

# City of Mississauga

# Corporate Report



Date: October 21, 2021

To: Chair and Members of Planning and Development Committee

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

Originator's files:  
CD.03-LAK W1

Meeting date:  
November 15, 2021

## Subject

**PUBLIC MEETING INFORMATION REPORT (WARD 1) – Mississauga Official Plan Amendment for the Lakeshore Road East Corridor**

## Recommendation

1. That the report titled "Mississauga Official Plan Amendment for the Lakeshore Road East Corridor" dated October 21, 2021 from the Commissioner of Planning and Building, be received for information.
2. That the submissions made at the Public Meeting held on November 15, 2021 to consider the report titled "Mississauga Official Plan Amendment for Lakeshore Road East Corridor" dated October 21, 2021, from the Commissioner of Planning and Building, be received.

## Report Highlights

- A draft Official Plan Amendment (OPA) has been prepared that provides a policy framework for future development along the Lakeshore East Corridor Area in the Lakeview Neighbourhood Character Area. See Appendix 1 for a map of the subject area.
- This report presents the draft OPA for Council's consideration, which includes draft policies on items such as: vision, height and urban design guidelines.
- This report also provides Council with preliminary feedback from stakeholders through engagement in May and June 2021; along with feedback from the initial virtual community meeting held on February 23, 2021.
- Staff aim to bring a Recommendation Report with the final OPA to Council for consideration in early 2022.

## Background

The purpose of this land-use planning review was to examine the **height, density and built form policies** for the Lakeshore East Corridor between Seneca Avenue and the Etobicoke border. The study area excludes the [Lakeview Village](#) and Rangeview lands which are subject to their own rezoning and master planning exercises respectively.

The review was initiated as an increasing number of planning applications along Lakeshore Road East Corridor have been received in recent years and many of the proposals contain heights and densities that significantly exceed existing permissions. There are currently two active rezoning applications, two recently approved zoning applications, and four site plan application along the corridor.

The current official plan policies allow for building heights generally between two to four storeys. The two active rezoning applications under review range between eleven and fifteen storeys.

The ensuing maps illustrate the study area boundaries and the existing and approved maximum building heights, in storeys, along the corridor.

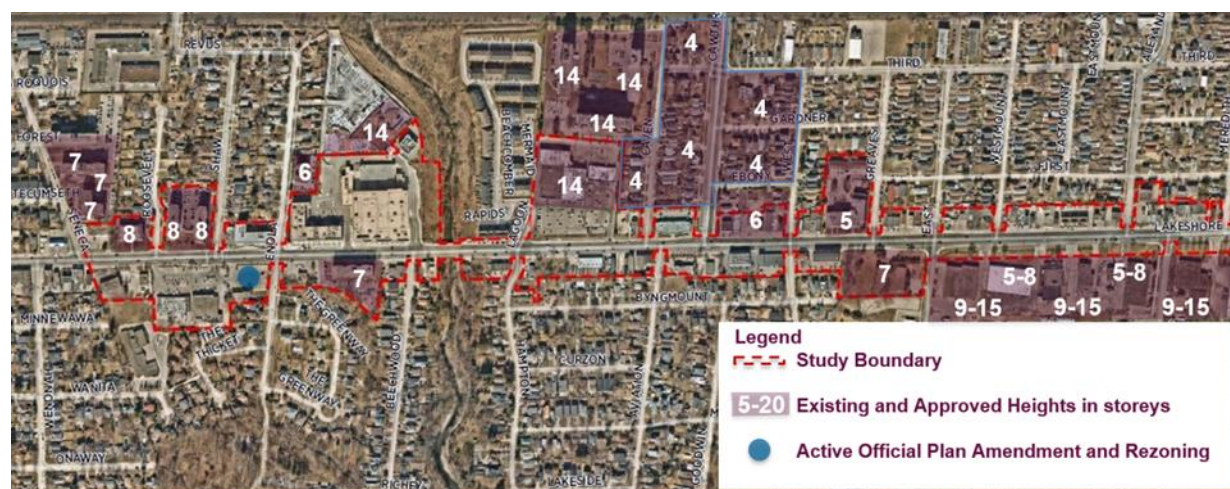


Figure 1: Existing and Approved Heights in Storeys along western corridor



Figure 2: Existing and Approved Heights in Storeys along eastern corridor

The Lakeshore Road East Corridor is identified as a Higher Order Transit Corridor in Mississauga Official Plan (MOP) and varies in width. The Right of Way (ROW) width for the western portion of the corridor is 30 m (Seneca Avenue to East Avenue) and the designated ROW of the eastern portion is 44.5 m (East Avenue to Etobicoke border).

