



Lakeview Local Area Plan



1 Introduction

Mississauga Official Plan (“the Plan”) consists of a principal document and a series of local area plans, provided under separate cover. The Lakeview Local Area Plan (“Area Plan”) provides policies for lands located in southeast Mississauga as shown in Figure 1. It includes lands identified in the City Structure as a Neighbourhood Character Area.



Figure 1. Lakeview is located in the southeast corner of Mississauga and includes areas identified in the City Structure as a Neighbourhood Character Area. (c. City of Mississauga)

This Area Plan must be read in conjunction with the principal document. Parts one to four, the schedules, and the appendices of the principal document are applicable to the Lakeview area unless modified by this Area Plan. Furthermore, the policies of this Area Plan must be read in conjunction with the principal document and the **Major Transit Station Areas** policies in Part 2 of the principal document, where applicable (i.e., for lots located within **Protected Major Transit Station Areas**). In the event of a conflict, the

Major Transit Station Areas policies take precedence, where applicable. This Area Plan takes precedence for the remainder of the policies.

For the purpose of this Area Plan, when Lakeview is referenced, it includes lands within the Lakeview Neighbourhood Character Area.

Included under a separate cover, the Lakeview Built Form Standards will be used during the review of development applications. This document demonstrates how the urban form policies can be achieved.

The Built Form Standards document is not considered part of this Area Plan. However, selected content has been incorporated and represents policy.

2 Context

In the early 1800s, the Lakeview community consisted of large family owned farms. The Cawthra, Cavan, Haig, Ogden, Halliday, and Shaw families all owned land in the area. Many of the street names today bear the family names of the farmers and land owners in the area. The Cawthra-Elliot Estate remains a significant heritage site in the City of Mississauga.

Lake Shore Road first opened in 1804, and in 1917 it was the first concrete road in Ontario, and one of the longest cement roads between two cities in the world. By 1944, the road became what we know it as today: Lakeshore Road. Historically, commercial development has occurred on Lakeshore Road and primarily in a strip form along the corridor.

Some early subdivisions within the Lakeview area date to the Second World War time period. War-time houses were built to alleviate the housing shortage for workers at the munitions factory and for returning veterans.

The many heritage sites provide a glance of Lakeview's past as a village community: the Lakeview Golf and Country Club (1907), Adamson Estate (1919), Pallett-McMaster House (1911), Lakeview Park School (1923), Cawthra-Elliot Estate (1926), and a 1950s contemporary gas station.

By 1950, Lakeview had transformed from a rural area into a suburban landscape with land used for industrial, residential, commercial and public spaces. New subdivisions were being built such as Orchard Heights and Applewood Acres. New businesses and industries, such as what is now Dixie Outlet Mall were established as a result of the increasing population. In 1958, the Lakeview Generating Station was erected on the Long Branch Rifle Ranges land providing electricity for the people of Ontario for 43 years before being decommissioned in 2005.



Figure 2. The Pallett-McMaster Home. (c. City of Mississauga)

For decades, Lakeview has provided water and wastewater servicing for Mississauga and the surrounding municipalities. The Lakeview Water Treatment Plant was constructed in 1952, and the Lakeview Wastewater Treatment Plant (later renamed, G.E. Booth Wastewater Treatment Facility) opened in 1961. To date, both plants continue to play an important role in providing regional servicing needs.

Currently, Lakeview is made up of residential neighbourhoods characterized by a variety of housing forms, including low-rise dwellings and apartments. Many homes built in the postwar 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 along Lakeshore Road East. There are a few clusters of multi-unit residential dwellings in Lakeview, including duplex, triplex and 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 on 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.

