

An aerial photograph of a city, likely Vancouver, with a prominent blue overlay. The image shows a dense urban area with various buildings, streets, and green spaces. The blue overlay is semi-transparent, allowing the city details to be visible underneath. The text is overlaid on the upper portion of the image.

# Development Master Plan • Rangeview

November  
2022

Rangeview  
Landowners  
Group Inc.



# Rangerview

## Our Team



**Delta Urban Inc.**

Strategic and Technical  
Advice for Landowners  
Group Management



**Bousfields Inc.**

Urban Planning  
Urban Design  
Community Engagement



**BA Group**

Transportation



**Schaeffers & Associates Ltd.**

Civil Engineering



**MBTW Group**

Landscape Architecture

**URBAN  
EQUATION**

**Urban Equation**

Sustainability Strategy

**SLR** 

**SLR Consulting**

Pedestrian Wind Assessment



**Cicada Design Inc.**

Visual Renderings

**Technical  
Consultants**

**J.D. Barnes**

Surveyor

**D.S. Consultants**

Hydrogeological Engineer

**Primary Energy**

Hydro and Utility Coordination Services



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## Land Acknowledgement

We are grateful to have the opportunity to work on this land, and by doing so, give our respect to its first inhabitants. We would like to begin by acknowledging the land on which the Region of Peel operates, is part of the Treaty Lands and Territory of the Mississaugas of the Credit. For thousands of years, Indigenous peoples inhabited and cared for this land, and continue to do so today. In particular we acknowledge the territory of the Anishinabek, Huron-Wendat, Haudenosaunee and Ojibway/Chippewa peoples; the land that is home to the Metis; and most recently, the territory of the Mississaugas of the Credit First Nation who are direct descendants of the Mississaugas of the Credit.





1

# Introduction & Purpose



**This report contains the framework and vision that comprise the Development Master Plan (“DMP”) for the lands identified in Chapter 13.3 the City of Mississauga Official Plan as Rangeview Estates. Rangeview Estates (also referred to herein as “Rangeview”) is one of four precincts within the Lakeview Waterfront Major Node and is generally comprised of the lands located along the south side of Lakeshore Road East, between East Avenue and Hydro Road, and extending south to include the properties along both the north and south sides of Rangeview Road. Overall, Rangeview includes 33 properties under a variety of ownerships with a combined area of over 21 hectares, not including existing public roads.**

Rangeview forms part of the larger Inspiration Lakeview Master Plan area and its development represents the second and final piece of this new master planned waterfront community, with the other three precincts having been advanced through the combined Lakeview Village DMP process. The majority of Inspiration Lakeview’s direct frontage onto Lakeshore Road East is occupied by Rangeview Estates, thus Rangeview’s successful transformation from an industrial business enclave to a residential and mixed-use neighbourhood with a predominantly mid-rise built form is a key element in connecting the new community to the broader City of Mississauga and the planned Lakeshore Bus Rapid Transit service.

This report has been prepared on behalf of the Rangeview Landowners Group Inc. (the “Rangeview LOG”), which currently represents nine (9) landholders within Rangeview Estates. Collectively, the Rangeview LOG owns 21 properties within Rangeview, representing approximately 65% of all private landholdings. The remainder of the properties within Rangeview are currently owned by individuals or corporations that are not seeking to redevelop their properties at this time. In accordance with the policies of Chapter 13.3 the City of Mississauga Official Plan (the “Mississauga OP”), individual development of these non-participating parcels will generally not be approved until the respective landowners have become party to a landowners cost sharing agreement and/or joined the Rangeview LOG.

The purpose of the DMP for Rangeview is to provide urban design direction and guidance on the intended development of the lands at a more detailed, precinct-oriented level than is provided for in the policies of the Mississauga OP. The Rangeview DMP demonstrates the current vision of the Rangeview LOG for the orderly development of these lands with new, complete neighbourhoods that include a mix of low, medium, and high-density residential uses with retail and other non-residential uses provided in strategic locations. A variety of parks and open spaces are proposed throughout Rangeview Estates in order to provide opportunities for both passive and active recreation, and to facilitate pedestrian connectivity from Lakeshore Road East south to Lake Ontario. In addition, an expanded network of public roads will connect Rangeview to the surrounding existing and planned communities through a logical grid that is supported by public transit and active transportation connections.

Connectivity and integration with the adjacent Lakeview Village development (which comprises the three other precincts of the Lakeview Waterfront Major Node) has been considered in all aspects of the preparation of the Rangeview DMP. Together, Rangeview Estates and Lakeview Village provide a transformational opportunity to redefine Mississauga’s waterfront and connect existing communities to Lake Ontario. The Rangeview DMP design recognizes and builds on the achievements of the Lakeview Village development, while responding to the unique, transitional context of Rangeview Estates.



Figure 1 - Aerial View of Rangeview Estates Towards Lake Ontario



Lake Ontario

Lakeview  
Wastewater  
Treatment Plant

Lakeview Village  
Development

Lakefront  
Promenade Park

Lakefront Promenade

Douglas  
Kennedy  
Park

Lakeview Water  
Treatment Plant

Rangeview Road

Hydro Road

East Avenue

Lakeshore Road East



# Rangeview Landowners Group

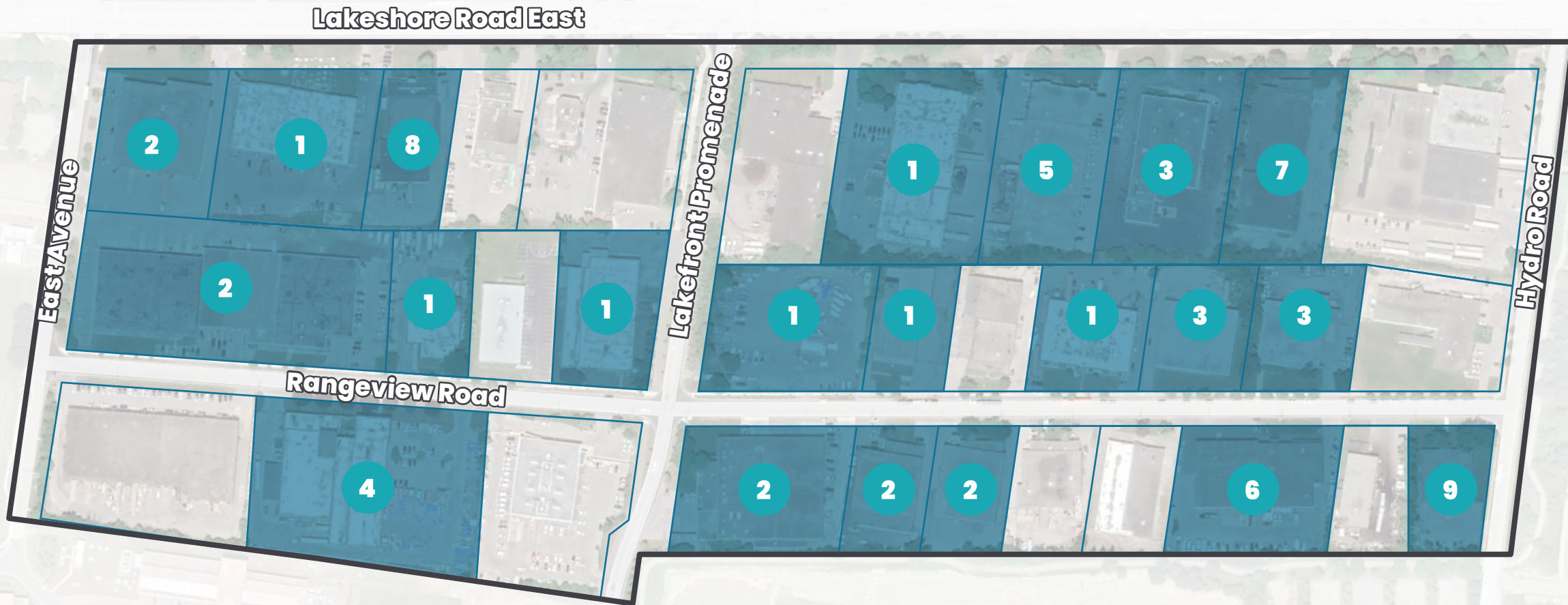
As noted above, the Rangeview LOG is comprised of nine (9) landowners who collectively own approximately 65% of the land within Rangeview, excluding the area of existing public roads. The Rangeview LOG includes a diverse range of business owners and operators, developers and landlords. **Table 1** below provides an overview of each participating landowner, their properties and the approximate area of their landholdings within Rangeview.

Table 1 – Rangeview Landowners Group Landholdings

	Landowner Name(s)	Property Address(es)	Area
1	Dorsay (Lakeshore) Inc. Dorsay (Lakefront Promenade) Inc. Dorsay (Rangeview) Inc.  (Dorsay Development Corp.)	<ul style="list-style-type: none"><li>• 848–872 Lakeshore Road East</li><li>• 974 Lakeshore Road East</li><li>• 930 Lakefront Promenade</li><li>• 925 Lakefront Promenade</li><li>• 885 Rangeview Road</li><li>• 983 Rangeview Road</li><li>• 1025 Rangeview Road</li></ul>	4.49 ha (11.10 ac)
2	Elgroup Holdings Inc. Elias Bros. Construction Limited	<ul style="list-style-type: none"><li>• 830 &amp; 832 Lakeshore Road East</li><li>• 851, 855, 859, 861, 863, 865 Rangeview Road</li><li>• 895 Lakefront Promenade</li><li>• 992 Rangeview Road</li><li>• 996 Rangeview Road</li></ul>	3.61 ha (8.92 ac)
3	Rangeview 1035 Holding Inc. Rangeview 1045 Holding Inc. 1207238 Ontario Limited Inc.	<ul style="list-style-type: none"><li>• 1035 Rangeview Road</li><li>• 1045 Rangeview Road</li><li>• 1036 Lakeshore Road East</li></ul>	1.80 ha (4.45 ac)
4	Whiterock 880 Rangeview Inc. (Dream Unlimited Corp.)	<ul style="list-style-type: none"><li>• 880 Rangeview Road</li></ul>	1.31 ha (3.24 ac)
5	447111 Ontario Limited (Norstar Group)	<ul style="list-style-type: none"><li>• 1000, 1002, 1004, 1006 Lakeshore Road East</li></ul>	0.78 ha (1.93 ac)
6	2120412 Ontario Inc. (Xtreme Tire)	<ul style="list-style-type: none"><li>• 1044 Rangeview Road</li></ul>	0.72 ha (1.78 ac)
7	ILSCO of Canada Limited	<ul style="list-style-type: none"><li>• 1050 Lakeshore Road East</li></ul>	0.70 ha (1.73 ac)
8	1127792 Ontario Limited	<ul style="list-style-type: none"><li>• 880 Lakeshore Road East</li></ul>	0.43 ha (1.06 ac)
9	Kotyck Investments Ltd.	<ul style="list-style-type: none"><li>• 1076 Rangeview Road</li></ul>	0.35 ha (0.86 ac)
Total			14.19 ha (35.07 ac)



Figure 2 – Rangeview Landowners Group Participation Map



Not to Scale

The Rangeview LOG was formed in 2021 through efforts initiated by key landholders in the area. Its purpose is to act as a cohesive and collaborative group which will work together in securing development approvals for Rangeview Estates, while sharing costs associated with these approvals. Since its formation, the Rangeview LOG has worked effectively to identify priorities and constraints, based on which it has developed a master plan concept that implements and expands on the community and City’s preliminary visions for Rangeview Estates as set out in the Inspiration Lakeview Master Plan and Lakeview Waterfront Major Node policies of the Mississauga OP.



# The Consultant Team

To support the work of the Rangeview LOG, a multi-disciplinary team of consultants were retained to assist with the planning and development of the Rangeview DMP.



**Delta Urban Inc.** provides strategic and technical advice to assist in various components of the land acquisition, development approval, and pre-construction processes and are leaders in landowner group management, project management, and development management services. Delta Urban has coordinated and managed the Rangeview LOG through the preparation of the Rangeview DMP, providing strategic guidance and project management to ensure a satisfactory and successful master planning process for all participating landowners.



**Bousfields Inc.** is a planning, urban design and community engagement firm that offers a full range of land use planning and urban design services to the development industry, municipalities and government agencies. Bousfields has been responsible for the development and preparation of the Rangeview DMP from a land use planning and urban design perspective and has led the ongoing community engagement efforts for the Rangeview LOG.



**BA Group** provides transportation planning and engineering services to public and private organizations. BA Group focuses on transportation issues in support of high-quality urban environments, and specializes in sustainable planning, multi-modal transportation infrastructure, impact studies, site audits, parking facilities, concept design, and expert testimony. BA Group has guided the design of the existing and proposed road network within Rangeview and completed a detailed traffic analysis to ensure that this network can support the proposed population and employment density both within Rangeview and the surrounding developments.



**Schaeffers & Associates Ltd.** provides innovative and economic consulting services to private and public sector clients in Canada and internationally in the fields of civil (municipal) engineering and water resources management for a wide range of community growth related projects. Schaeffers has been responsible for all civil engineering design considerations in the development of the Rangeview DMP, including an evaluation of the existing municipal servicing infrastructure in Rangeview and development of the servicing plan and strategy.

## URBAN EQUATION

**Urban Equation** combines decades of practical experience, diverse backgrounds and passion in real estate development, sustainability and community planning to help their clients drive value for their projects, investments or initiatives. With a unique understanding of the complexities of designing sustainable communities Urban Equation is known for their work on sustainability frameworks that allow developers to work more efficiently with city planners and for their support of governments in achieving the long-term change they envision for their communities. For the Rangeview DMP, Urban Equation has led the development of the sustainability strategy and provided guidance and input into the design of the master plan concept.



**MBTW Group** is a multi-disciplinary landscape architecture, urban design and community planning firm that has provided design consulting services to an international roster of clients in both the private and public sectors. Their experience spans a broad spectrum of projects including high density residential and mixed-use developments, greenfield communities, urban landscapes, parks and trails, and performance sports and recreation. MBTW Group has provided valuable input into the location, sizing and design of the proposed public park and open space elements of the Rangeview DMP. Their work has included a detailed gap analysis of the existing and planned park infrastructure and programming in the vicinity of Rangeview and the development of a preliminary programming plan for the proposed Rangeview parks in order to address identified service gaps.

## Technical Consultants

In addition to the core consulting team outlined above, the advancement of the Rangeview DMP has been supported by additional technical consultants as follows:

### SLR Consulting

Pedestrian Wind Assessment

### Cicada Design Inc.

Visual Renderings

### J.D. Barnes

Surveyor

### D.S. Consultants

Hydrogeological Engineer

### Primary Energy

Hydro and Utility Coordination Services



An aerial photograph of a coastal region, including a city, a golf course, and a large body of water. The entire image is covered with a semi-transparent blue overlay. In the bottom left corner, there is a large white number '2' and the text 'Background Context' in white.

# 2

## Background Context



## 2.1 Site and Area Context

**Rangeview Estates forms part of the Inspiration Lakeview master plan area, which is generally located between the south side of Lakeshore Road East and Lake Ontario, from East Avenue in the west to the area south of Fergus Avenue in the east. This area has a long and varied history as has been documented in numerous reports and plans produced in recent years. Over the past century these lands have been home to military-related operations, arms manufacturing, an airport, varied industrial and semi-industrial uses and a coal-based power generating station. Following the closure of the Ontario Power Generation (“OPG”) Lakeview Generating Station and its subsequent demolition starting in 2006, a community-initiated visioning exercise for the former generation station lands known as Lakeview Legacy ultimately led to a comprehensive master planning exercise for the area, undertaken by the City of Mississauga with the support of other stakeholders, including the Province, Peel Region and the OPG.**

**The Rangeview DMP represents the next step in advancing a development framework for Rangeview Estates, building on the master planning efforts undertaken previously and implementing current Provincial, regional and local policy direction.**

Rangeview Estates, as delineated and named in the Mississauga OP, includes the lands located on the south side of Lakeshore Road East, between East Avenue and Hydro Road, and includes the properties fronting onto both the north and south sides of Rangeview Road. Comprised of 33 parcels of privately owned land with a net area of approximately 21.9 hectares, Rangeview also contains several existing public roads including East Avenue, Lakefront Promenade, Hydro Road and Rangeview Road.

Within the larger Lakeview Waterfront Major Node, which is more broadly located in southeast Mississauga approximately one kilometre west of the City’s eastern limits and 2.6 kilometres east of the Port Credit GO Station, Rangeview Estates comprises the northwestern quadrant of the node and contains roughly 58% of the node’s frontage on Lakeshore Road East.

Existing uses within Rangeview include a wide variety of light industrial, warehousing, retail, commercial and service commercial uses. As such, the existing buildings are generally one-storey in height with large footprints and many are multi-tenanted with a mix of various commercial and retail operators. Other buildings contain uses that require access to the full floor plate of these large structures. Most of the properties in Rangeview are currently developed in a style similar to a suburban-style business park, with office space or active uses facing the street and loading, shipping or outdoor storage areas located to the sides or rear of buildings. Parking is provided in surface parking lots to the front, rear and/or sides of buildings. Most buildings are setback from their adjacent street frontages with parking or landscaping between the building and the street.

Rangeview is well connected to surrounding major roads and highways, including Lakeshore Road East, an arterial road which frames the north boundary of the site. To the east and west Dixie Road, a regional major collector (scenic route), and Cawthra Road, a regional arterial, provide north-south connections from Lakeview Road to the broader City. In addition, the Queen Elizabeth Expressway (“QEW”) is located approximately 2.3 kilometres north of the Rangeview and is accessible through the QEW and Cawthra Road interchange.





**Rangeview Estates (1966)** (Source: Region of Peel)



**Rangeview Estates (2005)** (Source: Google Earth)

From a public transit perspective, Rangeview is located in proximity to several existing transit options that provide connections throughout the Greater Toronto and Hamilton Area. These include the GO Transit’s Lakeshore West line which is accessible via the Long Branch GO Station (1.6 kilometres radial distance to the east) and Port Credit GO Station (2.6 kilometres radial distance to the west) and provides service between Niagara Falls and Downtown Toronto. Local transit service, including the MiWay (Mississauga Transit) bus network and Toronto Transit Commission bus and streetcar network provide further connections between Rangeview and the surrounding communities.

Importantly, Rangeview is also located directly adjacent to the future Lakeshore Bus Rapid Transit Line (“BRT”) which is planned for Lakeshore Road East between East Avenue in the west and Etobicoke Creek in the east. The two kilometre BRT line has received funding from multiple levels of governments and is expected to have an expedited development timeline. One of the stops on the Lakeshore BRT line is planned to be located directly adjacent to Rangeview Estates at the intersection of Lakeshore Road East and Lakefront Promenade.





Figure 3 - Rangeview Estates Precinct and Immediate Area



## 2.2 Surrounding Context

The land uses in the areas surrounding Rangeview include a mix of low-rise residential neighbourhoods, protected environmental areas, municipal infrastructure and future development lands.

To the immediate north of Rangeview Estates is Lakeshore Road East, along the north side of which is a mix of retail, commercial, service commercial and automotive uses. Further north is a low-rise residential neighbourhood that is predominantly comprised of one- and two-storey single detached dwellings. This neighbourhood extends north towards the rail corridor, adjacent to which is a mix of commercial and residential uses in a variety of built forms. The residential neighbourhood continues to the north towards the QEW and is interspersed with number of elementary and high schools, as well as several parks, open spaces and trails.



Lakeshore Road East at Ogden Avenue

To the immediate east of Rangeview is Hydro Road. On the east side of Hydro Road are lands that form part of the “Ogden Green” precinct within the Lakeview Waterfront Major Node, followed by lands within the “Innovation Corridor” precinct. The Ogden Green lands along the south side of Lakeshore Road East were formerly part of a hydro corridor and were recently developed with a sales centre for the adjacent Lakeview Village development. The Innovation Corridor lands are currently developed with large-scale industrial buildings along the Lakeshore Road East frontage, with a gun club and shooting range located to the south. The G.E. Booth Wastewater Treatment Facility, owned and operated by the Region of Peel, forms the east and south border of the Innovation Corridor lands, while further east along Lakeshore Road East is the City owned “Small Arms Inspection Building” (now an arts and culture hub a leasable event space) and associated open space, followed by the City of Toronto’s Marie Curtis Park.



Hydro Road Looking Southeast Towards Lake Ontario





Figure 4 - Area Context



To the immediate south of Rangeview Estates, on the west side of Lakefront Promenade, is Peel Region’s Lakeview Water Treatment Facility and Douglas Kennedy Park. To the east of Lakefront Promenade, Rangeview is bordered by lands within the Ogden Green Precinct which contain a portion of the existing Waterfront Trail and the former Lakeview Park, both of which are planned/ in the process of being relocated as part of the Lakeview Village development. These lands are planned for a mix of low and mid-rise residential developments, including three taller building elements of 15, 12 and 18-storeys, as well as new public parkland. Further south is the remainder of the Lakeview Village development lands, including lands within the Ogden Green and Cultural Waterfront precincts, which are planned for a variety of built forms and uses, as well as public parks and new public roads.

To the immediate west of Rangeview is East Avenue, along the west side of which is an open field that previously contained the Byngmount Beach Public School. These former school lands are primarily reserved for the expansion of the adjacent regional water treatment facility; however, a portion of the north end of the site has been recently developed with a new satellite paramedic station. The lands fronting Lakeshore Road East on the west side of East Avenue currently contain two low-rise apartment buildings which are no longer occupied and which have approved official plan and zoning by-law amendments permitting the development of a 7-storey rental apartment building to be owned and operated by Peel Housing Corporation. Further west along Lakeshore Road East is a mix of low and mid-rise structures contains a variety of commercial and residential uses, with a low-rise residential neighbourhood to the south.



Lakefront Promenade Looking Southeast Towards Lake Ontario



East Avenue Looking Southeast Towards the Lakeview Water Treatment Plant



## 2.3 Inspiration Lakeview Master Plan

Inspiration Lakeview is the City of Mississauga’s name for the multi-year master planning process undertaken for the former OPG generation station and adjacent employment lands (collectively the “Inspiration Lakeview lands”). The project began in 2010 with a visioning process, which was followed by a Memorandum of Understanding between the Province, OPG and the City in 2011. Inspiration Lakeview, which included extensive community consultation, culminated with the preparation of the Inspiration Lakeview Master Plan and its presentation to the community and Planning and Development Committee in June 2014.

The Inspiration Lakeview Master Plan was intended to act as a bridge between the visionary stage of the master planning process and the implementation of statutory approvals. The plan focuses on creating a new sustainable community comprised of a diversity of land uses, including residential, commercial, institutional and employment uses with a fine grain network of streets and blocks as well as a generous open space network. Ultimately, the Inspiration Lakeview lands were planned to accommodate approximately 8,000 residential units, 15,000 to 20,000 people, 7,000 to 9,000 jobs and 12 hectares of public parkland, among other deliverables.

The Inspiration Lakeview Master Plan identified six new neighbourhoods within the Inspiration Lakeview lands. Rangeview was identified as including both the Rangeview Estates and Lakeshore Neighbourhood areas. Within the Master Plan, these lands were intended to form a predominantly residential neighbourhood with a series of public and private open spaces and commercial and residential mixed-use building along Lakeshore Road East directly adjacent and wrapping around to the planned Ogden Avenue extension.

With respect to built form, the Inspiration Lakeview Master Plan identifies that within the plan area, 20% of all residential development will be low-rise townhouses, 55% will be mid-rise buildings, and 25% will be tall buildings up to 15-storeys. Within Rangeview, mid-rise buildings up to 8-storeys were envisioned along Lakeshore Road East, along the Ogden Avenue extension, along Hydro Road and along a transit greenway parallel to and just east of Lakefront Promenade. Taller buildings were envisioned for the intersections of Rangeview Road and the transit greenway and Rangeview Road and Hydro Road.



Figure 5 – Inspiration Lakeview Master Plan Document



# 2.4 Mississauga Official Plan Amendment 89

Following the release of the Inspiration Lakeview Master Plan, the City initiated work on an Official Plan Amendment to implement the direction of the Master Plan, subject to a number of key revisions, including, among others, the alignment of rapid transit service. The resulting Official Plan Amendment 89 (“OPA 89”), was enacted by Mississauga City Council in August 2018 through By-law 0169-2018. It is noted that all policy language and numbering in this sub-section is reflective of the original policies included in OPA 89 and does not reflect subsequent amendments as discussed in sub-section 2.5.

OPA 89 introduced a new Major Node Character Area for the Inspiration Lakeview lands identified as the Lakeview Waterfront Major Node on Schedule 9, Character Areas, of the Mississauga OP, as well as an associated section of node-specific policies in Chapter 13. In addition, OPA 89 implemented a series of changes to other schedules within the Mississauga OP including the following:

- land use designation changes for the entire node from Utility and Business Employment to Residential Medium Density, Mixed Use, Public Open Space, Institutional, Business Employment and Greenlands;
- the reorganization of the green system on Schedule 1a and the public and private open spaces on Schedule 4;
- the identification of a future public street network and associated right-of-way widths on Schedule 5 and Schedule 8 respectively; and
- the identification of a transit priority corridor along Lakefront Promenade a new east-west public street and Hydro Road on Schedule 6.

