



**BA Group**

# **RANGEVIEW ESTATES**

Street Network and Right-of-Way Considerations  
City of Mississauga

Prepared For: Rangeview Landowners Group Inc.

December 2023



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## 1.0 INTRODUCTION

BA Group was retained by the Rangeview Landowners Group to provide transportation consulting services related to a proposed mixed-use development on a site known as Rangeview Estates (herein referred to as “the Site” and “Rangeview”), in the City of Mississauga. The Site is generally bounded by East Avenue to the west, Lakeshore Road East to the north, Hydro Road to the east and the land parcels located beyond the south side of Rangeview Road. All land parcels on the south side of Rangeview Road that have frontage on Rangeview Road are included as part of the Site. Rangeview Landowners Group Incorporated (LOG) currently represents 9 landholders within Rangeview Estates. The LOG currently owns 21/33 (64%) privately held properties within Rangeview. The location of the Site is illustrated in **Figure 1** and the Site context is provided in **Figure 2**.

A Transportation Considerations Report dated September 2023 was prepared by BA Group (“the September 2023 BA Group Report”), as part of the updated **Development Master Plan (DMP)** and the **Official Plan Amendment (OPA)**, application that was submitted to the City of Mississauga.

This report is intended to provide detailed information related to the proposed street network and the corresponding right-of-ways for the Site. The functional design of the Rangeview road network considers multi-modal transportation facilities with connectivity for transit, pedestrians and cyclists.



## 1.1 PROPOSED DEVELOPMENT CONCEPT

The development concept for Rangeview Estates includes the following key elements:

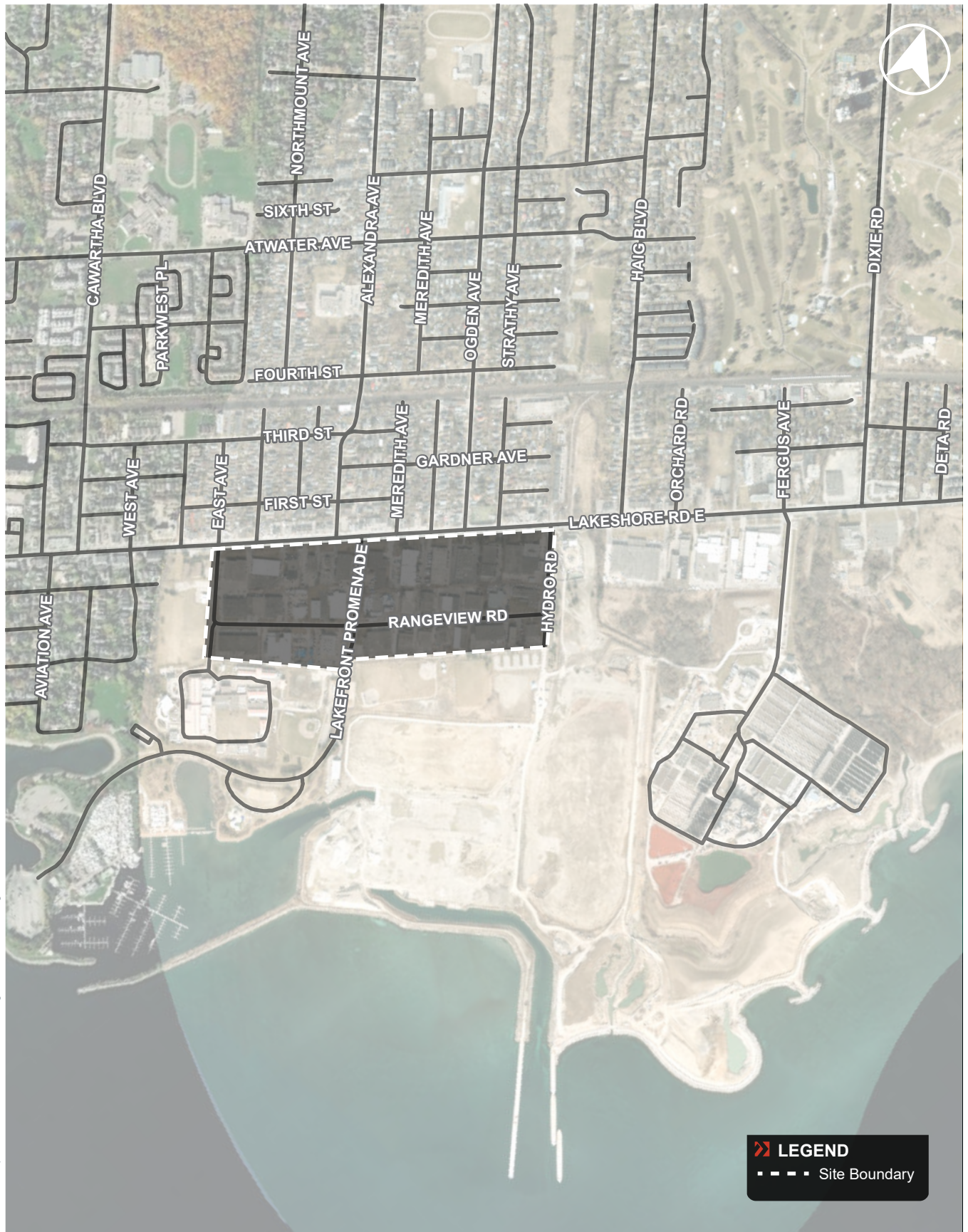
- Redevelopment of the Site as a mixed-use area that includes residential and commercial uses.
- The implementation of a road network that facilitates multi-modal connectivity and advances place-making initiatives.
- Redevelopment that is consistent, congruent and supportive of the ongoing Lakeview Village development that is to occur directly south of the Site, given that many of the proposed road network connections are mutually beneficial to both redevelopment proposals.
- As per Official Plan Amendment 89 (OPA 89) to the City of Mississauga Official Plan, the Site is permitted to develop 3,700 residential dwelling units. As part of this application, it is proposed to increase the development allowance on the Site to 5,300 residential dwelling units.
- Consideration for a recommendation that Metrolinx evaluate the potential to introduce a Cawthra Road GO Station along the Lakeshore West GO Train Line, to further facilitate higher order transit access for the Site, as well as the Lakeview Village development.

The Master Plan development concept proposed for Rangeview is illustrated in **Figure 3**. The development proposals for the combined lands south of Lakeshore Road East, inclusive of Rangeview, Lakeview Village and Serson, were considered as part of the detailed traffic analysis within the September 2023 BA Group Report. **Table 1** includes a development summary for the combined lands. Reduced scale architectural plans of the Rangeview development proposal are included in **Appendix A**.

**TABLE 1 PROPOSED DEVELOPMENT CONCEPT (COMBINED LANDS)**

Land Use	Proposed Statistics (as per September 2023 BA Group Report)
<b>Rangeview Estates</b>	
Residential	3,700 to 5,300 units
Retail & Office	95,000 ft <sup>2</sup>
<b>Adjacent Lands</b>	
<b>Lakeview Village</b>	
Residential	8,050 units
Retail, Office, Research & Development, School & Daycare, Hotel, Community Centre (GFA)	2.1 million ft <sup>2</sup>
<b>Serson</b>	
General Office/ Research & Development Centre (GFA)	449,000 ft <sup>2</sup>





**FIGURE 1 SITE LOCATION**



**FIGURE 2 SITE CONTEXT**





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Aerial maps provided courtesy of Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

**FIGURE 3 RANGEVIEW MASTER PLAN DEVELOPMENT CONCEPT**

## 2.0 TRANSPORTATION PLANNING & POLICY CONTEXT

### 2.1 BACKGROUND

Public policy with respect to mobility and development planning has changed over recent years with sustainable growth at the forefront of many policy initiatives. Provincial and municipal-wide directives set a planning framework that increasingly aims to mitigate and reduce vehicle traffic through the promotion and facilitation of non-auto trips and the improvement of public transit access and active modes of travel. Greater priority is now being placed on the movement and experience of people, as opposed to vehicle traffic and auto use. Common themes across provincial and municipal policies and guidelines that inform the proposed Rangeview Estates street network include the following:

#### **Planning transit from a network perspective**

Public transit is being transformed to achieve an interconnected network of high-order public transit service. Planning and funding efforts are being undertaken by all levels of government to achieve this vision.

#### **Designing streets and public realm for people**

While the efficient movement of automobiles has previously been the focus in transportation planning, this is no longer a primary focus. The enjoyment, safety and efficiency of pedestrians has become the primary focus of mobility planning at the regional and municipal levels.

#### **Connecting and expanding cycling infrastructure**

The City of Mississauga (and Peel Region) is focusing efforts on expanding their active transportation network. Plans are comprised of a primary network of multi-use trails and a secondary network of shorter local neighbourhood connections that create a continuous network of recreational facilities throughout the City.

#### **Increasing multi-modal mobility options**

In addition to public transit and active transportation, shared mobility options such as car-sharing, bike-sharing and ride-sharing, are becoming increasingly common in other parts of the GTA and help reduce the need for individuals to own a private vehicle. These services allow individuals to conveniently and affordably have access to a private vehicle when needed.

#### **Reducing automobile reliance**

Regional and municipal policies (Official Plans, Transportation Master Plans, etc.) are placing emphasis on mixed-use developments centered around transit in order to promote non-auto based travel. Transportation Demand Management strategies within new developments also facilitate the efficiency of existing and planned transportation infrastructure.



## 2.2 CITY OF MISSISSAUGA LOCAL PLANNING

### 2.2.1 City of Mississauga Official Plan (OP) (Consolidated October 21, 2021):

The City of Mississauga Official Plan (OP) sets the planning policy framework to guide the future growth and development of the City. It recognizes that new growth will take place primarily through infilling and redevelopment of appropriate areas that can benefit from growth and change. A key priority identified within the OP is to support a strong public transportation system in the City and address the City's long-term sustainability. General support is also indicated for providing more opportunity for transit and active transportation choices to create a more sustainable, multi-modal city.

Major Nodes are intended to be prominent centres of mixed-use activity with a variety of employment opportunities, higher-density housing, and active transportation choices that achieve a high-quality urban environment. The Site is located within the Rangeview Estates precinct of the Lakeview Waterfront Major Node Character Area identified in the City of Mississauga OP. This designation came about through Official Plan Amendment (OPA) 89 and 125 which are discussed in further detail below.

### 2.2.2 City of Mississauga Official Plan: Official Plan Amendment (OPA) 89

Official Plan Amendment (OPA) 89 to the Mississauga Official Plan was enacted and passed on July 4, 2018 through By-law 0169-2018. The purpose of OPA 89 was to add a new Major Node Character Area to the OP, the Lakeview Waterfront Major Node, and update land use designations to include residential development. As a result of OPA 89, the Site is located within the Lakeview Waterfront Major Node and further, the Rangeview lands were permitted to include 3,700 residential dwelling units.

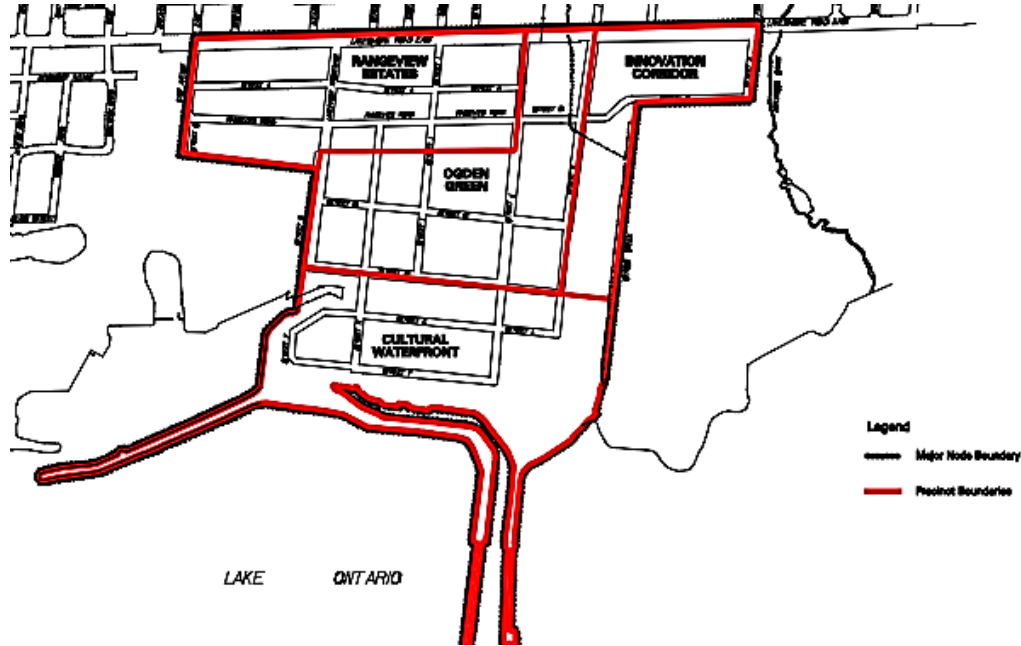
The Lakeview Waterfront Major Node Character Area, specifically, will be designed to encourage multi-modal transportation with an emphasis on transit and active transportation to reduce traffic delays, congestion, energy consumption and pollution. The community will have a highly-connected network of streets and routes for active transportation to support walking and cycling. The community will include a mobility system that encourages all transportation modes and innovative parking solutions.

Furthermore, within the Lakeview Waterfront Major Node Character Area, the lands adjacent to Lakeshore Road East, including the Site, will become part of a higher-order transit corridor and transit-oriented community, once the enhanced transit route planned along the Lakeshore Road East is complete.

