

## Appendix 4: Lakeshore East Corridor Study – Draft Official Plan Amendment

Draft policies are shown in **red**; deleted text is shown as ~~strikeouts~~; existing policies are in black

### 3.0 Current Context

Lakeview is made up of ~~stable~~ residential neighbourhoods characterized by ~~detached and semi-detached housing~~ **a variety of housing forms, including low rise dwellings and apartments**. Many homes built in the ~~1950s and 1960s~~ **post-war era** are being renovated today or replaced largely with new detached housing, and some assembly for townhouses is occurring. Townhouses are found in pockets throughout Lakeview between Lakeshore Road East and the Queen Elizabeth Way. Apartment buildings are located mainly near the Canadian National Railway tracks at Cawthra Road, on Dixie Road, and ~~several are built~~ **a number** along Lakeshore Road East. There are a few **clusters of** multi-unit residential dwellings in Lakeview, including duplex, triplex and ~~quadplex~~ **fourplex**.

The area is served by commercial facilities concentrated along Lakeshore Road East. However, it is fragmented by other uses such as motor vehicle repair garages and motor vehicle sales and service. The area along Lakeshore Road East to the east of Cawthra Road is in its early stages of revitalization to mainstreet retail, with newly built and proposed mixed use buildings. Neighbourhoods to the north are served by commercial facilities located ~~along~~ **both sides of** the Queen Elizabeth Way, namely Dixie Outlet Mall and Applewood Village Plaza.

The G.E. Booth Wastewater Treatment Facility, situated south of Lakeshore Road East, occupies a large portion of the Lake Ontario **shoreline**. A major utility use in the area is the Lakeview Water Treatment Facility which is bordered by several parks including A.E. Crookes Park, Lakefront Promenade Park, and Douglas Kennedy Park.

The open space system predominately consists of golf courses, natural areas, creeks, trails, and parks along the Lake Ontario waterfront. These lands are culturally and recreationally significant and connect to Mississauga's parks system.

The waterfront is one of the distinctive elements of Lakeview, and physical and visual accessibility to the waterfront is integral to the community.

Cultural and heritage resources include heritage buildings, cultural landscapes associated with the scenic parks and golf courses, Lakeview's industrial past, former residential estates, and the Dixie Road Scenic Route.

The road network consists of the following east-west road connections: Queen Elizabeth Way, Lakeshore Road East, Queensway East, North and South Service Road, and Atwater Avenue. The north-south road connections are: Cawthra Road, Dixie Road, Ogden Avenue, Stanfield Road, and Haig Boulevard. For classification and rights-of-way, refer to the Road Classification tables found in Chapter 8 of Mississauga Official Plan.

Population, employment, and land area statistics of the Lakeview area are summarized in Figure 3. For the purpose of this Area Plan, Lakeview is arranged by Precinct: North Residential Neighbourhood, Central Residential Neighbourhood, South Residential Neighbourhood, and Lakeshore Corridor, as shown on Map 1: Lakeview Local Area Plan Precincts and Sub-Areas.

### 5.0 Vision

The Vision for Lakeview is a connection of neighbourhoods with views to the lake and public access to the shores and waters of Lake Ontario. The neighbourhoods of Lakeview will be connected through a network of parks and open spaces.

Neighbourhoods in Lakeview are stable and offer a variety of housing choices. It is recognized that some change will occur, and development should provide appropriate transition to the existing stable areas, and protect the existing character and heritage features.

### 5.1 Guiding Principles

The Vision for Lakeview is based on the following six guiding principles that provide local context and supplements the Guiding Principles of the principal document:

5.1.1 Reconnect Lakeview to the waterfront by protecting view corridors to the lake and along the shoreline, providing a mix of uses and public access to the waterfront.

5.1.2 Strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development.

5.1.3 Support complete communities **and encourage a sense of place** through compact, mixed use development and a pedestrian oriented mainstreet **along Lakeshore Road East** that offers a range of ~~culture~~ **cultural**, residential and employment opportunities.

### 5.2.3 Corridors

The principal document identifies Lakeshore Road East, Cawthra Road, and Dixie Road as **corridors**. These **corridors** link together the neighbourhoods of Lakeview. **Corridors** that run through the Neighbourhood Character Area should develop with mixed uses oriented towards the **corridor**.

Lakeshore Road East is an important **corridor** in the future development of Lakeview. This area will be strengthened by concentrating additional commercial, residential and community uses, and by improving transportation connections with the surrounding neighbourhoods.

This Area Plan identifies Lakeshore Road East (also referred to as the Lakeshore Corridor), as the Lakeshore Corridor Precinct. Although Lakeshore Corridor is a non-intensification area, the Area Plan has identified sites along the **corridor** which are appropriate for intensification.

Maintaining Lakeshore Road East as a four lane roadway during peak travel times is a transportation priority. At the same time, Lakeshore Road East is a constrained **corridor** that requires a context sensitive design approach. Traffic calming measures should be considered, where possible. Trade-offs will be required to accommodate the envisioned multi-modal function of the **corridor** to provide transportation choices including walking, cycling, auto/truck traffic, and transit.

## 10.2 Lakeshore Corridor

The Lakeshore Corridor Precinct is intended to be the primary area for street related commercial development, ~~with a mixture of uses and pedestrian oriented built form~~ **of a built form containing a mix of uses to create a pedestrian oriented environment**. The extent of the Lakeshore Corridor is from Seneca Avenue to the east end of the municipal boundary at Etobicoke Creek. Given the length of this **corridor**, it is divided into sections: the Core and Outer Core (see Map 1). The Core is from Seneca Avenue to Hydro Road and is envisioned to have a concentration of street related commercial uses. The Outer Core, from Hydro Road to Etobicoke Creek, is to be a pedestrian friendly area. Similar to the Core, it allows for mixed use development, however, commercial uses are not required.

