

# CLARKSON GO

Major Transit Station Area (MTSA)  
MASTER PLAN

September 2024



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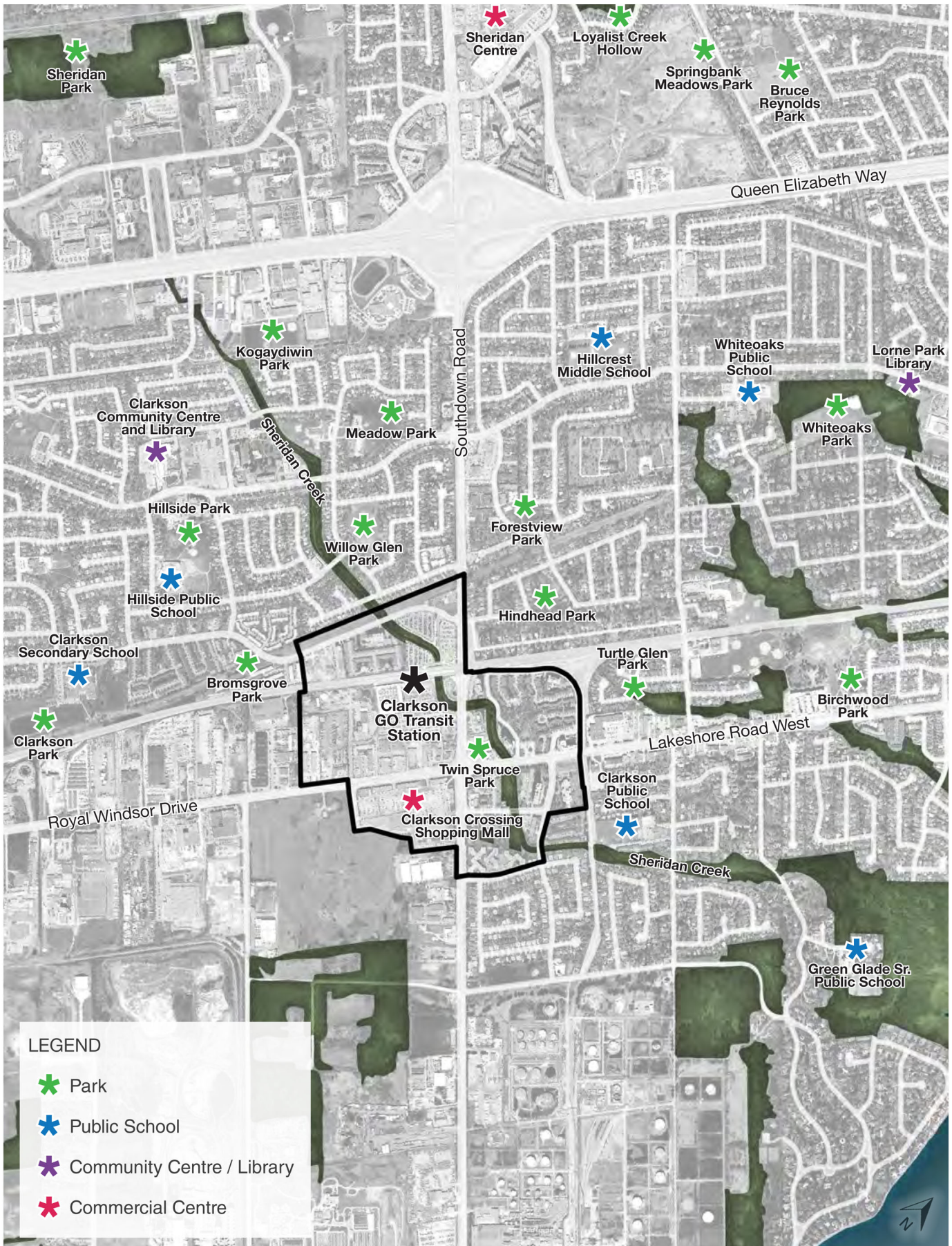
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MAP 1 / CONTEXT OF THE CLARKSON M TSA

# EXECUTIVE SUMMARY

A transformation is taking place in the Province of Ontario that will see significant investment in transit improvements over the next several decades. As part of these planned improvements, the GO Transit Network is being expanded, including the Lakeshore West Corridor where the Clarkson GO Transit Station is located.

To support these investments, the Province of Ontario's Growth Plan for the Greater Golden Horseshoe 2020 (Growth Plan) calls for the intensification of Major Transit Station Areas (MTSA) located along priority transit corridors. Development of these areas are required to be transit-supportive, achieve minimum density targets and create complete communities.

Today, the Clarkson GO MTSA (Clarkson MTSA) area includes a variety of existing uses, from low-density residential to commercial and industrial uses. The Clarkson GO Transit Station lands, underutilized sites and potential development sites offer the greatest opportunity for the development of a mix of uses and higher density building forms. The Clarkson MTSA represents an opportunity to maximize the number of potential transit users within walking distance of the station, while preserving employment lands that are a historic source of Mississauga's economic strength and in short supply.

The Clarkson GO MTSA Master Plan (Clarkson Master Plan) seeks to balance these two objectives. It proposes the development of a mix of uses within a compact, transit supportive built form that when realized will exceed the provincial minimum density target for the area. It provides for improved connectivity with the surrounding neighbourhoods that will help make walking and cycling safer and more convenient, and it strives to preserve the viability of nearby heavier employment uses.

The Clarkson Master Plan is informed by an assessment of the existing land use/policy framework, transportation network, commercial and employment market, and urban design contexts. Consul-

tation was undertaken to gain feedback and input from agencies, landowners, local businesses and the public to establish a vision and shape the final Clarkson Master Plan.

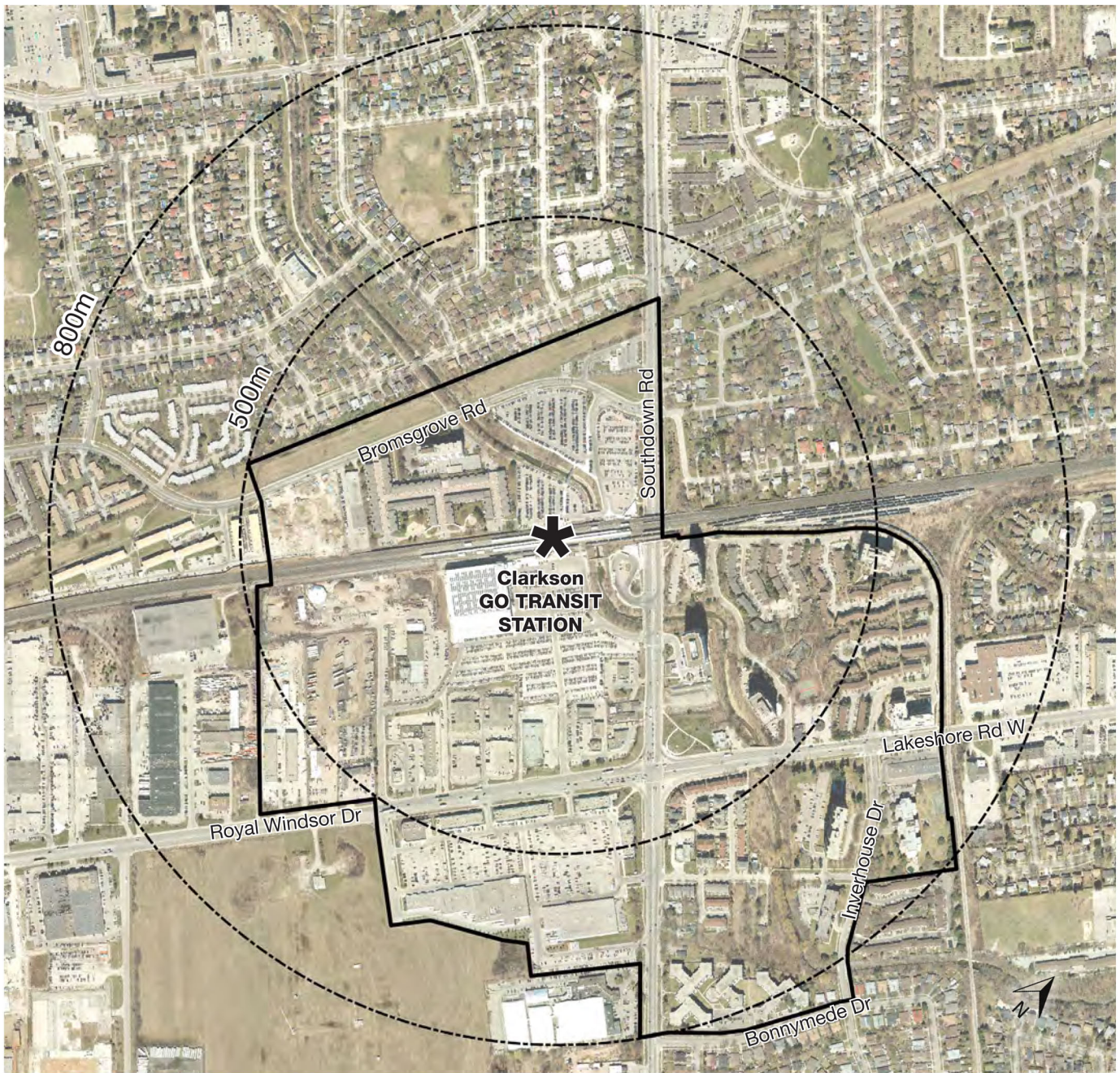
The Clarkson Master Plan provides nine key recommendations:

1. Lands to be removed from the Southdown Employment Area to facilitate mixed use, residential development;
2. Land use designation changes to support a broader mix of uses;
3. New and expanded streets designed as pedestrian-oriented spaces that promote an animated public realm;
4. An enhanced trail network with new connections to Sheridan Creek and the Hydro Corridor (Nine Creeks Trail);
5. A centrally-located park that will serve as a focal gathering point for the community;
6. Plazas on the north and south sides of the Lakeshore West Rail Corridor that are located adjacent to transit station buildings and structures to provide a public for transit-users;
7. A new Main Street adjacent to the proposed central park, connecting Royal Windsor Drive to Clarkson GO Transit Station, that provides access to services and amenities;
8. A pedestrian-oriented and transit supportive built form with the greatest heights and densities adjacent to the Clarkson GO Transit Station with a transition to lower building heights along Lakeshore Road West east of Southdown Road; and,
9. Policy implementation framework to inform the preparation of an Official Plan and Zoning By-law Amendment.





# 1 INTRODUCTION



MAP 2 / AERIAL PHOTOGRAPHY OF THE CLARKSON MTSA



# 1 INTRODUCTION

The City of Mississauga has experienced significant growth and development over the past several decades, both in its suburban and urban areas. Working in collaboration with the Region of Peel, the City of Mississauga undertook The Clarkson Major Transit Station Area (MTSA) Study to look at how:

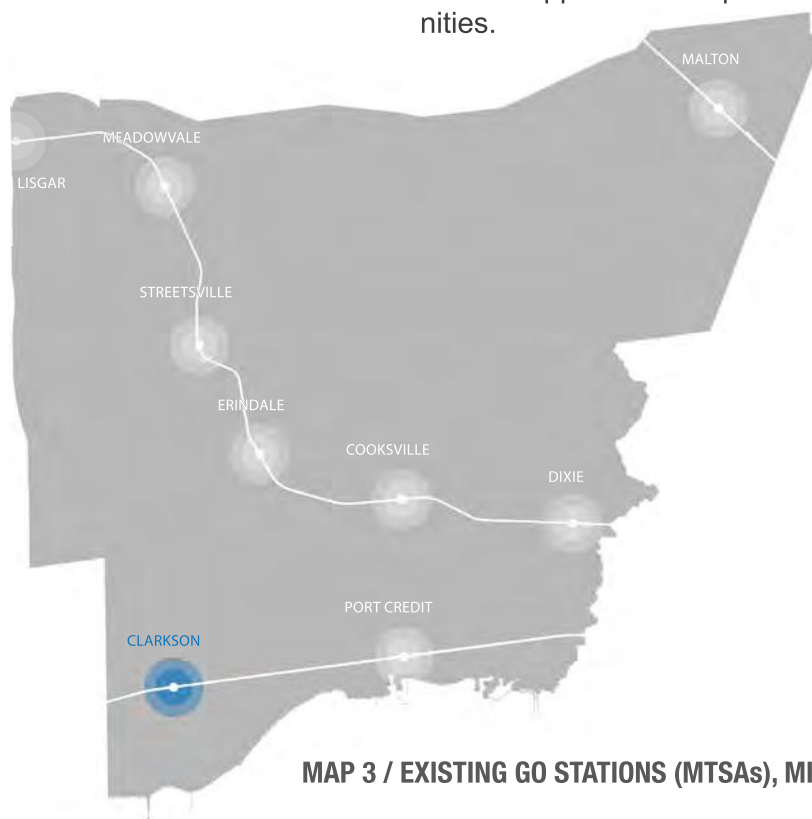
- The area might be planned to accommodate transit-supportive growth / development;
- To achieve the Vision and Principles established through a public consultation process; and,
- To meet Provincial and Regional objectives for intensification.

The Clarkson GO MTSA Study is identified in Map 2, and includes the lands around the existing Clarkson GO Transit Station, a portion of the lands identified in the Official Plan as 'Southdown Employment Area' and a portion of the Clarkson Village area located east of Southdown Road.

The Clarkson GO MTSA Master Plan (Clarkson Master Plan) represents the conclusions / recommendations of the Study, including:

- Feedback from the public, businesses, landowners and agencies;
- A transportation assessment;
- A land use compatibility assessment;
- An industrial – employment lands assessment to explore the possibility of employment land conversions;
- A commercial – retail demand analysis to help shape a land use plan; and,
- An environmental overview / air quality study to identify potential impacts on any new residential uses.

The Clarkson Master Plan will provide a planning framework to guide future development that will be transit supportive and promote complete communities.



**MAP 3 / EXISTING GO STATIONS (MTSAs), MISSISSAUGA**

## 1.1 MASTER PLAN PROCESS

The Clarkson Master Plan was created through an extensive consultation process that included public engagement events, as well as stakeholder outreach and meetings with stakeholders. The Clarkson Master Plan is supported by a Transportation Assessment, an Industrial – Employment Lands Overview, a Retail - Commercial Demand Analysis and, an Environmental Overview.

The Clarkson GO MTSA planning process involved three stages of work, as shown on page 11.

In **Phase One**, which commenced in early 2019, a background review of the existing context and applicable policies and guidelines was undertaken to gain a foundational understanding and overview of the Clarkson GO MTSA. A boundary delineation exercise was carried out to define the Clarkson GO MTSA boundary and understand the areas that have potential for redevelopment within that boundary. This work was coordinated with the steering committee, including the Region of Peel and Metrolinx. The preliminary boundary that resulted from this exercise formed the basis of the options development and the final preferred plan.

This stage of work culminated in the first public engagement event which was used to prepare a vision and guiding principles for the Clarkson GO MTSA. The feedback received was summarized in a 'What We Heard' report that was posted to the City's project web page.

In **Phase Two**, options were developed based on the foundations established through the background review, outcomes of the first public engagement event, and consultations with stakeholders. The options, which depicted different scenarios for built form distribution, street and block patterns and open spaces, were presented to the community at a second public engagement event to gain feedback.

The feedback received was summarized in a 'What We Heard' report that was subsequently posted to the City's project web page for further input on the various elements of the plans. Several iterations of an emerging preferred plan were generated to 'test' built form scenarios, address phasing objectives, account for stakeholder and technical input. Additional focused workshops were used to address parkland, urban design, potential employment land conversions and transportation.

In 2020, the master planning work was paused to address land use compatibility and air quality issues. First, the City retained Dillon Consulting to complete a land use compatibility assessment for the area. This assessment recommended detailed air quality and human health assessments prior to any introduction of sensitive land uses on employment lands within the Clarkson GO MTSA. Second, the City worked with Dillon Consulting and a team of experts to create a terms of reference for an acceptable air quality study.

Slate Asset Management L.P retained WSP to complete an air quality study (both ambient monitoring and dispersion modeling) and a human health assessment. They are the owners of 2077, 2087, 2097 and 2105 Royal Windsor Drive, and have proposed four residential high-rise buildings on their properties. WSP completed the studies based on a development proposal with residential buildings up to 25 storeys.

The City retained Dillon Consulting Limited and worked with a team of experts to undertake a technical peer review of these studies. The team of experts included the Ministry of the Environment, Peel Public Health, the City's Environment Division, and representatives from local industry.

This work was completed in February 2023 with the conclusion that the air quality on Slate's properties was similar to other parts of the GTA and that pollution was primarily from transportation-related activity. Based on these findings, it was determined that existing air quality pollution levels does not preclude residential development on Slate's lands. Council direction was then provided to resume master planning work in May 2023.

**Phase 3** of the study was focused on finalizing the Concept Plan and completion of the Master Plan Report regarding land uses, built form, transportation networks, the station area, phasing, urban design, parks and open space and the natural environment.

Consistent with the two previous phases, public consultation was undertaken to present and obtain feedback on the final Draft Concept Plan. The final Concept Plan takes into consideration all technical, stakeholder and community input that has been provided.

# 1 Plan Foundations

## Background Review

- Provincial, Regional and Municipal Policies
- Master Plans and Guidelines
- Existing Context
  - Character Analysis
  - Market Inventory
  - Transportation Conditions

MTSA Boundary Delineation

Public Engagement #1:  
Vision + Principles

What We Heard Report #1

# 2 Plan Options

## Preliminary Options

- Density Distribution Options
- Streets and Blocks
- Parks and Open Space
- Transportation Alternatives

## Land Use Options

- Density Analysis
- Transportation Analysis

## Environmental Overview

- Air Quality Study
- Human Health Assessment
- Land Use Compatibility Study (incl. addendum)

Public Engagement #2:  
Options

What We Heard Report #2

Public Engagement #3:  
Air Quality Findings

What We Heard Report #3

# 3 Final Plan

## Preferred Option

- Land Uses (Employment and Mixed-Use)
- Built Form Distribution and Typologies
- Streets, Pedestrian and Cycling Network
- Parks, Open Space and Links

Public Engagement #4:  
Preferred Option

What We Heard Report #4

## Final Plan

- Land Uses
- Built Form
- Public Realm
- Transportation Network

## 1.2 POLICY & PLANNING CONTEXT

### A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe, provides the long-term plan for growth in the Greater Golden Horseshoe (GGH) area, and is 'designed to promote economic growth, increase housing supply, create jobs and build communities that make life easier, healthier and more affordable for all ages'. The Growth Plan aims to accommodate forecasted growth in complete communities and promotes better use of land and infrastructure as well as the protection of natural resources. To better co-ordinate planning for growth across the region, it provides population and employment forecasts for all upper- and single-tier municipalities and establishes minimum intensification and density targets that recognize the diversity of communities across the GGH.

The Growth Plan provides direction for intensification of key areas, including 'Urban Growth Centres' (UGC) and 'Major Transit Station Areas' (MTSA). It defines MTSA as the area including and around any existing or planned higher order transit station or stop (measured by a 500 – 800 metre radius, representing a 10-minute walk) within a settlement area; or the area including and around a major bus depot in an urban area. MTSA on priority transit corridors will be planned for a minimum density target of 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network'.

The Growth Plan also recognizes transit as a first priority for major transportation investments and sets out a regional vision for transit, seeking to align transit with growth by directing growth to MTSA and other strategic growth areas, and promoting transit investments in these areas.

To optimize provincial investments in higher order transit, the Clarkson Master Plan identifies priority transit corridors such as the Lakeshore West GO Line, and provides direction for municipalities to complete detailed planning for MTSA on these corridors to support planned service levels. It further provides direction for The Region of Peel and The City of Mississauga, to work collaboratively to align transit investment and land use planning by directing transit-supportive development to MTSA along the priority transit corridors.

MTSA are intended to be developed as high density, mixed-use, transit-supportive neighbourhoods that provide access to local amenities, jobs, housing, and recreation opportunities.

### Provincial Guidelines

The Ministry of the Environment provides guidelines on how to decide what types of land uses are appropriate near industrial areas. It is called the D-6 Compatibility between Industrial Facilities.

This guideline is intended to be applied in the land use planning process to prevent or minimize adverse effects due to the encroachment of sensitive land uses and industrial land uses on one another.

### Regional MTSA Study and Municipal Comprehensive Review (2051)

The Region of Peel Official Plan, 2051 (ROP), was approved with the delineated MTSA boundaries and minimum density targets by the Province in November 2022. The minimum density target for the Clarkson MTSA is 150 people plus jobs per hectare (ppj/ha). The Region MTSA policies recognize that each station will be unique and influenced by its local condition, growth potential and limitations and, that not all stations will achieve the same mix of land uses or intensity of development.

The Region of Peel Official Plan identifies a portion of the Clarkson GO MTSA within an Employment Area. Residential and other sensitive land uses are not permitted in Employment Areas. However, policy 5.8.36 allows the introduction of residential uses in Clarkson GO MTSA, subject to the completion of a planning study initiated by the City of Mississauga, which addresses:

- a) Identify the area where residential uses would be permitted;
- b) The requirements of Policy 5.6.19.9 of this Plan;
- c) Land use compatibility in accordance with provincial standards, guidelines, and procedures;
- d) An overall net increase to the total jobs planned for the Employment Area within the delineated boundary;
- e) How the viability of adjacent Employment Areas will be protected from the impacts of sensitive land uses, including mitigation measures and at the direction of the local municipality, an assessment of various environmental considerations such as impact on local airsheds;
- f) The mix and ratio of jobs by type (e.g. office, manufacturing, institutional);
- g) That higher order transit is planned for the Major Transit Station Area within the planning horizon;
- h) The development of complete communities and transit- supportive densities including employment uses; and,
- i) Demonstrate how transit-supportive employment densities will be achieved.

The conclusion of the planning study and analysis supports certain lands within the MTSA for residential and sensitive uses. The rationale for the removal of the lands from the Employment Area is discussed in section 4.2. The Clarkson Master Plan will form the basis for an amendment to the City's Official Plan.

## Mississauga Official Plan

The Official Plan locates lands in the Clarkson GO MTSA within the following Character Areas: the Clarkson Village Community Node, the Clarkson-Lorne Park Neighbourhood, and Southdown Employment Area. Each Character Area contains policies on land uses, built form, transportation, community services and the environment.

Of the fifty-four protected MTSA's in the City of Mississauga, the Clarkson GO MTSA is one of nine which are located along the GO Transit rail network.

Due to the potential for land use compatibility issues related to air quality, the City adopted Official Plan Amendment (OPA) 117 (passed in 2020) to introduce new policies requiring an air quality study to be completed before the introduction of sensitive land uses within the Southdown Employment Area in the Clarkson GO MTSA.

City-wide MTSA policies (OPA 143 and 144) were approved by the Region in April 2024 and are currently under appeal to the Ontario Land Tribunal. These policies identify authorized uses of land, density, building heights, compatibility criteria, connectivity, urban design and servicing. They provide general guidance for development within a Protected MTSA.

## Watershed Planning

Lands adjacent to Sheridan Creek are regulated by the Watershed Planning Policies, April 2010 and Ontario Regulation 41/24. Credit Valley Conservation (CVC) play an important role in the planning process for these lands.

Mississauga Official Plan identifies Sheridan Creek and some adjacent lands as natural hazards (e.g. potential for slope erosion and flooding). This may pose a constraint for development adjacent to Sheridan Creek.

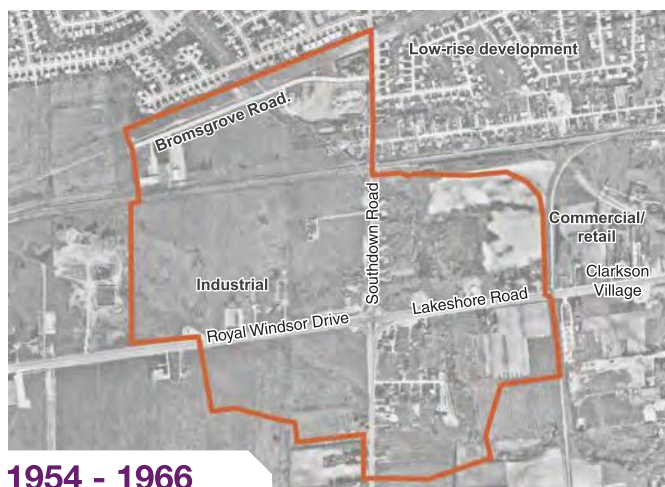
## 1.3 HISTORIC DEVELOPMENT

Every community evolves over time, the Clarkson area is no exception. Its fabric, character, form, and uses have changed over many decades. These historic air photos, shown within the Clarkson GO MTSA boundary, provide a high-level snapshot of the built form in the study area over the past 65 years. The sequence of diagrams highlight the evolution of the area and demonstrate the growth and changes that have occurred over time.



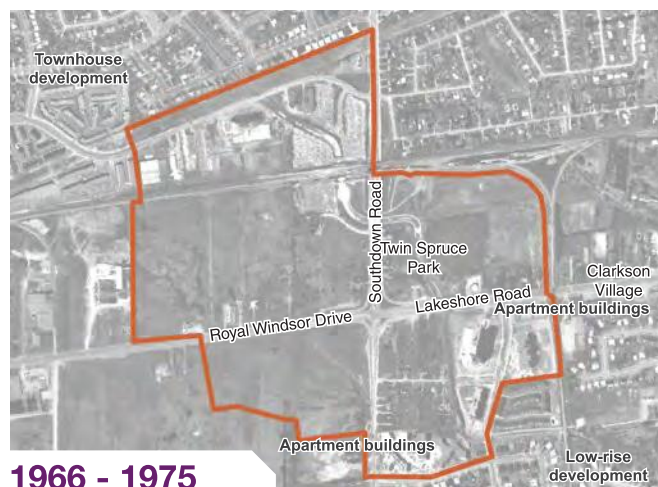
**1954**

Prior to 1954, the area was predominantly agricultural in character, with large farming lots found throughout and adjacent to the boundary, and some residential development northeast of the boundary. Spur rail lines providing access to the Petro-Canada site can be seen in the southeast portion of the boundary.



