



## MOP 2051 – Clarkson GO MTSA Policy Updates

### Notes:

Existing policies are shown in the black text. Proposed new changes are shown in the red text or a red box. Proposed deletions to existing policies are shown as strikeouts.

Deleted text shown in ~~double-strikeouts~~ are moved to another section of the document.

Section breaks are shown as a closed bracket ] in this document.

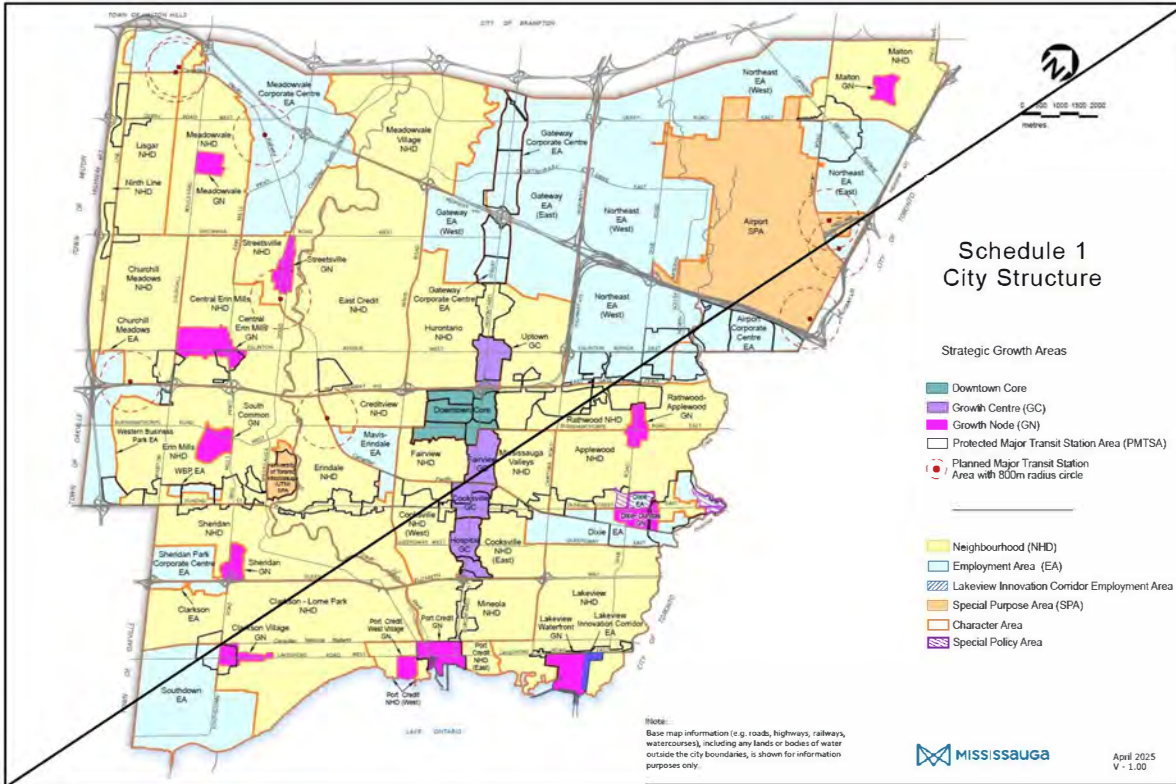
# Mississauga Official Plan 2051

CHAPTER

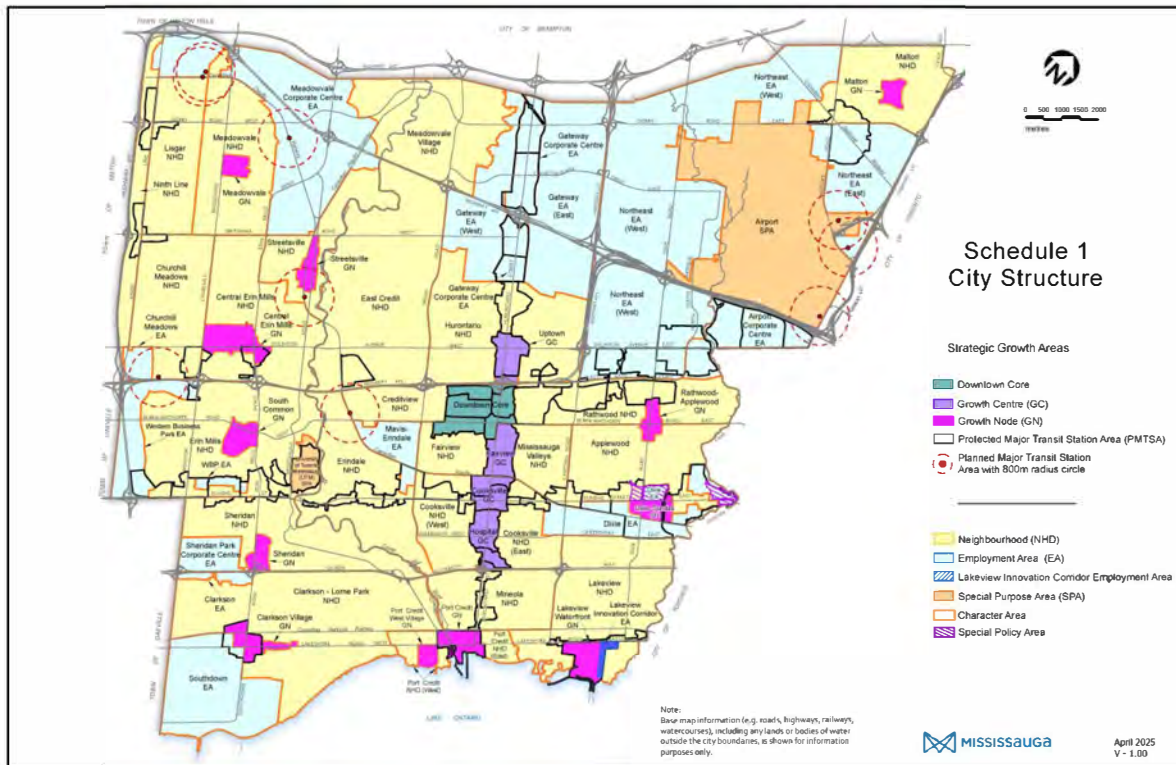
# 3

## Directing New Development





Map 3-1: Strategic Growth Areas

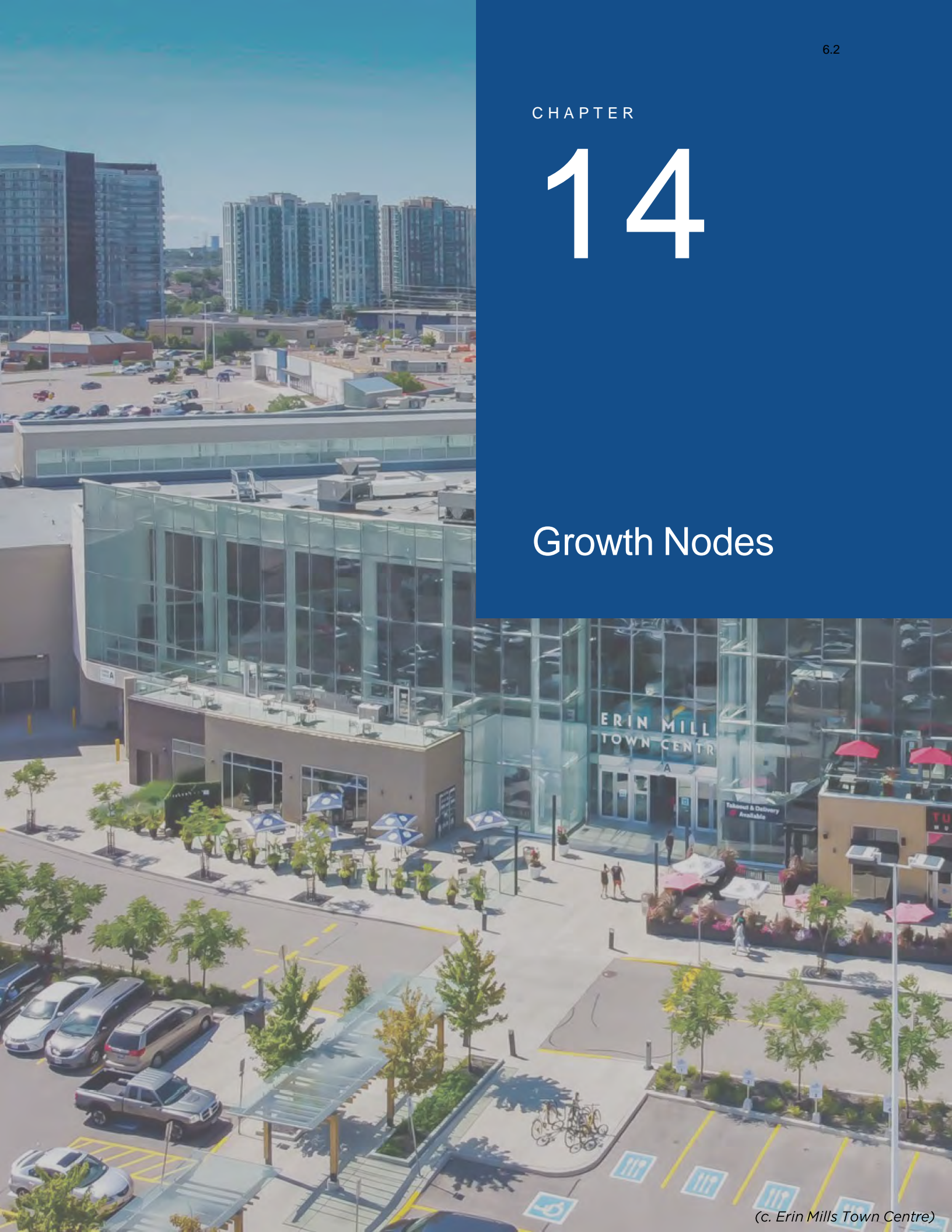


Map 3-1: Strategic Growth Areas

CHAPTER

# 14

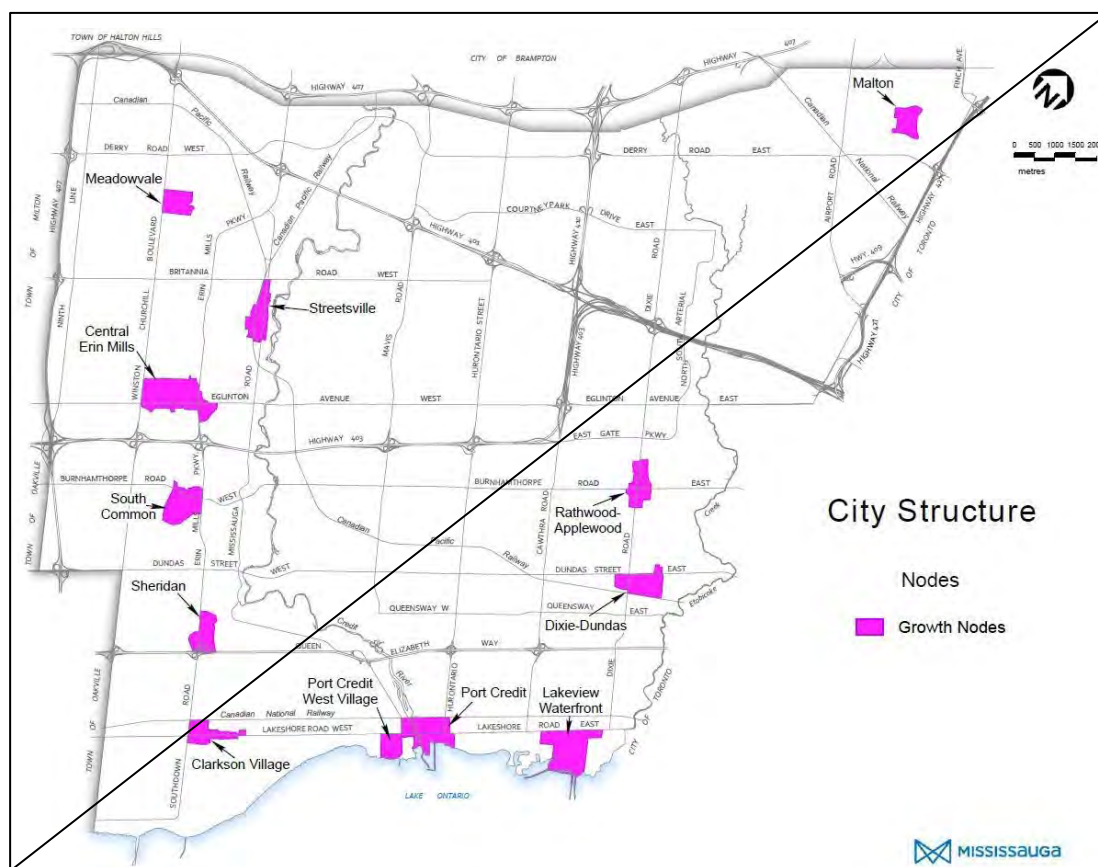
## Growth Nodes



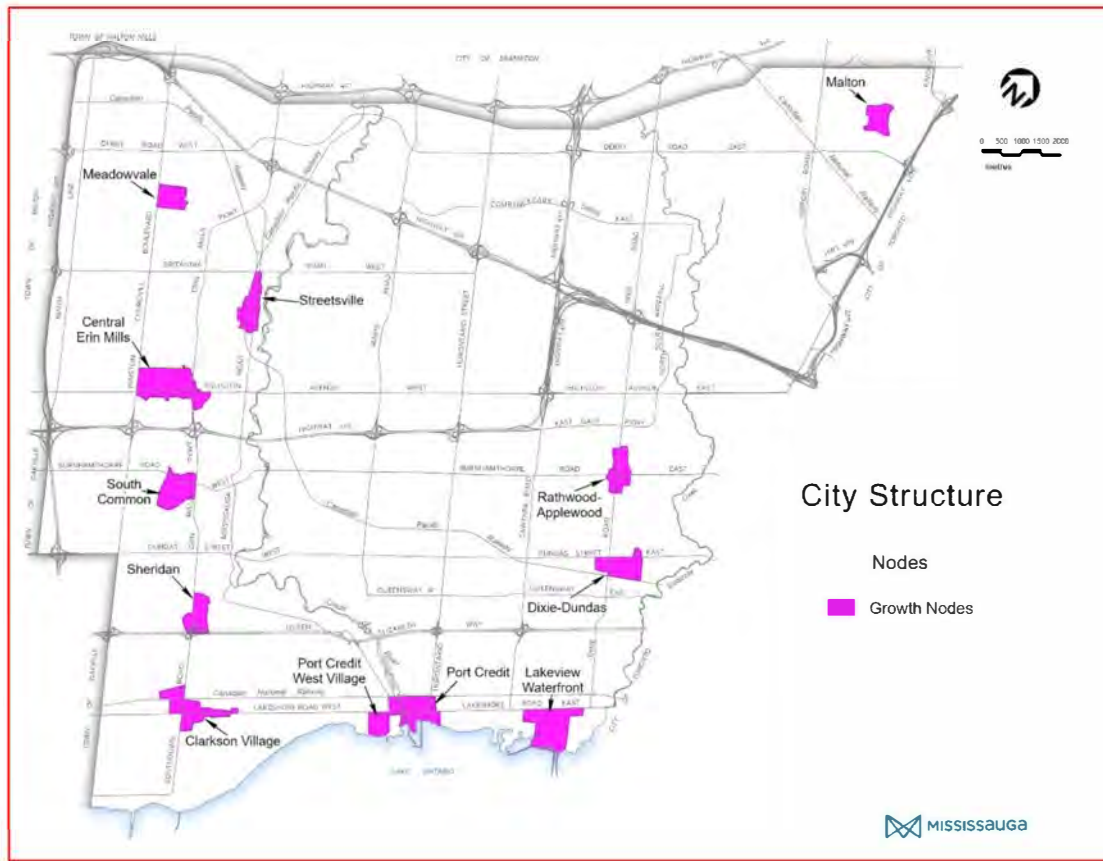