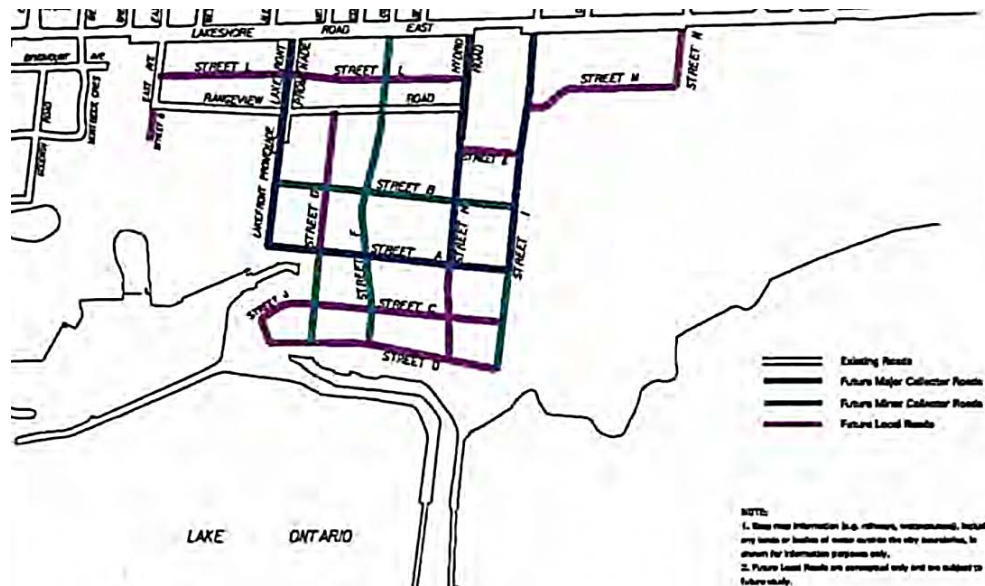
### 2.2.3 City of Mississauga Official Plan: Official Plan Amendment (OPA) 125

Official Plan Amendment (OPA) 125 to the Mississauga Official Plan was enacted and passed on November 10, 2021 through By-law 0231-2021. The purpose of OPA 125 was to revise policies pertaining to the Lakeview Waterfront Major Node Character Area reflecting planning associated with the lands to the south and east of the Site. Key within OPA 125, was a revised block structure (**Exhibit 1**) and a revised planned road network (**Exhibit 2**), notably including a southward extension of Ogden Avenue (Street F) into the Rangeview Lands and further south.





**EXHIBIT 1: LAKEVIEW WATERFRONT MAJOR NODE CHARACTER AREA PRECINCTS (CITY OF MISSISSAUGA OFFICIAL PLAN: MAP 13-3-2)**



**EXHIBIT 2: LAKEVIEW WATERFRONT MAJOR NODE CHARACTER AREA FUTURE ROADS (CITY OF MISSISSAUGA OFFICIAL PLAN: SECTION 13.3, FIGURE 4)**

Conditions of Approval were provided within OPA 125, that pertain to the area street network and other improvements, that will be necessary to accommodate the planned development of both Lakeview Village and Rangeview, and are listed as follows:

*42.0 The applicant/owner shall make satisfactory arrangements with the Region of Peel and City of Mississauga for mitigation measures and external road improvements as described in the Transportation Considerations Report, including all addendums as prepared by The Municipal Infrastructure Group Ltd. to support full build-out of the proposed development. The mitigation measures prior to full build-out are as follows:*

- a. Construction of westbound right-turn lane at Cawthra Road and Lakeshore Road East;*
- b. Construction of westbound right-turn lane at Dixie Road and Lakeshore Road East;*
- c. Construction of eastbound right-turn lane at Lakefront Promenade and Lakeshore Road East;*
- d. Northbound lanes reconfigured at Lakefront Promenade and Lakeshore Road East to include a dedicated left-turn lane and share through/right lane;*
- e. Construction of eastbound right-turn lane at Hydro Road and Lakeshore Road East;*
- f. Northbound lanes reconfigured at Hydro Road and Lakeshore Road East to include a dedicated left-turn lane and a shared left/through/right lane;*
- g. Signalization of Hydro Road and Lakeshore Road East intersection, as per Lakeshore Connecting Communities BRT roll plan drawings.*

*Further considerations may include:*

- h. Ogden Avenue and Haig Boulevard road extensions, and the implementation of the Lakeshore Connecting Communities Bus Rapid Transit (BRT) being completed;*
- i. Construction of eastbound right-turn lane at Haig Boulevard and Lakeshore Road East;*
- j. Northbound lanes at Ogden Avenue and Lakeshore Road East configured to include a dedicated left-turn lane and a shared through/right lane;*
- k. Northbound lanes at Haig Boulevard and Lakeshore Road East configured to include a dedicated left-turn lane and a shared through/right lane; and,*
- l. Southbound lanes reconfigured at Dixie Road and Lakeshore Road East to include a dedicated right-turn lane and a shared left/through lane.*

The comprehensive traffic analysis for the proposed development (**Section 7.0** of the September 2023 BA Group Report) of the Rangeview Lands, has assumed the completion of the mitigation measures included within the Conditions of Approval as part of future scenarios.

## **2.2.4 Lakeshore Connecting Communities Transportation Master Plan (TMP)**

The Lakeshore Connecting Communities Transportation Master Plan (TMP), endorsed by City Council in June 2019, sets out a long-term vision for transit and corridor improvements along Lakeshore Road East from 2020 to 2041 that will support waterfront development. The TMP envisions the Lakeshore Road East corridor as an area that supports all modes of transportation, connects people to places, and moves goods to market.

Of the transit network alternatives considered in the TMP, the preferred transit solution for the 2041 horizon year is express bus / bus rapid transit (BRT) along the extent of Lakeshore Road East in Mississauga. In



addition to provisions for rapid transit, continuous separated/protected bike lanes and sidewalks on both sides of the street are planned through the extent of the route. In January 2021, it was announced that the City of Mississauga would receive federal and provincial funding for transit infrastructure through the Investing in Canada Infrastructure Program (ICIP) to fund projects including the Lakeshore BRT. At this time, completion of the Lakeshore BRT is targeted for 2027.

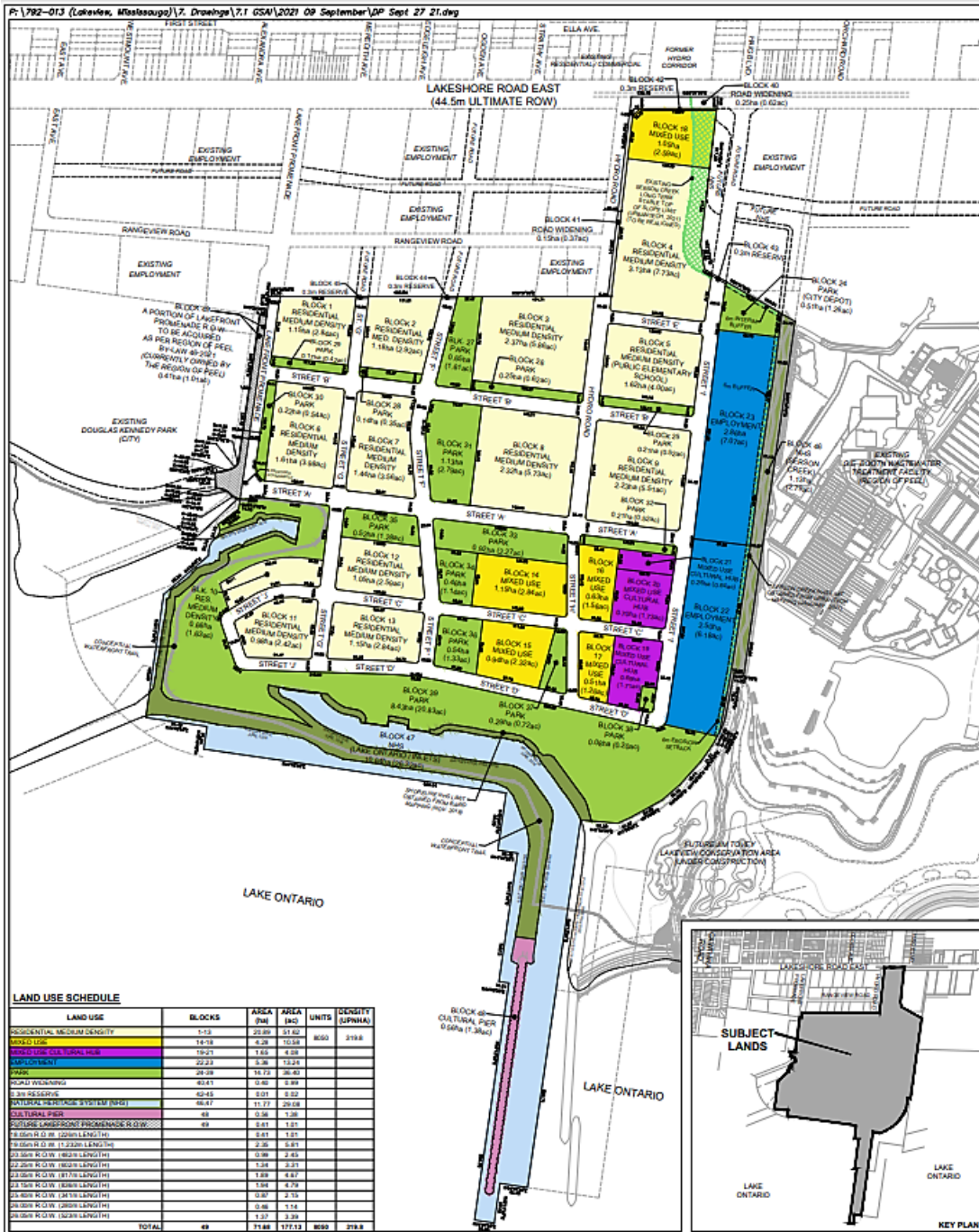
### **2.2.5 Lakeview Village Planned Street Network**

Lakeview Community Partners Limited together with the City, the Region, relevant external agencies, and the community undertook a multi-year process of creating the Lakeview Waterfront Development Master Plan, applicable to the lands (Lakeview Village) immediately south and east of Rangeview, which culminated with Council's endorsement of the Plan on November 6, 2019. Plan of subdivision (illustrated in **Exhibit 3**), rezoning and Official Plan Amendment (OPA) applications were all submitted and have since been approved; By-law 0119-2022 was passed, amending City of Mississauga Zoning By-law 0225-2007, but remains under appeal at the time of writing of this report. As described above, OPA 89 and OPA 125 include Lakeview Village.

From a transportation perspective, the development of Lakeview Village is inter-related with the proposed redevelopment of the Rangeview Site. As illustrated in the Plan of Subdivision (**Exhibit 3**), much of the street network is shared between the two sites, notably including existing and planned Major and Minor Collector Roads (i.e. Lakefront Promenade, the planned Ogden Avenue extension and Hydro Road).

The planned street network for both Rangeview and Lakeview Village, will provide north-south connections to Lakeshore Road East, as well as key east-west connections across both sites.





**EXHIBIT 3: LAKESHORE LANDS DRAFT PLAN OF SUBDIVISION (LAKEVIEW COMMUNITY PARTNERS LIMITED / GLEN SCHNARR & ASSOCIATES INC. – SEPTEMBER 27, 2021)**

## 3.0 RANGEVIEW ESTATES PLANNED STREET NETWORK

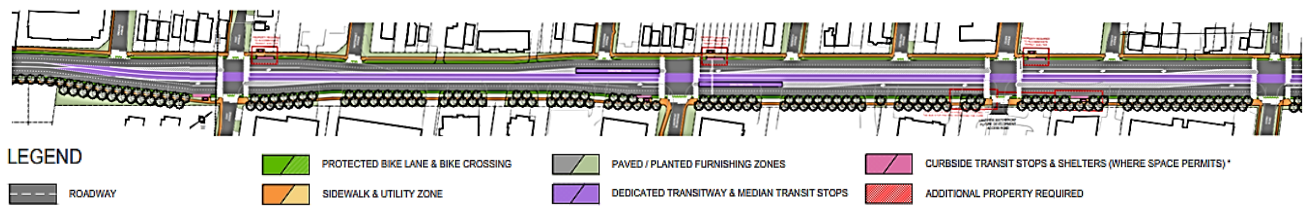
The Site is well-located relative to roadway connections provided across the City, Peel Region, and the Greater Toronto Area (GTA). The public street network surrounding the Site includes a hierarchy of road connections ranging from arterial roads to local roads. The Site is also located just over 2.0 kilometres from the Queen Elizabeth Way (QEW). The existing road network is illustrated in **Figure 4**.

### 3.1.1 Ultimate Planned Street Network

The advancement of the Lakeview Village development has resulted in planned changes to the local street network, including within the Rangeview Site, that are reflected in OPA 125. As part of the proposed OPA, details pertaining to the street network within the Rangeview Site are being advanced. Further, the approved Lakeshore Connecting Communities TMP includes planned changes to Lakeshore Road East, including within the vicinity of the Site, which have been considered as part of the comprehensive traffic analysis for this report. **Figure 5** illustrates the planned street network, including planned and proposed changes derived from each of the above-noted processes.

### 3.1.2 Lakeshore Connecting Communities Transportation Master Plan

The Lakeshore Connecting Communities TMP, a Bus Rapid Transit (BRT) facility with a dedicated right-of-way, is planned with a completion date of 2027 on Lakeshore Road East, in the vicinity of the Site. **Exhibit 5** includes a roll plan excerpt for the right-of-way adjacent to the Site.



#### EXHIBIT 4: LAKESHORE ROAD EAST – ROLL PLAN EXCERPT (LAKESHORE CONNECTING COMMUNITIES TRANSPORTATION MASTER PLAN: CITY OF MISSISSAUGA / HDR)

Key elements of the planned changes to the Lakeshore Road East right-of-way include:

- Two vehicle travel lanes in each direction, including left-turn lanes at signalized intersections (East Avenue, Lakefront Promenade, Ogden Avenue and Hydro Road);
- Minor side streets to have right-in/ right-out access;
- Dedicated bus-only lanes in the centre of the right-of-way;
- Express bus stop located at Lakefront Promenade;
- Protected cycling lanes (both sides) & pedestrian crossings; and
- Sidewalks & paved/planted furnishing zones.