As set out in Section 13.4.3 of the Mississauga OP, as amended, the vision for the Lakeview Waterfront area is to be a model green, sustainable and creative community on the waterfront that is planned as a mixed use community with a vibrant public and private realm including generous open spaces, cultural and recreational amenities, and employment opportunities. Section 13.4.4 goes on to direct that, as a major node, the Lakeview Waterfront area is intended to be an area of intensification, with the lands adjacent to Lakeshore Road East being part of a planned higher order transit corridor, with a targeted gross density between 200 and 300 residents plus jobs combined per hectare, representing a targeted population and number of jobs of approximately 15,000 to 22,000 people and 7,000 to 9,000 jobs. To achieve this target density, a variety and range of building typologies are permitted; however, Section 13.4.4 specifies that these should be predominantly mid-rise in height and Table 1 indicates the following distribution of housing and units targets:

- Townhouses & Low-Rise Apartments: 1,945 units (19%);
- Mid-Rise Buildings: 5,250 units (50%); and
- Taller Buildings: 3,305 units (31%).

With respect to Rangeview Estates, Table 1 provides that the Rangeview Estates Precinct will be comprised of a total of 3,700 units with 25% townhouses, 50% mid-rise building and 25% taller buildings. In addition, Rangeview is subject to the following precinct-specific policies:

- 13.4.8.3.9: Mid-rise buildings will be required to front Lakeshore Road East and encouraged along future enhanced transit route and along Street ‘I’ (extension of Ogden Avenue);
- 13.4.8.3.10: Commercial uses are permitted along Lakeshore Road East and will be required between Lakefront Promenade and Hydro Road; and
- 13.4.8.3.11: Notwithstanding policy 13.4.8.3.9 freestanding commercial buildings may be less than 5 storeys.

Within the Lakeview Waterfront Major Node, taller buildings (9 to 15 storeys) may be considered based on the criteria for taller building heights established in Policy 13.4.8.3.8. This policy identifies that tall buildings may be considered in the following locations:

- in proximity to a Major Transit Station Area on Lakeshore Road East provided the taller building is located beyond a mid-rise building;
- at Ogden Avenue and Lakeshore Road East fronting Lakeshore Road East provided the taller building is located beyond a mid-rise building; and
- along future enhanced transit routes.



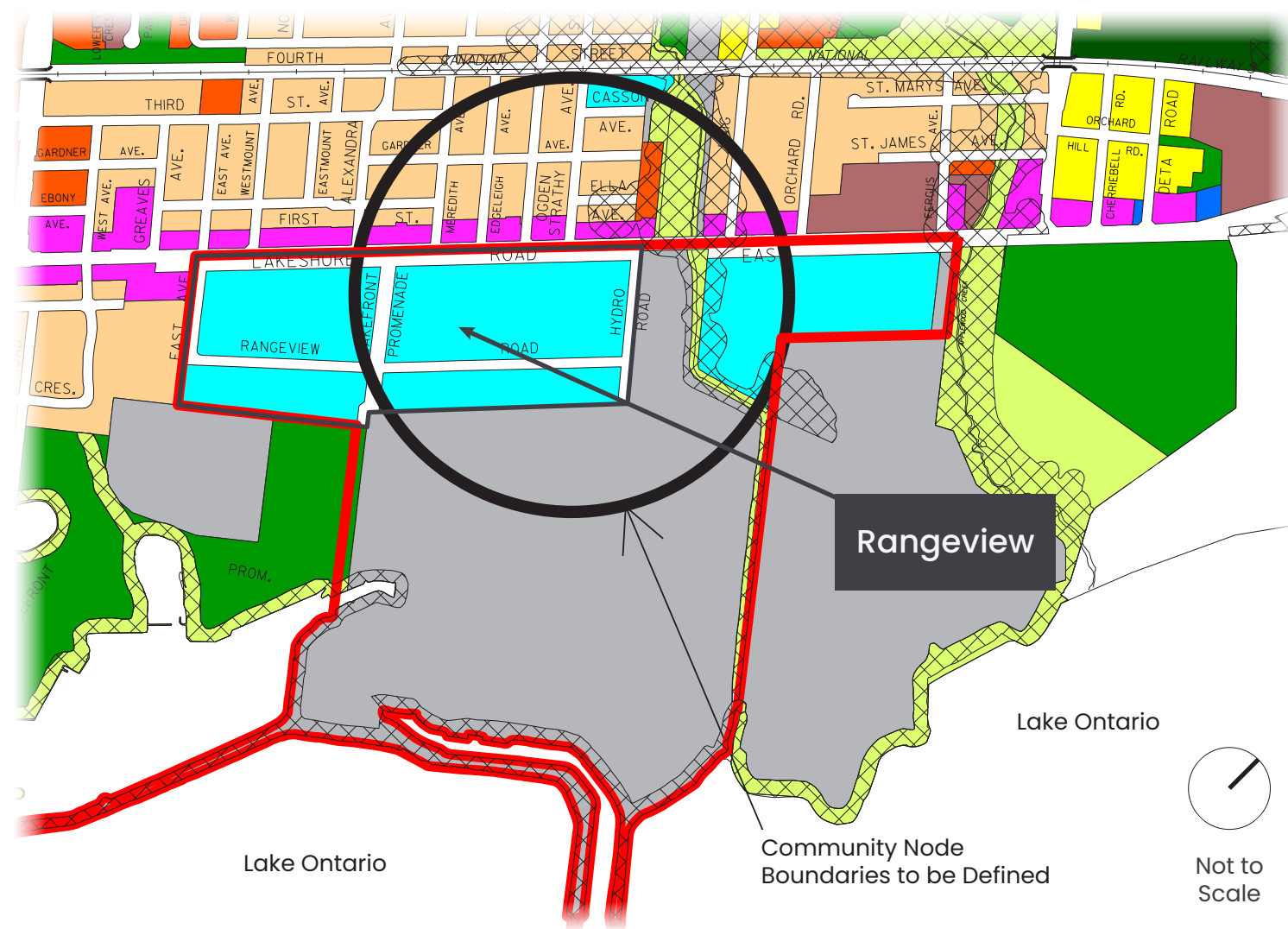


Figure 7 – Mississauga Official Plan Amendment 89 – Existing

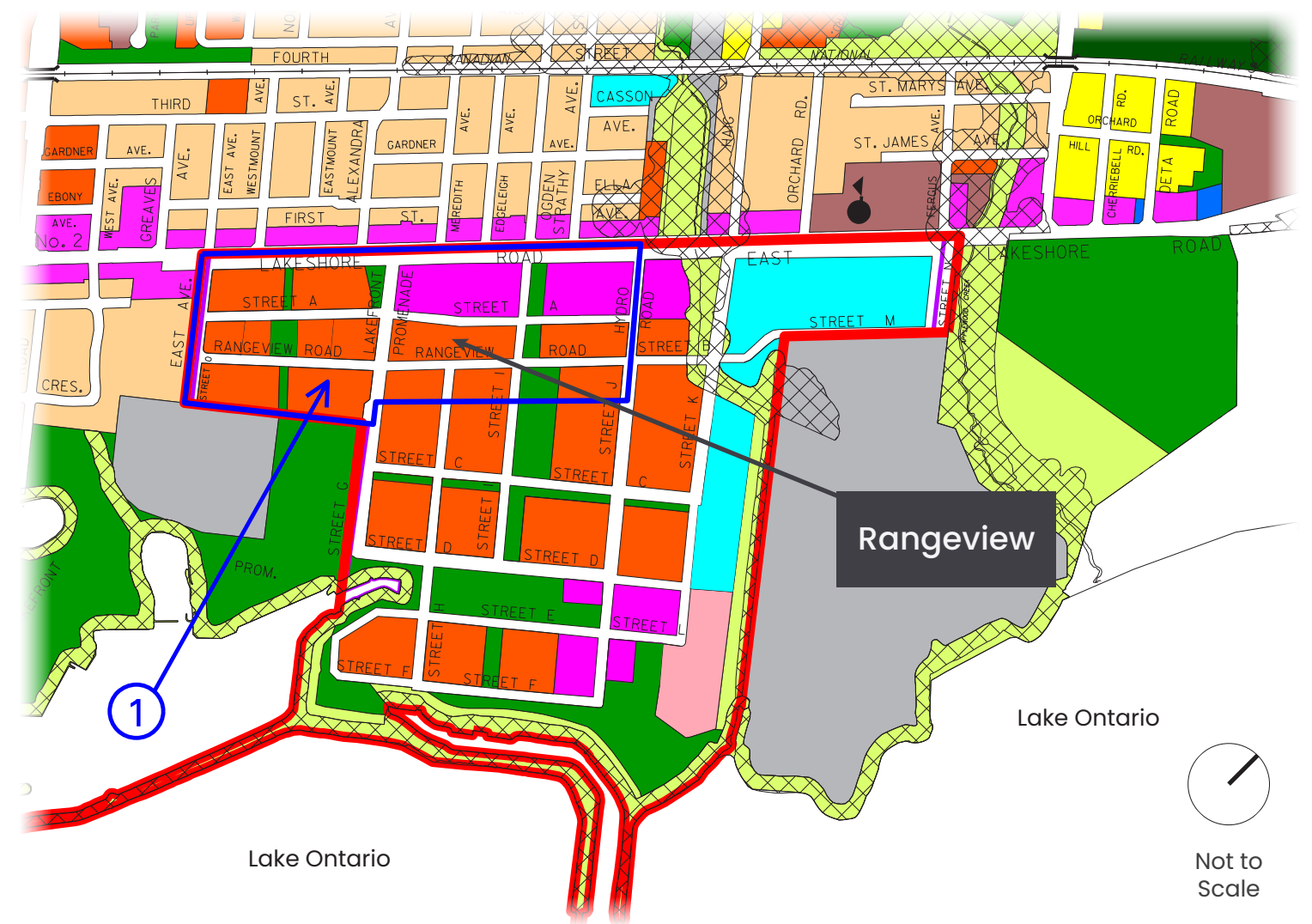
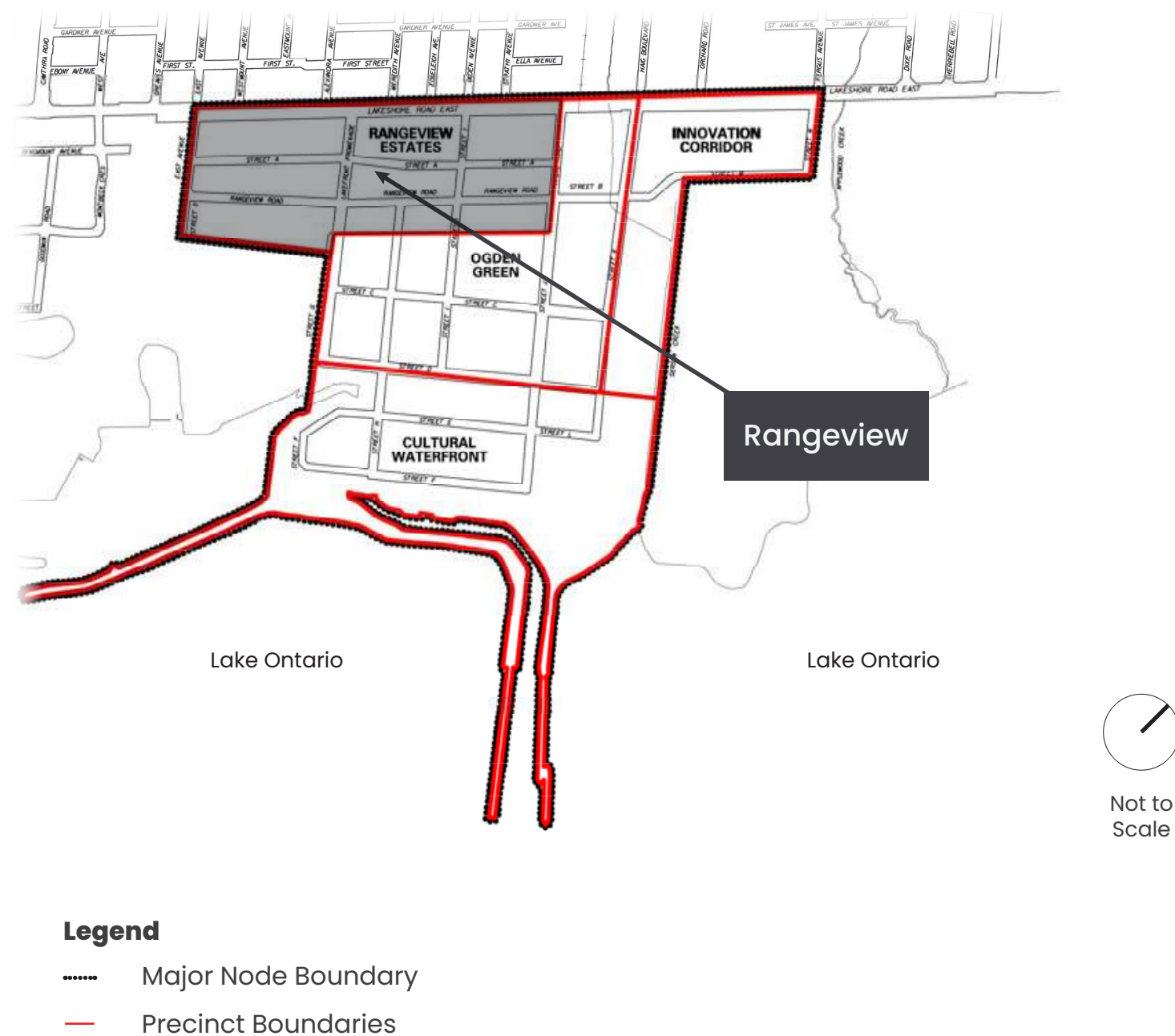


Figure 6 – Mississauga Official Plan Amendment 89 – Amended





As set out above, through OPA 89 the land use designations for Rangeview were amended from the previous Business Employment designation. As a result, most of the land within Rangeview is now designated Residential Medium Density, with the exception of the properties fronting onto Lakeshore Road East between Lakefront Promenade and Hydro Road which are now designated Mixed Use and the identified parkland which is designated Public Open Space.

Section 13.4.10.2 identifies that within the Residential Medium Density designation, apartment dwellings of a low, mid-rise and taller built form will be permitted and that on lands fronting Lakeshore Road East, Street 'F' or Street 'I', commercial uses will be permitted on the ground level of buildings.

Section 13.4.10.3 provides direction for lands identified as Mixed Use and states that commercial used will be required on the ground level of buildings fronting Lakeshore Road East and Street 'J' and that single use residential buildings may be considered on lands not fronting Lakeshore Road East or Street 'J' (our emphasis).

While OPA 89 amended the land use designations for Rangeview Estates, because these lands were previously designated Business Employment under the Mississauga OP, an employment conversion through the Region of Peel Official Plan is required to allow residential uses. The current status of this City-initiated conversion request is provided in Section 2.6 of this report.

**Figure 8** – Mississauga Official Plan Map 13 – 4.2 – Lakeview Waterfront Major Node Precincts



# 2.5 Lakeview Village Development Master Plan & Official Plan Amendment 125

The DMP for Lakeview Village was developed through an iterative process that was initiated in October 2018 following the adoption of OPA 89. As previously described, the Lakeview Village DMP provides a more detailed urban design direction for three of the four precincts of the Lakeview Waterfront Major Node: Ogden Green, Cultural Waterfront and Innovation Corridor. It is noted that the properties along Lakeshore Boulevard East that form part of the Innovation Corridor were not included in the Lakeview Village DMP. Following a series of revisions in response to the City’s review process, the Lakeview Village DMP was endorsed by Planning and Development Committee in October 2019.

Key elements of the urban design framework within the Lakeview Village DMP include the development of a central north-south connection and gathering space through Ogden Park, maximizing views of the waterfront from both the public and private realms, and connecting the community through intimate and rationale streets and blocks to maximize land and create a balanced interface between apartment buildings and townhouse blocks. Overall, the endorsed Lakeview Village DMP accommodated a total of 8,026 units with 4% in townhouses, 65% in mid-rise buildings, 10% in taller buildings up to 15-storeys and 21% in taller buildings above 15-storeys.

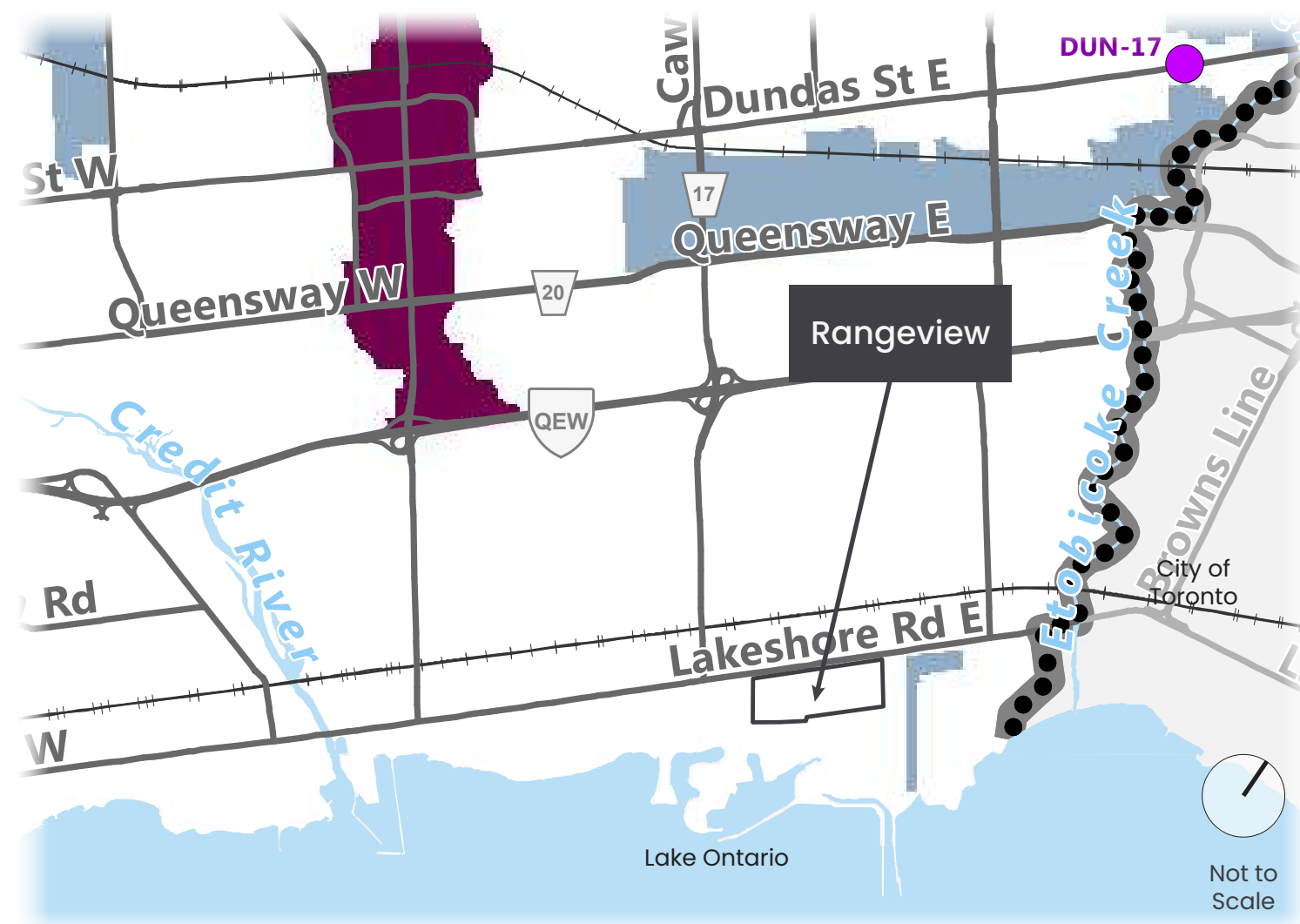
Following Council’s endorsement of the Lakeview Village DMP, an implementing Official Plan amendment application was submitted in December 2019 and was subsequently approved by Council on November 10, 2021, along with related Draft Plan of Subdivision and Rezoning applications. Among other matters, the approved and now in-force Mississauga OP Amendment 125 (“OPA 125”) revised policies within Section 13.4 for the Lakeview Waterfront Major Node generally in alignment with the Lakeview Village DMP. In particular, the following amendments implemented through OPA 125 are noted and are of relevance to the Rangeview Estates DMP:

- Revisions to the future road network shown in Figure 4;
- The introduction of a height map indicating minimum and maximum heights for the Ogden Green and Cultural Waterfront Precincts;
- An increase in the total maximum number of units from 10,500 to 11,750;
- Revisions to the distribution of housing and unit targets in Table 1 for the Ogden Green and Cultural Waterfront Precincts including an increase in the number of units to 8,050 (from 6,800) with 6% in townhouses (was 15%), 40% in mid-rise buildings (was 50%) and 54% in taller buildings (was 35%);
- Additional criteria for taller building locations including along the central north-south park and at the eastern terminus of the east-west park adjacent to Street A; and
- A revision to Policy 13.3.10.2.2 for the Residential Medium Density designation specifying that apartment dwellings will be limited to a height of 12 storeys.



Figure 9 – Lakeview Village Development Master Plan





#### Legend

- Employment Area
- Urban Growth Centre
- Major Transit Station Areas Subject to a Flexible Employment Policy in the Regional Official Plan
- Regional Urban Boundary

## 2.6 Peel Region Official Plan

The in-force Region of Peel Official Plan, as amended, was originally adopted by Regional Council and approved by the Minister of Municipal Affairs and Housing in 1996 (the “1996 Regional OP”). Following a number of appeals, the majority of the 1996 Regional OP came into force and effect in July 1998.

### Employment Conversion

While the 1996 Regional OP does not include mapping or details identifying Employment Areas within Peel Region, Policy 5.6.2.6 states that it is the policy of Regional Council to protect and support employment areas for employment uses, as defined and designated in area municipal official plans. For Mississauga this included the following designations, among others: Business Employment; Industrial; Institutional; Mixed Use; or Office. Policy 5.6.2.8 goes on to provide the conversion of lands within employment areas to non-employment uses shall be permitted only through a municipal comprehensive review.

In May 2013, Peel Region initiated their Regional Official Plan and Municipal Comprehensive Review process. This process culminated in the April 2022 adoption of a new Region of Peel Official Plan (the “2022 Regional OP”) by Regional Council. The 2022 Regional OP was subsequently submitted to the Ministry of Municipal Affairs and Housing for approval. On September 8, 2022, the Ministry submitted a notice suspending the 120-day review clock for the 2022 Regional OP; therefore, the anticipated approval date is not known at this time.

Through the municipal comprehensive review process, the conversion of Rangeview Estates from Employment Areas to non-employment uses was analyzed and recommended for approval. Among other rationale, Appendix XIV – Employment Conversion Analysis, January 2022 of the Peel 2051 Land Needs Assessment Report states that, while “there is no need for the conversion to meet the Region’s residential supply needs...conversion is in the interest of strategic community development, i.e. a complete community in previously underutilized lands within the Lakeview Waterfront Major Node”.

**Figure 10** – Peel Official Plan Schedule E4 – Employment Areas



Unlike the 1996 Regional OP, the 2022 Regional OP includes a schedule (Schedule E-4) which identifies Employment Areas within Peel Region. Rangeview Estates is not identified on this schedule and the policies of the 2022 Regional OP have been updated to confirm that only those lands identified on Schedule E-4 are designated and protected Employment Areas and that local municipalities are to designate Employment Areas within their Official Plans in accordance with Schedule E-4.

## Major Transit Station Areas

In addition to the conversion of Rangeview Estates from employment to non-employment uses, the 2022 Regional OP, as proposed, identifies Rangeview as being within a Primary Major Transit Station Area on Schedules E-2 (Strategic Growth Areas) and E-5 (Major Transit Station Areas).

Policy 5.6.19.10 of the 2022 Regional OP directs local municipalities to undertake comprehensive planning for Primary and Secondary Major Transit Station Areas to address the following matters among others: minimum density (option for maximum density), a minimum number of residential and jobs, permitted uses in each station to support complete communities and minimum height for land uses (option for maximum heights). Table 1 – Minimum Densities of Major Transit Station Areas identifies the Haig (Lakeview Waterfront) Primary Major Transit Station Area as having a required minimum density of 300 people and jobs per hectare.

In response to this direction, the City of Mississauga has drafted Official Plan Amendments addressing City-Wide Major Transit Station Areas which was favorably considered by Planning and Development Committee on August 8, 2022 and subsequently submitted to Peel Region for approval. It is noted these draft Official Plan Amendments and the accompanying staff report identify all Major Transit Station Areas in Mississauga as Protected Major Transit Station Areas in order to provide appeal protections for land-use, height and density policies.

As identified in the 2022 Regional OP, Rangeview Estates is located within the Haig Major Transit Station Area and has a permitted height range of 2 to 25-storeys as shown on proposed Schedule 11q. Table 5-2 confirms the minimum density target of 300 people and jobs combined per hectare and sets out a minimum floor space index of 1.0.