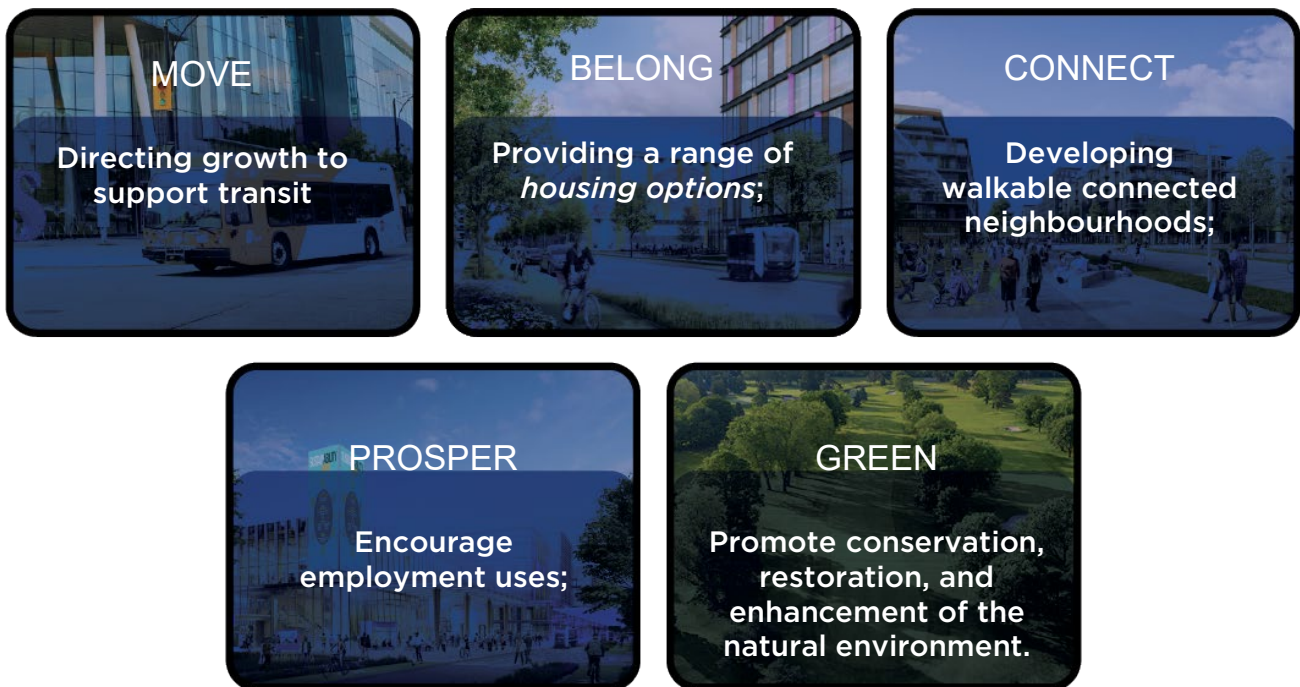
The road network consists of the following east-west road connections: Queen Elizabeth Way, Lakeshore Road East, Queensway East, North and South Service Road, and Atwater Avenue. The north-south road connections are: Cawthra Road, Dixie Road, Ogden Avenue, Stanfield Road, and Haig Boulevard. For classification and rights-of-way, refer to the Road Classification found in Chapter 7 of Mississauga Official Plan.

3 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 offer a variety of housing choices. It is recognized that some change will occur, and development should provide appropriate transition to the existing low scale areas, and have regard for the existing building scale and *heritage features*.

The Vision and policies of this Area Plan advance the goals of the Strategic Plan, including:



4 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:



4.1

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.



4.2

Strengthen distinct neighbourhoods by preserving heritage features, protecting the planned context and ensuring appropriate built form transitions for development.



4.3

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 cultural, residential and employment opportunities.



4.4

Promote community health by encouraging public transit, cycling, walking, and the active use of parks, open spaces, and **community facilities**.



4.5

Support social well-being by providing facilities and services for a diverse population of all ages and cultures, promoting public spaces as places for social interaction, and encouraging public participation.



4.6

Achieve leadership in sustainability by supporting development that is energy efficient and environmentally responsible, and to support the economic health, social equity and cultural vitality of Lakeview.

5 Community Concept

The focus of the policies in this Area Plan are to strengthen and revitalize the Lakeshore corridor for mainstreet commercial development, to preserve the planned context of the existing residential areas while allowing for modest infilling, and to enhance the *transportation system*.