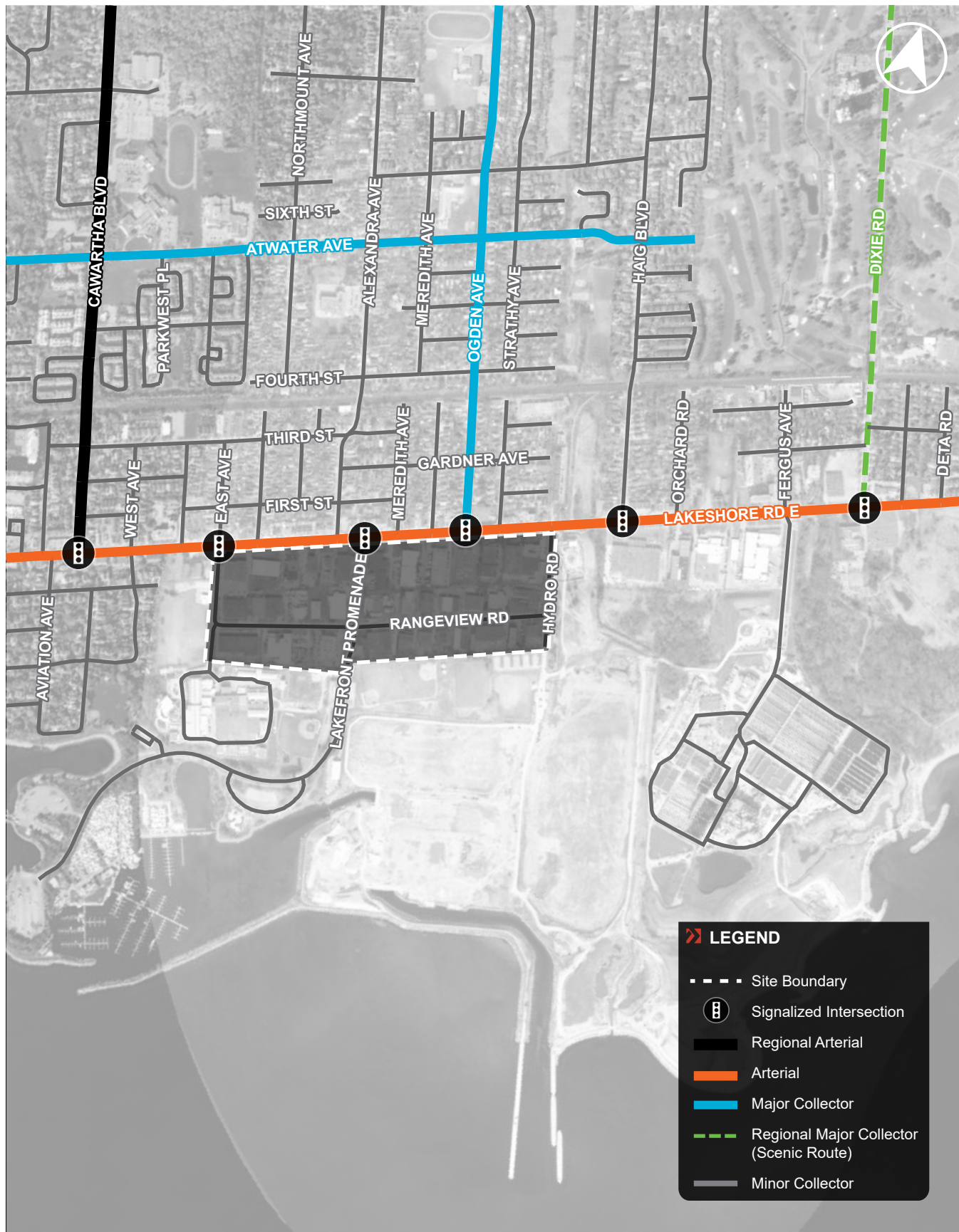


### 3.1.3 Planned Area Street Network: Inspiration Lakeview/ Lakeview Village

A new street network is planned for the entirety of the OPA 125 lands, which includes Rangeview and Lakeview Village. Within **Table 2**, details pertaining to the proposed new streets (within Lakeview Village) and adjustments to existing streets are outlined. The names of the proposed streets are listed in **Table 2** as referred to by the Inspiration Lakeview project materials.

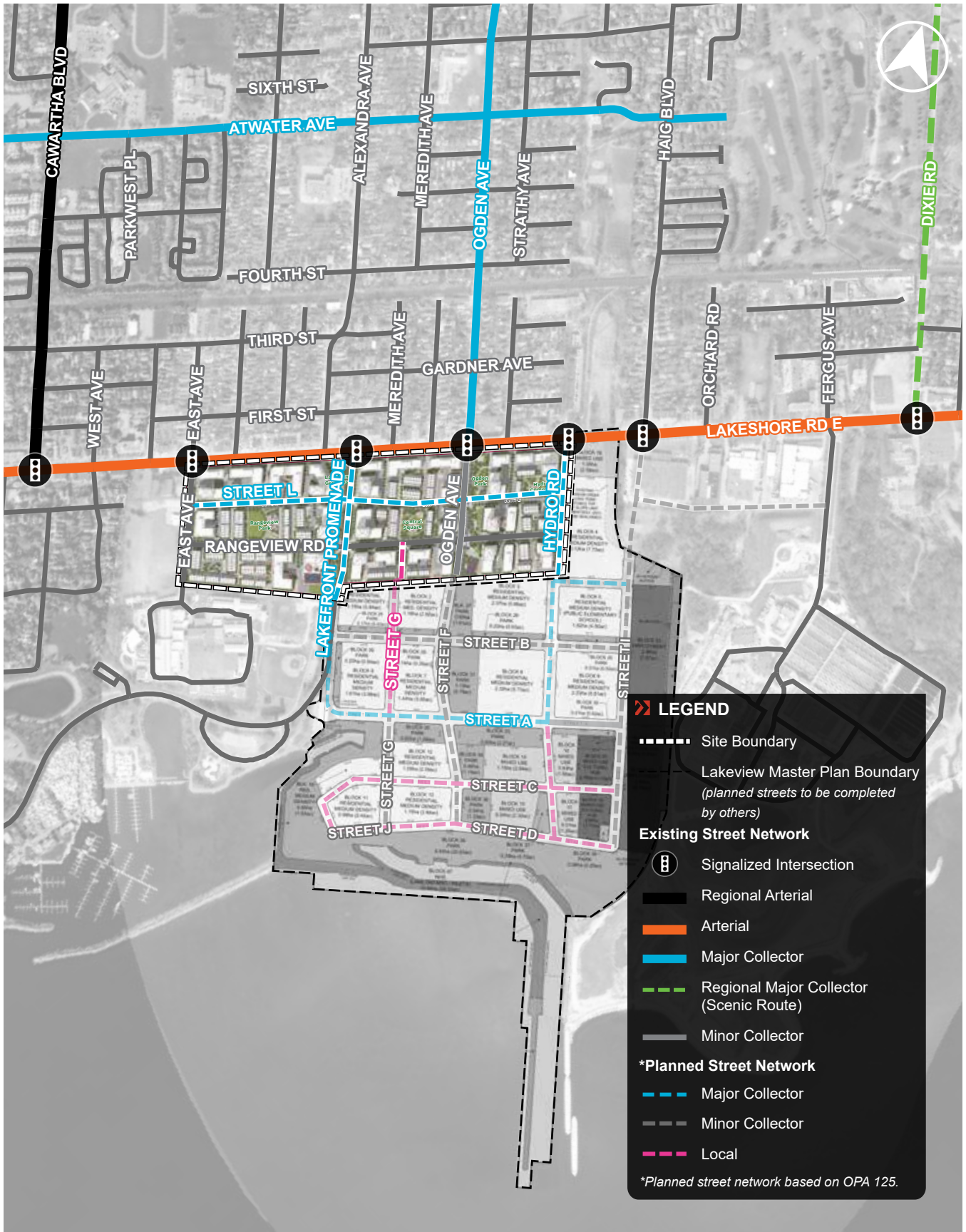
Notably, some existing streets are planned to have modified classification. Lakefront Promenade, north of the planned Street L, is to be converted from a local road to a Major Collector Road. Hydro Road, north of the planned Street L, is to be converted from a local road to a Major Collector Road.





Aerial maps provided courtesy of Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

**FIGURE 4 EXISTING AREA ROAD NETWORK**



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Aerial maps provided courtesy of Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

**FIGURE 5 FUTURE AREA ROAD NETWORK**

**TABLE 2 OPA 125/ LAKEVIEW VILLAGE STREET NETWORK DETAILS**

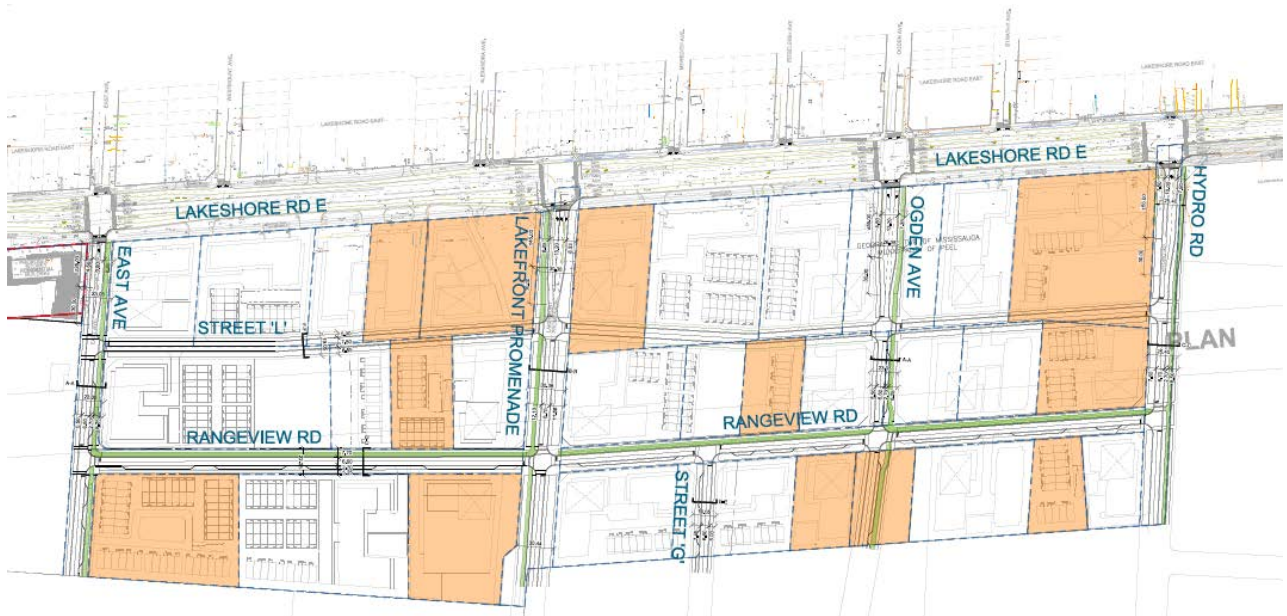
Street <sup>1</sup>	Right-of-Way Width (m) <sup>2</sup>	Road Classification	Pavement Width (m)	Dual Cycle Tracks	Sidewalks (2.0m)	Layby Parking
Lakefront Promenade	26.0	Major Collector	6.7	West boulevard	Both sides	--
Street A	26.05	Major Collector (Hydro Road to Street K)	6.7	South boulevard	Both sides	South side
	23.15	Minor Collector (Street I to Hydro Road)	6.7	South boulevard	Both sides	North side
Street B	22.25	Minor Collector	6.6	North boulevard	South side	Both sides
Street C	19.05	Local Road	6.6	--	Both sides	South side
Street D	20.55	Local Road	6.6	South boulevard	North side	North side
Street E	19.05	Local Road	6.6	--	Both sides	South side
Street F (Ogden Avenue)	23.05	Minor Collector	6.6	East boulevard	Both sides	East side
Street G	23.05	Minor Collector (Street A to Street D)	6.6	West boulevard	Both sides	East side
	19.05	Local Road (Property Line to Street A)	6.6	--	Both sides	West side
Hydro Road (Street H)	25.4	Major Collector (Lakeshore Road East to Street A)	6.7	East boulevard	Both sides	East side
	18.05	Local Road (south of Street A)	6.6	--	Both sides	East side
Street I	23.15	Minor Collector	6.7	East boulevard	Both sides	West side
Street J	19.05	Local Road (west of Street G)	6.6	--	Both sides	Inside curve

Notes:

1. Refer to **Figure 5** for location of streets.
2. Source: Inspiration Lakeview Village draft plan of subdivision materials (The Municipal Infrastructure Group Ltd.)

### 3.1.4 Proposed New Street Network (Rangeview Lands)

Within Rangeview, it is proposed to advance upgrades to the local street network that reflect the planned road network contained within OPA 125. Within this section, greater detail is provided pertaining to proposed changes to the local street network within Rangeview. The names of the proposed streets are as identified in OPA 125. **Exhibit 5** illustrates how the planned Rangeview road network will connect to the planned Lakeview Village road network. The functional road plan is also provided in **Appendix B**. The existing and future transit and cycling context are illustrated in Figures



**EXHIBIT 5: PLANNED RANGEVIEW ROAD NETWORK CONNECTING TO LAKEVIEW VILLAGE ROAD NETWORK**

**3.1.4.1 Key Street Design Objectives**

Consideration for all road users:

Enhancements to the existing street network elements, will support the movement for all users (vehicles, pedestrians, cyclists) and be designed in a way to minimize road conflicts and encourage alternative modes of travel and active transportation.

Ease of access:

The new street network will facilitate convenient connections from the proposed development to / from the broader area network. The proposed street design is intended to service and support pedestrian and cycling permeability and maintain vehicle capacity at all times of the day.