## Comments

### OVERVIEW OF DRAFT OFFICIAL PLAN AMENDMENT

The draft OPA has been prepared to address the issues identified by stakeholders and staff. It incorporates comments and feedback received during the public and stakeholder consultation period between February and June 2021. City staff proposed three key policy moves. No changes to Schedule 10 Land Use Designations are proposed through this amendment. The following summarizes key policies within the draft OPA (Appendix 4).

### Reaffirm the Vision

The existing Lakeview Local Area Plan has extensive and distinct guiding principles. In short, the six guiding principles are:

- Reconnect Lakeview to the waterfront;
- Strengthen distinct neighbourhoods;
- Support complete communities;
- Promote community health;
- Support social wellbeing;
- Achieve leadership in sustainability.

The vision section has been updated to better reflect today's context, including technical word changes. The draft OPA reinforces the complete communities guiding principle with the addition of wording to encourage a sense of place. The guiding principles have been reviewed and reconfirmed. The existing vision reflects a pedestrian scaled, mixed-use mainstreet, which helps achieve complete communities, aids active transportation including walking and supports housing for all groups and abilities.

### Building Height

The current planning framework in the Lakeshore Road East Corridor area generally allows for buildings up to four storeys in height. There are sites with existing height permissions beyond four storeys as shown figures 1 and 2. Staff undertook a parcel analysis along the corridor to determine redevelopment potential. Shallow lots with less than 40 m in depth are common, but are the least likely to redevelop due to the challenge of providing underground parking and meeting urban design criteria. The table below summarizes Staff's site analysis.

Lot Depth	Anticipated Redevelopment Height Potential	Approximate Number of Redevelopment Sites	
		Including under application & site specific permissions	Excluding under application & site specific permissions
Less than 40 m	2-4 storeys	8	5
40-60 m	2-8 storeys	10	6
Greater than 60 m	2-8 storeys, or maximum of 30 m tall	6	4

All amended height policies proposed above would only be permitted if appropriate transitions to low density areas are provided and street wall policies (described below) are achieved.

Staff considered the following key factors when developing the proposed height framework.

- Vision for a main street corridor, with pedestrian friendly scale
- Existing buildings and approved heights
- Tie-in with Rangeview lands that also have an eight storey maximum height policy for the Lakeshore fronting buildings
- Consideration of the road right-of-way width
- Buildings that support ground floor retail
- Transit supportive densities that support provincial/regional Major Transit Station Area requirements
- Create more certainty for existing landowners, prospective land owners and community members

### **Ensure a Village Main Street Character - Urban Design**

The draft OPA includes a new urban design policy; proposing a minimum streetwall of 2 storeys and maximum of 4 storeys. The streetwall is the exterior wall of a building facing the front lot line abutting Lakeshore Road. The two to four storey streetwall is context sensitive to the varied existing condition of one and two storey buildings and larger apartment buildings. A two to four storey streetwall provides a human scaled pedestrian realm and sense of enclosure.

The existing LAP and the Lakeview Built Form Standards provide further policies, direction and guidelines regarding streetscape treatment, landscaping, street furnishings, public art, building material, and building design. No changes are proposed to these policies.

### **Land Assembly**

The current planning framework in the Lakeview Local Area Plan discourages land assembly. No revisions to the land assembly policies are proposed through this review. However, if land assembly does occur, the LAP policy indicates that the primary purpose of assembled lands is to provide a buffer to the adjacent low density lands to the development.

Given the existing lot pattern, the opportunity for redevelopment can be achieved without further land assembly.

There have been no development applications involving land assemblies in along Lakeshore Road in Lakeview since the LAP was adopted in 2015.

### **Transition**

The current LAP requires appropriate transition to adjacent low density residential. The draft amendment does not propose revisions to the transition policies and guidelines.

The LAP states that development along Lakeshore Road should have regard for the character of the Neighbourhood, providing appropriate transitions in height, built form and density. It further states that redevelopment will ensure built form compatibility and transition in heights to adjacent low density residential neighbourhoods.

The Lakeview Built Form Standards further refines the transition policies, including the use of a 45 degree angular plane, increase to the building setbacks, and the use of building step backs to ensure minimal impact from newer developments to adjacent low rise dwellings.

