

Notes:

Existing policies are shown in the black text. Proposed new changes are shown in the **red text**. Proposed deletions to existing policies are shown as ~~strike-outs~~.

Lakeview Local Area Plan

10.1 Neighbourhoods

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

~~10.1.3.1 The existing commercial site at South Service Road and Dixie Road, represents a site for potential intensification, to a maximum height of 4 storeys. Future redevelopment of the property will address issues including but not limited to:~~

- ~~a. the addition of public roads to connect and improve the neighbourhood's fine-grained road pattern;~~
- ~~b. retention of commercial space; and~~
- ~~c. appropriate transition to adjacent residential uses.~~

13.0 Special Site and Exempt

Site Policies

13.1 Special Site Policies

There are sites within Lakeview, as shown in Figure 16, that merit special attention and are subject to the following policies.

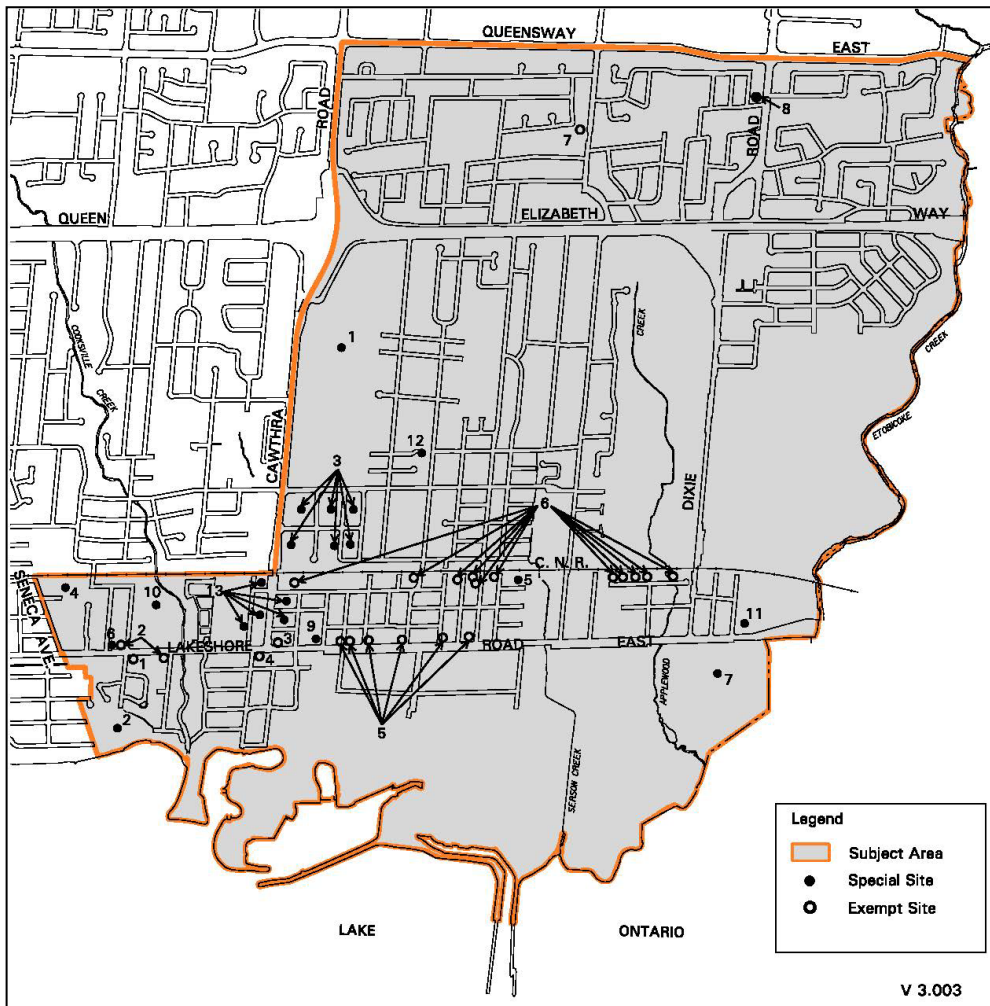
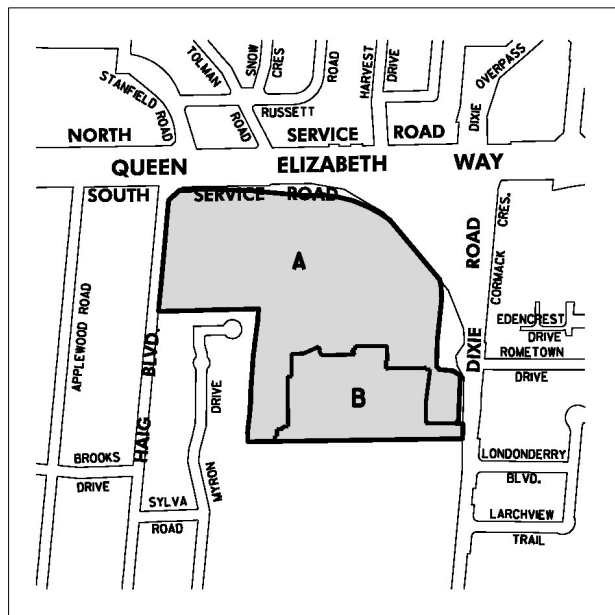


Figure 16: Location of Special Sites and Exempt Sites within the Lakeview Local Area

Change to Figure 16:

- Add new Special Site – Special Site 14

13.1.14 Site 14



13.1.14.1 The lands identified as Special Site 14 (“site”) are located on the southwest corner of South Service Road and Dixie Road.