Complete Streets:

The improved and proposed roads within the Site have been designed with the policies of “Complete Streets” at the forefront. The City of Mississauga is undertaking the “Changing Lanes” project (scheduled to be complete in 2023) which will update, develop, and implement new tools to ensure that streets are safe and convenient for all users. It will deliver a “Complete Streets” Guide for streets in Mississauga and representing an updated approach to street planning and design for the City.

Conformity with Lakeview Village street design:

Given that many of the streets in the local area located south of Lakeshore Road East are shared between Lakeview Village and the Rangeview, and that the approvals process is substantially advanced for the former, the proposed street network for the latter is proposed to reflect many of the design conditions (e.g. rights-of-

way, etc.) planned for Lakeview Village. The objective is for the streets to have a consistent design both in terms of transportation elements and ultimately, urban design.

#### Intersections south of Lakeshore Road East:

All intersections south of Lakeshore Road East (excluding driveways) are proposed to be unsignalized with all-way stop-control, with all vehicle movements permitted. All street descriptions below and the traffic analysis reflect this condition. As development progresses and updated traffic counts become available, the all-way stop control intersections could be reviewed to determine if any intersection warrants traffic signals. All intersections along the north-south streets between Lakeshore Road East and Rangeview Road, could be converted to signalized intersections.

#### **3.1.4.2 East Avenue**

East Avenue is an existing minor collector north-south public street running from Lakeshore Road East in the north to Lakeview Water Treatment Plant in the south. It is the western boundary of Rangeview. The functional plan and proposed cross-section for East Avenue are provided in **Figure 6**.

#### Cross Section:

East Avenue will have a 23.05 metre right-of-way (ROW) consisting of the following:

- One 3.3 metre travel lane in each direction (6.6 m roadway) and 2.2 metre lay-by on the east side.
- On the east side of the roadway, a 3.0 metre two-way, protected cycle track is provided.
- The boulevard on each side of the roadway will contain 2.0 metre sidewalks and 2.5 metre planting zones.
- Appropriate buffers are provided between ROW elements.

#### Intersections:

East Avenue will have intersections with Lakeshore Road East, the proposed Street L, and Rangeview Road.

- The intersection with Lakeshore Road East retains the existing traffic signal location and will continue to be a signalized intersection with all vehicle movements permitted. The proposed configuration of East Avenue at this intersection will remain similar (i.e. no turning lanes). All pedestrian movements will be facilitated with crosswalks and appropriate connections will be provided between the East Avenue and Lakeshore Road East cycling facilities, to be confirmed as part of the Lakeshore Connecting Communities TMP.
- The intersection with Street L will be unsignalized with all-way stop-control, with all vehicle movements permitted. All pedestrian movements will be facilitated with crosswalks.
- The intersection with Rangeview Road will be unsignalized with all-way stop-control, with all vehicle movements permitted. All pedestrian movements will be facilitated with crosswalks and appropriate connections will be provided between the East Avenue and Rangeview Road cycling facilities.



### 3.1.4.3 Lakefront Promenade

Lakefront Promenade is an existing north-south public street running from Lakeshore Road East in the north to the Lakefront Promenade Marina in the south. The functional plan and proposed cross-section for Lakefront Promenade are provided in **Figure 7**.

#### Cross-Section:

Lakefront Promenade will be a major collector with a 30.38 metre right-of-way (ROW) south of Lakefront Promenade consisting of the following:

- One 3.35 metre travel lane (6.7 metre roadway) in each direction.
- On the west side of the roadway, a 3.0 metre two-way, protected cycle track is provided.
- The boulevard on each side of the roadway will contain 2.0 metre sidewalks, planting zones ranging from 3.7 to 6.18 metres, and 2.9 metre bioswale plant zones.
- Appropriate buffers are provided between ROW elements.

#### Intersections:

Lakefront Promenade will have intersections with Lakeshore Road East, the proposed Street L, and Rangeview Road.

- The intersection with Lakeshore Road East retains the existing traffic signal location and will continue to be a signalized intersection with all vehicle movements permitted. The roadway will be expanded at this intersection with dedicated left and right-turn lanes. All pedestrian movements will be facilitated with crosswalks and appropriate connections will be provided between the Lakefront Promenade and Lakeshore Road East cycling facilities, to be confirmed as part of the Lakeshore Connecting Communities TMP.
- The intersection with Street L will be unsignalized with all-way stop control, with all vehicle movements permitted. All pedestrian movements will be facilitated with crosswalks.
- The intersection with Rangeview Road will be unsignalized with all-way stop control, with all vehicle movements permitted. All pedestrian movements will be facilitated with crosswalks and appropriate connection will be provided between the Lakefront Promenade and Rangeview Road cycling facilities.

### 3.1.4.4 Street F (Ogden Avenue Extension from Lakeshore Road East to Rangeview Road)

Street F is the proposed southerly minor collector extension of Ogden Avenue, from north of Lakeshore Road East, which will eventually connect to the property line, just south of Rangeview Road. The functional plan and proposed cross-section for Ogden Avenue are provided in **Figure 8**.

#### Cross Section:

Ogden Avenue will have a 23.05 metre right-of-way (ROW) south of Lakeshore Road East consisting of the following:

- One 3.3 metre travel lane in each direction and 2.2 metre layby on the east side. In total, where layby is provided, a 8.8 metre roadway will be provided.
- On the east side of the roadway, a 3.0 metre two-way, protected cycle track is provided.
- The boulevard on each side of the roadway will contain 2.0 metre sidewalks and 2.5 metre planting zones.
- Appropriate buffers are provided between ROW elements.



#### Intersections:

Ogden Avenue as a minor collector will have intersections with Lakeshore Road East, the proposed Street L, and Rangeview Road.

- The intersection with Lakeshore Road East retains the existing traffic signal location (currently a driveway for 1036 Lakeshore Road East on the south side) and will continue to be a signalized intersection with all vehicle movements permitted. The roadway will be expanded at this intersection with dedicated left-turn, through and right-turn lanes. All pedestrian movements will be facilitated with crosswalks and appropriate connections will be provided between the Ogden Avenue and Lakeshore Road East cycling facilities, to be confirmed as part of the Lakeshore Connecting Communities TMP.
- The intersection with Street L will be unsignalized with all-way stop control, with all vehicle movements permitted. All pedestrian movements will be facilitated with crosswalks.
- The intersection with Rangeview Road will be unsignalized with all-way stop control, with all vehicle movements permitted. All pedestrian movements will be facilitated with crosswalks and appropriate connection will be provided between the Ogden Avenue and Rangeview Road cycling facilities.

#### **3.1.4.5 Hydro Road**

Hydro Road is an existing north-south public street running from Lakeshore Road East in the north to the Waterfront Trail in the south. The functional plan and proposed cross-section for Hydro Road are provided in **Figure 9**.

#### Cross Section:

Hydro Road as a major collector will have a 25.4 metre right-of-way (ROW) consisting of the following:

- One 3.35 metre travel lane in each direction (6.7 metre roadway) and 2.2 metre layby (which will serve as a bio-retention area) on the east side.
- On the east side of the roadway, a 3.0 metre two-way, protected cycle track is provided.
- The boulevard on each side of the roadway will contain 2.0 metre sidewalks. On the west side, there will be a 5.0 metre bioswale planting zone and on the east side, there will be 2.5 metre planting zone.
- Appropriate buffers are provided between ROW elements.

#### Intersections:

Hydro Road will have intersections with Lakeshore Road East, the proposed Street L and Rangeview Road.

- The intersection with Lakeshore Road East is unsignalized but is proposed to be a signalized intersection with all vehicle movements permitted. The proposed configuration of Hydro Road at this intersection will remain similar (i.e. no turning lanes). All pedestrian movements will be facilitated with crosswalks and appropriate connections will be provided between the Hydro Road and Lakeshore Road East cycling facilities, to be confirmed as part of the Lakeshore Connecting Communities TMP.
- The intersection with Street L will be unsignalized with all-way stop control, with all vehicle movements permitted. All pedestrian movements will be facilitated with crosswalks.
- The intersection with Rangeview Road will be unsignalized with all-way stop control, with all vehicle movements permitted. All pedestrian movements will be facilitated with crosswalks and appropriate connection will be provided between the Hydro Road and Rangeview Road cycling facilities.





#### 3.1.4.6 Street L

Street L is not an existing street. It is proposed to operate in an east-west direction from East Avenue in the west to Hydro Road to the east, to the north of, and parallel to Rangeview Road. The functional plan and proposed cross-section for Street L are provided in **Figure 10**.

##### Cross Section:

Street L will have a 19.05 metre right-of-way (ROW) consisting of the following:

- One 3.75 metre travel lane in each direction. In total, a 7.5 metre roadway will be provided.
- The boulevard on each side of the roadway will contain 2.0 metre sidewalks and tree planting zones ranging from 2.5 to 4.05 metres.
- Appropriate buffers are provided between ROW elements.

##### Intersections:

Street L will have intersections with East Avenue, Lakefront Promenade, Ogden Avenue and Hydro Road. All intersections with Street L will be unsignalized with all-way stop control, with all vehicle movements permitted. All pedestrian movements will be facilitated with crosswalks.

#### 3.1.4.7 Rangeview Road

Rangeview Road is an existing east-west public street running from East Avenue in the west to Hydro Road to the east. The functional plan and proposed cross-section for Rangeview Road are provided in **Figure 11**.

##### Cross Section:

Rangeview Road as a minor collector will have a 22.25 metre right-of-way (ROW) consisting of the following:

- One 3.30 metre travel lane in each direction (6.6 metre roadway) and 2.2 metre layby on the south side (which will serve as a bio-retention area).
- On the north side of the roadway, a 3.0 metre two-way, protected cycle track is provided.
- The boulevard on each side of the roadway will contain 2.0 metre sidewalks and 2.5 metre planting zones.
- Appropriate buffers are provided between ROW elements.

##### Intersections:

Rangeview Road will have intersections with East Avenue, Lakefront Promenade, Ogden Avenue and Hydro Road. All intersections with Rangeview Road will be unsignalized with all-way stop control, with all vehicle movements permitted. All pedestrian movements will be facilitated with crosswalks and appropriate connection will be provided between the Rangeview Road and north-south street cycling facilities.

#### 3.1.4.8 Street G

Street G is not an existing street. It is proposed to operate in a north-south direction from Rangeview Road in the north to the south (within Lakeview Village) near Lake Ontario. Notably, Street G is named Street H within OPA 125. The functional plan and proposed cross-section for Street G are provided in **Figure 12**.



### Cross Section:

Street G as a local road will have a 19.05m right-of-way (ROW) consisting of the following:

- One 3.3 metre travel lane in each direction (6.6 metre roadway) and 2.2 metre layby on the west side.
- The boulevard on each side of the roadway will contain 2.0 metre sidewalks and 2.5 metre planting zones.
- Appropriate buffers are provided between ROW elements.

### Intersection:

Street G will have an intersection within Rangeview at Rangeview Road (it has other intersections within Lakeview Village). The intersection with Rangeview Road will be unsignalized with all-way stop control, with all vehicle movements permitted. All pedestrian movements will be facilitated with crosswalks.

## 3.1.5 Summary of Rangeview Proposed Street Network

A summary of the proposed street network for Rangeview is provided in **Table 3**. The existing and future area transit and cycling context, supported by the proposed street network, are illustrated in **Figure 13** and **Figure 14**, respectively.

**TABLE 3 PROPOSED RANGEVIEW STREET NETWORK – DESIGN SUMMARY**

Street <sup>1</sup>	Right-of-Way Width (m)	Road Classification	Pavement Width (m)	Dual Cycle Tracks	Sidewalks (2.0m)	Layby Parking
East Avenue	23.05	Minor Collector	6.6	East boulevard	Both sides	East side
Lakefront Promenade	26.00	Major Collector	6.7	West boulevard	Both sides	--
Street F (Ogden Avenue Extension from Lakeshore Road East to property line, just south of Rangeview Road)	23.05	Minor Collector	6.6	East boulevard	Both sides	East side
Hydro Road	25.40	Major Collector	6.7	East boulevard	Both sides	East side
Street L	19.05	Local	7.5	--	Both sides	--
Rangeview Road	22.25	Minor Collector	6.6	North boulevard	Both sides	South side
Street G	19.05	Local	6.6	--	Both sides	West side

Notes:

1. Refer to **Figure 5** and **Appendix B** for location of streets.



### 3.1.5.1 Interim Phasing for Vehicle Access

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

For an interim phase, the approach considers a partially built Street 'L', that extends eastward from East Avenue and terminates in a temporary cul-de-sac centrally located between Lakefront Promenade and East Avenue. East of Lakefront Promenade, the phasing plan considers a partially built Ogden Avenue, north of Rangeview Road, with termination of temporary cul-de-sacs that would eventually be extended as Street 'L', between Lakefront Promenade and Hydro Road. 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 in order to ensure that the overall vision demonstrated in the Rangeview DMP can be achieved. Interim access configurations will be considered on a site-by-site basis where needed in cases where the full road network 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, with interim cross-sections considered in cases where the ultimate right-of-way has not yet been acquired. Interim cross-sections will include consideration for public realm, pedestrians, cycling facilities and traffic operations improvements.