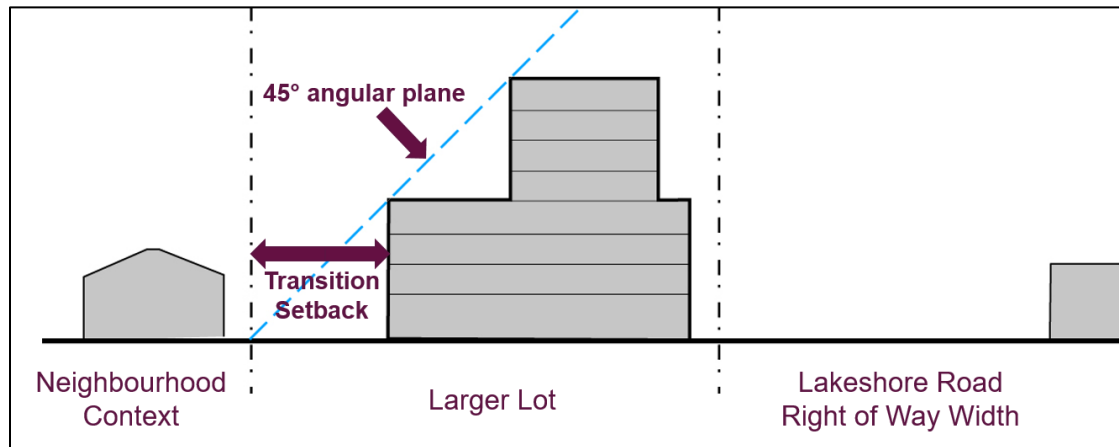


Figure 3: Existing Transition Policies

## Heritage

Cultural heritage policies have been reviewed as part of this exercise. Section 8.2 of the LAP, Cultural Heritage, recognizes the important of heritage resources in the area and further guides how to improve and enhance development adjacent to heritage sites.

There are opportunities to integrate and enhance heritage resources through contextually sensitive designs, paying attention to setbacks, stepbacks, material choice, facades, landscaping, and site design, etc. Development along the corridor is also subject to a site plan control bylaw.

## Parks and Green System

Integration of parks, open space and landscaping into new developments has been reviewed. The current LAP prioritizes policies which protect, enhance, restore, and connect green spaces in Lakeview.

Through redevelopment, additional opportunities for landscaping, setbacks, streetscaping or publically accessible privately open space will be reviewed. In addition, developments along Lakeshore Road East will be required to contribute to parkland, either on site or through cash in lieu.

## COMMUNITY ENGAGEMENT

### Engagement Process

An extensive engagement process underpins this draft OPA and included:

- **Public Engagement:** The public has been involved via a project website, social media, an online comments form, virtual community meetings, virtual community workshops, surveys, and this statutory public meeting. Public engagement was intended to provide information on the draft policies and gain preliminary feedback.
  - **EHQ Website** had approximately 1350 visits between Jan 1 and Aug 31
  - **Virtual Community Meeting:** A virtual community meeting was held on February 23, 2021. The virtual community meeting included staff presentations, online polls, chat forum and post meeting feedback survey.
    - Approximately 165 attendees excluding staff
  - **Virtual Community Workshops:** Three virtual community workshops were held on May 4<sup>th</sup>, 5<sup>th</sup> and 11<sup>th</sup> 2021. The virtual community workshops included presentations by staff and an independent urban designer, breakout rooms, online polls, chat forum and post meeting feedback survey.
    - Staff presented draft building heights of 4-6 storeys on small lots, 6-8 storeys on medium lots, and 8-12 storeys on large lots.
    - Approximately 180 attendees excluding staff
  - **Virtual Community Meeting:** A virtual community meeting was held on June 10, 2021. The virtual community meeting included staff presentations, online polls, chat forum and post meeting feedback survey.
    - Staff presented draft building heights of 4 storeys on smaller lots, and 8 storeys on larger lots
    - Approximately 80 people attended excluding staff
  - **Statutory Public Meeting:** Notification for the November 15, 2021, Statutory Public Meeting was published in the Mississauga News. Information of this public meeting was also shared on the Lakeshore East Corridor website (<https://yoursay.mississauga.ca/lakeshore-east-corridor-study>), and promoted via a media release, Council's Corner newsletter, social media, and the local councillor's newsletter.
  - **Posting Draft OPA:** The draft OPA policies will be posted on the project website in advance of the public information meeting along with an online comment form in order to receive further detailed comments from the public.
- **Stakeholder Meeting:** outreach with the Lakeview Ratepayers Association took place in June and November, 2021 in order to provide information on the amendment and gain preliminary feedback on more site specific matters.

## **Feedback Received to Date**

Staff engaged stakeholders and the public through the abovementioned engagement tactics. Staff have incorporated preliminary feedback into the draft OPA and provided a summary of the key messages received below. Some of the feedback received is outside the scope of this draft OPA.

## **Creating a Complete Community**

We heard about the need for the Lakeshore Corridor to evolve as a complete, vibrant and mixed use community that provides opportunities for people of all ages and abilities to live, work, shop and play.

Feedback also included a desire for a greater mix of uses along the corridor.

## **Strengthening the Main Street**

We heard general support for mixed use buildings where people can live, work, play, shop and dine. There was a desire for streetscape improvements such as wider sidewalks, and landscaping.

