

LAKEVIEW VILLAGE

DEVELOPMENT MASTER PLAN DESIGN GUIDELINES

SEPTEMBER 2021

SASAKI



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Introduction

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1.1

Purpose of the Guidelines

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

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

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

Study.

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

1.2

Objective of the Guidelines

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

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

broad range of urban amenities and experiences;

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

1.3

Design Integrity and Deviation from the Design Guidelines

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

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

Village.

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

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

1.4 Non-Conventional Building Forms

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

1.5 How to Use the Guidelines

This document contains four parts in addition to this introduction:

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

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

District and Block Structure

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

2.1 Section Overview

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

2.2 Master Plan Sub-Precincts

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

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

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

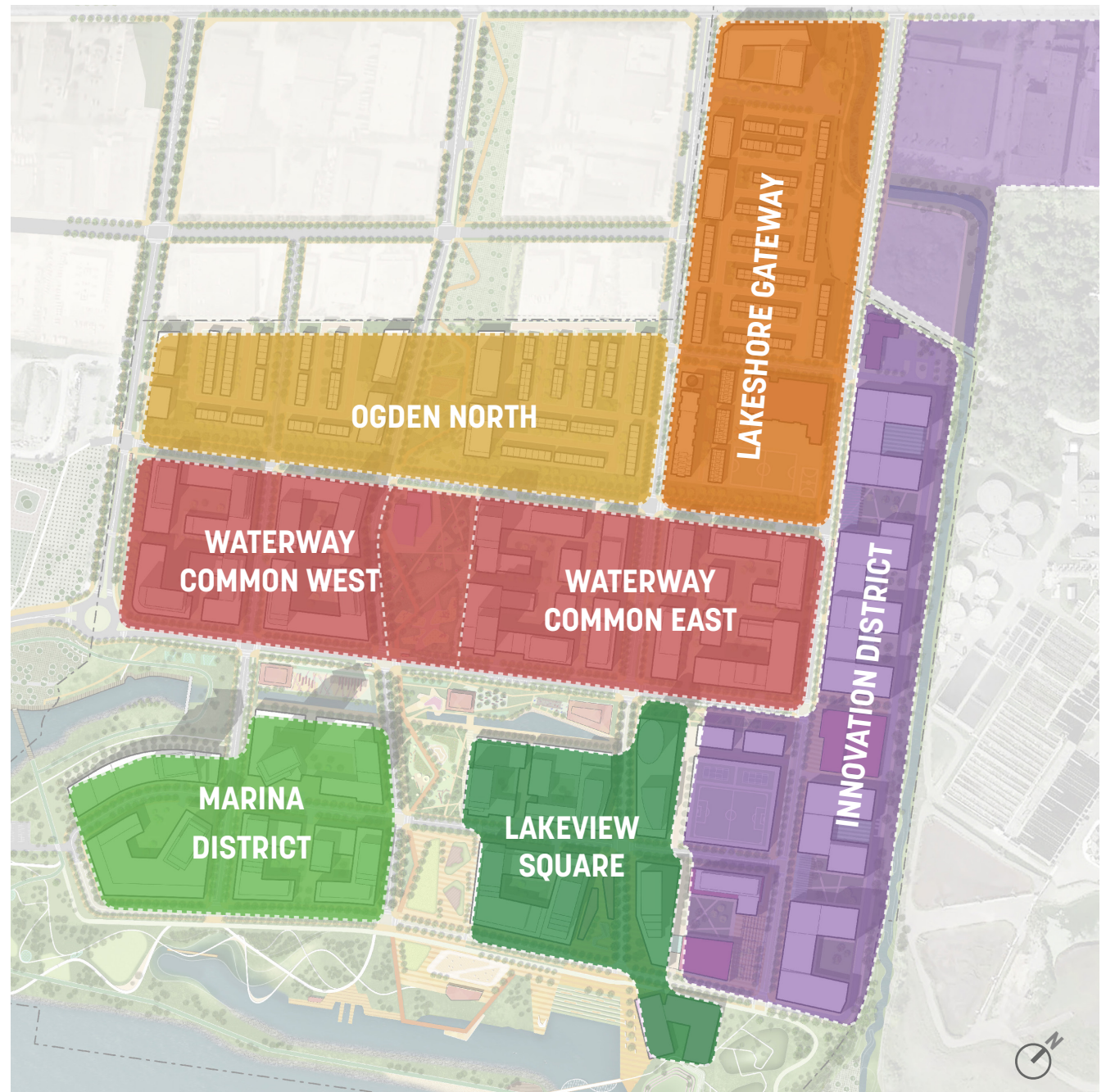


Figure 1: Lakeview Village Sub-Precincts

2.3 Block Typologies

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

Mid-Rise and Taller Elements

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

Mid-Rise and Townhouses

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

Waterfront

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

Marina

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

Office/Institutional

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

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

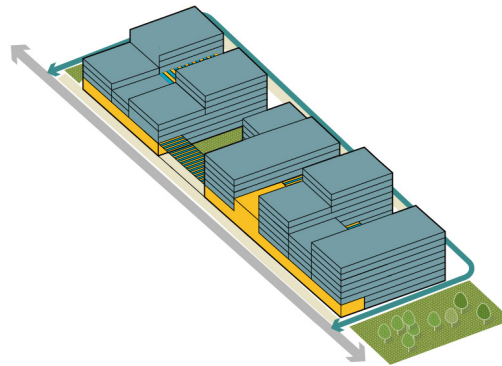


Figure 2: Office/Institutional Block Typology

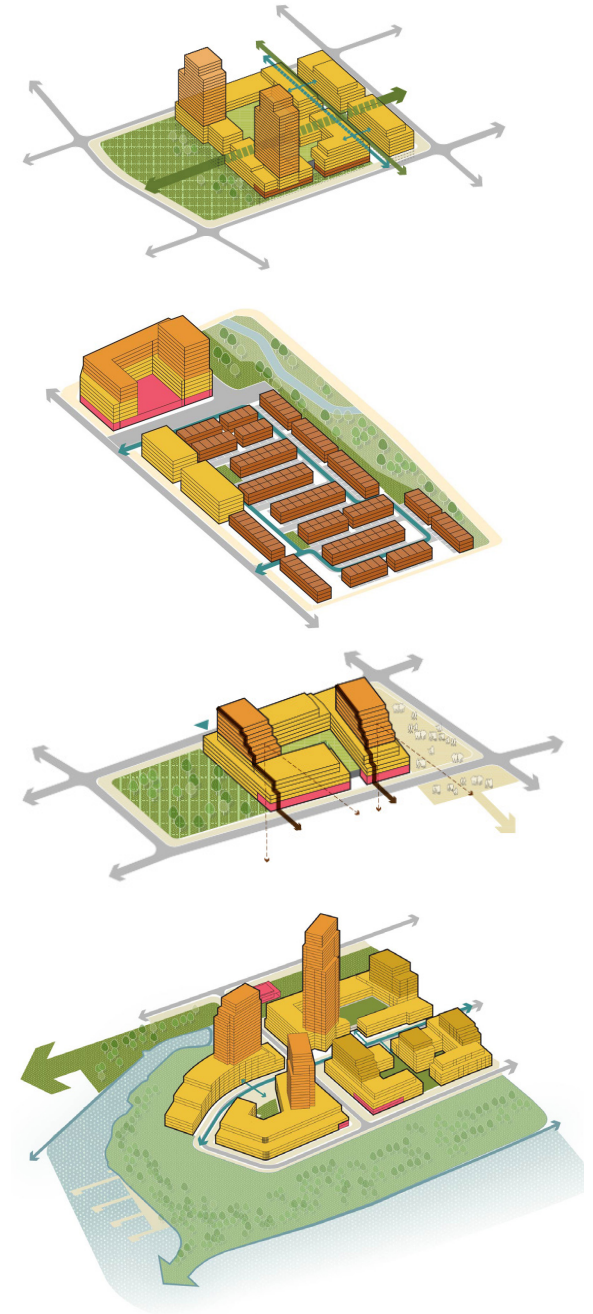


Figure 3: Residential Block Typologies

2.4 Physical Form of Blocks

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

Approach 1: Entire-Block Design

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

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

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

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

The differentiation of mid-rise and high-rise elements

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

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

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

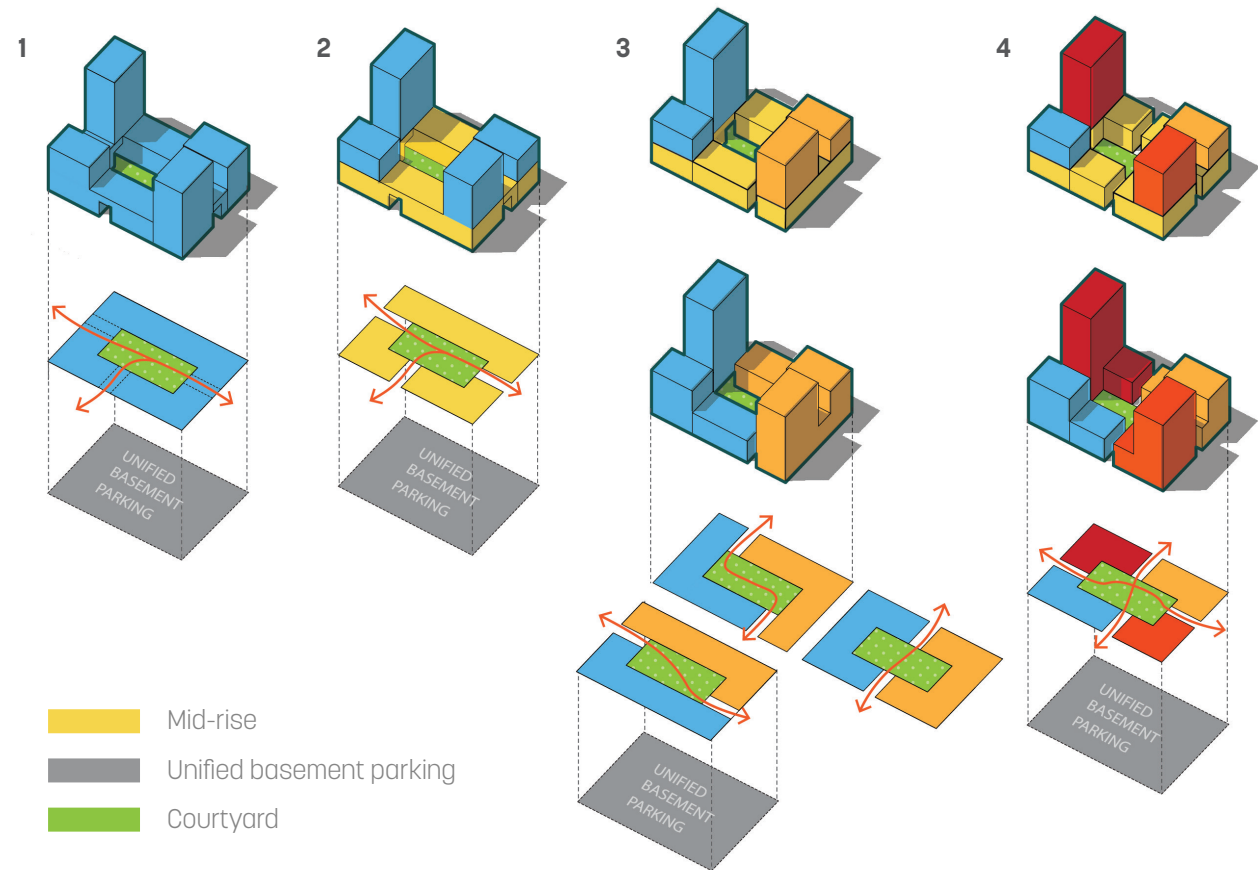


Figure 4: Alternative Approaches to the Physical Form of the Block

Street Frontage and Ground Floor Design Guidelines

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

3.1 Section Overview

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

3.2 Master Plan Corridor Conditions

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

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