**1954 - 1966**

Extensive low-rise residential development was built north of the study area, with minimal residential development southeast of Lakeshore Road West and Southdown Road. Industrial activities are also starting to take place just north of Royal Windsor Drive and some retail and commercial development appears in the Clarkson Village area generally fronting on the north and south of Lakeshore Road West. Royal Windsor Drive and Lakeshore Road West appear to be widened and a number of new local roads appear throughout the residential development and alongside collector roads, such as Bromsgrove Road.



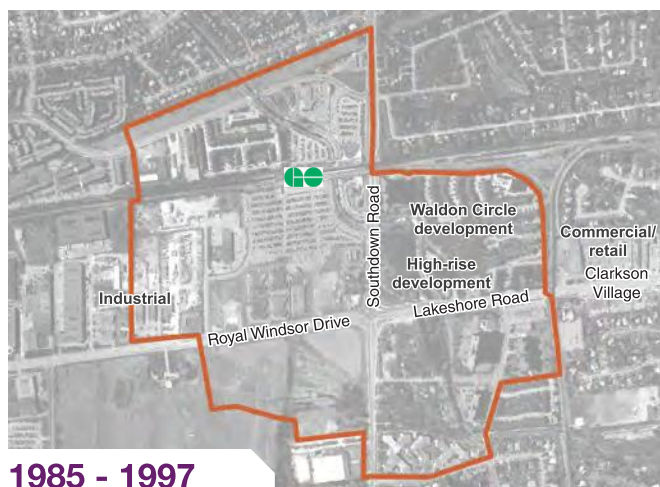
**1966 - 1975**

More intensive forms of residential development appear; these include townhouses, an apartment building located north of the rail corridor, three apartment buildings on the south side of Lakeshore Road West and three low-rise apartment buildings within the southeast portion of the boundary. Additionally, low-rise residential neighbourhoods can be seen just outside of the boundary, on the east side of Southdown Road. The Sheridan Creek is channelized as part of the redevelopment of the Clarkson GO Transit Station including large areas of surface parking north and south of the rail corridor. Twin Spruce Park can also be seen and the Petro-Canada Gas Station appears to be in the process of being built.



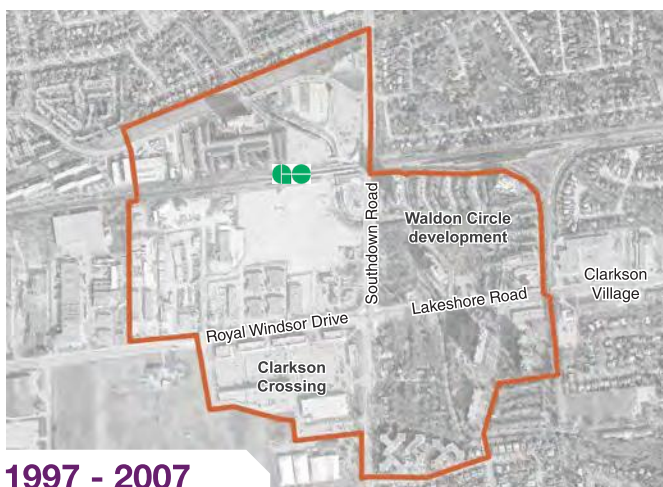
1975 - 1985

Extensive industrial development can be seen north of Royal Windsor Drive, alongside the public works facility, expansion of the GO surface parking lot on the south side of the rail corridor and a bus loop on Southdown Road. The Walden Circle residential development, including townhouses and an apartment building, appears to be under construction and additional commercial/retail development can be seen throughout Clarkson Village.



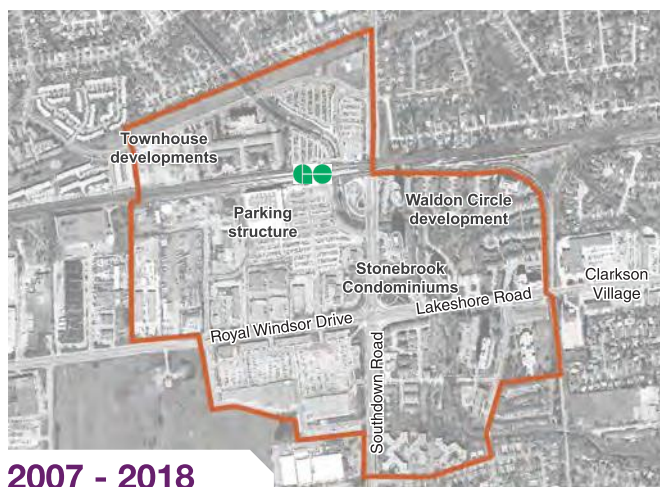
1985 - 1997

The north side of Lakeshore Road West appears to be fully developed with industrial activities and the Clarkson GO Transit Station facilities. The Walden Circle residential development and Clarkson Village incorporates most of the commercial/retail development that we see today. A high-rise building can be seen just north of Lakeshore Road West.



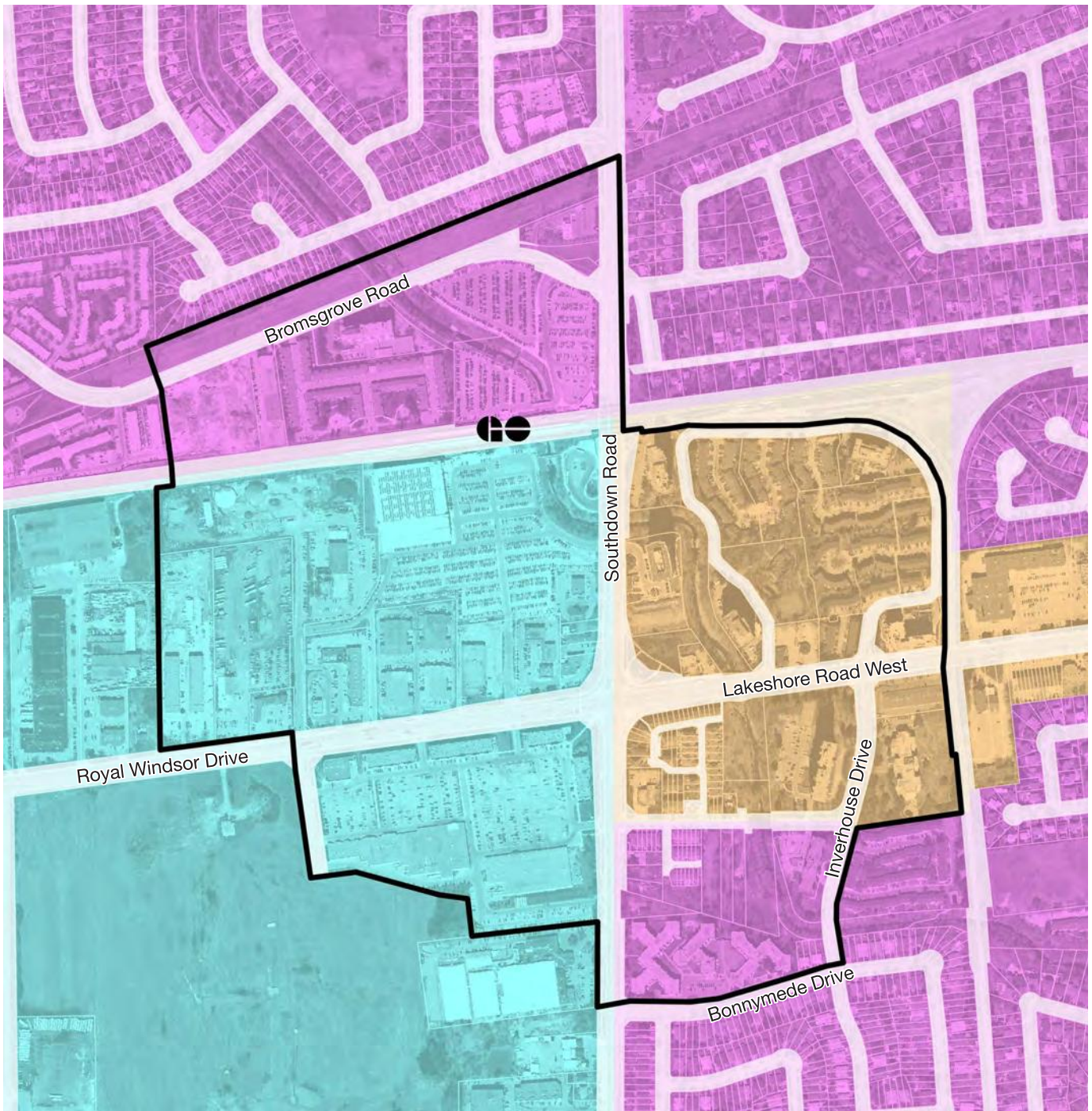
1997 - 2007

The Clarkson Crossing commercial centre, the Walden Circle Retirement Community, an 8-storey senior residence, and a second apartment building as part of the Walden Circle residential development close to the intersection of the rail corridor and Southdown Road, are all built.







2007 - 2018

This area becomes almost fully built-out and now includes the phase 1 building of the Stonebrook Condominiums building and a 4-storey parking garage appears on the Clarkson GO Transit Station site, on the south side of the rail corridor, where a surface parking lot was previously located. In addition, two townhouse developments have replaced the previous industrial/commercial uses on the north side of the rail corridor.



MAP 4 / KEY CHARACTER AREAS

LEGEND

-  Clarkson MTSA Boundary
-  Clarkson - Lorne Park Neighbourhood
-  Clarkson Village Community Node
-  Southdown Employment Area



## 1.4 EXISTING CONDITIONS

In addition to the policy and planning context and the historic development context, existing conditions of the physical environment have informed the Clarkson Master Plan. These include: key character areas - refer to Map 4, land uses, built form, community destinations and mobility.

### Key Character Areas

#### Clarkson – Lorne Park Neighbourhood

The residential areas located within and surrounding the Clarkson GO MTSA boundary form part of the Clarkson-Lorne Park Neighbourhood. This residential neighbourhood is characterized by a diversity of housing types, architectural styles, lot fabric and streetscape quality. This area is generally located east and west of Southdown Road, and is characterized by larger single-detached homes on generous lots with tree-lined streets. The area located closer to the historic village of Clarkson tends to have more mature trees and natural areas.

Typical suburban developments may be found throughout the Neighbourhood, along with schools, parks and neighbourhood commercial uses.

#### Clarkson Village Community Node

Clarkson Village Community Node is considered to be a traditional Village Node that is the focus of activity for the district, with a main street that includes a mix of street related shops, commercial/residential plazas and a traditional shopping centre - the Clarkson Village Shopping Centre which anchors the west end of the commercial strip. A combination of apartments and townhouses have developed at the west end of the Node, in proximity to the Clarkson GO Transit Station. On-street parking as well as parking lots along the street, as part of the strip plaza developments, characterize a significant portion of the main street.

The Clarkson Village Urban Design Guidelines, which implements the Lakeshore Road West - Clarkson Village Study, establishes a vision and long term strategy for the revitalization of Clarkson Village that promotes, maintains and enhances a vibrant and pedestrian friendly 'main street' in

Clarkson Village. The Clarkson Village Study recommends that the 'West Village Gateway', which are the lands on the east side of Southdown Road, in the Clarkson GO MTSA, be considered for greater densities due to its proximity to Clarkson GO Transit Station and high-density developments.

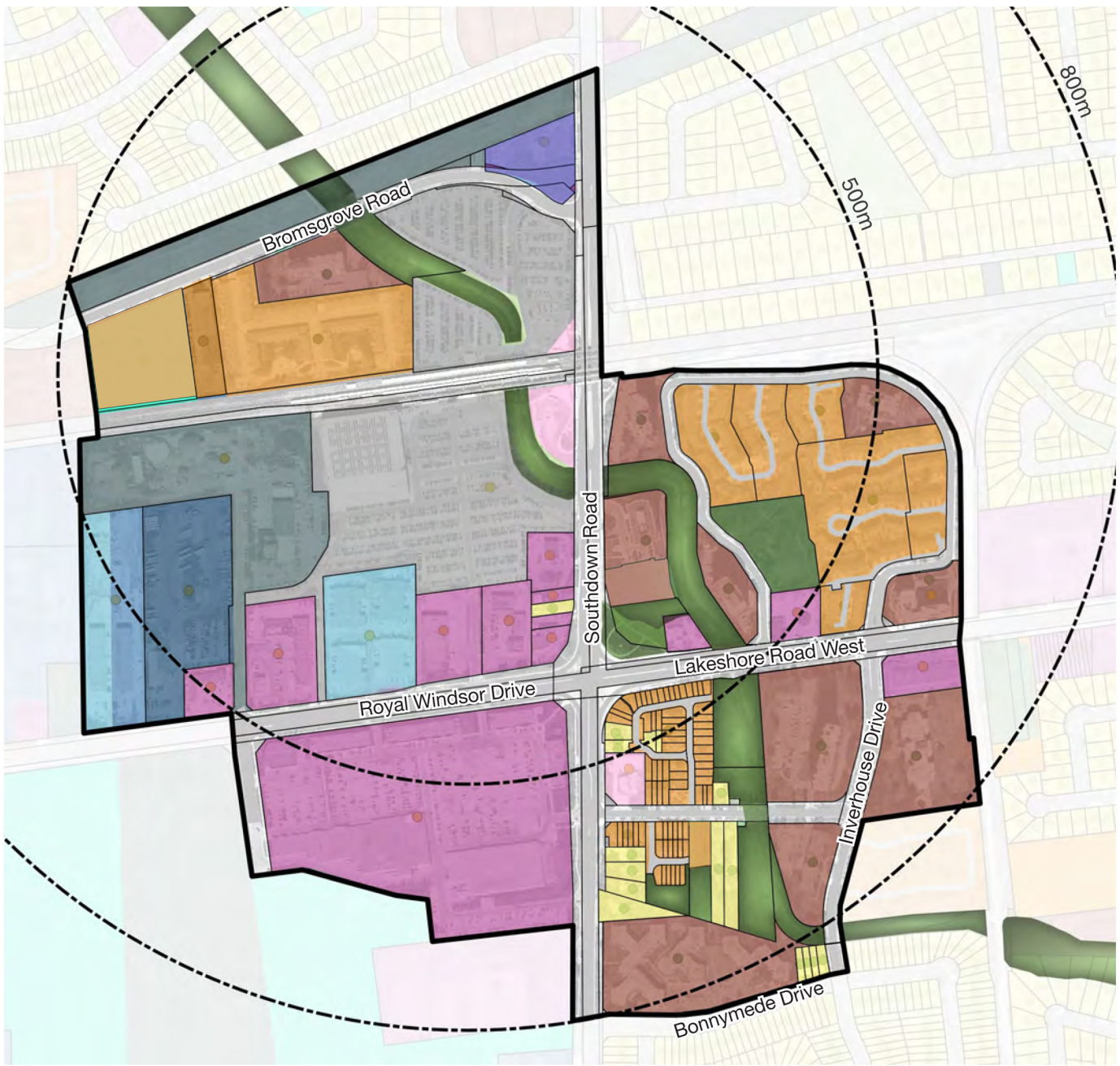
#### Southdown Employment Area

Within the Clarkson GO MTSA, the lands south of Royal Windsor Drive and west of Southdown Road, form part of the Southdown Employment Area.

The Southdown Employment Area is a large industrial area contiguous to the port, alongside Lake Ontario, and is home to several large-scale industrial users. The Employment Area is accessible by Southdown Road, Lakeshore Road West and Winston Churchill Boulevard.














At just over 725 hectares, Southdown Employment Area constitutes a 17% share of total employment lands citywide. It is the fourth largest among the Employment Areas ("EA") and Corporate Centres ("CC") in Mississauga, following Northeast EA, Meadowvale Business Park CC, and Gateway EA (East). The industrial building stock in Southdown EA is older in character, with lower building heights, and lot coverage that reflect the needs of its heavy industrial users.

It is made up of heavy and light industrial, mixed commercial, and open space uses. The Southdown Employment Area has lower than average rental rates, and higher than average vacancy, with a supply of vacant land. The buildings are older in character, with lower building heights, and very low lot coverage characteristics, that reflect the needs of its heavy industrial users. The Southdown Employment Area is currently surrounded by other industrial, commercial, and vacant lands.



**MAP 5 / EXISTING USES**

**LEGEND**

- |   |   |
|---|---|
|  Clarkson GO MTSA Boundary           |  General Retail Commercial     |
|  Residential Detached/Semi-Detached  |  Automotive Service Commercial |
|  Residential Townhouse               |  Public/Institutional          |
|  Residential Apartments              |  GO Station Parking            |
|  Industrial and Commercial Multiples |  Utility/Public Work           |
|  Industrial General                  |  Green System                  |
|  Industrial Heavy                    |   |

## Existing Uses

A diverse range of uses are found within the Clarkson GO MTSA, these include:

### Residential Uses

Residential uses are mainly located northwest of the Clarkson GO Transit Station lands, and east of the Southdown Road corridor. There are residential developments ranging from low to high-rise buildings, including single-detached houses, apartment buildings and townhouses.

### Employment Uses

Employment uses are located along the Royal Windsor Drive corridor within the Southdown Employment Area, which includes heavy to light industrial and commercial developments.

### Commercial Uses

Commercial uses are found at the Southdown Road and Royal Windsor Drive intersection, along the Lakeshore Road West corridor that connects to the Clarkson Village and at the Truscott Drive and Southdown Road intersection.

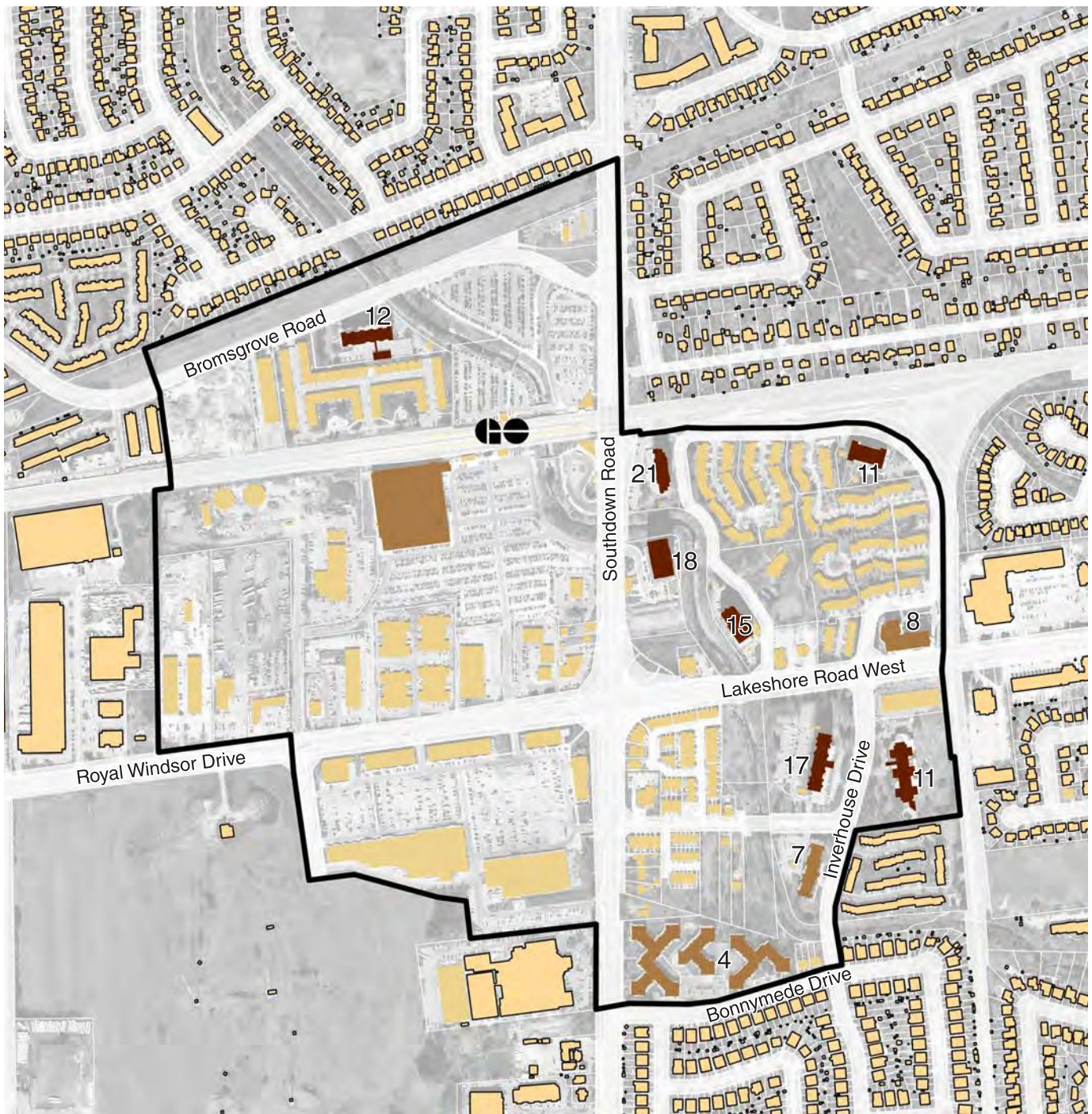
### Other Land Uses

Some lots that are designated Utility can be found throughout the Clarkson GO MTSA, such as a Hydro One easement that crosses the Clarkson GO MTSA from east to west.

The property at 1212 Southdown Road is an operating gas station. The property, in its entirety, is designated under Part IV of the Ontario Heritage Act.





## Green System

The Green System consists of Sheridan Creek which crosses the Clarkson GO MTSA from northwest to southeast. The creek bisects the parking lot located on the north side of the rail corridor; separates the parking lot located on the south side of the rail corridor from the MiWay bus loop fronting on Southdown Road; and, runs toward the southeast quadrant of the Clarkson GO MTSA. The Green System also includes Twin Spruce Park, which is located at the northeast corner of the Southdown Road and Royal Windsor Drive intersection and a multi-use trail which is located within the utility corridor running along Bromsgrove Road. The Walden Space is a private club that is not accessible to the public and is not shown as a part of the Green System in Mississauga Official Plan.



MAP 6 / EXISTING BUILDING HEIGHTS

LEGEND

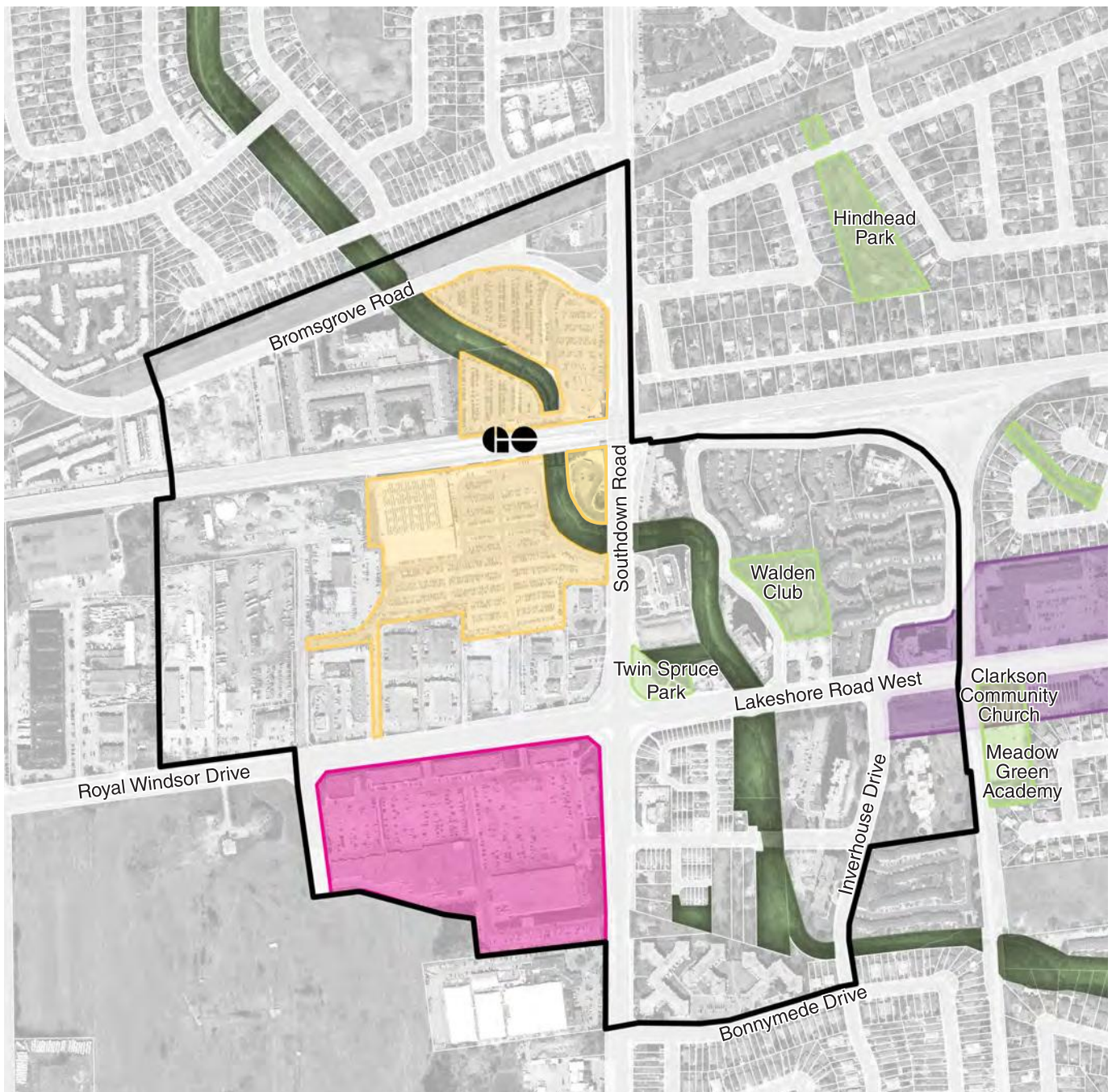
-  Clarkson MTSA Boundary
-  1 to 3 storeys
-  4 to 10 storeys
-  11 to 21 storeys

## Buildings

As previously identified, the historic development of the area has occurred in waves over the past several decades, and has created a heterogeneous mosaic of neighbourhoods distinguished by post-war single-detached dwellings, pockets of townhouses, and taller apartment buildings that on larger and smaller sites. Generally, the older apartment developments tend to be slab buildings situated as ‘towers in the park’ while more recent developments are on smaller sites with buildings that better relate to the street.






