



Development Master Plan •  
**Rangeview**

Version 2  
September  
2023

Rangeview  
Landowners  
Group Inc.

# Rangeview

## Our Team



Delta Urban Inc.

Strategic and Technical  
Advice for Landowners  
Group Management



Bousfields Inc.

Urban Planning  
Urban Design  
Community Engagement



BA Group

Transportation



Schaeffers & Associates Ltd.

Civil Engineering



MBTW Group

Landscape Architecture

**URBAN  
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Urban Equation

Sustainability Strategy

**SLR**

SLR Consulting

Pedestrian Wind Assessment

**CICADA**

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Consultants**

J.D. Barnes

Surveyor

D.S. Consultants

Hydrogeological Engineer

Primary Energy

Hydro and Utility Coordination Services

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## Land Acknowledgement

We are grateful to have the opportunity to work on this land, and by doing so, give our respect to its first inhabitants. We would like to begin by acknowledging the land on which the Region of Peel operates, is part of the Treaty Lands and Territory of the Mississaugas of the Credit. For thousands of years, Indigenous peoples inhabited and cared for this land, and continue to do so today. In particular we acknowledge the territory of the Anishinabek, Huron-Wendat, Haudenosaunee and Ojibway/Chippewa peoples; the land that is home to the Metis; and most recently, the territory of the Mississaugas of the Credit First Nation who are direct descendants of the Mississaugas of the Credit.



# 1

## Introduction & Purpose

**This report contains the Development Master Plan (“DMP”) vision and framework for the lands identified in Chapter 13.3 of the City of Mississauga Official Plan as Rangeview Estates. Rangeview Estates (also referred to herein as “Rangeview”) is one of four precincts within the Lakeview Waterfront Major Node Character Area (“Lakeview Waterfront”) and is generally bound by the south side of Lakeshore Road East, between East Avenue and Hydro Road and the rear property lines of parcels south of Rangeview Road. Overall, Rangeview encompasses a gross area of approximately 25.7 hectares (~63.5 acres) and comprises of 33 properties under a variety of ownerships.**

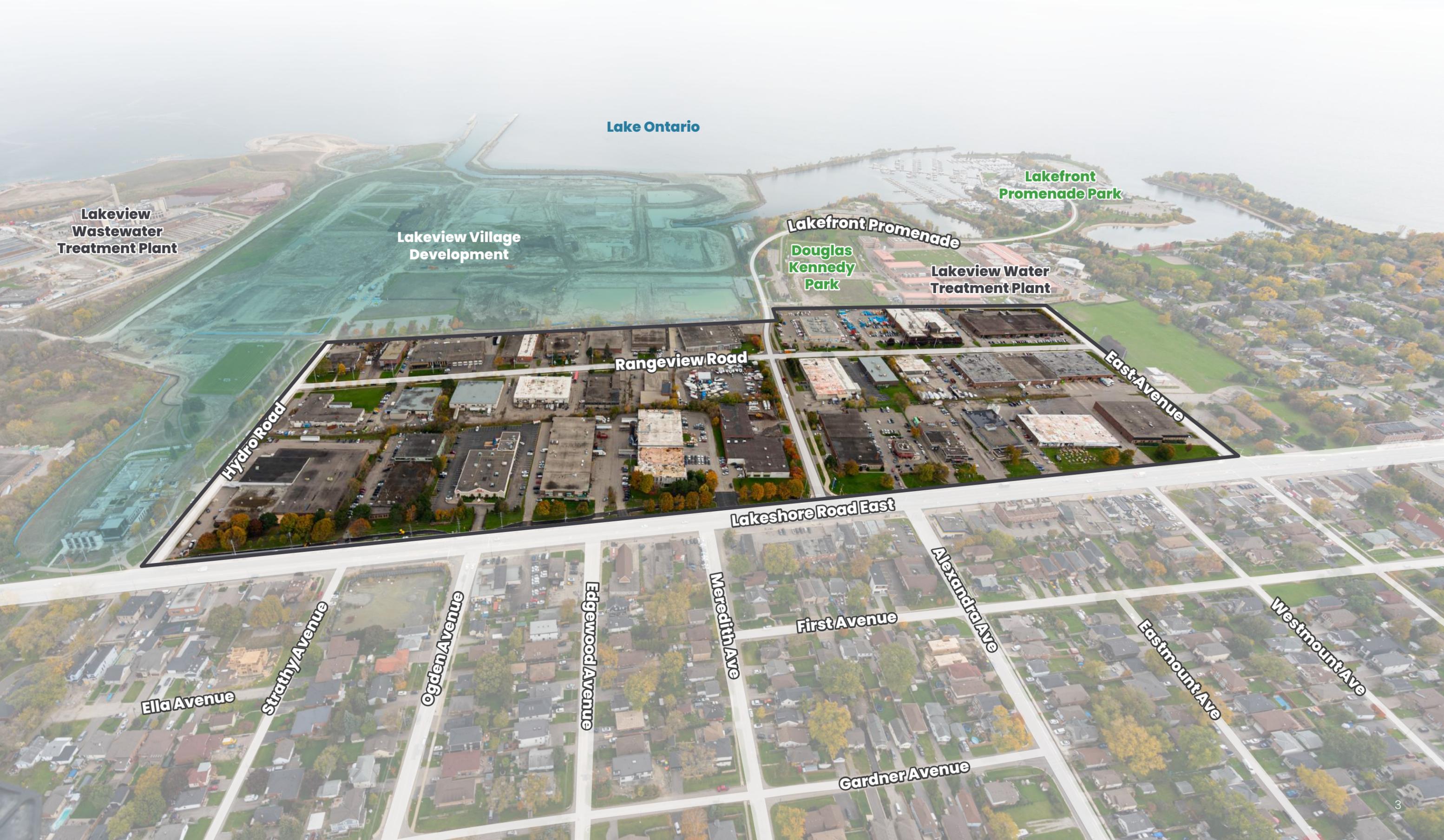
Rangeview forms part of the larger Inspiration Lakeview Master Plan area and its development represents the second and final piece of this new master planned waterfront community, with the other three precincts having been advanced through the combined Lakeview Village DMP process. The majority of Inspiration Lakeview’s direct frontage onto Lakeshore Road East is occupied by Rangeview Estates. Thus, Rangeview’s successful transformation from an industrial business enclave to a mixed-use, transit-oriented neighbourhood is a key element in connecting the new community to the broader City of Mississauga and the planned Lakeshore Bus Rapid Transit service.

This report has been prepared on behalf of the Rangeview Landowners Group Inc. (the “Rangeview LOG”), which currently represents nine (9) landholders within Rangeview Estates. Collectively, the Rangeview LOG owns 21 properties within Rangeview, representing approximately 65% of all private landholdings. The remaining properties within Rangeview are currently owned by individuals or corporations that are not seeking to redevelop their properties at this time. In accordance with the policies of Chapter 13.3 the City of Mississauga Official Plan (the “Mississauga OP”), individual development of these non-participating parcels will generally not be approved until the respective landowners have become party to a landowner’s cost sharing agreement and/or join the Rangeview LOG.

The purpose of the Rangeview DMP is to provide a detailed, precinct-level urban design direction and guidance – building on the policies of the Mississauga OP and in particular the policies in OPA 89 – for the intended development of the lands. The Rangeview DMP demonstrates the current vision of the Rangeview LOG for the orderly development of these lands as a new, complete neighbourhood that includes a mix of low-, medium- and high-density residential uses with retail and other non-residential uses at strategic locations. A variety of parks and open spaces are proposed throughout Rangeview Estates to provide opportunities for both passive and active recreation, and to facilitate direct pedestrian connectivity from Lakeshore Road East to Lake Ontario. In addition, an expanded network of public roads will connect Rangeview to the surrounding existing and planned communities through a logical grid that is supported by public transit and active transportation connections.

Connectivity and integration with the adjacent Lakeview Village development (which comprises of the three other precincts of the Lakeview Waterfront Major Node Character Area) has been considered in all aspects of the preparation of this Rangeview DMP. Together, Rangeview Estates and Lakeview Village provide a transformational opportunity to redefine Mississauga’s waterfront and connect existing communities to Lake Ontario, a connection which does not currently exist. The Rangeview DMP recognizes and builds on the achievements of the Lakeview Village development, while responding to the unique, transitional context of Rangeview Estates.

Figure 1 - View of Rangeview Estates Looking South Towards Lake Ontario



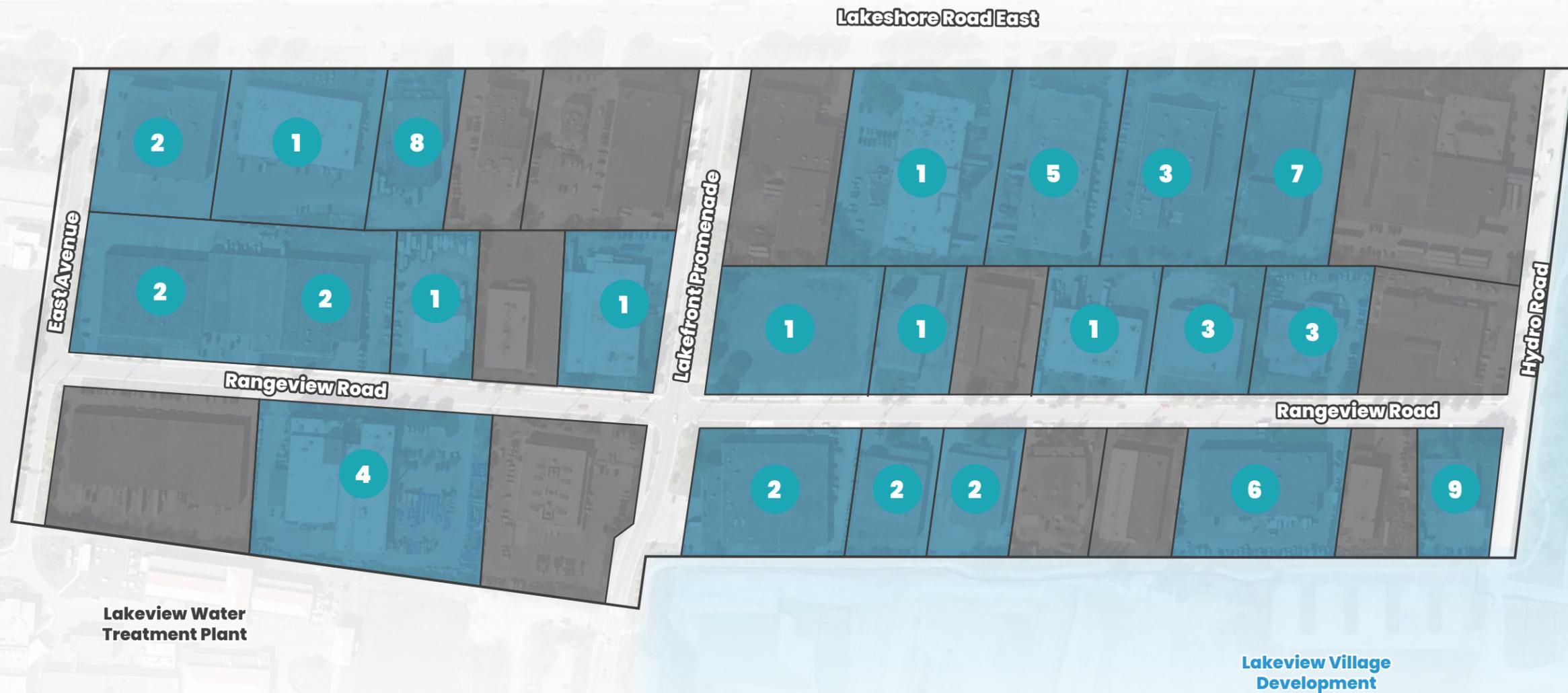
# Rangeview Landowners Group

The Rangeview LOG is comprised of nine (9) landowners who collectively own approximately 65% of the land within Rangeview, excluding the area of existing public roads. The Rangeview LOG includes a diverse range of business owners and operators, developers and landlords. **Table 1** below provides an overview of each participating landowner, their properties and the approximate area of their landholdings within Rangeview.

**Table 1** – Rangeview Landowners Group Landholdings

	Landowner Name(s)	Property Address(es)	Area
1	Dorsay (Lakeshore) Inc. Dorsay (Lakefront Promenade) Inc. Dorsay (Rangeview) Inc.	<ul style="list-style-type: none"> <li>848-872 Lakeshore Road East</li> <li>974 Lakeshore Road East</li> <li>930 Lakefront Promenade</li> <li>925 Lakefront Promenade</li> <li>885 Rangeview Road</li> <li>983 Rangeview Road</li> <li>1025 Rangeview Road</li> </ul>	4.49 ha (11.10 ac)
2	Elgroup Holdings Inc. Elias Bros. Construction Limited	<ul style="list-style-type: none"> <li>830 &amp; 832 Lakeshore Road East</li> <li>851, 855, 859, 861, 863, 865 Rangeview Road</li> <li>895 Lakefront Promenade</li> <li>992 Rangeview Road</li> <li>996 Rangeview Road</li> </ul>	3.61 ha (8.92 ac)
3	Rangeview 1035 Holding Inc. Rangeview 1045 Holding Inc. 1207238 Ontario Inc.	<ul style="list-style-type: none"> <li>1036 Lakeshore Road East</li> <li>1035 Rangeview Road</li> <li>1045 Rangeview Road</li> </ul>	1.80 ha (4.45 ac)
4	Whiterock 880 Rangeview Inc.	<ul style="list-style-type: none"> <li>880 Rangeview Road</li> </ul>	1.31 ha (3.24 ac)
5	447111 Ontario Limited	<ul style="list-style-type: none"> <li>1000, 1002, 1004, 1006 Lakeshore Road East</li> </ul>	0.78 ha (1.93 ac)
6	2120412 Ontario Inc.	<ul style="list-style-type: none"> <li>1044 Rangeview Road</li> </ul>	0.72 ha (1.78 ac)
7	ILSCO of Canada Limited	<ul style="list-style-type: none"> <li>1050 Lakeshore Road East</li> </ul>	0.70 ha (1.73 ac)
8	1127792 Ontario Limited	<ul style="list-style-type: none"> <li>880 Lakeshore Road East</li> </ul>	0.43 ha (1.06 ac)
9	Kotyck Investments Ltd.	<ul style="list-style-type: none"> <li>1076 Rangeview Road</li> </ul>	0.35 ha (0.86 ac)
<b>Total</b>			<b>~14.19 ha (~35.07 ac)</b>

The Rangeview LOG was formed in 2021 through efforts initiated by key landholders in the area. Its purpose is to act as a cohesive and collaborative group which will work together in securing and sharing costs associated with development approvals for Rangeview Estates. Since its formation, the Rangeview LOG has worked effectively to identify priorities and constraints, which informed the basis of the Development Master Plan concept, and which implements and expands on the community and City's preliminary visions for Rangeview Estates, as set out in the Inspiration Lakeview Master Plan and Lakeview Waterfront policies of the Mississauga OP.



**Legend**

- Rangeview Estates Precinct
- Lakeview Village Development
- Participating Landowners
- Non-Participating Landowners



Not to Scale

**Figure 2 -** Rangeview Landowners Group Participation Map

# The Consultant Team

To support the work of the Rangeview LOG, a multi-disciplinary team of consultants were retained to assist with the planning and development of the Rangeview DMP.



**Delta Urban Inc.** provides strategic and technical advice to assist in various components of the land acquisition, development approval and pre-construction processes and are leaders in landowner group management, project management, and development management services. Delta Urban has coordinated and managed the Rangeview LOG through the preparation of the Rangeview DMP, providing strategic guidance and project management to ensure a satisfactory and successful master planning process for all participating landowners.



**BA Group** provides innovative and economic consulting services to private and public sector clients in Canada and internationally in the fields of civil (municipal) engineering and water resources management for a wide range of community growth related projects. Schaeffers has been responsible for all civil engineering design considerations in the development of the Rangeview DMP, including an evaluation of the existing municipal servicing infrastructure in Rangeview and development of the servicing plan and strategy.



**Bousfields Inc.** is a planning, urban design and community engagement firm that offers a full range of land use planning and urban design services to the development industry, municipalities and government agencies. Bousfields has been responsible for the development and preparation of the Rangeview DMP from a land use planning and urban design perspective and has led the ongoing community engagement efforts for the Rangeview LOG.



**Schaeffers & Associates Ltd.** provides innovative and economic consulting services to private and public sector clients in Canada and internationally in the fields of civil (municipal) engineering and water resources management for a wide range of community growth related projects. Schaeffers has been responsible for all civil engineering design considerations in the development of the Rangeview DMP, including an evaluation of the existing municipal servicing infrastructure in Rangeview and development of the servicing plan and strategy.



**Urban Equation** combines decades of practical experience, diverse backgrounds and passion in real estate development, sustainability and community planning to help their clients drive value for their projects, investments or initiatives. With a unique understanding of the complexities of designing sustainable communities, Urban Equation is known for their work on sustainability frameworks that allow developers to work more efficiently with city planners and for their support of governments in achieving the long-term change they envision for their communities. For the Rangeview DMP, Urban Equation has led the development of the sustainability strategy and provided guidance and input into the design of the development master plan concept.



**MBTW Group** is a multi-disciplinary landscape architecture, urban design and community planning firm that has provided design consulting services to an international roster of clients in both the private and public sectors. Their experience spans a broad spectrum of projects including high density residential and mixed-use developments, greenfield communities, urban landscapes, parks and trails and performance sports and recreation. MBTW Group has provided valuable input into the location, sizing and design of the proposed public park and open space elements of the Rangeview DMP. Their work has included a detailed gap analysis of the existing and planned park infrastructure and programming in the vicinity of Rangeview and the development of a preliminary programming plan for the proposed Rangeview parks in order to address identified service gaps.

## Technical Consultants

In addition to the core consulting team outlined above, the advancement of the Rangeview DMP has been supported by additional technical consultants as follows:

### SLR Consulting

Pedestrian Wind Assessment

### Cicada Design Inc.

Visual Renderings

### J.D. Barnes

Surveyor

### D.S. Consultants

Hydrogeological Engineer

### Primary Energy

Hydro and Utility Coordination Services



# 2

## Background Context

## 2.1 Site and Area Context

**Rangeview Estates forms part of the Inspiration Lakeview Master Plan area, which is generally located between the south side of Lakeshore Road East and Lake Ontario, from East Avenue in the west, to the area south of Fergus Avenue in the east. This area has a long and varied history as documented in numerous reports and plans produced in recent years. Over the past century, these lands have been home to military-related operations, arms manufacturing, an airport, varied industrial and semi-industrial uses and a coal-based power generating station.**

**Following the closure of the Ontario Power Generation (“OPG”) Lakeview Generating Station and its subsequent demolition starting in 2006, a community-initiated visioning exercise for the former generation station lands – known as Lakeview Legacy – ultimately led to a comprehensive master planning exercise for the area. This initiative was undertaken by the City of Mississauga with the support of other stakeholders, including the Province, Peel Region and the OPG.**

**The Rangeview DMP represents the next step in advancing a development framework for Rangeview Estates, building on the master planning efforts undertaken previously and implementing current Provincial, Regional and local policy direction.**

Rangeview Estates, as defined in the Mississauga OP, includes the lands located on the south side of Lakeshore Road East, between East Avenue and Hydro Road and south of Rangeview Road. Comprised of 33 parcels of privately owned land with a gross area of approximately 25.7 hectares (~63.5 acres), Rangeview also comprises of several existing public roads including East Avenue, Lakefront Promenade, Hydro Road and Rangeview Road.

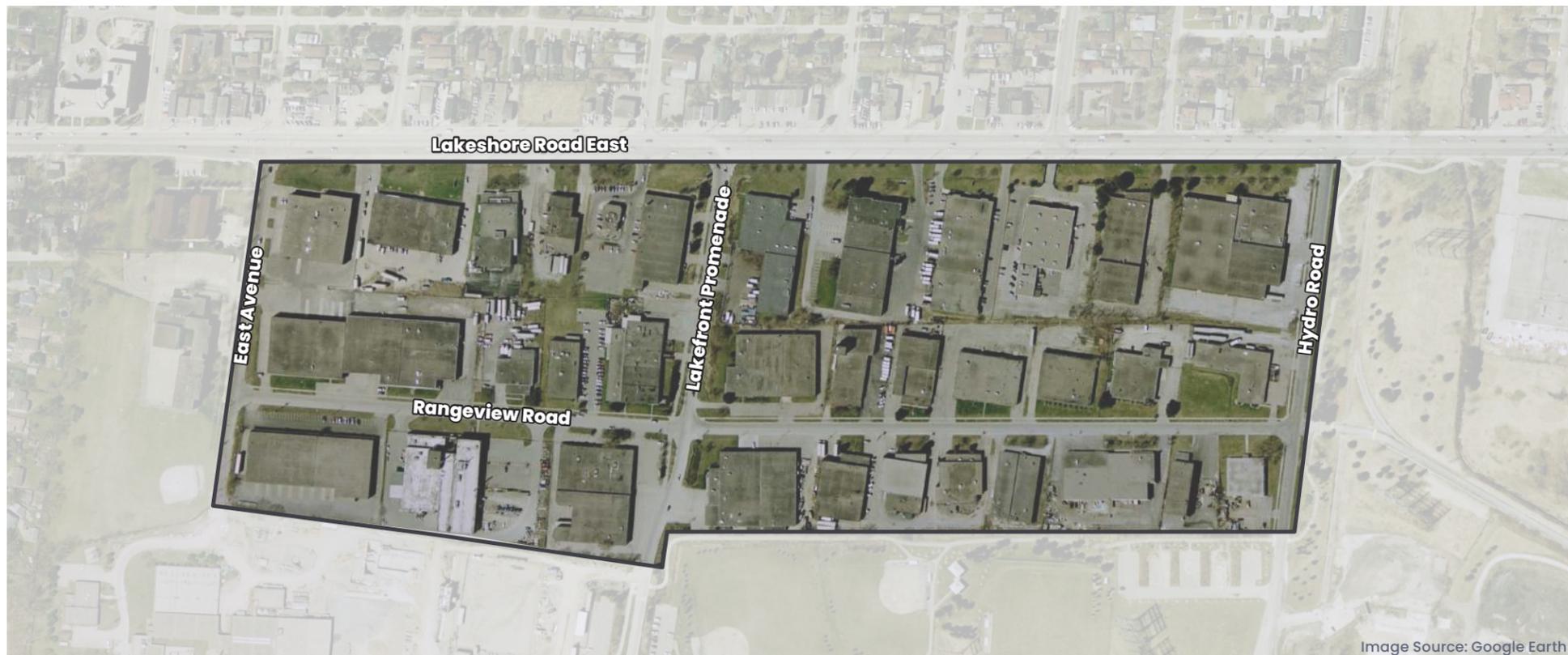
The Rangeview Lands form part of within the northwesterly quadrant of the larger Lakeview Waterfront Major Node (the “Node”), which is located in southeast Mississauga approximately one kilometre west of the City’s eastern limits and 2.6 kilometres east of the Port Credit GO Station Node. They contain roughly 58% of the Node’s frontage on Lakeshore Road East.

Existing uses within Rangeview include a wide variety of light industrial, warehousing, retail, commercial and service commercial uses. The existing buildings are generally one-storey in height with large footprints, and many are multi-tenanted with a mix of various commercial and retail operators. Many of the properties in Rangeview are currently developed with office or service uses facing the street and loading, shipping or outdoor storage areas located to the sides or rear of buildings. Parking is provided through surface parking lots to the front, rear and/or sides of buildings. Most buildings are setback from their adjacent street frontages with parking or landscaping between the building and the street.

Rangeview Estates has good access to the surrounding major road network. Lakeshore Road East, an arterial road, frames the northern boundary of the precinct. Dixie Road, a regional major collector, lies to the east and Cawthra Road, a regional arterial, lies to the west. Both provide north-south connections from Lakeshore Road East to the Queen Elizabeth Way (“QEW”). The QEW is located approximately 2.3 kilometres north of Rangeview and is accessible via the QEW and Cawthra Road interchange. A new interchange at Dixie Road and the QEW is currently under construction with an anticipated completion date in July 2026.



**Rangeview Estates (1966)**



**Rangeview Estates (2005)**

From a public transit perspective, Rangeview is located in proximity to several existing transit options that provide connections throughout the Greater Toronto and Hamilton Area. These include GO Transit’s Lakeshore West line, which is accessible via Long Branch GO Station (1.6 kilometre radial distance to the east) and Port Credit GO Station (2.6 kilometre radial distance to the west). The Lakeshore West line provides service between Niagara Falls and Downtown Toronto. Local transit service, including the MiWay (Mississauga Transit) bus network, and the Toronto Transit Commission’s bus and streetcar network provides further connections between Rangeview and the surrounding communities.

Importantly, Rangeview is also located directly adjacent to the future Lakeshore Bus Rapid Transit Line (“BRT”), which is planned along Lakeshore Road East between East Avenue in the west and Etobicoke Creek in the east. The two-kilometre BRT line has received funding from multiple levels of governments. Two stops will serve Rangeview Estates: one at the intersection of Lakeshore Road East and Lakefront Promenade and a second at the Haig Boulevard intersection, located approximately 200 metres east of the easterly limit of the Rangeview Lands.

As part of the May 12, 2023 MZO for the Lakeview Village development (Ontario Regulation 91/23), new transit services and infrastructure, including a potential new GO Train station on the Lakeshore West Line were proposed. The exact nature of these transit improvements have yet to be determined.



**Legend**

- Rangeview Estates Precinct
- Lakeview Village Development
- Planned Lakeshore BRT Route
- Planned Lakeshore BRT Route Station
- Existing MiWay Bus Route
- Future Enhanced Transit Route



Not to Scale

Figure 3 - Rangeview Estates Precinct

## 2.2 Surrounding Context

The land uses in the areas surrounding the Rangeview Lands include a mix of low-rise residential neighbourhoods, protected environmental areas, municipal infrastructure (including the Lakeview Water Treatment Plan) and future development lands.

To the immediate north of Rangeview Estates is Lakeshore Road East, which comprises a mix of retail, commercial, service commercial and automotive uses along the north side of the right-of-way. Further north is a low-rise residential neighbourhood that predominantly consists of one- and two-storey single detached dwellings. This neighbourhood extends north towards the rail corridor, adjacent to which are a mix of commercial and residential uses in a variety of built forms. The residential neighbourhood continues to the north towards the QEW and is interspersed with several elementary and high schools, parks and open spaces and trails.



Lakeshore Road East at Ogden Avenue

To the immediate east of Rangeview is Hydro Road. On the east side of Hydro Road are lands that form part of the “Ogden Green” precinct within the Lakeview Waterfront Major Node Character Area, followed by lands within the “Innovation Corridor” precinct. The Ogden Green lands along the south side of Lakeshore Road East were formerly part of a hydro corridor and were recently developed with a sales centre for the adjacent Lakeview Village development. The Innovation Corridor lands are currently developed with large-scale industrial buildings along the Lakeshore Road East frontage, with a gun club and shooting range located to the south. The G.E. Booth Wastewater Treatment Facility, owned and operated by the Region of Peel, forms the east and south border of the Innovation Corridor lands, while further east along Lakeshore Road East is the City owned “Small Arms Inspection Building” (now an arts and culture hub leasable event space) and associated open space. Beyond the Small Arms Inspection Building is the City of Toronto’s Marie Curtis Park.



Hydro Road Looking Southeast Towards Lake Ontario



**Legend**

- Rangeview Estates Precinct
- Lakeview Village Development
- GO Transit Line
- GO Transit Station
- Planned Lakeshore BRT Route
- Planned Lakeshore BRT Route Station
- Existing MiWay Bus Route
- Future Enhanced Transit Route
- TTC Streetcar Route



Not to Scale

Figure 4 - Surrounding Context

To the immediate south of Rangeview Estates, on the west side of Lakefront Promenade, is Peel Region's Lakeview Water Treatment Facility and Douglas Kennedy Park. To the east of Lakefront Promenade, Rangeview is bordered by lands within the Ogden Green Precinct which contain a portion of the existing Waterfront Trail and the former Lakeview Park, both of which are planned/ in the process of being relocated as part of the Lakeview Village development. These lands are planned for a mix of low and mid-rise residential developments, including three taller building elements of 15, 12 and 18-storeys, as well as new public parkland. Further south is the remainder of the Lakeview Village development lands, including lands within the Ogden Green and Cultural Waterfront precincts, which are planned for a variety of built forms and uses, as well as public parks and new public roads.

To the immediate west of Rangeview is East Avenue, along the west side of which is an open field that previously contained the Byngmount Beach Public School. These former school lands are primarily reserved for the expansion of the adjacent regional water treatment facility; however, a portion of the north end of the site has been recently developed with a new satellite paramedic station. The lands fronting Lakeshore Road East, on the west side of East Avenue, currently contain two low-rise apartment buildings – which are no longer occupied – that have approved official plan and zoning by-law amendments to permit the development of a 7-storey rental apartment building (to be owned and operated by Peel Housing Corporation). Further west along Lakeshore Road East is a mix of low and mid-rise structures containing a variety of commercial and residential uses, with a low-rise residential neighbourhood to the south.



Lakefront Promenade Looking Southeast Towards Lake Ontario



East Avenue Looking Southeast Towards the Lakeview Water Treatment Plant

## 2.3 Inspiration Lakeview Master Plan

Inspiration Lakeview is the City of Mississauga's name for the multi-year master planning process undertaken for the former OPG generation station and adjacent employment lands (collectively the "Inspiration Lakeview lands"). The project began in 2010 with a visioning process, which was followed by a Memorandum of Understanding between the Province, OPG and the City in 2011. Inspiration Lakeview, which included extensive community consultation, culminated with the preparation of the Inspiration Lakeview Master Plan and its presentation to the community and Planning and Development Committee in June 2014.

The Inspiration Lakeview Master Plan was intended to act as a bridge between the visionary stage of the master planning process and the implementation of statutory approvals. The plan focuses on creating a new sustainable community comprised of a diversity of land uses, including residential, commercial, institutional and employment uses with a fine grain network of streets and blocks, as well as a generous open space network. Ultimately, the Inspiration Lakeview lands were planned to accommodate approximately 8,000 residential units – 15,000 to 20,000 people, 7,000 to 9,000 jobs and 12 hectares of public parkland, among other deliverables.

The Inspiration Lakeview Master Plan identified six new neighbourhoods within the Inspiration Lakeview lands. Rangeview was identified as including both the Rangeview Estates and Lakeshore Neighbourhood areas. Within the Master Plan, these lands were intended to form a predominantly residential neighbourhood with a series of public and private open spaces and commercial and residential mixed-use building along Lakeshore Road East, directly adjacent and wrapping around to the planned Ogden Avenue extension.

With respect to built form, the Inspiration Lakeview Master Plan identifies that within the plan area, 20% of all residential development will be low-rise townhouses, 55% will be mid-rise buildings and 25% will be tall buildings up to 15-storeys. Within Rangeview, mid-rise buildings up to 8-storeys were envisioned along Lakeshore Road East, along the Ogden Avenue extension and Hydro Road and along a transit greenway parallel to, and just east of, Lakefront Promenade. Taller buildings were envisioned for the intersections of Rangeview Road, the transit greenway and Rangeview Road and Hydro Road.



Figure 5 - Inspiration Lakeview Master Plan Document

## 2.4 Mississauga Official Plan Amendment 89

Official Plan Amendment 89 (OPA 89) was enacted by Mississauga City Council in August 2018 through By-law 169-2018. OPA 89 implemented the direction of the Inspiration Lakeview Master Plan; a project that began in 2010 and was presented to Planning and Development Committee in June 2014.

OPA 89 introduced a new Major Node Character Area for the Inspiration Lakeview lands identified as the Lakeview Waterfront Major Node Character Area on Schedule 9, Character Areas, of the Mississauga OP, as well as an associated section of node-specific policies in Chapter 13. In addition, OPA 89 implemented a series of changes to other schedules within the Mississauga OP including the following:

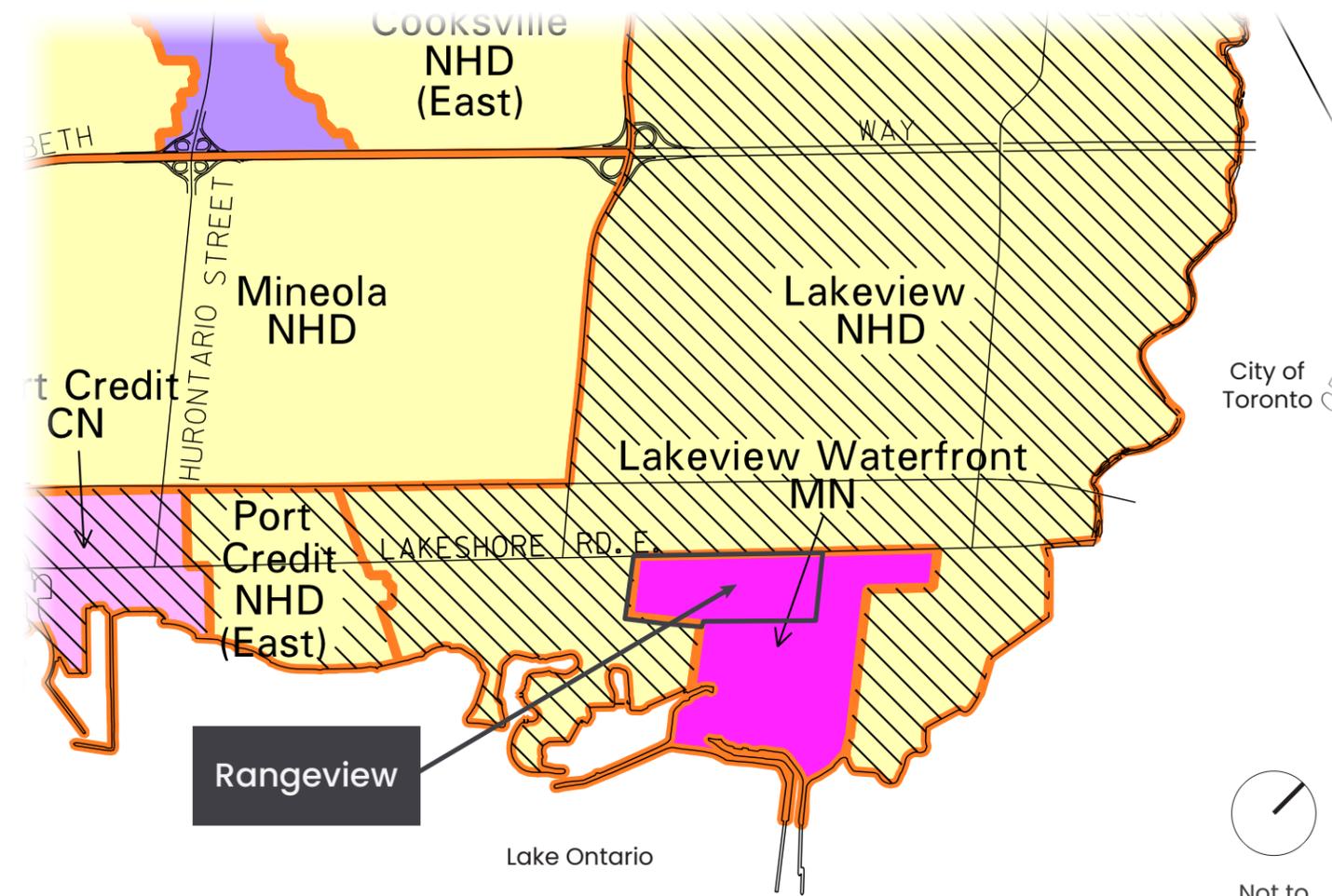
- Land use designation changes for the entire node from Utility and Business Employment to Residential Medium Density, Mixed Use, Public Open Space, Institutional, Business Employment and Greenlands;
- The reorganization of the green system on Schedule 1a and the public and private open spaces on Schedule 4;
- The identification of a future public street network and associated right-of-way widths on Schedule 5 and Schedule 8 respectively; and
- The identification of a transit priority corridor along Lakefront Promenade, a new east-west public street, and Hydro Road on Schedule 6.

The March 3, 2023 consolidation of the Mississauga OP has largely incorporated the approved policies of OPA 89.

As set out in Section 13.3.3 of the Mississauga OP, as amended, the vision for the Lakeview Waterfront area is to be a model green, sustainable and creative community on the waterfront. It is planned as a mixed-use community with a vibrant public and private realm including generous open spaces, cultural and recreational amenities and employment opportunities. Section 13.3.4 goes on to direct that, as a major node, the Lakeview Waterfront area is intended to be an area of intensification, with the lands adjacent to Lakeshore Road East being part of a planned higher order transit corridor, with a targeted gross density between 200 and 300 residents plus jobs combined per hectare, representing a targeted population and number of jobs of approximately 15,000 to 22,000 people and 7,000 to 9,000 jobs.

- 13.3.8.3.11: Mid-rise buildings will be required to front Lakeshore Road East and encouraged along future enhanced transit route and along Street 'I' (extension of Ogden Avenue);
- 13.3.8.3.12: Commercial uses are permitted along Lakeshore Road East and will be required between Lakefront Promenade and Hydro Road; and
- 13.3.8.3.13: Notwithstanding policy 13.4.8.3.9 freestanding commercial buildings may be less than 5 storeys.

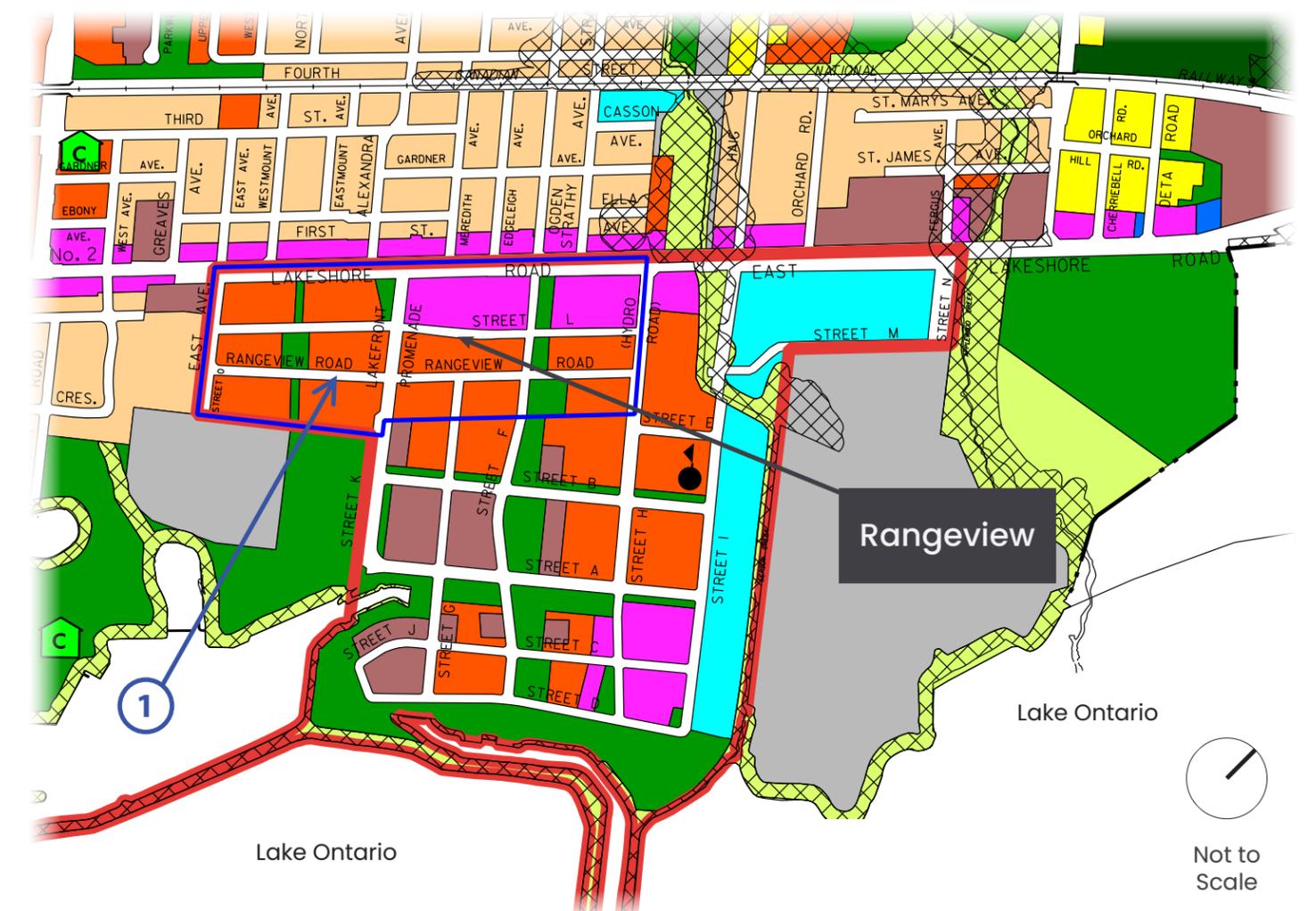
Figure 6 - Mississauga Official Plan Schedule 9 - Character Areas



**Legend**

- Character Area
- Downtown
- Major Node
- Community Node
- Neighbourhood
- Character Area Subject to Local Area Plan

Figure 7 - Mississauga Official Plan Schedule 10 - Land Use



**Legend**

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Business Employment
- Industrial
- Airport
- Institutional
- Public Open Space
- Private Open Space
- Greenlands
- Parkway Belt West
- Utility
- Special Waterfront
- Natural Hazards
- Partial Approval Area
- Area of Amendment: Land Use Designations
- Lands subject to Employment Conversion through Peel's Municipal Comprehensive Review
- Public School
- Catholic School

**Figure 8 - Mississauga Official Plan Map 13 - 4.2 - Lakeview Waterfront Major Node Precincts**



Not to Scale

**Legend**

- ..... Major Node Boundary
- Precinct Boundaries

Within the Lakeview Waterfront Major Node Character Area, taller buildings (9- to 15-storeys) may be considered based on the criteria for taller building heights established in Policy 13.3.8.3.10. This policy identifies that tall buildings may be considered in the following locations:

- In proximity to a Major Transit Station Area on Lakeshore Road East provided the taller building is located beyond a mid-rise building;
- At Ogden Avenue and Lakeshore Road East fronting Lakeshore Road East provided the taller building is located beyond a mid-rise building; and
- Along future enhanced transit routes.

