

City of Mississauga  
**Corporate Report**



<p>Date: July 10, 2024</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's file: CD.21-RAN</p>
	<p>Meeting date: July 29, 2024</p>

## Subject

### **RECOMMENDATION REPORT (WARD 1)**

#### **Rangeview Development Master Plan**

**850-1083 Rangeview Road and 830-1076 Lakeshore Road East**

**Owner: Rangeview Landowners Group Inc.**

**File: CD.21-RAN**

## Recommendation

That City Council endorse the Rangeview Development Master Plan framework in accordance with the limitations as outlined in the report dated July 10, 2024 from the Commissioner of Planning and Building regarding Rangeview Development Master Plan.

## Executive Summary

- Rangeview Landowners Group Inc. is seeking endorsement of the Rangeview Development Master Plan.
- Council endorsement will allow the Official Plan Amendment application that has been submitted to be deemed complete.
- The applicant has made minor revisions to the proposal to address issues raised through the review, however, the concept remains the same as that presented in the Information Report.
- Staff are satisfied with the revisions made to the Development Master plan and find it to be acceptable from a conceptual planning standpoint and recommend that it be endorsed.
- Rangeview Landowners Group Inc. will have to address matters that remain unresolved through the Official Plan Amendment application process including entering into a cost sharing agreement with participating owners, development phasing related to

transportation improvements and identifying the location of an elementary school site to the satisfaction of the Peel District School Board.

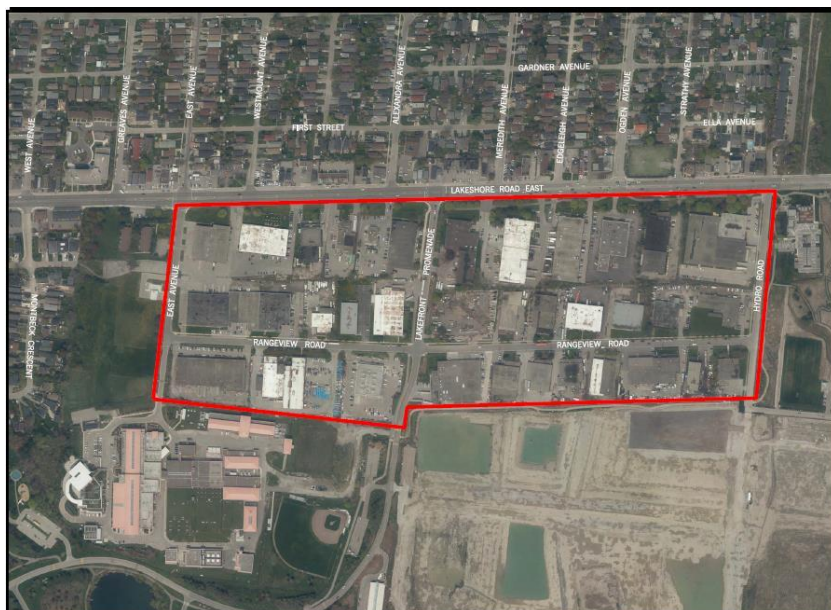
## Background

Rangeview Landowners Group Inc. is comprised of nine landholders which own 21 of the 33 properties within Rangeview Estates. This represents approximately 65% of the private landholdings. The Development Master Plan submitted is for the entirety of the Rangeview Estates lands.

A public meeting was held by the Planning and Development Committee on November 27, 2023, at which time an Information Report (<https://pub-mississauga.escribemeetings.com/FileStream.ashx?DocumentId=48890>) was received for information). Recommendation PDC-0075-2023 was then adopted by Council on December 13, 2023.

That the report dated November 8, 2023, from the Commissioner of Planning and Building regarding the initial submission of the Rangeview Development Master Plan, be received for information.

Comments presented at the public meeting include the incorporation of a pedestrian promenade on the south side of Lakeshore Road East and questions whether a school would be required. These items are addressed below. Full notification was provided for this Recommendation Report.



