastructure capacity led to an acceptance of a maximum permission of 8,050 residential units.

Based on household size statistics derived from census data, it is anticipated that the mix of the 8,050 units proposed will generate a population of approximately 17,800 people. When assessed over the gross area of 71.6 ha (177 ac.) this equates to 249 residents per hectare (100 residents per ac.). The development of the Innovation Corridor will add jobs to this number, however, it is anticipated that the securement of employment will happen over an extended period of time. While the ultimate success, and number of jobs that the Innovation Corridor will attract is unknown, it is the City's goal to achieve an employment level that would exceed 300 combined residents and jobs per hectare (121 ppj/ac.).

Coinciding with planned intensification, Lakeshore Road East is designated a Higher Order Transit Corridor. The *Lakeshore Connecting Communities Transportation Master Plan* has set out the vision for transit and corridor improvements along

Lakeshore Road East with an initial increase in local service and a Bus Rapid Transit (BRT) system planned with stations located to service this development at Lakefront Promenade and Haig Boulevard. On January 21, 2021 a joint announcement between the City and the federal and provincial governments was made committing to the funding for the construction of the Lakeshore BRT system. Preliminary work and the planning of the BRT system is underway including the commencement of the Environmental Assessment (EA) and Transit Project Assessment Process (TPAP) which are anticipated to be completed in 2022. It is anticipated that the BRT will be constructed by 2027.

Land Use

The subject site is designated, **Residential Medium Density, Employment, Institutional, Mixed Use, Public Open Space and Greenlands**. **Residential Medium Density** permits townhomes, low and mid-rise apartments as well as taller buildings within this Major Node. **Employment** permits various industrial, technology and office uses. **Institutional** permits university, college and hospital uses. **Mixed Use** permits a variety of commercial uses and residential uses when combined with those commercial uses. **Open Space** permits public park land and **Greenland** permits areas for conservation, flood management and erosion control.

The existing **Residential Medium Density** designation permits a very wide range of built forms and heights. Given the variety of heights being proposed, through this Official Plan Amendment, it is reasonable to provide further clarity as to

which blocks will accommodate increased heights. A **Residential High Density** designation is being introduced, in accordance with Appendix 4 on blocks, and parts of blocks, where heights greater than 12 storeys have been identified. The **Residential High Density** designation will not permit additional heights beyond what was identified through the Master Plan, it will simply recognize some of the taller buildings which are not suited to be included in a **Residential Medium Density** designation.

The existing **Institutional** designation covers the southern half of the Innovation Corridor (27.1 ha (67 ac.)) which will be dedicated to the City. In consultation with the Economic Development Office, and the work that is being undertaken through the *Innovation District Activation Project*, it has been determined that those lands should be able to accommodate a wider variety of uses than permitted under the **Institutional** designation. The entire Innovation Corridor should be able to accommodate a variety of office, research and technology employment opportunities. In order to allow for this change the **Institutional** designation must be replaced with the extension of the **Business Employment** designation without eliminating the permission for university and college uses.

Building Heights and Design

Lakeview Waterfront is intended to be a predominantly mid-rise built form community. However, some lower and taller buildings should be permitted in order to provide a variety of unit and building types. While the comments provided below speak to some areas where additional heights could be supported, a mid-

rise character will continue to be emphasized through the design of podiums that will distinguish themselves from the taller tower components through design articulation and stepbacks. Podiums will be of a mid-rise scale and will provide the interface to the streetscape and pedestrians.

The existing MOP policies permit a limited number of buildings with heights between 16 and 25 storeys in the Ogden Green precinct subject to a height study. The placement of built form was analysed through the Lakeview Waterfront Development Master Plan. Taller buildings within that height range were located along the transit route and framing the central north-south park, which contributed to defining the open space, particularly in light of its generous width. A location for a 28 storey was identified as being appropriate given its prominent location at the corner of the transit route and park, and given the limited shadow impacts it would have on the park and public spaces.

Policies for the Waterway District indicate that buildings in the area may exceed the permitted 25 storeys height limit subject to a Height Study. Through the Lakeview Waterfront Development Master Plan process, after community engagement and multiple alternatives to building configurations, the Waterway District Area was reconfigured to allow three towers. All of the towers are to be setback from the waterfront park by podiums which gradually increase in height from 4 to 8 storeys. The three towers, with heights of 24, 29 and 40 storeys, are deemed to be appropriate given their separation distance and transition to the waterfront park. The 40 storey building is the furthest away from the waterfront and located

such that it will have limited shadow impacts onto public spaces. In accordance with these changes the Waterway District delineation will be revised in the Official Plan to reflect this configuration (Figure 1).



Figure 1. Revised Waterway District delineation in red

Notwithstanding the work and evaluation done through the Lakeview Waterfront Development Master Plan process, an architectural competition will be required for the Waterway District that will ensure that appropriate built form, sensitive integration and architectural excellence will be prioritized within the District. The requirement for the architectural competition will be included in the Subdivision Agreement.

The Cultural Waterfront Precinct is intended to permit a mid-rise form with a maximum height of 8 storeys. Of particular importance is limiting the heights of buildings closest to the

waterfront park. During the Lakeview Waterfront Development Master Plan process, it was determined that even lower heights should be encouraged closest to the waterfront. Maximum height permissions of 6 storeys with stepbacks at four storeys will further mitigate the feeling of bulk along the waterfront edge. Conversely, some modest additional height is supported away from the waterfront in order to provide variety in building form and also continue the theme of creating a sense of definition around the central north-south park.

The blocks in the Cultural Waterfront District will be designed to integrate publicly accessible pedestrian walkways bisecting the blocks in a north-south orientation. This will maximize permeability, mitigate bulk and massing and also prevent long continuous walls.

Additional density and modest height is also supportable around the Village Square to ensure the square remains vibrant and that the commercial uses at ground level are well used. Accordingly a maximum height of 12 storeys is supported for the buildings lining the square.

The east end of the central west-east park known as 'Waterway Common' presents an important visual terminus to the park as well as demarcating the entry point to the Village Square as a destination. This location warrants a building of architectural prominence. Like the Waterway District, an architectural competition will be required for this location to support a building of up to 22 storeys if justified through architectural excellence. The requirement for the architectural competition will be included in the Subdivision Agreement.

All the above mentioned heights are visually illustrated on the master plan concept in Appendix 9.

Compatibility with the Neighbourhood

The Lakeview Waterfront Major Node Character Area is one of three Major Nodes in the City and is designated an intensification area. As per Official Plan policies, it is planned to be a prominent centre for mixed use activity with a variety of employment opportunities and is intended to develop as a City and Regional centre. It is also intended to provide a variety of higher density housing. It is located along the planned Lakeshore Road higher order transit corridor which has funding commitments by all three levels of government.

The industrial lands directly abutting the subject site to the north, known as Rangeview Estates, are identified as the Rangeview Estates precinct in the Lakeview Waterfront policies. They also form part of the Major Node and share the same land use designations to create a comprehensive visions for the new waterfront community that spans from Lake Ontario to Lakeshore Road East. Rangeview Estates is currently under a Municipal Comprehensive Review by the Region of Peel which is expected to be completed by the summer of 2022 and cannot be subject to redevelopment applications until completed. An owners group has been formed within Rangeview Estates which currently represents approximately 70% of the land owners. It is their intention to bring forward plans for the redevelopment of their lands which will complement the subject development applications and fulfill the vision of the waterfront community.

The property represents a unique scenario as it does not directly abut any residential uses and, as such, does not share the immediate adjacency concerns that are typical of infill development in Mississauga. The closest homes are located on the north side of Lakeshore Road East, behind the mainstreet commercial uses. The closest dwellings to the west are located over 500 m (1,640 ft.) away beyond the Regions water treatment facility and Lakefront Promenade Park. The integration of the development into the broader Lakeview community remains an important consideration, particularly as it relates to accessibility, connectivity and traffic.

The parks and open space system represents a foundational community asset for residents across Mississauga. Attention has also been paid to the built form proposed for these areas and the siting of commercial uses. Once complete these spaces, including the Village Square, are intended to act as a destination and draw residents from beyond the immediate community to enjoy an urban waterfront experience. Park design, including community engagement will continue to evolve with the aim of achieving a high-quality public realm for all residents to enjoy.

Built Form Guidelines

Urban Design guidelines have been developed to assist in reviewing building proposals to help achieve the vision for Lakeview Village. The urban design guidelines can be found in Appendix 13. Since the majority of buildings for this development have not yet been designed, the guidelines will assist in forming the basis of the interface between buildings

and the public realm and will help to ensure that elements such as setbacks, stepbacks, podiums, heights and separation distances are integrated in such a manner to enhance both the private and public realm experience. These guidelines will be referenced in the Official Plan as the applicable design guidelines for the Cultural Waterfront and Ogden precincts.

Air Quality Land Use Compatibility – Rangeview Estates

Multiple air quality studies were submitted by RWDI Consulting Engineers and Scientists evaluating the land use compatibility from both an emissions and odour perspective between the existing industrial properties in Rangeview Estates and the planned community. The studies were prepared in accordance with the D-6 Guidelines for compatibility between industrial facilities issued through the Ministry of Environment, Conservation and Parks. The reports were based on a combination of instrument field testing, computer dispersion modelling and data collection through Environmental Compliance Approvals. Through the review of the development applications, the studies were peer reviewed for the City by Wood Environment and Infrastructure Solutions.

The studies determined that the industrial uses within the Rangeview Estates did not constitute a land use compatibility concern to the planned community with regards to air emissions. Predicted maximum concentrations of air contaminants fall well below provincial standards.

The studies did identify sources of odour within Rangeview Estates whose area of influence did encroach onto some of the

proposed development blocks. However, those odours were not present on the majority of days of field testing and were predominately modest when recorded. The three sources of odour impacting the development were identified as Long Branch Foundry (1062 Rangeview Road), Plaster Form Inc. (1180 Lakeshore Road East) and Filamat Composites Inc. (880 Rangeview Road). Given the modest nature and low frequency of the odours, the studies confirmed that the lands can be zoned for residential uses with some blocks potentially requiring receptor-based mitigation. The requirement for mitigation assessment will be required at the site plan approval process when building design is further evolved. Examples cited of mitigation measures include air conditioning systems with positive pressurization, gaseous filtering on HVAC systems and fresh air intakes for central air located on the side of the building facing away from the industrial properties. The areas which fall within the area of influence of odours will require warning clauses registered on title as well as odour mitigation assessments during the site plan process. They are identified as blocks 1, 3, 4, 6, 7 and 18 on the draft plan of Subdivision (Appendix 3).

Air Quality Land Use Compatibility – G.E. Booth Wastewater Treatment Facility

Lakeview Community Partners Limited retained the services of environmental engineering firm Ortech Consulting to conduct an air emissions compatibility study for the G.E. Booth wastewater treatment facility. The Region of Peel retained the services of WSP Consulting to conduct a peer review of this study. Several addendums were produced and peer reviewed in order to

correctly identify the parameters within which emission currently being produced, and expected to be produced, were classified and assessed relative to the proposed community. The analysis took into account G.E. Booth upgrades which are expected to be completed by 2027 and the capacity increase that is expected in keeping with regional population growth. The analysis by both environmental engineering consulting firms concluded that the emissions being produced, and forecasted, remain within appropriate and safe limits for compatibility to the planned residential uses.

In 2019, the Region of Peel undertook the *G.E. Booth Waste Water Treatment Plant Odour Management Strategy* with technical reports prepared by Jacobs Engineering Group. The strategy was undertaken in response to the Inspiration Lakeview Master Plan and the sale of the lands to Lakeview Community Partners Limited. The Strategy sought to provide the Region with information to identify mitigation measures required for odour. It also assessed the associated capital and operating costs required to manage odours from the site and minimize the risk of impacts to the adjacent communities in the near-term and long-term, following the ultimate expansion of the G.E. Booth plant. The studies used dispersion modelling that incorporated 5 years of meteorological data and local surface characteristics to evaluate how various mitigation measures and plant improvements would effect the area of influence of odours being emitted.

The unmitigated area of influence is depicted in Figure 2 by the 219 hour area shaded in light pink which is deemed to be the threshold of unfavourable odour exposure.

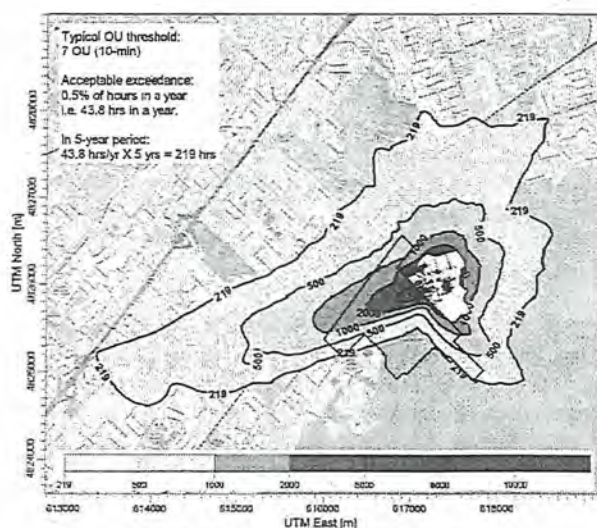


Figure 2. Pre-mitigation odour area of influence

On July 23, 2020, the Region of Peel Council approved an odour control strategy, which would eliminate the area of influence from the property by introducing a number odour mitigating measures to coincide with the extensive improvements being undertaken to the plant. Improvements include the total replacement of portions of the facility dating from the 1960's. It is anticipated that these works will be completed by 2027. These improvements are anticipated to mitigate odours to a level where the entirety of the site will be

removed from of the 219 hour area, and be deemed to be compatible with adjacent residential uses.

In advance of the Region's odour control strategy being completed, interim odour control improvements have been identified and implemented with funding being provided by Lakeview Community Partners Limited. The interim measure include covering the existing Plant 1 primary clarifier effluent weirs, treating odorous air collected from the weirs and a series of other technical improvements. The installation of interim improvements were completed as of October 2021. While the interim measures greatly mitigate the unacceptable area of influence on the site, there remains a small area on the east side, as seen in Figure 3 that continues to fall within the 219 hour area. These lands will be placed under an 'H' Holding Symbol until such time that the Region's odour control strategy is fully implemented and the lands are no longer subject to unacceptable odour conditions.

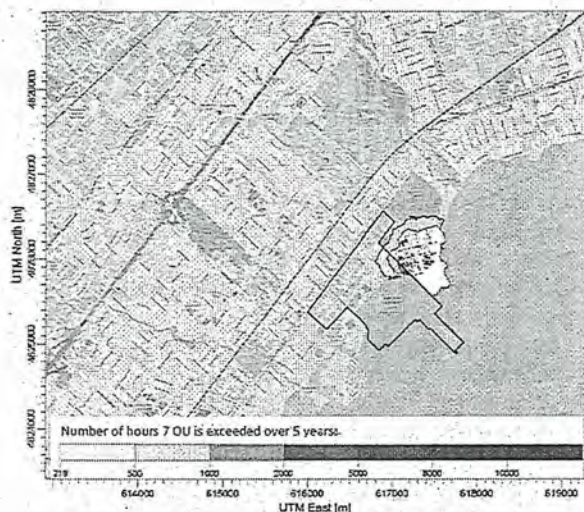


Figure 3. Existing interim measures odour area of influence

Noise Land Use Compatibility

The applicable *Ministry of Environment, Conservation and Parks* (MECP) noise guideline is NPC-300, which is considered to follow the principles of land use compatibility contained within the *Provincial Policy Statement* (PPS). NPC-300 provides guidance and criteria with respect to environmental noise from transportation and stationary sources, for planning approval processes for noise sensitive land uses such as residential. NPC-300 contains provisions for a Class 4 Area classification which is meant for sensitive land uses, such as residential,

which are planned in proximity to existing, lawfully established stationary noise sources. The Class 4 Area classification allows for two main permissions: 1) it allows the existing noise sources to renew their Environmental Compliance Approvals and thereby allow operations to continue while in proximity to sensitive land uses, and 2) it permits new residential to be with a higher noise exposure than if under the standard Class 1 classification (55dBA vs 50dBA for outdoor amenity areas and 60dBA vs. 50dBA measured at plane of window).

A Noise Feasibility Report prepared by Valcoustics Canada Ltd. was submitted in support of the development applications. In addition to field testing, a 3-D acoustic model of the subject site was developed to predict the potential sound levels at the residential points of reception from the neighbouring industries. The City retained the services of Golder and Associates Limited to conduct a peer review of the report.

The studies concluded that there was some noise generated by the G.E. Booth wastewater treatment plant that fell within the Class 4 Area noise limits but did not traverse past the Innovation Corridor block into the future residential blocks.

The studies also assessed noise generated by the existing industrial facilities within Rangeview Estates and identified 6 facilities whose area of influence could potentially traverse onto the proposed residential blocks at the north side of the site which abuts the industrial properties. The 6 sites identified are:

- Interior Manufacturing Group (992 and 996 Rangeview Road)

- Xtreme Tire Garage (1044 Rangeview Road)
- Long Branch Foundry (1062 Rangeview Road)
- Plasterform Decorative Architectural Systems (1880 Lakeshore Road East)
- Construction Specialties (895 Lakefront Promenade)
- Allegion Security System Suppliers (1076 Lakeshore Road East)

Section 6.10 – Noise of MOP recognizes NPC-300 as the applicable provincial government environmental noise guideline for sound level limits. Section 6.10.1.6 states that the use of Class 4 Area classifications at the City's sole discretion. The introduction of a Class 4 Area classification will require Council approval. It will be considered only when:

- the development proposal is for a new noise sensitive land use in proximity to an existing, lawfully established stationary noise source;
- the development proposal for a new noise sensitive use does not impair the long term viability and operation of an employment use;
- it is in the strategic interest of the City, furthers the objectives of Mississauga Official Plan and supports community building goals; and
- all possible measures of noise attenuation have been assessed for both the proposed development site and the stationary noise source
- Notwithstanding the above, the use of Class 4 will receive more favourable consideration if the stationary noise source is a temporary situation and it is expected that the stationary noise source will be removed through future redevelopment.

Both Valcoustics Canada Ltd. and Golder and Associates Limited have recommended the application of a Class 4 Area classification in this instance. The area which is being recommended to be subject to the Class 4 Area classification are the blocks north of street B outlined in Appendix 11.

The Noise Feasibility Report also identified two areas of the site which would exceed the Class 4 Area limits unless further mitigation was undertaken (Figure 4). The exceedance is a result of the facilities located at 1880 Lakeshore Road East (exhaust fan and dust collector) and 1062 Rangeview Road (exhaust fan). The report indicated that the noise from these facilities can be mitigated, and has recommended that the most practical approach is to mitigate at the source by way of enclosures, silencers or equipment replacement. It will be incumbent upon Lakeview Community Partners Limited to reach an agreement with the two facilities to secure and implement the necessary mitigation measures. Until such time that this has happened, or the operation has ceased, the area in exceedance of the Class 4 Area noise limit will be placed under an 'H' Holding Symbol and will not be able to be developed for residential purposes.

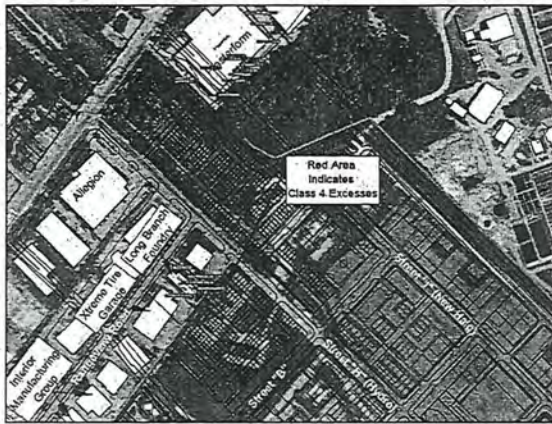


Figure 4. Areas of Class 4 noise exceedance

Staff have reviewed the analysis and recommendations and agree that a Class 4 Area classification would be appropriate for the blocks north of Street B given that the neighbouring industrial facilities do not constitute a continuous source of noise. Staff also considered the MOP policies that anticipate the redevelopment of Rangeview Estates into a continuation of the Lakeview Waterfront community.

This report includes a recommendation for Council to classify this area as a Class 4 Area in accordance with the NPC-300 regulations. The implementing zoning by-law will include an 'H' Holding Symbol over the two smaller areas which currently exceed the Class 4 noise limits.

Affordable Housing

Official Plan policies require that affordable housing form part of the development in accordance with the City's housing strategy. Both the City and the Region of Peel have been actively working with the applicant to address how these housing objectives can be met over a long-term development. Lakeview Community Partners Limited has agreed to a minimum commitment of 5% affordable housing units spread out over the multiple phases of development which could include up to 150 market rental units. The intention is to integrate affordable units throughout the development rather than have them concentrated within a defined area. The 5% commitment is in keeping with other recent affordable housing commitments secured through other development applications in the City.

Given the long-term nature of the development, the exact mechanism or affiliated organization through which affordable housing will be delivered is not confirmed at this time. However, the commitment may be fulfilled through the following means:

- On-site third-party mortgage ownership units to fulfill 'missing middle' housing targets
- On-site affordable housing provided in partnership with third party organization
- On-site affordable housing units in partnership with Region of Peel
- Financial contribution
- 150 market rental units

A phasing schedule for the delivery of the 5% affordable housing commitment will be included within the Subdivision Agreement to ensure that affordable housing is provided amongst multiple blocks and across the span of development build out.

Transportation and Active Transportation

The cycling network proposed represents one the strongest attributes of this community. All development blocks will have access to dedicated cycle lanes which will be raised and separated from vehicular traffic lanes. Over 5.5 km (3.4 mi) of new cycle lanes are being introduced through this development (Figure 5). Once the waterfront park construction is complete, the Waterfront Trail will be redirected from the north end of the site abutting Rangeview Estates to the waters edge and through to the Jim Tovey Conservation Area.



Figure 5. Cycling network concept

In addition to the strong cycling network, this proposal represents the City's first community or development with required bicycle parking spaces. Bicycle parking rates will be contained within the implementing zoning by-law and will apply to both residential and non-residential uses. Proposed bicycle parking rates can be found in Section 9, Zoning, of this report.

As the development begins to build out, staff will consider additional active transportation measures such as, but not limited to, car-share and bike share-programs. Partnership, timeframe and financial commitments would have to be evaluated for these programs which may contribute to a further reduction of parking rate requirements.

As the community builds out, the future Lakeshore BRT will provide an important role in providing residents and visitors with an alternative to personal vehicular transportation. With funding announced earlier this year, preparatory work for the BRT is already underway and construction is targeted to be substantially complete by 2027.

Through review of the multiple transportation studies submitted, it was been determined that certain traffic infrastructure improvements will have to be completed, including the construction and operation of the BRT, prior to the entirety of the development being built.

As an initial requirement for the first phases of development, a number of road improvements will have to be completed on Lakeshore Road, including intersection improvements at Lakeshore Road East and Cawthra Road, Lakefront Promenade, Hydro Road and Dixie Road as outlined in greater detail in the updated Transportation and Works comments.

Notwithstanding the completion of these road improvements, not all development will be able to proceed given the assessed traffic capacity. Development on Blocks 4 and 18 will need to be held back through the use of Holding Symbols and

development within the Innovation Corridor will need to be limited to 92 900 m² (1 million ft²). This limitation will also be achieved through the use of Holding Symbols. The limitation on the Innovation Corridor may be removed once the Lakeshore BRT becomes operational. At that time the Corridor will be able to be built to its estimated full development potential of 139 350 m² (1.5 million ft²).

Residential Blocks 4 and 18 will likely continue to have to be held back from developing after the BRT becomes operational subject to additional traffic capacity improvements which include the construction of Ogden Avenue and Haig Boulevard connections to Lakeshore Road East. Prior to the Holding Symbols being lifted, satisfactory traffic studies will be required that confirm that the necessary traffic improvements are in place and that they provide the necessary traffic capacity.

Parking

All residential and non-residential parking on private lands is to be located underground parking with few exceptions. There may be instances, particularly in the Innovation Corridor, where above ground parking structures may be built as part of the building, however the structure will have to be screened from public view. Staff have recommended reductions in parking requirements as outlined in the Proposed Zoning Regulations section of this Report. The recommended parking rates were determined after careful review of the parking justification studies provided by the applicant. The study included analysis of proxy sites, analysis of comparable areas within the City and

analysis of standards within comparable areas of the Greater Toronto Area.

It is anticipated that once complete, this development will act as a destination within the City, attracting visitors to the waterfront parks, the pier, the Village Square and cultural uses. The City has retained the services of WSP to assist in undertaking the Lakeview Public Parking Strategy which is currently underway and is assessing the overall public parking demand that will be generated at the waterfront. The strategy includes assessing demand generated by the Jim Tovey Conservation Area, the feasibility of building a public parking structure on lands which form part of the 27.1 ha (67 ac) waterfront dedication, the operational or partnership models that could be required to realize such a structure, and the feasibility of integrating a permanent parks depot into such a structure. It is expected that the study will be completed by the end of the year. While the development of a public parking structure may not happen in the immediate future, interim surface public parking areas may provide a temporary parking solution until such time that sufficient demand is generated to warrant a public parking structure.

Public streets are being designed to accommodate on-street parking throughout the community to provide additional parking opportunities for visitors. While the final number of parking spaces being provided on-street will be confirmed at the detailed design stage, it is anticipated that close to 200 spaces could be accommodated.

Employment

The Innovation Corridor on the east side of the site contains over 5.9 ha (14.5 ac.) of land, of which 2.5 ha (6.2 ac.) will be owned by the City. It is anticipated that the corridor will provide opportunities to accommodate office, technology, medical, research and other innovative professional jobs. An additional 1.4 ha (3.5 ac) of land within the cultural blocks (Blocks 19-21 in the draft plan of subdivision) will supplement these lands by providing additional space for those employment uses to be located. Should the Innovation Corridor materialize to its full potential, it is projected to accommodate up to 140 000 m² (1.5 million ft²) of employment space and 9,000 jobs. It is anticipated that activation of the entire Innovation Corridor may take several years with market dependencies playing a significant factor in the attraction of businesses and tenants.

The Economic Development Office in consultation with HR&A Advisors and Urban Strategies is currently undertaking the Innovation District Activation Project which seeks to develop an Innovation District Operation Plan that will outline a preferred land development scenario, operating model, governance structure, marketing positioning and funding and resource recommendations. The Activation Project will also seek to introduce development opportunities to the market to initiate investment attraction activities. The Innovation Activation Project is targeted to be complete by early 2022.

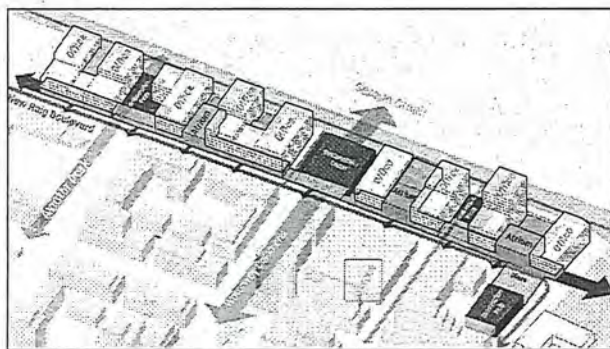


Figure 6. Innovation Corridor concept

Arts and Culture

The City has identified Lakeview as a future Cultural District within the 2019 Culture Master Plan which supports the integration of arts, culture and heritage into the development.

Culture Division staff participated in preliminary discussions with Lakeview Community Partners Limited and Artscape from late 2018 to 2020 around the vision for public art and place making within the community. Notwithstanding these discussions, the City is planning to undertake a formal request for proposals to engage in a partnership with an arts organization in order to develop a strategy that would outline the incorporation of arts and culture into the community.

Blocks 19, 20 and 21 of the draft plan of subdivision (Appendix 3) have been identified as cultural blocks. These blocks form

part of the 27.1 ha (67 ac) of waterfront land being dedicated to the City and will be under the jurisdiction of the City and not private development. In collaboration with an arts organization, these blocks may be used as a central location for the production, showcasing, sale and special events associated with artistic and cultural endeavours. The blocks will be zoned to permit living units associated with a non-profit arts organization including live/works units where artists may produce, showcase and sell their creations. These blocks will also permit employment uses which will allow for creative and technology industry users to share the location. These blocks will not permit market residential units. The programming of these blocks will form part of the future Cultural District strategy for Lakeview Waterfront.