Through OPA 89, the land use designations for Rangeview were amended from the previous Business Employment designation. As a result, most of the lands within Rangeview are now designated Residential Medium Density, with the exception of the properties fronting onto Lakeshore Road East, between Lakefront Promenade and Hydro Road, which are now designated Mixed Use and the identified parkland which is designated Public Open Space.

Section 13.3.10.2 identifies that within the Residential Medium Density designation, apartment dwellings of a low, mid-rise and taller built form will be permitted and that on lands fronting Lakeshore Road East, Street 'F' or Street 'I', commercial uses will be permitted on the ground level of buildings.

Section 13.3.10.3 provides direction for lands identified as Mixed Use and states that commercial used will be required on the ground level of buildings fronting Lakeshore Road East and Street 'J', and that single use residential buildings may be considered on lands not fronting Lakeshore Road East or Street 'J'.

## 2.5 Lakeview Village Development Master Plan & Official Plan Amendment 125

The Development Master Plan (“DMP”) for Lakeview Village was developed through an iterative process that was initiated in October 2018 following the adoption of OPA 89. The Lakeview Village DMP provides a more detailed urban design direction for three of the four precincts of the Lakeview Waterfront Major Node: Ogden Green, Cultural Waterfront and Innovation Corridor. It is noted that the properties along Lakeshore Boulevard East that form part of the Innovation Corridor were not included in the Lakeview Village DMP. Following a series of revisions in response to the City’s review process, the Lakeview Village DMP was endorsed by Planning and Development Committee in October 2019.

Key elements of the urban design framework within the Lakeview Village DMP include the development of a central north-south connection and gathering space through Ogden Park, maximizing views of the waterfront from both the public and private realms, connecting the community through intimate and rationale streets and blocks to maximize land and create a balanced interface between apartment buildings and townhouse blocks. Overall, the endorsed Lakeview Village DMP accommodated a total of 8,026 units with 4% in townhouses, 65% in mid-rise buildings, 10% in taller buildings up to 15-storeys and 21% in taller buildings above 15-storeys.

Following Council’s endorsement of the Lakeview Village DMP, an implementing Official Plan amendment application was submitted in December 2019 and was subsequently approved by Council on November 10, 2021, along with related Draft Plan of Subdivision and Rezoning applications. Among other matters, the approved Official Plan Amendment 125 (“OPA 125”) revised policies within the Lakeview Waterfront Major Node which generally aligns with the Lakeview Village DMP. The following policies implemented through OPA 125 are noted and are of relevance to the Rangeview DMP:

- Revisions to the future road network;
- The introduction of a height map indicating minimum and maximum heights for the Ogden Green and Cultural Waterfront Precincts;
- An increase in the total maximum number of units from 10,500 to 11,750;
- Revisions to the distribution of housing and unit targets in Table 1 for the Ogden Green and Cultural Waterfront Precincts including an increase in the number of units to 8,050 (from 6,800) with 6% in townhouses (was 15%), 40% in mid-rise buildings (was 50%) and 54% in taller buildings (was 35%);
- Additional criteria for taller building locations including along the central north-south park and at the eastern terminus of the east-west park adjacent to Street A; and
- A revision to Policy 13.3.10.2.2 for the Residential Medium Density designation specifying that apartment dwellings will be limited to a height of 12 storeys.

## 2.6 Peel Region Official Plan

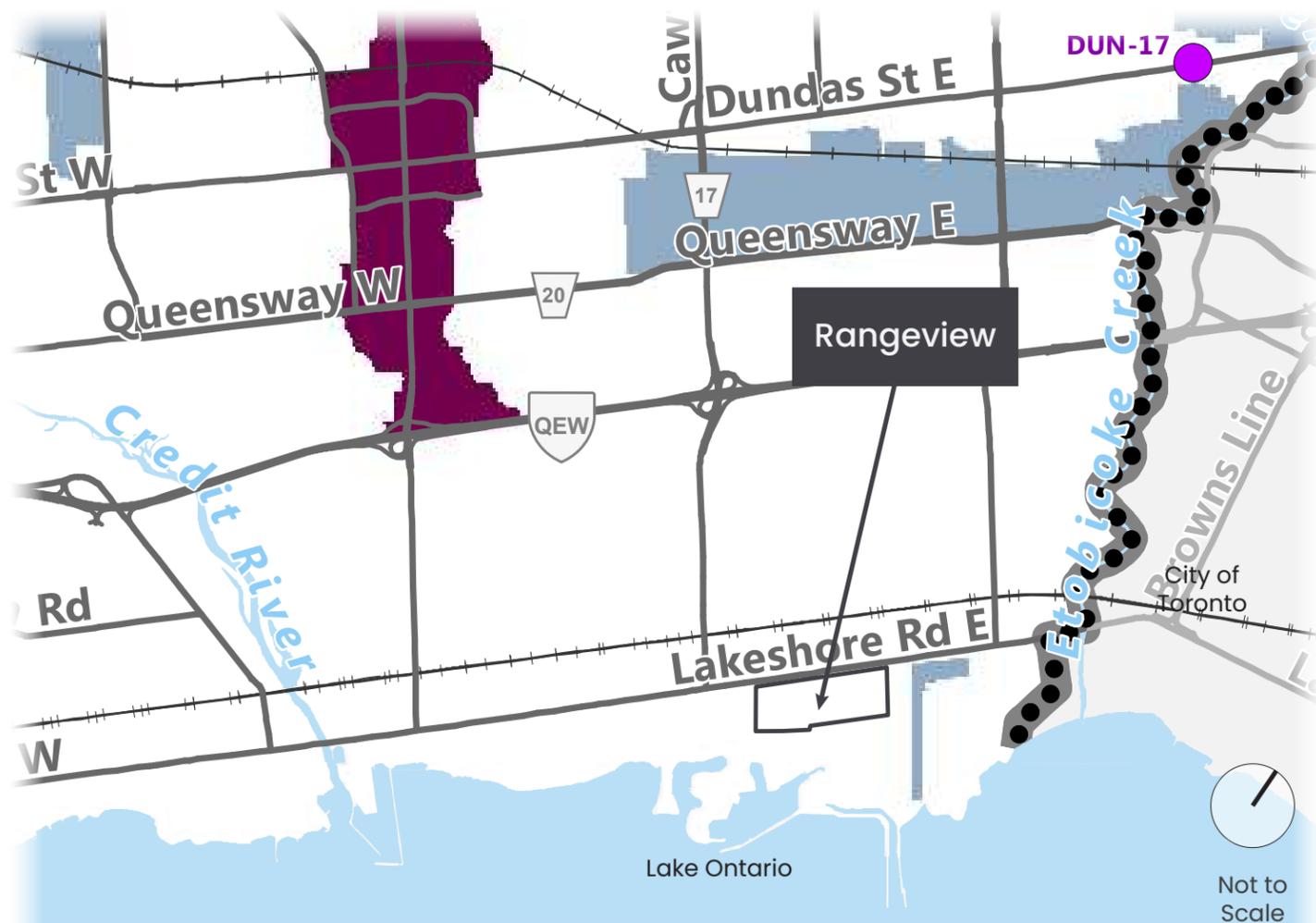
Schedule E5 (Major Transit Station Areas) of the 2022 Regional OP identifies the Rangeview Lands as within a Primary Major Transit Station Area and identifies the LBRT-3 Lakefront Promenade station stop located adjacent to the Rangeview Lands on Lakeshore Road East. The LBRT-2 Haig station stop is also identified and is located approximately 200 metres east of the easterly limit of the Rangeview Lands. According to Table 5 (Minimum Densities of Major Transit Station Areas), the LBRT-2 Haig station stop has a minimum density target of 300 residents and jobs combined per hectare, and the LBRT-3 Lakefront Promenade station stop has a minimum density target of 160 residents and jobs combined per hectare.

The preamble text to Section 5.6.19 provides that Major Transit Station Areas (MTSAs) will be planned to create a compact urban form with a diverse mix of land uses, varied housing types, tenures and affordability, employment, and amenities in close proximity that supports existing and planned transit and active transportation infrastructure. MTSAs are critical elements to the Region's growth management strategy and have the potential to achieve higher densities and compact mixed-use development oriented to higher order transit.

In response to this direction, Mississauga Official Plan Amendments No. 143 and 144 ("OPA 143" and "OPA 144"), which were adopted by Mississauga City Council in August 2022 but are pending approval from the Region of Peel (and therefore not in full force and effect), address policies for major transit station areas, among other things. OPA 143 and OPA 144 identify the Rangeview Lands as within the Haig Protected Major Transit Station Area ("PMTSA").

Schedule 11q (Protected Major Transit Station Areas of OPA 143) identifies the Rangeview Lands as within the 'Haig' PMTSA and designates the Lands 'Mixed Use', 'Residential Medium Density' and 'Public Open Space'. According to the Building Height Schedule (also Schedule 11q), building heights ranging from 2 to 25 storeys apply to the Rangeview Lands.

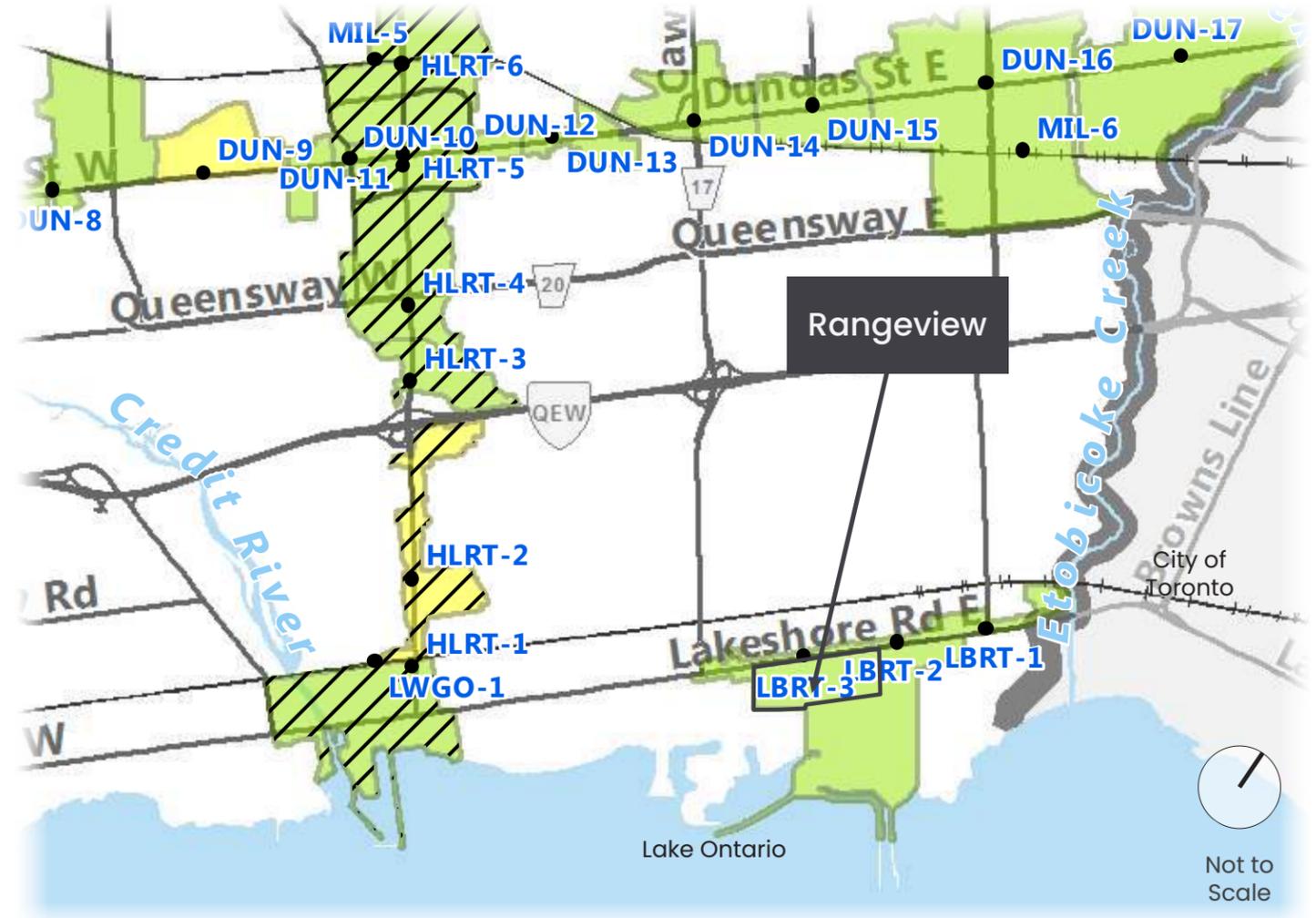
Figure 9 - Peel Official Plan Schedule E4 - Employment Areas



**Legend**

- Employment Area
- Urban Growth Centre
- Major Transit Station Areas Subject to a Flexible Employment Policy in the Regional Official Plan
- Regional Urban Boundary

Figure 10 - Peel Official Plan Schedule E5 - Major Transit Station Areas



**Legend**

- Station or Stop Locations
- Primary Major Transit Station Area
- Secondary Major Transit Station Area
- Planned Major Transit Station Area
- Growth Plan Priority Transit Corridors



# 3

## Vision & Organizing Elements

Rangeview Estates is envisioned as a vibrant, liveable and complete mixed-use neighbourhood that will serve as a gateway for the entire Lakeview Waterfront Major Node from Lakeshore Road East to the shores of Lake Ontario. Rangeview will be planned as a compact, sustainable neighbourhood – offering a variety of housing typologies, local commercial opportunities and walkable pedestrian-oriented greenspaces.

A fundamental theme of the Rangeview DMP is connectivity. Rangeview will serve as an important puzzle piece that completes the planned pedestrian and active transportation circulation network between the existing community context and Lakeview Village. This will ensure that the entire Lakeview Waterfront Major Node has permeable connections throughout the entire community. Moreover, the Rangeview DMP also ensures that views and access to Lake Ontario and the adjacent waterfront edges are pronounced and easily accessible.

Overall, Rangeview intends on exhibiting its own unique and identifiable character, while still embodying the vision, principles and framework outlined in the Inspiration Lakeview Master Plan, the Mississauga OP and the Lakeview Village DMP to create a cohesive community.

# 3.1 Design Principles

Building on the Vision Statement, the Rangeview DMP is based on the following principles:

## Mid-rise Presence with a Pedestrian-scaled Neighbourhood Character

Following the Lakeview Waterfront Major Node policies of the Mississauga OP, the Rangeview DMP primarily consists of mid-rise buildings and tall building podiums – situated along the perimeters of the development blocks – to establish an urban edge along the public realm and maintain continuity with the planned built form pattern contemplated within the Lakeview Waterfront area. Low-rise buildings, which are generally located interior to each development block and framed by the mid-rise and podium edges, are organized to create pedestrian-scaled housing precincts that emphasize the residential neighbourhood character of Rangeview.



- Legend**
- Existing Streets
  - .... Ogden Avenue Extension
  - Orange square Mid-rise Precincts
  - Yellow square Low-rise Precincts



Not to Scale



## Well-connected Network of Public and Private Open Spaces

Building upon the Lakeview DMP and implementing OPA 125, Rangeview will complete the planned Ogden Park by continuing its linear extension north towards Lakeshore Road East. Ogden Park will provide important pedestrian-oriented connections and unobstructed views towards Lake Ontario. Additional public parks and publicly accessible private open spaces have been strategically located within the Rangeview DMP to serve the immediate residents and connect seamlessly with the existing and planned open space network surrounding the community.

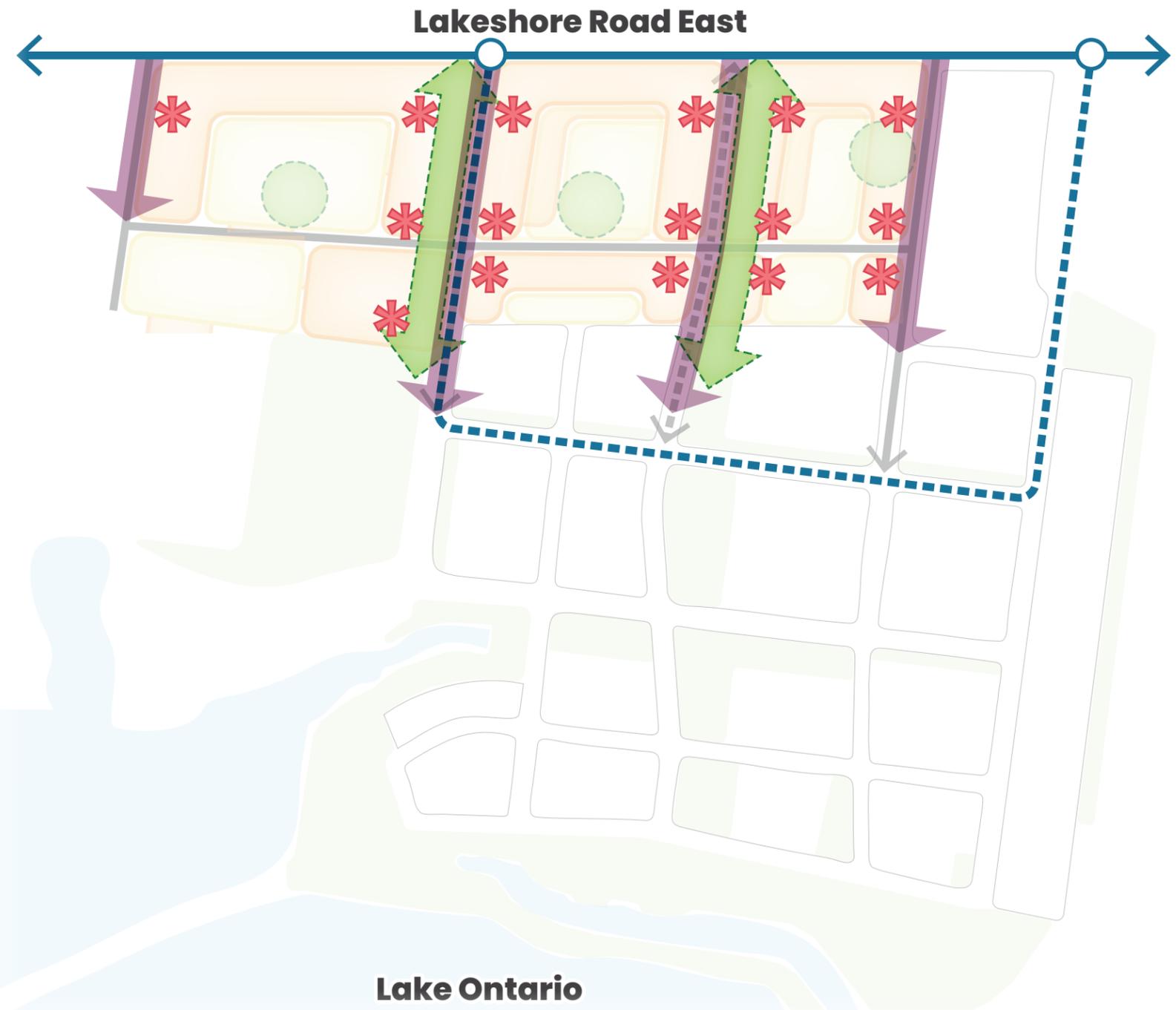
- Legend**
- Existing Streets
  - .... Ogden Avenue Extension
  - ↔ Mid-block Connections
  - Location of Parks
  - Existing & Planned Parks

## Tall Buildings at Strategic Locations

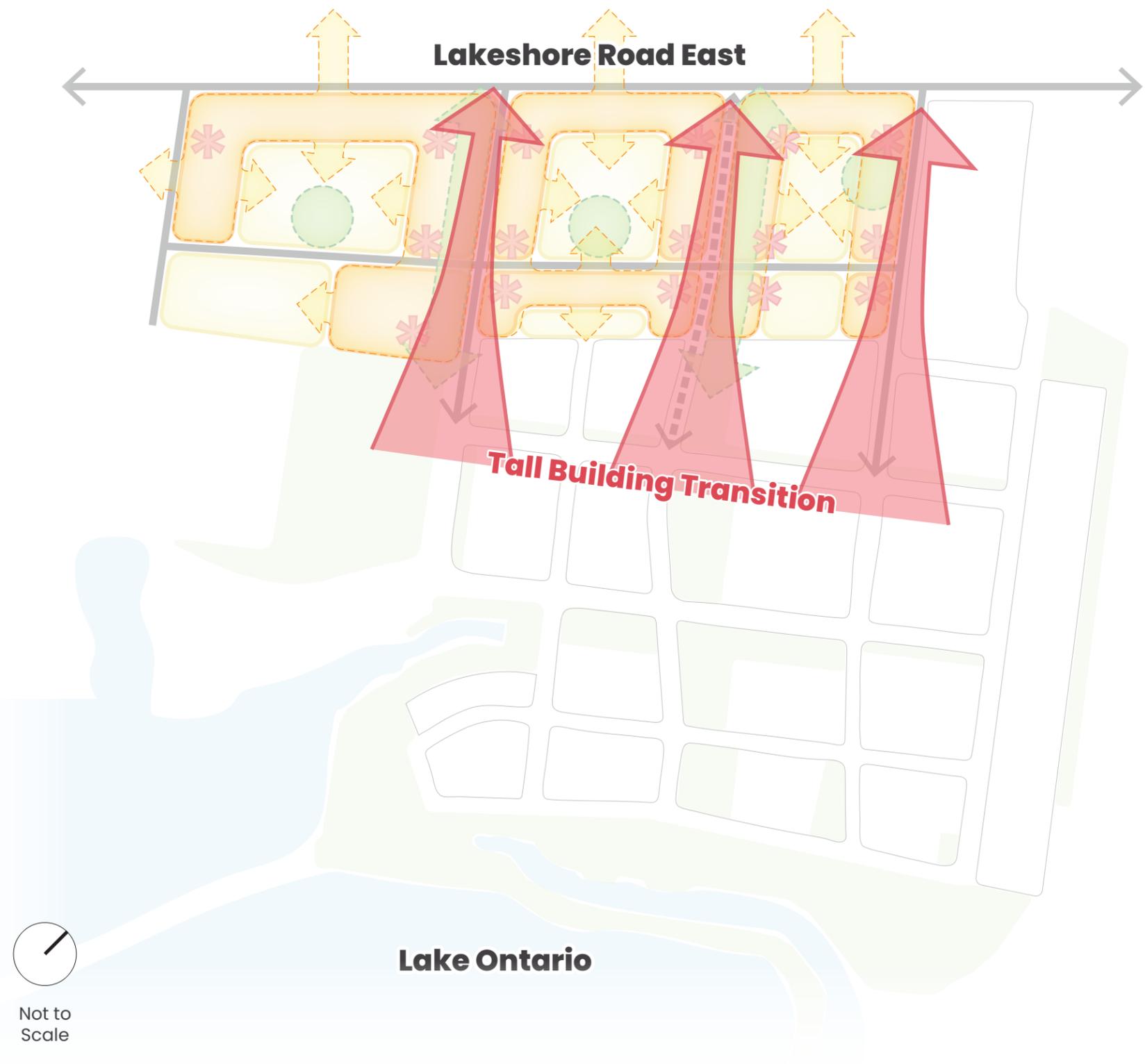
The Rangeview DMP strategically locates tall buildings along higher order and planned enhanced transit routes to support the use of these future public transportation corridors by providing transit-oriented development. Tall building forms have also been located along primary streets, key intersections and open spaces, in accordance with the in-force policies of the Mississauga OP, to emphasize primary gateways and corridors into the neighbourhood.

### Legend

-  Existing Streets
-  Ogden Avenue Extension
-  Potential Location for Tall Buildings
-  Linear Parks
-  Gateway Corridor
-  Higher Order Transit Corridor
-  Future Enhanced Transit Route
-  Planned Transit Stop



Not to Scale



## Respecting the Existing Community, While Integrating with the Emerging Context

The Rangeview DMP concentrates the tallest building heights and densities along higher order and future enhanced transit routes and primary streets to respond with the planned character envisioned in the Mississauga and Regional OP. Proposed moderate building heights provide a gradual transition from the lower-scaled neighbourhoods north of Lakeshore Road East, towards taller building forms planned for Lakeview Village. Within Rangeview, variations in height within each development block provides appropriate transitions to the interior low-rise precincts and neighbourhood-oriented parks. The overall height distribution provides for an appropriate transition towards the existing low-rise neighbourhoods west of East Avenue and north of Lakeshore Road East.

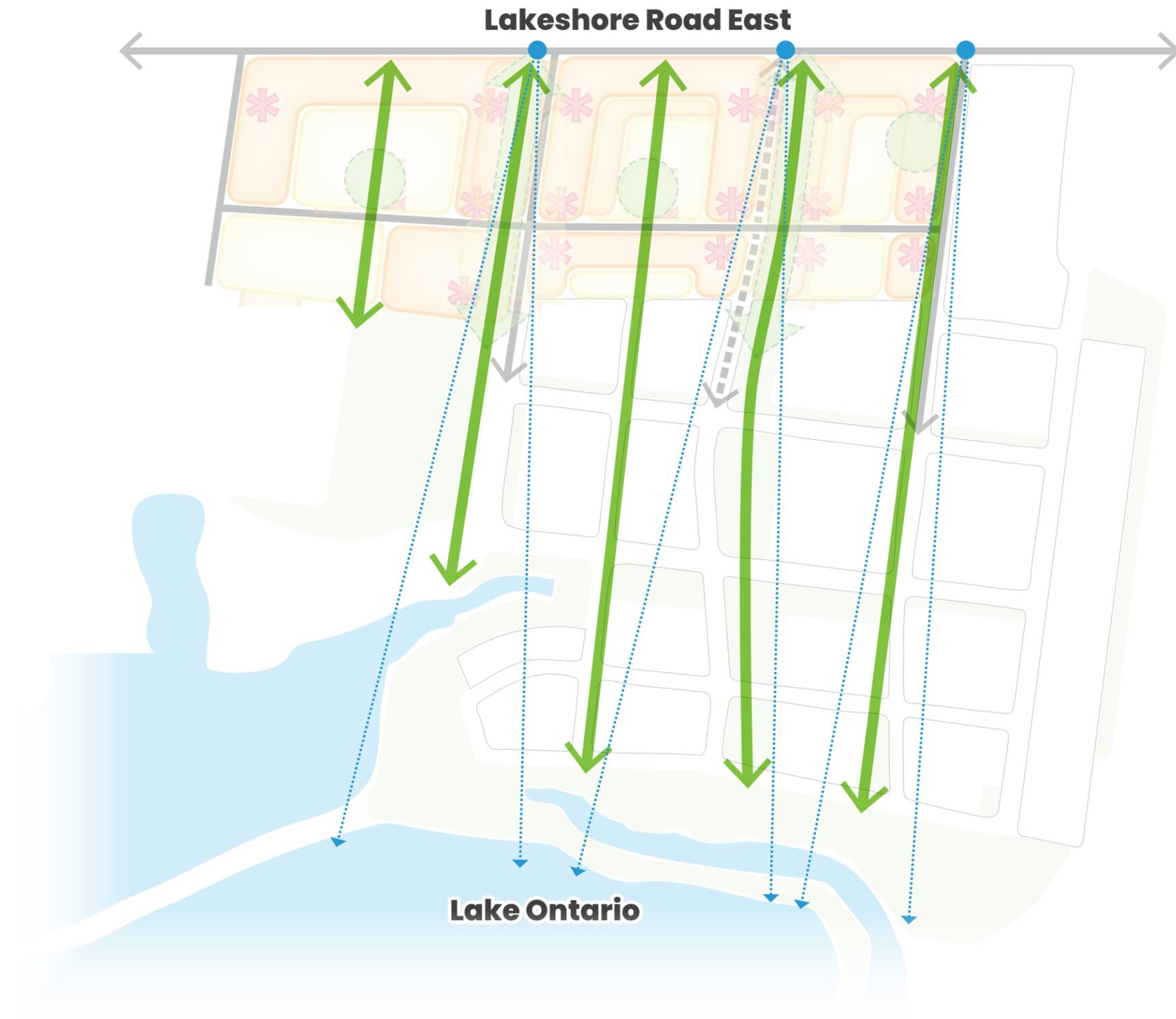
- Legend**
- Existing Streets
  - Ogden Avenue Extension
  - Mid-rise Transition to Low-rise

## Enhanced Views, Access and Connections Towards Parks and the Water

Pronounced buildings edges and open spaces align primarily along the north-south streets to accentuate views and connections towards Lake Ontario. Additional north-south mid-block connections into Rangeview are introduced along Lakeshore Road East which provide pedestrian-oriented connections towards terminating parks and the waterfront.

### Legend

- Existing Streets
- - - Ogden Avenue Extension
- Pedestrian Connections
- Viewshed





**Legend**

- Existing Street Network
- Ogden Avenue Extension
- Low-rise Precincts
- Mid-rise Precincts
- \* Location of Tall Buildings

Not to Scale

**Figure 11 - Rangeview Estates Concept**



# 4

## The Master Plan

The Rangeview DMP follows the planned public road network illustrated for Rangeview Estates in the Mississauga OP, as amended. A new east-west local road (identified as Street 'L' in the Mississauga OP) bisects the existing land parcels between Lakeshore Road East and Rangeview Road from East Avenue through to Hydro Road. The planned extension of Ogden Avenue (Street 'F') through Lakeview Village will continue through Rangeview and connect with the existing intersection of Ogden Avenue and Lakeshore Road East. An additional north-south local road connection (Street 'G') between Lakefront Promenade and the planned Ogden Avenue is provided from Rangeview Road, extending south to the boundary between the Rangeview Estates and Lakeview Village.

A revised and enhanced parks and open space arrangement has been provided to improve connectivity throughout both Rangeview and Lakeview Village, and to provide local and intimate park spaces for the immediate Rangeview residents. The planned Ogden Park extension will continue north through Rangeview and terminate at Lakeshore Road East. A secondary linear park has been proposed alongside Lakefront Promenade and serves as an additional gateway corridor to the water and green link to Douglas Kennedy Park and Lakefront Promenade Park. A series of parks and parkettes are centrally located between each of the north-south streets, serving as local amenities specifically for the residents of Rangeview Estates.

The Rangeview DMP introduces a mix of housing types at varying scales throughout the planned community. Mid-rise buildings and tall building podiums have been organized and designed to frame primary streets and to animate the adjacent public realm. Taller building forms, up to 15-storeys in height, are strategically located at key intersections, along transit corridors and frame linear parks to emphasize gateway entrances into the neighbourhood and to provide the essential ridership to support future transit infrastructure. The interior of each development block has been designed to accommodate townhouses and low-rise apartments, strengthening the residential neighbourhood character of Rangeview and creating a gradual transition to nearby low-rise communities.

Figure 12 - Aerial View of Rangeview Estates Looking South Towards Lake Ontario





**Lakeview Water Treatment Plant**

**Parks and Open Space (OPA 89)**

**Ogden Park**

**Lakeview Village Development**



Not to Scale

**Figure 13 - Rangeview Estates Master Plan**

# 4.1 Character Areas

Rangeview Estates will be comprised of three character areas: (1) Rangeview West; (2) Lakeshore; and (3) Gateway. Each character area will exhibit its own identity which reflects its location within the Rangeview context, adjoining uses and its predominant built form typology.

## Rangeview West

The Rangeview West character area is bordered by Lakeshore Road East, East Avenue, the Lakeview Water Treatment Plant and the expanded Douglas Kennedy Park and Lakefront Promenade. This character area a significant portion of townhouses which establish a low-rise residential character and complement the existing low-rise neighbourhoods west of East Avenue. A large public park, identified as Rangeview Park, is centrally located within this character area. Rangeview Park can be designed to include numerous active and passive programming opportunities to meet the needs of the new residents. The Lakefront Greenway, a linear park extending along Lakefront Promenade, will serve as a gateway to the Lakeview Village development and to Lake Ontario, as well as a green connection to Douglas Kennedy Park and Lakefront Promenade Park.

## Lakeshore

The Lakeshore character area is bounded by Lakeshore Road East on the north, Lakefront Promenade on the west, the Ogden Green precinct of the Lakeview Village development and the planned Ogden Avenue extension. This character area includes Rangeview’s primary active, mixed-use frontage along Lakeshore Road East and accommodates the highest density of all three character areas. This character area is primarily comprised primarily mid-rise and tall buildings framing the adjacent streets and animating the public realm. The interiors of the character area are comprised primarily of stacked townhouses. The planned parkette (name?) will incorporate active and passive amenities and will function as a terminus for pedestrians travelling south from Lakeshore Road East through a privately-owned publicly accessible (“POPS”) mid-block connection, and those travelling north through Lakeview Village and the planned Street ‘G’ connection..

## Gateway

The Gateway character area is bordered by Lakeshore Road East on the north, the planned Ogden Avenue extension on the west, the Ogden Green precinct of the Lakeview Village development and Hydro Road on the east. This character area serves as the primary entrance into the entire Lakeview Waterfront Major Node as it is book-ended by two gateway corridors: Ogden Avenue – with the adjoining Ogden Park – and Hydro Road. The combined Ogden Avenue and Ogden Park alignment serves as a ‘central spine’ for the entire Lakeview Waterfront Major Node providing a direct physical and visual connection to the waterfront. Hydro Road is also intended to operate as a gateway entrance from Lakeshore Road East towards the planned Lakeview Square along the waterfront. The Gateway character area also consists of a mix of building types and includes an intimately scaled parkette located at the northwest corner of Hydro Road and the new Street ‘L’.



**Legend**

□ Rangeview Estates Precinct



Not to Scale

**Figure 14 - Character Areas**

## 4.2 Street & Block Pattern

The DMP proposes a fine-grain network of streets that follows the structure outlined in the Mississauga OP, as amended by OPA 89 and OPA 125, and considers the right-of-way designs approved in the Lakeview Village development. This will ensure that a cohesive streetscape plan and design is ultimately built for the entire Lakeview Waterfront Major Node community.

### Public Streets

A fine-grain pattern of public streets is planned throughout Rangeview Estates. Not only will these streets offer corridors of movement for pedestrians, cyclists and vehicles throughout Rangeview and the Lakeview Village development, but they also provide opportunities for additional animated public spaces.

### Primary Streets

The Primary Streets identified in the Rangeview DMP are Lakeshore Road East, East Avenue (north of Rangeview Road), Lakefront Promenade, Ogden Avenue and Hydro Road. These streets are intended to be framed by a continuous pedestrian-scaled streetwall – generated by a combination of mid-rise buildings and tall building podiums – with active uses at grade to create a comfortable urban environment and provide animation and interest along the public street frontages.

### Secondary Streets

Secondary Streets are intended to provide access to back-of-house facilities such as servicing, loading, garbage pick-up and vehicular access to enclosed parking. These streets will also include sidewalks and landscaping to create a safe and attractive public realm. Within the Rangeview DMP, secondary streets include East Avenue (south of Rangeview Road), Rangeview Road, Street 'L' and Street 'G'.



**Legend**

- Rangeview Estates Precinct
- Primary Street
- Secondary Street



Not to Scale

**Figure 15 - Public Streets**

## **Pedestrian and Cycling Routes**

The Rangeview DMP promotes active transportation modes by proposing a system of well-connected pedestrian and cycling routes that will contribute to the existing and planned network within the Lakeview Waterfront Major Node and beyond. Sidewalks are incorporated on both sides of each public street rights-of-way. Additional pedestrian clearways are provided within setbacks between buildings and adjacent property lines along the street. Parks and open spaces will include dedicated pedestrian and multi-use pathways. Privately owned pedestrian mews are provided mid-block between Lakeshore Road East and Street 'L' to allow for more north-south permeability through each of the development blocks. Dedicated two-way cycle tracks are offered along Hydro Road, Rangeview Road and Lakefront Promenade to minimize conflicts with vehicles and pedestrians. Protected bicycle parking and potential bike sharing stations are proposed along the dedicated cycling routes to emphasize the active transportation network envisioned within Rangeview and the entire Lakeview Waterfront Major Node.

