



# LAKEVIEW VILLAGE

DEVELOPMENT MASTER PLAN 3.0

AUGUST 2019

SASAKI









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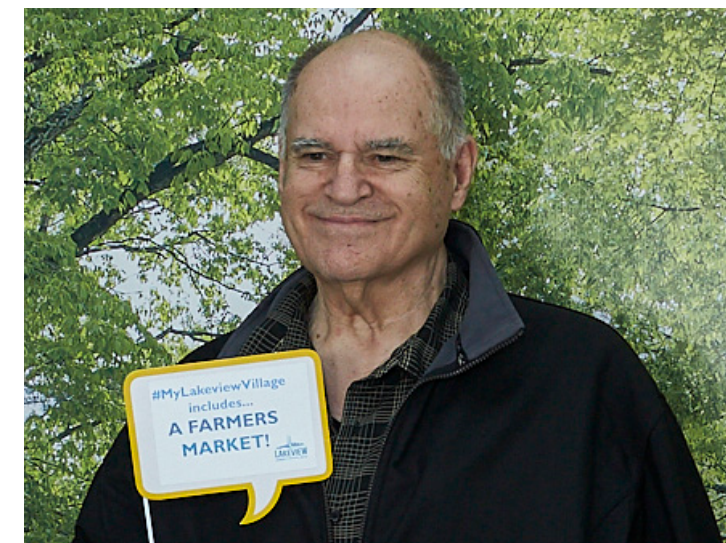




# INTRODUCTION

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# Master Plan Evolution

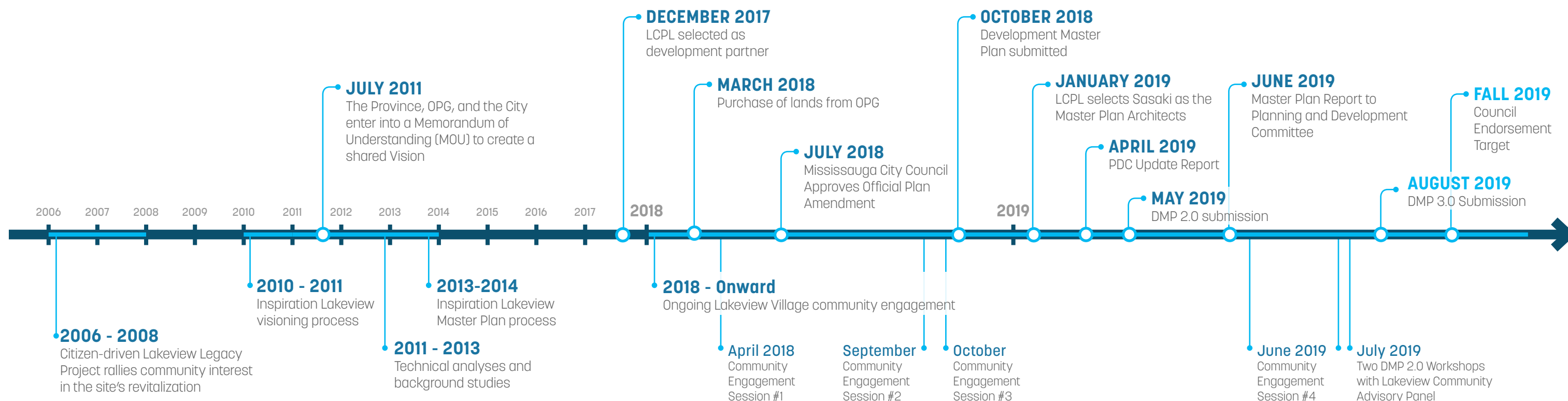
Since the demolition of the iconic “Four Sisters” smokestacks, the former Ontario Power Generation Plant site on Lake Ontario has been a site for citizens’ visions and dreams for what Mississauga’s waterfront could be. Since its selection as development partner in December 2017, Lakeview Community Partners Limited (LCPL) has led the effort to meaningfully re-engage the community and progress the development of a master plan

vision for a vibrant and unique community on the waterfront. The vision presented in this report represents the latest evolution of the Development Master Plan (DMP) since its submission for review in October 2018. The plan submitted in 2018 -- “DMP 1.0” -- was the starting point for the recent rounds of design iteration. “DMP 2.0” submitted as an update report in May 2019 introduced new major framework elements, and subsequently, the plan

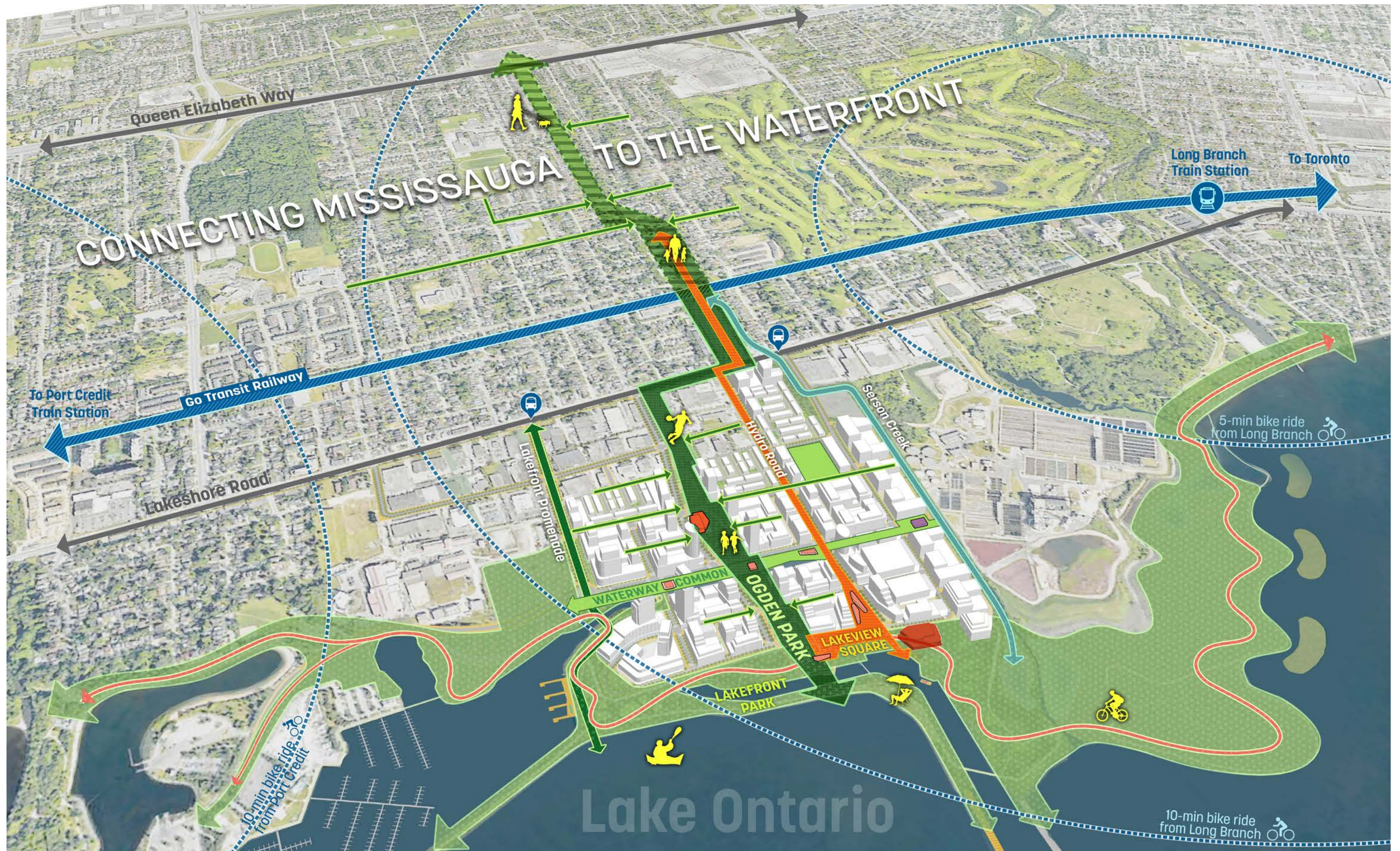
has gone through additional refinements to become the plan presented in this document: “DMP 3.0.” The Master Plan is the result of a robust process that has involved ongoing engagement with community members to understand their dreams for the waterfront, discussions with leadership at the City of Mississauga to honour the vision for the district set forth in the official plan, and in-depth discussions with stakeholders to create a plan that is visionary

and implementable. The DMP is a continuation of the planning and design efforts from Councillor Tovey’s initial vision to turn the OPG lands into a regional destination, and serves as a foundation and guidebook for future refinement and development of projects for Lakeview Village.

## MASTER PLANNING PROCESS TIMELINE









# Connecting Mississauga to the Waterfront

The former OPG lands represents the most profound opportunity for the City of Mississauga to transform its waterfront. Throughout the entire visioning process originating from Inspiration Lakeview, the plan for Lakeview Village has been grounded in a deep sense of dedication and enthusiasm for how what becomes of these lands can meaningfully connect the people of Mississauga and beyond to the waterfront.

The demolition of smokestacks and the rise of a vibrant urban district signifies the changes Mississauga and the GTA have undergone: an ongoing growth in population, a greater dedication to sustainability, a growing desire for a walkable, accessible, mixed-use community. The plan created for Lakeview Village will have a meaningful impact on the capacity for Mississauga to continue to grow into a world-class city.

The design proposed in this DMP represents the following opportunities for Mississauga:

## HOUSING OPPORTUNITIES FOR MORE PEOPLE

Lakeview Village introduces a variety of housing choices for current and future residents of Mississauga, predominantly through a mid-rise housing typology. The district will give thousands of people the option to live in a mixed-use neighbourhood on the waterfront, and presents a range of housing and lifestyles within it for people to choose from. The introduction of new housing also opens the opportunity for the provision of additional affordable housing choices.

## A CONNECTED OPEN SPACE NETWORK

Lakeview Village is located in a uniquely opportune location because it is situated directly adjacent to the broader network of open spaces both along the waterfront and to the north. Along the waterfront, the new Lakefront Park will essentially “complete” the existing network, transitioning seamlessly with the existing parkland to the east (Lakefront Promenade Park, Douglas Kennedy Park, and A.E. Crooks Park), and sensitively with the new Jim Tovey Lakefront Conservation Area to the west. Ogden Park, the central park within Lakeview Village, connects into the future potential for a linear green network along the Hydro corridor.

## SETTING A GLOBAL EXAMPLE FOR SUSTAINABILITY

As it is stated in the Mississauga Official Plan (MOP) 13.3.5, “The Lakeview Waterfront is planned to be an innovative, green model community that incorporates sustainable best practices for buildings and neighbourhoods.” The DMP meets this vision. The nature of the site -- a former industrial site that has been made into a blank slate -- presents an exciting opportunity to implement district-scale sustainability methods such as district energy and vacuum waste. Compared to any other major node within Mississauga, Lakeview Village has the highest potential to implement these example-setting initiatives due to the concentration of people and jobs that the DMP proposes.

## SUPPORTING MULTI-MODAL CONNECTIVITY

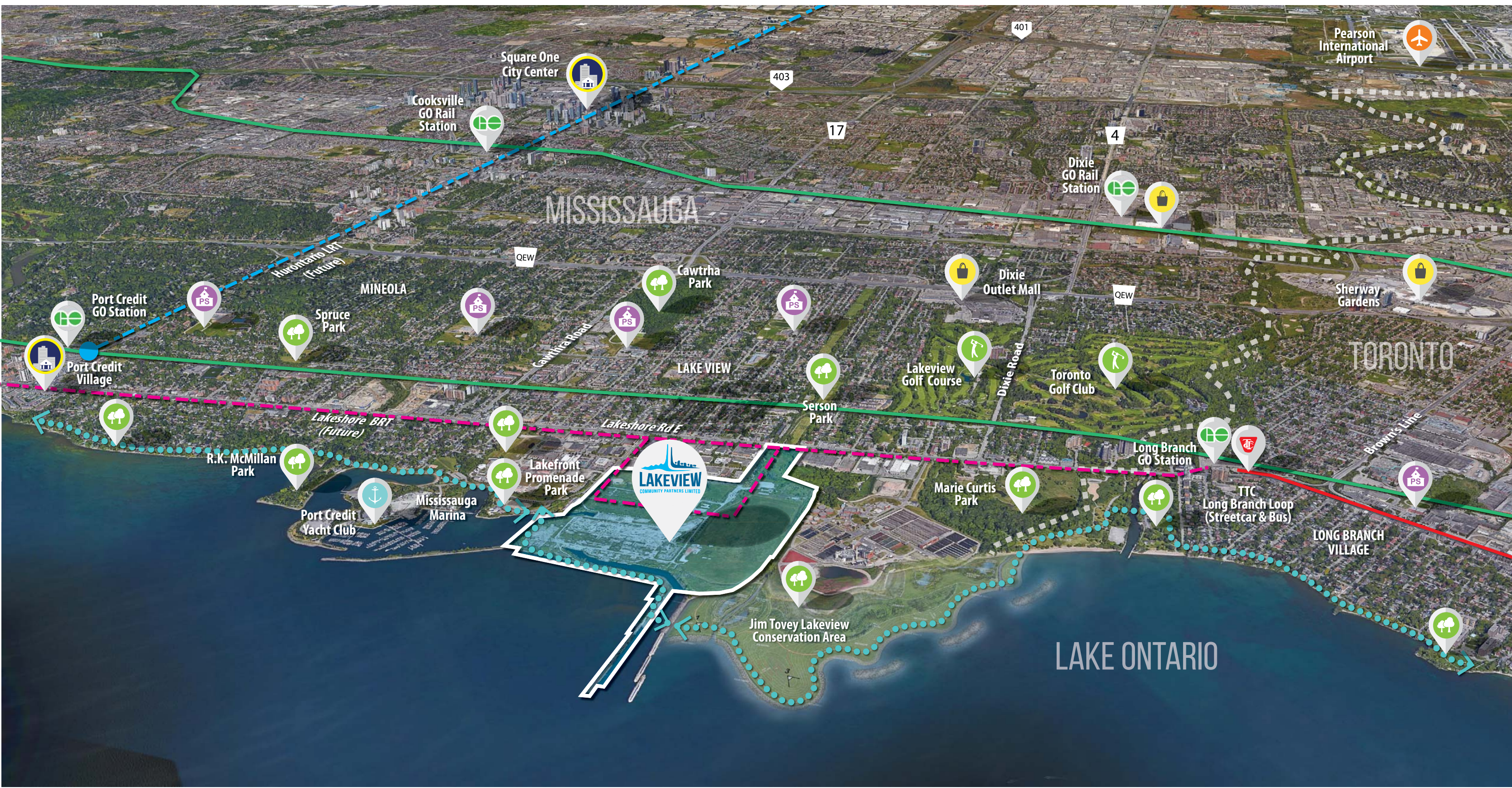
MOP 13.3.7. identifies the importance of being multi-modal: “The Lakeview Waterfront community is designed to encourage multi-modal transportation with emphasis on transit and active transportation...” The DMP block network and location of open space and higher-density buildings are designed to best capitalize on the existing and future transit connection, and provides a highly connected

network of streets and routes for walking and cycling. The proposed transit, walking, and cycling routes are located to easily allow future residents and visitors to utilize active transportation, and is mindful of the existing and planned conditions for Lakeshore Road. The proposed cycling route along the lakefront directly connects to the existing regional Waterfront Trail.

## SETTING A STRONG FRAMEWORK FOR THE MAJOR NODE

The DMP creates a strong framework for the entire Lakeview Waterfront Major Node, whose boundary includes the Rangeview Estates lands within the MOP. While the design in this DMP does not include the Rangeview Estates, it lays a foundation of connectivity, open space, and mixed-use distribution that will allow the full area to achieve the MOP’s intention for Major Nodes in 13.3.4: “... be an area of intensification including a mix of uses... [and] provide opportunities to draw people from a broader area to take advantage of unique uses such as cultural space, innovative employment, and institutional uses and waterfront activities along the waterfront.”







# Site Context

Lakeview Village is located in south-east Mississauga on Lake Ontario, approximately 3.8 kilometres east of Port Credit, near the western limits of the City of Toronto. The site is well-connected to major roads and highways, with Lakeshore Road East forming the north boundary of the site, and convenient access to both the Queen Elizabeth Way (QEW) and Highway 427.

Within the City of Mississauga context, Lakeview Village is located approximately 7 kilometres from the City Centre (Hurontario St. and Burnhamthorpe Rd.). To the west of the site, Hurontario Street provides a direct connection to the City Centre from Lakeshore Road.

Regional transit in the vicinity of Lakeview Village includes Long Branch GO Station and Port Credit GO Station, providing access to Hamilton, Oakville, Burlington, and Toronto via the Lakeshore West GO line. Local transit includes bus services along Lakeshore Road via MiWay (Mississauga Transit) and TTC (Toronto Transit Commission) streetcar and bus service departing from the Long Branch loop. Additionally, Lakeview Village's proximity to Pearson International Airport provides international accessibility to this future waterfront community.

Major anchors in the area include retail destinations such as CF Sherway Gardens and Square One. Institutions that also serve as major anchors include Humber College, Sheridan College, and the University of Toronto Mississauga.

The Lakeview Village master plan has conveyed 67 acres of land to the City of Mississauga for parks, open space, cultural, and institutional uses. The conveyed lands is primarily public open space, including all of Lakefront Park, adjacent portions of Ogden Park, and the plaza within Lakeview Square. A majority of the Innovation Corridor is also within the conveyed lands, including the proposed District Energy hub.



# Development Master Plan 3.0

## REVISED MASTER PLAN, 2019

The Development Master Plan is rooted in a respect for the core structuring elements established in the Inspiration Lakeview Masterplan and maintained in the 2018 Development Master Plan. The next evolution of the plan is also informed by the input given by the community and city stakeholders in direct response to the Development Master Plan as well as the broader desires for the future of Lakeview Village expressed at community engagement sessions.

### CONNECTING ALL COMMUNITIES TO THE WATERFRONT

Lake Ontario is *the* defining feature that sets Lakeview Village apart. A consistent desire voiced through community engagement feedback is the importance of the waterfront: for recreational activation, for passive enjoyment, for enhancing residential space, and more. The Development Master Plan introduces a central park that strengthens a north-south connection that draws people towards where they want to go: the waterfront. The waterfront open space – Lakefront Park – and the north-south Ogden Park serve as the foundational scaffolding, on which the rest of the plan framework is organized.

### CREATING A STRONG HEART FOR THE COMMUNITY

Lakeview Square is the cultural, retail, and recreational hub at the end of Hydro Road and at the head of the piers. Since DMP 1.0, Lakeview Square has been strengthened changing the orientation and dimensions and inserting freestanding pavillion type elements that would further activate the space. To ensure its vitality, the Square is located adjacent to a variety of synergistic uses: a hotel, residential units, the offices of the Innovation Corridor, and a cultural institution. Lakeview Square, as the heart of the Village, has a prime location that is well connected to the road network and the waterfront trail system to establish the square as a major node and anchor for the greater Mississauga waterfront and region, Lakeview Village.

### CLARIFYING DENSITY TO MAXIMIZE BENEFITS FOR ALL

When based upon a sound open space and block structure, increased height and density and public access are compatible and supportive. The plan organizes the blocks and open space to create strategic opportunities for providing height and density that supports the experience of the public

realm. Increasing height represents an increase in the number of people who will live, work, and play in the new district, which helps satisfy several goals: 1. Creating a “critical mass” of residents to support local amenities and the viability of businesses, especially on-site retail; 2. Providing the greatest number of Mississauga residents with living opportunities, views, and recreation amenities in close proximity to Lake Ontario; 3. Support the viability of implementing significant sustainability initiatives, such as district energy, vacuum waste and transit options.

### Development Master Plan 3.0



- ① Hydro Gateway
- ② Ogden Park
- ③ Artscape Makerspace/Community Center
- ④ School
- ⑤ Waterway Common
- ⑥ Serson Innovation Corridor
- ⑦ The Marina District
- ⑧ Lakeview Square
- ⑨ Lakefront Park
- ⑩ Cultural Institution
- ⑪ Outdoor Event / Performance Space
- ⑫ The Pier





LAKESHORE ROAD

RANGEVIEW RD

NEW OGDEN AVE

HYDRO RD

NEW HAIG BLVD

Lakefront Promenade Park

G.E. Booth Wastewater Treatment Facility

Jim Tovey Lakeview Conservation Area

1

4

3

2

5

6

7

9

8

10

11

12





LAKESHORE ROAD

Transit Connection

LAKEFRONT PROMENADE

NEW HAIG BLVD

Aviator Park

Lakefront Promenade Park

Marina

Lakefront Park

Waterway

Common

Market

Culture

Amphitheater

Innovation

Corridor

G.E. Booth Wastewater Treatment Facility

Jim Tovey Lakeview Conservation Area

Waterfront Trail

OGDEN PARK

HYDRO RD



# The Big Idea

## Urban Design Framework

### ESTABLISHING A STRONG SITE-WIDE FOUNDATION FOR THE MASTER PLAN

The purpose of the DMP is to establish a firm urban design framework that provides a foundation for future evolution of Lakeview Village, as each portion of the community is designed in detail and implemented. The framework establishes the central “gestures” or big ideas that define the character of Lakeview Village, even before specific recognizable buildings or parks are placed on the site.

#### NORTH-SOUTH CONNECTION

The plan orients the open space framework and the overall energy of the site towards a bold, central Ogden Park that connects from Lakeshore Road to Lake Ontario. Ogden Park is the central spine to the larger public realm network that serves as a foundation to the entire Village. This north-south connection will serve as a gathering place and multi-modal corridor (pedestrians, bicyclists, cross-country skiers, etc.) for those living within Lakeview Village and beyond.

#### MAXIMIZE VIEWS

One of the central goals of the urban design framework and a test of success for the Lakeview Village master plan is to fully celebrate and capture the beauty of the Village’s location on the waterfront. The urban design framework established for the revised master plan enables views of the waterfront deep into the site, expanding the presence of Lake Ontario. Surrounded by parks and open space, Lakeview Village’s location and context also creates immense opportunities for residential spaces with views of green spaces and urban activity. The framework also provides numerous opportunities for open views from public open spaces -- from the moment someone turns onto Ogden Park until they reach an event at Lakefront Park, they will be able to easily walk towards the water.

#### TIGHTLY KNIT ARMATURE OF STREETS AND BLOCKS

The plan creates rationalized parcelisation pattern and more efficient blocks to maximize the remarkable Lake Ontario connection and create a more balanced relationship between apartments and townhouses. Townhouses and mid-rise elements are strategically located in blocks organized by pedestrian mews and appropriate circulation patterns and parking solutions, including the northern blocks and along the narrowed Waterway Common. Since DMP 1.0, the re-distribution of open space and roads throughout the Village, namely the reinforcement of Ogden Park and the narrowing of Waterway Common, have enabled the creation of additional blocks. Together, the modifications result in a more tightly knit block pattern that creates a sense of intimacy, which is essential to great placemaking.



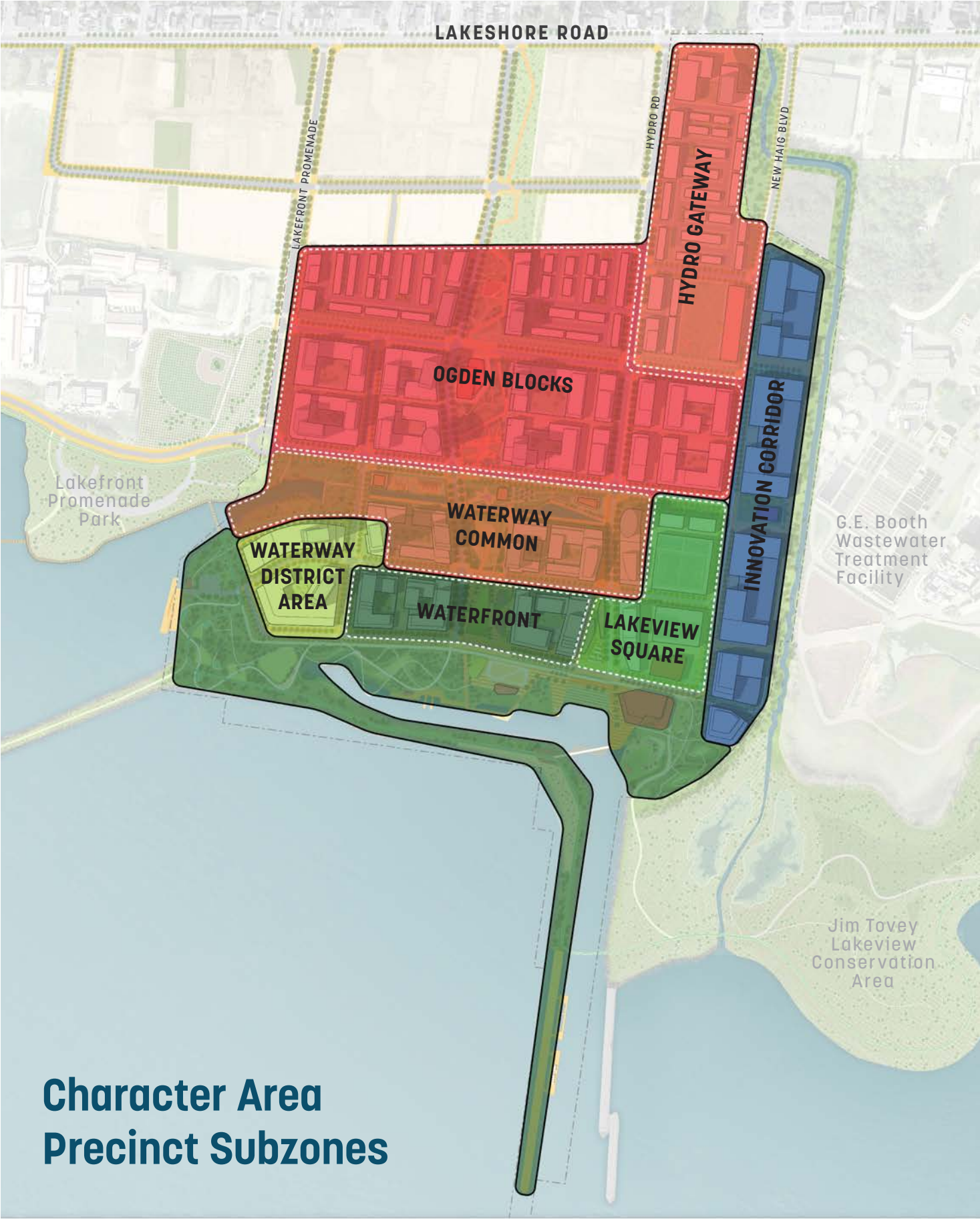




# **SITE-WIDE FRAMEWORKS**

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# Character Area Precincts

## LAKEVIEW WATERFRONT MAJOR NODE CHARACTER AREA POLICIES

In the MOP, the Lakefront Waterfront Major Node is divided into four “Character Area Precincts,” delineated according to the figure to the right. The precincts are the 1. Cultural Waterfront, 2. Ogden Green, 3. Innovation Corridor, and 4. Rangeview Estates. The MOP also identifies the “Waterway District Area,” commonly referred to as the “Marina District,” which is the block in the southwest corner of the Major Node. The diagram to the left illustrates Character Area Precincts that vary slightly from the boundaries identified in the MOP. The new boundaries do not dramatically alter the conceived precincts, but instead adapts them appropriately to the changes made in the DMP since the writing of the MOP. This report does not address the “Rangeview Estates” precinct.

There are three key changes to the Character Area Precincts:

### 1. Cultural Waterfront

Since the intention of the Cultural Waterfront precinct is to be “located along the Lake Ontario shoreline” and be a “mixed use focal point at a pedestrian

scale” according to MOP 13.3.8.3, the boundary has been adjusted to include the Lakefront Park, the first development blocks north of the water’s edge, and Lakeview Square.

### 2. Ogden Green

As stated in MOP 13.3.8.3, the Ogden Green precinct is the “centrally located Lakeview Waterfront community.” The boundary has been adjusted to include the majority of the residential blocks in the district, including those directly south of Waterway Common.

### 3. Waterway District Area (“The Marina”)

The MOP specifies the Waterway District Area to be the part of the district with the most significant heights. The boundary has been shifted to reflect where the concentration of height and density is located in the district, due to changes in the road network and location of height established through ongoing community engagement.

### 4. Innovation Corridor

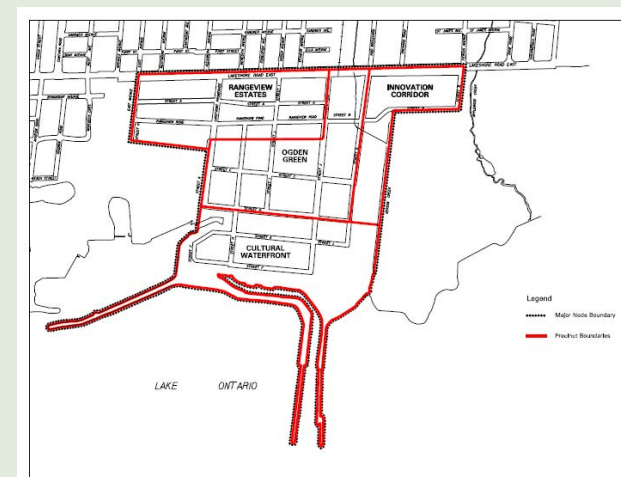
The Innovation Corridor boundary remains in

the same location, but has been adjusted to more accurately reflect the location of office and institutional uses in the district along Serson Creek.

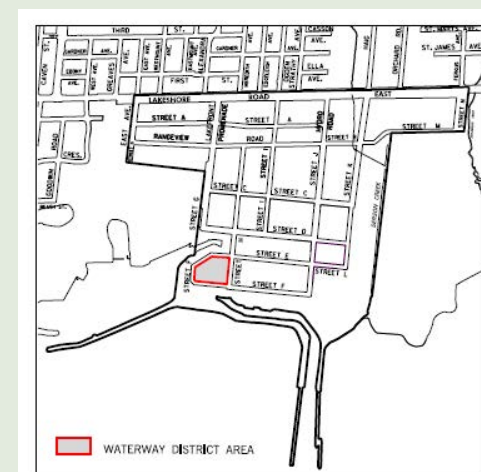
For each of the Character Area Precincts, the master plan creates sub-zones, which differ in the character of housing and open space experience as part of the broader vision of providing a rich variety of housing options and public experience.

Within the Cultural Waterfront precinct are: the waterfront blocks and Lakeview Square. The Cultural Waterway District Area is seen as a subzone of its own. Within the Ogden Green precinct are: the Ogden blocks, Waterway Common, and Hydro gateway. The Innovation Corridor is also seen as a subzone onto itself.

## LAKEFRONT WATERFRONT CHARACTER AREA PRECINCTS



Map 13-3.2: Lakeview Waterfront Major Node Character Area Precincts.



Map 13-3.3: Waterway District Area





Lakeshore Rd.

Hydro Rd.

Lakefront Promenade

School

Serson Creek

Ogden Park

Cultural Facility

Aviator Park

Waterway Common

Fields on Garage

Cultural Amenity

Interior Courtyards

Plaza

Performance Space

Jim Tovey Lakeview Conservation Area

Lakefront Promenade Park

Lakefront Park

Learning Landscape

Waterfront Trail

Kayak Launch

Pier



# Open Space Network

## PUTTING THE PUBLIC REALM FIRST

The foundational organizing feature of the master plan is the network of open spaces and cultural amenities that define the public realm network. Constantly connecting back to Ogden Park in the centre, the open space network establishes a hierarchy of green spaces that offers a wide variety of active and passive recreational opportunities.

From Lakeshore Park, which is envisioned as an ever-active waterfront destination to the sprinkling of small pocket parks among clusters of townhomes in the northern blocks of the site, Lakeview Village will offer open spaces for use on the everyday and special occasions. The programming of the parks and waterfront will cater to all ages and abilities, providing both active and passive recreation opportunities.

A comprehensive approach to the layering of parks and open space features provides a robust network of green and water related public and private outdoor spaces that result in significant north-south and east-west linkages throughout Lakeview Village. The integration of low-impact development (LID) stormwater management features will form a key part of the blue network.

This approach achieves a core principle of the community which is connectivity, particularly north-south connections, linking the entire Lakeview community and beyond to the waterfront and other key character districts and neighbourhoods identified within Lakeview Village.

The plan conveys 67 acres of land to the City of Mississauga. Much of this remediated land will be converted into a new waterfront park, with multimodal trails that will form part of the Waterfront Trail, and active waterfront spaces. The plan protects public access along the waterfront throughout the length of the property, and seamlessly connects to Lakefront Promenade Park to the west, and the Jim Tovey Lakeview Conservation Area to the east.

The Jim Tovey Lakeview Conservation Area, a new 64 acre (26 ha.) conservation area south-east of the site, is currently under construction. The new green space will reclaim wildlife and fish habitats, create new coastal meadows, and tiered wetlands, becoming an unprecedented amenity for Lakeview Village and the Mississauga community.

### LAKEFRONT OPEN SPACE NETWORK CONTEXT





# Multi-Modal Network

Lakeview Village is designed to be a multi-modal district that is well-connected to the broader vehicular, pedestrian, transit, and bike network. The MOP emphasizes the importance of creating a multi-modal city: "The Lakeview Waterfront community is designed to encourage multi-modal transportation with emphasis on transit and active transportation, to reduce traffic delays, congestion, energy consumption and pollution.... As a fully realized community, transit and active transportation are intended to be viable alternatives to vehicular use and will help shape and support the future development of the Lakeview Waterfront area."

Drawing inspiration from urban districts around the world that exemplify how cities can reduce vehicle-dependency, Lakeview Village can serve as an ambitious and inspirational example for the rest of Mississauga.