Mixed Use and Commercial

In addition to the Innovation District, the commercial component of this proposal will provide assurances that the community is truly mixed use. Some of the commercial space will service the everyday needs of the residents of the community while other areas, particularly the commercial space contained in the Village Square, will contribute to the waterfront being a vibrant destination.

A Retail Demand Study prepared by the Spanier Group was submitted which assessed the retail demand generated by the development from both the perspective of serving local demand and from visitors. It also provided an analysis of where commercial should be located and projected a potential tenant mix.

Three main areas were identified for commercial uses. The Village Square represents the main commercial centre of the community with a planned 9 290 m² (100,000 ft²) of commercial space at the base of the buildings lining the Square (Figure 7). This area is intended to attract visitors as well as service the neighbouring residents and employees of the Innovation District. It is planned to have smaller scale commercial units and restaurant uses.

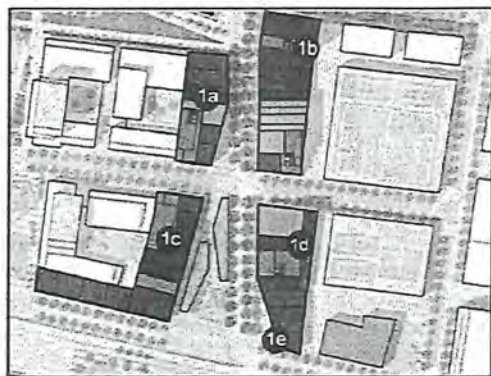


Figure 7. Village Square commercial configuration

The Lakeshore Road Mainstreet is the second area and is intended to serve neighbouring residents but also the broader Lakeview community (Figure 8). The planned 4 273 m² (46,000 ft²) of space is intended to accommodate neighbourhood convenience uses which typically locate on major thoroughfares such as a grocery stores, banks and other larger scale stores.

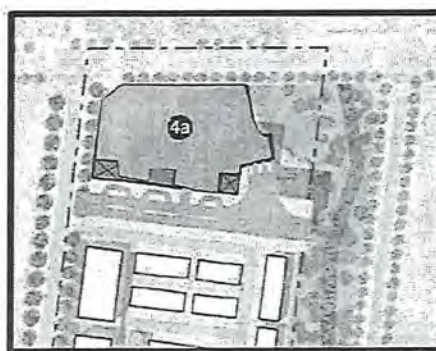


Figure 8. Lakeshore Road commercial configuration

The third location is located more central to the development across from the central north-south park on lands identified as Block 7 on the draft plan of subdivision (Figure 9). This area is intended to service neighbouring residents, particularly during the first years of development when the Village Square and Lakeshore Road Mainstreet have not yet been built. Commercial space at this location is planned to be 2 044 m² (22,000 ft²) and will be of a convenience and service nature to residents of the community.

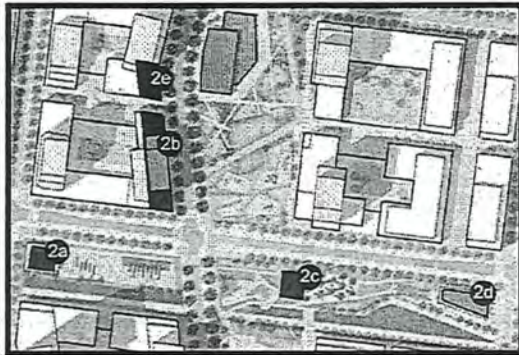


Figure 9. Block 7 commercial configuration – 2e and 2b

Provisions will be included in the implementing zoning by-law to ensure that these three areas are dedicated for commercial uses. There may be additional areas where commercial may be accommodated, particularly on the west side along the waterfront where destination restaurants or waterfront related retail may be well served. In total, the development is anticipated to have approximately 16 700 m² (180,000 ft²) of commercial space.

Environmental Remediation

A Record of Site Condition (RSC) is typically filed with the Ministry of the Environment, Conservation and Parks' (MECP) Environmental Site Registry before approval of rezoning and draft plan approval of the subdivision. Due to the scale of the property and extent of contamination in soil and groundwater

resulting from the historical activities at the former Ontario Power Generation power plant, only certain portions of the property have been fully remediated to meet applicable site condition standards. It is the intention of Lakeview Community Partners Limited to apply a Risk Assessment (RA) and Risk Management Measure (RMM) strategy to address impacts on the property and to file RSCs on the remaining parcels of land in accordance with procedures prescribed under O. Reg. 153/04, made under the *Environmental Protection Act*, R.S.O. 1990. Staff have agreed to apply a RA/RMM approach to all public land dedications based on the Environmental Guiding Principles document, dated September 30, 2020.

To date, RSCs have been filed on 4 of eight 8 parcels of land (referred to as RSC Areas 1A, 1B, 2 and 4). The remaining 4 parcels of land (RSC Areas 3, 5A, 5B and 6) are pending RA report review and acceptance by City staff and MECP. The remaining RSC's are anticipated to be filed sometime after draft plan approval but prior to plan registration.

Consequently, staff and the applicant have agreed that the outstanding RSC filings can occur in phases subject to specific requirements. These include provisions in the Subdivision Agreement for when parks and roads will be conveyed to the City, their environmental status prior to conveyance, temporary easements and temporary access rights for City inspections to occur. Staff are satisfied that this modified rezoning and subdivision approval process will allow this significant brownfield site to redevelop in an orderly, safe and phased manner.

Agreement has also been reached on acceptable RMMs for lands that will be owned by the City (rights-of-ways and parks) as well as the privately developed lands, except for one specific RMM. Within RSC Areas 3 and 5A, a RMM proposed involves the use of wide trenches within public roads. This remains under active discussion with the City, Region of Peel, LCPL and their environmental consultant. Third-party utilities with underground services may also be impacted by this RMM. As a result, staff recommend that as a condition of draft plan approval, LCPL is to obtain written acknowledgement from all affected utility companies regarding the wide trench RMM and that the necessary health and safety requirements for workers to prevent potential exposure to impacted soil vapours. This issue will be addressed as a condition of draft plan approval.

Parks

The parks system continues to reflect the open space network introduced by Sasaki through the Lakeview Waterfront Development Master Plan and illustrated in the Information Report. Overall 19 ha (47 ac) of parkland will be integrated into the community. The park network has been designed to establish the theme of continuous north-south and east-west connections throughout the site. The central north-south park represents the strongest connector with a dimension of over 60 m (197 ft.) wide closest to the waterfront park and close to 80 m (262 ft.) at its widest. This park is intended to connect to Lakeshore Road East and act as a draw to Lake Ontario once the Rangeview Estates properties are redeveloped. It is also intended to act as a destination outdoor gathering space for the neighboring residents.

Serson Creek

Serson Creek has existed along the eastern perimeter of the site since at least the existence of the Lakeview Power Plant. The main volumes of the creek have flowed underneath the G.E. Booth wastewater treatment plant in a buried culvert. The exposed creek that has existed on the site has functioned primarily as an overflow channel. As a result of the major improvements being undertaken at G.E. Booth, the underground culvert is required to be removed. LCPL in cooperation with the City, Region and Credit Valley Conservation have gone through an extensive design analysis in order to re-engineer the creek and restore it to its natural ecological function as best possible. After the submission and review of numerous technical studies and contemplation of alternative scenarios, Credit Valley Conservation issued a permit for the reconstruction of Serson Creek in February 2021. LCPL carried out the engineering and construction works of the re-engineered channel through winter and spring and planted the channel in accordance with an ecology and planting plan in early summer. As of August 2021, the Serson Creek flow has been diverted from the culvert located beneath the G.E. Booth plant and now flows completely within the reconstructed and naturalized open channel Serson Creek.



Reconstruction and naturalization of Serson Creek

Services and Infrastructure

LCPL have submitted a satisfactory Functional Servicing Report and plan which identifies new water and wastewater infrastructure to be built within the new public roads throughout the community as well as a new wastewater pumping station. LCPL have proposed to co-locate the future pumping station in a shared facility with district energy and vacuum waste infrastructure. The facility is being planned to contain all necessary infrastructure in a shared configuration in order to maximize space efficiency. Technical review and refinements are ongoing, however, it is anticipated that the facility will occupy approximately 0.40 ha (1.0 ac.) of land. Discussions continue between the City, the Region, Enwave Energy Corporation, Miller Waste and LCPL regarding the lease/ownership model for this facility.

Based on the comments received from the applicable City Departments and other external agencies, existing infrastructure is adequate to support the proposed development.

The site is currently serviced by the following MiWay Transit routes:

- Route 23 on Lakeshore Road East having direct access to the Long Branch GO station located 1km to the east and Port Credit GO station.
- Route 5 on Lakeshore Road East and Ogden Avenue having direct access to the both Long Branch GO station and Dixie GO station.

Transit stops are located along Lakeshore Road East at Hydro Road (at the site), Ogden Avenue, Strathy Avenue and Alexandra Avenue.

For these reasons, these applications are consistent with Mississauga Official Plan, the Region of Peel Official Plan, and the Growth Plan for the Greater Horseshoe and the PPS.

8. Revised Concept Plan and Parks Plan

A revised concept plan with heights has been resubmitted based on the redistribution of units resulting from the expansion of the school block which can be found in Appendix 9.

A revised parks plan has been resubmitted resulting from the further refinement of blocks and rights-of-way dimensions which can be found in Appendix 10. The parks plan also illustrates the delineation of the 21.7 ha (67 ac.) of waterfront dedication to the City.

Lakefront Promenade (road) and Parks Depot

Currently Lakefront Promenade exists as a public right-of-way from Lakeshore Road East until approximately 80 m (262 ft.) south of Rangeview Road. South of that the road exists as a driveway on regionally owned lands as it continues through Lakefront Promenade Park. As part of the development applications, it is proposed that Lakefront Promenade (road) be realigned and extended towards the lake as a proper right-of-way terminating in a roundabout as illustrated on the draft plan of subdivision and magnified in Figure 10. This requires the sale of approximately 0.4 ha (1 ac.) of land from the Region to LCPL. The land has been incorporated into the draft plan of subdivision by way of permission from the Region and the land transfer will be required to be completed prior to the servicing of the site. Once constructed, this section of road will be dedicated to the City as a public right-of-way through the subdivision process.

The incorporation of the Regional lands into the plan of subdivision required full public notice which has now been provided.

The realignment and extension of Lakefront Promenade (road) also requires the displacement of the existing Parks Depot which is located where the proposed roundabout is illustrated.

LCPL has agreed to pay for the demolition of the existing Parks Depot and the construction of a replacement.

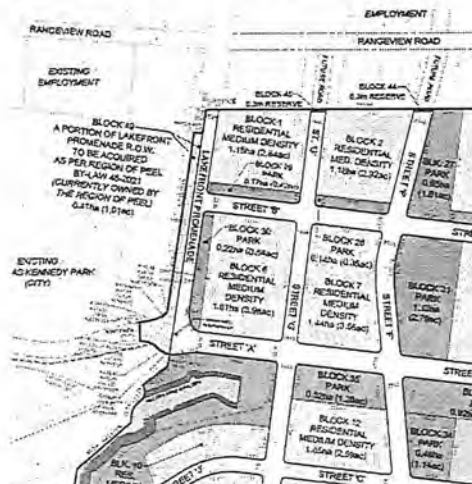


Figure 10. Regional lands to be acquired to facilitate extension of Lakefront Promenade

City staff have agreed that a new parks depot could be located at the north end of the Innovation Corridor on temporary basis on a 0.5 ha (1.2 ac.) parcel of land identified as Block 24 on the draft plan of subdivision. As the Innovation Corridor builds out, a permanent location will have to be identified. It is anticipated that the temporary depot may be in operation for 10 or more years.

The 0.5 ha (1.2 ac.) parcel will be dedicated to the City and its eventual sale could help fund the construction of a permanent parks depot. The land will be zoned **OS1** (Open Space) to recognize the new Parks Depot.

A site plan application has been submitted for the new parks depot under file SP 21/073 W1 which is currently under review by staff. The rendering associated with the site plan application is contained in Figure 11.

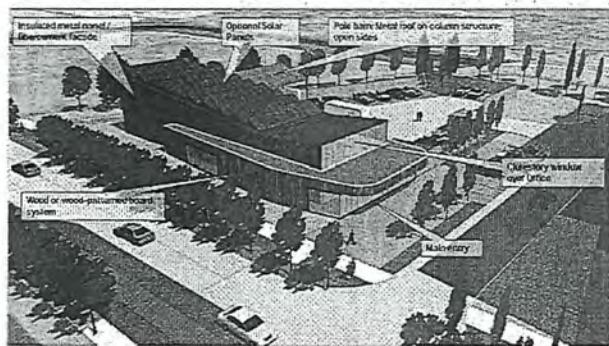


Figure 11. New Parks Depot rendering

9. Zoning

The proposed **RA5-Exception** (Apartments – Exception), **RM9-Exception** (Back to Back and Stacked Townhouses – Exception), **E1-Exception 1** (Employment – Exception), **E1-Exception 2** (Employment – Exception), **C4-Exception 1**

(Mainstreet Commercial – Exception), **C4-Exception 2** (Mainstreet Commercial – Exception), **C4-Exception 3** (Mainstreet Commercial – Exception), **OS2-Exception 1** (Open Space – City Park – Exception), **OS2-Exception 2** (Open Space – City Park – Exception) **G1-Exception** (Greenlands – Natural Hazards – Exception), **G2-Exception** (Greenlands – Natural Features – Exception) are appropriate to accommodate the proposed mixed use community.

The proposed heights schedule is found in Appendix 7.

The proposed FSI schedule is found in Appendix 8.

While the final implementing zoning by-law will be a document of substantive size, below is an updated summary of the pertinent proposed site specific zoning provisions

Proposed Zoning Regulations

Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Zone Regulations
Use	Apartment, Retirement Building, Long term Care Building	Apartment, Retirement Building, Long term Care Building, Townhouse and stacked townhouse
Maximum Floor Space Index (FSI)	2.9	As per Appendix 8

Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Zone Regulations
Maximum Height	25 storeys and 77 m (252.6 ft.)	As per Appendix 7
Maximum podium Height	nil	6 storeys
Minimum Front and Exterior Side Yard for the portion of the dwelling with a height less than 13m	7.5 m (24.6 ft.)	4.0 m (13.1 ft.)
Minimum setback for the portion of the dwelling above 4 storeys and fronting onto the waterfront street	nil	7.0 m (23.0 ft.)
Minimum setback for the portion of the dwelling above 6 storeys and fronting onto the waterfront street	nil	25.0 m (82.0 ft.)
Minimum separation between buildings for that portion above 26m	15.0 m (49.2 ft.)	30 m (98.4 ft.)

Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Zone Regulations
Minimum landscaped area	40% of lot area	30% of lot area
Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space zone	4.5 m (14.8 ft.)	2.0 m (6.6 ft.)

Zone Regulations	RM9 Zone Regulations	Proposed RM9 - Exception Zone Regulations
Permitted Use	Stacked townhouse	Stacked townhouse, Back-to-back townhouse on a condominium road, Back-to-back townhouse on a CEC road, Townhouse on a CEC road, Townhouse
Maximum Floor Space Index (FSI)	nil	As per Appendix 8
Maximum Dwelling Height	17m (55.8 ft.) and 4 storeys – slopped roof 13m (42.6 ft.) and 4 storeys – flat roof	17 m (55.8 ft.) and 4 storeys – slopped roof

Zone Regulations	RM9 Zone Regulations	Proposed RM9 - Exception Zone Regulations
		13m (42.6 ft.) and 4 storeys – flat roof
Minimum Front and Exterior Side Yard	7.5 m (24.6 ft.)	3.5 m (11.5 ft.) for townhouse and back to back townhouse on a condominium road 4.5 m (14.7 ft.) for townhouse on a CEC road, back to back townhouse on a CEC road, stacked townhouse
Minimum Interior Side Yard	4.5 m (14.8 ft.)	3.5 m (11.5 ft.)
Minimum Rear Yard	7.5 m (24.6 ft.)	6.0 m (19.7 ft.)
Minimum landscaped area	40% of lot area	30% of lot area

Zone Regulations	C4 Zone Regulations	Proposed C4-exception Zone Regulations (along Lakeshore Rd)
Permitted use	Various commercial uses	Additional permitted uses: retirement building,

Zone Regulations	C4 Zone Regulations	Proposed C4-exception Zone Regulations (along Lakeshore Rd)
	apartment	Long-term care building, Patio accessory to restaurant
Uses not permitted	nil	Funeral establishment, Private club, Recreational establishment University/college
Ground floor retail		First storey to be used for non-residential GFA
Maximum Floor Space Index (FSI)	nil	As per Appendix 8
Maximum Height	3 storeys 12.5 m (41.0 ft.) flat roof 16.0 m (52.5 ft.) sloped roof	As per Appendix 7
Minimum Front and Exterior Side Yard	0 m (0 ft.)	2.0 m (6.6 ft.)
Minimum setback from Lakeshore Road to portion of building above 8 storeys	nil	25.0 m (82.0 ft.)
Minimum setback to G2 lands	5.0 m (16.4 ft.)	5.0 m (16.4 ft.)

Zone Regulations	C4 Zone Regulations	Proposed C4-exception Zone Regulations (along Lakeshore Rd)
Minimum Rear Yard abutting residential	4.5 m (14.8 ft.)	7.5 m (24.6 ft.)

Zone Regulations	C4 Zone Regulations	Proposed C4-exception Zone Regulations (Village Square)
Permitted use	Various commercial uses apartment	Additional permitted uses: retirement building, Long-term care building, Patio accessory to restaurant Craft Brewery
Uses not permitted	nil	Funeral establishment, Private club, Recreational establishment
Ground floor retail	nil	First storey to be used for non-residential GFA
Maximum Floor Space Index (FSI)	nil	As per Appendix 8
Maximum Height	3 storeys 12.5 m (41.0 ft.) flat roof 16.0 m (52.5 ft.) sloped roof	As per Appendix 7

Zone Regulations	C4 Zone Regulations	Proposed C4-exception Zone Regulations (Village Square)
Minimum Front and Exterior Side Yard on the first floor	0.0 m (0.0 ft.)	3.0 m (13.1 ft.)
Minimum setback from waterfront road to portion of building above 6 storeys	nil	15 m (49.2 ft.)
Maximum gross floor area non-residential of a retail store	nil	250 m ² (2,691 ft ²)

Zone Regulations	C4 Zone Regulations	Proposed C4-exception Zone Regulations (Cultural City Blocks)
Permitted use	Various commercial uses apartment	Additional permitted uses: Science and Technology facility, Community Centre – public or private, Banquet/Conference/Convention Centre, apartment associated with non-profit organization, live/work units associated with non-profit organization, Patio accessory to restaurant Municipally operated parks yard

Zone Regulations	C4 Zone Regulations	Proposed C4-exception Zone Regulations (Cultural City Blocks)
Uses not permitted	nil	Funeral establishment, Private club, apartment
Maximum Floor Space Index (FSI)	nil	As per Appendix 8
Maximum Height	3 storeys 12.5 m (41.0 ft.) * flat roof 16.0 m (52.5 ft.) sloped roof	As per Appendix 7
Maximum gross floor area non-residential of a retail store	nil	250 m ² (2,691 ft ²)

Zone Regulations	E1 Zone Regulations	Proposed E1-Exception Zones Regulations (City and LCPL Owned)
Permitted Use	Office, Science and Technology, University/College, commercial school, manufacturing, warehouse and distribution, overnight accommodation, financial institution, conference/convention	Office, Science and Technology, University/College, commercial school, manufacturing, broadcasting communication facility, other complementary uses For City portion only:

Zone Regulations	E1 Zone Regulations	Proposed E1-Exception Zones Regulations (City and LCPL Owned)
	centre, various other complementary uses	district energy generating and distribution centre, vacuum waste collection centre
Permitted use in building up to 20% of GFA	nil	warehouse and distribution, conference/convention centre, financial institution
Minimum Height	nil	3 storeys
Minimum Front Yard	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)
Minimum setback to a G2 zone	5.0 m (16.4 ft.)	5.0 m (16.4 ft.)
Maximum amount of parking to be provided as surface parking	nil	10%

Zone Regulations	OS2 Zone Regulations	Proposed OS2- Expectation Zones Regulations (Parks and Village Square)
Permitted use	Passive and active recreational use,	Passive and active recreational use, stormwater management facility, restaurant, take-out

Zone Regulations	OS2 Zone Regulations	Proposed OS2- Expectation Zones Regulations (Parks and Village Square)
	stormwater management facility	restaurant, public or private community centre, retail, outdoor market, tent or stage, shade structure Parks only: entertainment establishment, banquet/convention/conference centre

Zone Regulations	G1 Zone Regulations	Proposed OS2- Expectation Zones Regulations
Permitted use	Stormwater and erosion management, flood control, natural heritage features and areas conservation	Stormwater and erosion management, flood control, natural heritage features and areas conservation, outdoor market, tent/shade structure, washrooms

Zone Regulations	G2 Zone Regulations	Proposed OS2- Expectation Zones Regulations
Permitted use	natural heritage features and areas conservation,	natural heritage features and areas conservation, natural protection area, multi-use trail

Zone Regulations	G2 Zone Regulations	Proposed OS2- Expectation Zones Regulations
	natural protection area	

Parking Use	Parking Regulations	Proposed Parking Regulations
Apartment	1 space/ bachelor 1.25 space/ 1-bedroom 1.40 space/ 2-bedroom 1.75 space/ 3-bedroom 0.2 visitor space/ unit	1 space/ all units 0.15 visitor space/ unit
Townhouse, Townhouse on a CEC road, Back to back townhouse on a CEC road, Back to back and stacked townhouse without exclusive use of garage and driveway	1.10 spaces/ studio/one-bedroom unit 1.5 spaces/two-bedroom unit 1.75 spaces/three-bedroom unit 2.0 spaces/four-bedroom unit 0.25 visitor/unit	1.4 spaces/all units 0.15 visitor/unit
Townhouse, Townhouse on a CEC road, Back to back townhouse on a CEC road, Back to back and stacked townhouse with exclusive use	2.0 spaces/unit 0.25 visitor/unit	2.0 spaces/units 0.25 visitor/unit

Parking Use	Parking Regulations	Proposed Parking Regulations
of garage and driveway		
Retail Store	4.0 spaces/100 m ² (1,076 ft ²)	3.0 spaces/100 m ² (1,076 ft ²)
Service Establishment	4.0 spaces/100 m ² (1,076 ft ²)	3.0 spaces/100 m ² (1,076 ft ²)
Animal Care Establishment	4.0 spaces/100 m ² (1,076 ft ²)	3.0 spaces/100 m ² (1,076 ft ²)
Office	3.2 spaces/100 m ² (1,076 ft ²)	2.5 spaces/100 m ² (1,076 ft ²)
Medical Office	6.5 spaces/100 m ² (1,076 ft ²)	4.85 spaces/100 m ² (1,076 ft ²)
Restaurant	9.0 spaces/100 m ² (1,076 ft ²)	9.0 spaces/100 m ² (1,076 ft ²)
Take-out restaurant	6.0 spaces/100 m ² (1,076 ft ²)	4.85 spaces/100 m ² (1,076 ft ²)
Restaurant above 220m ² in Village Square	9.0 spaces/100 m ² (1,076 ft ²)	6.0 spaces/100 m ² (1,076 ft ²)
Restaurant below 220m ² in Village Square	9.0 spaces/100 m ² (1,076 ft ²)	3.0 spaces/100 m ² (1,076 ft ²)
Take-out restaurant in Village Square	6.0 spaces/100 m ² (1,076 ft ²)	3.0 spaces/100 m ² (1,076 ft ²)

Parking Use	Parking Regulations	Proposed Parking Regulations
Bicycle - apartment		0.6 spaces per unit - resident 0.05 spaces per unit - visitor
Bicycle - retirement building		0.3 spaces per unit - resident 0.03 spaces per unit - visitor
Retail, service establishment, restaurant, take-out restaurant		0.10 spaces per 100 m ² (1,076 ft ²) GFA - employee 0.20 spaces per 100 m ² (1,076 ft ²) GFA - visitor
Office, real estate office, medical office, medical office-restricted, community centre		0.10 spaces per 100 m ² (1,076 ft ²) GFA - employee 0.10 spaces per 100 m ² (1,076 ft ²) GFA - visitor
Science and technology facility, manufacturing, financial institution		0.10 spaces per 100 m ² (1,076 ft ²) GFA - employee
In addition to the regulations in all categories listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the applications be approved.		

10. Bonus Zoning

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application.

Section 13.3.11.8 of the Lakeview Waterfront Character Area policies indicates that in exchange for increased height above 15 storeys or density permissions above 6,800 units, a community benefits contribution will be required.

Section 13.3.11.19 indicates that, notwithstanding the above provision, in the Waterway District Area, in exchange for increased height above 25 storeys, a community benefits contribution will be required.

Section 13.3.11.20 indicates that a community benefit contribution will not be applicable for lands designated Business Employment and Institutional within the Innovation Corridor and Cultural Waterfront Precinct.

The applicant's proposal for 8,050 residential units and heights exceeding the provisions mentioned above warrant the securement of community benefits. Should council approve these application staff will commence the process of evaluating the appropriate value and associated community benefits in accordance with Corporate Policy and Procedure 07-03-01 –

Bonus Zoning. A Community Benefits agreement will be required for Council's approval prior to the adoption of the implementing zoning by-law.

11. "H" Holding Symbol

Should this application be approved by Council, staff will request an 'H' Holding Symbol be applied to Blocks 4, 5, 18, 22, 23 and part of Block 3, which can be lifted upon:

- Confirmation from the Region of Peel that the necessary improvements have been made to the G.E. Booth wastewater retreatment plant so as to remove the area of influence of odours as depicted in the relevant technical studies from the site.
- Confirmation that noise sources from the properties 1062 Rangeview Road and 880 Lakeshore Road East have been appropriately mitigated to bring noise levels to within the limits established by the Class 4 Area classification of the NPC-300 guidelines.
- Confirmation that satisfactory traffic reports have been submitted which confirm that adequate capacity exists within the community through traffic infrastructure improvements which includes the operation of the Lakeshore Road East BRT service.

12. Site Plan

A site plan was approved in the summer of 2020 for the Discovery Centre located on-site fronting Lakeshore Road East. The Discovery Centre is mostly completed and is expected to be opened imminently. A site plan has also been submitted for the temporary parks depot located at the north end of the Innovation Corridor under file SP 21/073 W1. This application is currently under review by staff.

The future development of these lands will require the applicant to obtain site plan approval for each phase of development.

While the applicant has worked with City departments to address many broader conceptual issues through review of the rezoning concept plan, further revisions will be needed to address matters such as odour mitigation assessments for specific blocks, wind studies for specific building designs, shadow studies for specific building designs and additional noise studies.

Through the site plan process, apartment buildings will be brought forward to the Urban Design Panel for feedback and recommendations on good design. Further refinements are anticipated for the design of the apartment buildings.

Additionally, the entirety of the Waterway District and the 22 storey tower at the eastern terminus of the central east-west park will be subject to an architectural competition to ensure appropriate integration into their context and architectural excellence.

13. Green Development Initiatives

The redevelopment of the subject site represents the clean up of a 71.6 ha (177 ac.) contaminated site once used for a coal-fired power plant. As part of the clean up, 4,000 tonnes of steel rebar was recycled and 250,000 tonnes of concrete from the foundation of the power generating station was reused to help construct the Jim Tovey Conservation Area.

LCPL, along with the City and the Region, continue to pursue advanced discussions regarding the integration of both a District Energy System and a Vacuum Waste Collection system.

Initial discussions regarding the implementation of district energy system for heating and cooling using the thermal energy took place with Corix Utilities. Since the public meeting LCPL, the City and the Region have transitioned to furthering discussions with Enwave Energy Corporation. The district energy system is being considered as a privately constructed, owned and operated system with no costs incurred by the City.

The implementation of a district energy system with this development is anticipated to reduce CO₂ emissions by over 6,000 tonnes annually. The sewage effluent heat recovery would satisfy approximately 70% of the annual heating and domestic hot water energy demand and 50 percent of the annual cooling energy demand in the community. The result is a reduction of over 35% of carbon emissions over the initial 25-year life of the project. This initiative would contribute to the City achieving its goal of reducing greenhouse gas emissions 40% by 2030 and 80% by 2050 below 1990 levels.