While most of the built form within the Clarkson GO MTSA is characterized by a height of 3 storeys, residential apartment buildings range in height from 7 to 21 storeys. Commercial and industrial buildings are mostly a single-storey. In general, the height of buildings in the Clarkson GO MTSA may be organized into three height categories, including:

- Buildings that are 1 to 3 storeys
- Buildings that are 4 to 10 storeys
- Buildings that are 11 to 21 storeys



**MAP 7 / COMMUNITY DESTINATIONS**

**LEGEND**

-  Clarkson MTSA Boundary
-  Clarkson GO Transit Station
-  Clarkson Crossing Shopping Centre
-  Clarkson Village Main Street Commercial Area
-  Natural System
-  Parks and Community/Private Facilities

## Community Destinations

Located within the Clarkson GO MTSA are a wide range of community destinations, including the Clarkson GO Transit Station, commercial centres, community facilities and parks and open space, which are important amenities that serve the immediate neighbourhood as well as the broader area.

### Clarkson GO Transit Station

The Clarkson GO Transit Station is the focus of the Clarkson GO MTSA, representing the centre of the area and occupying a significant portion of the land area within the Clarkson GO MTSA. The GO Rail Station Access 2023 report, which responds to the Provincial commitment to Regional Express Rail (RER), including increased GO service, forecasts significant increases in ridership along the Lakeshore West Line, including Clarkson GO Transit Station. It identifies a number of station area characteristics that inform recommended improvements for stations, by 2041. For Clarkson GO Transit Station, it is forecasted that the current number of Daily Riders' Home Station and Daily Riders' Destination Station will increase significantly.

A shift in modal split is forecasted with increases in the number of people who walk, bike or take transit to the Station.

An increase in the number of bus bays, bus layovers and bicycle parking will be required to meet the forecasted growth in ridership.

GO Transit service improvements are underway on the Lakeshore West Line that provides service to the Clarkson GO Transit Station. To support these investments, the master plan has considered the potential for transit-supportive, mixed-use development within the Clarkson GO MTSA, while also maintaining the integrity and viability of the broader Southdown Employment Area.

### Clarkson Crossing Retail Centre

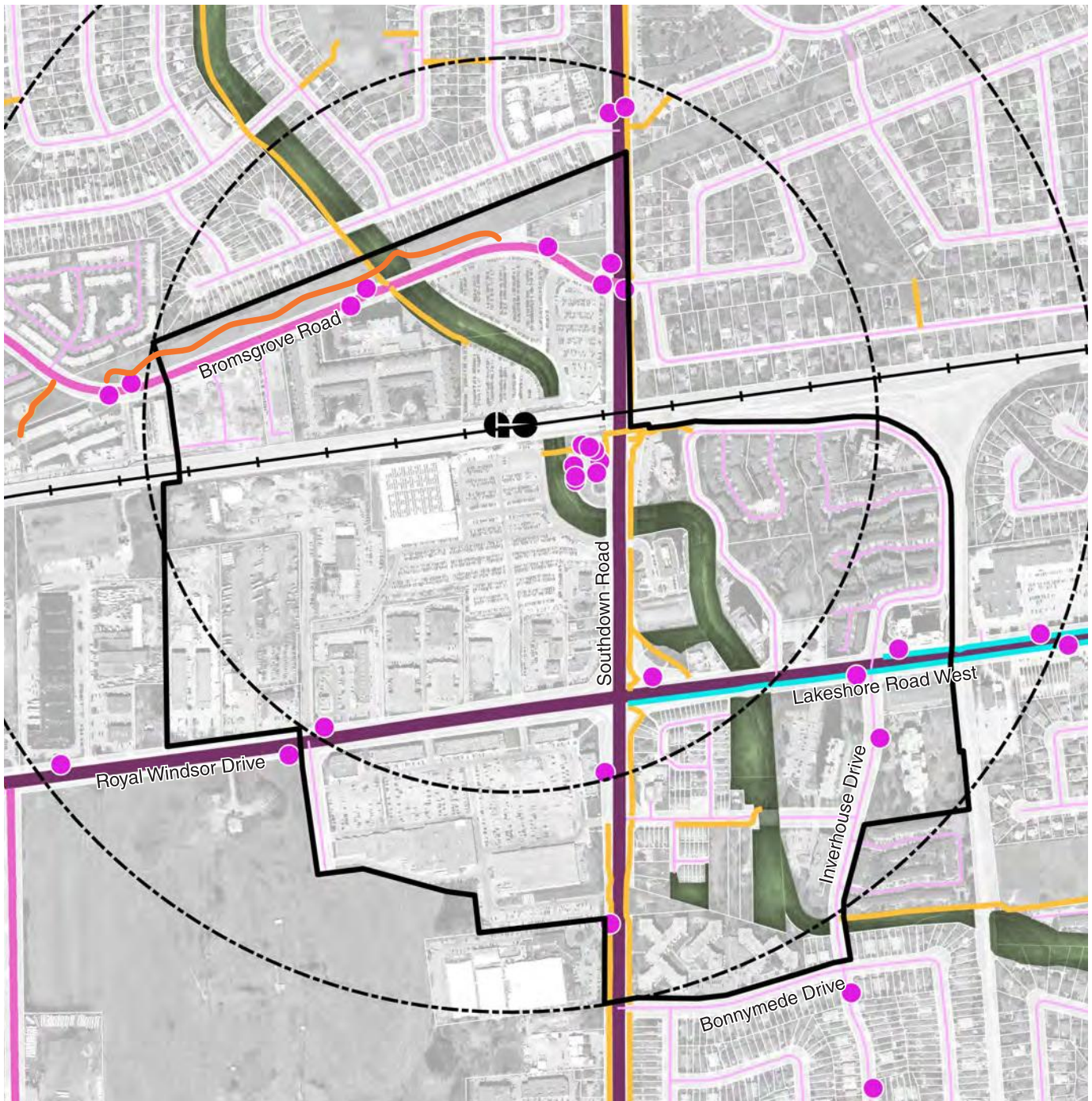
Clarkson Crossing is a large retail centre that occupies the southwest corner of Southdown Road and Royal Windsor Drive. The development consists of several one storey buildings that are both single and multi-tenanted, and are located along the street frontages and toward the back of the site. In total, the buildings provide approximately 200,000 square feet of gross leasable area (GLA), which accounts for 72 percent share of the total GLA, in proximity to Clarkson GO Transit Station. The tenants include Canadian Tire, Metro, LCBO and Shoppers Drug Mart as well as several restaurants and services. A large surface parking lot occupies the centre of the site.

### Clarkson Village Retail-Commercial

The Clarkson Village 'main street' is predominantly retail-commercial in character and includes a variety of freestanding and multi-tenanted buildings. Several strip plazas with parking in front and small storefronts located on the ground floor are mixed with residential uses on upper levels. In total, the 56 observed properties provide approximately 270,000 square feet of gross leasable area (GLA).

### Natural System

The Clarkson GO MTSA has an extensive Natural System that is partly accessible with trails on the northern portion of the Study Area. Sheridan Creek is a significant feature of this system with varied characteristics - on the north side of the rail corridor it is channelized with limited vegetation and on the south side, it is naturalized with varying corridor widths and plantings.



MAP 8 / MOBILITY

LEGEND

- Clarkson MTSA Boundary
- Multi-Use Pathway
- Nine Creeks Trail
- Sharrows (shared route)
- Arterial Road
- Minor Collector Road
- Local Road
- Railway
- Bus Stop



## Parks and Community Facilities

While the parks and community facilities within the Clarkson GO MTSA are limited to Twin Spruce Park and the multi-use trail within the utility corridor along Bromsgrove Road, other facilities that are near the Clarkson GO MTSA are extensive and include:

- North of the Clarkson GO MTSA: Hillside Park (and Public School), Clarkson Park (and Secondary School), Sandgate Park and Meadow Park, Clarkson Community Centre and Library Grounds (and playground), and Clarkson Indoor Pool.
- Northeast of the Clarkson GO MTSA: Forestview Park and Hindhead Park, Whiteoaks Park, Lorne Park Library, Lorne Park Secondary School, White Oak Tennis Club, and Mississauga St. Christopher YMCA.
- In Clarkson Village: Oak Tree Park and Birchwood Park.
- South and Southeast of the Clarkson GO MTSA: Ontario Racquet Club, Lewis Bradley Park, Bradley Museum Grounds, Petro Canada Park, Watersedge Park and Lakeside Park (and Dog Park).

## Mobility

The Clarkson GO MTSA incorporates a wide range of movement options for walking, cycling and driving.

### Pedestrian Connectivity

The Clarkson MTSA includes lands generally accessible by foot within a 10-minute walk or an 800-metre walking distance from the existing Clarkson GO Transit Station. Minimal pedestrian infrastructure such as sidewalks, pedestrian crossings and ramps connect neighbourhoods with the Clarkson GO Transit Station, as well as commercial and industrial areas. In addition, residential neighbourhoods include some mid-block connections which are occasionally aligned with open space and parks system.

### Public Transit

Public Transit in the Clarkson MTSA is provided through bus and commuter train services.

The Clarkson MTSA incorporates bus services provided by MiWay and Oakville Transit, including the following bus routes:

- Route 13: along Southdown Road, Royal Windsor Drive, and Lakeshore Road West.
- Route 14: along Royal Windsor Drive and Southdown Road.
- Route 23: along Lakeshore Road West, Southdown Road, Bromsgrove Road, Southdown Road, and Inverhouse Drive.
- Route 29: along Inverhouse Drive, Lakeshore Road West, Southdown Road, Bromsgrove Road and Southdown Road.
- Route 45: along Southdown Road.
- Route 110: along Southdown Road.
- Route 335: along Southdown Road.

Another important public transportation service in the area is the GO train service which facilitates movement of residents throughout the GTA. In terms of physical infrastructure, the railway corridor acts as an east-west barrier. However, a pedestrian tunnel connects both ends near the existing Station building. GO transit line runs east to west, and a spur line serving employment lands to the south.

### Active Transportation

The Clarkson MTSA includes minimal active transportation infrastructure. The main route is a north-south raised multi-use pathway along Southdown Road, which connects to the Waterfront Trail at Orr Road and Southdown Road, and further east through the Sheridan Creek Trail to the Rattray Marsh Conservation Area. In addition, there are the Nine Creeks Trail and multi-use pathways, as well as sharrows along Lakeshore Road West.

### Vehicular Circulation

The area incorporates important transportation corridors that are used for car, truck and bus traffic. The main street network includes the north-south arterial Southdown Road, and the east-west arterial Royal Windsor Drive / Lakeshore Road West. Surrounding residential neighbourhoods are connected to the main arterial street system and accessed by vehicle from:

- Major Collector Roads: Truscott Drive, Clarkson Road North.
- Minor Collector Roads: Bromsgrove Road, Avonhead Road, Clarkson Road South, Orr Road.
- Local Roads: Barsuda Drive / Ambridge Court; Wiseman Court / Ludbrook Court; Bromsgrove Road / Balsam Avenue; Walden Circle; Bonnymede Drive; Lushes Avenue / Inverhouse Drive.

## Infrastructure / Servicing

A high-level water and wastewater servicing analysis was completed for the initial land use options for the Clarkson MTSA. The Clarkson Master Plan is generally consistent with those options with respect to population. Development should be phased to coordinate with the provision of services and infrastructure.

Although the analysis revealed that both water and wastewater system have capacity constraints, development may be accommodated subject to timing and would require additional pipe and upsizing of existing pipes.

The Region is currently assessing water and wastewater capacity across Peel, taking into account updated population and employment growth projections, that will guide planned infrastructure improvements to 2051, including within the Clarkson MTSA. This work will help determine the timing and delivery of watermain and sanitary sewer improvements needed to accommodate forecasted growth.

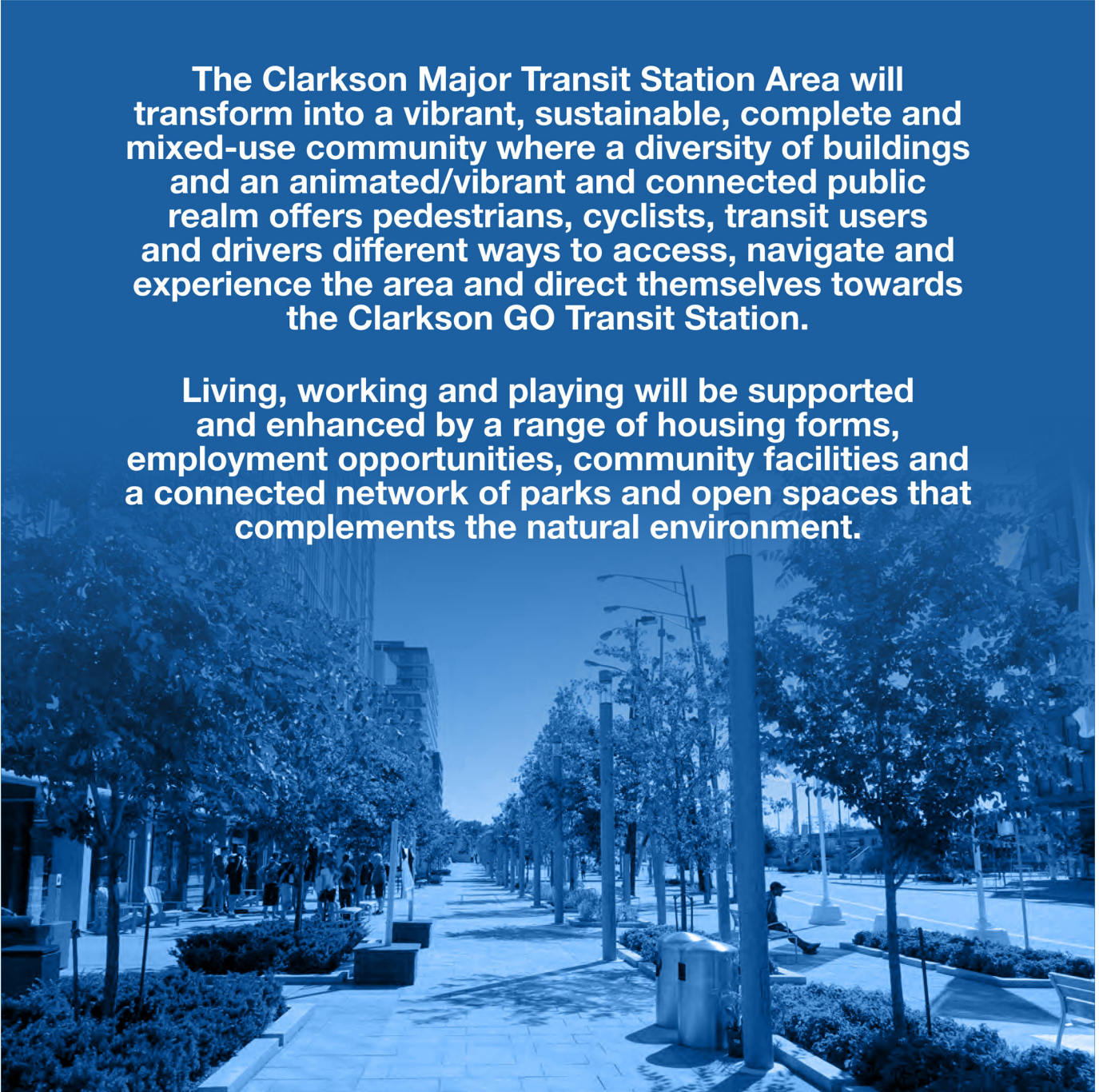
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## 1.5 VISION & GUIDING PRINCIPLES

### Vision

**The Clarkson Major Transit Station Area will transform into a vibrant, sustainable, complete and mixed-use community where a diversity of buildings and an animated/vibrant and connected public realm offers pedestrians, cyclists, transit users and drivers different ways to access, navigate and experience the area and direct themselves towards the Clarkson GO Transit Station.**

**Living, working and playing will be supported and enhanced by a range of housing forms, employment opportunities, community facilities and a connected network of parks and open spaces that complements the natural environment.**



## Guiding Principles



Establish a **hierarchy of well-connected and accessible parks and public spaces** to support cultural, civic and community life throughout the year.



Create **vibrant and animated streets** that support community life and all modes of transportation.



Develop a **safe and convenient active transportation network** that integrates within the existing network and provides connections to neighbourhoods, community destinations and the Clarkson GO Transit Station.



Promote a **mix and variety of uses**, including a range of housing types, affordable housing and opportunities for retail, commercial, employment and community uses.




**Protect and enhance natural features** while broadening opportunities for public access, enjoyment, education and stewardship.



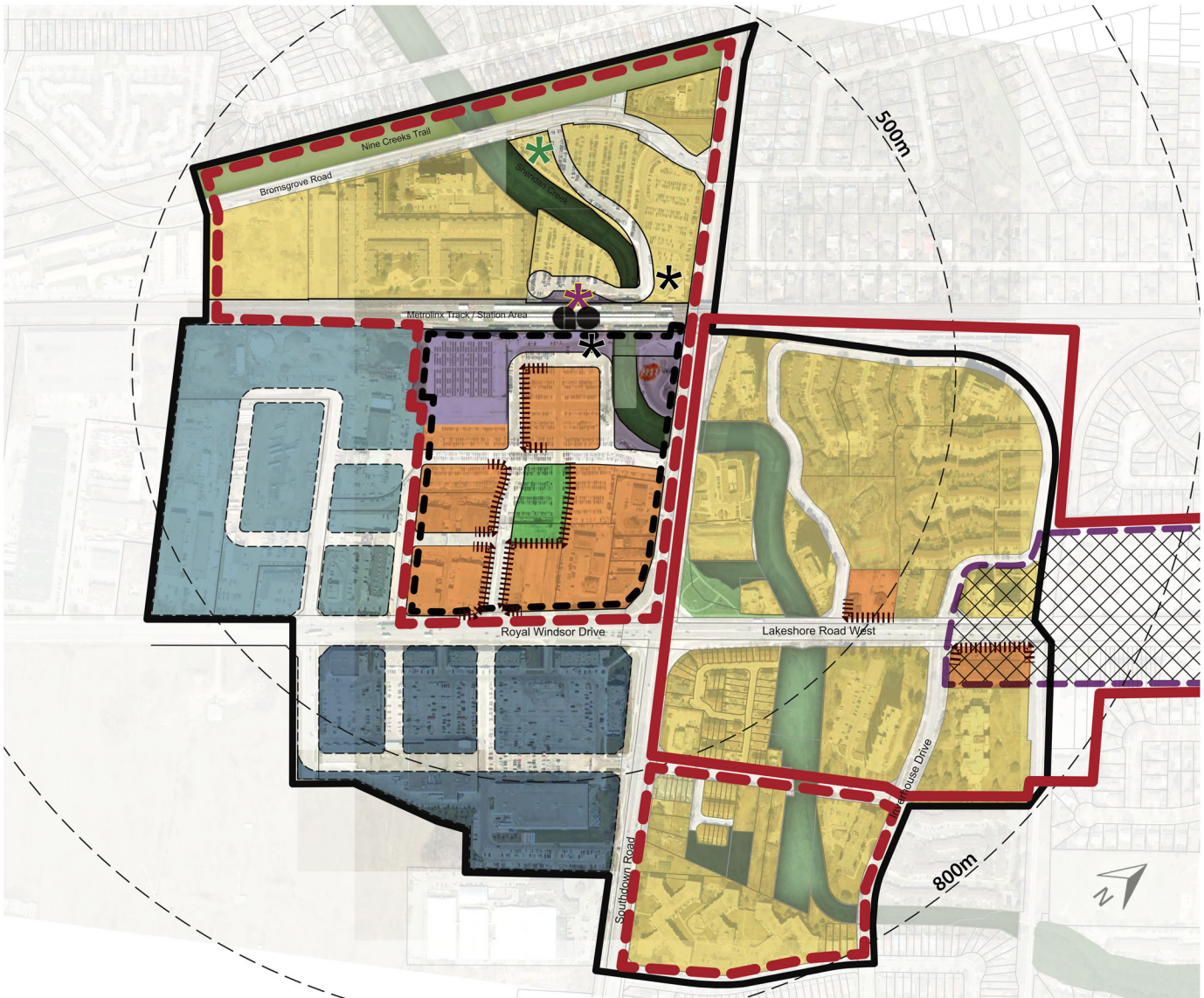
Design **high-quality buildings** that incorporate green building standards and best practices, that respect and complement the character of Clarkson Village.





# 2

## THE CONCEPT PLAN



**MAP 9 - CONCEPT PLAN**

<b>LAND AREA</b>	
MTSA Total Land Area	82 ha.
<b>POPULATION</b>	
Existing (2021 Census)	4,080
New	11,120
Total Population	15,200
<b>EMPLOYMENT</b>	
Existing (2022 Mississauga Employment Database)	1,850
New Commercial	560
New Office	380
Minus Existing	90
Total Jobs	2,400
<b>DENSITY</b>	
Existing	72 Persons + Jobs per Hectare
Future*	215 Persons + Jobs per Hectare

\* Future density assumes full build out of sites identified in the Demonstration Plan (Map 14).

**LEGEND**

- Clarkson MTSA Boundary
- Residential Area
- Mixed Use Area
- Employment Area - Business
- Employment Area - Commercial
- Transit Facility (GO/MiWay)
- Natural System
- Utility Corridor/ Nine Creeks Trail
- Existing Park
- New Park
- Existing Clarkson Village Community Node
- Proposed Clarkson Village Community Node Boundary Expansion
- Clarkson Village Main Street Commercial Area
- Non-residential Uses At-grade
- Future Park
- Potential Pick-Up / Drop-Off Location
- Potential Station Plaza
- Lands to be Removed from Employment Area
- GO Transit
- Mississauga Transit



## 2 THE CONCEPT PLAN

### 2.1 INTRODUCTION TO THE CONCEPT PLAN

The Clarkson MTSA boundaries are identified in the Region's Official Plan.

While one of the goals of the Study is to demonstrate how development may be accommodated within the Clarkson MTSA to achieve a minimum 150 persons and jobs combined per hectare (pj/ha), the other, and perhaps more fundamental goal is to provide a framework for the development of a complete, vibrant, and transit-supportive community.

The development of the Clarkson MTSA is expected to continue beyond the 2051 time horizon established within the Growth Plan, with the potential to exceed the density target of 150 persons and jobs combined per hectare.

To achieve this growth, the Concept Plan identifies a broad mix of uses, a connected street and block pattern, and a parks and open space system that marries the existing and future areas of the Clarkson Master Plan together.

The Concept Plan is supported by a Demonstration Plan (refer to Map 14 - Section 2.8) which illustrates a potential development scenario to achieve and exceed a minimum of 150 combined persons and jobs per hectare.

The development opportunities represented by the Concept Plan must occur in a logical and cost-effective manner. Key factors to consider include:

- Conformity with the policies of the Region and the Province and all of the relevant and applicable planning policies of the Mississauga Official Plan (MOP);
- The appropriate integration of new development with existing development patterns, resulting in a contiguous, connected and compact urban form;
- The provision of adequate municipal service infrastructure - water, sewer, storm water and transportation facilities – required to accommodate the proposed levels of development in an efficient and cost-effective manner; and,
- The assurance that any new development, and associated municipal infrastructure and community facilities and public parks are provided and are within the fiscal capabilities of the City of Mississauga.

### A Complete Community

The Clarkson Master Plan is intended to promote development that reflects the Vision and Principles established through the community engagement process and to ensure the creation of complete communities. The Growth Plan defines complete communities as those which are:

*'well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. Complete communities support quality of life and human health by encouraging the use of active transportation and providing high quality public open space, adequate parkland, opportunities for recreation, and access to local and healthy food. They provide for a balance of jobs and housing in communities across the GGH to reduce the need for long distance commuting. They also support climate change mitigation by increasing the modal share for transit and active transportation and by minimizing land consumption through compact built form.'*

The principles of the Master Plan establish the context and direction for the creation of a development pattern that:

- Is pedestrian-oriented and transit-supportive;
- Integrates a balance and diversity of residential, retail, office, employment and public uses; and,
- Promotes transit-supportive densities within proximity to the Clarkson GO Transit Station.

The **intent** of this Master Plan is to ensure that:

- **Built form and land use mix** are key determining factors for the types of development permitted. Built form is to be defined by a complex interrelationship of height, setbacks, step backs, density, lot coverage, massing and building articulation. Additionally, land use compatibility with surrounding uses should also be considered.
- **The transitions among different building types, heights and land use** is a key consideration in determining compatible development. This Plan provides guidance for the use of various planning and design tools to be implemented to ensure land use and development compatibility and appropriate development transitions.
- **Development proposals** be evaluated based on the capacity of the area to accommodate the anticipated cumulative levels of growth with respect to publicly accessible open space, community facilities and available municipal infrastructure, including the transit and transportation networks. As such, each application for development shall be reviewed within its existing and planned context, and all of the cumulative impacts shall be identified, and comprehensive mitigation techniques implemented. Where cumulative impacts exceed servicing capacity, development may be refused or phased to align with infrastructure improvements.
- **Public improvement projects** are undertaken within an overall design and implementation program that is consistent with the directions of this Plan.
- **A full array of community and cultural facilities**, infrastructure and pedestrian / cycling network improvements properly accommodate anticipated growth.