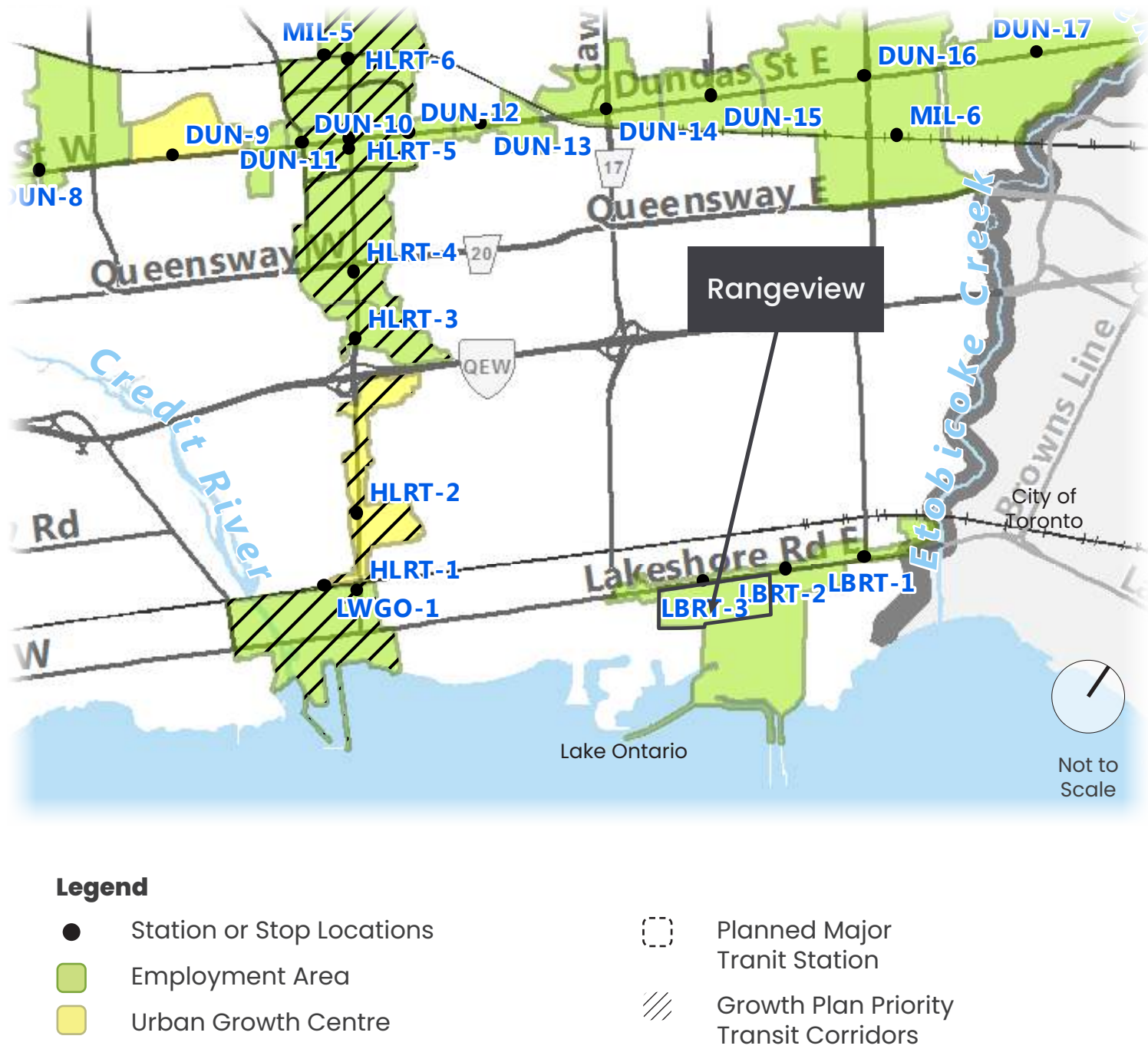


Figure 11 – Peel Official Plan Schedule E5 – Major Transit Station Areas



An aerial photograph of a city, likely New York City, showing a dense grid of buildings and streets. The image is overlaid with a semi-transparent blue filter. The buildings are of various heights and styles, with many featuring flat roofs and rectangular footprints. The streets are narrow and run in a grid pattern. There are some green spaces and trees visible between the buildings. The overall scene is a high-angle, top-down view of an urban environment.

# 3

## Vision & Organizing Elements



Rangeview Estates is envisioned as a vibrant, liveable and complete residential neighbourhood that will serve as a gateway for the entire Lakeview Waterfront Major Node from Lakeshore Road East to the shores of Lake Ontario. Rangeview will be planned as a compact, sustainable neighbourhood – offering a variety of housing typologies, local commercial opportunities and walkable pedestrian-oriented greenspaces.

A fundamental theme of the Rangeview DMP is connectivity. Rangeview will serve as an important puzzle piece that completes the planned pedestrian and active transportation circulation network between the existing community context and Lakeview Village. This will ensure that the entire Lakeview Waterfront Major Node has permeable connections throughout the entire community. Moreover, the Rangeview DMP also ensures that views and access to Lake Ontario and the adjacent waterfront are pronounced and easily accessible.

Overall, Rangeview intends on exhibiting its own unique and identifiable character, while still embodying the vision, principles and framework outlined in the Inspiration Lakeview Master Plan, the Mississauga OP and Lakeview Village DMP to create a cohesive community.



# 3.1 Design Principles

Building on the Vision Statement, the Rangeview DMP is based on the following principles:

## A Predominantly Mid-rise Community



Following the Lakeview Waterfront Major Node policies of the Mississauga OP, the Rangeview DMP primarily consists of mid-rise built form – organized along the development block edges – to establish an urban setting along the public realm and maintain continuity with the built form pattern contemplated by Lakeview Village to the south. The low-rise buildings, designed to create pedestrian-scaled housing precincts that emphasize the residential neighbourhood character of Rangeview, will be located in the interior of each character area, framed by the mid-rise edges.

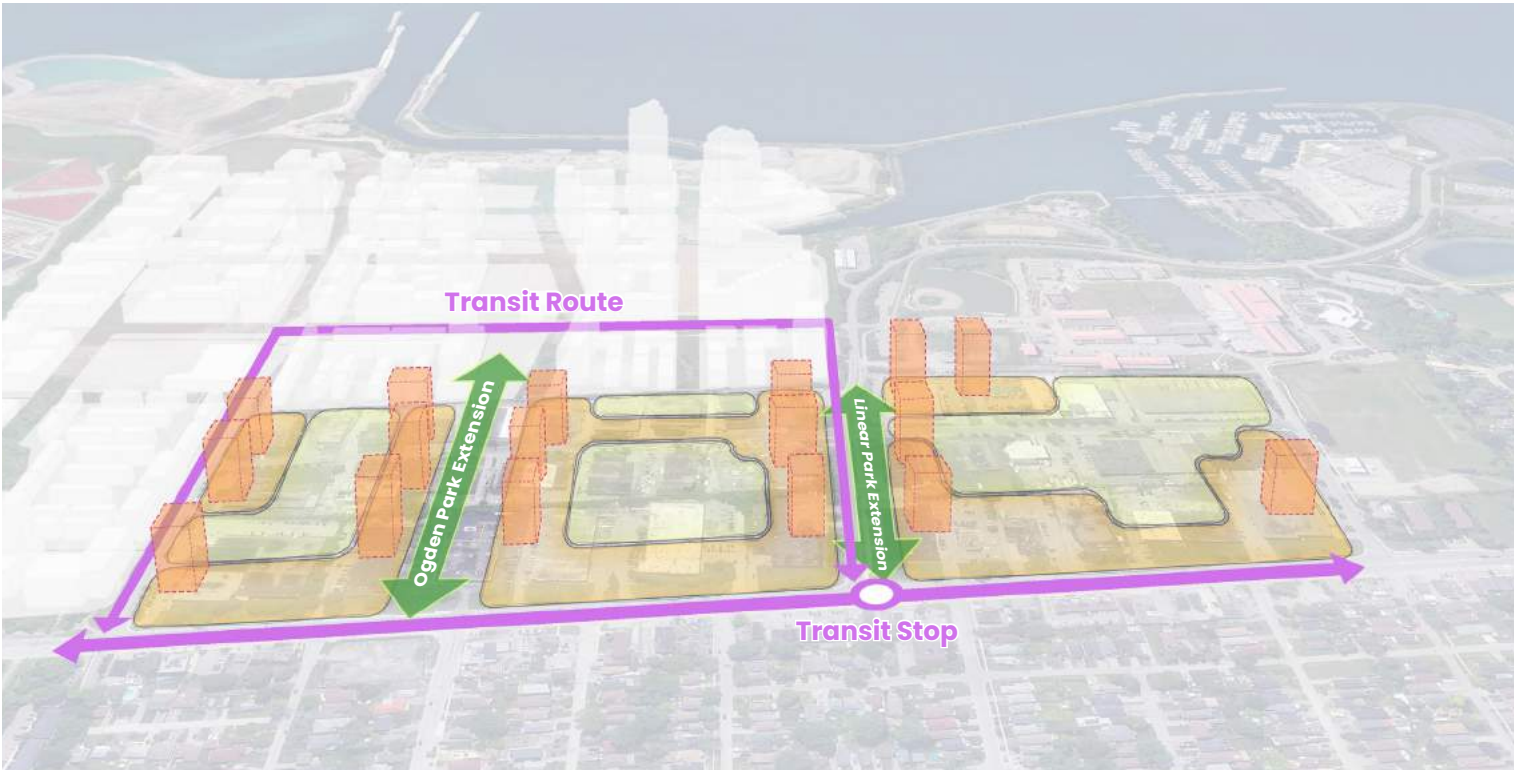
## Well-connected Network of Public and Private Open Spaces



Building upon the Lakeview DMP, Rangeview will complete the planned Ogden Park by continuing its linear extension north towards Lakeshore Road East, providing pedestrian-oriented connections and unencumbered views towards Lake Ontario. Additional public parks and publicly accessible private open spaces have been strategically located within the DMP to serve the immediate Rangeview residents and connect seamlessly with the existing and planned open space network surrounding the Rangeview neighbourhood.

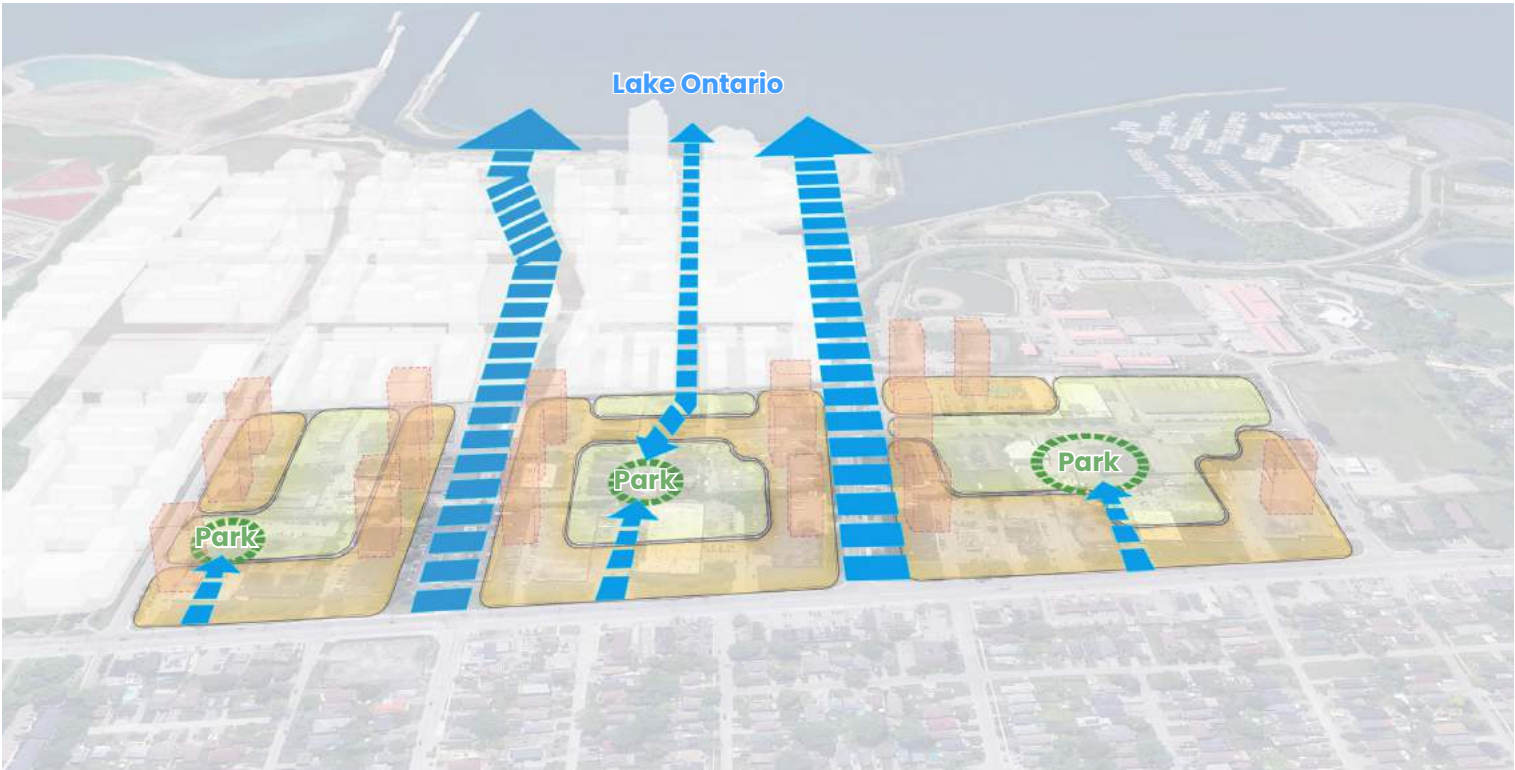


## Tall Buildings at Strategic Locations



The Rangeview DMP strategically locates taller built forms along higher order transit and priority transit corridors to support the use of these future public transportation routes. Taller building forms have also been located along key intersections and open spaces in accordance with the in-force policies of the Mississauga OP, to emphasize primary gateways and corridors into the neighbourhood.

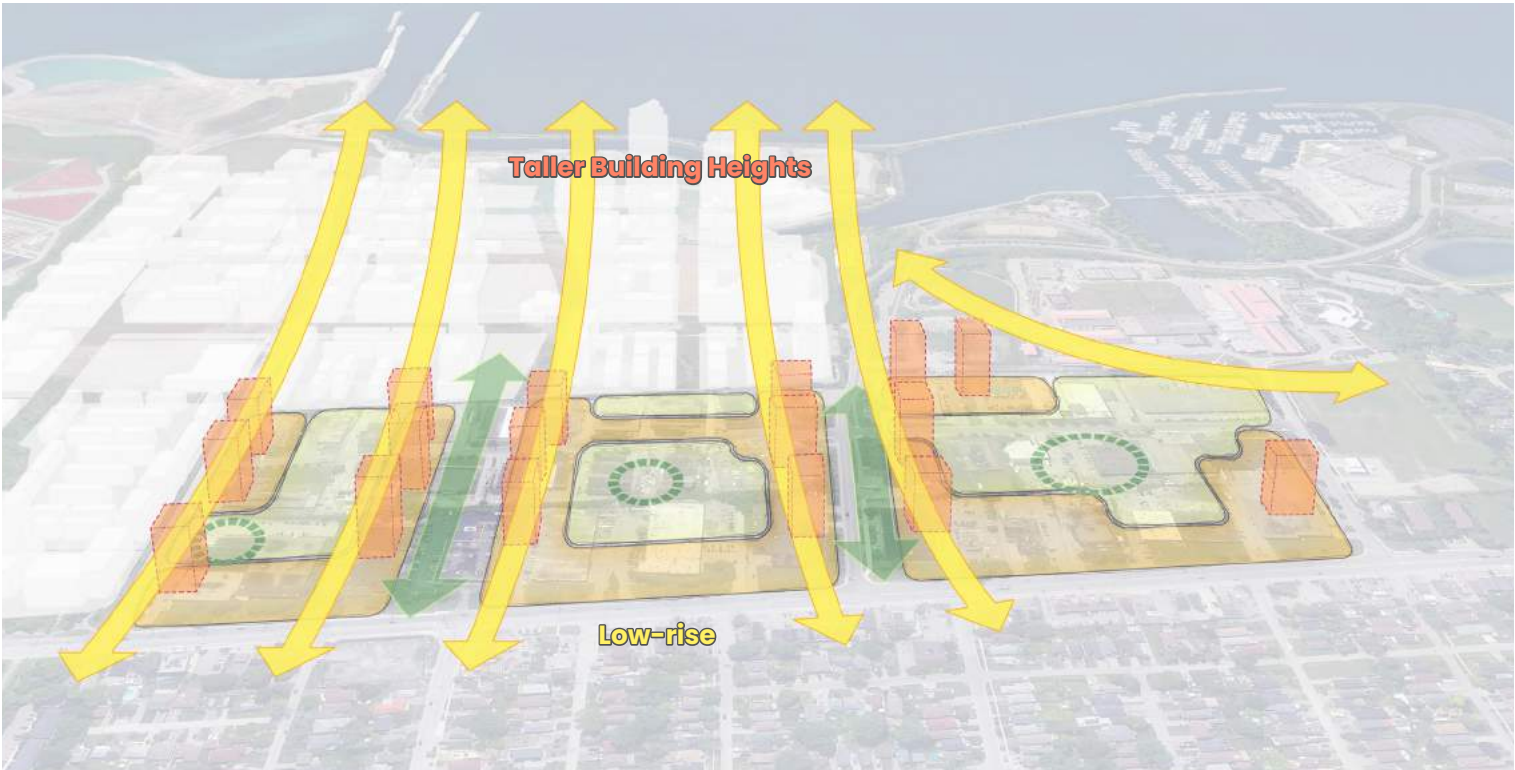
## Enhanced Views, Access and Connections Towards Parks and the Water



Pronounced building edges and open spaces align primarily along the north-south streets to accentuate views and connections towards Lake Ontario. Additional north-south mid-block connections into Rangeview are introduced along Lakeshore Road East which provide pedestrian-oriented pathways towards terminating parks and to the waterfront.



# Respecting the Existing Community, While Integrating with the Emerging Context



The Rangeview DMP concentrates the tallest building heights and density along primary transit corridors and streets, with a moderate maximum building height in order to provide a gradual transition in height from the lower-scaled neighbourhoods north of Lakeshore Road East to the taller development planned for Lakeview Village. Within Rangeview, variations in height within each character area provide appropriate transitions to low-rise precincts and neighbourhood-oriented parks, while the height distribution overall provides for an appropriate transition towards the existing low-rise neighbourhoods beyond East Avenue and Lakeshore Road East.

Figure 12 – Aerial View of Rangeview Estates Towards Lake Ontario







# 4

## The Master Plan

The Rangeview DMP follows the planned public road network illustrated for Rangeview in the Mississauga OP, as amended. A new east-west local road (identified as Street 'L' in OPA 125) bisects the existing land parcels between Lakeshore Road East and Rangeview Road from East Avenue through to Hydro Road. The planned extension of Ogden Avenue (Street 'F') through Lakeview Village will continue through Rangeview and connect with the existing intersection of Ogden Avenue and Lakeshore Road East. An additional north-south local road connection between Lakefront Promenade and the planned Ogden Avenue is provided from Rangeview Road, extending south to the boundary between the Rangeview and Ogden Green Precincts (Street 'G').

A revised and enhanced parks and open space arrangement has been provided in the Rangeview DMP in order to improve connectivity throughout both Rangeview and Lakeview Village, and to provide local and intimate park spaces for Rangeview residents. The planned Ogden Park extension will continue north through Rangeview and terminate at Lakeshore Road East. Alongside Lakefront Promenade, a secondary linear park has been introduced as an additional gateway corridor to the water and green link to Douglas Kennedy Park. In addition, a series of parks and parkettes are centrally located between each of the north-south streets, serving as a local amenity specifically for residents of Rangeview Estates.

Finally, the Rangeview DMP introduces a mix of housing types at varying scales throughout the plan area. As previously mentioned, the predominant built form is mid-rise buildings which have been designed to frame primary streets and animate the adjacent public realm. Taller buildings, up to 15-storeys in height, are strategically located at key intersections, along transit corridors and along linear parks to emphasize gateway entrances into the neighbourhood and to provide ridership in support of future transit infrastructure. The interior of each of the proposed character areas has been designed to accommodate townhouses and low-rise apartments strengthening the residential neighbourhood character of Rangeview and creating a gradual transition to nearby low-rise communities.





Figure 13 – Rangeview Estates Master Plan



# 4.1 Character Areas

Rangeview Estates will be comprised of three character areas: (1) Rangeview West; (2) Lakeshore; and (3) Gateway. Each character area will exhibit its own identity which reflects its location within the Rangeview context, adjoining uses and its predominant built form typology.

## Rangeview West

The Rangeview West character area is bordered by Lakeshore Road East, East Avenue, the Lakeview Water Treatment Plant and expanded Douglas Kennedy Park and Lakefront Promenade. This character area contains significant areas of townhouses which establish a low-rise residential character and which complement the existing low-rise neighbourhoods to the west of East Avenue. A large central park identified as Rangeview Park is located within this character area. Rangeview Park will include numerous active and passive programming opportunities within a low-rise setting to meet the needs of the new residents. Promenade Park, a linear park divided into three sections along Lakefront Promenade, will serve as a gateway to the larger Lakeview community and to Lake Ontario, as well as a green connection to the expanded Douglas Kennedy Park.

## Lakeshore

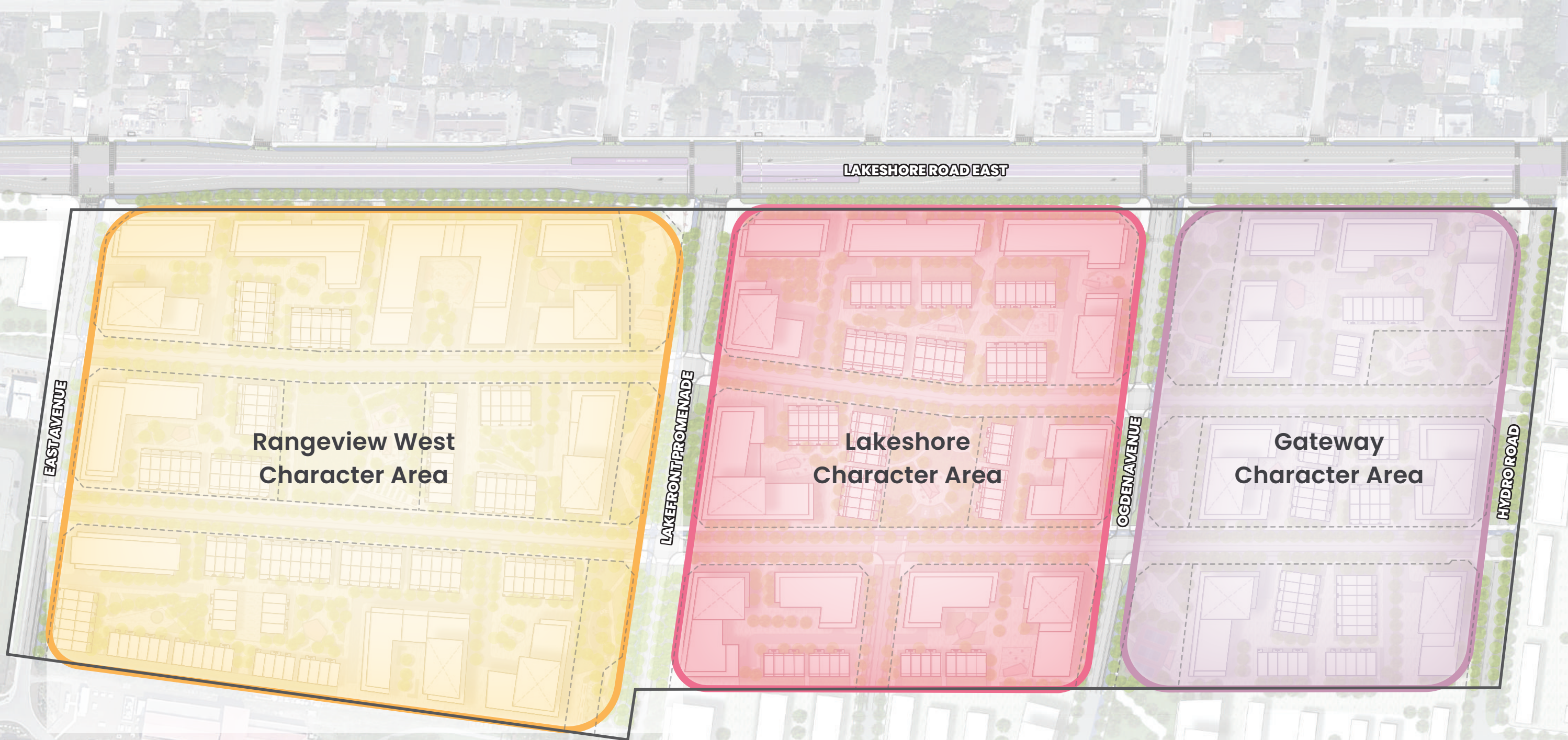
The Lakeshore character area is bounded by Lakeshore Road East, Lakefront Promenade, the Ogden Green precinct of the Lakeview Village development and the planned Ogden Avenue extension. This character area serves as Rangeview’s primary active, mixed-use frontage along Lakeshore Road East and has the highest density of all three character areas. The Lakeshore character area is primarily comprised of mid-rise and tall building forms fronting onto adjacent streets to create a defined edge and to animate the public realm. The interiors of the character area feature stacked townhouses which serve as a gradual transition down to a centrally located parkette. This parkette will incorporate active and passive amenities and will function as a terminus for pedestrians travelling south from Lakeshore Road East through a privately-owned publicly accessible mid-block connection, and those travelling north through Lakeview Village and the planned Street ‘G’ connection.