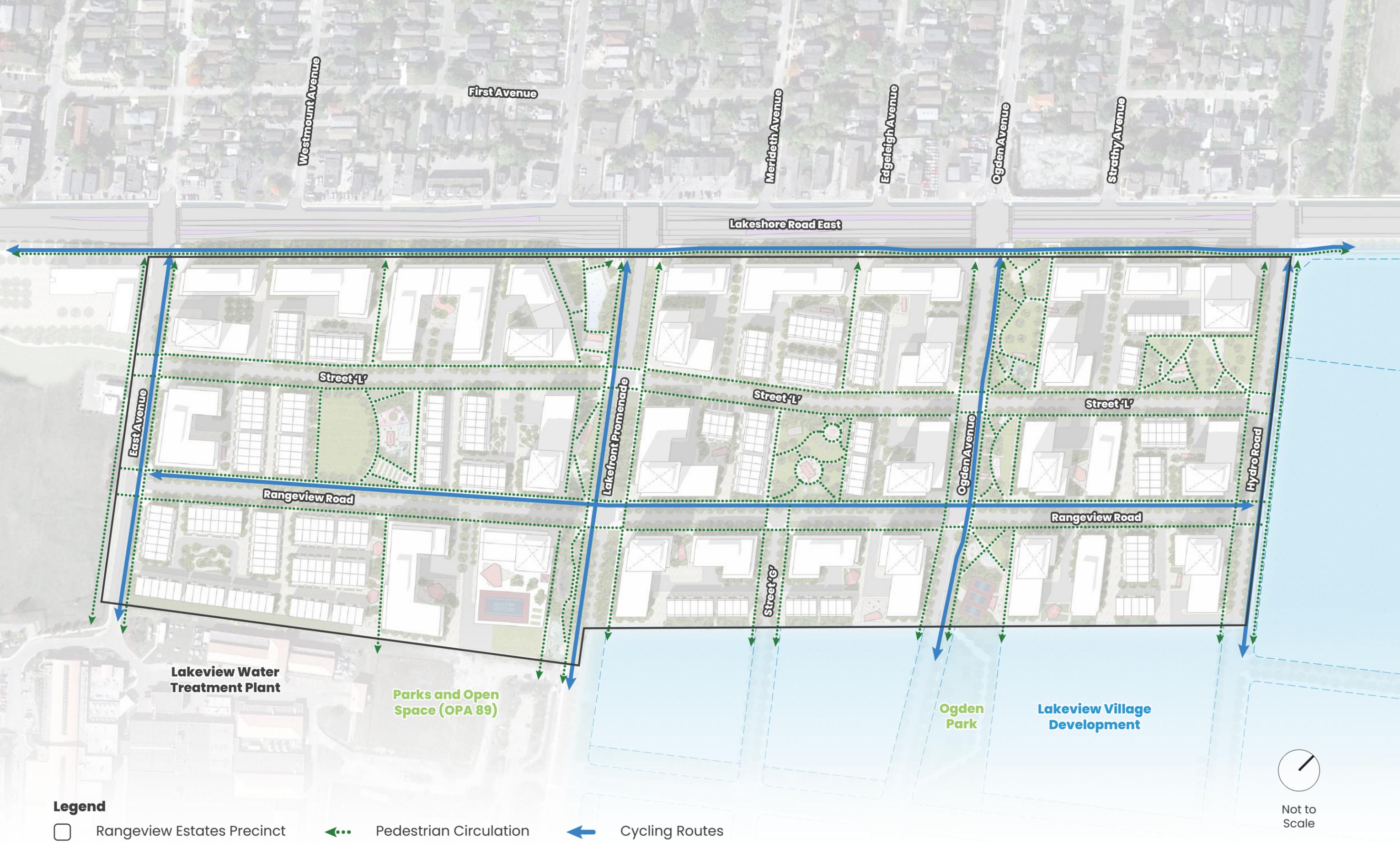
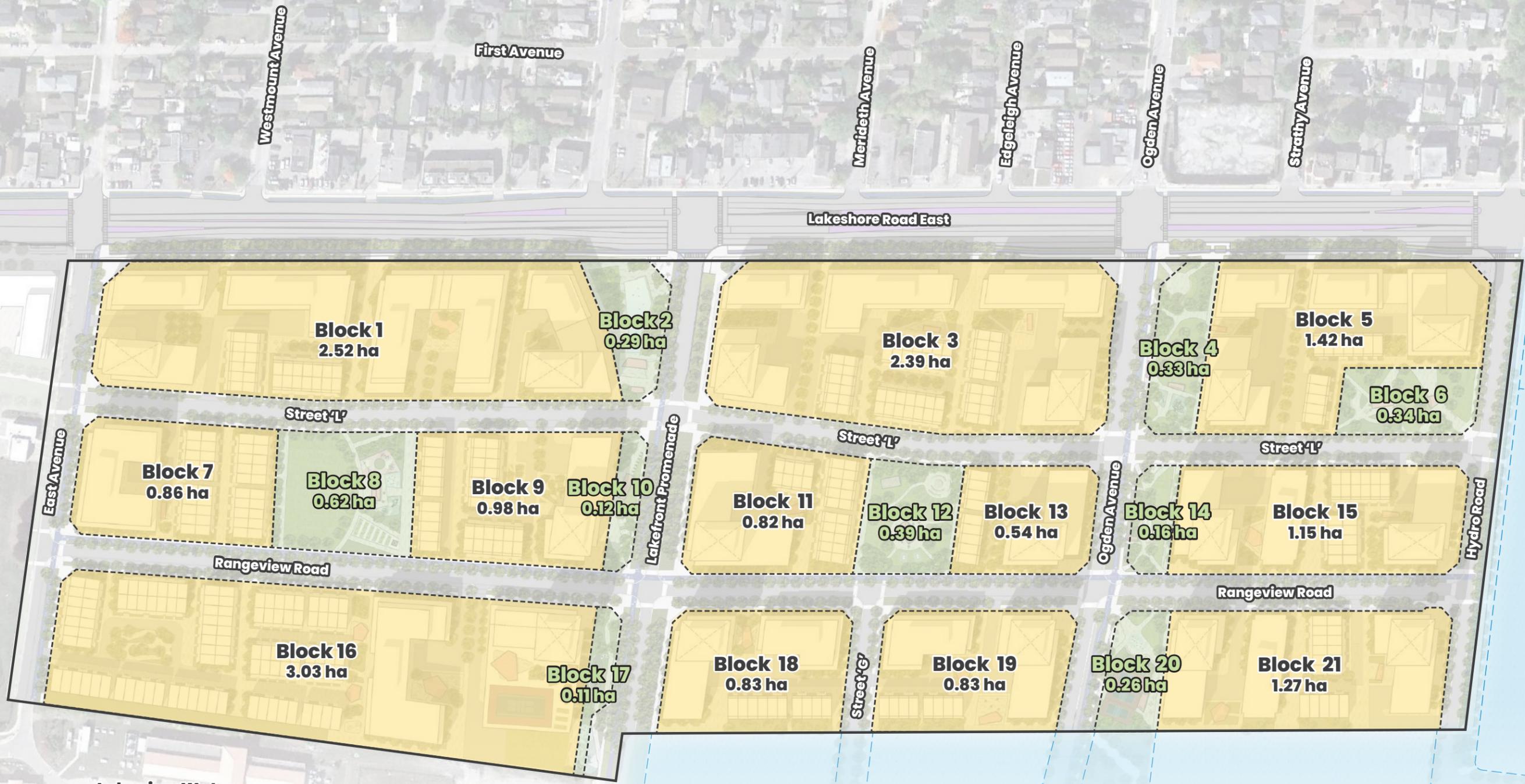


Figure 16 - Pedestrian and Cycling Routes

## Development Block Boundaries

The proposed street network creates appropriately scaled development blocks that are pedestrian oriented and can accommodate a mix of building typologies. The Rangeview DMP is comprised of 21 development blocks – 12 of which are primarily for mixed-use and/or residential development that results in a total developable area of approximately 16.58 hectares. The remaining nine (9) blocks, with an area of approximately 2.62 hectares, are reserved for parkland which will be conveyed to the City of Mississauga.



**Legend**

- Rangeview Estates Precinct
- Development Blocks
- Parkland Blocks

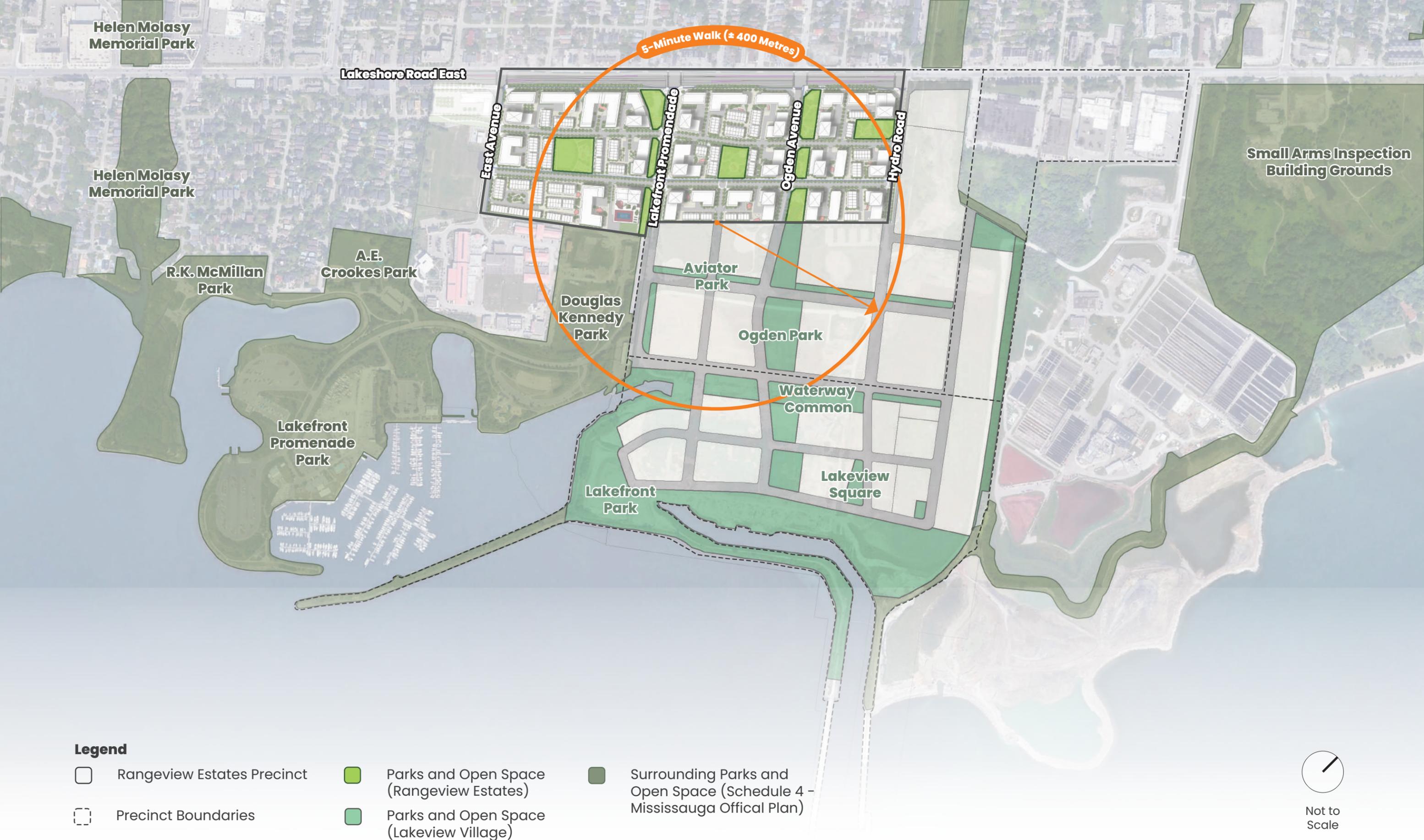


Not to Scale

**Figure 17 -** Development Block Boundaries

## 4.3 Public Realm & Open Space Network

The Rangeview DMP provides a series of public and private open spaces that contribute to the overall parks and open space network planned throughout the entire Lakeview Waterfront Major Node community. The proposed parks and open spaces are critical components to the public realm network, offering year-round active and passive recreational opportunities that promote multi-generational design and are within walking distance of each other. The interconnected street system will serve as arteries that link these parks and open spaces together and provide additional opportunities for animated frontages, active transportation routes and sustainable landscaping. Together, these elements will form part of the neighbourhood character and identity of Rangeview Estates.



5-Minute Walk (± 400 Metres)

**Legend**

- Rangeview Estates Precinct
  - Precinct Boundaries
- Parks and Open Space (Rangeview Estates)
  - Parks and Open Space (Lakeview Village)
- Surrounding Parks and Open Space (Schedule 4 - Mississauga Official Plan)



Not to Scale

**Figure 18 - Parks & Open Space Network**

## Public Parks

The Rangeview DMP provides a total of 2.62 hectares of public parkland distributed between five new parks. They are strategically located throughout the neighbourhood and set out a framework for the development of a robust, vibrant and connected public realm network for residents, visitors, workers and the broader community. The approach to public parkland for Rangeview is based on an extensive review of the proposed park and conceptual programming being considered within the Lakeview Village development in order to ensure a complementary system of public open space that knits together the two neighbourhoods.

The Rangeview DMP establishes a hierarchy of different park typologies that offer a variety of seasonal active and passive recreational opportunities based on their setting, function and configuration. This will ensure that a series of distinct and diverse recreational experiences are provided throughout the community. These typologies include: (1) Destination Park; (2) Community Park; and (3) Neighbourhood Parkette.

The park designs illustrated in the Rangeview DMP are conceptual and are intended to demonstrate how specific passive and active recreational opportunities can potentially be organized within each park typology. The exact designs and details for each park will be determined in consultation with City of Mississauga staff at a later stage in the development approvals process.

In this respect, the park elements of the Rangeview DMP represent what 'could be', and not necessarily what 'will be' constructed as time unfolds. It is our understanding that the City of Mississauga will be responsible for future park design and construction and that the proposed park designs may not be implemented as described in this master plan. The parkland concepts for Rangeview were prepared to demonstrate how the proposed placement, organization, programming and dimensioning of the various park blocks within Rangeview could result in a vibrant and accessible recreational amenity that would appropriately service the needs of the future population of this area.

**The Destination Park** is designed to serve the wider Lakeview Waterfront Major Node area. This park typology will function as a public realm anchor for the entire community, attracting both local residents and visitors from other areas of Mississauga and beyond. The Destination Park will be designed as a central focal point and is sized to incorporate many active and passive recreational opportunities at various scales.

**The Community Park** is designed to be a focal point for the immediate neighbourhood. It is intended to primarily serve the residents of Rangeview Estates. In comparison with the Destination Park, the Community Park provides a mix of active and passive recreational opportunities at a more local, neighbourhood scale.

**The Neighbourhood Parkette** is a small scale, intimate park that provides residents immediate access to open space. This typology predominantly offers passive and minor active recreational opportunities. The Neighbourhood Parkette is intended to enhance connectivity within the neighbourhood and complement the Destination and Community Parks.



Lakeview Water Treatment Plant

Parks and Open Space (OPA 89)

Ogden Park

Lakeview Village Development

**Legend**

- Rangeview Estates Precinct
- Development Block Boundaries
- Destination Parks
- Community Park
- Neighborhood Parkettes



Not to Scale

Figure 19 - Public Parks

## Ogden Park

Ogden Park – through both Rangeview and the Lakeview Village development – will function as the primary Destination Park for the entire Lakeview Waterfront Major Node and will complete a key pedestrian link between Lakeshore Road East and the waterfront. It is envisioned to include a variety of community and city-wide level of recreational programming, with pedestrian priority pathways and cycling facilities. The section of Ogden Park through Rangeview Estates is comprised of three blocks and completes the overall vision originally contemplated by the Lakeview Village DMP, being a central “river of green”.

Located alongside the proposed Ogden Avenue extension, Ogden Park will provide an extended, unobstructed view corridor towards Lake Ontario from Lakeshore Road East. The northern portion of Ogden Park, adjacent to Lakeshore Road East, will incorporate a gateway space with public art to announce the primary entrance to the park and the overall community. A network of pathways and planting areas throughout all three blocks of Ogden Park will define specific spaces for active and passive recreational opportunities. Potential recreational opportunities contemplated for Ogden Park may include play zones, fitness pods, games tables, water play areas, pickle ball courts, open and sheltered seating areas, gardens and open lawn areas. Overall, Ogden Park will be a major destination for the residents of the City of Mississauga and will serve as an important addition to the City’s network of parks and open spaces.

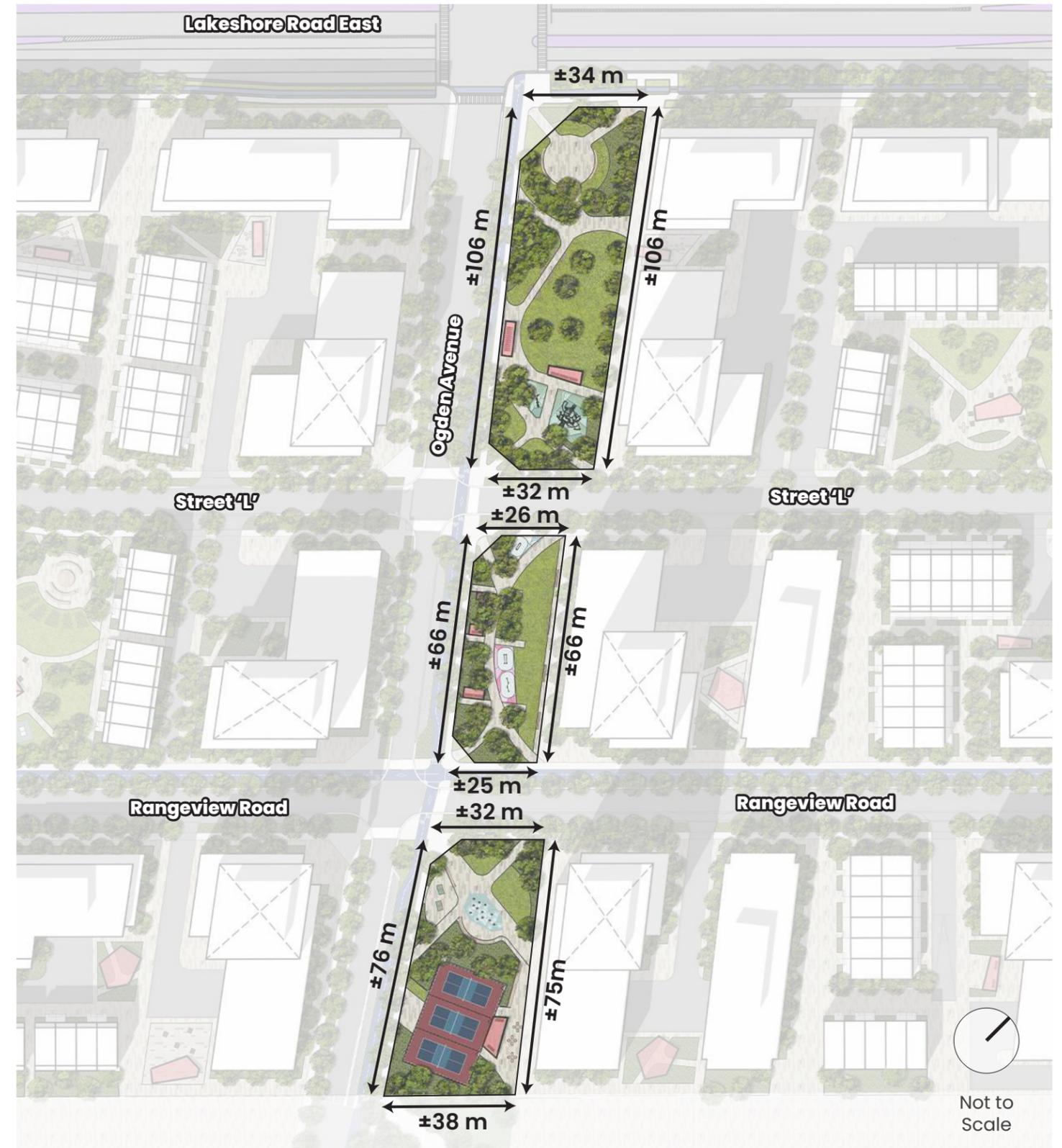


Figure 20 - Ogden Park



Figure 21 - View of Ogden Park Towards Lake Ontario



Figure 22 - Ogden Park Gateway at Lakeshore Road East and Ogden Avenue



Figure 23 - Retail Interface with Ogden Park Along Lakeshore Road East

## Lakefront Greenway

The Lakefront Greenway will serve as a secondary Destination Park within Rangeview Estates, functioning as an additional gateway entrance to both Rangeview and the Lakeview Village development. Oriented parallel to Lakefront Promenade, it is envisioned as a linear park that connects to Douglas Kennedy Park, Lakefront Promenade Park and to Lake Ontario. It complements Ogden Park by providing residents and visitors additional views and access to the waterfront.

Comprised of three blocks, the Lakefront Greenway will serve as an extension of the Lakefront Promenade public realm. Although its primary purpose is to serve as multi-use pathway for active transportation modes – such as walking, cycling, running, etc. – and minor passive programming, the northern block of the Lakefront Greenway (Block 2) is proposed as an active urban plaza. This plaza will serve as a community gathering space that is linked to the planned Lakeshore BRT stop at the intersection of Lakefront Promenade and Lakeshore Road East.

Programming opportunities contemplated for this plaza area of the Lakefront Greenway may include open and sheltered seating areas, performance area, open lawn area and a flexible market space. Public art and a large water feature – which could be converted to an ice rink in the winter months – will reinforce this corner as a community gateway and promote a sense of arrival for BRT passengers.

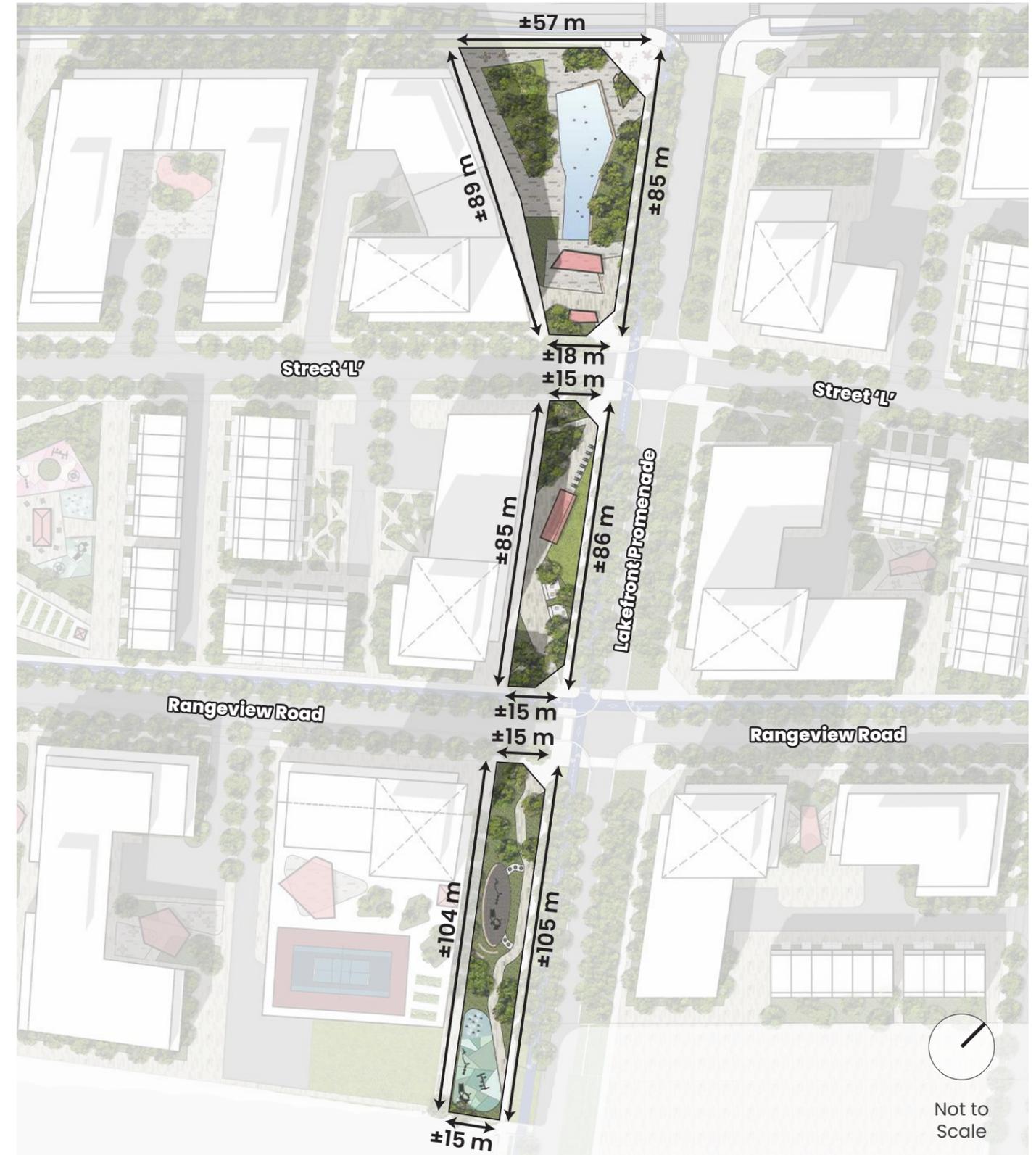


Figure 24 - Lakefront Greenway



Figure 25 - View of the Lakefront Greenway Towards Lake Ontario



Figure 26 - Lakefront Greenway Gateway Plaza at Lakeshore Road East and Lakefront Promenade

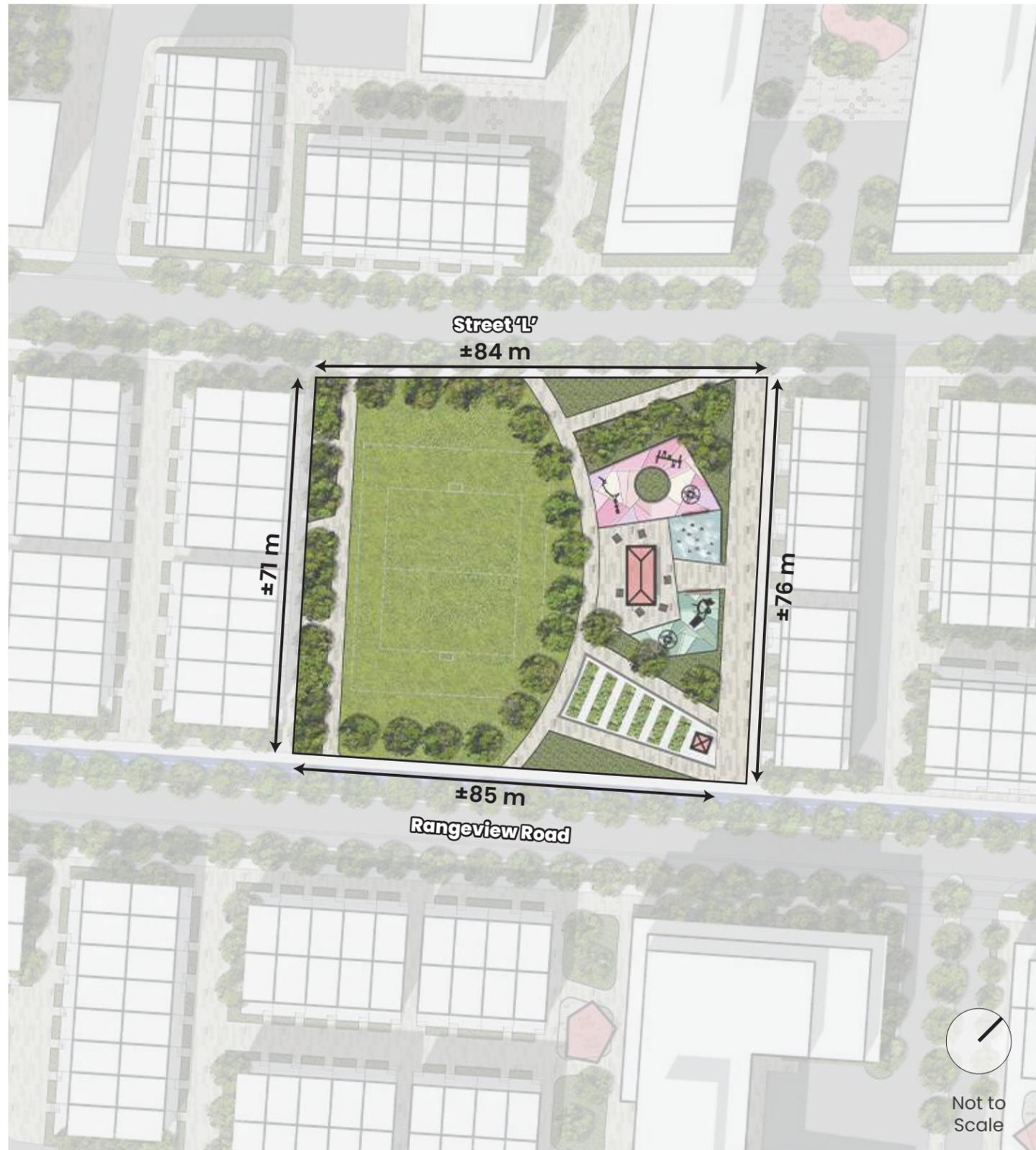


Figure 27 – Rangeview Park

## Rangeview Park

Rangeview Park will be a vibrant Community Park that is planned to serve the residents of Rangeview Estates. It will function as an important focal point and gathering space for the immediate neighbourhood. Rangeview Park will be anchored by a large open field area which is sized to accommodate a five versus five soccer pitch, but can also accommodate other flexible unstructured active recreational uses. The open field area will be bordered by walkways, sustainable landscaping and other amenities such as play zones, a water play area, a sheltered gathering space and community gardens. To reinforce the neighbourhood scale of Rangeview Park, the space will be framed by low-rise development to enclose the park at a human-scale and provide excellent sun exposure.



Figure 28 – Community Garden Feature within Rangeview Park



Figure 29 - View of Rangeview Park Looking Northwest Towards Street 'L'

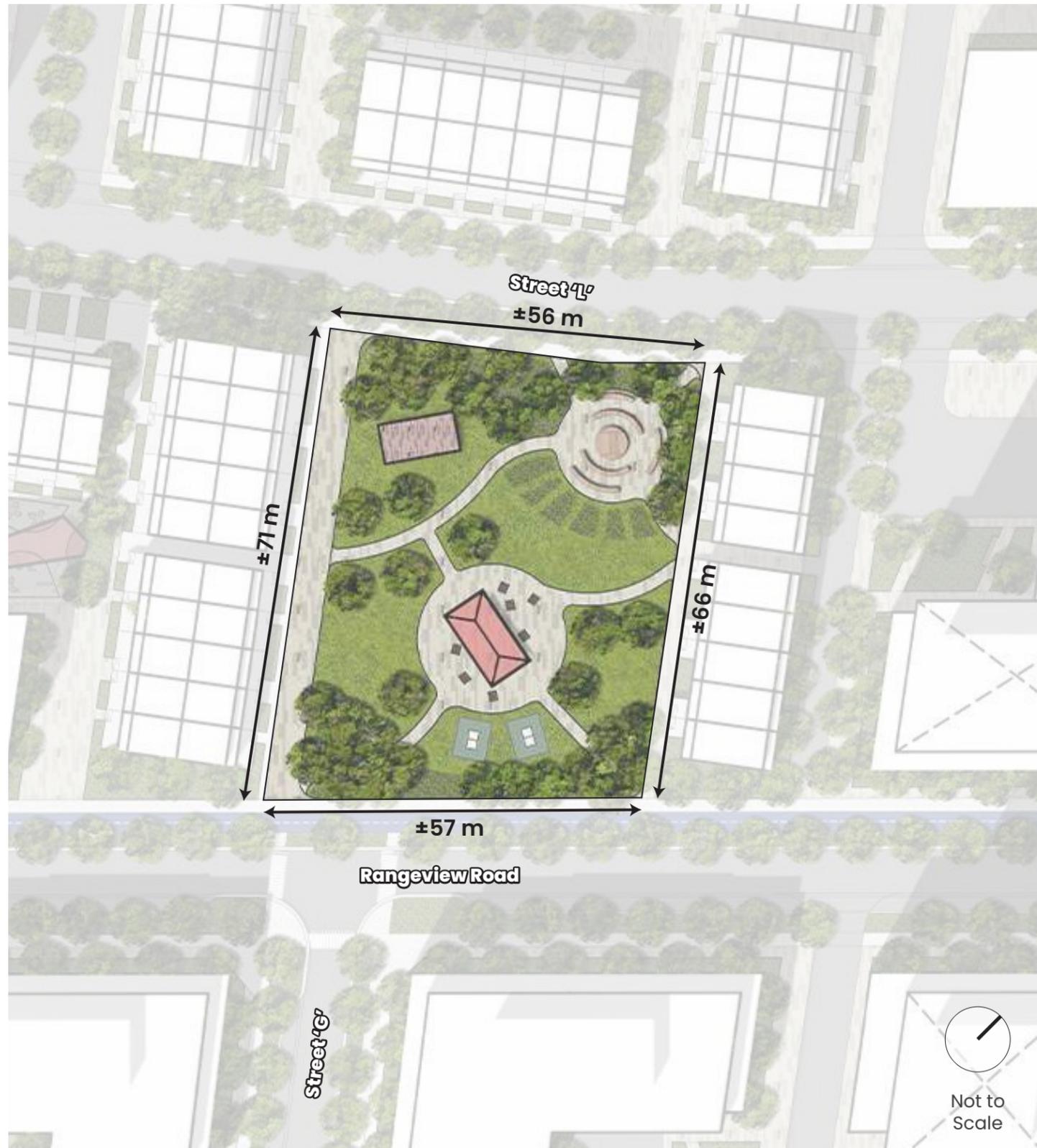


Figure 30 - Central Square

## Central Square

Central Square will serve as one of two Neighbourhood Parkettes within Rangeview Estates. It functions as a centrally located terminus and gathering area – providing an open space connection between Lakeshore Road East and the proposed Street 'G' that connects to Lakeview Village. Central Square serves as an important anchor and extended mid-block connection that bisects Rangeview Estates, providing pedestrians an alternative route towards the Lakeview Village development and the waterfront. This Neighbourhood Parkette primarily contemplates passive and minor active recreational opportunities, such as community gardens, a gathering area, an outdoor yoga space, open and sheltered seating, an open lawn area and games tables.



Figure 31 - Neighbourhood Gathering Space within Central Square



Figure 32 - View of Central Square Looking Northwest Towards Street 'L'



Figure 33 - Hydro Common

## Hydro Common

Located at the corner of Hydro Road and the new Street 'L', Hydro Common is the second of two Neighbourhood Parkettes within Rangeview Estates. It provides a visual break along the continuous tall building podium streetwall which defines the Rangeview Estates boundary along Hydro Road. Hydro Common will assist in emphasizing Hydro Road as a gateway corridor for the Lakeview Waterfront Major Node, and towards Lakeview Square at the waterfront. Similar to Central Square, Hydro Common will be primarily comprised of passive and minor active recreational opportunities, which could include open and sheltered seating areas, games tables, gardens and an off-leash pet area.



Figure 34 - View of Hydro Common At Hydro Road and Street 'L'

# Private Open Space

Private open spaces will be strategically distributed throughout the Rangeview Estates neighbourhood to complement the public realm network. These open spaces will provide additional opportunities for intermittent, sustainable landscaped areas for passive recreation and connections between the defined public parks. The Rangeview DMP proposes two types of private open space: (1) Privately Owned Public Spaces; and (2) Outdoor Amenity Areas. The location and design of the private open spaces demonstrated in this DMP are conceptual, with the exact details to be addressed at a later planning application process when each property is advanced for redevelopment.

## Privately Owned Public Spaces (“POPS”)

Privately Owned Public Spaces (“POPS”) are privately owned and managed outdoor spaces that are accessible to non-residents and open to the public. The Rangeview DMP proposes several POPS which will provide mid-block connections to facilitate additional linkages and access through the planned development parcels between Lakeshore Road East and Street ‘L’. These POPS connections (pedestrian mews) will provide view termini towards the internal public park spaces within the Rangeview neighbourhood and visual breaks along the streetwall on Lakeshore Road East. Overall, these POPS connections should generally maintain a width of 10-metres.

## Outdoor Amenity Areas

Outdoor Amenity Areas are communal use spaces that incorporate active and passive recreational opportunities and are to be available for exclusive use by the residents of an associated development. The Rangeview DMP proposes Outdoor Amenity Areas to be centrally located within each the development parcel, as appropriate, with high visibility from the adjacent public realm. The exact design and placement for each Outdoor Amenity Area will be determined at a later stage in the development approvals process.



**Legend**

□ Rangeview Estates Precinct

□ Development Block Boundaries

← Privately Owned Public Space

■ Potential At-grade Amenity Areas



Not to Scale

Figure 35 - Private Open Spaces

# Public Art

The addition of public art within the Rangeview public realm will help enhance and reinforce the vibrant character and identity of the neighbourhood. The Rangeview DMP contemplates public art elements throughout each of the five new parks. More importantly, public art will primarily be located along Lakeshore Road East, as it intersects with Lakefront Promenade, the proposed Ogden Avenue extension and Hydro Road. Each of these locations serves as a gateway into Rangeview Estates and public art will enhance this function and serve as markers to celebrate the arrival to community, and subsequently, Lakeview Village. The precise location and design of public art elements will be determined as part of the future parkland planning and design process.



Empress Lawn, Singapore



5th Street Square, Calgary AB



South Bank Parklands, Brisbane QL

Image Sources: Richard Valenzona



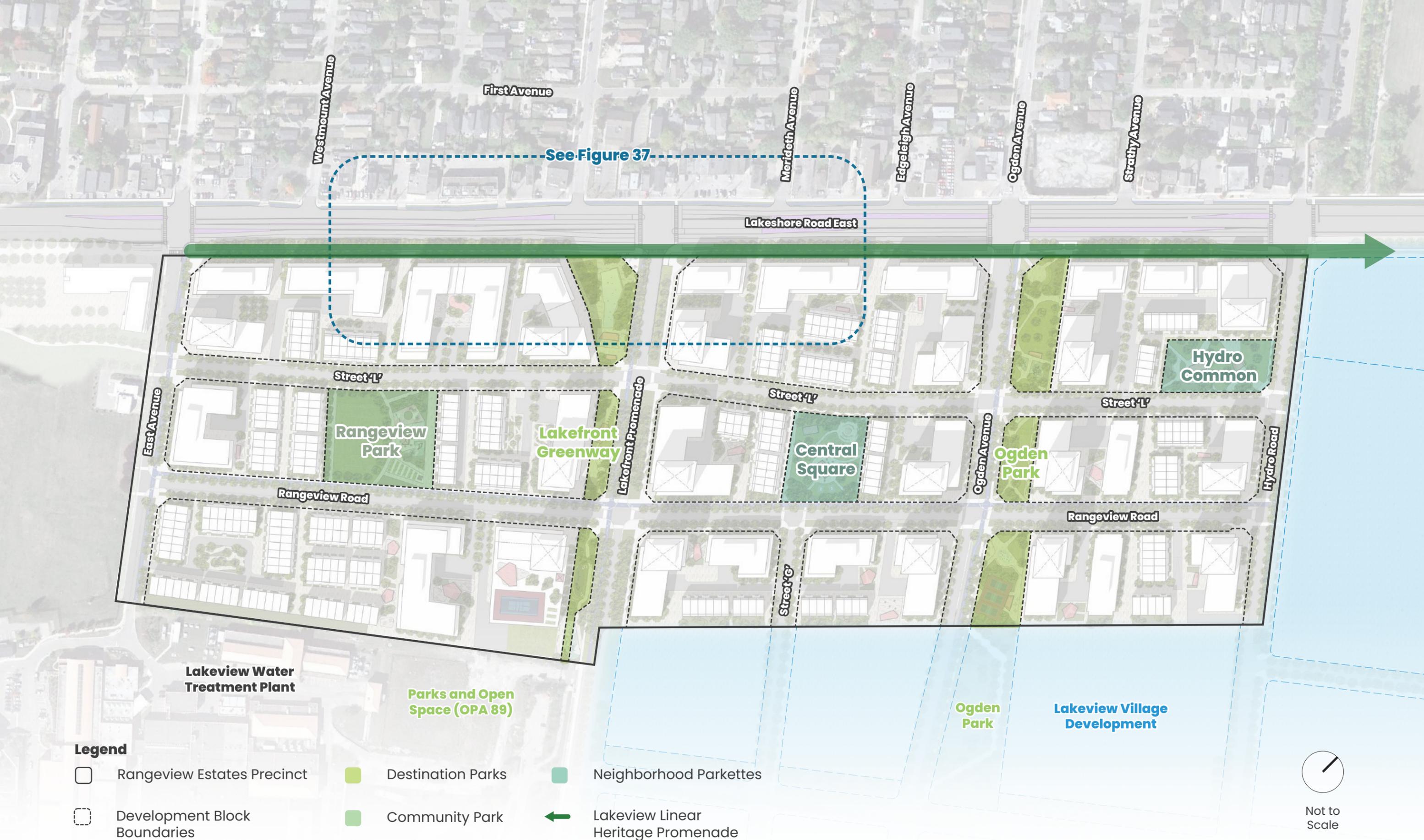
# Lakeview Linear Heritage Promenade

The segment of Lakeshore Road East, between East Avenue and the Etobicoke Creek, has been contemplated as a linear promenade that reflects the cultural heritage landscape and historical architecture along this defined corridor. The development within Rangeview Estates proposes a minimum 6-metre building setback from Lakeshore Road East in order to create a joint pedestrian-oriented space with the Lakeshore Road East public realm that will reinforce the main street character being developed. This joint space will allow for opportunities to incorporate double row tree-lined street trees and extensive planting areas, expansive sidewalk zones and the creation of pocket niches for passive programming.

The design for this promenade is envisioned to reflect the heritage aspects of the immediate area such as the previous industrial edge along Lakeshore Road East, alignment patterns of historical uses and asymmetrical arrangement of land uses. These heritage aspects can be incorporated in the landscape design, in particular the planting areas, paving and/or site furnishings. The exact vision and details for the Lakeview Linear Heritage Promenade will be determined at a later phase of development and in consultation with City of Mississauga.



Figure 37 - Lakeview Linear Heritage Promenade Schematic Demonstration



See Figure 37

Lakeview Water Treatment Plant

Parks and Open Space (OPA 89)

Lakeview Village Development

**Legend**

- Rangeview Estates Precinct
- Development Block Boundaries
- Destination Parks
- Community Park
- Neighborhood Parkettes
- ← Lakeview Linear Heritage Promenade



Not to Scale

Figure 38 - Lakeview Linear Heritage Promenade

## Streetscape Design

The Rangeview DMP proposes a fine-grain network of streets that follows the structure outlined in the Mississauga OP and considers the right-of-way designs proposed by the Lakeview Village development. This will ensure that a cohesive streetscape plan and design is ultimately built for the entire Lakeview Waterfront Major Node community. Detailed cross sections for each street typology can be found in [Appendix A](#) of this DMP document.