This Area Plan recognizes that areas of the community are unique and serve a different purpose. The elements that make up Lakeview's community concept consist of the following:

- a. Green System; and
- b. Neighbourhoods.

For the purpose of this Area Plan, Lakeview is considered to be composed of precincts which are further divided into sub-areas that are identified on Map 1: Lakeview Local Area Plan Precincts and Sub-Areas. They contain a variety of land use designations and may include specific urban form guidelines for the sub-area.

5.1 Green System

The Green System consists of an interconnected open space network including, parks, golf courses, creeks, hydro corridors, school yards, and the Lake Ontario shoreline, which are all key features in the identity of the area and provide places for recreation and social interaction.

Implications of development on the Green System are an important consideration in the review of any development application. The Green System overlaps the Neighbourhood and Corridor elements.



Figure 3. Lakeview Golf Course has been in Mississauga for over 125 years, providing residents and visitors with an expansive area for leisure and recreation. (c. City of Mississauga Golf, Lakeview)

5.2 Neighbourhoods

Infill and redevelopment in Neighbourhoods will be facilitated and be encouraged in a manner consistent with existing land uses in the surrounding area. Neighbourhoods are considered to be primarily residential areas that may include a commercial centre to serve the surrounding area.

The North Residential Neighbourhood Precinct consists of two smaller neighbourhoods or sub-areas – Applewood Acres and Sherway West. These areas consist predominantly of detached housing, with several schools serving the area.

The Central Residential Neighbourhood Precinct contains large open space areas, including two golf courses and a *woodlands* area. The three sub-areas that make up this precinct are Cawthra Village, Serson Terrace, and Orchard Heights. Housing is comprised of mostly detached dwellings on deep lots, and a small number of semi-detached homes and apartment buildings. This area also contains some newer subdivisions with townhouse condominium dwellings.

The South Residential Neighbourhood Precinct, composed of the sub-areas of Lakeview West, Lakeview Village, Creekside and Lakeside, contain a mix of different forms of housing including detached, semi-detached, duplexes, triplexes, quadruplexes, and townhouses. There are also apartment clusters in this area.

6 Neighbourhood Character Areas

Neighbourhoods are residential areas that are not intended to experience significant intensification. Where corridors traverse through Neighbourhoods, intensification may occur along corridors where appropriate.

6.1 Intensification will be through appropriate infilling, redevelopment along the corridors, or on commercial sites.

6.2 Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types.

6.3 Intensification will be sensitive to the existing planned context of the residential areas and the planned context.

6.4 Redevelopment of employment uses along the railway tracks will be reviewed in a comprehensive manner and address among other things, transition to the residential areas and to the existing business employment.

6.1.1 Lakeshore Road Corridor

The principal document identifies Lakeshore Road East through Lakeview as a *Higher Order Transit corridor*. The eastern portion of the corridor is considered a *Strategic Growth Area* and a **Protected Major Transit Station Area**. This corridor will

accommodate *multimodal* transportation facilities and a mix of commercial, office, residential and cultural uses.

The Lakeshore Corridor crosses through the Neighbourhood Character Areas. It generally includes the properties that front onto Lakeshore Road East.

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 *multimodal* function of the corridor to provide transportation choices including walking, cycling, auto/truck traffic, and transit.

Development in the Lakeshore Corridor Precinct should have regard for the planned context of the Neighbourhoods, providing appropriate transitions in height, built form, and density.

6.1.1.1 Intensification will occur through infilling or redevelopment.

6.1.1.2 Intensification will be sensitive to the existing and planned context of the corridor and adjacent residential uses.

6.1.1.3 Intensification will address matters such as:

- a. contribution to a *complete community*;
- b. contribution to the mainstreet character;
- c. respecting heritage; and
- d. protecting views to the waterfront.

6.1.1.4 Development within the **Protected Major Transit Station Areas** will occur in accordance with the relevant *Strategic Growth Areas* and **Major Transit Station Area** policies in the principal document.

7 Natural Environment

Reconnection to the waterfront and environmental sustainability are guiding principles of this Area Plan. The Green System is an important element in the Community Concept; it is located within a variety of land use designations in Lakeview.