Additionally, the Concept Plan seeks to achieve the following **objectives**:

- **Establish an identity** for the Clarkson MTSA as a vibrant, mixed-use and transit-supportive community, with residential, office and retail uses.
- Introduce context appropriate **higher density forms** of development within a new Station Precinct within walking distance to the Clarkson GO Transit Station, and accommodates a mix of residential, commercial, institutional, entertainment and cultural uses.
- Support the existing retail-commercial environment in **Clarkson Village** and promote the extension of a 'main street' character in the MTSA.
- Protect the ongoing economic function of the **Southdown Employment Area** for expanded and various employment generating land uses.
- Ensure that **new development is compatible** with surrounding industry, and provides an appropriate transition to different land uses.
- Promote a **high degree of interconnectivity** between and among buildings, and with the Clarkson GO Transit Station and local transit systems. These connections are to be fully accessible and animated spaces.
- Promote the development of a well-designed, pedestrian oriented **public realm / active transportation network** that links new and existing neighbourhoods to community amenities and the Clarkson GO Transit Station.
- Promote the development of **diverse housing types** and quality **built form** that enhances the Public Realm, contributes to a sense of place and appropriately transitions between the various Precincts identified in this Plan.
- Provide new parks in the Clarkson GO MTSA to create **opportunity for social interactions** with the community, **improve quality of life** through associated physical and mental health benefits and contribute to **environmental sustainability**

- Advocate for the creation of a centrally-located **community park** within the Clarkson GO MTSA to create opportunities for social interaction, **community gatherings** and for hosting local festivals, markets and community events. As identified in the 2014 Clarkson Village Study and through the public engagement process, residents and the local BIA have expressed the need for a programmable community space, accessible by the public, where the local community events can be hosted. Community parks within Clarkson are to be functional, programmable and equipped with supportive infrastructure including water access and electricity grid tie-ins.

## Proposed Changes to Character Area Boundaries

### Southdown Employment Area

The Master Plan proposes to remove a portion of the Clarkson GO MTSA lands from the Southdown Employment Area, as shown on Map 15. This would allow for mixed use residential development on the lands west of Southdown Road, north of Royal Windsor Drive, south of Bromsgrove Road and east of the existing Metrolinx parking structure.

The Master Plan recognizes the need to minimize land use compatibility conflicts by separating heavier employment uses and proposed sensitive land uses such as residential. Lands immediately adjacent or in the area influenced by heavier employment uses are proposed to remain in the Southdown Employment Area.

Provincial and Regional Employment Area policies recognize the importance of maintaining adequate separation distances to heavier employment uses to reduce the potential for land use compatibility conflicts. This helps preserve the viability of employment lands for existing and future heavier employment uses. A further review of the Employment Area boundary may be warranted in the future if the makeup of businesses in Southdown significantly changes.

The review should consider changes in the makeup of businesses in Southdown, and the potential for land use compatibility conflicts should additional lands be removed from the Employment Area.

### Clarkson Village Community Node

Community Nodes such as Clarkson Village already exhibit many of the desirable characteristics of a complete community – compact, mixed use development, pleasant, walkable streets and a strong sense of place and community identity. Community Nodes provide a high-quality urban environment and are served by frequent transit service.

The Clarkson Master Plan proposes to add lands to the Clarkson Village Community Node. These lands include:

- Properties removed from the Southdown Employment Area; and,
- Properties within the Clarkson-Lorne Park Neighbourhood that are within the Clarkson GO MTSA.

## 2.2 LAND USES & DENSITY

### Mixed-Use Area

A mix of uses is encouraged throughout the MTSA. It is anticipated that Mixed-Use Areas, as shown on Map 9, will accommodate the greatest intensity of uses and scale of development, with the highest density development adjacent to the Clarkson GO Transit Station to create vibrant and active nodes north and south of the rail corridor. Mixed-Use Areas shall contribute significantly to the Pedestrian Realm/Active Transportation Network and include other civic elements such as street trees and boulevards with street furnishings and enhanced character elements, and buildings that promote its identity, character and sense of place.

The areas identified in the Mixed-Use Area shall accommodate the development of an array of uses, including those permitted in the 'Mixed-Use' designation (MOP), which allows for residential uses in conjunction with other permitted uses. Development will be required in certain locations to provide active, at-grade uses to be located on the ground floor of buildings, with front doors / storefronts fronting onto public streets and parks. In other locations, active, at-grade uses are generally encouraged. Parking shall be accommodated in structured parking and preferably below grade.

Notwithstanding the permitted uses within the 'Mixed-Use' Area, proposed development may be subject to the completion of a land use compatibility analysis where appropriate, among other required studies, to the satisfaction of the City.

Within the Mixed-Use Area, new drive-through facilities and automotive-oriented uses (sales, service, gas stations), shall be prohibited. Surface parking lots are discouraged and shall be limited to short term pick-up / drop-off (PUDO) and delivery functions.

In addition to the permitted and prohibited land uses proposed in this Plan, the following land use policies apply:

- Where a building fronts on to the Main Street (identified on Map 11), retail stores, restaurants, personal service uses, hotels, institutional uses, financial institutions, offices, cultural, and recreational and entertainment uses are required at-grade; and,
- Where a building does not front onto the Main Street, retail stores, restaurants, personal service uses, hotels, institutional uses, financial institutions, offices, cultural, and recreational and entertainment uses, as well as residential uses are encouraged at-grade.

### Urban Design

- All development in the Mixed-Use Area shall:
  - Enhance and strengthen the identity of the Clarkson MTSA.
  - Have coordinated and consistently high quality built form.
  - Contribute to pedestrian-oriented, animated and vibrant streets and public spaces.
  - Enhance and strengthen pedestrian, cyclist and vehicular connectivity throughout the MTSA, to the Clarkson GO Transit Station and to the surrounding neighbourhoods.
  - Provide opportunities for pedestrian interaction with high quality landscaping and prioritize enhancement of the tree canopy
- Maximum building heights are identified on Map 10. Maximum building heights may only be achieved subject to meeting urban design criteria identified in the City's urban design guidelines, the Clarkson Master Plan, and the City's Official Plan.
- All developments shall have a minimum street wall podium height of 3 to 6 storeys. Variations in podium heights and setbacks will enrich the visual experience and provide a more dynamic streetwall.

- Development will contribute to the creation of a high standard of public and private realm streetscape design that is coordinated and comprehensive and includes public art.
- Buildings shall provide an appropriate degree of street-wall continuity and enclosure to the street while maximizing views into parks and open spaces.
- Buildings shall be oriented to frame and provide animated facades around parks and open spaces.
- Create continuous at-grade retail and service commercial frontages with principal entrances to each unit facing onto the street where non-residential uses are required on the ground floor.
- On streets where non-residential uses are required on the ground floor, provide a minimum of 75 % of the first-floor façade that faces the street with clear and transparent windows and doors.
- On all other streets, provide a minimum of 50 % of the first-floor façade that faces the street with clear and transparent windows and doors.
- Incorporate canopies, awnings and other features that provide comfort, weather protection and pedestrian scale.
- At 'Gateway' locations, as identified on Map 12, buildings shall be designed and sited to enhance the sense of arrival and place, and shall be designed in combination with enhanced landscape and public realm elements including public art and signage.
- At 'Landmark' locations, as identified on Map 12, in addition to promoting design excellence, buildings shall be designed and sited to form visible, distinct and identifiable elements in the urban fabric and integrate public art and signage in the development.
- All redevelopment shall consider coordination with surrounding sites with respect to the sharing of parking, loading and servicing areas. All loading and servicing areas shall be screened from view from the Pedestrian Realm/Active Transportation Network, and preferably be located below grade.

## Southdown Employment Area

Employment uses are encouraged throughout the MTSA. Within the Clarkson MTSA, the Employment Area should have a mix of employment generating land uses and contribute to the Pedestrian Realm/Active Transportation Network.

Lands within Southdown Employment will permit uses identified in the 'Business Employment' and the City's proposed 'Commercial Employment' designations. Development forms shall encourage office uses in Gateway locations, as identified on Map 12. Parking is encouraged to be accommodated in structured parking and preferably below grade. Where surface parking is provided, it shall be located internal to the site and at the rear of the building.

In the Employment Area, the following uses shall continue to be permitted:

- Offices
- Financial institutions
- Research and development facilities
- Commercial schools
- Retail stores, restaurants, and personal service uses
- Hotels
- Conference/convention centres
- Banquet facilities
- Cultural, recreational and entertainment uses

## Urban Design

- All development in the Employment Area shall:
  - Enhance and strengthen the identity of the Clarkson MTSA.
  - Have coordinated and consistently high quality built form.
  - Contribute to pedestrian-oriented, animated and vibrant streets and public spaces.
  - Enhance and strengthen pedestrian, cyclist and vehicular connectivity throughout the Clarkson MTSA, to the Clarkson GO Transit Station and to the surrounding neighbourhoods.
- Redevelopment will include buildings that define the street edge and/or frame public space, with minimal front-yard and exterior side yard setbacks. Associated site design shall enhance the Pedestrian Realm/Active Transportation Network.
- All permitted uses, with the exception of any parking facility, shall be carried out entirely within wholly enclosed buildings. Any permitted loading or parking facilities shall be screened from view from adjacent public streets.
- At 'Gateway' locations, as identified on Map 12, buildings shall be designed and sited to enhance the sense of arrival and place, and shall be designed in combination with enhanced landscape and public realm elements.
- At 'Landmark' locations, as identified on Map 12, in addition to promoting design excellence, buildings shall be designed and sited to form visible, distinct and identifiable elements in the urban fabric.
- All redevelopment shall consider coordination with surrounding sites with respect to the sharing of parking, loading and servicing areas. All loading and servicing areas shall be screened from view from the Pedestrian Realm/Active Transportation Network, and preferably be located below grade.
- For larger developments with multiple blocks/buildings:
  - Establish a minimum streetwall of 50 to 80% of the site's frontage along public streets.
  - Arrange buildings to create comfortable and protected pedestrian-scaled spaces and permeable and connected internal layout.
  - Provide adequate separation between buildings based on their height.
  - Where possible, provide access to parking and service areas through the creation of a shared laneway system, coordinated across multiple sites or through redevelopment.
  - Minimize interruptions to the sidewalk and potential conflict between vehicles, cyclists, and pedestrians.
  - Avoid locating parking areas between the street/sidewalk and the building; if required, minimize parking in these locations to a maximum of 50% of the street frontage.
  - Avoid large areas of surface parking; instead, these should be dispersed throughout the site.
  - Locate service/loading areas and surface parking at the rear or side of buildings, away and fully screened from public view.
  - Provide a safe, clear and accessible site circulation system for pedestrians, cyclists and vehicles.
  - Design above-grade parking structures to be integrated with and/or located behind principal buildings and not facing public streets.
  - Site landscaping should be coordinated with the public realm with maximum opportunities for on site greening to support and enhance ecological function, stormwater management, bio-diversity and the urban forest.

## Clarkson Village Community Node (West Gateway Precinct)

The Clarkson Village Study, 2010 provides a number of recommendations for the development of the Clarkson Village Node, which were adopted in the City's Official Plan policies and urban design guidelines. It envisions Clarkson Village to transition into a pedestrian friendly and transit supportive community full of activity places, gathering spaces, with a main street atmosphere, amidst new, contemporary, mixed-use development that pays tribute to the Village's heritage and character.

This Plan supports the vision for the Clarkson Village Node including the continued development of the Historic Village Area as a vibrant retail-commercial main street. The Clarkson Master Plan identifies a portion of the West Gateway Area as part of the Clarkson MTSA Mixed-Use Area (Refer to Figure 13 - Clarkson Village Community Node Precincts). As such, the West Gateway Area is anticipated to accommodate a mix of uses and be developed as follows:

- New development will maintain the existing height transition with the highest built form at the west end, closest to the Clarkson GO Transit Station, and lowest building heights at the east end, adjacent to the CN Rail overpass and the Historic Village Area.
- Mixed-use buildings will be located close to the street to ensure a pedestrian oriented environment.
- Mississauga will encourage a symbolic gateway feature on Lakeshore Road West, east of Southdown Road to define the entry and exit from Clarkson Village Community Node.

In addition to drive-through facilities, automotive-related uses of any kind (sales, service, gas stations), shall not be permitted.

### Urban Design

Building Heights are identified on Map 10 and reflect OP Map 14-2.1: Precinct Areas – Clarkson Village Community Node.

Urban Design for the West Gateway Area shall be in accordance with the Official Plan, Clarkson Village Urban Design Policies.

## Residential Area

This Plan recognizes that Residential Areas are expected to see change over time based on their existing land use designation and built form context. Within this Area, there are sites that would support a denser development in the form of taller buildings, particularly to the north of the railway on lands that currently serve as surface parking for the Clarkson GO Transit Station.

Where redevelopment does occur, it will be appropriately designed, and will be compatible with existing development in the vicinity. Assessment of compatibility will consider a number of aspects including height, massing, character, materials and architectural detailing as well as the surrounding context.

Uses in this Area should permit a range of residential building types, including townhouses, mid-rise and high-rise buildings and additional residential units.

Residential Areas may contain retail, services and amenities in the base of new buildings to serve the surrounding residential area.

### Urban Design

Building Heights are identified on Map 10.





All redevelopment must be sensitive, gradual and generally 'fit' the existing physical character and development pattern of the Area where it is located, in particular:

- The patterns of streets, blocks and lanes, parks and public building sites;
- The size and configuration of lots including variations of lot depth;
- The heights, massing, scale and dwelling type of adjacent residential properties;
- The prevailing patterns of rear and side yard setbacks and landscaped open space;
- The continuation of special landscape or built form features that contribute to the unique physical character of the community; and,
- The prohibition of garages that project beyond the primary building façade, or are located fully or partially below grade.



**MAP 10 - BUILDING HEIGHT DISTRIBUTION**

**LEGEND**

-  Clarkson MTSA Boundary
-  Employment Area - Min. 2 storeys or 11m
-  GO Transit
-  Mississauga Transit

\* Numbers on map show minimum and maximum heights in storeys per block/area



## 2.3 HEIGHT DISTRIBUTION

As part of the process to develop this Plan, earlier explorations of built form illustrated three different concepts for distribution of building height to achieve the same resulting density. These options included:

- Focusing the tallest buildings around the Clarkson GO Transit Station, transitioning to lower buildings away from the station;
- Focusing the tallest buildings around the intersection of Southdown Road and Royal Windsor Drive, transition to lower buildings away from the intersection; and,
- Evenly distributing mid-rise buildings throughout the MTSA.

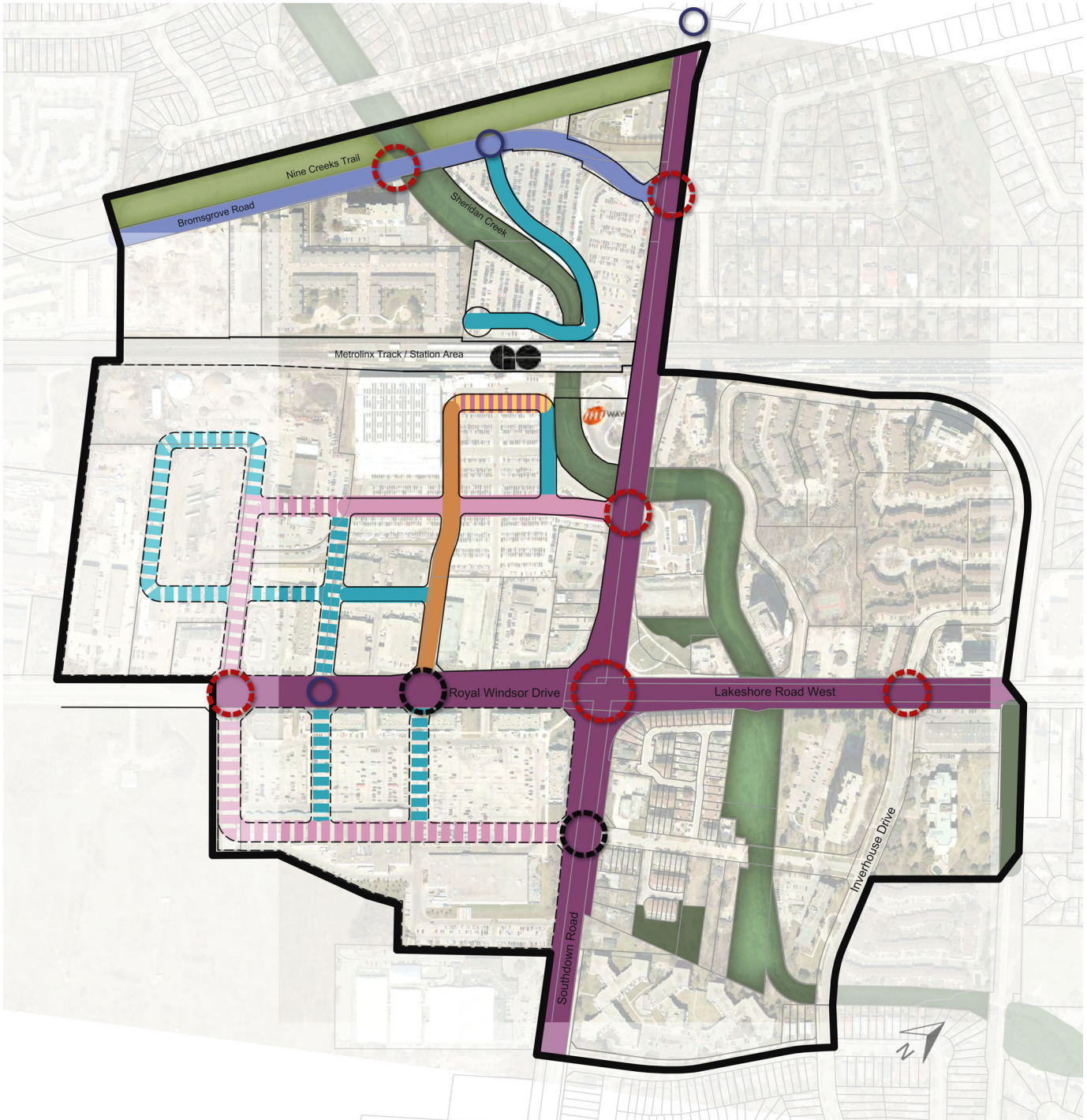
Elements of each of these scenarios have been combined to provide a balanced approach to height distribution.

With respect to building height, the Clarkson Master Plan reflects the City Structure Hierarchy which focuses the greatest density and tallest buildings in the City Centre.

As such, the built form and height distribution for this Plan is based on:

- Identifying minimum and maximum building heights.
- Focusing the greatest density and tallest buildings north and south of the Clarkson GO Transit Station / rail corridor west of Southdown Road.
- Recognizing existing tall buildings on the east side of Southdown.
- Transition to lower building heights in the West Gateway Precinct and Southdown Employment Area.
- Recognizing that building heights shall be subject to achieving urban design criteria / tests to ensure appropriate transition and tower separation distances, as well as minimizing shadow impacts on public streets and spaces (these principles/criteria are described and demonstrated in Section 3.1 Block/Site Design).

The City's Official Plan contains general MTSA policies with respect to building heights. The policies allow for increases in building heights subject to meeting criteria on vision, land uses, compatibility, urban design and infrastructure capacity.



**MAP 11 - STREETS**

**LEGEND**

-  Clarkson MTSA Boundary
-  Arterial Street
-  Proposed Collector Street
-  Existing Collector Street
-  Proposed Main Street
-  Proposed Local Street
-  Proposed Station Street
-  Street for Future Consideration \*
-  Existing Signalized Intersection
-  New Signalized Intersection
-  Enhanced Intersection
-  GO Transit
-  Mississauga Transit

\* Streets for future consideration are identified should lands in Employment Areas redevelop to other uses

## 2.4 STREET NETWORK

The street and block pattern is intended to facilitate a highly connected and permeable community that is pedestrian-scaled, walkable and creates compact development blocks. As such, the streets in the Clarkson MTSA shall be designed based on a complete streets approach, having balanced consideration for the form, character and function of the right-of-way and the adjacent built form (refer to Section 2.5 Streetscape Design).

The Street Network will be a connected grid system of streets that create a fine-grained urban fabric, resulting in pedestrian-scaled development blocks that can accommodate a diversity of built form types and site layouts (refer to Map 11). The grid pattern of streets provide multiple east-west and north-south connections throughout the MTSA, as well as multiple connections to the surrounding roads, including a direct connection to Clarkson Village.

To provide enhanced connectivity within the Clarkson MTSA and with the surrounding community, the Street Network includes these key elements:

- A main east-west road that connects Southdown Road, at the existing Metrolinx driveway access south of Sheridan Creek, to the Employment Area at the west end of the MTSA.
- A main north-south road that connects Royal Windsor Drive to the Clarkson GO Transit Station. This road is envisioned to be the active Main Street for the MTSA area, lined on both sides with retail-commercial uses at grade and designed as a pedestrian-oriented environment with amended boulevards.

- Single-loaded roads on the north and south sides of the rail corridor that provide the opportunity for future development of bus bays, PUDOs, ride share and short term parking areas, all of which are intended to enhance the accessibility and function of the Clarkson GO Transit Station.
- Wider sidewalks along Main Street and streets adjacent to the Clarkson GO Transit Station;
- New off road pedestrian (trail) connections, including the extension of Nine Creeks Trail to Southdown Road;
- New intersections connected to the arterial road network, including a potential controlled intersection at Wiseman Court to facilitate safe connection of the Nine Creeks Trail; and,
- Multi-use paths and/or separate bike facilities on Royal Windsor Drive, Southdown Road, and the new Main Street.

This enhanced network will lead to improved access to the Clarkson GO Transit Station area, and will accommodate all road users to travel within the Clarkson Master Plan area and to connect to the surrounding community.

## 2.5 STREETScape DESIGN

Streets (identified on Map 11) are key components of the Public Realm in the Clarkson MTSA and, in combination with Parks and Connections (identified on Map 13), have a vital role in defining the character of the community and enhancing the function of the community.

The City of Mississauga Complete Streets Guide provides direction for the planning, design and maintenance of new and existing streets in the City.

Complete street design aims to create a pedestrian realm that is vibrant and accessible for all, with enhanced place-making and improved safety. The pedestrian realm is typically located in the area between the face of the building or property line to curb edge, also known as the boulevard. Streets should be designed with consideration for:

1. How built form interfaces with the street to animate the street environment and frame this public space, including: setbacks, podium height, building stepbacks, windows, entrances and street-level uses

2. The width and function of the street and the relative scale and massing of buildings
3. The arrangement and design of street elements within the right-of-way contribute to creating engaging, safe and visually appealing streets, including: street trees, street lights, planters, seating, public art, and paving.

The Concept Plan proposes the following streets and/or street conditions:

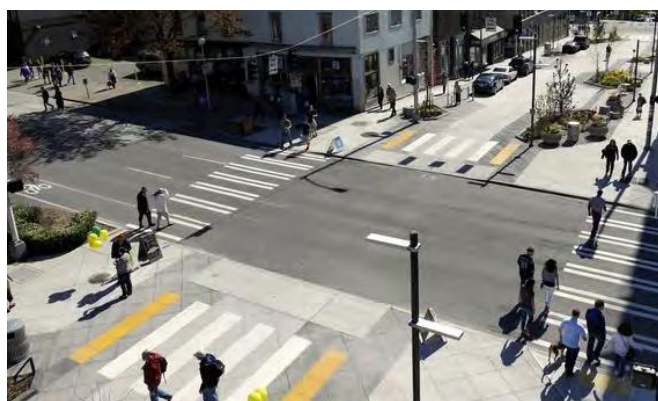
- Arterial Streets
- Proposed Collector Streets
- Existing Collector Street (Bromsgrove Road)
- Main Street
- Local Streets
- Station Street



## All Streetscape Types and Enhanced Intersections

The following directions apply to all of the various Streetscape Types and Enhanced Intersections:

- They will be safe, accessible, secure and shall implement the relevant policies of the Accessibility for Ontarians with Disabilities Act;
- They shall create defined and continuous zones for planting, street furnishings, utilities and pedestrian, cyclist and vehicular traffic, including transit;
- Street furnishings, plantings, materials, and techniques must be consistent in style and spacing and be of the highest quality. Pattern and repetition are essential to imprint a recognizable sense of identity;
- Street trees shall be added, acknowledging that due to the location of underground services and restrictive right of ways, not all streetscapes can accommodate them. Where trees are not possible, opportunities for public art, planters, banners, awnings and other amenities shall be explored.
- All streets within the Clarkson MTSA are to be considered Green Streets. Green Streets are defined by their attractive, tree-lined open space character, and by their emphasis on environmental quality. Green Street design places an emphasis on creating comfortable and convenient facilities for pedestrians and cyclists. Green Streets:
  - Are to be designed using sustainable infrastructure innovations;
  - Incorporate pathways and sidewalk space for cyclists and pedestrians; and,
  - Create opportunities for environmental cover, such as shrubs, ground cover, and other plants in addition to street trees to enhance the Pedestrian Realm/Active Transportation Network.



## Arterial Streets

The following directions apply to Arterial Streets:

- Along Arterial Streets, the built form shall engage with both the vehicular and pedestrian traffic. Display windows, transparency to the second floor level, and appropriately scaled signage, all provide a pedestrian oriented environment. Moreover, significant amounts of transparency and canopy coverings support the pedestrian experience.