Autonomous shuttle at Lindolmen Science Park, Gothenburg, Sweden (Sweden Study Tour, May 2019)



Pedestrian plaza in Copenhagen, Denmark (Sweden Study Tour, May 2019)



Bike-oriented hotel in Malmo, Sweden (Sweden Study Tour, May 2019)



Rentable micro-transit options, Stockholm, Sweden (Sweden Study Tour, May 2019)



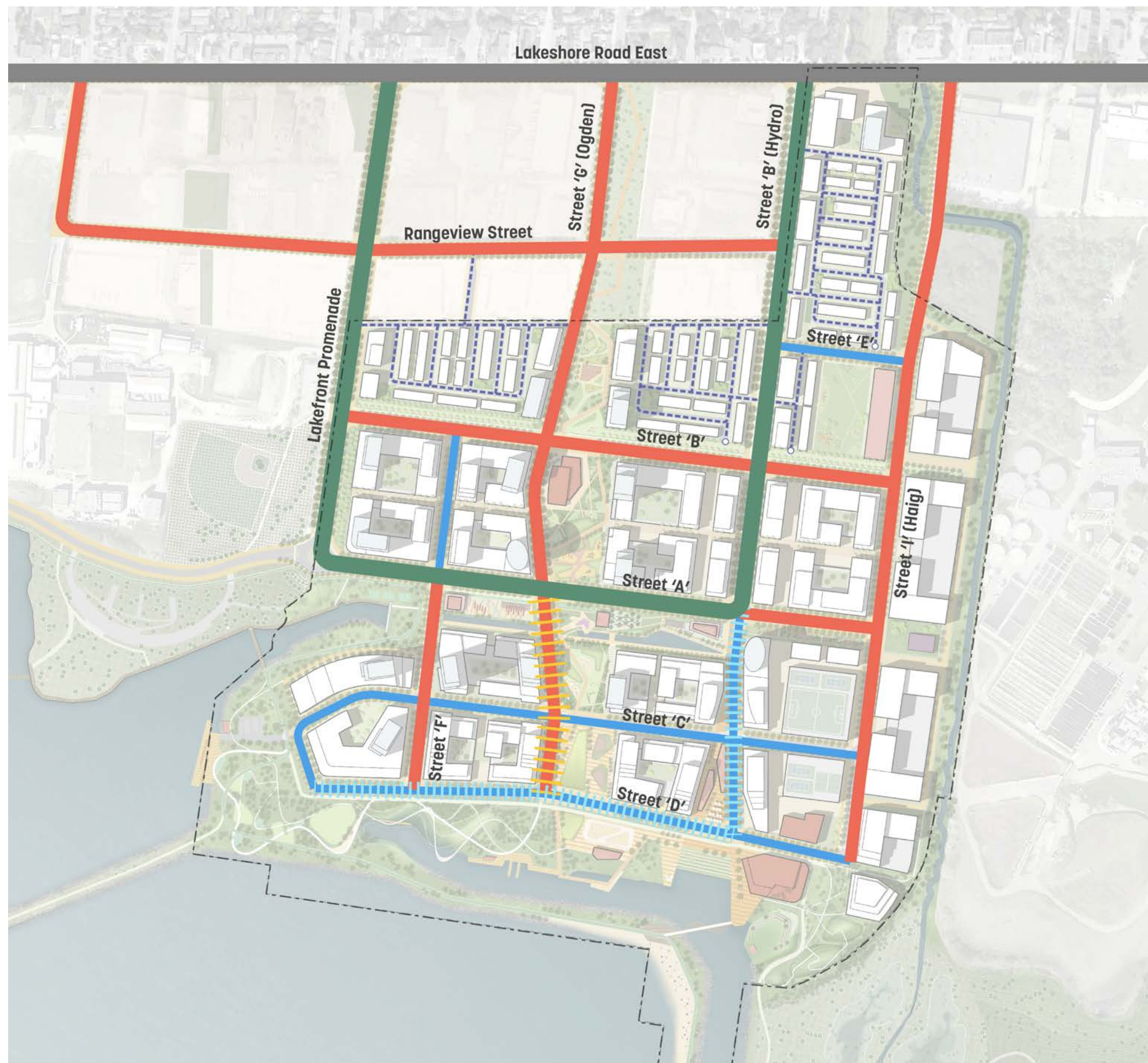
# Street Hierarchy

The plan creates a fine-grain network of roads and connections with frequent intersections. The widest right-of-way (ROW) is along the transit route (the “Major Collector Road”) which includes Lakefront Promenade, Street ‘A’ north of Waterway Common, and Hydro Road and connects into Lakeshore Road. There are multiple north-south connections from Lakeshore Road all the way to the water: Street ‘G’ following Ogden Park, Hydro Road, and New Haig Boulevard. Compared to the street network in DMP 1.0, the addition of Street ‘C’ creates better permeability and reduces the amount of traffic on the street along the waterfront.

In order to prioritize the public realm experience on the waterfront, the road closest to Lakefront Park has the narrowest ROW, and is intended to be a “pedestrian first” street, with special paving and other landscape features to slow traffic. The network allows the option for this road to be closed (e.g., for an event or festival) without impeding vehicular circulation.

## Legend

- Major Collector Road (26.0m)
- Minor Collector Road (22.0m)
- Minor Collector Road- Character
- Local Road (18.0m)
- Local Road- Character
- Condo Road (Private)

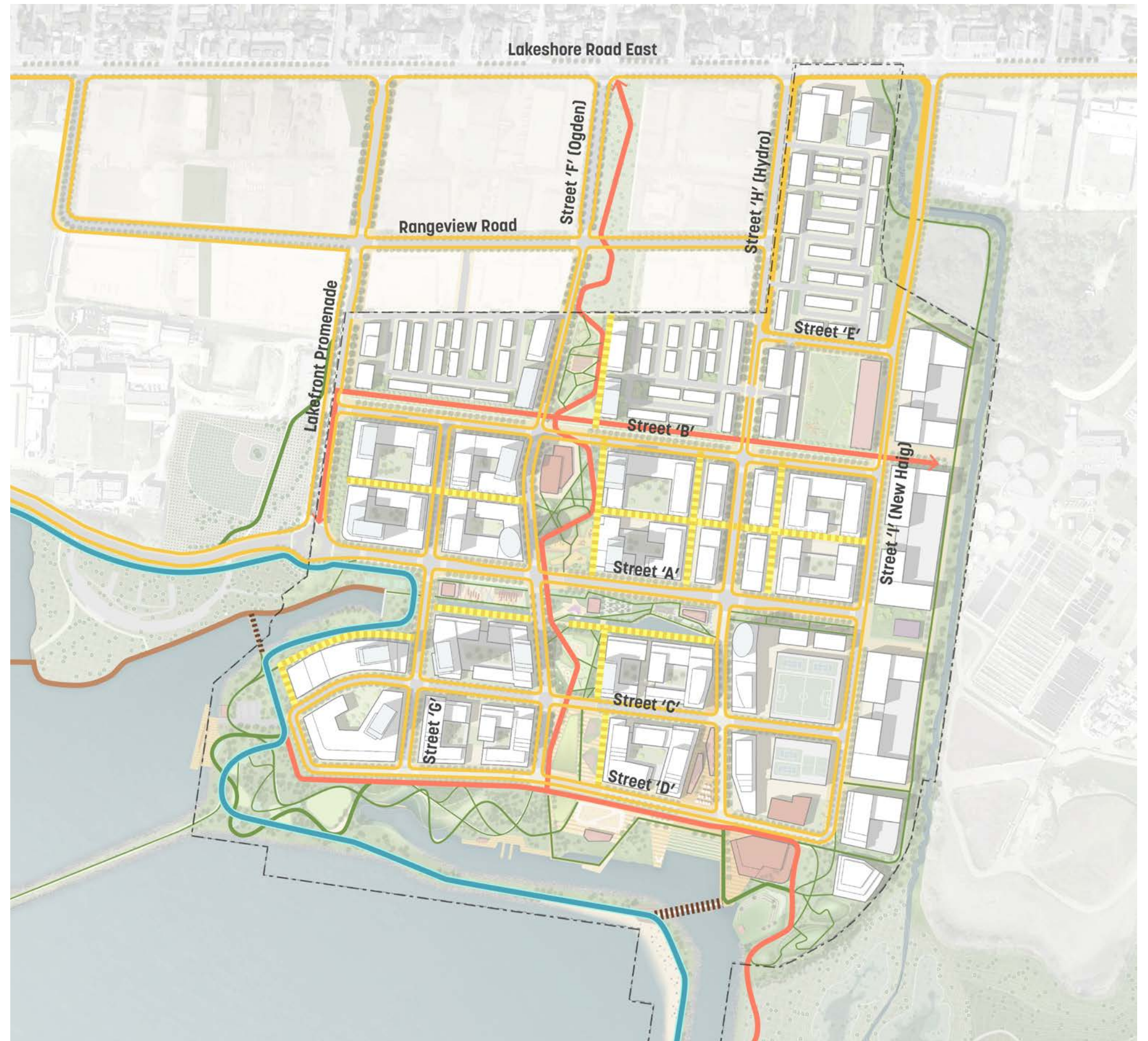




# Pedestrian

Achieving street patterns that limit block lengths, reduce vehicular speeds, and adds to the character of Lakeview Village will promote walkability and is an important means of achieving a significant active transportation network that reduces reliance on vehicular travel within the community.

In order to support this goal, the plan provides a multitude of pedestrian paths throughout the district beyond sidewalks on every street, from trails within the open spaces, pedestrian mews cutting through development blocks, and pathways along the boundaries of park spaces that share an edge with development.





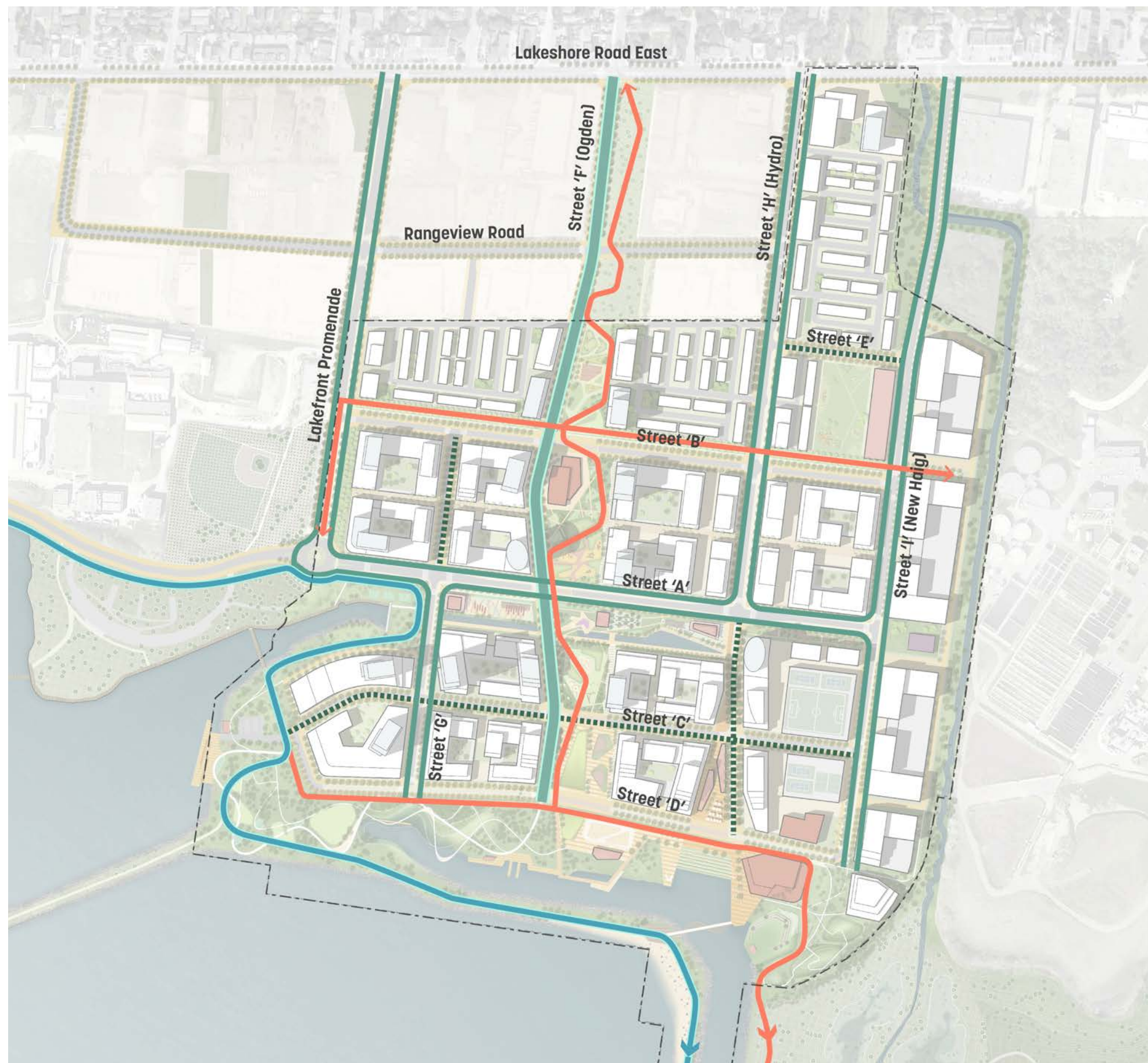
# Bike

The MOP emphasizes the importance of contributing to “the creation of a permeable and connected community for active transportation (for pedestrians and cyclists” in order to promote healthy communities.”

The proposed cycling network for Lakeview Village connects into the broader region through the Waterfront Trail. By providing cycle tracks along all north-south connector roads and park space, the district easily connects cyclists from Lakeshore Road to the Lakefront Park. The majority of primary streets within Lakeview Village will integrate a cycle track, and those that do not, will typically enable bike connections through adjacent park space.

## Legend ►

-  Single-sided Cycle Track
-  Double Cycle Track
-  Waterfront Trail
-  Multi-use Trail
-  Sharrow





# Transit

Establishing efficient and convenient transit options to and from Lakeview Village is a fundamental component of the transportation and sustainability strategy. Lakeview Village is ideally situated in proximity to the Long Branch and Port Credit GO stations, future Hurontario Street LRT, and TTC transit hub, bringing residents, employees, and visitors within easy reach of local and regional destinations.

Bringing transit to the site will be important for ensuring the long term sustainability of the project. Within the district, the transit connection is designed to utilize Lakefront Promenade, Street 'A' north of Waterway Common, and Hydro Road. The dotted line indicates the potential location for a route for an autonomous shuttle in the long-term.

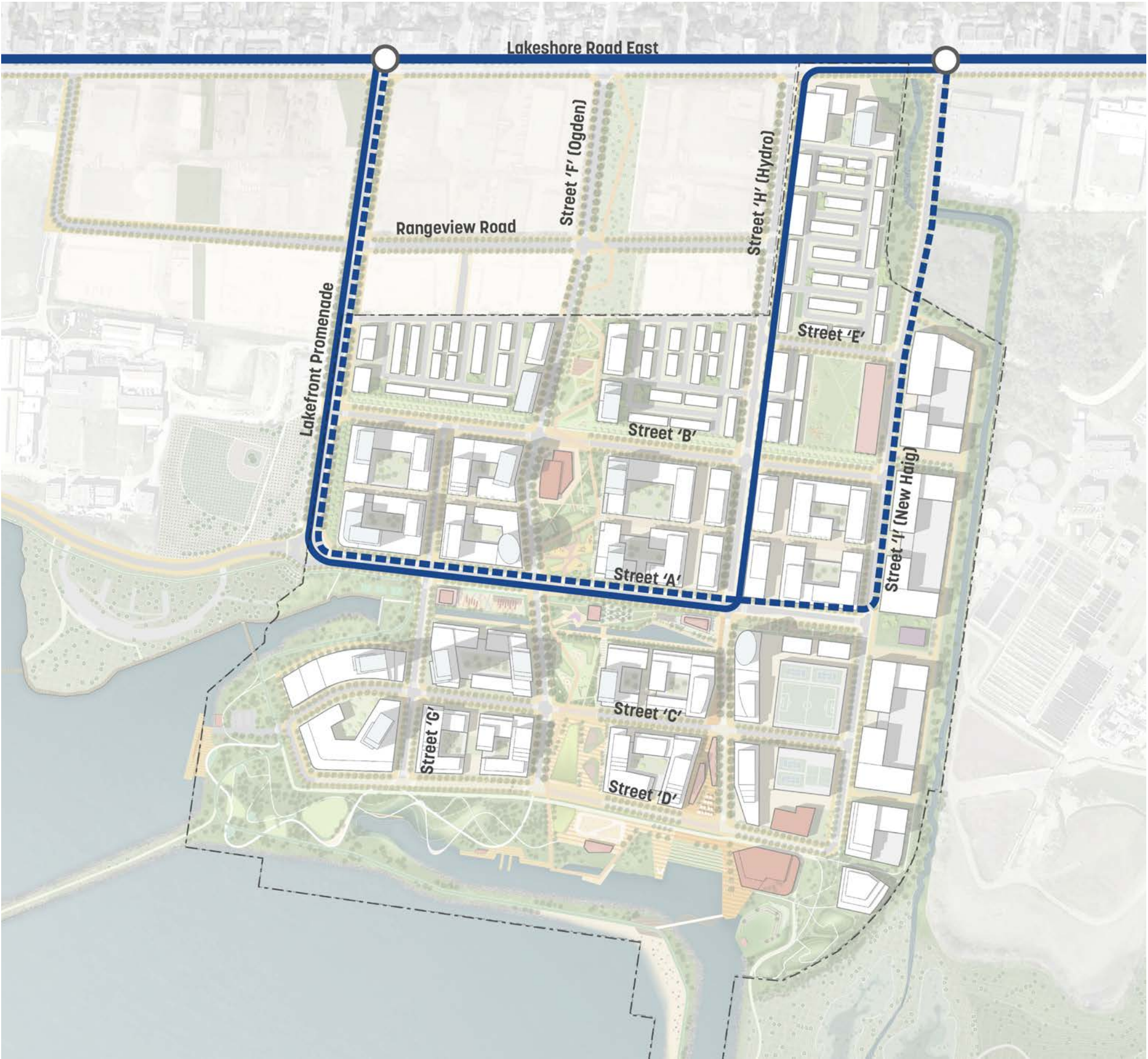
The plan is designed to be flexible, so that transit can be incorporated as the project is phased and as regional transit plans are implemented.

Legend ▶

Transit Route (Short-term)

Transit Route (Long-term)

Transit Stop









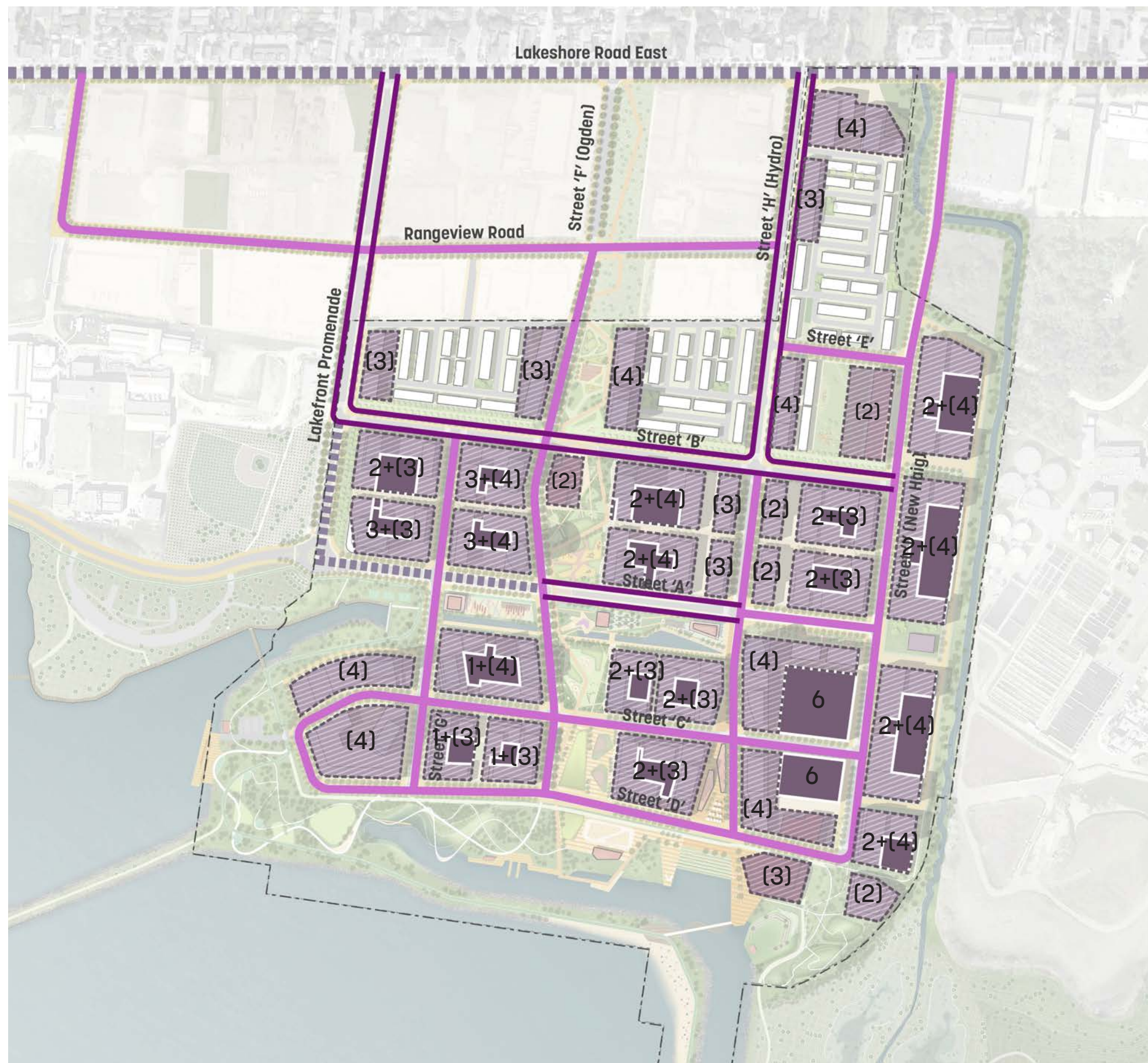


# Parking

While the district overall is designed to maximize active transportation, the plan does provide parking throughout the district for residents and visitors. For visitors, the main concentration of parking is within the two parking garages in the southeast corner, located adjacent to Lakeview Square and the highest concentration of cultural/retail space. There are also lay-by spaces along roads to accommodate additional visitors in the residential blocks. The parking for the residential blocks and Innovation Corridor are accommodated in garages with levels underground and above ground. Any levels above ground are hidden from the experience of the public streets and parks by other uses. Within the courtyards of residential blocks, the top of the parking podiums will not have car spaces, but rather serve as an open space amenity area.

## Legend

-  Two-sided Street Parking
-  One-side Street Parking
-  No Parking
-  Parking Garage- Above Ground
-  Parking Garage- Underground
-  No. of Stories of Above Ground Parking
-  No. of Stories of Underground Parking









# A Predominantly Mid-Rise, Mixed Use Community

## NON-RESIDENTIAL PROGRAM

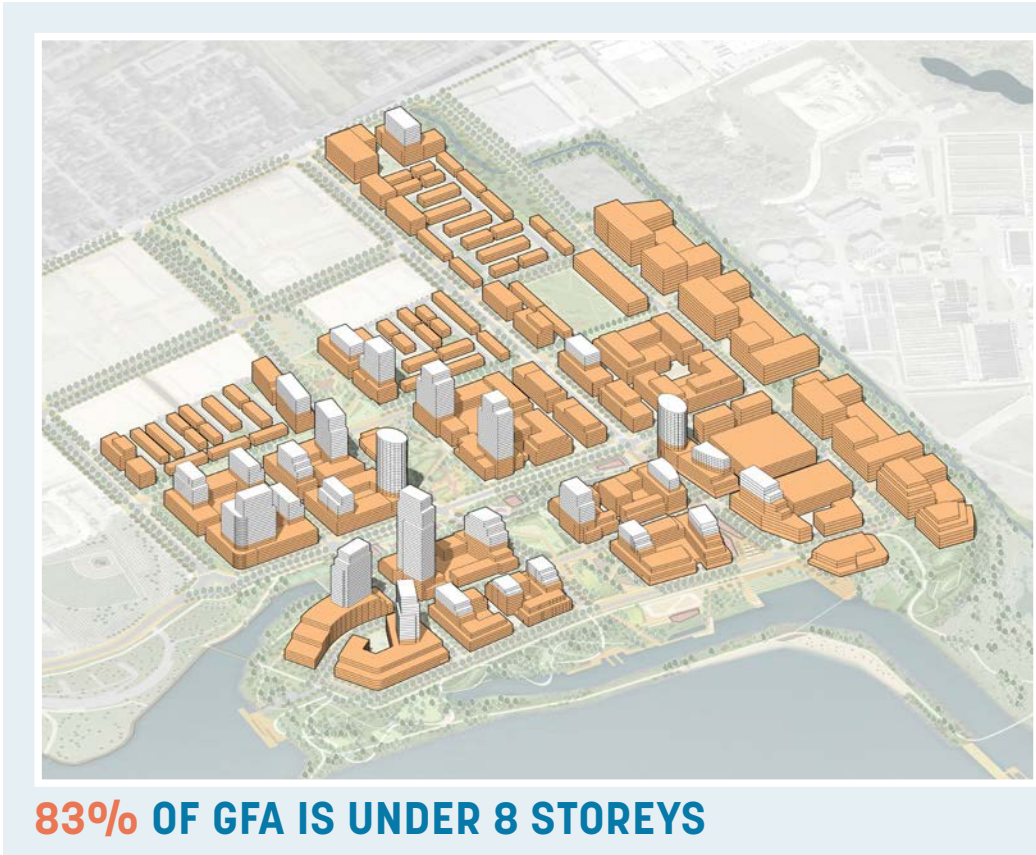
		Office/Institutional	175,577 sm
		Retail/Hotel	18,049 sm
		Civic/School	26,012 sm

## RESIDENTIAL PROGRAM

		MOP Lakeview Waterfront		DMP 3.0	
	Townhouses	15%	1,020	4%	377
	Mid-Rise (5-8 storeys)	50%	3,400	65%	5,835
	Mid/High-Rise (9-15 storeys)			7%	596
	Taller Elements (Above 15)	35%	2,380	24%	2,175
TOTAL		6,800 units		8,982 units	

Unit count estimates for apartments assume 82% efficiency and average unit size of 79 sm. Unit count estimates assume size of 126.75 sqm for back-to-back townhouses and 175 sqm for standard townhouses.

69% OF UNITS ARE IN BUILDINGS 8 STOREYS OR BELOW









# DISTRICT HIGHLIGHTS

3



IN PROGRESS  
TO BE REPLACED WITH FINAL RENDERING



VIEW TOWARDS TORONTO FROM LAKEFRONT PARK



# Cultural Waterfront

## A REGIONAL WATERFRONT DESTINATION

The waterfront for Lakeview Village is envisioned as a place where residents and visitors alike feel welcomed.

Lakefront Park is a destination waterfront open space that provides an active recreational, cultural, and event open space for Mississauga. The park provides connectivity across the Village edge, with pedestrian paths winding throughout, as well as bicycle promenades that follow the urban edge and connect into the regional waterfront trail network.

The western edge of the park provides a hub for water-based recreation, where kayakers and families can come enjoy the Lake on a sunny weekend. Adjacent to the boat launch are park spaces that extend the energy and recreational uses of the existing Lakefront Promenade Park, with meandering walking paths through meadows and picnic locations, framed by a scattering of large canopy trees.

At the edge of the water inlet is a learning landscape that creates eco-diverse habitats that not only allow native flora and fauna to flourish, but give the community a chance to learn about the habitats being protected within the Jim Tovey Lakeview Conservation Area to the east.

At the end of the Hydro Road corridor is the cultural core of the park: an extension of the directly adjacent Lakeview Square. From Canada Day fireworks, to summer carnivals, holiday markets, and open-air concerts, the center of Lakefront Park is the future home to Mississauga's special occasions.



Destination waterfront (Zidell Yards - Portland, OR - Sasaki)



Walkable, pedestrian-oriented waterfront (Zidell Yards - Portland, OR - Sasaki)







◀ Lakefront Park

- 1

Fitness Loop Stations\*
- 2

Picnic Pods with Open Lawn & Moveable Seating
- 3

Conoe/ Kayak/ SUP Launch (West)\*
- 4

Outdoor Canoe/ Kayak Storage and rental\*
- 5

Restroom & Indoor Canoe/ Kayak Storage\*
- 6

Temporary Parking and Drop off\*
- 7

Waterfront Trail Connection - West
- 8

Boardwalk Extension from Lakefront Prom. Park
- 9

Group Fitness & Yoga
- 10

Existing Outlet Headwall to Remain
- 11

Flexible Open Lawn\*
- 12

Social Deck
- 13

Existing Concrete Walls to Remain  
[Historic Interpretation Opportunity]
- 14

Learning Landscape: (4) Major Habitat Zones
- 15

Conoe/ Kayak Launch (Inlet)\*
- 16

Leash-free Dog Area\*
- 17

Sculptural Sloped Lawn
- 18

Iconic Fountain / Winter Programming
- 19

Pavilion, Program TBD  
[ex: warming hut, food, restrooms, info kiosk]
- 20

Overlook
- 21

Natural Edge
- 22

Flexible Urban Plaza with mobile food kiosks  
and bench swings\*
- 23

Social Steps
- 24

Beach Platform
- 25

Pebble Beach\*
- 26

Iconic Bridge\*
- 27

Civic Center / Cultural Institution
- 28

Innovation Campus Quad
- 29

Flexible Event Performance Space  
with Floating Barge\*
- 30

Hills
- 31

Waterfront Trail Connection - East
- 32

Concrete Bunker to Remain
- 33

Waterfront Trail\*
- 34

Pier Programming Opportunities\*  
[ex. water taxi, dinner cruise, seasonal barges]

[\*] Indicates Parks Dept request





Fitness Loop Station (Fort Mason - San Francisco)



Leash-free dog area (Crissy Field - San Francisco)



Social deck (Schinkel Island - Amsterdam)



Beach with flexible seating & umbrella for shade (Sugar Beach - Toronto)



Flexible Programming (Golden Gate Park - San Francisco)



All-season activation (Lawn on D - Boston, MA - Sasaki)



Learning landscape (Woodberry Wetland - London)

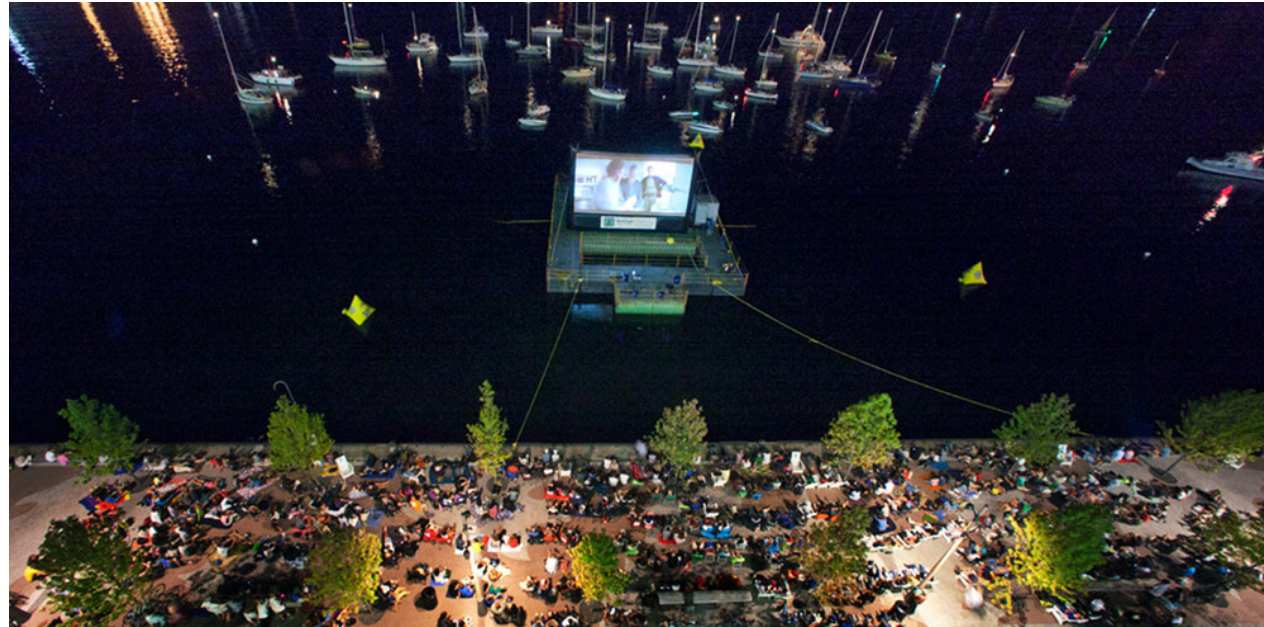




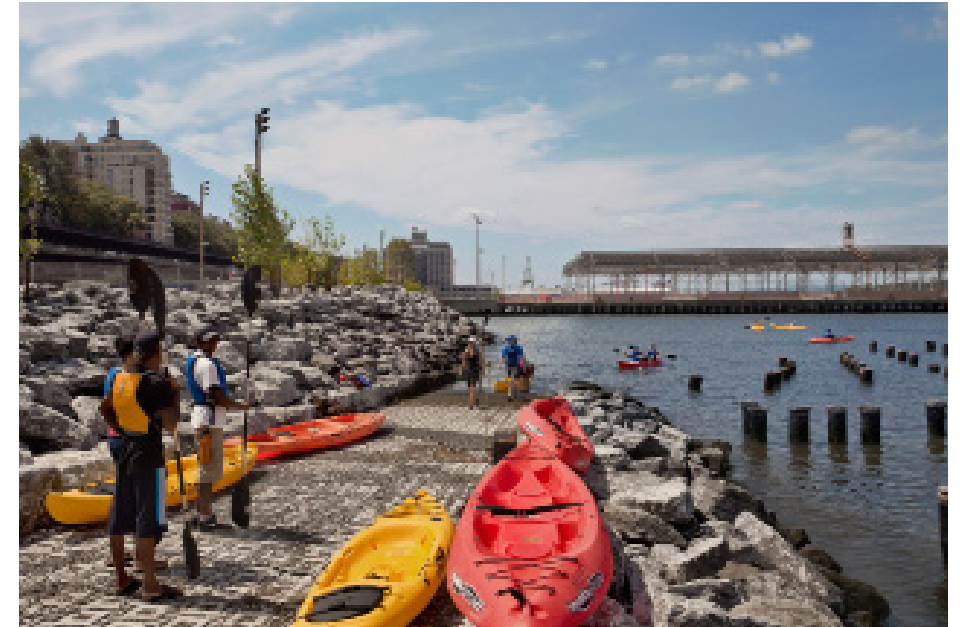
Water recreation (Copenhagen)



Flexible open lawn (St. James Park - London)



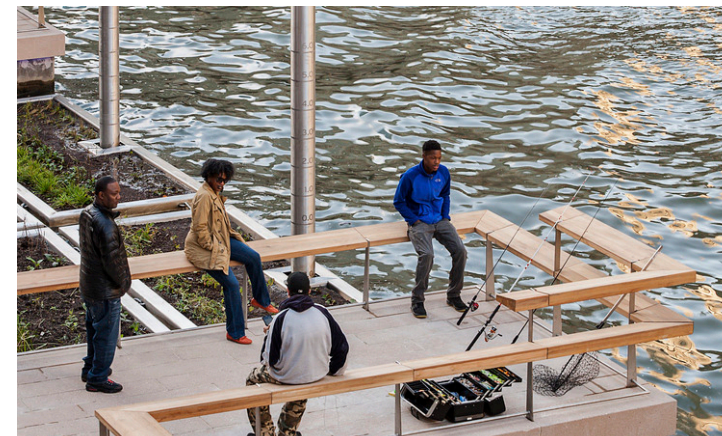
Creative water activation (East Bayfront Water's Edge Promenade - Toronto, ON)



Water recreation (Brooklyn Bridge Park - Brooklyn, NY)



Waterfront trail (Hunter's Point South Waterfront Park - New York, NY)



Overlook platforms (Chicago Riverwalk - Chicago, IL - Sasaki)



Play lawns with views (Governor's Island Park - New York, NY)





VIEW TOWARDS THE PIER AT LAKEVIEW VILLAGE, FACING EAST

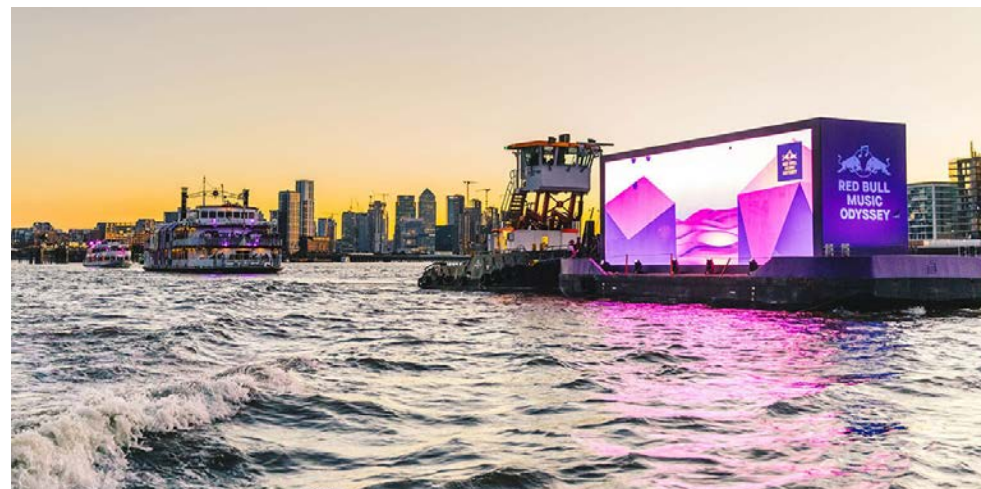


### ◀ Pier at Lakeview Village (Existing Conditions)

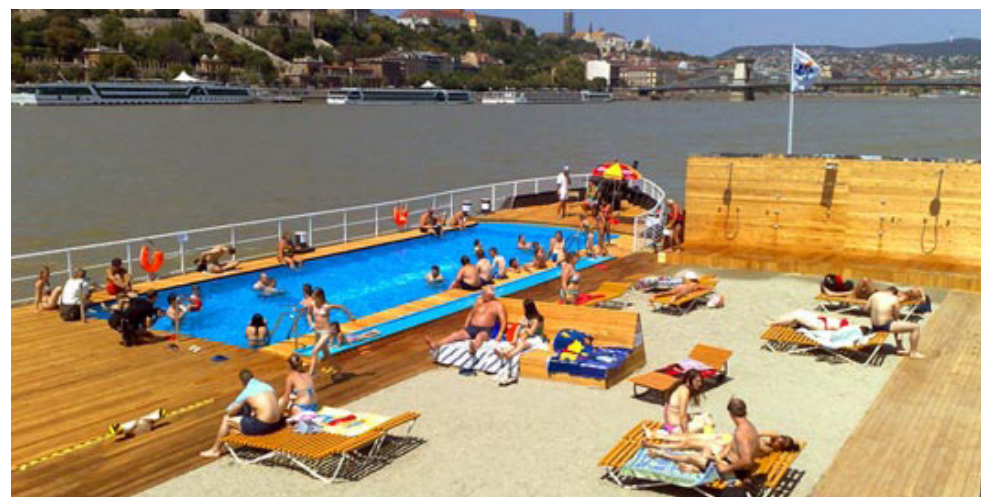
Once a former industrial pier, the pier at Lakeview Village will become one of Lakefront Park's most inviting and celebrated features. Extending more than 600 metres into Lake Ontario, this destination attraction will provide people from across the region an unparalleled vista of the waterfront experience. Programmed with public art, cultural pop-ups, and active public space along both the reclaimed pier and newly created park space, the pier will integrate seamlessly with the rest of Lakefront Park and Lakeview Square. Providing unprecedented views to downtown Toronto, Mississauga, and across Lake Ontario.