Schedule 2 of the principal document identifies elements of the Green System:

- Natural Heritage System;
- **Natural Hazard Lands**, and
- Parks and Open Space.

In Lakeview, the Natural Heritage System includes the Cawthra Woods, which is one of a few large forested areas remaining in Mississauga. It is identified as a Provincially

Significant *Wetland*, a *Regional Area of Natural and Scientific Interest (ANSI)* and an ***Environmentally Significant Area***. The area contains a diversity of plant species and is known as a migratory stopover.

The ***Natural Hazard Lands*** are associated with features such as Lake Ontario Shoreline and five ***watercourses***: Etobicoke Creek, Applewood Creek, Serson Creek, Cawthra Creek and Cooksville Creek.

City parks and open spaces, such as golf courses, are places for social interaction, art intervention, and recreation. Waterfront Parks, which serve a city and regional wide function, are also an important component of the Parks and Open Space System.

7.1 Opportunities to create an interconnected network of open spaces, including parks, trails, and bicycle facilities, with linkages to the surrounding areas will be encouraged.

7.2 Within the waterfront parks system, the protection, preservation, and restoration of existing natural systems will be prioritized and balanced to direct and guide the planning of existing and future waterfront activities.

7.3 Through the processing of development applications, lands may be acquired to provide for a continuous Waterfront Trail along the water's edge.

7.4 The development of Park 358 (not yet named) on the Arsenal property and the management of R.K. McMillan Park will include naturalization techniques, where appropriate and connectivity with the future Lakeview Waterfront Connection Project.

7.5 The City may require ***streetscape*** improvements along corridors to expand and enhance the urban forest canopy along the public right-of-ways.

7.6 Improvements to the tree canopy along Lakeshore Road East will be a priority when undertaking ***streetscape*** improvements.

8 Cultural Heritage

Lakeview contains a number of important cultural heritage resources including properties identified or recognized on the City's Heritage Register as being Designated or Listed. The Heritage Register further classifies the sites as a cultural feature or a cultural landscape:

- a. Cultural features such as the Water Tower on the Arsenal Lands, Bowstring Bridge over the Etobicoke Creek, and Lakefront Promenade provide scenic views and are significant features and landmarks; and



Figure 4. The Water Tower on the Canadian Arsenal Lands is one of the last remaining elements on these lands, dating back to 1910 (c. *Hikina the GTA*).

- b. Cultural landscapes such as the Lakeview Golf Course, Cawthra Estate, and Adamson Estate are associated with the natural environment or are significant historical resources.

8.1 Cultural heritage sites are places that have the opportunity to provide attractive **streetscapes**. **Streetscape** improvements are encouraged to accentuate the site through landscaping, signage, lighting, benches, public art, interpretive signs, or other means.

8.2 The City will explore through a Community Improvement Plan, incentives to protect, preserve, and reuse cultural heritage sites in Lakeview.

8.3 Development adjacent to heritage sites will integrate and enhance the character of the *built heritage resource*.

9 Cultural Infrastructure

9.1 The Lakeshore Corridor is the preferred locations for community and cultural infrastructure and public art.

9.2 **Community infrastructure** is encouraged to have integrated uses, combining uses such as a library, neighbourhood gallery space, and a café. To promote social interaction within the community, the provision of meeting rooms should be considered, such as a library with multi-functional meeting space.

9.3 Mississauga will encourage partnerships and collaboration with the local community, professional artists, arts organizations and creative enterprises to further develop the cultural aspects in Lakeview, including community beautification projects, the adaptive reuse of buildings as a community or *built heritage resource*.

10 Distinct Identity and the Waterfront

Lakeview has a long and important history as a waterfront community; the waterfront has created a distinct identity for Lakeview. Lakeview has opportunities to develop a strong community character that promotes and connects the neighbourhoods and corridors to the waterfront.

10.1 Development within the Lakeshore Corridor will be encouraged to create a unique identity by providing distinctive architecture, high quality public art, **streetscape**, and cultural heritage resources and cultural infrastructure.