Ogden Park

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

Waterway Common

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

Lakeview Square

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

Hydro Road

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

Waterfront Edge

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

New Haig Boulevard

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



Figure 5: Corridor Character Typologies

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

3.3

Street Frontages in Lakeview Village

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

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

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

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



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

■ 'A' Street Frontages
■ 'B' Street Frontages

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

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

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

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

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

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

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

3.4.6 Ground floor uses should incorporate glazing;

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

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

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

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

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

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

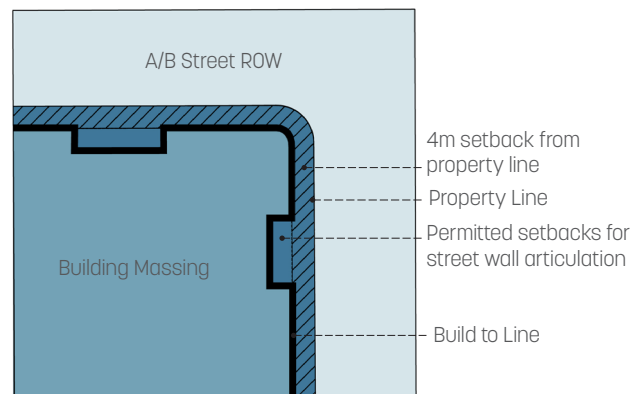


Figure 7: Prototypical Setback Conditions

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

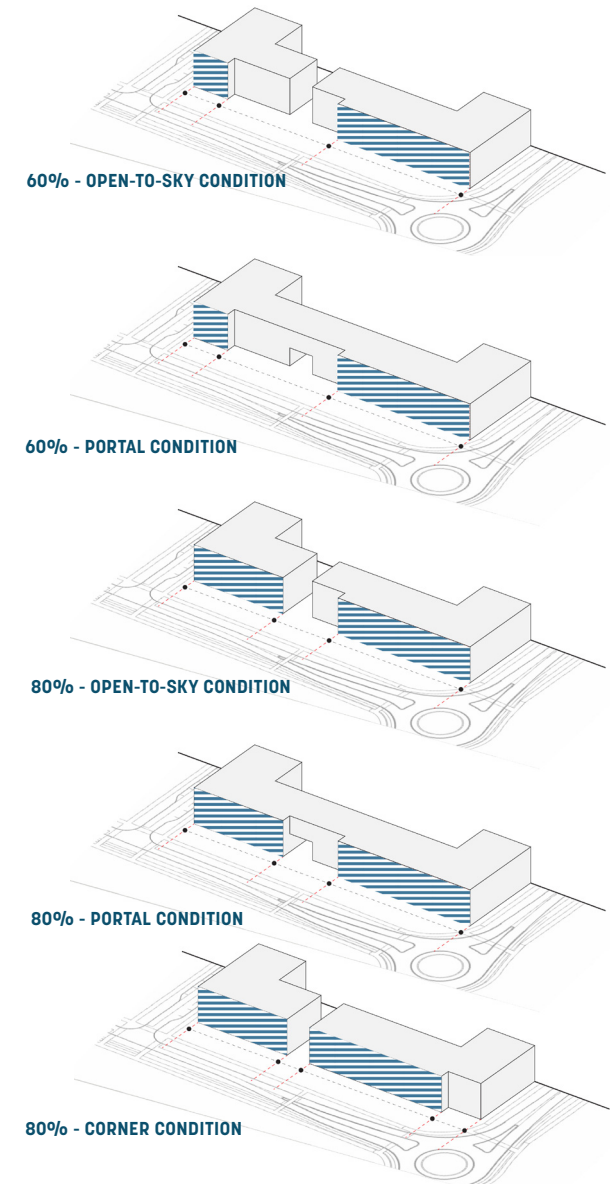


Figure 8: 60% and 80% Street Wall Conditions

3.5 Guidance for Buildings on 'A' Street Frontages

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

The following guidance applies:

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

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

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

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

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

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

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

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

Exceptions to Access on 'A' Streets

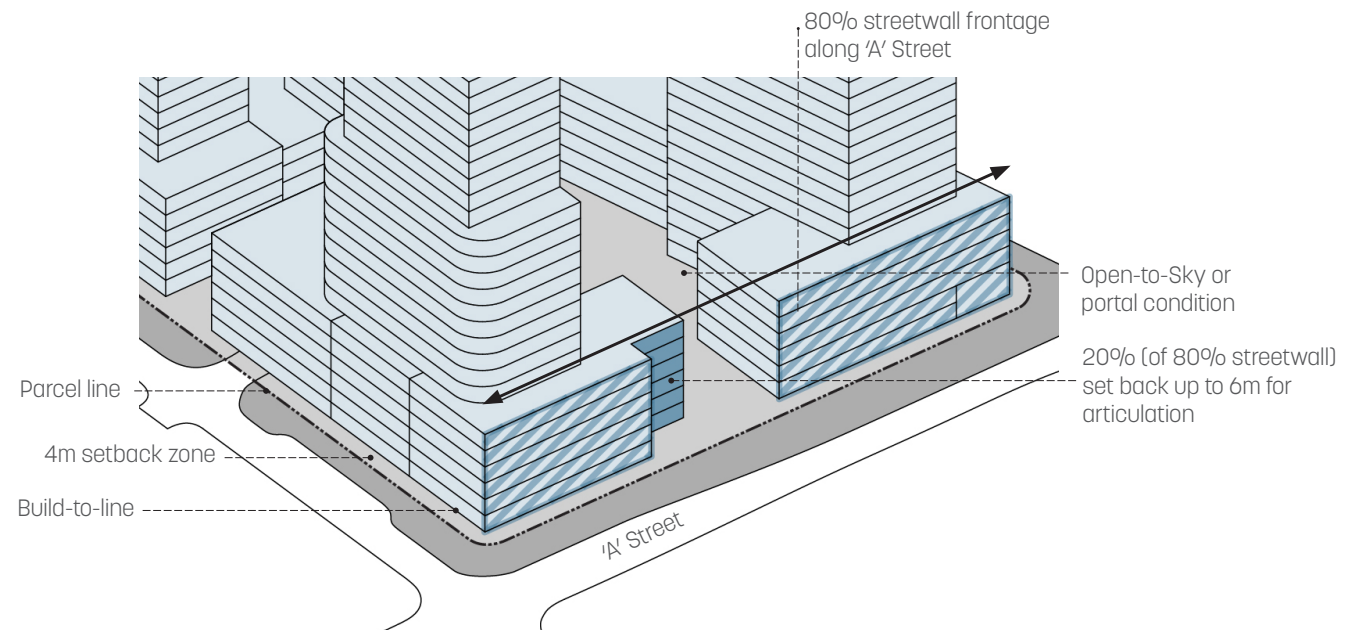
Curb cuts, driveways and access that would normally be provided on a 'B' Street may be provided on 'A' Street frontages:

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

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

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

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



3.6 Guidance for Buildings on “B” Street Frontages

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

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

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

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

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

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

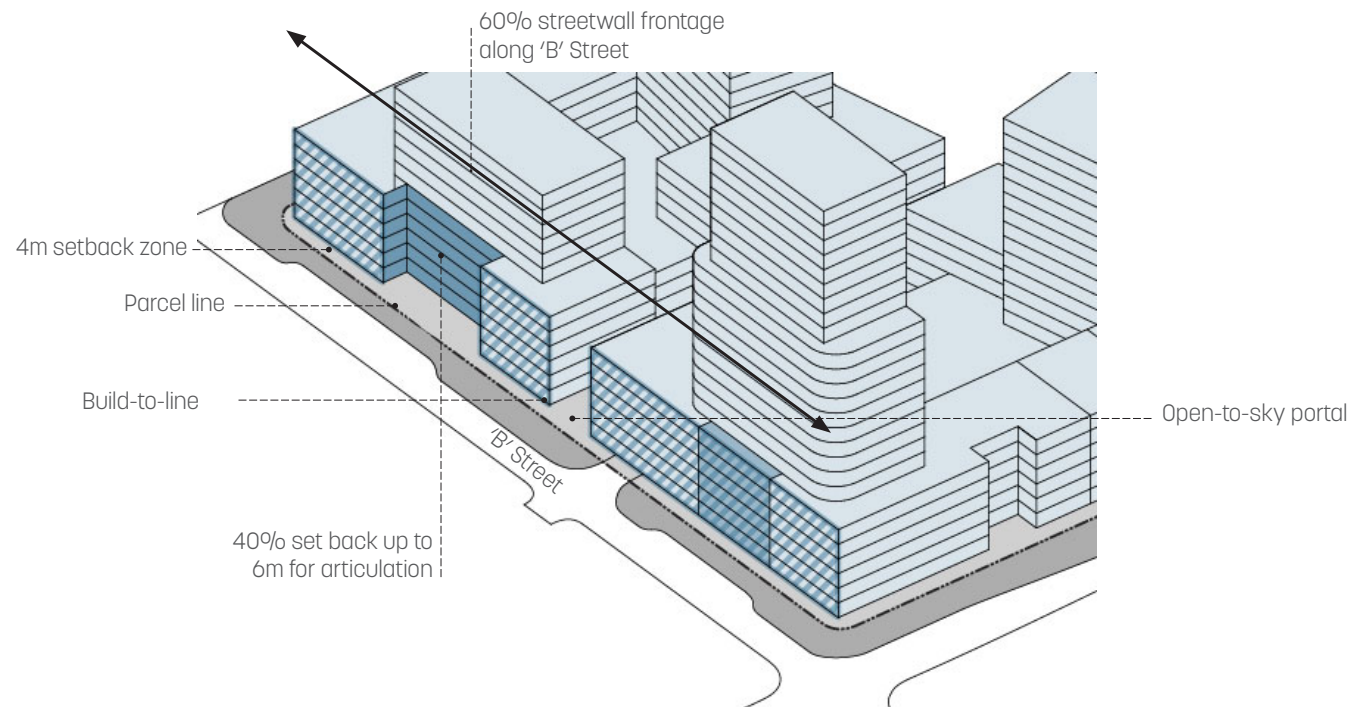
3.6.6 Ground floor elevations along ‘B’ frontages should have approximately 50% vision glazing with views into the building; and