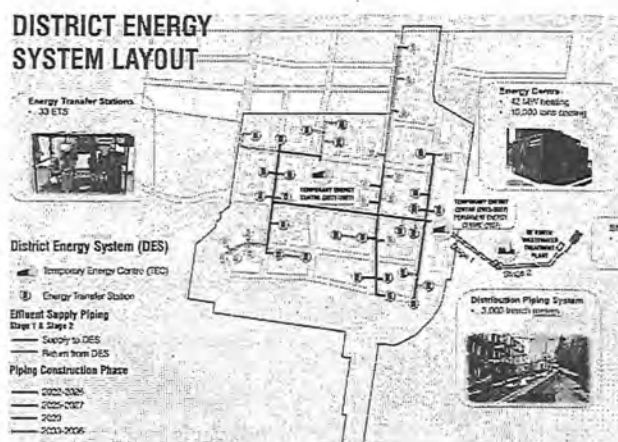


Figure 12. District energy network layout

The implementation of a vacuum waste system that transports waste to a centralised waste collection area via pneumatic tubes under the public streets will replace the traditional model of having garbage, recycling and compost trucks. This system is anticipated to reduce CO₂ emissions by over 175,000 kg annually, a reduction of 60% over traditional pick-up. This would also eliminate 125,000 km of garbage truck trips within the community each year. Additional benefits will include the elimination of garbage bins, garbage rooms, paved garbage bin pick up areas and errant pieces of garbage. The vacuum waste system being considered is also a private model with the design of the system be carried out by Envac and the completed system being managed and operated by Miller Waste.



Figure 13. Vacuum waste network layout

Initial engineering drawings for the rights-of-ways have been designed to accommodate the infrastructure for both systems. Discussions between the City, the Region and all relevant parties regarding the governance and financial model and arrangements are ongoing, and future Council updates and decisions points are anticipated.

While discussion on these systems have been positive and productive, and staff are satisfied with the technical feasibility of implementing these systems, the approvals and agreements of the systems are not yet finalized. Matters relating to a municipal access agreement to permit infrastructure to be located within the municipal rights-of-way will have to be brought to Council in

a future Corporate Report. The details of a lease agreement for the use of City land to accommodate the Sustainability Centre which will house the facilities for district energy and vacuum waste will also have to be brought to Council in a future Report.

The community is being designed to incorporate over 3,000 m² (32, 293 ft²) of Low Impact Development (LID) retention and filtration areas located within the right of way for storm water run-off.

Over 5.5 km (3.4 mi.) of new bicycle lanes are being incorporated into the community with every block being accessible by bicycle. All bicycle paths within right-of-ways will have their own dedicated space separate from the travel lanes. In addition to bicycle accessibility, this will be Mississauga's first development with required bicycle parking standards. Required bicycle parking spaces will apply to both residential and non-residential uses.

In addition to the above LCPL has committed that the following green development features will be incorporated into the development as a minimum. Should the City bring forward more progressive green standards in the future, those standards will supersede the commitments in effect through these applications. The commitments of these features will be secured through the Subdivision Agreement and will include:

- 100% of parking spaces be designed to permit future electric vehicle supply equipment installation. Buildings to provide a minimum of 15% of parking spaces with

electric vehicle charging stations with minimum Level 2 charging capabilities

- All apartment buildings to implement rainwater reuse for non-potable uses such as irrigation. Achieve a minimum 60% reduction in all outdoor potable water reduction
- All residential apartment and non-residential roofs to be either green roofs, white roofs or solar roofs
- White roofs will be required to be supplemented with rooftop rainwater harvesting
- Minimum 85% of all glazing within the first 4 storeys of apartment and non-residential buildings is to be bird friendly including balcony railings
- Pollinator friendly species for at least 10% of the landscaped site area
- Minimum 80% of all landscape hardscape areas to have a minimum SRI reflective rating of 29 to mitigate heat sink effect
- Ornamental trees will require a minimum of 12m³ (424 cubic ft.) of high quality soil volume
- Large tree will require a minimum of 30 m³ (1059 cubic ft.) of high quality soil volume
- For groups of two or more large trees in a joint planting bed, a minimum volume of 15 m³ (530 cubic ft.) of high quality soil is required per tree
- Minimum of 50% of plantings to be native species
- Minimum two electrical outlets for electric bicycle charging in bicycle storage areas
- Exterior lighting to be 'DarkSky' compliant in order to mitigate light pollution

- All new HVAC, mechanical equipment and other systems shall contain zero HCFC's and zero halons
- Private sidewalks, crosswalks and walkways to be continuous, universally accessible and barrier-free. Building entries are to connect to pedestrian paths, transit stops and parking areas for both cars and bicycles
- Evaluation of stormwater retention best management practices to accompany each site plan proposal in order to maximize retention
- When connected to district energy, townhomes are to be designed to meet or exceed ENERGY STAR for new homes, version 17 or R-2000 requirements
- When connected to district energy, buildings are to be designed to meet or exceed the following energy efficiency ratings:

	Energy Use Intensity (EUI)	Thermal Energy Demand Intensity (TEDI)	Greenhouse Gas Intensity (GHGI)
Apartment	135 kwh/m ²	50 kwh/m ²	15 kg/m ²
Commercial	120 kwh/m ²	40 kwh/m ²	10 kg/m ²
Office	130 kwh/m ²	30 kwh/m ²	15 kg/m ²

14. Draft Plan of Subdivision

The proposed plan of subdivision was reviewed by City Departments and agencies and is acceptable subject to certain conditions attached as Appendix 1.

The lands are the subject of a Draft Plan of Subdivision. Development will be subject to the completion of services and registration of the plan.

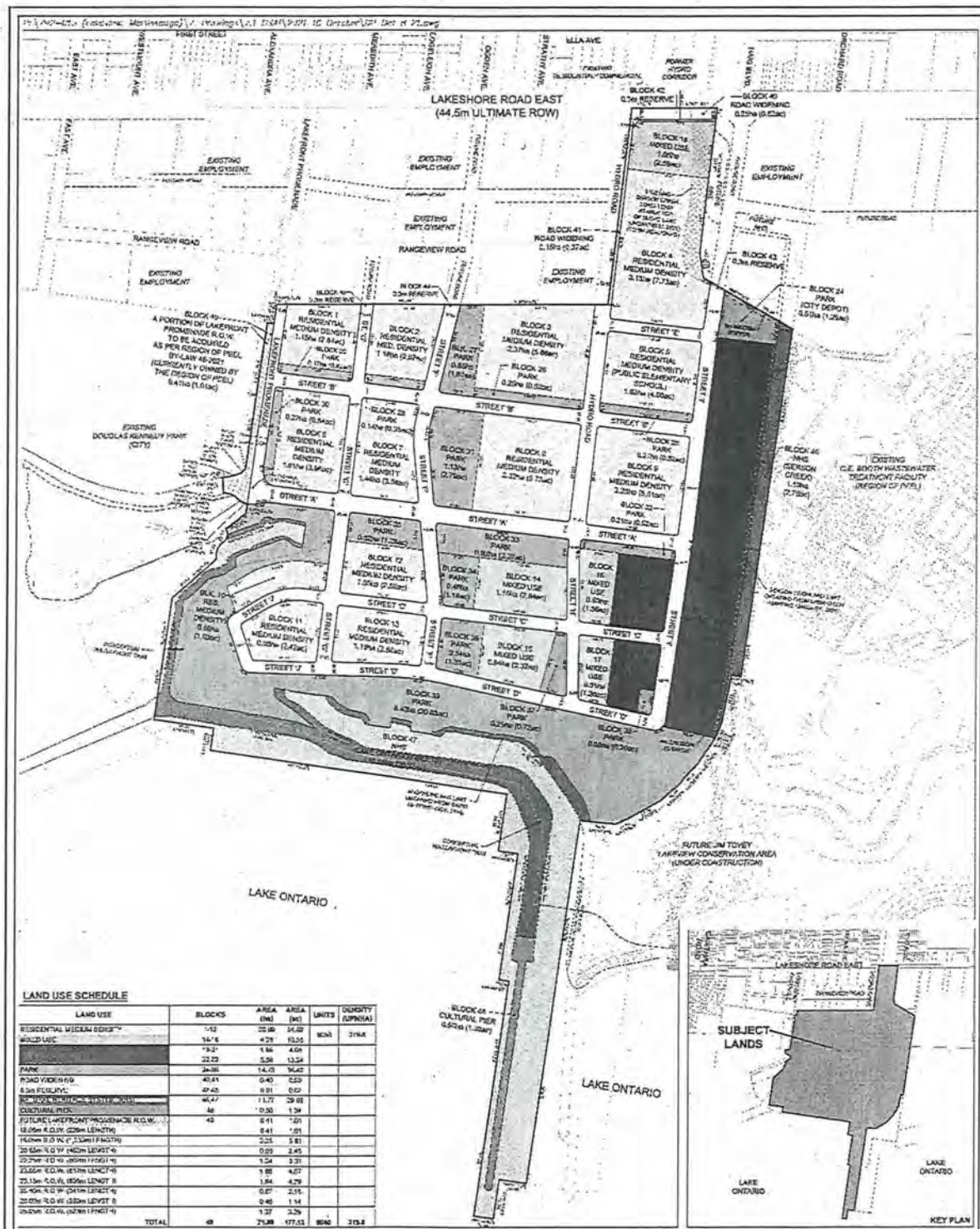
15. Conclusions

In conclusion, City staff have evaluated the applications to permit a new waterfront community containing 8,050 residential units against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

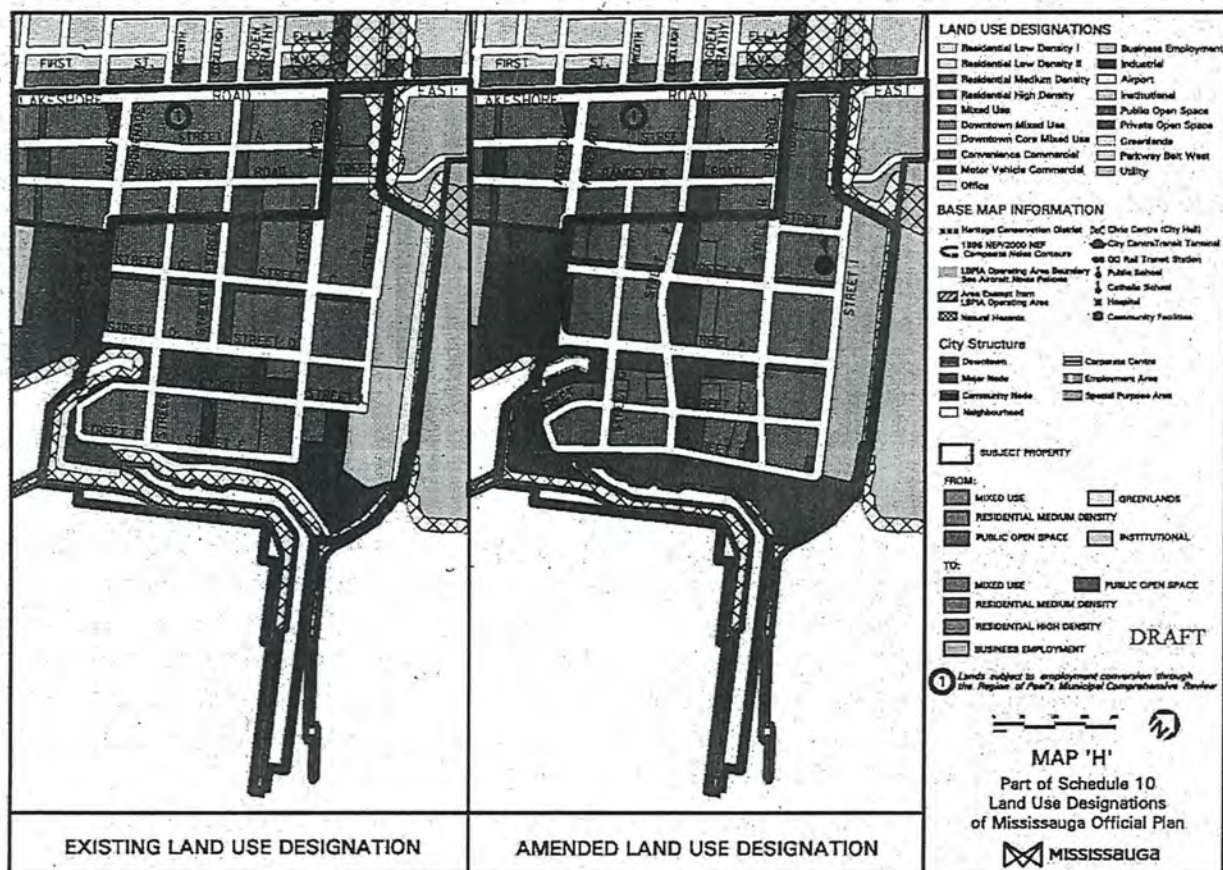
The proposal is in keeping with provincial targets of accommodating growth within Mississauga. Mississauga Official Plan outlines the vision of where and how intensification is to occur and the subject development represents the introduction of a mixed use, compact, walkable, cyclable community with a generous park network in a Major Node along a higher order transit corridor. New lakefront access will benefit the broader community and City. Heights and built form have been designed to respect the waterfront while allowing additional heights in appropriate strategic locations such as along the planned transit route and framing the large north-south central park. Commercial areas have been planned to continue and strengthen the Lakeshore mainstreet condition and also to create a new Village Square which will be a hub of vibrancy for the community. The square will contribute to this area of the waterfront being a regional draw for visitors. As part of the development 27.1 ha (67 ac) of waterfront land will come into public ownership. A large waterfront park containing a

600 m (1,970 ft.) pier will form part of that dedication and protect the waterfront for public access and resident enjoyment. Overall the development represents the realization of a rare opportunity to create an entirely new, vibrant, green, accessible waterfront community.

Appendix 3 – Draft Plan of Subdivision



Appendix 4 – Proposed OPA Map



Appendix 5 – Summary of Official Plan policy changes

Summary of Recommended Mississauga Official Plan Amendment Provisions

Revised 13.3 Lakeview Waterfront Policies

The existing Lakeview Waterfront policies will be replaced with several new policies which are summarized below:

13.3.5 Value the Environment

- Removal of reference to removing the subsurface infrastructure

13.3.6 Complete Communities

- Requiring 5% affordable housing in the Cultural Waterfront and Ogden Green precincts

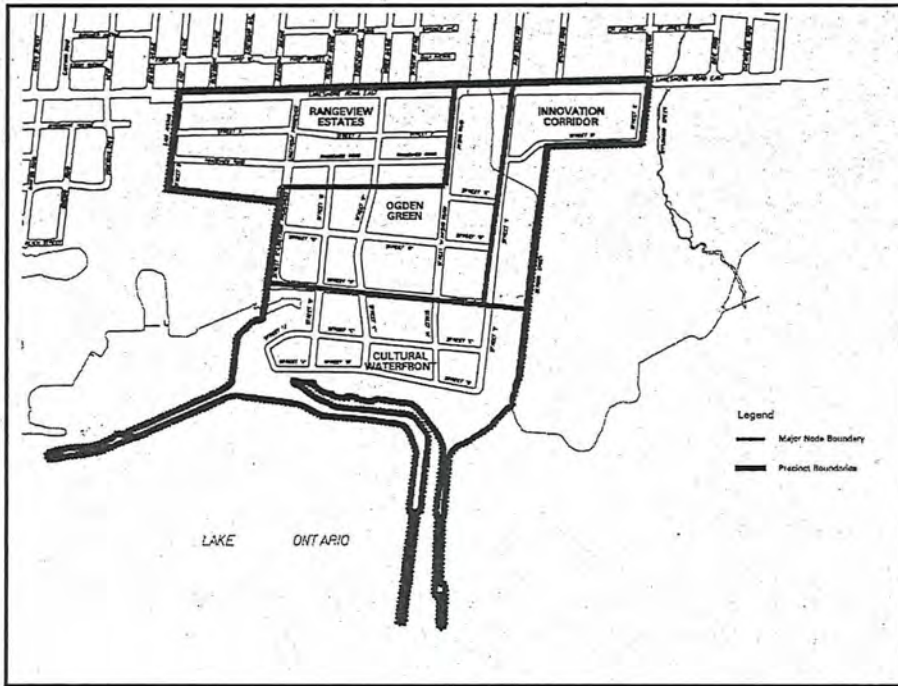
13.3.8 Desirable Urban Form

- Recognizing that the Lakeview Village Development Master Plan Design Guidelines are the applicable design guidelines for the Cultural Waterfront and Ogden Green precincts.
- Recognizing the Lakeview Waterfront Development Master Plan as the development master plan for the Ogden Green, Cultural Waterfront and Innovation Corridor precincts.
- Permitting one building with a maximum height of 28 storeys within the Ogden Green precinct at the northeast corner of Street D and the central north-south park in keeping with the Lakeview Waterfront Development Master Plan.
- Permitting three taller buildings in the Waterway District Area with the tallest having a maximum height of 40 storeys in keeping with the Lakeview Waterfront Development Master Plan.
- Requirement for an architectural competition for the Waterway District.
- Requirement for an architectural competition for the 22 storey building at the eastern terminus of the central east-west park.
- To recognize heights along the north-south central park and at the eastern terminus of the east-west park adjacent to Street D.
- Recognizing that taller buildings should be designed with podiums distinct from the tower in order to emphasize the mid-rise character of the community
- Permitting a maximum building height of six storeys with stepbacks above the fourth storey along the waterfront.

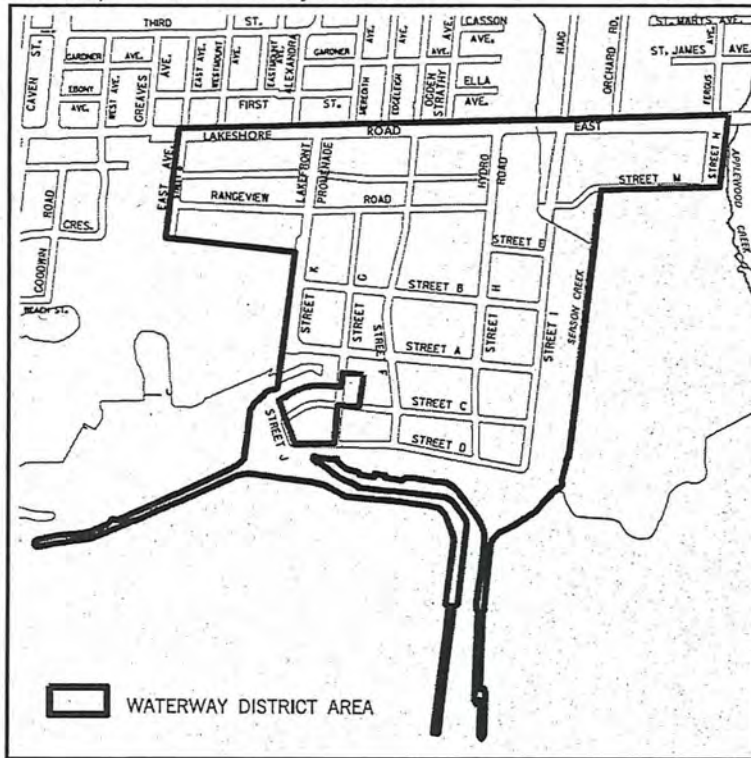
13.3.10 Land Use Designations

- Removal of requirement to combine schools in the same building with another permitted use
- Permit vacuum waste infrastructure in all land use designations
- Permit Residential Medium Density uses up to 12 storeys
- Remove policies associated with the Institutional designation

Revised Map 13-3.2: Lakeview Waterfront Major Node Character Area Precincts



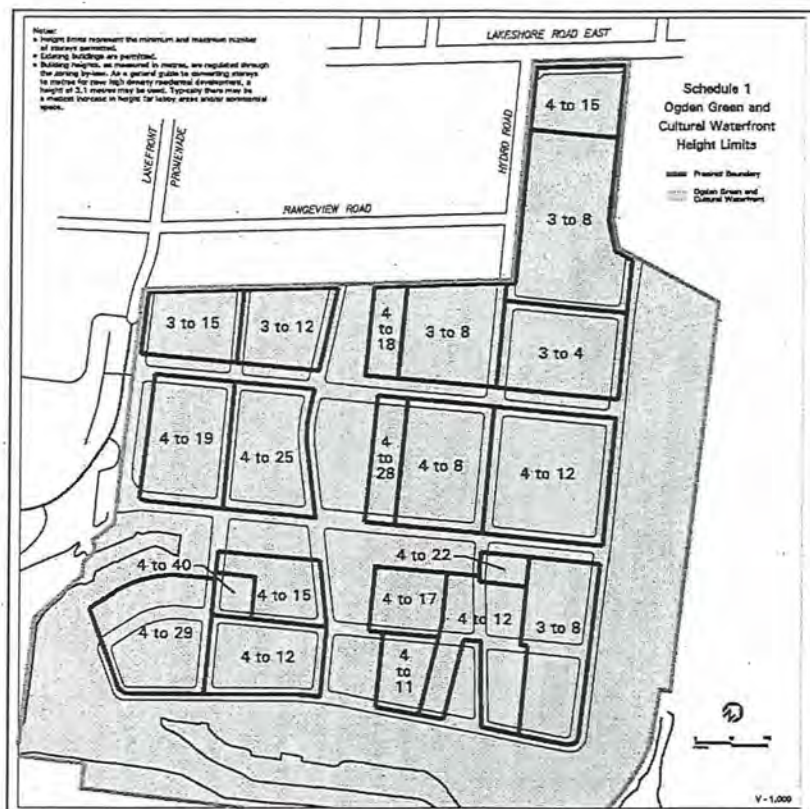
Revised Map 13-3.3 Waterway District Area



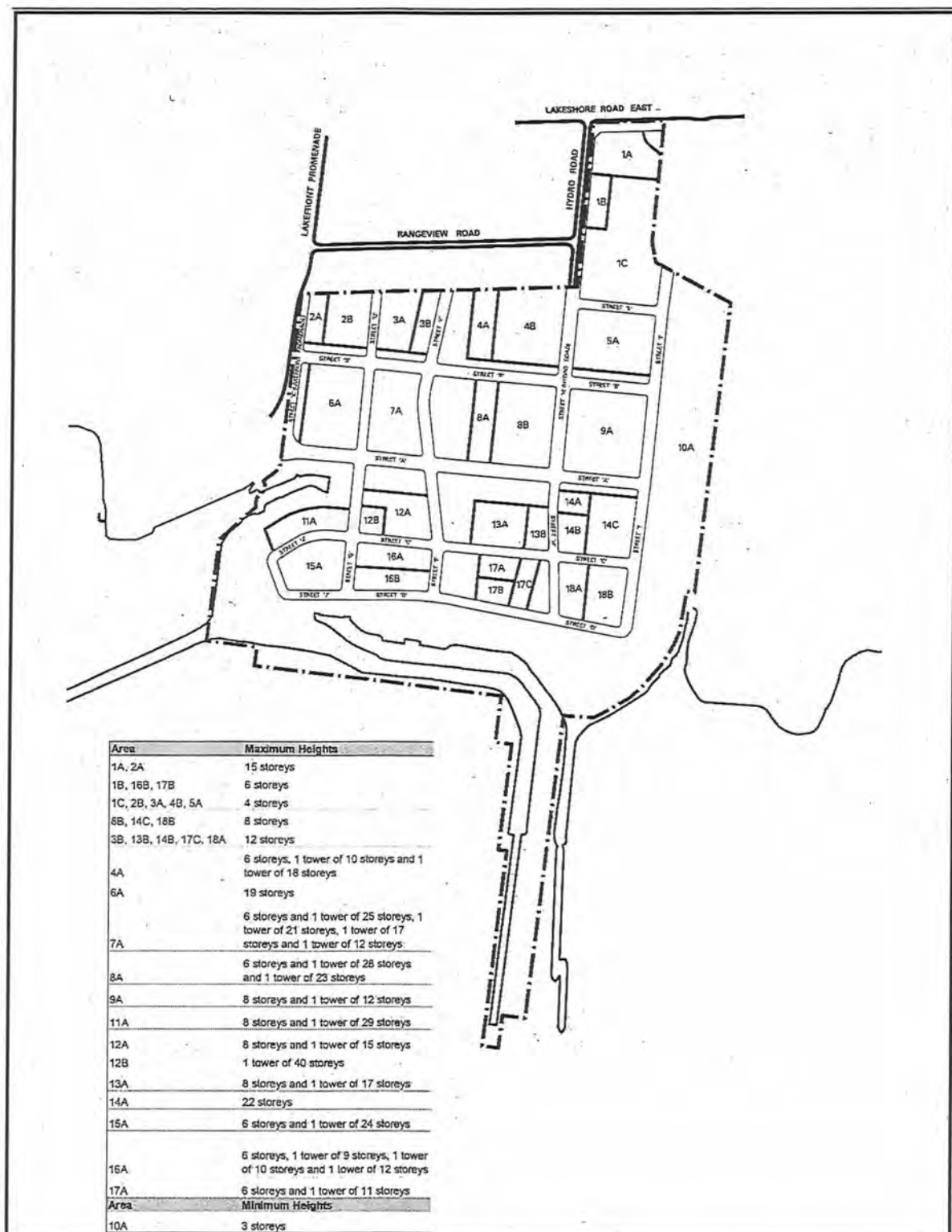
Revised Table 1: DISTRIBUTION OF HOUSING AND UNIT TARGETS BY PRECINCT

Table 1: DISTRIBUTION OF HOUSING AND UNIT TARGETS BY PRECINCT							
Precinct	Total Residential Unit	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 MidRises (Precinct)	Number of Units	% of Taller Buildings (Precinct)
Rangeview Estates	3,700	925	25%	1,850	50%	925	25%
Ogden Green, Cultural Waterfront	8,050	480	6%	3,184	40%	4,386	54%
Innovation Corrido	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Waterfront Major Node	11,750	1,405	12%	5,034	43%	5,311	45%
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.							