Aerial Image of Rangeview Estates

## Comments

### REVISED DEVELOPMENT PROPOSAL

The applicant has made some minor modifications to the proposed concept plan including:

- Identification of commercial uses along Lakeshore Road East
- Removal of permission for taller buildings fronting Lakeshore Road East
- Refinement of taller buildings to illustrate slender towers upon podiums
- Commitment for an increased setback along Lakeshore Road East to create a pedestrian promenade
- Minor revision to the built form on the southwest side of Lakefront Promenade

### COMMUNITY ENGAGEMENT

Rangeview Landowners Group Inc. initially met with the Lakeview Ratepayers Association in December 2021 and January 2023. A community meeting was held by Ward 1 Councillor, Stephen Dasko, on April 27, 2023, and another was held within the community on January 31, 2024. A subsequent online meeting was held with the Lakeview Ratepayers Association on March 19, 2024. Supporting studies were posted on the City's website at <https://www.mississauga.ca/projects-and-strategies/city-projects/inspiration-lakeview/>

The public meeting was held on November 27, 2023. Two members of the public made deputations regarding the Master Plan. Their comments concerning the pedestrian promenade along Lakeshore Road East and school accommodation are addressed below.

### PROCESS

In accordance with Section 13.3.11 of the Lakeview Waterfront Major Node policies that speak to implementation, the Development Master Plan is required to be endorsed by Council before any development applications can be deemed complete. Rangeview Landowners Group Inc. submitted an Official Plan Amendment application for the entirety of the Rangeview Estates, including the non-participating landowners, and staff have commenced a preliminary review of the material. As per the policies mentioned above, the application has not been deemed complete. Given the fractured nature of ownership, it has been indicated that Rezoning and Plan of Subdivision applications will be submitted on a site-by-site basis at a future time. Given the multiple properties and owners, a cost sharing arrangement and comprehensive phasing plan will have to be implemented in order to address matters relating to the completion of blocks, roads and parks.

### DEVELOPMENT MASTER PLAN ANALYSIS

The submission of a satisfactory Development Master Plan is a requirement which is outlined in the Lakeview Waterfront Major Node policies of Mississauga Official Plan and is intended to establish a comprehensive, coordinated and intentional vision for the future development of the Lakeview Waterfront area. As outlined in the policies, the Development Master Plan submitted included the Master Plan, a Transportation Study and a Sustainability Strategy.

Pertinent matters that formed part of the evaluation of the Development Master Plan are addressed below.

### **DENSITY**

Lakeview Waterfront is identified as a Major Node within the Mississauga Official Plan (MOP). Major Nodes represent the second highest level of density within the City's urban hierarchy, lower than the downtown, but higher than the community nodes and neighbourhoods.

The number of residential units proposed remains at 5,300. The distribution of the units between tall buildings up to 15 storeys, mid-rise buildings and low-rise buildings up to four storeys including townhomes, remains the same as was presented in the Information Report. Since the MOP permits a maximum of 3,700 units within a specified distribution range, an Official Plan Amendment is required.

The assessment of density is not an evaluation that is done in isolation, but rather in the context of many factors including, but not limited to, surrounding context, access to parkland, servicing, transportation and built form. Built form represents an important factor in informing the suitability of density. The proposal represents a good mix of mid-rise elements and townhomes with taller elements being purposely located along the transit routes and along the Ogden Park spine. Low-rise buildings, including townhomes are generally located interior to each development block and framed by the mid-rise buildings and podium edges. The built form is in keeping with the intentions laid out in the Inspiration Lakeview Master Plan and integrates appropriately with the development to the south. The accommodation of the density will have to be phased in conjunction with transportation improvements which is outlined further in the Transportation Section.

The Peel District School Board has advised that the density proposed will necessitate a new elementary school.

The distribution of density can be found in Appendix 2, Page 2.

### **HEIGHT**

The Lakeview Waterfront Major Node policies indicate that the Rangeview Estates area is to be primarily a neighbourhood with a mix of townhouses and mid-rise buildings. Taller buildings, up to 15 storeys, are generally permissible along the transit route and the Ogden Park spine.

The height distribution remains similar to that presented in the Information Report with no towers exceeding 15 storeys. A few key revisions have been introduced following discussions with staff. Permission for tower elements up to 15 storeys have been removed from the Lakeshore Road East frontage. All building fronting onto Lakeshore Road East are now mid-rise buildings with maximum heights of 8 storeys. A mid-rise building has been introduced at the southwest corner of Lakefront Promenade where a podium school had previously been

illustrated on lands owned by Canada Post. The tower element components have also been refined to illustrate that towers will be situated upon podiums with setbacks and with floor plate sizes generally restricted to 750 m<sup>2</sup> (8,072 ft<sup>2</sup>).