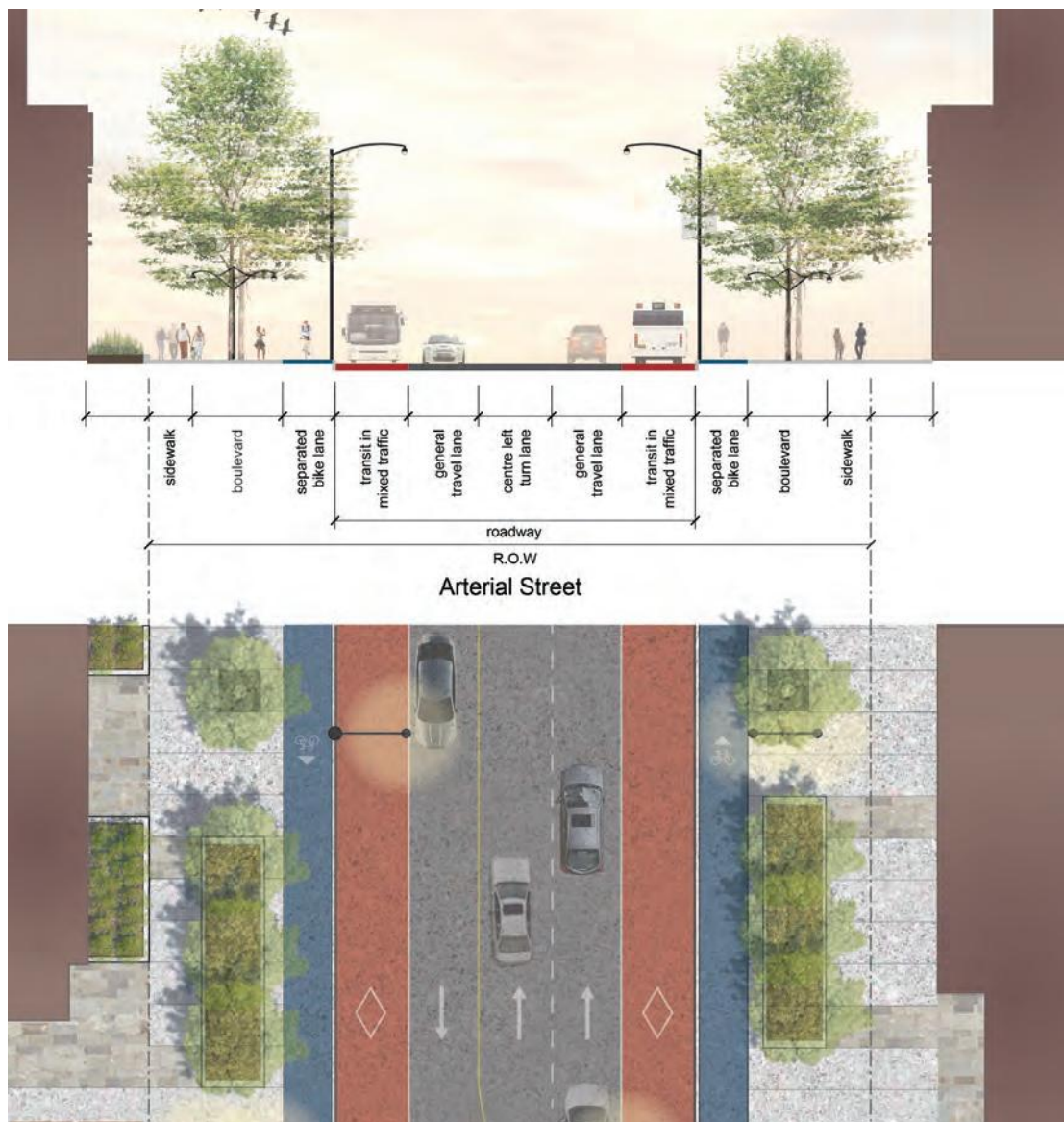


FIGURE 1- ARTERIAL STREET

## Proposed Collector Streets

The following directions apply to Proposed Collector Streets:

- On Collector Streets a positive pedestrian experience will rely on the effectiveness of the streetscaping treatment including trees, shrubs and groundcover containing a variety of planting species, sizes, colours and textures. The built form shall incorporate landscaping treatment to enliven otherwise neutral building edges.
- Surface parking areas and loading areas are discouraged from being located along these streets.



FIGURE 2 - COLLECTOR STREET

## Existing Collector Street (Bromsgrove Road)

The following directions apply to Bromsgrove Road:

- Built form shall provide pedestrian-scaled frontage with an extended sidewalk and street furniture;
- The Hydro Corridor alongside the Collector Street shall incorporate a multi-use trail framed with appropriate vegetation, lighting and seating; and,
- Where appropriate, utilities directly adjacent to the Collector Street shall be buried to provide for a more extensive tree canopy and public amenities.

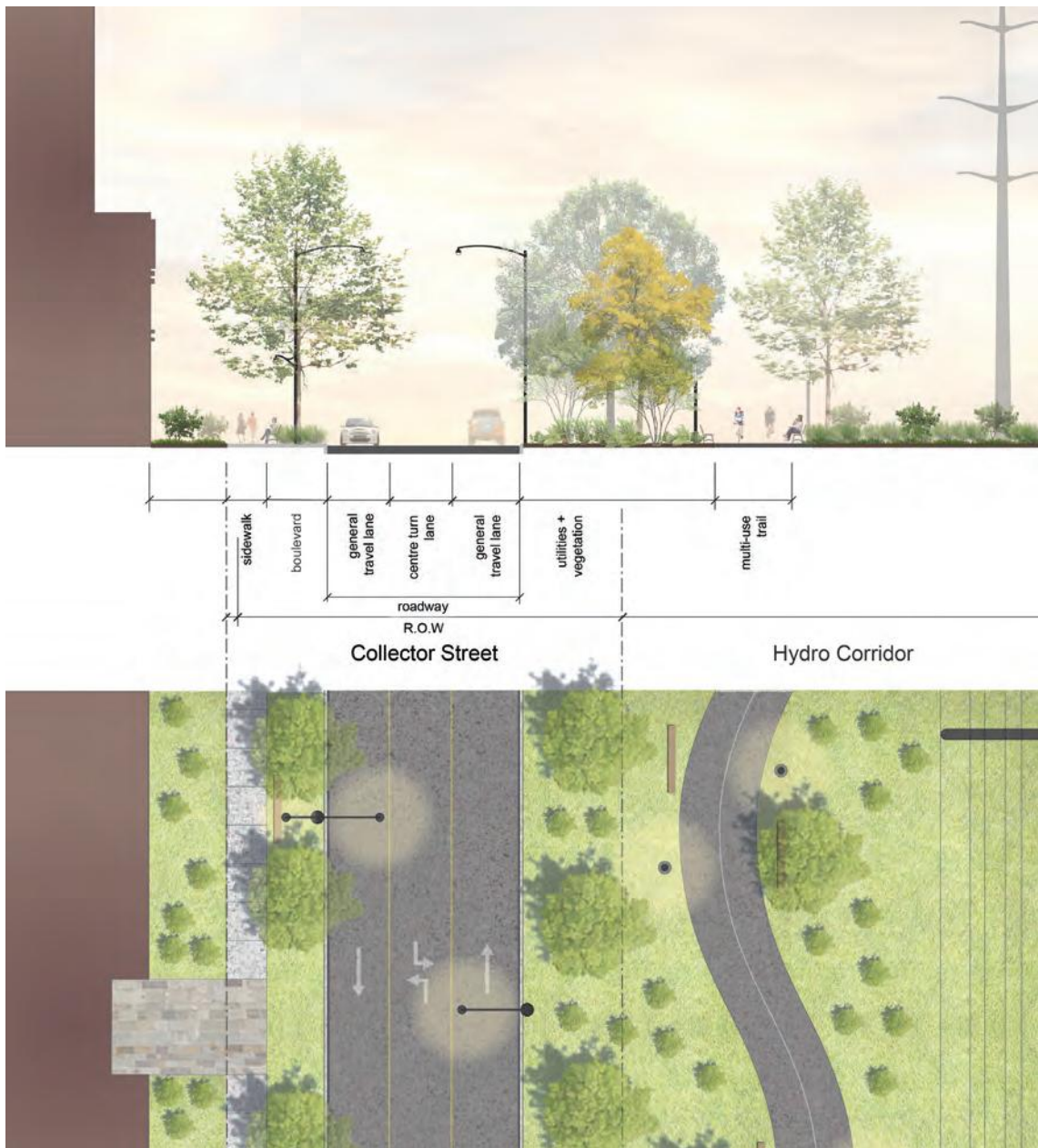


FIGURE 3 - COLLECTOR STREET - BROMSGROVE ROAD FUTURE CONDITION



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## Proposed Main Street

Main Street in the Clarkson MTSA is envisioned as a vibrant, mixed use street with shops, services and amenities at-grade, and a pedestrian and cycling-oriented streetscape.

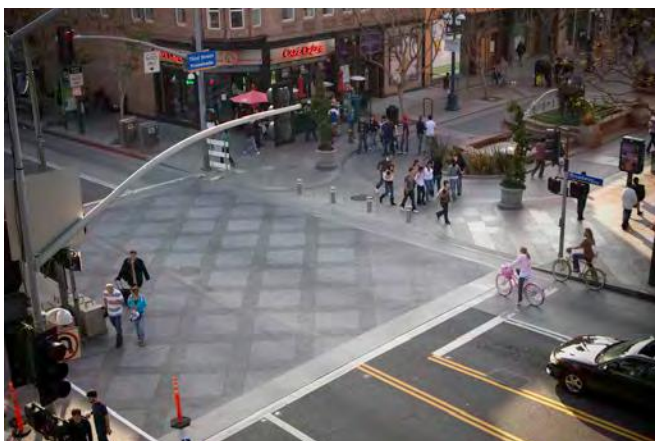
A mix of commercial unit sizes is recommended to accommodate small, mid-sized, and potentially larger retailers.

Main Street will have a 22 to 23 metre ROW to accommodate wider sidewalks of 2.5m, 2.0m landscape strips, and 1.8m cycle tracks or bike lanes, on both sides. Additionally, an on-street parking lane will also be accommodated on one side of the road. There will be one lane per direction for vehicular traffic.

Buildings located along Main Street are encouraged to incorporate highly articulated and animated elevations, including substantial glazing at the street level, as well as awnings and canopies, to provide comfort and interest for pedestrians. Retail, service commercial, and restaurant frontages, in a range of sizes and widths, are required on these streets and should inform the elevation articulation. Signage and lighting should be appropriately scaled to the pedestrian.

Streetscape elements and furnishings, which should be coordinated throughout the MTSA area, should include ample opportunities for pedestrian seating, gathering and spill out space (within setbacks) for patios and cafés.

*The development of Main Street may occur in phases as development proceeds. An interim condition for Main Street has been identified (see Appendix 5.1) that secures a 17.5m right-of-way width.*



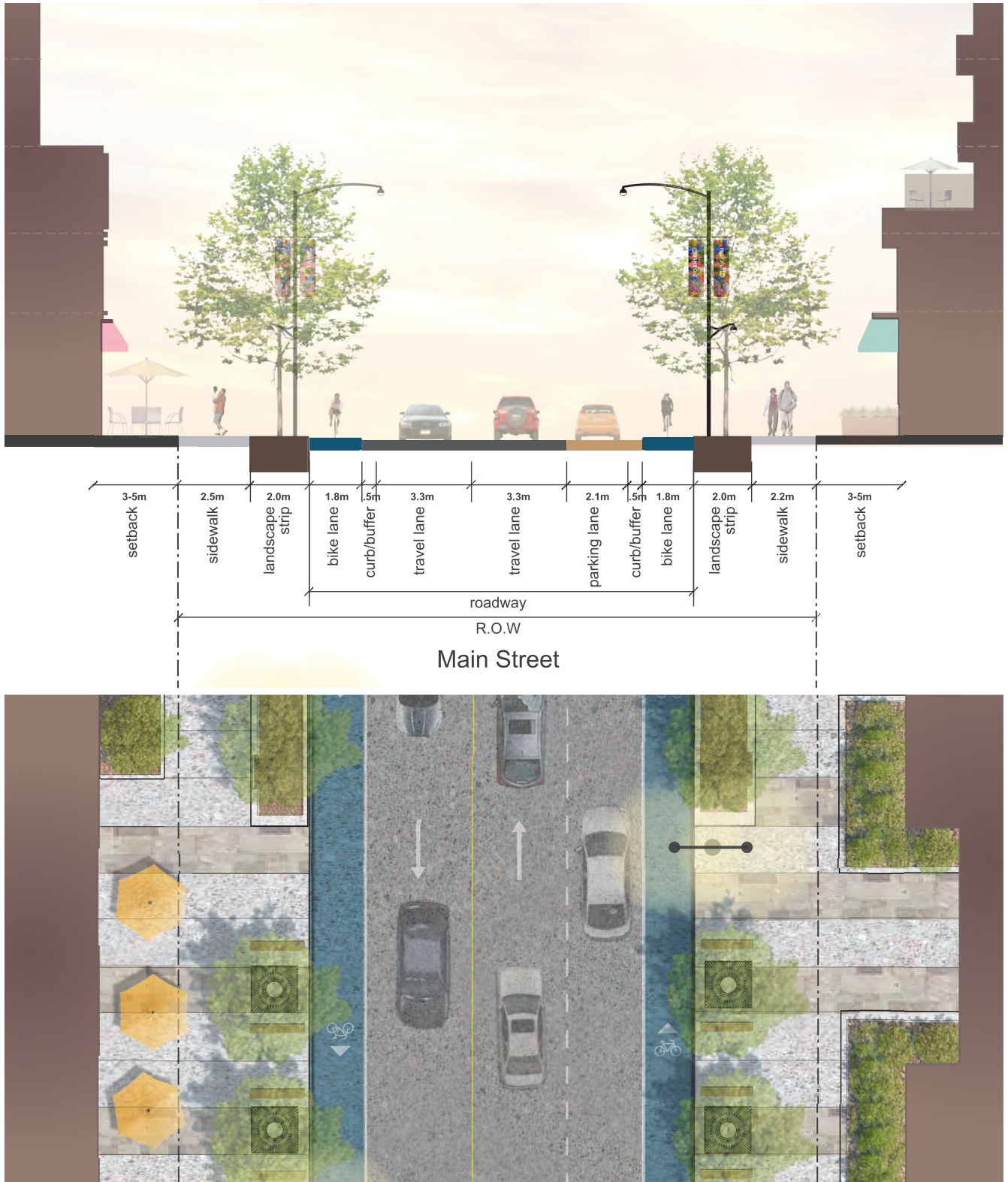


FIGURE 4 - MAIN STREET

## Proposed Local Streets

Local Streets are envisioned to be primarily residential in character. Residential uses located at the base (podium) of buildings are encouraged to have front doors, windows, and landscaped areas facing the street. While animating the street is important, it is equally important to ensure that appropriate separation and screening be provided as a transition between private and public areas. This may be effectively achieved through a combination of built form and landscape elements such as steps, low walls, planters, low fencing, plantings and screens.

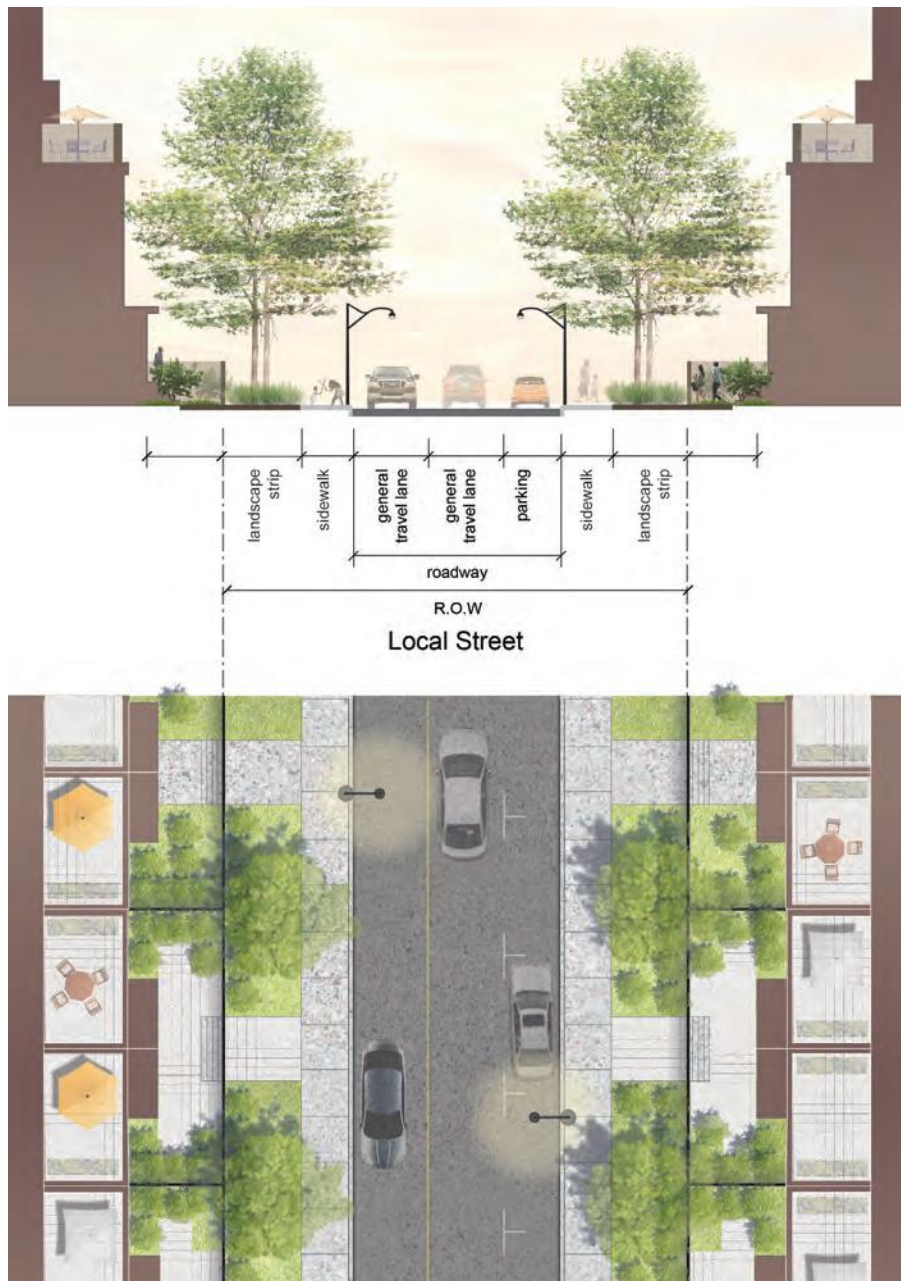


FIGURE 5 - LOCAL STREET

## Proposed Station Street

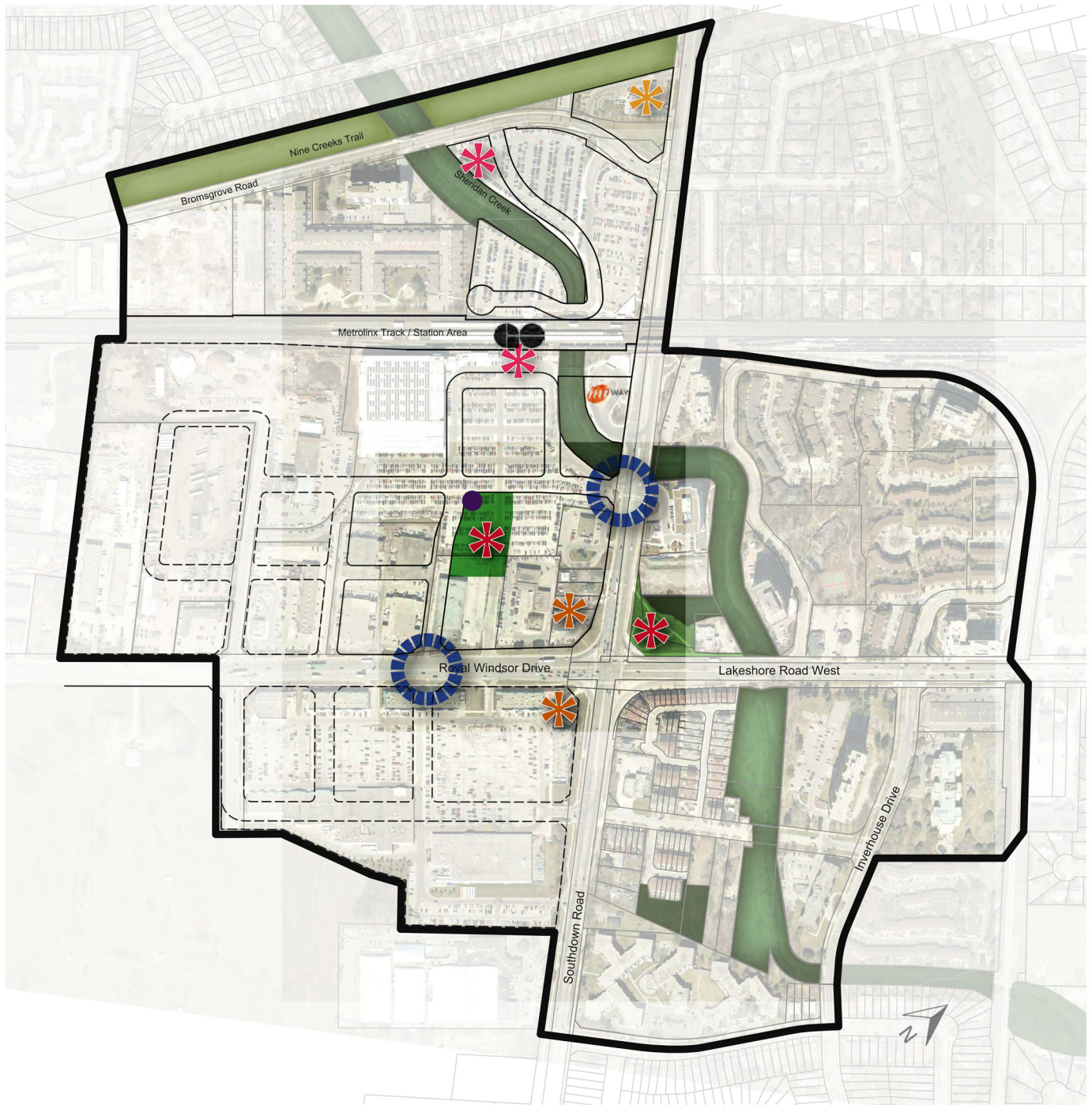
Station Street is envisioned to be a single-loaded road running alongside the train rail corridor, to support the function of the Clarkson GO Transit Station while creating an animated, pedestrian-oriented public realm environment within the community. These principles also apply to the street along the north side of the track corridor.

The following directions apply to Station Street:

- Clarkson GO Transit Station facilities shall be located alongside the length of the street, including short term lay-by parking, PUDO facilities and other ride-share facilities.
- Multiple safe and convenient access points shall be provided to access the length of the platform.
- Streetscape elements such as paving, planters, seating, lighting, bike racks, bollards, waste receptacles shall be provided, arranged, located and designed to enhance the pedestrian environment.
- Buildings shall be oriented with active street level uses fronting onto Station Street.










FIGURE 6 - STATION STREET



**MAP 12 - GATEWAYS, LANDMARKS AND DESTINATIONS**

**LEGEND**

-  Clarkson MTSA Boundary
  -  Gateway
  -  Landmark
  -  Destination
-  Opportunity for Public Art
  -  GO Transit
  -  Mississauga Transit

## 2.6 GATEWAYS, LANDMARKS & DESTINATIONS

Map 12 identifies Gateways, Landmarks and Destinations within the Clarkson MTSA that are key components of the Public Realm/Active Transportation Network. Collectively, they enhance wayfinding and contribute to place-making.

### Gateway

Gateways are prominent locations within the community which announce the main entrances to the Clarkson MTSA. The locations of the proposed Gateways coincide with main road intersections which are anticipated to be signalized. These locations provide the opportunity for a number of built form and public realm elements to be organized, designed and articulated to enhance the sense of arrival and sense of place. This should include landmark buildings that address the corner condition in combination with wayfinding elements, landscape features, enhanced plantings, public art and pedestrian amenities.

Design in these locations requires careful coordination of elements, in order to balance the needs of pedestrians, cyclists, vehicles, freight and transit within the available right-of-way. Wherever possible, turning radii shall be minimized, pedestrian crossings and bicycle lanes clearly identified, and clear sight lines protected.