## Gateway

The Gateway character area is bordered by Lakeshore Road East, the planned Ogden Avenue extension, the Ogden Green precinct of the Lakeview Village development and Hydro Road. This character area serves as the primary entrance into the entire Lakeview Waterfront Major Node as it is book-ended by two gateway corridors: Ogden Avenue with the adjoining Ogden Park and Hydro Road. The combined Ogden Avenue and Ogden Park alignment serves as a ‘central spine’ for the entire Lakeview Waterfront Major Node providing a direct physical and visual connection to waterfront. Hydro Road is also intended to operate as a gateway entrance from Lakeshore Road East towards the planned Lakeview Square along the waterfront. The Gateway character area also consists of a mix of building types and includes an intimately scaled parkette located on the west side of Hydro Road and the north side of the new Street ‘L’.

Figure 14 – Character Areas





**Legend**

 Rangeview Estates



Not to  
Scale



# 4.2 Street & Block Pattern

The street pattern demonstrated in Rangeview DMP aligns with the road network defined in the Mississauga OP. The resulting street network and block boundaries create a grid pattern which allow for efficient development patterns and excellent pedestrian, cycling and vehicular connections throughout Rangeview, the larger Lakeview Waterfront Major Node and the broader community.

## Public Streets

A fine-grain pattern of public streets is planned throughout the Rangeview DMP. Not only will these streets offer corridors for movement throughout Rangeview and the Lakeview Village development, but they also provide animated public spaces for pedestrians.

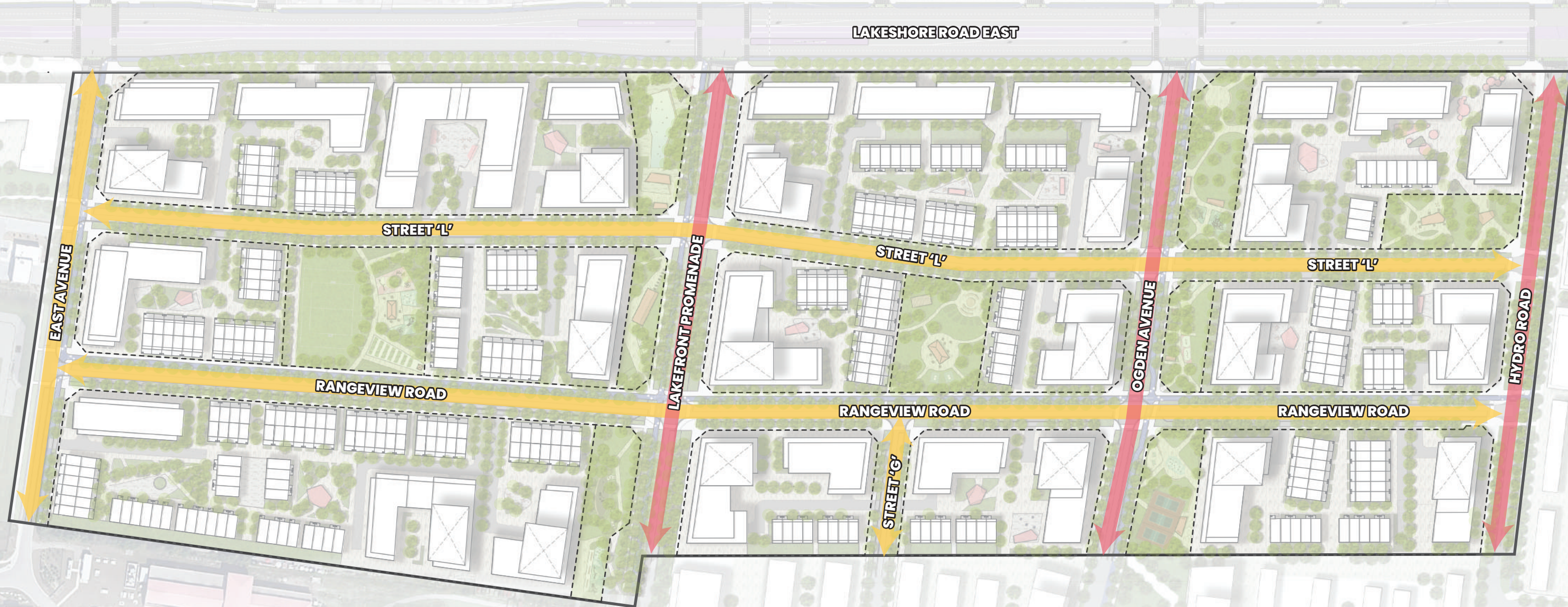
## Primary Streets

The Primary Streets within the Rangeview DMP are Lakeshore Road East, Lakefront Promenade, Ogden Avenue and Hydro Road. These streets will maintain a priority presence as they will be framed by a continuous 4 storey streetwall which will create a comfortable pedestrian environment and to provide animation and interest along the public street frontages.

## Secondary Streets

Secondary Streets are intended to provide access to back-of-house facilities such as servicing, loading, garbage pick-up and vehicular access to enclosed parking. These streets will also maintain sidewalks and landscaping to create a safe and attractive public realm. Within the Rangeview DMP, secondary streets include East Avenue, Rangeview Road, Street 'L' and Street 'G'.





**Legend**

-  Rangeview Estates
-  Primary Street
-  Secondary Street



Not to Scale



# Pedestrian and Cycling Routes

The Rangeview DMP supports active transportation by proposing a network of well-connected pedestrian and cycling routes that will contribute to the existing and planned network within the Lakeview Waterfront Major Node and beyond. Sidewalks are incorporated on both sides with all public street rights-of-way. Additional pedestrian clearways are provided within setbacks between buildings and adjacent property lines along the street. Parks and open spaces will include dedicated pedestrian and multi-use pathways. Privately owned pedestrian mews are provided mid-block between Lakeshore Road East and Street 'L' to allow for more north-south permeability through each of the development blocks. Dedicated two-way cycle tracks are offered within Hydro Road, Rangeview Road and Lakefront Promenade to minimize conflicts with vehicles and pedestrians. Protected bicycle parking and potential bike sharing stations are contemplated along the dedicated cycling routes to emphasize the active transportation network not only in Rangeview but in entire Lakeview Waterfront Major Node.

Figure 16 – Pedestrian and Cycling Routes





**Legend**

-  Rangeview Estates
-  Pedestrian Circulation
-  Cycling Routes



Not to  
Scale

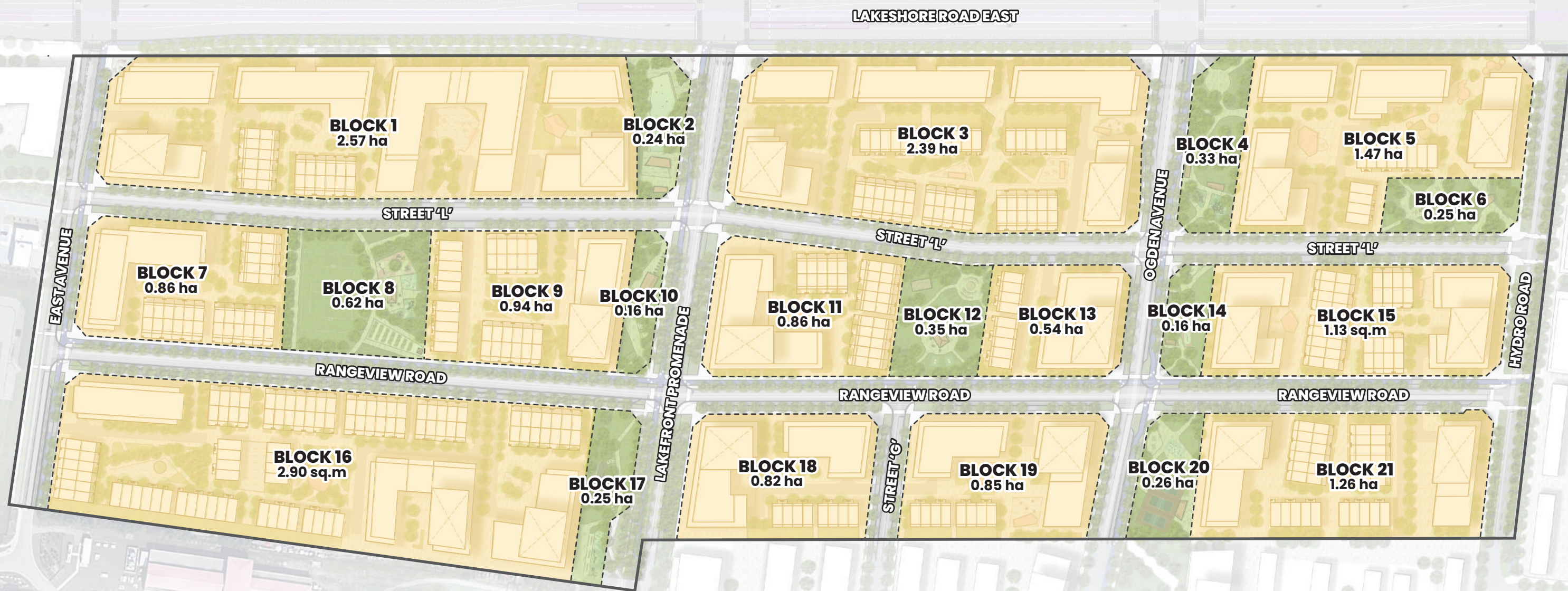


# Block Boundaries

The proposed street network creates appropriately scaled development blocks that are pedestrian oriented and can accommodate a mix of building typologies. The Rangeview DMP is comprised of 21 development blocks, 12 of which are primarily for residential development, resulting in a total developable area of approximately 16.58 hectares. The remaining nine (9) blocks, with an area of 2.62 hectares, are reserved for parkland which will be conveyed to the City of Mississauga.







**Legend**

- Rangeview Estates
- Development Blocks
- Parkland Blocks



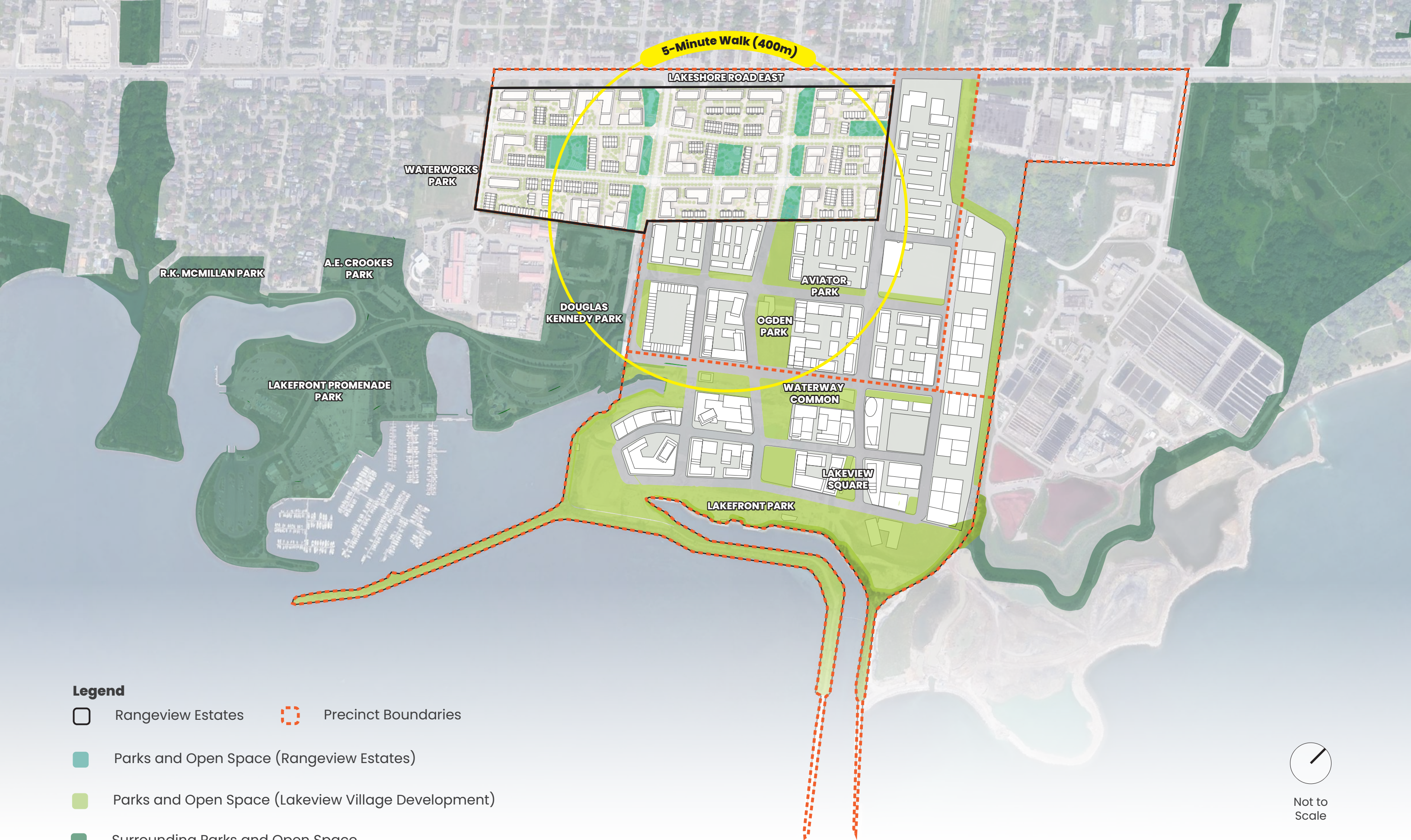
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# 4.3 Public Realm & Open Space Network

The Rangeview DMP provides a series of public and private open spaces that contribute to the overall parks and open space network planned throughout the entire Lakeview Waterfront Major Node community. The proposed parks and open spaces will define the public realm network, offering a range of seasonal active and passive recreational opportunities that are within walking distance of one another. The interconnected street system will serve as arteries that link these parks and open spaces together and provide additional opportunities for animated frontages, active transportation routes and sustainable landscaping. Together, these elements will form part of the neighbourhood character and identity of Rangeview Estates.





**Legend**

-  Rangeview Estates
-  Precinct Boundaries
-  Parks and Open Space (Rangeview Estates)
-  Parks and Open Space (Lakeview Village Development)
-  Surrounding Parks and Open Space  
(Schedule 4 - Mississauga Official Plan)



Not to  
Scale



# Public Parks

The Rangeview DMP provides a total of 2.62 hectares of public parkland distributed between five new parks. This equates to a parkland dedication of 13.6% (net of public roads). They are strategically located throughout the neighbourhood and set out a framework for the development of a robust, vibrant and connected parks and public realm network for new residents, visitors, workers and the larger community. The approach to public parkland for Rangeview is based on an extensive review of the parkland and conceptual programming being considered within the Lakeview Village development in order to ensure a complementary system of public open space that knits together the two neighbourhoods.

The Rangeview DMP establishes a hierarchy of different park typologies that offer a variety of seasonal active and passive recreational opportunities based on their setting, function and configuration in order to provide a series of distinct and diverse recreational experiences. These typologies include: (1) Destination Park; (2) Community Park; and (3) Neighbourhood Parkette.

The park designs illustrated in the Rangeview DMP are conceptual and are intended to demonstrate how specific passive and active recreational opportunities can potentially be organized within each park typology. The exact designs and details for each park will be determined in consultation with City of Mississauga staff at a later stage in the development approvals process.

In this respect, the parkland element of the Rangeview DMP represents what ‘could be’ and not necessarily what ‘will be’ constructed as time unfolds. It is our understanding that the City of Mississauga will be responsible for park design and construction in the future and that the proposed park designs may not be implemented as described below. This parkland concept for Rangeview was prepared to demonstrate how the proposed placement, organization, programming and dimensioning of the various park blocks within Rangeview could result in a vibrant and accessible recreation amenity that would appropriately service the needs of the future population of this area.

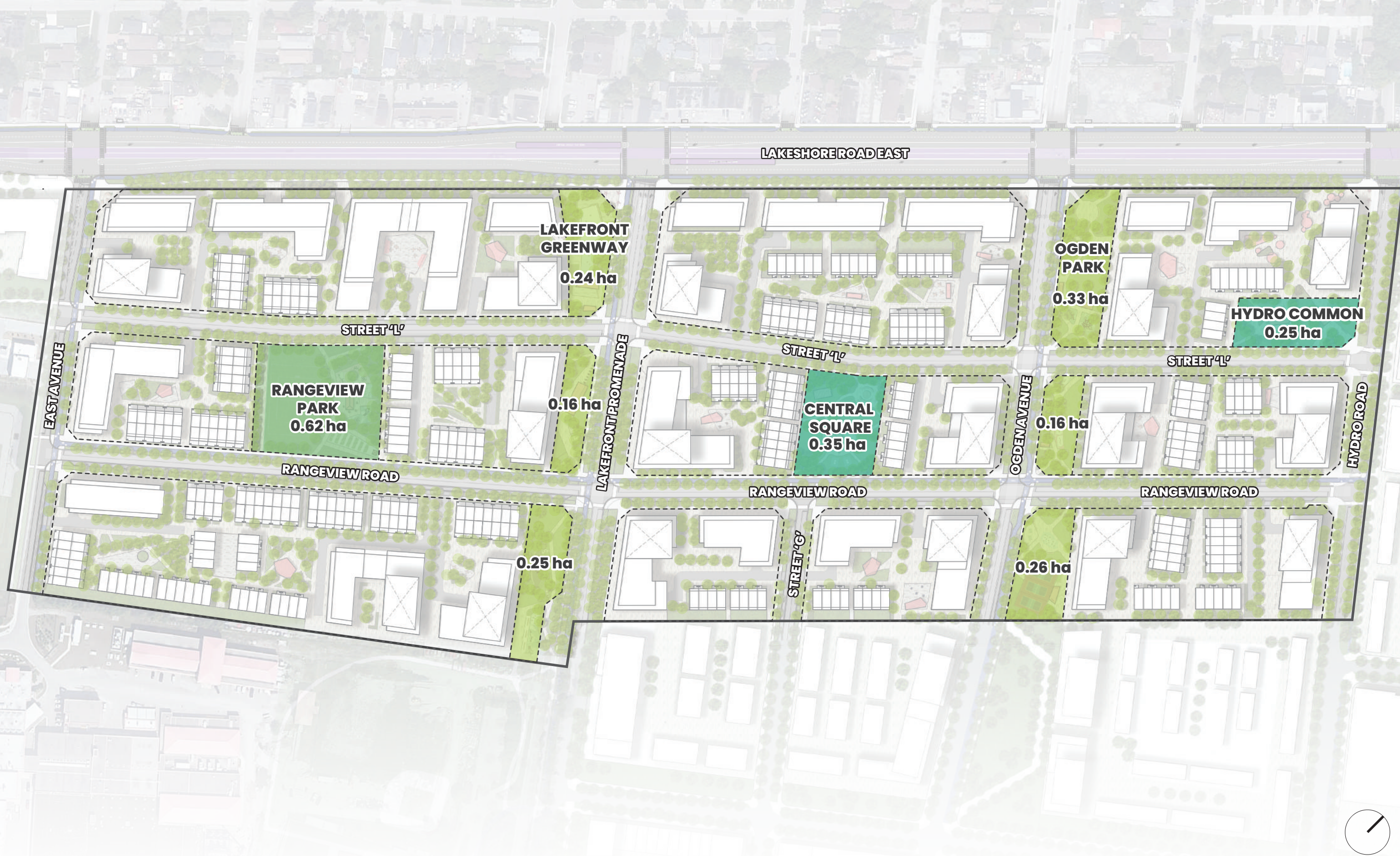
**The Destination Park** is designed to serve the wider Lakeview Waterfront Major Node area. This park typology will function as a public realm anchor for the entire community, attracting both local residents and visitors from other areas of Mississauga and beyond. The Destination Park will be designed as a central focus point and is sized to incorporate many active and passive recreational opportunities at various scales.

**The Community Park** is designed to be a focal point for the immediate neighbourhood. It is intended to serve primarily the residents of Rangeview Estates. In comparison with the Destination Park, the Community Park provides a mix of active and passive recreational opportunities at a more local, neighbourhood scale.

**The Neighbourhood Parkette** is a small scale, centrally located park space which will ensure that all Rangeview Estates residents will be within walking distance of a park. This typology offers predominantly passive and minor active recreational opportunities. The Neighbourhood Parkette is intended to enhance connectivity within the neighbourhood and complement the Destination and Community Parks.

Figure 19 – Public Parks





**Legend**

- Rangeview Estates
- Destination Parks
- Community Park
- Neighbourhood Parkettes



Not to Scale



## Ogden Park

Ogden Park – through both Rangeview and the Lakeview Village development – will function as the primary Destination Park for the entire Lakeview Waterfront Major Node and will complete a key circulation link between Lakeshore Road East and the waterfront. It will include scaled neighbourhood level of service features along with pedestrian priority and cycling facilities. The section of Ogden Park through Rangeview Estates is comprised of three blocks and completes the overall vision originally contemplated by the Lakeview Village DMP, being a central “river of green”.

Located alongside the proposed Ogden Avenue extension, Ogden Park will provide an extended view corridor towards Lake Ontario from Lakeshore Road East. The northern portion of Ogden Park, nearest Lakeshore Road East, will incorporate a gateway space with public art to announce the main entrance to the park and the overall community. A network of pathways and planting areas through all three blocks of Ogden Park will define specific areas for active and passive recreational opportunities. Recreational opportunities contemplated for Ogden Park in the Rangeview DMP include play zones, fitness pods, games tables, water play areas, pickle ball courts, open and sheltered seating areas, gardens and open lawn areas. Overall, Ogden Park will be a major destination for the residents of the City of Mississauga and will serve as an important addition to the City’s network of parks and open spaces.



Figure 20 – Ogden Park Plan





Figure 21 - Aerial View of Ogden Park Towards Lake Ontario





Figure 22 – Ogden Park Gateway at Lakeshore Road East and Ogden Avenue





Figure 23 – Retail Interface with Ogden Park Along Lakeshore Road East



## Lakefront Greenway

The Lakefront Greenway will serve as a secondary Destination Park within Rangeview Estates, functioning as an additional gateway entrance to both Rangeview and the Lakeview Village development. Oriented parallel to Lakefront Promenade, it is designed as a linear park that physically and visually connects to Douglas Kennedy Park. It complements Ogden Park by providing residents and visitors additional views and access to the waterfront.

Comprised of three blocks, the Lakefront Greenway will serve as an extension of the Lakefront Promenade public realm. It will stimulate pedestrian activity and provide animation through a series of active and passive recreational opportunities situated between pathways and planting areas. Recreational opportunities contemplated for the Lakefront Greenway in the Rangeview DMP include play zones, a fitness pod, a water feature (winter ice rink), open and sheltered seating areas, performance area and open lawn area.

The northern block of the Lakefront Greenway (Block 2) is envisioned as an urban plaza – serving as a community gathering space that is linked to the planned Lakeshore BRT stop at the intersection of Lakefront Promenade and Lakeshore Road East. Public art and a large water feature – which could be converted to an ice rink in the winter months – will reinforce this corner as a community gateway and promote a sense of arrival for BRT passengers.



Figure 24 – Lakefront Greenway Plan





Figure 25 – Aerial View of the Lakefront Greenway Towards Lake Ontario





Figure 26 – Lakefront Greenway Gateway Plaza at Lakeshore Road East and Lakefront Promenade





Figure 27 – Rangeview Park Plan

## Rangeview Park

Rangeview Park will be a vibrant Community Park that is designed to serve the residents of Rangeview Estates. It will function as an important focal point and gathering space for the immediate neighbourhood. Rangeview Park will be anchored by a large open field area which is sized to accommodate a 5 vs 5 soccer pitch, but can also accommodate other flexible unstructured active recreational uses. The open field area will be bordered by walkways, sustainable landscaping and other localized amenities such as play zones, a water play area, a sheltered gathering space and community gardens. To reinforce the neighbourhood scale of Rangeview Park, the space will be framed by low-rise development to enclose the park at a human-scale and provide excellent sun exposure.