Science Barge (New York City)



Red Bull Music Odyssey Barge (Thames River - London)



Converted Barge to Floating Beach and Pool (Budapest)



Pop-up pavilions for cultural and retail activation



Temporary edge programming and floating program (Seine River - Paris)

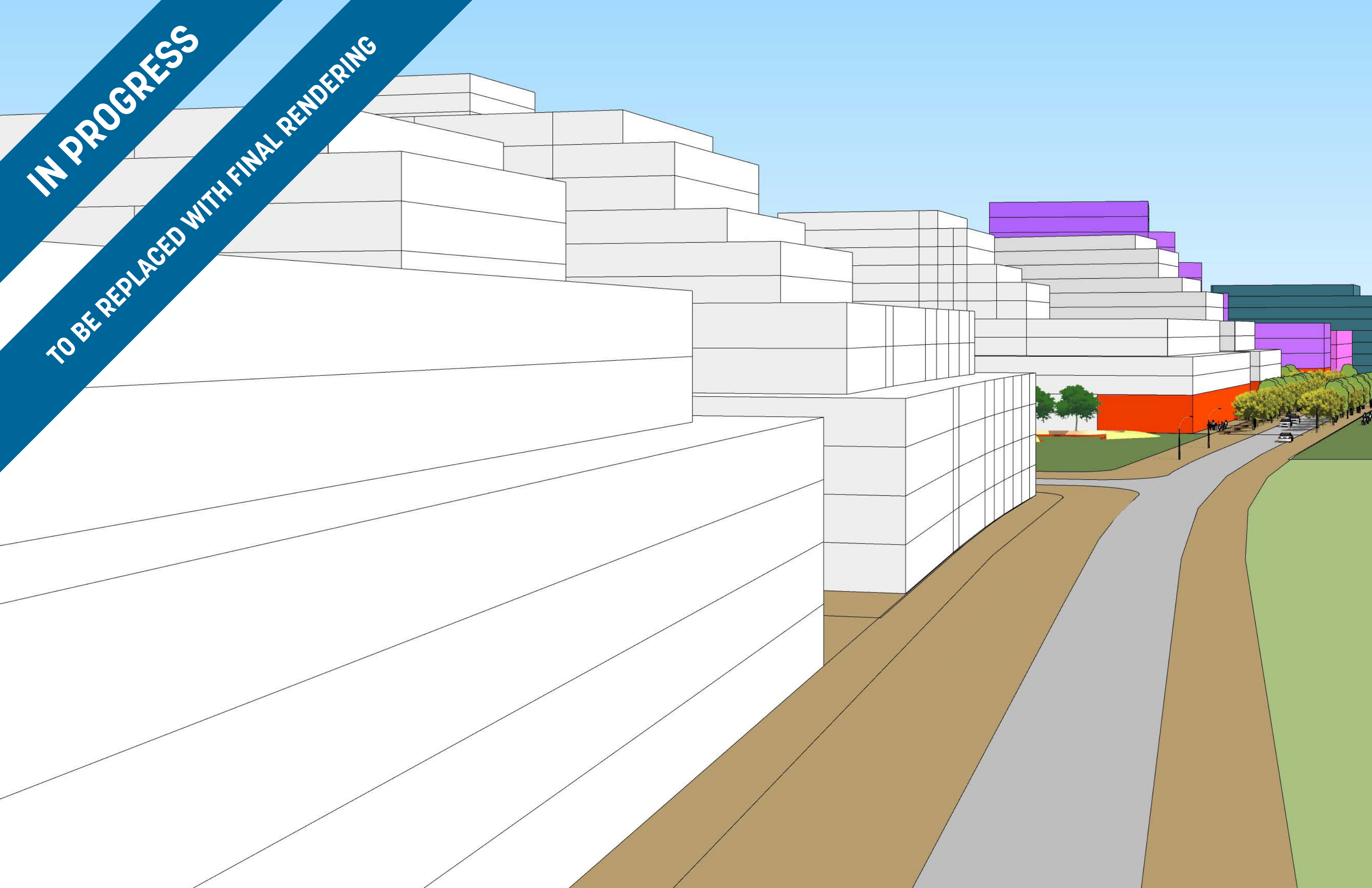


Pedestrian-only, human-scaled environment with views of the water

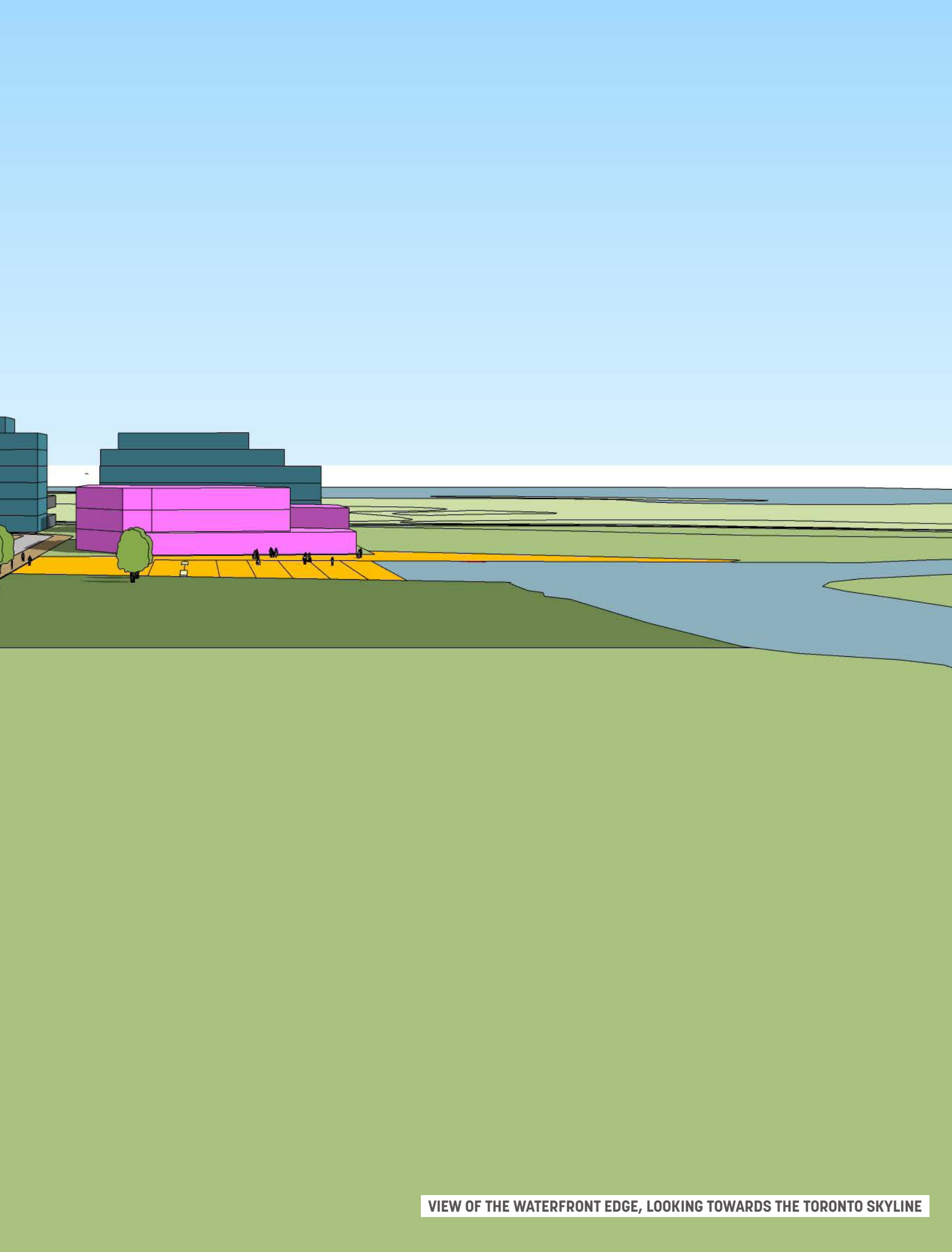


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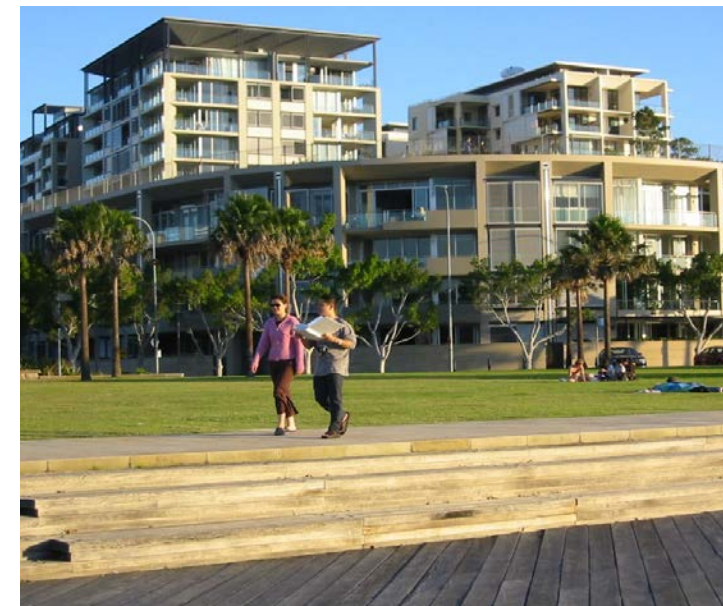




VIEW OF THE WATERFRONT EDGE, LOOKING TOWARDS THE TORONTO SKYLINE

## A PUBLIC, PEDESTRIAN PRIORITY WATERFRONT EDGE

In addition to Lakefront Park and all of the associated programming, Lakeview Village's inextricable relationship to the water in defining its character as a community will be the character of the lakefront blocks and waterfront promenade. Through careful distribution of height, land use distribution, and block-level articulation, the plan reaches a balanced result that highlights the pedestrian-level experience as well as providing waterfront development opportunities for one-of-a kind waterfront living, working, and shopping experiences. Special paving and landscape features are incorporated into the roadway in order to maintain the waterfront -- from the building edge to Lake Ontario itself -- a pedestrian-priority area.



Waterfront-sensitive residential built form (Sydney Waterfront District)





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TO BE REPLACED WITH FINAL RENDERING







## **WATERFRONT BLOCKS: A POROUS DEVELOPMENT EDGE**

The residential development blocks within the Cultural Waterfront precinct are designed to protect the experience of the public space, most importantly Lakefront Park, and create remarkable living opportunities for Mississauga residents. The form of the building is consistently stepping down towards the waterfront in order to ensure wide open sky-views, with a four-storey edge along the waterfront promenade. Additionally, the blocks are broken up to create north-south pathways that complement Ogden Park and Hydro Road, emphasizing the waterfront as a publicly-accessible place.







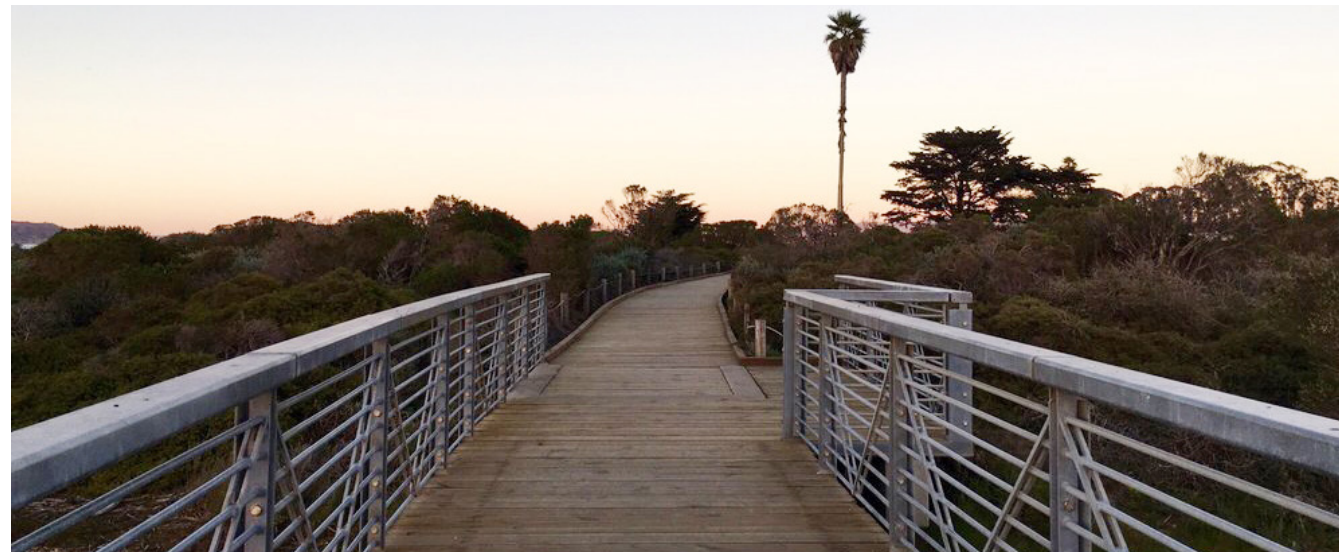
# Marina District

## LAKE-BASED RECREATION AND LIVING

The Marina District (specified as the “Waterway District Area” in the MOP) is made up of the blocks in the southwest corner of Lakeview Village. This area of the site has a many advantages that enable it to become a prime location for water-based recreation and for creating housing opportunity -- it is connected to the adjacent Lakefront Promenade Park, is located on a section of the waterfront edge that is protected by a breakwater, and has sweeping views of the water and sky.

The park space in the Marina District corner is connected to Lakefront Promenade Park via a bridge that extends naturally from the existing boardwalk, and has a boat-launch for kayaks, canoes, and paddle boards. To support these activities, there is a small parking lot and restroom/storage space. This area is well-connected to the rest of Lakefront Park via a network of pedestrian and bike trails.

The residential blocks located in the Marina District are shaped and stepped to gradually transition to a four-storey edge along the waterfront, and reach taller heights further back in the block to offer more existing and future Mississauga residents the opportunity to have a lake-based living experience.



Pedestrian Boardwalk Bridge (Crissy Field - San Francisco)



Clustered Towers (Sydney - Australia)



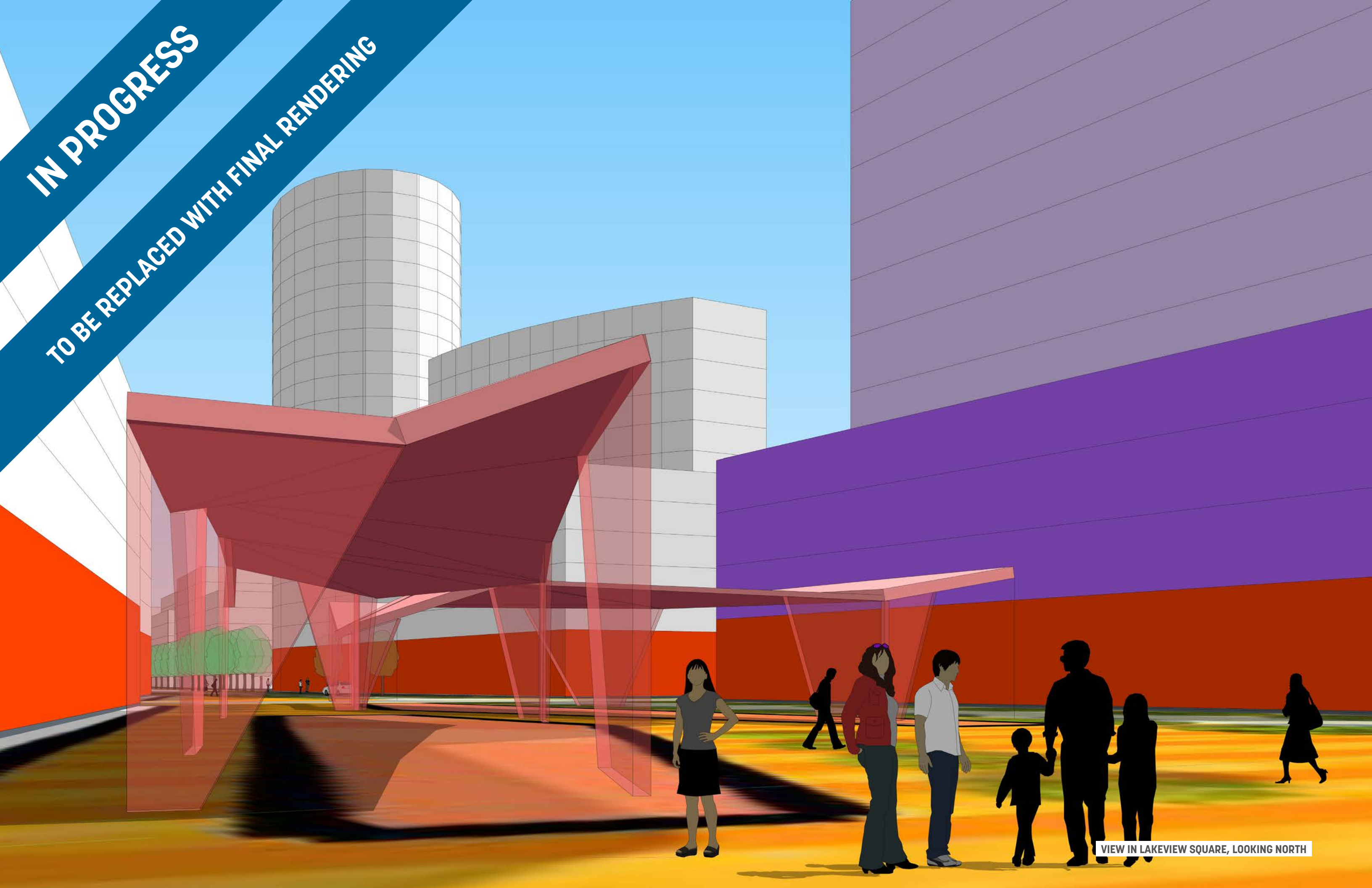
Exterior Boat Storage and Informal Launch (Hudson River Education Center - New York)



Floating Boat Launch (Community Boathouse - Boston)



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TO BE REPLACED WITH FINAL RENDERING



VIEW IN LAKEVIEW SQUARE, LOOKING NORTH



# Lakeview Square

## A VIBRANT CULTURAL + RETAIL HEART

In the description of the Lakeview Waterfront as a “complete community,” the MOP describes the need for a district heart: “A mixed use focal point is planned for the southeast quadrant of the community, where cultural, commercial, office, institutional, and recreational open spaces converge. The area is envisioned as a vibrant, pedestrian oriented space with outdoor cafes, unique retail, attractive street furniture and sitting areas. The area may accommodate special events and uses, waterfront attractions, and art and incubator space.”

Lakeview Square is the district heart. Located at the terminus of a major N-S connection from Lakeshore Road, the square opens up to the water and is indeed a focal point of mixed and complementary uses, including a hotel, residential units, restaurants, retail, steps into the water, cultural institution, maker space, and outdoor performance space.

Lakeview Square will include a curated mix of ground floor specialty retailers; handpicked and each celebrating the unique character and leading design of best-in-class, non-national tenants.

Above grade residential or office uses will add additional vibrancy and help to frame the square. Lakeview Square will act as a destination, drawing people of all ages and backgrounds, encouraging them to stop and spend time in Lakeview Village. Adjacent to Waterway Common and Serson Innovation Corridor, the Square will also be home to a significant cultural hub, one that incorporates multicultural programs, specialty uses, and waterfront attractions throughout the public space.

This space will draw on the diverse background and experiences of residents within the City of Mississauga to create a unique destination at Lakeview Village.



Engaging the water's edge (National Harbor - Washington, DC - Sasaki)



Active market square (Vodice, Croatia)



All season activation (Zidell Yards - Portland, OR - Sasaki)



Mix of permanent and pop-up retail (Torvehallerne - Copenhagen, Denmark)









Active street life (Stockholm - Sweden)



Retail that interacts with the water's edge (Chicago Riverwalk - Chicago, IL - Sasaki)



Human-scaled urban experience (The Avenue - Washington, DC - Sasaki)



Shared Street (Brighton, UK)



Water recreation (Chicago Riverwalk - Chicago, IL - Sasaki)

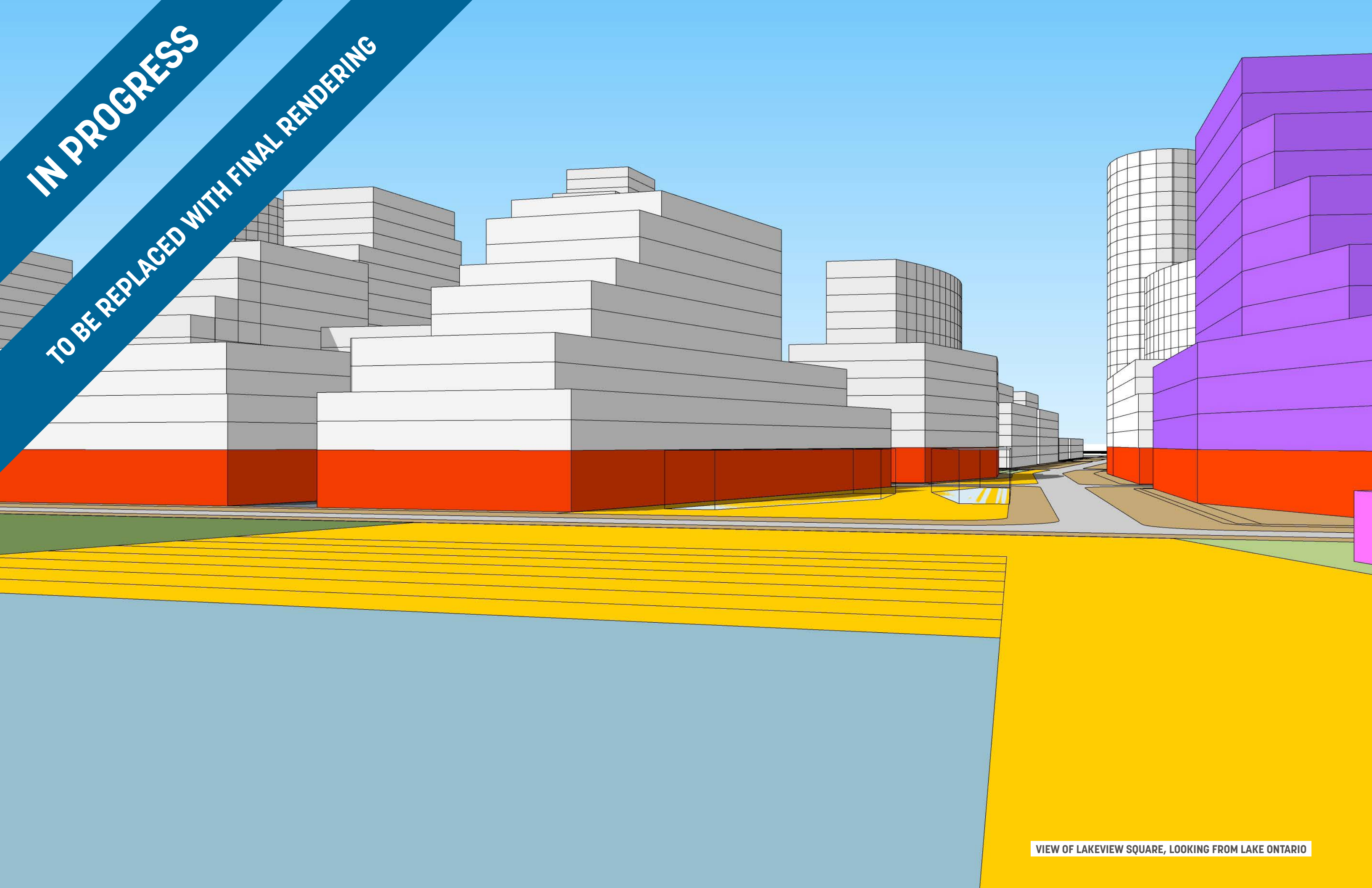
◀ Lakeview Square

- ① Pavilions & Canopy Structure
- ② Flexible Urban Gathering Space for Markets & Events\*
- ③ Public Art Opportunity
- ④ Hotel
- ⑤ Residential Buildings with Retail
- ⑥ Social Steps / Water Inlet (See Lakefront Park)
- ⑦ Unique Furniture & Lighting
- ⑧ Civic Center / Cultural Institution
- ⑨ Outdoor Dining
- ⑩ Shared Street, Special Paving
- ⑪ Ogden Park
- ⑫ Lakefront Park
- ⑬ Sports Courts on Garage Roof (basketball, football, tennis, pickleball)

(\*) Indicates Parks Dept request



IN PROGRESS  
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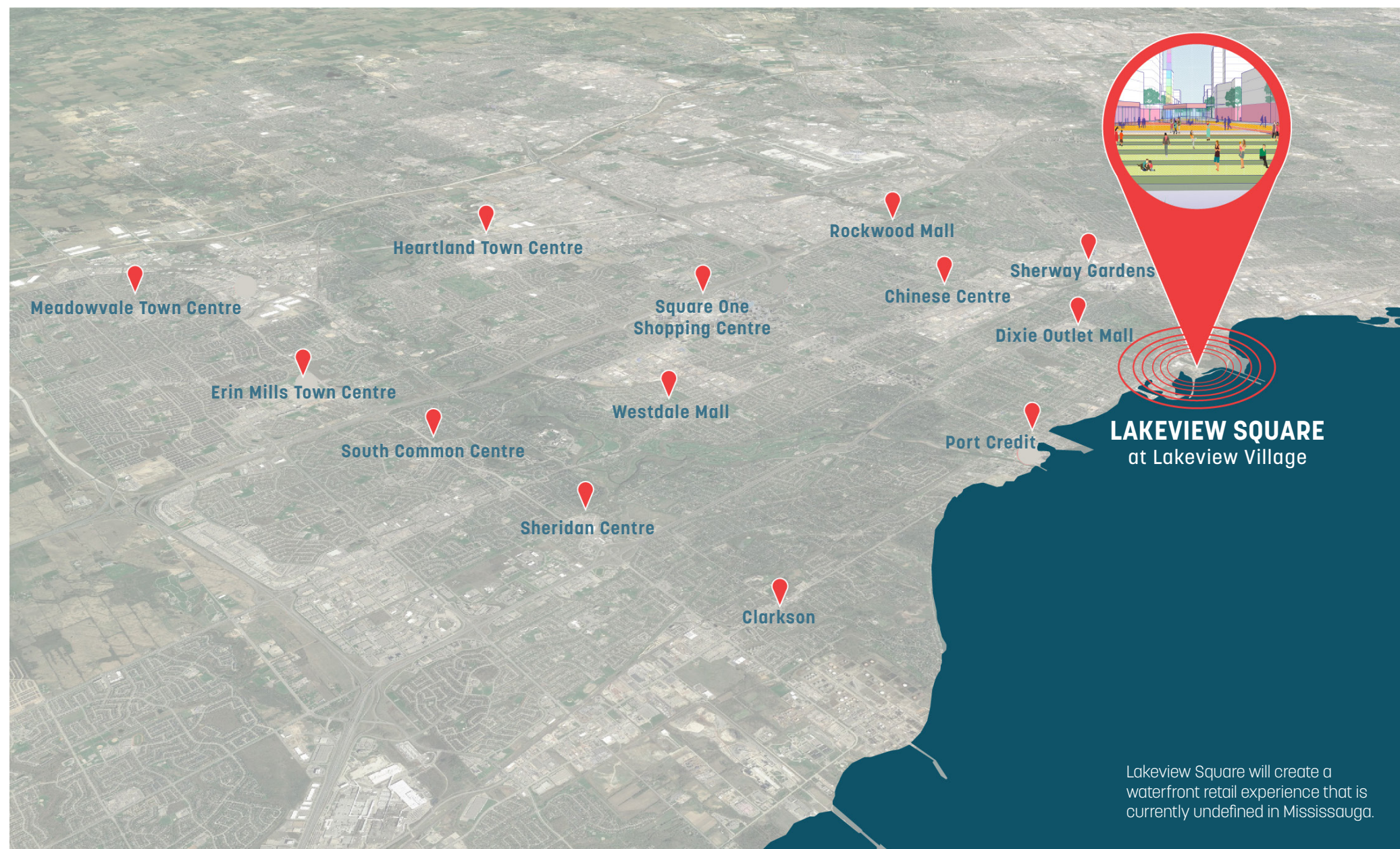
VIEW OF LAKEVIEW SQUARE, LOOKING FROM LAKE ONTARIO



## A UNIQUELY LAKE-BASED RETAIL DESTINATION FOR THE REGION

Lakeview Square will be the community heart for the Village and an important hub for greater Mississauga. Directly connected to the cultural center of Lakefront Park, Waterway Common, and adjacent to Ogden Park, Lakeview Square is the destination for many natural lines of desire and programming in the Village. Parking garages do not have a visual presence on the Square, but are nearby to accommodate public parking for visitors to the waterfront.

### RETAIL CONTEXT





IN PROGRESS  
TO BE REPLACED WITH FINAL RENDERING







VIEW TOWARDS LAKEVIEW SQUARE, WALKING ALONG THE WATERFRONT PROMENADE



IN PROGRESS  
TO BE REPLACED WITH FINAL RENDERING



VIEW FROM WATERWAY COMMON, LOOKING NORTH ON HYDRO ROAD



# Hydro Gateway

Entering in from Hydro Road, pedestrians, cyclists, and transit-users will experience a comfortable, shaded sidewalk and dedicated travel lane, with mid-rise buildings along the road and the waterfront visible towards the south. The gateway road leads people to key open spaces and uses within the district -- first encountering the corner of Waterway Common, and continuing on to arrive at Lakeview Square and Lakefront Park.

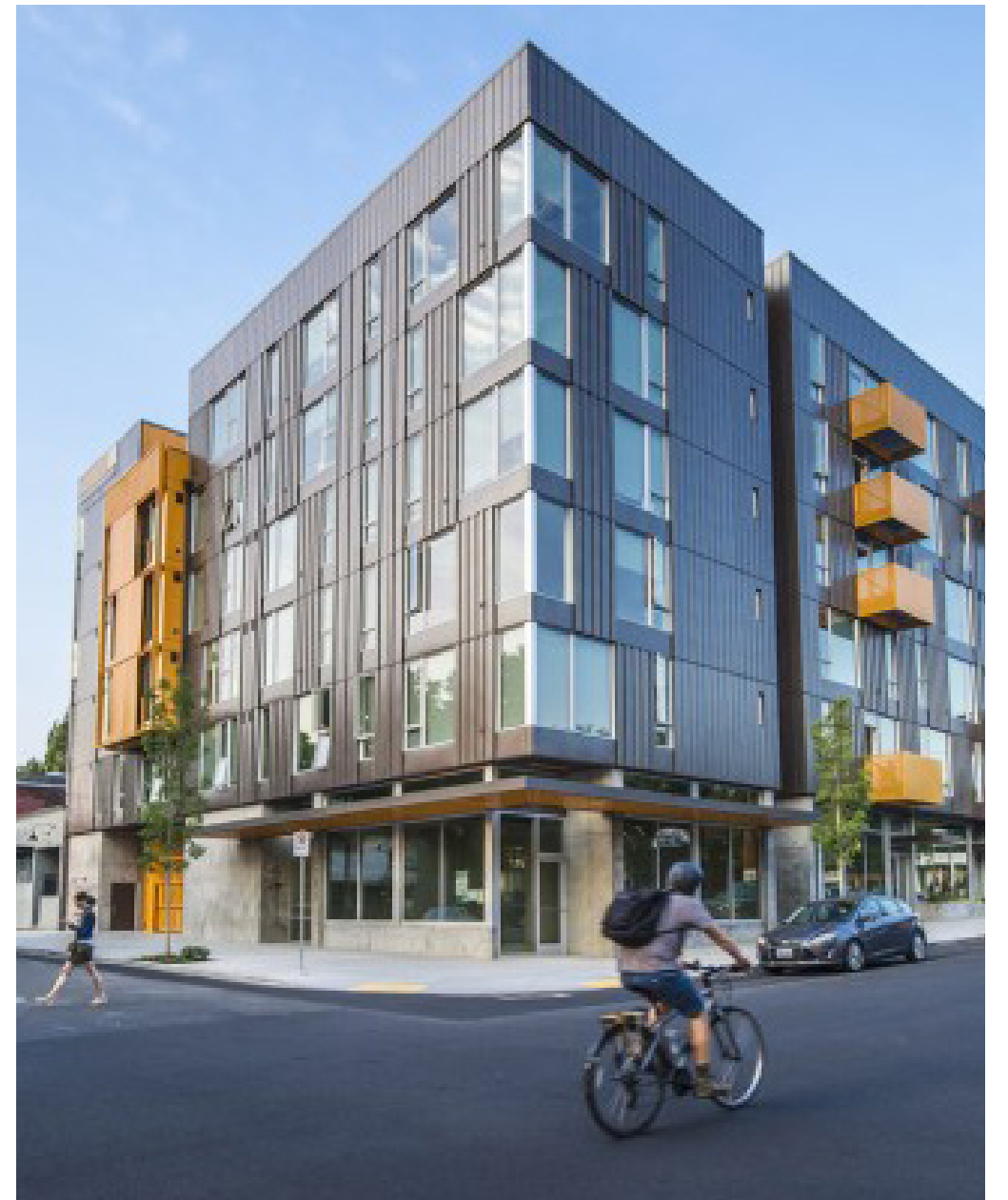
While Ogden Park is a green and recreational north-south connector to the waterfront, Hydro Road is the urban gateway experience into the district. Since Hydro Road connects between Lakeshore Road and Lakeview Square, where the retail, cultural, and visitor parking is concentrated, this gateway is likely to be the first impression of Lakeview Village for many visitors. Traveling along the corridor, people will be able to experience the best of Lakeview Village: a well-connected active transportation network, mid-rise residential blocks, neighborhood park space, the retail heart, and of course, views of Lake Ontario.