### Landmark

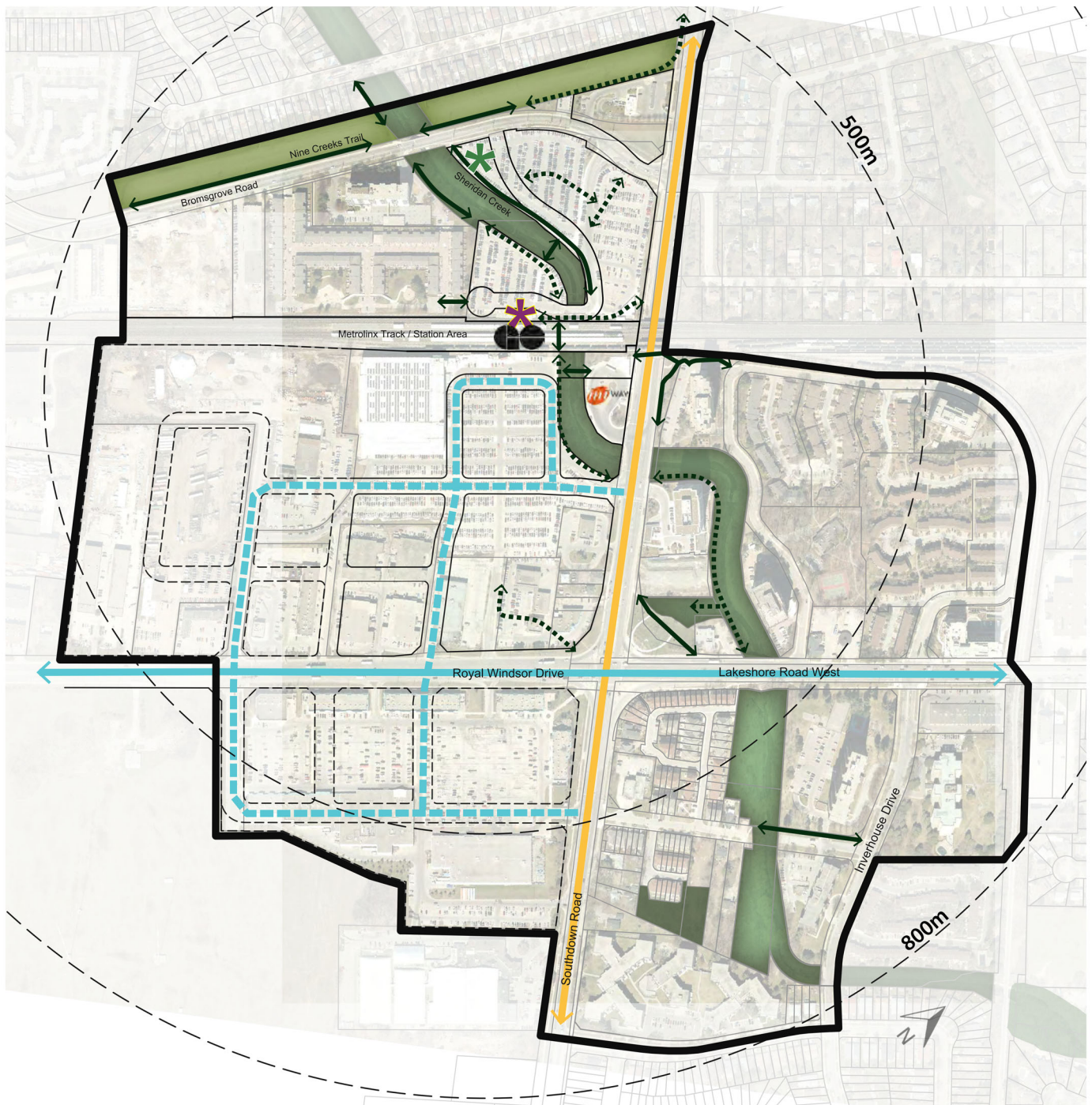
In a general sense, a landmark is a structure or feature that acts as an identifier. Within the Clarkson MTSA, a landmark may be an iconic building or architectural/landscape feature.

### Destination

A destination is a land use that acts as an identifier. Within the Clarkson MTSA, a destination is an individual use or mix of uses that can attract visitors.















The Clarkson MTSA includes various destinations, such as the Clarkson GO Transit Station, as well as parks and public art that will attract visitors and act as focal points for the community. For specific directions regarding destinations that are part of the Public Realm / Active Transportation Network, please refer to Section 2.7 Parks and Connections.





**MAP 13 - PARKS AND CONNECTIONS**

**LEGEND**

- |   |                                    |   |                                 |
|---|------------------------------------|---|---------------------------------|
|  | Clarkson MTSA Boundary             |  | Existing Pedestrian Connection  |
|  | Existing Park                      |  | Future Pedestrian Connection    |
|  | New Central Community Park         |  | Planned Separated Bike Lane     |
|  | Future Park                        |  | Recommended Separated Bike Lane |
|  | Potential Station Plaza            |  | Multi-Use Trail                 |
|  | Natural System                     |  | GO Transit                      |
|  | Utility Corridor/Nine Creeks Trail |  | Mississauga Transit             |



## 2.7 PARKS & CONNECTIONS

Parks and Connections (identified on Map 13) are key components of the Public Realm in the Clarkson MTSA and, in combination with the Streets (identified on Map 11), have a vital role in animating the community and creating a highly interconnected and multi-modal network.

These various components are significant contributions to the provision of recreational opportunities and for social activity and must be considered in concert with one another and within the context of this evolving and transit-supportive community. Specific planning, design and maintenance considerations are required to ensure the quality, vitality and longevity of these spaces.

A comprehensive understanding of how these various and diverse components work together and complement each other, and their adjacent uses, will lead to a more connected, accessible and logical network of pedestrian spaces throughout the Clarkson MTSA. They provide maximum accessibility to the existing and expanding transit facilities, move people to, from and through the community easily and safely, and provide a variety of spaces for socializing, special events and recreation.

The City of Mississauga Parks Plan (2022) identifies the Clarkson Village Character Area as being deficient in parkland provision based on a population-based provision of 1.2ha per 1000 persons.

The Concept Plan identifies Parks which, through development of the lands, will provide the opportunity for the City to create additional parkland that will serve both the existing and new population and, together with the network of streets and trails, will enhance connectivity and promote walkability in the area.

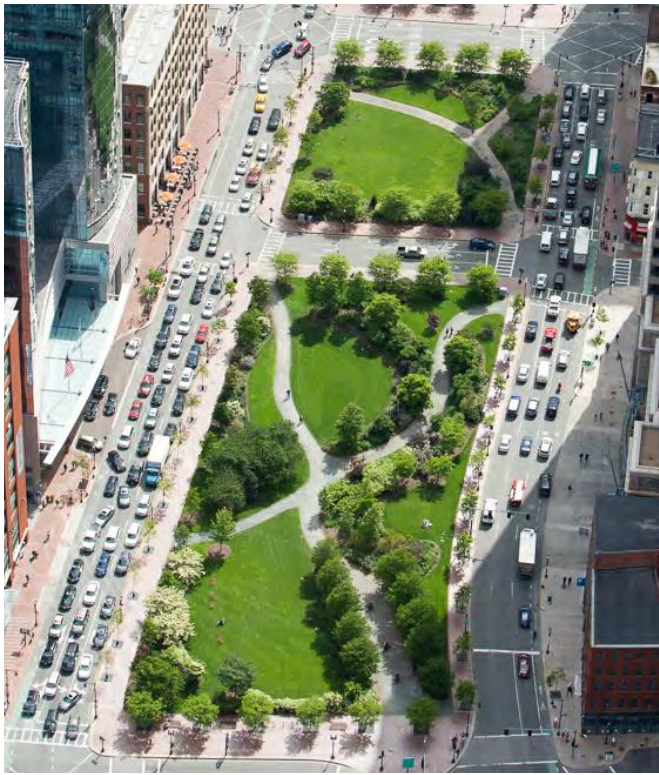
Community parks are diverse in their size and design, and can serve a variety of uses. These publicly owned spaces have characteristics that make them well suited to serve the form of density anticipated in the Clarkson MTSA.

A centrally-located Community Park is to be accessible and highly visible from the surrounding context; it is also meant to be a focus for the community and anchor a new retail-commercial Main Street.

In addition to existing parks, open spaces and trails, the Concept Plan identifies the following:

- A proposed Central Community Park located centrally within the lands south of the rail corridor;
- A proposed Station Plaza on the north side of the rail corridor, in association with the existing station buildings/entrances;
- A Future Park in the residential area north of the rail corridor; and,
- Various Pedestrian Connections.

It is the intent of this Plan to ensure that the City actively seeks opportunities to assemble a full range of Parks and Connections, including the central park, as identified in Map 13.



## Parks

The following direction applies to all Parks in the Clarkson MTSA:

- Parks will be safe, accessible, secure and shall implement the relevant policies of the Accessibility for Ontarians with Disabilities Act. They will be open and accessible to the public at all times;
- The exact size, location and configuration of future parks will be determined through the development approvals process;
- Adjacent built form shall have active frontages abutting or adjacent to the centrally-located park;
- It is not acceptable to place garbage storage facilities, loading docks or utilities in or directly adjacent to parks.
- Parks will be designed to:
  - Be in accordance with City standards. Top quality pedestrian amenities, building materials, informed planting choices and environmental sustainability are priorities in the design of parks;
  - Achieve an appropriate tree canopy cover. Trees, shrubs and groundcover will be included in the design of parks;



- Prioritize pedestrian comfort. Development may be required to undertake Shadow Studies and Pedestrian Wind Comfort and Safety Studies in accordance with City standards. Maximized daily sunlight and protection from wind and other elements will be considered to support year-round use of the park space;
- Include Public Art;
- Include barrier free programmable space that can accommodate the needs of park space users and facilitate socializing, special events and recreation;
- Be appropriately linked with other elements of the Pedestrian Realm/Active Transportation Network.
- Have sufficient frontage on at least one public street;
- Include community and civic event spaces; and,
- Include coordinated signage and wayfinding.



## Pedestrian Connections

Pedestrian Connections are key components of the Public Realm/Active Transportation Network that enhances the urban experience, contributes to the wayfinding system and enables pedestrians to travel through the community quickly, easily and safely.

Parks and Connections (Map 13) and the Demonstration Plan (Map 14) identify Existing and Future Pedestrian Connections.

Existing Pedestrian Connections include the trails along the portion of the Sheridan Creek north of the rail corridor and the Nine Creeks Trail located within the Hydro Corridor along Bromsgrove Road.

Future Pedestrian Connections, in the form of Trails and Mid-Block Walkways, are intended to enhance pedestrian connectivity throughout the station area and to strengthen the presence of the Sheridan Creek corridor as a natural feature within the community.

## Trails

Trail connections are proposed along the Sheridan Creek south of the Rail Corridor and within the Hydro Corridor to extend the Nine Creeks Trail towards Southdown Road. Trails should be designed with consideration for:

- A widened, consistently paved, barrier free travel path;
- The introduction of pedestrian seating/viewing nodes at regular intervals or specific viewing opportunities;
- Wayfinding/interpretive signage;
- Naturalized creek edges (riparian zones); and,
- Enhanced edge planting.



## Mid-Block Walkways

Mid-Block Walkways are typically private spaces that are publicly accessible and inviting to pedestrians. Mid-Block Walkways are shown on Map 13 through future developments located at Southdown Road and Royal Windsor Drive and Southdown Road and Bromsgrove Road. The provision of publicly accessible Mid-Block Walkways is encouraged on individual sites throughout the Clarkson MTSA.

Mid-Block Walkways should be designed with consideration for:

- A minimum of width of 6 metres;
- A wide pedestrian clearway, amenities such as planting, seating, lighting and other street furniture;
- Multiple egress and ingress opportunities to the public sidewalk system;
- Multi-modal access;
- Opportunities for spill out area for adjacent retail shopping and/or restaurant uses; and,
- CPTED design principles.

The City of Mississauga Pedestrian Master Plan (2021) provides additional design guidance on pedestrian infrastructure design.



## 2.8 DEMONSTRATION PLAN

A Demonstration Plan is a tool employed to visualize a potential form and use for a redevelopment area.

A number of Demonstration Plans were generated through the course of the consultation process to illustrate various scenarios for building arrangements, density distributions, and parks and open space networks within the Clarkson MTSA study area. These were used as the basis of discussions and to obtain feedback from the public/stakeholders through the consultation process, which led to a final Demonstration Plan as shown on Map 14.



























This Demonstration Plan is only one of many possible urban design expressions that could be achieved based upon the Vision and Guiding Principles articulated in the Clarkson MTSA Master Plan. It illustrates:

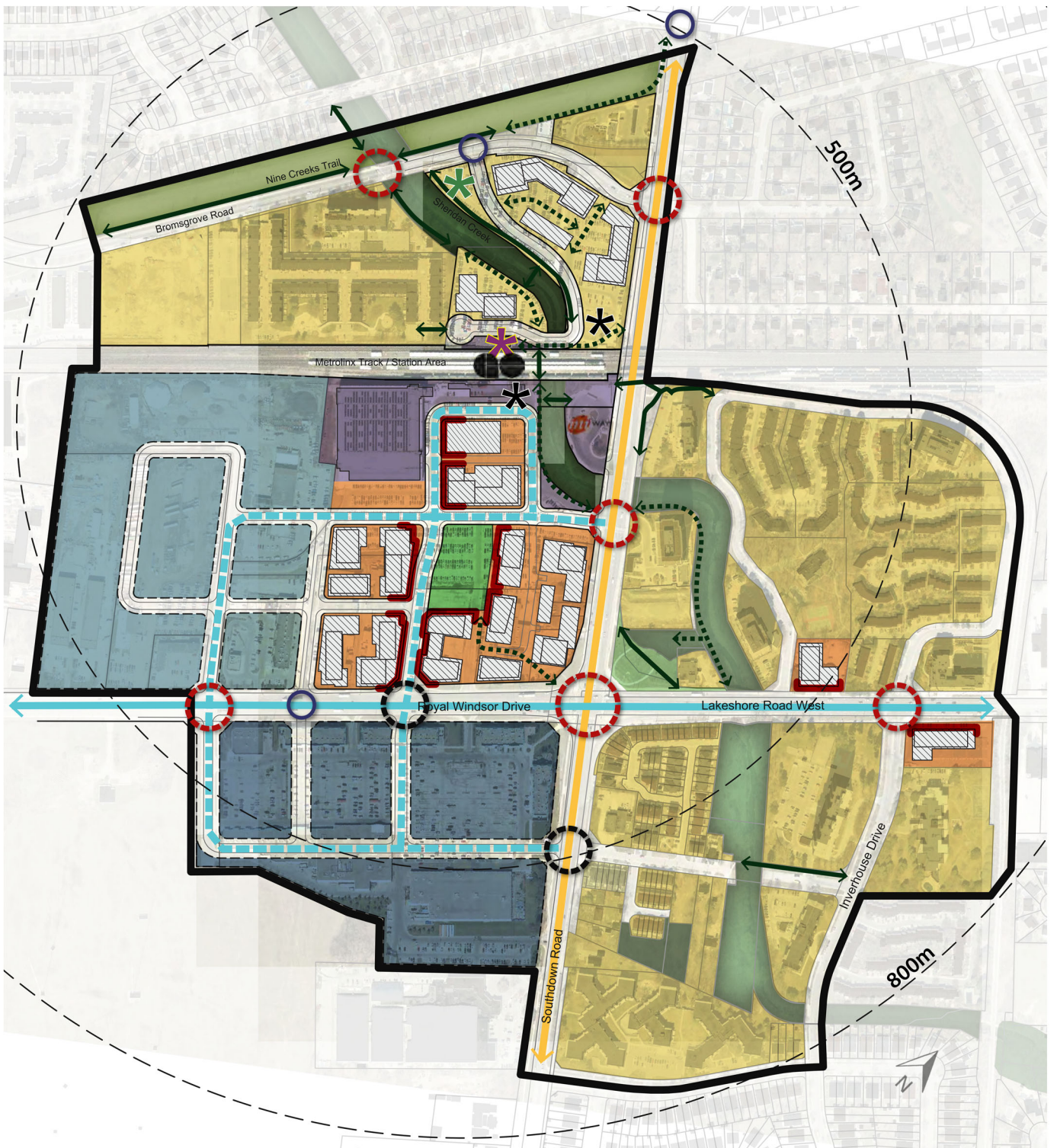
- The Street and Block Pattern
- The Parks and Connections System
- Gateways, Landmarks and Destinations
- A Height Distribution

The Demonstration Plan generally includes the following lands:

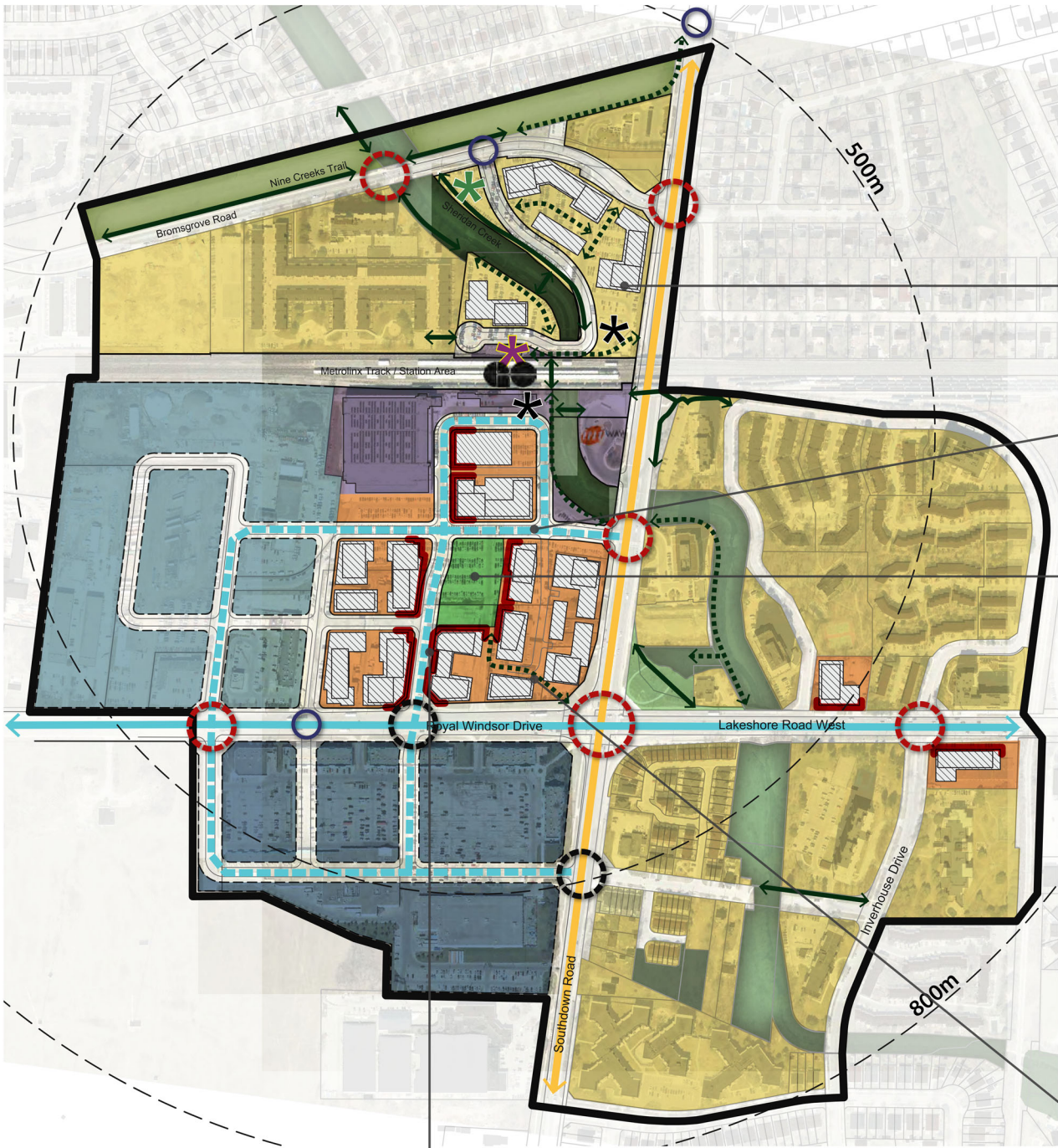
- Metrolinx lands located on the north side of the tracks, 2070-2130 Bromsgrove Road (with the exception of the existing station buildings);
- Metrolinx lands located on the south side of the tracks, 1110 Southdown Road (with the exception of the existing parking structure and station buildings);
- 1052 Southdown Road;
- 1032 Southdown Road;
- 1022 Southdown Road;
- 1018 Southdown Road;
- 2057 Royal Windsor Drive;
- 2075, 2077, 2087, 2097 and 2105 Royal Windsor Drive (Slate Asset Management L.P.);
- 2133 Royal Windsor Drive;
- 1969-1971 Lakeshore Road; and,
- 1900 Lakeshore Road.

### LEGEND

	Clarkson MTSA Boundary		Streets for Future Consideration
	Residential Area		New Buildings
	Employment Area - Business		Commercial/Retail Frontage
	Employment Area - Commercial		Existing Signalized Intersection
	Mixed-Use Area		New Signalized Intersection
	Transit Facility (GO/MiWay)		Enhanced Intersection
	Natural System		Existing Pedestrian Connection
	Utility Corridor/Nine Creeks Trail		Future Pedestrian Connection
	Existing Park		Planned Separated Bike Lane
	New Central Community Park		Recommended Separated Bike Lane
	Future Park		Multi-Use Trail
	Potential Pick-up / Drop-off Location		GO Transit
	Potential Station Plaza		Mississauga Transit



MAP 14 - DEMONSTRATION PLAN



**Active Frontages**





## Buildings



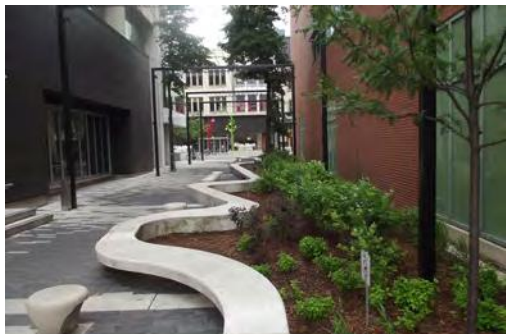
## Streets



## Park



## Pedestrian Connections







# 3 BUILT FORM

Note: While the diagram reflects a portion of the demonstration plan included in Section 2.8, the guidelines illustrated apply to all development proposed in the Clarkson MTSA, regardless of land use and height

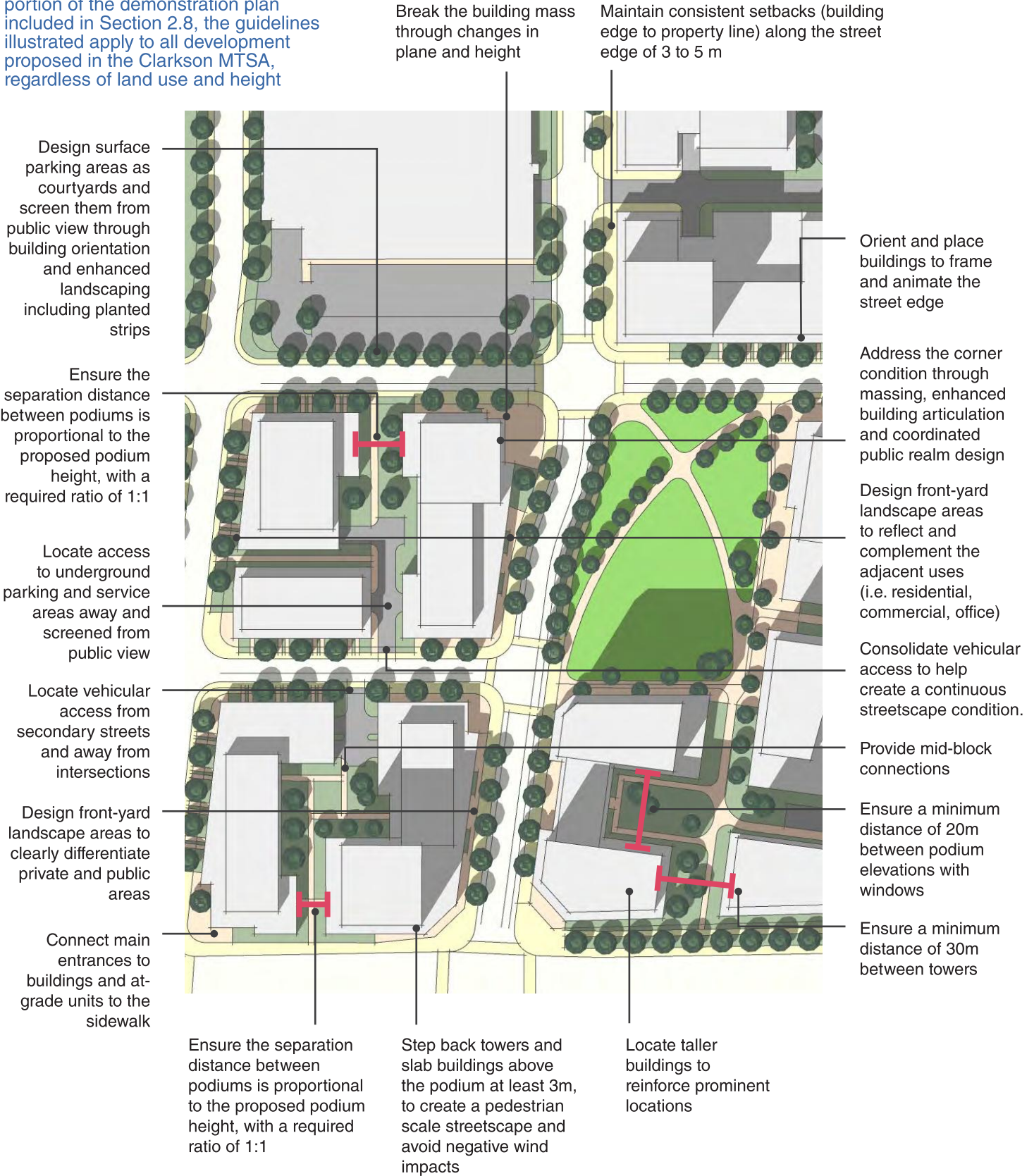


FIGURE 7 - BUILT FORM DEMONSTRATION

## 3 BUILT FORM

New buildings will differ over time in their response to an evolving local context. Most taller buildings follow a classic form and consist of three integrated parts: a podium, tower or slab and top, each with a particular role to play in achieving the goals of this Plan. There may be special circumstances where acceptable alternatives to the built form types identified in this Plan may be proposed. In general, the intent of this Plan is to set an appropriate and desirable standard for redevelopment, however, flexibility and innovation are important considerations for implementation, and exceptions to the directions compiled in this Plan do not necessarily result in a less desirable or less appropriate built form response. In general, criteria for exceptions to the built form directions of this Plan are as follows:

- It is proven, to the satisfaction of the City, that the design exception would result in, architectural and design excellence; and/or,
- The general intent of this Plan is met through alternative architectural solutions.

### 3.1 BLOCK/SITE DESIGN

While this Plan establishes a structuring framework for private development, there are many permissible configurations of built form and site arrangements that may achieve the principles and criteria of this Plan. Typical Block/Site Designs have been illustrated in Figures 8 to 11, with a variety of building forms, all of which would be possible under the structuring framework.