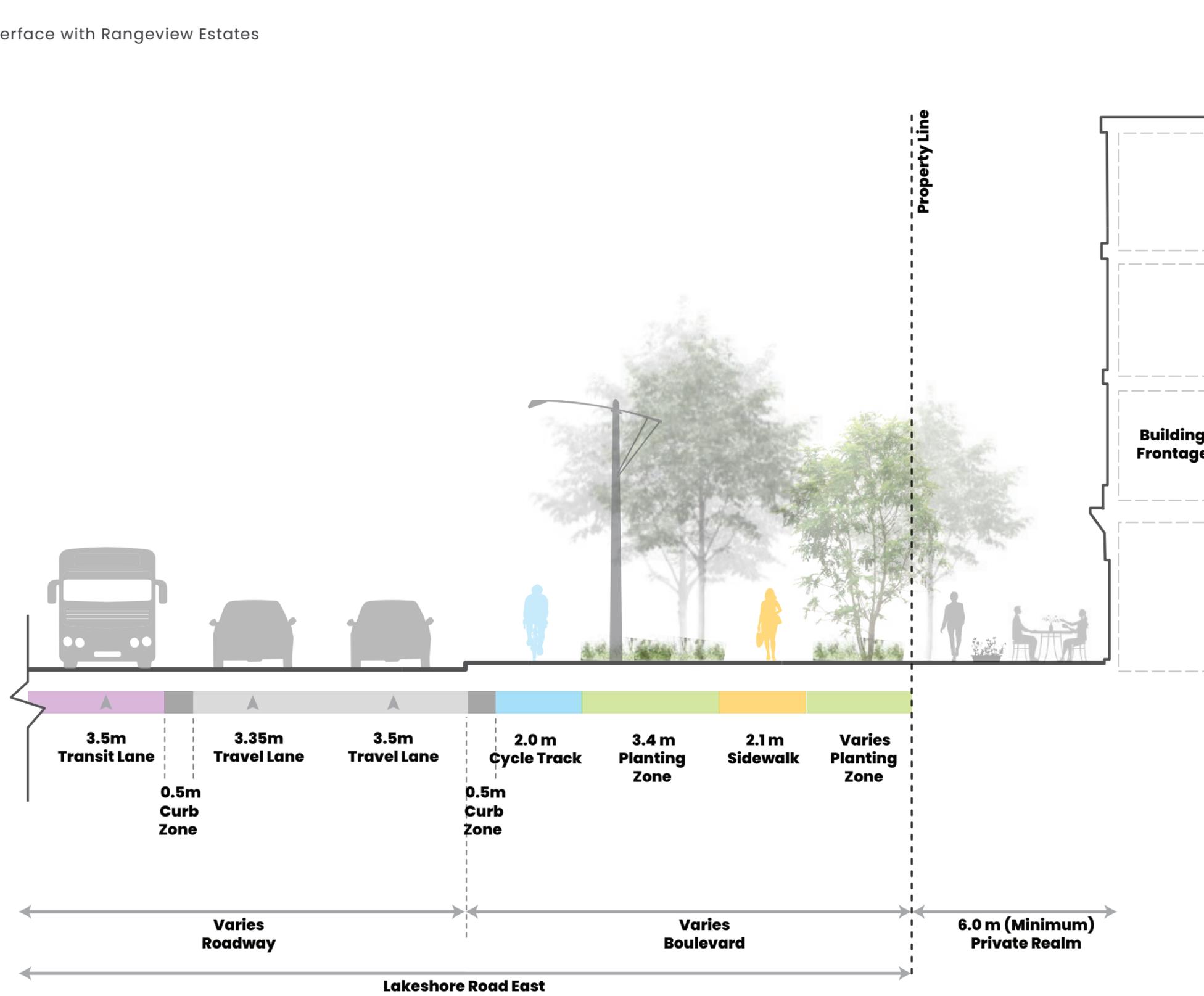
Figure 39 - Streetscape Typology

# Lakeshore Road East

Lakeshore Road East is an existing arterial road with a designated right-of-way width of 44.5 metres. The segment of Lakeshore Road East adjacent to Rangeview is currently being reviewed and with the ultimate right-of-way design will incorporate a dedicated BRT lane. The Rangeview DMP has been designed to optimize land uses along the corridor and proposes generous setbacks along the street which will be defined by mid-rise buildings with a 4-storey streetwall, and a stepback up to a maximum height of 6- to 8-storeys. This will allow for additional pedestrian-oriented spaces such as patio and café seating, retail spill-out areas, street trees and sustainable landscaping to reinforce a 'main street' character.



Figure 40 - Lakeshore Road East Interface with Rangeview Estates

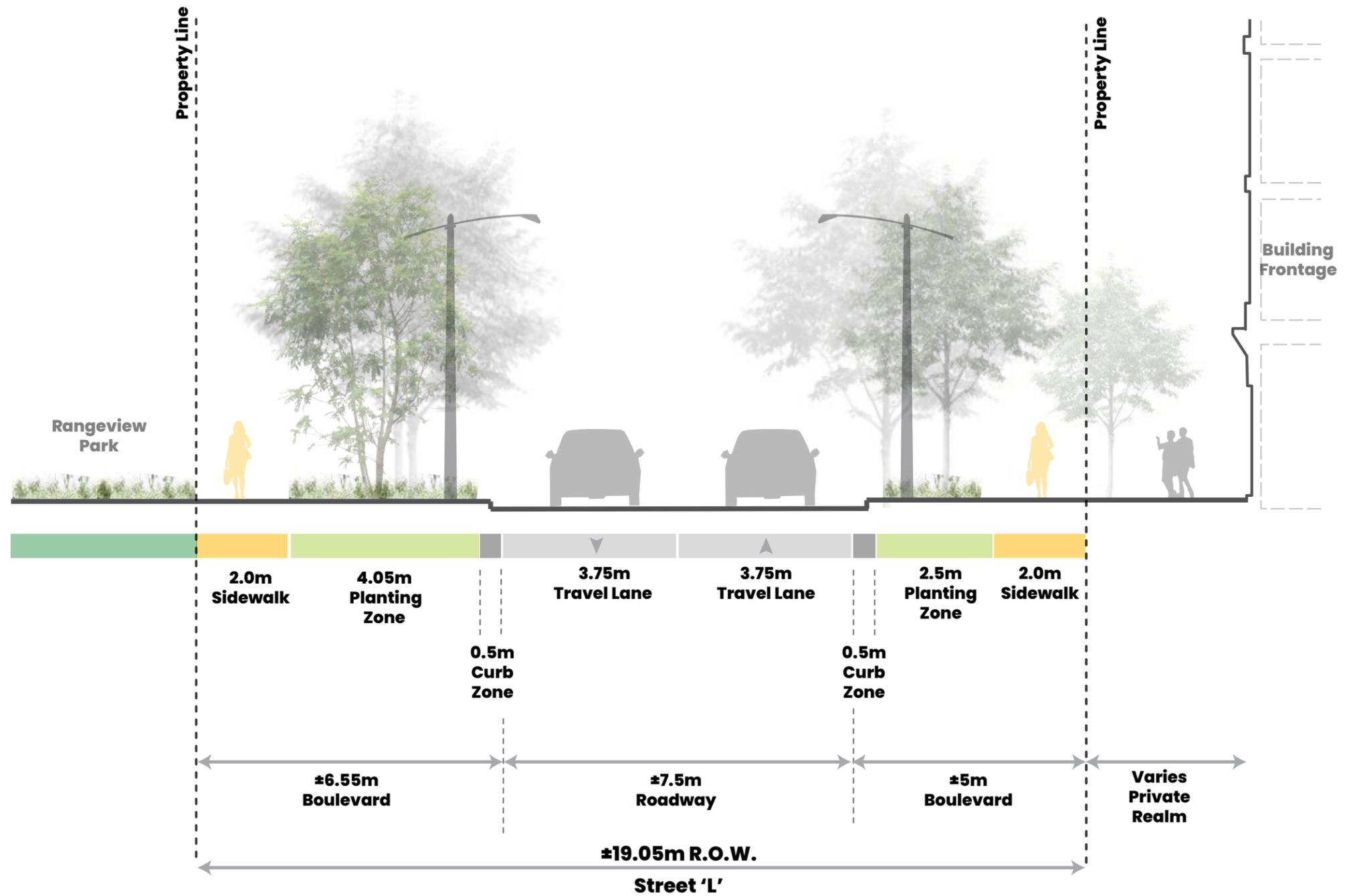


## Street 'L'

Street 'L' is a proposed local road with a designed right-of-way width of 19.05 metres. Street 'L' will primarily function as a local service road, providing access to buildings fronting onto Lakeshore Road East. The right-of-way is tree-lined and will include two lanes of traffic, with sidewalks and native boulevard planting on both sides of the roadway.



Figure 41 - Typical Street 'L' Streetscape Section



# Rangeview Road

Rangeview Road is an existing collector road with a planned right-of-way width of 22.25 metres. It will be an attractive street offering important pedestrian and cycling connections through the neighbourhood, as well as providing access to individual properties. The right-of-way is tree-lined and will include two lanes of traffic, one side of on-street parking atop a bio-retention facility, a dedicated two-lane cycle track, sidewalks and native boulevard planting on both sides of the street.

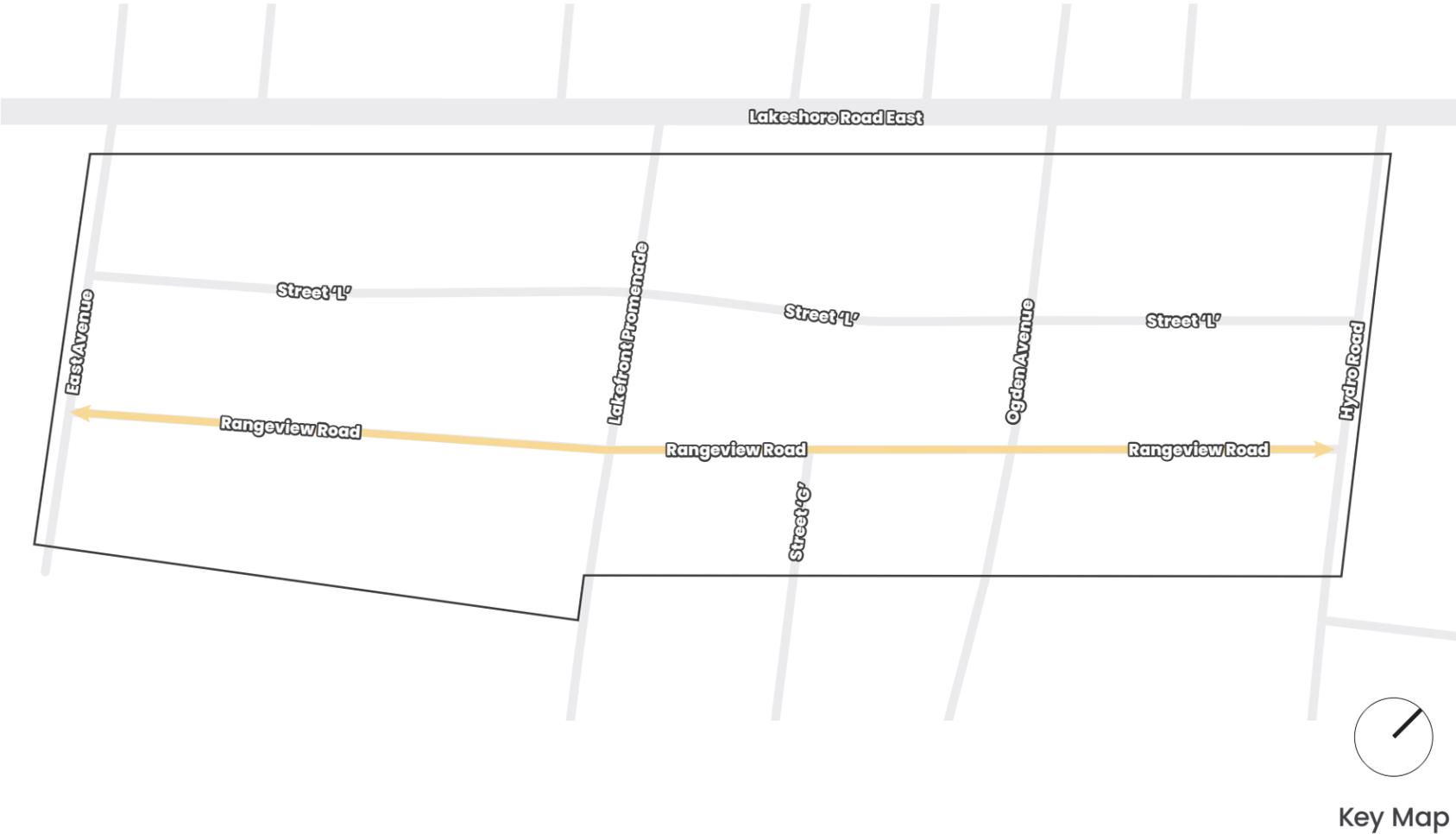
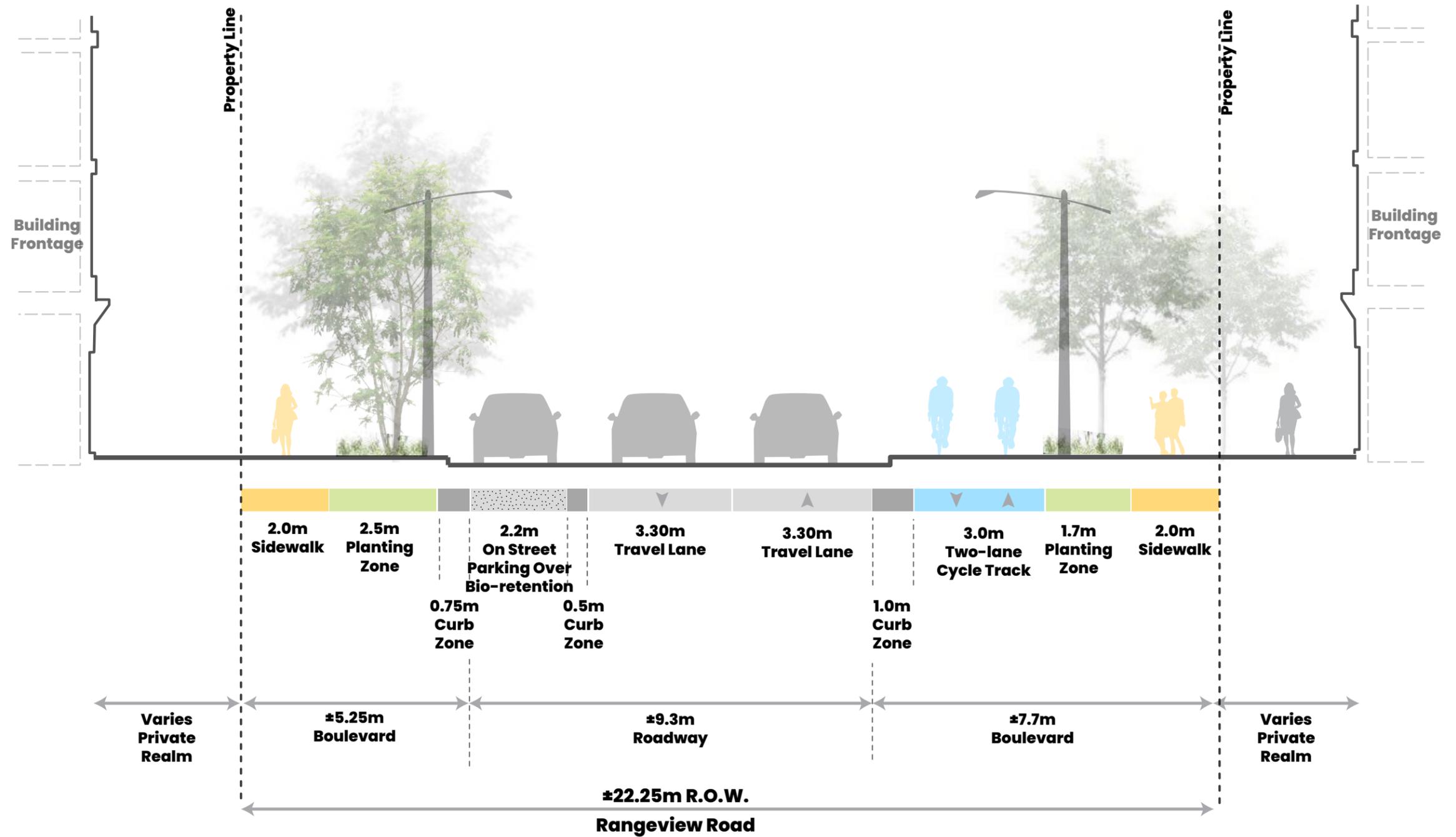


Figure 42 - Typical Rangeview Road Streetscape Section

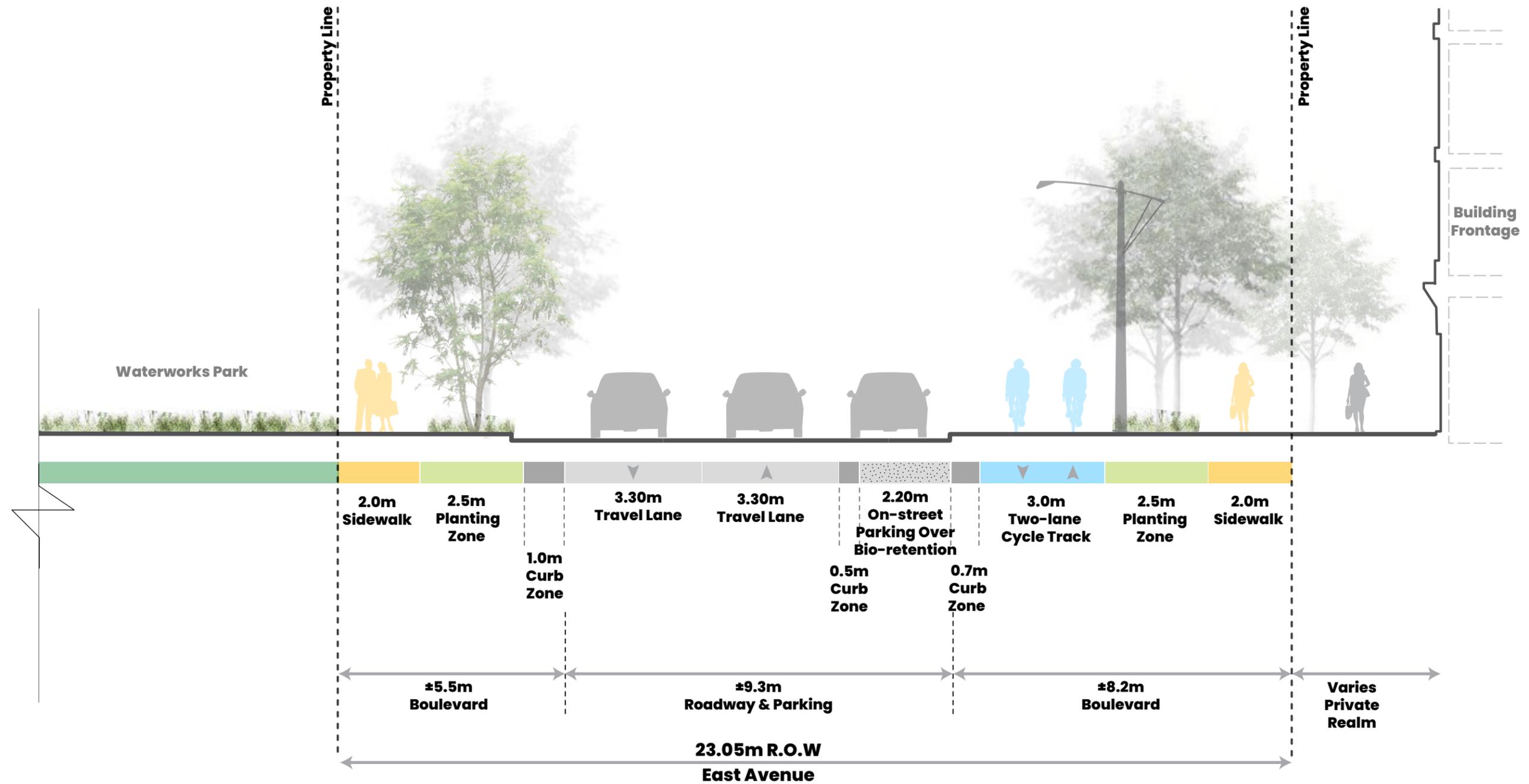


## East Avenue

East Avenue is an existing collector road with a planned right-of-way width of 23.05 metres. It will also function as a hybrid street – providing access to back-of-house facilities for buildings, as well as pedestrian and cycling connections through the neighbourhood. The right-of-way is tree-lined and will include two lanes of traffic, one side of on-street parking atop a bio-retention facility, a dedicated two-lane cycle track, native boulevard planting and sidewalks on both sides of the street. A dedicated bioswale zone is incorporated within the right-of-way to treat stormwater runoff.



Figure 43 – Typical East Avenue Streetscape Section

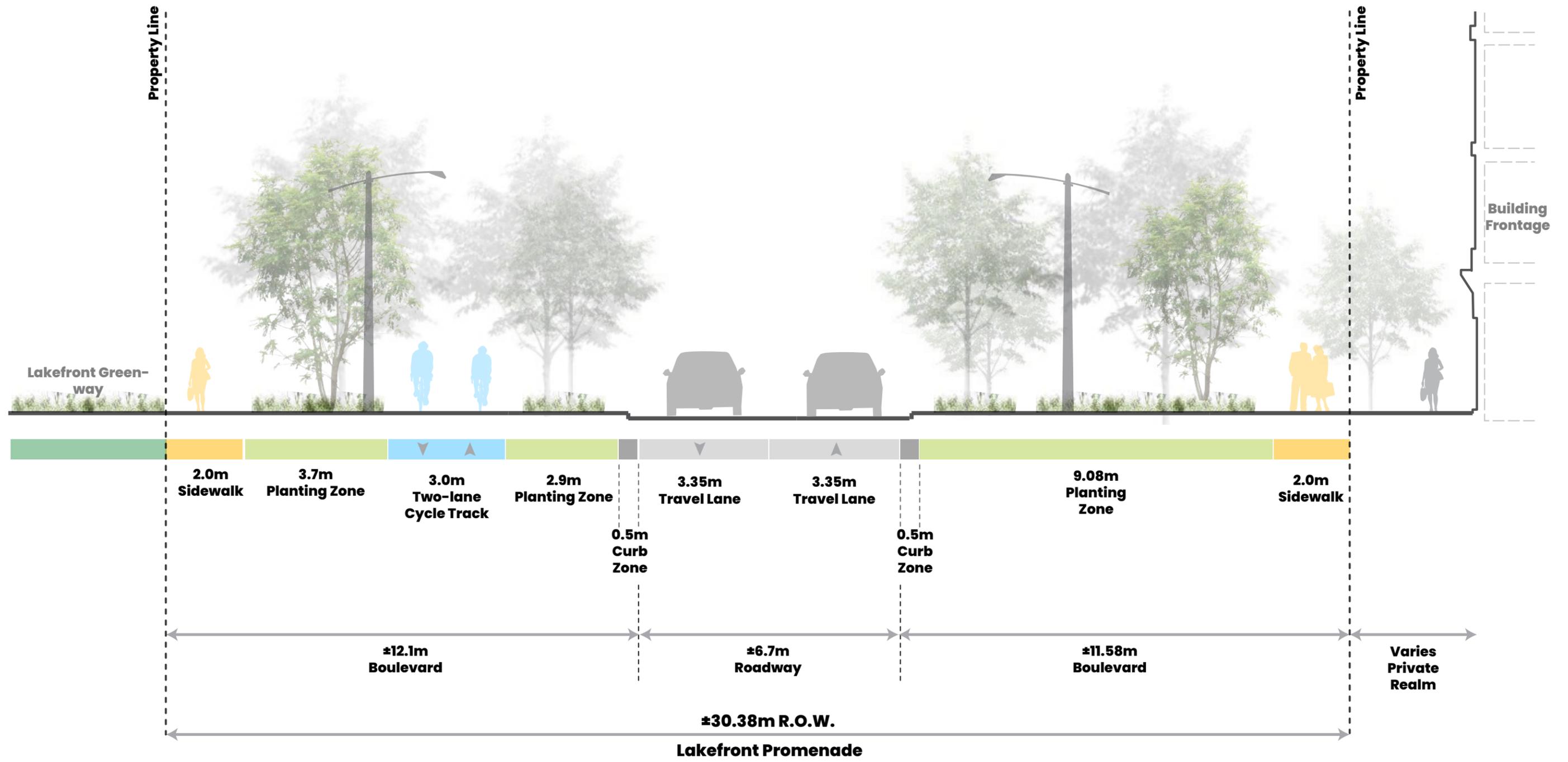


## Lakefront Promenade

Lakefront Promenade is an existing collector road with a planned right-of-way width of 30.38 metres. It will function as an important gateway street into the Lakeview Waterfront Major Node and will provide direct vehicular, pedestrian and cycling connections south to Douglas Kennedy Park, Lakefront Promenade Park and the waterfront. The right-of-way will be tree-lined and will include two lanes of traffic, a dedicated two-lane cycle track and sidewalks on both sides of the roadway. In terms of landscaping, bioswale planting zones and native boulevard planting will be provided on both sides of the street. A dedicated left-turn lane and shared through/right lane is provided at Lakefront Promenade and Lakeshore Road East.



Figure 44 - Typical Lakefront Promenade Streetscape Section

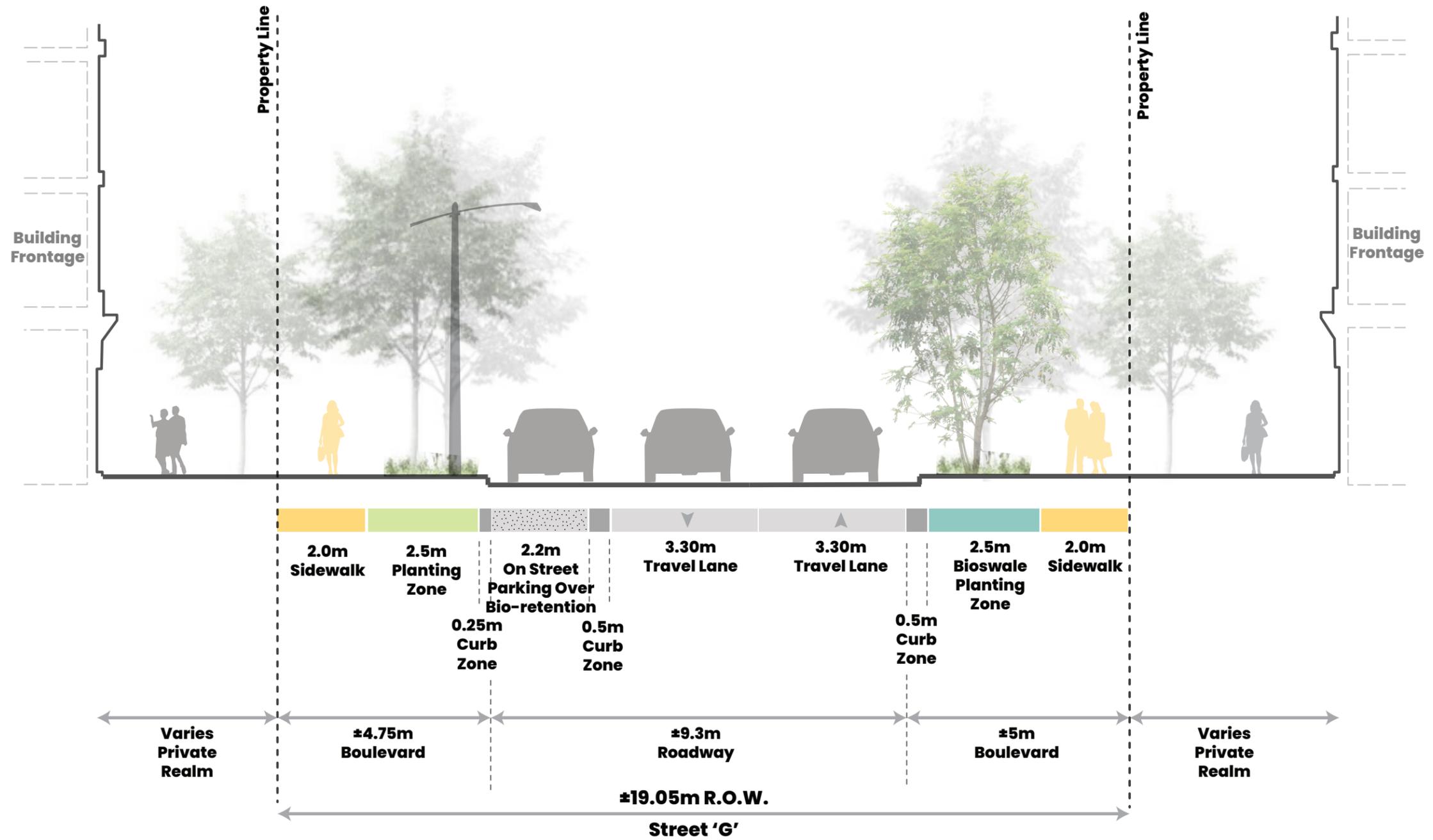


## Street 'G'

Street 'G' is a proposed local road with a planned right-of-way width of 19.05 metres. Street 'G' will provide local access and a direct connection to the Lakeview Village development. The right-of-way is tree-lined and will include two lanes of traffic, one side of on-street parking atop a bio-retention facility, sidewalks and native boulevard planting on both sides.



Figure 45 - Typical Street 'G' Streetscape Section

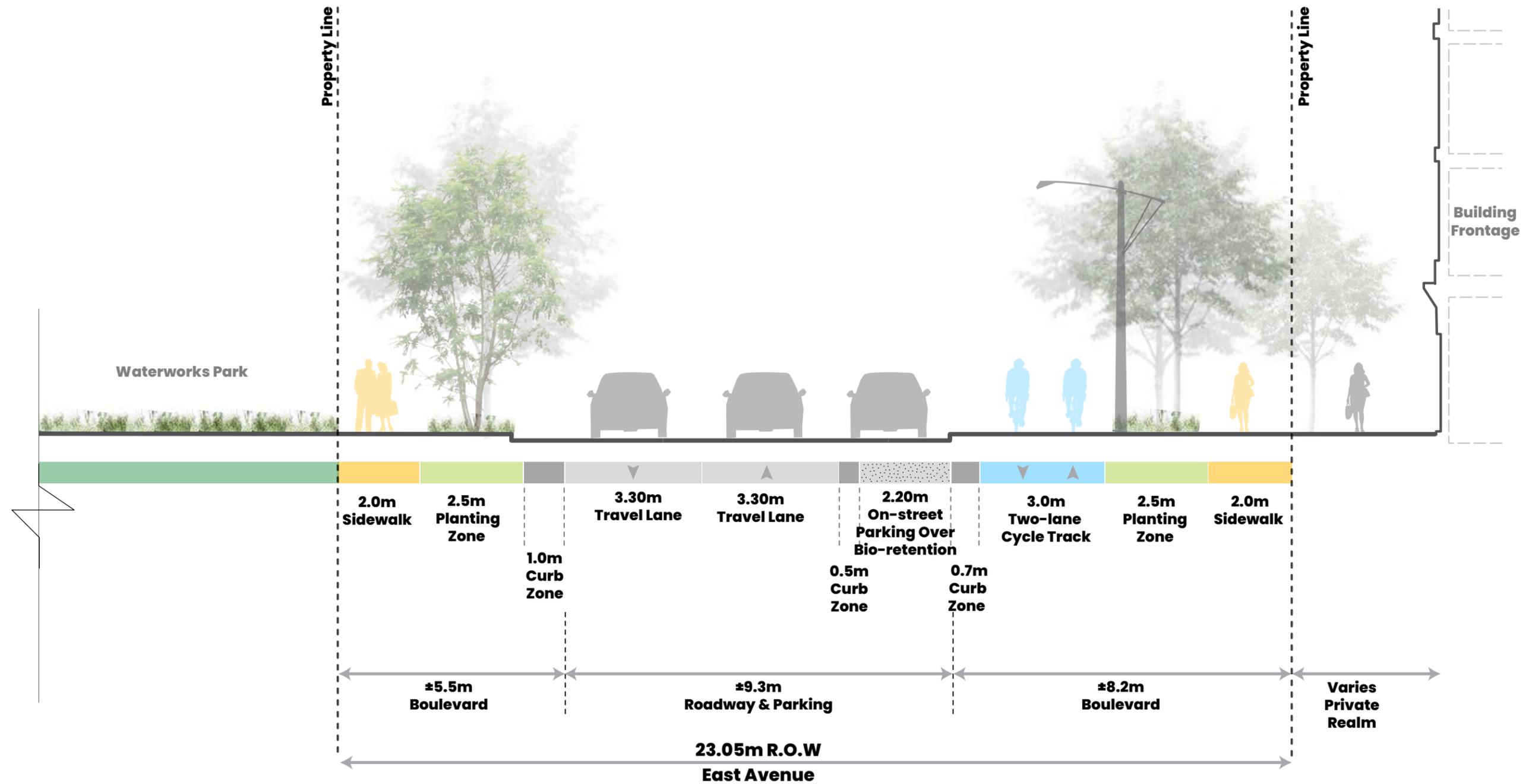


## Ogden Avenue

Ogden Avenue is a proposed collector road with a designed right-of-way width of 23.05 metres. It will function as an important gateway street into the Lakeview Waterfront Major Node and will complement the parallel Ogden Park. Similar to Lakefront Promenade, Ogden Avenue will provide direct vehicular, pedestrian and cycling connections to the waterfront. The right-of-way is tree-lined and will include two lanes of traffic, one side of on-street parking atop a bio-retention facility, a dedicated two-lane cycle track, sidewalks and native boulevard planting on both sides of the street.



Figure 46 - Typical Ogden Avenue Streetscape Section

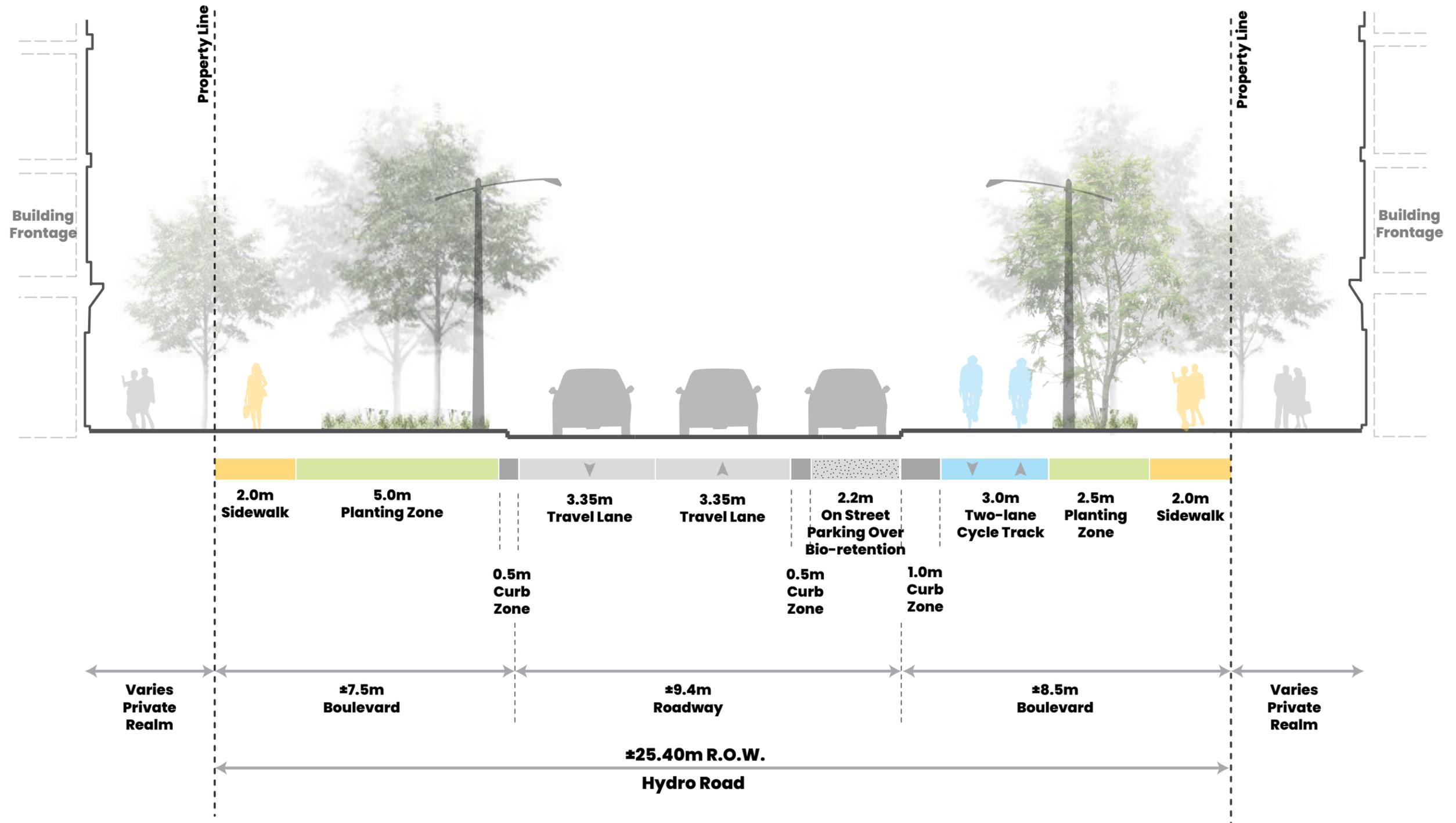


## Hydro Road

Hydro Road is an existing collector road with an updated right-of-way width of 25.40 metres. It will function as an important gateway street into the Lakeview Waterfront Major Node community. Hydro Road will provide direct vehicular, pedestrian and cycling connections towards the waterfront – specifically terminating at Lakeview Square along the water. The right-of-way is tree-lined and will include two lanes of traffic, one side of on-street parking atop a bio-retention facility, a dedicated two-lane cycle track, sidewalks, native boulevard planting and a bioswale planting zone. The western edge of Hydro Road will introduce enhanced paving and landscaping to emphasize the importance of this street as a gateway into the community.



Figure 47 - Typical Hydro Road Streetscape Section



## 4.3 Built Form

The organization and proposed building forms contemplated within Rangeview Estates will serve as the most distinct elements with the neighbourhood fabric. They will create a sense of enclosure along the public realm, frame important views and corridors towards Lake Ontario and contribute to the residential neighbourhood character envisioned for the entire community. The Rangeview DMP proposes a mix of building typologies throughout the neighbourhood. The variety of building types will support a wide range of economic levels, household sizes and age groups. Not only will these building typologies contribute to, and complement, the emerging built form pattern proposed within the Lakeview Village development, but it will also respond to the broader surrounding built form context given the transitional location of Rangeview Estates between existing low-rise neighbourhoods and the planned waterfront community.



Figure 48 - Built Form Typology

# Building Typology

The building typologies and associated heights proposed by the Rangeview DMP generally align with the policies and guidelines outlined in the Mississauga OP. These typologies include: (1) Low-rise buildings up to 4-storeys; (2) Mid-rise buildings between 5- and 8-storeys; and (3) Tall Buildings between 9- and 15-storeys. The Rangeview DMP demonstrates conceptual massing, height and scale for each of these building typologies. The exact design and architectural details of these buildings will be further developed at a later stage in the development approvals process.

Traditional Townhouse



Stacked Townhouse



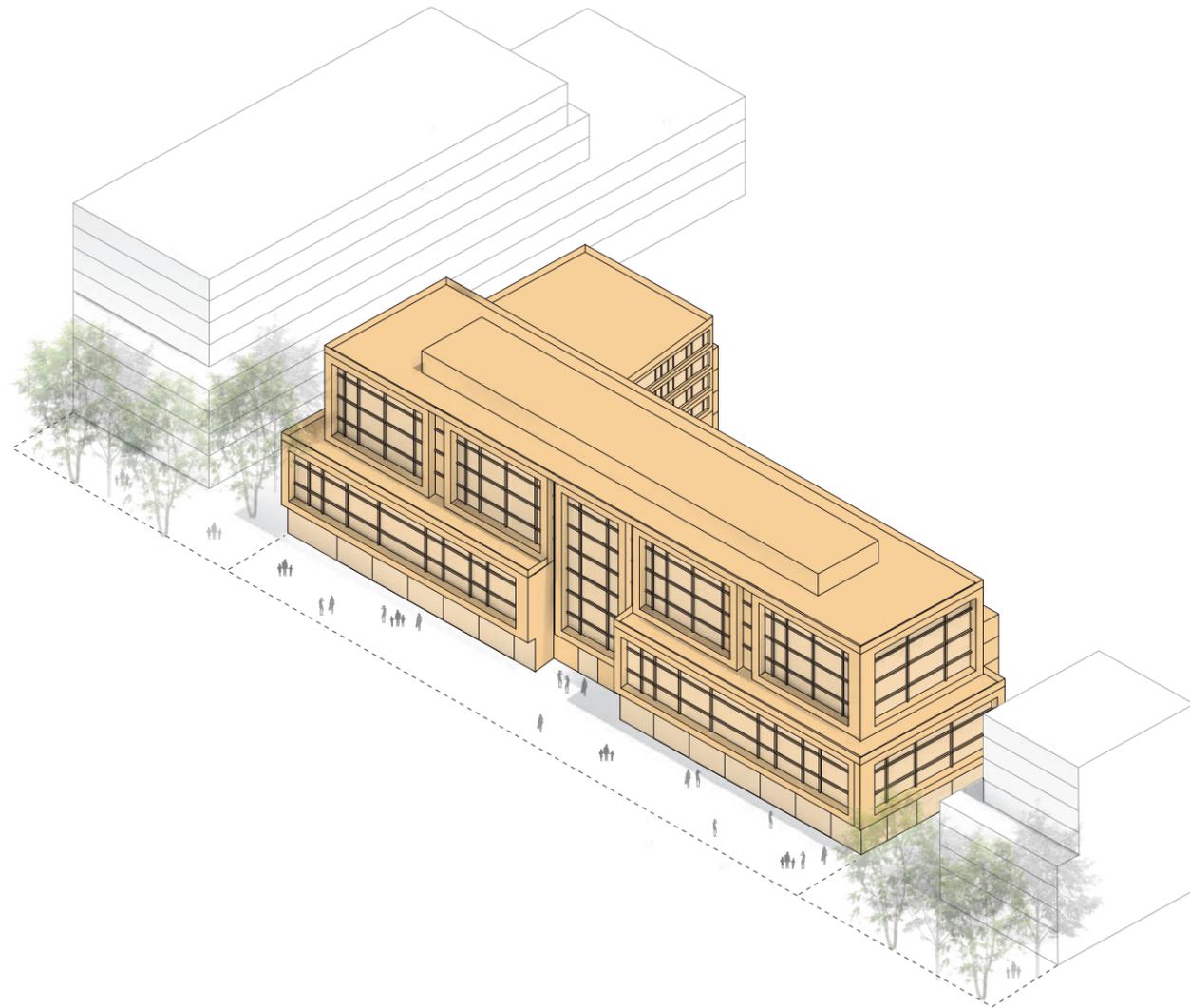
## Low-Rise Buildings

The Rangeview DMP contemplates several forms of low-rise buildings, including:

- 3-storey Townhouses;
- 3-storey Back-to-Back Townhouses;
- 4-storey Stacked Townhouses;
- 4-storey Stacked Back-to-Back Townhouses; and
- 4-storey Apartment Buildings.