Midrise residential architecture example (Division Street, Portland, OR)



Midrise residential architecture example (Hammarby, Sweden)



Midrise residential architecture example (Division Street, Portland, OR)

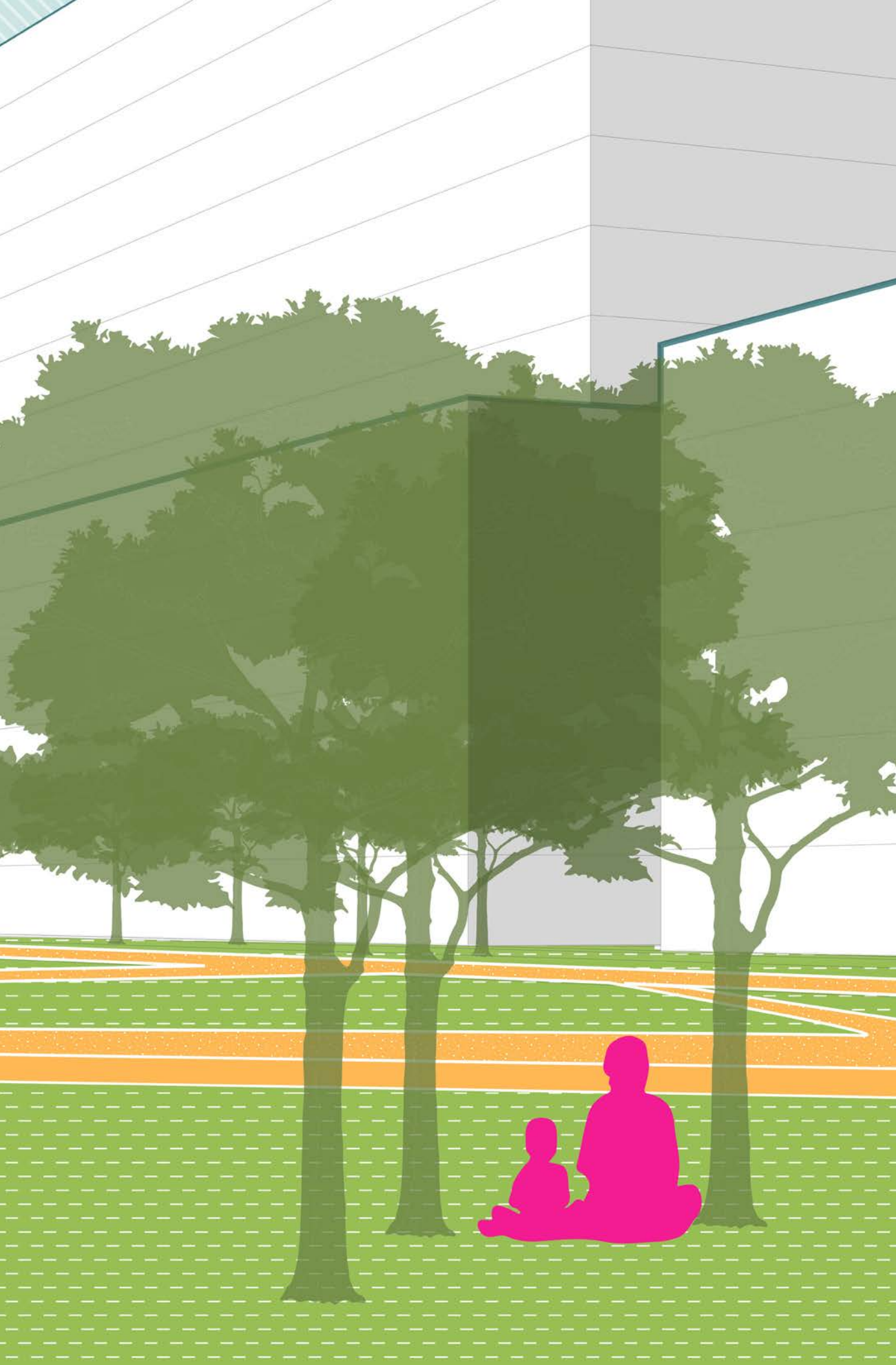


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TO BE REPLACED WITH FINAL RENDERING



VIEW FROM OGDEN PARK TOWARDS LAKE ONTARIO





# Ogden Park

## A BOLD CENTRAL PARK

Inspired by the iconic ravine corridors in the Greater Toronto Area, Ogden Park is a central “river of green” that runs through the site, pointing everyone to the waterfront. Ogden Park gives everyone in Lakeview Village a direct connection to the Lakefront, and is well connected via the open space and road network to all blocks in the Village.

Beyond Lakeview Village, Ogden Park is a park for all of Mississauga. Providing an instantly recognizable and impossible-to-miss direct connection between Lakeshore Road and Lake Ontario, Ogden Park provides walking paths and pockets of varied program along its length. Ogden Park will be designed to focus on community, with the park providing a central gathering space.

Ogden Park’s size and dimensions are intentionally designed in the revised master plan to maximize views of the water, from both within the park, and for the residential spaces in the buildings along the park edges. Near the center of the park, at the park’s widest dimension, is a community-oriented building that is envisioned at first as a maker-space established through partnerships with local artists, and as a community center in the long-term.





Ogden Park provides critical pedestrian connections to the waterfront, but is much more than just a linear connector. Throughout its length down to Lakefront Park, Ogden Park is envisioned to seamlessly change in character to respond to its adjacent uses and provide a wide range of outdoor experiences.

#### ◀ Ogden Park

- 1A Destination Playground - Adventure Play\*
- 1B Destination Playground - Constructive Play\*
- 2 Community Outdoor Dining Room with Shade Structure\*
- 3 Community Gardens
- 4 Open Lawn with Outdoor Fitness\*
- 5 Off-leash Dog Run\*
- 6 Multi-use trail / Circulation Spine\*
- 7 Artscape / Community Center
- 8 Outdoor Gallery & Maker Space ( Outdoor Classrooms, Small Gathering Pods, Sculpture Park)
- 9 Urban Stage
- 10 Event Pavilion / Information Kiosk
- 11 Skateboard Amenities\*
- 12 Bouldering Park\*
- 13 Sloped Lawn (+4m) with Integrated Seating
- 14 Pollinator Garden Pod with Wood-decked Social Rooms
- 15 Trail Connection to Lakeshore Road

[\*] Indicates Parks Dept request





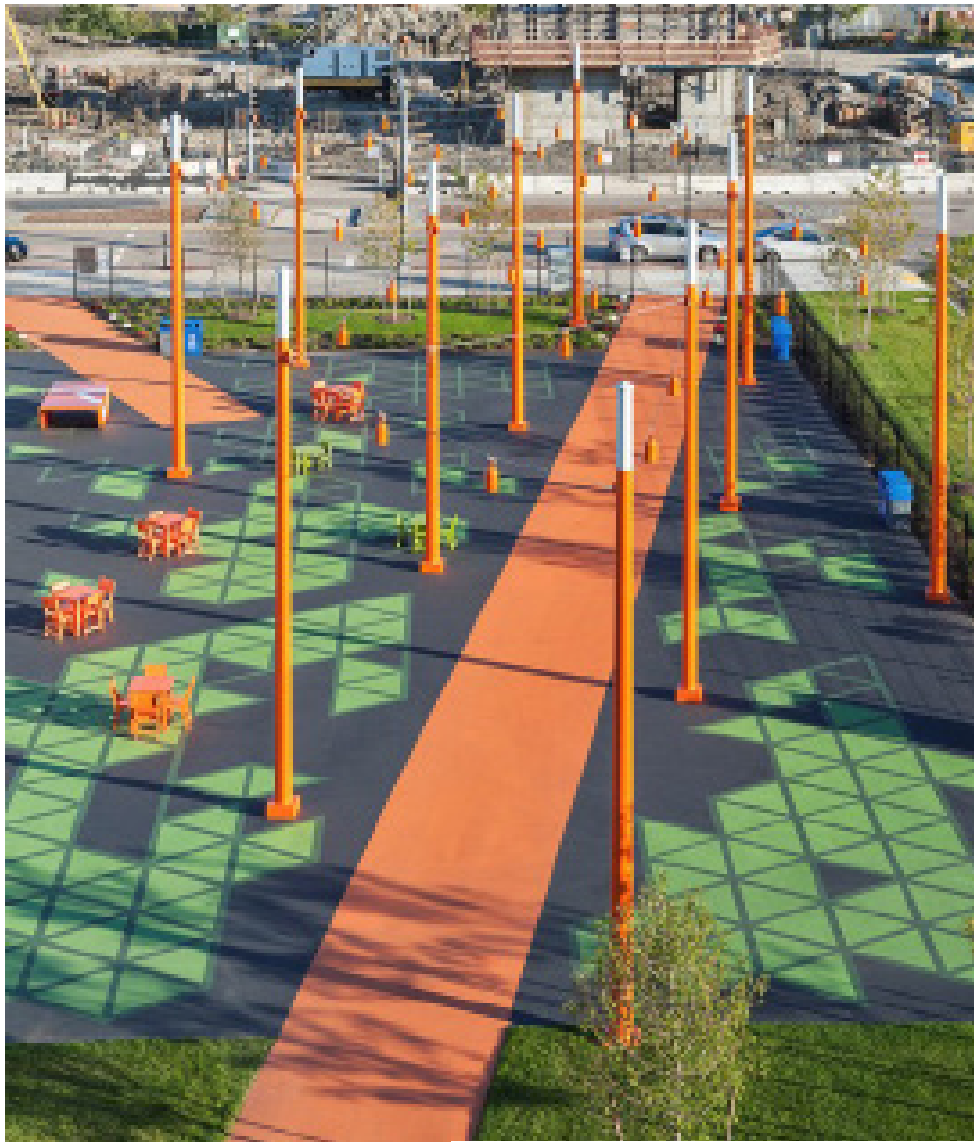
Passive recreation space (Bay Meadows - San Francisco)



Active recreation spaces



Community Shade Structure + Pollinator Gardens (The Arsenal - Watertown)



Flexible event plaza (Lawn on D - Boston, MA - Sasaki)



Outdoor bouldering (Brooklyn Bridge Park)



Outdoor bouldering



Iconic and dynamic community/culture-oriented building



Pop-up pavilions for recreational/retail activation



Unique play destinations for all ages (Smale Riverfront Park - Cincinnati)



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TO BE REPLACED WITH FINAL RENDERING



VIEW TOWARDS LAKEVIEW SQUARE, WALKING ALONG THE WATERFRONT PROMENADE



# Ogden Green

A linear park with a multi-use path, Aviator Greenway provides the northern residential blocks an east-west connection to the central Ogden Park, from Lakefront Promenade to the Innovation Corridor. Aviator Greenway also provides an easy connection from the school site on New Haig Boulevard to homes and other open space amenities within the district.

To the north of Aviator Greenway are the lower-density residential blocks within the district, characterized by a mix of townhouses and mid-rise residential buildings. The view illustrated to the left exemplifies how Lakeview Village is a well-knit mix of programs; along the public linear park are a variety of housing types, a community amenity (school), and a terminus at the office buildings of the Innovation Corridor. Combined with high-quality architecture, the experience of Aviator Park will be interesting for visitors and residents alike.



Townhouse typology examples



Townhouse typology example



Milton Street Park (Los Angeles, CA)



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TO BE REPLACED WITH FINAL RENDERING



VIEW OF WATERWAY COMMON, LOOKING WEST



# Waterway Common

## A COMMUNITY CORRIDOR

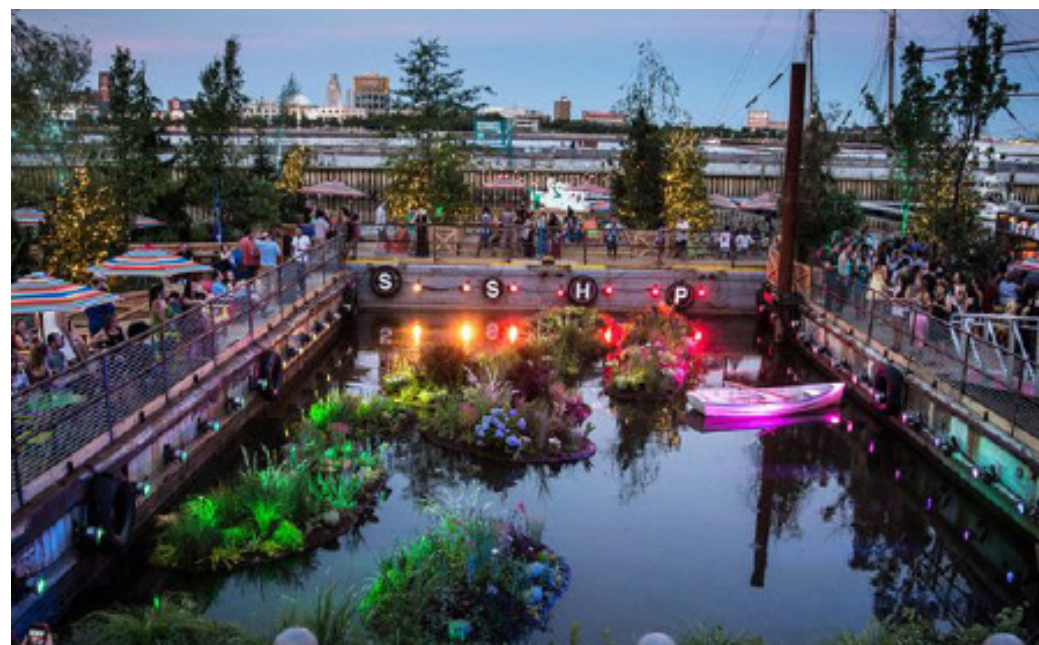
Waterway Common provides the central gathering space for the community that links the existing park system to the west with the square. Providing spaces for activity as well as quiet reprieve and defined by mid and high-rise development, Waterway Common will be a year-round public gathering place for residents and visitors alike. It will also provide a strong visual connection to Lake Ontario to the west and an important sense of arrival to the development in the early years of the project. Designed from the ground up as a four-season, outdoor space and water amenity, connected to residential living on the park and the animated Square to the east, Waterway Common will come alive each season with summer splash pads, spring orchards, winter skating rinks, and seasonal markets for everyone to experience and enjoy.



Summer Splash Pad + Winter Ice Skating (Celebration Square - Mississauga)



Ice Skating Trail (Gardiner Expressway - Toronto)



Retail interaction with water/landscape features (Spruce Street Harbour Park - Philadelphia, PA)



Passive recreation interacting with the water's edge (Spruce Street Harbour Park - Philadelphia, PA)









Hammock grove

◀ **Waterway Common**

- ① Spray Pad & Reflection Pool / Winter Skating\*  
(pending monitoring requirements)
- ② Pollinator Garden & Stormwater
- ③ Social Gathering Decks
- ④ Pavilion Cafe (Skate rental, Warming Station, Changing Room, Restrooms, Snack Bar)\*
- ⑤ Sculptural Shade Structure & Social Seating\*
- ⑥ Accessible Playground\*
- ⑦ Celebration Orchard & Hammock Grove
- ⑧ Waterway Promenade
- ⑨ Public Art / Flexible Programming Area
- ⑩ Outdoor Dining & Pop-up Beer Garden
- ⑪ Reflection Pool & Fountain  
(pending monitoring requirements)
- ⑫ Cafe

(\*) Indicates Parks Dept request



Pop-up beer garden (Copenhagen - Denmark)



Water feature in public plaza (Malmö - Sweden)



Event at Cheonggyecheon urban canal park (Seoul - Korea)

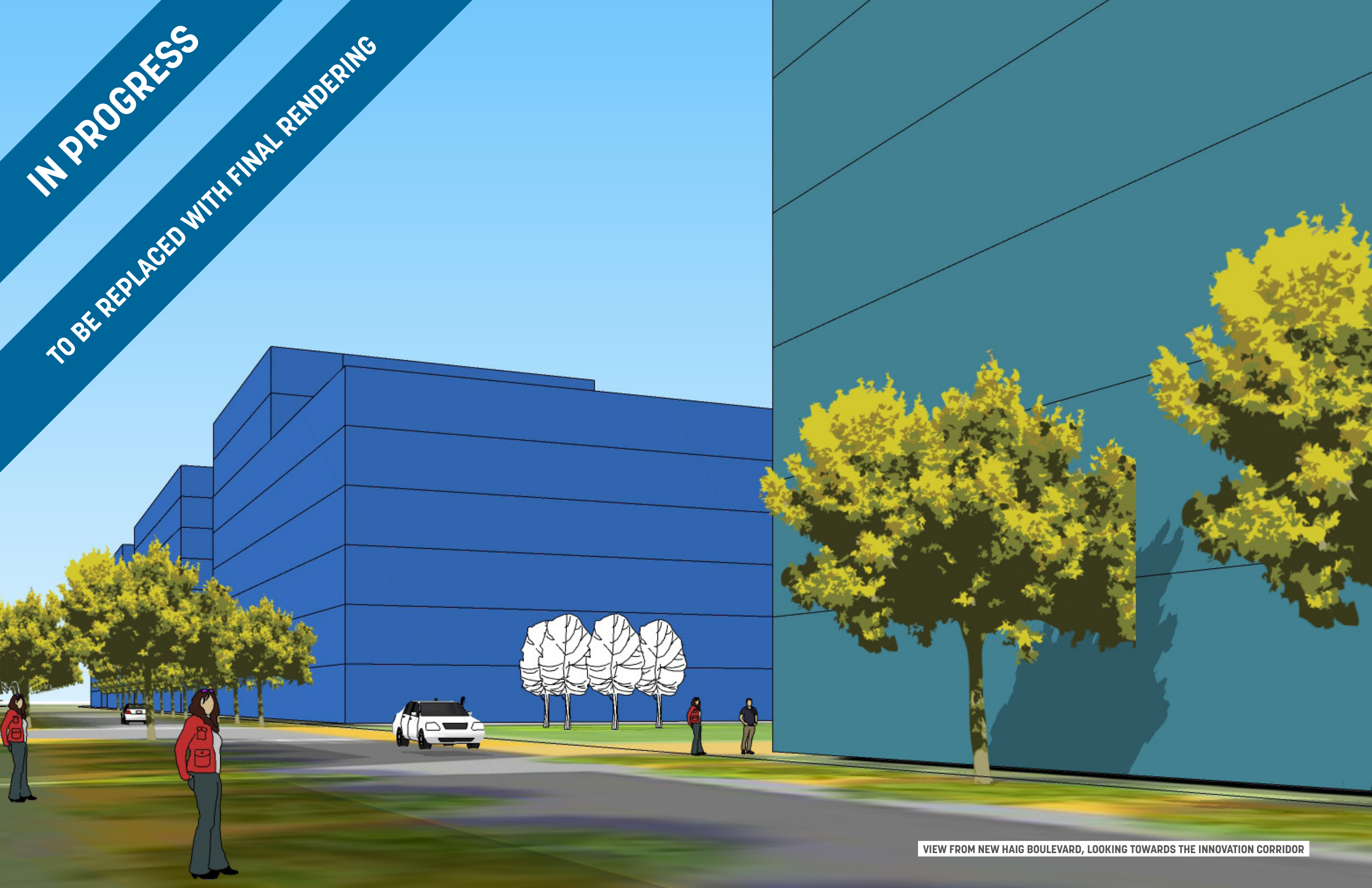


Temporary outdoor seating decks



IN PROGRESS

TO BE REPLACED WITH FINAL RENDERING



VIEW FROM NEW HAIG BOULEVARD, LOOKING TOWARDS THE INNOVATION CORRIDOR



# Innovation Corridor

## A NEXT-GENERATION EMPLOYMENT HUB

Delivered with assistance from the City of Mississauga, Serson Innovation Corridor will be a model of innovative city-building; seamlessly offering office and next-generation employment uses alongside the Village's residential, retail, and cultural offerings, all connected to local and regional transit.

Including a mix of flexible office space and potential educational uses, with a focus on innovative industries, this district will ensure that Lakeview Village is an animated, populated space throughout the day and evening – supporting the retail and cultural uses with its captive market and creating new synergies for collaboration.

Employment and innovation are an essential part of the mix of uses in Lakeview Village. Serson Innovation Corridor is designed to support a mix of office, institutional, and innovation uses that will complement the planned residential, cultural, and retail uses as well as enhance the complete community in Lakeview Village.

The proposed Employment and Innovation Corridor provides the opportunity to strategically integrate a variety of employment uses (tech industries, office, light industrial) and potential education facilities

within a sustainably focused district. As a transition area between proposed residential neighbourhoods and the existing G.E. Booth Wastewater Treatment Facility, the corridor will be well integrated into the urban fabric of Lakeview Village with a synergistic relationship to Lakeview Square and the surrounding retail and cultural amenities.



Showcasing District Energy as a landmark and learning center









# HEIGHT STUDY

4







# Introduction

## GOALS OF THE HEIGHT STUDY

This study has been prepared in accordance with Terms of Reference issued for a height study of the Lakeview Master Plan. As stated in the Terms of Reference, “The purpose of the study is to establish a clear and logical hierarchy for built form across the Lakeview site to implement the Vision of the mid-rise waterfront community that originated in the Inspiration Lakeview Master Plan. This height hierarchy shall provide strong rationale for where taller elements will be located, appropriate heights of taller buildings and how height should be regulated. Fundamentally, this study seeks to answer the question: “How do the proposed heights ensure the area is developed as a predominately mid-rise community?”

The following section addresses each of the 20 stated goals of the study, outlining the DMP’s approach to achieving these goals.

### 1. DEFINE HOW THE SITE FITS INTO THE OVERALL URBAN STRUCTURE AND OFFICIAL PLAN POLICIES IN TERMS OF HEIGHT.

Lakeview Village is designated a major node by MOPA 89. As such, it has the opportunity to respond to certain forward-looking opportunities for the City of Mississauga. One of these opportunities is the creation of civic identity in places other than the city centre. The former Lakeview Generating Station was, while not isolated completely from surrounding communities, located on what had been considered Mississauga’s edge for many decades. With demographic growth and other changes in Mississauga and the GTA overall, and the closure of the power station, the Lakeshore District received new attention as a destination. These are all positive developments in the life of the city. Lakeview Village seeks to maximize the inherent opportunities for the maximum number of people, while doing no harm to existing communities surrounding the development site.

In the first instance, intense focus has been applied to DMP 3.0 to insure that pedestrian and cycle

connectivity across the site and, in particular, along the lakefront, is continuous, intuitive, and easy. The site’s open spaces have been connected one to another in DMP 3.0 in ways that they were not previously, creating many positive conditions. The ground plane-focused design now insures that the key elements of the public realm (Ogden Park, Waterway Common, Lakefront Park) will function synergistically rather than in competition with one another. This will allow residents, workers, and members of the public to enjoy the site’s attributes for an open-ended amount of time into the future.

Supporting the public realm, Lakeview Village’s DMP 3.0 creates a road network that is a classic street grid that allows multiple options for connecting to and through the development, notwithstanding the fact that the Lakeview Wastewater Treatment Plant presents an obstacle to east-west connectivity, to the east of the site. The strong intention of the project is to be a good “citizen of the community,” including being a good neighbor to existing nearby residential neighbors. The design team has been focused on insuring that sound urban principles of

creating a robust plan framework are adhered to. In addition, massing has been sculpted to enable the project to incorporate as many new residents and workers as is feasible – meeting the GTA’s goals of densifying-in-place rather than contributing to further sprawl of the metropolis. In this latter sense, Lakeview Village seeks to be exemplary, balancing the needs of an existing community with broader opportunities for the GTA, in which the maximum number of people have a healthy relationship with home and workplace, connected through strong public transport.

The physical massing of Lakeview Village has been through numerous iterations, and has attained optimal resolution, balancing the above criteria. Massing has been tapered down towards the edges of the community on all sides, so that the outward expression and identity is firmly that of a mid-rise community. Taller massing has been carefully, surgically, located closer to the interior of the site, and in the Waterway District Area. The plan organizes the blocks and open space to create strategic opportunities for providing height and density that



supports the experience of the public realm.

## 2. DEFINE THE RATIONALE OF OVERALL HEIGHT DISTRIBUTION WITHIN THE SITE.

The distribution of heights within the DMP submitted herein has been substantially revised from that of the 2018 DMP, in a good-faith effort to meet concerns of Staff and LCAP. Certain areas, such as the Waterway District Area (Marina District), the eastern terminus of Waterway Common, and the southeast corner of Hydro Road and Lakeshore Road generally do express themselves with height in ways that are nominally similar to the way these were expressed previously. There are, however,

considerable differences in how that is achieved in those locations (elaborated further herein), with many steps taken to mitigate any impacts. There are also considerable differences in the way other height is arranged in the current DMP. Most significantly, the design team responded to Staff and LCAP comments about concerns that the 2018 plan was, by placing height on the southern and northern edges of Waterway Common, creating conditions that could create the perception of a “wall” of buildings running east-west, effectively (or perceptually) cutting the communities north of Lakeshore Road off from the lakefront. The design team has been attuned to these sensitivities, and has arranged the height to frame the eastern and western edges of the new Ogden

Park configuration. The most immediate effect of this is that height is now arranged in these locations in a north-south direction, framing Ogden Park. The intention, once Rangeview Estates is executed, is that Ogden Park will reach to Lakeshore Road, and that the taller elements lining its edges will signify the location of Ogden Park. The intention is for Ogden Park itself, now a major north-south element, to invite people into Lakeview Village, with the taller buildings along Ogden Park’s edges providing park views for occupants, as well as views to Lake Ontario. From the earliest days of the new plan, the design team demonstrated that the plan geometry of the park, as well as the arrangement of the taller buildings, is intended to support the experience of the public realm and maximize the number of dwelling units that will enjoy views to the water.

In the Waterway District Area (Marina District), through direct discussion and iteration with Staff and LCAP, there has been considerable refinement of massing to insure that any perceived impacts of height are minimized or obviated completely. The taller elements in this area now sit considerably back from the front line of low buildings fronting onto the Lakefront Park. Reasons why the development and design team continue to feel that this area is suitable for taller, signature elements are: 1. The Lakefront Park is situated south of these taller elements, with all shadows therefore falling away from the park; 2. There are no direct abutters that are residential to the west or the south (both being the lake); 3. These elements of height in this location will

contribute to the population of the district, assisting in underwriting the success of neighborhood retail in the district; 4. These elements will become signifiers of high architectural quality that this district is indeed a major node within Mississauga.

## 3. EVALUATE THE ADVANTAGE AND DISADVANTAGE OF CLUSTERED TALLER ELEMENTS AND SCATTERED ONES.

Successful examples of both clustered taller elements and scattered ones within a district are available internationally. This is a consideration that does not, therefore, have a “correct” answer, in the opinion of the development and design team. The success or failure of either approach depends on a number of variables, such as the geography of a specific area, the proportion of open space to built space, population density overall, quality of design of the ground plane, quality of design of architecture, width of roadways, etc.

Examples of clustered taller elements becoming “more than the sum of their parts” include Barangaroo in Sydney, King’s Cross in London, Portland, Oregon’s Pearl District and South Waterfront district, the Tottenham Hale regeneration in London, Post Office Square in Boston, Boston Seaport, and numerous others. Examples of more scattered taller elements include Hafencity, in Hamburg, Tel Aviv’s Rothschild Boulevard corridor, Chicago’s North Lakeshore Drive and Gold Coast areas, Hagastaden in Stockholm, the Vasterbrogade





corridor near Copenhagen’s railway station, and Cape Town’s Seapoint corniche, to name a few. All of these areas succeed for different reasons, but commonalities include high-quality architecture and carefully considered and articulated ground planes. It should be noted that the reasons for success are highly variable, with precise formulas for success being impossible to apply (beyond those of activated and well-designed groundplanes, and high-quality buildings).

DMP 3.0 of Lakeview Village has taken the following approach to height: 1. Careful orchestration of a small handful of taller buildings as a cluster in the Waterway District Area (Marina District), as occurs with clustered taller buildings in Barangaroo; Taller elements framing the western gateway to Lakeview Village (on the blocks northeast of the intersection of Waterway Common and Lakefront Promenade; 3. A single signature element at the eastern end of Waterway Common, and a single signature element at the juncture of Hydro Road and Lakeshore Road, as occurs in Hafencity (taller building as a punctuation point, to signify a key arrival area or a terminus of a view corridor); 4. Linear arrangement of height around Ogden Park as occurs along Sderot Rothschild in Tel Aviv, Seapoint in Cape Town, or King’s Cross, Sydney.

#### 4. CASE STUDIES FOR WATERFRONT SITES WITH SIMILAR SCALE AND CONTEXT TO ESTABLISH APPLICABLE LESSONS LEARNED.

There are many examples of successful waterfront sites globally that include taller elements. These occur especially throughout the British Commonwealth, in particular, in reflection of a civic commitment to the common wellbeing in British urban planning (especially as relates to waterfronts), including in the GTA, where – unlike in cities in the United States – there is considerably less privatization of the water’s edge, and public access is not only guaranteed but is provided with dimensional generosity that creates a lively public realm over decades and centuries. This dimensional generosity, present in the Lakeview Village plan continues this strong tradition.

The development and design team is acutely aware of sensitivity in the community and in the City of Mississauga that another Humber Bay Shores is not the right solution for Lakeview Village. Humber Bay Shores reflected a particular condition, closely bounded by the QEW on the land side, and not, as in the case of Lakeview, by connected residential and commercial areas. Lakeview Village will not be another Humber Bay Shores, for a variety of reasons: 1. Heights of higher elements are considerably lower; 2. The majority of higher elements are located inland, and those located in the Waterway District Area (Marina District) are carefully sculpted and set back from the public edge to minimize any impacts.; 3. The Lakefront Park of Lakeview Village will be highly activated, and will contain only a low-speed roadway. This roadway will differ significantly from the waterfront roadway of Humber Bay Shores. It



will be paved with unitized pavers, will not be arrow-straight, may not have curbs, and will generally feel more a part of the pedestrian and bicycle realm than as a roadway.

The design team does not believe that height at waterfront edges is, in every instance, a negative (again reiterating that “the devil is in the details” of execution, and for every case that exists to prove a detrimental effect there is one that demonstrates a community benefit). It is well understood, however, that a strong commitment exists to creating a predominantly mid-rise community overall in this location, with a specifically mid-rise character fronting towards the water. Considerable effort has been undertaken in DMP 3.0 to insure that this is

what will occur at Lakeview Village. Specifically, the front row of buildings is four storeys at the Lakefront Park edge, stepping up to 6 storeys. This is the primary reading of the front line of buildings, with any and all height set further back.

#### 5. EVALUATE THE MICROCLIMATE CONDITION FOR PUBLIC REALMS AND PRIVATE OPEN SPACES, INCLUDING SUN / SHADOW AND WIND, SO PROPOSED HEIGHTS CAN HELP CREATING COMFORTABLE ENVIRONMENTS AND ALLEVIATE UNFAVORABLE CONDITIONS (USE EXISTING MISSISSAUGA CRITERIA TO ENSURE IT IS RELEVANT).

Wind and shadow are serious considerations, and



have been taken very seriously at Lakeview Village. The urban design team has, however, articulated to Staff the concern that a pure “design to the numbers” approach never creates excellence. While it is important to take whatever steps are necessary and available to mitigate wind and shadow effects, it is also important to recognize that many of the places we like in cold-weather cities – London, New York, Stockholm, Hamburg, Boston – do not sacrifice strong urban form and fabric to exclusive consideration of microclimate considerations. There has to be a balance of all factors. That said, care has been taken at the planning level, and will continue to be taken during the more detailed development of individual blocks and buildings, to ensure sunlight access and mitigation of wind effects.

## 6. ESTABLISH A DIVERSE SKYLINE THAT CAN BE SEEN FROM THE PIER AND THE LAKE (PREPARE VIEW CONCEPT DRAWINGS WITHOUT TREES).

The design team has been an advocate for a diverse skyline, particularly in this major node of Mississauga. It is important to avoid the law of unintended consequences at Lakeview, by avoiding inadvertently creating a skyline that is not diverse, through narrowing of options to a “binary” formulation of a plateau of mid-rise structures punctuated occasionally by taller elements, with no intermediate mediating structures. The design team feels strongly, and has stated often, that this is another case where a design to the numbers

approach will create unintended consequences (alongside conformity with the exact letter of the OPA). It is not desirable to have taller elements meet mid-rise elements in all cases without any mediating presence in surrounding blocks of “mid-tall” elements ranging from 9-15 storeys in height.

The presence of the “mid-tall” layer is essential to creating a complex, multi-layered community that does not simply feel that taller elements were retrofitted into a design for a purely mid-rise community. It is this “middle band” of marginally-taller-than-midrise buildings that provides successful urban areas with their layered appearance. The goal of the design team is to achieve this at Lakeview Village, while respecting the overall intent for the community.

In light of the above, DMP 3.0 proposes a layout that includes a majority of mid-rise buildings, with mediating “mid-tall” elements where appropriate and feasible, leading to a limited number of taller elements carefully located and sculpted to minimize impacts.

## 7. IDENTIFY CRITERIA FOR EVALUATING BUILDING DESIGN (E.G. ARCHITECTURAL EXCELLENCE, FORM TYPOLOGY, ROOF FORM, ETC.).

In order for an urban district to become “more than the sum of its parts,” it is essential to have excellence of architectural design. The design team however believes, and has articulated, that a strong

framework plan and an excellent public realm matter considerably more in the first instance, with the architecture then providing added value with its high quality. This is to say that the focus is on making a leading urban district; one that can be excellent irrespective of the precise architectural outcomes.

With the above as a starting point, the buildings will be guided to function as “good citizens” of the community, through precise architectural guidelines covering form, setbacks, heights, articulation, materials, percentages of glazing, articulation

of ground floors, etc. While good citizenship by buildings can be mandated through guidelines, the best bulwark against mediocrity is architectural excellence – hiring good architects to do good work, with decent budgets. This is the strong intention at Lakeview Village.

## 8. EVALUATE NEED AND DESIGN FOR ABOVE GRADE PARKING STRUCTURES.

Some above grade parking may be necessitated



STOCKHOLM, SWEDEN



by cost considerations. Where this occurs, it would not in any scenarios be visible to the public realm, but would instead infill courtyards up to a height of two storeys, with tenant amenity decks on top. The development and design teams understand that there is concern that this type of courtyard infill parking will be detrimental, due to the fact that it removes the ground plane from ground level, and thus prevents through-passage by pedestrians. The team is fully sensitive to these concerns, and does not propose the above-ground parking solution lightly in the face of them.