10.2 The distinct identity of the existing Neighbourhoods will be maintained by preserving the scale and character of the built environment.

10.3 The City will pursue public uses on the waterfront lands, including a waterfront trail connection along the water's edge, and will work in collaboration with other levels of government and agencies.

10.4 To create a visual identity in Lakeview, gateway features and signage along Lakeshore Road East will be promoted.

10.5 Mississauga supports water dependent activities and related employment uses such as marinas, facilities in support of recreational boating and sport fishing, and uses that benefit from being near the shoreline, parks and the Waterfront Trail.

10.6 Mississauga waterfront parks are a significant element of the Lakeview character. Planning for the waterfront parks system will be guided by the Waterfront Parks Strategy, 2008.



Figure 5. The Lakefront Promenade is a trail system that provides pedestrian and cyclist connections between various parks along Lakeview's waterfront. (c. City of Mississauga Parks)

11 Transportation

As population and employment growth is anticipated in the Lakeshore Corridor, increasing constraint will be placed on the transportation network. Planning for transit and *active transportation* along Lakeshore Road will become a priority to ensure efficient movement for *multimodal* travel.

The road network is shown on the Lakeview Local Area Plan Long Term Road and Transit Network (Map 2). The long term street network is shown on Schedule 3 (Long Term Street Network), Schedule 4 (Long Term Transit Network), and Schedule 5 (Long Term Cycling Routes) of the principal document.

A future *higher order transit* corridor along Lakeshore Road East is identified on Map 2, extending from Hurontario Street to the City of Toronto border. A two-kilometre dedicated Bus Rapid Transit line is planned along the eastern portion of the corridor.

Planning for improvements to the road network and *active transportation* routes that provide connectivity for transit, pedestrians, cyclists and vehicles will be essential in linking Lakeview to the neighbouring communities and in achieving a city wide finer grain network.

The City's Cycling Master Plan is a guide to promote *active transportation* and identifies existing and planned trails in Lakeview, including municipal connections such as the trail along the Etobicoke Creek.

Opportunities for passive recreational uses along hydro corridors, such as multi-use trails, are encouraged through Lakeview.

11.1 The City may acquire lands for a public transit right-of-way along Lakeshore Road East where the creation of a public transit right-of-way separate from, adjacent to, or in addition to, a road right-of-way is deemed appropriate.

11.2 The City will, through the review of development applications, eliminate and/or consolidate vehicular turning movements to and from Lakeshore Road East and direct traffic towards signalized intersections, where appropriate. Vehicle access to redevelopment opportunities should be considered from existing north-south side streets or existing or proposed laneways parallel to Lakeshore Road East.

11.3 Improvements to the road network and *active transportation* routes that provide connectivity through Lakeview may be identified through a future Transportation Master Plan for the Lakeshore Road Corridor or through the development application process. Future *multimodal* connections may accommodate, where feasible, pedestrian and cycling routes, and/or vehicular routes. Improved connections to the network may be considered at some locations, including but are not limited to the following:

- a. Byngmount Avenue, east to Rangeview Road;
- b. Casson Avenue, east to St. Mary's Avenue;
- c. Ebony Avenue, east to First Street;
- d. Ella Avenue, east to St. James Avenue;
- e. First Street, east to Ella Avenue;
- f. Fourth Street, east to Haig Boulevard;
- g. Harcourt Crescent, south to Duchess Drive;
- h. Pelham Avenue, west to Alexandra Avenue, and east to Haig Boulevard;
- i. Seventh Street, east to Halliday Avenue; and
- j. Third Street, east to Casson Avenue.

11.4 Mississauga will work with the Province to coordinate and make improvements to the Dixie Road and Queen Elizabeth Way interchange for the realignment of Dixie Road.

11.5 Providing public transit connections along key north-south corridors to Lakeshore Road East in addition to providing frequent and reliable service along the Lakeshore Road will help shape and support the future development of the Lakeshore Corridor.