Building form and configuration will be determined by the land use designation, site conditions and context. However, generally Block/Site Design can be categorized into three scenarios:

- Low-Rise Buildings (Figures 8 and 9)
- Mid-Rise Buildings (Figure 10)
- High-Rise Buildings - usually towers on top of 3-6 storey podiums (Figure 11)

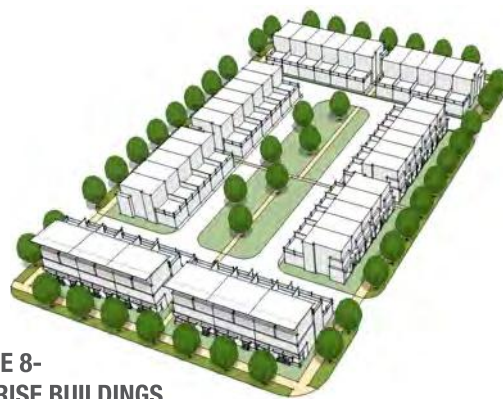


FIGURE 8-  
LOW-RISE BUILDINGS

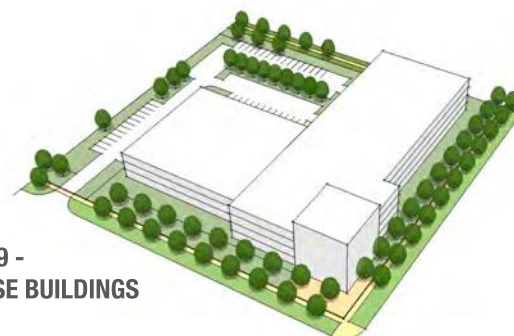


FIGURE 9 -  
LOW-RISE BUILDINGS



FIGURE 10 -  
MID-RISE BUILDINGS



FIGURE 11 -  
HIGH-RISE BUILDINGS



Taking into account that the length of most of the proposed blocks are between 100-130m, buildings in the Clarkson MTSA are expected to be developed as either mid-rise slab buildings or tall towers on podiums. While buildings from 4 to 8 storeys may be adapted in shape and configuration to maximize the possibilities of the site, the tower portion of a high-rise building will typically be square or rectangular in shape with a maximum floor area of 750m<sup>2</sup>.

Townhouse block configurations may be used as a transitional built form between mid and high-rise buildings to existing low-rise buildings.

The following are general directions for the design of blocks in the Clarkson MTSA area.



## Building Placement, Orientation and Design

- Locate buildings close to the street edge to frame and animate the public realm;
- Orient main building elevations to major streets;
- Use prominent built form and taller parts of the development to address gateway, corner and other key locations within MTSA area;
- Provide pedestrian mid-block connections through the block and internal courtyards;
- Avoid empty spaces/ blank walls with no program or function;
- Ensure the front setback between the building wall at grade and the property line is 3 - 5m for all building types;
- For sites abutting low-rise residential developments, a 45° angular plane shall be applied for buildings exceeding 10m in height to determine the appropriate transition;
- Provide a podium height of 3 to 6 storeys to achieve a pedestrian-oriented environment and allow for height variation at the street level;
- Ensure the separation distance between podiums (3-6 storeys) is proportional to the proposed podium height, with a required ratio of 1:1. Where appropriate (e.g., where a continuous streetwall is desirable), consider narrower separation distances between podium elevations without windows;



- Provide a minimum separation distance of:
  - 20m between podiums (3-6 storeys height) elevations with windows.
  - 30m between existing and/or proposed towers to maximize access to sky views, natural daylight, adequate privacy and collective shade on streets and parks, and minimize wind.
- Ensure the middle part of the building (floors after the podium or first 3-6 storeys) is stepped back at least 3m from the base/podium top;
- Break the building mass through changes in planes and heights, and provide articulated facades;
- Ensure a break in the elevation every 40-50m; and,
- Design frontages at-grade to be articulated architecturally as a maximum of 6.0 metres wide. Under no circumstance will there be a blank wall condition at-grade on any building that is greater than 6.0 metres in width.

## Vehicular Access and Servicing

- Provide site vehicular access from secondary streets or away from intersections;
- Consolidate vehicle accesses to minimize the number of curbs breaks resulting in a continuous streetscape edge;
- Locate loading, servicing and parking within the building or the rear/side of the site, but never at the front;
- Provide parking below grade or as a screened structures above grade where possible; line parking structure with active uses along the street;
- Screen parking, loading and servicing areas from the public view through a combination of soft and hard landscaping, as well as other integrated architectural elements (walls, pergolas, etc);
- Break-up large areas of surface parking into small courtyards and incorporate walkways, public art and/or landscape elements such as planting to further reduce their impact; and,

- Locate site and building services, utilities and mechanical equipment away from public streets/ views and open spaces, and screen them from adjacent buildings, preferably with architectural features.

## Pedestrian Access and Circulation

- Provide unobstructed, visible and direct connections between site internal walkways, mid-block connections and building entrances and the adjacent public realm (sidewalks, transit stops, stations and open spaces);
- Encourage community permeability by providing mid-block connections across the site; and,
- Ensure mid-block connections are a minimum of 6m wide and include a paved path of at least 2m contain lighting and natural surveillance, and are buffered with planted edges.

## Private Open Spaces and Landscaped Area

- Maximize opportunities for open/green spaces (courtyards, plazas, parkettes, etc);
- Ensure private landscape complements the at-grade building use, as well as the character of the adjacent streetscape / public space while clearly delineating them;
- Ensure public access and visibility to private open spaces, courtyard and mid-block connections at grade;
- Ensure building/unit entrances are connected to the adjacent public realm (i.e. sidewalks, open spaces);
- Minimize hard surfaces and ensure they have a function on site; and,
- Ensure pedestrian desire lines and wayfinding are intuitive.

## 3.2 BUILT FORM TYPOLOGIES

### Low-Rise Buildings (2 to 4 Storeys)

#### Townhouses

The following design criteria shall form the basis of an evaluation of Townhouse proposals:

- Townhouses shall generally be 2 to 3 storeys in height. Stacked Townhouses may be up to 4 storeys in height;
- The Primary Building Façade or Exterior Side Façade of any building facing the street shall feature a porch, prominent entrance or other architectural gestures that provides a 'public face';
- The main front door must be clearly visible from the street. Front porches are encouraged as features that increase the prominence of the front entrance. The elevation of the front door shall be no more than 1.2 metres above grade. A pedestrian path should provide a route from the front door to the sidewalk;
- Promote a green character of front yards and avoid monotony of landscape treatment over large frontages. Most of the front yard should be soft surface with limited hard/paved surfaces; fences could be included when appropriate.
- Front yard hedges should be no more than 1.2 metres high to define the edge of private property while maintaining visibility to the street;
- Driveways and/or garage doors must not dominate the front façade of the primary building or the view from the street. Detached garages are preferred. Where a detached garage is provided, it should be set back from the main front wall of the primary building, or accessed from a rear laneway; and,
- Where an attached garage is provided, the garage door should not protrude beyond the main front wall of the Primary Building Façade and should be integrated into the massing of the primary building.





## Other Forms of Low-Rise Buildings

The following design criteria shall form the basis of an evaluation of Low-Rise Building proposals:

- These buildings are generally 2 to 4 storeys in height and may include walk-up apartments, retail and employment buildings;
- Buildings shall not cover more than 60 percent of the lot area;
- The main front door to the building shall be clearly visible from the street.
- The front yard setback shall be appropriately landscaped with a variety of planting species, forms, colours and textures. Parking is not permitted within the front yard;
- Side yard setbacks shall be sufficient to allow safe pedestrian access, and for the inclusion of windows, where they exist, or are proposed; and,
- Parking must be hidden from view from adjacent streets.
- Minimum floor height for:
  - Residential buildings: ground floor minimum 4.0 metres; floors above minimum 3.0 metres.
  - Mixed-Use buildings: ground floor minimum 4.5 metres; floors above minimum 3.0 metres.
  - Office buildings: ground floor minimum 4.5 metres; floors above minimum 4.0 metres.



## Mid-Rise Buildings (5 to 12 storeys)

The following design criteria shall be applied to Mid-Rise Buildings:

- For the purposes of the Clarkson Master Plan, a mid-rise building shall generally be between 5 and 12 storeys. Their height should generally not exceed the width of the right-of-way onto which they front, and they must ensure appropriate transition to the surrounding context.
- Buildings shall define a pedestrian-scaled street wall (by way of a podium or articulated base) which reflects the height and scale of the existing street wall, or is proportional to the scale of the adjacent street.



- The portion of the building above the podium structure shall maintain a floor plate size and massing configuration that permits adequate sky view and minimizes shadow impacts on adjacent properties. This portion of the building is required to step back a minimum of 2.0 metres from the podium façade that forms the street wall.
- Buildings shall be sited to align to streets and open spaces to frame these areas. The minimum separation distance between elevations with windows is 20 metres.
- Buildings shall not cover more than 75 percent of the lot area.
- The main front door to the building shall be clearly visible from the street.
- The front yard setback shall be appropriately landscaped with a variety of planting species, forms, colours and textures. Parking is not permitted within the front yard.
- Side yard setbacks shall be sufficient to allow safe pedestrian access, and for the inclusion of windows, where they exist, or are proposed.
- Parking must be hidden from view from adjacent streets.
- Minimum floor height for:
  - Residential buildings: ground floor minimum 4.0 metres; floors above minimum 3.0 metres.
  - Mixed-Use buildings: ground floor minimum 4.5 metres; floors above minimum 3.0 metres.
  - Office buildings: ground floor minimum 4.5 metres; floors above minimum 4.0 metres.



## High-Rise Buildings (13 to 25 storeys)

The following design criteria shall be applied to Residential or Mixed-Use High-Rise Buildings:

- For the purposes of the Clarkson Master Plan, a High-Rise building shall generally be between 13 and 25 storeys in height. A High-Rise building means a building having a height greater than the width of the street on which they front.
- Similar to Mid-Rise Buildings, High-Rise Buildings shall define a pedestrian-scaled street wall (by way of a podium or articulated base) which reflects the height and scale of the existing podium or street wall along the street, or is proportional to the scale of the adjacent street. For taller podiums, ensure a pedestrian-scaled street wall is clearly defined.
- The tower component (the portions of the building above the podium structure) shall maintain an average gross floor plate size that is no greater than 750 square metres. Approximately equal floor plate dimensions (length to width ratio of 1:1) are encouraged. The maximum dimension of any side of any residential Tower shall be 30 metres.
- Where a residential or mixed-use high-rise building fronts a public street, the tower shall step back from the face of the podium by a minimum of 3.0 metres.
- The placement of the tower component should be staggered from adjacent towers. The narrowest side (width) of a tower should be oriented to the street frontage. Where the tower is located adjacent to a street intersection, the narrowest side of the building shall front the street with the widest right-of-way.
- The minimum separation distance between the tower components of high-rise buildings shall be 30 metres.
- Tower components of high-rise buildings shall be set back a minimum of 15 metres from property lines to allow for redevelopment on adjacent sites.
- The main front door to the building shall be clearly visible from the street.
- Minimum floor height for:
  - Residential buildings: ground floor minimum 4.0 metres; floors above minimum 3.0 metres.
  - Mixed-Use buildings: ground floor minimum 4.5 metres; floors above minimum 3.0 metres.
  - Office buildings: ground floor minimum 4.5 metres; floors above minimum 4.0 metres.



### 3.3 BUILT FORM PERFORMANCE CRITERIA

Notwithstanding the maximum height limits established in this Plan, the achievable building height for any new redevelopment may be lower and will depend on the following performance criteria:

- Building height for any redevelopment that includes a high-rise or mid-rise building shall be considered on the basis of the surrounding existing redevelopment context, as it evolves over time.
- A combination of building setbacks, step backs, height restrictions, angular planes, façade articulation, enhanced landscape treatments, tree planting and/or fencing will ensure an appropriate street frontage relationship, and an appropriate relationship with other existing and approved redevelopment; and,
  - Taller building elements shall not create any undue, adverse impact on adjacent properties specifically:
    - Not create an unacceptable noise impact related to outdoor restaurants/cafés, HVAC systems or any other mechanical equipment servicing the redevelopment;
    - Not add substantially to the shadow impact created by existing and approved redevelopment in the vicinity, or the impact from as-of-right redevelopment permission for the subject site established in the Zoning By-law. Shadow studies shall be undertaken to understand the shadow impacts of redevelopment proposals in conformity with the City's requirements;

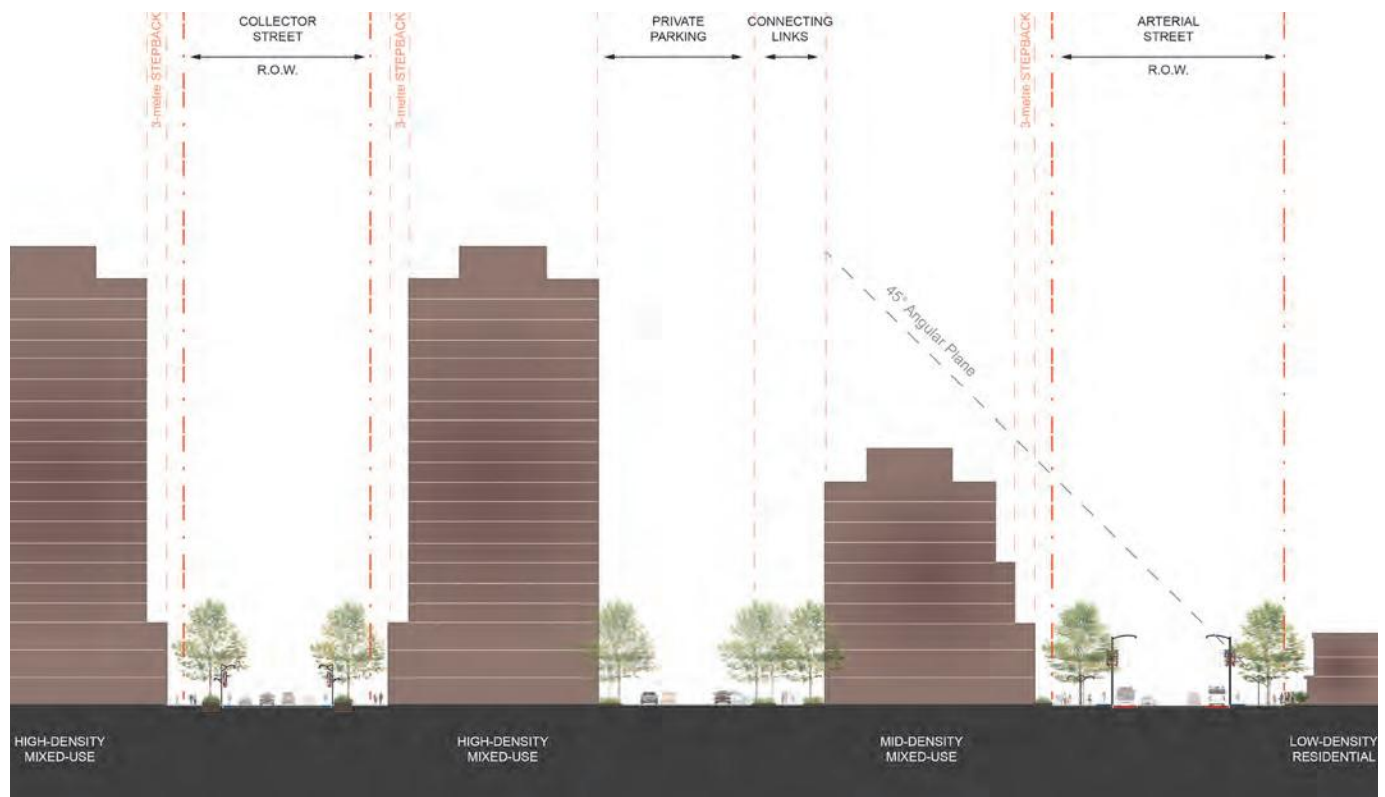


FIGURE 12 - BUILT FORM MITIGATION

### 3.4 BUILDING DESIGN (ARCHITECTURAL QUALITY)

- Not add substantially to the traffic impact created by existing and approved redevelopment in the vicinity, or the impact from as-of-right redevelopment permission for the subject site established in the Zoning By-law. In this regard, traffic consultants shall carry out a pre-redevelopment traffic assessment, followed by an impact analysis that identifies no substantial traffic problems will result from proposed redevelopment and/or identify the traffic impact mitigation strategy to be implemented by the developer, at no cost to the City;
- Not create an at-grade wind impact that is greater than the existing conditions, as determined by a qualified professional and to the satisfaction of the City; and,
- Not significantly obstruct daylight and/or sky views from the adjacent Pedestrian Realm/Active Transportation Network as well as neighbouring properties.

The Clarkson MTSA will incorporate well-designed buildings. All redevelopment shall:

- Ensure excellence in design and demonstrate high quality architectural detailing;
- Accommodate an appropriate transition from taller building forms to abutting lower scale buildings to ensure compatibility with the surrounding context; and,
- Implement sustainable redevelopment and building practices.

Throughout the Clarkson MTSA, redevelopment shall be consistent with the relevant directions included within this Plan. The intent of the directions of this Plan is to achieve a balance between a consistency of design and innovative, individual expression in redevelopments. The design and architectural quality of redevelopment shall be measured according to its level of consistency with the following principles:

- **Identity** - Redevelopment shall achieve a unique expressive identity. The intent is to promote unique building design while maintaining a consistent approach;
- **Design Excellence** - All redevelopment shall demonstrate design excellence and compatibility with its surrounding context. Architectural detailing, landscape treatments, colour and building materials shall be representative of the highest quality possible;
- **Expressive Forms** - Redevelopment shall clearly express a base at the street level, the middle portion of the building, and a well defined top component. This will be achieved through various means including setbacks, step backs, textures and materials and other architectural treatments;

- **Green Building** - All redevelopment shall be in accordance with the City's Green Standard By-law. Redevelopment shall incorporate green roofs and utilize sustainable construction and building technologies, as well as techniques that achieve, at a minimum LEED Gold, or equivalent recognition;
- **Building Entrances** - The arrival to a building will be enhanced through the design and detailing of its entrance. Where appropriate, canopies extending towards the street providing weather protection may be provided;
- **Glazing** - The design, configuration and proportion of glazing elements in contrast to cladded walls shall reflect the internal use. The facade design of residential units at grade shall provide for both privacy and 'eyes on the street', while that of commercial and office spaces at grade are expected to incorporate greater proportion of glazing;
- **Window Design** - The detailing of window elements is important to avoid a 'tacked-on' appearance. The use of recessed windows, set into the façade will create a more solid expression and increased shadow lines and is encouraged;
- **Balconies** - Balconies shall be designed as an integral part of the building rather than appearing to be 'tacked-on';
- **Roof Top Gardens** - Where appropriate, roofs and terraces shall be usable for private and communal outdoor patios, decks and gardens. Green roofs are encouraged as a means of retaining stormwater, improving air quality and to add visual interest. Roof top gardens may also offer opportunities as dog stations;
- **Dog Stations** - New residential buildings are to include dog stations accessible to, and for the exclusive use of their residents;
- **Exterior Materials** - Cladding materials shall be high quality and appropriate for the proposed building type and land use, and in recognition of the redevelopment context in proximity. Vinyl siding, plastic, plywood, concrete block, darkly tinted and mirrored glass and metal siding utilizing exposed fasteners are discouraged;
- **Signage** - Signage shall be appropriate to the built form. In general, the following signage types are prohibited:
  - Backlit sign boxes;
  - On-sidewalk sandwich board signs;
  - Billboards;
  - Revolving signs;
  - Roof signs; and,
  - Third party signage of any type;
- **Mechanical Penthouses** - Vents, mechanical equipment rooms and elevator penthouses shall be integrated with the architectural treatment of roofs and screened from view and excessive noise shall be appropriately mitigated. To create greater interest in the skyline, taller buildings shall introduce articulation in the upper floors to be achieved through the use of terracing and/or architectural appurtenances like projecting roof lines, trellises or other vertical elements;
- **Building Services** - All redevelopment shall locate and screen service areas, access ramps and garbage storage to minimize the impact on the Pedestrian Realm/Active Transportation Network and adjacent residences. It is encouraged that these facilities be located internally within new buildings. The locations for parking, driveways and service entrances and loading areas are to be carefully considered and coordinated with surrounding redevelopments as well as with the locations for pedestrian entrances. The sharing of building services, service entrances and electrical services among buildings, and among redevelopment complexes is encouraged, and should be located below grade where possible;

### 3.5 SUSTAINABLE / GREEN BUILDING CRITERIA

- **Parking** - Adequate parking for residents, visitors, employees and users of the Clarkson GO Transit facilities must be provided. Parking should be coordinated with surrounding sites to accommodate shared parking facilities. It is expected that the vast majority of parking shall be provided in a structure, preferably below grade; and,
- **Site Access** - Good site access is to be provided from east-west streets in a safe traffic movement manner on the east-west streets, or from Connecting Link, where available. Any entrances that are placed along north-south streets must promote convenient pedestrian access as well as maintain the surrounding streetscape. Access to parking/loading facilities that are within buildings shall be designed to accommodate trade vehicles, moving vans, garbage trucks and delivery vehicles.

The Clarkson MTSA provides a unique opportunity to implement the City's Green Development Strategy which focuses on achieving sustainability and environmental responsibility in new development. The Green Development Strategy focuses on achieving sustainability and environmental responsibility in new development in Mississauga and recommends that all site plan applications will be required, where appropriate, to incorporate technologies that maximize the natural infiltration and retention of stormwater through site development, including Low Impact Development (LID) technologies such as:

- Bio-Retention
- Rainwater Harvesting
- Permeable Pavement
- Grass and Dry Swales
- Green Roofs

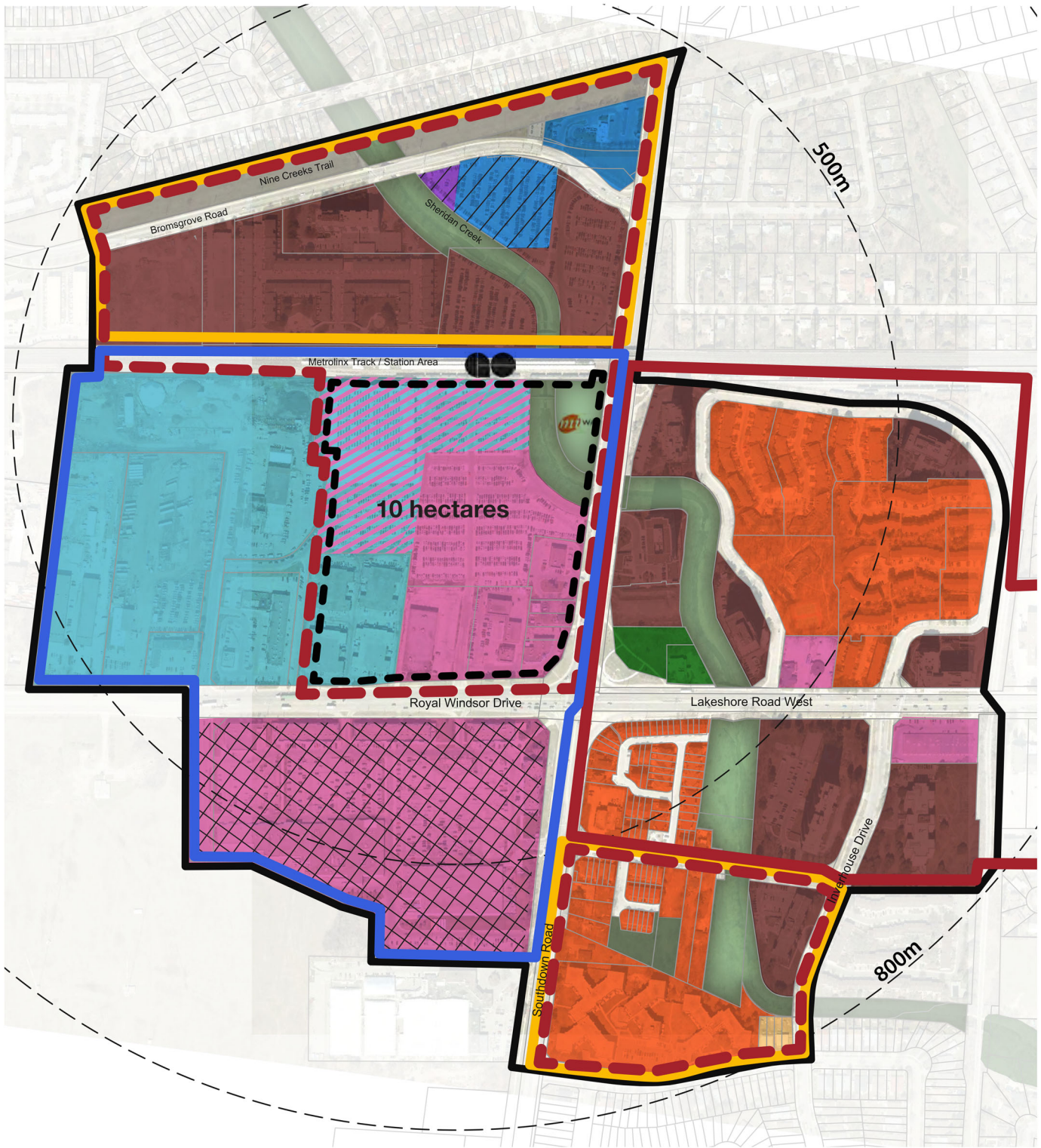
It encourages new developments to incorporate green sustainable elements into proposed buildings, site works, construction methods and long term maintenance programs, and encourages the pursuit of LEED-NC credits required to achieve Silver certification.