The tower elements have been located along the transit corridor and along the Ogden Park spine in keeping with the policies of the Lakeview Waterfront Major Node. While the west side of the site, along East Avenue, was not envisioned to accommodate taller heights, one 15 storey building is proposed fronting onto East Avenue and south of Lakeshore Road East. This is an acceptable location given it is flanked by mid-rise buildings on both the north and south sides and is across the street from another planned mid-rise building. There are no taller buildings proposed internal to the blocks.

Overall, the distribution of the low-rise, mid-rise and tower elements is orderly and is laid out in an appropriate fashion that takes advantage of planned transit service and destination parkland while contributing to the mainstreet character of Lakeshore Road East. The arrangement of buildings up 15 storeys is generally in keeping with the Lakeview Waterfront Major Node policies.

The Height Plan can be found in Appendix 2, Page 3.

## **TRANSPORTATION**

A series of area wide transportation studies were submitted as part of the Development Master Plan process that examined among other things: future enhanced transit; multi-modal splits between transit, active transportation and vehicle use; transportation demand management; and additional roads.

The Transportation Studies were updated to consider increased densities within the Lakeview Waterfront Major Node and surrounding areas in addition to the proposed 5,300 residential units within the Rangeview Estates precinct and evaluate and limit any potential cumulative impacts on the transportation network under interim and ultimate conditions. In addition to the new roads identified in the blocks and road network section, a phased development approach is recommended to monitor future travel patterns and to coordinate with the approvals and transportation improvements identified as part of the Lakeview Village development. Further detailed review of the transportation considerations will continue to take place throughout the individual development application review processes. These reviews will further inform policies and requirements for infrastructure, mitigation measures, parking standards, transportation demand management, transit, pedestrian/cycling connections, access management, and phasing of the development.

## **BLOCKS AND ROAD NETWORK**

The block and road network remains unchanged from what was presented in the Information Report. The block structure has been designed to integrate smaller urban scale blocks generally in keeping with the block structure introduced in Lakeview Village and is consistent with the road pattern set out in the Lakeview Waterfront Major Node Policies and Official Plan Schedules.

A new east-west road, identified as 'Street L', has been introduced to create an appropriate block pattern, along with the extension of two north-south roads from Lakeview Village. Given the fractured nature of property ownership, the build out of these roads will happen over time as enough redeveloping properties are assembled to make its construction feasible. The City will have to secure the land as applications are brought forward. The identification of 'Street L' and the road extensions within the Official Plan will allow the City to secure the necessary land through future development applications. Prior to the build out of the full network, certain properties will need to be granted temporary access points to facilitate development, including temporary driveways onto Lakeshore Road East.

The road network has been designed with rights-of-way widths that can accommodate transit vehicles along Lakefront Promenade and Hydro Road. This configuration aligns with the transit loop planned through Lakeview Village and currently identified in the Official Plan. The rights-of-way cross sections have been designed to the same specifications as the connecting roads in Lakeview Village.

The Road Network Plan can be found in Appendix 2, Page 4.

All internal rights-of-ways, with the exception of 'Street L', have been designed to incorporate 3.0 m (3.3 ft.) wide cycle tracks that will be elevated and separated from the vehicular portion of the road.

The Pedestrian and Cycling Network Plan can be found in Appendix 2, Page 5.

## **SERVICING**

Earlier iterations of the Development Master Plan proposed servicing within the newly identified roads. However, since not all landowners will be redeveloping, the ultimate construction of those roads left too much uncertainty around how the servicing would be completed. As a result, a new servicing proposal was recently presented that would allow services to be installed within existing rights-of-way.

The Region has determined that the proposal for 5,300 units is serviceable, and the Region does have capacity in the water and wastewater system to accommodate the development, with the addition of new infrastructure. Given that Rangeview Landowners Group Inc. has proposed that initial development fronting onto Lakeshore Road East have servicing connections along

that road, the replacement and upsizing of sanitary sewer pipes on Lakeshore Road East and Rangeview Road will be necessary as will a new watermain on Rangeview Road. A new watermain on Lakeshore Road East and may also be required. The submitted Master Functional Servicing Report will need additional information and revisions prior to supporting any implementing Official Plan Amendment.