Figure 28 – Community Garden Feature within Rangeview Park





**Figure 29** – Aerial View of Rangeview Park Looking Northwest Towards Street ‘L’



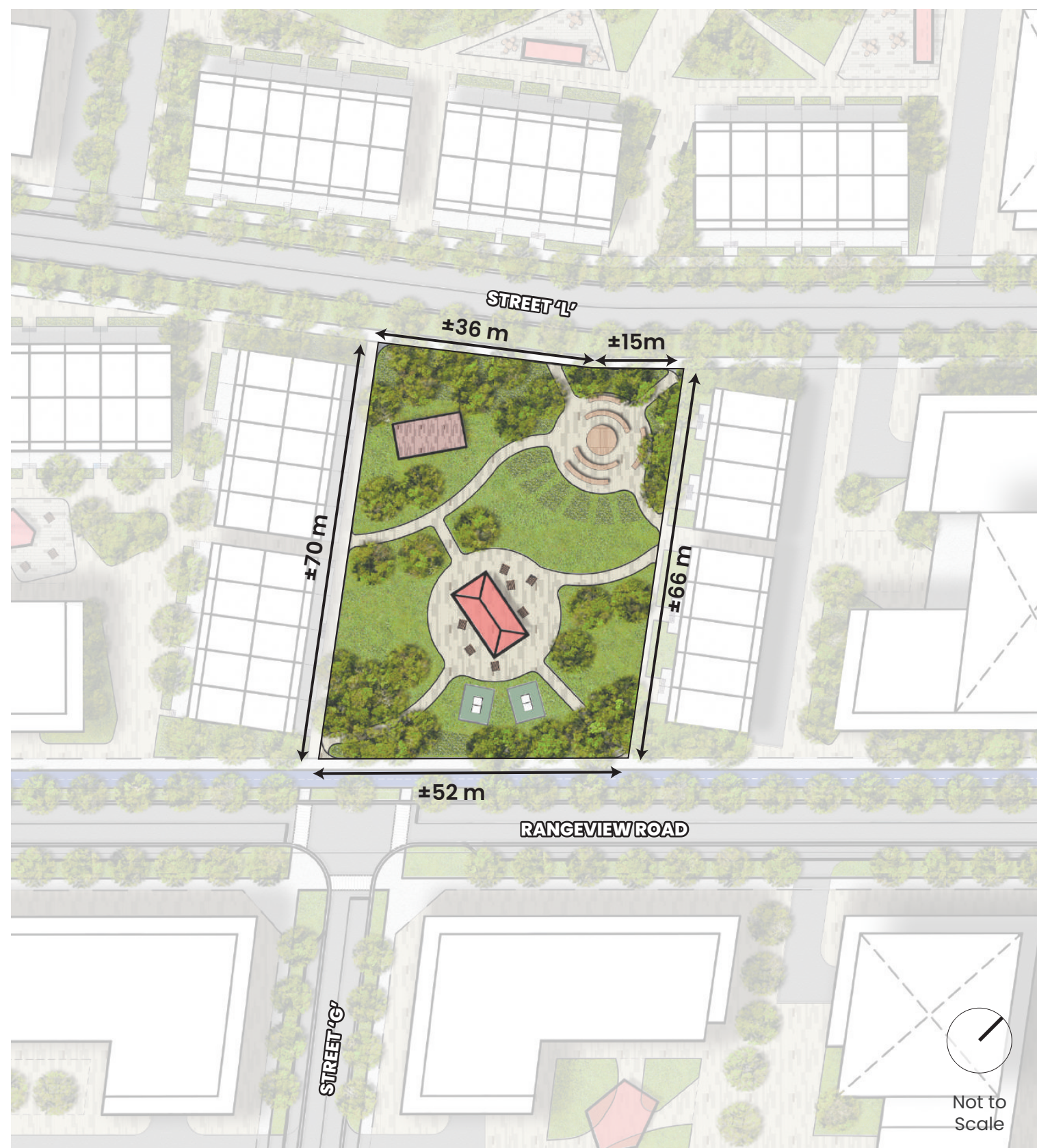


Figure 30 – Central Square Plan

## Central Square

Central Square will serve as one of two Neighbourhood Parkettes within Rangeview Estates. It functions as a centrally located terminus and gathering area – providing an open space connection between a pedestrian walkway from Lakeshore Road East to Street 'L', and the proposed Street 'G' that connects from Lakeview Village. Overall, Central Square acts as an important anchor for this extended mid-block connection that bisects Rangeview Estates and provides pedestrians an alternative route towards the Lakeview Village development and the waterfront. In the Rangeview DMP, Central Square is primarily contemplated for passive and minor active recreational opportunities, including community gardens, a gathering area, an outdoor yoga space, open and sheltered seating, an open lawn area and games tables.



Figure 31 – Neighbourhood Gathering Space within Central Square





Figure 32 – Aerial View of Central Square Looking Northwest Towards Street ‘L’



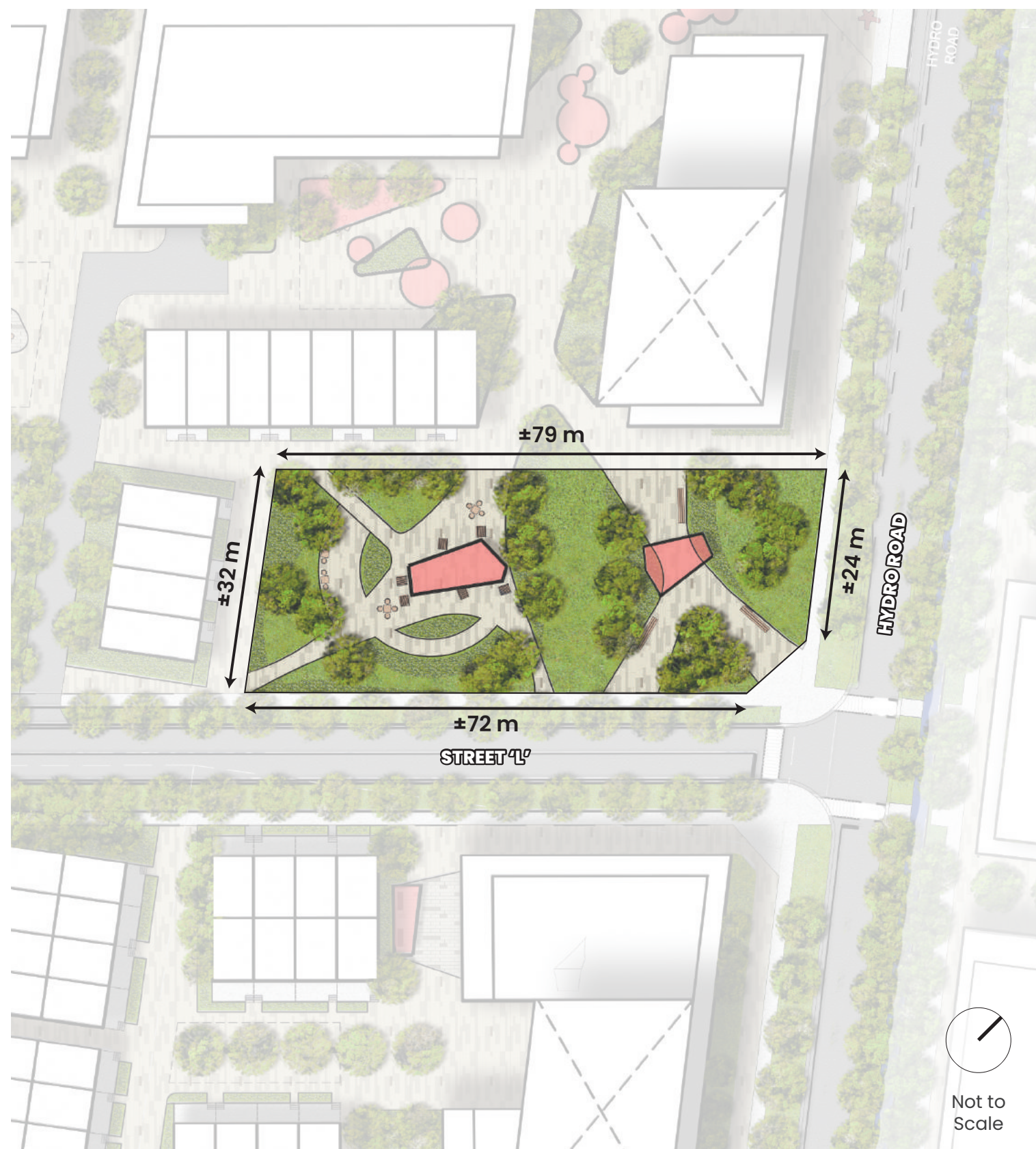


Figure 33 - Hydro Common Plan

## Hydro Common

Located at the corner of Hydro Road and the new Street 'L', Hydro Common is the second of two Neighbourhood Parkettes within Rangeview Estates. It provides a visual break along the continuous 4-storey streetwall which defines the Rangeview Estates boundary along Hydro Road. Hydro Common will assist in emphasizing Hydro Road as a gateway corridor for the Lakeview Waterfront Major Node, and towards Lakeview Square on the waterfront. Similar to Central Square, Hydro Common will be primarily comprised of passive and minor active recreational opportunities, which could include open and sheltered seating areas, games tables, gardens and an off-leash pet area.



Figure 34 - Aerial View of Hydro Common At Hydro Road and Street 'L'



# Private Open Space

Complementing the public realm network, private open spaces will be strategically distributed throughout the Rangeview Estates neighbourhood. These open spaces will provide additional opportunities for intermittent, sustainable landscaping, areas for passive recreation and connections between the defined public parks. The Rangeview DMP proposes two types of private open space: (1) Privately Owned Public Spaces; and (2) Outdoor Amenity Areas. The location and design of the private open spaces demonstrated in this DMP are conceptual, with the exact details to be addressed at a later planning application process when each property is advanced for redevelopment.

## Privately Owned Public Spaces (“POPS”)

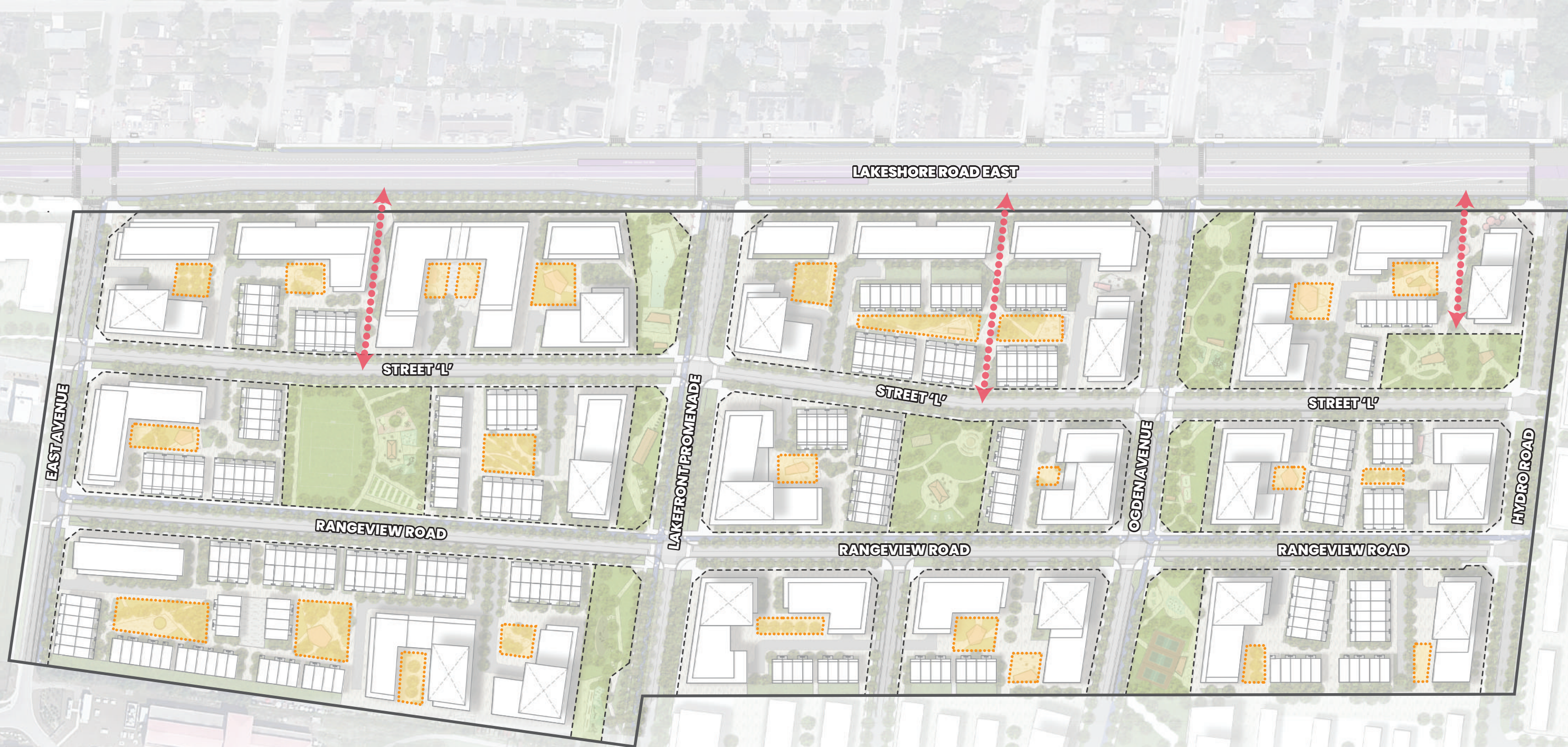
Privately Owned Public Spaces (“POPS”) are privately owned and managed outdoor spaces that are accessible to non-residents and open to the public. The Rangeview DMP proposes several POPS which will provide mid-block connections to facilitate additional linkages and access through the planned development parcels between Lakeshore Road East and Street ‘L’. Furthermore, these POPS connections will provide view termini towards the internal public park spaces within the Rangeview neighbourhood and visual breaks along the streetwall on Lakeshore Road East.

## Outdoor Amenity Areas

Outdoor Amenity Areas are communal use spaces that incorporate active and passive recreational opportunities and are to be available for exclusive use by the residents of an associated development. The Rangeview DMP proposes Outdoor Amenity Areas to be centrally located within each the development parcel, as appropriate, with high visibility from the adjacent public realm.

Figure 35 – Private Open Spaces 





Legend

-  Rangeview Estates
-  Privately Owned Public Spaces
-  Potential At-grade Amenity Areas



Not to  
Scale



# Public Art

The addition of public art within the Rangeview public realm will help enhance and reinforce the vibrant character and identity of the neighbourhood. The Rangeview DMP contemplates public art elements throughout each of the five new parks. More importantly, public art will primarily be located along Lakeshore Road East, as it intersects with Lakefront Promenade, the proposed Ogden Avenue extension and Hydro Road. Each of these locations serves as a gateway into Rangeview and public art will enhance this function and serve as markers to celebrate the arrival to Rangeview, and subsequently, Lakeview Village. The precise location and design of public art elements will be determined as part of the future parkland planning and design process.



5th Street Square, Calgary AB (Source: Richard Valenzona)



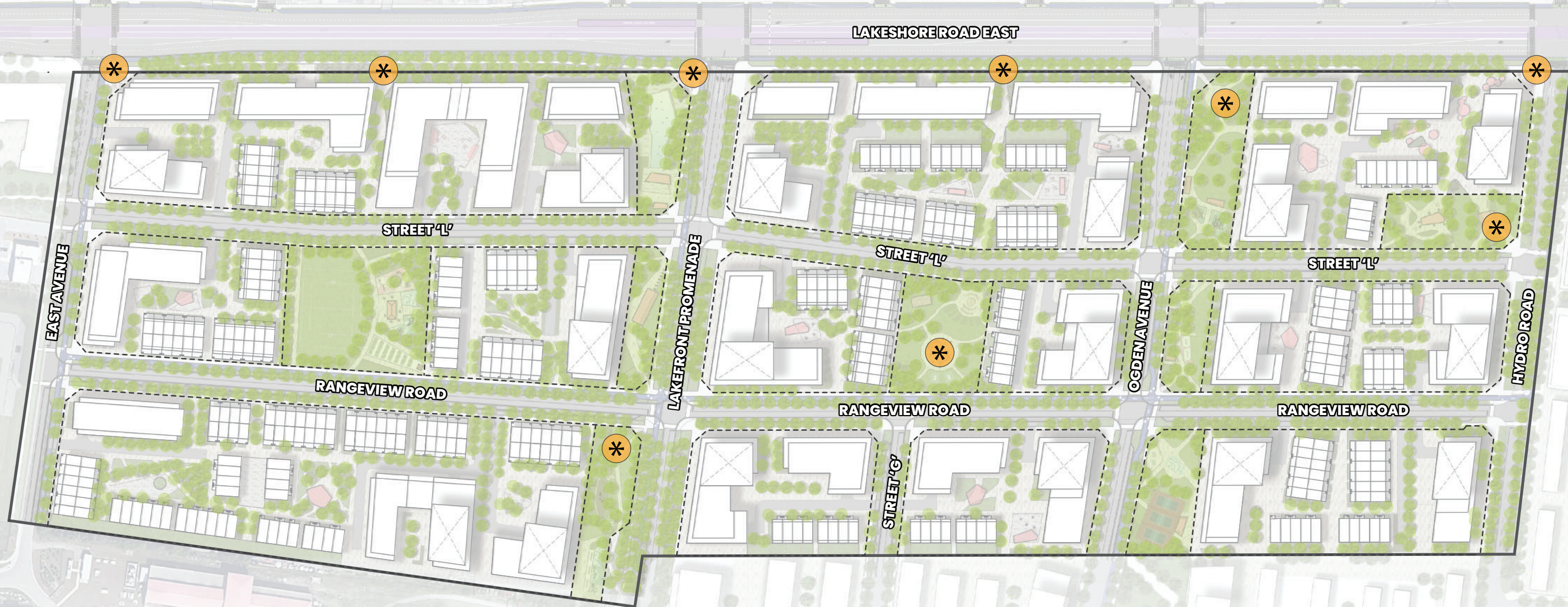
South Bank Parklands, Brisbane QL (Source: Richard Valenzona)



Empress Lawn, Singapore (Source: Richard Valenzona)

Figure 36 – Potential Location of Public Art





# Legend

- Rangeview Estates
- Potential Location of Public Art



Not to  
Scale

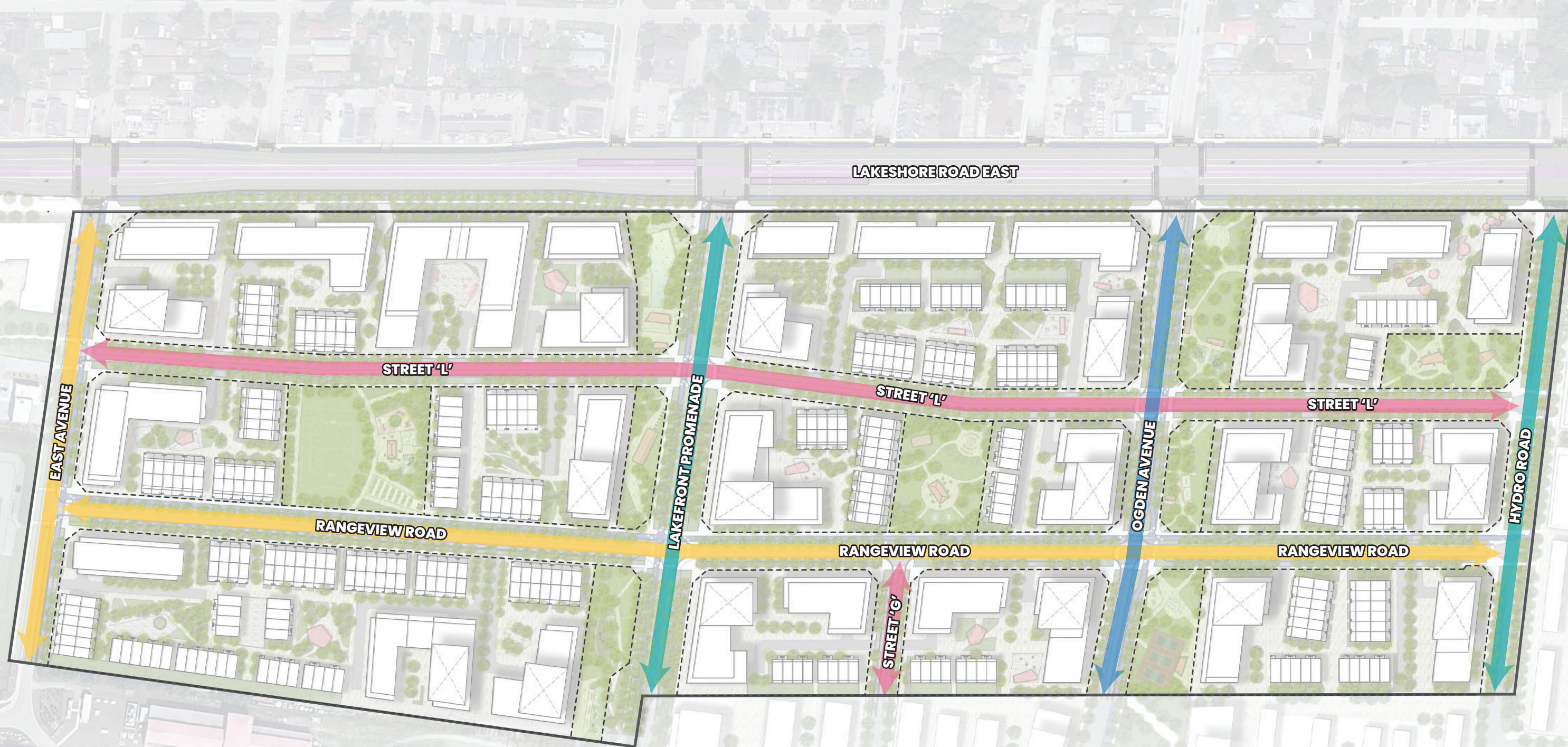


# Streetscape Design

The Rangeview DMP proposes a network of fine-grain streets that follows the structure outlined in the Mississauga OP and considers the right-of-way designs proposed by the Lakeview Village development. This will ensure that a cohesive streetscape plan and design is ultimately built for the entire Lakeview Waterfront Major Node community.

Figure 37 – Streetscape Typology 





Legend

- Rangeview Estates
- Future Major Collector Road
- Future Minor Collector Road
- Future Local Roads
- Existing Local Roads



Not to Scale



# Lakeshore Road East

Lakeshore Road East is an existing arterial road with a designated right-of-way width of 44.5 metres. The segment of Lakeshore Road East adjacent to Rangeview is currently being reviewed in several studies which will define the ultimate right-of-way design that includes a dedicated BRT lane. Regarding the Rangeview Estates interface with Lakeshore Road East, the DMP envisions mid-rise buildings with a maximum height of 8-storeys and a 4-storey streetwall condition which are setback from the property line to allow for additional patio and café seating, retail spill-out areas, double-row of trees and sustainable landscaping to establish a ‘main street’ character.

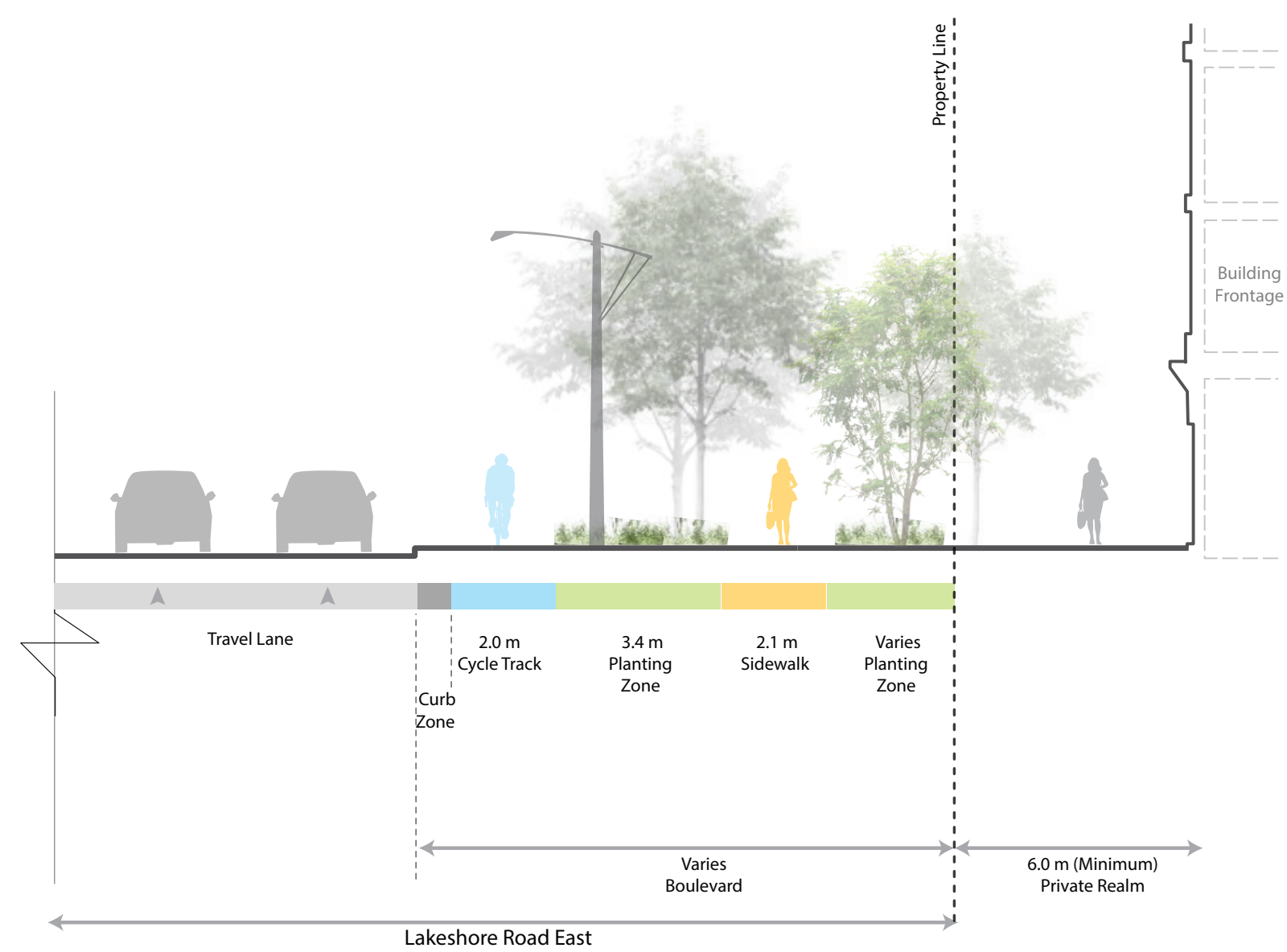


Figure 38 – Lakeshore Road East Interface with Rangeview Estates



Street 'L'

Street 'L' is a future local road with a designed right-of-way width of 19.05 metres. Street 'L' will primarily function as a local service road, providing access to buildings fronting onto Lakeshore Road East. The right-of-way is tree-lined and will include two lanes of traffic, with sidewalks and native boulevard planting on both sides of the roadway.