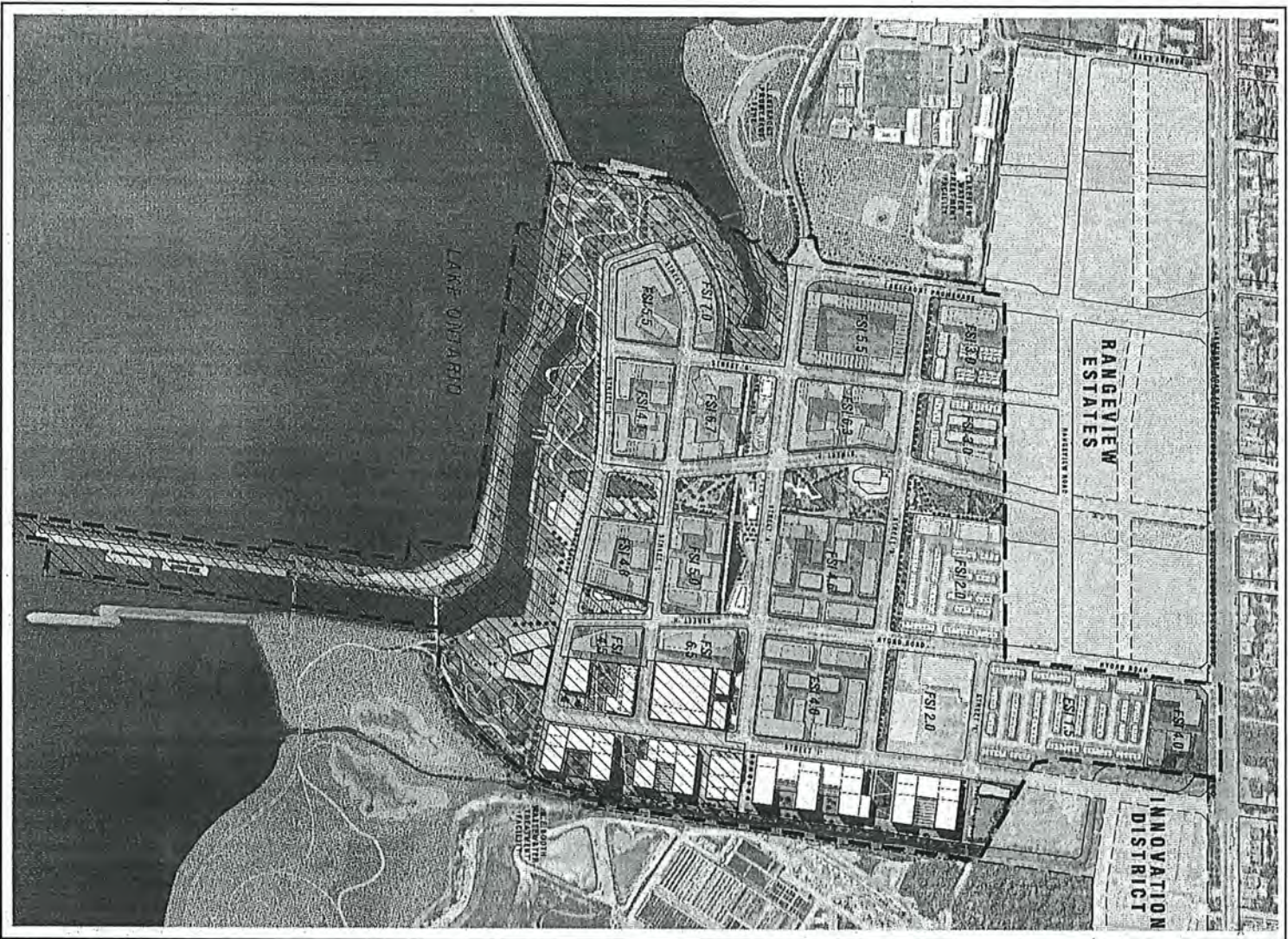
New Schedule 1 - Ogden Green and Cultural Waterfront Height Limits



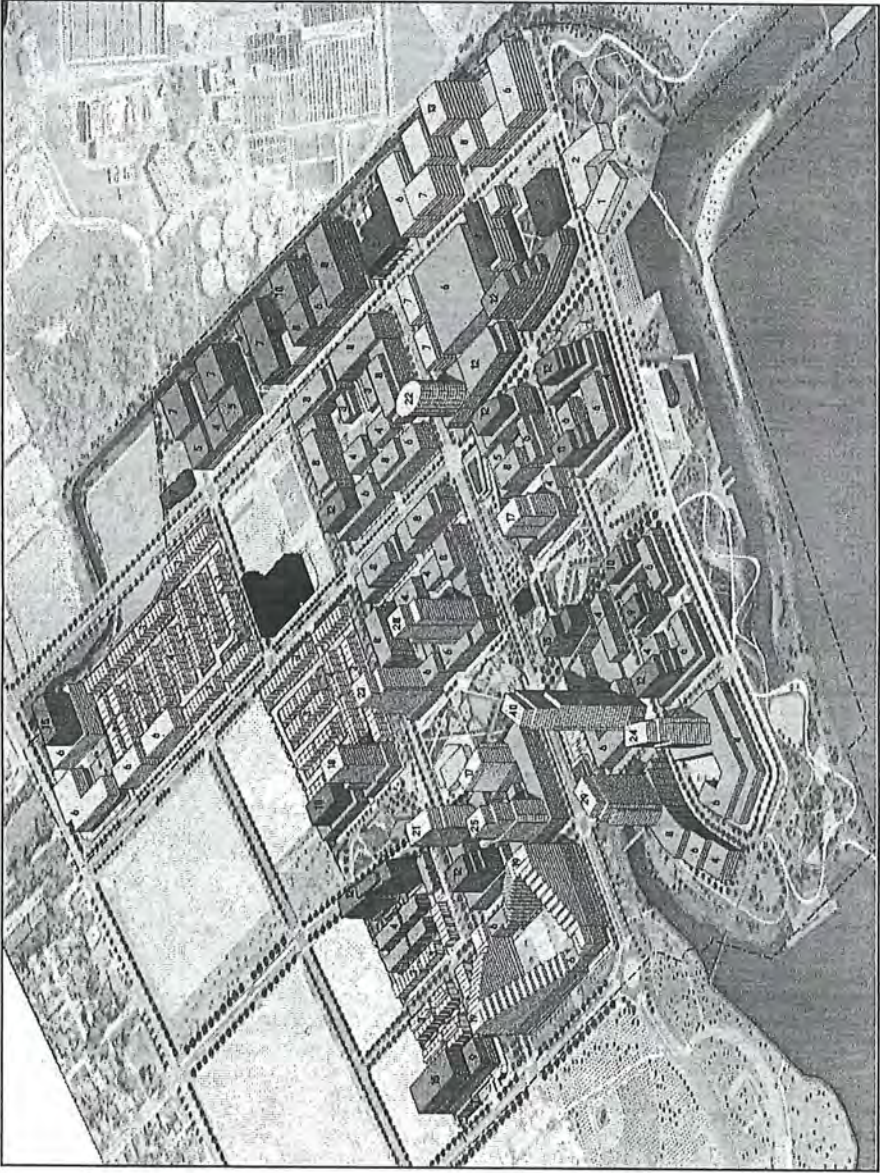
Appendix 7 - Zoning Height Schedule



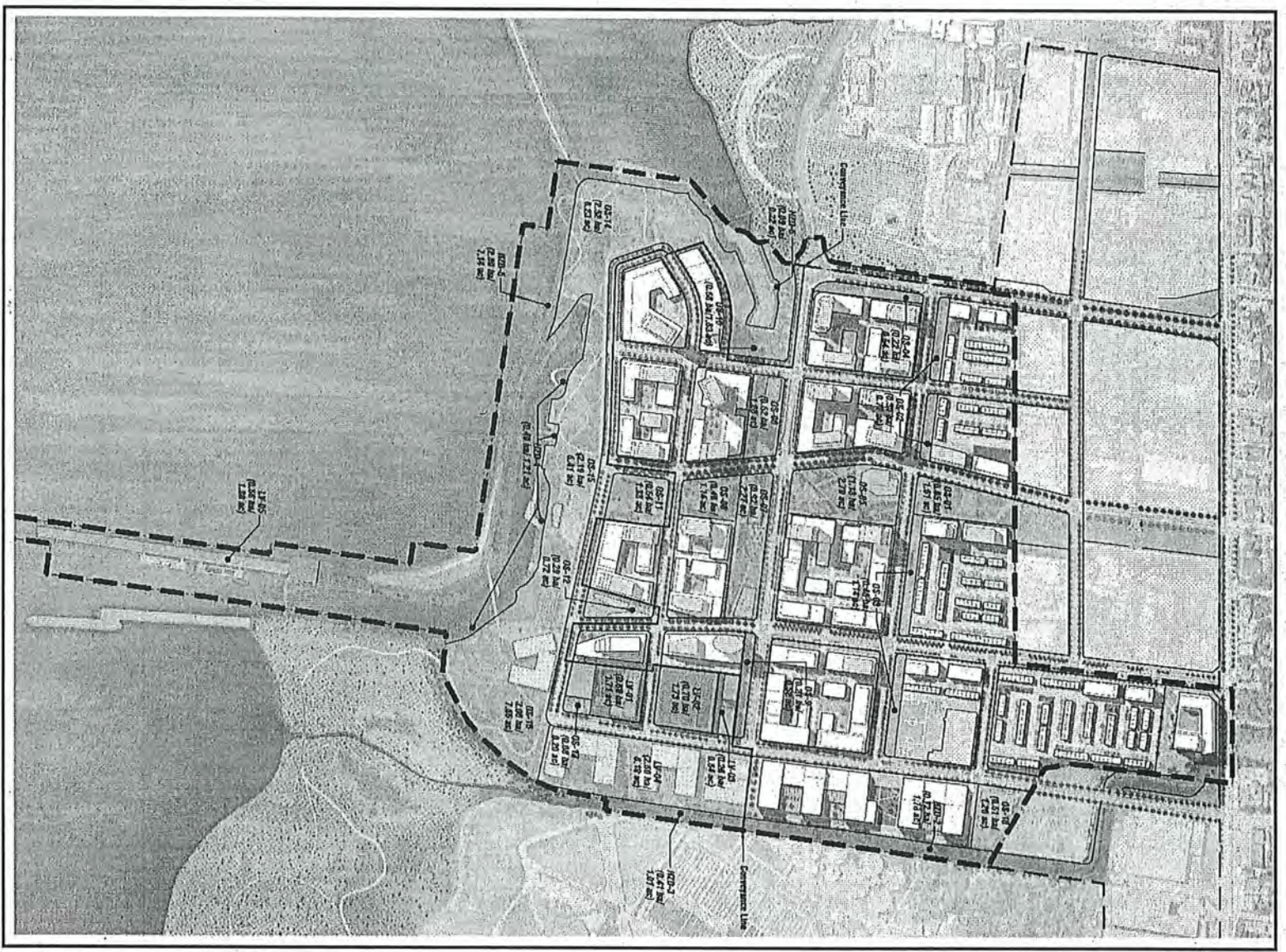
Appendix 8 - Zoning Maximum FSI Schedule



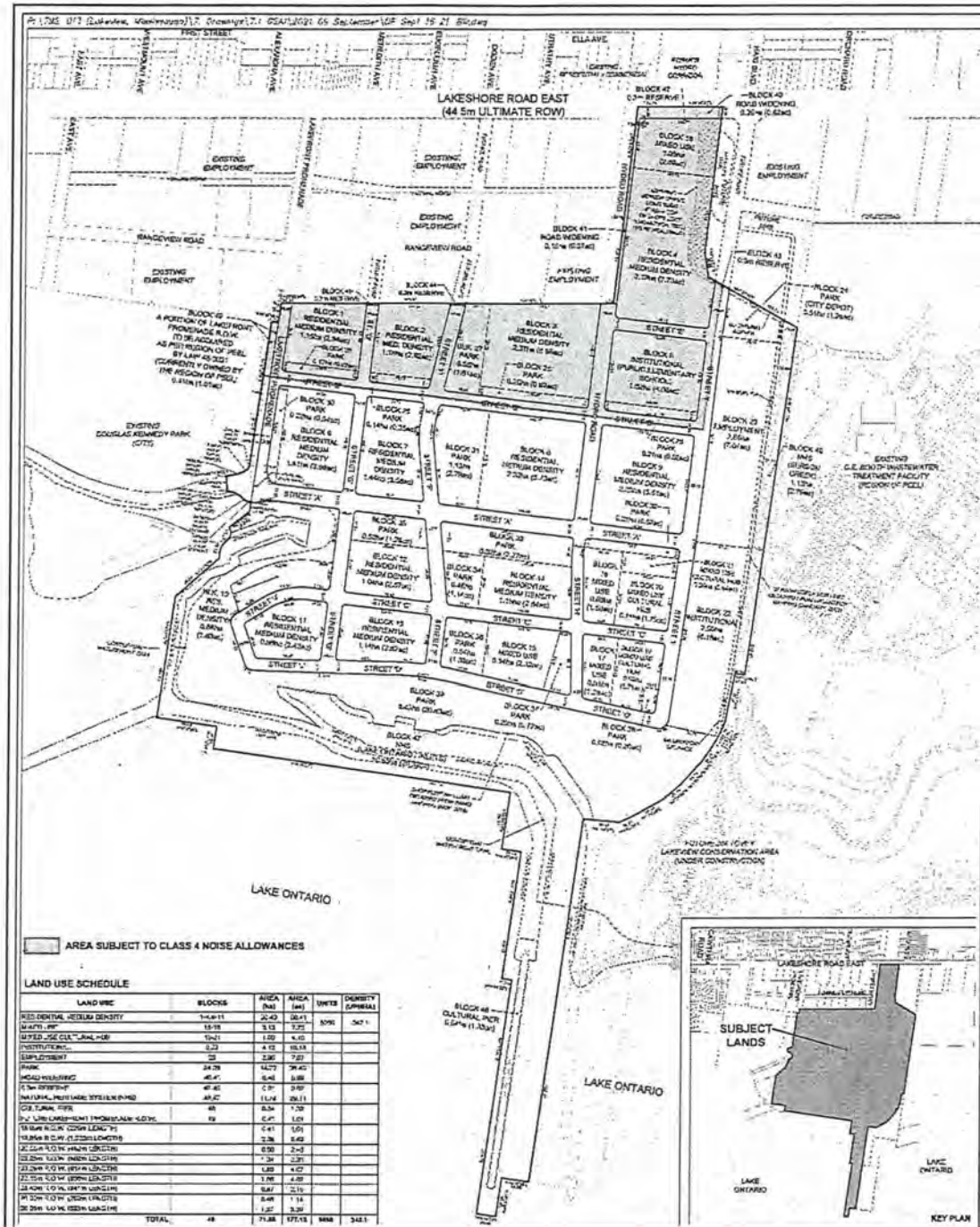
Appendix 9 - Concept Plan with Heights



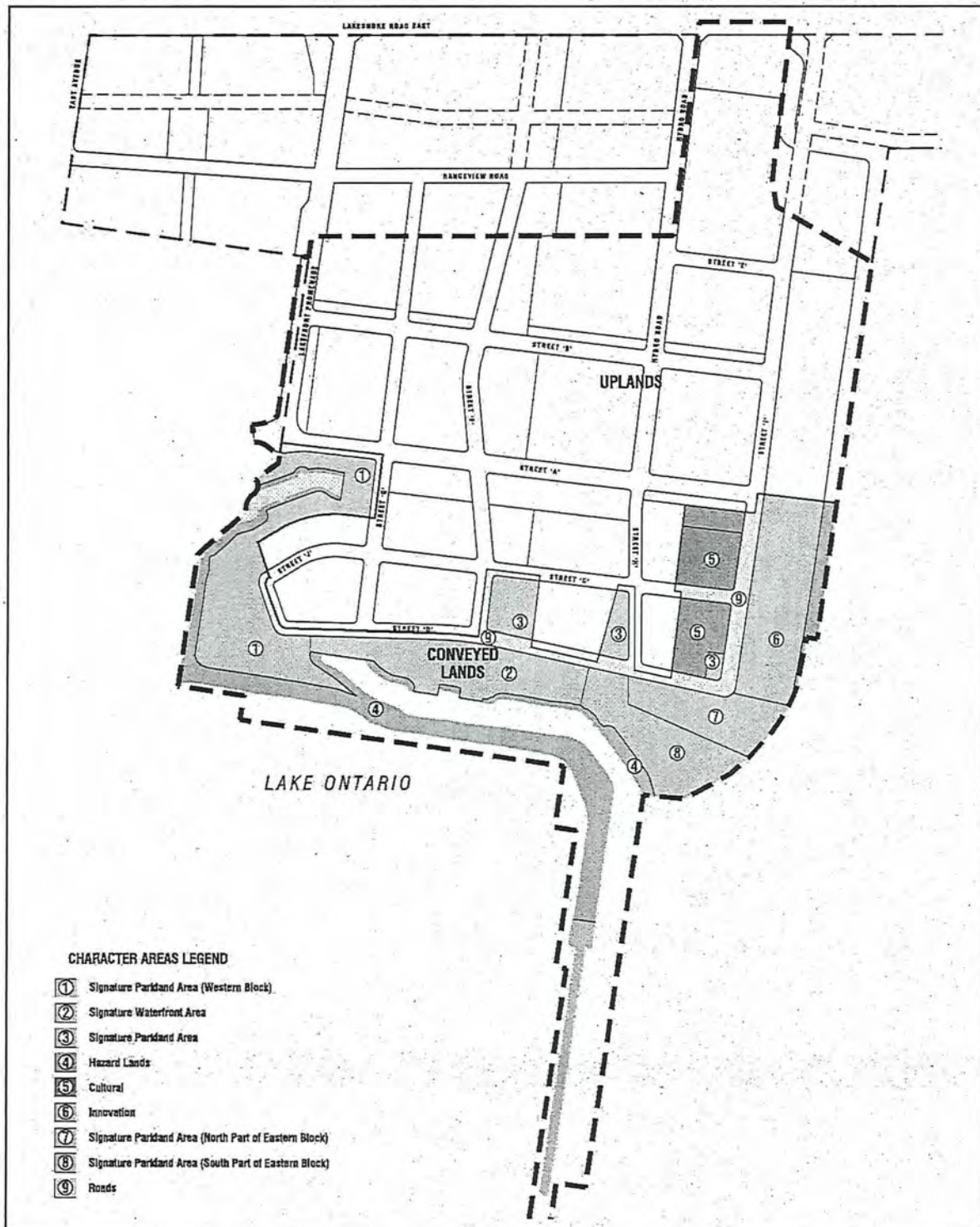
Appendix 10 - Parks Plan



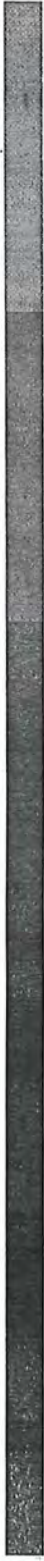
Appendix 11 - Class 4 Area Noise Classification Delineation



Appendix 12 - Conveyance boundary



LAKEVIEW VILLAGE
DEVELOPMENT MASTER PLAN DESIGN GUIDELINES
SEPTEMBER 2021



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1.1

Purpose of the Guidelines

The purpose of the Urban Design Guidelines is to provide further explanation and guidance based on the design thinking embedded into the Lakeview Development Master Plan. While the Lakeview Development Master Plan establishes the overall foundational framework, it is not a static vision.

Lakeview Village will continue to evolve as each block goes through a project design level of detail. This document lays out a set of guiding principles for the developments within privately owned lands to implement the related official plan policies, the endorsed Lakeview Development Master Plan, and applicable zoning by-law. It is also to ensure the intent of the Lakeview Development Master Plan "strict-scale design logic is captured and honoured.

While this document is appended to the Mississauga Official Plan (MOP), it is not intended to be applied as plan policy or zoning by-law in future Site Plan Review processes for projects at Lakeview Village. Applicants should also refer to the Mississauga Official (MOP) Plan principal document, Mississauga Zoning By-law, City's other design guidelines including Back to Back and Stacked Townhouses Guidelines, Low-Rise Multiple Dwellings Design Handbook, and Ontario Building Code to ensure that the applicable policies and requirements in these documents have been met. Furthermore, other City initiatives and special projects should be consulted to determine applicability, such as the City of Mississauga's Strategic Plan, Green Development Strategy, 2015 Facility Accessibility Design Standards, City of Mississauga Standards for Shadow Studies, Pedestrian Wind Comfort and Safety Studies, and the Lakeshore East Corridor

Study.

This document sets up the norm for developments of individual parcels within Lakeview Village. It should be referenced in its entirety in the design and review of all projects. It is not the intention of the guidelines to limit creativity but provide baseline guidance, within which creativity can be realized.

1.2

Objective of the Guidelines

Chapter 9 of Mississauga Official Plan, 'Build a Desirable Urban Form,' and the endorsed Lakeview Development Master Plan are the foundation for the Guidelines, which support the vision for Lakeview as a vibrant and predominantly mid-rise neighbourhood on the waterfront. These urban design guidelines act to articulate the policies in addition to the following objectives:

- Support the City of Mississauga's Strategic Plan and its Strategic Pillars for Change. A paramount goal is to create a vibrant and human-scale neighbourhood on the waterfront that provides diverse housing types, a rich mix of cultural, commercial and recreational amenities and services, and connecting Lake Ontario back to the City's urban fabric;
- Promote development in a coordinated, comprehensive fashion and facilitate a fair and consistent application of design principles;
- Integrate a mix of uses, through appropriate built form, including retail and commercial uses, offices, residential, cultural, entertainment and institutional uses – the whole of which is intended to put people in close proximity to a

4.1

broad range of urban amenities and experiences;

- Achieve a high-quality built form and strengthen the continuity of buildings that contribute to the Lakeview Village;
- Ensure that development is resilient, environmentally friendly, safe and universally accessible; and
- Foster compact, pedestrian, cyclist and transit-oriented development that achieves vibrant street level activities and a public realm of the highest standard.

1.3

Design Integrity and Deviation from the Design Guidelines

Lakeview Community Partners (LCPL) is, through this document, as well as review mechanisms, putting in place its own measures to ensure that the development of individual parcels within Lakeview Village conforms with the intent of the master plan and the high standards of design required within the community, while providing flexibility and opportunity to achieve distinctive buildings that stand out.

All buildings within Lakeview Village shall meet high standards of design, so that the district is elevated by each of the architectural projects contained within it. LCPL shall, as master developer in coordination with future builder partners, have final authority over aesthetic considerations (with advisement from the City of Mississauga), to ensure that individual architectural projects meet the high standards of the districts and conform with LCPL's and the City of Mississauga's vision for Lakeview

Village.

LCPL has committed to the City to hold an invited, international architectural competition for the Marina District. These buildings will be the signature (from a height point of view), skyline-defining elements of Lakeview Village. As such, an extremely high degree of architectural excellence will be required.

LCPL is also planning to host a Canada-wide architectural competition for the tower anchoring the eastern end of Waterway Common. This building's position at the head of this key open space equally suggests a very high level of architectural design.

1.4 Non-Conventional Building Forms

The Guidelines for Lakeview Village have generally been written to guide "normative" design and construction within the community - blocks employing traditional perimeter mid-rise podium and vertical mid-high-rise and high-rise elements. The zoning is crafted to guide these types of buildings. The development and design teams recognize and encourage creativity in design, and as such do not want to deter innovation through the Guidelines. For this reason, it is anticipated that variances may be made to these Guidelines for non-traditional strategies to block development. (Refer to Section 5.7 Non-Traditional/Non-Conventional Building Types for additional information.)

1.5 How to Use the Guidelines

This document contains four parts in addition to this introduction:

- The second chapter provides a description of the overall district and block structure
- The third chapter is focused on the ground floor(s) that directly interact with the public realm beyond the development block. Design guidelines are provided based on different types of ground floor use and their public realm context
- The fourth chapter offers guidelines for the design of mid-rise elements
- The final chapter speaks to the taller elements in terms of their locations, orientation, and design

The builder of certain block(s) should follow the guidelines that are applicable to the subject block(s). Significant deviation from the applicable guidelines should be justified with supporting studies and rationale to explain that the establishment of unique conditions supports the goals and public realm of Lakeview Village.

District and Block Structure

- 2.1 Section Overview
- 2.2 Master Plan Sub-Precincts
- 2.3 Block Typologies
- 2.4 Physical Form of Blocks

2.1 Section Overview

Lakeview Village is an urban district of neighbourhoods, that each have form-giving and character-giving adjacencies that are important to maintain sight of during the implementation of development parcels. This section provides a description of the sub-precincts, shown in the map to the right, as well as overview description of the building typologies found throughout Lakeview Village, and guidance on the physical form of blocks.

2.2 Master Plan Sub-Precincts

The boundaries between sub-precincts have been determined through a blend of different criteria, ranging from predominant use, to geographical location within Lakeview Village, to built typologies that will comprise the majority of building types within the sub-precinct.

Each of the sub-precincts is intended to achieve the following primary goals, through its distinctiveness from other sub-districts:

1. Establish a legible, cohesive localized identity for the sub-precinct within the larger identity of Lakeview Village;
2. Respond sensitively and creatively to adjacent conditions, both within, and external to, Lakeview Village;
3. Provide a rational ordering system for the explanation of attributes for each sub-precinct, so that sub-developers within Lakeview Village are able to attain desired outcomes for localized portions of the larger district.

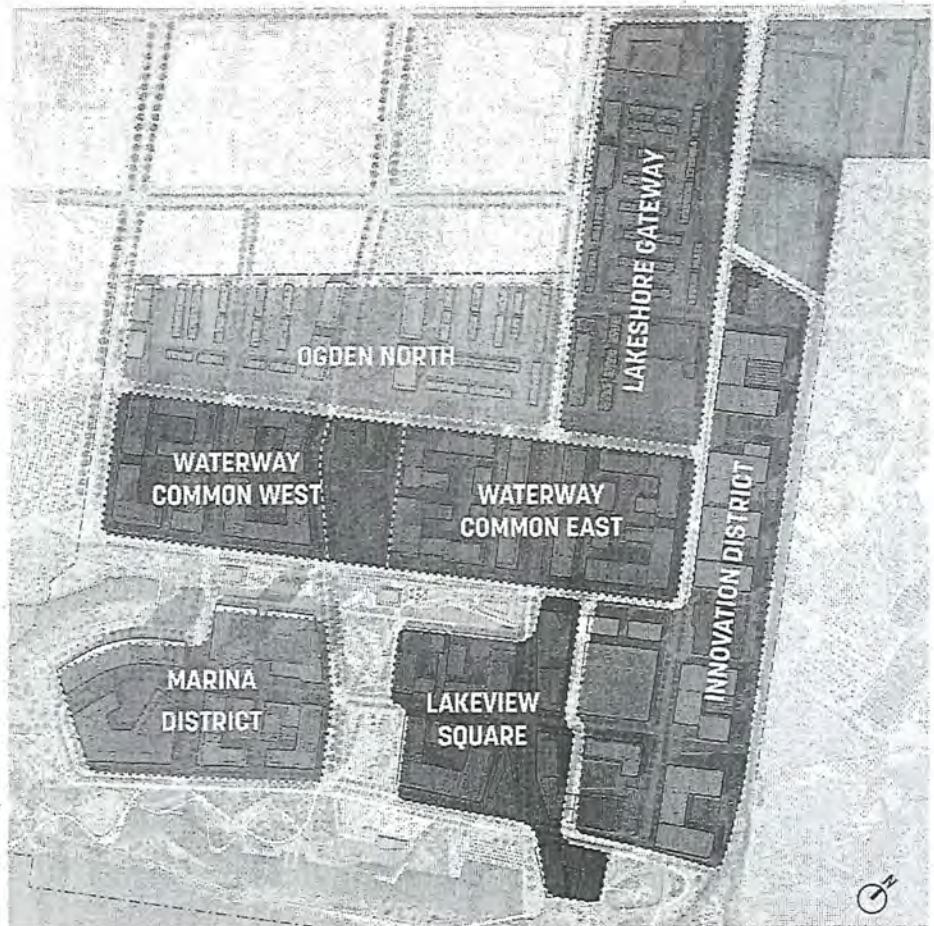


Figure 1: Lakeview Village Sub-Precincts

2.3 Block Typologies

The types of blocks within Lakeview Village can be divided into five typologies.

Mid-Rise and Taller Elements

Most of the residential floor area in Lakeview Village is accommodated in podiums (or, "wings") that define the street-facing edges of blocks, so as to create a strong urban form at ground level and in the low-rise elements of each block. On blocks where there are higher elements, these are strategically situated to support and enhance the overall structure of the block. Several of the urban blocks will have townhouse elements at their bases, providing a maximum number of "front doors to the street."

Mid-Rise and Townhouses

Neighbourhoods of mixed townhomes and 4-6 storey mid-rise buildings will add to the diversity of housing types at Lakeview Village, and will create a lower-in-height zone in the portion of Lakeview Village most closely sited towards Rangeview Estates and Lakeshore Road.

Waterfront

Blocks fronting onto Lakefront Park will predominantly be apartments, and in some cases, retail in their lower stories (retail predominantly at first level). Taller elements will be set back from the front, Lakefront Park-facing edge of these blocks, and will be terraced to remove any sense of the Lakefront Park being negatively impacted by modestly higher elements.

Marina

The Marina blocks are distinct, being a combination of terraced mid-rise and higher buildings. The three buildings are also intended to operate in-concert with one another, at the lower and higher levels. Extreme care has been taken to set the higher elements back from the Lakefront Park, and to orient the buildings so that views into Lakeview Village as well as outwards are maximized. The "fan-shaped" orientation of the higher elements supports this outcome.

Office/Institutional

The Innovation District blocks are of a specific type, in order to maximize the utility of that compact corridor while maintaining an elegant street frontage onto New Haig Boulevard.

The office/institutional buildings of the Innovation District focus occupied space onto New Haig Boulevard, with parking visually concealed at the center of the blocks. The building configurations create open spaces that open up to the trail and landscape along Serson Creek. Screens and plantings along the trail will provide a green corridor experience for users of Serson Creek.

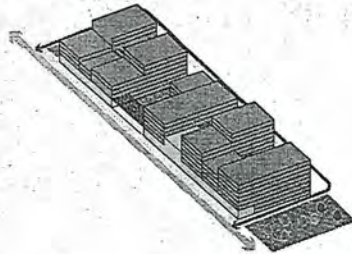


Figure 2: Office/Institutional Block Typology

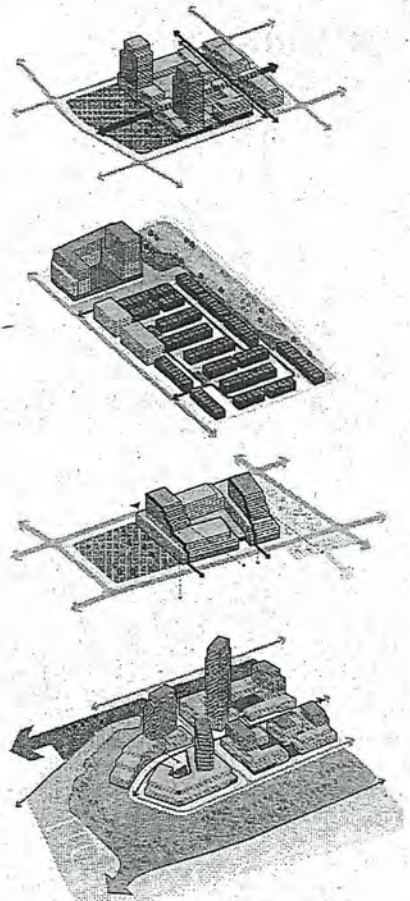


Figure 3: Residential Block Typologies

2.4 Physical Form of Blocks

This section describes alternative approaches to the overall block, in order to provide guidance on the balancing of differentiation and cohesion.