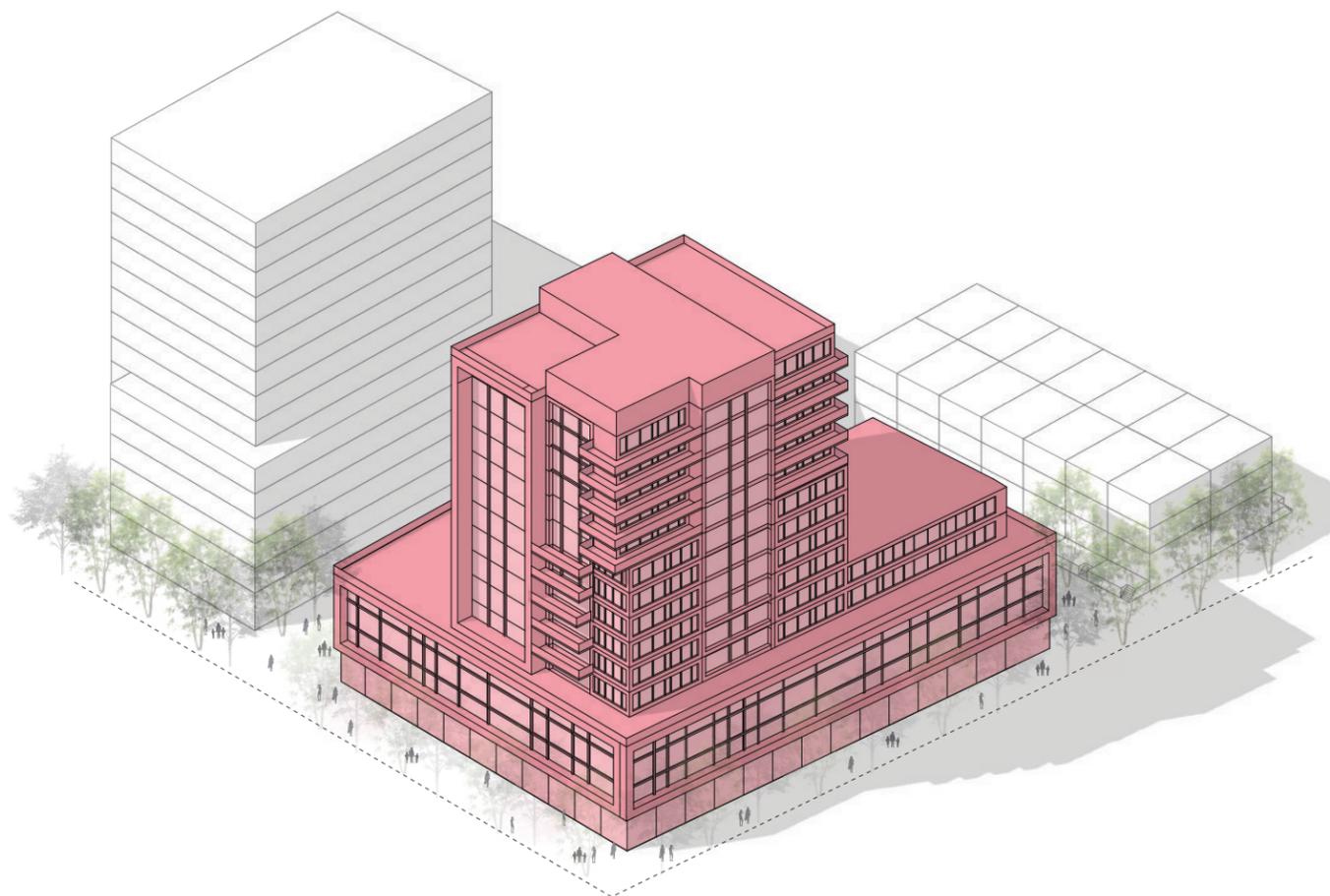
Three-storey townhouse structures share a sidewall with an adjacent unit and typically consist of a front and rear yard (or rear lane vehicular access). Three-storey back-to-back townhouse structures share a side and rear wall with adjoining units. They comprise of two primary frontages with each unit having their own entrance at ground level. Four-storey stacked townhouse structures have similar qualities to 3-storey townhouses, but also include units stacked vertically atop one another. Four-storey stacked back-to-back townhouse structures have similar qualities with 3-storey back-to-back townhouses, but also feature units stacked vertically atop one another. Four-storey apartment buildings are comprised of units that are stacked vertically atop one another and share a primary entrance and internal corridor with units on either side.

These low-rise buildings will assist in reinforcing the residential neighbourhood character of Rangeview Estates. They are designed to be at a human-scale and maintain compatibility with the existing and planned adjacent low-rise neighbourhoods. Low-rise buildings will generally be organized within the interior of each character area and will frame the proposed public parks to maintain an intimate scale for residents and ensure ample access to sunlight. Primary entrances and potential porches of low-rise buildings will generally front directly onto the adjacent public realm to provide activation and animation.



## Mid-rise Buildings

The Rangeview DMP proposes mid-rise buildings predominantly fronting onto Lakeshore Road East and serving as transitional structures between tall and low-rise buildings. Mid-rise building heights will respond to the width of the adjacent street right-of-way and/or the immediate context to maintain a human-scale presence along the public realm and to complement nearby building forms. Specifically, mid-rise buildings along Lakeshore Road East will incorporate a defined 4-storey streetwall to reinforce the 'main street' character envisioned along this corridor. A 4- to 6-storey streetwall should generally be applied for mid-rise buildings fronting other streets within Rangeview Estates. Overall, mid-rise buildings will generally exhibit a maximum height up to 8-storeys. The ground floor for mid-rise buildings will incorporate active uses such as retail space (primarily along Lakeshore Road East and the northern blocks of both Destination Parks) or residential units (with their associated primary entrances, front porches and landscaping) to animate the adjacent public realm.



## Tall Buildings

Tall buildings are comprised of a tower element atop a base building (podium). Where applicable, the tower element will be appropriately stepped back from the top floor of the podium to create a discernable break between the two building components. This will ensure a human-scaled relationship between the podium – which should generally maintain a height of 6-storeys – and the adjacent public realm is maintained. The floorplate size of the tower element should generally be 750 square metres and be designed with appropriate dimensions to minimize the perception of mass and mitigate shadow and wind impacts onto the public realm.

The Rangeview DMP contemplates tall buildings beyond the mid-rise streetwall along Lakeshore Road East (specially, the tower element in this condition); along planned higher order and priority transit corridors to support the use of these future transportation routes; adjacent to Destination Parks to provide prominence and animation; and fronting onto Hydro Road to emphasize its importance as a primary entrance and gateway for the Lakeview Waterfront Major Node. Tall buildings proposed within Rangeview Estates will serve as a transition in height between existing buildings adjacent to the Rangeview neighbourhood, and the much taller buildings contemplated within the Lakeview Village development.

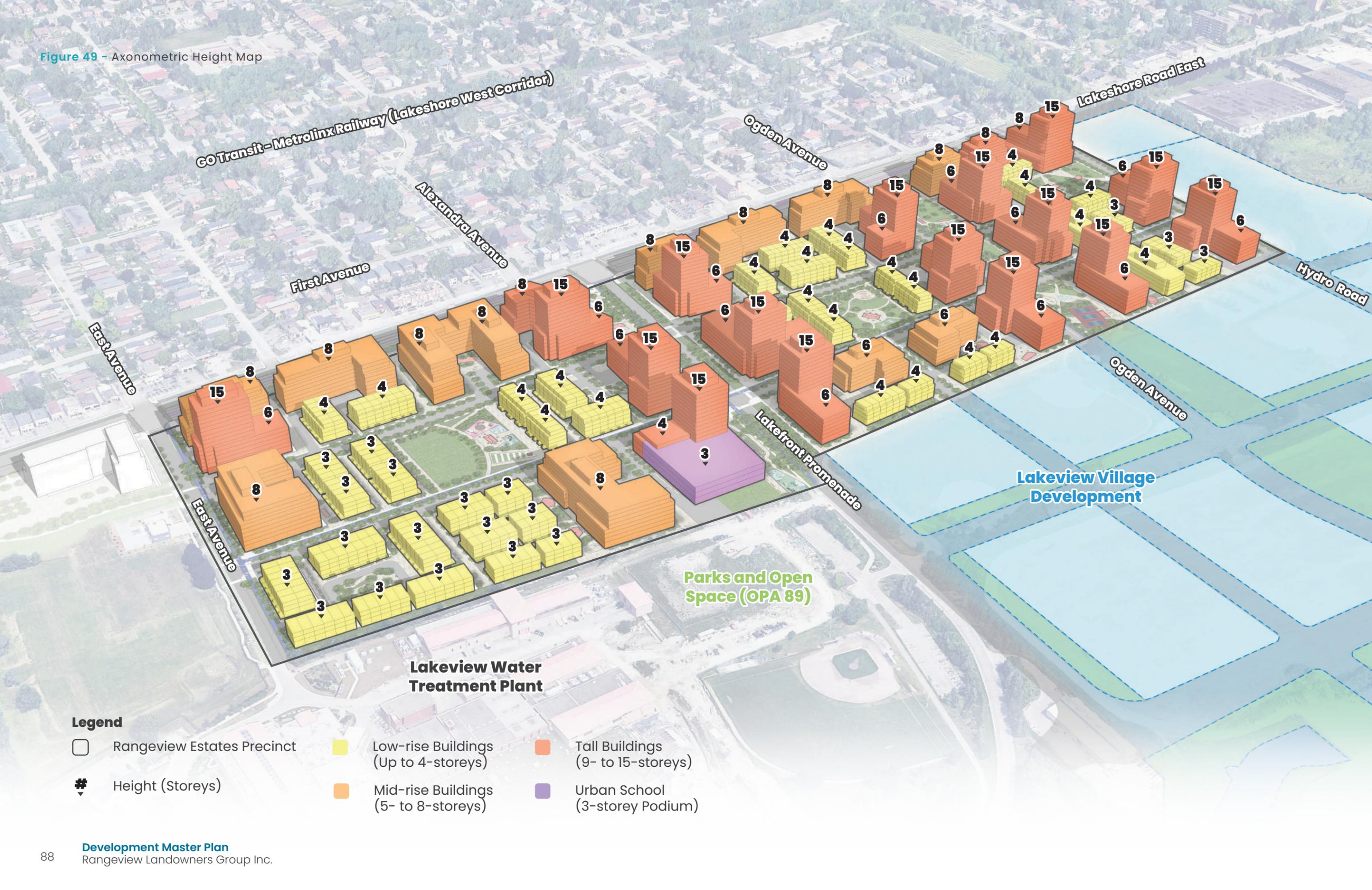
It is noted that the Mississauga OP policies for the Lakeview Waterfront Major Node include permissions for tall buildings beyond 15-storeys – subject to the completion of a detailed height study. At this time, the Rangeview LOG has decided not to pursue tall building heights beyond 15-storeys, as is reflected in the current DMP concept.

## Height and Density Strategy

As stated, the Rangeview DMP proposes a mix of building typologies throughout the neighbourhood at varying heights and scales to provide visual diversity and interest; and to ensure a variety of housing options are accessible for all age groups. The highest densities have been strategically sited along Lakeshore Road East and along primary streets (including the northern section of East Avenue, Lakefront Promenade, Ogden Avenue and Hydro Road). These high-density areas are proposed to take advantage of direct access to existing and planned transit service (in particular, the Lakeshore BRT), the 'main street' environment envisioned along Lakeshore Road East, the north-south Destination Parks and primary north-south corridors down to the waterfront. Lower density areas are situated west of Lakefront Promenade to complement and provide an appropriate transition to the existing low-rise neighbourhood beyond East Avenue.

Building heights and their proposed locations contemplated in the Rangeview DMP are generally consistent with the Mississauga OP, where applicable. As stated, mid-rise buildings and tall building podiums will frame Lakeshore Road East and primary streets to promote a predominantly mid-rise presence and establish an urban edge along the public realm. Tower elements are sited beyond the mid-rise streetwall along Lakeshore Road East, adjacent to planned higher order and priority transit corridors, Destination Parks and north-south streets to frame views towards Lake Ontario. Low-rise buildings are generally located within the centres of each character area and frame either their corresponding Community Park or Neighbourhood Parkette. Overall, low-rise buildings are proposed near East Avenue to complement and provide an appropriate transition to the existing low-rise neighbourhood west of the Rangeview Estates boundary.

Figure 49 – Axonometric Height Map



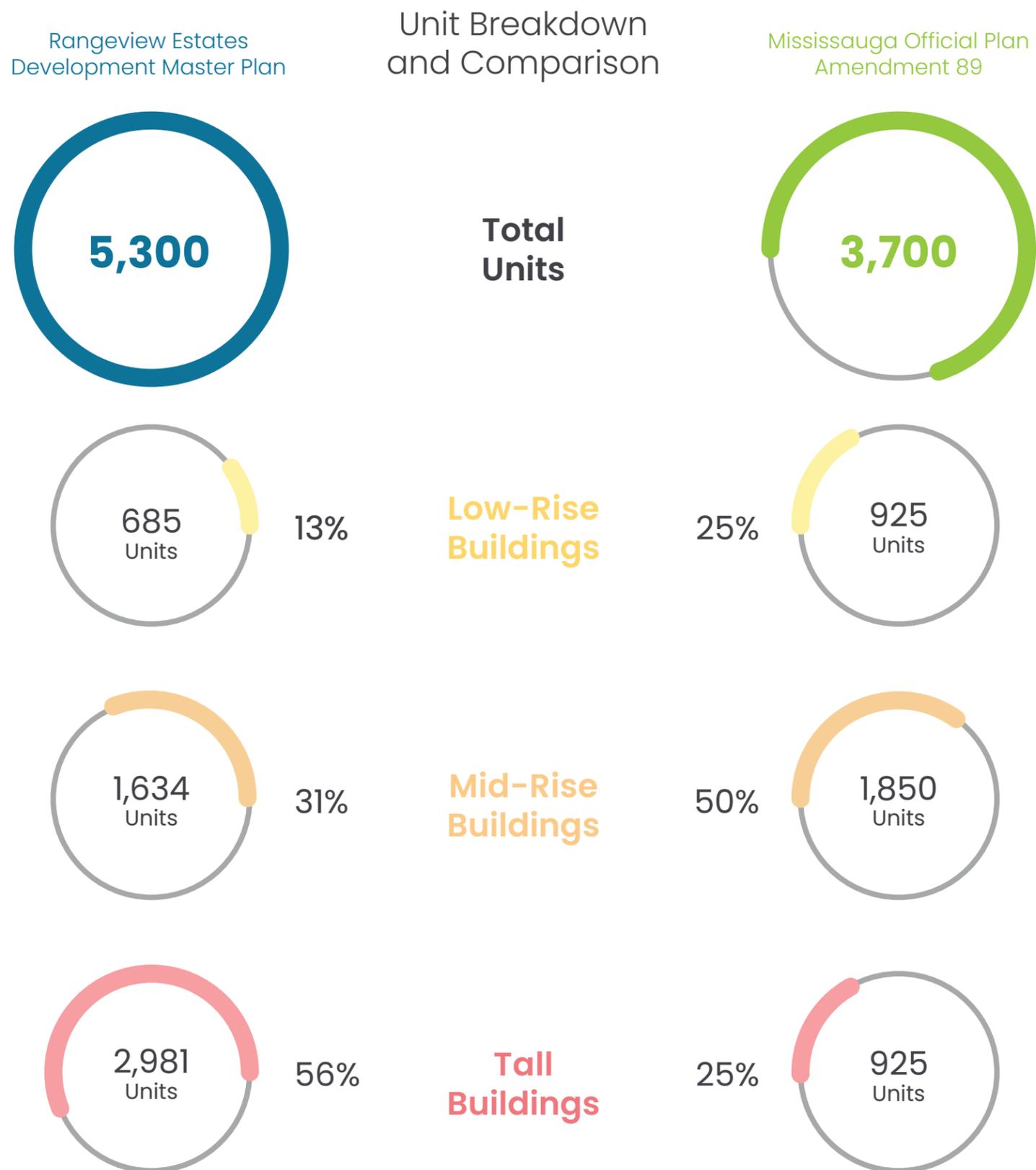
**Legend**

- Rangeview Estates Precinct
- # Height (Storeys)
- Low-rise Buildings (Up to 4-storeys)
- Mid-rise Buildings (5- to 8-storeys)
- Tall Buildings (9- to 15-storeys)
- Urban School (3-storey Podium)

# Unit Count

The Rangeview DMP proposes an increase in the overall unit count for the Rangeview Precinct set out in Section 13.3 of the Mississauga OP. This increase in unit count continues to generally reflect the vision for Rangeview set out in the Mississauga OP policies – which were based on the initial master planning exercises. The Rangeview DMP expands and improves upon the optimal use of the Rangeview Estates lands considering the current Provincial and regional planning framework. Additional mid-rise and tall building podium units are required to fulfill the Lakeview Waterfront Major Node vision of a predominantly mid-rise scaled community and to achieve the minimum density targets of the proposed Haig PMTSA. Moreover, the organization of tower elements along all street frontages has also slightly increased the unit count for this built form typology.

Based on these considerations and other design directives, the Rangeview DMP proposes a unit count of 5,300 units. In particular, the Rangeview DMP provides around 13% of all units as low-rise buildings, 31% of units as mid-rise buildings and 56% of all units as tall buildings. Unit count assumptions for the 4-storey apartment building, mid-rise buildings and tall buildings are based on an 86% efficiency rate and an average unit size of 81.29 square metres. The efficiency percentage is generally reflective of built form statistics of other development proposals within the immediate area, and the average unit size is based on a similar assumption utilized by the Lakeview Village DMP. Townhouse modules demonstrated in the Rangeview DMP maintain a dimension of 6-metres wide by 9- to 14-metres in depth.



## Non-Residential Uses

The Rangeview DMP proposes commercial uses and an urban school within the fabric of the neighbourhood to support the visitors and residents of Rangeview Estates. These non-residential uses are generally aimed to provide the daily needs for all residents within the community and are intended to be accessible by all forms of active transportation. The inclusion of these uses to support the local residents will ensure Rangeview Estates will achieve its vision as a compact, sustainable and complete community

### Commercial Uses

The Rangeview DMP proposes commercial uses and an urban school within the fabric of the neighbourhood to support the visitors and residents of Rangeview Estates. These non-residential uses are generally aimed to provide the daily needs for all residents within the community and are intended to be accessible by all forms of active transportation. The inclusion of these uses to support the local residents will ensure Rangeview Estates will achieve its vision as a compact, sustainable and complete community.

### Urban School Format

The Peel District School Board has advised that the proposed 5,300 units may potentially initiate the need for an elementary school to serve the Rangeview Estates community. As per OPA 89, a school use will be combined with another permitted use within the same building to establish a compact urban form (Policy 13.4.10.1.4). The Rangeview DMP demonstrates an elementary school use in the podium of a mixed-use building that incorporates residential uses within the tower element.

The mixed-use school site is contemplated at the corner of Rangeview Road and Lakefront Promenade (890 Rangeview Road) due to its adjacent proximity to a future enhanced transit route along Lakefront Promenade and for visibility along two major street frontages. Furthermore, the mixed-use school site can potentially utilize the two abutting prospective parks – the proposed Lakefront Greenway and lands to the south which are designated *Public Open Space* in OPA 89 - as extended school yard space. Although the Rangeview DMP demonstrates an appropriate building form and location for the school, the exact need, location and facility design will be determined through the development application process in collaboration with the City of Mississauga and associated school board(s).



Urban School Fronting onto Public Park Space  
(Hunter's Point Community Middle School - Long Island City, New York)

Image Sources: Richard Valenzona



**Legend**

- Rangeview Estates Precinct
  - Development Block Boundaries
- Commercial Frontage
  - Urban School



Not to Scale

**Figure 50 - Non-Residential Uses**

# Design Criteria

The principles and criteria outlined below provide urban design direction and guidance to achieve a high-quality built form for Rangeview that corresponds seamlessly with the approved public realm for Lakeview Village, as per OPA 125. As Rangeview Estates is comprised of many landowners, the following principles and criteria will ensure the entire precinct will develop cohesively and result in a built form pattern that implements the vision of the Rangeview DMP.

## Suitable Massing to Maintain a Human-scale Built Form

- a. For mid-rise buildings, a 4- to 6-storey streetwall should generally be defined to reinforce a pedestrian scale and complement the heights of nearby proposed low-rise buildings.
- b. Tall building podiums should generally maintain a height of 6-storeys.
- c. Provide an additional stepback above the 4- to 6-storey streetwall to minimize the perception of mass and height at ground level.
- d. Maintain an overall mid-rise height of 8-storeys along Lakeshore Road East to reinforce the main street character and promote a pedestrian-oriented environment.

## Appropriate Siting and Relationship with the Public Realm

- a. Orient primary building facades and entrances towards the street and/or parks and open spaces to frame the edges of the public realm.
- b. Provide appropriate setbacks from property lines – generally, a minimum of 4 metres – to allow for additional private amenity and landscaping opportunities to further enhance and activate the adjacent street and/or parks and open spaces.

## Achieving Architectural Design Excellence

- a. Integrate active uses – such as retail, primary building entrances, indoor amenity areas, etc. – that are highly transparent, and visible on the ground floor to animate the adjacent public realm.
- b. Incorporate a variety of high-quality materials within the architectural design of the building.
- c. Articulate the built form horizontally and vertically to minimize the perception of mass, scale and height.
- d. For apartments, mid-rise buildings and tall buildings, minimize the presence of the rooftop mechanical penthouse by either integrating it into the top of the building, or setting it back a significant distance from the edge of the roof line.

## Minimize the Presence of Back-of-House Facilities

- a. Integrate back-of-house facilities – such as servicing, loading, garbage collection, access to underground parking, etc. – into the building. If this is not feasible, locate these facilities internal to the development parcel and minimize their presence from the public realm with attractive screening and landscaping. Back-of-house facilities should be accessible via Secondary Streets.

## Consideration for Adjacent Buildings and the Surrounding Context

- a. Ensure appropriate separation distances are provided at grade between adjacent buildings to maintain access to sunlight and to mitigate issues related privacy and overlook. For tall buildings, generally provide a 750 square metre tower floorplate and maintain a 25-metre separation distance between towers.
- b. Provide lower-scaled buildings near existing neighbourhoods with an established low-rise context to complement the scale and to provide a height transition towards mid-rise and taller building forms.



5

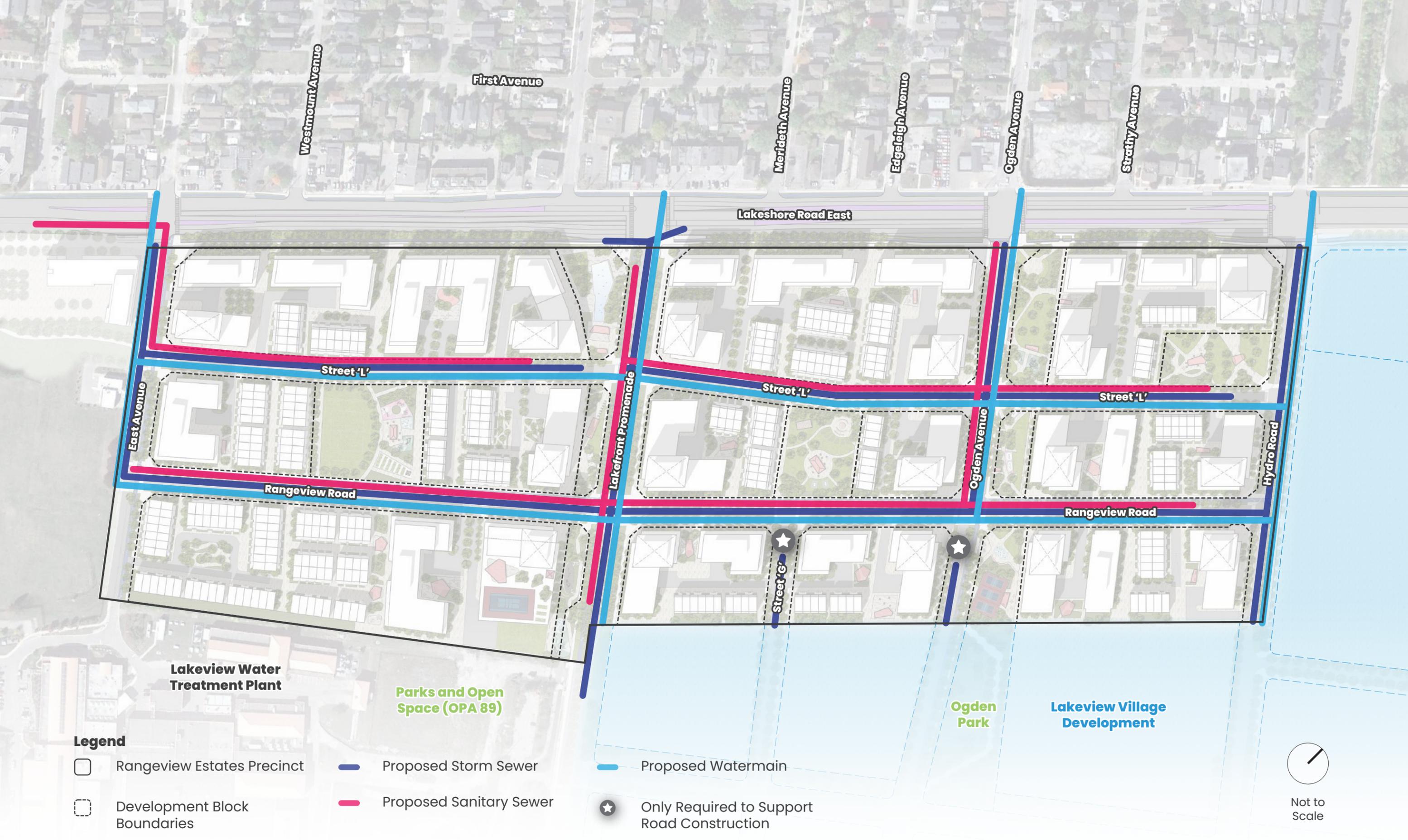
Servicing

Schaeffers Consulting Engineers has been retained to determine the comprehensive servicing strategy for Rangeview Estates. The municipal servicing strategy has been proposed to satisfy the City of Mississauga and Credit Valley Conservation Authority (CVC) guidelines. The proposed servicing scheme is aligned with the neighbouring Lakeview Village development.

The water supply servicing will include connections to existing watermains along Lakeshore Road East, Rangeview Road and East Avenue. Moreover, 400-millimetre diameter watermains along Lakefront Promenade and Hydro Road are proposed as part of the Lakefront Community development. The proposed watermains include a 300-millimetre diameter watermain along Street 'L' that extends from East Avenue to Hydro Road, connecting to the existing 300-millimetre watermain along Hydro Road, a 300-millimetre diameter watermain along Ogden Avenue that connects to the existing 600-millimetre diameter watermain along Lakeshore Road East and an existing 250-millimetre diameter watermain along Rangeview Road. Two interim conditions have been proposed to provide flexibility for phasing.

The sanitary servicing will connect to the future sub-trunk sewer along Lakeshore Road East, which is currently being designed by Peel Region. A high-level downstream sanitary capacity analysis has been completed to analyze the proposed local sewers network in the ultimate servicing plan. Upgrades will be required for the existing sewers along Rangeview Road, as well as other existing roads within the subdivision boundaries. The proposed interim sanitary solution will provide flexibility for phasing and reduce the "throw-away" cost related to the extension of the sewer network to service blocks within the subdivision, which are currently non-participating, and which would be developed in the ultimate scenario.

Stormwater quantity control is proposed for the development parcels where sites are to be controlled to the 10-year event. The right-of-way minor system is designed to convey the 10-year event, while full capture locations are proposed at grading low-points. Quality controls will be provided within each development parcel to meet the enhanced level of treatment. For the public right-of-way, a tree pit filtration/infiltration strategy will be proposed with an end of pipe oil/grit separators ("OGS") to achieve 80% total suspended solids ("TSS") removal. The proposed interim storm solution with the non-participating lands has been designed such that it functions for the final development of all parcels, via extension of the storm sewers and minimal revision to the sewers to be constructed in the interim scenario. The 5-millimetre volumetric control requirement for the development will be provided through the proposed tree pits, via filtration, as it pertains to the proposed public right-of-way's, and through rainwater harvesting and re-use, as it pertains to the proposed site plan blocks.



**Lakeview Water Treatment Plant**

**Parks and Open Space (OPA 89)**

**Ogden Park**

**Lakeview Village Development**

**Legend**

- Rangeview Estates Precinct
- Development Block Boundaries

- Proposed Storm Sewer
- Proposed Sanitary Sewer

- Proposed Watermain
- ★ Only Required to Support Road Construction



Not to Scale

**Figure 51 - Ultimate Servicing Plan**



# 6

## Phasing

As Rangeview Estates is comprised of several landowners, the phasing has been designed to allow each existing parcel to develop independently from each other at different periods of the development approvals process. This is particularly important in establishing a functional road network where the proposed interim phase establishes a partial road network – providing each landowner with temporary access to its property so it can develop without affecting an adjacent parcel. This approach is critical for those parcels that are mid-block along Lakeshore Road East.

The approach considers an interim phase with a partially built Street 'L', extending from East Avenue and terminating in a temporary cul-de-sac centrally located between Lakefront Promenade and East Avenue due to the presence of a non-participating landowner(s). East of Lakefront Promenade, the phasing plan considers a partially built Ogden Avenue, north of Rangeview Road, with terminating temporary cul-de-sacs that will eventually be extended as Street 'L' between Lakefront Promenade and Hydro Road. The full extension of Ogden Avenue, terminating at Lakeshore Road East, will be established at a future phase of development.

When an individual parcel plans to develop, the public road and/or parkland associated with that parcel – as defined in the Rangeview DMP – will be conveyed to the City of Mississauga to ensure that the overall vision demonstrated in the DMP can be achieved. Configuration of interim vehicular access will be considered on a site-by-site basis, where needed, in cases where the full road system cannot be delivered as part of a project.

In addition, the existing roads within Rangeview Estates (East Avenue, Rangeview Road, Lakefront Promenade and Hydro Road) will be improved over time as part of servicing-related road reconstruction. Interim cross-sections will be considered in cases where the full, final right-of-way has not been acquired. Interim cross-sections will include public realm, pedestrian, cycling and traffic operations improvements.



**Lakeview Water Treatment Plant**

**Parks and Open Space (OPA 89)**

**Ogden Park**

**Lakeview Village Development**

**Legend**

- Rangeview Estates Precinct
- Proposed Development Block Boundaries
- Existing Parcel Lines
- Participating Landowners
- Non-Participating Landowners
- Interim Parkland Dedication
- Interim Partially Built Public Roads



Not to Scale

**Figure 52 - Interim Development Phase**

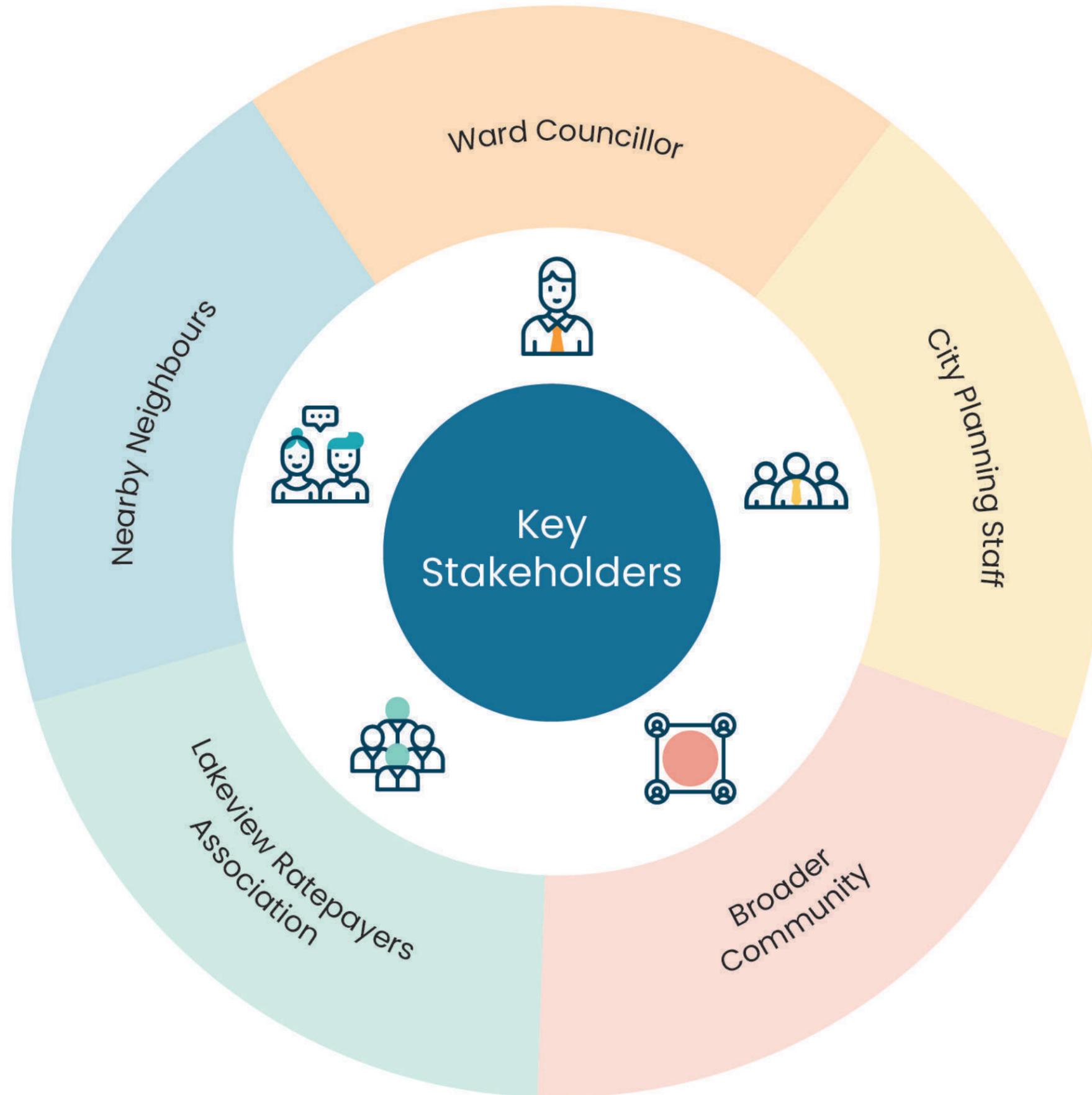


# 7

## Engagement Strategy

The Rangeview LOG is committed to working with the community throughout the planning process of the Rangeview DMP and OPA. A full Engagement Strategy has been submitted as part of the DMP and OPA applications, which outlines in detail the research conducted, stakeholders involved, outreach methods which have been executed at this point in the process, and those that are proposed moving forward through the redevelopment process.

In advance of the DMP and OPA submission, communication has taken place with the Ward Councillor, municipal staff, the Lakeview Ratepayers' Association, landowners that are located within Rangeview Estates but are not part of the LOG ("Non-participating Landowners") and other members of the broader Lakeview community. The Rangeview LOG's intention is to continue to engage and remain accessible to those who are interested in the proposal.



# 7.1 Pre-application Consultation

To date, six community meetings have taken place as part of the LOG's goal to engage the Rangeview community. These meetings were an opportunity for participants to view the proposed Rangeview DMP, ask questions and offer their insights.



Community Meeting	December 2, 2021
Lakeview Rate Payers Association	December 20, 2021
Lakeview Rate Payers Association	January 17, 2023
Non-participating Landowners within Rangeview	February 23, 2023
Non-participating Landowners within Rangeview	March 27, 2023 (in-person)
Community Meeting	April 27, 2023

# 7.2 Public Consultation Methods

Based on the neighbourhood context, nature of the proposal, demographic profile and stakeholder landscape, the applicant and project team are proposing a series of tools to communicate and consult with community members, in addition to those consultations that have been held with the Lakeview Ratepayers Association and Non-participating Landowners. These methods may be adjusted based on initial feedback, as well as what is feasible for those parties who express interest in the proposal.



Project Website & E-mail



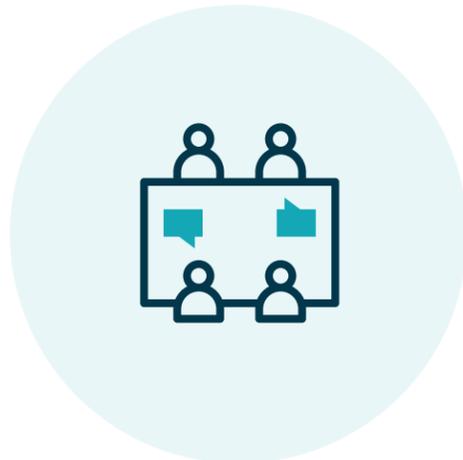
Communication with Neighbours



Open House



General Community Meeting



Focused Community Meeting(s)



Public Notice and Notification Sign

## WHO ARE YOU?

- I LIVE IN THE AREA
- I WANT TO LIVE IN THE AREA
- I WORK IN THE AREA
- I VISIT THE AREA
- OTHER

## QUESTION/COMMENT

SUBMIT

- I consent to having this website store my submitted information so they can respond to my inquiry in a timely manner.



## Reimagine Rangeview



The Rangeview Landowners Group is excited to create a Development Master Plan for Rangeview Estates (Rangeview) that will support the overall vision for the Lakeview Waterfront. This plan will build upon the work completed at Lakeview Village. We look forward to working through the Development Master Plan process with the community on this innovative project at Rangeview.

## Master Plan

The Rangeview Landowners Group is working hard to



## Project Website & E-mail

**The applicant has created a project website:**

[www.RangeviewMississauga.com](http://www.RangeviewMississauga.com)

- Serves as a useful tool to inform on-site commercial tenants, nearby residents, stakeholders, and interested members of the public of the proposal in a transparent and proactive way
- Allows for quick delivery of key messages and consistent messaging that helps avoid confusion about the project
- Project documents are uploaded when they are submitted to the City of Mississauga

**An e-mail address has been created:**

[info@RangeviewMississauga.com](mailto:info@RangeviewMississauga.com)

- The project e-mail allows the public to communicate directly with the project team about the proposal
- Launching the website and e-mail address at the time of the DMP submission has allowed the project team to respond to questions and collect feedback which can be considered along with City Staff's comments
- The project e-mail and website will remain live throughout the development application process



## Communication with Neighbours

- Communications (in the form of letters or other print materials) may be used to provide information to nearby neighbours about the proposed development and opportunities for further engagement
- The project website and e-mail address will be included on any communications
- To date, communications in the form of informational postcards have been used to invite Non-participating Landowners to engagement sessions
- Update notices may be circulated at the time the OPA application is submitted to provide recipients with highlights of, and major changes to, the proposal, and/or invite them to upcoming engagement sessions



## Open House

- All Non-participating Landowners were invited to an Open House to review renderings of the DMP, ask questions, and meet with the project team



## General Community Meeting

- The applicant team may host a community meeting shortly after the submission of the OPA application
- This meeting will allow for small group meetings with local stakeholders, including neighbours of Rangeview, to allow for in-depth communication, consultation and feedback
- The meeting would include a presentation of the submitted OPA application, as well as a question-and-answer period with the consulting team



## Focused Community Meeting(s)

- Based on feedback and particular areas of interest that the community shows at the general community meeting, follow up meeting(s) may be held to focus on certain topics



## Public Notice and Notification Sign

- The applicant will follow requirements by the City of Mississauga and post a notification sign on the site
- This sign will provide information about the application and proposed development
- Contact information for the City Planner will be included on the sign
- Formal notices of the applications will be mailed by the City to all property owners within a 120-metre radius of the site

## 7.3 Continued Engagement

The Rangeview LOG and their project team are pleased to continue discussions with the community, municipal staff, the non-participating landowners within Rangeview Estates and the Ward Councillor as part of the DMP and OPA processes.