A few considerations to be remembered in light of the particular condition of Lakeview Village are as follows: 1. The flexible grid framework of Lakeview Village means that pedestrians and cyclists will have numerous options for moving across the community. This is supported by the park network, which assists in achieving this community's interconnectivity in multiple ways. In addition, there are mews further north in Ogden Green that are at-grade, as well as strong east-west elements such as Aviator Park. There will be no shortage of options for pedestrians and cyclists to make their way around Lakeview Village even with courtyard infill parking occurring in those blocks of greater density that require it; 2. Notwithstanding the proximity of the Long Branch GO station and the planned provision of public transit within Lakeview Village and along Lakeshore Road, much of Mississauga is a suburban condition with a fairly high reliance on automobiles (enabling access to workplaces elsewhere in Mississauga, or workplaces further

north and west). Some percentage of residents are therefore likely to be somewhat vehicle-dependent. Provision of parking above-grade in conjunction with several underground levels allows for cost-benefit planning that insures the feasibility of the project overall; 3. While European examples such as Hammarby in Stockholm are useful to benchmark for numerous urban design-related reasons, the fact that Hammarby is physically located close to the downtown of Stockholm (only 4km away), within a dense and strongly transit-focused city, means that its ground-plane condition as relates to parking is not in any way comparable to that of Lakeview Village. There is a vastly reduced parking requirement in Hammarby (this also occurs due to European cultural norms in which residential buildings are routinely constructed with zero provision of on-site parking).

Wherever possible, the Lakeview Village development and design teams prefer to maintain the ground plane for uses that are public, but there are some instances where a moderate accommodation of visually-concealed above grade parking is indicated, entirely internal to the blocks it serves. Every effort is being made to minimize these occurrences, but their presence will not be detrimental to the public realm and urban experience of Lakeview Village.

## 9. IDENTIFY TRANSITION TO OTHER BUILDINGS IN PROXIMITY TO TALLER BUILDINGS.

The transitions of taller buildings are described



further herein using diagrams as appropriate. Please see also Item 6 above for description of the role of “mid-tall” buildings in creating transitions between taller and mid-rise elements.

## 10. IDENTIFY SEPARATION DISTANCES OF BUILDINGS IN RELATION TO THEIR HEIGHTS INCLUDING PODIUMS.

The separation distance between taller elements (buildings above 15 storeys) is around 50 metres. This is well above what the development and design teams consider to be practical minimums (which are at around 30 metres). In general, taller elements have

been spaced to allow these elements to capitalize on views outwards, and to allow sunlight to penetrate to the ground plane.

## 11. DETERMINE FLOOR PLATE SIZES FOR THE HEIGHT HIERARCHY.

The design team understands that the genesis of this question is a concern for overly large floorplate sizes for taller elements in particular. Sensitivity to this consideration is well-founded, as a “mid-tall” building with an overly large floorplate is extremely difficult to turn into an attractive building, simply from the point of view of proportions. In addition,



larger floorplates on higher buildings create wind and shadow issues. It is therefore understood that avoidance of overly large floorplates is essential.

This subject is, however, another example of the need to avoid the law of unintended consequences; if overly small floor plates are created on higher elements, the cost per square foot of space in those buildings becomes extremely expensive (due to taller elevators, increased structural costs, etc.) and hence exclusivity is automatically created, whether

intentional or not. This phenomenon is perhaps most prominently on display at this time in Manhattan with the new generation of slim, tall buildings that are accessible on a cost basis only to the wealthiest demographic. As with other considerations, floor plate sizing requires a balancing act to insure a calibration of elegant building proportions, sun access on the ground plane, and cost accessibility for the majority of buyers.

The design team of Lakeview Village has made an

earnest effort to balance the above considerations in DMP 3.0, and believes that through the process of iteration over the last months that an elegant and reasonable solution has been derived.

**12. IDENTIFY APPROPRIATE PODIUM HEIGHTS AND MASSING ALONG ALL STREETS AND WHERE PODIUMS ARE NOT REQUIRED. DISCUSS ARCHITECTURAL ELEMENTS THAT COULD HELP BREAK UP LARGER FACADES.**

The creation of a datum at eight storeys as the definition of a “predominantly mid-rise” community creates positive conditions for the attainment of that goal. The development and design teams have been focused on insuring that blocks and ROWs are sized to enable elegant urban resolution of the mid-rise heights envisioned for Lakeview Village. One device that will be utilized extensively is terracing of elements as they progress upwards, thus creating conditions where the prevailing impression at street-level is of being bordered by a four or six storey building rather than by an eight storey building. Terracing will have the added benefit of admitting sunlight into the public realm.

For the above reasons relating to planned terracing upwards of podium elements, the design team has utilized 25 metres as the width of podium elements, for planning purposes. In reality, podium elements can vary from as much as 28 metres to as little as 16 metres, depending on specific conditions and the unit types contained therein. For planning purposes, a width of 25 metres allows for planning of terracing

above the four and six storey levels, and for a variety of podium widths as the blocks are further developed individually.

Appropriate podium heights are thus determined to be: 1. Four storeys from a perceptual point of view fronting towards Lakefront Park and generally within the Cultural Waterfront area, with two additional storeys set back; 2. Six storeys in the Ogden Green area, stepping back to eight storeys (except along Hydro Road, where six storeys total height is indicated, in which case heights will be four storeys stepping up to six). Provision has been made for varying of heights in all areas, to create visual interest, and to prevent the monotony caused by uniform podium heights.

Architectural elements that can and will be utilized to break up larger facades will include portals to courtyards, indentations and outward projections, as well as balconies and roof elements. The requirement for these as well as their maximum intervals will be written into the Urban Design Guidelines.

**13. IDENTIFY HOW THE TRANSITION TO SIGNIFICANT ELEMENTS OF THE PUBLIC REALM (E.G. LAKE ONTARIO WATERFRONT PARKS, WATERWAY COMMON, OGDEN GREEN, LAKESHORE BLVD) IS ACHIEVED WITH THE PROPOSED HEIGHT HIERARCHY.**

DMP 3.0 has created a three-dimensional massing of Lakeview Village that is attuned to the differing needs







of different parts of the site. Localized responses include the following:

**Lakefront Park:** All buildings fronting onto Lakefront park will have a datum height of four storeys, stepping up to six storeys. These heights have been extensively workshopped with Staff and LCAP. Any taller elements are set back from the front edge, and are terraced up to heights not exceeding twelve storeys (see Item 6 above for rationale of inclusion of “mid-tall” elements within the district).

**Lakeshore Boulevard, Hydro Road and Lakeview Square:** The lakefront terminus of Hydro Road is Lakeview Square, which is also the focus of civic and retail life within Lakeview Village. Height is therefore tailored along the corridor to essentially reach a crescendo (albeit a modest one, given proximity to Lakefront Park) at Lakeview Square. The majority of Hydro Road is low and mid-rise, with “mid-tall” buildings being employed to define and invigorate Lakeview Square. The design team strongly believes that without the additional “heft” provided by embracing buildings, Lakeview Square will not feel

dynamic, and certainly will not become the retail destination of one of Mississauga’s major nodes. The tallest building in Lakeview Square is twelve storeys, with terracing back from a six storey datum of both buildings fronting towards Lakefront Park. At Lakeshore Boulevard, a fifteen storey building on an eight storey base is proposed to provide a modest punctuation point signifying the existence of, and major entry to, Lakeview Village.

**Waterway Common:** Waterway Common is generally fronted by four, six and eight storey buildings, many of which will incorporate stepping in their massing to reduce the perceived height of buildings at ground level. Taller elements marking the crossing of Ogden Park are included at the four corners of that crossing. The reason for this is to celebrate these four corners of intersection of two major open space elements in the plan, and as part of the framing of Ogden Park (see below). A signature taller element terminating Waterway Common at its eastern edge is included, to mark Waterway Common’s presence on Hydro Road. This element will add elegance to the overall composition when viewed both along Hydro Road and from within Waterway Common.

**Ogden Park:** Taller elements have been included to frame Ogden Park on both sides of the park. These have been sculpted and situated to minimize shadow impacts on the park, and to create an elegant overall composition. These elements are, at a distance, important signifiers of the presence of Ogden Park, and closer up they provide the maximum number of

residences with park and lake views. From this point of view, they “democratize” views to the greatest extent possible. The shape of Ogden Park itself has been created to support the creation of height along its edges. As mentioned elsewhere herein, the arrangement of taller elements in a north-south orientation on either side of Ogden Park (as opposed to the east-west orientation of the 2018 DMP), avoids the creation of the perception of a “wall” of height between communities north of Lakeshore Road and the lakefront. Height along Ogden Park is tapered both towards the lakefront and towards Rangeview Estates, so as to locate the taller elements at the heart of Lakeview Village, where their impact is minimal.

#### 14. IDENTIFY KEY VIEW CORRIDORS TO BE ESTABLISHED.

Key view corridors that have been established within Lakeview Village are as follows:

**Waterway Common looking eastwards:** The termination of this corridor is proposed as a 22 storey building of exceptionally high architectural merit. Singly-occurring “mid-tall” buildings of this type have been utilized to great effect in Portland’s Pearl District and Hamburg’s Hafencity, as a way of accentuating the urban experience.

**Waterway Common looking westwards:** The abovementioned 22 storey building will have dramatic views down the length of Waterway Common to the Lakefront Promenade Park and



beyond. The ground-level experience will similarly be one of broad openness to the west.

Ogden Park looking southwards: Views at ground level and from the taller buildings framing Ogden Park will be directly towards Lake Ontario. The park has been shaped, and the buildings have been staggered, to maximize these views.

Ogden Park looking northwards: Having established the strong plan anchoring element of Ogden Park, it is the hope of the development and design teams that the park will eventually be completed through Rangeview Estates to Lakeshore Road. This will enable strong visual connections between the

existing urban fabric of this part of Mississauga and Lakeview Village.

Lakefront Park views: Lakefront Park views to the east west, and of course to the south (Lake Ontario) are expansive. The eastern end of Lakefront Park is projected to be punctuated by a civic building of exceptional architectural merit. Additional views eastwards will take in the Toronto skyline.

View northwards from the pier: The view northwards from the pier will be of a predominantly mid-rise community set in a green landscape (Lakefront Park providing the foreground), with taller elements set further back and providing visual interest as well as

signification of the presence of a major node within Mississauga.

North-South roadways: All major north-south roadways in the community will provide views to the water. In the case of New Haig Boulevard, Hydro Road, and Ogden Road views are unobstructed to the water, while Lakefront Promenade opens up to expansive views to the southwest as it progresses towards the lakeshore.

East-West roadways: In general, the design has been carried out to terminate eastwards views within the community with architecture, so that the adjacent wastewater treatment plant does not feature prominently. Westward views will be towards established elements offsite (such as Douglas Kennedy Park) and to the boat basin in front of Lakefront Promenade Park.

**15. IDENTIFY ANY TRANSITION REQUIREMENTS TO THE EXISTING NEIGHBOURHOODS TO THE NORTH AND WEST.**

The closest residential property to the western edge of Lakeview Village is 550 metres away (on Montbeck Crescent). The closest residential property to the northern edge of Lakeview Village is approximately 490 metres away (on the north side of Lakeshore Road). These are generous distances within a metropolitan context for buffering of any height. The distances cited here are to the edge of the Lakeview Village massing, and not to the taller

elements within the development (with the exception of the 27 storey building proposed on the north side of Waterway Common at the western edge of Lakeview Village, which is still 550 metres away from adjacent residential). The distance from the built edge of the Waterway District Area (Marina District) is approximately 700 metres.

Transitions and sculpting of massing have been further described in Item 13 above.

**16. IDENTIFY THE ELEMENTS IN THE ROAD RIGHT OF WAY THAT ARE REQUIRED TO COMPLIMENT THE BUILDINGS (STREETSCAPE ELEMENTS) AND HOW BUILDINGS ACHIEVE A HUMAN SCALE. WHAT IS THE APPROPRIATE PROPORTION OF BUILDING HEIGHT TO STREET RATIO?**

The essential approach to creating successful ROWs is to not oversize them, and to create a “thickness” of elements across the ROW that create a strong effect of visual liveliness at the human scale. This “thickness” resides predominantly within five to seven metres of the facades of flanking buildings on either side (though it can include median trees and plantings), and includes the design of those flanking building facades. Balconies, indentations, doorways, awnings, signage, size of ground floor windows, sidewalk width, tree type and size, street furniture, and the materiality of all elements are essential to creating visual richness and desirability. DMP 3.0 includes all of the above elements, as well as bicycle lanes. Taken all together, these urban elements will



AXELTORV, COPENHAGEN, DENMARK



create a rich public realm for Lakeview Village at the human scale.

The GTA in has historically had some issues with public ROWs on collector and arterial roads that are too wide, sometimes in tandem with flanking buildings that are too low or too sparsely spaced. Particularly in the winter months, this can create a feeling of excessive openness and the intangible characteristic of “bleakness”. Again, this is in part the result of unintended consequences, where ROWs have been oversized to plan for the satisfaction of other mandated requirements (These are issues that American cities have also faced, and there is much debate and attempt to rectify these conditions through privileging of previously ignored criteria).

There is no precisely correct answer to the appropriate ratio of building height to open space in cold weather cities. In numerous European cities, it has often been the case that in cold months people prefer the intimacy of enveloping space that may obstruct sunlight penetration to ground level over more open landscapes flooded with sunlight. This has also been the case in denser North American cities such as New York and Boston. The success of urban spaces depends on a diversity of factors, from building materiality to the way buildings meet the groundplane, to street plantings and street furniture, etc. The design team has spoken on numerous occasions during the process of creating DMP 3.0 on the need to create “intimacy” in public spaces. This was a criticism of the 2018 plan by the current design

team – an excess of wide open space between built elements. A major improvement of DMP 3.0 is the creation of a sense of intimacy, whether on the east-west mews in the northern portion of Ogden Green, or in the streetscapes of the development.

Please see Item 12 above for appropriate podium heights and proposed stepping back of elements as podiums rise from the street upwards.

### **17. IDENTIFY REQUIRED SUSTAINABLE SITE FEATURES AND ARCHITECTURAL TREATMENT AND HOW THESE WILL BE IMPLEMENTED (OVERLAPS WITH THE REQUIRED FINANCIAL SUSTAINABILITY STRATEGY).**

Sustainable site features include but are not limited to district energy, vacuum waste, and sound stormwater management. The implementation of the first two will be subject to further review of feasibility based on population density within the development and the hyper-local considerations of implementation that accompany such systems (particularly district energy).

The greatest contributor to the sustainability of the site is that it is a transit-supported development that will connect via Lakeshore Road and the Waterfront Trail to Port Credit and Long Branch GO Transit stations. Further, the community itself has been designed to encourage walkability, through its grid pattern and rational layout.

### **18. IDENTIFY BUILDING SAMENESS AND**

### **WHAT CRITERIA SHOULD BE INTRODUCED TO THE MASTER PLAN TO ENSURE THIS DOES NOT OCCUR (IN TERMS OF HEIGHT AND ARCHITECTURE)**

Building sameness should generally be avoided. Within the constraints established by guidelines for material palette, heights of podiums, articulation, fenestration, etc., a diversity of architecture is preferred, with similarity of podium height, roof articulation, setbacks, etc. providing cohesion rather than uniformity of architecture. The community's architecture should not have the appearance of being executed by a single designer, and indeed should ideally be executed by diverse design firms from block to block. The Urban Design Guidelines are the vehicle for insuring that the full intent for the district is carried out.

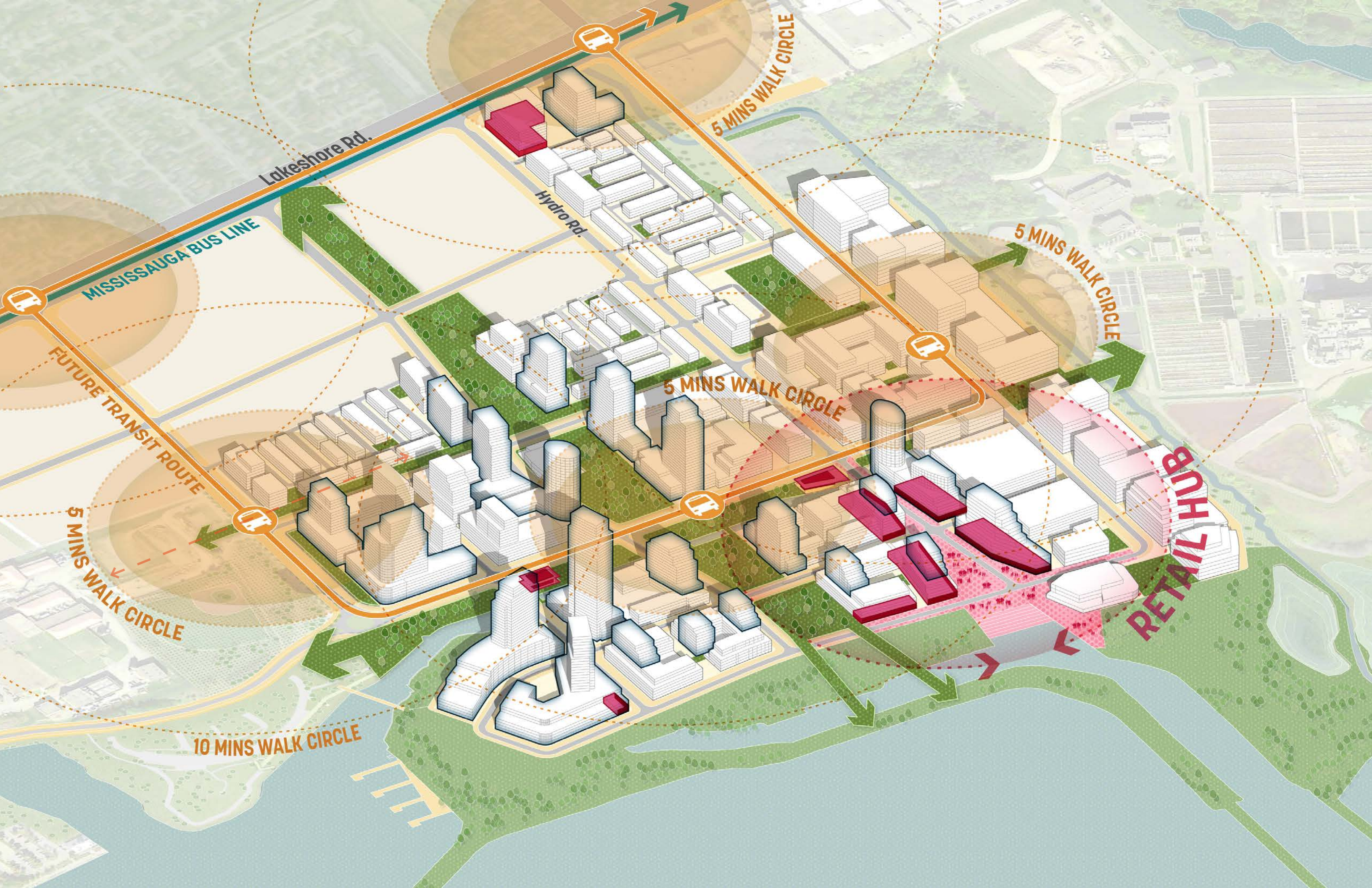
### **19. INCORPORATE PUBLIC AND STAFF ENGAGEMENT (E.G. CHARRETTEs) TO EDUCATE AND EXPLAIN RATIONALE AND APPROPRIATENESS OF PROPOSED BUILDING HEIGHTS (NOTE: THIS OVERLAPS WITH PUBLIC ENGAGEMENT STRATEGY).**

The development and design teams met on numerous occasion with Staff, with LCAP, and presented at a public meeting and interacted with the public, in the process of arriving at the current plan. In particular, a robust and candid dialog occurred with Staff and LCAP members, contributing to major improvements in the design of DMP 3.0.

### **20. IDENTIFY HOW HEIGHT CAN HELP REINFORCE PLANNED CHARACTER AND IMPORTANT LOCATIONS WHERE BUILDINGS CAN ADD CHARACTER TO THE AREA (I.E. LANDMARKS).**

As a major node identified in MOPA 89, Lakeview Village has an opportunity to function as the most significant waterfront for all of Mississauga. In this capacity, it is important that future generations do not feel that there was a lack of imagination or boldness in creating the waterfront for a city of almost a million people. The Lakeview site represents a once in a generation opportunity to be bold on a site that for all intents and purposes has no direct abutters. That is not to say that all constraints should be removed, but that the creation of “critical mass” is important for the success of Mississauga's waterfront. Greater height correlates directly with greater density and hence greater vitality in the public realm and greater success for retail. Lakeview Village should be perceived, both visually and intangibly, as a major destination in Mississauga. Some amount of height within the community will contribute to making it a literal and figural “beacon” for the city.





Lakeshore Rd.

Hydro Rd.

MISSISSAUGA BUS LINE

FUTURE TRANSIT ROUTE

5 MINS WALK CIRCLE

10 MINS WALK CIRCLE

5 MINS WALK CIRCLE

5 MINS WALK CIRCLE

5 MINS WALK CIRCLE

RETAIL HUB



# Clarifying Height and Density

## DENSITY DISTRIBUTION PRINCIPLES

As the diagram at left indicates, height and density within Lakeview Village have been laid out rationally, and in limited locations that enable additional height to serve the Lakeview Village and broader communities.

Lakeview Square is a natural location for a modest amount of increased height to support a sense of intimacy of public space and to underwrite the success of the retail elements at its base.

The layer just behind the Lakefront Park edge between Lakeview Square and the Marina District can accommodate a modest increase in height in a manner that “does no harm,” by setting the taller elements back and by terracing these elements. The inclusion of this layer of buildings will create tremendous value for the community as a whole, as well as a layer of visual interest one layer back from the front edge of Lakefront Park buildings.

The Marina District is the community’s exclamation

mark, proclaiming Lakeview Village to be a worthy waterfront for Mississauga, city of almost one million people.

Similarly, sculpted height on either side of Ogden Park frames and ennobles that major civic element, while acting as a visual signifier from the lakefront and Lakeshore Road of the presence of the park. The greatest height in this area is created at the heart of Lakeview Village, distant from the site’s edges, towards which the height around the park tapers down (towards the south and north).

The western gateway buildings provide a sense of arrival at Lakeview Village from the west, and provide safety overviews of the public parks beyond, as well as views of Lake Ontario for a greater number of residents.

Lastly, the single, singular building at the eastern end of Waterway Common provides a fitting terminus for that public way leading to and from Lakeview Square.

## MISSISSAUGA OFFICIAL PLAN

### 13.3.8.1 General Policies

13.3.8.1.1 The distribution of height and density will achieve the following:

- a. a **gradual transition** to existing adjacent residential neighbourhoods;
- b. **reinforce a pedestrian scale** along Lakeshore Road East;
- c. protect and **enhance view corridors** along Lakefront Promenade/Street ‘G’, the linear park along Street ‘I’, Hydro Road/Street ‘J’, and Street ‘K’.
- d. **greatest heights and densities will be located at the southwestern edge** of the community subject to a detailed height study as identified on Map 13-3.3 Waterway District Area, and include select, architecturally significant buildings;
- e. buildings located in the Waterway District Area will provide an **appropriate transition** in height to adjacent development in surrounding areas;
- f. provide a pedestrian scale with **appropriate step backs** that includes a transition towards adjacent parks and the waterfront;
- g. provide **appropriate transition between private development and public open space**;
- h. ensure **permeability and views** towards the waterfront; and
- i. ensure a **variety of built forms** to create a varied skyline that promotes views to Lake Ontario.





Lakeshore Rd.

Hydro Rd.

Lakefront Promenade



# A Predominantly Mid-Rise, Mixed Use Community

## NON-RESIDENTIAL PROGRAM

		Office/Institutional	175,577 sm
		Retail/Hotel	18,049 sm
		Civic/School	26,012 sm

## RESIDENTIAL PROGRAM

		MOP Lakeview Waterfront		DMP 3.0	
	Townhouses	15%	1,020	4%	377
	Mid-Rise (5-8 storeys)	50%	3,400	65%	5,835
	Mid/High-Rise (9-15 storeys)			7%	596
	Taller Elements (Above 15)	35%	2,380	24%	2,175
TOTAL		6,800 units		8,982 units	

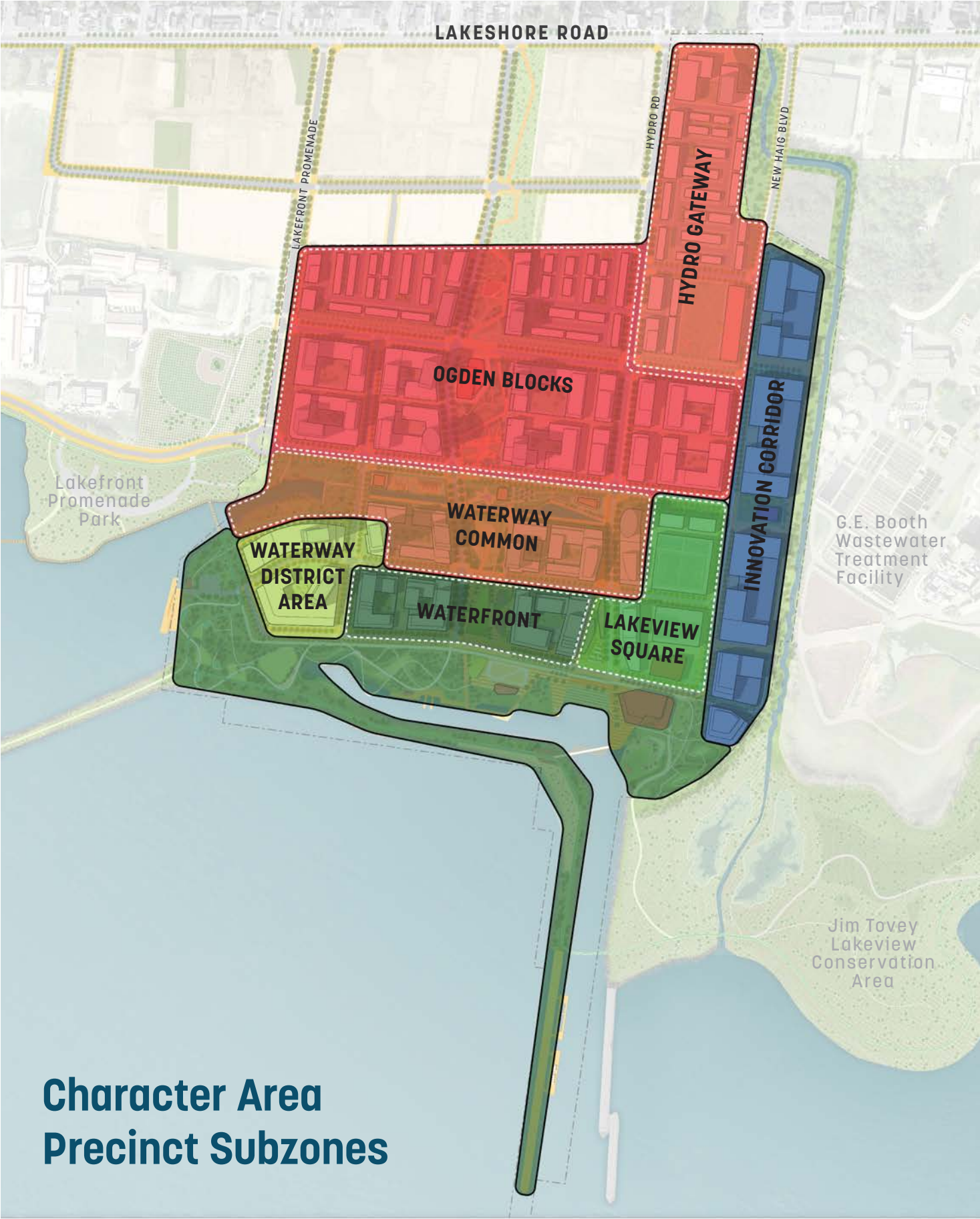
Unit count estimates for apartments assume 82% efficiency and average unit size of 79 sm. Unit count estimates assume size of 126.75 sqm for back-to-back townhouses and 175 sqm for standard townhouses.

69% OF UNITS ARE IN BUILDINGS 8 STOREYS OR BELOW



83% OF GFA IS UNDER 8 STOREYS







# Character Area Precincts

## LAKEVIEW WATERFRONT MAJOR NODE CHARACTER AREA POLICIES

In the MOP, the Lakefront Waterfront Major Node is divided into four “Character Area Precincts,” delineated according to the figure to the right. The precincts are the 1. Cultural Waterfront, 2. Ogden Green, 3. Innovation Corridor, and 4. Rangeview Estates. The MOP also identifies the “Waterway District Area,” commonly referred to as the “Marina District,” which is the block in the southwest corner of the Major Node. The diagram to the left illustrates Character Area Precincts that vary slightly from the boundaries identified in the MOP. The new boundaries do not dramatically alter the conceived precincts, but instead adapts them appropriately to the changes made in the DMP since the writing of the MOP. This report does not address the “Rangeview Estates” precinct.

There are three key changes to the Character Area Precincts:

### CULTURAL WATERFRONT

Since the intention of the Cultural Waterfront precinct is to be “located along the Lake Ontario shoreline” and be a “mixed use focal point of a pedestrian

scale” according to MOP 13.3.8.3, the boundary has been adjusted to include the Lakefront Park, the first development blocks north of the water’s edge, and Lakeview Square.

### OGDEN GREEN

As stated in MOP 13.3.8.3, the Ogden Green precinct is the “centrally located Lakeview Waterfront community.” The boundary has been adjusted to include the majority of the residential blocks in the district, including those directly south of Waterway Common.

### WATERWAY DISTRICT AREA (“THE MARINA”)

The MOP specifies the Waterway District Area to be the part of the district with the most significant heights. The boundary has been shifted to reflect where the concentration of height and density is located in the district, due to changes in the road network and location of height established through ongoing community engagement.

### INNOVATION CORRIDOR

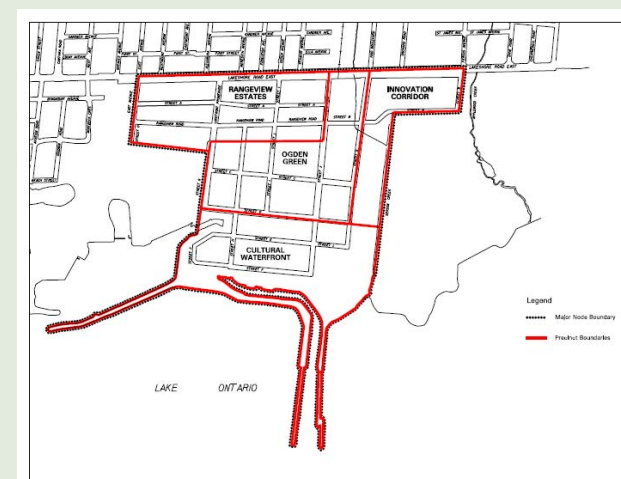
The Innovation Corridor boundary remains in the same location, but has been adjusted to more accurately reflect the location of office and institutional uses in the district along Serson Creek.

### CHARACTER SUB-ZONES

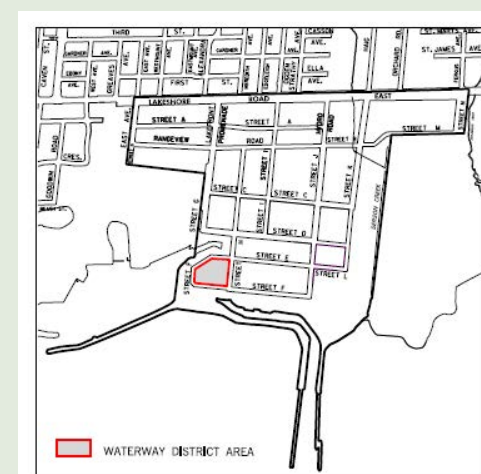
For each of the Character Area Precincts, the master plan creates sub-zones, which differ in the character of housing and open space experience as part of the broader vision of providing a rich variety of housing options and public experience.

Within the Cultural Waterfront precinct are: the waterfront blocks and Lakeview Square. The Cultural Waterway District Area is seen as a subzone of its own. Within the Ogden Green precinct are: the Ogden blocks, Waterway Common, and Hydro gateway. The Innovation Corridor is also seen as a subzone onto itself.

### LAKEFRONT WATERFRONT CHARACTER AREA PRECINCTS



Map 13-3.2: Lakeview Waterfront Major Node Character Area Precincts.



Map 13-3.3 Waterway District Area







# Buildings Requiring Height Study

## LAKEVIEW WATERFRONT MAJOR NODE CHARACTER AREA POLICIES

The Lakefront Waterfront Major Node Character Area Policies (13.4.8.3.1) are intended to create a community that is predominantly mid-rise in form with some lower and some taller buildings to provide a variety of building types generally ranging as follows:

- townhouses (all types) ranging from 2 to 4 storeys;
- low-rise apartment buildings up to 4 storeys;
- mid-rise apartment buildings from 5 to 8 storeys; and
- taller buildings from 9 to 15 storeys.

The policies also establish overall height limits across the various precincts of the Lakeview Waterfront Major Node and offer some direction as to how the established building typologies may be distributed to support the character of the area. The diagram at right visualizes the permitted heights according to the MOP.

### OGDEN GREEN PRECINCT:

15 Storeys 15 - 25 Above 25

- up to 15 storeys
- A limited number of buildings from 16 to 25 storeys may be permitted in the Rangeview Estates and Ogden Green Precincts, subject to a Height Study (13.4.8.3.2)

### CULTURAL WATERFRONT PRECINCT:

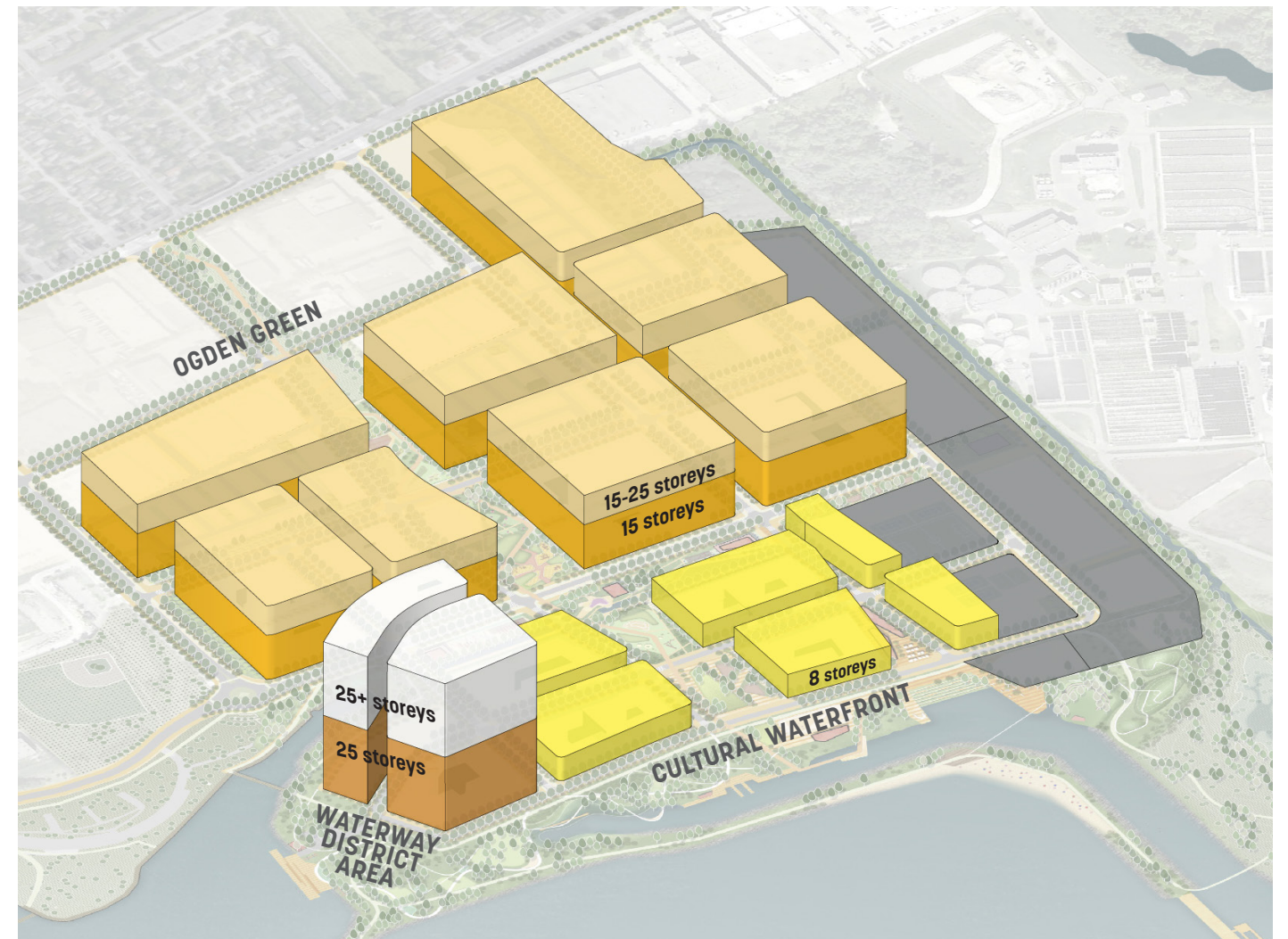
8 Storeys Above 8

- Building heights will be limited to a maximum of 8 storeys will be permitted with the exception of the Waterway District Area where additional heights may be considered subject to a Height Study (13.4.8.3.15).