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

Exceptions to Access on ‘B’ Streets

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

Figure 10: Wall Articulation for Buildings Facing a ‘B’ Street



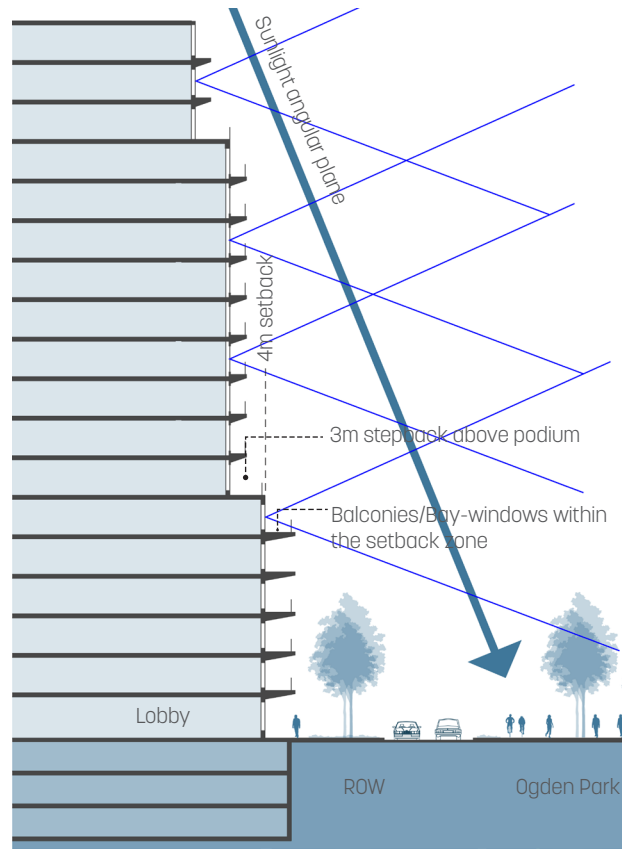
3.7 Buildings Facing Parks and Open Space

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

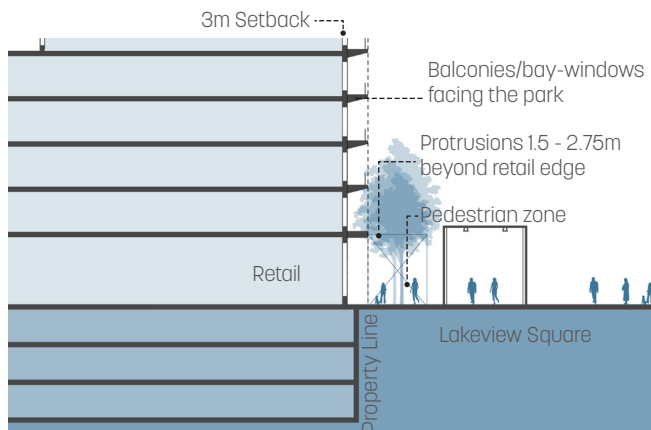
The following guidance applies:

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

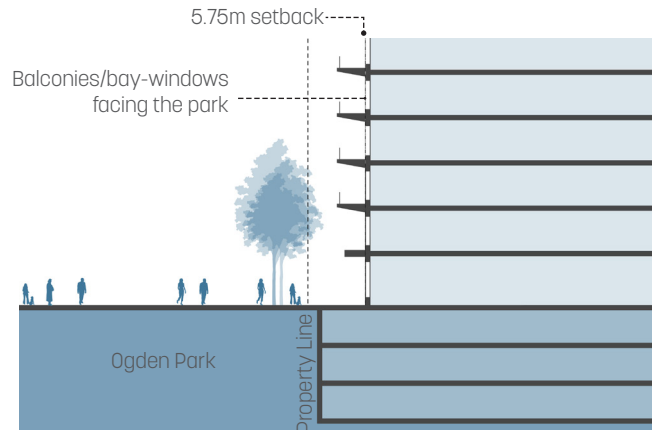
3.7.2 Consider having building frontages along parks and open spaces with uses on the ground floor that animate and/or activate the frontage such as retail, commercial and/or ground-related residential units (standalone townhouses and ground floor units within a mid-rise or podium);



SECTION FACING OGDEN PARK (A)

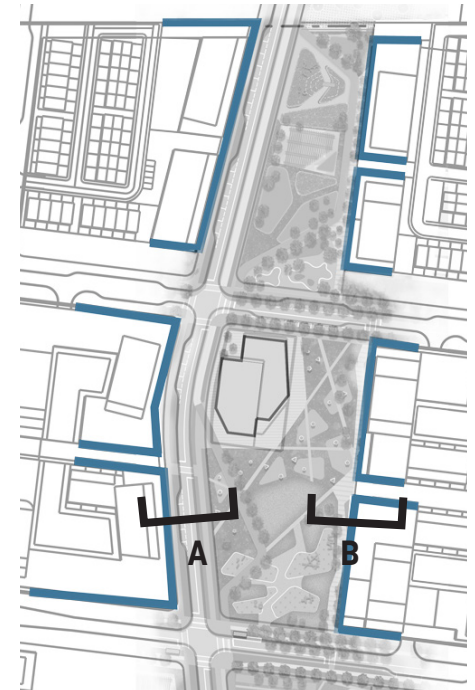


SECTION FACING LAKEVIEW SQUARE

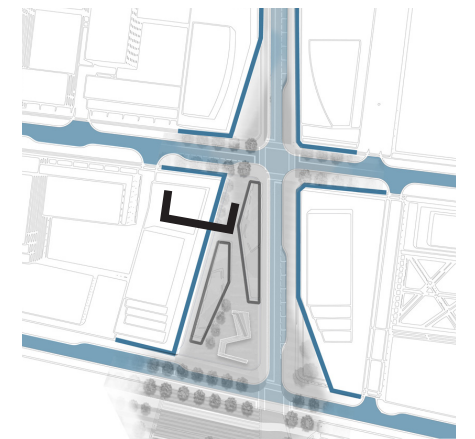


SECTION FACING OGDEN PARK (B)

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



PLAN OF OGDEN PARK



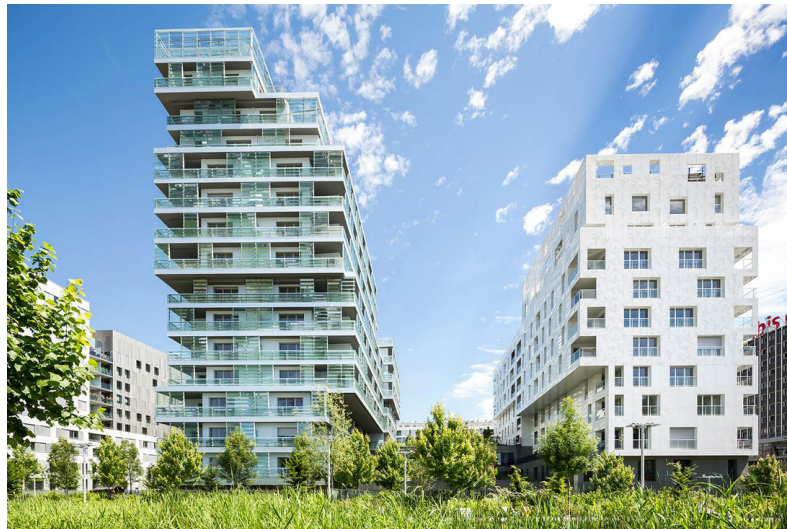
PLAN OF LAKEVIEW SQUARE

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

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

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

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



3.8

Design for Access, Parking, Service and Loading

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

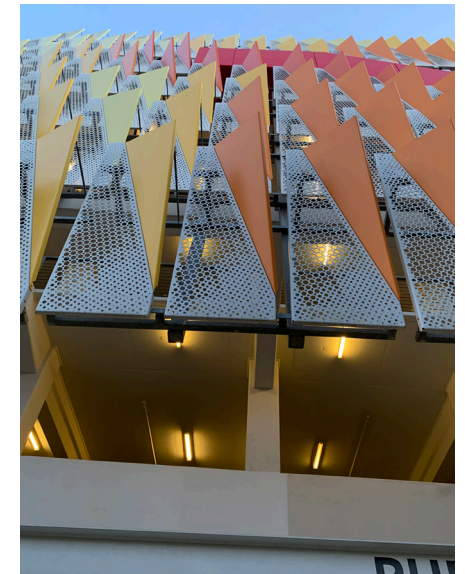
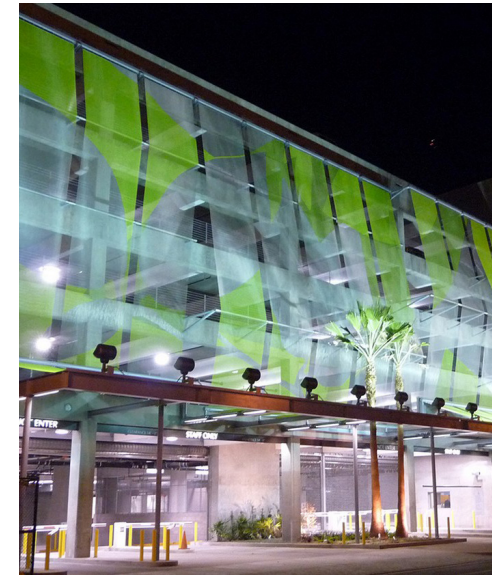
The following guidance applies:

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

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

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

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



3.9

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

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

Integrated Above Grade Parking Facilities

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

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

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

Standalone Parking Structures

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

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

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

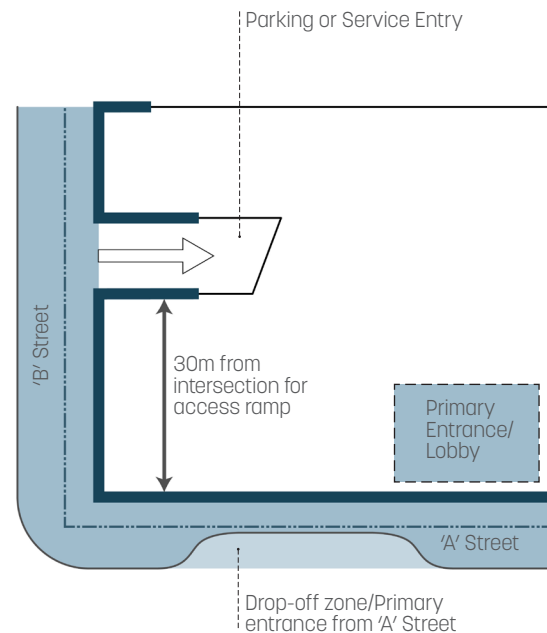
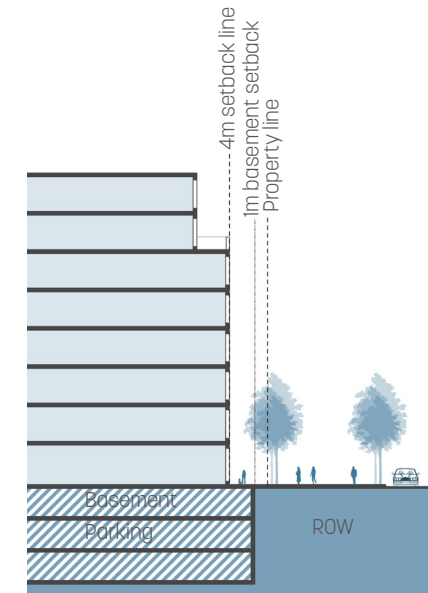
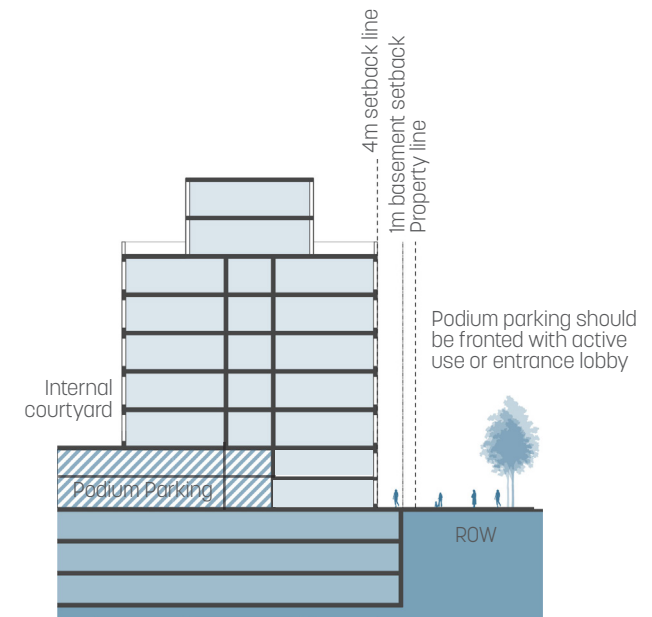