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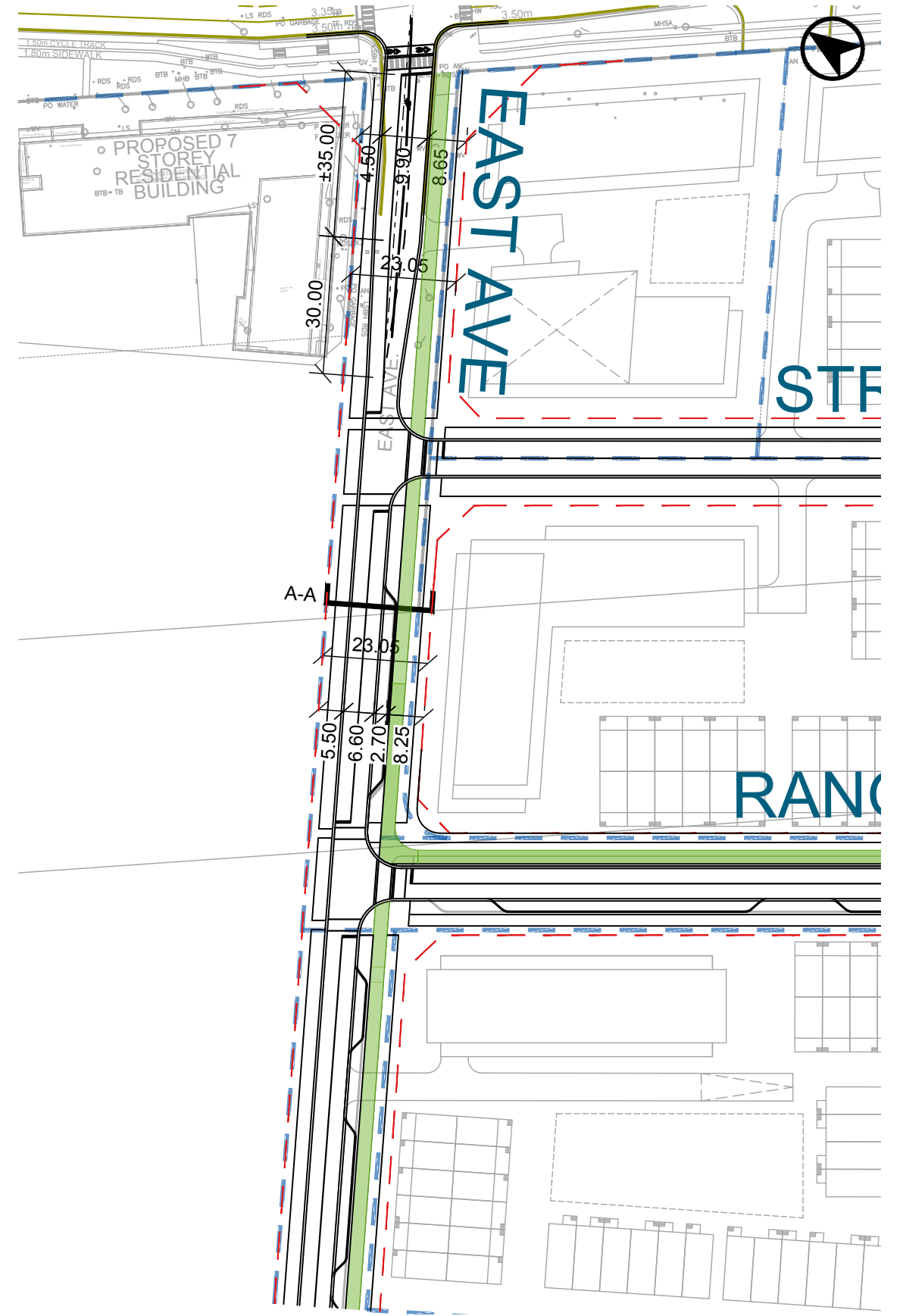
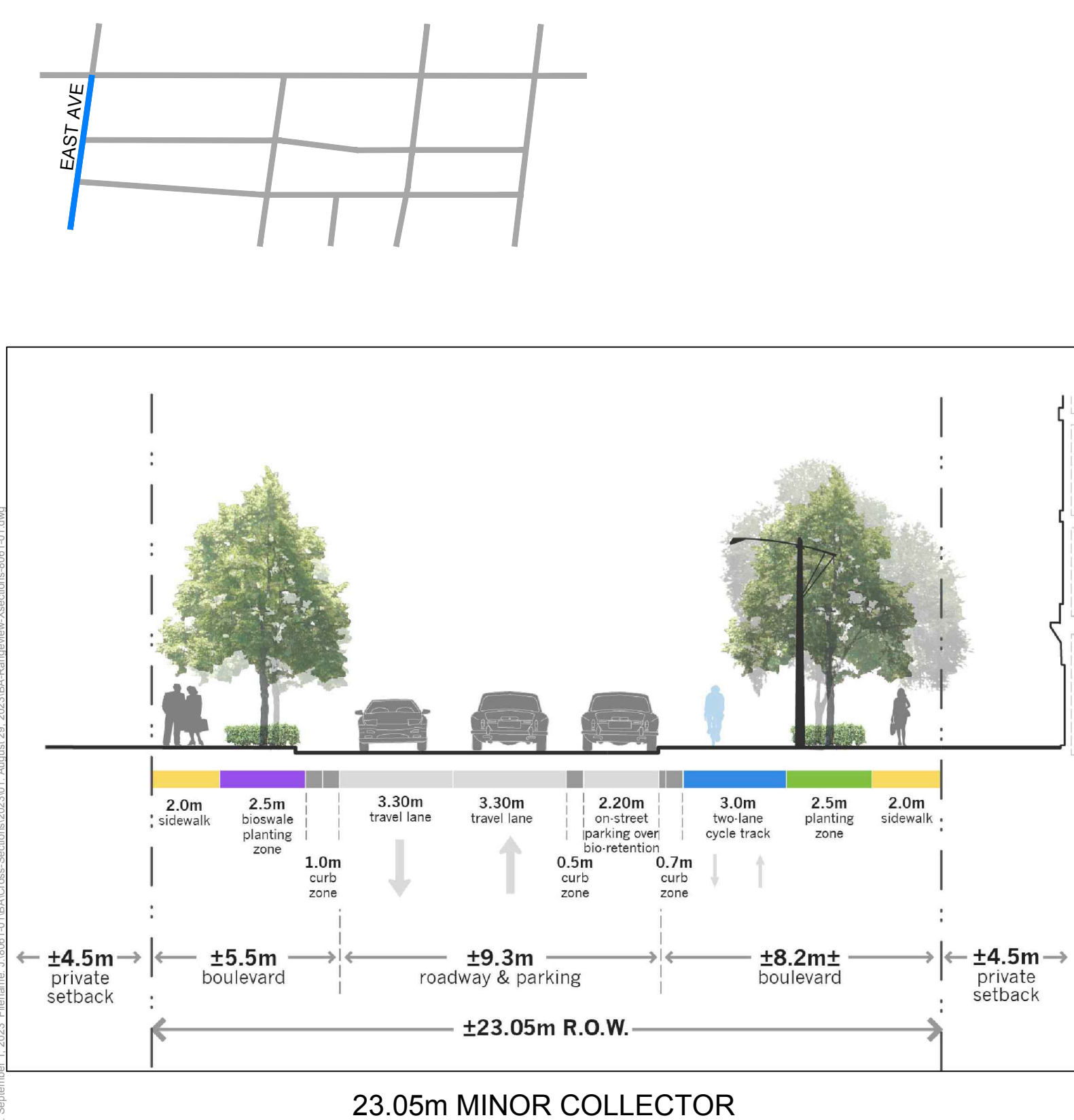


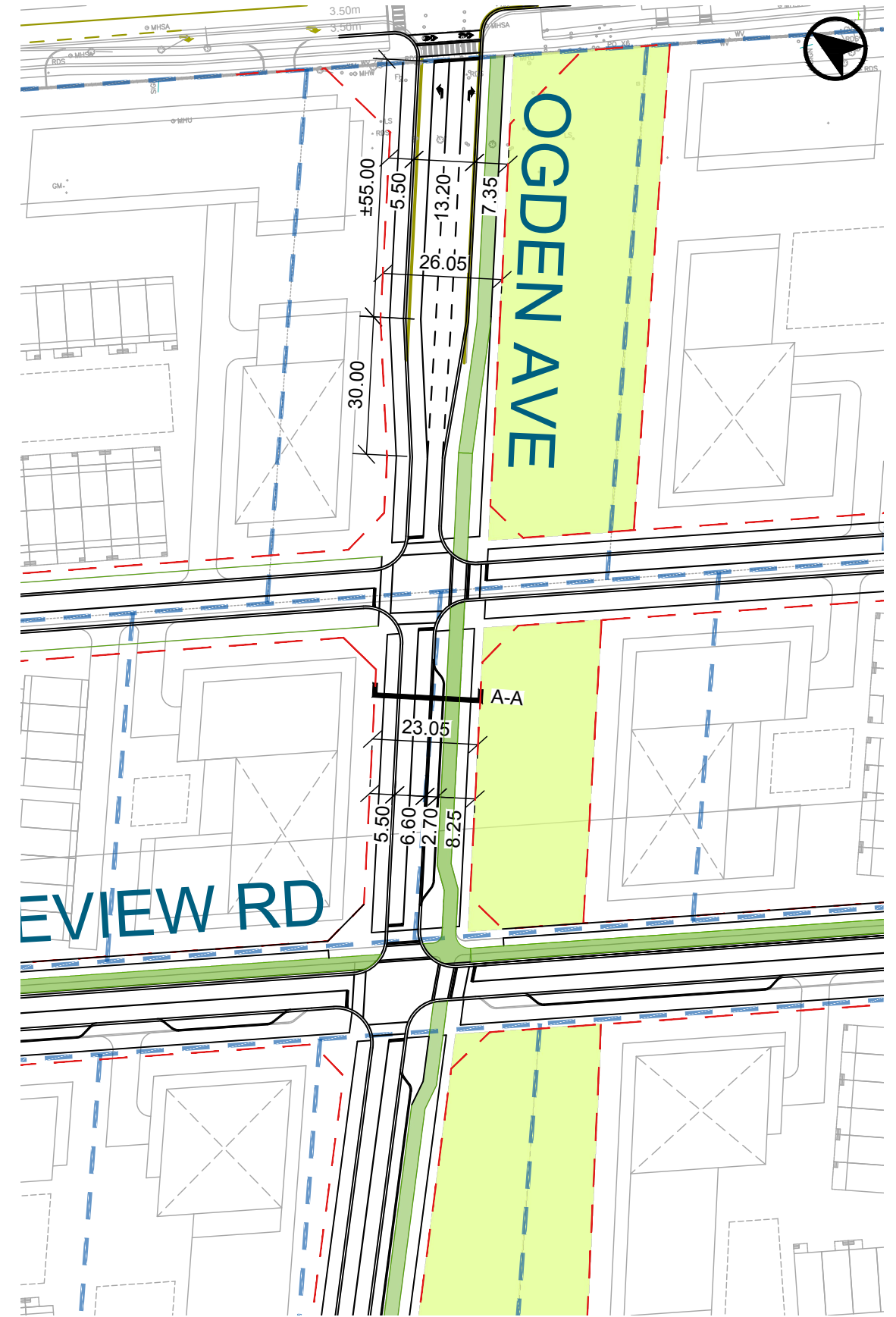
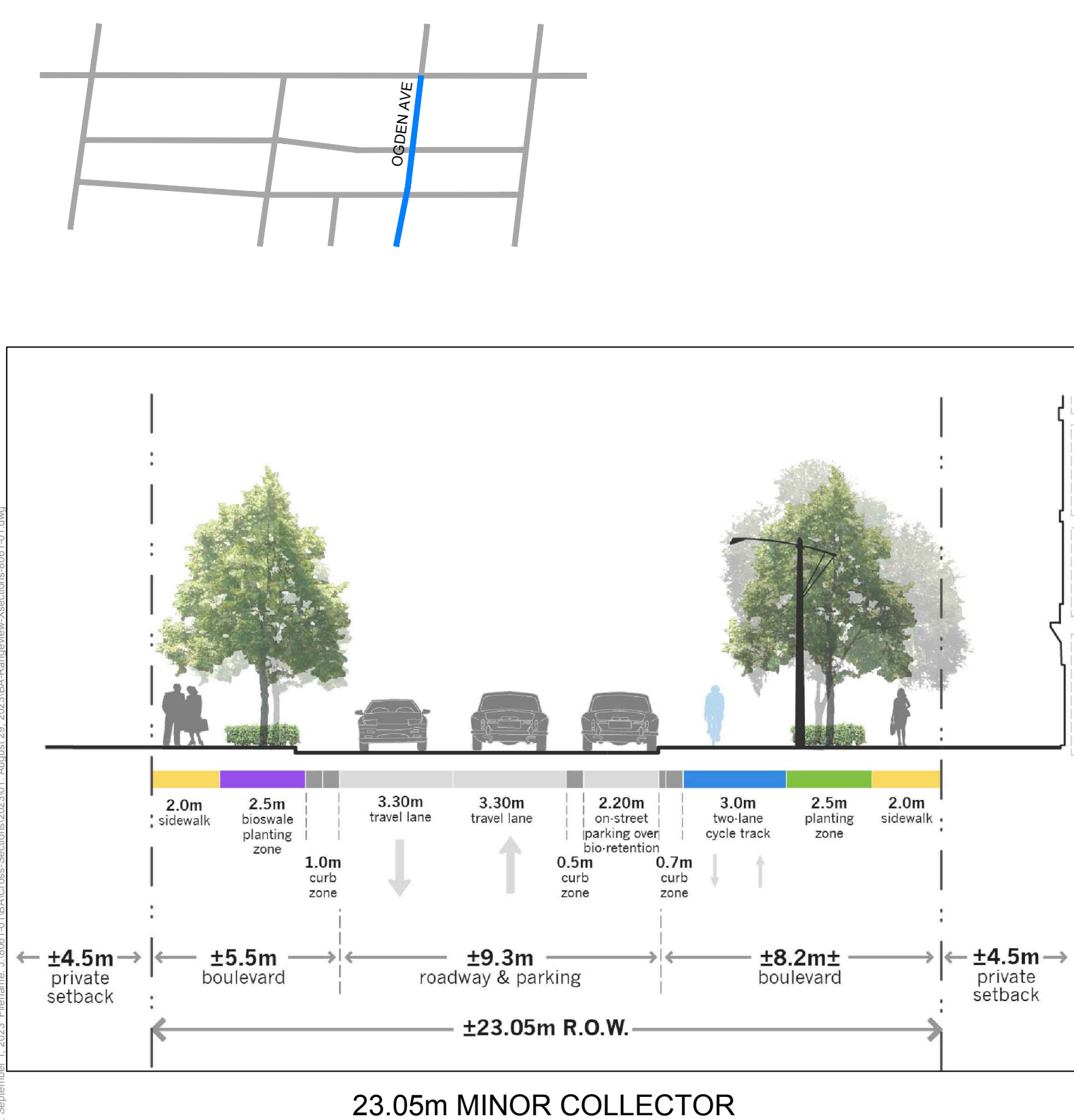
FIGURE 6 EAST AVENUE - FUNCTIONAL PLAN & CROSS-SECTIONS



