

Appendix 6 – Planning Rationale for Proposed Amendments to Mississauga Official Plan (MOP), Lakeview Local Area Plan

Section	Change	Proposed Changes to MOP	Planning Rationale
3.0 Current Context	<i>Removed</i>	<p>Lakeview is made up of stable residential neighbourhoods characterized by detached and semi-detached housing. Many homes built in the 1950s and 1960s 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 along Lakeshore Road East. There are a few multi-unit residential dwellings in Lakeview, including duplex, triplex and quadruplex.</p> <p>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 the Queen Elizabeth Way, namely Dixie Outlet Mall and Applewood Village Plaza.</p>	An updated and expanded introduction replaces these paragraphs.
	<i>Added</i>	<p>Lakeview is made up of residential neighbourhoods characterized by a variety of housing forms, including low rise dwellings and apartments. Many homes built in the 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</p>	The revised introduction incorporates a broader and more inclusive approach to the neighbourhood. Based on the 2016 census the Lakeview Neighbourhood is comprised of: 51% Single detached dwellings; 32% Apartment in a building greater than 5 or more storeys; 6% Row house;

Appendix 6

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		<p>throughout Lakeview between Lakeshore Road East and the Queen Elizabeth Way. Apartment buildings are located mainly near the Canadian National Railway tracks at Cawthra Road, on Dixie Road, and along Lakeshore Road East. There are a few clusters of multi-unit residential dwellings in Lakeview, including duplex, triplex and fourplex.</p> <p>The area is served by commercial facilities concentrated along Lakeshore Road East. However, it is fragmented by other uses such as motor vehicle repair garages and motor vehicle sales and service. The area along Lakeshore Road East to the east of Cawthra Road is in its early stages of revitalization to mainstreet retail, with newly built and proposed mixed use buildings. Neighbourhoods to the north are served by commercial facilities located on both sides of the Queen Elizabeth Way, namely Dixie Outlet Mall and Applewood Village Plaza.</p>	<p>5% Apartment or flat in a duplex; 4% Apartment in a building that has fewer than 5 storeys; 3% Other. (Due to rounding figures add up to 101%).</p> <p>The word stable has been removed to reflect the constant evolution of a neighbourhood.</p> <p>The proposed minor revisions to specific wording policy will help ensure clarity.</p>
5.1 Guiding Principles	<i>Removed</i>	5.1.3 Support complete communities through compact, mixed use development and a pedestrian oriented mainstreet that offers a range of culture, residential and employment opportunities.	A revised policy expands on and replaces this statement.
	<i>Added</i>	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 cultural, residential and employment opportunities.	The proposed revision aligns with the Provincial Policy Statement 2020 by adding “a sense of place” and clarifies the focus along Lakeshore Road East.
10.2	<i>Added</i>	The intended built form and height reflect the hierarchical urban structure of the Plan and align with the Lakeview Waterfront Major Node as well as with the character and	The added introductory paragraph brings part of the rationale into the Plan.

Appendix 6

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Lakeshore Corridor		typology of the Lakeshore Corridor. The Major Node policies require mid-rise buildings of 5-8 storeys fronting on Lakeshore Road East.	
	<i>Revised</i>	<ul style="list-style-type: none"> ensuring built form compatibility and providing a transition in heights to adjacent neighbourhoods; 	This existing policy is amended by adding “providing a” to clarify that new development is to transition to adjacent neighbourhoods.
	<i>Removed</i>	10.2.4 Development along Lakeshore Road East is encouraged to be two to four storeys in height; however, some sites will be permitted building heights greater than four storeys as shown on Map 3.	New policies expand on and replace this policy.
	<i>Added</i>	10.2.4 Development fronting Lakeshore Road East will be two to eight storeys in height provided an appropriate transition to the adjacent context is maintained. Some sites will be greater than eight storeys in height as shown on Map 3.	<p>The increased building height accommodates growth along the corridor and contributes to the complete community and pedestrian oriented mainstreet vision. The intended built form and height reflect the hierarchical urban structure of the Plan and align with the Lakeview Waterfront Major Node as well as with the character and typology of Lakeshore Road East.</p> <p>The Mississauga Official Plan City Structure provides guidance on density, height, uses and appropriate growth. The Downtown will contain the highest density and heights and the greatest mix of uses. Major Nodes will provide a mix of population and densities less than the Downtown but greater than elsewhere in the city. Community Nodes will be similar to Major Nodes, but with lower densities and heights. Finally, Neighbourhoods will accommodate the lowest densities and building heights.</p> <p>Based on the Growth Plan forecast for the Region of Peel, Mississauga has planned for units and people in excess of the forecasted population for 2051. According to the City’s Urban Structure, growth is directed primarily to Downtown,</p>

Appendix 6

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			<p>Major Nodes and Community Nodes. Lakeshore Corridor is part of Lakeview Neighbourhood, which anticipates the lowest level of growth.</p> <p>The Lakeview Waterfront Major Node abuts the Lakeshore Corridor. The Major Node policies require mid-rise buildings of five to eight storeys fronting on Lakeshore Road East. It anticipates the greatest heights and densities at the south western edge of the community toward the lake, and gradual transition to existing adjacent residential neighbourhoods. The general policies of the Node include reinforcing a pedestrian scale along Lakeshore Road East. The urban structure would not be maintained if building heights on the Lakeshore Corridor in a Neighbourhood exceeded those on the Lakeshore Corridor in the Major Node.</p> <p>Reinforcing growth to places like the Major Node maintains the objectives of the Official Plan and results in predictable planning. Growth can be accommodated without changes to the Official Plan's urban hierarchy. The Official Plan Review will address where additional growth and development should be accommodated.</p> <p>Consideration was also given to the different widths of the roadway right of way, lot depth, requirements of ground floor retail, and transit supportive densities. The proposed built form and height reflect the hierarchical urban structure of the Plan and align with the Lakeview Waterfront Major Node as well as with the character and typology of Lakeshore Road East.</p>