The community expressed concerns that additional height will create undue precedents and cause negative shadow impacts.

## **Green Space and Setbacks**

We heard there was a desire for green space and additional setbacks along Lakeshore Road East, especially on the south side of the corridor between East Avenue and Hydro Road. This area is outside of the study area, but parkland consultation and evaluation for the Lakeview Village Development Masterplan is ongoing. More information on the Lakeview Village Parkland Public Engagement can be found at the following link:  
<https://yoursay.mississauga.ca/lakeviewparks>.

Any new development along Lakeshore Road is required to provide opportunities for landscaping, wider sidewalks and improved public realm. In our existing Lakeview Local Area Plan Built Form Guidelines, any new development proposal in the Lakeshore East Corridor study area is required to have a setback to the front property line of 0.6 m and 3.0 m.

## **Improving Transportation**

During each round of engagement, a common concern we heard was around traffic and transportation. The City of Mississauga is conducting concurrent projects regarding the Lakeshore Bus Rapid Transit Study, Lakeshore Complete Street Study, and the New Credit River Active Transportation Bridge Study. Further information on these studies is available here:



<https://www.mississauga.ca/lakeshore-transportation>. These three studies build on the Lakeshore Connecting Communities Transportation Master Plan which set out a long-term vision for transit and corridor improvements along Lakeshore Road from 2020 to 2041.

## Rangeview

While outside of the Lakeview Local Area Plan and Lakeview Neighbourhood Character Area, residents expressed a desire and willingness to participate in a holistic approach to the neighbouring Rangeview lands. Development master plans are required for the Rangeview lands. During the development master plan process staff will share information and assist in neighbourhood collaboration.



Figure 4: Lakeshore East Corridor Official Plan Amendment Process

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## Financial Impact


There are no financial impacts resulting from the Recommendations in this report.

## Conclusion

The Lakeshore Road East Corridor study has been a consultative process that has produced a draft policy framework to aid in the development of a vibrant, mixed-use and connected community. The next step is to incorporate any further feedback received through community engagement and at the November 15, 2021 Public Meeting into the final Official Plan Amendment that will be presented to Council for consideration in early 2022.

## Attachments

- Appendix 1: Context Map of Lakeshore Road East Corridor
- Appendix 2: Summary of Engagement June 20, 2021
- Appendix 3: Lakeshore Road East Corridor – Draft Official Plan Amendment Height Schedule
- Appendix 4: Lakeshore Road East Corridor – Draft Official Plan Amendment



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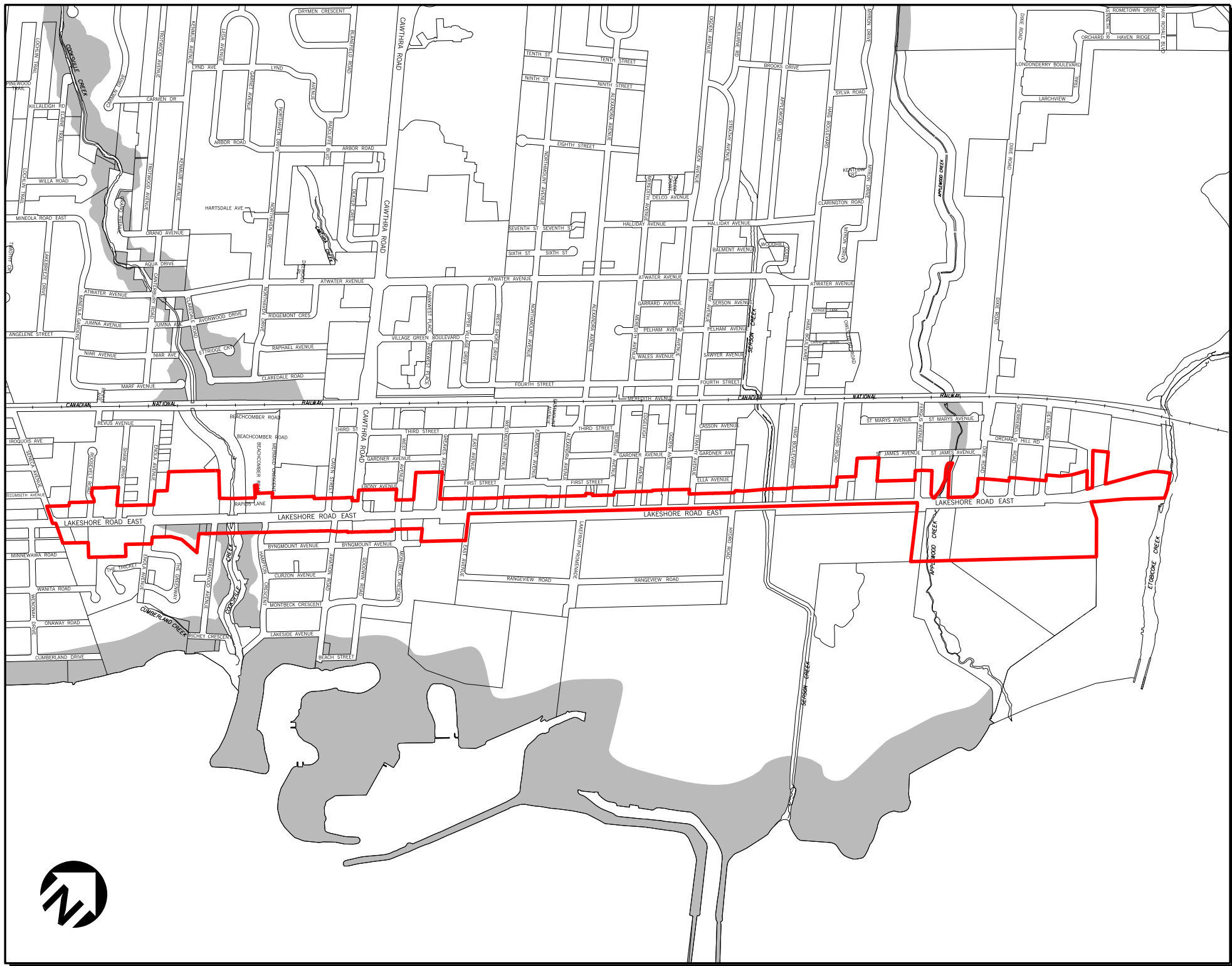
Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