Approach 1: Entire-Block Design

In certain situations, this approach can yield exciting results that add to cohesion within Lakeview Village. With this approach, mitigation of on-the-ground perception of scale and size is important, in order to maintain a human-friendly scale of architectural elements at Lakeview Village. This approach specifically suggests attainment of block-level planning and architectural design excellence, sophistication of overall composition, and sophistication of façade design and articulation.

Approach 2: Horizontal Differentiation Between Mid-Rise and High-Rise

This approach treats elements below the mid-rise datum level differently than those above the datum. Differences may be architectural (amount and type of fenestration, balconies, façade articulation), and materially (masonry vs. glass, warm materials such as wood in proximity to the ground, etc.). This is a useful and valid approach to attaining diversity in design and materials within Lakeview Village. A negative outcome with this approach, however, may occur if all elements below the mid-rise datum are treated uniformly across the entire block (as with the risks inherent in Approach 1 overall). This approach can be combined with Approach 3.

Approach 3: Vertical Differentiation of Block Quadrants (2 Primary Divisions)

The differentiation of mid-rise and high-rise elements

into distinct buildings is desirable (notwithstanding the fact that basements and podiums may be shared). Opportunities to create these divisions at the mid-rise levels can be generated through the location of pedestrian ways to/from the interior of the blocks; utilizing these break-points to change architectural articulation. This approach can be combined with Approach 2 above.

Approach 4: Vertical Differentiation of Block Quadrants (3 or More Primary Divisions)
Same as Approach 3, but with a greater number of vertical divisions. The precise number of these divisions may result from particularities of the specific frontages and/or adjacencies of the block in question. This approach can be combined with Approach 2 above.

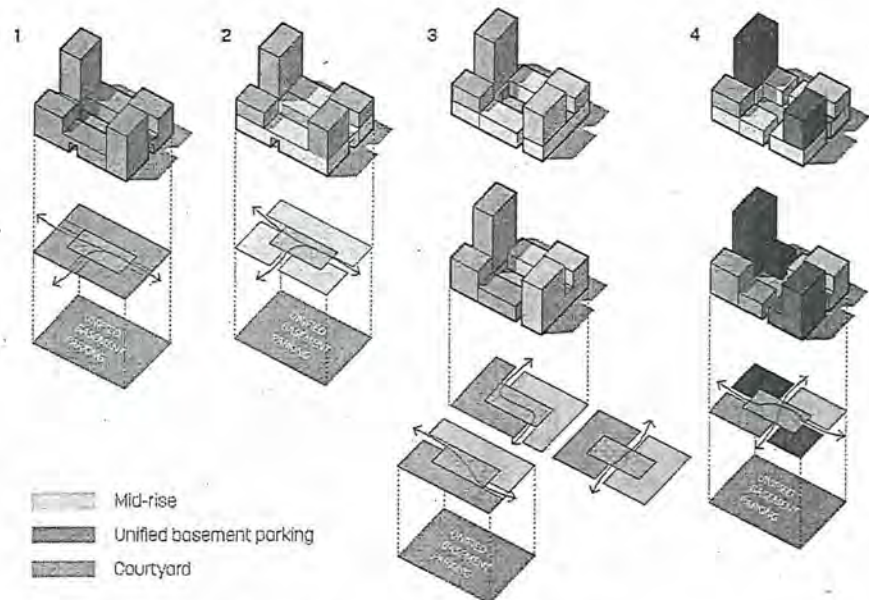


Figure 4: Alternative Approaches to the Physical Form of the Block

Street Frontage and Ground Floor Design Guidelines

- 3.1 Section Overview
- 3.2 Master Plan Corridor Conditions
- 3.3 Street Frontages in Lakeview Village
- 3.4 General Guidance for Buildings on "A" and "B" Street Frontages
- 3.5 Guidance for Buildings on "A" Street Frontages
- 3.6 Guidance for Buildings on "B" Street Frontages
- 3.7 Buildings Facing Parks and Open Space
- 3.8 Design for Access, Parking, Service and Loading
- 3.0 Above Grade Parking Facilities on 'A' and 'B' Street Frontages
- 3.10 Ground Floor Conditions for Residential Buildings
- 3.11 Ground Floor Conditions for Other Use
- 3.12 Pedestrian Permeability Conditions
- 3.13 Utilities General Guidelines

3.1 Section Overview

This section provides guidance on the conditions experienced at ground level throughout Lakeview Village. First, this section explains design conditions organized by types of street frontages ('A' and 'B' Streets). It also provides guidelines for ground floor conditions, organized by building use type.

3.2 Master Plan Corridor Conditions

There are numerous locations within Lakeview Village in which it is going to be essential for mid-rise built elements in particular to form a part of a larger ensemble. The master plan has been prepared with this foremost in mind, so as to create a strong urban edge to development parcels.

These "corridor" conditions will, if developed synergistically, convey tremendous elegance on Lakeview Village. One of the primary purposes of these guidelines is to point out why these synergies between distinct parcels are important, and how they are to be achieved.

Ogden Park

Both the eastern and western sides of Ogden Park are strong opportunities for establishing an urban edge that helps to give structure to the park itself, while providing amenity to the residents of the abutting buildings. The western edge is of particular importance, because it is lined by a roadway, and because the alignment of facades will be perceived slightly obliquely due to the park's shape. On the eastern edge there is an opportunity for buildings to read more as objects within the park itself.

Waterway Common

Waterway Common is the spatial and visual extension of the public parklands to the west of Lakeview Village. Both the northern and southern edges of Waterway Common will be important to define strongly at the mid-rise level to provide structure to this signature open space. Where Waterway Common intersects with Ogden Park, the corners of the abutting parcels will present immense opportunity for the further structuring of both open spaces.

Lakeview Square

Lakeview Square will have a concentrated feeling, with mid-rise elements providing a large amount of visual interest through facade articulation, balconies, etc. This is a see-and-be-seen space, where a greater than usual amount of articulation is called for, in the form of facade stepping, balconies, materials, etc. The establishment of moments for visual connectivity (e.g. balconies overlooking the Square) will create a sense of energy and use during day and nighttime.

Hydro Road

This is the main entry corridor leading all the way from Lakeshore Road into Lakeview Square. As such, its expression should be elegant, and as with many other locations in the plan, the mid-rise elements will be of fundamental importance to realizing the vision for this corridor. Setbacks have been defined to give this road a calm and stately feel. It is important to signify Hydro Road as the main character avenue into Lakeview Village where it will directly link Lakeshore Road East with Lakeview Square and the waterfront. The character will be achieved by providing an enhanced streetscape and upgraded architectural design and finishes.

Waterfront Edge

This is perhaps the most important frontage in all of Lakeview Village. The "bow" in the lakefront road means that the mid-rise facades in this location will be visible as a gently arcing continuity to anyone standing at the eastern or western end of the road. For this reason, it will be important for height datums and setbacks to be strongly respected. The combined result will be impressive.

New Haig Boulevard

The Innovation District will have its own distinct identity within Lakeview Village, given its distinct use. Both sides of New Haig Boulevard should convey the nature of this district as a place of high daytime interactivity.



Figure 5: Corridor Character Typologies

Ogden Park	Hydro Road
Waterway Common	Waterfront Edge
Lakeview Square	New Haig Blvd

3.3 Street Frontages in Lakeview Village

The endorsed Lakeview Master Plan proposes new public streets to augment the existing and planned public street pattern, thereby creating a comprehensive and interconnected urban grid.

Categories of frontages differentiate the various streets in the Lakeview according to their function, character and design. As such, all streets are categorized as 'A' and/or 'B' frontages. 'A' Street Frontages will require the highest attention to urban design, having a cohesive built form to achieve character and a vibrant pedestrian environment.

Similarly, 'B' Street Frontages are designed to ensure a quality pedestrian environment and high standard of built form, but provide defined locations for necessary access, delivery, service, loading and parking facilities serving development blocks. In general, new development should follow guidance for each street frontage type, which suggest how buildings (through their site design, streetwalls, built form treatments, etc.) individually contain and provide an appropriate sense of enclosure for the street or open space in order to collectively frame and animate the public realm. Given the urban character of Lakeview Village, there are instances in which blocks are only served by 'A' Streets, by necessity. Loading access, servicing and parking of these blocks, and select other 'A' Street conditions, should be carefully designed and managed.

The following sections set out the Guidelines for buildings along the frontage types in accordance with the Lakeview 'A' & 'B' Street Frontage Plan.



Figure 6: Lakeview 'A' and 'B' Street Frontage Plan

— 'A' Street Frontages
— 'B' Street Frontages

3.4 General Guidance for Buildings on 'A' and 'B' Street Frontages

Buildings are the most pronounced element of the urban fabric and create the sense of place. Buildings in the Lakeview Village will shape and articulate the streets and open spaces by forming edges and streetwalls to establish definition and enclosure. Collectively, they create the pedestrian environment, frame the public realm and establish the urban setting. Common guidance for 'A' and 'B' Street Frontages sets up the urban framework for all development blocks in Lakeview Village. The following guidance applies:

3.4.1 Locate build-to line guidance (minimum building setback along street frontage) on development blocks to inform the orientation and placement of buildings and streetwalls;

3.4.2 Coordinate build-to lines with adjacent properties in order to create consistent edges and street walls along frontages;

3.4.3 Locate buildings parallel to the street, with streetwalls placed at the build-to line, to contain the street and provide an appropriate sense of enclosure;

3.4.4 Ensure variation in setbacks along the building frontages to articulate façade emphasis at the build-to line, in order to allow for visual interest, accommodate outdoor patios, recessed entries and landscaped areas;

3.4.5 Incorporate active uses at grade, where practical within constraints of viability, such as commercial and retail, to animate the public realm and pedestrian environment (Also, refer to 3.10 Ground Floor Conditions for Residential Buildings and 3.11 Ground Floor Conditions for Other Uses);

3.4.6 Ground floor uses should incorporate glazing;

3.4.7 Locate main entrances flush with the public sidewalk for accessibility;

3.4.8 Ensure site designs relate to and interface with existing, proposed and future transit stops and facilities;

3.4.9 Locate main building entrances so that they are clearly identifiable and prominent with direct access to the public sidewalk, cycling infrastructure and transit facilities;

3.4.10 Where appropriate and practical, provide corner entrances to buildings located at prominent intersections and/or gateways;

3.4.11 Balconies and bay windows may not protrude into the public realm, but may extend as far as the build-to line in some locations;

3.4.12 Below grade parking structures shall provide an appropriate clearance between the top of the parking structure and grade to allow for healthy tree growth (typically minimum 1.5m depth of soil, not including the drainage layer). Lesser depths may be considered where planting is limited to smaller stature vegetation (for example, small to medium shrubs) and does not include trees; and

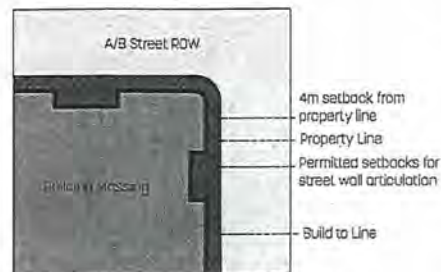


Figure 7: Prototypical Setback Conditions

3.4.13 Buildings in Lakeview Village should attain minimum heights commensurate with an urban district.

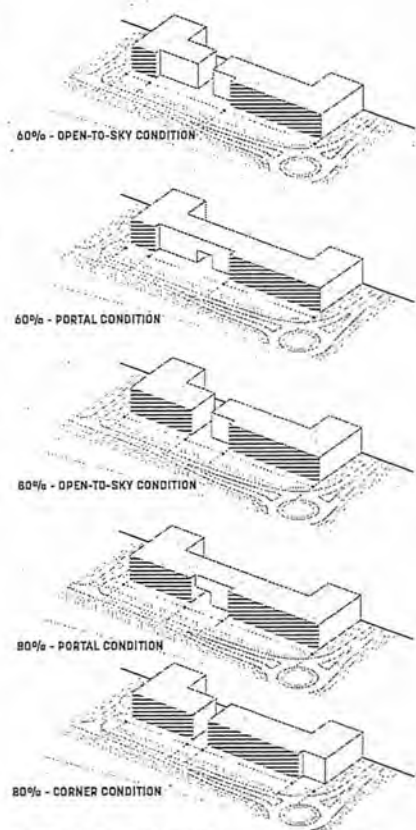


Figure 8: 60% and 80% Street Wall Conditions

3.5 Guidance for Buildings on 'A' Street Frontages

'A' Street frontages have a critical role and function in Lakeview Village. They are important for securing animation and character, a comfortable pedestrian environment with access to sunlight and sky views, street activity and vibrancy. Developments fronting onto 'A' Streets will require the greatest attention to urban design, ensuring a cohesive built form and streetscape treatment to achieve the highest standard in the execution of the public realm.

The following guidance applies:

3.5.1 Provide continuous buildings along development blocks fronting onto 'A' Streets to form consistent streetwall;

3.5.2 Approximately 80% of a property's frontage is required to be occupied by the streetwall at the build-to line;

3.5.3 Development will be discouraged from locating curb cuts, driveways and laneways on 'A' Streets, except as provided for in 3.5.8 and 3.5.9;

3.5.4 Approximately 20% of the building frontage may be stepped-back to a maximum of 6m from the build-to line to allow for articulation of the streetwall, including provision for outdoor patios, recessed entries and landscaped areas;

3.5.5 Functioning main entrances to buildings should be provided on 'A' Streets;

3.5.6 Ground floor elevations along 'A' frontages should have approximately 60% vision glazing with views into the building;

3.5.7 Where residential uses are permitted at the ground level, special provisions should be applied for the design of unit entrances and setbacks; and

3.5.8 Indoor amenity spaces shall not be located on 'A' Streets, except where such amenity spaces are directly related to building entry and lobby functions. In these cases, frontages of lobby-associated amenity spaces should be primarily glazed, with strong visibility at all times into the interior space, and from the interior to the exterior.

4.1 Exceptions to Access on 'A' Streets

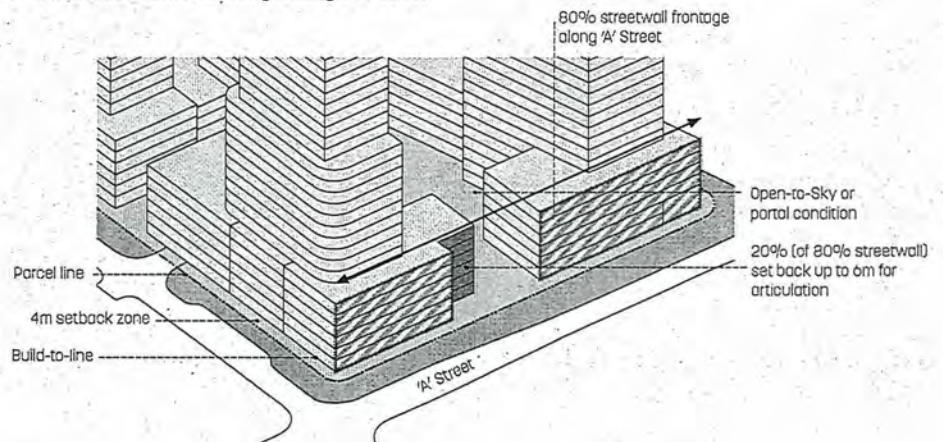
Curb cuts, driveways and access that would normally be provided on a 'B' Street may be provided on 'A' Street frontages:

3.5.9 When servicing from an 'A' Street is needed due to the phasing of buildings within a block; or

3.5.10 Provided that a site or block does not have access from a 'B' Street or other means of access, there is a requirement for emergency vehicle access; or

3.5.11 Provided that impacts on the pedestrian environment are minimized through a high standard of design treatment consistent with the quality of the public realm.

Figure 9: Wall Articulation for Buildings Facing a 'A' Street



3.6 Guidance for Buildings on "B" Street Frontages

'B' Streets generally connect 'A' Streets to each other. In contrast to 'A' Streets, they provide development blocks with access for deliveries, waste collection, service and loading, including vehicular access to structured and off-street parking within development sites. It should be noted that 'B' Streets are also intended to support a pedestrian environment, integrating a high standard of urban design to support street activity.

3.6.1 'B' Streets will have buildings along development blocks, with provision for vehicular access to off-street parking, access for deliveries, waste collection, servicing and loading (refer to Section 3.8 Design for Access, Parking, Service and Loading);

3.6.2 Approximately 60% of a property's frontage should be occupied by the streetwall at the build-to line, with the exception of instances where townhomes with street entries occupy the ground-level;

3.6.3 Approximately 40% of the building frontage may be set back to a maximum of 6m from the build-to line, to allow for articulation of the streetwall, including provision for outdoor patios, recessed entries and landscaped areas;

3.6.4 Provide functioning main front entrances to buildings on 'B' Street frontages when there is no 'A' Street frontage;

3.6.5 Provide functioning secondary entrance(s) for additional pedestrian access;

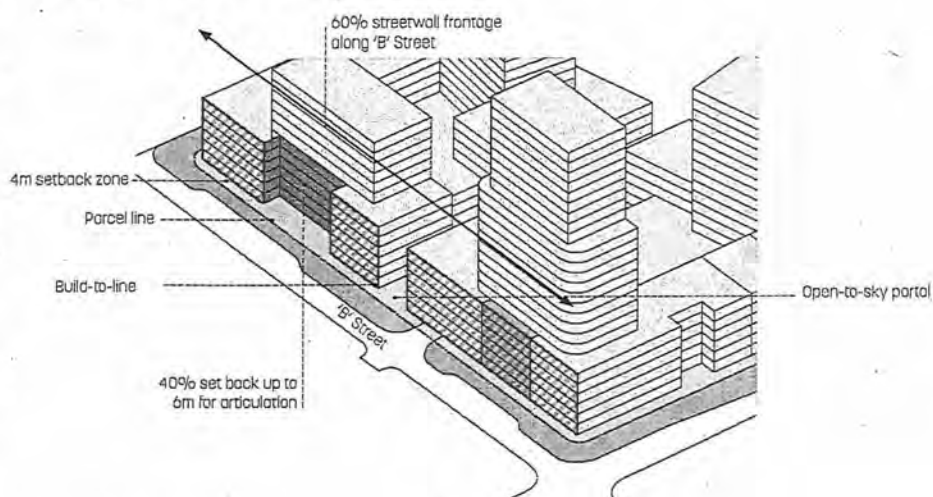
3.6.6 Ground floor elevations along 'B' frontages should have approximately 50% vision glazing with views into the building; and

3.6.7 Indoor amenity spaces can be considered on the ground floor of 'B' Streets, and shall be designed to ensure that their inclusion contributes to activation of the ground plane.

Exceptions to Access on 'B' Streets

3.6.8 Where a development block has an 'A' and 'B' frontage, the most prominent building entrance shall be located on the 'A' Street frontage or with clear visual proximity from an 'A' Street, except where retail uses occupy the entirety of its 'A' Street frontage.

Figure 10: Wall Articulation for Buildings Facing a 'B' Street



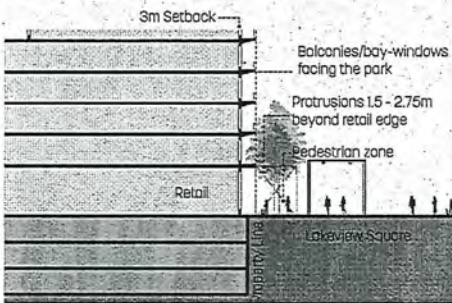
3.7 Buildings Facing Parks and Open Space

New buildings that front onto, or have proximity to parks and open space will require special attention to their frontage treatments and architectural design in order to achieve the kind of character, sense of place and pedestrian experience warranted for these important elements of the public realm.

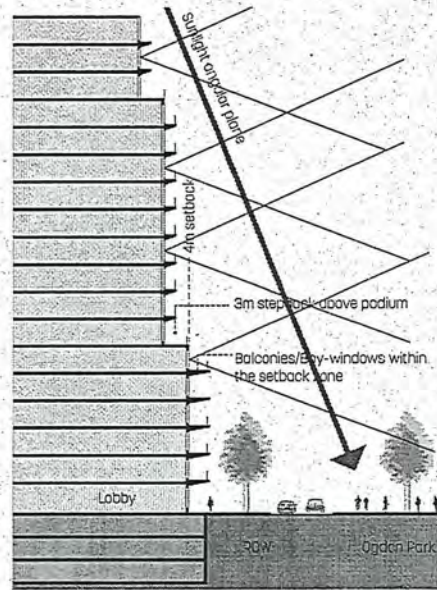
The following guidance applies:

3.7.1 If the build-to line of a development fronts onto the edge, or street adjoining a public park or open space, then 'A' frontage guidance will apply (refer to Section 3.5 Guidance for Buildings on 'A' Frontages);

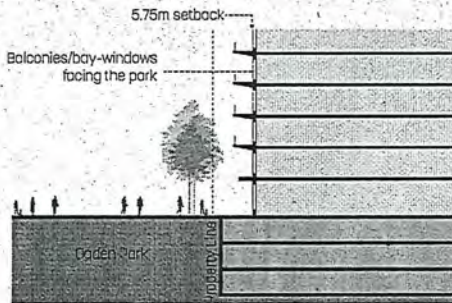
7.2 Consider having building frontages along parks and open spaces with uses on the ground floor that animate and/or activate the frontage such as retail, commercial and/or ground-related residential units (standalone townhouses and ground floor units within a mid-rise or podium);



SECTION FACING LAKEVIEW SQUARE

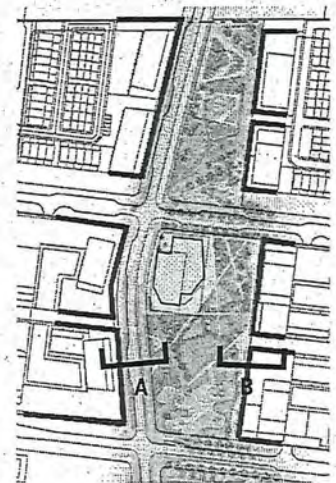


SECTION FACING OGDEN PARK (A)



SECTION FACING OGDEN PARK (B)

Figure 11: Section Conditions for Buildings Facing Ogden Park and Lakeview Square



PLAN OF OGDEN PARK



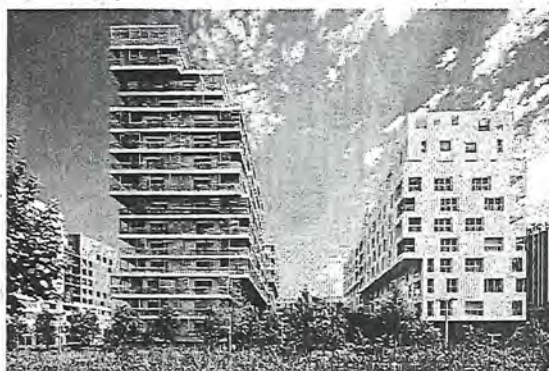
PLAN OF LAKEVIEW SQUARE

3.7.3 Buildings which surround, have proximity to, or front onto parks and open space shall have the highest level of architectural expression, articulation and use of materials that is cohesive to adjacent buildings and financially viable;

3.7.4 Consider incorporating at-grade level residential uses fronting onto parks and open space with individual unit entrances in order to animate the street environment (refer to Section 4.2 Mid-Rise Elements: All Categories);

3.7.5 Parking structures or surface parking lots shall not front onto or address parks and open spaces; and

3.7.6 The design of building massing shall protect for sun exposure onto parks and open space (refer to Section 5.4 Site Orientation).



3.8 Design for Access, Parking, Service and Loading

Access for loading, waste collection, parking and servicing to buildings should wherever possible be located on 'B' Streets (for exceptions, refer to Section 3.5, Guidance for Buildings on 'A' Frontages). In general, new development should consolidate the access for service, parking, loading and waste collection and will reduce vehicular interruptions along the public streets in order to improve the pedestrian experience and streetscape.

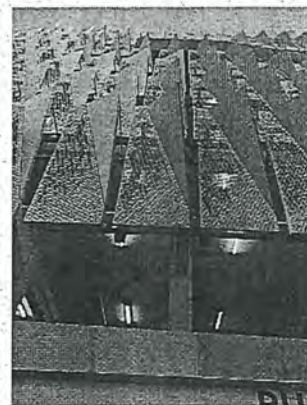
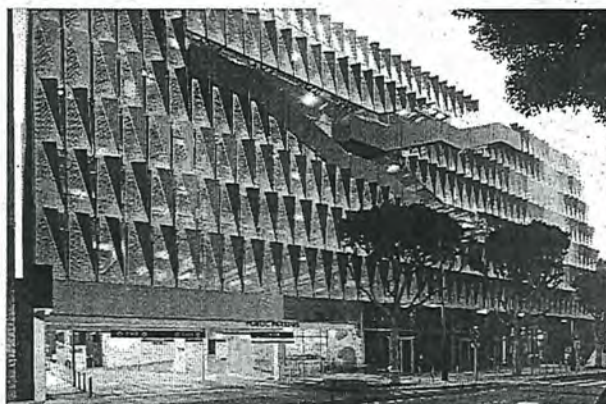
The following guidance applies:

3.8.1 Service, parking and loading shall be coordinated on sites by providing, for example, consolidated locations that can serve a number of buildings simultaneously from one area;

3.8.2 Loading, waste and service spaces shall be located internal to the building or site;

3.8.3 Loading, servicing, other vehicular related functions and utilities shall not detract from the use, safety or attractiveness of the pedestrian and public realm. These uses shall:

- incorporate special architectural treatment;
- use soft and hard landscape treatments to screen loading and servicing areas; and
- providing safe levels of illumination and lighting.



3.9

Above-Grade Parking Facilities on "A" and "B" Street Frontages

In select locations, above-grade parking may be necessary to augment capacity below-grade. This type of parking should be carefully integrated into the fabric of Lakeview Village, and be concealed to the greatest extent feasible within the blocks it serves. In the Innovation Corridor and serving Lakeview Square, structured parking may take the form of integrated above grade parking garage(s) with high-quality architectural screening and active ground floors.

Integrated Above Grade Parking Facilities

In these instances, above-grade parking should be lined on all sides by active program (residential, commercial, retail). Amenity decks situated above this parking should be designed to enable use by occupants and visitors, with sufficient depth over structure for plantings and high-quality paving. Public access should be maintained to these elevated courtyard conditions wherever feasible, with steps and ramps strategically located at edges to enable access.

3.9.1 Strive to conceal block-interior above-ground parking from view (with the exception of entries/ramps), through the use of edge liner program on all frontages;

3.9.2 Provide ventilation to embedded above ground parking in ways that are not detrimental to the amenity areas on the roof of that parking, and that are carefully integrated visually and acoustically.

Standalone Parking Structures

3.9.3 Standalone garages should be limited to the zone east of Hydro Road (and should not front onto Hydro Road), excluding the Innovation District. Any such garages should be for the purpose of providing public parking for public uses along the waterfront and in Lakeview Square;

3.9.4 Any free-standing garages shall have high-quality architectural screening of upper levels, and activated ground floor program;

3.9.5 Vehicle entries/exits shall be carefully integrated with adequate sightlines to allow for pedestrian safety when crossing these areas.