Throughout the public consultation process for this proposal, feedback collected from various communications and meetings will be summarized to reveal recurring topics that may be considered in order to help inform future iterations of the plans for Rangeview. The detailed Engagement Strategy report can be found in [Appendix A](#) of this DMP document.



# 8

## Sustainability Strategy

A Sustainability Strategy has been prepared by Urban Equation in response to the City of Mississauga’s Terms of Reference for Sustainability Strategy and aligns with local policies such as “Our Future Mississauga” and the “Climate Change Action Plan”. The Sustainability Strategy uses the ten principles of the One Planet Living (OPL) Framework – refer to Figure 53 – to organize sustainability goals, performance measures, and strategies for development. Rangeview Estates will showcase exceptional design quality that will embrace holistic sustainability by addressing healthy environmental, social and economic practices. It will contribute to achieving local climate action ambition in Mississauga and respond to relevant sustainability policy. Key initiatives outlined in the Sustainability Strategy include:

- Car dependency reduction,
- Access to transit,
- Increased walkability and bikeability,
- Water friendly landscaping,
- The use of recycled/reclaimed materials,
- Reduced light pollution,
- Reduced heat island effect,
- Access to parks and open spaces,
- Mix of housing types and sized, and
- Affordable housing.

The detailed Sustainability Strategy report can be found in **Appendix C** of this DMP document.

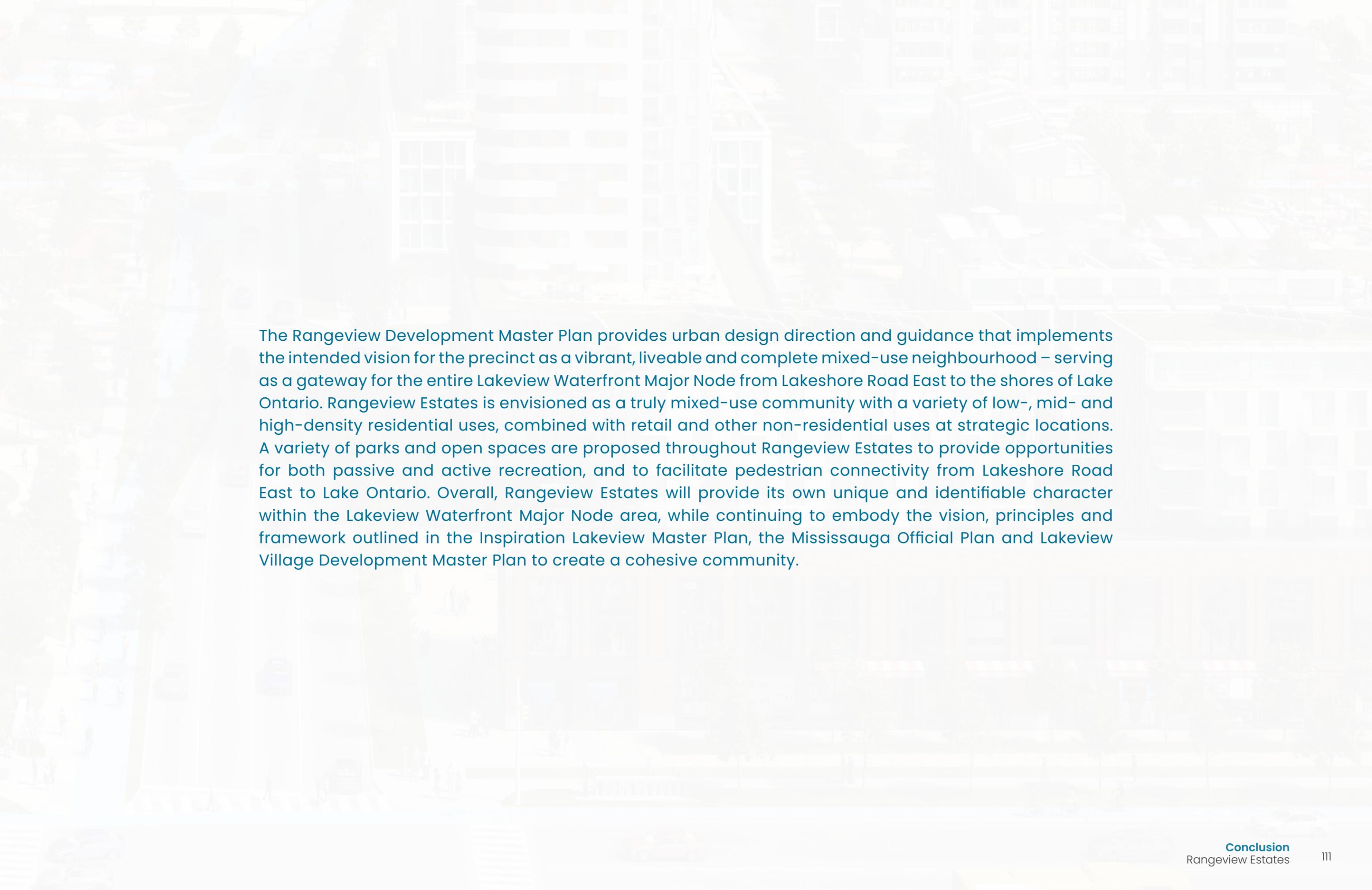
	<b>Health and happiness</b>	Encouraging active, social, meaningful lives to promote good health and wellbeing
	<b>Equity and local economy</b>	Creating safe, equitable places to live and work which support local prosperity and international fair trade
	<b>Culture and community</b>	Nurturing local identity and heritage, empowering communities and promoting a culture of sustainable living
	<b>Land and nature</b>	Protecting and restoring land for the benefit of people and wildlife
	<b>Sustainable water</b>	Using water efficiently, protecting local water resources and reducing flooding and drought
	<b>Local and sustainable food</b>	Promoting sustainable humane farming and healthy diets high in local, seasonal organic food and vegetable protein
	<b>Travel and transport</b>	Reducing the need to travel, encouraging walking, cycling and low carbon transport
	<b>Materials and products</b>	Using materials from sustainable sources and promoting products which help people reduce consumption.
	<b>Zero waste</b>	Reducing consumption, re-using and recycling to achieve zero waste and zero pollution
	<b>Zero carbon energy</b>	Making buildings and manufacturing energy efficient and supplying all energy with renewables

**Figure 53** – The One Planet Living Framework

An aerial, blue-tinted architectural rendering of a modern urban development. The scene shows a dense cluster of multi-story buildings with prominent green roofs and terraces. Pedestrian walkways, trees, and small figures of people are scattered throughout the development, suggesting a vibrant, walkable community. The overall aesthetic is clean and futuristic.

# 9

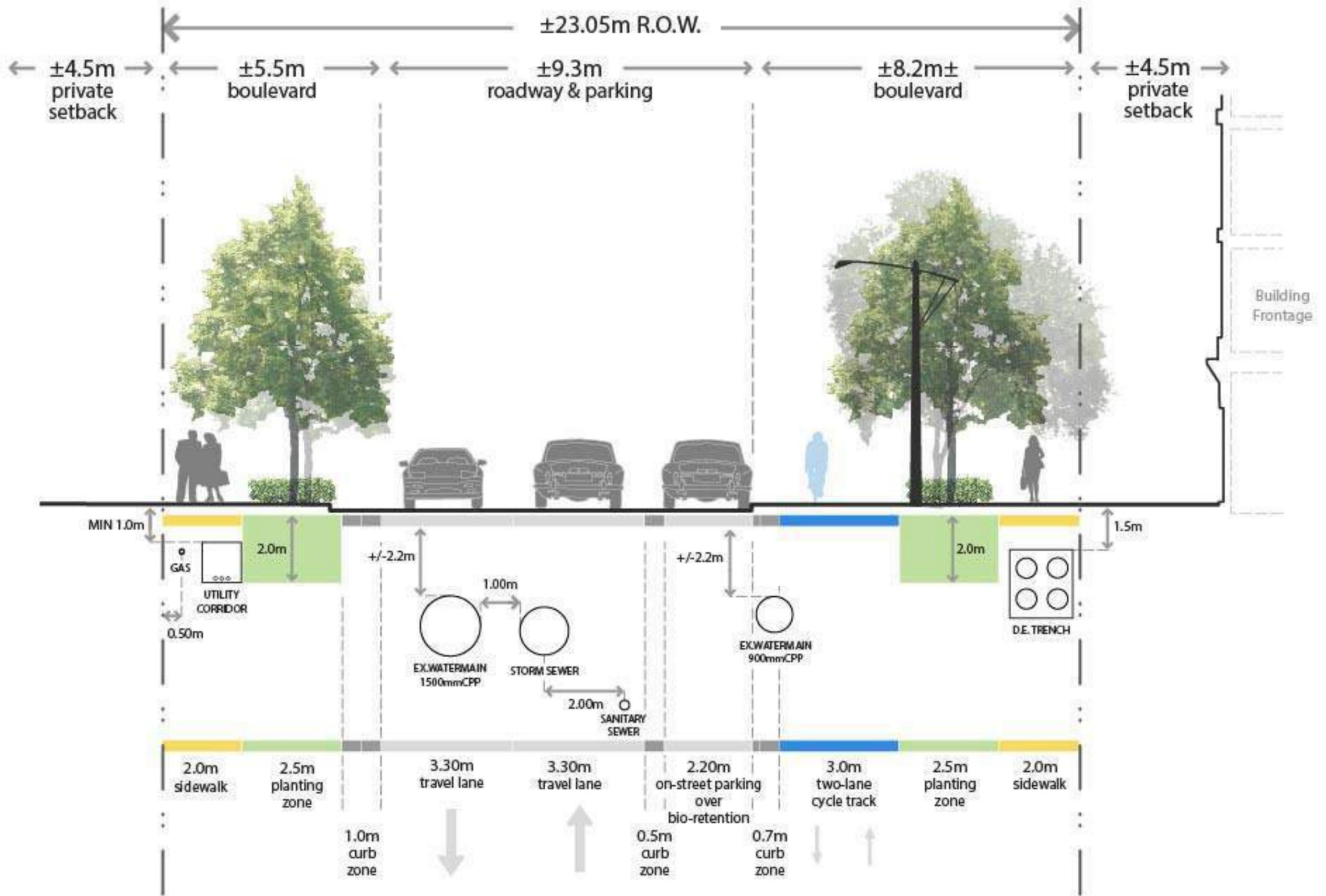
## Conclusion

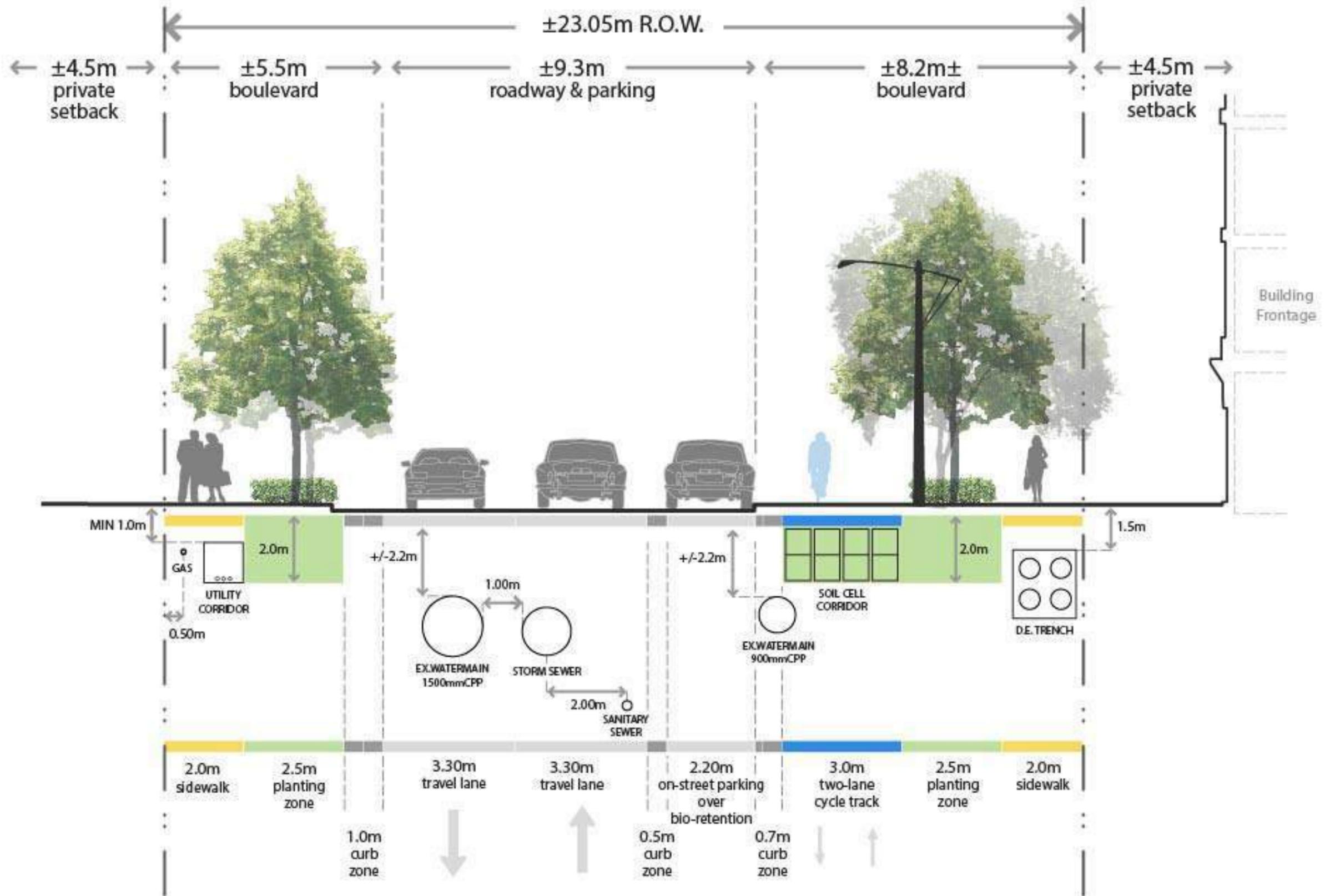


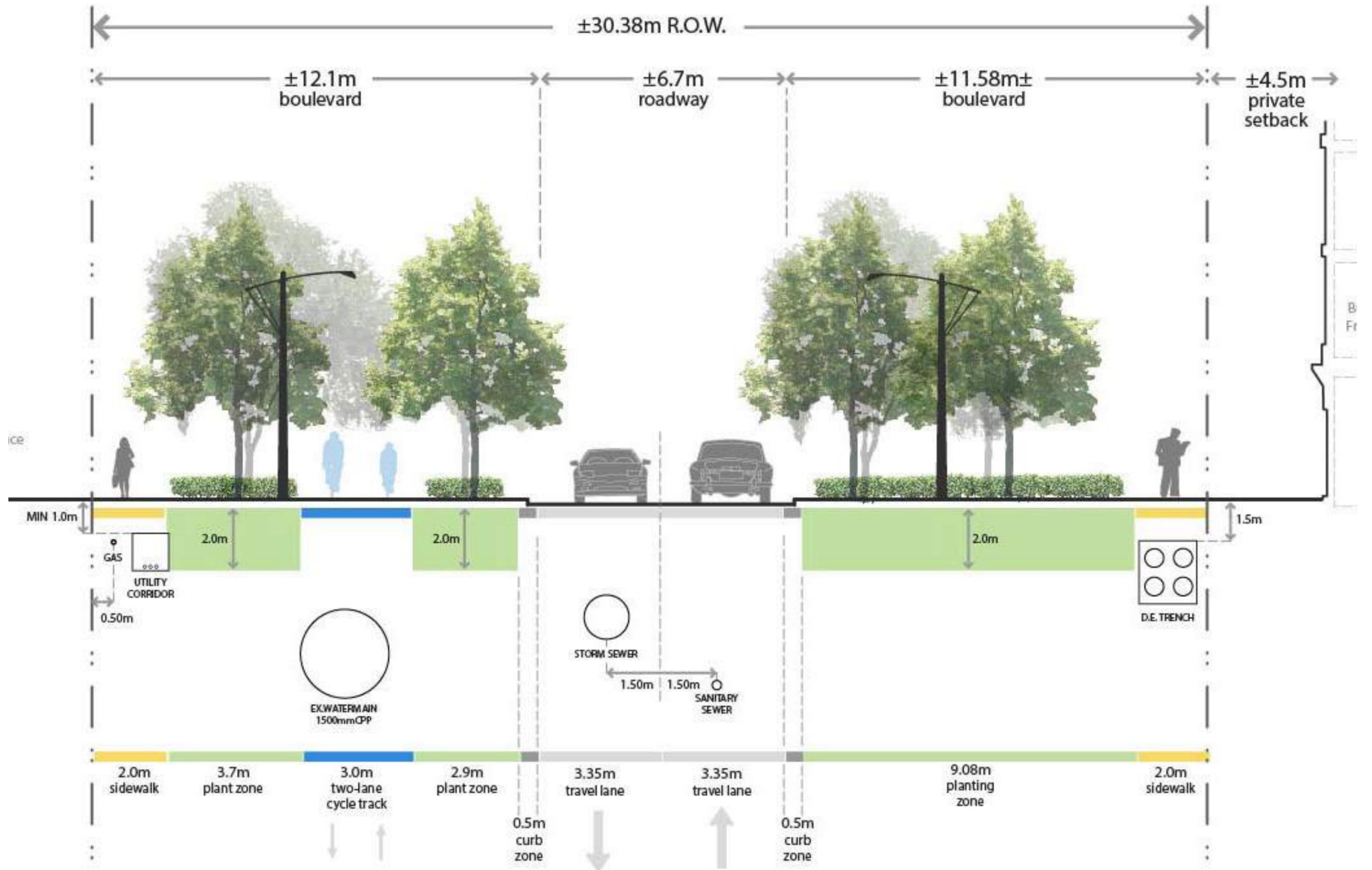
The Rangeview Development Master Plan provides urban design direction and guidance that implements the intended vision for the precinct as a vibrant, liveable and complete mixed-use neighbourhood – serving as a gateway for the entire Lakeview Waterfront Major Node from Lakeshore Road East to the shores of Lake Ontario. Rangeview Estates is envisioned as a truly mixed-use community with a variety of low-, mid- and high-density residential uses, combined with retail and other non-residential uses at strategic locations. A variety of parks and open spaces are proposed throughout Rangeview Estates to provide opportunities for both passive and active recreation, and to facilitate pedestrian connectivity from Lakeshore Road East to Lake Ontario. Overall, Rangeview Estates will provide its own unique and identifiable character within the Lakeview Waterfront Major Node area, while continuing to embody the vision, principles and framework outlined in the Inspiration Lakeview Master Plan, the Mississauga Official Plan and Lakeview Village Development Master Plan to create a cohesive community.

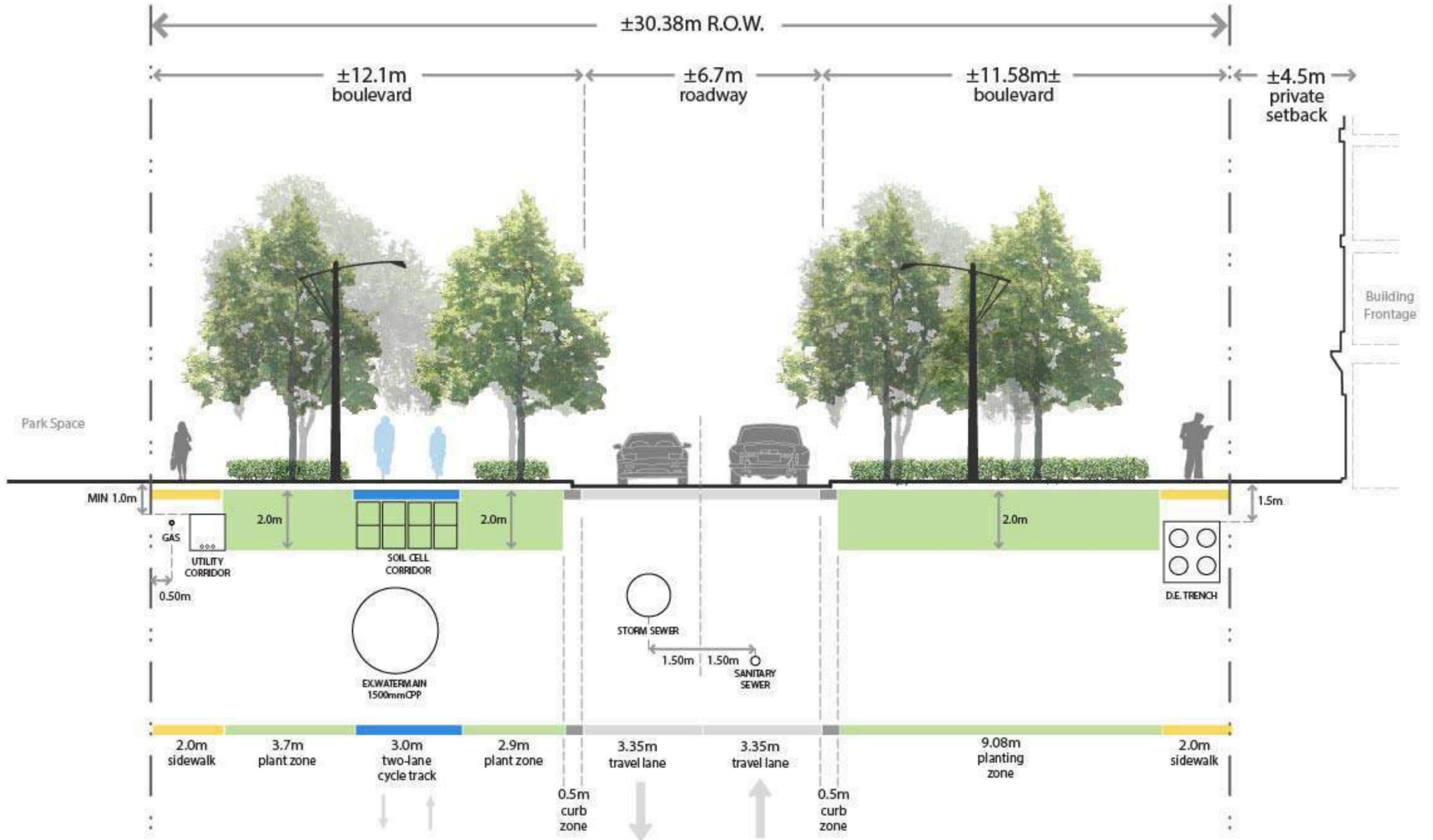
# A

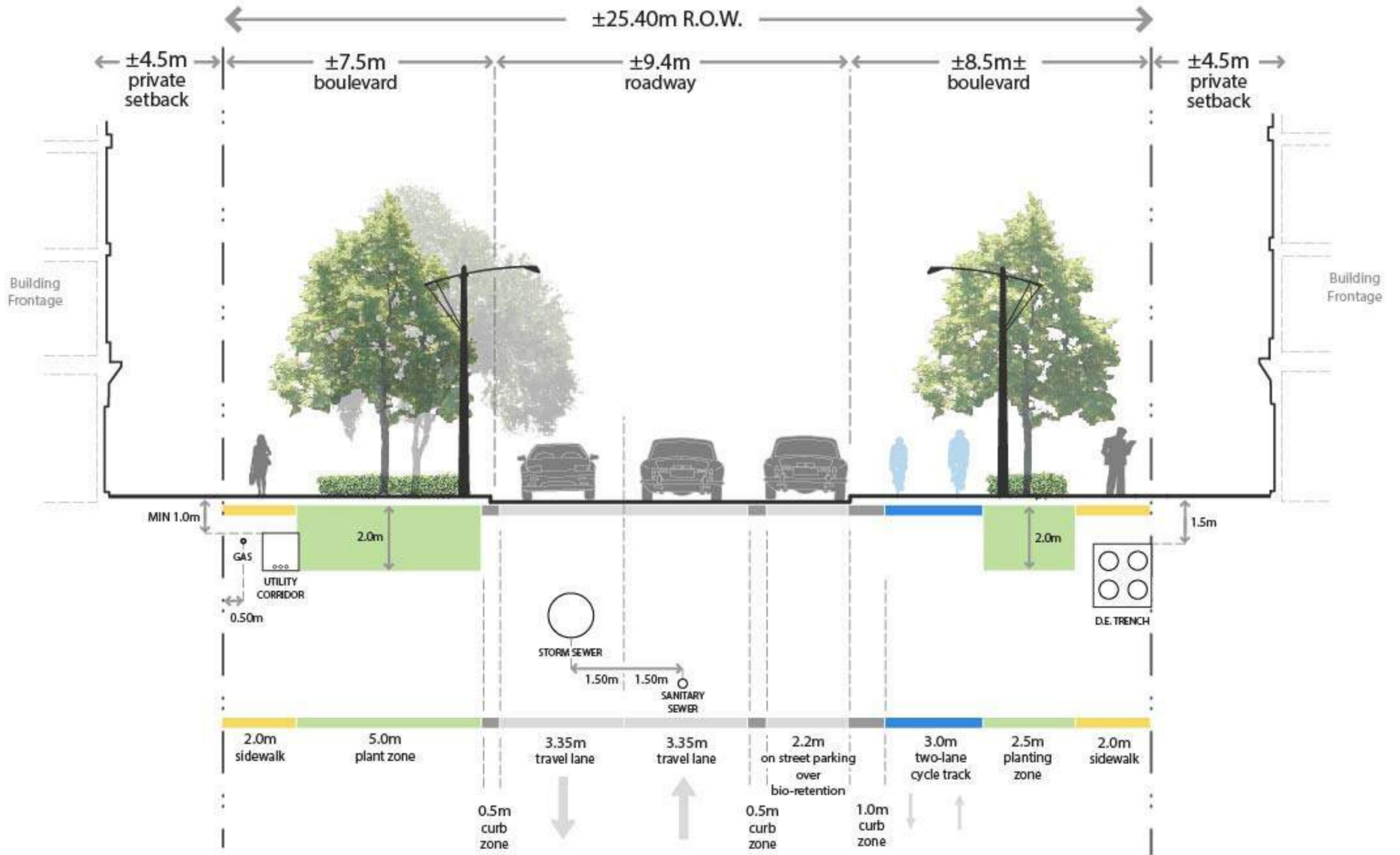
Appendix:  
Detailed Street Sections



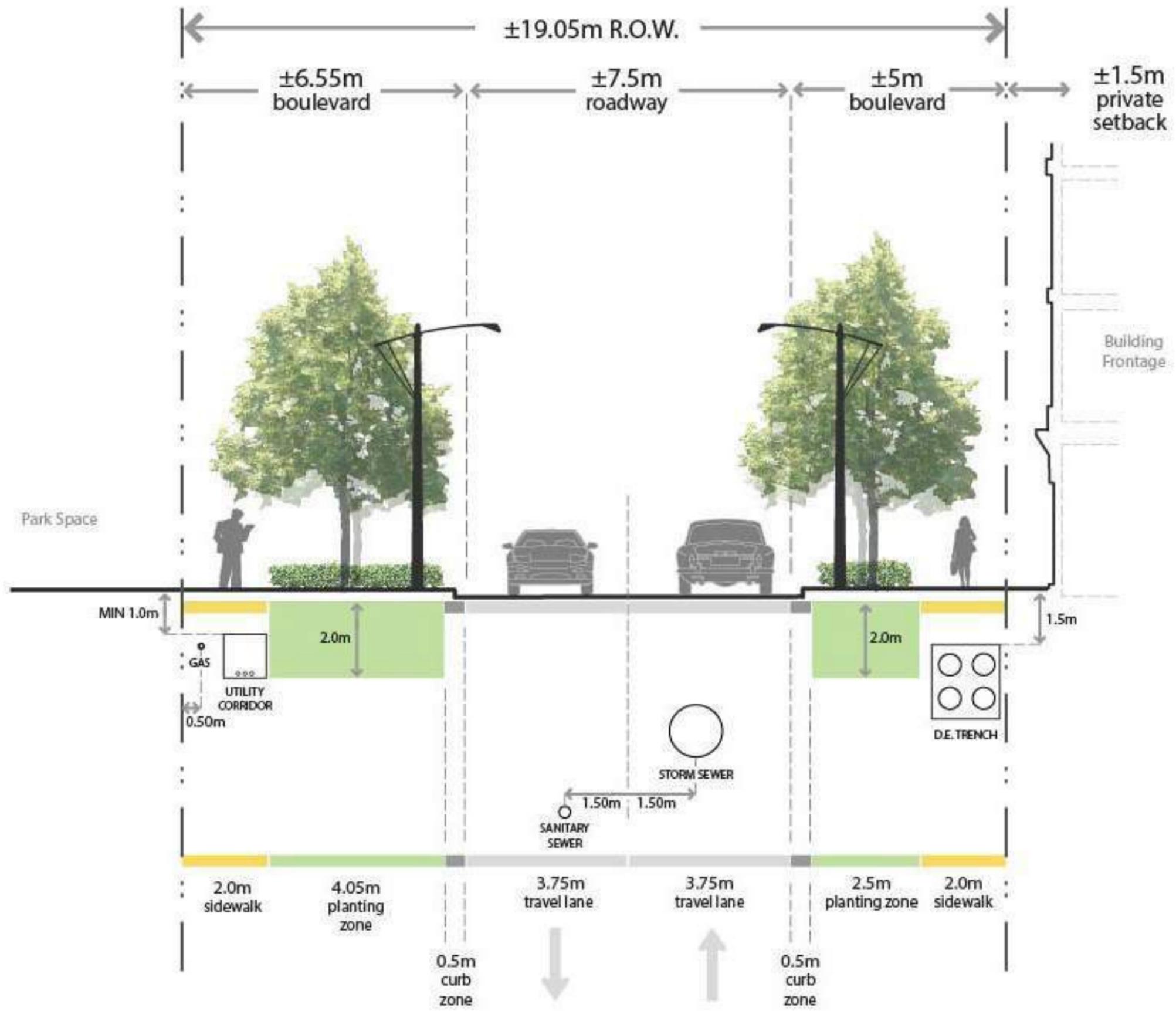


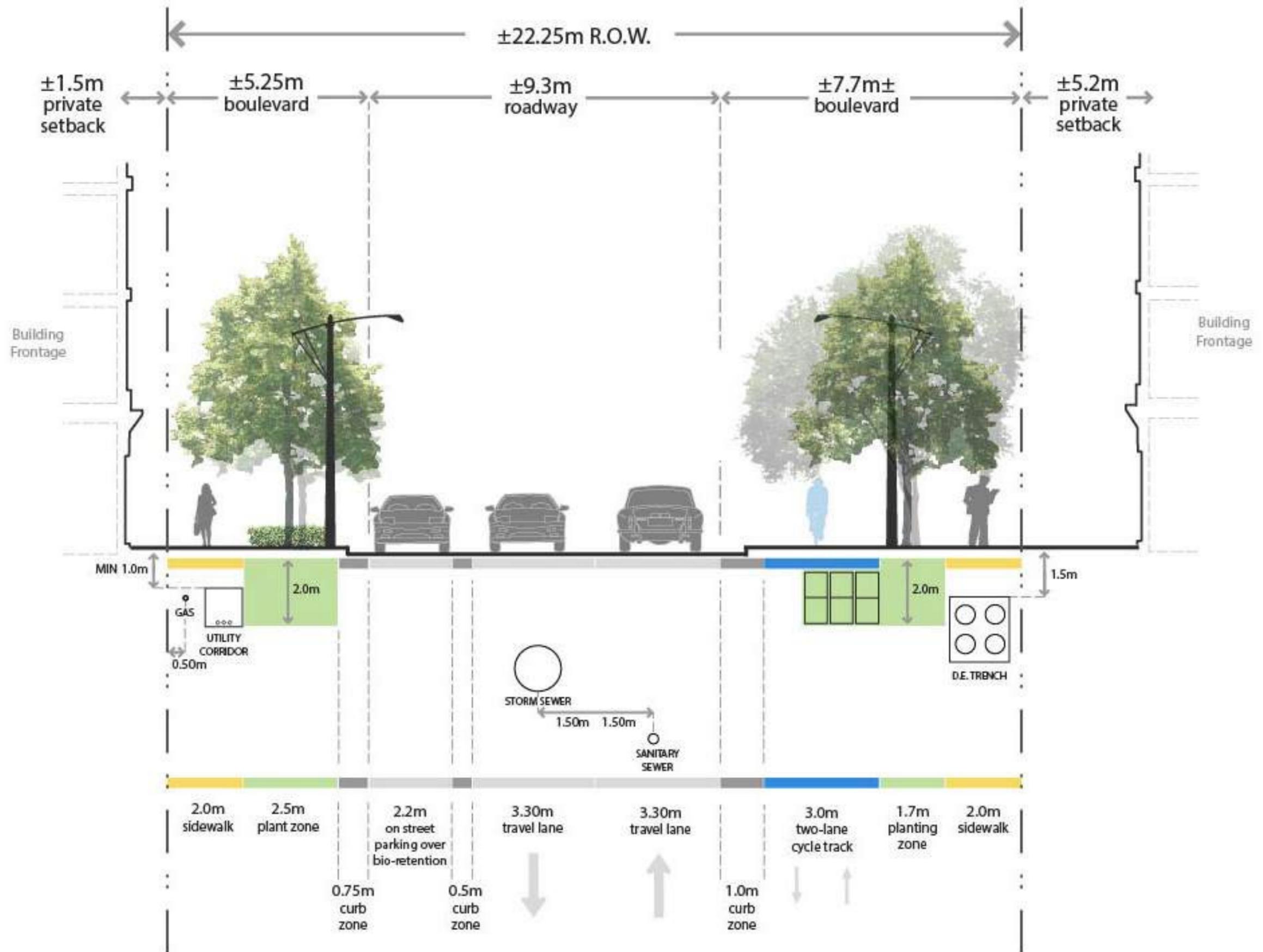












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# B

Appendix:  
Engagement Strategy Report

# Rangeview

## Engagement Strategy

**Rangeview Estates**  
**City of Mississauga**

**Rangeview Landowners  
Group Inc.**

**September 2023**



# Rangeview

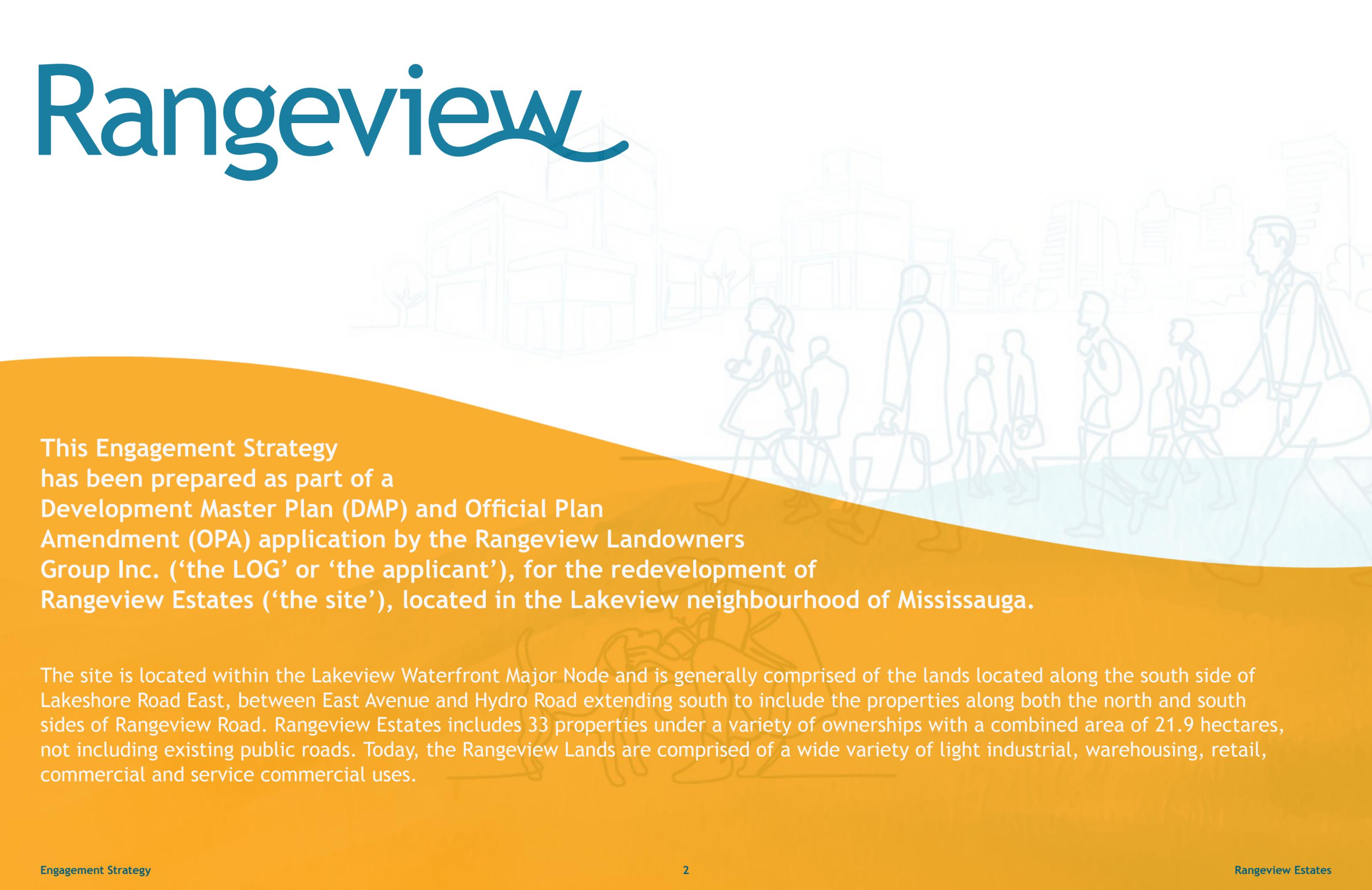
## Table of Content

1. Introduction
  2. Intentions and Desired Outcomes
  3. Context
  4. Proposal Description
  5. Target Audience and Stakeholders
  6. Public Consultation Methods
  7. Receiving and Documenting Comments
  8. Areas of Further Exploration
  9. Conclusion
- Appendix A - Demographic Chart





# Rangeview

The background features a light blue line-art illustration of a city street scene. On the left, there are several multi-story buildings of varying heights. In the foreground, a group of diverse people is walking across the street. Some are carrying bags or briefcases, and one person is pushing a stroller. The scene is set against a white background with a large, curved orange shape at the bottom.

**This Engagement Strategy has been prepared as part of a Development Master Plan (DMP) and Official Plan Amendment (OPA) application by the Rangeview Landowners Group Inc. ('the LOG' or 'the applicant'), for the redevelopment of Rangeview Estates ('the site'), located in the Lakeview neighbourhood of Mississauga.**

The site is located within the Lakeview Waterfront Major Node and is generally comprised of the lands located along the south side of Lakeshore Road East, between East Avenue and Hydro Road extending south to include the properties along both the north and south sides of Rangeview Road. Rangeview Estates includes 33 properties under a variety of ownerships with a combined area of 21.9 hectares, not including existing public roads. Today, the Rangeview Lands are comprised of a wide variety of light industrial, warehousing, retail, commercial and service commercial uses.

The LOG is comprised of nine landowners who own approximately 65% of the land within Rangeview, representing approximately 65% of all private landholdings. The LOG was formed in 2021 with the intention of acting as a cohesive and collaborative group working together to secure development approvals for Rangeview Estates. Over time, the LOG intends to redevelop the site into a mixed-use community which would constitute 5,300 residential units, in a variety of built forms: low-, mid- and tall-buildings. It would also include approximately 2.6 hectares of public parkland, distributed across five new public parks. The development would support connectivity throughout Rangeview and Lakeview Village, acting as a gateway for the entire Lakeview Waterfront area. Furthermore, the site is highly accessible by existing and planned transit, as it is located along the planned Lakeshore Bus Rapid Transit (BRT) line and is in close proximity to two GO train stations and several MiWay Bus stops.

Rangeview forms part of the larger Inspiration Lakeview Master Plan area and its development represents the second and final piece of this new master planned waterfront community, with the other three precincts having advanced through the Lakeview Village DMP process. The majority of Inspiration Lakeview's direct frontage onto Lakeshore Road East is occupied by Rangeview Estates; thus, Rangeview's successful transformation from an industrial business enclave to a mixed-use, transit-oriented neighbourhood is a key element in connecting the new community to the broader City of Mississauga and the planned Lakeshore BRT service.