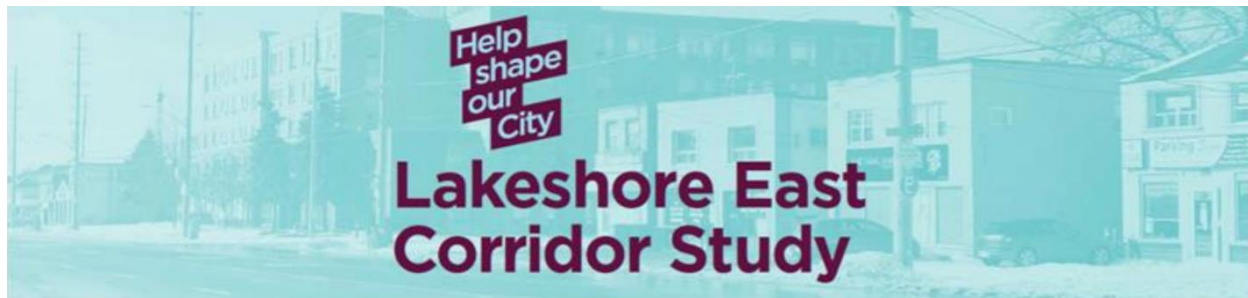
Prepared by: Robert Ruggiero, Planner, City Planning Strategies

General Context Map

CD.03-LAK W1

Appendix 1





## Community Meeting – What We Heard

On June 10, 2021, the City of Mississauga held a virtual community meeting to present a preliminary draft policy recommendations on various urban design principles to guide and manage compatible growth along the Lakeshore East Corridor.

The virtual community meeting included a staff presentation and Q&A discussion. The meeting ran from 6:30pm – 8:15pm with an estimated 92 people in attendance on the Webex meeting platform.

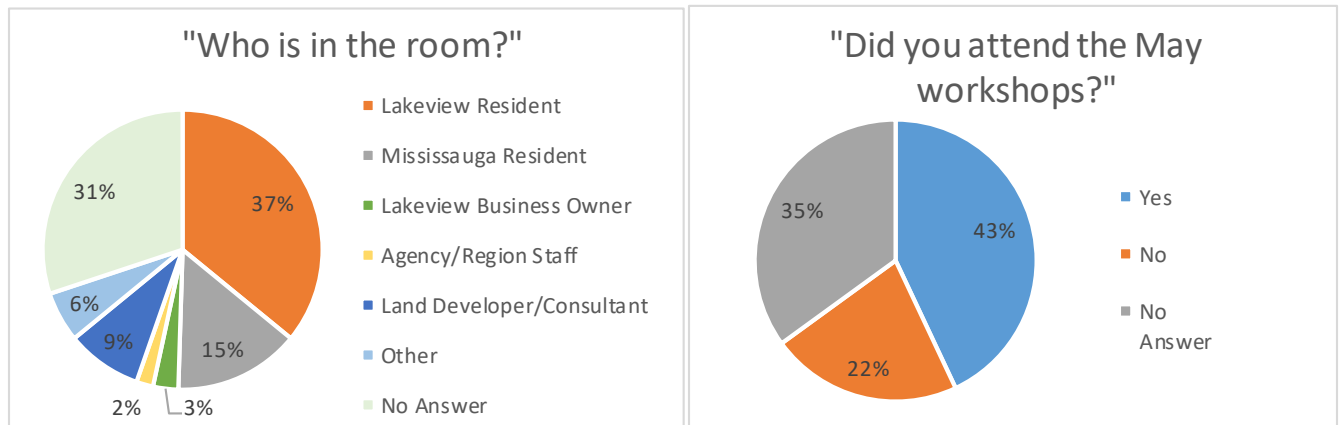
Following the meeting, those that could not attend the meeting or who had more to say had the opportunity to complete an online survey responding to the content and questions asked at the workshop. The survey was hosted on the [project website](#).