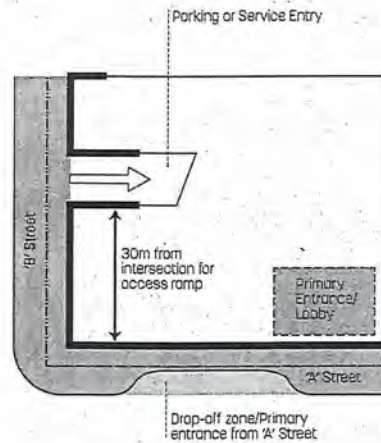


Figure 12: Prototypical Parking Plan

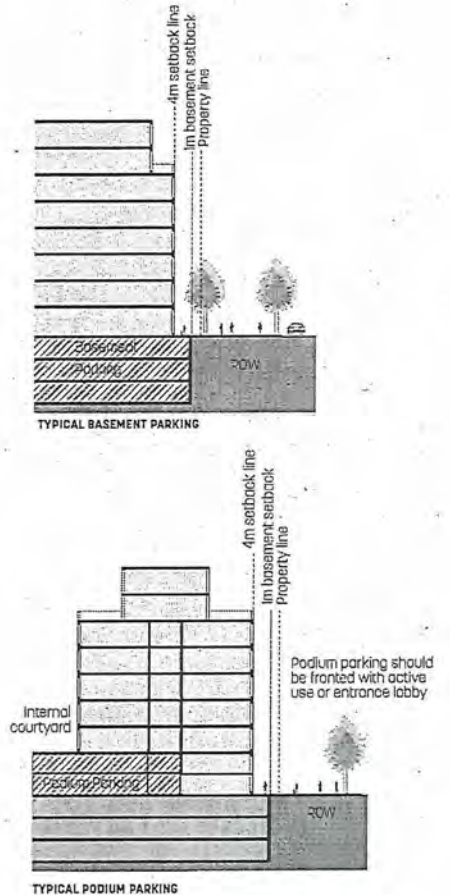


Figure 13: Basement and Podium Parking Sections

3.10 Ground Floor Conditions for Residential Buildings

Residential Lobbies and Amenities

Residential entries and lobbies should be designed in such a way as to enable users to find their way to them in ways that feel natural and easy, whether those users are residents, visitors, delivery persons, or others. To facilitate this:

3.10.1 Provide convenient and well-integrated drop-off zones in close proximity to entries and lobbies;

3.10.2 The interior of lobbies shall be visible to the street outside by utilizing, for example, clear glazing with large windows;

3.10.3 Utilize building signage in concert with other architectural and urban design elements to make finding the entry and lobby easy;

3.10.4 Ground floors of residential buildings shall contribute to an active public street through strategies such as locating internal shared program spaces and utilizing clear glazing with large windows.

Townhomes

There are a variety of different possible townhome typologies within Lakeview Village, ranging from those embedded in the base of mid-rise elements, to freestanding typologies that include back-to-back and traditional.

The following guidance applies:

3.10.5 Provide a clear identity for the townhome's front door, as well as a defined path to the door. This should be combined with a "threshold" zone that provides a degree of separation for the townhome's entry from the public way it faces;

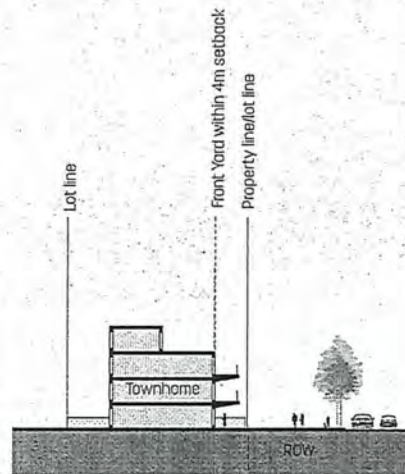


Figure 14: Standalone Townhomes Facing the Street



3.10.6 Strive to create architectural expression that facilitates recognition of each townhome as a distinct entity within a larger composition (particularly important for embedded townhomes at the base of mid-rise podia);

3.10.7 Create a distinct identity vertically for embedded townhomes (e.g., vertical reveals and/or material changes between units to establish the distinct identity of each townhome within a row).

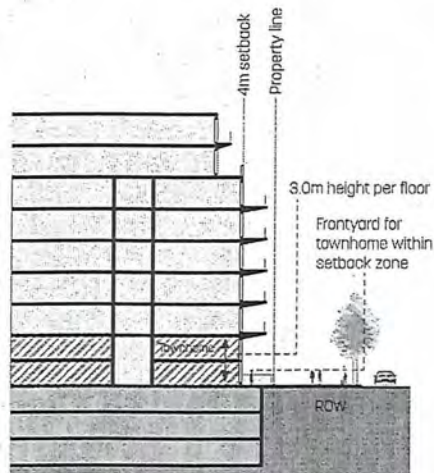


Figure 15: Integrated Townhomes Facing the Street



3.11 Ground Floor Conditions for Other Uses

Parking Garage Conditions

3.11.1 Structured Parking Facilities on 'A' and 'B' Street Frontages:

Parking facilities will have an important role to play in supporting key uses, attractions and urban amenities in Lakeview Village. Development shall locate structured parking and vehicular access to reduce impacts on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces.

3.11.2 Parking structures should not directly front onto 'A' Streets, and should be entirely screened by 'liner' buildings incorporating a mix of uses between the parking structure and street space in accordance with Section 2.1 – 2.3 for 'A' Street Frontages;

3.11.3 Liner uses should have approximately 10 metres depth;

3.11.4 On the ground floor, parking structures shall support activity on the streets, including those fronting onto parks and/or open spaces, through strategies such as having active uses, appropriate scale, and architectural expression (refer to Chapter 3.0 Street Frontage and Ground Floor Design Guidelines);

3.11.5 Parking structures should limit the number

of direct frontages to only one 'B' Street where more than one 'B' street frontage exists;

3.11.6 When fronting onto 'B' Streets, parking structure façade elevations shall be designed to the highest level of architectural treatment and animation to mask the parking and screen views of the interior;

3.11.7 Entrances, lobbies and passageways that provide a convenient means of access to parking facilities should be fully enclosed, appropriately signed and integrated into the façade design;

3.11.8 At grade exhaust vents serving structured parking facilities should be integrated into the design of buildings, expressed as part of the architectural character;

3.11.9 Consult the Crime Prevention Through Environmental Design (CPTED) document.

General Standards for Retail Uses at Grade

To ensure well designed ground floors, at-grade conditions incorporating retail uses should be carefully executed in order to animate the street edge and support the pedestrian experience.

The following guidance applies to retail uses on all street frontages where retail is indicated:

3.11.10 Ground floor heights for retail uses at grade should be approximately 4.5 – 6.0 metres (floor-to-floor, measured from established grade) to accommodate retail and commercial uses with windows that correspond to the height of ground floors to the underside of ceiling and exterior canopy height;

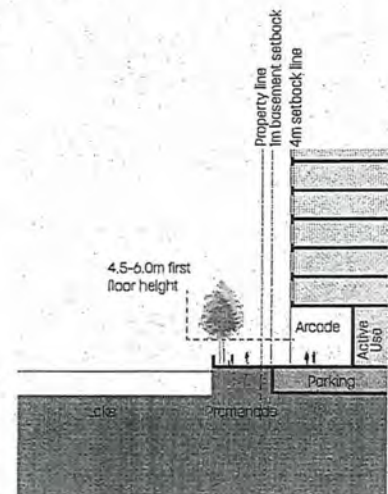


Figure 16: Section of Cultural Centre Building, located within Lakefront Park



3.11.11 The primary entrance to each street level tenant space that has its frontage along a public street or public square should be provided from that street;

3.11.12 Where retail units occupy prominent corner locations, design units to:

- address the corner with well designed, animated storefronts; and
- incorporate corner entrances;

3.11.13 Entrances to retail and commercial tenant spaces shall be operational and directly related to the grade of the public sidewalk;

3.11.14 Entrance doors to retail units shall minimize conflicts between door swings and pedestrians. Design of entries shall also accommodate handicap accessibility, such as pull- and push-side clearance for doors;

3.11.15 Articulate ground floors containing storefronts in ways that support the pedestrian experience at the street level, including creation of:

- a strong sense of rhythm and pattern collectively across frontages;
- subtle recesses and reveals to create depth and visual interest; and
- assistance with spatial perception, orientation and accessibility along retail frontages;

3.11.16 At grade retail and commercial uses shall incorporate the highest standard of storefront design, such as:

- Durable, high quality materials such as metal,

steel, glass, natural stone and brick;

- Vision glazing and doors that allow for views into and out of storefronts;
- Elements such as mullions, glazing bars and transoms to help frame, divide and define storefront window sections and apertures;
- Movable/stackable/tip storefronts where feasible based on internal use, to enhance visual connectivity between the sidewalk and retail interior in the appropriate seasons;
- Signage and patterning integrated into storefront glazing;

3.11.17 When part of a larger single development or individual tenancy, provide coordinated and consistent signage and lighting that integrates with the storefront design, and which complements or acts as an extension of the buildings architectural character;

3.11.18 Retail development shall achieve pedestrian scale, and contribute to comfortable and weather-sheltered pedestrian routes, through design strategies for architectural cantilevers, fixed canopies, awnings and similar features such as:

- complementing the architectural character of the building
- being made of highly durable materials
- extending 1.5 metres to 2.75 metres beyond the retail edge and/or into the public sidewalk area; however, such installations should not conflict or interfere with any streetscape elements or public realm treatments;

3.11.19 Patios and outdoor amenity space shall promote activation of the street and vibrancy and work in tandem with movable/ stackable storefronts that create strong indoor-outdoor connectivity in the appropriate seasons;



3.11.20 Patios shall have a depth that maintains a clear sidewalk path outside of the building lot line to avoid disrupting pedestrian traffic flow, and may in certain instances be recessed into the building as part of the permitted setback from the build-to line.

Retail Uses at Key Frontages

The key retail frontage of Lakeview Village is Lakeview Square and immediately adjacent frontages. In this zone, ground-level retail has been determined to be a strategic priority.

3.11.21 The design of units fronting onto Lakeview Square shall create a rhythm of storefronts that creates an urban square experience, through strategies such as providing narrow storefronts (approximately 10.0 metres in width) and limiting distances between entrances of successive storefronts (approximately 10.0 metres, based on actual retail uses);

3.11.22 Main front entrances and lobbies that serve residential uses above the ground storey shall maintain the integrity of retail activation streets, through strategies such as:

- locating entrances to establish and reinforce patterns of access between blocks of development;
- positioning entrances so that there is minimal interruption of retail units along the block; and
- limiting the width of entrances at the building face (approximately 6.5 metres for a typical condition, these could become wider behind the retail units);

3.11.23 Special attention should be paid to tenancing

of corner units in order to reinforce activation of corner retail. Retail uses such as restaurants, bars and coffee shops will potentially bring more activity to corners (compared with standard service uses).

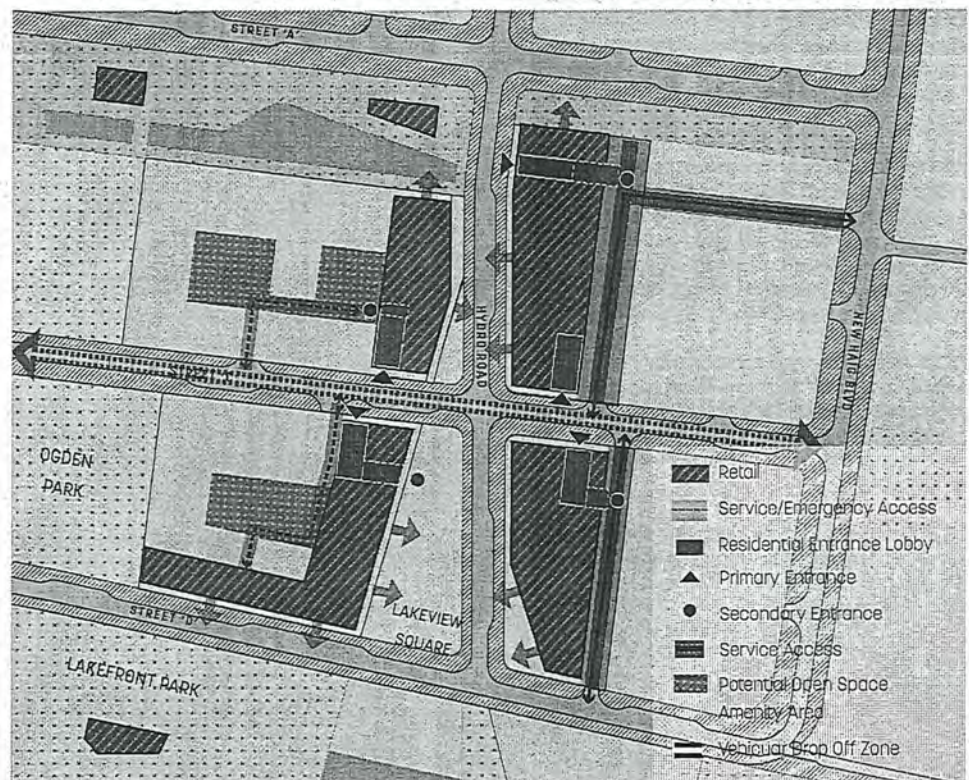


Figure 17: Lakeview Square Ground Floor Retail Plan

Commercial/Office and Institutional Use Conditions at Grade

Commercial office and institutional uses will occupy the ground floors of certain blocks within Lakeview Village overall, and in particular in the Innovation District zone focused along New Haig Boulevard. Commercial office and institutional uses at ground-level should contribute to a vibrant streetscape and public realm;

3.11.24 Buildings incorporating at grade commercial and/or institutional uses should be designed to ensure that such uses will be directly related to the public sidewalk and will incorporate operating entrances, doorways and windows oriented to the street; along with signage and lighting to provide animation, interest and variety in the streetscape;

3.11.25 Retail uses, communal and shared spaces such as cafeteria, atrium or hallway that service the commercial and institution uses should occupy as much as possible (approximate minimum of 75%) of the frontage along the Street 'I' (the extension of Haig Blvd);

3.11.26 Buildings shall soften the edge where vertical elevations meet the ground plane, through strategies such as canopy trees, seating areas, and planting between the property line and building face. Buildings should be set back approximately 4.0 metres from the property line. Basements should be set back a minimum of 1.0 metres from the property line.

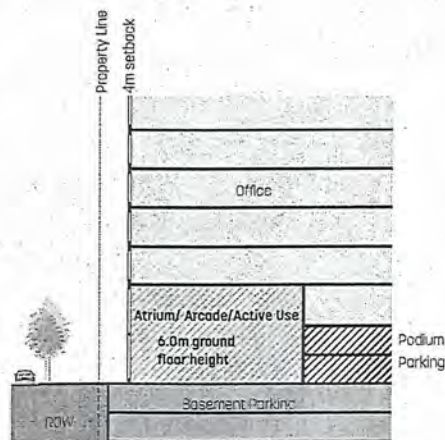
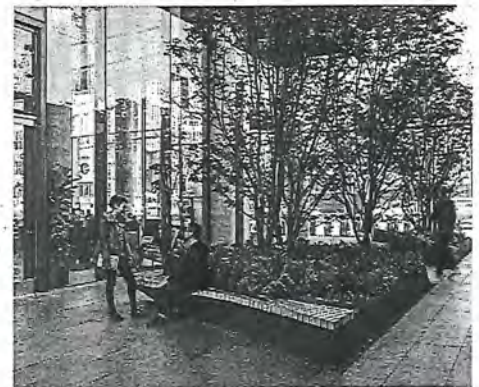


Figure 18: Institutional Use Section



3.12 Pedestrian Permeability Conditions

Pedestrian connections shall be included based on the Lakeview Master Plan in certain locations to:

- Provide through-connectivity in certain parts of Lakeview Village;
- Create pedestrian access to block interior open spaces (on blocks where mid-rise perimeters frame an internal-to-the-back open space);
- Prevent unrelieved lengths of building facade;
- Provide access between multiple development blocks and open space, enabling multiple narratives-of-use for pedestrians making their way through Lakeview Village.

Pedestrian connectors within Lakeview are intended to have strong civic quality and robust urban character that is inviting, comfortable, accessible and easy to use for pedestrians.

Location and Placement

The design of pedestrian connections should reflect the following:

3.12.1 Pedestrian connections shall be located to provide permeability and ease of navigation, and provide intuitive connectivity between adjacent development blocks, streets, and open space;

3.12.2 Incorporation of a strong urban expression and civic presence through design and choice of materials and avoid the appearance of back alley or service lane;

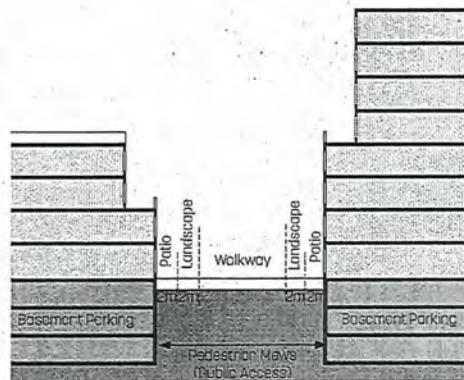


Figure 19: Mid-Block Pedestrian Connection Section

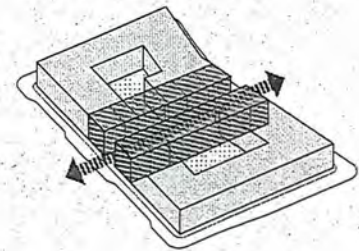


Figure 20: Mid-Block Pedestrian Connection with Integrated Townhomes



3.12.3 Provide a comfortable year-round microclimate for pedestrians;

3.12.4 Follow line-of-desire pathways to the public sidewalk, and provide clear sightlines from one end to the other;

3.12.5 Each block with four frontages shall provide a publicly accessible pedestrian connection through to the open space in the block's interior, with a minimum of two walk-through openings, and one open to air opening at one of the street frontages;

3.12.6 Open-to-Sky connections should have an overall width of approximately 12.0 metres, between building faces, incorporating a walkway zone having approximate width of 4.0 metres. This width should increase to approximately 18.0 metres in the case of the mid-block connector north of Waterway Common (Blocks 6 through 9);

3.12.7 Portal connections shall be sized to be a welcoming public opening (approximately a clear width of 12.0 metres, height of 9.0 metres);

3.12.8 Design of portal connections shall prevent the creation of a tunnel by limiting their depth (approximately 12.0 metres depth perpendicular to roadway).

Pedestrian Connections Relationship to Built Form

Development that incorporates a pedestrian connection should provide an appropriate sense of enclosure along the length of the walkway by:

- creating a comfortable scale for pedestrians (both horizontally and vertically);
- striving to ensure that the design of built form

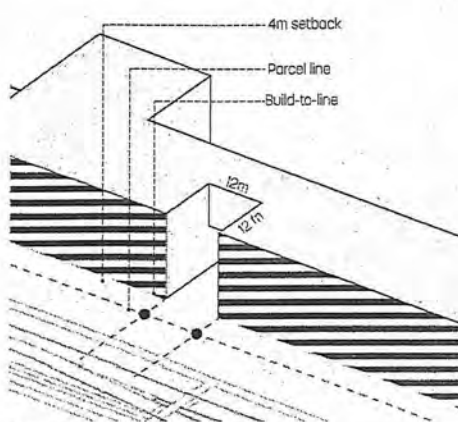


Figure 21: Portal Condition

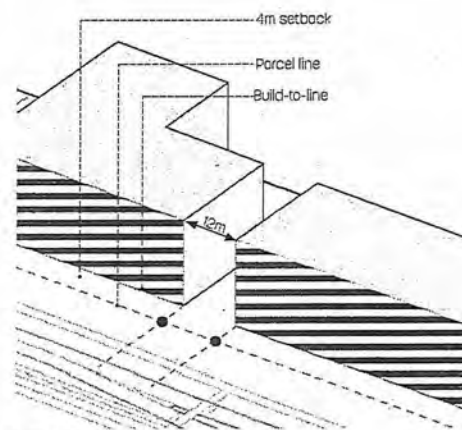


Figure 22: Open-To-Sky Condition



achieves a height that is proportionally equal to the width of the connection similar to a streetwall; and

- incorporating wherever feasible a step-back at the fourth storey facing the connection, to mitigate tunnel-like effects;

3.12.9 Building edges fronting onto the walkway shall provide visual interest through strategies such as providing variation in setbacks, breaking up the massing, or expanding landscaped areas/amenity space;

3.12.10 Where feasible, incorporate continuous active uses including ground related residential units adjacent to walkways along the ground floor;

3.12.11 Provide the maximum amount of vision glazing feasible based on use along the at grade condition to ensure informal surveillance along the entirety of the walkway (i.e. "eyes on the walkway");

3.12.12 Maximise access to sunlight and sky views on the walkway;

3.12.13 Mitigate the effects of wind;

3.12.14 Development should provide pedestrian comfort through the incorporation of:

- building massing and articulation;
- architectural cantilevers, fixed canopies or awnings;
- pedestrian scale lighting;
- landscape treatments; and
- public art.

Access to Walkways

Pedestrian connections should be identifiable from the public sidewalk by:

3.12.15 Articulating building façades that signify the access through treatments such as emphasized corners, modulation, step-backs, use of colour, materials, patterns and/or textures;

3.12.16 Utilization of elements that signify "threshold" such as low gateposts (compatible with the building design), and lighting standards;

3.12.17 Signage that is visually integrated with the built form or design of the connection;

3.12.18 Enhanced landscaping;

3.12.19 Paving that is generally consistent with the public sidewalk;

3.12.20 Alignment with adjacent bump-outs in the roadway to facilitate pedestrian crossing where connectors on either side of the roadway meet the roadway.

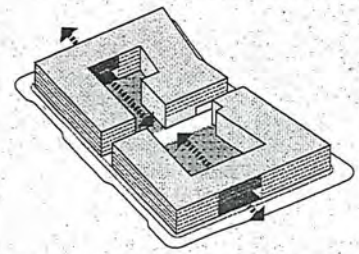


Figure 23: Portal Condition for Mid-Block N-S Pedestrian Connectivity



Landscape and Amenities

To promote the pedestrian experience, the following landscape treatments should be provided within pedestrian connections where such connectors traverse multiple blocks (Consider also providing the elements below as part of the landscape treatment of the interior of individual blocks):

3.12.21 A combination of soft and hard landscape treatments to define the walkway edges and amenity areas such as trees, water features, public art, pavers and planters;

3.12.22 Plant species that create visual and seasonal interest;

3.12.23 A cadence of aligned trees along the walkway, to provide shade and visual interest;

3.12.24 Sufficient uncompacted soil volume per tree (approximately 30 cubic metres for large trees) to ensure that trees flourish (note: structural soil will not be permitted);

3.12.25 Provide an appropriate clearance between the finished grade of the mid-block connection and the top deck of any below-grade structure to allow for healthy tree growth (typically minimum 1.5m depth of soil, not including the drainage layer) or possibly lesser depths for smaller stature vegetation;

3.12.26 Sod will generally be discouraged;

3.12.27 Benches and/or built-in seating spaced at regular intervals along the length of the walkway;

3.12.28 Pedestrian scale lighting that enhances

facial recognition for a sense of safety;

3.12.29 Bike racks where appropriate;

3.12.30 Waste and recycling receptacles;

3.12.31 Where desirable, patios internal to the walkway may be incorporated to support active uses, provided they do not obstruct the walking path;

3.12.32 High-quality paving materials that have a strong civic presence and which satisfy AODA standards.

3.13 Utilities General Guidelines

3.13.1 Above ground utilities, such as transformer, gas regulatory station, and meters should not be prominent along street frontage, and they should be appropriately screened from public view to ensure that such building services do not take away from the scenic quality of public realm in Lakeview Village;

3.13.2 Above ground utilities and ventilation shafts should not be located within any required landscape buffer;

3.13.3 Ventilation shafts shall be set back to avoid negative impacts on pedestrian experience on public sidewalks (approximate minimum of 2.0 metres from any street lot line);

3.13.4 Above ground utilities, meters, gas pipes, and other building services should be incorporated into the building footprint to reduce their visual, odorous

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and acoustic impacts on the public realm;

3.13.5 If district energy is implemented, required mitigation of on-site mechanical equipment will in large part not be necessary, except for localized equipment such as emergency generators. Screening requirements should remain for these elements;

3.13.6 Approval criteria from third party utilities providers shall take priority in the design of service features to ensure functionality, while seeking to uphold the intent of the design guidelines listed above.

Mid-Rise Elements Design Guidelines

- 4.1 Section Overview
- 4.2 Mid-Rise Elements: All Categories
- 4.3 Mid-Rise Perimeter-Block Elements
- 4.4 Non-Perimeter-Block (Freestanding) Mid-Rise Elements

4.1 Section Overview

The vision for Lakeview Village is to create a compact, mixed-use urban fabric that puts people in close proximity to jobs, transit, parks, and a broad range of uses and urban amenities. To achieve this, the master plan calls for street edges that are generally defined at street-level by mid-rise elements (and occasionally by townhomes and/or taller elements that come directly down to ground level).

4.2 Mid-Rise Elements: All Categories

4.2.1 The minimum basement setback from the property line should generally be 1.0 metres;

4.2.2 The setback from the property line for building faces should be approximately 4.0 metres, with approximately 80% adherence to the build-to line achieved on 'A' Street frontages, and approximately 60% adherence to the build-to line achieved on 'B' Street frontages;

4.2.3 Minimum setback from the property line should be reduced to 3.0 metres in Lakeview Square;

4.2.4 Consider providing a change in materials, textures, patterns, colours, placement of bay windows, windows and balconies, and architectural details on building frontages to provide a higher level of details and create a sense of smaller scale buildings;

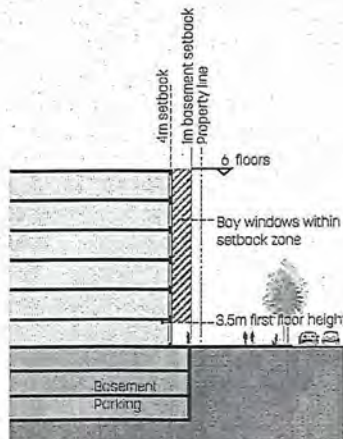


Figure 24: Typical Mid-Rise Condition

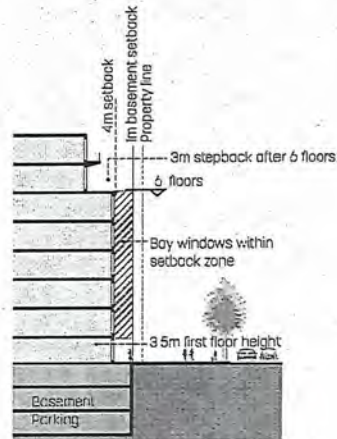


Figure 25: Typical Mid-Rise Condition with Step Back



4.2.5 Design of street walls in mid-rise buildings should consider:

- Base: to define the at-grade level;
- Middle: to define the upper storeys; and
- Top: to express the termination of the streetwall at the step-back or roof line, parapet, related floor juncture or storey, in a way that articulates the expression and character of the building;
- Elements that may accentuate floor and/or ceiling junctures and transitions between subsequent storeys. These may include horizontal expression lines, such as belt-courses, cornices, banding(s) or architectural treatments integrated into the streetwall expression;

4.2.6 Establishment of a rhythm, with frequency and articulation, across the streetwall by deploying elements that are vertically oriented and scaled to the pedestrian to include:

- Fenestration, including vision glazing, apertures, bow, bay, storefronts, dormer and monitor-style windows;
- Recesses, reveals, expression lines or other architectural treatments to create interest for the pedestrian and which serve to break up elongated facades;

4.2.7 Consider the proportion of glazing to solid wall materials in the design of facades in order to achieve a higher level of visual interest;

4.2.8 Consider designing corner lot buildings with special massing and architectural treatments on both streets to give prominence along the frontages and visually distinguish these sites and their corner

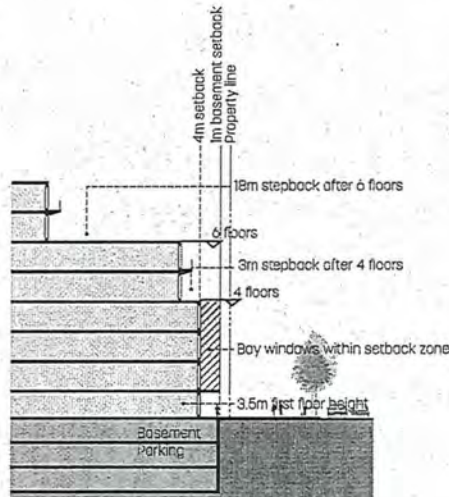
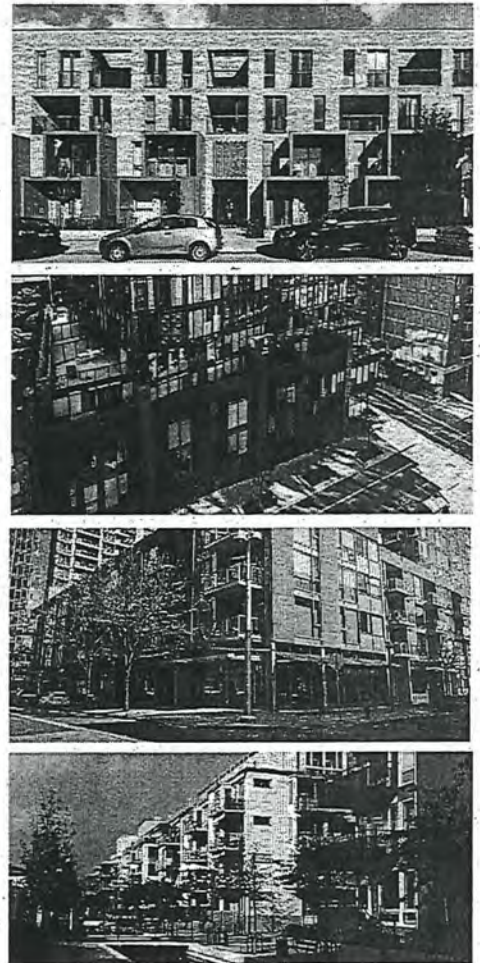


Figure 26: Mid-Rise Condition facing Street 'D'



conditions;

4.2.9 Express principal building entrances with a height, proportion and level of articulation that is compatible with the ground floor storey height, so that entrances are visible and serve as focal points for orientation and access from the street;

4.2.10 Incorporate upgraded doors for entrances, including egress and fire exit doors fronting onto streets;

4.2.11 Design balconies to be architecturally integrated into the design of the building façade incorporating high quality materials, balustrades and railings;

4.2.12 Consider partially screening balconies to provide some privacy for users, and so that materials that are stored on them are not excessively visible from the public realm;

4.2.13 Integrate, conceal and screen roof top equipment into the complete building design;

4.2.14 Consider constructing building exteriors from enduring, materials such as clay brick, stone, metal, glass and wood in order to create durable buildings;

4.2.15 Consider using building materials that are energy efficient and/or those that have been reused or recycled (Please consult the City of Mississauga's Green Development Standards for sustainable approaches and further direction);

4.2.16 Integrate building signage with the

development as sign-bands or fascia signs, and as an extension of the building's architectural expression (Except for wayfinding signage and commemorative plaques, and/or by special consideration, pylon and stand-alone signs are not permitted in Lakeview);

4.2.17 Establish a maximum height of 8 storeys for mid-rise elements;

Mid-Rise Height and Massing

The design of mid-rise elements, whether perimeter-block or free-standing buildings, requires careful consideration in terms of their role as the primary defining elements in containment of the street, and the achievement of pedestrian scale qualities. Mid-rise elements will need to consider appropriate heights in relation to the street right-of-way, streetwalls, and step-backs at the upper storeys, including ways in which sunlight can reach sidewalks, mid-block walkways, and block interiors to support a light-filled, vibrant public realm.