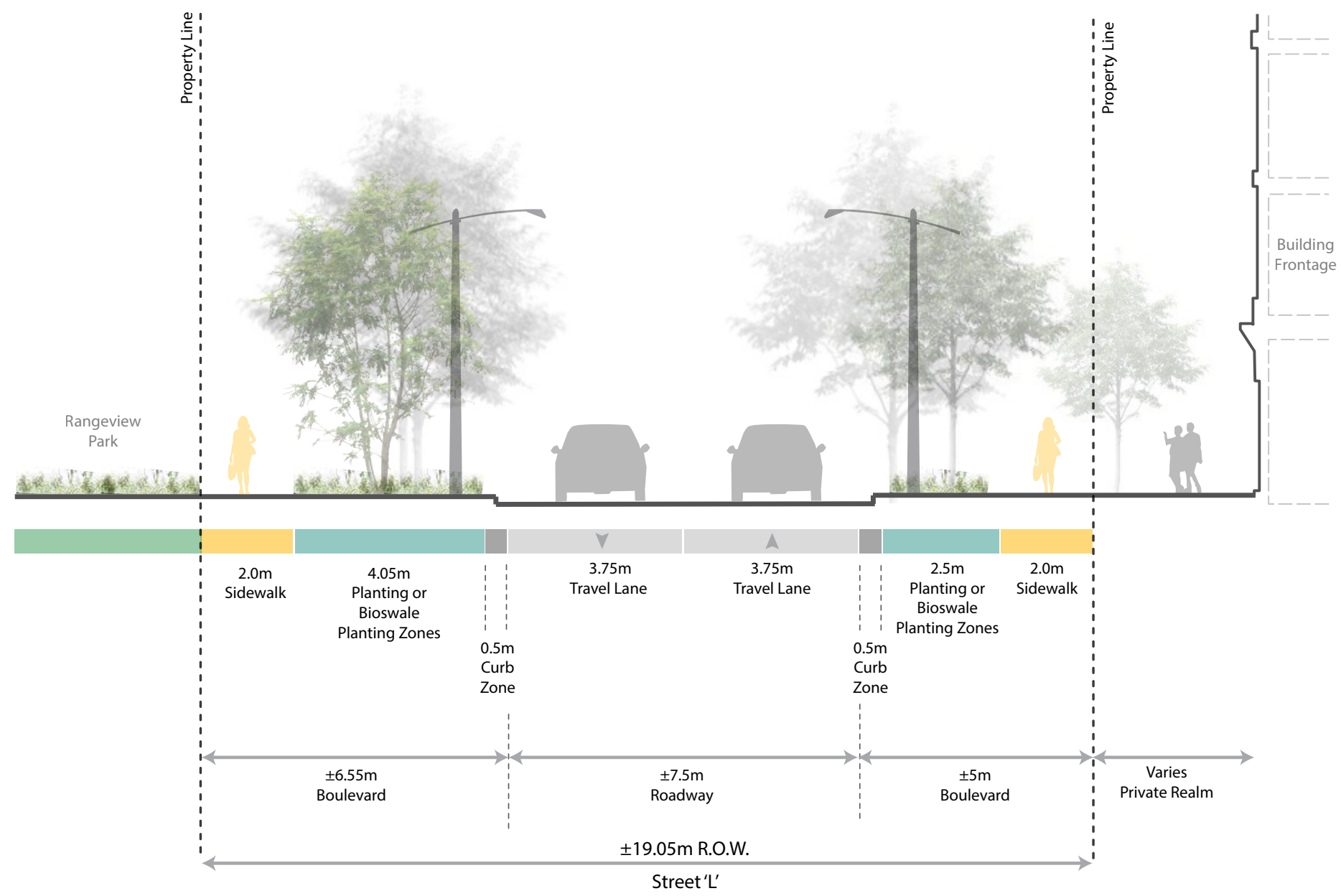


Figure 39 – Street 'L' Streetscape Section



# Rangeview Road

Rangeview Road is an existing local road with planned right-of-way width of 22.25 metres. It will function as a hybrid street – providing access to back-of-house elements for buildings fronting onto Rangeview Road and important pedestrian and cycling connections through the neighbourhood. The right-of-way is tree-lined and will include two lanes of traffic, one side of on-street parking atop a bio-retention facility, a dedicated two-lane cycle track and sidewalks and native boulevard planting on both sides of the street.

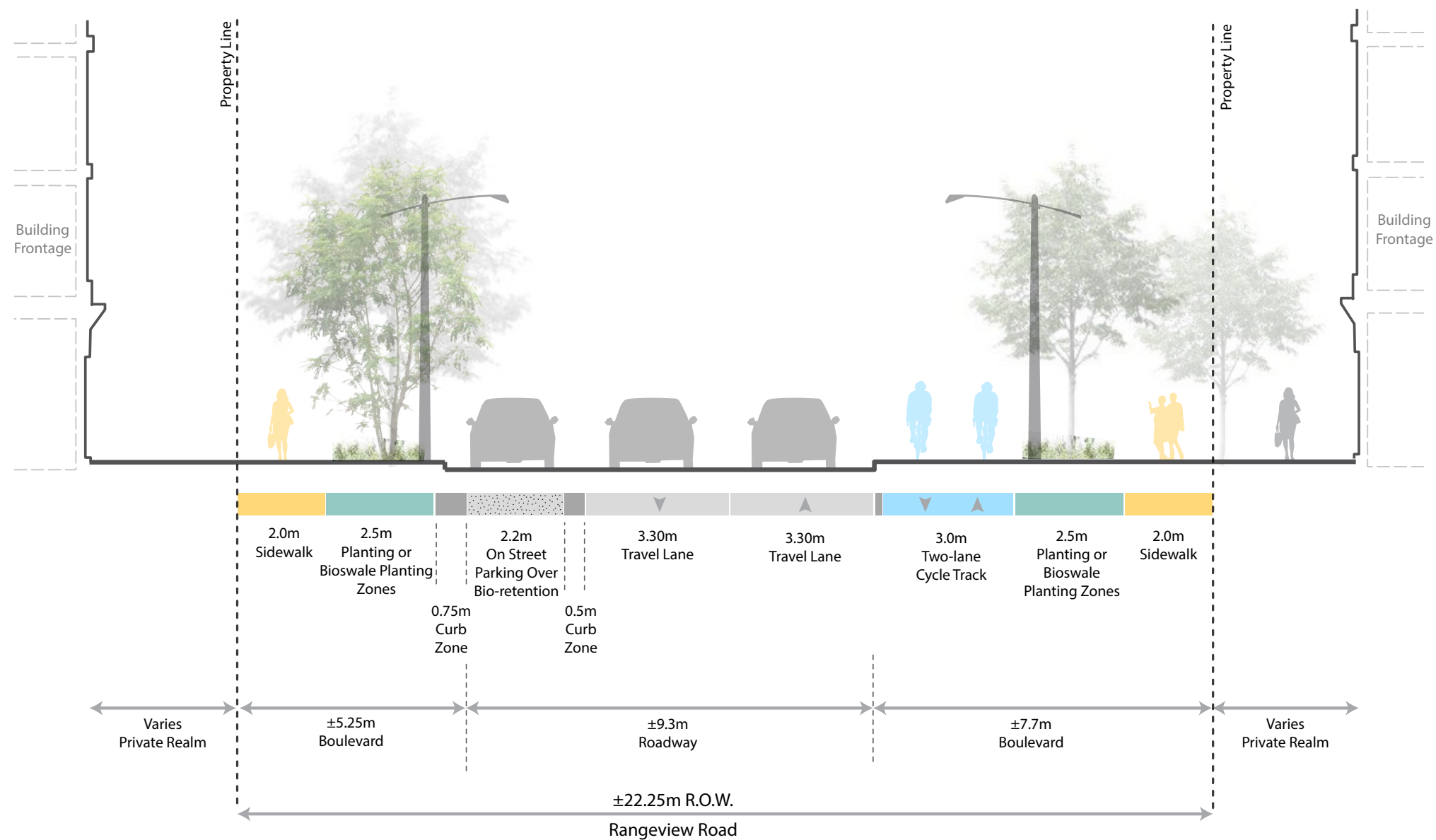


Figure 40 – Rangeview Road Streetscape Section



# East Avenue

East Avenue is an existing local road with a planned right-of-way width of 23.05 metres. It will also function as a hybrid street – providing access to back-of-house elements for buildings, as well as pedestrian and cycling connections through the neighbourhood. The right-of-way is tree-lined and will include two lanes of traffic, one side of on-street parking atop a bio-retention facility, a dedicated two-lane cycle track, native boulevard planting and sidewalks on both sides of the street. A dedicated bioswale zone is incorporated within the right-of-way to treat stormwater runoff.

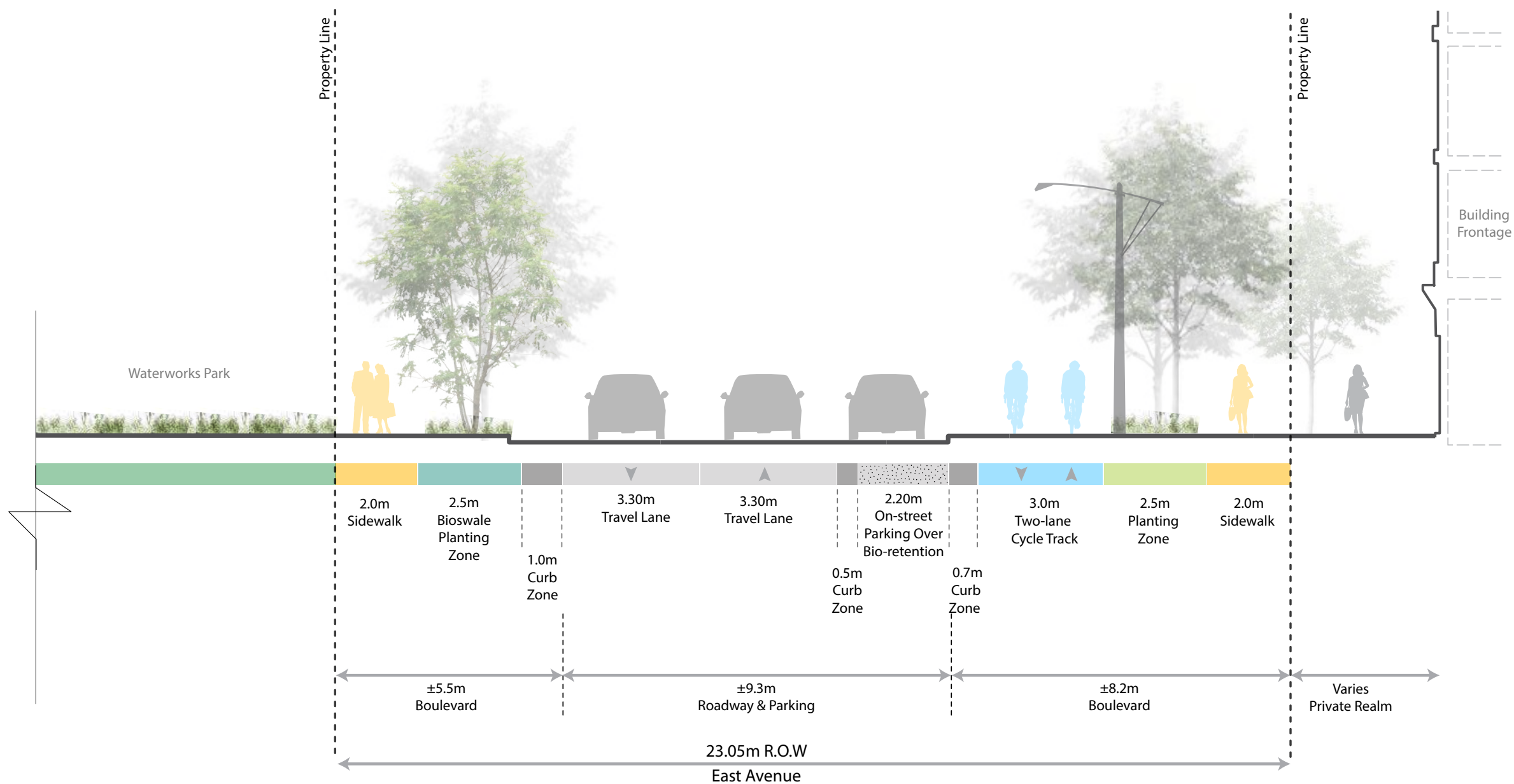


Figure 41 – East Avenue Streetscape Section



# Lakefront Promenade

Lakefront Promenade is a future major collector road with a planned right-of-way width of 30.38 metres. It will function as an important gateway street into the Lakeview Waterfront Major Node community. Moreover, Lakefront Promenade provides direct vehicular, pedestrian and cycling connections towards Douglas Kennedy Park and the waterfront. At Lakefront Promenade and Lakeshore Road East, a dedicated left-turn lane and share through/right lane is provided to manage additional traffic capacity. The right-of-way is tree-lined and will include two lanes of traffic, a dedicated two-lane cycle track and sidewalks on both sides of the roadway. In terms of landscaping, bioswale planting zones and native boulevard planting will be provided on both sides of the street.

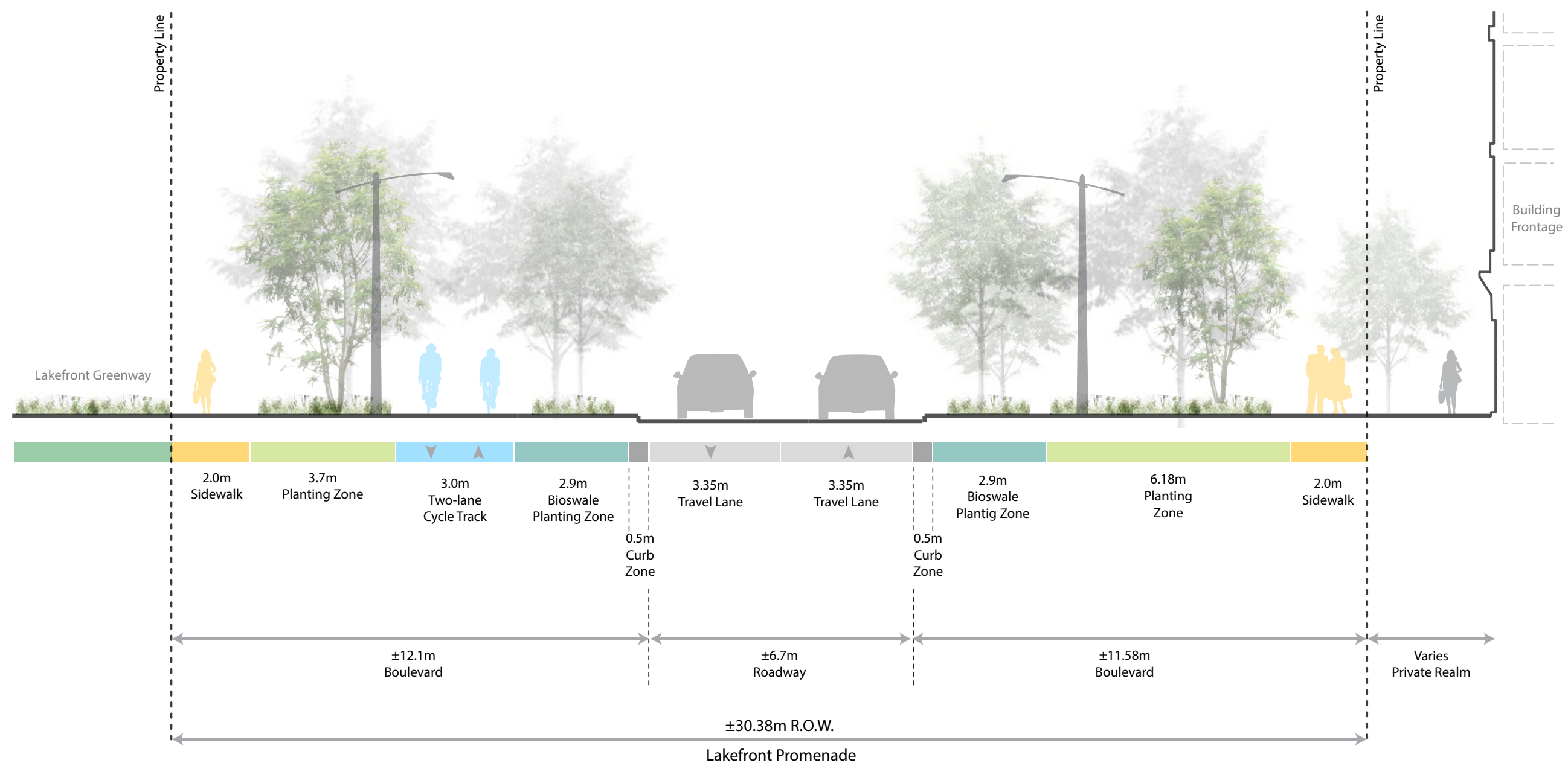


Figure 42 – Lakefront Promenade Streetscape Section



Street 'G'

Street 'G' is a future local road with a planned right-of-way width of 19.05 metres. Street 'G' will provide local access and a direct connection to the Lakeview Village development. The right-of-way is tree-lined and will include two lanes of traffic, one side of on-street parking atop a bio-retention facility and sidewalks and native boulevard planting on both sides.

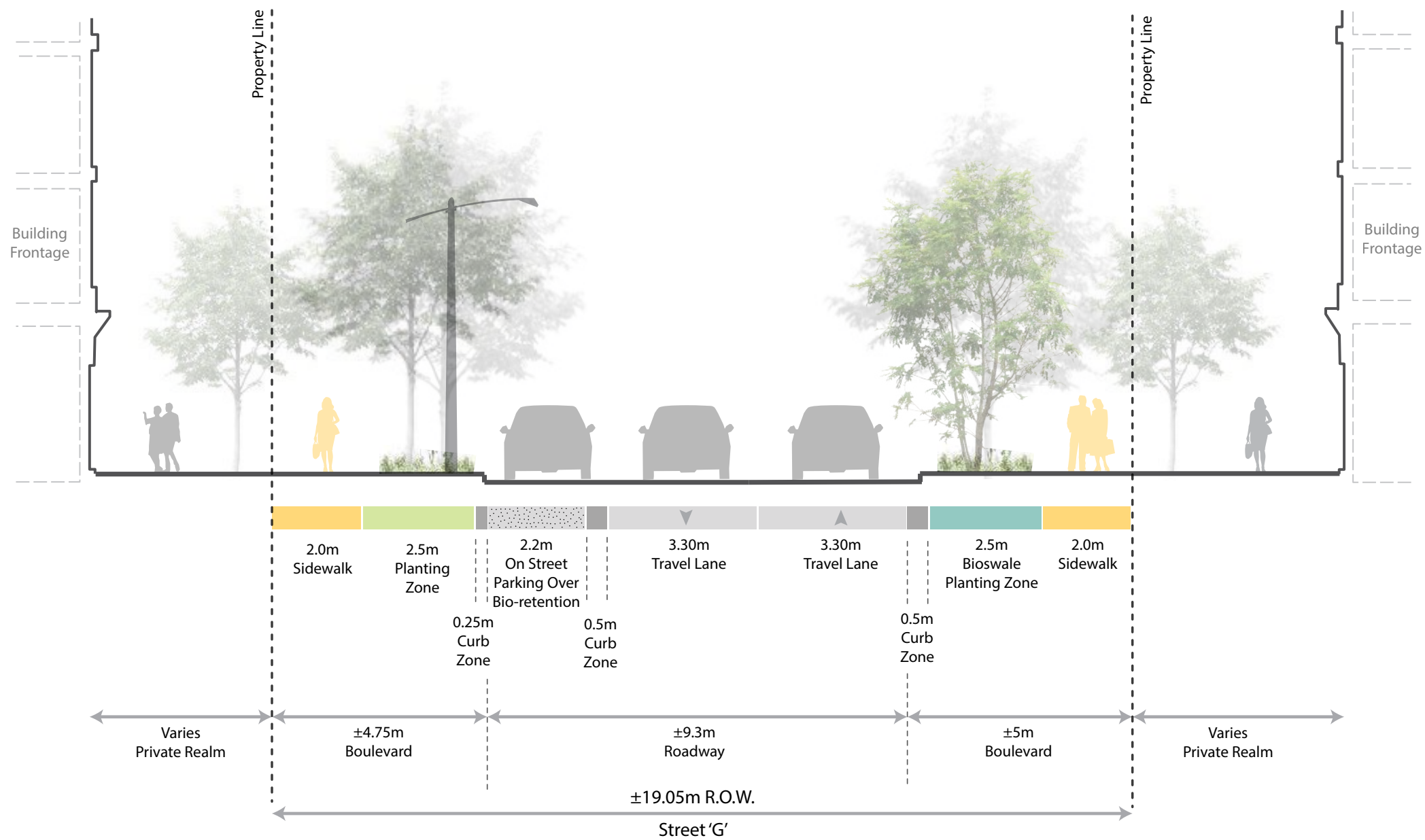


Figure 43 – Street 'G' Streetscape Section



# Ogden Avenue

Ogden Avenue is a future minor collector road with a designed right-of-way width of 23.05 metres. It will function as an important gateway street into the Lakeview Waterfront Major Node community and will complement the parallel Ogden Park. Similar to Lakefront Promenade, Ogden Avenue will provide direct vehicular, pedestrian and cycling connections to the waterfront. The right-of-way is tree-lined and will include two lanes of traffic, one side of on-street parking atop a bio-retention facility, a dedicated two-lane cycle track and sidewalks and native boulevard planting on both sides of the street.

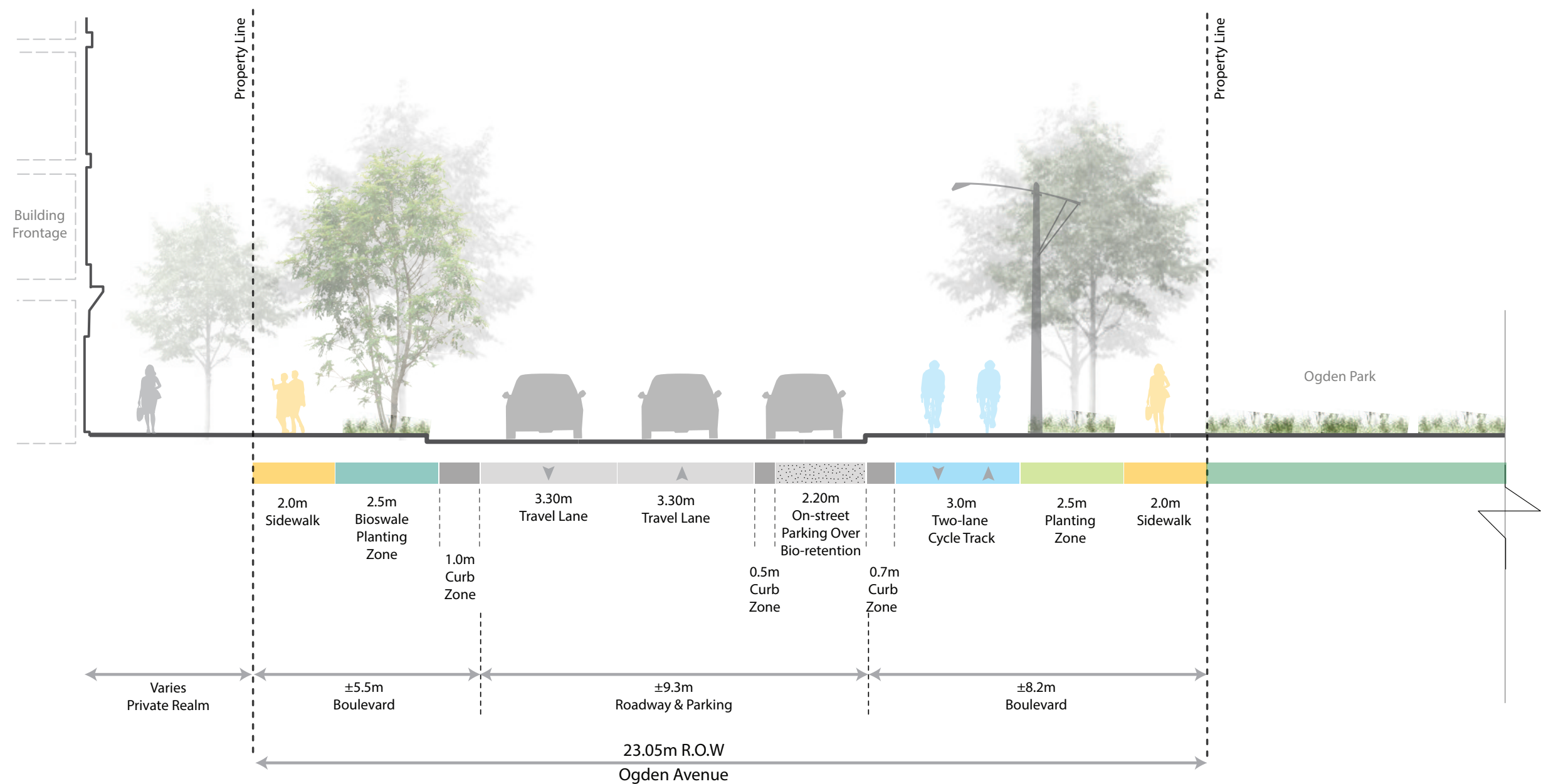


Figure 44 - Ogden Avenue Streetscape Section



# Hydro Road

Hydro Road is a future major collector road with an updated right-of-way width of 25.40 metres. It will function as an important gateway street into the Lakeview Waterfront Major Node community. Hydro Road will provide direct vehicular, pedestrian and cycling connections towards the waterfront – specifically terminating at Lakeview Square along the water. The right-of-way is tree-lined and will include two lanes of traffic, one side of on-street parking atop a bio-retention facility, a dedicated two-lane cycle track, sidewalks, native boulevard planting and a bioswale planting zone. The western edge of Hydro Road will introduce enhanced paving and landscaping to emphasize the importance of this street as a gateway into the community.