# 4


# IMPLEMENTATION TOOLS



MAP 15 - PROPOSED OFFICIAL PLAN BOUNDARY AND LAND USE CHANGES

# 4 IMPLEMENTATION TOOLS


## LEGEND


 Clarkson MTSA Boundary


 GO Transit

 Mississauga Transit

### City Structure

 Lands within the Southdown Employment Area


 Lands within the Clarkson Village Community Node

 Lands within the Clarkson - Lorne Park Neighbourhood

### Land Use Designations

 Residential Low Density II


 Residential Medium Density


 Residential High Density

 Mixed-Use

 Convenience Commercial

 Motor Vehicle Commercial

 Business Employment


 Public Open Space

 Greenlands


 Utility

### Proposed Changes to Land Use Designations

 Lands to be Removed from Employment Area

 Lands to be Added to Clarkson Village Community Node

 Lands to be Redesignated Residential High Density

 Lands to be Redesignated Employment Commercial

 Lands to be Redesignated Mixed-Use

## 4.1 INTRODUCTION / OVERVIEW

The Clarkson Master Plan will be implemented through an Official Plan Amendment and Zoning By-law Amendment. It is recommended that the City pre-zone these lands concurrently with an Official Plan Amendment. Alternatively, as per the Planning Act, zoning changes may occur no later than one year after the official plan policies come into effect.

### Recommended Policy Direction

To implement the key directions of the Clarkson Master Plan, the following policy direction and framework is recommended:

- The City should proceed with an amendment to its Official Plan that identifies a vision, guiding principles, land uses, roads, and parks. Policies should allow for small adjustments to roads and parks to account for the sequencing of development, and site-specific considerations that may arise.
- Retail and service commercial uses will be required on the ground floor of buildings located along Lakeshore Road West, Main Street and the proposed central community park as identified in the Clarkson Master Plan. Along Royal Windsor Drive, retail and service commercial uses will be encouraged.
- New housing development will integrate an affordable housing component as per the City's Inclusionary Zoning By-law and Official Plan policies.
- The proposed public road network, including Main Street, will be secured as development proceeds in the Clarkson MTSA through the development review process.
- For larger development sites, the City should consider requiring detailed demonstration plans that identify the phasing of development and infrastructure.

- To account for the phasing of development, an interim condition for Main Street is recommended as shown in Appendix 5.1.
- A central community park along Main Street is to be provided that is contiguous and publicly-accessible with the exact size, location and configuration to be determined through the development review process.
- Maps and Schedules of Mississauga Official Plan should be revised to show the recommended building height ranges, land use designations and City Structure for the Clarkson MTSA.
- Development proposals may need to be supported by various studies including:
  - Land use compatibility assessments;
  - An air quality study addendum where proposed building heights are greater than 25 storeys; and,
  - Detailed noise and vibration impact assessments.

## Proposed Boundary and Land Use Changes

### 4.1.1 Lands to Remain in the Southdown Employment Area

The lands located within the Southdown Employment Area west of the Clarkson GO Transit Station parking structure are currently designated Business Employment in the City's Official Plan as indicated on Map 15. It is recommended that these lands remain in the Southdown Employment Area and retain their current Business Employment designation.

The lands located within the Southdown Employment Area south of Royal Windsor Drive (i.e., the Clarkson Crossing Commercial Centre) are currently designated Mixed Use in the City's Official Plan, as indicated on Map 15. Through its Official Plan Review, the City of Mississauga is proposing to redesignate Mixed Use lands in Employment Areas to Employment Commercial. It is recommended that these lands remain in the Southdown

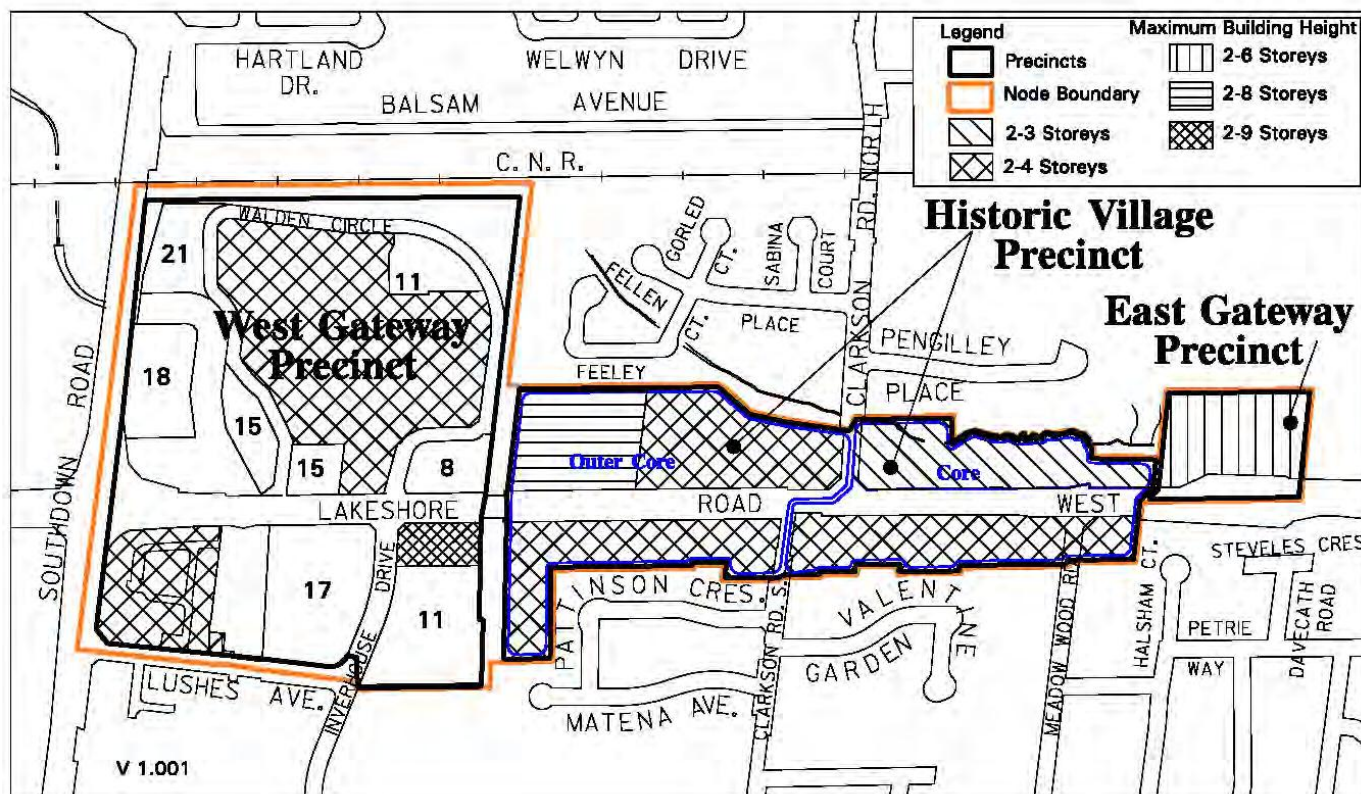


FIGURE 13 - CLARKSON VILLAGE COMMUNITY NODE PRECINCTS

Employment Area and be redesignated as Employment Commercial to align with the direction of the City's Official Plan Review.

Future consideration for removing lands that remain in the Southdown Employment Area will be subject to Official Plan policies and technical study. This will include addressing land use compatibility issues with surrounding employment uses and may require undertaking additional studies such as air quality studies.

#### **4.1.2 Lands to be Removed from Southdown Employment Area**

The lands located within the Southdown Employment Area east of the Clarkson GO Transit Station parking structure and north of Royal Windsor Drive, are currently designated either Business Employment or Mixed Use in the City's Official Plan, as indicated on Map 15. It is recommended that these lands be removed from the Southdown Employment Area.

It is also recommended that the lands designated as Business Employment be redesignated to Mixed Use, except for the property municipally known as 2133 Royal Windsor Drive. The Mixed Use designation for these lands is intended to accommodate a broader range of land uses that will support a new population, and transform the Clarkson MTSA into a mixed use, transit-supportive community.

#### **4.1.3 Lands to be included in the Clarkson Village Community Node**

The Clarkson Village Community Node is one of nine Community Nodes identified in the City's Official Plan. Related policies are outlined in Chapter 14 of the Official Plan, and address land use, transportation, parking, urban design and access. The policies aim to ensure that development enhances the existing main street character of the Node.

The Clarkson Village Community Node is divided into three precincts. Currently, the West Gateway Precinct is the only precinct that forms part of the Clarkson MTSA (east of Southdown Road). It is characterized by higher density forms of development compared to the other two Precincts to the east.

It is recommended that the Clarkson Village Community Node be expanded west of Southdown Road. The expanded Node would include the lands being removed from the Southdown Employment Area and the lands located north of the railway corridor. These lands would comprise a new 'Station Precinct' or a sub-area of the 'West Gateway Precinct' that would have appropriate land use, transportation and built form policies.

The lands located south of Lushes Avenue and east of Southdown Road are also recommended to be removed from the Clarkson-Lorne Neighbourhood and added to the Clarkson Village Community Node as shown on Map 15.

## 4.2 JUSTIFICATION FOR REMOVAL OF LANDS FROM EMPLOYMENT AREA

The lands within the Clarkson MTSA located west of Southdown Road and south of the railway are currently identified in Mississauga Official Plan as the Southdown Employment Area. The Southdown Employment Area accommodates some of the heaviest industries in the city that re-quire large sites and substantial buffering from more sensitive uses – as well as lake access. It is recommended that the City continue to support these uses as they contribute to the economic vitality of Mississauga.

Mississauga Official Plan designates lands within the Southdown Employment Area as Mixed Use or Business Employment, as identified on Map 15.

- **The Mixed-Use Designation** - The Official Plan indicates that, in addition to the uses permitted in all designations, Business Employment Uses and Motor Vehicle Commercial Uses are permitted within the Mixed Use designation only in the Dixie, Gateway, Mavis-Erindale, Northeast, Southdown and Western Business Park Character Areas. In Employment Areas, a Mixed Use designation permits retail and service commercial uses, but does not permit residential uses.
- **The Business Employment Designation** The Official Plan indicates that, in addition to the uses permitted in all designations, lands designated Business Employment will also permit uses such as: research and development, manufacturing, warehousing, distribution, wholesaling, banquet halls, commercial schools, conference centres, entertainment, recreation and sports facilities, financial institutions, overnight accommodations and restaurants. In Employment Areas, existing major offices will be permitted.

The Clarkson Master Plan has identified locations where a broader mix of uses could be accommodated by removing some lands from the Southdown Employment Area. This would allow for an appropriate mix of residential, office, and commercial uses, and support transit investments to the Lakeshore West GO Line that provides service to the Clarkson GO Transit Station.

The Region of Peel’s Official Plan policy 5.8.36 lists the criteria for evaluating the removal of lands from an Employment Area to allow for sensitive uses such as residential. The removal of lands is subject to the completion of a planning study initiated by a local municipality that addresses these criteria.

An evaluation of the criteria is provided below.

### *A) Identify the area where residential uses would be permitted*

Map 15 identifies lands within the MTSA to be removed from the Southdown Employment Area. These lands are located west of Southdown Road, north of Royal Windsor Drive, south of the rail corridor and east of the Clarkson GO Transit Station parking structure. The portions identified as “Mixed Use” and “Lands to be redesignated as Mixed Use” outside of an Employment Area would permit residential uses.

	Total Land Area	Total Land Area to be Removed	Percentage of Total Land Area
Lands comprising the Southdown Employment Area	745 ha	10 ha	1.3%
Lands within both the Southdown Employment Area and the Clarkson MTSA	30 ha	10 ha	33.3%

**B) The requirements of Policy 5.6.19.9 of this Plan**

Policy 5.6.19.9 of the Region's Official Plan states:

*Direct the local municipalities to establish policies in their official plan for each Primary and Secondary Major Transit Station Area delineated on Schedule E-5 in accordance with Section 16(16) of the Planning Act within 1 year from the date of provincial approval, to the satisfaction of the Region that addresses the following:*

*a) The minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the delineated boundary in accordance with Table 5 of this Plan;*

*b) The authorized use of land in the area and buildings and structures within the delineated boundary; and,*

*c) The minimum densities that are authorized with respect to buildings and structures in the delineated boundary.*

The proposed Concept Plan, as shown on Map 9, identifies the authorized uses of land and the planned population and jobs combined per hectare for the Clarkson MTSA. The uses include Residential, Mixed-use, Employment Business and Employment Commercial Uses. The Concept Plan envisions 15,200 persons (new and existing) and 2,400 jobs (new and existing) for a total 17,600 combined persons and jobs in total which represents a density of 215 persons and jobs combined per hectare. This exceeds the minimum density of 150 combined persons and jobs per hectare target identified for the Clarkson MTSA.

**C) Land use compatibility in accordance with provincial standards, guidelines, and procedures**

A land use compatibility study, titled "Clarkson Air Quality, Noise and Vibration and Radio Frequency Compatibility Overview Study" (2020), was completed to evaluate potential conflicts with nearby industry if sensitive land uses, including residential, were permitted in the Southdown Employment Area. The land use compatibility study was completed in accordance with provincial standards, guidelines, and procedures; and identified the need for a more in-depth air quality study and human health assessment before the introduction of residential uses in Southdown. This work was completed in 2023 and informs the recommended extent for the removal of lands from the Southdown Employment Area in the Clarkson MTSA.

**D) An overall net increase to the total jobs planned for the Employment Area within the delineated boundary**

Approximately a third of the Southdown Employment Area lands within the Clarkson MTSA is proposed to be removed to allow for a broader mix of uses (e.g. residential). For the area being removed from the Southdown Employment Area, the Clarkson Master Plan recommends the following to help achieve an overall net increase in the planned number of jobs:

- Replacement of existing non-residential uses as part of any redevelopment;
- Requirement for non-residential uses on the ground floor of new buildings along key streets; and,
- Ensuring policies and zoning permit a full-range of employment generating uses such as office, retail and service commercial uses.

*E) How the viability of adjacent Employment Areas will be protected from the impacts of sensitive land uses, including mitigation measures and at the direction of the local municipality, an assessment of various environmental considerations such as impact on local airsheds*

The Clarkson Master Plan does not recommend removal of all lands from the Southdown Employment Area in the Clarkson MTSA. Based on the findings of several technical studies (i.e., land use compatibility study, air quality study and human health assessment), the Clarkson Master Plan recommends removal of some lands from the Southdown Employment Area as shown on Map 15. Removal of lands is limited to areas with the least potential impact to industry. This will help ensure the continued viability of the Southdown Employment Area.

For lands being removed from the Southdown Employment Area, the technical studies also identified typical mitigation measures and recommended further assessment as part of the development review process.

*F) The mix and ratio of jobs by type (e.g. office, manufacturing, institutional)*

The development of a mixed use neighbourhood, and the preservation of much of the existing Southdown Employment Area in the delineated MTSA boundary ensures a diversity and mix of jobs, both existing and new that includes office, manufacturing and commercial jobs.

*G) That higher order transit is planned for the Major Transit Station Area within the planning horizon*

Metrolinx will be upgrading the Lakeshore West GO Expansion line offering two-way-all day service between Union and Hamilton Stations.

*H) The development of complete communities and transit-supportive densities including employment uses*

The Clarkson Master Plan proposes to introduce a mix of uses, including residential and non-residential uses, parks, streets, and pedestrian connections which will serve existing and future residents and contribute to complete communities. The Concept Plan (Map 9) would accommodate 215 people and jobs per hectare.

*I) Demonstrate how transit-supportive employment densities will be achieved*

The Demonstration Plan provides a potential scenario for development that identifies land uses, buildings, roads, and parks. This has been used to generate a future density scenario of 215 persons and jobs combined per hectare, which exceeds the minimum density target for the Clarkson MTSA of 150 persons and jobs combined per hectare. Recommended changes to land uses would require retail and service commercial uses on the ground floor. The Clarkson Master Plan recommends a maximum building height of 25 storeys to accommodate additional growth.



## Land Use Compatibility

Development within the Clarkson MTSA is required to undertake various studies including:

- A land use compatibility assessment.
- Dispersion modelling assessment (prior to decision-making on sensitive land uses within employment areas).
- Air quality monitoring program (prior to decision-making on sensitive land uses within employment areas).
- Detailed Noise and Vibration Impact Assessment.

A development application was received in 2022 for lands that are currently designated for employment uses. The lands are generally located northwest of the Southdown and Royal Windsor Drive intersection where the now closed Scooter's Roller Palace used to operate.

An air quality study and human health assessment was completed to evaluate the levels of air pollution from nearby industrial operators, and their potential harmful effects on future residents. These assessments concluded that:

- The primary source of pollution levels are transportation related and are coming from nearby roads and highways;
- That pollution levels are similar to those experienced by other areas of the Greater Toronto Area; and,
- The frequency and source of pollution are not sufficiently elevated to prohibit residential development for the lands subject to the development application.

All of this work was reviewed by team of experts that included Dillon Consulting, the Ministry of Environment, Peel Public Health, the City's own Environment Division and representatives from local industry such as CRH Cement and Petro Canada.

It should be noted that potential impacts stemming from the pandemic were considered, including adopting a conservative approach to the data and making upward adjustments to pollution levels to account for reductions in traffic.

## Recommended Official Plan Amendment

- Proceed with an OPA that will include vision, guiding principles, land use designations, roads, parks. Policies should allow for small adjustments to roads and parks to account for the sequencing of development, and site-specific considerations that may arise.
- For lands that are being removed from the Employment Area, include a policy that an air quality study addendum will be required for applications proposing heights greater than 25 storeys (WSP air quality study assumed 25 storey buildings without a density cap).
- For RioCan lands (Clarkson Crossing Shopping Centre) re-designate to a more appropriate designation – e.g. Employment Commercial.
- The industrial multiple site located west of the proposed Main Street is recommended to be removed from the Employment Area. However, the existing Business Employment designation should remain to recognize existing uses and provide transition to heavier employment uses to the west.
- Require retail and service commercial uses on the ground floor for buildings located along Main Street and around the central park, as identified on the Concept Plan.
- Require new housing development to integrate an affordable housing component (as per the City's Inclusionary Zoning By-law).

## 4.3 URBAN DESIGN GUIDELINES, ZONING, SITE PLAN CONTROL, COMMUNITY BENEFITS & BUSINESS IMPROVEMENT AREA

Following the approval of the Official Plan Amendment, the City should use its Zoning By-law, Site Plan Control and Community Benefits Charge tools to help implement the key directions of the Clarkson Master Plan. The City's Urban Design Guidelines should be updated following the boundary changes to the Clarkson Village Community Node. The City should also explore expanding the Clarkson Village Business Improvement Area (BIA).

### Urban Design Guidelines

The City's Urban Design Guidelines for Lakeshore Road West - Clarkson Village reinforces the City's policies and vision of Clarkson Village. It provides additional guidance to ensure a high quality of urban design is achieved.

It is recommended that the City revise the Lakeshore Road West - Clarkson Village Urban Design Guidelines to include the boundary changes to the Clarkson Village Community Node and urban design standards.

### Zoning By-law

The changes to the land use designations and the removal of lands from the Southdown Employment Area will require an amendment to the City's Zoning By-law. It is recommended that the City pre-zone the lands concurrently with the Official Plan Amendment, or shortly thereafter. Alternatively, zoning updates can occur no later than one year after the official plan policies come into effect, as per the Planning Act.

### Site Plan Control

Site Plan Control may be used by the City in accordance with the Planning Act as a means of achieving well-designed, functional, accessible, safe, sustainable built form and public space. Site Plan Control is one of the key tools for implementing the City's policies on urban design. Site Plan Control/ Approvals shall be consistent with all applicable studies, master plans, guidelines and standards approved by the City.

In addition to the provisions of the Zoning By-law, and where different land uses or building types abut each other, transitional features may be required through Site Plan Control, to mitigate potential adverse impacts between developments and to ensure compatible development through visual screening, landscaping, fencing and other forms of buffering. Except as prohibited by legislation, Site Plan Control may be used by the City to ensure:

- Adherence to proper development standards including the provision of adequate public walkways, stairs, elevators and escalators to which members of the public have access from streets, open spaces and interior walkways in adjacent buildings and facilities designed for accessibility for persons with disabilities;
- Safe and efficient movement of both vehicular and pedestrian traffic related to the exterior of a development and the surrounding area, including the relationship of proposed buildings to adjacent buildings, streets, and exterior areas to which members of the public have access;
- Functional and attractive on-site facilities such as landscaping, lighting and garbage facilities are provided and maintained;
- Conveyance of any required lands or easements to the municipality for maintenance or improvements of drainage works, watercourses, public utilities, roadways or similar undertakings;

- Control of the massing and conceptual design of buildings;
- Proper grading, storm drainage and maintenance in regard to surface water and erosion;
- Control of sustainable design elements on any adjoining highway under a municipality's jurisdiction, including without limitation, the use of native plants, trees, shrubs, hedges, and other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle facilities; and,
- Any other controls permitted by legislation.

## Community Benefits/Parkland Dedication

The City's Parkland Conveyance By-law (By-law 0137-2022) was approved by City Council on June 22, 2022 and is under appeal at the Ontario Land Tribunal. Bill 23, More Homes Built Faster Act, 2022 (Bill 23) received Royal Assent on November 28, 2022. Medium and high-density residential parkland determinations are being completed in accordance with S.42 and S.51.1 of the Planning Act as amended by Bill 23 which includes a cap on parkland conveyance or cash-in-lieu of parkland of 10% for sites less than 5 hectares and 15% for sites greater than 5 hectares.

On June 22, 2022, City Council approved its first Community Benefits Charge (CBC) By-law 0134-2022 and Community Benefits Charge Strategy. The City charges 4% of the development land value as of the day before the building permit is issued. The City's CBC By-law has several exclusions including uses such as retirement homes, non-profit housing, college, and universities among others, which are not subject to the charge.

## Business Improvement Area (BIA)

BIAs allow local businesses and commercial property owners to organize, finance and carry out physical improvements and promotion. They typically oversee the improvement, beautification and maintenance of buildings, structures, and the public realm within a BIA, and promote the area as a place of business and for shopping. Businesses within a BIA are considered members and pay a levy to fund BIA activities.

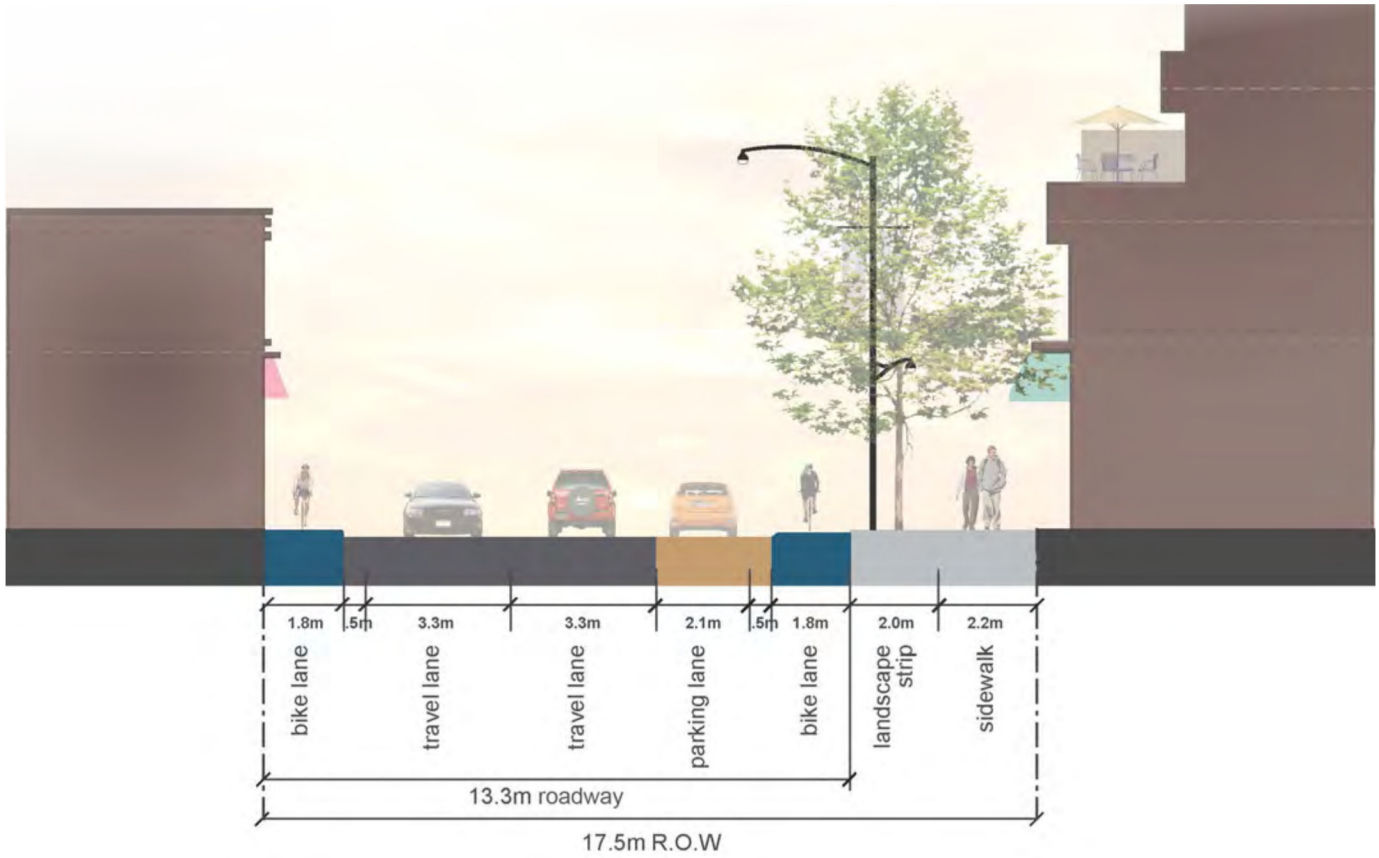
The Clarkson Village BIA comprises over 140 diverse businesses generally along Lakeshore Road West within the Clarkson Village Community Node. With the addition of a new Main Street within the Clarkson MTSA west of Southdown Road, there is an opportunity to expand the BIA to comprise the businesses that are envisioned along this street. This would help promote a unified identity for Clarkson Village and support a coordinated economic development strategy.





# 5 APPENDICES

## 5.1 MAIN STREET INTERIM CONDITION



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# CLARKSON GO

Major Transit Station Area (MTSA)

MASTER PLAN