Ward 1 Councillor Stephen Dasko attended and opened the meeting. Jason Bevan Director, City Planning and Strategies, Planning and Building Department of the City of Mississauga provided an overview on the significance of undertaking the study and Robert Ruggiero, Project Lead and Planner, presented a project update as well as the preliminary draft policy recommendations. The meeting continued with Q&A discussion on the newly presented draft policies.

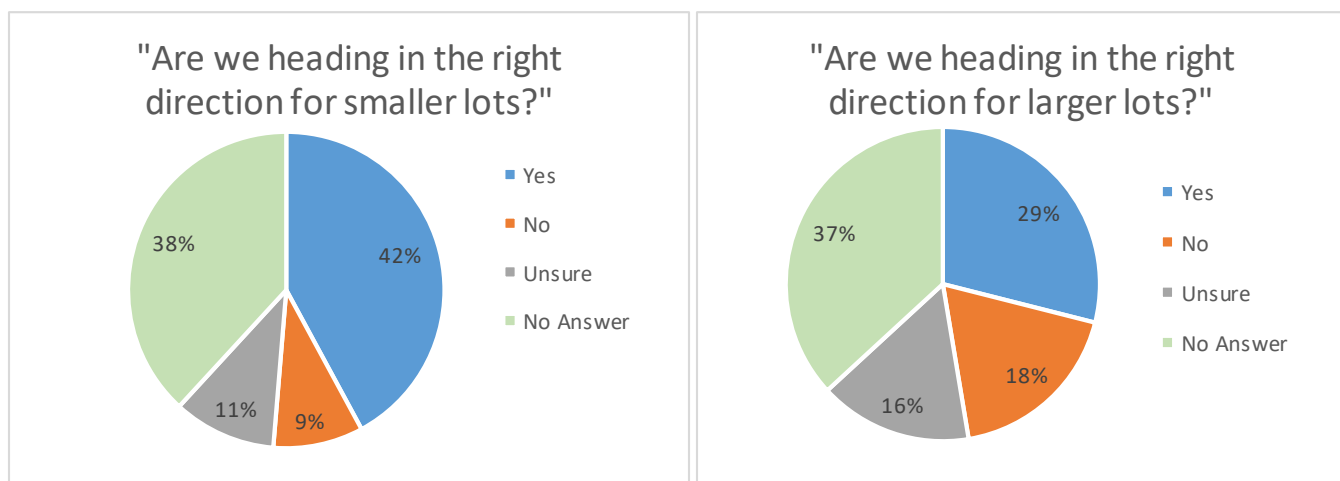
This summary is based on the Webex Chat transcripts, staff notes and survey responses. Fewer than 5 survey responses were received.

Below are the results of four poll questions asked at the community meeting and 2 survey responses from June 1 to July 8, 2021.

### Poll Results Based on 65 Respondents from June 10, 2021



### Poll Results Based on 76 Respondents from June 10, 2021 Community Meeting (74 Responses) and Survey Results from June 11 – July 8, 2021 (2 Responses)



The following is a summary of what we heard from the community meeting.

### Vibrant Main Street and Urban Design Principles

- Encourage mixed-use developments for a vibrant main street feel where people can live, shop and dine.

- Participant's Comment: *"how about mixed-use building, I figure most along the corridor should be mixed-use where first few stories are commercial and the rest residential."*
- General support for smaller lots to have 4 storeys that creates a continuous and uniform main street on Lakeshore Road.
- Protect for public realm where redevelopments will enhance the main street concept and provide a sense of enclosure.
  - Participant's Comment: *"I'm a big fan of the "enclosure" feeling. Keeping all of that retail close to the sidewalk makes it a lot more usable for pedestrians and cyclists."*
- Establish urban design guidelines and policies to encourage complete communities and aesthetically pleasing developments.
  - Participant's Comment: *"I support complete communities and I want a city development application based on how well developers can work with and achieve the visions of the residents?"*