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**FIGURE 7 LAKEFRONT PROMENADE - FUNCTIONAL PLAN & CROSS-SECTIONS**

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**FIGURE 8 PROPOSED OGDEN AVENUE EXTENSION - FUNCTIONAL PLAN & CROSS-SECTIONS**

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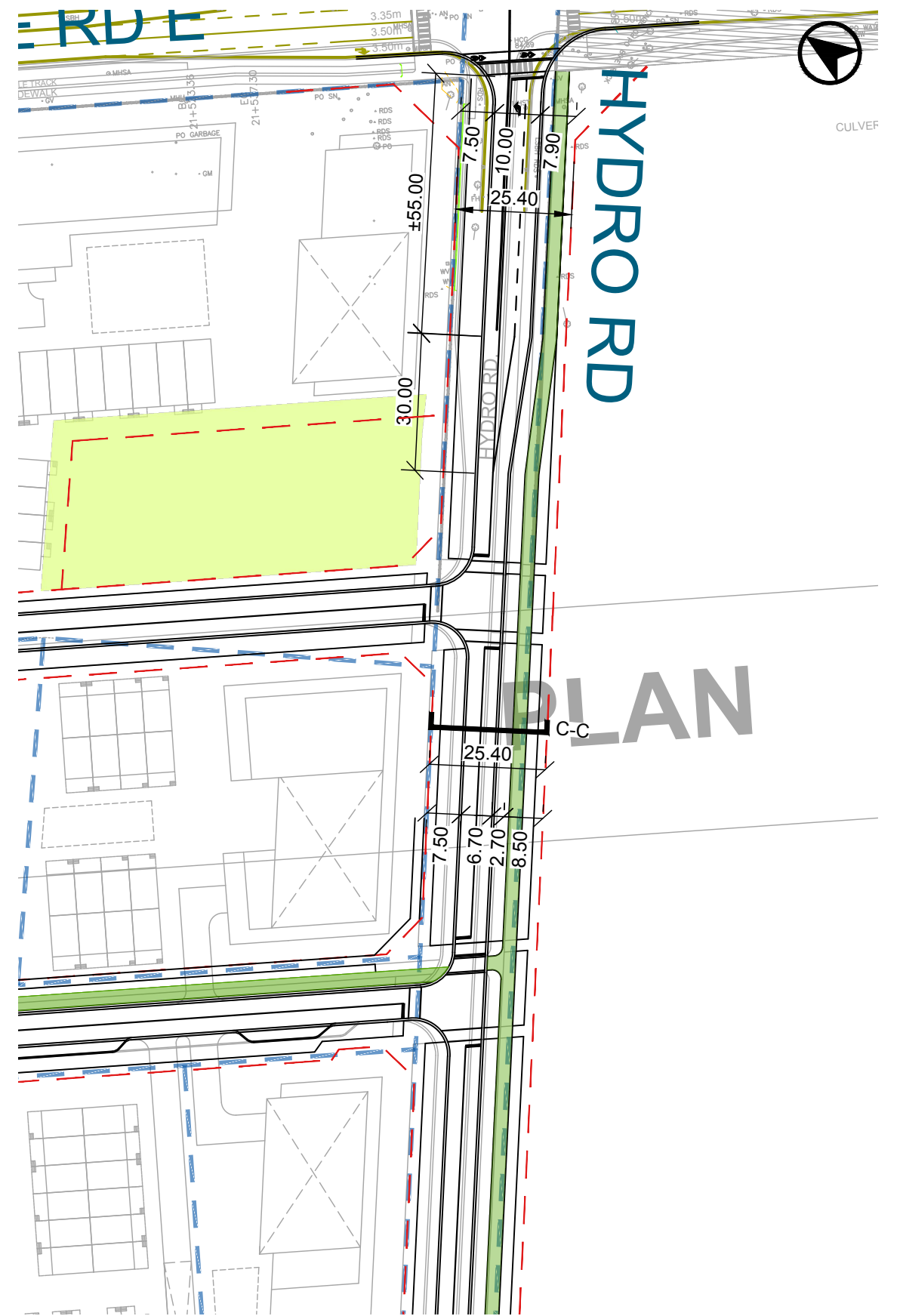
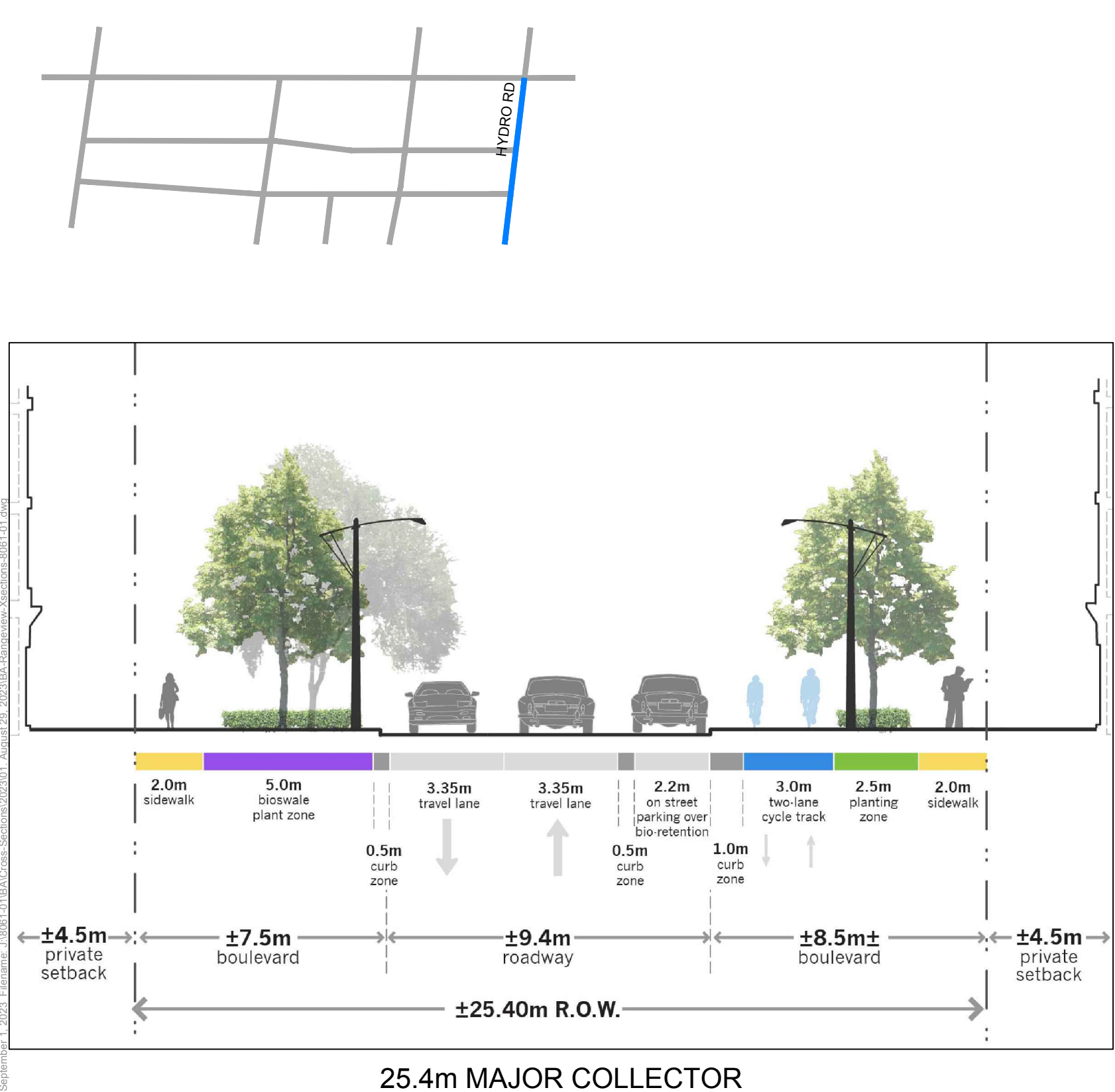
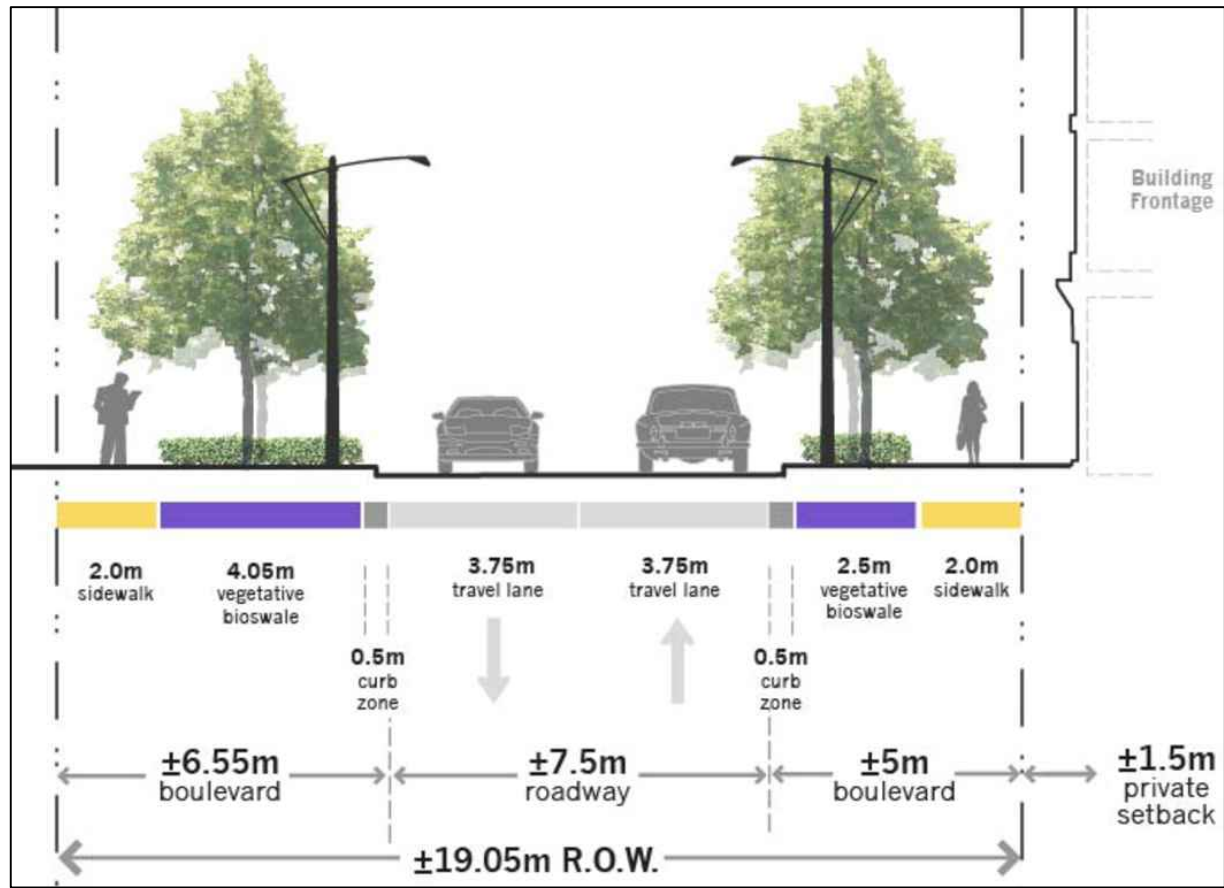
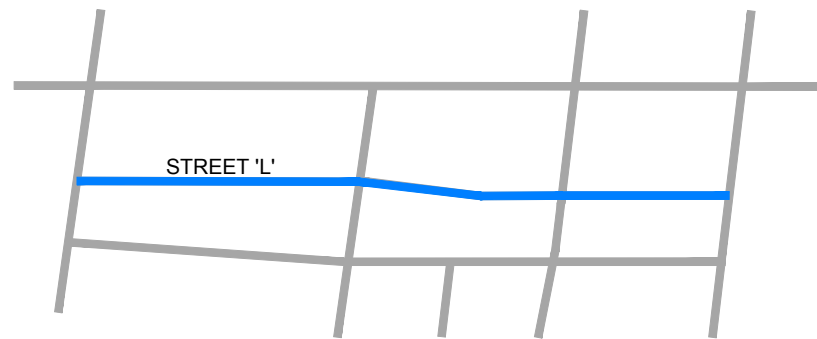