13.1.14.2 Minor adjustments to the boundaries of Area A and Area B may be made without an amendment to the Plan.

Key Guiding Principles

13.1.14.3 The following key guiding principles will support the development of Special Site 14:

1. Create a high-quality public realm that is vibrant, comfortable, enjoyable and accessible by the public. These may include streets, parks, trails, spaces in-between buildings or privately owned spaces with public access;
2. Provide housing that consists of a mix of types and tenure and contributes to the supply of affordable housing;
3. Plan for heights and densities that are of an appropriate scale for the Lakeview neighbourhood with the greatest heights and densities located adjacent to the expanded transit terminal and the north area of the site;

4. Design a complete community that is compact, walkable, transit-supportive, with a mix of uses and community amenities for residents that are within walking distance;
5. Protect and enhance Applewood Creek as a naturalized green corridor; and
6. Achieve a transportation network that facilitates transit, vehicles, cycling and pedestrian connections through the site and to the surrounding neighbourhood.

Parks and Naturalized Areas

13.1.14.4 Parks will be designed to:

- a. be publicly accessible gathering spaces that support connections and a range of social and recreational activities for the community;
- b. be developed as a contiguous element. The location, configuration and size of the park blocks will be determined in conjunction with the development application process; and
- c. maximize sun exposure onto parks where development has frontage to parks.

13.1.14.5 Opportunities to protect and enhance Applewood Creek will be supported as a naturalized green corridor to sustain a healthy ecosystem and

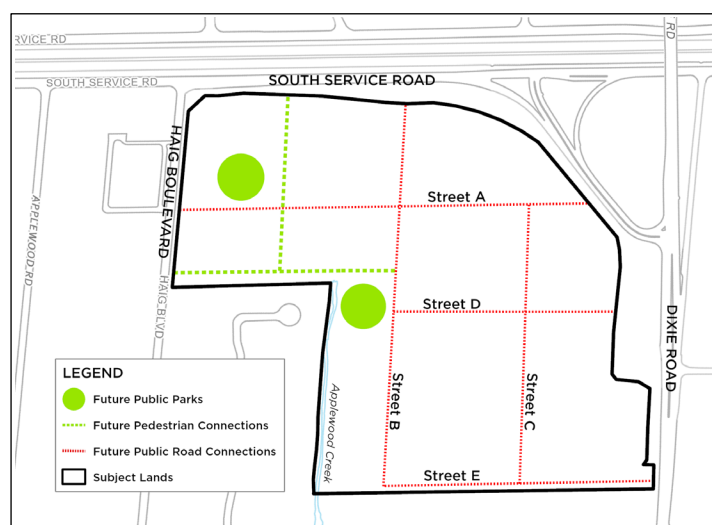


Figure 13.1.14-1: The figure above illustrates the conceptual location of new public parks, future pedestrian connections and public streets.

biodiversity and ensure that future development will be located outside of the corridor and its associated natural hazards.

Privately Owned Public Spaces

13.1.14.6 Privately Owned Public Spaces (POPS) contribute to the public realm. These spaces, where appropriate, will be designed and maintained in accordance with the standards established by the City, and remain open and universally accessible to the public. POPS provided to the City will:

- a. provide a public easement over the extent of the POPS; and
- b. the size, extent, design, configuration and program of POPS will be done in consultation and to the satisfaction of the City.

Transit and Community Infrastructure

13.1.14.7 To support the population growth, additional transit and community infrastructure may be identified and provided as development occurs. Priority should be given, but not limited to a fire station, a paramedic station, school(s) and an expanded transit terminal.

13.1.14.8 Partnerships and collaborations will be encouraged to identify community needs that could integrate a community infrastructure use within a building with other uses.

13.1.14.9 The location and size of a school facility will be confirmed through the review of development applications. Integrating schools and other community infrastructure with other uses will be assessed by the school board(s) and other public agencies to determine the viability of pursuing innovative approaches in the designs of schools and associated childcare facilities.

Housing

13.1.14.10 Stand-alone residential buildings will be permitted without an amendment to this Plan.

13.1.14.11 Development will incorporate a variety of housing types and tenure to support a range of households.

13.1.14.12 The applicant/developer should provide below-market housing and pursue financial incentives in collaboration with the City and the Region to achieve these housing types.

13.1.14.13 Partnerships between landowners and other stakeholders to support long term care facilities on the site is encouraged.

Non-residential Uses

13.1.14.14 Notwithstanding the policies of this Plan, alterations and minor expansions to existing uses in their current location/configuration will be permitted.