## Heights and Density

- Concerns with reviewing and assessing applications based on precedents.
  - Participant's Comment: *"how can we avoid allowing previous heights inform future builds?"*
- Set "hard limit" on the number of storeys along the Lakeshore East.
- Maintain a balance between residential, commercial and open space uses
  - Participant's Comment: *"As long it is planned and developed thoughtfully as diverse mixed use and a lens on environment/habitat/flood protection/efficient buildings, it will meet my particular desire."*
- Ensure additional density brings more affordable housing, services and amenities for the community.
- Raised concerns of land assembly; combining smaller lots to create a larger development lot.
- Focus on "Built Function" to create a vibrant and comfortable place for pedestrians with natural light, space for walking, shops and interesting building design at the street level? (make plain language)
  - Participant's Comment: *"How the buildings are used has a lot to do with how the height/massing is perceived."*

## Green Space and Setbacks

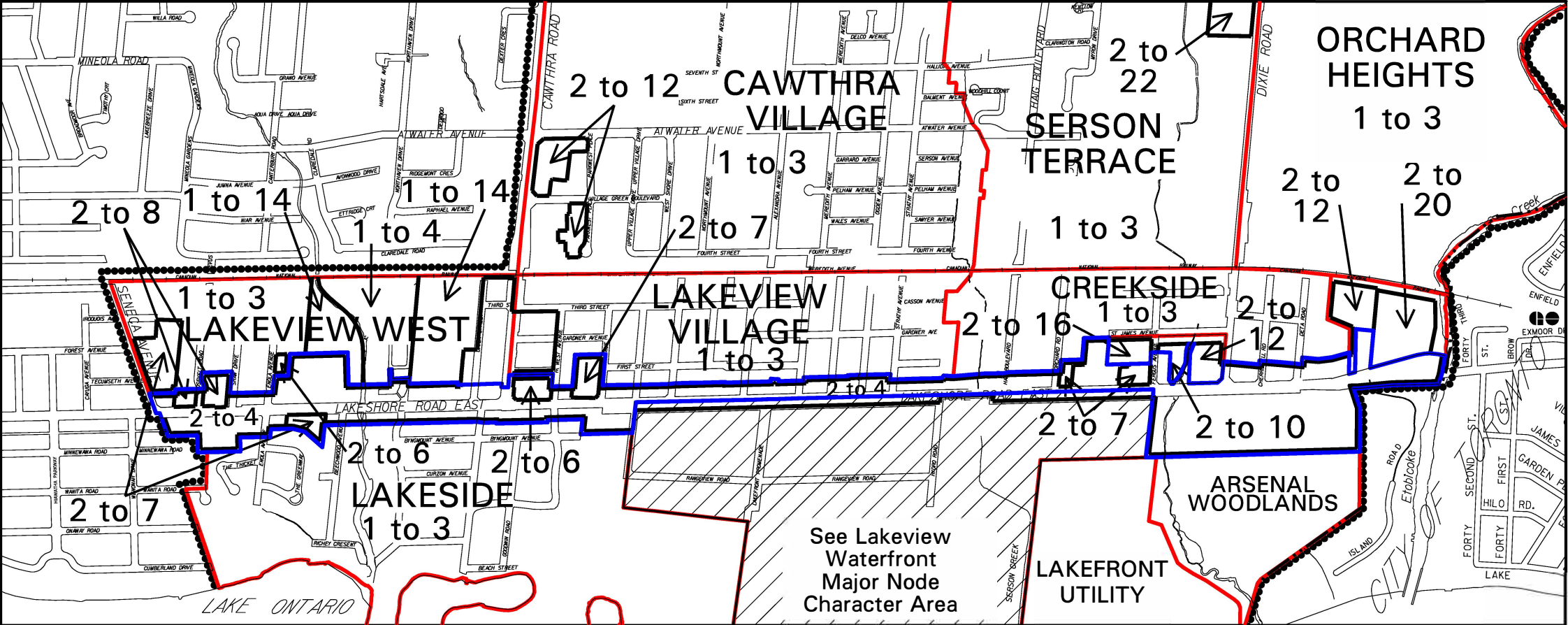
- Desire for the linear park on the south side of Lakeshore east of East Avenue
- Concerns with shadow impacts of larger developments on the public realm.
- Raised concerns of maintaining privately owned linear park.
- Ensure taller buildings have sufficient setback from the main street.
  - Participant's Comment: *"If a taller building is further back then it keeps the open feeling of the current Lakeshore but with more "enclosure" main street feel."*

- Potential environmental impacts (heating and cooling inefficiencies) with stepback design in buildings.