(c. Erin Mills Town Centre)

# 14.1 Introduction

Growth Nodes are a key component of Mississauga's *Strategic Growth Areas*. They are intended to accommodate future growth and development while making efficient use of land and infrastructure. Mississauga's Growth Nodes will be attractive mixed use areas, developed at densities that are sufficiently high to support *frequent transit* and a variety of services and amenities. Development in the Growth Nodes will support the achievement of *complete communities* with the provision of diverse employment opportunities, ample *community infrastructure*, amenities, and a range of *housing options* where permitted by the policies of this Plan.



Map 14.1: Growth Nodes



Map 14.1: Growth Nodes

## 14.2 Growth Nodes

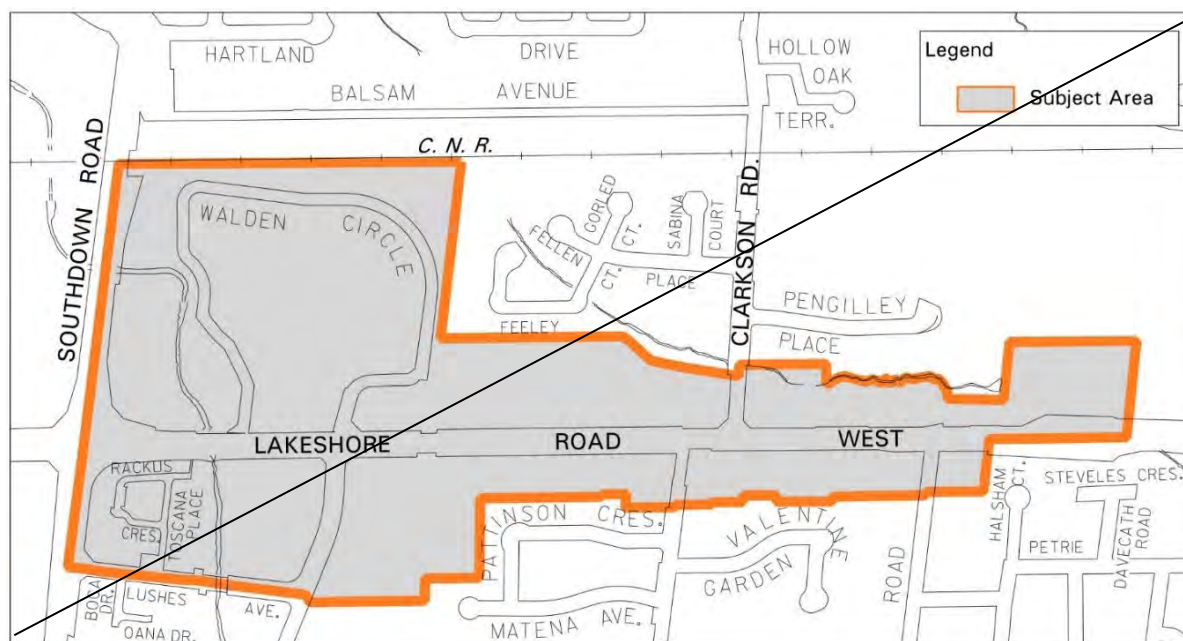
Growth Nodes are planned as prominent centres of mixed use activity with a variety of employment opportunities, such as office, retail and institutional jobs. It is also anticipated that Growth Nodes will provide a variety of higher density housing for people throughout the different phases of their lifecycle and for a variety of income groups. Many of the Growth Nodes are already developing into compact, mixed use, walkable communities. Each Growth Node has unique characteristics and will continue to evolve into healthy, sustainable *complete communities* with a more urban, and pedestrian-friendly form. The following sections contain policies that apply to each Growth Node.