# Intentions



Share Information and seek input related to the DMP with the public and any interested stakeholders

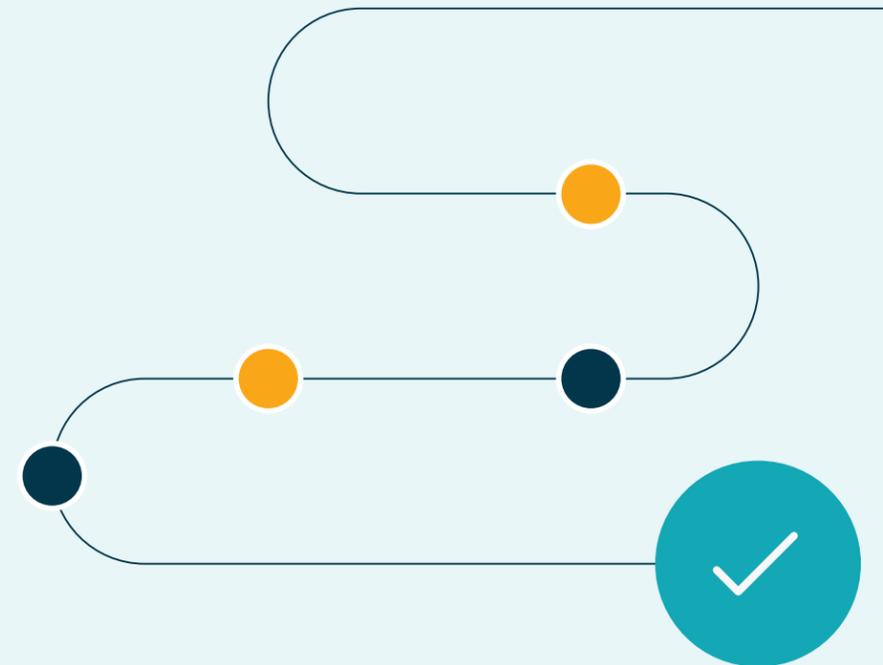


Consult with interested persons and groups using various methods of engagement

# Desired Outcomes

The public and interested stakeholder groups feel sufficiently informed and consulted about the proposed DMP

The various engagement methods were simple, straightforward and useful, allowing a range of people to learn about the project, ask questions, and provide input



# Intentions



Determine **overarching themes and key perspectives** about the proposed DMP from various consultations



Communicate **with the public in a transparent and open manner** about the DMP as well as the engagement process



Understand **community dynamics to ensure a well-informed consultation process** is implemented, given the large number of stakeholders in the area

# Desired Outcomes

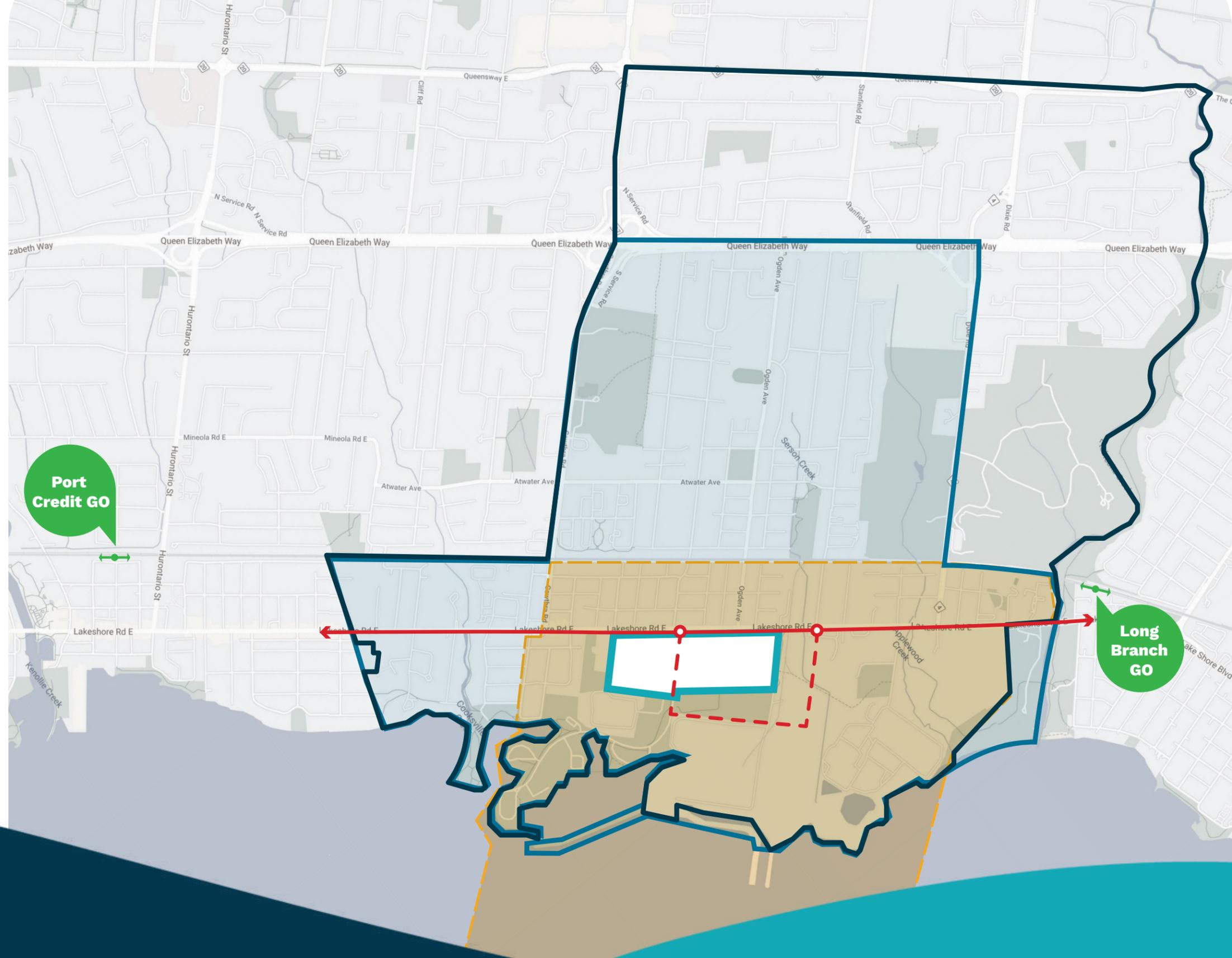
The feedback received during consultations helped inform the applicant's understanding of the community's sentiments related to the DMP

The public, interested stakeholder groups, and the applicant were clear on the overall engagement and feedback processes and their outcomes

All stakeholders in the process felt adequately engaged



-  In the Lakeview Neighbourhood of Mississauga
-  Within the boundaries of the Lakeview Ratepayers' Association
-  Within Census Tract 5350500.02
-  Planned Lakeshore BRT Route
-  Future Enhanced Transit Route
-  Subject Site



Where is the site located?

Over the past century, these lands have been home to military-related operations, arms manufacturing, an airport, varied industrial and semi-industrial uses and a coal-based power generating station. Following the closure of the Ontario Power Generation (OPG) Lakeview Generating Station and its subsequent demolition starting in 2006, a community-initiated visioning exercise for the former generating station lands, known as Lakeview Legacy, ultimately led to a comprehensive master planning exercise for the Lakeview Waterfront area.

The Rangeview DMP and OPA application represent the next step in advancing a development framework for Rangeview Estates, building on the master planning efforts undertaken previously and implementing current Provincial, regional and local policy direction.

Rangeview Estate 1966 (Source: Region of Peel)



What is the **history** of the site?

Rangeview Estates is currently home to 33 parcels of privately owned land, with a net area of approximately 21.9 hectares, and contains four public roads. Existing uses within Rangeview today include a wide variety of light industrial, warehousing, retail, commercial and service commercial uses. As such, the existing buildings are generally one-storey in height, with large footprints, and have a mix of commercial and retail tenants.

Located along the planned Lakeshore Bus Rapid Transit (BRT) line and is near two GO train stations and several MiWay Bus Stops

**Legend**

-  Rangeview Estates Precinct
-  Lakeview Village Development
-  MiWay Bus Transit
-  Planned Lakeshore BRT Route
-  Planned Lakeshore BRT Station



# What currently exists and is evolving near the property?



## What is being Proposed?

Rangeview Estates is envisioned as a vibrant, livable and complete mixed-use neighbourhood that will serve as a gateway for the entire Lakeview Waterfront Major Node from Lakeshore Road East to the shores of Lake Ontario. Rangeview will be planned as a compact, sustainable neighbourhood - offering a variety of housing typologies, local commercial opportunities and walkable pedestrian-oriented greenspaces.

A fundamental theme of the Rangeview DMP is connectivity. Rangeview will serve as an important puzzle piece that completes the planned pedestrian and active transportation circulation network between the existing community context and Lakeview Village. This network will ensure that the entire Lakeview Waterfront Major Node has permeable connections throughout the entire community.

The Rangeview DMP ensures that views and access to Lake Ontario and the adjacent waterfront are pronounced and easily accessible. Overall, Rangeview intends on exhibiting its own unique and identifiable character, while still embodying the vision, principles and framework outlined in the Inspiration Lakeview Master Plan, the Mississauga OP and Lakeview Village DMP to create a cohesive community.



Retail Interface with Ogden Park Along Lakeshore Road East

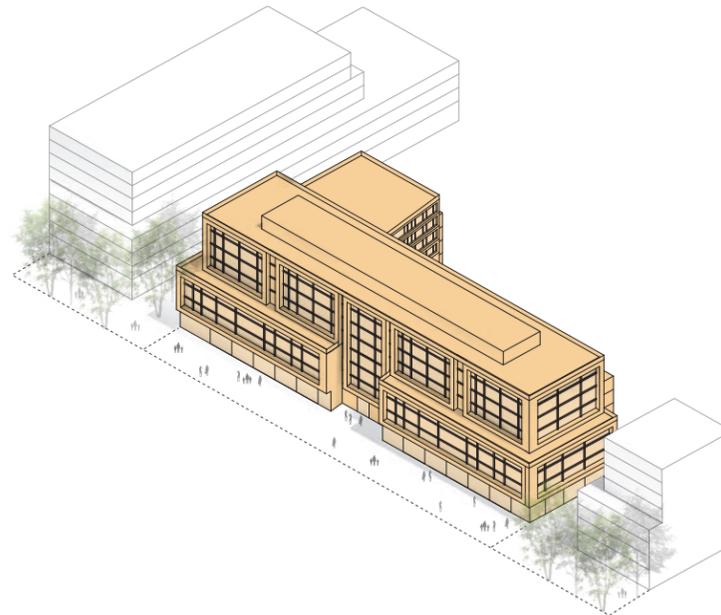
## What are the project highlights?

16.5 hectares of residential and mixed-use space  
(non-residential uses include retail/commercial)

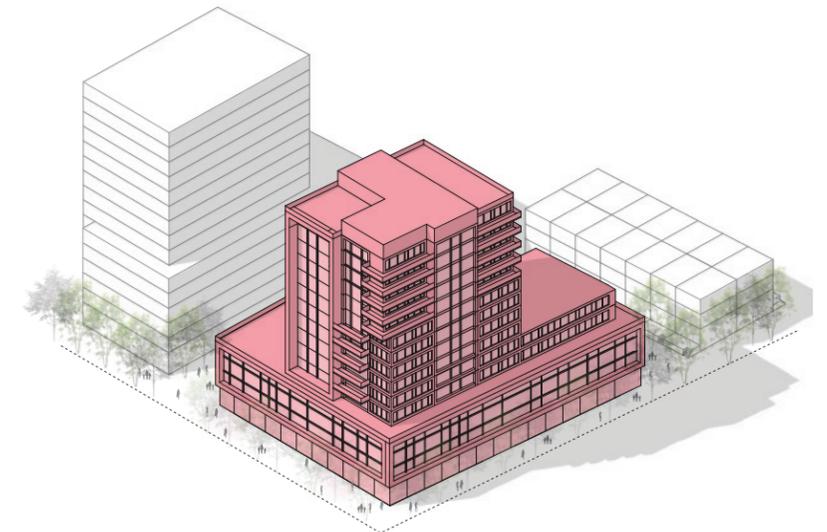
5,300 residential units  
made up of low-, mid- and tall-building built forms



**Low-Rise Buildings**  
13% (685 units)



**Mid-Rise Buildings**  
31% (1,634 units)



**High-Rise Buildings**  
56% (2,981 units)

# What are the project highlights?

2.6 hectares of parkland distributed across five new parks, which will be conveyed to the City of Mississauga



## How will the project be phased?

As Rangeview Estates is comprised of several landowners, the phasing has been designed to allow each existing parcel to develop independently from each other at different periods of the development approvals process. This is particularly important in establishing a functional road network where the proposed interim phase establishes a partial road network - providing each landowner with temporary access to its property so it can develop without affecting an adjacent parcel. This approach is particularly important for those parcels that are mid-block along Lakeshore Road East.

The approach considers an interim phase with a partially built Street 'L', extending from East Avenue and terminating in a temporary cul-de-sac centrally located between Lakefront Promenade and East Avenue due to the presence of a non-participating landowner(s). East of Lakefront Promenade, the phasing plan considers a partially built Ogden Avenue, north of Rangeview Road, with terminating temporary cul-de-sacs that will eventually be extended as Street 'L' between Lakefront Promenade and Hydro Road. The full extension of Ogden Avenue, terminating at Lakeshore Road East, will be established at a future phase of development.

When an individual parcel plans to develop, the public road and/or parkland associated with that parcel - as defined in the Rangeview DMP - will be conveyed to the City of Mississauga to ensure that the overall vision demonstrated in the DMP can be achieved. Configuration of interim vehicular access will be considered on a site-by-site basis, where needed, in cases where the full road system cannot be delivered as part of a project.

In addition, the existing roads within Rangeview Estates (East Avenue, Rangeview Road, Lakefront Promenade and Hydro Road) will be improved over time as part of servicing-related road reconstruction. Interim cross-sections will be considered in cases where the full, final right-of-way has not been acquired. Interim cross-sections will include public realm, pedestrian, cycling and traffic operations improvements.



View of Ogden Park Towards Lake Ontario



## Target Audience

As part of the DMP and OPA application and consultation process, the applicant and project team considered the demographics of the local area surrounding the subject site by referring to Statistics Canada data from the 2021 Census.

According to the [City of Mississauga's Neighbourhood Boundaries](#), the site is located in the Lakeview Neighbourhood, and falls in the **Census Tract 5350500.02**

## Stakeholder Understanding

The following stakeholders represent an initial list of those who have been engaged to date and those who may wish to participate in the engagement process moving forward. Other interested groups/individuals may also choose to engage during the application review process.



# Key Demographic Profile

These are some key demographic highlights of **Census Tract 5350500.02**, which covers the site, in comparison with the **City of Mississauga**.



## 5+ storey

52%

28%

### Housing Structure

There are significantly more 5+ storey apartments in the CT (52%) than the City (28%)



## English

80%

62%

### Home Language

More people in the CT speak English at home (80%) than the City average (62%)



## Rent

42%

30%

### Housing Tenure

More residents in the CT rent (42%) compared to the City average (30%)



## Income

\$76,000

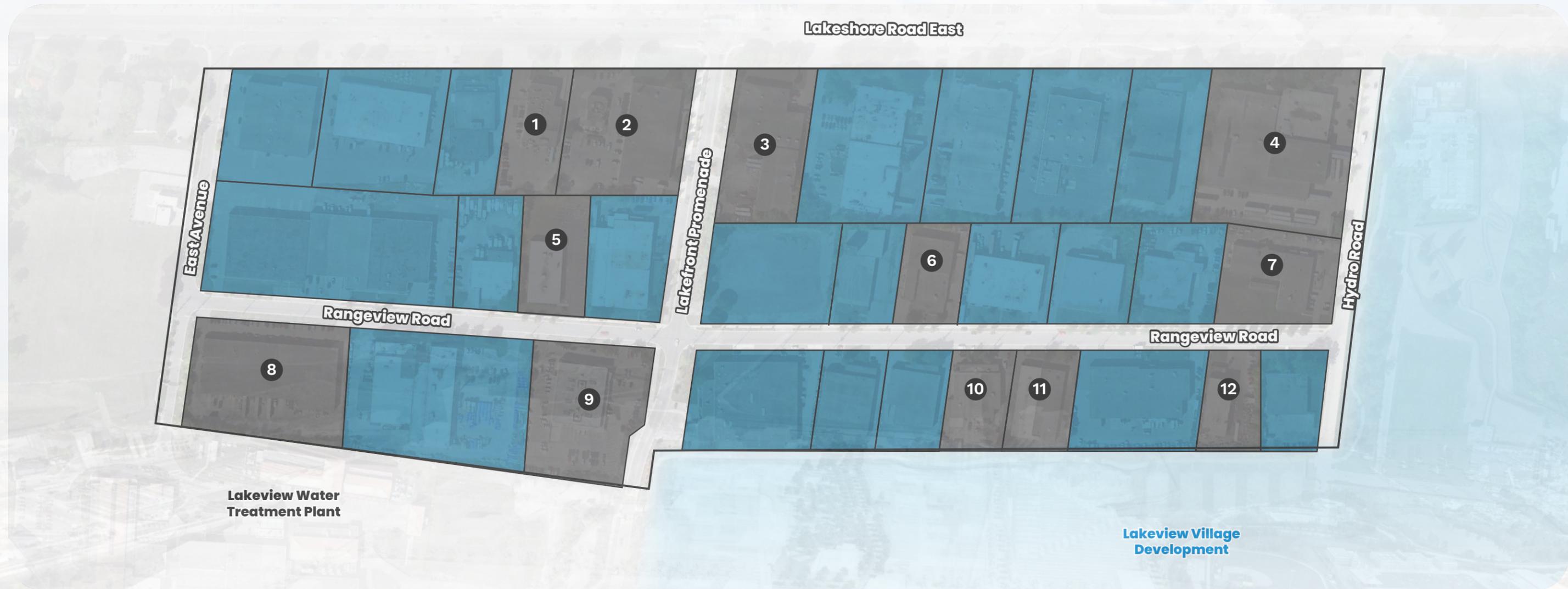
\$102,000

### Income

Residents in the CT make 34% less annually than the City average

## Outreach to Date

Meeting Type	Date
Community Meeting	December 2, 2021
Lakeview Ratepayers' Association	December 20, 2021
Lakeview Ratepayers' Association	January 17, 2023
Non-participating landowners within Rangeview	February 23, 2023
Non-participating landowners within Rangeview	March 27, 2023 (in-person)
Community Meeting	April 27, 2023



**Legend** □ Rangeview Estates Precinct Area (Gross Area = ~25.67 ha) ■ Non-Participating Landowners ■ Participating Landowners

1

## Non-Participating Landowners

- |                                 |                       |
|---------------------------------|-----------------------|
| ① 896 Lakeshore Road East       | ⑦ 1083 Rangeview Road |
| ② 910 & 920 Lakeshore Road East | ⑧ 850 Rangeview Road  |
| ③ 946 Lakeshore Road East       | ⑨ 890 Rangeview Road  |
| ④ 1076 Rangeview Road           | ⑩ 1008 Rangeview Road |
| ⑤ 895 Rangeview Road            | ⑪ 1024 Rangeview Road |
| ⑥ 1021 Rangeview Road           | ⑫ 1062 Rangeview Road |

To date, two meetings between the LOG and Non-Participating Landowners have taken place:

- Online Meeting: February 23, 2023
- Open House: March 27, 2023

## 2

### Lakeview Ratepayers' Association

To date, two meetings have been held between the LOG and the Lakeview Ratepayers' Association, to discuss the various elements of the Master Plan and seek feedback and questions

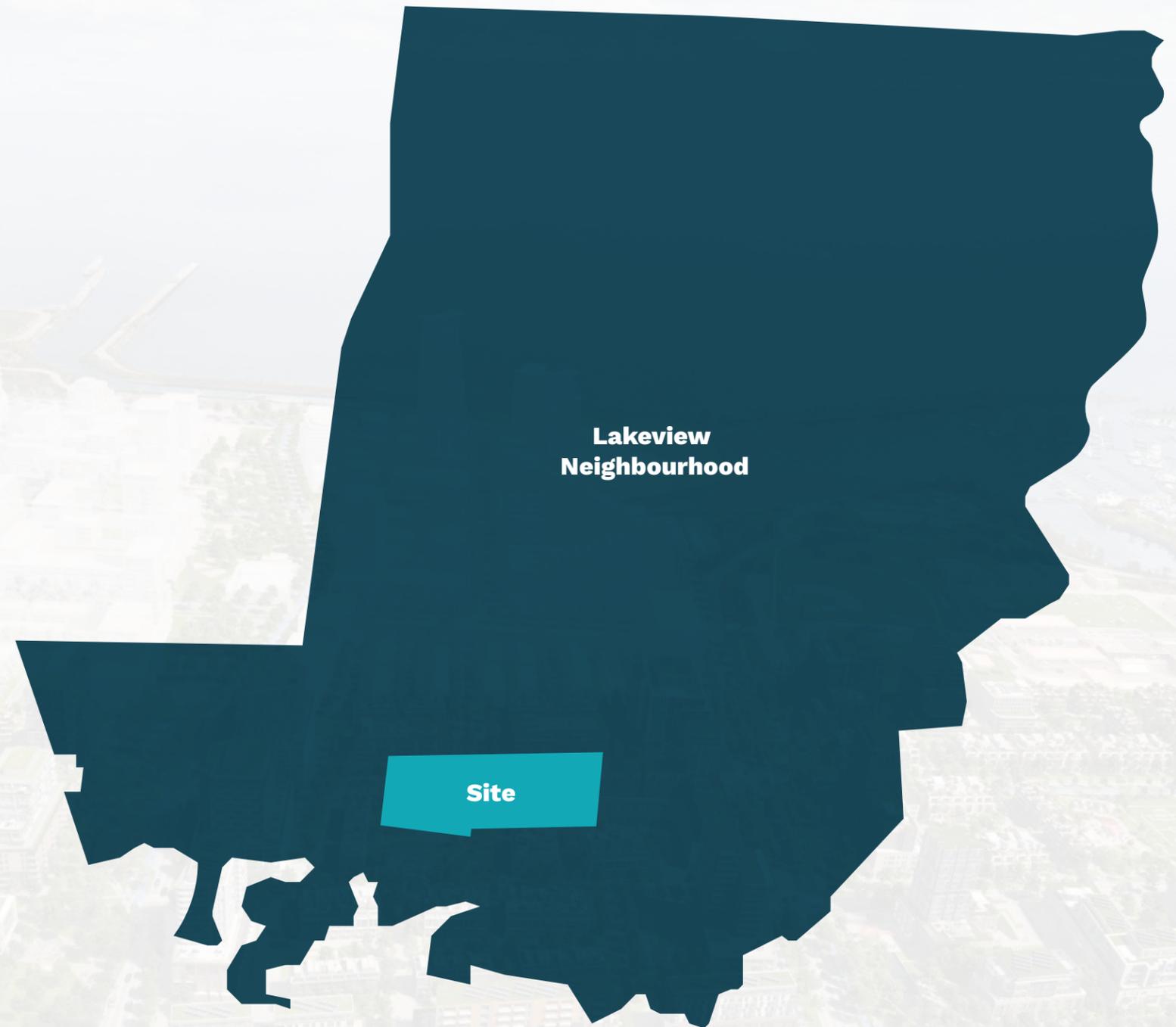
- Meeting to review Lakeview studies: **December 20, 2021**
- Meeting to review Master Plan (hosted by Councillor Dasko): **January 17, 2023**



### 3

## Broader Lakeview Neighbourhood

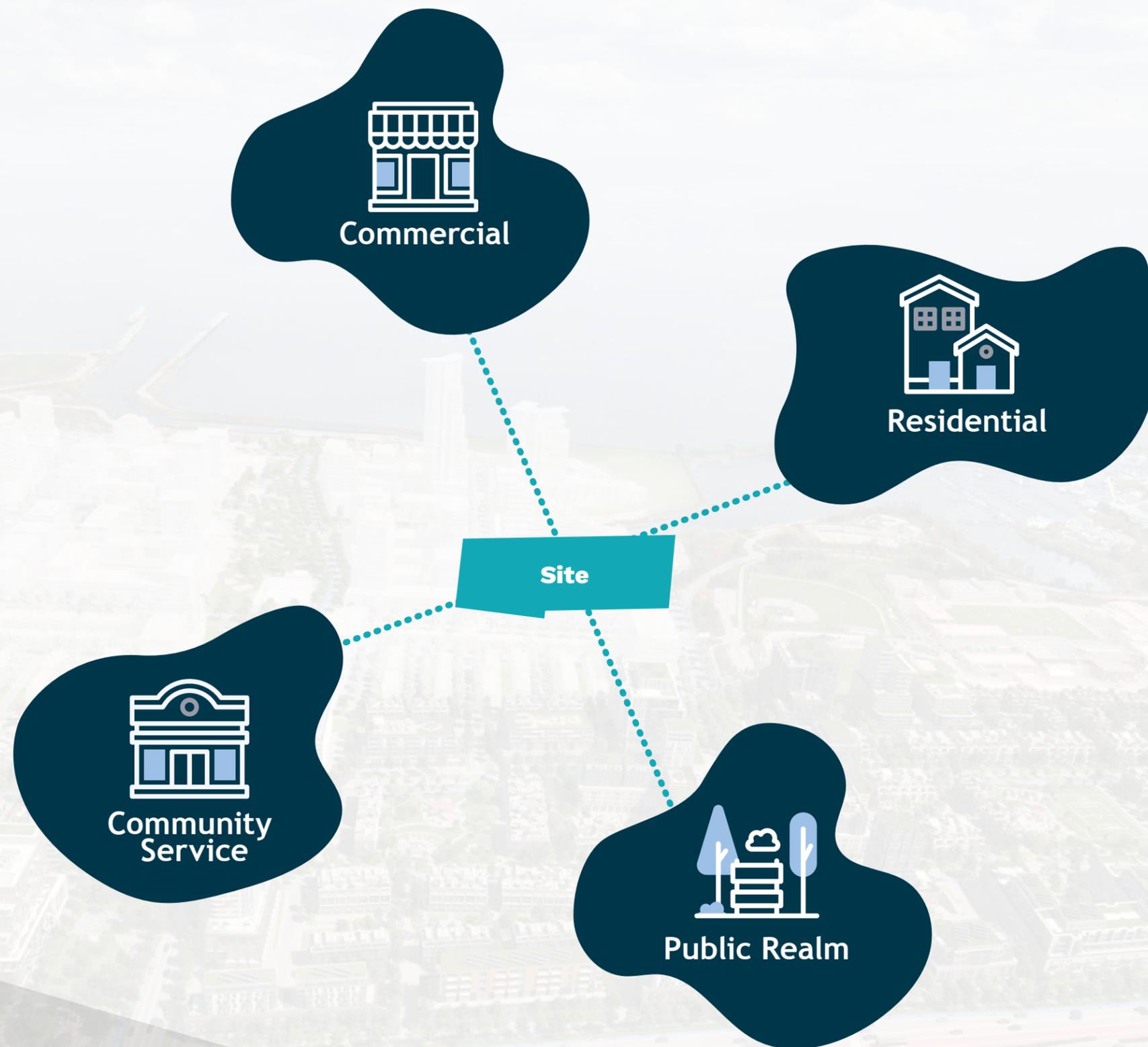
- This may include anyone that lives or works within the Lakeview neighbourhood
- Points of interest may be the Lakeview Master Plan, and how the phased mixed-use redevelopment of the Rangeview site fits into the Plan
- They may also want to learn about the housing options that are proposed, and the introduction of new commercial space, parks and community amenities
- Community meetings have been held on December 2, 2021, and April 27, 2023



# 4

## Nearby Neighbours, Businesses, and Landowners

- Once each development block undergoes redevelopment, neighbours of the property will eventually experience a change in their immediate vicinity in terms of architecture, built form, green and open space, public realm, site access, traffic and circulation as well as short-term construction impacts
- These neighbours include commercial, residential, and community service uses to the north, south, east, and west of the site



# Public Consultation Methods



6

# Public Consultation Methods

Based on the neighbourhood context, nature of the proposal, demographic profile, and stakeholder landscape, the applicant and project team are proposing a series of tools to communicate and consult with community members, in addition to those consultations that have been held with the Lakeview Ratepayers Association and Non-Participating Landowners. These methods may be adjusted based on initial feedback, as well as what is feasible for those parties who express interest in the proposal.

1. Project Website & Email
2. Communication with Neighbours
3. Open House
4. General Community Meeting
5. Focused Community Meeting(s)
6. Public Notice and Notification Sign





## Project Website & Email

- The applicant has created a project website: **[www.RangeviewMississauga.com](http://www.RangeviewMississauga.com)**
  - Serves as a useful tool to inform on-site commercial tenants, nearby residents, stakeholders, and interested members of the public of the proposal in a transparent and proactive way
  - Allows for quick delivery of key messages and consistent messaging that helps avoid confusion about the project
  - Project documents are uploaded when they are submitted to the City of Mississauga
- An email address has been created: **[info@RangeviewMississauga.com](mailto:info@RangeviewMississauga.com)**
  - The project email allows the public to communicate directly with the project team about the proposal
- Launching the website and email address at the time of the DMP submission has allowed the project team to respond to questions and collect feedback which can be considered along with City Staff's comments
  - The project email and website will remain live throughout the development application process



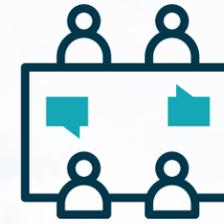
## Communication with Neighbours

- Communications (in the form of letters or other print materials) may be used to provide information to nearby neighbours about the proposed development and opportunities for further engagement
- The project website and email address will be included on any communications
- To date, communications in the form of informational postcards have been used to invite Non-Participating Landowners to engagement sessions
- Update notices may be circulated at the time the OPA application is submitted to provide recipients with highlights of, and major changes to, the proposal, and/or invite them to upcoming engagement sessions



## Open Houses

- All Non-Participating Landowners were invited to an Open House to review renderings of the DMP, ask questions, and meet with the project team



## Focused Community Meeting(s)

- Based on feedback and particular areas of interest that the community shows at the general community meeting, follow up meeting(s) may be held to focus on certain topics



## General Community Meeting

- The applicant team may host a community meeting shortly after the submission of the OPA application
- This meeting will allow for small group meetings with local stakeholders, including neighbours of Rangeview, to allow for in-depth communication, consultation and feedback
- The meeting would include a presentation of the submitted OPA application, as well as a question-and-answer period with the consulting team



## Public Notice and Notification Sign

- The applicant will follow requirements by the City of Mississauga and post a notification sign on the site
- This sign will provide information about the application and proposed development
- Contact information for the City Planner will be included on the sign
- Formal notices of the applications will be mailed by the City to all property owners within a 120-metre radius of the site

# Receiving and Documenting Comments



7

## Receiving & Documenting Comments

Members of the project team have been present and will continue to be present at all consultation events to document the feedback and questions received from the public. This information in combination with any feedback received through other forums (e.g. via email), will be summarized and made available to any interested parties upon request.





## Areas of Further Exploration

The following list refers to the various topics associated with the DMP and OPA applications that will likely be brought forward for further discussion and consultation:



Changes to site and surrounding area



Retention of commercial spaces



Proposed phasing plan



Architecture and built form



Public realm, landscaping plans, and park space and their programming



New public roads and site access



Traffic and parking



Access to public transportation



Public consultation and engagement



Planning process and timelines

# Conclusion

Rangeview Landowners Group Inc. are pleased to discuss the proposed Engagement Strategy with City Staff, and if appropriate, make adjustments to the plan based on Staff's feedback. The applicant and project team are committed to engaging with the community throughout the duration of the proposal, at varying levels of intensity appropriate to the type and status of the planning application.

The process has been developed to be responsive to the local demographic and stakeholder context and be flexible and adaptable to allow for a broad range of voices to continue contributing to the discussion, with the intention of creating a development proposal that will align with the interests of community members.



## Appendix A: Demographic Profile

Socio-Economic Indicator		Census Tract 5350500.02	City of Mississauga
Population Change (2016-2021)		-1.9%	-0.5%
Age	0 to 14 years (Children)	13%	15%
	15 to 24 years (Youth)	8%	13%
	25 to 54 years (Working Age)	41%	40%
	55 to 64 years (Pre-retirement)	17%	15%
	65+ years (Seniors)	21%	17%
Educational Attainment	No certificate, diploma, degree	12%	21%
	High school	32%	32%
	Apprenticeship or trades	6%	8%
	College, CEGEP, other	28%	24%
	University below bachelor level	1%	2%
Bachelors' degree or higher	22%	14%	
Median Household Income		\$76,000	\$102,000
Home Language	English	80%	62%
	Non-Official	15%	28%
	French	<1%	<1%
	Multiple	5%	10%
Top Non-English Home Languages		Polish and Portuguese	Arabic and Urdu
Household Size	1 person	36%	20%
	2 persons	31%	28%
	3 persons	17%	19%
	4 persons	11%	19%
	5 or more persons	5%	14%
Housing Structure Type	Single-Detached House	30%	37%
	Semi-detached	0%	11%
	Row House	3%	14%
	Duplex	6%	3%
	Apartment <5 storeys	9%	7%
	Apartment 5+ storeys	52%	28%
Housing Tenure	Owners	58%	70%
	Renters	42%	30%
Education	Bachelors' degree or higher	28%	38%
Main Mode of Commuting	Car	83%	83%
	Public Transit	10%	11%
	Walking	5%	3%
	Bike	<1%	<1%
	Other	2%	3%

# Rangeview



Prepared by

 BOUSFIELDS INC.





Appendix:  
Sustainability Strategy Report



# RANGEVIEW ESTATES DEVELOPMENT MASTER PLAN SUSTAINABILITY STRATEGY

Prepared by:

**URBAN  
EQUATION**

Prepared for:

Rangeview Landowner's Group

September 2023

### **Land Acknowledgement**

We recognize that the Rangeview Estates, located in the present-day City of Mississauga, as being part of the Treaty and Traditional Territory of the Mississauga's of the Credit First Nation, the Haudenosaunee Confederacy the Huron Wendat and Wyandot Nations. We recognize these peoples and their ancestors as peoples who inhabited these lands since time immemorial.

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# SECTION 1 INTRODUCTION

## 1.1 Call to Action

Warming in Canada is approximately double that of the global average. Heat waves, coastal erosion, droughts, wildfires, flooding, and risks to critical infrastructure are already being felt across Canada. Research overwhelmingly ascribes these unprecedented changes to human behaviour and warns of significant risk to biodiversity, human health, security, and economic growth.

In 2019, the City of Mississauga joined a growing number of Canadian municipalities in declaring a climate emergency and committed to taking action against climate change. Cities are increasingly being relied upon to develop and implement sustainability strategies that consider their streets, buildings, open spaces, and people.

By adopting best-practice in sustainable development, the

Rangeview Estates will be a future-focused community which will contribute to the City's climate action objectives. To achieve a balance between what we consume and what nature produces, we all have to do our part – regulators, developers, and citizens alike.

## 1.2 What is Sustainable Development?

Research has shown that North Americans are living, building, and consuming as if we have five planets worth of resources. Sustainable development is development which meets the needs of the present without impacting the availability of resources for future generations. Sustainable development is about creating communities which foster a healthy natural and built environment, a thriving society, and a stable economy, all within the means of our one planet

## 1.3 One Planet Living®: An Organizing Framework

At Rangeview Estates, the One Planet Living (OPL) Framework will be used to guide our approach to developing a complete and comprehensive plan that will tackle climate change, build resilient communities, and regenerate the living systems around us.

The OPL Framework offers a holistic approach to sustainability that goes beyond green building standards for materials, water and energy conservation, and indoor air quality. It aims to create a future where it is easy, attractive, and affordable for people to lead happy and healthy lives using a fair share of the earth's resources.

OPL is unique in that it is universal. Its 10 Guiding Principles cover all aspects of social, economic, and environmental sustainability. It addresses all phases of a project, from design to construction, through to operations, programming, and personal lifestyle choices. In this way, One Planet Living embeds sustainability into a project's DNA rather than making it a stand-alone topic.

The ten OPL principles are:

- Health and Happiness
- Equity and Local Economy
- Culture and Community
- Land Use and Nature
- Sustainable Water
- Local and Sustainable Food
- Travel and Transport
- Materials and Products
- Zero Waste
- Zero Carbon

*Note: While the Rangeview Estates is organized around the OPL principles, there is no commitment to pursue OPL endorsement at this time. The performance measures listed in the appendices are not equivalent to the level of performance required for full OPL endorsement.*

## 1.4 Purpose of this Document

This document defines sustainability commitments for Rangeview Estates. For each OPL principle, this document outlines sustainability topics, performance measures, and strategies to meet the community's sustainability goals.





## SECTION 2 PROJECT CONTEXT

Aerial View of Rangeview Estates Towards Lake Ontario

### 2.1 What Makes Rangeview Estates Unique

The Rangeview Estates area is a roughly 25 ha site in Mississauga. The site is located adjacent to Lakeview Village and is a roughly 5-minute walk from both Douglas Kennedy Park and Ogden Park. When complete, the Rangeview Estates area will be a healthy and sustainable community, complete with liveable neighbourhoods, integrated greenspaces, a connected transit system, and thriving commercial areas. The community is expected to accommodate approximately 5300 residential units and over two hectares of parkland.

The following are a few key sustainability relevant features of the existing Rangeview Estates site:



**Strengths:**

- Proximity to Lake Ontario
- Proximity to planned higher-order transit
- Adjacent to future Lakeview Village mixed-use development
- Proximity to several existing parks and open spaces (Lakeview Park, Douglas Kennedy Park, Lakefront Promenade Park, Lakeshore Park)
- Proximity to diversified services and retail on Lakeshore Road E

**Opportunities:**

- Industrial brownfield land area
- “Somewhat walkable” area (57 Walkscore) with “Some Transit” (42 Transit Score)
- Car oriented streetscape design
- Highly mineralized site

## 2.2 Policy Alignment

Five main policy documents are relevant for sustainable urban development in Mississauga, one being specific to the Lakeview redevelopment area. The Rangeview Estates Sustainability Strategy has been developed to support these policies and push Mississauga’s sustainability objectives further.

### Our Future Mississauga (2009)

Adopted in 2009, Our Future Mississauga serves as the City’s Strategic Plan. This document guides decision-making, priority-setting and focuses the City’s efforts on those specific areas of strategic change that will make its Vision for Our Future Mississauga a reality.

It is guided by the following five strategic pillars for change:

The sustainability principles outlined in the Rangeview Estates Sustainability Strategy align with the five strategic pillars of the Strategic Plan as seen in diagram below.



Health and Happiness				
Equity and Local Economy				
Culture and Community				
Land Use and Nature				
Sustainable Water				
Local and Sustainable Food				
Materials and Products				
Travel and Transport				
Zero Waste				
Zero Carbon				

## OPA 89 Lakeview (2018)

The Official Plan Amendment for Lakeview contains eight guiding principles developed with the community through City initiated Inspiration Lakeview visioning:

- **Link:** connect the City and the water
- **Open:** Open the site with accessible public spaces for all
- **Green:** Create a green, sustainable innovative model community
- **Vibrant:** Create a mixed-use community affordable and welcoming to all
- **Connect:** Provide multiple ways to get around: transit, walking & cycling
- **Destination:** Create a special place to draw visitors
- **Remember:** Commemorate history while creating a new legacy
- **Viable:** Balance public & private investment economically sustainable



The sustainability principles outlined in the Rangeview Estates Sustainability Strategy align with the eight principles of OPA 89 as seen in the diagram below.

	Link Connect the City and the water	Open Open the site with accessible public spaces for all	Green Create a green, sustainable innovative model community	Vibrant Create a mixed-use community affordable and welcoming to all	Connect Provide multiple ways to get around: transit, walking & cycling	Destination Create a special place to draw visitors	Remember Commemorate history while creating a new legacy	Viable Balance public & private investment to be economically sustainable
Health and Happiness		✓		✓		✓		
Equity and Local Economy				✓				✓
Culture and Community						✓	✓	
Land Use and Nature			✓					
Sustainable Water	✓							
Local and Sustainable Food			✓					
Materials and Products			✓					
Travel and Transport					✓			
Zero Waste			✓					
Zero Carbon			✓					

## Mississauga Green Development Standard (2012)

Developed in 2012 in response to the City Council’s adoption of the Green Development Strategy, the Mississauga Green Development Standard defines “low impact development” requirements for local construction in the following four areas:

- Stormwater Retention
- Soft Material Landscape
- Pedestrian and Cycling Comfort
- Exterior Building Design

In 2021, the City received a grant to update the Mississauga Green Development Standard to reflect current best-practice in sustainable development. The new Green Development Standards will improve energy efficiency, building resiliency and sustainable sites for private development.

We will monitor updates to the City’s Green Development Standard and ensure alignment with the Sustainability Strategy.