11.6 For development in the Lakeshore Corridor, parking is encouraged to locate below-grade, or at the rear of the site.

11.7 Development with surface parking should be screened from adjacent streets and properties by using landscaping materials such as hedges, shrubs, trees, and other structural materials.

11.8 The City will identify appropriate locations for on-street parking in the Lakeshore Corridor and develop an implementation strategy for parking.

11.9 Where on-street parking and lay-by parking can be accommodated, it is to be incorporated into the **streetscape** design.

11.10 Public parking lots in the Lakeshore Corridor will be maintained and supplemented where appropriate.

12 Urban Form

This section reflects the planned function and local context and, provides the framework for shaping the Lakeview community, with an emphasis on urban form. The urban form policies are organized as follows:

- a. Neighbourhoods;
- b. Lakeshore Corridor; and
- c. Built Form.

Development within the Neighbourhoods will be guided by the City's applicable design guidelines.

Development will be in accordance with the minimum and maximum height limits as shown on Map 3. The appropriate height within this range will be determined by the other policies of this Area Plan.

12.1 Neighbourhood Character Area

Neighbourhoods are residential areas where the existing planned context is to be maintained and enhanced. Development may occur through modest infilling or redevelopment of existing commercial plazas and vacant sites.

Neighbourhood policies are intended to reflect a number of objectives, including among other things:

- a. to ensure development is sensitive to the existing low-rise context and reinforce the planned context of the area;
- b. to ensure Lakeshore Road East will provide appropriate development and public realm that reinforces its planned role as a connected community and fosters an active pedestrian and cycling environment; and
- c. to appropriately balance the constraints associated with both the Canadian National Railway line and adjacent residential uses.

12.1.1 North Residential Neighbourhood Precinct (Applewood Acres, Sherway West)

The North Residential Neighbourhood Precinct is bordered by Cawthra Road to the west and the Etobicoke Creek to the east, Queensway East to the north and the Queen Elizabeth Way to the south. This residential area will be maintained while allowing for infill which enhances and is compatible with the planned context of the area.

12.1.1.1 The existing commercial site at North Service Road and Stanfield Road is a site where intensification could be accommodated to a maximum height of four storeys. Future redevelopment of the properties will address issues, including but not limited to:

- a. retention of commercial space; and
- b. appropriate transition to adjacent residential uses.

12.1.2 Central Residential Neighbourhood Precinct (Cawthra Village, Orchard Heights, Serson Terrace)

The Central Residential Neighbourhood Precinct is bordered by Cawthra Road to the west and Etobicoke Creek to the east, the Queen Elizabeth Way to the north and the Canadian National Railway line to the south. Originally, these homes were summer houses for families from the Toronto Township. Also predominant in the area are homes built on small lots that were constructed during the Second World War time period (these homes are also known as “war time housing”).

12.1.3 South Residential Neighbourhood Precinct (Creekside, Lakeside, Lakeview West, Lakeview Village, Lakefront Utility, Arsenal Woodlands)

The South Residential Neighbourhood Precinct is bordered by Seneca Avenue to the west and Etobicoke Creek to the east, the Canadian National Railway line to the north and Lake Ontario to the south. Many of the homes constructed dating to World War II exists today.

In accordance with the Waterfront Parks Strategy, Park 358 (not yet named) but historically known as the Arsenal property, is identified as a Gateway Park. A park master plan will be required to determine the programming and design of the park. Also, in partnership with the City, the Toronto and Region Conservation Authority, and local community groups, a plan has been initiated for the re-adaptive use of the Small Arms Inspection Building for varying cultural, educational, retail, and office purposes. The reuse of the building will provide an important resource for the Lakeview community.

12.1.3.1 Lakeview West has potential for intensification, particularly on the lands east and west of Cooksville Creek. Development should, among other matters, address the following:

- a. ensure transition to Lakeshore Road East, adjacent low scale residential neighbourhoods, and Cooksville Creek;
- b. ensure visual connection to Cooksville Creek; and
- c. ensure larger sites are sub-divided with public roads and walkways.