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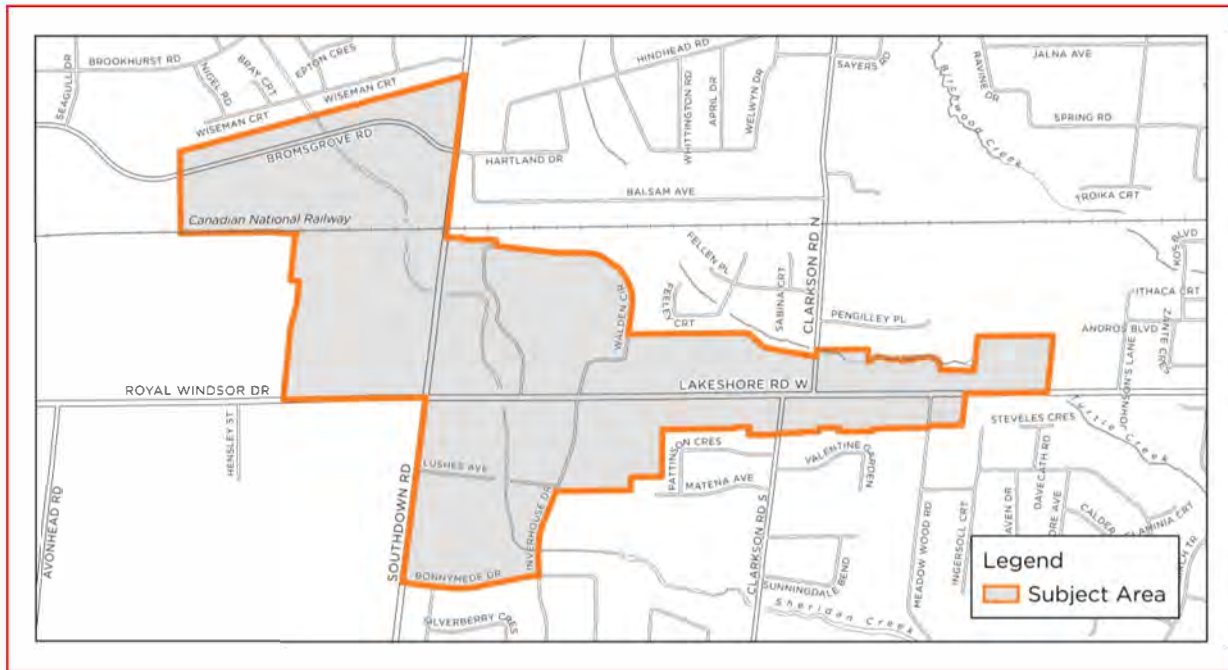
### 14.2.2 Clarkson Village

The West Gateway Precinct of the Clarkson Village Growth Node is located within the Clarkson GO **Protected Major Transit Station Area** as shown on Schedule 1: City Structure and identified on Schedule 8: **Protected Major Transit Station Areas**.

14.2.2.1 The Clarkson Village Growth Node, located in southwest Mississauga, is comprised of the East Gateway, Historic Village, and West Gateway Precincts. It also includes a portion of the Clarkson GO **Protected Major Transit Station Area**.



Map 14-2.2: Clarkson Village Growth Node Character Area



Map 14-2.2: Clarkson Village Growth Node Character Area

#### 14.2.2.1 Urban Design Policies

#### 14.2.2.2 Shared Community Vision and Focus

~~14.2.2.1~~ Clarkson Village Growth Node is to transition into a pedestrian friendly and *transit-supportive* community full of activity places and gathering spaces, with a mainstreet atmosphere found amidst new, contemporary, mixed use, development paying tribute to the Village's heritage and character.

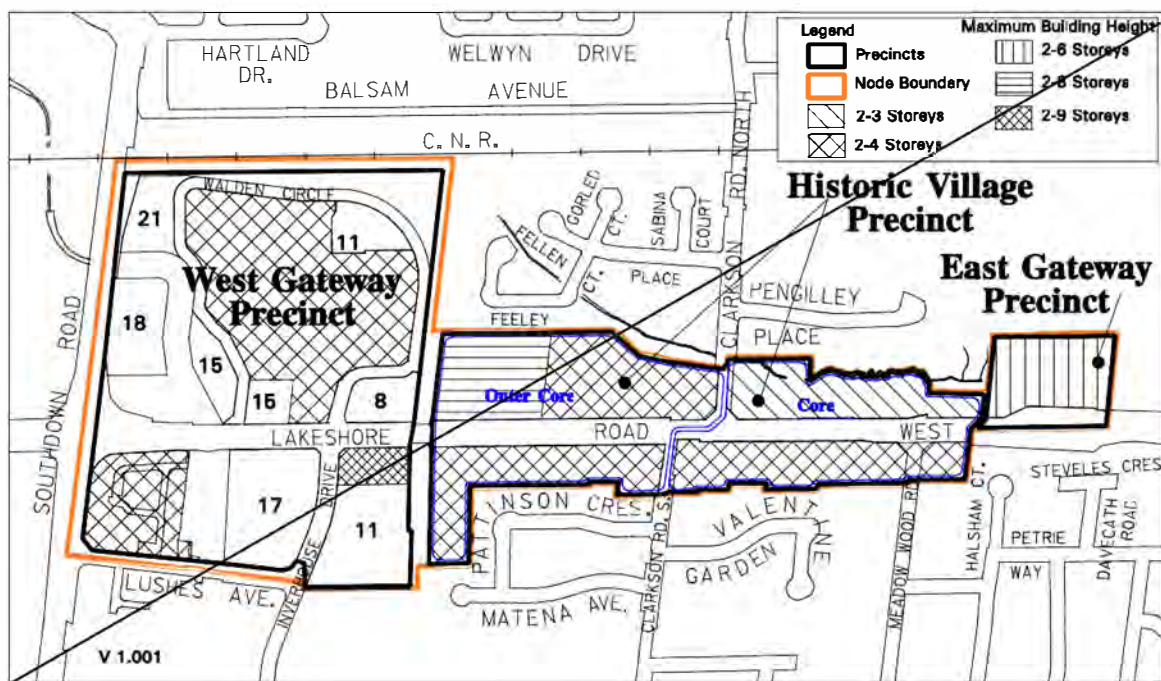
#### 14.2.2.3 General Policies

~~14.2.2.1.2~~ **14.2.2.3.1** The Clarkson Village Growth Node will be the focus of activity for the surrounding Clarkson-Lorne Park Neighbourhood, combining residential uses, cultural activities, shopping, dining, commerce and recreation.