### WATERWAY DISTRICT:

25 Storeys Above 25

- Heights between 15 storeys and 25 storeys are permitted including a limited number of buildings up to a maximum height of 25 storeys (13.4.8.3.19)
- Any proposed heights greater than 25 storeys require a Height Study (13.4.8.3.3). This study will confirm development parameters for taller, significant buildings to ensure a higher design rigour (13.4.8.3.19).





LAKESHORE ROAD



LAKEFRONT PROMENADE

HYDRO RD

NEW HAIG BLVD

Lakefront Promenade Park

G.E. Booth Wastewater Treatment Facility

H

B

A

C

D

E

J

G

N

O

P

Q

R

K

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# Buildings Requiring Height Study

## LAKEVIEW WATERFRONT MAJOR NODE CHARACTER AREA POLICIES

Per Mississauga planning regulations, this height study provides a description and rationale for the creation of height that breaks through the height planes indicated in MOPA 89.

The diagram at left indicates the total number of buildings requiring this study:

- **Ogden Green Character Area Precinct:** 10 buildings total surpassing the 15 storey ceiling of the OPA
- **Cultural Waterfront Character Area Precinct:** 6 buildings total surpassing the 8 storey ceiling of the OPA
- **Waterway District Area of the Cultural Waterfront Character Area Precinct:** 2 buildings total surpassing the 25 storey ceiling of the OPA
- **Total:** 18 buildings total exceeding the ceiling indicated in the OPA

(Note, the above is based on a proposed adjustment to the boundaries of the Ogden Green, Cultural Waterfront, and Waterway District Area boundaries to accommodate adjustments to massing carried out

in DMP 3.0 in consultation with Planning Staff and LCAP).

The diagram at left indicates that the 45% of the number of buildings exceeding OPA allowances occur along the eastern and western edges of Ogden Park, in both the Ogden Green and Cultural Waterfront Character Area Precincts:

- Ogden Park: 9 buildings. Rationale: Structuring and framing Ogden Park, the higher buildings along its eastern and western edges further maximize the number of dwelling units within Lakeview Village that are able to overlook Ogden Park, enhancing A) Safety, B) Amenity, C) community-building through visual connectivity of residents and the general public

The remaining 55% of the buildings extending higher than the OPA's limits occur in four concentrated areas:

1. Waterway District Area ("Marina District"): 2 buildings. Rationale: The trio of buildings in this location (only two exceed the 25 story height indicated in the OPA) are intended to create a

- signature element befitting a Major Node within Mississauga, and to capitalize on spectacular water views to the east and west in a portion of the site whose nearest residential abutters are 700 metres away.
2. Western edge of Lakeview Village ("Western Gateway"): 2 buildings (Part of Ogden Green). Rationale: Provide framing and a sense of arrival at the western gateway of Lakeview Village, and enable an increased number of residents to enjoy views towards Lake Ontario (the placement of additional units here as indicated in the massing of DMP 3.0 will increase security for the existing Douglas Kennedy Park and Lakefront Promenade Park).
3. Lakefront Park blocks (includes 2 buildings in Lakeview Square): 6 buildings (Part of Cultural Waterfront). Rationale: The placement of two of these buildings at the eastern and western edges of Ogden Park enables them to function as the Park's southern "gateposts." These and the remaining buildings in this area above the 8 storey datum assist in providing a "middle zone" of height, mediating between taller elements in the background and podium elements. These

- "front line" buildings will provide spectacular waterfront views for their residents.
4. Eastern Terminus of Waterway Common: 1 building (Part of Ogden Green). Rationale: This building acts as a terminus of the eastward flow of Waterway Common, providing an elegant punctuation point for that open space. Views to the west from the building towards and beyond Lakefront Promenade Park will be striking.

More detailed rationales for the exceeding of height allowances are provided in the following pages. The purpose of this height study is to demonstrate that there is a sound underpinning of the rationale for the placement of all non-conforming height within Lakeview Village, and that these additional heights have been placed in a limited number of locations.

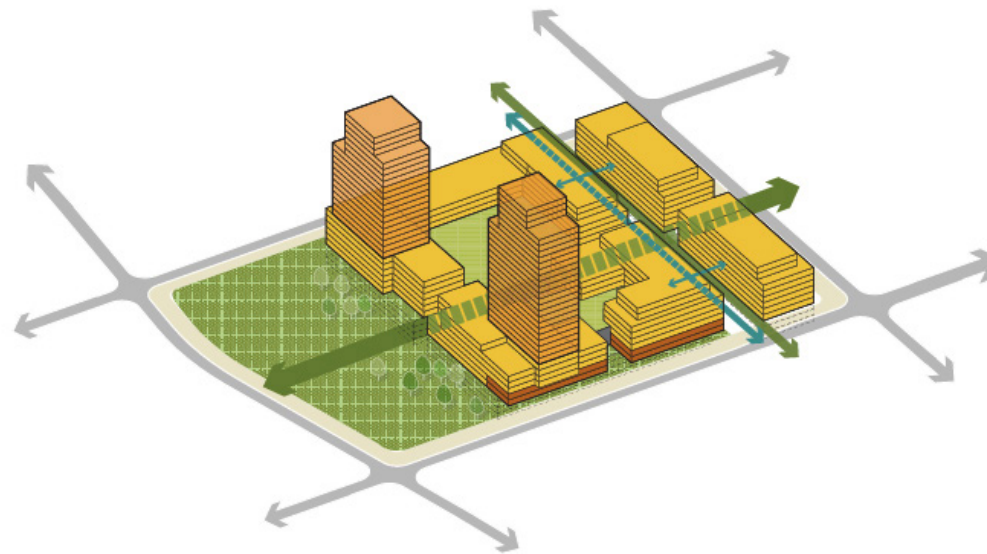


# Building + Block Typologies

The types of residential blocks within Lakeview Square can be divided into four typologies. These are described further in the accompanying diagrams, and in the other pages of this Height Study.

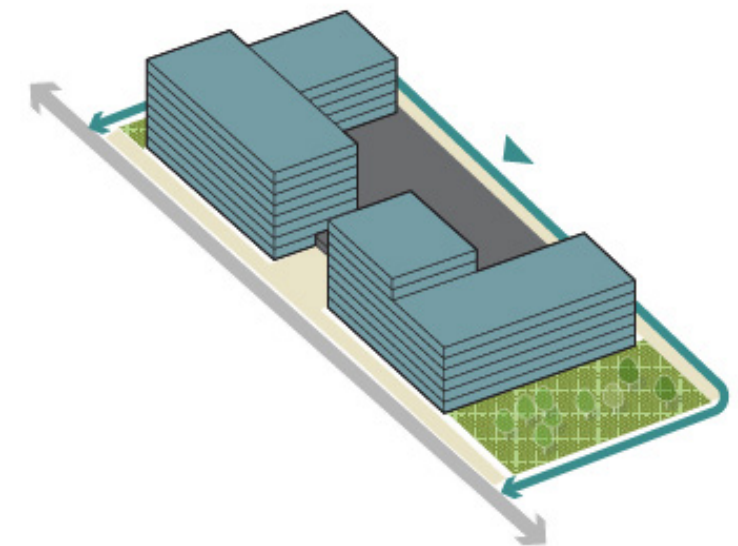
The Innovation Corridor are of a specific type, in order to maximize the utility of that compact corridor while maintaining an elegant street frontage onto New Haig Boulevard.

## MID-RISE + 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”

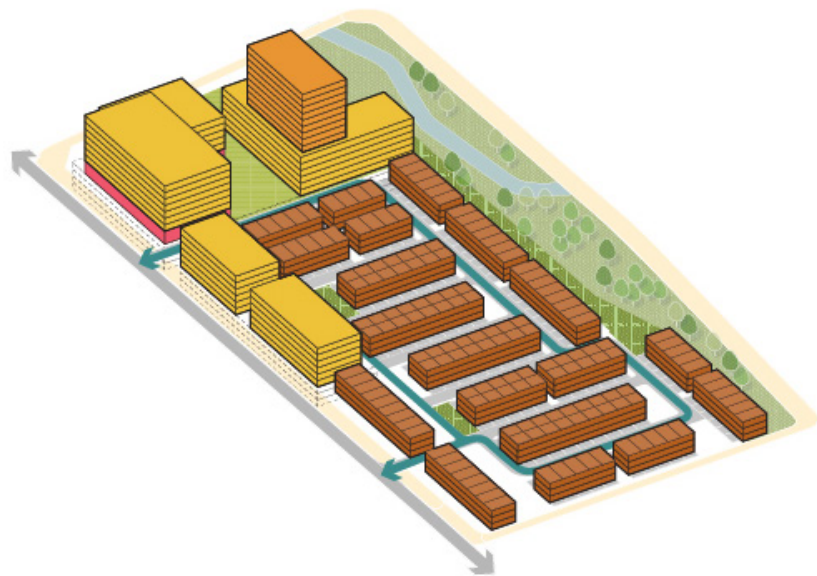
## OFFICE/INSTITUTIONAL



The commercial buildings of the Innovation Corridor focus occupied space onto New Haig Boulevard, with two levels of parking structure visually concealed at the center of the blocks, and backing towards the waste water treatment plant to the east (berming and plantings along the trail at Serson Creek between the Innovation Corridor and the waste water treatment plant will provide a green corridor for users.

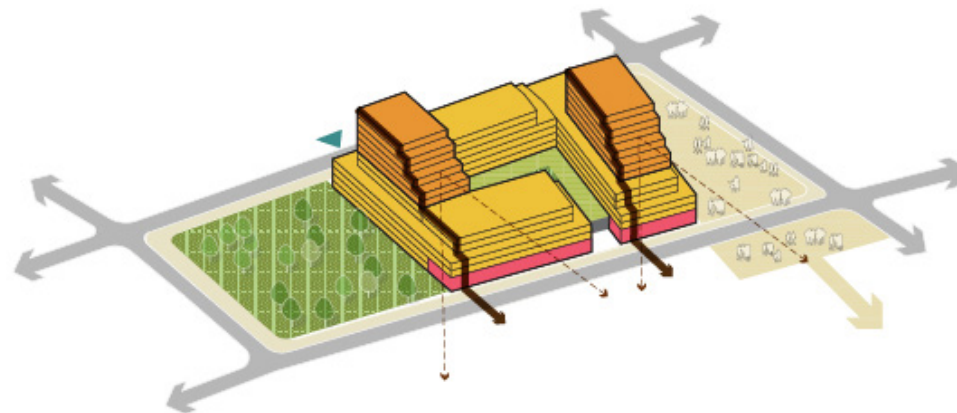


## MID-RISE + TOWNHOUSES



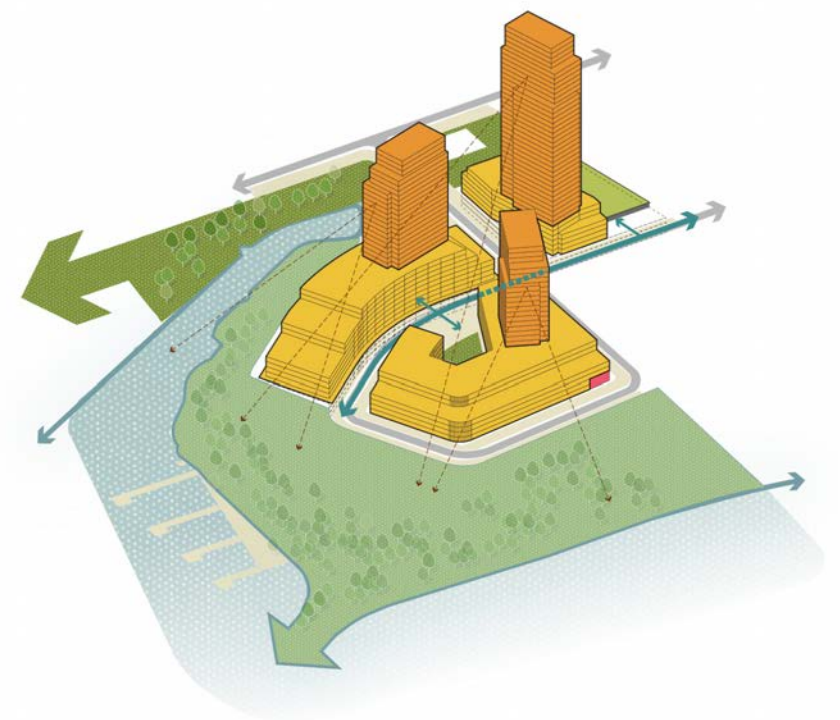
Neighborhoods of mixed townhomes and 4-6 storey mid-rise buildings will add to the diversity of housing types at Lakeview Village, and will create a lower-in-height zone in the portion of Lakeview Village most closely sited towards Rangeview Estates and Lakeshore Road.

## WATERFRONT



Blocks fronting onto Lakefront Park will incorporate a mix of townhomes, apartments, and in some cases retail in their lower stories (retail at first level only). Taller elements will be set back from the front, 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 low-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.





LAKEFRONT PROMENADE

HYDRO ROAD

NEW HAIG BLVD

SCHOOL

CULTURAL INST.

A

B

C

D

E

F

G

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CULTURAL INST.

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# Buildings A, B, C, D, E, F, and G

## OGDEN GREEN

BUILDING DESIGNATION	A
LOCATION	North side of Aviator Park at intersection of Ogden Park
TOTAL HEIGHT	20 storeys
PODIUM HEIGHT (included in total height)	4-6 storeys
CHARACTER AREA PRECINCT (Per proposed further amendment to precinct boundaries)	Ogden Green
DESCRIPTION OF BUILDING'S INTERACTION WITH BASE AND SURROUNDS	This building was designated by the development and design teams as a candidate for additional height due to its framing of Ogden Park's eastern edge. Its relatively modest height increase over the Ogden Green maximum height of 15 storeys is a result of its proximity to a grouping of townhouses to its northeast, as well as a desire to gradually decrease the height of the "spine" of buildings on either side of Ogden Park as the park progresses to the north towards Rangeview Estates and Lakeshore Road.
RATIONALE FOR HEIGHT	The intention behind the creation of modest height in this location is to signify the proximity of the northern extent of Ogden Park (on the Lakeview Village lands), and to provide views towards Lake Ontario for residents of the building.
IMPACTS	The greatest potential impact of this building will be to the proposed townhouses to the northeast. As such, careful consideration will be given to stepping of podium elements and of structuring the taller part of the building to minimize the sense of being directly overlooked for the townhouses.
VIEWS	Direct west views to Ogden Park as well as south views to Lake Ontario.
SPECIAL FEATURES	This building's front address will be to "Street B." It is likely that townhouses with direct front door entries will line the south-facing podium of this building, fronting on to "Street B."
COMMENTS	None



BUILDING DESIGNATION	B, D
LOCATION	Framing the west side of Ogden Park, between “Street A” and “Street B.” Buildings B and D are the anchor elements of the respective blocks that they are connected to.
TOTAL HEIGHT	B: 24 storeys D: 29 storeys
PODIUM HEIGHT (included in total height)	6 storeys
CHARACTER AREA PRECINCT (Per proposed further amendment to precinct boundaries)	Ogden Green
DESCRIPTION OF BUILDING’S INTERACTION WITH BASE AND SURROUNDS	Buildings B & D are the primary defining elements of the height associated with the western edge of Ogden Park. Both buildings sit on the podium/wing elements that define the perimeter of the blocks they anchor.
RATIONALE FOR HEIGHT	The height of Buildings B & D results from a desire to frame the park itself, and to create park and Lake Ontario views for the maximum number of building occupants. Building D is taller than Building B in keeping with the design team’s desire to gradually slope building massing on either side of Ogden Park up to a “crescendo” from both the south and the north. For the higher elements along the western side of Ogden Park, Building D is the “apex” of this sculpting.
IMPACTS	The greatest potential impact of these buildings is the casting of shadows onto Ogden Park at certain times. These shadows have been studied in the relevant accompanying section, and have been determined by the design team to be acceptable, based on the overall width and size of Ogden Park and the localized nature of that shadow-casting. Detailed design of the park will take these shadows into account so that specific activities that may be sensitive to shadow in the shoulder months are not placed within the shadows of these buildings.
VIEWS	Direct east views to Ogden Park as well as south and southwest views to Lake Ontario. Building D has direct south and southeast views to Waterway Common.
SPECIAL FEATURES	Both Buildings B & D’s front addresses will likely be onto Ogden Road, with the possibility of townhouse elements facing towards the park at ground level contained within their podium/wing elements.
COMMENTS	None

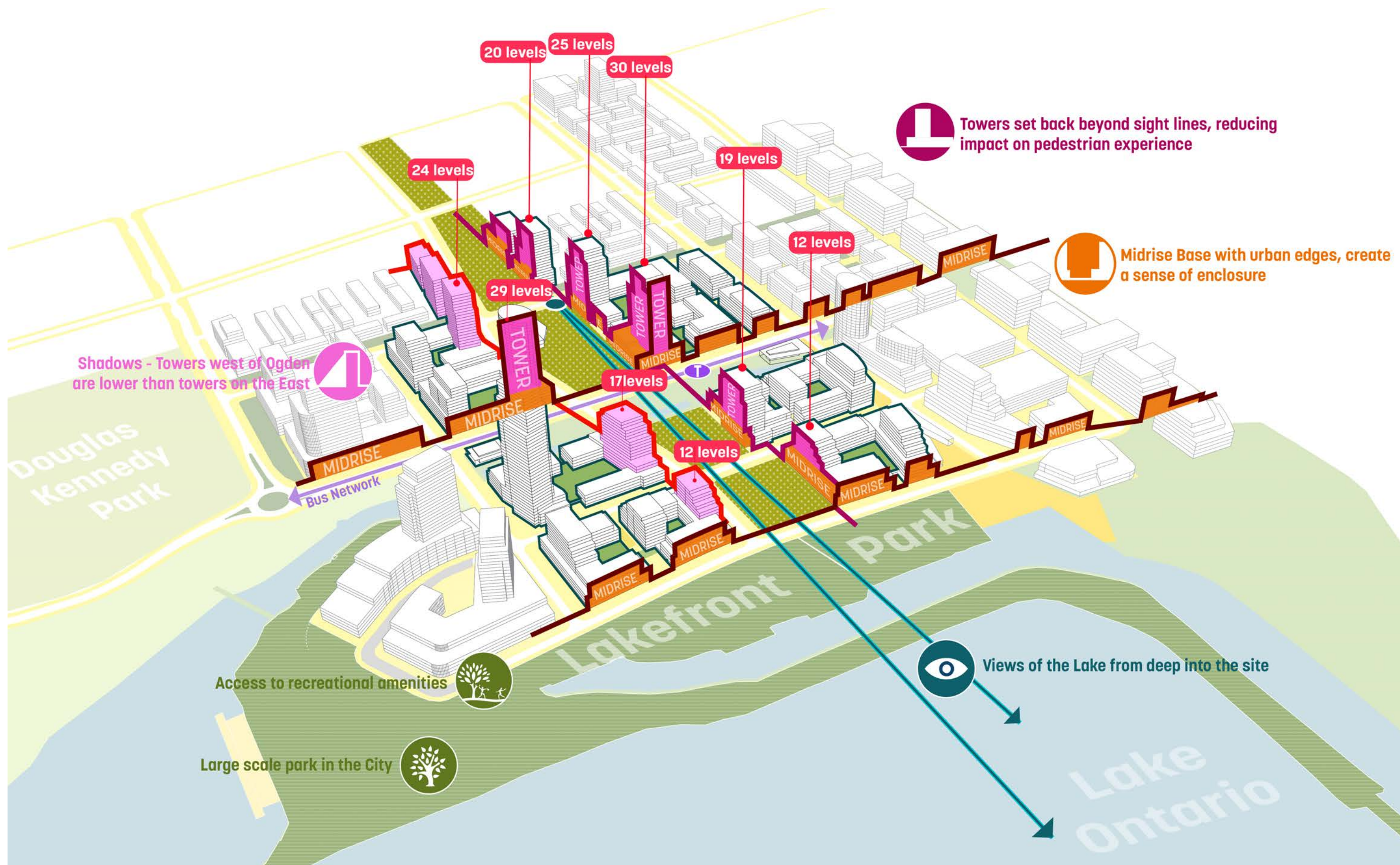


BUILDING DESIGNATION	C, E
LOCATION	Framing the east side of Ogden Park, between “Street A” and “Street B.” Buildings C and E are the anchor elements of the respective blocks that they are connected to.
TOTAL HEIGHT	C: 25 storeys E: 30 storeys
PODIUM HEIGHT (included in total height)	6 storeys
CHARACTER AREA PRECINCT (Per proposed further amendment to precinct boundaries)	Ogden Green
DESCRIPTION OF BUILDING’S INTERACTION WITH BASE AND SURROUNDS	Buildings C & E are the primary defining elements of the height associated with the eastern edge of the central portion of Ogden Park between “Street A” and “Street B”. Both buildings sit at least partially on the podium/wing elements that define the perimeter of the blocks they anchor (the extent to which the taller elements meet the ground in places is subject to further detailed development).
RATIONALE FOR HEIGHT	The height of Buildings C & E results from a desire to frame the park itself, and to create park and Lake Ontario views for the maximum number of building occupants. Building E is taller than Building C in keeping with the design team’s desire to gradually slope building massing on either side of Ogden Park up to a “crescendo” from both the south and the north. For the higher elements along the western side of Ogden Park, Building E is the “apex” of this sculpting. Building E is also the tallest building outside the Waterway District Area (Marina District), due to its prominent location at the crossing of Ogden Park and Waterway Common, and its siting on the eastern side of Ogden Park and the north side of Waterway Common.
IMPACTS	The greatest potential impact of these buildings is the casting of shadows onto the blocks that they anchor, and overlook considerations for these same blocks. As such, careful consideration will be given to the detailed design of these buildings. Afternoon shadows on Ogden Park are not a factor, and shadows at any time are not a factor on Waterway Common.
VIEWS	Direct west views to Ogden Park as well as south and southwest views to Lake Ontario. Building E has direct south and southeast views to Waterway Common.
SPECIAL FEATURES	Both Buildings B & D’s front addresses will likely be onto Ogden Road, with the possibility of townhouse elements facing towards the park at ground level contained within their podium/wing elements.
COMMENTS	None



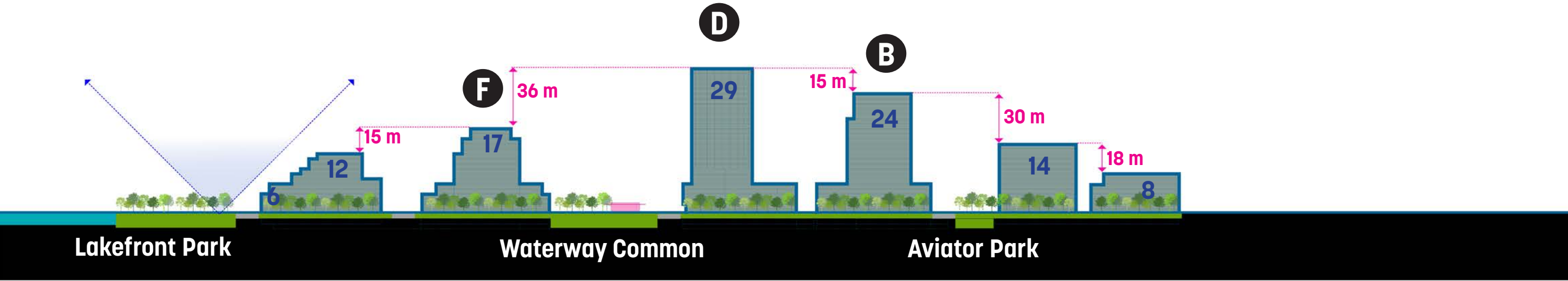
BUILDING DESIGNATION	F, G
LOCATION	Located on either side of Ogden Park, these buildings are part of the overall ensemble of higher buildings that frame the eastern and western edges of Ogden Park. They occur in the zone of Ogden Park between Waterway Common (to the north) and “Street C” (to the south). Occuring where Ogden Park narrows as it extends towards the lakeshore, these two buildings are a “pair,” occurring as they do across from one another at this relatively narrower portion of the park (This is not to say that their architectural expression should be identical or even similar).
TOTAL HEIGHT	F: 17 storeys G: 19 storeys
PODIUM HEIGHT (included in total height)	4-6 storeys
CHARACTER AREA PRECINCT (Per proposed further amendment to precinct boundaries)	Ogden Green
DESCRIPTION OF BUILDING’S INTERACTION WITH BASE AND SURROUNDS	Being relatively modest in height, both buildings may benefit from touching the ground directly rather than sitting completely above podium. This will further serve to enhance their status as definers of the character of Ogden Park as it narrows, and will make them more approachable.
RATIONALE FOR HEIGHT	Buildings F & G are part of the western and eastern spines of height along the eastern and western edges of Ogden Park. As such, they are important to maintain the continuity of the arrangement of height along the sides of the park.
IMPACTS	The greatest potential impact of Building F is (as for Buildings B and D) the casting of shadows onto Ogden Park and onto Waterway Common. The relatively modest stature of Building F means, however, that in most conditions the shadowing of the park and Waterway Common will not be considerable, and will be mitigated in the case of Ogden Park by the buffering element of Ogden Road on the park’s western side. The greatest potential impact of Building G is the casting of shadows onto the blocks that it anchors, and overlook considerations for this same block. As such, careful consideration will be given to the detailed design of these buildings in this regard.
VIEWS	Building F: Direct north views to Waterway Common, direct east views to Ogden Park, direct and indirect south, southeast and southwest views to Lake Ontario. Building G: Direct north views to Waterway Common, direct west views to Ogden Park, direct and indirect south, southwest, and southeast views to Lake Ontario.
SPECIAL FEATURES	The front entrance of Building F will be on Ogden Road. The front entrance of Building G will be on Street C. The blocks that are anchored by both buildings may incorporate townhouse elements with front doors to the public realm or street on their park facing edges. Both blocks will incorporate townhouse elements facing north towards the “tow path” along the southern edge of Waterway Common.
COMMENTS	These two “framing” buildings aid greatly in creating a sense of presence for Ogden Park. Being situated fairly close to the park’s intersection with Lakefront Park, these buildings will enjoy exceptional views on three sides of Lake Ontario, and on the fourth side of Waterway Common.





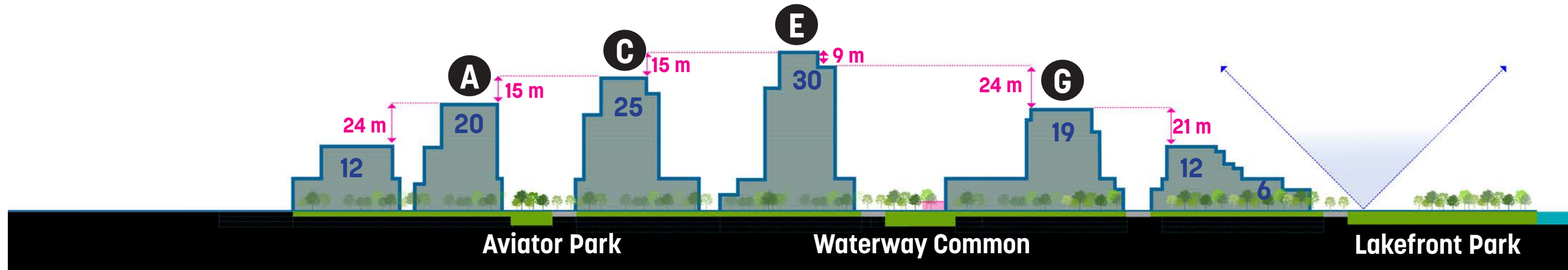


# HEIGHT TRANSITION



Section 1



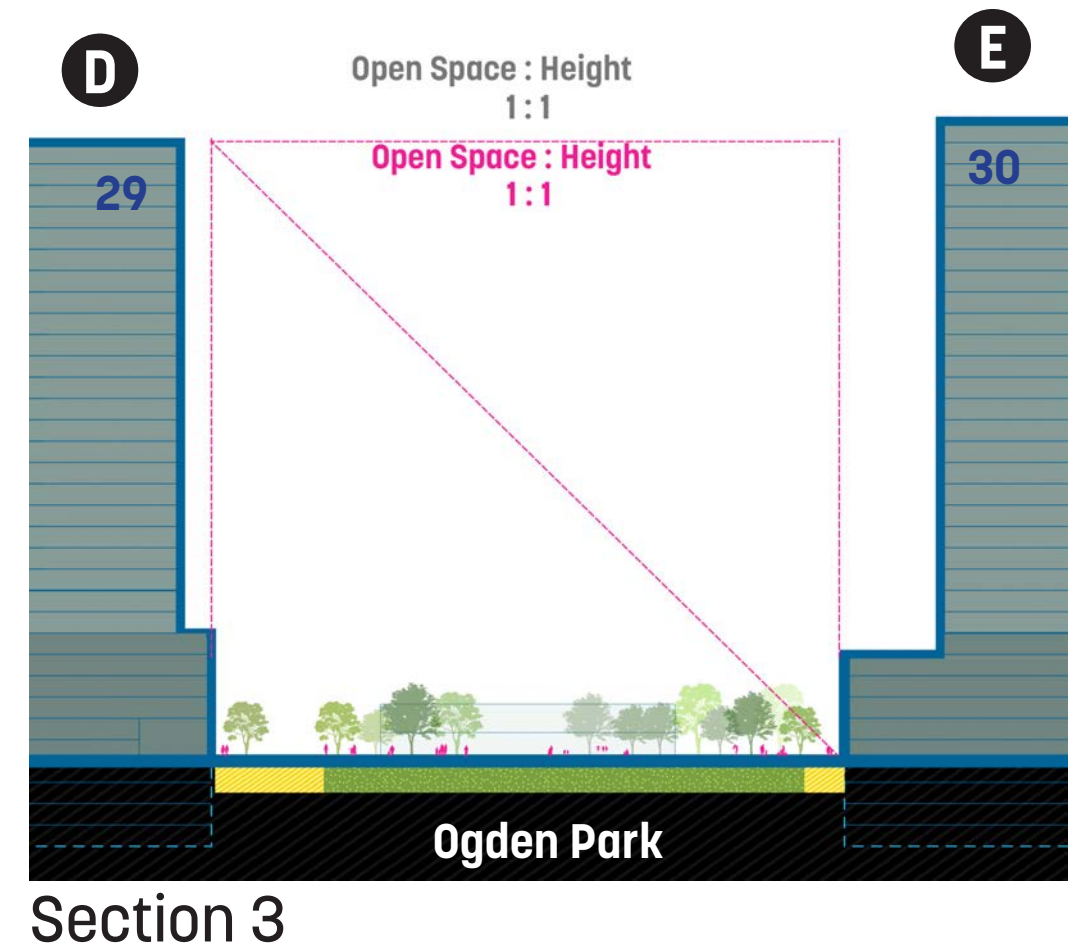
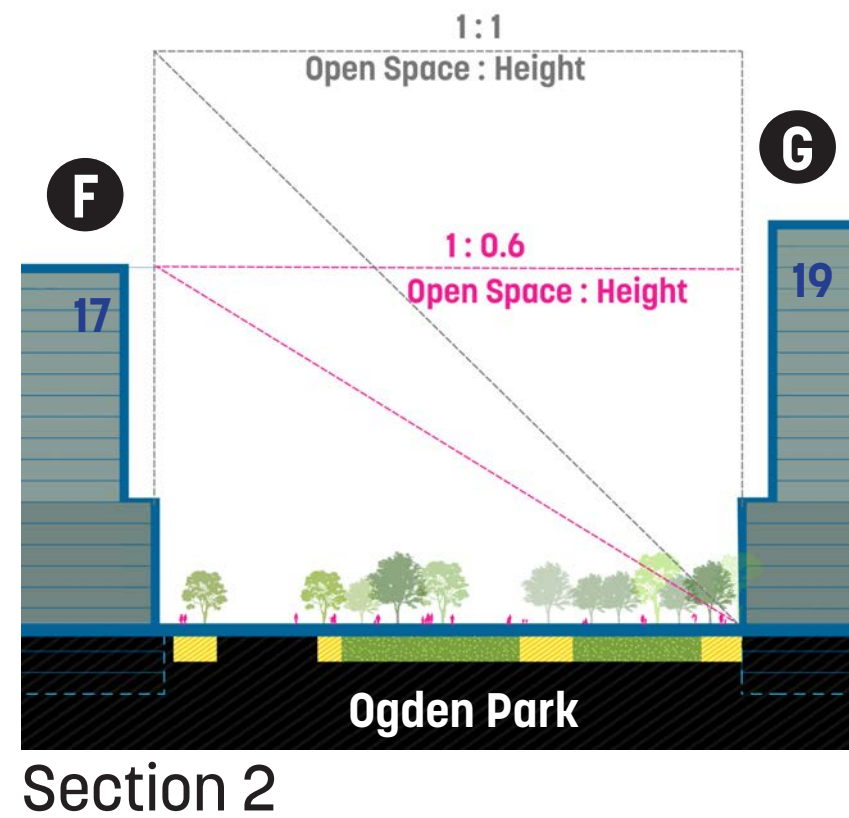
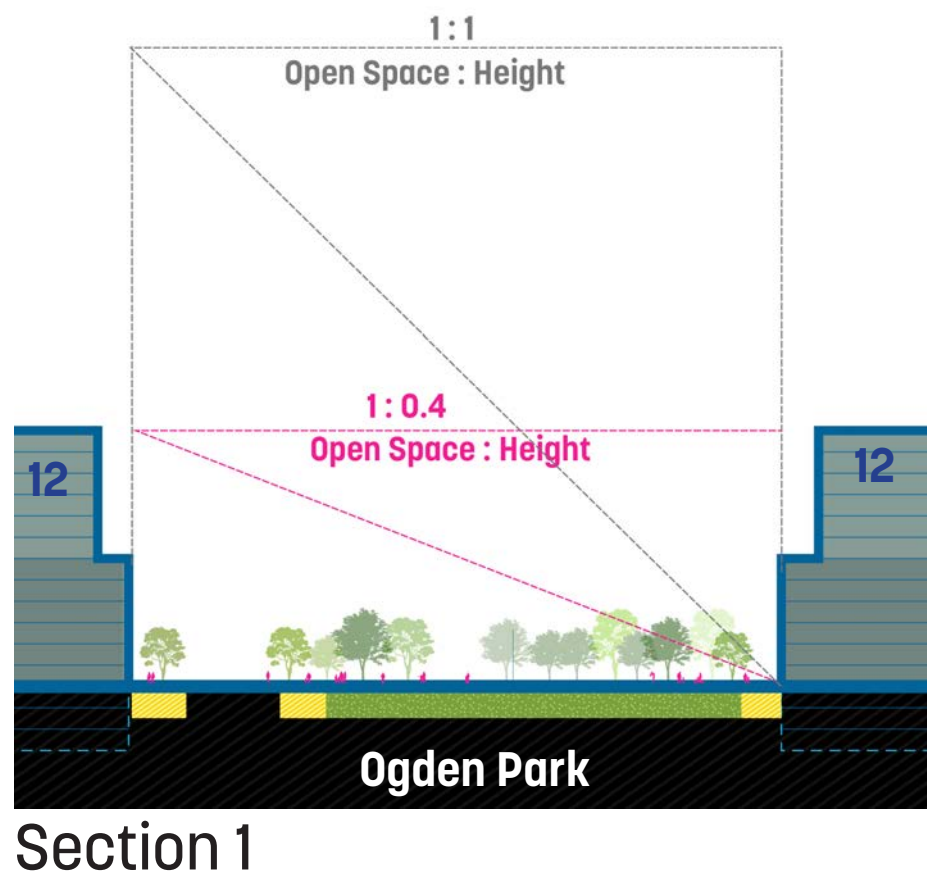