The following guidance applies:

4.2.18 Establish a 3 storey minimum height for mid-rise elements;

4.2.19 To support a pedestrian scale and contain the street, mid-rise elements should incorporate a street wall placed at the build-to line, having 3 to 6 storeys prior to step-back in height. For buildings that have an edge facing Lakefront Park, the step back should occur along that edge, at a suggested maximum of 4 storeys prior to step-back;

4.2.20 Mid-rise elements shall mitigate the

perception of height and create a comfortable scale for pedestrians, through strategies such as incorporating step-backs at the upper storeys. Step-backs at the sixth storey or lower shall generally be a minimum of 3.0 metres; Balconies shall not project more than 1.5m into the step-back zone, and shall be of light materials so as to not dilute the visual intent of the step-back;

4.2.21 Mid-rise elements shall maximize sunlight on the public realm in accordance with the parameters set out in the City of Mississauga's Standards for Shadow Studies; and mitigate the effects of wind on the pedestrian environment in accordance with the parameters set out in the Pedestrian Wind Comfort and Safety Studies;

4.2.22 Taller (mid-high-rise or high-rise) elements shall be stepped back from the mid-rise perimeter-block element below, with stepping back occurring above the top tier of the perimeter-block edge, in order to establish a clear definition between the mid-rise perimeter-block and taller elements (Note: There may be instances where it is architecturally advantageous to have the taller elements be coplanar or even project in front of the mid-rise perimeter-block elements) architectural merit and sun penetration; these should be studied and presented for review on a case-by-case basis);

4.2.23 Mid-rise buildings abutting or facing onto parks and open spaces, with or without mid-high-rise and high-rise elements above, should maximize opportunities for sunlight exposure in accordance with the City of Mississauga's Standards for Shadow Studies;

4.2.24 The streetwall facing on to the Lakefront Park should be 4 storeys before step-back per the

endorsed Development Master Plan. A 45-degree angular plane set at the property line at the height of the top of the 4th floor parapet, for the first half of the block back from the build-to-line facing the Lakefront Park.

4.2.25 When tall residential building proposals are phased, ensure that party walls of mid-rise elements below these taller elements are architecturally treated and enhanced to address interim conditions.

Double or Triple floor Dwelling Units At Grade

4.2.26 Ground floor residential units with entries from the sidewalk, at grade, should be considered for street frontages and along mid-block connections, including along 'A' Streets, to create an active residential frontage and vibrant urban condition, which can be a part of the essential character of 'A' streets in Lakeview Village. If implemented, these "front doors" should have the look and feel of inset or projected townhome entries with associated entry steps, sidelight windows, front door, plantings, etc.

4.2.27 Street frontage in front of residential units at-grade shall protect the privacy of residents and create a clear definition between public and private realm, through strategies such as providing a sufficient setback (approximately 4.0 metres) to accommodate a buffer. A landscape buffer should provide sufficient space (approximately 2.0 metres) to sustain the growth of small trees, shrubs and other plant materials with substantial height and foliage volume, so the plants collectively can function as a proper landscape screen, contribute to a greener image of Lakeview Village, and a better pedestrian experience;

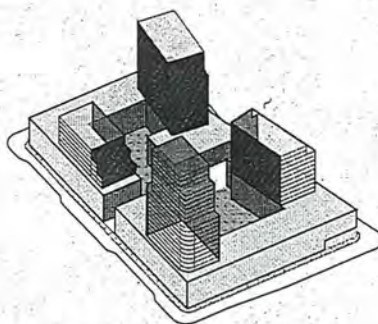


Figure 28: Dwelling Units at Grade in Mid-Rise Elements, Facing Interior Courtyard



4.2.28 Raised planters may be used to provide sufficient soil volume, and may be built and/or clad with similar materials as the building. Raised planters may be utilized as part of the overall architecture, running along the front of a building. If utilized, such planters should not interfere with public passage or overall barrier-free access to front doors of buildings;

4.2.29 Patios should ideally be provided only when associated with an entry area for a front door to the street of an embedded townhome or duplex unit. If provided, these should be at the same level with unit entrance for ease of use, but should be elevated moderately above the grade at public sidewalks to clearly define the public and private realm. Patios should ideally only be incorporated as part of units that have front-door entries from the street, as part of an entry-patio ensemble. Entries and patios may be recessed back from the street wall to create more space and accentuate sense of entry to units.

4.2.30 The residential units should be setback minimum of approximately 4.0 metres from street lot lines to accommodate the Landscape Buffer, with additional indentation at first floor level to accommodate townhome/duplex entries and their associated patios;

4.2.31 If patios are implemented, privacy screens can be provided between units, but should not be more than 1.8 metres in height and should be built with materials that echo the building's exterior materials (pressure-treated wood should not be utilized);

4.2.32 The ground floor should be raised above the

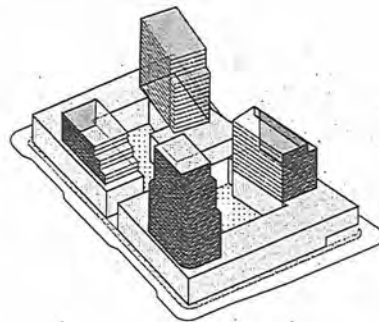


Figure 29: Dwelling Units at Grade in Mid-Rise Elements, Facing the Street



sidewalk level, subject to requirements for building entry, average grade, etc.;

Mid-Rise Single Floor Dwelling Units At Grade

4.2.33 Single floor residential units should generally not be located along 'A' Streets, and when present shall be designed to provide resident privacy and contribute to an active street frontage;

4.2.34 To protect the privacy of residential units at grade, especially their bedrooms, consider providing a landscape buffer along the street frontage with a mix of plant materials to screen the views from public sidewalks and clearly define the public and private realm;

4.2.35 Single floor units at grade may incorporate a street-facing patio on 'B' Streets, and should ideally not incorporate a full townhome/duplex-type entry;

4.2.36 Raised planters can be used to provide sufficient soil volume to sustain more substantial shrubs and other plants, rather than merely cover the ground;

4.2.37 Consider making the open spaces within the setbacks accessible for active uses. A no-man's dead space along street frontage shall be avoided.

Mid-Rise Dwelling Units At Grade Along A Public Park

4.2.38 A landscape buffer should be provided along the public park to create a landscaped zone, clear definition for public and private realm, and accommodate drainage and grading;

4.2.39 Walkways that provide access to the ground floor units should be within privately-owned lands, and should not encroach onto public lands;

4.2.40 Patios facing onto the public park may be permitted, to provide more 'eyes on the park' and create a more engaging edge condition, subject to safety and privacy considerations of residential units located in these locations;

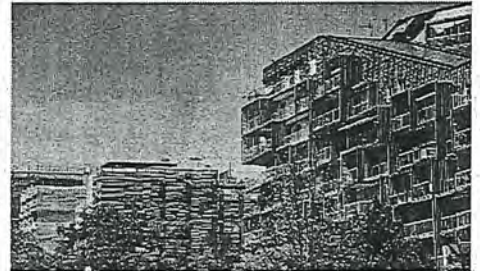
4.2.41 Residential units along a public park shall provide a sufficient setback to accommodate features such as a landscape buffer (approximately 5.75 metres) if there is a walkway;

4.2.42 Walkways along the lot lines with doorway connections to ground floor units should be setback from the units to protect their privacy (approximately 3.0 metres);

4.3 Mid-Rise Perimeter-Block Elements

The predominant building typology within Lakeview Village is mid-rise perimeter-block elements that frame the street on all sides of a block, while creating an interior garden or courtyard condition (accessible at ground-level from the exterior of the block through openings). This typology may function entirely as a semi-continuous mid-rise element, or may have mid-high-rise and high-rise elements situated atop of it at various locations. Townhomes may be embedded in the ground-level

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of these blocks, and smaller free-standing mid-rise or townhome buildings may be located within the interior garden/courtyard spaces.

The design of perimeter-block mid-rise elements requires careful consideration due to the fact that they will in many cases form the full exterior expression of a particular block, as well as provide containment of the inner-block open space. As such, careful consideration must be paid to walk-through openings in perimeter-blocks, and to articulation of these facades (insets, bump-outs, bay windows, balconies, etc.)

4.3.1 The maximum continuous length of mid-rise perimeter-block building unbroken by an open-to-sky or portal opening should generally be 70.0 metres or less, where feasible.

4.4 Non-Perimeter-Block (Freestanding) Mid-Rise Elements Massing and Articulation

Guidance for massing and articulation for freestanding mid-rise buildings is similar to that of Mid-Rise Perimeter-Block Elements. Given, however, the tendency for free-standing buildings to function as visual objects in the landscape to a greater extent than perimeter-block elements, care should be taken with consideration of the relationship (proportion, materiality, fenestration, etc.) of long walls to shorter end-walls.

Taller Elements Design Guidelines

- 5.1 Section Overview
- 5.2 Taller Elements: General
- 5.3 Taller Elements Massing, Articulation and Building Facade Treatments
- 5.4 Site Orientation
- 5.5 Key Landmark Locations and View Corridor Anchor Elements
- 5.6 Overall Block Strategies and Synthesis
- 5.7 Non-Traditional/Non-Conventional Building Types

5.1 Section Overview

Mid-rise buildings provide the greatest amount of definition of the character of Lakeview Village to a person at street-level, in keeping with the community's intended character as a "predominantly mid-rise community." Taller building elements provide variety, increase the number of dwelling units (and hence enhance the sense of an urban community and the number of people located close to transit), and function as "punctuation marks" at the terminus points of key view corridors.

Given their visual prominence and potential impacts (sun, wind, views, etc.), tall residential buildings are accompanied by civic obligations and responsibilities. Spatially, they articulate the City pattern and urban structure, while visually reinforcing the importance of Lakeview Village, and defining the skyline of the City along Lake Ontario.

Tall residential buildings' location, orientation, relationship to the street, height ranges, built qualities, architectural treatment, and their ability to enhance the pedestrian environment by minimizing shadowing and unfavorable wind conditions of the public realm, should be carefully considered. These buildings should be designed in ways that protect important views, minimize impacts on natural resources, and that accommodate a range of uses, in addition to being a support for transit viability.

Tall residential buildings should also ensure that fundamental quality of life aspects are supported, such as access to sunlight, sky views and privacy for those that live, work and visit Lakeview Village.

5.2 Taller Elements - General

5.2.1 Residential Tower Floor Plates shall be designed to achieve proportionately slender tower profiles based on their heights. "Tower Floor Plate" refers to the average floor area of all storeys within that portion of a building or structure or part thereof located above the podium, measured to the exterior walls of each storey of a building or structure. Tower Floor Plates should generally follow the following maximum areas, with exceptions that can be made based on architectural form:

- 0 - 30 Storeys = Up to 750 m² (Tower Floor Plate)
- 31 - 49 Storeys = Up to 800 m² (Tower Floor Plate)
- 50 Storeys and over = Up to 850 m² (Tower Floor Plate)

5.2.2 Taller elements shall be separated to provide sky views, natural daylighting, adequate privacy, and to minimize wind conditions and cumulative shadow on the streets, parks, and open spaces (approximately 30.0 metres between portions of towers above the 6th storey).

5.3 Taller Elements Massing, Articulation and Building Facade Treatments

Taller (mid-high-rise and high-rise) residential buildings in Lakeview should generally be designed to consist of three constituent parts (though these Guidelines recognize that certain innovative buildings defy easy categorization, and the Guidelines therefore are intended to accommodate



variety and innovation):

Base

In general, taller residential buildings within Lakeview Village will have a relationship with a "podium" base that is formed by a mid-rise perimeter-block building. In these cases, the base of the taller element is described by the mid-rise building Guidelines. In some instances, however, it may be beneficial to accommodate either free-standing taller buildings, or taller buildings that partially overlap their mid-rise bases, and are hence expressed partially at ground-level. In these instances, taller residential buildings (mid-high-rise and high-rise) that express themselves at ground level should consider:

5.3.1 Having a ground-level that is distinct from the middle section (outset or inset), with a greater amount of glazing. Approximate ground-level height (floor-to-floor) at these conditions should be 4.5 metres. Consideration should be given to creating a double height ground floor condition containing duplex units where appropriate and feasible;

5.3.2 Having no direct-to-exterior unit front doors in the faces of the building. That is, the building's front door (and required services and emergency entries/exits) should ideally be the only entries to the building;

5.3.3 Having no semi-private or private patios for ground-level units at the base of the building;

5.3.4 Having overhangs and/or canopies over entries to protect users from wind downdrafts. The sizing, structural design, and other considerations of

Figure 30: Typical Building Elements

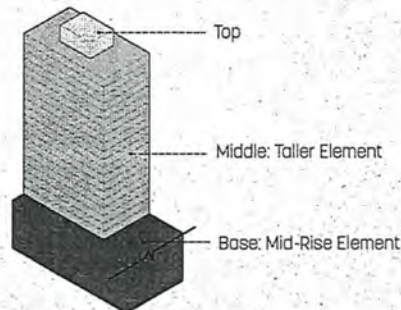
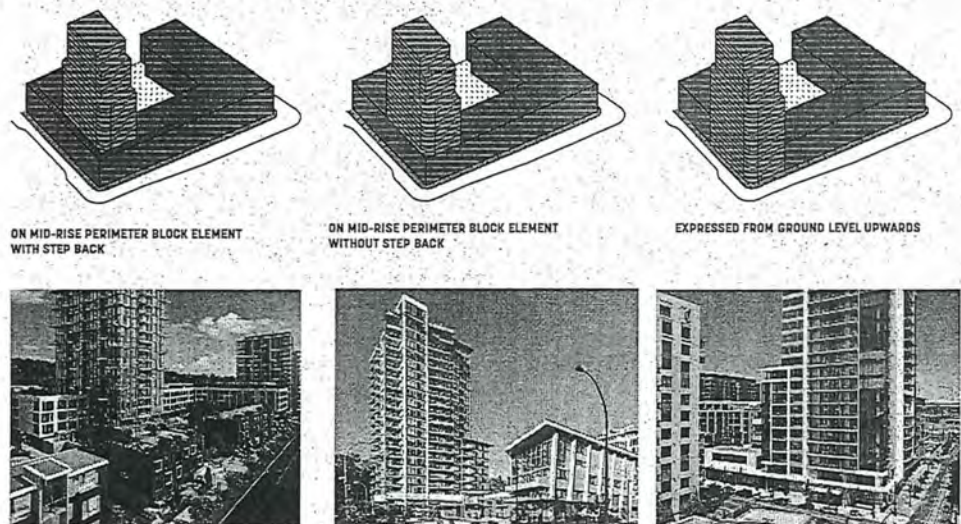


Figure 31: Possible Relationships Between the Taller Elements Middle and Base



these elements should result from quantifiable wind studies conducted using the as-designed elements;

5.3.5 Having the exposed at-grade portion of the taller building element, when deployed at corner locations, create a highly animated and active condition, potentially with entrances in these locations, in order to positively reinforce and celebrate the corner;

Middle

The floor plate size and shape of the middle portions of conventional taller elements should be designed with appropriate dimensions for the site; the middle shaft should be located and oriented on the site and in relationship to the "podium" and adjacent buildings.

Compact slim towers and small floor plates minimize shadowing; maximize separation, and views between buildings. They also improve privacy and reduce overlook impacts on adjacent streets, parks, open spaces and properties. Consider designing and articulating of the floor plates to break down the mass of the building and to create 'street interest' and enhance skyline character;

Top

Taller elements contribute to the image of Lakeview Village. Consider designing the tops of the tallest elements as distinctive elements against the skyline, when seen from the street, from a distance, or from Lake Ontario. Moreover, a well-designed roofline creates opportunities for views to distinctive landmarks, including orientation and wayfinding.



Figure 32: Taller Elements - Top

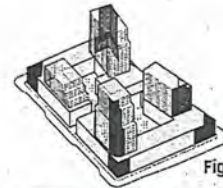
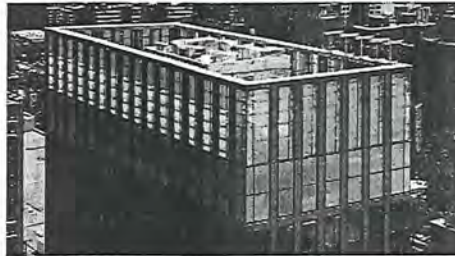


Figure 33: Taller Elements - Corners



5.3.6 Consider designing the uppermost floors of the tops of tall buildings to achieve a sculptural or distinctive profile;

5.3.7 Design the tops of tall buildings to integrate and screen the mechanical penthouse function and other roof top units into the complete building design;

5.3.8 Use materials, finishes and patterns that are consistent with the overall building design and architectural expression;

5.3.9 Potentially incorporate ways in which the roof top expression can be subtly illuminated and enhanced with architectural lighting effects during evening hours.

Taller Elements without Mediating Base

5.3.10 Other than guidance for differentiation of ground-level articulation of taller elements, it shall not be a specific requirement for taller elements that are expressed at ground-level to have a defined, conventional "base" or "podium" that is distinguished in material, character or form from the middle and upper portions of the building, other than that the pedestrian scale shall be strongly considered.

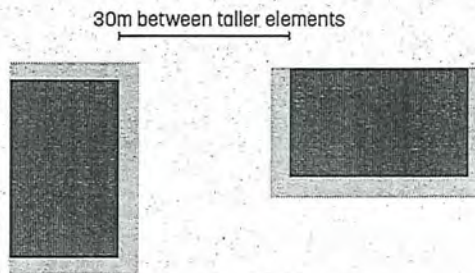


Figure 34: Taller Elements General Guidelines

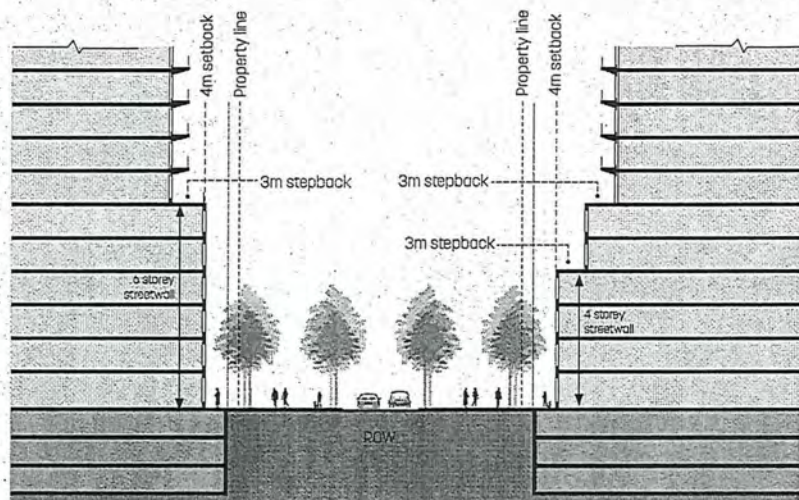
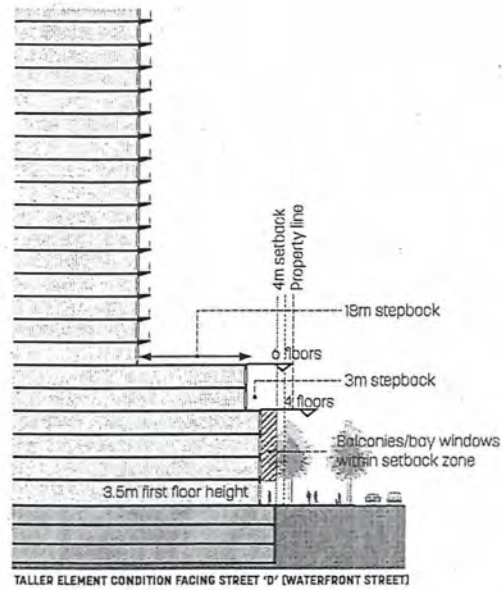
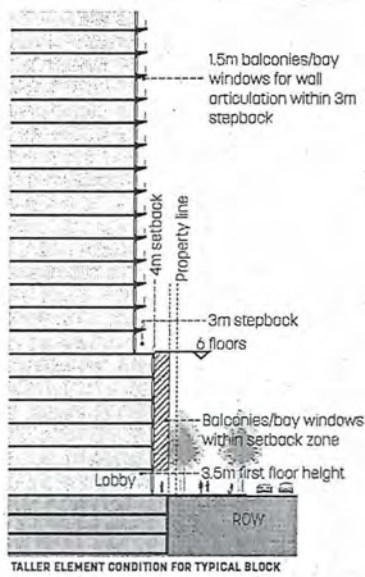


Figure 35: Prototypical Section of Two Taller Elements Across a ROW

Figure 36: Varying Taller Element Conditions by Block Type



5.4 Site Orientation

Taller built elements should be located on their sites to minimize shadow impacts on adjacent buildings, streets, and open spaces.

Sun and Shadow

5.4.1 Taller elements should be located on the north-west and south-west sides of a block or development site so that shadows fall primarily within the block itself rather than on the street;

5.4.2 Elongated floor plates should be oriented in a manner which minimizes shadow impacts; this should be demonstrated in accordance with any sun/shadow studies that are required by the City;

5.4.3 Adjacent to a park, taller elements should be located to minimize negative impacts on the park;

Lake Views

Lake views are extremely important within Lakeview Village, being the name-giving element of the project. There is a broad opportunity to afford such views to a wide spectrum of dwelling units. Taller elements should be positioned on each parcel with the objective of enabling neighboring blocks to equally capitalize on views.

Open Space Views

Lakeview Village equally has a tremendous amount of open space, with attendant opportunities for open space views throughout the community. These are beneficial in themselves, for the residents of dwelling

units, but are equally important for the safety of users within the open spaces ("Eyes on the park"). Buildings should take advantage of the opportunities afforded by open space views without being arrayed in ways that diminish the user experience within the open spaces.

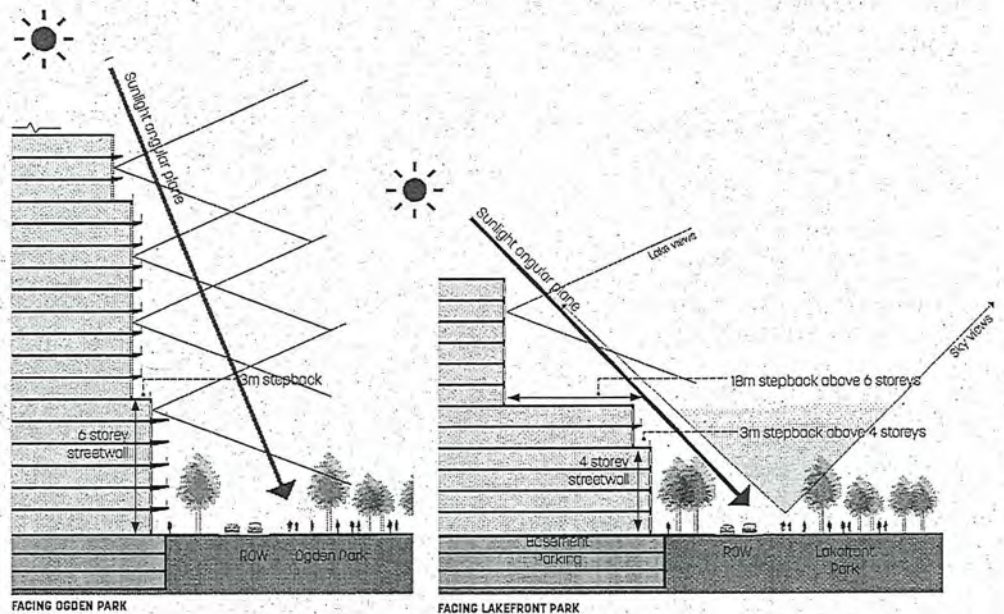


Figure 37: Site Orientation Factors Facing Key Open Spaces

5.5

Key Landmark Locations and View Corridor Anchor Elements

There are several important opportunities within Lakeview Village for landmark building elements to provide signature moments, and to enhance the presence of Lakeview within Mississauga and the surrounding community. Exceptional architecture should be implemented at such locations.

The Marina District (Blocks 10-13) and the eastern terminus of Waterway Common (Block 16) are subject to architectural competition. Details about the process, rules, and jury will be determined at a later date.

Western Gateway at Lakefront Promenade

The building occupying Block 6 should be of high architectural merit, given its prominence at the western roundabout entry to Lakeview Village. This building is an opportunity to establish the community's identity at this western edge, and additionally has access to sweeping views of Lake Ontario and the Lakefront Promenade Park.