Appendix 6

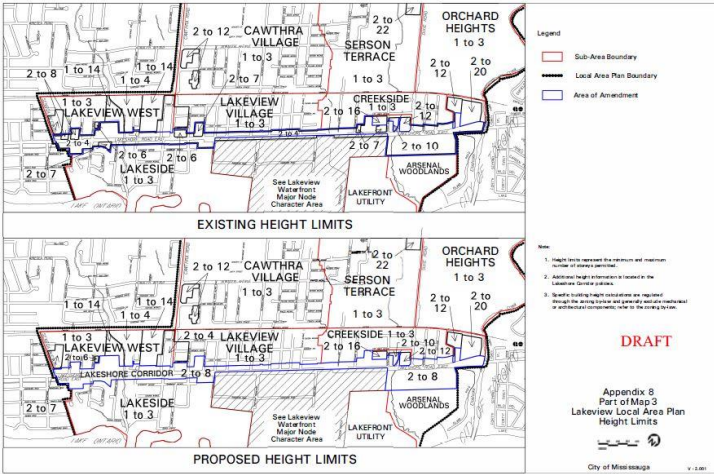
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	<i>Added</i>	10.2.5 Additional height up to a maximum building height of 30 m may be considered on existing lots greater than 60 m in depth if the development proposal is consistent with the policies of this Plan.	<p>There are a handful of large lots that can accommodate buildings with additional height greater than eight storeys. However, the Plan and urban structure do not anticipate tall buildings in Neighbourhoods.</p> <p>During the parcel analysis three categories of lots emerged: small lots less than 40 m in depth, medium lots between 40 m and 60 m in depth, and large lots greater than 60 m in depth.</p> <p>The maximum height of 30 m was determined based on the lotting pattern, average lot depths, potential redevelopment locations, and transition policies, while also maintaining the urban structure.</p> <p>Lakeshore Road East has two right of way widths; 30 m and 44.5 m. The Waterfront Major Node policies require mid-rise buildings of five to eight storeys along Lakeshore Road East's 44.5 m right of way. Based on the differing right of way widths and the Major Node requirements, a 30 m maximum height unifies the Corridor while accommodating additional height in Neighbourhoods.</p> <p>While buildings greater than 30 m in height exist within the study area, they do not immediately front Lakeshore Road East. Taller buildings are generally set back significantly from the road on large lots, and without active uses at grade.</p>
	<i>Added</i>	10.2.7 In order to achieve a pedestrian scaled environment, new buildings will have a streetwall of a minimum of 2 storeys to a maximum of 4 storeys. A streetwall is the exterior wall of a building facing the front lot	A streetwall of 2 to 4 storeys in height reinforces the pedestrian mainstreet vision as well as respecting the existing low scale context of Lakeshore Road East.

Appendix 6

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		line abutting the mainstreet.	
10.3 Built Form Types	<i>Removed</i>	10.3.6a the maximum height of buildings will be four storeys.	New policies expand on and replace this policy.
	<i>Added</i>	10.3.6a the height of buildings will be two to eight storeys provided an appropriate transition to the adjacent context is maintained.	<p>The increased building height accommodates growth along the corridor and contributes to the complete community and pedestrian oriented mainstreet vision. The intended built form and height reflect the hierarchical urban structure of the Plan and align with the Lakeview Waterfront Major Node as well as with the character and typology of Lakeshore Road East.</p> <p>The Mississauga Official Plan City Structure provides guidance on density, height, uses and appropriate growth. The Downtown will contain the highest density and heights and the greatest mix of uses. Major Nodes will provide a mix of population and densities less than the Downtown but greater than elsewhere in the city. Community Nodes will be similar to Major Nodes, but with lower densities and heights. Finally, Neighbourhoods will accommodate the lowest densities and building heights.</p> <p>Based on the Growth Plan forecast for the Region of Peel, Mississauga has planned for units and people in excess of the forecasted population for 2051. According to the City's Urban Structure, growth is directed primarily to Downtown, Major Nodes and Community Nodes. Lakeshore Corridor is part of Lakeview Neighbourhood, which anticipates the lowest level of growth.</p> <p>The Lakeview Waterfront Major Node abuts the Lakeshore Corridor. The Major Node policies require mid-rise buildings of five to eight storeys fronting on Lakeshore Road East. It</p>

Appendix 6

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			<p>anticipates the greatest heights and densities at the south western edge of the community toward the lake, and gradual transition to existing adjacent residential neighbourhoods. The general policies of the Node include reinforcing a pedestrian scale along Lakeshore Road East. The urban structure would not be maintained if building heights on the Lakeshore Corridor in a Neighbourhood exceeded those on the Lakeshore Corridor in the Major Node.</p> <p>Reinforcing growth to places like the Major Node maintains the objectives of the Official Plan and results in predictable planning. Growth can be accommodated without changes to the Official Plan's urban hierarchy. The Official Plan Review will address where additional growth and development should be accommodated.</p> <p>Consideration was also given to the different widths of the roadway right of way, lot depth, requirements of ground floor retail, and transit supportive densities. The proposed built form and height reflect the hierarchical urban structure of the Plan and align with the Lakeview Waterfront Major Node as well as with the character and typology of Lakeshore Road East.</p>

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Map 3: Lakeview Local Area Plan Height Limits	<i>Revised</i>		<p>The proposed height limit area revision is consistent with the increased building height policies.</p>