Section 2

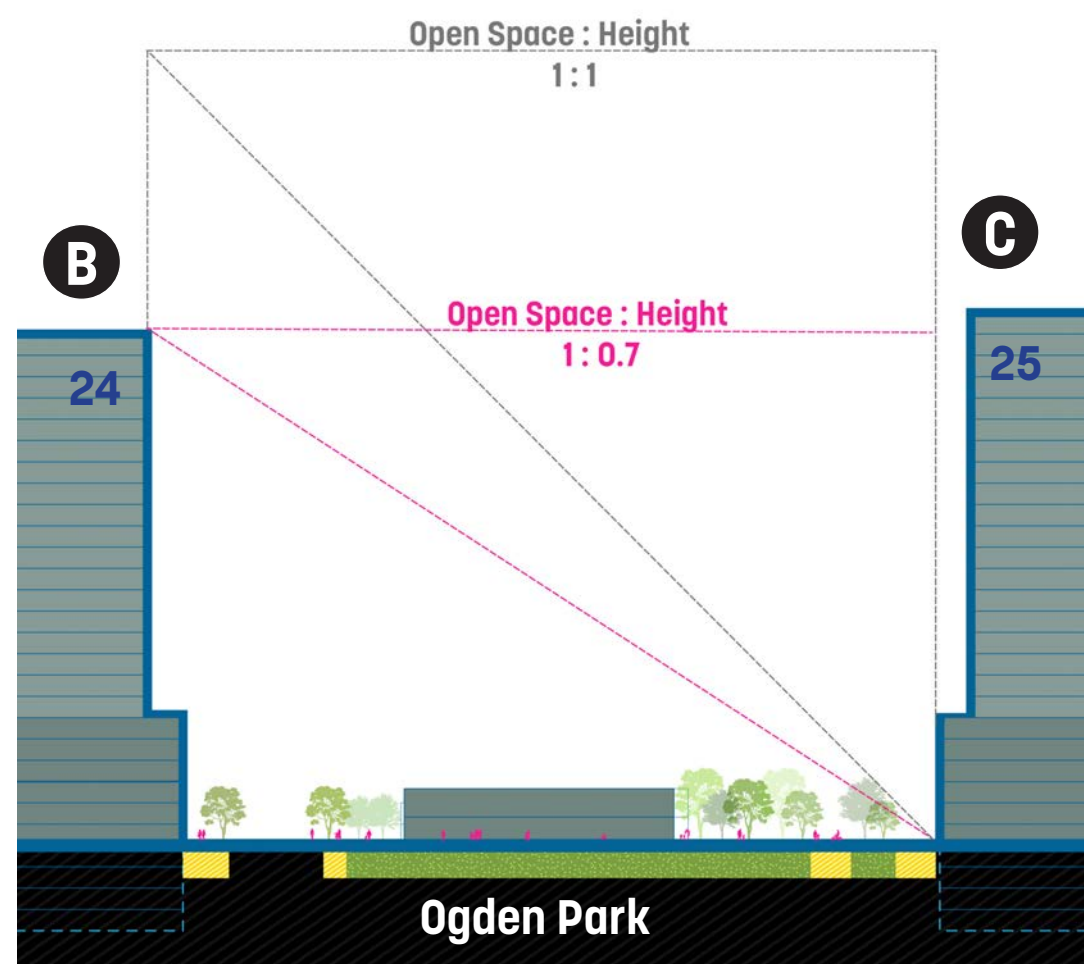
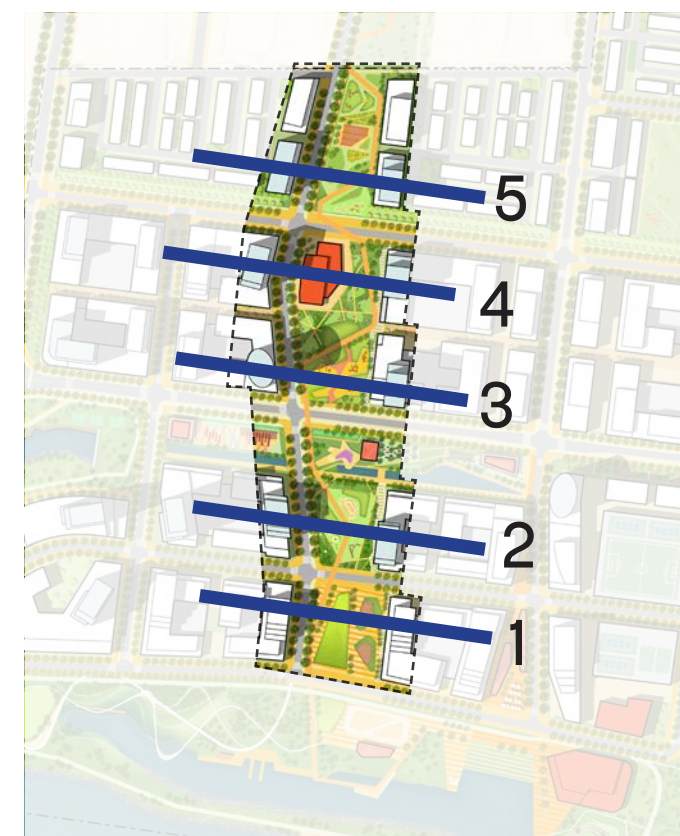


# BUILDING TO OPEN SPACE RATIO

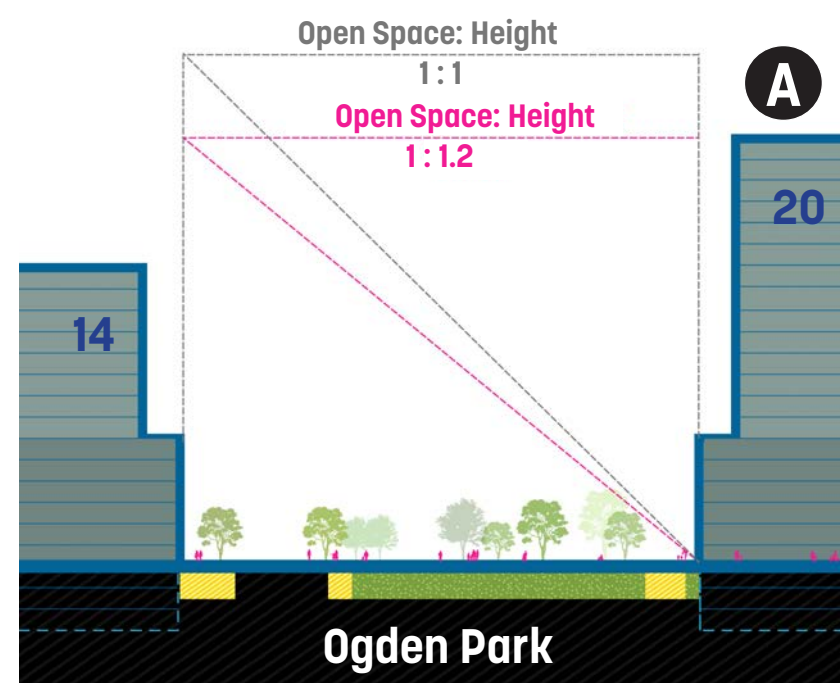
- Heights of buildings on Ogden park step in response to the change width of the open space.
- At the widest point, the open space to height ratio reaches 1:1
- For all other buildings, the height of the building is lower than the width of the open space.







Section 4



Section 5





LAKEFRONT PROMENADE

HYDRO ROAD

NEW HAIG BLVD

SCHOOL

COMMUNITY CENTER

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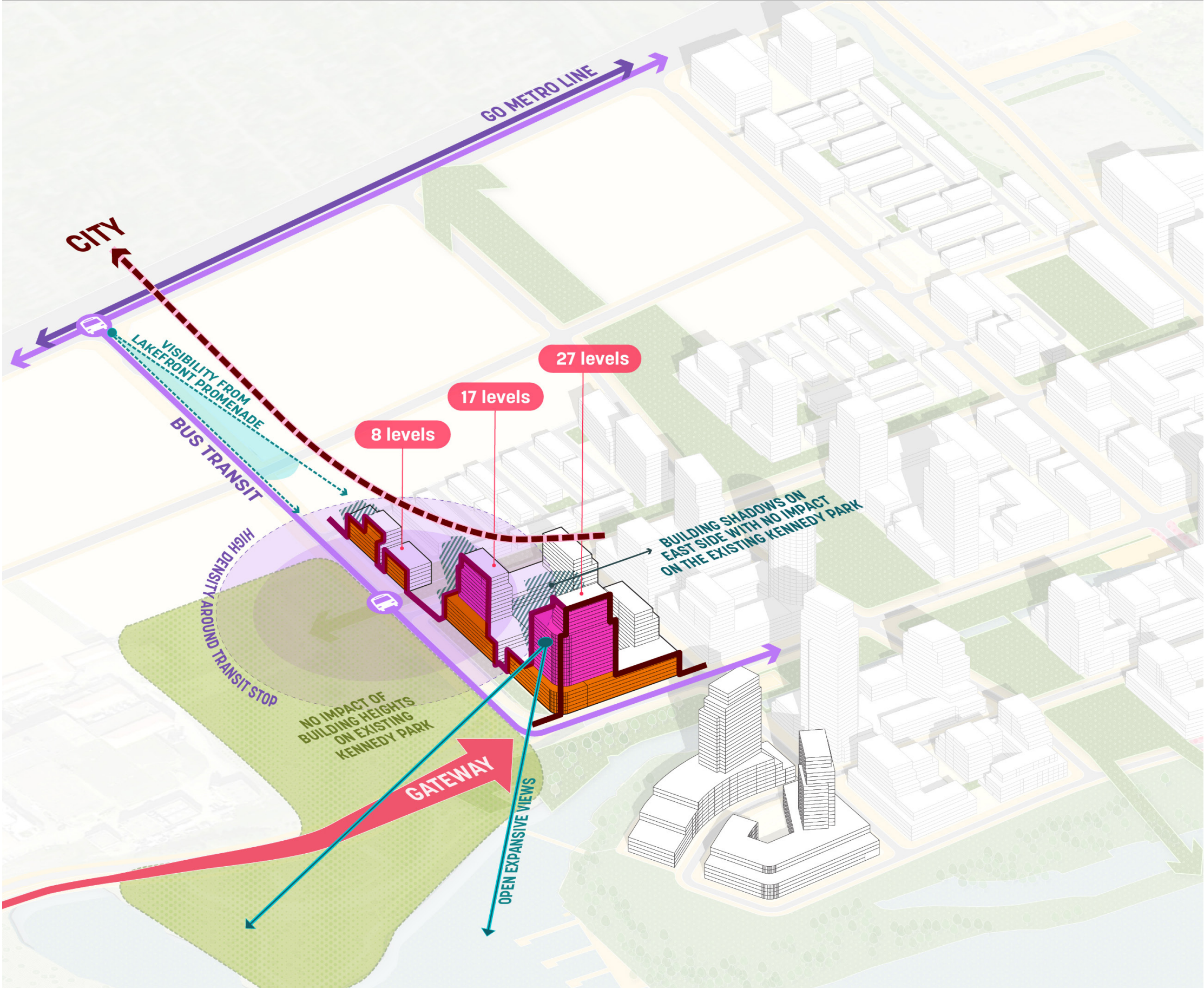


# Buildings H and I

## OGDEN GREEN

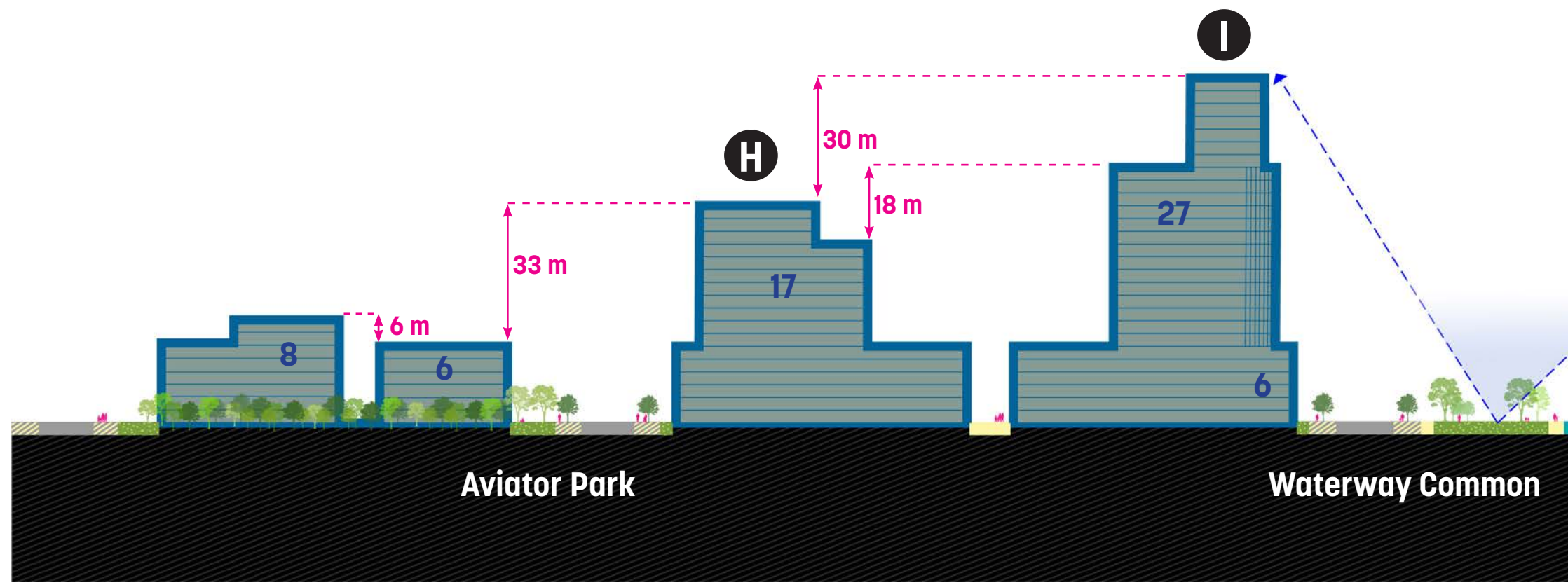
BUILDING DESIGNATION	H, I
LOCATION	Buildings H and I define the western edge of Lakeview Village north of Waterway Common. Their front entries will be to Lakefront Promenade.
TOTAL HEIGHT	H: 17 storeys I: 27 storeys
PODIUM HEIGHT (included in total height)	6 storeys
CHARACTER AREA PRECINCT (Per proposed further amendment to precinct boundaries)	Ogden Green
DESCRIPTION OF BUILDING'S INTERACTION WITH BASE AND SURROUNDS	Building I addresses the important corner of the development at the proposed new roundabout, thus functioning as the development's western gateway building. Buildings H and I are together intended to form a gentle "crescendo" of height ascending from the north along the western edge of Lakeview Village, to create a fitting western gateway. Both buildings are envisioned as sitting atop podiums of six stories.
RATIONALE FOR HEIGHT	Buildings F & G are part of the western and eastern spines of height along the eastern and western edges of Ogden Park. As such, they are important to maintain the continuity of the arrangement of height along the sides of the park. Height in this location will further enable residents of these buildings to have uninterrupted views of Lake Ontario to the south and southwest.
IMPACTS	The primary impacts from these two buildings will be shadows and overlooking of the blocks they anchor.
VIEWS	Building H: Oblique western and southwestern views to Lake Ontario. Direct views west to Douglas Kennedy Park. Building I: Direct western and southern views to Lake Ontario.
SPECIAL FEATURES	Building I should, in particular, be of exceptional architectural quality, to signify entry to the western edge of Lakeview Village.
COMMENTS	These two "framing" buildings aid greatly in creating a sense of presence for Ogden Park. Being situated fairly close to the park's intersection with Lakefront Park, these buildings will enjoy exceptional views on three sides of Lake Ontario, and on the fourth side of Waterway Common.







# HEIGHT TRANSITION







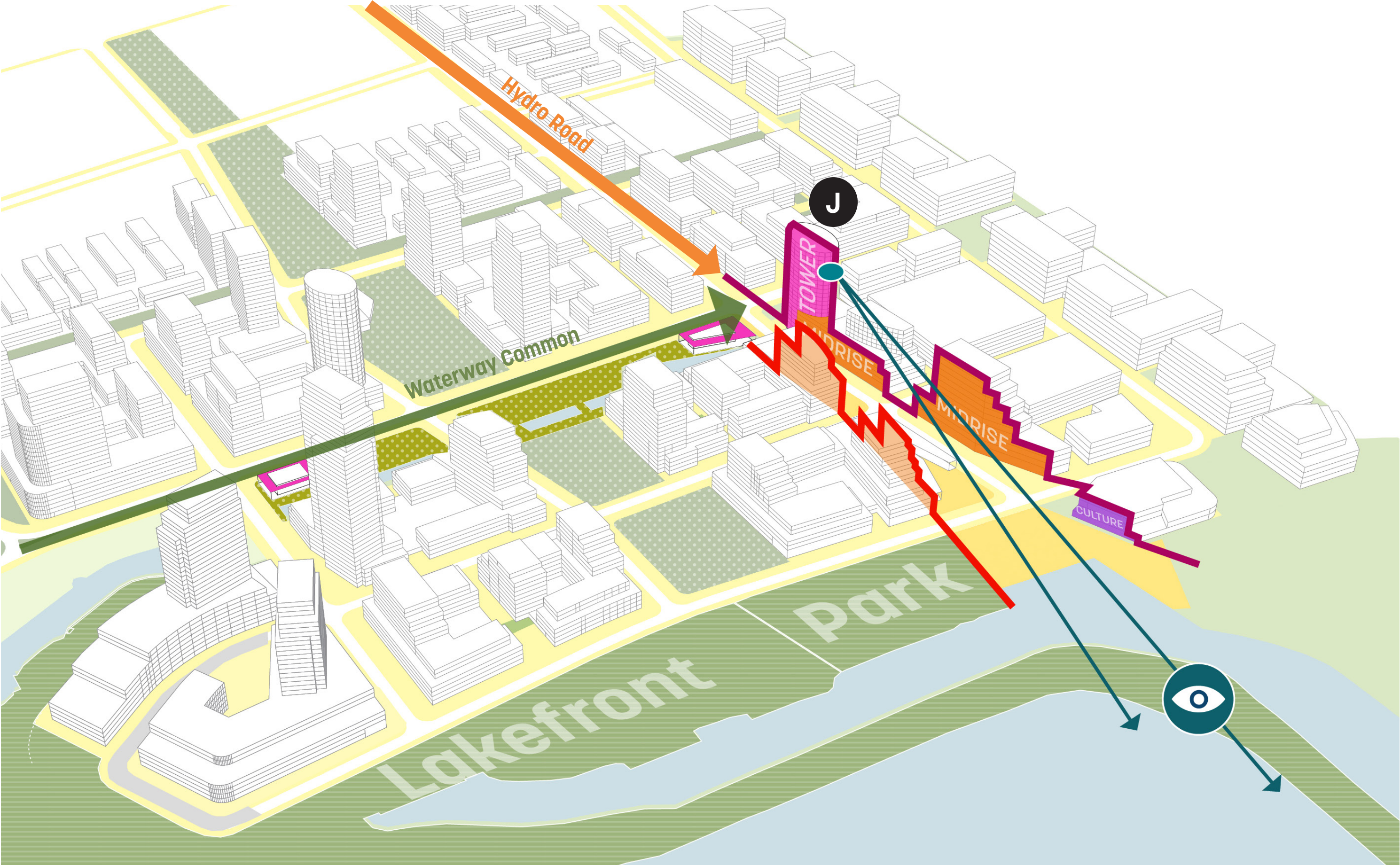


# Building J

OGDEN GREEN

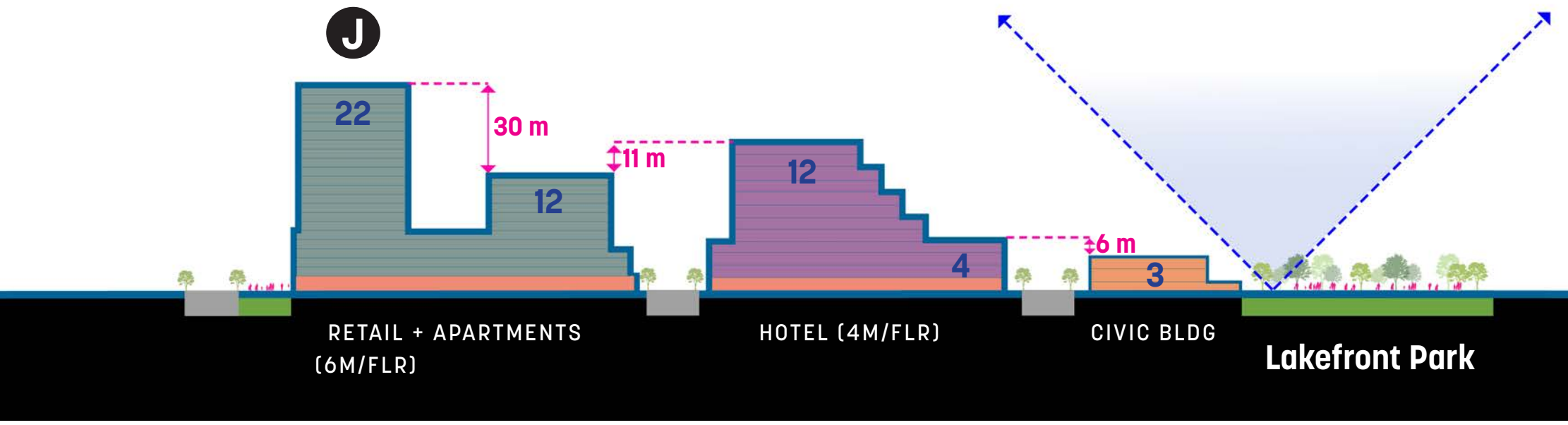
BUILDING DESIGNATION	J
LOCATION	Building J is situated at the eastern edge of Waterway Common, and is intended to function as an “end stop” to Waterway Common. The building’s front door will front onto Hydro Road.
TOTAL HEIGHT	22 storeys
PODIUM HEIGHT (included in total height)	6-8
CHARACTER AREA PRECINCT (Per proposed further amendment to precinct boundaries)	Ogden Green
DESCRIPTION OF BUILDING’S INTERACTION WITH BASE AND SURROUNDS	Building J will likely overlap its base in a way that allows at least part of the full height of the building extend to the ground. This will allow for an elegant vertical resolution of the building, in keeping with its prominent position at the eastern focal point of Waterway Common.
RATIONALE FOR HEIGHT	If the buildings of the “Marina District” are the “exclamation mark” celebrating Lakeview Village at the city scale, Building J is the “exclamation mark” at the local scale, celebrating and anchoring Waterway Common.
IMPACTS	The primary impact of Building J will be shadows over buildings to its east. The ground floor of Building J will interact strongly with the public pavilion at the eastern edge of Waterway Common.
VIEWS	Strong west views along the length of Waterway Common, and views to Lake Ontario to the south.
SPECIAL FEATURES	Building J should, in particular, be of exceptional architectural quality, given its prominent location and the visual attention focused on it by Waterway Common’s geometry.
COMMENTS	None.







# HEIGHT TRANSITION







K

L

29

40

4

6

8

24

6

4

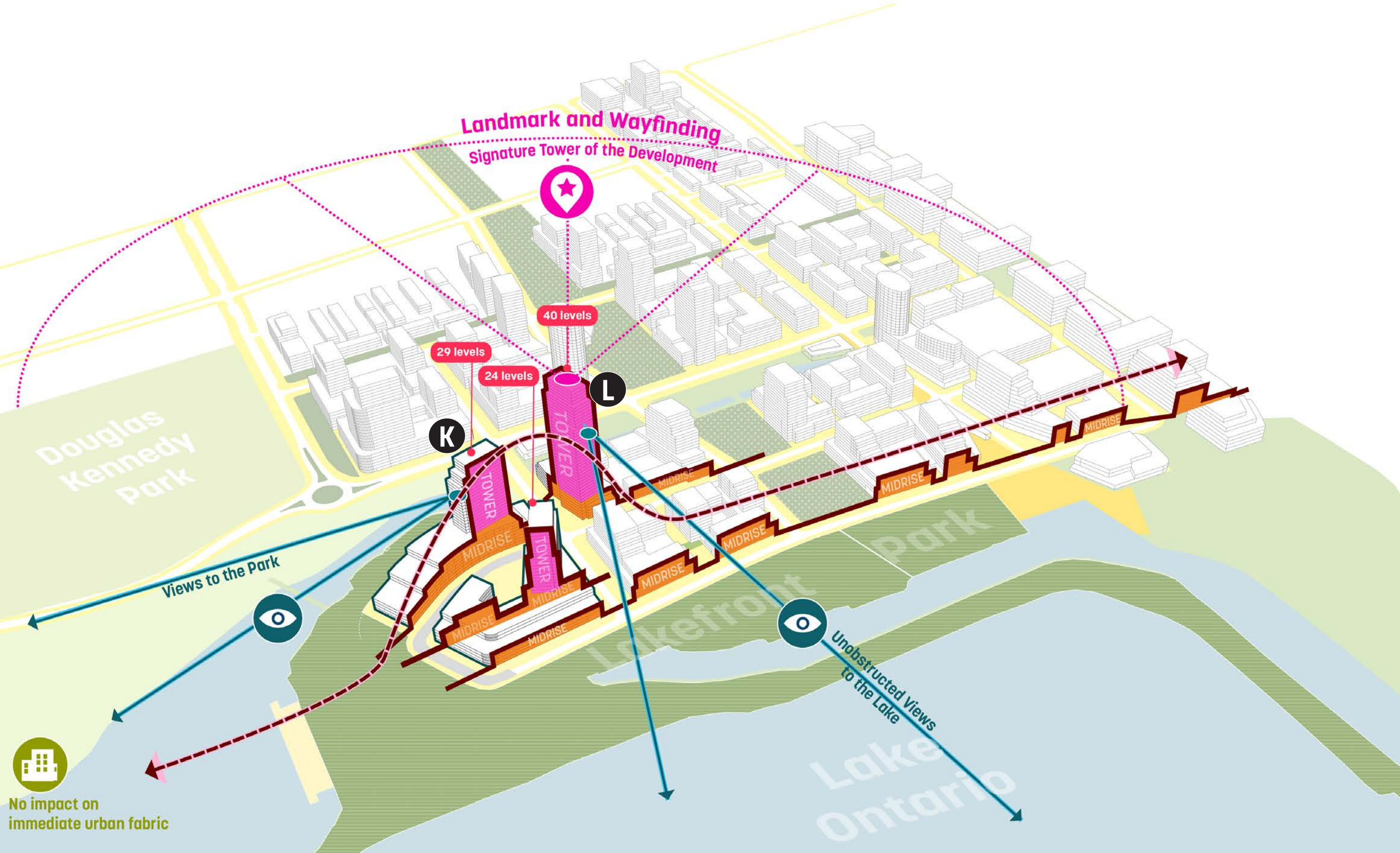


# Buildings K and L

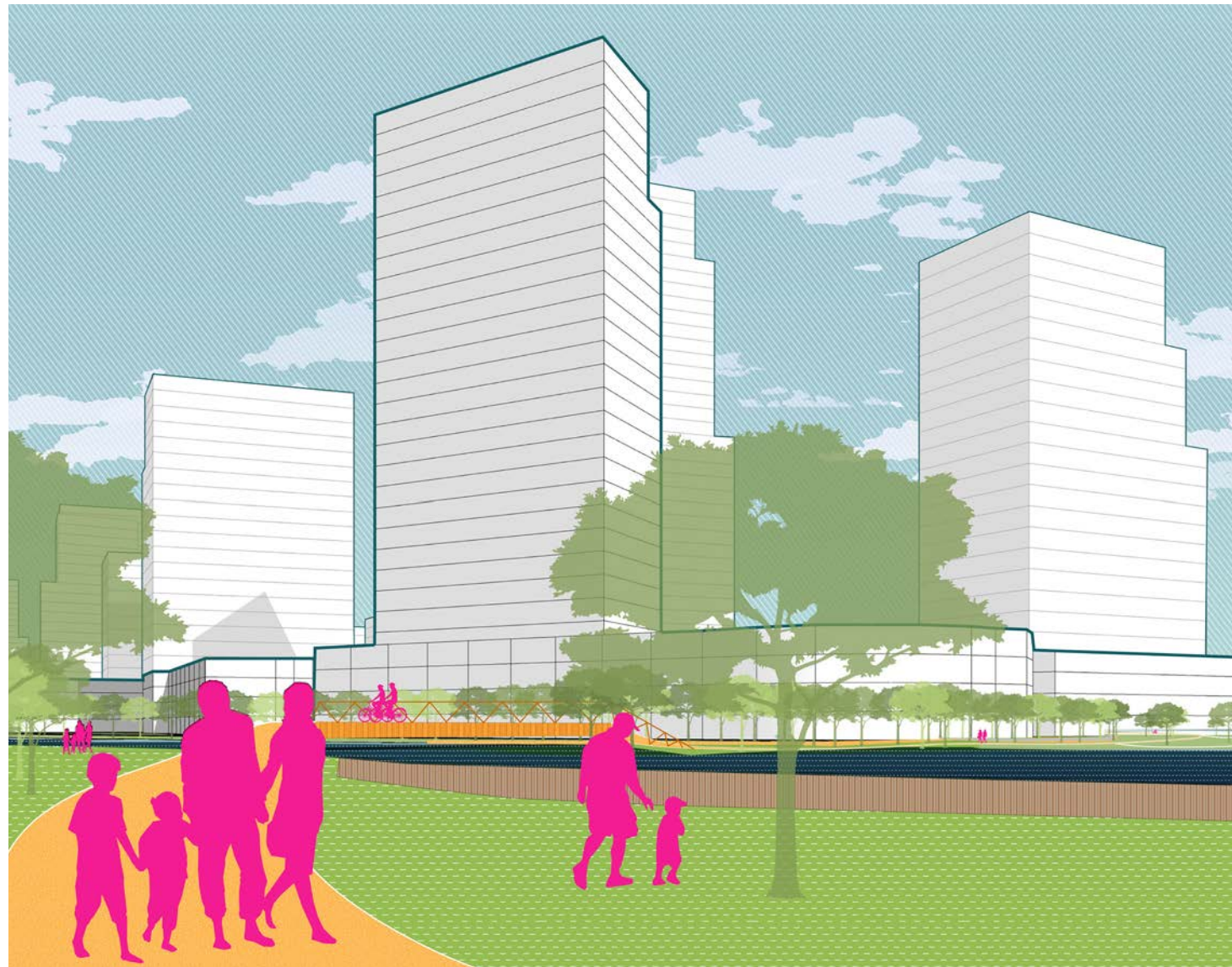
## WATERWAY DISTRICT (“THE MARINA”)

BUILDING DESIGNATION	K, L
LOCATION	Located in the Waterway District Area of the Cultural Area as defined in the MOPA, Buildings K & L are important contributors to the identity of Lakeview Village. As such, they are intended to inform an ensemble of three buildings with the 24 storey building situated to their southwest. These three buildings together form the identity (above podium level) of the “Marina District”.
TOTAL HEIGHT	K: 29 storeys L: 40 storeys
PODIUM HEIGHT (included in total height)	4-8 storeys
CHARACTER AREA PRECINCT (Per proposed further amendment to precinct boundaries)	The Cultural Waterfront’s Waterway District Area
DESCRIPTION OF BUILDING’S INTERACTION WITH BASE AND SURROUNDS	These buildings, representing the tallest and third tallest buildings in Lakeview Village. Situated at the prominent southwest corner of the development, they require special attention at their base elements. How these buildings will meet the ground is of vital importance, and has been the subject of much discussion and iteration with both Staff and LCAP, leading to the solutions proposed herein. Building K is set well back from the Lakefront Park’s western branch. Building L is situated on the eastern side of “Street F” to maintain adequate distance between itself and the Lakefront Park. All relationships with the taller elements and the siting of these buildings have been considered with a view to minimizing any impacts to Lakefront Park and western residential abutters approximately 700 metres away.
RATIONALE FOR HEIGHT	The three buildings of increased height in the Waterway District Area including Buildings K & L (the third being under 25 stories) form the signature architectural expression of Lakeview Village. The development and design teams view these buildings as being important signifiers of the importance of this Major Node to the future of Mississauga, and to Lakeview Village’s status as “Mississauga’s waterfront.” There are no existing residential abutters for a distance of 700 metres; a considerable distance. In addition, there are spectacular views to the south and southwest over Lake Ontario in this location.
IMPACTS	Fortuitously, the trio of buildings in the Waterway District Area sit to the north and east of the Lakefront Park, meaning that afternoon shadows will be a non-factor. At other times of the day, shadow will only be a factor on the extreme western edge of Lakefront Park. The greatest shadow impact from these buildings will be on Waterway Common to the north.
VIEWS	Both Buildings K & L will have unobstructed, sweeping views of Lake Ontario in a westerly and southerly direction, as well as to the southeast.
SPECIAL FEATURES	It is anticipated that the front entries to the trio of buildings forming the “Marina District” will share an arrival area at “Street C,” and will hence have their front doors facing towards this street.