Figure 12: Prototypical Parking Plan



TYPICAL BASEMENT PARKING



TYPICAL PODIUM PARKING

Figure 13: Basement and Podium Parking Sections

3.10 Ground Floor Conditions for Residential Buildings

Residential Lobbies and Amenities

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

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

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

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

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

Townhomes

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

The following guidance applies:

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

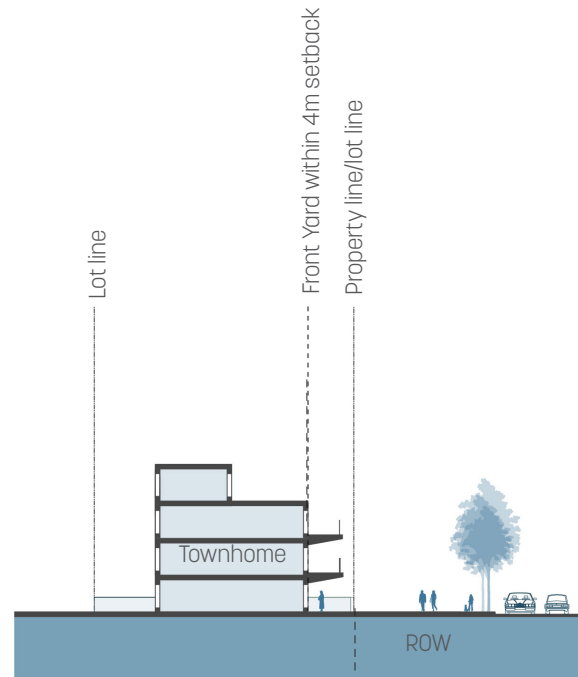


Figure 14: Standalone Townhomes Facing the Street



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

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

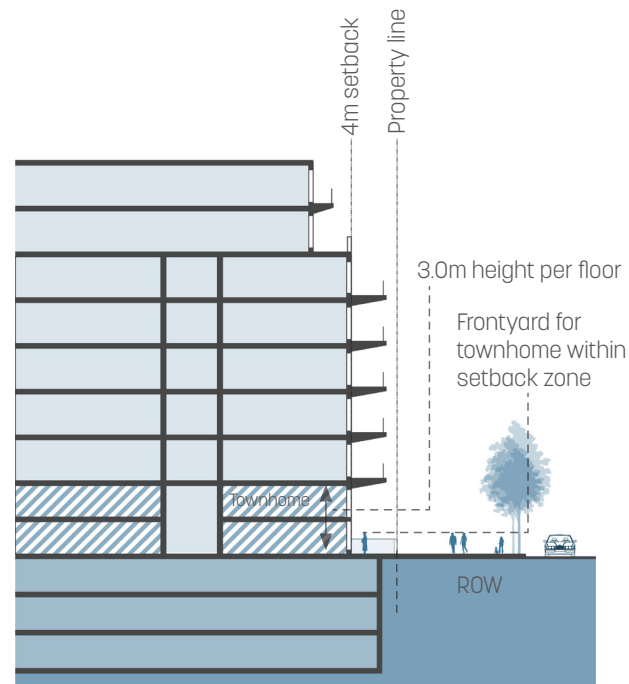
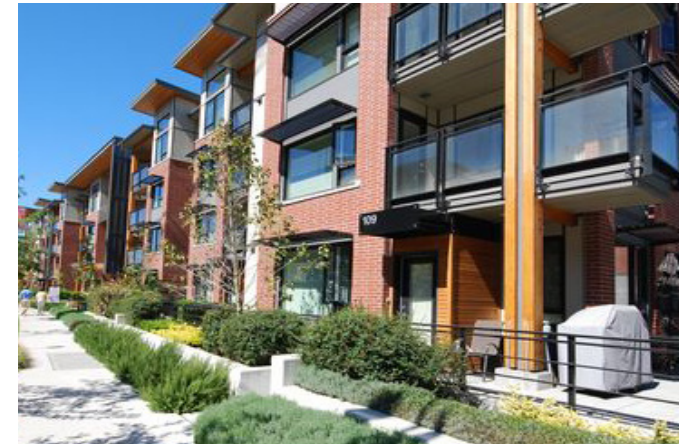


Figure 15: Integrated Townhomes Facing the Street



3.11 Ground Floor Conditions for Other Uses

Parking Garage Conditions

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

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

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

3.11.3 Liner uses should have approximately 10 metres depth;

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

3.11.5 Parking structures should limit the number

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

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

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

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

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

General Standards for Retail Uses at Grade

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

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

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

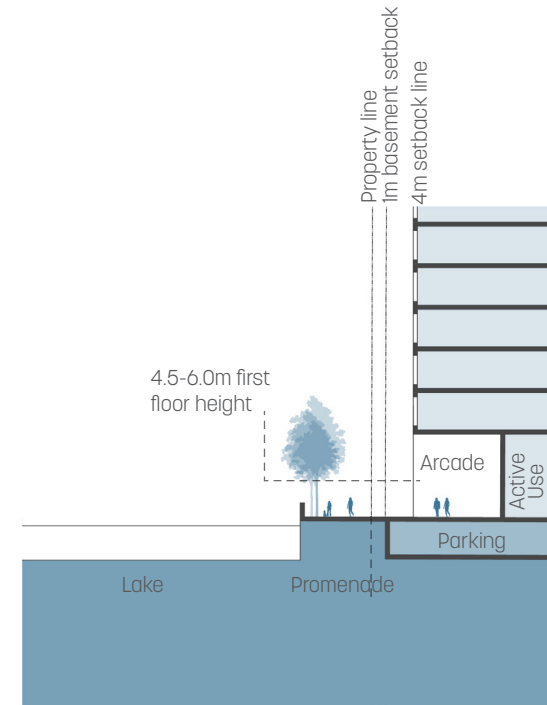


Figure 16: Section of Cultural Centre Building, located within Lakefront Park



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

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

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

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

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

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

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

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

- Durable, high quality materials such as metal,

steel, glass, natural stone and brick;

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

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

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

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

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



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

Retail Uses at Key Frontages

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

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

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

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

3.11.23 Special attention should be paid to tenancing

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

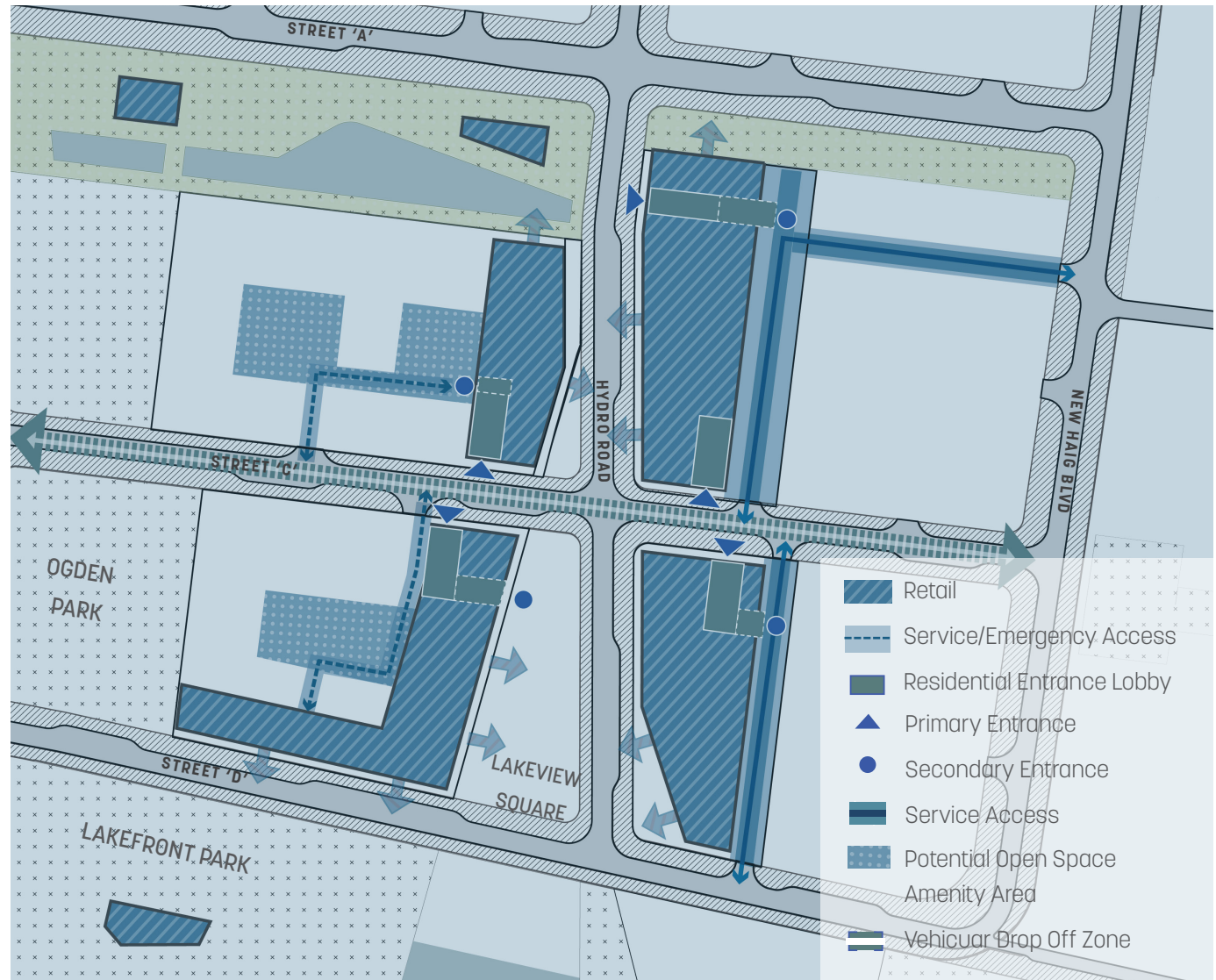


Figure 17: Lakeview Square Ground Floor Retail Plan

Commercial/Office and Institutional Use Conditions at Grade

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

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

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

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

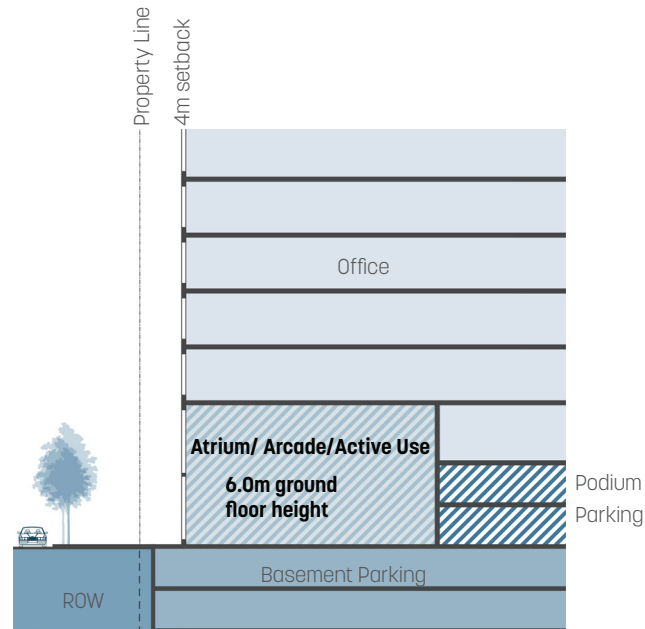


Figure 18: Institutional Use Section



3.12 Pedestrian Permeability Conditions

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

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

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

Location and Placement

The design of pedestrian connections should reflect the following:

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

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

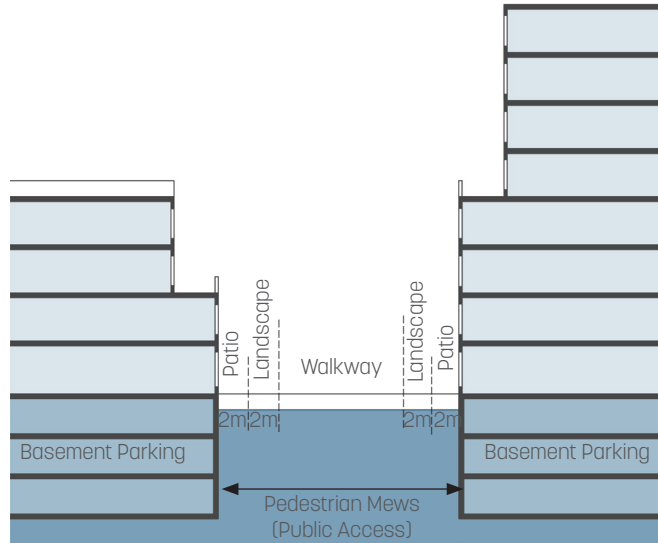


Figure 19: Mid-Block Pedestrian Connection Section

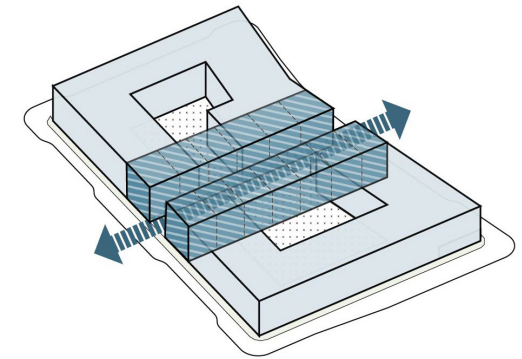
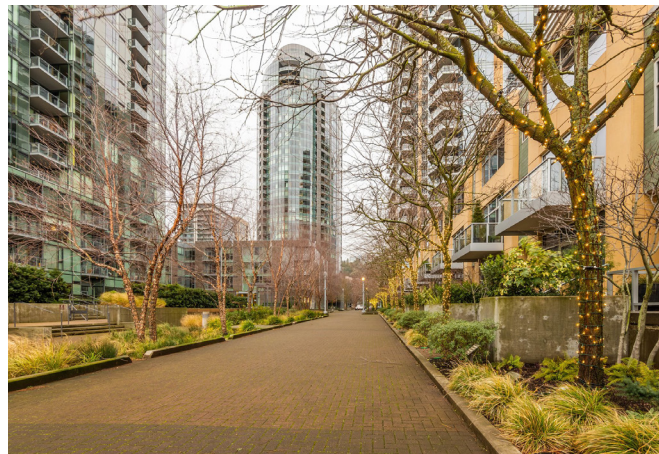


Figure 20: Mid-Block Pedestrian Connection with Integrated Townhomes



3.12.3 Provide a comfortable year-round microclimate for pedestrians;

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

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

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

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

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

Pedestrian Connections Relationship to Built Form

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

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

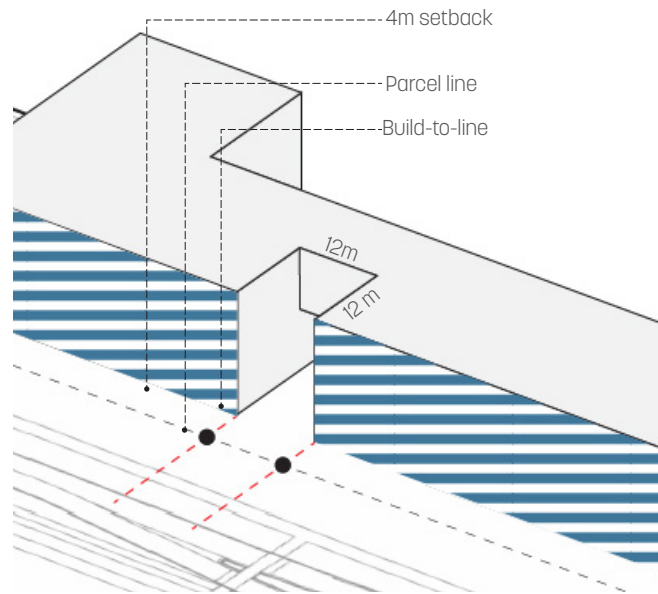


Figure 21: Portal Condition

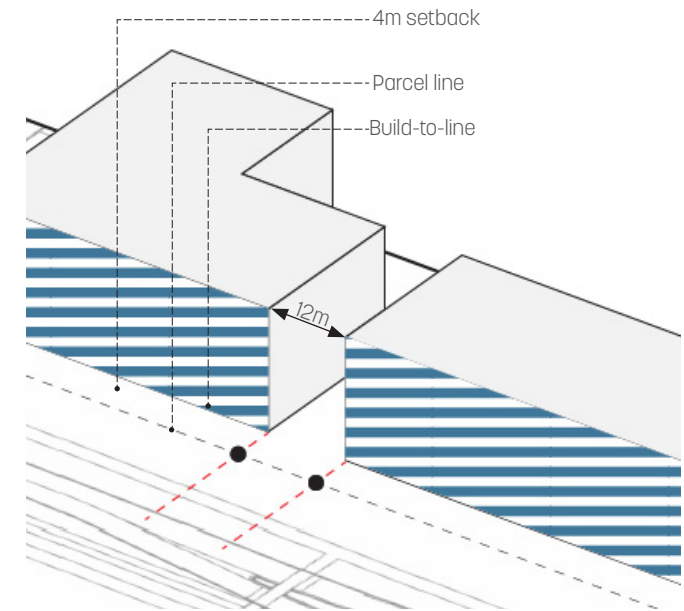


Figure 22: Open-To-Sky Condition



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

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

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

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

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

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

3.12.13 Mitigate the effects of wind;

3.12.14 Development should provide pedestrian comfort through the incorporation of:

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

Access to Walkways

Pedestrian connections should be identifiable from the public sidewalk by:

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

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

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

3.12.18 Enhanced landscaping;

3.12.19 Paving that is generally consistent with the public sidewalk;

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

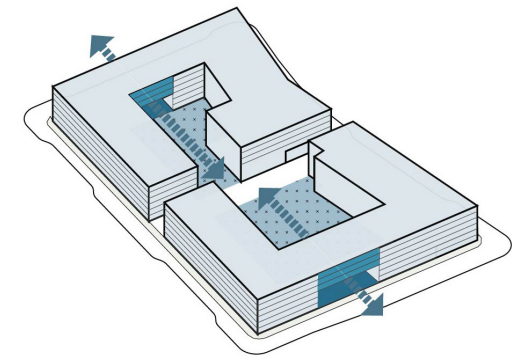


Figure 23: Portal Condition for Mid-Block N-S Pedestrian Connectivity



Landscape and Amenities

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

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

3.12.22 Plant species that create visual and seasonal interest;

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

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

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

3.12.26 Sod will generally be discouraged;

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

3.12.28 Pedestrian scale lighting that enhances

facial recognition for a sense of safety;

3.12.29 Bike racks where appropriate;

3.12.30 Waste and recycling receptacles;

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

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

3.13 Utilities General Guidelines

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

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

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

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

and acoustic impacts on the public realm;