12.1.3.2 Development along the Canadian National Railway line for lands designated Business Employment, or for an industrial use, will:

- a. be encouraged to improve the transition of height and use to adjacent residential areas;
- b. have a maximum height generally equivalent to a two storey residential building;
- c. ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential areas;
- d. provide appropriate landscaped buffers to adjacent residential areas; and
- e. provide a **streetscape** that is compatible with adjacent neighbourhoods.

12.1.3.3 The Arsenal Lands should provide for **placemaking** opportunities, such as the development of a square or open space that integrates with the surrounding environment and provides interaction for pedestrians.

12.1.3.4 Development of community and cultural uses will be encouraged and public art will be incorporated as appropriate in the Arsenal Woodlands Precinct.

12.2 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. 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.

The intended built form and height reflect the hierarchical urban structure of the Plan and align with the Lakeview Waterfront Major Node as well as with the character and typology of the Lakeshore Corridor.

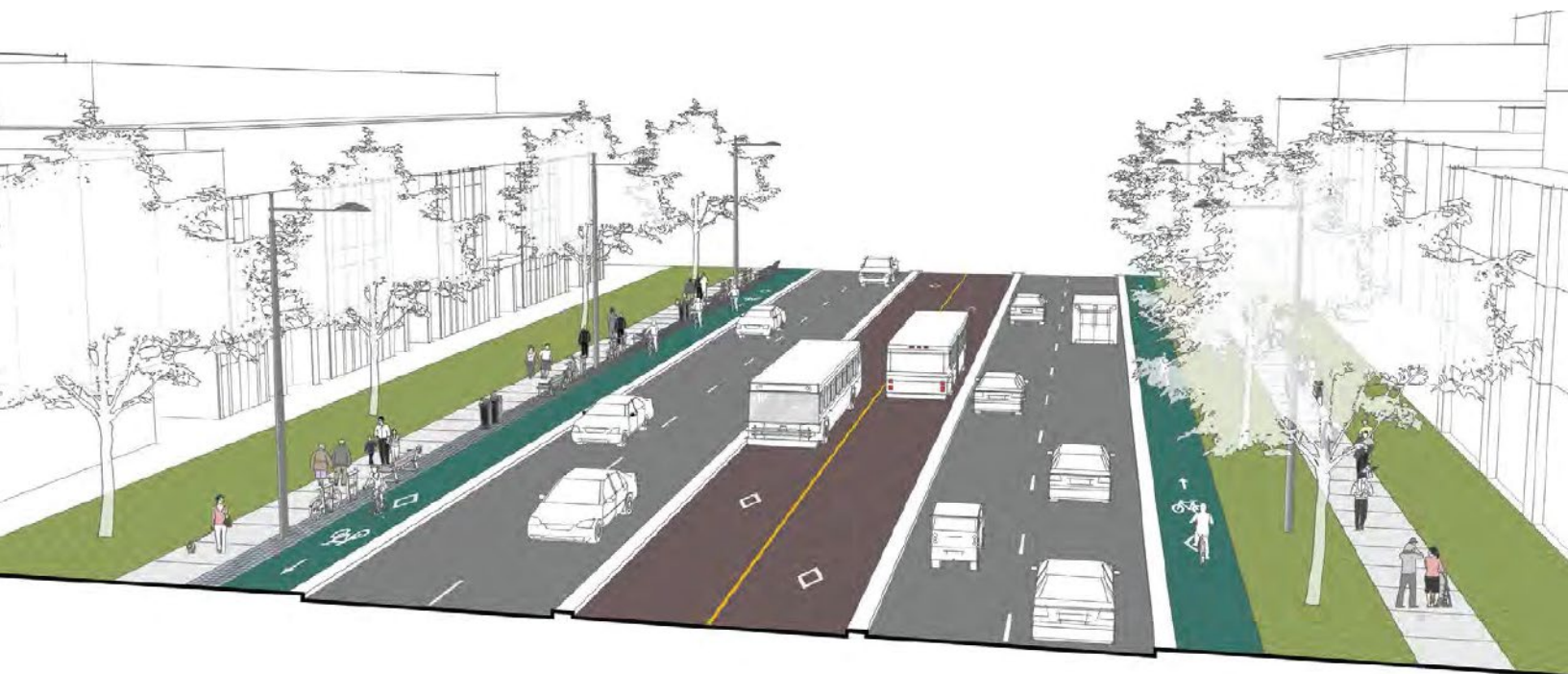


Figure 6. The public realm recommendation for the Lakeview Neighbourhood / Lakeview Waterfront Major Node envisions a *multimodal streetscape* to accommodate all types of users (c. *Lakeshore Connecting Communities*)