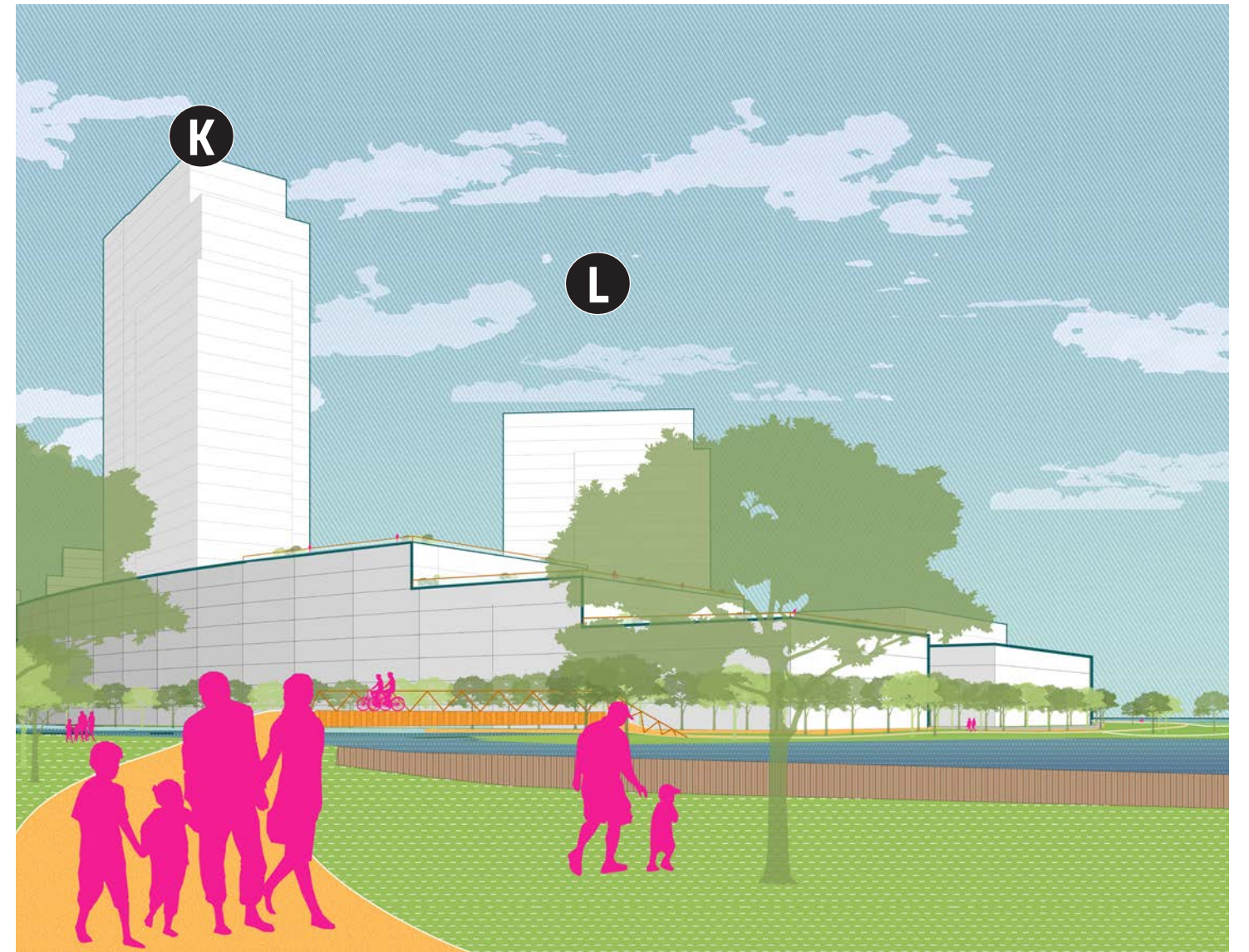








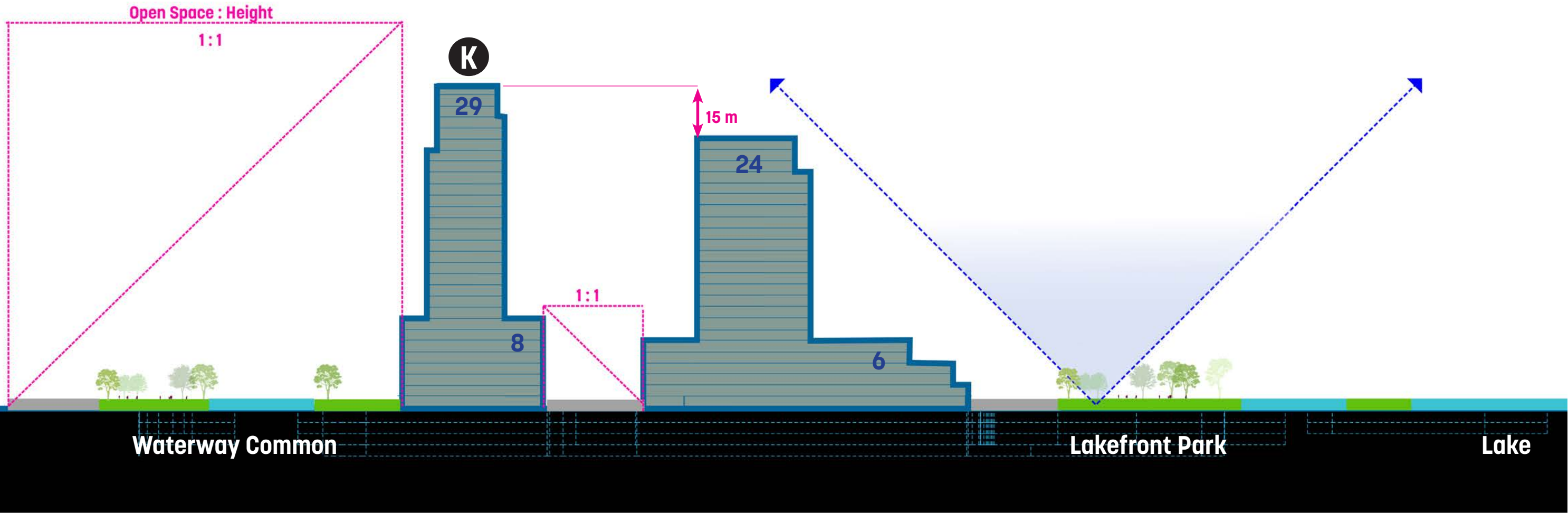
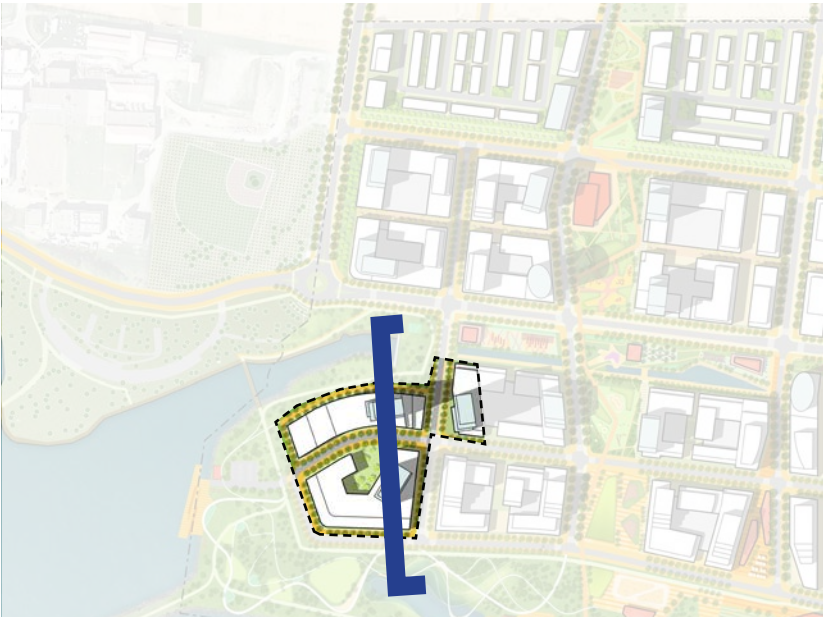
**DMP 2.0**



**DMP 3.0**

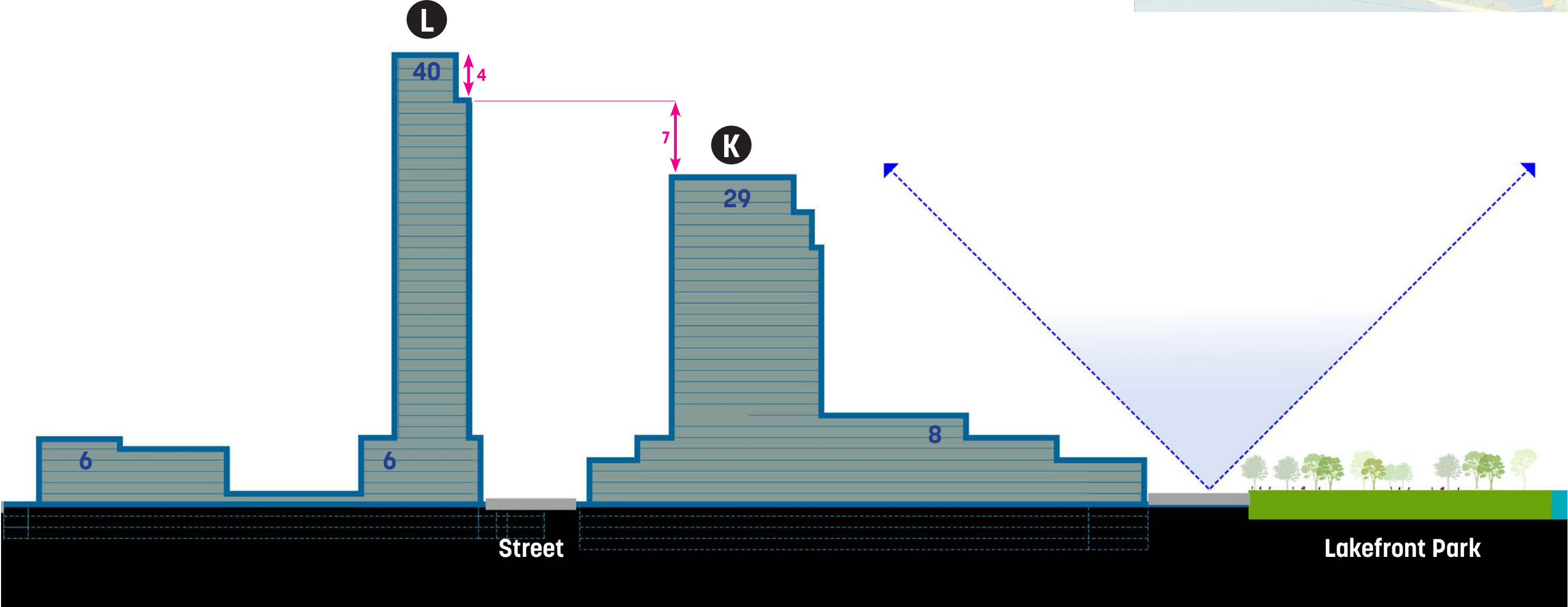


# BUILDING TO OPEN SPACE RATIO





# BUILDING HEIGHT TRANSITION







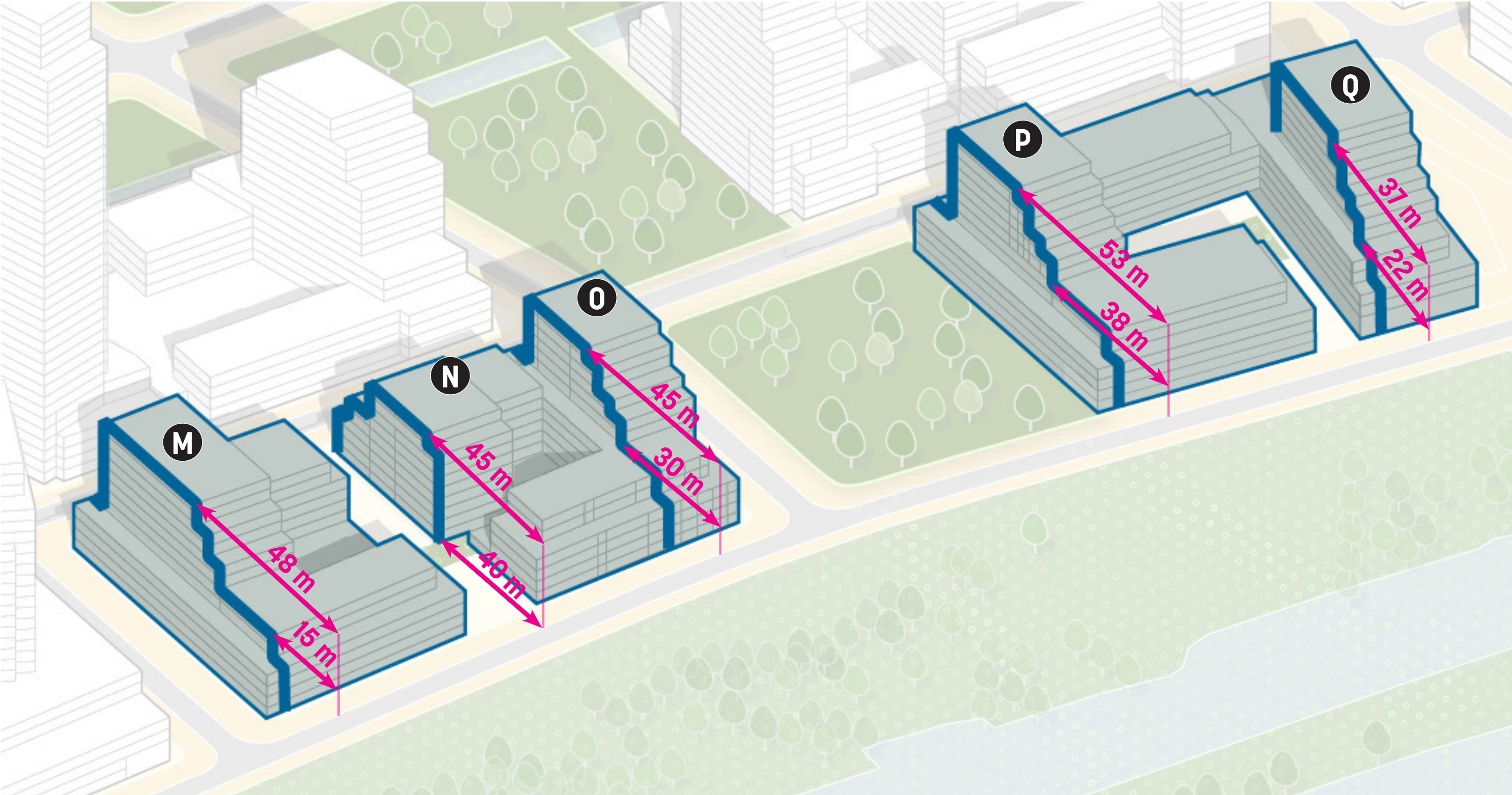


# Buildings M, N, O, P, Q, and R

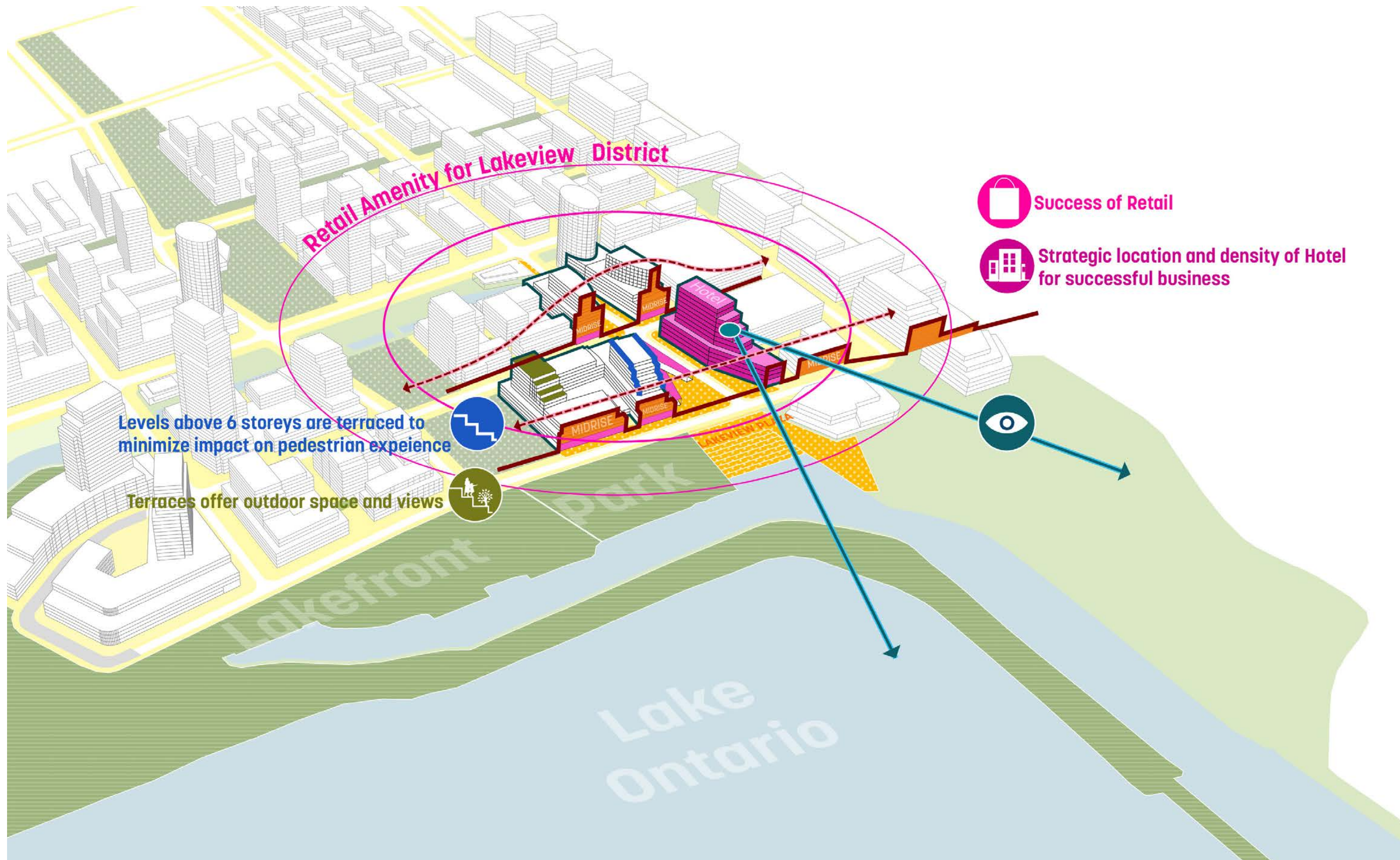
## CULTURAL WATERFRONT: WATERFRONT DISTRICT

BUILDING DESIGNATION	M, N, O, P, Q, R
LOCATION	These buildings are located between the east-west roads Waterfront Promenade (“Street D”) and “Street C”. The taller elements indicated herein anchor blocks that span from Lakeview Square in the east to the “Marina District” in the west (but do not include the “Marina District”).
TOTAL HEIGHT	All buildings maximum 12 storeys, with the exception of Building N at 10 storeys
PODIUM HEIGHT (included in total height)	4 storeys at front edge facing Lakefront Park, 6 storeys stepped back (6 storeys total)
CHARACTER AREA PRECINCT (Per proposed further amendment to precinct boundaries)	Cultural Waterfront
DESCRIPTION OF BUILDING’S INTERACTION WITH BASE AND SURROUNDS	The taller elements of these buildings (between the floors 6-12 in the case of Buildings M, O, P, Q, R, and between the floors 6-10 in the case of Building N) site entirely above the podium level formed by the building wings that fill out the perimeter of each block.
RATIONALE FOR HEIGHT	It is well understood that the greatest amount of sensitivity to height within Lakeview Village attaches to the blocks that house these buildings. The development and design teams have articulated their strong sense in numerous consultations and workshops that accommodating modest further height in these blocks will not be detrimental, but will be beneficial, if the height is carefully situated and scaled up. Buildings O and P represent the “gateways” to Ogden park, and form part of the “crescendo” of height articulated elsewhere herein that the development and design team have proposed for either side of Ogden Park. All of the buildings in question here will provide tremendous amenity and views for those living in them, due to their close proximity to Lakefront Park and the Lake Ontario water’s edge. The proposed terracing of these buildings from south upwards to the north, as well as situating them further back on their podiums, means that their actual impact to Waterfront Promenade will be negligible if not nil.
IMPACTS	These buildings will be visible as they terrace back to people in Lakefront Park who are some distance south of the front line of the buildings.
IEWS	Spectacular water and Lakefront Park views will be available to residents of these buildings on the west, east and south sides.
SPECIAL FEATURES	Terracing will provide opportunities for a high degree of articulation of the buildings, with incorporation of large windows, awnings, planted terraces, etc. consistent with other waterfront developments such as Hammarby in Sweden.
COMMENTS	These taller elements will articulate the southern edge of Lakeview Village considerably, and will provide an important middle range of buildings that mediates between the eight storey and lower podiums and the taller building elements.



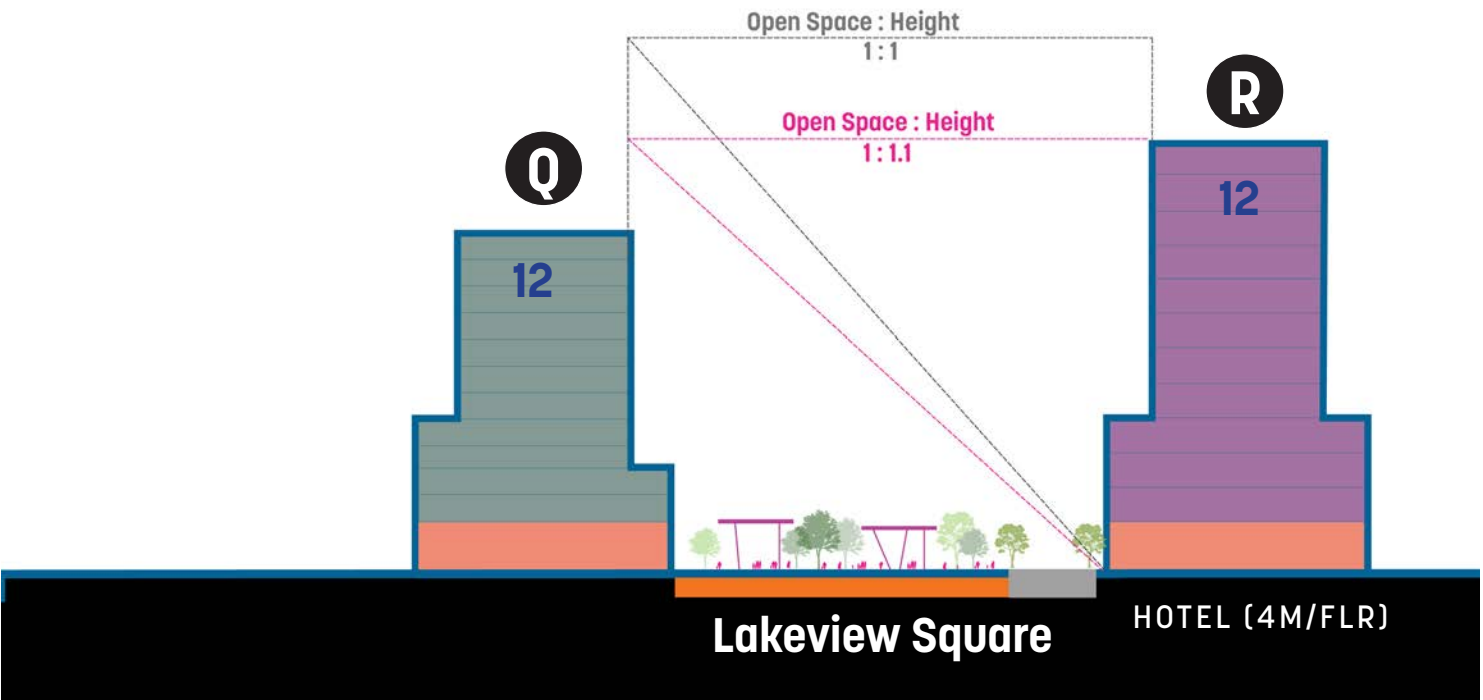
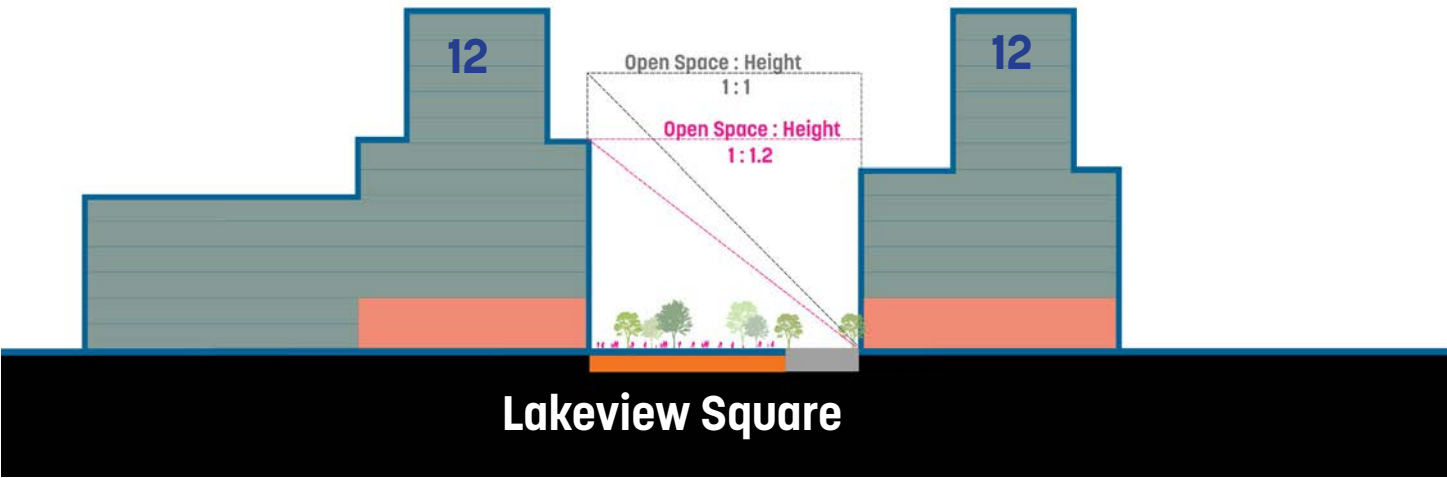
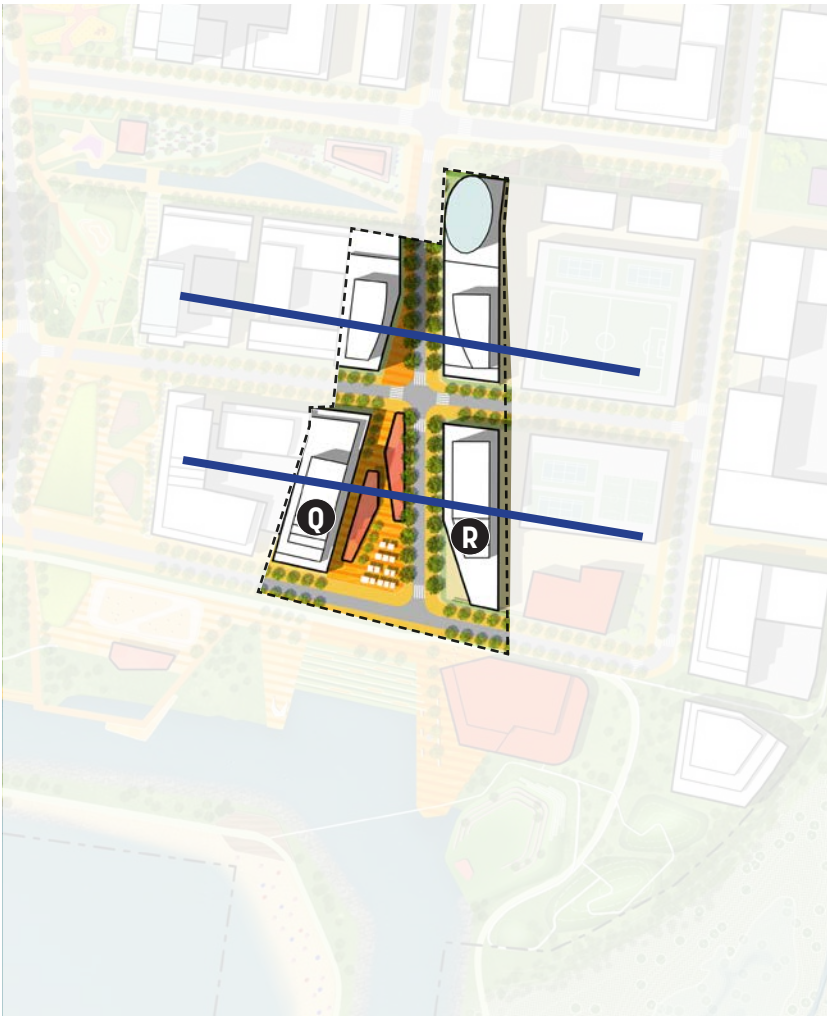






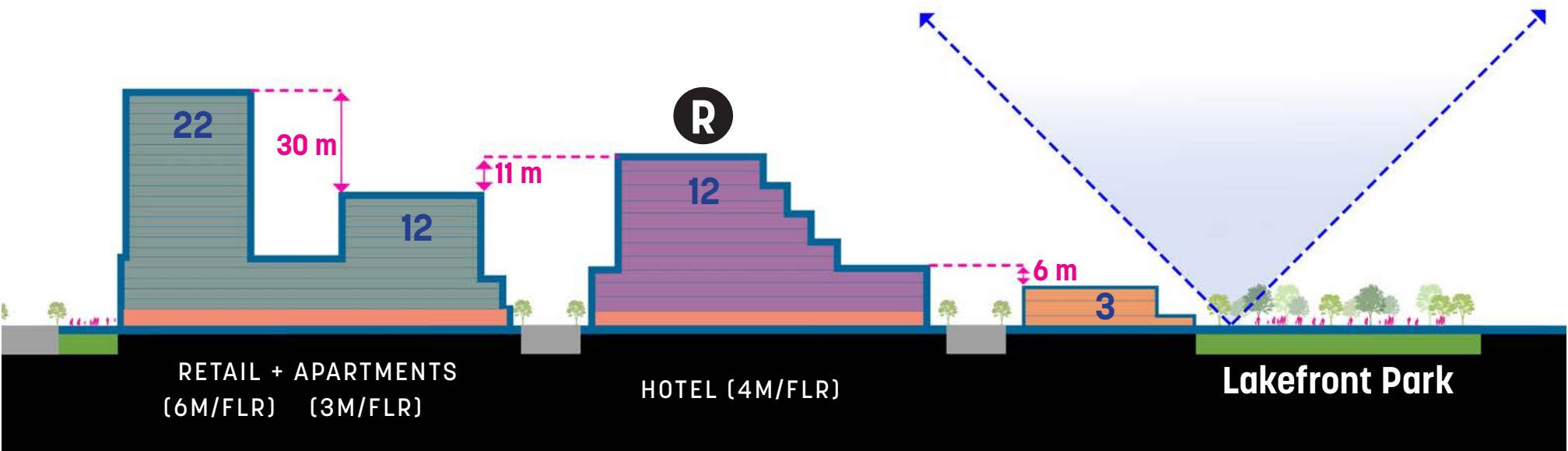
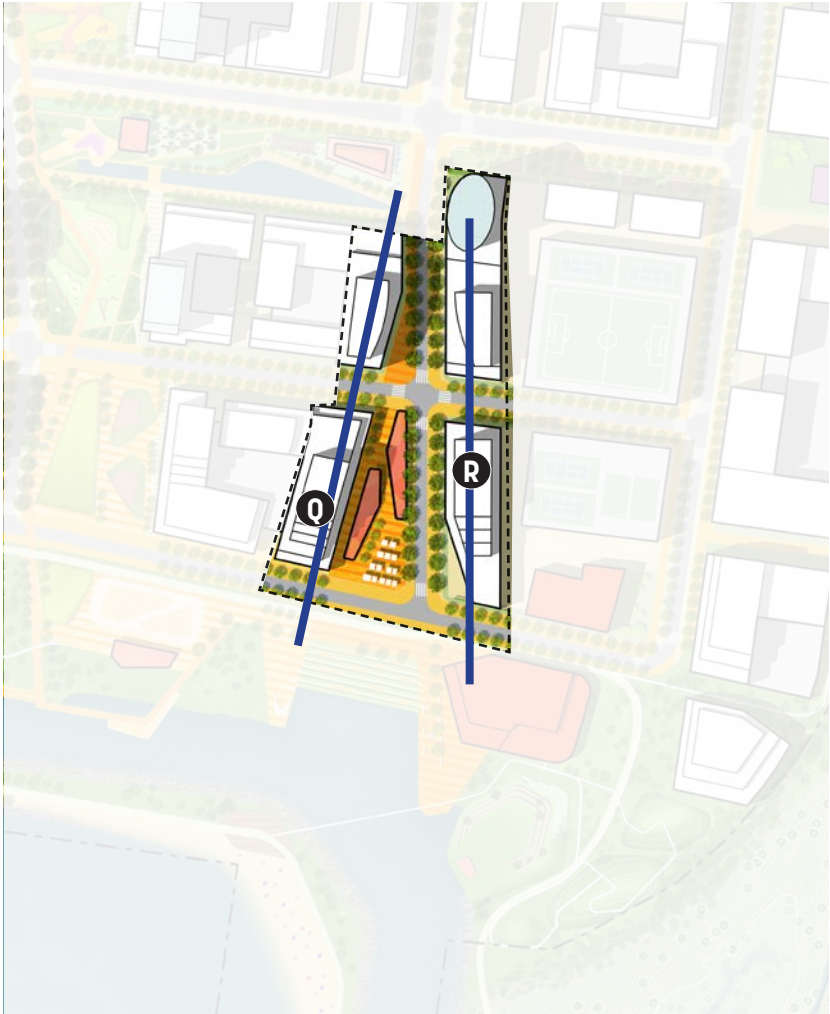
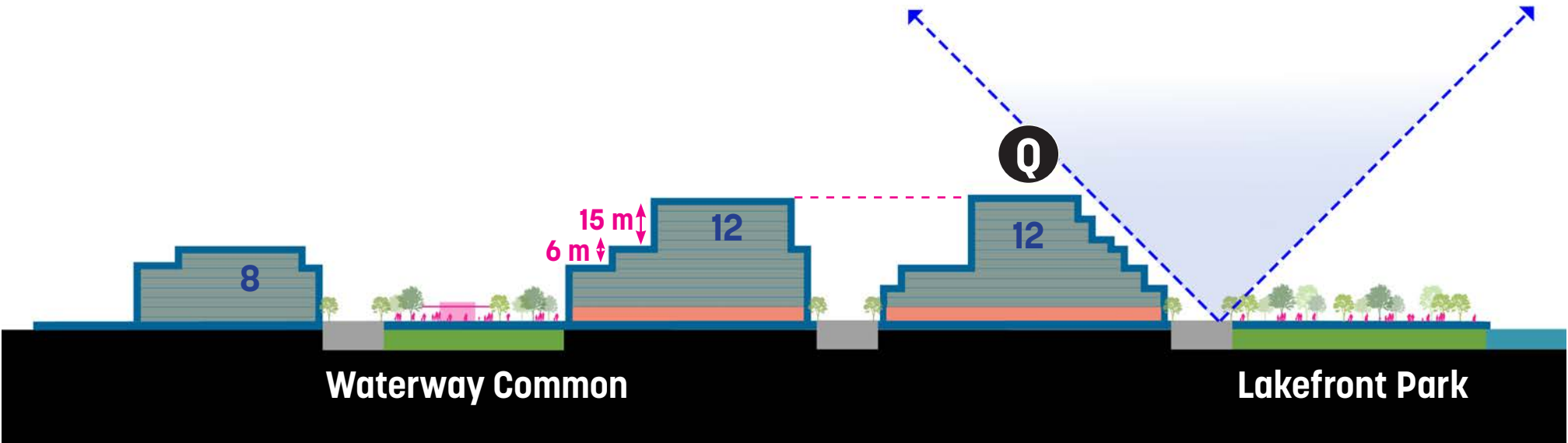


# BUILDING TO OPEN SPACE RATIO





# BUILDING HEIGHT TRANSITION





Setback of 6m for richer  
ground level experience







Towers setback  
from waterfront

17 m

5m

2m

2m

3m

5m

Terraces and balconies  
overlooking the lake

TO BE REPLACED WITH FINAL RENDERING

IN PROGRESS





IN PROGRESS  
TO BE REPLACED WITH FINAL RENDERING