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

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

Mid-Rise Elements Design Guidelines

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

4.1 Section Overview

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

4.2 Mid-Rise Elements: All Categories

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

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

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

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

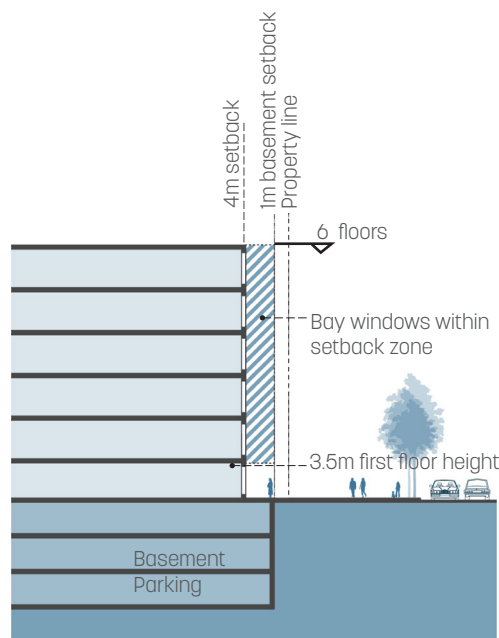


Figure 24: Typical Mid-Rise Condition

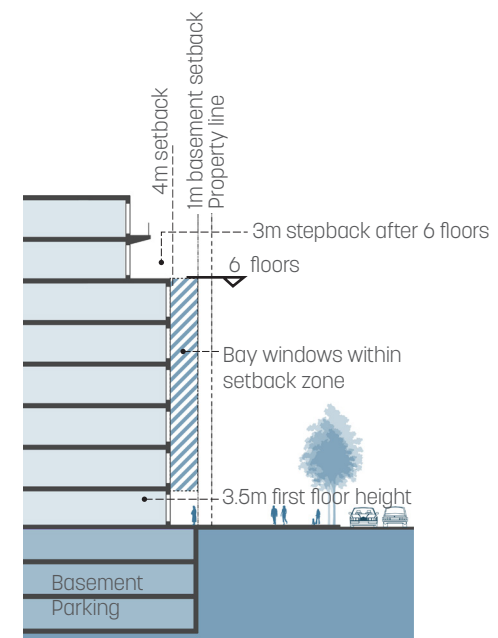


Figure 25: Typical Mid-Rise Condition with Step Back



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

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

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

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

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

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

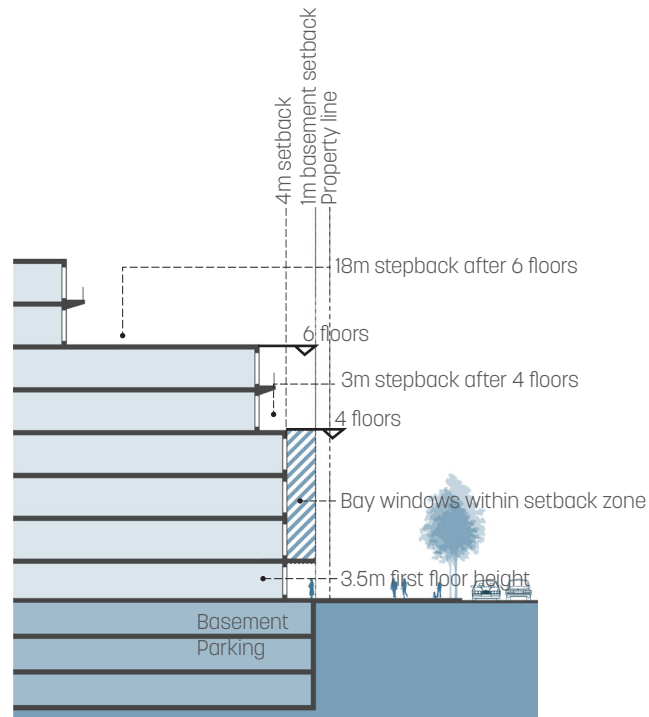
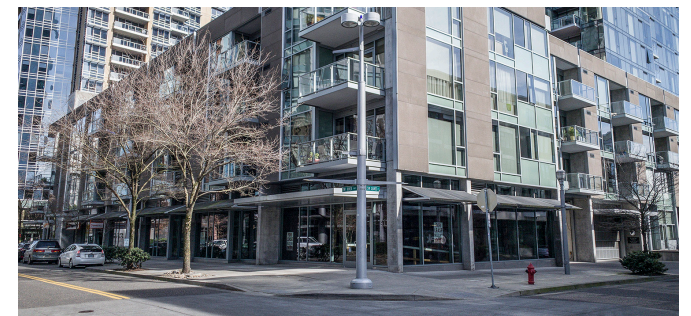
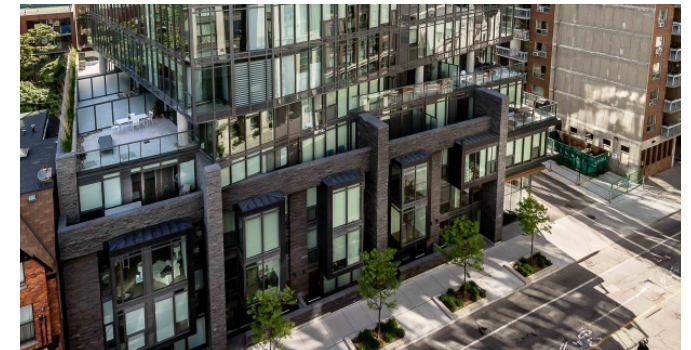


Figure 26: Mid-Rise Condition facing Street 'D'



conditions;

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

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

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

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

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

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

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

4.2.16 Integrate building signage with the

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

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

Mid-Rise Height and Massing

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

The following guidance applies:

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

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

4.2.20 Mid-rise elements shall mitigate the

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

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

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

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

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

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

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

Double or Triple floor Dwelling Units At Grade

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

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

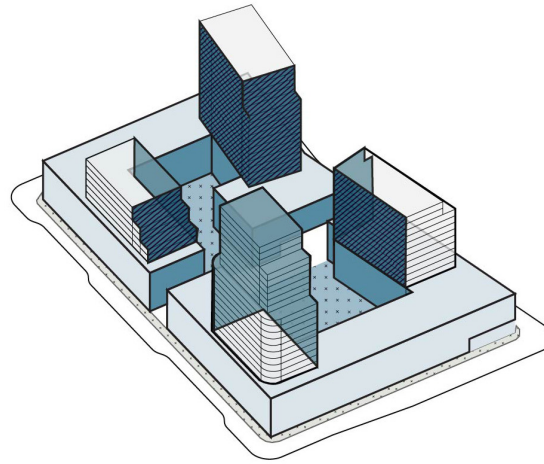


Figure 28: Dwelling Units at Grade in Mid-Rise Elements, Facing Interior Courtyard



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

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

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

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

4.2.32 The ground floor should be raised above the

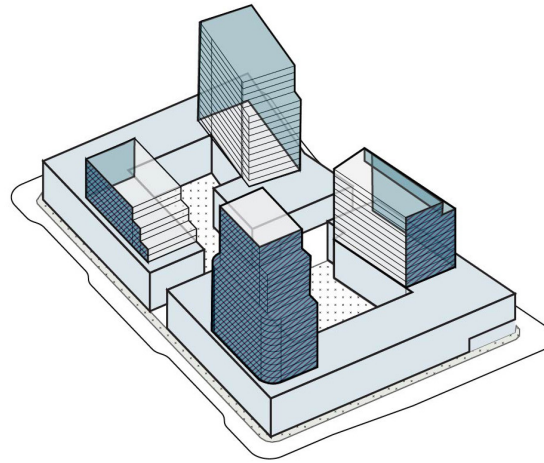


Figure 29: Dwelling Units at Grade in Mid-Rise Elements, Facing the Street



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

Mid-Rise Single Floor Dwelling Units At Grade

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

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

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

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

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

Mid-Rise Dwelling Units At Grade Along A Public Park

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

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

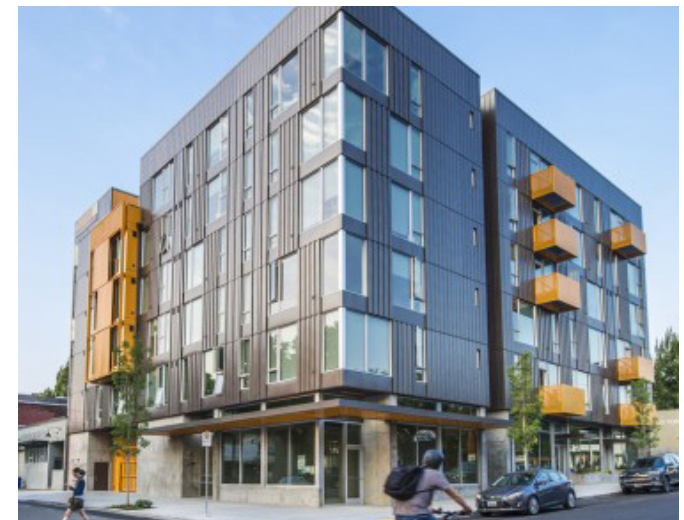
4.2.40 Patios facing onto the public park may be permitted, to provide more 'eyes on the park' and create a more engaging edge condition, subject to safety and privacy considerations of residential units located in these locations;

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

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

4.3 Mid-Rise Perimeter-Block Elements

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



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

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

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

4.4

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

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

Taller Elements Design Guidelines

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

5.1 Section Overview

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

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

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

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

5.2 Taller Elements - General

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

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

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

5.3 Taller Elements Massing, Articulation and Building Facade Treatments

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



variety and innovation):

Base

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

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

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

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

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

Figure 30: Typical Building Elements

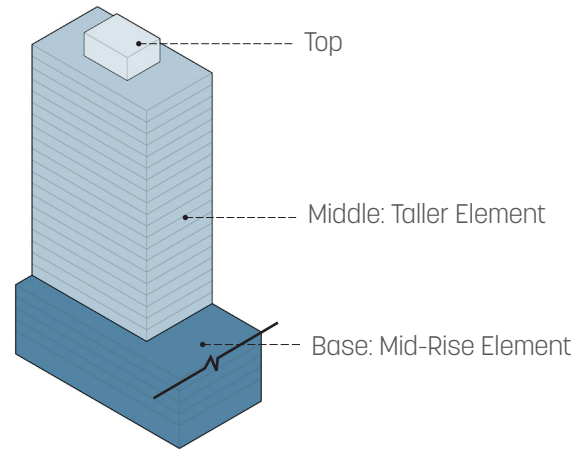
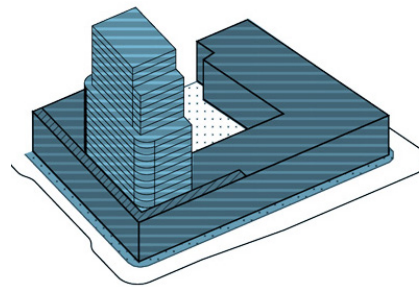
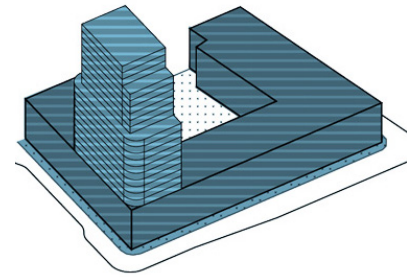


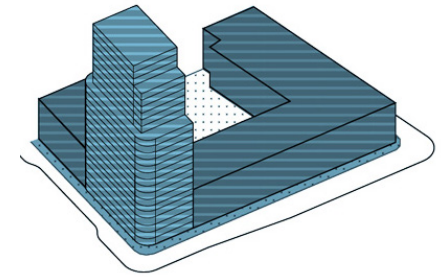
Figure 31: Possible Relationships Between the Taller Elements Middle and Base