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

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

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

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

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

12.2.4 Development fronting Lakeshore Road East will be two to eight storeys in height provided an appropriate transition to the adjacent context is maintained. Some sites will be permitted building heights greater than eight storeys in height as shown on Map 3.

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

12.2.6 Appropriate transition to adjacent low density residential will be required.

12.2.7 In order to achieve a pedestrian scaled environment, new buildings will have a streetwall of a minimum of two storeys to a maximum of four storeys. A streetwall is the exterior wall of a building facing the front lot line abutting the mainstreet.

12.2.8 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.

12.2.9 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.

12.2.10 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.

12.2.11 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.

12.2.12 The *Strategic Growth Area* policies of the Plan will apply to development within the **Protected Major Transit Station Areas**.

12.2.13 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.

12.3 Built Form Types

12.3.1 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 planning context 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.

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

- 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.

12.3.3 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.

12.3.4 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;
- d. 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.

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

- a. a minimum separation distance to ensure light and permeability;
- b. a maximum floorplate to ensure minimal impact on residential areas; and
- c. transition to adjacent lower built forms.

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

- a. the height of buildings will be two to eight storeys provided an appropriate transition to the adjacent context is maintained;
- b. transition to existing low scale residential areas;
- c. ensure the continuation of a mixed use community;
- d. on sites with multiple commercial buildings, development will provide dedicated pedestrian walkways to building entrances, and to public roads and transit routes, where appropriate; and
- e. a coordinated character will be required on sites with multiple commercial buildings, including the use of similar building materials, colours and architectural elements.

12.3.7 The redevelopment of existing industrial sites for industrial uses will address, among other things:

- a. a minimum setback to residential areas ensuring an appropriate buffer area can be accommodated to screen the use;
- b. a minimum landscape area will be required in front of any employment use; and
- c. existing industrial uses along the railway tracks are encouraged to improve their transition to the adjacent residential areas. The maximum permitted height will be the equivalent to a two storey residential building. Development will include appropriate buffers and ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential uses.

12.3.8 Aesthetic and high quality building materials will be required in developments. The first four storeys will be of durable material such as brick or stone. Concrete blocks or painted concrete blocks are not permitted to be exposed.

13 Land Use Designations

This section provides additional policy direction on the permitted land uses within this Area Plan. Schedule 7: Land Use Designations identifies the uses permitted and is to be read in conjunction with the other schedules and policies in the Plan.

13.1 Opportunities for water recreational uses or waterfront retail commercial activities should be considered in the development of the waterfront.

13.2 Notwithstanding the Mixed Use policies of the Plan, the following policies apply to the Lakeshore Corridor Precinct – Core area:

- a. motor vehicle rental and motor vehicle sales is not permitted; and
- b. commercial uses will be required at grade.

13.3 Notwithstanding the Mixed Use policies of the Plan, the following policy will apply in the Lakeshore Corridor Precinct – Outer Core area:

- a. residential uses may be permitted on the ground floor.

13.4 Notwithstanding the Business Employment policies of the Plan, the following policy will apply:

- a. permitted uses will operate entirely within enclosed buildings.

13.5 Lands designated Business Employment will provide for the continued operation of employment uses. Development on adjacent sites will be compatible to employment uses.

14 Implementation

14.1 Mississauga will monitor development in Lakeview, including population density and the population to employment ratio.

14.2 Mississauga, in conjunction with public consultation, may prepare a Community Improvement Plan, including a plan to promote Lakeview's mainstreet with **streetscape** improvements and symbolic gateways, and incentives to promote and enhance cultural heritage sites in Lakeview.