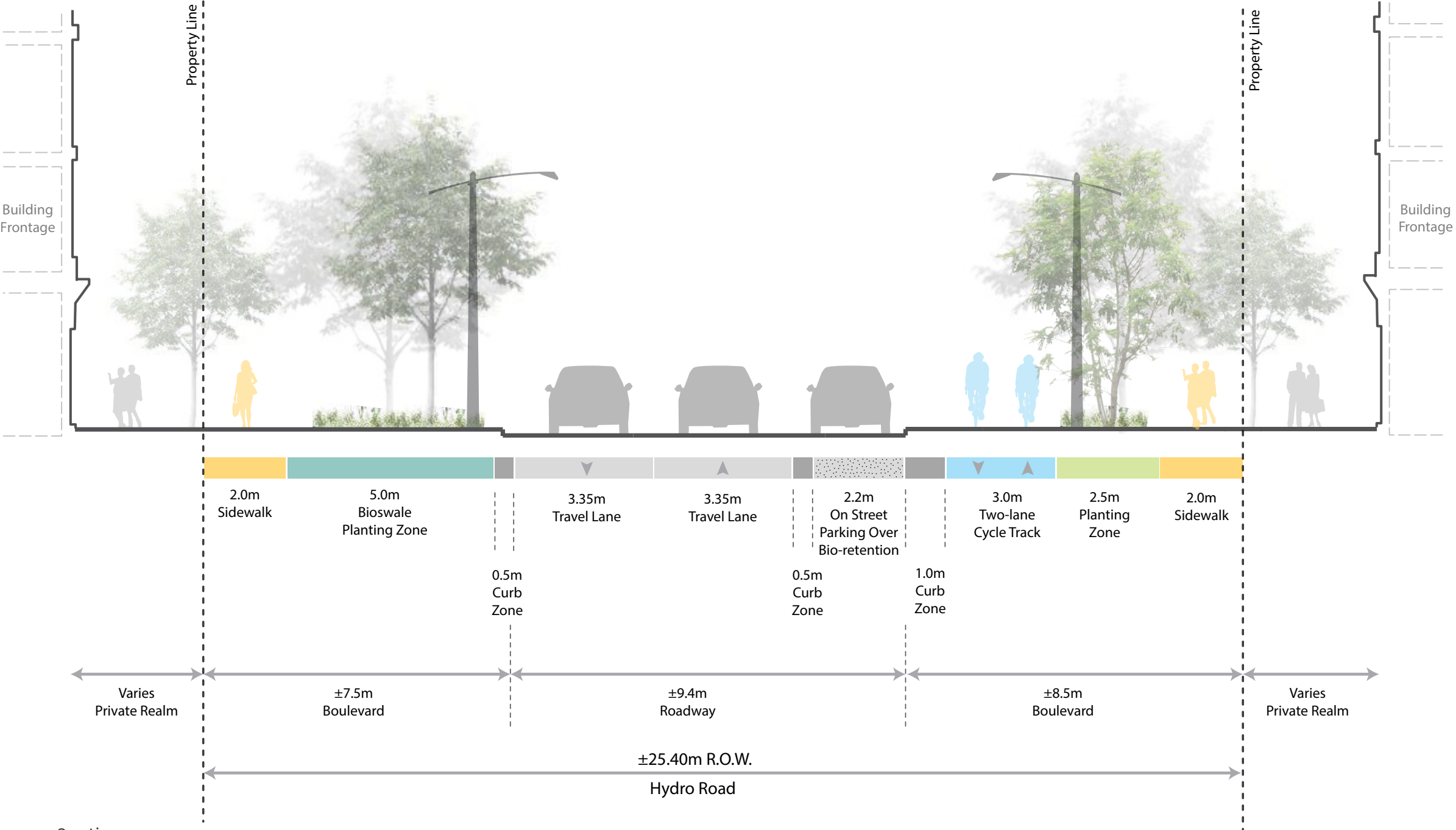


Figure 45 – Hydro Road Streetscape Section

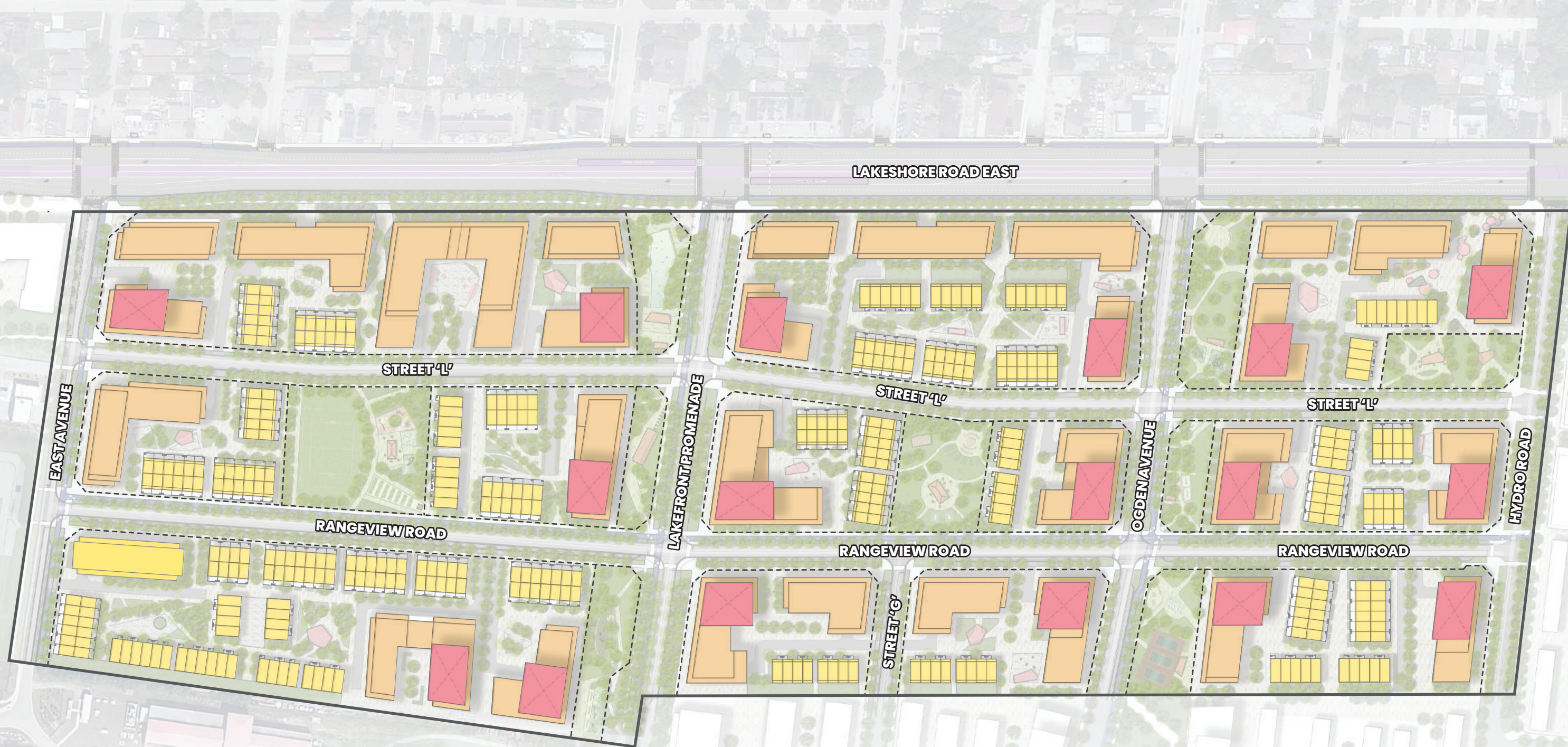


# 4.4 Built Form

The organization of, and proposed building forms within, Rangeview Estates will serve as the most distinct elements with the neighbourhood fabric. They will create a sense of enclosure along the public realm, frame important views and corridors towards the lake and contribute to the residential neighbourhood character envisioned for Rangeview Estates. The Rangeview DMP is primarily composed of mid-rise built forms, with a mix of lower scaled and tall building elements to provide a mix of typologies throughout the neighbourhood. The variety building types will support a wide range of economic levels, household sizes and age groups. Not only will these building typologies contribute to and complement the emerging built form context of the Lakeview Village development but will also respond to the broader surrounding built form context given the transitional location of Rangeview between existing neighbourhoods and the planned waterfront community.

Figure 46 – Built Form Typology 





**Legend**

- Rangeview Estates
- Low-rise Buildings (Up to 4-storeys)
- Mid-rise Buildings (5- to 8-storeys)
- Tall Buildings (9- to 15-storeys)



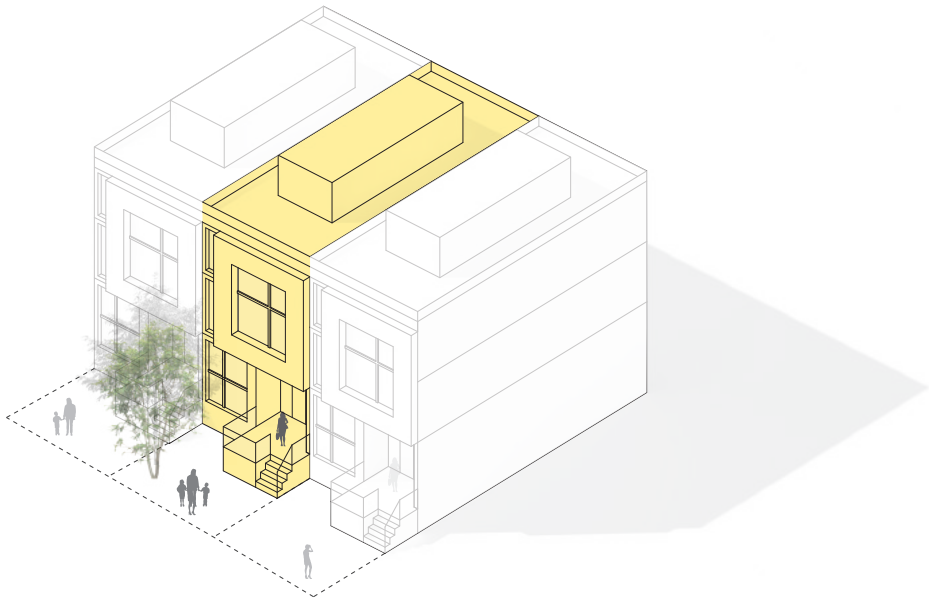
Not to Scale



# Building Typology

The building typologies and associated heights proposed within Rangeview Estates align with the policies and guidelines outlined in the Mississauga OP. These typologies include: (1) Low-rise buildings up to 4-storeys; (2) Mid-rise buildings between 5- and 8-storeys; and (3) Taller Building Elements between 9- and 15-storeys. The Rangeview DMP demonstrates a conceptual massing, height and scale for each of these building typologies. The exact design and architectural details of these buildings will be further developed at a later stage in the development approvals process.

Traditional Townhouse



Stacked Townhouse



## Low-Rise Buildings

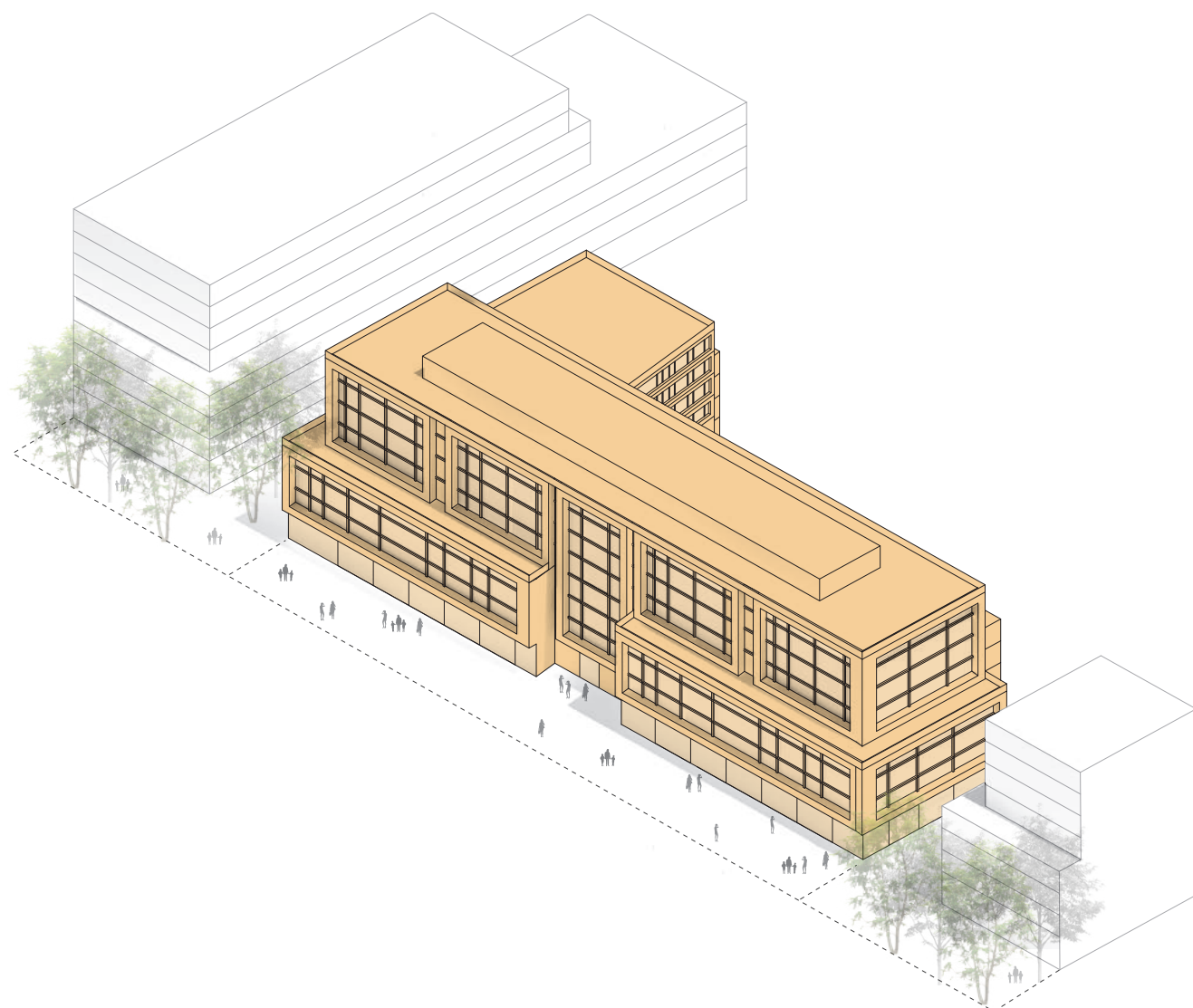
The Rangeview DMP contemplates several forms of low-rise buildings, including:

- Three-storey townhouses;
- Three-storey back-to-back townhouses;
- Four-storey stacked townhouses;
- Four-storey stacked back-to-back townhouses; and
- Four-storey apartment buildings.

Three-storey townhouse structures share a sidewall with an adjacent unit and typically consist of a front and rear yard (or rear lane vehicular access). Three-storey back-to-back townhouse structures share a side and rear wall with adjoining units. They contain two primary frontages with each unit having their own entrance at ground level. Four-storey stacked townhouse structures have similar qualities to three-storey townhouses, but also include units stacked vertically atop one another. Four-storey stacked back-to-back townhouse structures have similar qualities with three-storey back-to-back townhouses, but also feature units stacked vertically atop one another. Four-storey apartment buildings are comprised of units stacked vertically that share a primary entrance and internal corridor with units on either side.

These low-rise buildings will assist in reinforcing the residential neighbourhood character of Rangeview Estates. They are designed to be at a human-scale and maintain compatibility with the existing and planned adjacent low-rise neighbourhoods. As described, low-rise buildings will generally be organized within the interior of each character area and will frame the proposed public parks to maintain an intimate scale for residents and ensure ample access to sunlight. Primary entrances and potential porches of low-rise buildings will generally front directly onto the adjacent public realm to provide for activation and animation.



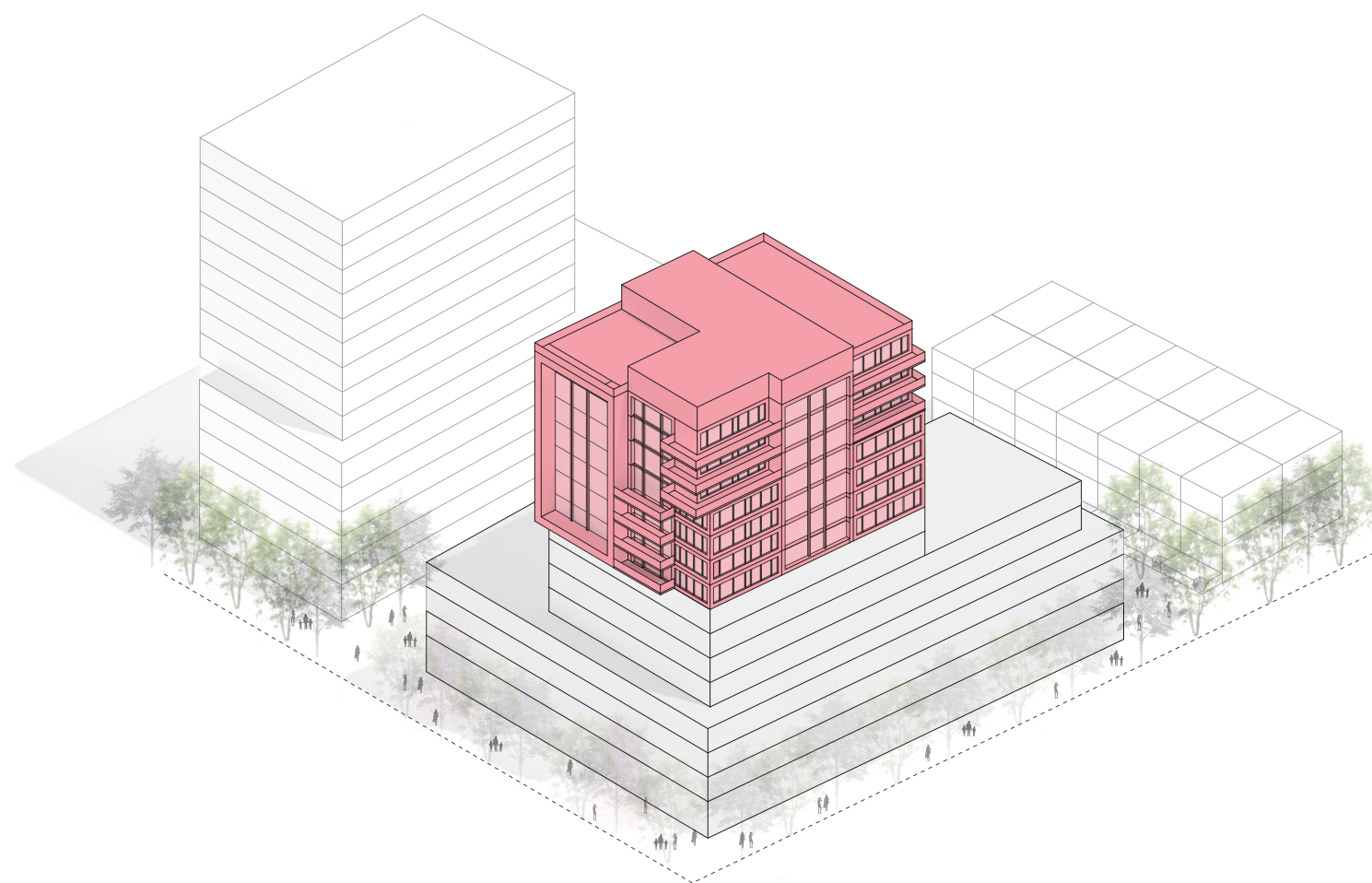


## Mid-Rise Buildings

As mentioned, Rangeview Estates is envisioned as a predominantly mid-rise neighbourhood. The Rangeview DMP contemplates an appropriate quantity of mid-rise forms at varying scales and heights to fulfill this vision. Generally, the demonstrated mid-rise buildings are articulated with a 4-storey streetwall to maintain a human-scale presence along adjacent public realms and to complement nearby low-rise built forms. The overall building heights will generally respond to the width of the adjacent street right-of-way or to the immediate context which may be more appropriate. The proposed mid-rise buildings can take in the form of a free-standing structure, or as a base building (podium) with a taller building element as described in the following subsection).

The ground floor of the mid-rise buildings will provide animation at grade through the incorporation of either retail space (primarily along Lakeshore Road East and the northern portions of both Destination Parks) or residential units with their associated primary entrances and potential front porches and landscaping.





## Tall Buildings

Tall buildings are comprised of the tower element atop a base building (podium) – in particular, mid-rise base buildings. Where applicable, the tower element will be appropriately stepped back from the top floor of the base building to create a discernible visual break between the two forms. This will maintain a human-scale relationship between adjacent street and the base building streetwall. The floorplate size of the tower element will be designed with appropriate dimensions so as to minimize the perception of mass and mitigate shadow and wind impacts onto the public realm.

The Rangeview DMP contemplates tall buildings beyond the mid-rise streetwall along Lakeshore Road East, alongside planned transit routes to support transit use, adjacent to Destination Parks to provide animation and along the Hydro Road entrance corridor to emphasize its importance as a primary entrance for the Lakeview Waterfront Major Node. As in many instances these locations overlap, the overall number of taller buildings within Rangeview is relatively limited which helps to preserve its mid-rise character. Tall buildings within Rangeview Estates will serve as a transition in height between existing buildings adjacent to the Rangeview neighbourhood, and the much taller buildings contemplated within the Lakeview Village development.

It is noted that the Mississauga OP policies for the Lakeview Waterfront Major Node include permissions for tall buildings beyond 15-storeys subject to the completion of a detailed height study. At this time the Rangeview LOG has decided not to pursue tall building heights beyond 15-storeys as is reflected in the current master plan concept.



## Height and Density Strategy

As stated, Rangeview Estates will have a predominantly mid-rise built form with an integrated mix of low-rise and tall buildings at varying heights and scales to provide visual diversity and interest and to ensure housing options for all stages of life. The development blocks with the highest densities have been strategically sited along Lakeshore Road East and along primary streets (including Lakefront Promenade, Ogden Avenue and Hydro Road).

Residents of these higher density blocks will be able to take advantage of the features associated with these locations, in particular, access to transit service including the planned Lakeshore BRT, a main street environment along Lakeshore Road East, the north-south Destination Parks and primary north-south corridors down to the waterfront. Development blocks with lower densities are situated west of Lakefront Promenade to complement and provide an appropriate transition to the existing low-rise neighbourhood beyond East Avenue.

With respect to height, the Rangeview DMP provides building heights and locations consistent with the Mississauga OP for each built form typology, where applicable. As noted previously, a mid-rise built form frames Lakeshore Road East and primary streets to reinforce the vision of a predominantly mid-rise community. Taller buildings are sited beyond the mid-rise street wall along Lakeshore Road East, as well as adjacent to transit service, Destination Parks and north-south streets that have direct views of the lake. Low-rise built forms are located within the centre of character areas and frame Community Parks and Neighbourhood Parkettes. Low-rise buildings are proposed near East Avenue to complement and provide an appropriate transition to the existing low-rise neighbourhood beyond the Rangeview Estates boundary.



Figure 47 – Axonometric Height Map

Legend

- Rangeview Estates
- Low-rise Buildings (Up to 4-Storeys)
- Mid-rise Buildings (5- to 8-Storeys)
- Tall Buildings (9- to 15-Storeys)





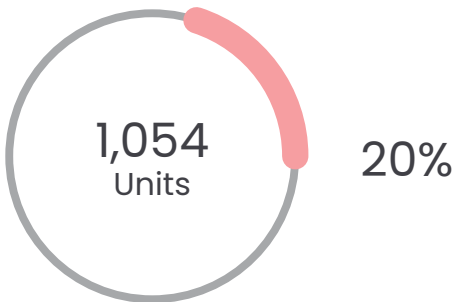
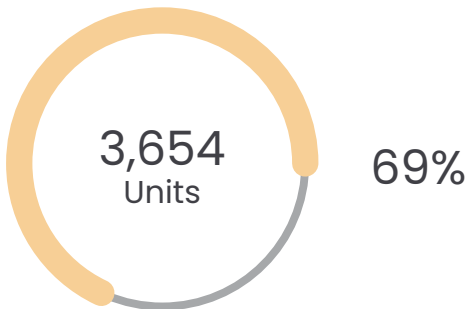
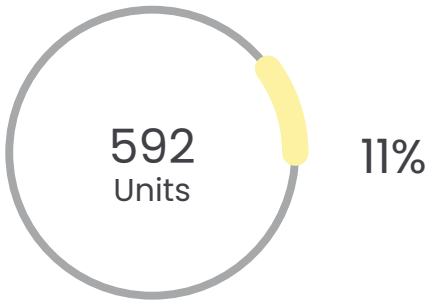
# Unit Count

The Rangeview DMP proposes an increase in the overall unit count for the Rangeview Precinct set out in Section 13.4 of the Mississauga OP. It is our opinion that this increased unit count continues to reflect the vision for Rangeview set out in the Mississauga OP policies which was based on the initial master planning exercises, however it expands and improves upon the optimal use for Rangeview Estates in light of the current Provincial and planned regional planning framework. Additional mid-rise units are required to fulfill the Lakeview Waterfront Major Node vision of a predominantly mid-rise scaled community and to achieve the minimum density targets of the proposed Haig PMTSA. As the Rangeview DMP makes provision for tall buildings at all locations permitted within the Lakeview Waterfront Major Node policies, the unit count has also increased slightly for this built form typology.