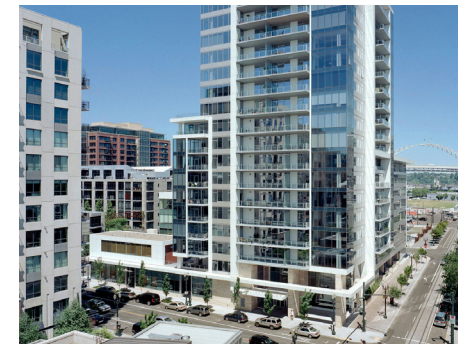
**ON MID-RISE PERIMETER BLOCK ELEMENT
WITH STEP BACK**



**ON MID-RISE PERIMETER BLOCK ELEMENT
WITHOUT STEP BACK**



EXPRESSED FROM GROUND LEVEL UPWARDS



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

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

Middle

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

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

Top

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

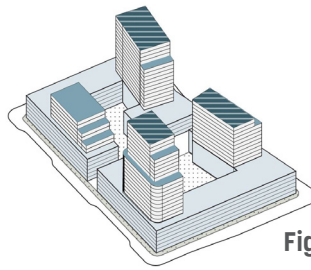


Figure 32: Taller Elements - Top

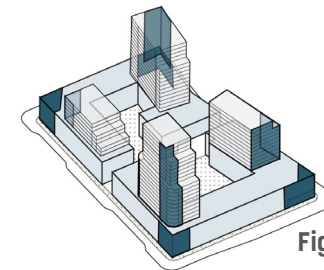


Figure 33: Taller Elements - Corners



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

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

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

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

Taller Elements without Mediating Base

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

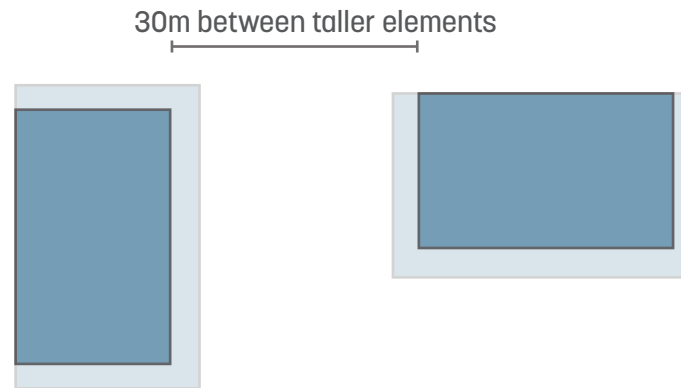


Figure 34: Taller Elements General Guidelines

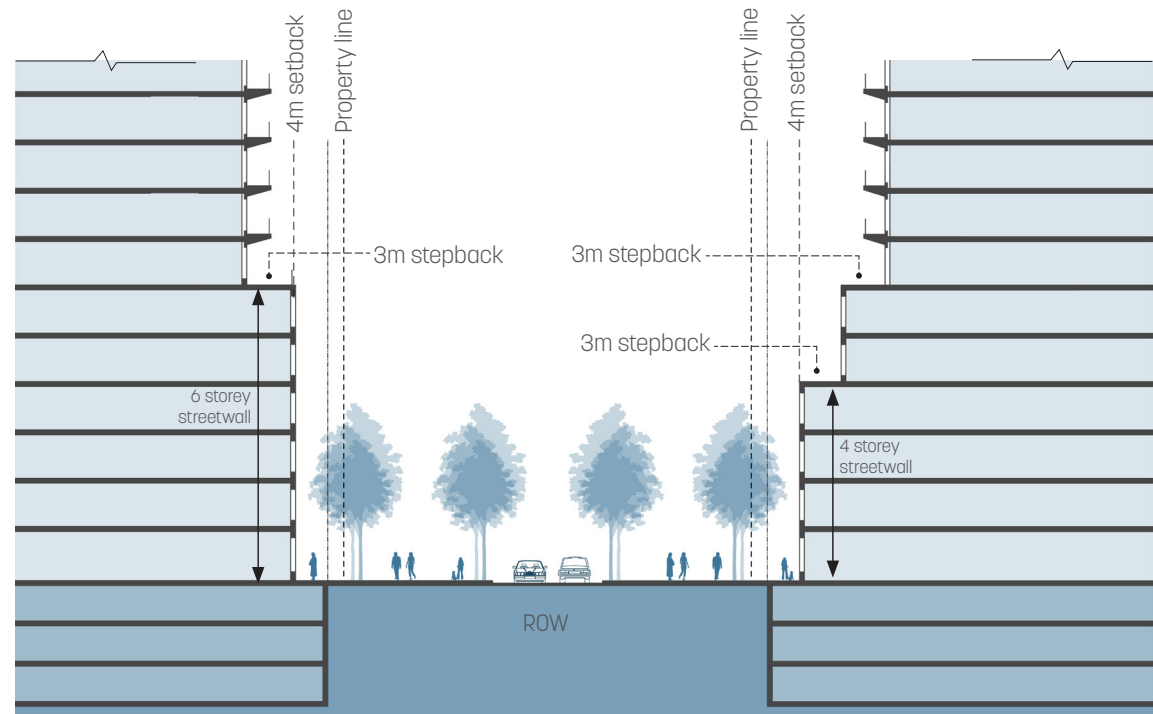
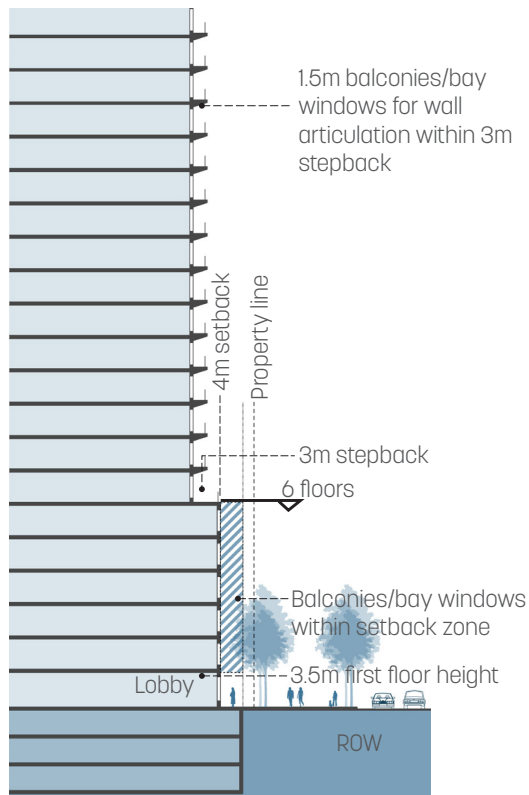
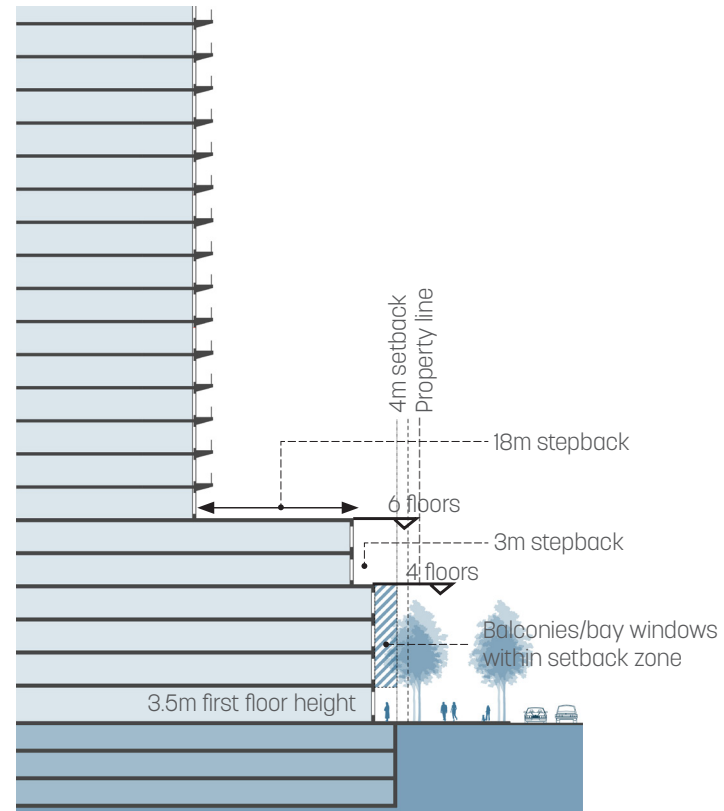