FIGURE 9 HYDRO ROAD - FUNCTIONAL PLAN & CROSS-SECTIONS



19.05m LOCAL ROAD

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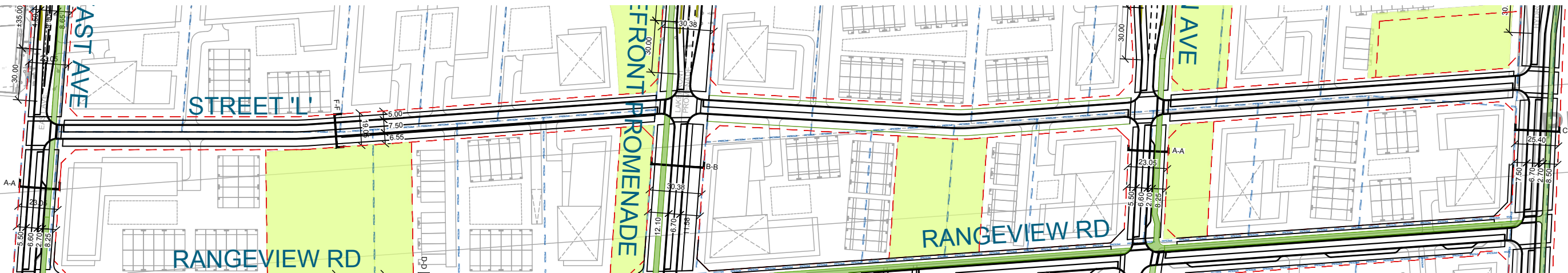
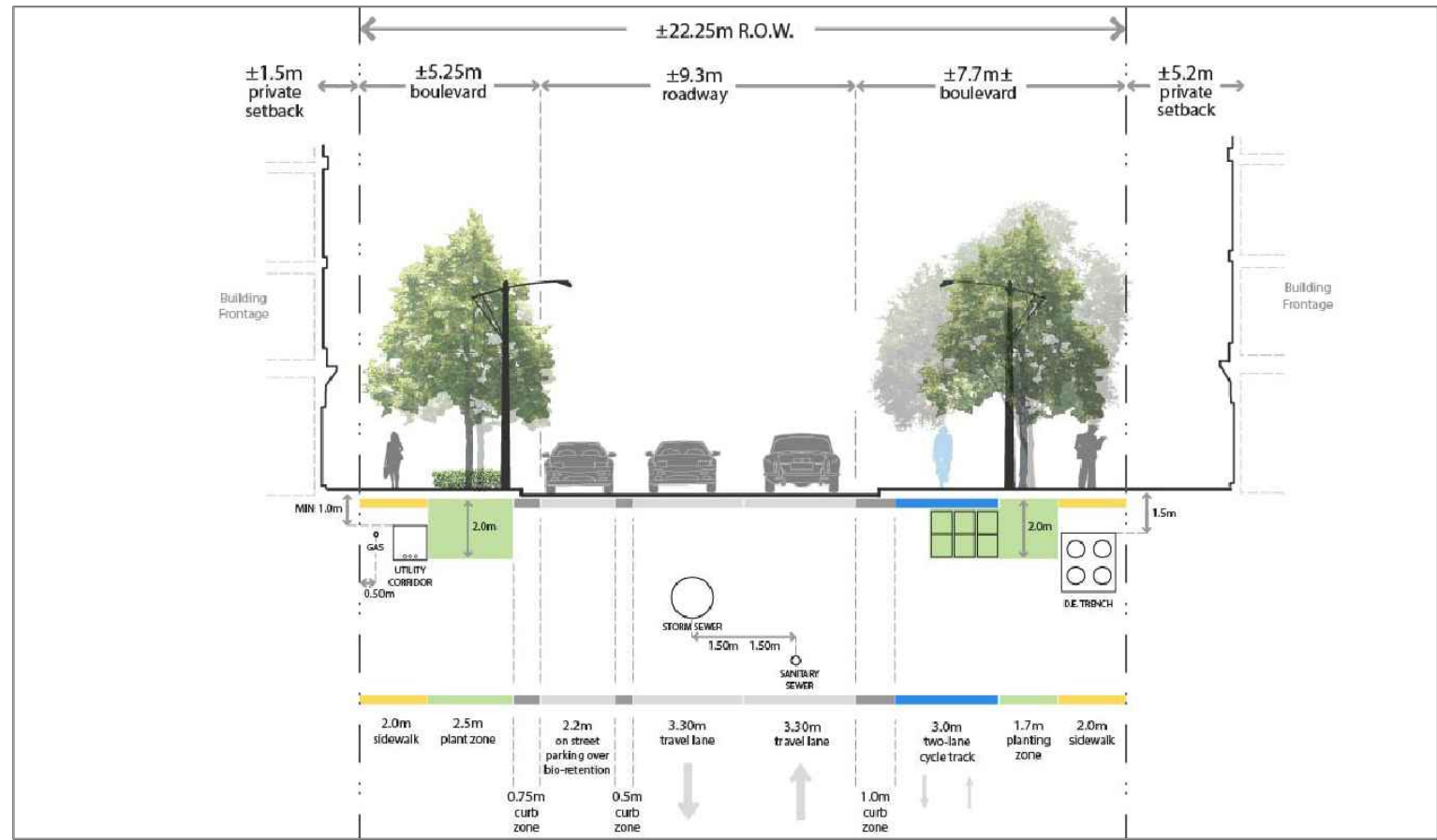


FIGURE 10 PROPOSED STREET 'L' - FUNCTIONAL PLAN & CROSS-SECTIONS



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22.25m MINOR COLLECTOR

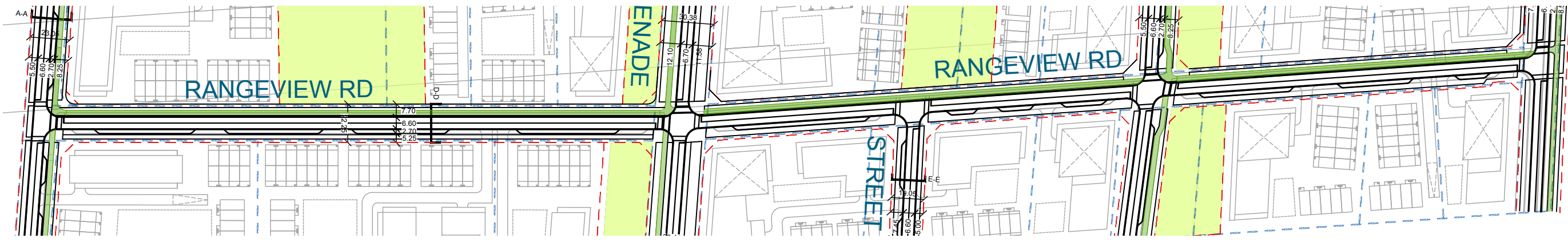


FIGURE 11 RANGEVIEW ROAD - FUNCTIONAL PLAN & CROSS-SECTIONS

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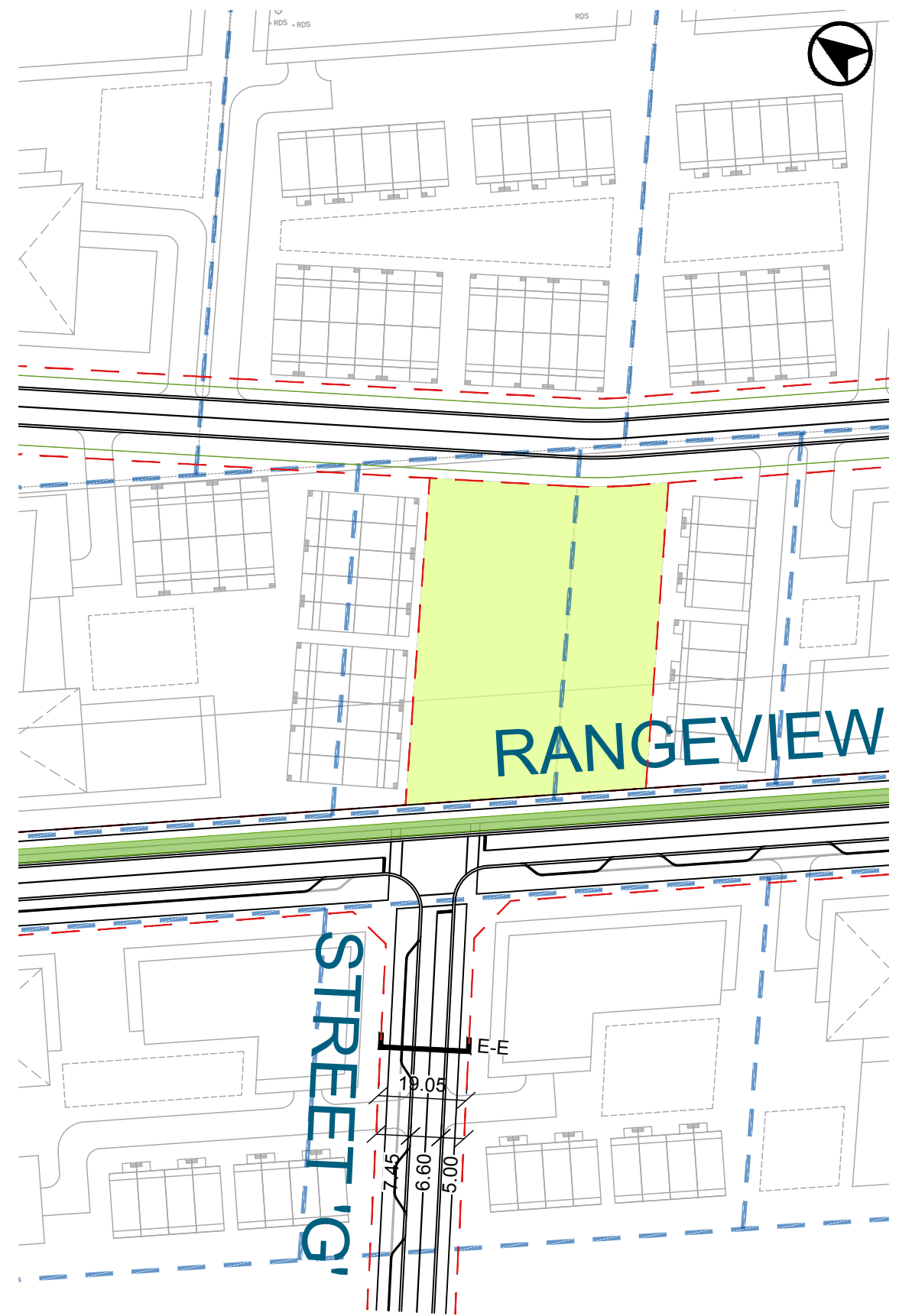
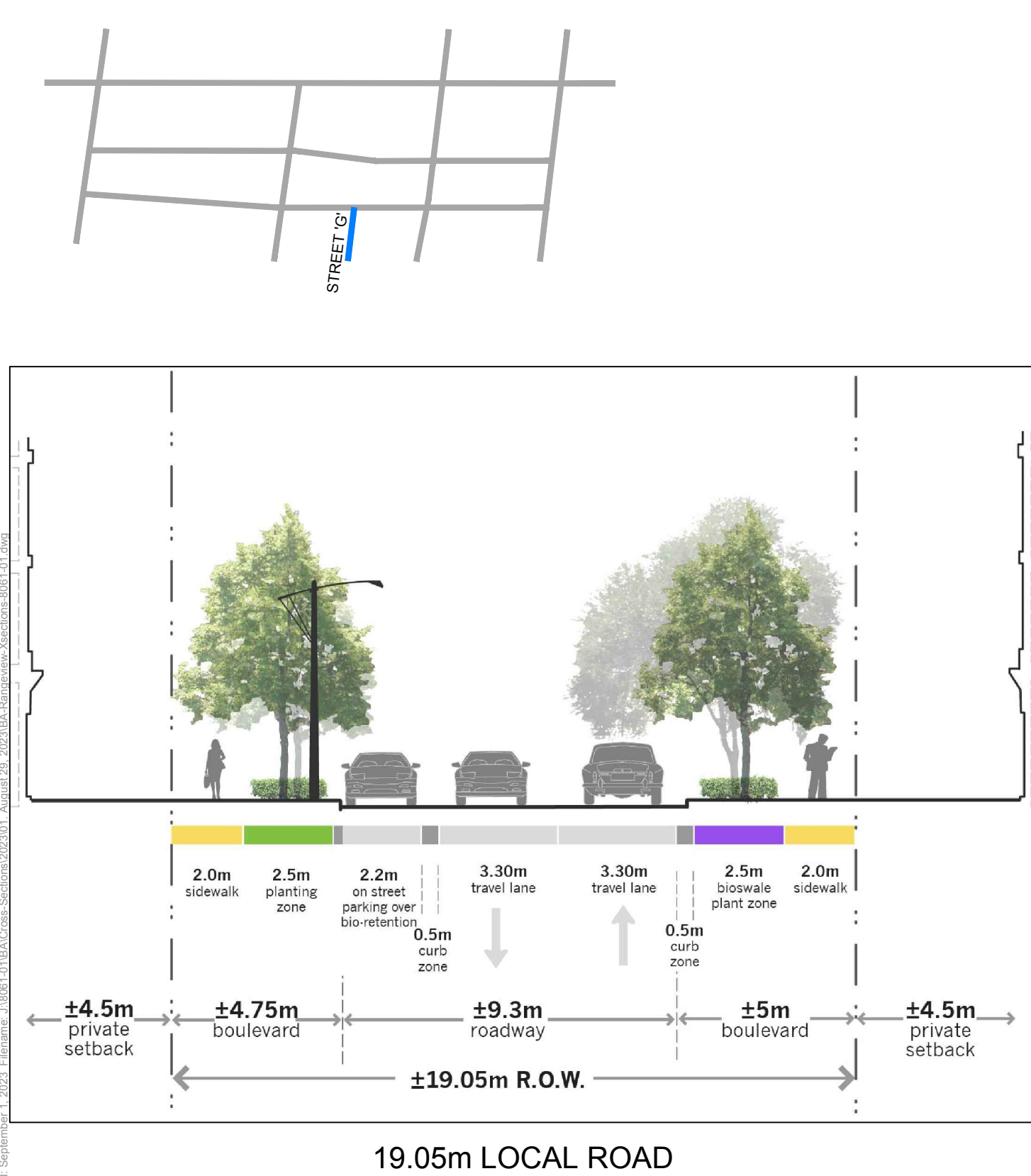
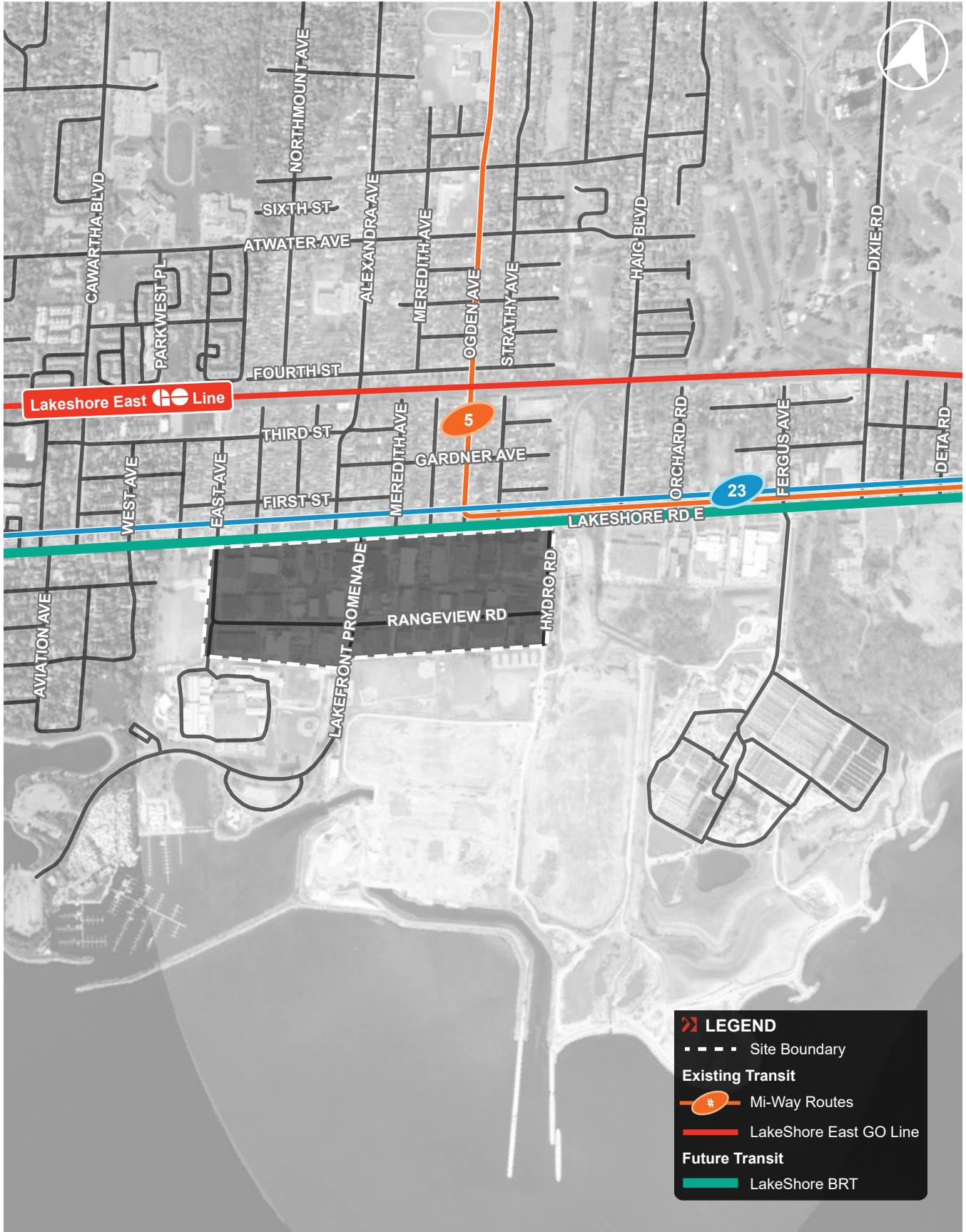