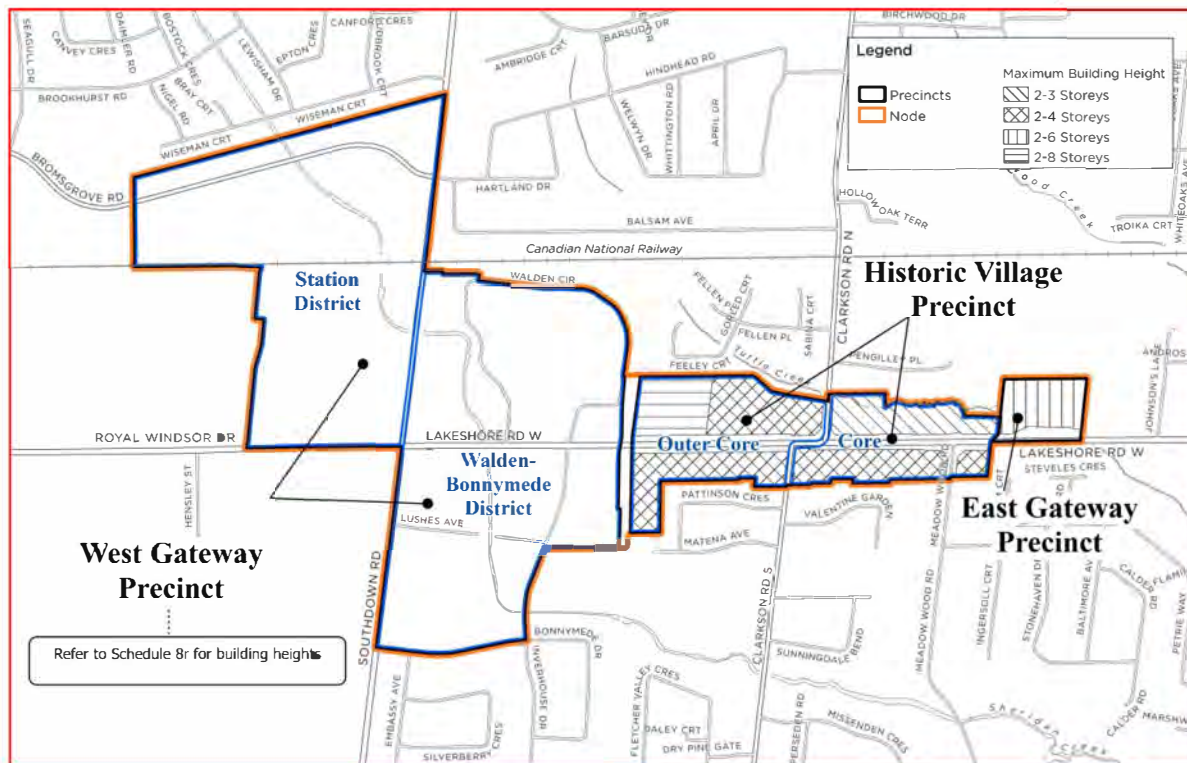
~~14.2.2.1.3~~ **14.2.2.3.2** Precincts have been identified as shown on Map 14-2.2.1: ~~Precinct Areas~~ Clarkson Village Growth Node - **Precinct Areas and Maximum Building Heights**, to reflect the character of different areas and permitted heights within the Growth Node.

~~14.2.2.1.4~~ **14.2.2.3.3** Development will be in accordance with minimum and maximum height limits as shown on Map 14-2.2.1: ~~Precinct Areas~~ Clarkson Village Growth Node - **Precinct Areas and Maximum Building Heights**. Permitted heights within the West Gateway Precinct are as shown on Schedule 8r: **Protected Major Transit Station Areas**.

~~14.2.2.1.5~~ Development will be compatible with and enhance the Village character as a distinct established community by integrating with and transitioning to the adjacent ~~Clarkson-Lorne Park Neighbourhood~~.



Map 14-2.2.1: Precinct Areas-Clarkson Village Growth Node Character Area



Map 14-2.2.1: Clarkson Village Growth Node - Precinct Areas and Maximum Building Heights

~~14.2.2.1.6~~ Development will incorporate a high level of urban design, pedestrian amenity, landscaping and will be of a compact form to ensure a strong sense of place, a high quality **streetscape** and reinforce the Clarkson Village Growth Node as the centre of activity for the area.

~~14.2.2.1.7~~ Built form will be located close to the street, with a two to three storey street wall. Where additional height is permitted, it will be stepped back from the street wall to minimize shadowing, maximize skyviews, maintain a desirable **streetscape** and ensure new development is consistent and compatible with the existing building fabric.

#### 14.2.2.4 Precinct Areas

~~14.2.2.1.8~~ **14.2.2.4.1** New development along Lakeshore Road West will be located close to the street and promote a continuous street wall.

##### 14.2.2.4.2 East Gateway Precinct

**14.2.2.4.2.1** Mississauga will encourage a symbolic gateway feature on Lakeshore Road West, west of Johnson's Lane to define the entry and exit from the Clarkson Village Growth Node.

**14.2.2.4.2.2** At grade, street related retail, commercial, restaurants and office uses are encouraged. Mixed use buildings will be located close to the street to ensure a pedestrian oriented environment.

##### 14.2.2.4.3 Historic Village Precinct

**14.2.2.4.3.1** Development will be compatible with and enhance the Village character as a distinct established community by integrating with and transitioning to the adjacent Clarkson-Lorne Park Neighbourhood.

~~14.2.2.1.9~~ **14.2.2.4.3.2** New development will encourage a pedestrian oriented **streetscape** and a walkable community, preserve elements along the edge of Turtle Creek to connect to the parking areas and the shopping street and to encourage the visual enjoyment and surveillance of this natural creek feature.

~~14.2.2.1.10~~ **14.2.2.4.3.3** Residential uses will not be permitted on the ground floor adjacent to Lakeshore Road West.

~~14.2.2.1.11~~ **14.2.2.4.3.4** Large format retail development will be discouraged.