In order to achieve the intended function of the Lakeshore Corridor Precinct, redevelopment will address among other matters, the following:

- creating a pedestrian oriented environment;
- ensuring built form compatibility and **providing a transition in heights to adjacent neighbourhoods**;
- minimizing access points along Lakeshore Road East;
- preserving light and sky views; and
- creating an attractive public realm.

10.2.1 Development should preserve and enhance the views and vistas to the natural environment.

10.2.2 The City will seek opportunities for views to Lake Ontario through development applications for new north-south roads and road extensions.

10.2.3 Development will be encouraged to locate parking to the rear of buildings or underground.

10.2.4 Development **fronting along Lakeshore Road East** ~~is encouraged to~~ **will be two to four eight storeys in height if provided an appropriate transition to the adjacent context is maintained**; ~~however, some sites will be permitted building heights greater than four eight storeys in height~~ as shown on Map 3.

~~10.2.5~~ **10.2.5** Additional height up to a maximum building height of 30 m may be considered on existing lots greater than 60 m in depth if the development proposal is consistent with the policies of this Plan.

~~10.2.5~~ **10.2.6** Appropriate transition to adjacent low density residential will be required.

**10.2.7** In order to achieve a pedestrian scaled environment, new buildings will have a street wall of a minimum of 2 storeys to a maximum of 4 storeys. A street wall is the exterior wall of a building facing the front lot line fronting the mainstreet.

~~10.2.6~~ **10.2.8** To promote a pedestrian friendly mainstreet environment, street related commercial uses will front onto and be located along Lakeshore Road East. Development should address the following, among other items:

- a. maintaining an appropriate average lot depth for mainstreet commercial;
- b. buildings should be closely spaced with minimal breaks to ensure a continuous building or street frontage;
- c. buildings should incorporate active uses at grade, in order to animate the public realm and pedestrian environment; and
- d. building entrances should be located along and face Lakeshore Road East, and should be clearly identifiable with direct access from the sidewalk.

~~10.2.7~~ **10.2.9** Development will provide an appropriate *streetscape* treatment of the public realm that supports pedestrian activity and provides an attractive character to the street. This may include, among other things:

- a. landscaping and planting;
- b. street furnishings;
- c. public art;
- d. quality building materials; and
- e. building design elements and features including articulated rooflines such as parapets and towers.

~~10.2.8~~ **10.2.10** Development will be encouraged to provide placemaking opportunities, such as public squares, plazas, and open spaces, including among other locations, at Cooksville Creek, Cawthra Road, East Avenue, Alexandra Avenue, Ogden Avenue, Hydro Road, Dixie Road, and Etobicoke Creek.

~~10.2.9~~ **10.2.11** The assembly of adjacent low density residential land to enlarge properties fronting Lakeshore Road East is discouraged. Should assembly occur, however, the primary purpose of these lands will be an enhanced landscape buffer to the adjacent residential uses and for amenity space and/or parking if required through the development.

~~10.2.10~~ **10.2.12** The Intensification Areas policies of the Plan will apply to development within the Core area.

~~10.2.11~~ **10.2.13** Single use residential buildings are permitted in the Outer Core area, subject to the following:

- a. buildings are set back from the street;
- b. provision of a well landscaped front yard;
- c. an appropriate *streetscape*; and
- d. parking at the rear of the property or underground.

## 10.3 Built Form Types

10.3.1 For the development of detached, semi-detached, duplex and triplex dwellings, the following will be addressed, among other things:

- a. new housing within Lakeview should maintain the existing character of the area; and
- b. development will fit the scale of the surrounding area and take advantage of the features of a particular site, such as topography, contours, and mature vegetation.

10.3.2 Criteria for the development of street townhouses or freehold townhouses will include, among other things:

- a. they fit into the existing lotting pattern of the community;

- b. they provide an appropriate transition from low built form to higher built forms; and
- c. they are located on, or in proximity to transit routes.

10.3.3 For the development of standard and common element condominium townhouse dwellings, the following will be addressed, among other items:

- a. they can fit into the existing lotting pattern of the community;
- b. they provide an appropriate transition from low built form to higher built forms;
- c. they have an appropriate minimum lot depth to accommodate elements such as landscaping and parking;
- d. they are located on, or in proximity to transit routes; and
- e. visitor parking will be centrally located and not visible from a public road. Visitor parking will be appropriately screened to provide a *streetscape* that is compatible with adjacent neighbourhoods.

10.3.4 Townhouses, may be developed, subject to, among other things:

- a. a minimum lot depth to ensure internal circulation;
- b. area to accommodate appropriate parking, amenity space, landscaping;
- c. utilities can be accommodated internal to the site; and
- d. located on, or in proximity to transit routes.
- e. visitor parking will be centrally located and not visible from a public road. Visitor parking will be appropriately screened to provide a *streetscape* that is compatible with adjacent neighbourhoods.

10.3.5 Criteria for apartment development will include, among other things:

- a. a minimum separation distance to ensure light and permeability;
- b. a maximum floor plate to ensure minimal impact on residential areas; and

- c. transition to adjacent lower built forms.

10.3.6 Criteria for commercial development will include, among other things:

- a. the ~~maximum~~ height of buildings will be ~~four~~ **two to eight storeys if appropriate transition is maintained**