## City of Mississauga Climate Change Action Plan (2020)

Adopted in 2020, the City of Mississauga Climate Change Action Plan includes actions to both mitigate and adapt to climate change. It is built around the central vision that Mississauga will be a low carbon and resilient community. This vision is the long-term outcome and end-state that the City aims to achieve over the next 30+ years across the following five ‘action pathways’:



## Build Beautiful (Under Development)

Build Beautiful is the City of Mississauga’s Stormwater Master Plan. Build Beautiful is currently under development and will outline actions and recommendations for managing rainwater over the immediate and long-term in Mississauga. Managing stormwater is crucial to help protect public safety and health, reduce flood risks, control erosion, and maintain local water quality and waterways.



## SECTION 3 VISION, PRINCIPLES AND GOALS

Aerial View of Ogden Park Towards Lake Ontario

### 3.1 Vision

**Rangeview Estates will showcase exceptional design quality that will embrace holistic sustainability by addressing healthy environmental, social and economic practices. It will contribute to achieving local climate action ambition in Mississauga and respond to relevant sustainability policy.**

## 3.2 Guiding Principles & Goals

The Rangeview Estates Sustainability Strategy used the ten OPL principles to organize its sustainability commitments. The diagram below describes the goals of each principle.

									
<b>Health and happiness</b>		Encouraging active, social, meaningful lives to promote good health and wellbeing							
<b>Equity and local economy</b>		Creating safe, equitable places to live and work which support local prosperity and international fair trade							
<b>Culture and community</b>		Nurturing local identity and heritage, empowering communities and promoting a culture of sustainable living							
<b>Land and nature</b>		Protecting and restoring land for the benefit of people and wildlife							
<b>Sustainable water</b>		Using water efficiently, protecting local water resources and reducing flooding and drought							
<b>Local and sustainable food</b>		Promoting sustainable humane farming and healthy diets high in local, seasonal organic food and vegetable protein							
<b>Travel and transport</b>		Reducing the need to travel, encouraging walking, cycling and low carbon transport							
<b>Materials and products</b>		Using materials from sustainable sources and promoting products which help people reduce consumption.							
<b>Zero waste</b>		Reducing consumption, re-using and recycling to achieve zero waste and zero pollution							
<b>Zero carbon energy</b>		Making buildings and manufacturing energy efficient and supplying all energy with renewables							



## SECTION 4 STRATEGIES

Aerial View of Central Square Looking Northwest Towards Street 'L'

### 4.1 Overview

The following sustainability topics, performance measures, and strategies are the heart of the Sustainability Strategy. This section is meant to inspire creativity and innovation throughout the development of Rangeview Estates. Organized by the ten One Planet Living principles, the following pages give a holistic overview of how the sustainability vision can be achieved. For each principle, topics, performance measures, and location specific strategies have been identified which will help achieve the overall goal of each principle. Details for each performance measure can be found in the appendices.



# HEALTH AND HAPPINESS

Encouraging active, social, meaningful lives to promote good health and wellbeing.

## Topics

**Access to Parks and Open Spaces:** Providing access to a variety of green spaces close to residential and work places in an effort to encourage physical and mental health of residents, employees and visitors. Access will meet or exceed the Region of Peel Official Plan.

**Physical Activity Spaces:** Creating community spaces which support physical and mental health of its residents.

**Heat Island Effect:** Using infrastructure to mitigate high city temperatures.

**Building Resilience:** Designing communities and buildings to withstand the impact of extreme weather events and the changing climate.

**Outdoor Amenity Space:** Creating private spaces for community members.

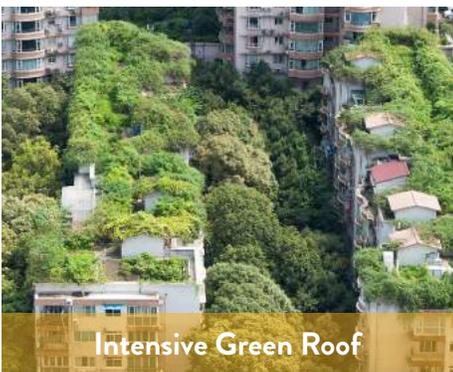
## Related Performance Measures

### Community Scale:

- CS.HH1
- CS.HH2
- CS.HH3

### Building Scale:

- BS.HH1
- BS.HH2
- BS.HH3



Intensive Green Roof



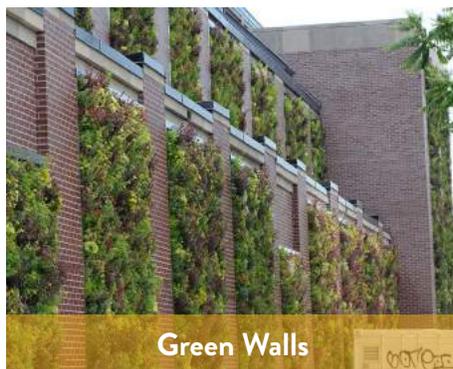
White Roof



Passive Park



Extensive Green Roofs



Green Walls



Plaza



# HEALTH AND HAPPINESS

Encouraging active, social, meaningful lives to promote good health and wellbeing.

## Location Specific Strategies

- Improve visibility and direct pedestrian connections towards the water through the addition of two linear parks along Lakefront Promenade and the Ogden Park extension along Ogden Avenue
- Create a human scaled street wall framing parks and streets to foster a pedestrian-scale experience at ground level
- Dedicate parkland area or parkette within each character area to serve the local residents
- Provide publicly accessible spaces and mid-block connections between buildings to create a permeable network of pedestrian routes connecting to public parks, the waterfront and other open spaces
- Include sports and active spaces such as: Play zones, Fitness POD, Games Tables, Pickle Ball, Water Play/ Cooling Spot, Soccer Pitch, Yoga Platform, Ice Rink

## Additional Strategies Being Explored

- Planters (at-grade or raised)
- Shade with structures covered by energy generation systems
- Shade with architectural devices or structures
- Shade with vegetated structures.
- Paving materials with a three-year aged high solar reflectance (SR)
- Open-grid pavement system
- Refuge areas with heating, cooling, lighting, potable water, and power available and 72 hours
- Common roof terraces, pools, playgrounds, and spaces to cook and eat
- Green roofs and cool roofs
- Solar ready roofs
- Green walls

# EQUITY AND LOCAL ECONOMY



Creating safe, equitable places to live and work which support local prosperity and international fair trade

## Topics

**Affordable Housing:** Providing access to housing at reasonable costs to segments of society requirement assistance.

**Accessibility:** Ensuring public spaces and building are accessible and easily usable to residents, employees, and visitors of all ages and levels of ability.

**Housing Types and Size:** Enabling citizens from a wide range of economic levels, household sizes and age groups to live within the community by providing a sufficient variety of housing sizes and types.

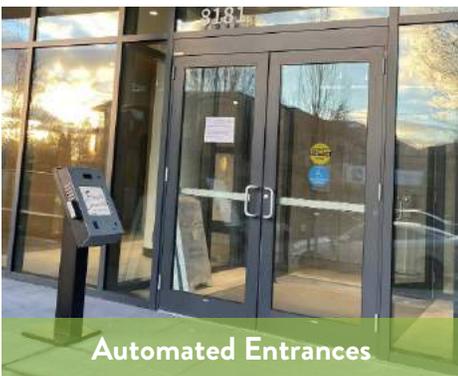
## Related Performance Measures

### Community Scale:

- CS.ELE1
- CS.ELE2
- CS.ELE3

### Building Scale:

- BS.ELE1



Automated Entrances



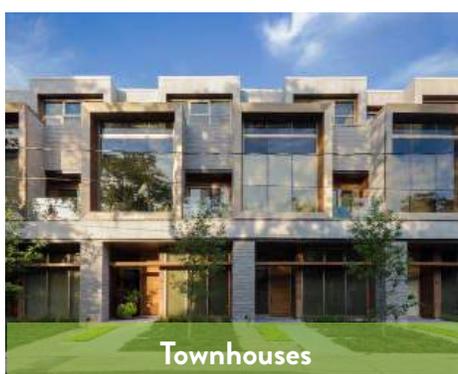
Mid-Rise Apartments



Affordable Ownership Housing



Tactile Surface Indicators



Townhouses



Affordable Rental Housing



# EQUITY AND LOCAL ECONOMY

Creating safe, equitable places to live and work which support local prosperity and international fair trade

## Location Specific Strategies

- Mix of tall buildings (9-15 storeys), mid (5-8 storeys) and low-rise (up to 4 storeys)
- Low-rise buildings range from 3-storey back-to-back town house and 4-storey back-to-back town house
- Non-stacked townhouses contemplated at a minimum unit dimension (per floor) of 6m x 14m
- Stacked townhouses contemplated at a minimum unit dimension (per floor) of 6m x 9m
- Mid-rise and tall buildings contemplate an average unit size of 80 sq m

## Additional Strategies Being Explored

- Variety of housing types
- Variety of housing opportunities and values
- Variety of housing layouts and aesthetics
- Tactile walking surface indicators

# CULTURE AND COMMUNITY

Nurturing local identity and heritage, empowering communities and promoting a culture of sustainable living



## Topics

**Public Art:** Bolstering local identity, pride, and sense of belonging by featuring art through the community in a way that contributes value to its cultural, aesthetic and economic vitality.

**Outdoor Community Spaces:** Providing access to a variety of parks and public spaces to encourage community gatherings.

**Indoor Gathering Spaces:** To enhance community participation by providing facilities that enhance social interaction and networking.

**Engagement:** To create a shared vision for the community.

## Related Performance Measures

### Community Scale

- CS.CC1
- CS.CC2
- CS.CC3
- CS.CC4



Murals



Sculptures



Youth Art Activity



Indoor Community Space



Festive Park Gatherings



Programming with Local Artists

# CULTURE AND COMMUNITY

Nurturing local identity and heritage, empowering communities and promoting a culture of sustainable living



## Location Specific Strategies

- Gateway
- Public Art Features
- Gathering Circle
- Seating
- Seating Plaza
- Games Table
- Performance Area/Shelter
- Picnic Shelter
- Outdoor Cooking

## Additional Strategies Being Explored

- Sculptures and murals
- Plaza
- Square
- Park
- Amphitheatre
- Community Center
- Woonerf / Pedestrian Street
- Atrium
- Engagement



# LAND USE AND NATURE

## Protecting and restoring land for the benefit of people and wildlife

### Topics

**Light Pollution:** Minimizing ambient light levels to protect public and ecological health, increase night sky access, improve nighttime visibility, and reduce the consequences of development for wildlife and people.

**Tree Planting Soil:** Providing high quality soil to support urban landscaping.

**Tree Planting Canopy:** Providing adequate tree-lined and shaded streetscapes in order to reduce urban heat island effects, improve air quality, and reduce cooling loads in buildings.

**On-Site Landscaping:** Incorporating native plants and reducing the use of potable water for landscaped irrigation.

**Bird-Friendly Glazing:** Providing infrastructure to reduce bird collisions.

### Related Performance Measures

#### Community Scale:

- CS.LUN1
- CS.LUN2
- CS.LUN3
- CS.LUN4

#### Building Scale:

- BS.LUN1
- BS.LUN2



On Street Trees



Downcast Lighting



Pollinator Friendly Landscapes



Soil Quantity and Quality



Wildflower Verges



Deeproot Urban Landscaping



# LAND USE AND NATURE

Protecting and restoring land for the benefit of people and wildlife

## Location Specific Strategies

- Street lined trees and planted public spaces

## Additional Strategies Being Explored

- LED lighting
- Reduced backlight-uplight-glare (BUG) design
- Optimized circulation network lighting
- Deeproot urban landscaping
- Wildflower verges
- Protection of imperiled species
- Bird-friendly buildings
- Large growing shade trees along street and public space frontages
- Native, drought-tolerant plants
- Reduce the use of potable water for irrigation
- Absence of invasive species
- Visual markers applied to glass
- Non-reflective glass
- Visual markers for birds on balcony railings and fly-through conditions
- Visual markers on elevations facing high hazard area for birds



# SUSTAINABLE WATER

Using water efficiently, protecting local water sources and reducing flooding and drought

## Topics

**Stormwater Quality:** Creating infrastructure to properly manage and treat stormwater.

**Stormwater Management:** Employing design strategies to reduce runoff volume, prevent erosion, and flooding.

**Water Friendly Landscaping:** Using water-efficient landscaping strategies to limit the use of potable water for landscape irrigation.

**Water Efficiency:** Reducing the burden on potable water supply and wastewater systems by maximizing indoor water efficiency.

## Related Performance Measures

### Community Scale:

- CS.SW1
- CS.SW2
- CS.SW3
- CS.SW4
- CS.SW5

### Building Scale:

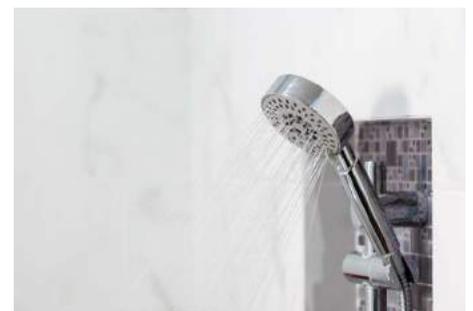
- BS.SW1
- BS.SW2



Stormwater Capture



Self-Sustaining Plantings and Soils



Low-Flow Fixtures



Hydrozoned Irrigation Systems



Bioswales



On-Street Rain Garden



# SUSTAINABLE WATER

Using water efficiently, protecting local water sources and reducing flooding and drought

## Location Specific Strategies

- On street bio-retention areas 1.5-2.75m wide (with and without trees)
- Limited use of large, sodded areas

## Additional Strategies Being Explored

- Blue/green infrastructure
- Exposed low impact development
- Pervious paving materials
- High-density planting
- Off street bio-retention areas (parking)
- Construction activity pollution prevention plan
- Sedimentation control plan for construction (including strategies like sediment controls, drain inlet protection, etc.)
- Water metering
- Low flow equipment
- Drought-tolerant plants



# LOCAL AND SUSTAINABLE FOOD

Promoting sustainable human farming and healthy diets in local, seasonal organic food and vegetable protein

## Topics

**Local Food Production:** Encouraging local involvement in and education about food production through community gardens, planters, and other design strategies, in an effort to improve health and wellbeing. Strategies will be developed in alignment with regional and local municipal policy on urban agriculture.

**Rooftop Gardens:** Providing space for residents to enjoy locally grown food.

## Related Performance Measures

### Community Scale:

- CS.LSF1

### Building Scale:

- BS.LSF1



Planters and Terrace Growing



Edible Landscaping



Food Forest



Community Garden



# LOCAL AND SUSTAINABLE FOOD

Promoting sustainable human farming and healthy diets in local, seasonal organic food and vegetable protein

## Location Specific Strategies

- Community gardens in public parks

## Additional Strategies Being Explored

- Rooftop gardens on mid and high-rise buildings
- Edible landscaping
- Planters and terrace growing
- Orchards
- Beehives
- Farmers Markets



# MATERIALS AND PRODUCTS

Using materials from sustainable sources and promoting products which help people reduce consumption

## Topics

**Recycled/Reclaimed Materials:** Using recycled and re-purposed materials in building design in order to reduce impacts stemming from material extraction and processing.

**Sustainable Materials:** Reducing the environmental impacts of building materials and products through design and operations strategies.

## Related Performance Measures

**Community Scale:**

- CS.MP1

**Building Scale:**

- BS.MP1



Pavement Re-Use



Low Embodied Carbon Materials



Sustainable Labeled Products



Bio-Based and Non-Toxic Materials



# MATERIALS AND PRODUCTS

Using materials from sustainable sources and promoting products which help people reduce consumption

## Location Specific Strategies

- To be determined later

## Strategies Being Explored

- Low embodied carbon materials
- Natural and biobased materials
- Renewable materials
- Reused/reclaimed content and recycled materials in landscaping materials



# TRAVEL AND TRANSPORT

## Reducing the need to travel, and encouraging walking, cycling and low carbon transport

### Topics

**Walkability:** Encouraging walking by designing accessible and connected sidewalk and crosswalk networks as a means of improving public health and reducing environmental impacts.

**Bikeability:** Providing access to cycling networks, bike lanes, and related infrastructure to encourage active lifestyle and low carbon transportation.

**Compact Development:** To conserve land, promote livability, walkability, and transportation efficiency and reduce vehicle distance travelled while improving public health by encouraging daily physical activity and access to amenities

**Car Dependency Reduction:** To create communities which encourage people to take fewer and shorter vehicle trips and support public and active transportation.

**Access to Transit:** Providing adequate access to public transportation for all members of the community.

**Parking:** Providing enough public parking to support the community.

**Bicycle Parking:** Providing short- and long-term parking to residential buildings.

**Electric Vehicle Charging:** Providing infrastructure to support and encourage the use of electric vehicles.



Electric Vehicle Charging Stations



Reduced Parking Footprint



Small Blocks



Indoor Bike Storage



Protected Bike Lanes



Bike Network



# TRAVEL AND TRANSPORT

Reducing the need to travel, and encouraging walking, cycling and low carbon transport

## Related Performance Measures

### Community Scale:

- CS.TT1
- CS.TT2
- CS.TT3
- CS.TT4
- CS.TT5
- CS.TT6
- CS.TT7

### Building Scale:

- BS.TT1
- BS.TT2

## Location Specific Strategies

- New street grid network with compact new blocks
- Woonerf/living street
- Midblock pedestrian connections
- POPS connections
- Continuous sidewalk provision (2m wide)
- Dual Cycling Tracks
- Two new one directional bike lanes on Lakeshore Road Est
- Transportation Demand Management (TDM) Plan
- Minimizing surface / reduced parking footprint
- Maximizing underground parking
- Optimizing on-street parking

## Additional Strategies Being Explored

- Electric vehicle charging stations
- All-weather routes
- Public transit shelters
- Crime Preventions through Environmental Design (CPTED)
- Building-height to street ratio
- Promoting car-sharing
- Protected bike parking in parks
- Support the provision of bicycle and/or scooter sharing on-site (in conversation with the active transportation team) to connect residents and visitors to local transit or area amenities



# ZERO WASTE

## Reducing consumption, reusing and recycling to achieve zero waste and zero pollution

### Topics

**Waste Collection and Storage:** Providing adequate waste collection storage space to facilitate effective waste management and disposal. The Region of Peel is responsible for residential garbage/organics collection, and residential recycling collection will be the responsibility of producers.

**Construction Waste Management:** Ensuring appropriate treatment and diversion of non-hazardous construction and demolition debris while reducing construction waste sent to landfills

**Organics:** Consider including organics in Waste Management Plans and facilitate built-in systems for compost/organics waste collection in all multi-residential structures.

### Related Performance Measures

**Building Scale:**

- BS.ZW1
- BS.ZW2



Tri-sorter Waste Chutes



Waste Haulers Dedicated Area



3R Regulations



Landfill Diverted Materials



Organics Collection (Green Bin)



Waste Management Plan



# ZERO WASTE

Reducing consumption, reusing and recycling to achieve zero waste and zero pollution

## Location Specific Strategies

- To be determined later

## Additional Strategies Being Explored

- Areas accessible to waste haulers and building occupants for the collection and storage of recyclable material
- Satisfy provincial “3R’s” regulations for construction activities
- Construction waste management plan
- Diversion target for construction, demolition and land clearing waste from landfill



# ZERO CARBON

Making building and manufacturing energy efficient and supplying all energy with renewables

## Topics

**Community Energy Plan:** Reducing the environmental and economic impacts at the community scale associated with excessive energy use by employing various design strategies that promote energy conservation and minimize heat loss.

**Energy Efficiency:** Reducing the environmental and economic impacts at the building scale associated with excessive energy use by employing various design strategies that promote energy conservation and minimize heat loss.

## Related Performance Measures

**Community Scale:**

- CS.ZC1

**Building Scale:**

- BS.ZC1



Increased Insulation



High-Performance Glazing



Renewable Energy



High-Efficiency Mechanical System



# ZERO CARBON

Making building and manufacturing energy efficient and supplying all energy with renewables

## Location Specific Strategies

- To be determined later

## Additional Strategies Being Explored

- Renewable Energy
- Increased insulation
- High-Performance Glazing
- Reduced Thermal Bridging
- High-Efficiency Mechanical System
- Solar Readiness
- Passive Solar Alignment
- Off-Site Generation
- Solar Walls



## SECTION 5 IMPLEMENTATION PLAN

### 5.1 Overview

The following sections present suggested tasks and responsibilities for each phase of the community build-out. The intent of this Plan is to provide guidance to set the project up for success, while remaining inherently flexible to adapt to the realities of design and construction. Additional potential strategies for each performance measures are further outlined in other parts of the document.

Stakeholders, including local energy providers, regional authorities, conservation authorities, and the public will act as participants through the implementation of the Rangeview Estates Sustainability Strategy and the annual reporting. The Rangeview Estates project team will also rely on the City of Mississauga Staff to provide input and confirm sustainability compliance during the development of the community.

### 5.2 Master Plan

To achieve the sustainability goals for Rangeview Estates, a coordinated effort is required across a variety of disciplines and teams. By embedding sustainability within existing processes rather than an “add-on”, these goals are more likely to be achieved. This is important to consider right from the Master Plan Phase, to realize synergies and cost efficiencies most effectively. As well as communicate the goals and values to regulatory bodies, and to set a clear direction for subsequent phases.

Task 1: Review all project delivery processes against the Sustainability Strategy and allow the time and space to effectively address sustainability. This includes allowing for an effective integrated design process and incorporating decision-making criteria into proforma evaluations that address the sustainability goals.

Responsibility: The Rangeview Landowner's Group

Task 2: Bring the sales and marketing teams on board early to help communicate the market value and benefits of sustainability features that are included in the Strategy. Their input can help inform implementation of various design features based on market value.

Responsibility: The Rangeview Landowner's Group; Sales & Marketing Teams

Task 3: Maintain Sustainability Performance Measures as part of Master Planning and contract documents. The partners should ensure the Performance Measures are maintained throughout the evolution of the Master Plan and Contract Documents. This includes reviewing documents against sustainability goals and proposing any revisions that will result in a more positive outcome for the project. Criteria that are recommended to be included in contract documents are identified under the Implementation Strategies in section 4.

Responsibility: The Rangeview Landowner's Group

### 5.3 Design & Construction

The foundation for success is advanced in the Master Plan phase. During Design & Construction, it is critical that expectations are clear and that all parties involved are on board to ensure the Performance Measures are achieved. The steps in this Phase are iterative for each development block.

Task 1: Ensure consultant and contractor procurement documents effectively communicate project goals and performance measures. When procuring products and services that push the envelope of conventional design and construction, it is critical that expectations are clearly set from the beginning. This can help alleviate costly change orders and will more likely achieve the project goals.

Responsibility: The Rangeview Landowner's Group

Task 2: Define and implement process for progress/compliance tracking. This includes defining the level of tracking, acceptable deliverables, and who is responsible for submitting and reviewing. The process will vary depending on whether individual performance thresholds are being reviewed by a 3rd party verification entity, such as LEED, EnergyStar or One Planet Living. Other options for consideration include whether the project will comply with a particular target vs prescriptive requirements. Once the process is defined, having consistent implementation is key. Embed the agreed upon tracking approach into the design and construction processes, with clear roles and responsibilities that can be passed along to others as needed.

Responsibility: The Rangeview Landowner's Group

Task 3: Update Implementation Strategies and Plan to reflect any changes during design. Regular and ongoing review of the Implementation Strategies and this more detailed Plan are required to ensure the design and construction progress towards successful achievement of the Performance Targets. The Rangeview Landowner's Group will review progress and make any adjustments to the documents necessary based on the current status of the project.

Responsibility: The Rangeview Landowner's Group. As the project evolves, this will eventually become the community members' responsibility.

# APPENDIX A COMMUNITY SCALE PERFORMANCE MEASURES

Topics	No.	Performance Measure
<b>Culture and Community</b>		
Public Art	CS.CC1	Incorporate at least one public art feature into at least one open public space or a public building
Outdoor Community Spaces	CS.CC2	Include at least three of the following public use spaces where people can interact and congregate at no cost are within the project boundary: Plaza or square, Park, Amphitheatre, Pedestrian street, Community garden.
Indoor Gathering Spaces	CS.CC3	Include at least one indoor public use spaces such as an atrium or a senior center where people can interact and congregate at no cost within the project boundary
Engagement	CS.CC4	Engage members of the community in a shared vision for the development
<b>Equity and Local Economy</b>		
Affordable Housing	CS.ELE1	Include a minimum of 5% affordable ownership housing units for moderate-income households OR 2.5% affordable rental housing units for moderate-income households as per by-law 0213-2022.
Accessibility	CS.ELE2	Include tactile Walking Surface Indicators on all new and repaired infrastructure, per Ontario's Integrated Accessibility Standards including: - Stairs that connect to exterior paths of travel - Curb ramps and depressed curbs on an exterior path of travel AND Pedestrian infrastructure that meets the Accessibility for Ontarians with Disabilities Act (AODA)
Housing Types and Size	CS.ELE3	Include a variety of housing sizes and types in the project such that the total variety of planned housing is approximately 11% Low-Rise Building (Up to 4 Storeys), 69% Mid-Rise Buildings (5-8 Storeys) and 20% Tall Buildings (9-15 Storeys)
<b>Health and Happiness</b>		
Access to Parks and Open Spaces	CS.HH1	Locate 90% of planned and existing dwelling units and nonresidential use entrances within a ¼ mile (400 meters) walk of at least one civic or passive use space, such as a square, park, or plaza. The spaces must be at least 1/6 acre (0.067 hectare) in area. Spaces less than 1 acre (0.4 hectare) must have a proportion no narrower than 1 unit of width to 4 units of length. Projects larger than 10 acres (4 hectares) must have a median space size of at least 1 acre (0.4 hectare). Spaces over ½ acre (0.2 hectare) that are used to meet the 90% threshold are included in the median calculation. All civic or passive use space to be flanked by at least one public street or be clearly identified and fully visible if located internal to a block (CPTED standards).
Physical Activity Spaces	CS.HH2	At least two sports and active spaces are available for public use (at no-cost) within an 800 m walk distance of all residential buildings.
Heat Island Effect	CS.HH3	Per LEED ND v4, Use any combination of the following strategies for 50% of the nonroof site paving (including roads, sidewalks, courtyards, parking lots, parking structures, and driveways).  <ul style="list-style-type: none"> <li>• Use the existing plant material or install plants that provide shade over the paving areas on the site within 10 years of plant material installation.</li> <li>• Install and plant planters, either at grade or raised. Plant material cannot include artificial turf.</li> <li>• Provide shade with structures covered by energy generation systems, such as solar thermal collectors, photovoltaics, and wind turbines, that produce energy used to offset some nonrenewable resource use.</li> <li>• Provide shade with architectural devices or structures that have a three-year aged solar reflectance (SR) value of at least 0.28. If three-year aged value information is not available, use materials with an initial SR of at least 0.33 at installation,</li> <li>• Provide shade with vegetated structures.</li> <li>• Use paving materials with a three-year aged solar reflectance (SR) value of at least 0.28. If three-year aged value information is not available, use materials with an initial SR of at least 0.33 at installation.</li> <li>• Use an open-grid pavement system (at least 50% unbound).</li> </ul>

# APPENDIX A COMMUNITY SCALE PERFORMANCE MEASURES

Topics	No.	Performance Measure
<b>Land Use and Nature</b>		
Light Pollution	CS.LUN1	All exterior fixtures must be Dark Sky compliant and must be controlled by motion detectors or timers to reduce or extinguish non-essential lights between 11 pm and 6 am. In addition, meet the requirements of LEED ND v4 (Light Pollution Reduction) related to exterior lighting for residential areas; exterior lighting for circulation network; uplight and light trespass requirements in exterior lighting; etc.
Tree Planting Soil	CS.LUN2	Provide the following volumes of high-quality soil: 1. 30 m <sup>3</sup> high quality soil for large street trees. Soil calculations are not to be shared between public and private properties. High quality soil excludes compacted soil, further details are provided in the Landscape Plan Terms of Reference. 2. 15m <sup>3</sup> for ornamental trees. Ornamental trees are to be planted where large street are not feasible. AND Provide the total amount of soil required on the site and in the adjacent public boulevard to support tree canopy by using the following formula: 40% of the site area ÷ 66 m <sup>2</sup> x 30 m <sup>3</sup> = total soil volume required. AND Trees to be maintained and warranted for a minimum of 2 years.
Tree Planting Canopy	CS.LUN3	Plant large growing shade trees along street and public space frontages that are spaced appropriately. Ensure that space is provided to accommodate mature trunk and root flare growth of each tree.
On-Site Landscaping	CS.LUN4	Plant the at-grade landscaped site area using a minimum of 50% native plants (including trees, shrubs and herbaceous plants) comprising at least two native flowering species that provide continuous bloom throughout all periods of the growing season. AND Where potable water is used for irrigation, native and non-native plants must also be drought-tolerant; AND Do not plant any invasive species. AND Include pollinator plant species in at least 10% of the landscaped area.
<b>Local and Sustainable Food</b>		
Local food production	CS.LSF1	Dedicate permanent and viable growing space within the project public spaces as specified below: Ensure solar access and provide fencing, watering systems, garden bed enhancements (such as raised beds), secure storage space for tools, and pedestrian access for these spaces. Ensure that the spaces are owned and managed by an entity that includes occupants of the project in its decision making, such as a community group, homeowners association, or public body. Establish covenants, conditions, and restrictions (CC&R) or other forms of deed restrictions stating that the growing of produce is not prohibited in any project area.
<b>Materials and Products</b>		
Recycled/Reclaimed Materials	CS.MP1	At least 10% reused/reclaimed content in landscaping materials (hardscaping such as paving or walkways) is provided. AND At least 10% recycled content in landscaping materials (hardscaping such as paving or walkways).

# APPENDIX A

## COMMUNITY SCALE PERFORMANCE MEASURES

Topics	No.	Performance Measure
<b>Sustainable Water</b>		
Stormwater Quality	CS.SW1	Demonstrate best management practices (BMPs) are used to treat runoff, removing at least 80% of the average annual post-development total suspended solids (TSS).
Stormwater Management	CS.SW2	In a manner best replicating natural site hydrology processes, manage on site the runoff from the developed site for the 80th percentile of regional or local rainfall events, using low-impact development (LID) and green infrastructure.
Water Friendly Landscaping	CS.SW3	Where irrigation is required, irrigate for the first four years after planting and then decommission AND Limit the use of large, sodded areas AND Where potable water is used for irrigation, native and non-native plants must be drought-tolerant.
	CS.SW4	Limit the use of large, sodded areas
	CS.SW5	Where potable water is used for irrigation, native and non-native plants must be drought-tolerant.
<b>Travel and Transport</b>		
Walkability	CS.TT1	FUNCTIONAL ENTRIES: At least 90% of new buildings have a functional entry onto the circulation network or other public space, such as a park or plaza, but not a parking lot, per LEED ND v4.
	CS.TT2	BLOCK LENGTHS: Provide neighbourhood permeability by designing blocks to be no more than 400 metres in length to promote active transportation, discourage excessive driver speed, and disperse traffic movements. No cul de sacs are included.
	CS.TT3	SIDEWALK PROVISION: Design the public realm to ensure efficient walking routes forming a continuous network to key destinations with continuous sidewalks, or equivalent provisions for walking like multi-use paths.
	CS.TT4	SIDEWALK PROVISION: Continuous sidewalks OR equivalent all-weather routes for walking are provided along both sides of at least 90% of the circulation network block length within the project, including the project side of circulation network bordering the project, per LEED ND v4.
Bikeability	CS.TT5	Develop a cycling plan that illustrates the route from the boundary street(s) to the on-site occupant and visitor bicycle parking locations. The route must operate at 30 km/hr for mixed traffic or provide a separate facility for cyclists. The plan must illustrate that bicycle parking is accessible (5% grade maximum) and that there is opportunity for passive supervision for visitors and tenants when accessing bicycles and leaving the site.
	CS.TT6	BIKE NETWORK: Incorporating additional cycling infrastructure that goes beyond the bike network design requirements of the City of Mississauga Cycling Master Plan.
Compact Development	CS.TT7	DENSITY: Achieve a density that is greater than the minimum density targets applicable to the area, but is consistent with the policies of the Official Plan regarding compatibility with the built form OR For areas in a Secondary Plan, provide the maximum when there is a minimum/maximum range given for density and/or storeys.
	CS.TT8	ACCESS TO SERVICES: 50% of dwelling units are within a 400-meter walking distance of at least 10 diverse uses, per LEED ND v4

# APPENDIX A COMMUNITY SCALE PERFORMANCE MEASURES

Topics	No.	Performance Measure
<b>Travel and Transport</b>		
<b>Car Dependency Reduction</b>	CS.TT9	Develop and implement a comprehensive Transportation Demand Management (TDM) Plan that includes measures that encourage people to take fewer and shorter vehicle trip, support transit and active transportation choices, enhance public health and reduce harmful environmental impacts of travel
<b>Access to Transit</b>	CS.TT10	If the building is next to a transit stop or requires that a new transit stop is added, install a shelter space for transit users with size based on mode share target. This space is preferred in the right-of-way but can be provided in the building if insufficient right-of-way is available. Shelter space refers to transit waiting area that provides protection from sun and rain.
<b>Parking</b>	CS.TT11	FLEXIBLE PARKING STRUCTURES: For each major parking structure, develop a strategy that details how the parking structure could be adapted to accommodate a 50% reduction in parking stalls.
	CS.TT12	SURFACE PARKING: Where it is not feasible to locate parking in structures either below or above grade, parking should be located to the rear of the principal buildings or within the interior side yard. Appropriate landscaping and screening measures shall be provided AND Surface parking lots should be screened from view from roads, open spaces, and adjacent residential areas with low fencing, architectural features, landscaping and/or other mitigating design measures, such as lowered parking surfaces with landscaped buffers.
	CS.TT13	SURFACE PARKING: Less than 20% of the total development footprint area is used for new off-street surface parking facilities, with no individual surface parking lot larger than 0.8 hectares, per LEED ND v4.
<b>Zero Carbon</b>		
<b>Community Energy Plan</b>	CS.ZC1	<p>Complete a Community Energy Plan and establish target for TEUI, GHG intensity, and TEDI by building type.</p> <p>AND</p> <p>Hold a meeting with Lakeview partners and Endwave on the potential implementation of district energy</p> <p>AND</p> <p>Minimally explore options to integrate district energy by completing a feasibility study.</p> <p>(Note: The project will meet or exceed all City mandated energy targets.)</p>

# APPENDIX B

## BUILDING SCALE PERFORMANCE MEASURES

*Note: Additional building scale performances measures will be identified as the master plan phase progresses towards site plan applications*

Topics	No.	Performance Measure
<b>Equity and Local Economy</b>		
<b>Accessibility</b>	BS.ELE1	Accessibility measures and design features are provided in accordance with the Accessibility for Ontarians with Disabilities Act (AODA) AND the Ontario Building Code or beyond
<b>Health and Happiness</b>		
<b>Building Resilience</b>	BS.HH1	For residential buildings four storeys or more and non-residential buildings, provide a refuge area with heating, cooling, lighting, potable water, and power available and 72 hours of backup power to the refuge area and essential building systems AND Implement measures for basement flood protection, extreme wind protection or extreme heat protection.
<b>Heat Island Effect</b>	BS.HH3	For flat roofs (low slope $\leq 2:12$ ) over 500 m <sup>2</sup> , buildings must provide: Green roof for at least 50% of available roof space; OR Cool roof installed for 90% of available roof space and if the roof is over 2,500 m <sup>2</sup> a minimum of 1,000 m <sup>2</sup> will be designated solar ready. OR A combination of a green roof, cool roof and solar PV installed for at least 75% of available roof space.
<b>Land Use and Nature</b>		
<b>Bird-Friendly Glazing</b>	BS.LUN1	For Mid and High-Rise Buildings, use a combination of the following strategies to treat a minimum of 85% of all exterior glazing within the first 16 m of the building above grade, or to the height of the mature tree canopy, whichever is greater: Visual markers applied to the 1st surface of glass with a maximum spacing of 50 mm x 50 mm; Building-integrated structures to mute reflections on glass surfaces; or, Non-reflective glass. Areas where visual markers are required include: Balcony railings and fly-through conditions; Elevations facing a High Hazard Area.
<b>On-Site Landscaping</b>	BS.LUN2	Plant the at-grade landscaped site area using a minimum of 50% native plants (including trees, shrubs and herbaceous plants) comprising at least two native flowering species that provide continuous bloom throughout all periods of the growing season. Where potable water is used for irrigation, native and non-native plants must also be drought-tolerant; Do not plant any invasive species. Include pollinator plant species in at least 10% of the landscaped area.
<b>Tree Planting Soil</b>	BS.LUN3	Provide the following volumes of good quality soil for private trees:  1. 30m <sup>3</sup> good quality soil for private trees. Soil calculations are not to be shared between public and private properties. 2. 20m <sup>3</sup> for trees in shared soil trenches.  Where trees are planted within an urban setting (such as tree grates or raised planters), or where soil volumes are not able to be achieved, the use of soil cells will be used to achieve the 30m <sup>3</sup> or 20m <sup>3</sup> soil volume requirement.

# APPENDIX B

## BUILDING SCALE PERFORMANCE MEASURES

Topics	No.	Performance Measure
<b>Local and Sustainable Food</b>		
Rooftop Gardens	BS.LSF1	Create space for rooftop gardens of mid and high-rise buildings that can be managed by the condo corporation and/or a resident's association group. To be appropriate for growing food, those spaces must: be located where there is excellent sun exposure (min. 7-8 hours), access to potable water for watering purposes
<b>Materials and Products</b>		
Sustainable Materials	BS.MP1	Will be identified at a later time for Site Plan Applications
<b>Sustainable Water</b>		
Water Efficiency	BS.SW1	Reduce indoor water consumption by 40% (residential) or 20% (commercial) compared to baseline (see LEED water use calculation methodology).
Water Runoff	BS. SW2	Achieve 5mm retention through reuse tanks for greywater irrigation
<b>Travel and Transport</b>		
Bicycle Parking	BS.TT1	<p>For mid and high-rise residential and non residential buildings, provide: 0.75 long-term bicycle parking spaces per unit in weather protected areas located within a secure area of the building or common garage.</p> <p>AND</p> <p>At least 5% of the required long-term bicycle parking spaces, or one parking space, whichever is greater, shall include an Energized Outlet (120 V) adjacent to the bicycle rack or parking space.</p> <p>AND</p> <p>For residential buildings, provide 0.1 short-term bicycle parking spaces per dwelling unit in locations that are highly visible and in close proximity to primary entrances.</p> <p>AND</p> <p>For non-residential buildings, provide at least one on-site shower with changing facilities for the first 100 regular building occupants and one additional shower for every 150 regular building occupants thereafter.</p>
Electric Vehicle Charging Stations	BS.TT2	For residential buildings four storeys or more and non-residential buildings: At least 20% of parking spaces are equipped with electric vehicle charging stations. All remaining spaces are designed to EV-Ready.
<b>Zero Carbon</b>		
Energy Efficiency	BS.ZC1	<p>Achieve building level energy targets in line with EnergyStar Certification for residential and LEED Gold levels of performance for office.</p> <p>Further targets will be defined as part of the Community Energy Plan</p> <p>(Note: The project will meet or exceed all City mandated energy targets.)</p>

# APPENDIX B

## BUILDING SCALE PERFORMANCE MEASURES

Topics	No.	Performance Measure
<b>Zero Waste</b>		
<b>Waste Collection and Storage</b>	BS.ZW1	<p>Provide dedicated areas accessible to waste haulers and building occupants for the collection and storage of recyclable materials for the entire building, per LEED BD+C v4.1. Collection and storage areas may be separate locations. Recyclable materials must include mixed paper, corrugated cardboard, glass, plastics, and metals</p> <p>AND</p> <p>Take appropriate measures for the safe collection, storage, and disposal of two of the following: batteries, mercury-containing lamps, electronic waste.</p> <p>AND</p> <p>For Mid-High Rise residential buildings, provide a waste collection and sorting system for garbage, recycling and organics.</p>
<b>Construction Waste Management</b>	BS.ZW2	<p>Recycle, reuse, or salvage at least 80% of nonhazardous construction, demolition, and renovation debris</p> <p>AND</p> <p>Prioritize reuse where possible following the 3 Rs waste hierarchy of reduce, reuse and recycle</p> <p>AND</p> <p>Develop and implement a construction waste management plan that identifies the materials to be diverted from disposal and specifies whether the materials will be stored on site or commingled.</p>

# APPENDIX C CERTIFICATION

Topics	No.	Performance Measure
LEED	C1	Achieve LEED-BD&C certification for all non-residential buildings. Include requirement for Gold certification using the most recent version of LEED in the contract documents.
	C2	Complete a LEED-ND certification feasibility study to determine the potential applicability for the site.
EnergyStar	C3	Achieve EnergyStar certification for all residential buildings. Include requirement that all single family and multifamily residential buildings are EnergyStar certified in the bid documents.
OPL Endorsement	C4	Consider becoming a One Planet Living endorsed community. Perform feasibility study to confirm effort required to achieve OPL Endorsement.



# URBAN EQUATION

Neighbourhood Gathering Space within Central Square

# Rangeview

Prepared by:

 **BOUSFIELDS INC.**  
PLANNING | DESIGN | ENGAGEMENT