~~14.2.2.1.12~~ **14.2.2.4.3.5** Lands located at the northwest corner of Lakeshore Road West and Clarkson Road North are encouraged to redevelop as a focal point of the Clarkson Village Growth Node.



Figure 14.1. The main street along Lakeshore Road West within Clarkson Village is host to a variety of retail stores, restaurants and services. (c. Tourism Mississauga)

~~14.2.2.1.13~~ 14.2.2.4.3.6 Where an above-grade structure is provided, it will be located to the rear of an active building facade, will be no more than two storeys in height and will not be visible from public streets. Where above-grade parking structures are visible from adjacent lands, they will utilize appropriate finish materials and be of a high architectural quality.

#### 14.2.2.4.4 West Gateway Precinct (Station and Walden-Bonnymede Districts)

The West Gateway Precinct is located entirely within the Clarkson GO *Protected Major Transit Station Area* and identified on Schedule 8: *Protected Major Transit Station Areas*. It is adjacent to the Southdown Employment Area where a variety of industrial uses operate and are permitted. The introduction of new housing and other *sensitive* uses will be balanced with maintaining the long-term economic viability of surrounding employment uses.

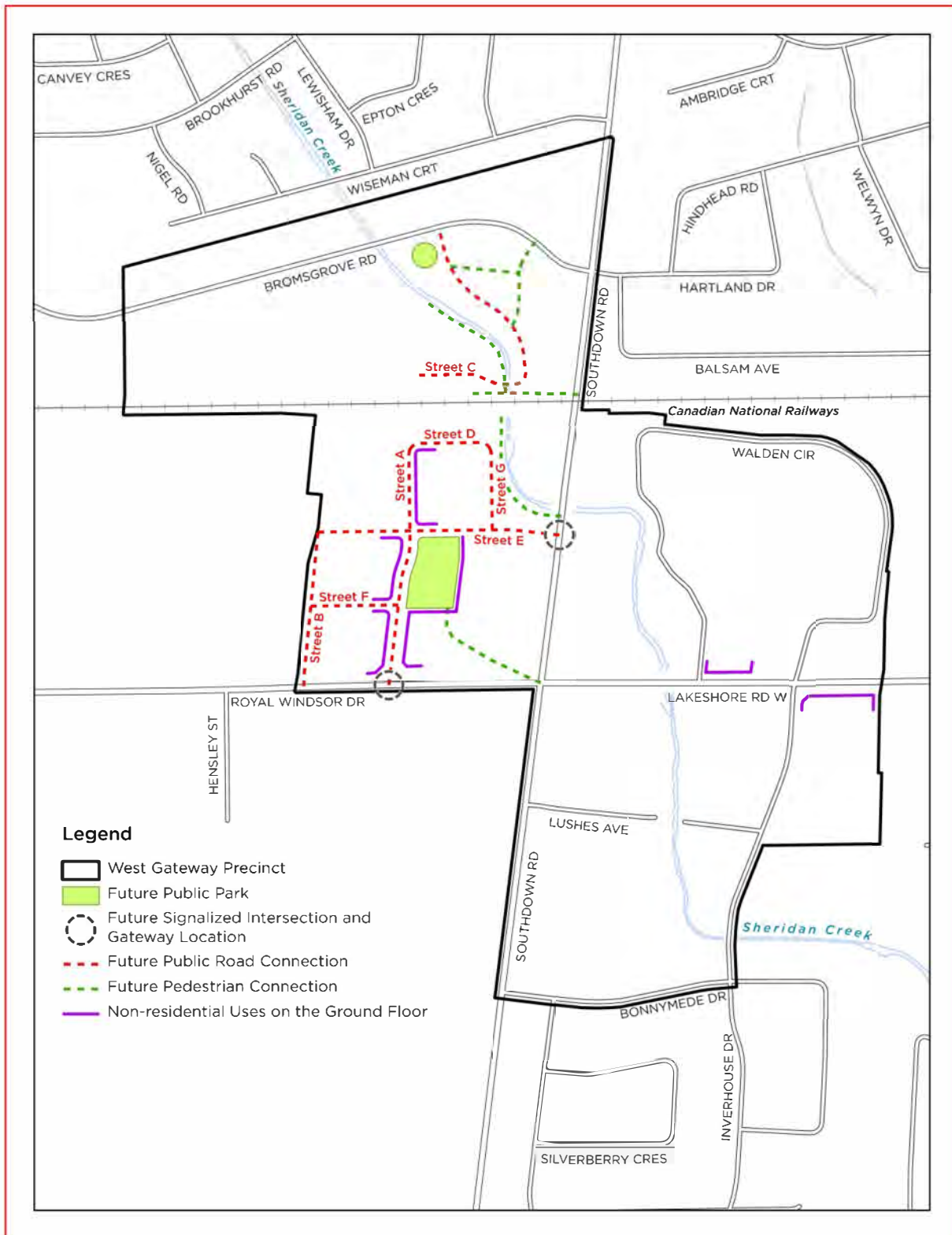
##### Vision and Guiding Principles

14.2.2.4.4.1 The West Gateway Precinct will transform into a vibrant, sustainable, complete and mixed-use community with an animated public realm centred around the Clarkson GO Transit Station. Living, working and playing will be supported and enhanced by new housing and employment opportunities, community facilities and a connected network of parks and open spaces that complement the natural environment.

A centrally located park and a new north-south main street will serve as a focal gathering place and provide access to services and amenities. The area will develop with a transit supportive built form and improved connectivity that makes walking and cycling safer and more convenient.

14.2.2.4.4.2 The development of the West Gateway Precinct is based on the following key guiding principles:

1. Establish a hierarchy of well-connected and accessible parks and public spaces to support cultural, civic and community life throughout the year.
2. Create vibrant and animated streets that support community life and all modes of transportation.
3. 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.
4. Promote a mix of jobs and uses, including a range of housing options and unit sizes, *affordable* housing and opportunities for retail, commercial, employment and community uses.
5. Protect and enhance natural features while broadening opportunities for public access, enjoyment, education and stewardship.
6. Design high-quality buildings that incorporate green building standards and best practices, and respect and complement the character of Clarkson Village.



## Parks, Trails and Walkways

14.2.2.4.4.3 A centrally located public park will be of sufficient size to serve as a key destination for the community and be designed to:

- a. be publicly accessible and support a range of recreational and social activities with frontage on Street 'A'; and
- b. be developed as a contiguous element.

14.2.2.4.4.4 The location, configuration and size of parks will be determined through the development application process.