Marina District

The Marina District (Blocks 10 through 12) has, from the earliest days of the conception of the project, been seen as the "punctuation mark" on Lakeview Village. As a result of this, it is the zone of greatest height. This height calls for a responsible approach

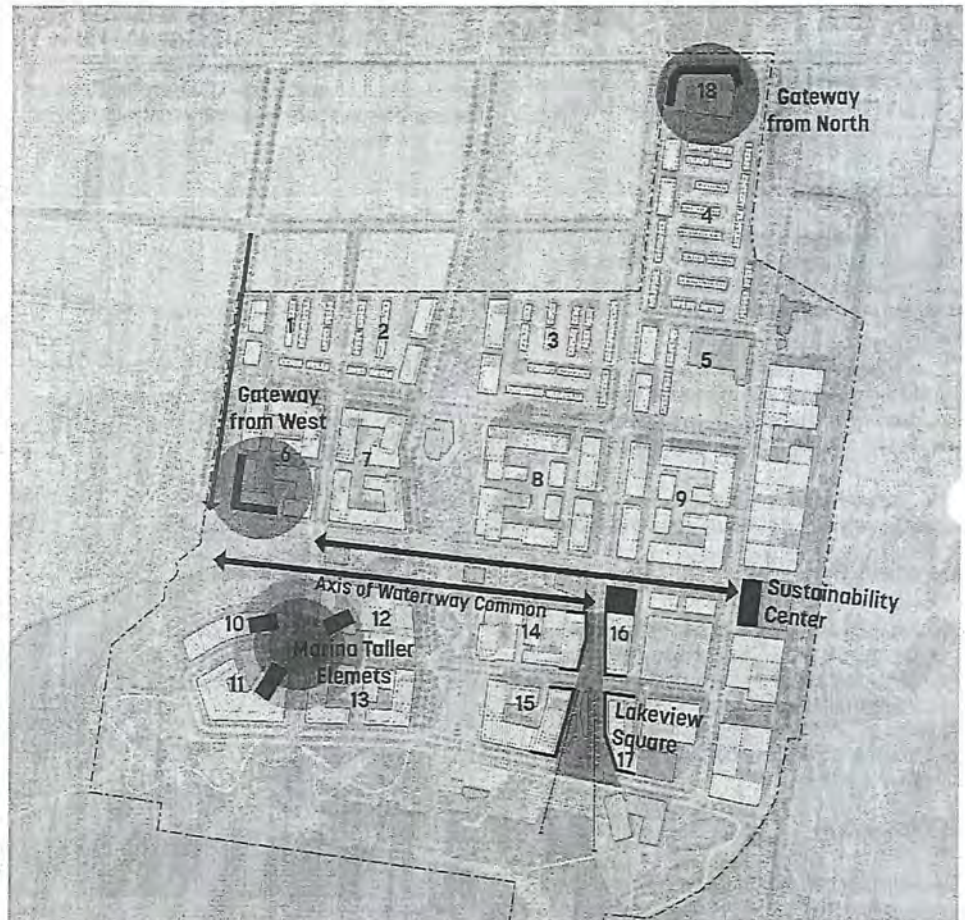


Figure 38: Key Landmark Locations

to building placement, ensuring that views for blocks "behind" the Marina District will have view access, and also ensuring a high-degree of architectural excellence for the Marina District buildings.

Eastern Terminus of Waterway Common

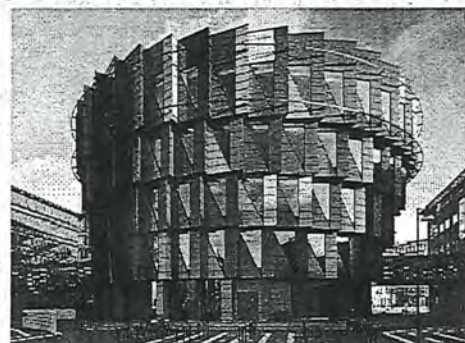
Due to the fact that the western end of Waterway Common is open to the public lands beyond, the eastern terminus takes on great significance as the anchor of this extended arrangement of open spaces. There are two ways in which the eastern end of Waterway Common functions:

Block 16, on the eastern side of Hydro Road (Street "H"), is a strong opportunity for a taller building element of architectural excellence to function as the visual anchor of the immediately-adjacent open space of Waterway Common;

The proposed Sustainability Centre on the eastern site of New Haig Boulevard (Street "I") is another terminus, albeit further east, for the view corridor of Waterway Common. This building, while likely to not be tall, is another opportunity for anchoring the viewshed with architectural excellence.

Northern Gateway at Hydro Road and Lakeshore Road

Block 18, at the intersection of Lakeshore Road East and Hydro Road (Street "H") is perhaps the primary "front door" to Lakeview Village, given that the lands of Lakeview Village extend up to Lakeshore Road East in this location, and that the intersection is signalized. As such, the mid-rise and taller elements on this block should function as a "beacon" announcing one's arrival at the community of Lakeview Village.



5.6 Overall Block Strategies and Synthesis

5.6.1 For blocks with a mix of mid-rise and mid-high-rise/high-rise components, the following guidelines should be applied to create more a more diverse built form and human-friendly scale of architectural elements at Lakeview Village;

5.6.2 The mid-rise and high-rise elements may potentially be differentiated architecturally into distinct buildings (notwithstanding the fact that basements and mid-rise "podia" may be shared);

5.6.3 Opportunities to create these divisions at the mid-rise levels can be generated through the location of pedestrian ways to/from the interior of the blocks; utilizing these break-points to change architectural articulation;

5.6.4 For blocks with mix of mid-rise and low-rise buildings, strategies are needed to ensure that these differing elements are able to occupy the same parcel. In particular, townhomes should be protected from a sense of excessive overlook by mid-rise and taller elements, and from excessive shadowing at certain times of day.

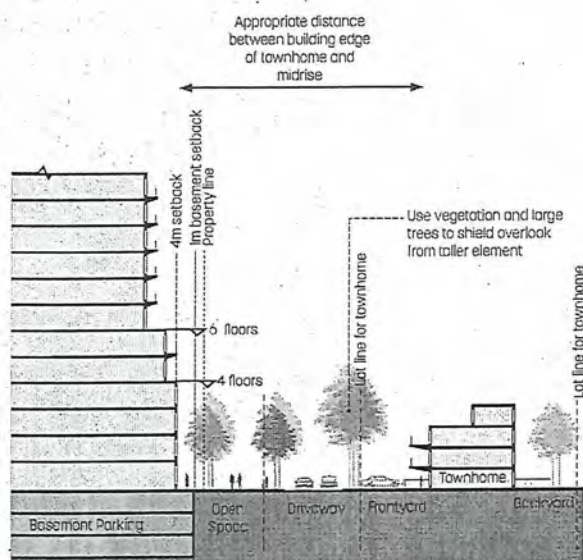


Figure 39: Relationship Between Townhomes and Mid-Rise/Taller Elements

5.7 Non-Traditional/Non-Conventional Building Elements

The Guidelines for Lakeview Village have generally been written to guide conventional design and construction within the community - blocks employing traditional perimeter mid-rise buildings (sometimes functioning as a "podium" for more vertical mid-high-rise and high-rise elements).

These Guidelines, however, recognize changing market forces, market preferences, and innovation and creativity in design. As such, these Guidelines are not construed to deter innovation on individual parcels. These strategies should generally be deemed to meet the following criteria:

7.1 There is no reduction of on-site open space;

5.7.2 Guidance for the number of walk-through openings per block leading from the block exterior to the interior-block open space is followed wherever feasible;

5.7.3 The guidance for breaking up of continuous lengths of street facade may be relaxed, subject to specific measures to mitigate perceptions of overall block length (indents, reveals, outward-projection, etc.);

5.7.4 Street-walls of excessive height are should not be created;

5.7.5 Sun penetration to interior open space should be demonstrated to be generally similar to that of conventional mid-rise "podium" with "tower" types;

5.7.6 Views from adjacent parcels are not excessively impacted;

5.7.7 The public realm is not overwhelmed by massing and/or height that is inconsistent with the overall objectives for the look and feel of Lakeview Village.

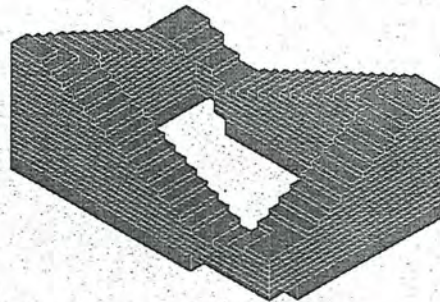
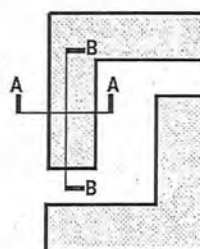
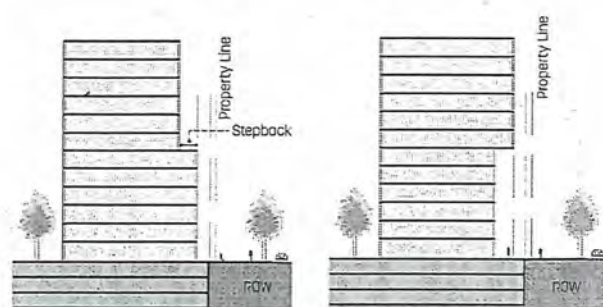
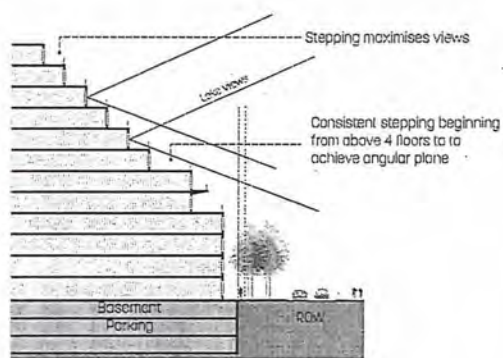


Figure 41: Sample Non-Traditional Massing Approach

Figure 42: Sections Illustrating Non-Conventional Massing Scenarios



KEY PLAN



B: STEPPED PROFILE SCENARIO





MISSISSAUGA

SCHEDULE A CONDITIONS OF APPROVAL

FILE: T-M19001 W1

SUBJECT: Draft Plan of Subdivision
1082 Lakeshore Road East and 800 Hydro Road
Southside of Lakeshore Road East, east of Cawthra Road
City of Mississauga
Lakeview Waterfront

Approval of a draft plan of subdivision granted under Section 51 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, is valid until approval is either withdrawn or the plan is registered. Approval may be withdrawn by the Commissioner, Planning and Building Department if approval of the final plan has not been given three (3) years after the date of approval of the draft plan.

NOTE: City is "The Corporation of the City of Mississauga"
Region is "The Regional Municipality of Peel"

- 1.0 Approval of the draft plan applies to the plan dated October 8, 2021.
- 2.0 That the owner agree, in writing, to satisfy all the requirements, financial and otherwise of the City and the Region.
- 3.0 The applicant/owner shall enter into a Subdivision Agreement including Municipal Infrastructure Schedules, and any other necessary agreements, in a form satisfactory to the City, Region or any other appropriate authority, prior to ANY development within the plan. These agreements may deal with matters including, but not limited to, the following: engineering matters such as municipal services, road widenings, land dedications, public easements, construction and reconstruction, signals, grading, fencing, noise mitigation, and warning clauses; financial issues such as cash contributions, levies (development charges), land dedications or reserves, securities or letters of credit; planning matters such as residential reserve blocks, buffer blocks, site development plan and landscape plan approvals; conservation and environmental matters; phasing and insurance. THE DETAILS OF THESE REQUIREMENTS ARE CONTAINED IN COMMENTS FROM AUTHORITIES, AGENCIES, AND DEPARTMENTS OF THE CITY AND REGION AS CONTAINED IN THE APPLICATION STATUS REPORT DATED OCTOBER 15 2021, THAT CORRESPONDS TO THE RESUBMISSIONS MADE UP TO OCTOBER 15, 2021 AND REMAIN APPLICABLE. THESE COMMENTS HAVE BEEN PROVIDED TO THE APPLICANT OR THEIR CONSULTANTS AND FORM PART OF THESE CONDITIONS.
- 4.0 All processing and administrative fees shall be paid prior to the registration of the plan. Such fees will be charged at prevailing rates of approved City and Regional Policies and By-laws on the day of payment.

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- 5.0 The applicant/owner shall agree to convey/dedicate, gratuitously, any required road or highway widenings, 0.3 m (1 ft.) reserves, walkways, sight triangles, buffer blocks and utility or drainage easements to the satisfaction of the City, Region or other authority.
- 6.0 The applicant/owner shall agree to convey/dedicate, gratuitously, a permanent easement for the proposed 6 m corridor along Serson Creek to the satisfaction of the City.
- 7.0 The applicant/owner shall provide all updated reports, plans or studies required by agency and departmental comments. These documents shall include, but are not limited to, the following:
- 7.1 Remedial Action Plan;
 - 7.2 Signed Acknowledgement from Utility Companies and the Regional Municipality of Peel Regarding Environmental Risk Management Measures and Health and Safety Requirements;
 - 7.3 Functional Servicing Report
 - 7.4 Geotechnical Investigation & Preliminary Hydrogeological Report
 - 7.5 Noise Feasibility Study
 - 7.6 Traffic Impact Study
 - 7.7 VISSIM Microsimulation Report
 - 7.8 Heritage Interpretation Plan
- 8.0 That a Zoning By-Law for the development of these lands shall have been passed under Section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, and be in full force and effect prior to registration of the plan.
- 9.0 That in accordance with CPD Resolution 0121-91, that a minimum of three car spaces per dwelling, including those in a garage be required and a minimum of 0.25 visitor parking space per dwelling be required on the street for the subject development.
- 10.0 The proposed streets shall be named to the satisfaction of the City and the Region. In this regard, a list of street names shall be submitted to the City Transportation and Works Department as soon as possible after draft plan approval has been received and prior to any servicing submissions. The owner is advised to refer to the Region of Peel Street Names Index to avoid proposing street names which conflict with the approved or existing street names on the basis of duplication, spelling, pronunciation, and similar sounding.
- 11.0 Prior to final approval, the Engineer is required to submit, to the satisfaction of the Region, all engineering drawings in Micro-Station format as set out in the latest version of the Region of Peel "Development Procedure Manual".
- 12.0 Prior to final approval, the developer will be required to monitor wells, subject to the homeowner's permission, within the zone of influence, and to submit results to the satisfaction of the Region.
- 13.0 The applicant/owner shall make arrangements acceptable to the City with regard to any Park issues including Park or Greenbelt development, Park Plans including park grading and all

park related service connections including but not limited to drainage, grading, utility connections as well as buffer planting, fencing or hoarding.

To fulfil the requirements of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the City will accept Block Number 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34 and 35, free and clear of encumbrances and any easements unless permitted by the City, having an area of 5.39 ha (13.32 ac.) for partial fulfilment of land for park or other public recreational purposes. Prior to plan registration, the applicant shall pay cash-in-lieu for any outstanding land dedication deficit for park or other public recreational purposes. Furthermore, the Subdivision Agreement include details relating to the conveyance of park blocks and timing of their conveyance, including the requirement for phasing plans and for the applicant/ owner to enter into associated Park Design and Development agreements should the City agree that the owner build the park blocks prior to their conveyance.

- 14.0 Prior to final approval, the City shall be advised by the School Boards that satisfactory arrangements regarding educational facilities have been made between the developer/applicant and the School Boards for this plan.
- 15.0 Prior to final approval, the Dufferin-Peel Catholic District School Board is to be satisfied that the applicant has agreed to include in the Subdivision Agreement and all offers of purchase and sale for all residential lots, the following warning clauses until the permanent school for the area has been completed:
 - 15.1 Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school.
 - 15.2 That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board.
- 16.0 That the Subdivision Agreement shall contain a clause satisfactory to the Dufferin-Peel Catholic District School Board that the developer will erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bussed to schools, according to the Board's Transportation Policies. These signs shall be to the School Board's specifications and at locations determined by the Board.
- 17.0 Prior to final approval, the Peel District School Board is to be satisfied that the following provision is contained in the Subdivision Agreement and on all offers of purchase and sale for a period of ten years after registration of the plan:
 - 17.1 Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the Planning and Resources Department of the Peel District School Board to determine the exact schools.

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- 17.2 Whereas, despite the efforts of the Peel District School Board, please be advised that noise, dust and truck traffic are normal circumstances during the construction of a school, and once constructed, the school will have normal operating conditions for a school such as noise, exterior lighting, portable classrooms (including installation and removal), and increased traffic on surrounding streets during peak A.M. and P.M. hours and during special events
- 17.3 The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the students will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Region's Bus Stop Assessment (STOPR012) procedure and process
- 18.0 That the Subdivision Agreement shall contain a clause satisfactory to the Peel District School Board that the developer will erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bussed to schools, according to the Board's Transportation Policies. These signs shall be to the School Board's specifications and at locations determined by the Board.
- 19.0 Prior to final approval, satisfactory arrangements shall have been made with the Peel District School Board, acting reasonably, for the acquisition, or reservation for future acquisition, of Block Number 5 for a period of ten years following registration of a plan of subdivision containing Block Number 5.
- 20.0 That the Subdivision Agreement shall contain a clause satisfactory to the Peel District School Board that the developer will agree to pay for the full cost of the installation of the artificial turf soccer field, generally in keeping with the dimensions identified on the July 30th, 2021 Lakeview Urban School Site Fit - Moffet & Duncan Architects Inc, to the Board's approved standard.
- 21.0 That the Subdivision Agreement shall contain a clause satisfactory to the Peel District School Board that the developer will agree to pay for the full cost of the installation of air conditioning in the school facility to the Board's approved standard if deemed required.
- 22.0 Prior to final approval, Credit Valley Conservation requires the following:
- 22.1 The owner is to obtain all necessary permits from Credit Valley Conservation in accordance with Ontario Regulation 160/06.
- 22.2 That the plan will address the recommendations of the approved Environmental Impact Study (prepared by Beacon Environmental) to the satisfaction of Credit Valley Conservation.
- 22.3 That the plan will address the recommendations of the approved Shoreline Hazard Assessment (prepared by Baird) to the satisfaction of Credit Valley Conservation
- 22.4 That appropriate sediment and erosion control measures be implemented and maintained during all phases of construction to the satisfaction of the City of Mississauga and Credit Valley Conservation.

-
- 22.5 That detailed engineering plans be prepared to the satisfaction of Credit Valley Conservation, which describe the means whereby stormwater will be treated and conducted from the site to a receiving body.
- 22.6 That the Subdivision Agreement between the owner and the City shall contain provisions with respect to the following, and with wording acceptable to Credit Valley Conservation, wherein the owner agrees to carry out or cause to be carried out the works noted above.
- 23.0 That the owner/applicant agree to provide a temporary location at which Canada Post Corporation may locate community mailboxes during construction, until curbing and sidewalks are in place at the prescribed permanent mailbox locations.
- 24.0 That in consultation with Canada Post Corporation, the owner/applicant agrees to provide at their expense the following for the permanent mailbox locations:
- 24.1 An appropriately sized sidewalk section on which Canada Post mailboxes will be placed, adjacent to the municipal sidewalk (where applicable), and any required footpaths across the boulevard from the curb to the sidewalk;
- 24.2 Any required curb depressions and wheelchair access for mailbox sites where no sidewalk is planned.
- 25.0 Prior to execution of the Subdivision Agreement, the developer must identify the telecommunications provider, and submit in writing, evidence to the Commissioner of the City Transportation and Works Department, that satisfactory arrangements have been made with the telecommunications provider, Cable TV and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.
- 26.0 That the applicant/owner acknowledge that the draft plan does not currently take into account intersection design requirements, and that some intersections may need to be widened to accommodate the turning radii for waste collection and emergency vehicles.
- 27.0 That the applicant/owner acknowledge that the proposed street right-of-way cross-sections are generally not intended to change other than to achieve intersection design requirements referred to above and accommodate the City's and Region's standard elements. If it is determined through detailed design that elements of the proposed cross sections do not fit within a road allowance, it is intended that the cross sections would be revised, and may include, but not limited to, widening of the cross sections.
- 28.0 That a condition of the Subdivision Agreement shall be that a Ministry of Environment, Conservation and Parks-acknowledged Record of Site Condition is required for a development block prior to issuance of an unconditional building permit and prior to connection to municipal utilities and services for that development block.
- 29.0 That a condition of Subdivision Agreement shall be that prior to occupancy of any development block, the developer is required to enter into an easement agreement with the City and/or Region where a public utility and/or public access is required on private lands to service that development block.
- 30.0 That a condition of Subdivision Agreement shall be that prior to occupancy of any development block, the developer is required to enter into an easement agreement with the

private utility provider where any private utility service and/or access is required to service that development block.

- 31.0 That a condition of Subdivision Agreement shall be that the owner/applicant provide for warning clauses in any agreements of purchase and sale advising prospective purchasers that the details of the master plan including and parks and open spaces are conceptual and subject to change through the site plan and plan of condominium process.
- 32.0 That a condition of Subdivision Agreement shall be that the owner/applicant provide for warning clauses in any agreements of purchase and sale and condominium declarations advising prospective purchasers for blocks 1, 3, 4, 6, 7 and 18 that notwithstanding mitigation measures, units may be subject to occasional odours from neighbouring industrial uses.
- 33.0 That a condition of Subdivision Agreement shall be that the owner/applicant provide for warning clauses in any agreements of purchase and sale and condominium declarations advising prospective purchasers for blocks 1-5 and 18 that those land have been designated Class 4 under the Environmental Noise Guidelines for Stationary and Transportation Sources in the MECP guidelines, due to their proximity to noise emitting sources and as such will be subject to occasional increased noise levels in accordance with the Class 4 noise regulations.
- 34.0 That the Subdivision Agreement shall contain provisions detailing the owner/applicant's commitment to provide a minimum of 5% affordable housing units of the overall approved number of units, in accordance with the City's Affordable Housing Strategy, and shall include at a minimum:
 - housing mix of unit types and tenures satisfactory to the City,
 - a maximum of 150 purpose-built market rental units,
 - phasing plans and locations of the units,
 - affordability period and thresholds
 - administration and related matters
- 35.0 Prior to execution of the Subdivision Agreement, Lakeview Community Partners shall complete the Purchase and Sale Agreement with the Region of Peel for the acquisition of the lands required to complete the proposed Lakefront Promenade extension.
- 36.0 The applicant/owner acknowledge that the City will permit underground services and base asphalt to be installed in the proposed subdivision prior to registration of the plan, in accordance with a process to be determined by the City, acting reasonably.
 - 36.1 Prior to the issuance of pre-servicing approval the applicant/owner shall provide a satisfactory Pre-Servicing Submission, as determined by the City and obtain approvals from MECP, CVC, the Region of Peel, PUCC and any other external agency/authority as may be required by the City.
- 37.0 The applicant/owner agrees to execute and deposit with the City an Indemnification Letter for Pre-Servicing, in a form as approved by the City.
- 38.0 The applicant/owner agrees to enter into an agreement, or any other form of approval as determined by the City, which will deal with matters including but not limited to securities, site access for City staff, inspections, engineering consulting/monitoring requirements, conditions of approval, restrictions on transfer, etc.

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- 39.0 The applicant/owner agree that Pre-Servicing cannot commence until after a pre-construction meeting has been held and a confirmation letter has been provided by the City allowing the work to begin.
- 40.0 Prior to the 1st Engineering Submission being provided to the City, the owner must finalize a Memorandum of Agreement (MOA) with City and Region and the district energy provider that sets out the key components of the agreements needed to implement a District Energy System, to the satisfaction of the City and the Region.
- 40.1 These agreements include, but are not limited to the following:
- a. Infrastructure Agreement between the district energy provider and LCPL, on terms satisfactory to the City and Region, for the purposes of ensuring ongoing regard is had for the matters under s.51(24) including the public interest
 - b. Access Agreement (or Encroachment Agreement, whichever is required by the City) between the district energy provider and the City, on terms satisfactory to the City
 - c. Ground Lease Agreement between the City and the district energy provider for use of City-owned lands for the central District Energy plant and other related uses, on terms satisfactory to the City
 - d. Wastewater Energy Transfer Agreement between the district energy provider and the Region, on terms satisfactory to the Region.
- 40.2 Prior to granting authority to commence site servicing works, the agreements required under the MOA shall have been finalized to the satisfaction of City and Region, and signed by the owner and/or district energy operator, as may be the case.
- 40.3 As a condition of Plan of Subdivision registration, the agreements required under the MOA shall have been fully executed, to the satisfaction of the City and Region.
- 40.4 That the owner be required to include warning clauses in each agreement of purchase and sale advising of the District Energy System and associated matters (i.e. privately owned and operated utility, unregulated price structure, and such other matters as the City shall advise).
- 41.0 Prior to the 1st Engineering Submission being provided to the City, the owner must finalize a Memorandum of Agreement with City, Region, and the automated vacuum waste operator that sets out the key components of the agreements needed to implement the Automated Vacuum Waste Collection System.
- 41.1 These agreements include, but are not limited to, the following:
- a. Infrastructure Agreement between LCPL and the automated vacuum waste operator, on terms satisfactory to the City and Region, for the purposes of ensuring ongoing regard is had for the matters under s.51(24) including the public interest
 - b. Access Agreement (or Encroachment Agreement, whichever is appropriate) between the automated vacuum waste operator and the City, on terms satisfactory to the City
 - c. Ground Lease Agreement between the automated vacuum waste operator and the City for use of City-owned lands to deliver aspects of the Automated Vacuum Waste Collection System, on terms satisfactory to the City

- 41.2 Prior to the 1st Engineering Submission being provided to the City, the owner must receive confirmation from Community Services whether the proposed Park Blocks will be designed, built, and serviced with the proposed Automated Vacuum Waste Collection System; and
 - 41.3 Concurrent with the 1st Engineering Submission being provided to the City, LCPL must confirm that waste and recycling receptacles can be accommodated within the public rights-of-way and connected to the Automated Vacuum Waste Collection System, to the satisfaction of Transportation and Works.
 - 41.4 Prior to granting authority to commence site servicing works, the agreements required under the MOA shall be finalized to the satisfaction of City and Region.
 - 41.5 As a condition of Plan of Subdivision registration, the agreements required under the MOA shall be executed, to the satisfaction of the City and Region.
 - 41.6 That the Owner be required to include warning clauses in each agreement of purchase and sale advising of the Automated Vacuum Waste Collection System and associated matters (i.e. privately owned and operated utility, unregulated price structure, etc.)
- 42.0 The applicant/owner shall make satisfactory arrangements with the Region of Peel and City of Mississauga for mitigation measures and external road improvements as described in the Transportation Considerations Report, including all addendums as prepared by The Municipal Infrastructure Group Ltd. to support full build-out of the proposed development. The mitigation measures prior to full build-out are as follows:
- a. Construction of westbound right-turn lane at Cawthra Road and Lakeshore Road East;
 - b. Construction of westbound right-turn lane at Dixie Road and Lakeshore Road East;
 - c. Construction of eastbound right-turn lane at Lakefront Promenade and Lakeshore Road East;
 - d. Northbound lanes reconfigured at Lakefront Promenade and Lakeshore Road East to include a dedicated left-turn lane and share through/right lane;
 - e. Construction of eastbound right-turn lane at Hydro Road and Lakeshore Road East;
 - f. Northbound lanes reconfigured at Hydro Road and Lakeshore Road East to include a dedicated left-turn lane and a shared left/through/right lane;
 - g. Signalization of Hydro Road and Lakeshore Road East intersection, as per Lakeshore Connecting Communities BRT roll plan drawings.
- Further considerations may include:
- h. Ogden Avenue and Haig Boulevard road extensions, and the implementation of the Lakeshore Connecting Communities Bus Rapid Transit (BRT) being completed;
 - i. Construction of eastbound right-turn lane at Haig Boulevard and Lakeshore Road East;
 - j. Northbound lanes at Ogden Avenue and Lakeshore Road East configured to include a dedicated left-turn lane and a shared through/right lane;
 - k. Northbound lanes at Haig Boulevard and Lakeshore Road East configured to include a dedicated left-turn lane and a shared through/right lane; and,
 - l. Southbound lanes reconfigured at Dixie Road and Lakeshore Road East to include a dedicated right-turn lane and a shared left/through lane.

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43. That the applicant/owner acknowledge that should conventional waste pick up be required, that the right-of-way cross sections may need to be revised, and may include, but not be limited to the widening of lane widths, intersection radii and/or cross sections dimensions.
 44. Concurrent with the 1st Engineering Submission, the applicant's Consulting Engineer shall confirm that the proposed Joint Utility Trench is designed to accommodate the required the City's / Region's Public Service Network (PSN) to the satisfaction of the City.
 45. Prior to granting authority to commence site servicing works, details of smart technology below grade infrastructure, including but not limited to the requirements of wayfinding elements and smart street lighting poles, must be finalized to the satisfaction of the City.
 - 46.0 That prior to signing of the final plan, the Commissioner of Planning and Building is to be advised that all of the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.

THE REQUIREMENTS OF THE CITY WILL BE EFFECTIVE FOR THIRTY-SIX (36) MONTHS FROM THE DATE THE CONDITIONS ARE APPROVED BY THE COMMISSIONER, PLANNING AND BUILDING DEPARTMENT. AFTER THIS DATE REVISED CONDITIONS WILL BE REQUIRED. NOTWITHSTANDING THE SERVICING REQUIREMENTS MENTIONED IN SCHEDULE A, CONDITIONS OF APPROVAL, THE STANDARDS IN EFFECT AT THE TIME OF REGISTRATION OF THE PLAN WILL APPLY.