## **PARKS**

Overall, the Development Master Plan proposes approximately 2.62 ha (6.47 ac.) of parkland distributed over five new parks intended to offer park services at the destination and community level. Staff are satisfied with the general distribution and location of the proposed park blocks but will seek opportunities and work with the Rangeview Landowners Group Inc. to refine the boundaries of some of the blocks. This will occur through the implementation of the Official Plan Amendment application to ensure additional parkland, as permitted under the *Planning Act*, can be achieved.

Three of the proposed parks, identified as Rangeview Park, Central Square and Hydro Common are intended to serve as a focal point for their immediate community. These parks will offer both active and passive recreational opportunities at a community scale. The ensemble of park blocks identified as Lakefront Greenway and Ogden Park form part of a larger linear green network within the Lakeview Waterfront Node by connecting into the Lakeview Village development to the south. Ogden Park, in particular forms the main green spine of the community by connecting Lakeshore Road East to the waterfront. Ultimate design and programming for all the park blocks will be determined by City led public engagement process.

The Park Plan can be found in Appendix 2, Page 6.

## **RETAIL**

The most recent Development Master Plan illustrates where up to 8 000 m<sup>2</sup> (86,111 ft<sup>2</sup>) of ground floor retail uses along Lakeshore Road East will be located. The location illustrated is in keeping with current Official Plan policies requiring Lakeshore Road East fronting commercial uses between Lakefront Promenade and Hydro Road. Retail has been added on the west side of Lakefront Promenade framing Lakefront Greenway which will contribute to animating the space and further enhancing the gateway function of the park. The retail illustrated represents the minimum amount. There will be the opportunity to increase retail as development applications are brought forward.

The Retail Plan can be found in Appendix 2, Page 7.

## **SCHOOLS**

The Peel District School Board has identified the need for a stand-alone elementary school based on the projected population for the redevelopment of Rangeview Estates. The need for the school is in addition to schools that have been secured through the Lakeview Village development. City staff and Peel District School Board staff have requested that Rangeview Landowners Group Inc. identify a 1.62 ha (4.0 ac.) block on the Master Plan, and on properties owned by the landowners group, which can accommodate the school. To date, Rangeview Landowners Group Inc. have not been able to coordinate a location amongst themselves.

While it would have been preferable to identify a school block location through the Development Master Plan process, staff are willing to provide Rangeview Landowners Group Inc. additional time to identify a suitable block through the review of the Official Plan Amendment application. The school location will have to be identified prior to any approval being granted for the Official Plan Amendment, as it would not be feasible to allocate a school site when individual owners proceed to submit site specific rezoning applications.

## **LAKESHORE ROAD INTERFACE**

Through consultation with the community, the importance of the interface between buildings and the street was highlighted, particularly the desire to emphasize a green pedestrian-oriented promenade. The inclusion of expansive sidewalk areas and green space requires a balance with the need to have commercial uses readily visible and accessible from Lakeshore Road East to ensure their long-term viability. The latest plan illustrates a concept of a linear promenade along Lakeshore Road East with a minimum 6.0 m (19.7 ft.) building setback which would allow for the planting of a double row of trees, a wide sidewalk and the creation of pocket niches for passive programming.

The Linear Promenade Concept can be found in Appendix 2, Page 8.

## **SUSTAINABLE INITIATIVES**

Lakeview Waterfront has been envisioned as a sustainable community that incorporates sustainable initiatives that are above and beyond standard development. A Sustainability Strategy was required as part of the Development Master Plan to identify how Rangeview Landowners Group Inc. would incorporate features and standards that would ensure this vision is met.

Through the updated Sustainability Strategy, the following initiatives were identified as forming part of future developments:

- All exterior light fixtures to be Dark Sky compliant.
- In buildings that are four or more storeys, 20% of parking spaces will have electric charging and the rest of the spaces are to be EV ready.



- 75% of a site's non-roof hardscape will have to be a combination of high albedo paving materials, open grid/permeable surface, shaded by trees or shaded by energy generation structures.
- For buildings with a flat roof over 500 m<sup>2</sup> (5,382 ft<sup>2</sup>), buildings must have either minimum 50% green roof or 90% cool roof or a combination of green roof, solar roof installed for 75% of the roof space.
- 90% of the exterior glazing for the first 16 m (52 ft.) above grade of every mid-rise and taller building shall be bird friendly.
- Large trees to be planted in a minimum 30 m<sup>3</sup> (1,059 ft<sup>3</sup>) of soil, while ornamental trees will be in minimum of 15 m<sup>3</sup> (530 ft<sup>3</sup>) of soil.
- Shared soil trenches will have a minimum of 20m<sup>3</sup> (706 ft<sup>3</sup>) of soil per tree.
- 50% of at grade landscaping is to be native species and 10% of landscape species to be pollinator plants.
- Meet the City's Tier 1 Energy Performance Standards of the Green Development Standards.