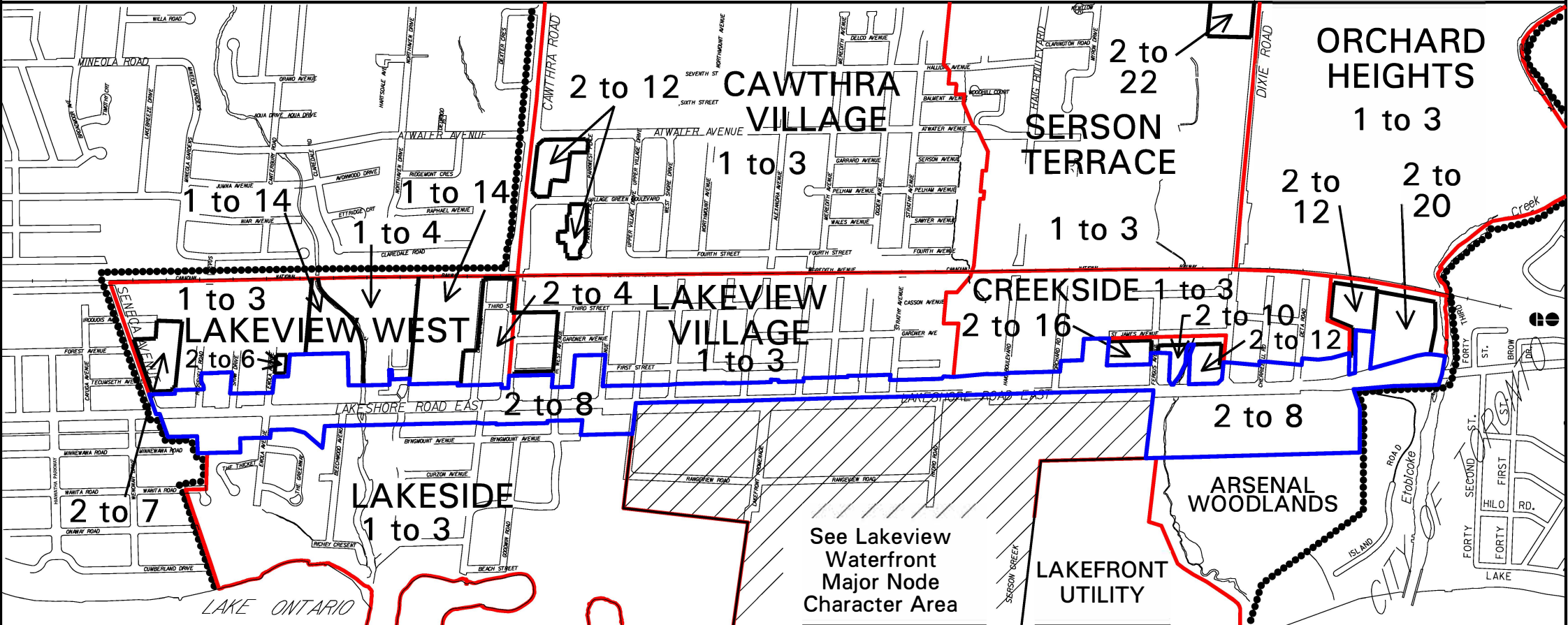
### Additional Comments

- Consider integrating low impact development techniques with open space to encourage sustainable developments.
- Create cycling path that comply with universal accessible standards.
- Encourage use of wider and less sloped sidewalks for more accessible use.
- Undertake potential consultation for streetscape improvements in the study area.
- Discuss the potential opportunities and/or challenges of future BRT and how does it affect housing affordability in the area.
- Consider opportunities for affordable housing to encourage mix of housing options and accommodate a range of everyone's needs.
  - Participant's Comment: *"The city needs to mandate three bedroom units for apartments and condos. Families need places to live."*








EXISTING HEIGHT LIMITS



PROPOSED HEIGHT LIMITS

Legend

-  Sub-Area Boundary
-  Local Area Plan Boundary
-  Area of Amendment

Note:

1. Height limits represent the minimum and maximum number of storeys permitted.

DRAFT

Part of  
Lakeview Local Area Plan  
Height Limits





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

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

### 3.0 Current Context

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

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

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

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

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

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

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

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

### 5.0 Vision

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

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

### 5.1 Guiding Principles

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

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

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

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

### 5.2.3 Corridors

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

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

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

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

## 10.2 Lakeshore Corridor

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

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

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

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

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

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

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

~~10.2.5~~ **10.2.10** Additional height up to a maximum building height of 30 m may be considered on existing lots greater than 60 m in depth if the development proposal is consistent with the policies of this Plan.

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

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

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

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

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

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

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

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

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

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

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

## 10.3 Built Form Types

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

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

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

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

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

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

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

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

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

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

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

- c. transition to adjacent lower built forms.

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

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