Figure 35: Prototypical Section of Two Taller Elements Across a ROW

Figure 36: Varying Taller Element Conditions by Block Type



TALLER ELEMENT CONDITION FOR TYPICAL BLOCK



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



5.4

Site Orientation

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

Sun and Shadow

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

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

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

Lake Views

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

Open Space Views

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

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

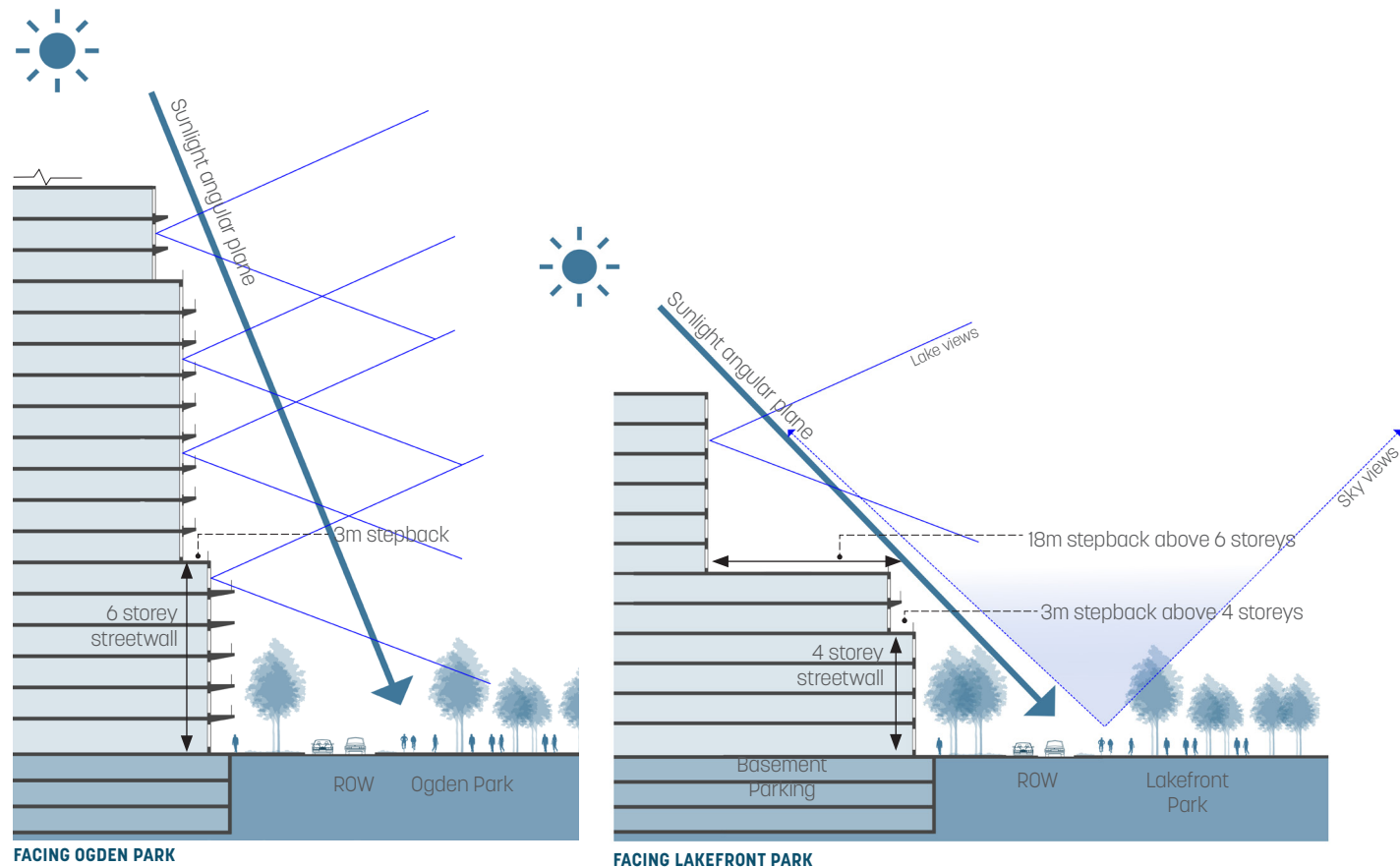


Figure 37: Site Orientation Factors Facing Key Open Spaces

5.5

Key Landmark Locations and View Corridor Anchor Elements

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

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

Western Gateway at Lakefront Promenade

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

Marina District

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

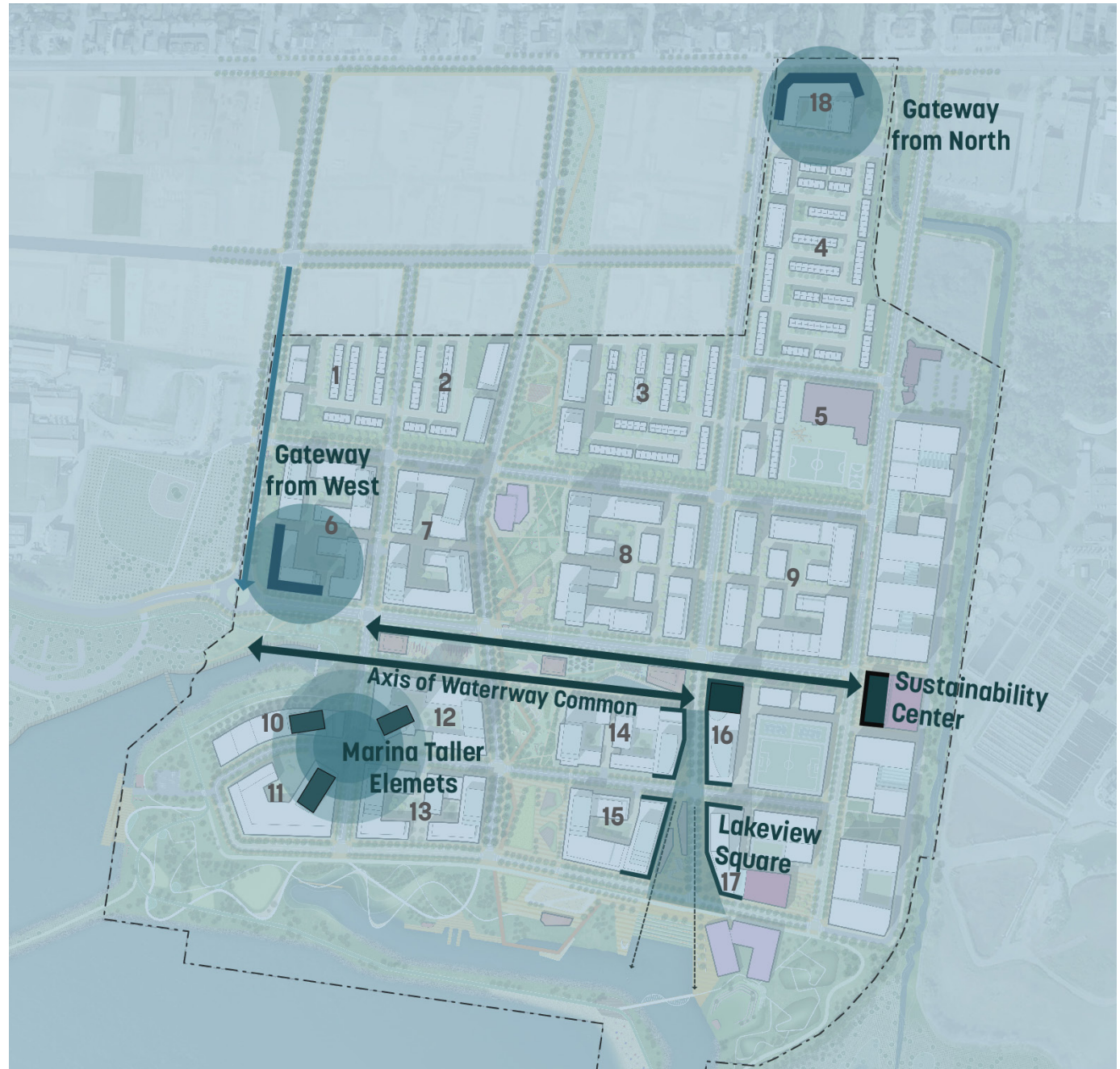


Figure 38: Key Landmark Locations

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

Eastern Terminus of Waterway Common

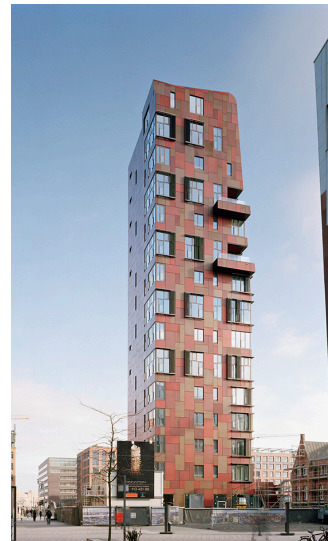
Due to the fact that the western end of Waterway Common is open to the public lands beyond, the eastern terminus takes on great significance as the anchor of this extended arrangement of open spaces. There are two ways in which the eastern end of Waterway Common functions:

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

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

Northern Gateway at Hydro Road and Lakeshore Road

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



5.6 Overall Block Strategies and Synthesis

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

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

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

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

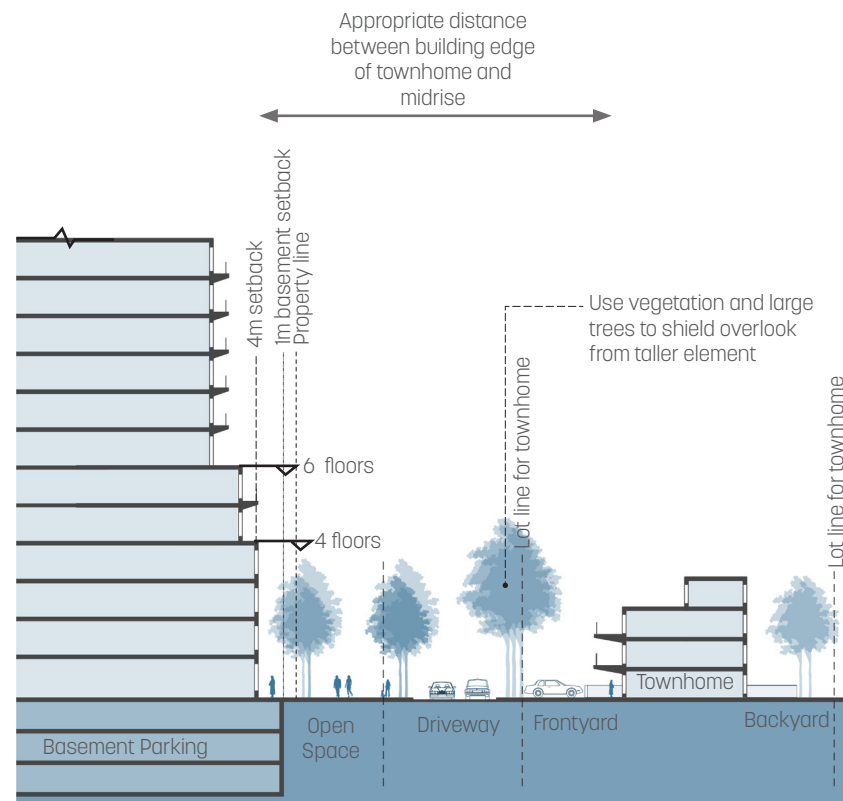


Figure 39: Relationship Between Townhomes and Mid-Rise/Taller Elements

5.7 Non-Traditional/Non-Conventional Building Elements

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

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

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

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

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

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

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

5.7.6 Views from adjacent parcels are not excessively impacted;

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

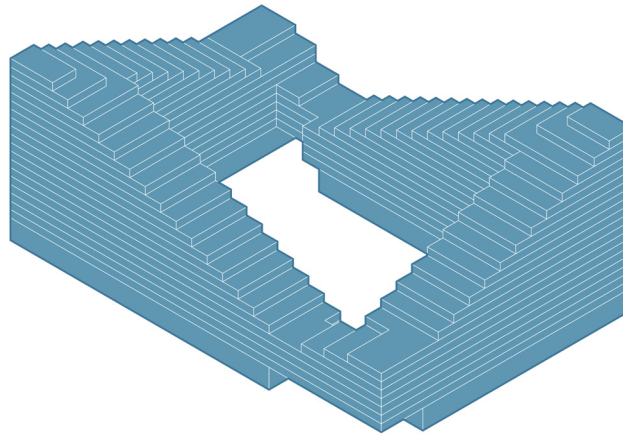
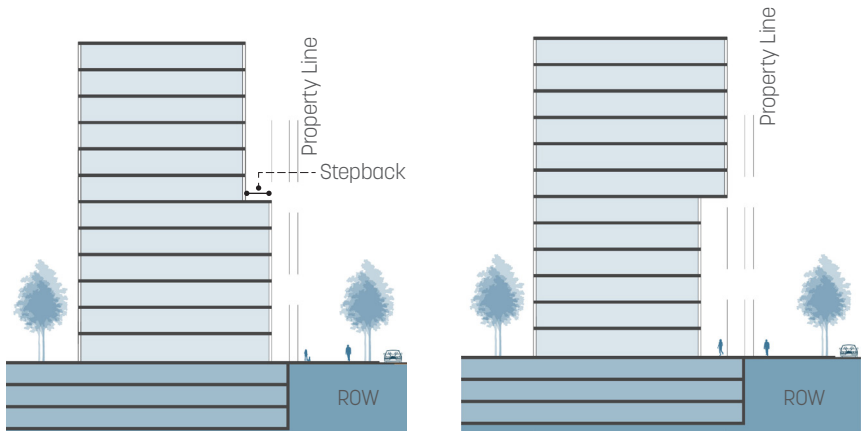


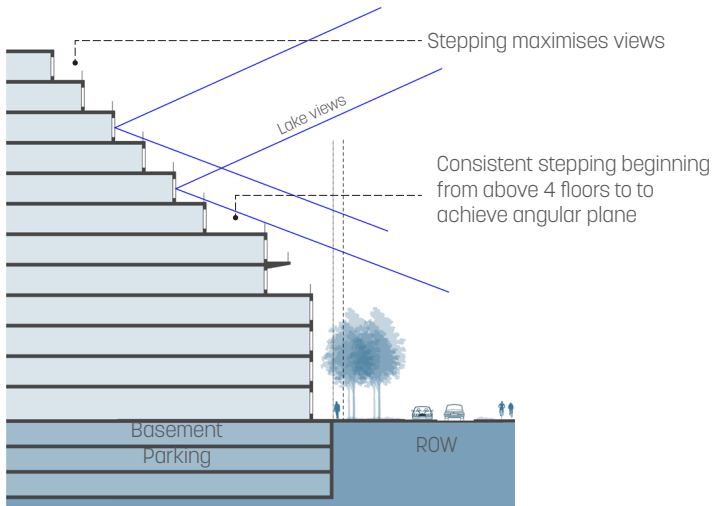
Figure 41: Sample Non-Traditional Massing Approach

Figure 42: Sections Illustrating Non-Conventional Massing Scenarios

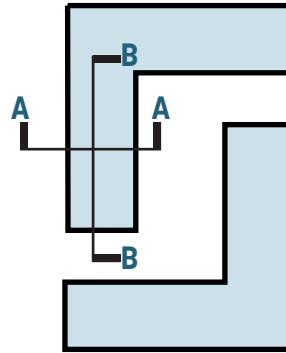


A: STEP-BACK SCENARIO

A: OVERHANG SCENARIO



B: STEPPED PROFILE SCENARIO



KEY PLAN