The listed initiatives are considered a minimum commitment for development in Rangeview Estates. On April 17, 2024, Council approved the City's updated Green Development Standards (GDS) which include mandatory and voluntary metrics. The GDS are scheduled to take effect on March 1, 2025. Any specific GDS standards, or future mandated green standards, which are above and beyond the standards committed to through the Development Master Plan will supersede the lower standards.

The City has encouraged Rangeview Landowners Group Inc. to consider the benefits of connecting to the district energy system for thermal heating and cooling being constructed for Lakeview Village. As of yet, there has been no commitment to connect to the district energy system.

### **AFFORDABLE HOUSING**

The Lakeview Waterfront Major Node is identified as a Major Transit Station Area (MTSA) in Mississauga Official Plan and is subject to the Inclusionary Zoning Provisions which came into effect on January 1, 2023. Specific details pertaining to the Inclusionary Zoning can be found in Section 7.3 of Mississauga Official Plan.

Rangeview Landowners Group Inc. has not proposed a coordinated approach to incorporating affordable housing into the community. They have indicated that affordable housing requirements will be met as individual developments applications are brought forward.

### **COORDINATION AND PHASING**

The orderly coordination and phasing of development to achieve the vision outlined in the Development Master Plan presents a challenge given both the fractured ownership and uncoordinated timing of future individual developments.

Rangeview Landowners Group Inc. has provided preliminary plans which outline how infrastructure servicing and access points may be able to proceed in the absence of a complete network. The lands required to create the new roads and parks do not follow existing property lines, overlap multiple properties, and include non-participating landowners. As a result, Rangeview Landowners Group Inc. have proposed that a variety of agreements will be required to ensure that the ultimate development is achievable.

All developing landowners will be required to contribute to the total cost of the design and construction of the public infrastructure, including roads and servicing. Private cost sharing agreements have been proposed to ensure that the participating landowners pay their share upfront and non-participating landowners pay their share prior to being able to develop in the future. It has been proposed that a trustee be appointed to represent all developing landowners, and to coordinate, supervise and administer the provisions of the cost sharing agreement.

An overarching agreement has also been proposed between the trustee, the City and Region. This agreement is intended to provide certainty that the overall development and public infrastructure will be delivered. Lastly, separate development agreements will be required for each development application. These agreements and implementation strategy were introduced at a conceptual level. City staff have requested additional details and examples of how such agreements would work. Only very recently has additional information been provided which staff will be reviewing in the upcoming weeks.

As mentioned above, the parks proposed do not follow existing property lines and often overlap multiple properties. Park conveyance will require further coordination and will have to form part of the cost sharing agreements. The City may not be able to deliver park facilities to service the initial residents as phased development will contribute to the incremental assembly of park land.

A clear understanding of how the coordination and phasing can be implemented and what legal mechanisms will be necessary will have to be provided and additional policies will have to be included in the Official Plan as part of the Official Plan Amendment. Rangeview Landowners Group Inc. will be expected to have these agreements finalized and executed by the participating landowners prior to approval of the Official Plan Amendment.

## Conclusion

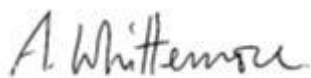
Subsequent to three evolutionary submissions, the Rangeview Development Master Plan has reached a satisfactory stage from a density, height and built form perspective and is acceptable for endorsement. Given the density proposed, and the distribution of density amongst lower, mid-rise and taller buildings, an Official Plan Amendment application will be required. There are matters which have not been fully addressed through the Development Master Plan, particularly phasing related to transportation improvements, satisfactory school block identification and development coordination and phasing, which will need to be addressed prior to Official Plan

Amendment approval. Council endorsement of the Development Master Plan will allow for the formal submission of the Official Plan Amendment application.

## Attachments

Appendix 1: Information Report

Appendix 2: Visual Illustrations and Plans



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

Prepared by: David Breveglieri, Development Planner