Notwithstanding these changes and the overall increase in units, the Rangeview DMP maintains a unit distribution between the three built form typologies that generally conforms to the distribution set out in the Mississauga OP for the Rangeview Estates Precinct. In particular, the Rangeview DMP provides around 11% of all units in low-rise buildings, 69% of units in mid-rise buildings and 20% of all units in taller buildings.

Based on these considerations, among other design directions outlined herein, the Rangeview DMP proposes an updated unit count of 5,300 units. Unit count assumptions for the 4-storey apartment building, mid-rise buildings and taller buildings are based on a 95% efficiency rate and an average unit size of 80 square metres. The efficiency percentage and average unit size numbers are generally reflective of building statistics from development proposals within the immediate area.

Rangeview Estates  
Development Master Plan



Unit Breakdown  
and Comparison

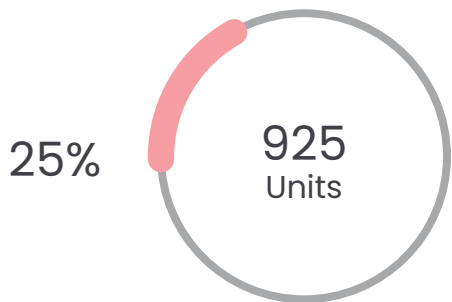
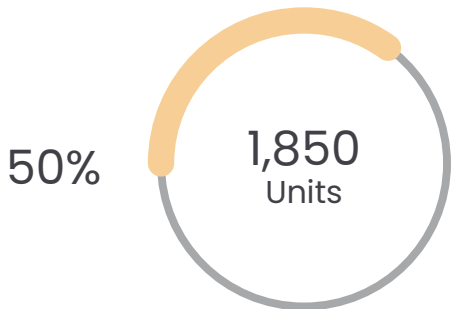
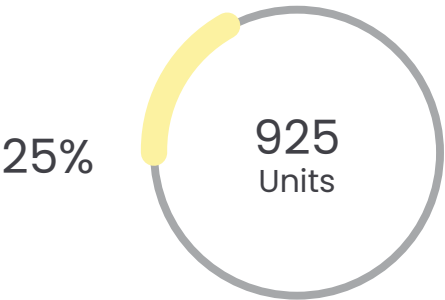
Total  
Units

Low-Rise  
Buildings

Mid-Rise  
Buildings

Tall  
Buildings

Mississauga Official Plan  
Amendment 89





# Design Criteria

The principles and criteria outlined below provide urban design direction and guidance to achieve a high-quality built form for Rangeview that corresponds seamlessly with the adjacent existing and planned public realm. As Rangeview Estates is currently comprised of a variety of landowners, the following principles and criteria will ensure the entire precinct will develop cohesively and result in an ultimate built form pattern that implements the vision of the Rangeview DMP.

## Appropriate Siting and Relationship with the Public Realm

- a. Orient primary building facades and entrances towards the street or parks and open spaces to frame the edges of the public realm.
- b. Provide appropriate setbacks from property lines to allow for additional private amenity and landscaping opportunities to further enhance and activate the adjacent street or parks and open spaces.

## Minimize Presence of Back-of-House Facilities

- a. Integrate back-of-house elements – such as servicing, loading, garbage collection, access to underground parking, etc. – into the building. If not feasible, locate these elements internal to the development parcel and minimize their presence from the public realm with attractive screening and landscaping.

## Suitable Massing to Maintain a Human-scale Built Form

- a. For mid-rise and taller building forms, incorporate a 4-storey streetwall to reinforce a pedestrian scale and complement the heights of nearby proposed low-rise buildings.
- b. Provide additional step backs strategically above the 4-storey streetwall to minimize the perception of mass and height at ground level.

## Consideration for Adjacent Buildings and the Surrounding Context

- a. Ensure appropriate separation distances are provided at grade between adjacent buildings to maintain access to sunlight and to mitigate issues related privacy and overlook. For taller buildings, generally maintain a 30-metre separation distance between towers.
- b. Provide lower-scaled buildings near existing neighbourhoods with an established low-rise context to complement the scale and to provide a height transition towards mid-rise and taller building forms.

## Achieving Architectural Design Excellence

- a. Integrate active uses – such as retail, primary building entrances, indoor amenity areas, etc. – that are highly transparent, and visible on the ground floor to animate the adjacent public realm.
- b. Incorporate a variety of high-quality materials within the architectural design of the building.
- c. Articulate the built form horizontally and vertically to minimize the perception of mass, scale and height.
- d. For mid-rise and taller building forms, minimize the presence of the rooftop mechanical penthouse by either integrating it into the top of the building, or setting it back a significant distance from the edge of the roof line.





5

Servicing



Schaeffers Consulting Engineers has been retained to determine the comprehensive servicing strategy for Rangeview Estates. The municipal servicing strategy has been proposed to satisfy the City of Mississauga and Credit Valley Conservation Authority (CVC) guidelines. The proposed servicing scheme is aligned with the neighbouring Lakeview Village development.

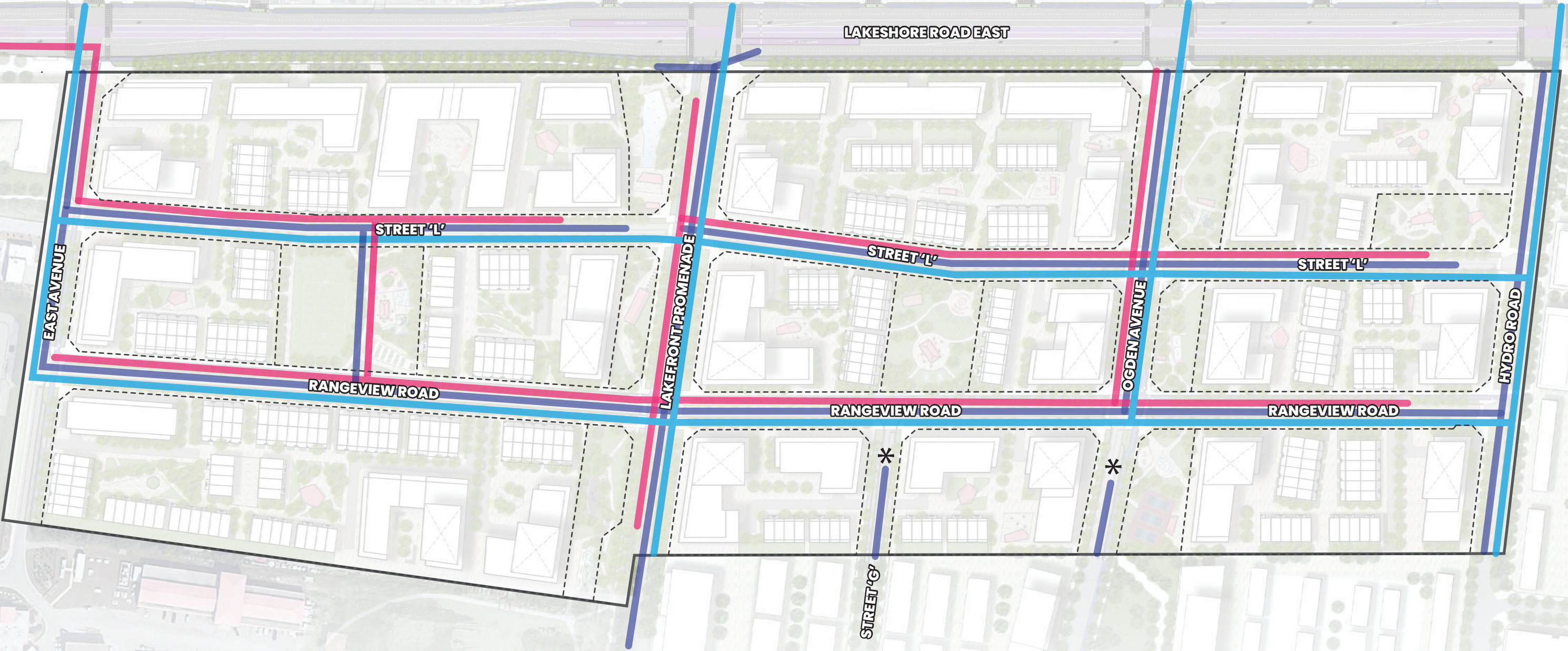
The water supply servicing will include connections to existing watermains along Lakeshore Road East, Rangeview Road and East Avenue. Moreover, 400-millimetre diameter watermains along Lakefront Promenade and Hydro Road are proposed as part of the Lakefront Community development. The proposed watermains include a 300-millimetre diameter watermain along Street 'L' that extends from East Avenue to Hydro Road, a 300-millimetre diameter watermain along Ogden Avenue that connects to the existing 600-millimetre diameter watermain along Lakeshore Road East and an existing 250-millimetre diameter watermain along Rangeview Road. Two interim conditions have been proposed to provide flexibility for phasing.

The sanitary servicing will connect to the future subtrunk sewer along Lakeshore Road East. A downstream sanitary capacity analysis has been completed to analyze the sewers during the Ultimate Servicing Plan. Upgrades will be required for the existing sewers along Rangeview Road. The proposed interim sanitary solution will provide flexibility for phasing and reduce the "throw away" cost.

Stormwater quantity control is proposed for the development parcels where sites are to be controlled to the 10-year event. The right-of-way minor system is designed to convey the 10-year event, while full capture locations are proposed at grading low-points. Quality controls will be provided within each development parcel to meet the enhanced level of treatment. For the public right-of-way, a tree pit filtration/infiltration strategy will be proposed with an end of pipe oil/grit separators (OGS) to achieve 80% total suspended solids (TSS) removal. The proposed interim sanitary solution with the non-participating lands has been designed such that it functions for the final development of all parcels. The 5-millimetre volumetric control will be provided through the proposed tree pits via filtration.



Figure 48 – Servicing Plan



Legend

- ☐

Rangeview Estates
- Proposed Storm Sewer
- Proposed Watermain
- Proposed Sanitary Sewer
- Only Required to Support Road Construction



Not to Scale



An aerial photograph of a city, likely Los Angeles, with a semi-transparent blue overlay. The image shows a dense urban environment with numerous buildings, streets, and green spaces. The text '6' is prominently displayed in the lower-left quadrant.

6

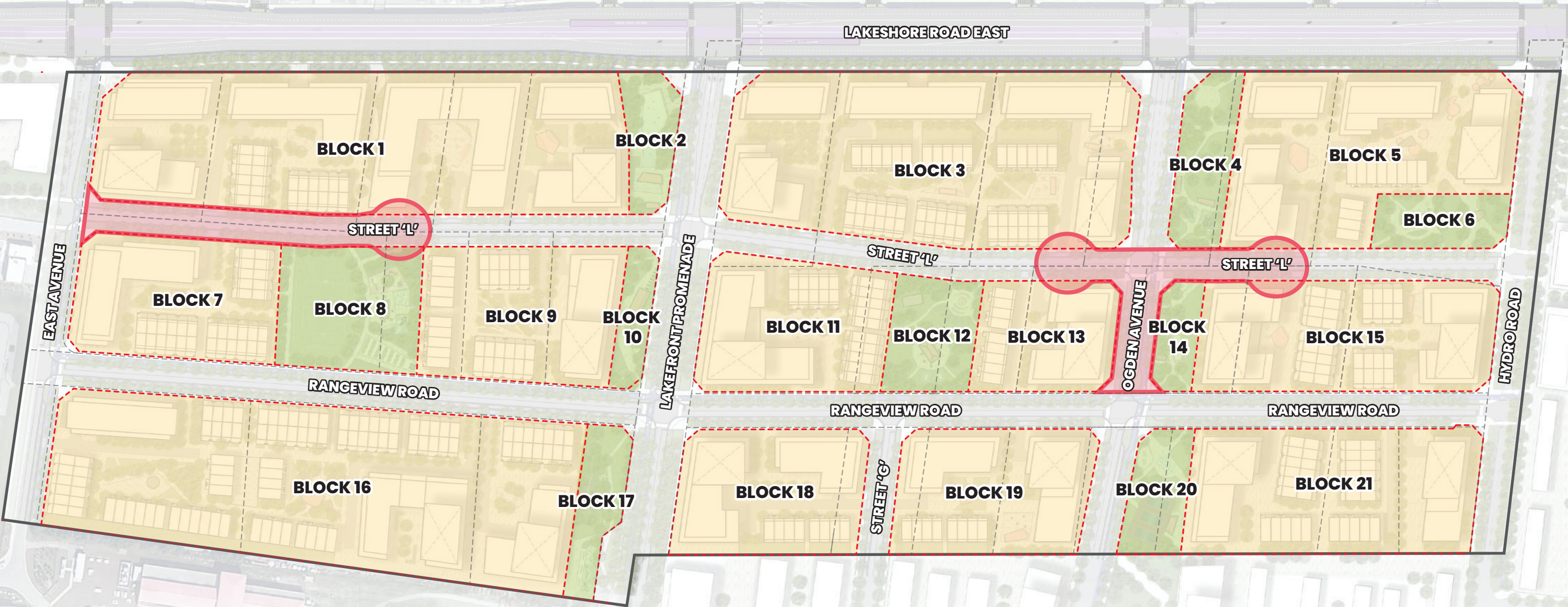
Phasing



As Rangeview Estates is comprised of several landowners, the phasing has been designed to allow each existing parcel to develop independently and at a different time from other adjacent parcels. This is particularly important in establishing a functional road network and, accordingly, the Rangeview DMP proposes an interim phase that will establish a partial road network providing each landowner with interim access to its property so it can develop without affecting an adjacent parcel: this approach is particularly important for those parcels that are mid-block along Lakeshore Road East. The interim phase includes a partially built Street 'L', extending from East Avenue and terminating in a temporary cul-de-sac centrally located between Lakefront Promenade and East Avenue. A partially built Ogden Avenue, north of Rangeview Road, will be introduced, also terminating in terminating temporary cul-de-sacs that will eventually be extended as Street 'L' between Lakefront Promenade and Hydro Road. When an individual parcel plans to develop, the public road and, or parkland associated with that parcel – as defined in this DMP – will be conveyed to the City of Mississauga in order to ensure that the overall vision demonstrated within Rangeview DMP can be achieved.



Figure 49 - Phase 1 - Interim Public Road Condition



Legend

- Rangeview Estates
- Phase 1 - Interim Public Road
- Existing Parcel Lines
- Proposed Parcel Lines



Not to Scale





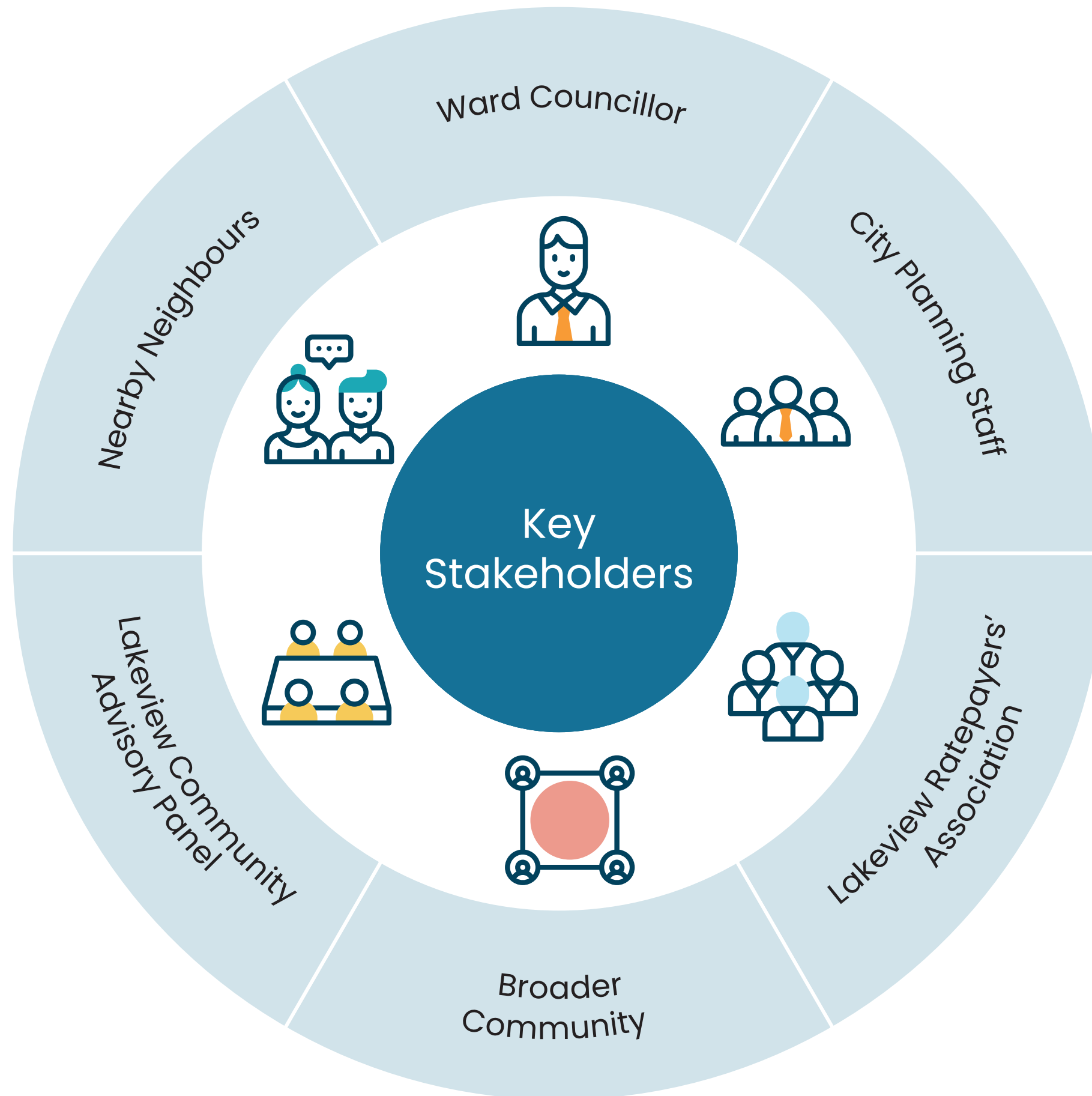
# 7

## Engagement Strategy



The Rangeview LOG is committed to working with the community throughout the planning process of the Rangeview DMP. To date, the primary objective has been to inform interested members of the community about the master plan, as well as understanding preliminary feedback. In advance of the DMP submission, communication has taken place with the Ward Councillor, City staff, board members from the Lakeview Ratepayers' Association and other members of the broader Lakeview community. The Rangeview LOG's intention is to continue to engage and remain accessible to those who are interested in the proposal.







# 7.1 Pre-application Consultation

## Community Meetings

Two meetings with a group of interested community members were held in December 2021. These meetings were an opportunity for participants to view preliminary drafts of the Rangeview DMP, ask questions and offer their insights. A summary of the meetings and the feedback therein is provided below.



### Meeting #1

December 2, 2021

27 members of the community attended the event, including Councillor Dasko, several board members from the Lakeview Ratepayers Association and Lakeview Advisory Panel, local residents, and local business owners. Following an overview presentation by the consulting team, participants asked questions, contributed ideas, expressed their concerns, and demonstrated an interest in future engagement and sharing key learnings from past studies conducted as part of the Inspiration Lakeview planning process.



### Meeting #2

December 20, 2021

A meeting was held to discuss the Lakeshore East Corridor Study, Lakeview Legacy Project and Inspiration Lakeview Master Plan, with a smaller number of participants than the first meeting. The consulting team was given an overview of the findings from these prior initiatives, and a discussion ensued on how particular tenets of the Lakeview plan could be implemented in a future iteration of the Rangeview Estates DMP.



# Summary of Feedback

In addition to the above meetings with interested community members, the Rangeview LOG has also engaged in a number of discussions with the proponents of the Lakeview Village Development.



## Summary of Topics & Questions

- Built form
- Density and building height
- Location of the residential towers
- Landowners Group and property ownership



## Summary of Comments

- A need to keep Rangeview unique, but also integrated with Lakeview Village
- Desire to make Rangeview a walkable, green, public space, which is attractive to visitors
- Avoiding congestion and planning for active transportation
- Maintaining Rangeview as a mixed-use, accessible and affordable place for existing residents and visitors
- Support engagement with the community and the city
- Desire a mix of retail/commercial spaces on a main street
- Suggestions for built form and open spaces
- Support for pedestrianized/low-traffic streets
- Desire to maintain heritage, cultural landscapes and gateway landmarks



WHO ARE YOU?

- ☐ I LIVE IN THE AREA
- ☐ I WANT TO LIVE IN THE AREA
- ☐ I WORK IN THE AREA
- ☐ I VISIT THE AREA
- ☐ OTHER

QUESTION/COMMENT

SUBMIT

- ☐ I consent to having this website store my submitted information so they can respond to my inquiry in a timely manner.



Reimagine  
Rangeview



The Rangeview Landowners Group is excited to create a Development Master Plan for Rangeview Estates (Rangeview) that will support the overall vision for the Lakeview Waterfront. This plan will build upon the work completed at Lakeview Village. We look forward to working through the Development Master Plan process with the community on this innovative project at Rangeview.

Master Plan

The Rangeview Landowners Group is working hard to



## 7.2 Project Website

The Rangeview LOG and consultant team is in the process of creating a dedicated community engagement website, [www.PlanRangeview.com](http://www.PlanRangeview.com), which will be launched in the near future. The purpose of the website is to provide information on the Rangeview DMP, including renderings and statistics, as well as information on project processes and upcoming consultation opportunities.

A 'contact us' webform will be linked to the e-mail address, [info@PlanRangeview.com](mailto:info@PlanRangeview.com). Through this tool, the consultant team will be able to respond to inquiries from the community on an ongoing basis.

## 7.3 Next Steps for Engagement

The Rangeview LOG and their consultant team would like to continue discussions with the community, the City and the Councillor as part of the overall planning process for Rangeview Estates. The website will serve as a key tool given that it will be updated with information on upcoming engagement opportunities.

Throughout the public consultation process for this proposal, information collected from various communications and meetings will be summarized to reveal recurring topics, which can be used to inform future iterations of the Rangeview DMP.



The background image shows a lush rooftop garden with various plants, flowers, and a stone path. In the background, several modern multi-story apartment buildings are visible. The entire image is covered with a semi-transparent blue overlay. A large white number '8' is positioned on the left side of the image.

8

# Sustainability Strategy



A Sustainability Strategy has been prepared by Urban Equation in response to the City of Mississauga’s Terms of Reference for Sustainability Strategy and aligns with local policies such as “Our Future Mississauga” and the “Climate Change Action Plan”. The Sustainability Strategy uses the ten principles of the One Planet Living (OPL) Framework – refer to **Figure 51** – to organize sustainability goals, performance measures, and strategies for development. Rangeview Estates will showcase exceptional design quality that will embrace holistic sustainability by addressing healthy environmental, social and economic practices. It will contribute to achieving local climate action ambition in Mississauga and respond to relevant sustainability policy. Key initiatives outlined in the Sustainability Strategy include:

- Car dependency reduction,
- Access to transit,
- Increased walkability and bikeability,
- Water friendly landscaping,
- The use of recycled/reclaimed materials,
- Reduced light pollution,
- Reduced heat island effect,
- Access to parks and open spaces,
- Mix of housing types and sized, and
- Affordable housing.

The detailed Sustainability Strategy report can be found in **Appendix C** of this DMP document.



Figure 50 – The One Planet Living Framework



An aerial, blue-tinted architectural rendering of a modern urban development. The scene features several multi-story residential or commercial buildings with varied facades, including balconies and large windows. A central green space with winding paths and numerous trees is visible. A road with cars and a bus runs through the lower portion of the image. The overall atmosphere is clean and futuristic.

9

Conclusion



The Rangeview Development Master Plan provides urban design direction and guidance that implement the intended vision for the precinct as a vibrant, liveable and complete residential neighbourhood – serving as a gateway for the entire Lakeview Waterfront Major Node from Lakeshore Road East to the shores of Lake Ontario. Rangeview Estates is envisioned as a predominantly mid-rise community – with a mix of low and high-density residential uses and retail and other non-residential uses at strategic locations. A variety of parks and open spaces are proposed throughout Rangeview Estates in order to provide opportunities for both passive and active recreation, and to facilitate pedestrian connectivity from Lakeshore Road East south to Lake Ontario. Overall, Rangeview Estates will provide its own unique and identifiable character within the Lakeview Waterfront Major Node area, while continuing to embody the vision, principles and framework outlined in the Inspiration Lakeview Master Plan, the Mississauga Official Plan and Lakeview Village Development Master Plan to create a cohesive community.



# Rangeview

Prepared by:

 **BOUSFIELDS INC.**  
PLANNING | DESIGN | ENGAGEMENT