14.2.2.4.4.5 Future pedestrian connections will be well-designed and include naturalized features to improve the public realm and link new and existing neighbourhoods to community amenities and the Clarkson GO Transit Station.

14.2.2.4.4.6 An extended pedestrian trail connection along the Sheridan Creek south of the rail and hydro corridors to the Nine Creeks Trail will be explored to improve pedestrian connectivity and enhance the Sheridan Creek corridor as a natural feature with consideration for:

- a. a widened, consistently paved, barrier free travel path;
- b. pedestrian seating and viewing opportunities;
- c. wayfinding or interpretive signage; and
- d. enhanced edge plantings and naturalized creek edges.

14.2.2.4.4.7 Sheridan Creek is an important *watershed* in Mississauga that supports a warmwater fish habitat and is connected to upland woodlands. Development adjacent to Sheridan Creek should protect and enhance the corridor as a naturalized green space using measures such as native plant materials and non-invasive species.

## Transportation

14.2.2.4.4.8 The future public street network identified on Map 14-2.2.2 will be achieved through development. Future additions to the street network will include:

- a. Street 'A' (main street) that connects Royal Windsor Drive northerly to Street 'D';
- b. Street 'B' that connects Royal Windsor Drive northerly to Street 'E';
- c. Street 'C' that connects Bromsgrove Road to the north side of the railway;
- d. Street 'D' that connects Street 'A' easterly to Street 'G';
- e. Street 'E' that connects Street 'B' easterly to Southdown Road;
- f. Street 'F' that connects Street 'B' easterly to Street 'A' (main street); and
- g. Street 'G' that connects Street 'E' northerly to Street 'D'.

14.2.2.4.4.9 The exact location, configuration, design and access requirements for streets will be determined through the development application review process and in consultation with Metrolinx where applicable.

14.2.2.4.4.10 The existing bus transit terminal forms part of the interregional *transportation system* providing access to GO Transit service and multi-jurisdictional bus routes. To accommodate growth in ridership, a larger bus transit terminal will be required. The preferred location for an expanded bus transit terminal is north of the rail corridor and west of Southdown Road. The exact location of the bus transit terminal will be determined in consultation with Metrolinx.

14.2.2.4.4.11 A wider road right-of-way width of 20 m - 26 m will be required for portions of Street C that are planned to accommodate buses.

#### Urban Design

14.2.2.4.4.12 The greatest building heights will be located adjacent to the Clarkson GO Transit Station, west of Southdown Road, and north and south of the rail corridor. Heights will transition down to adjacent lower scale development and the Walden-Bonnymede District.

~~14.2.2.1.14 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 Precinct.~~

~~14.2.2.1.15~~ 14.2.2.4.4.13 Mixed use buildings will be located close to the street to ensure designed to contribute to a pedestrian oriented environment and create animated vibrant streets and public spaces.

14.2.2.4.4.14 Street 'A' will be developed as a walkable main street with a strong sense of place. Development will support a distinct, high quality built form, public realm, landscaping and pedestrian and cycling amenities.

14.2.2.4.4.15 On lands designated Mixed Use, development abutting Street 'A' and Lakeshore Road West will:

- a. create continuous at-grade retail and service commercial frontages;
- b. frame and animate streets and public spaces, with active building frontages including storefronts; and
- c. provide principal entrances directly accessible from the public sidewalk.

14.2.2.4.4.16 Development with retail and service commercial uses should provide a mix of unit sizes to accommodate a variety of businesses.

14.2.2.4.4.17 Development adjacent to the centrally located park will:

- a. have active frontages on the ground floor abutting the park;
- b. locate parking, servicing and loading away from the park boundaries; and
- c. maximize sun exposure onto the park.

14.2.2.4.4.18 Development should provide streetwall continuity and enclosure to the street while maximizing views onto parks and open spaces.

~~14.2.2.1.16 Mississauga will encourage a symbolic gateway feature on Lakeshore Road West, east of Southdown Road to define the entry and exit from Clarkson Village Growth Node.~~

14.2.2.4.4.19 Buildings will be designed and located to incorporate a *podium* height of generally three to six storeys to achieve a pedestrian-oriented environment, create a human scale and height variation at the street level. Variations in *podium* heights and setbacks should enrich the visual experience and provide a dynamic streetwall.

14.2.2.4.4.20 Symbolic gateway features will define a sense of arrival and place, in combination with public art and an enhanced public realm.

14.2.2.4.4.21 A landmark building located at the northwest corner of Royal Windsor Drive and Southdown Road should promote design excellence and integrate public art and signage.

#### Land Uses

14.2.2.4.4.22 Lands designated Mixed Use will:

- a. permit *major office*;
- b. permit stand-alone residential and non-residential buildings; and
- c. provide non-residential uses on the ground floor where the building is immediately adjacent to Street 'A', the centrally located public park and Lakeshore Road West, as identified on Map 14-2.2.2 and in accordance with Policy 10.2.6.4 of this Plan.

14.2.2.4.4.23 New *sensitive land uses* will be compatible, maintain appropriate separation distances and mitigate adverse impacts with surrounding employment uses.

14.2.2.4.4.24 Notwithstanding the policies of this Plan, development in the Station District proposing *sensitive* land uses with building heights greater than 25 storeys will be subject to an air quality evaluation to the satisfaction of the City.

#### Implementation

14.2.2.4.4.25 Development will occur by way of a plan of subdivision, where appropriate, to determine the provision and location of proposed parkland and the detailed alignment of public streets.

14.2.2.4.4.26 Development applications will include, among other items, a detailed phasing plan to ensure development occurs in a logical manner and provide timely delivery of *infrastructure* improvements to service the growth.

14.2.2.4.4.27 Air quality studies, when required, will use the most technically advanced model approved by the Province.

#### ~~East Gateway Precinct~~

~~14.2.2.117 Mississauga will encourage a symbolic gateway feature on Lakeshore Road West, west of Johnson's Lane to define the entry and exit from the Clarkson Village Growth Node.~~

~~14.2.2.118 At grade, street-related retail, commercial, restaurants and office uses are encouraged. Mixed-use buildings will be located close to the street to ensure a pedestrian-oriented environment.~~

#### ~~14.2.2.2 Land Use~~

~~14.2.2.2.1 Notwithstanding the policies of this Plan, drive-through facilities will not be~~

~~permitted.~~

#### ~~14.2.2.3~~ **14.2.2.5 Transportation, Access and Parking**

~~14.2.2.3.1~~ **14.2.2.5.1** No major changes to Clarkson Road will be undertaken except minor channelization, reconstruction, provision of cycling *infrastructure*, bus bay construction, and improvements of a similar nature.