13.1.14.15 Redevelopment must demonstrate how the new development provides a concentration and mix of non-residential uses that meet the needs of the local population, such as a grocery store, pharmacy and medical office.

13.1.14.16 A minimum of 15,000 m² of non-residential gross floor area will be required on the site during all phases of development. Of the 15,000 m², a minimum of 11,000 m² of non-residential gross floor area will be provided within Area A and a minimum of 4,000 m² of non-residential gross floor area will be provided within Area B. For the purposes of this policy, community infrastructure is not considered a non-residential use.

Urban Form, Heights and Density

13.1.14.17 Development on Area A and Area B will be permitted to a maximum residential floor space index (FSI) of 2.4 across each area, inclusive of public streets and parkland. Increases to the residential density may be considered subject to the adequacy of community infrastructure and engineering servicing requirements.

13.1.14.18 Development will:

- a. provide appropriate transition of scale to lower building heights adjacent to another land use and varying built forms;
- b. promote adequate natural light, sky view and minimize shadow and visual impact;
- c. have a variation of building heights ranging from 2 to 15 storeys; and
- d. have buildings frame streets with the main entrances fronting onto a public street, connecting the building and the sidewalk.

13.1.14.19 An additional building height of three storeys may be considered without an amendment to this Plan for lands along the northern most boundary of Area A and located adjacent to the expanded transit terminal, subject to the City being satisfied that:

- a. generally 10% of the total residential units are larger family-sized dwelling units containing more than 2-bedrooms are provided;
- b. an appropriate transition to adjacent land uses and built forms that minimizes visual impact, overall massing, shadowing, wind, and overlook is provided;
- c. existing or planned capacity of infrastructure and services such as water and wastewater are sufficient; and
- d. phasing of development is in accordance with the timing and delivery of infrastructure and services.

Transportation

13.1.14.20 Streets will be designed as complete streets for all users, prioritizing transit, pedestrian and cycling access and routes.

13.1.14.21 To improve safety on streets, traffic calming measures may be applied.

13.1.14.22 Transit connections and service improvements will be enhanced as ridership demand increases. To support the delivery of transit service, streets will include transit infrastructure where necessary.

13.1.14.23 The existing transit terminal forms part of the interregional transportation system. Redevelopment of the site will accommodate an expanded transit terminal near Dixie Road and the southern boundary of Special Site 14. The location for an expanded transit terminal will be confirmed as part of the development application review process with the landowners, the Region and the City, as required.

13.1.14.24 Development will be required to provide pedestrian connections to existing and future streets, transit routes/stops, and parks and open spaces.

13.1.14.25 Public easements will be required where pedestrian connections are proposed on private lands.

13.1.14.26 The street network identified on Map 2: Lakeview Local Area Plan – Long Term Road and Transit Network will support improved connectivity for pedestrians and cyclists.

13.1.14.27 The improved street network will be achieved through development. Future additions to the street network include, but are not limited to the following:

- a. Street 'A', that connects Haig Boulevard easterly to South Service Road;
- b. Street 'B' that provides a connection from Street 'E' northerly to South Service Road;
- c. Street 'C' that joins Street 'E' northerly to connect with Street 'A';
- d. Street 'D' that connects Street 'B' easterly to South Service Road; and
- e. Street 'E' that joins Street 'B' easterly to connect with Dixie Road.

13.1.14.28 Future additions to the street network will be public streets.

13.1.14.29 Private streets should only be permitted to provide access to parking, servicing and loading facilities, subject to:

- a. required public easements;
- b. provision of required right-of-way widths; and
- c. appropriate terminus for maintenance and operations where a public street connects with a private street, where required.

13.1.14.30 The location, configuration, design and access requirements for streets will be determined through the development application review process.

Implementation

13.1.14.31 For each development phase, a detailed demonstration plan for the entirety of the site will be prepared, satisfactory to the City, including but not limited to identifying the following:

- a. land use and density distribution;
- b. environmental constraints showing the extent of the natural hazards associated with Applewood Creek, as applicable;
- c. public parkland and community infrastructure;
- d. building heights and massing;
- e. pedestrian and street network;
- f. how the minimum non-residential gross floor area is being met;
- g. coordination and sequencing of development and engineering servicing on the site; and
- h. an expanded transit terminal.

13.1.14.32 Development will occur by way of a plan of subdivision, where appropriate, to determine the provision and location of proposed parkland and the detailed alignment of public streets.

13.1.14.33 Development applications will be supported by the following studies, where applicable, including but not limited to:

- a. a detailed phasing plan to ensure development occurs in a logical manner and provides timely delivery of infrastructure improvements to service the growth;
- b. environmental impact study;
- c. functional servicing report;
- d. public realm plan, including parkland;
- e. sun/shadow/wind study;
- f. transportation impact study; and
- g. vehicular and *active transportation* circulation plan and street alignment.

13.1.14.34 The requirements for community infrastructure, transit infrastructure and the design of roads will be delivered in accordance with the applicable legislative framework.