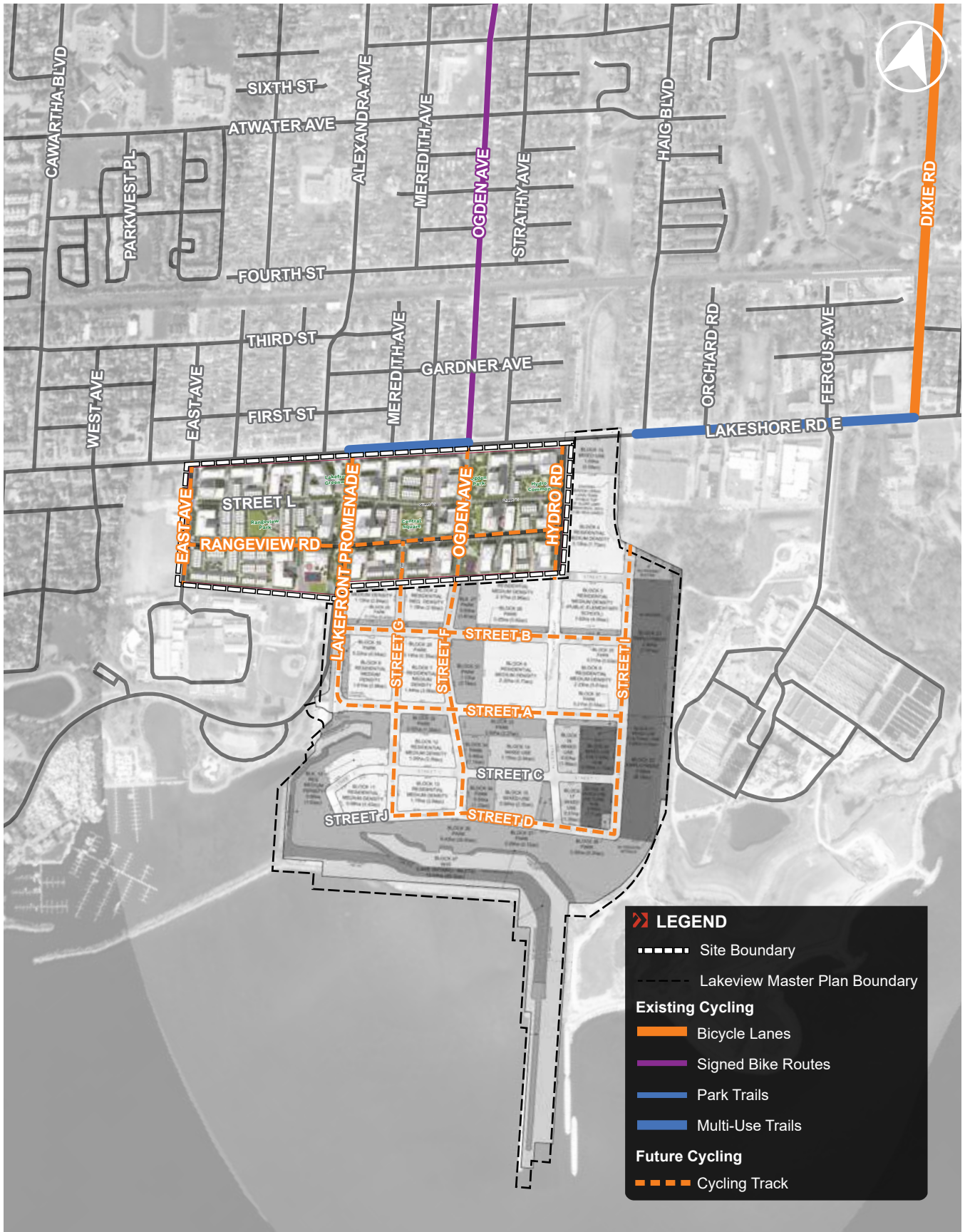
FIGURE 12 PROPOSED STREET 'G' EXTENSION - FUNCTIONAL PLAN & CROSS-SECTIONS



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Aerial maps provided courtesy of Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

**FIGURE 13 EXISTING AND FUTURE AREA TRANSIT NETWORK**



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Aerial maps provided courtesy of Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

**FIGURE 14 EXISTING AND FUTURE AREA CYCLING NETWORK**

## **Appendix A: Rangeview Estates Master Plan**



# MASTER PLAN V6.2

## Rangeview Development Master Plan

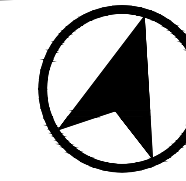
### Concept Plan



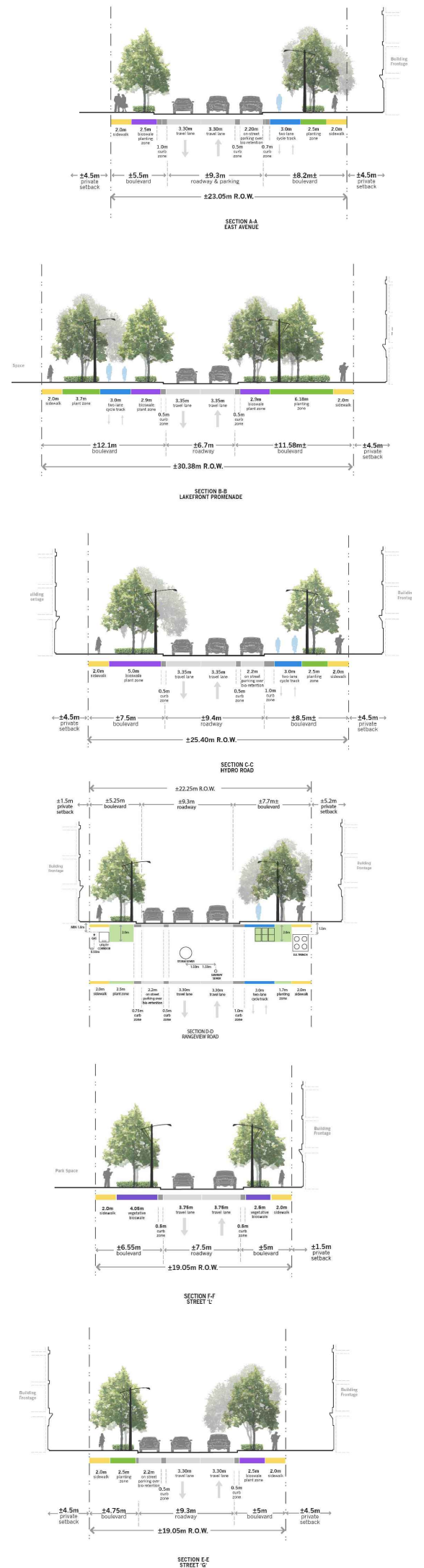
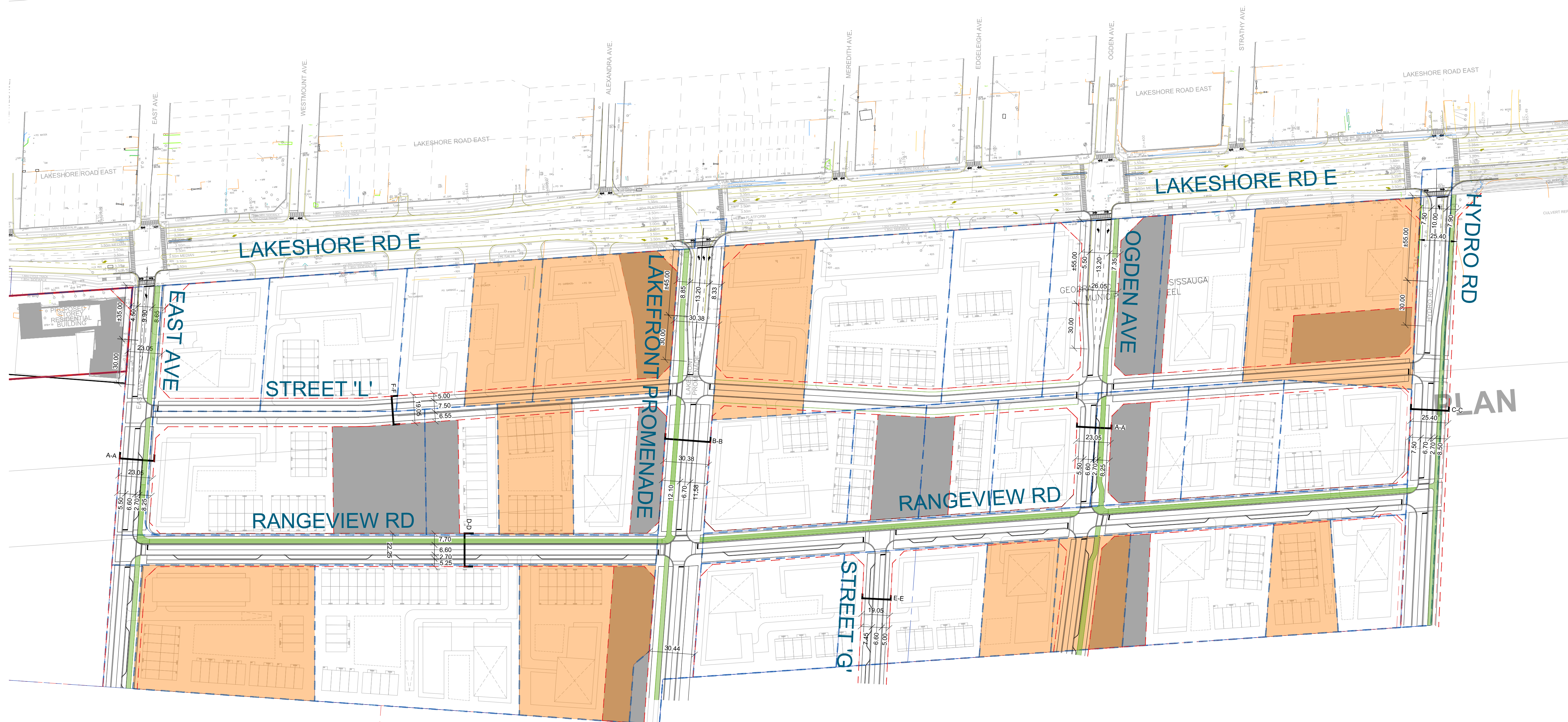
**Legend**  Rangeview Estates Precinct Area  Existing Parcel Lines

## **Appendix B: Rangeview Estates Functional Road Plan**





- LEGEND**
- EXISTING PROPERTY LINE
  - PROPOSED RIGHT OF WAY
  - NON-PARTICIPATING LANDOWNERS
  - PARKS



PLAN



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**MOVEMENT  
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ENVIRONMENTS**  
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DORSAY PROPERTIES

ULTIMATE ROAD PLAN

Date: September 1, 2023

Project No.: 8061-01

Scale: 1:1,500