~~14.2.2.3.2~~ **14.2.2.5.2** Notwithstanding the classification of Clarkson Road, this street will be limited to no more than two through lanes.

~~14.2.2.3.3~~ **14.2.2.5.3** Mississauga will encourage and promote better utilization of the existing parking inventory within the Clarkson Village Growth Node through discussions with the members of the Clarkson Village Business Improvement Area.

~~14.2.2.3.4~~ **14.2.2.5.4** On-site parking will not be permitted between the streetwall and the street.

~~14.2.2.3.5~~ **14.2.2.5.5** Mississauga will encourage on-street lay-by parking and the provision of well lit, on-site parking located at the rear of buildings with clear visibility and sight lines through to Lakeshore Road West.

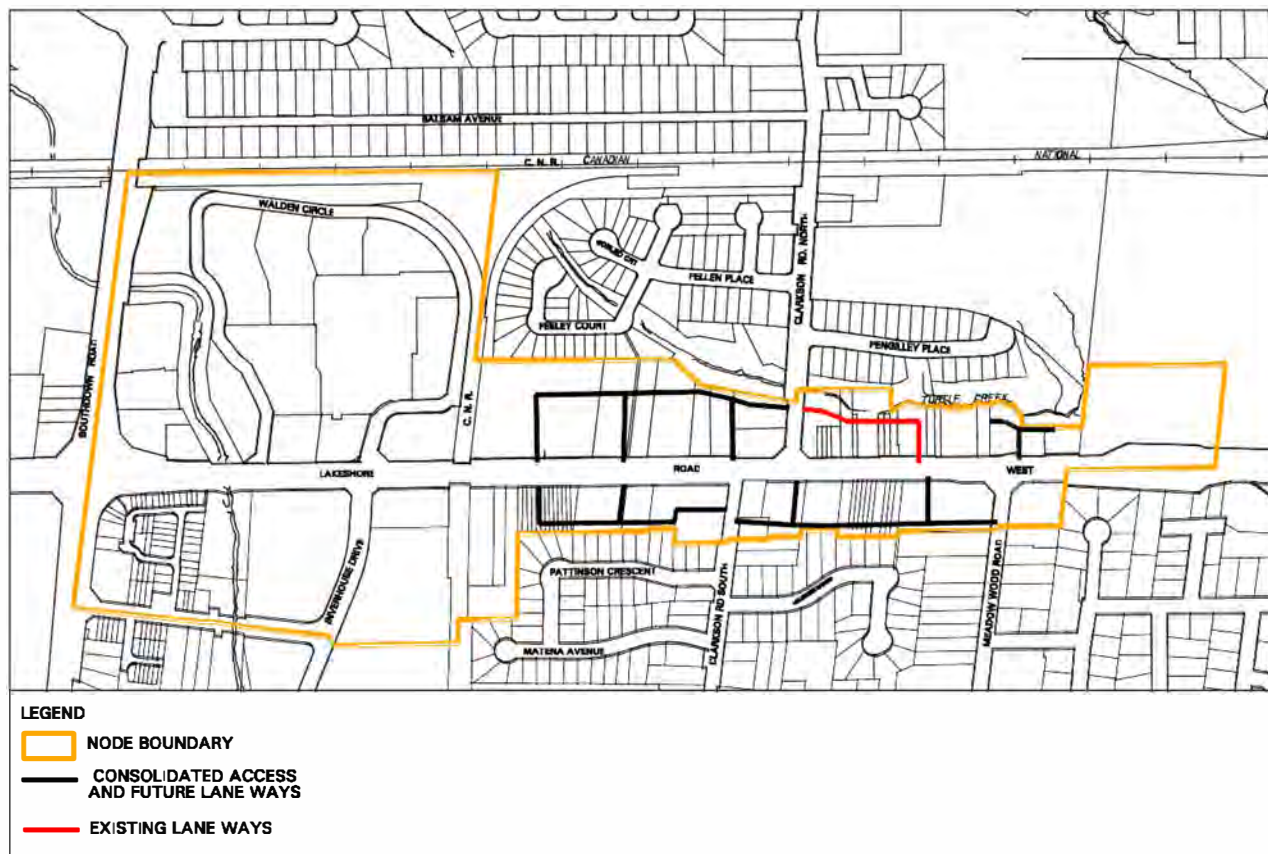
~~14.2.2.3.6~~ **14.2.2.5.6** Development within the Clarkson Village Growth Node will implement the general intent of Map ~~14.2.2.2~~ **14-2.2.3: Access Management Plan - Clarkson Village Growth Node** and will:

- a. eliminate and/or consolidate vehicular access connections to and from Lakeshore Road West to reduce vehicle turning movements onto and direct traffic towards signalized intersections;
- b. facilitate the creation of a publicly accessible laneway system by granting public use easements over internal driveways to facilitate access to and from abutting lands to the east and west and to consolidate vehicular access connections to Lakeshore Road West;
- c. contribute a proportionate share towards the construction of a continuous centre median along Lakeshore Road West; and
- d. where the ultimate condition cannot be accommodated, interim solutions will be accommodated to ensure that vehicular access rights are maintained and appropriate interim agreement will be executed to ensure the ultimate condition will be achieved.

~~14.2.2.3.7~~ **14.2.2.5.7** Where surface parking is being provided at the rear of buildings, communal parking spaces accessed from the public laneway system will be encouraged.

~~14.2.2.3.8~~ **14.2.2.5.8** Through the development review and approval process, developers will be responsible for the construction of on-street lay-by parking in accordance with the Council adopted Lakeshore West Clarkson Village Urban Design Guidelines.

~~14.2.2.3.9~~ **14.2.2.5.9** A dedicated cycling route will be provided along Lakeshore Road West.



Map 14-2.2.23: Access Management Plan-Clarkson Village Growth Node Character Area

### 14.2.2.6 Urban Design

14.2.2.1.6 **14.2.2.6.1** Development will incorporate a high level of urban design, pedestrian amenity, landscaping and will be of a compact form to ensure a strong sense of place, a high quality streetscape and reinforce the Clarkson Village Growth Node as the centre of activity for the area.

14.2.2.1.7 **14.2.2.6.2** Built form will be located close to the street, with a two to three storey streetwall. Where additional height is permitted, it will be stepped back from the street wall to minimize shadowing, maximize skyviews, maintain a desirable streetscape and ensure new development is consistent and compatible with the existing building fabric.

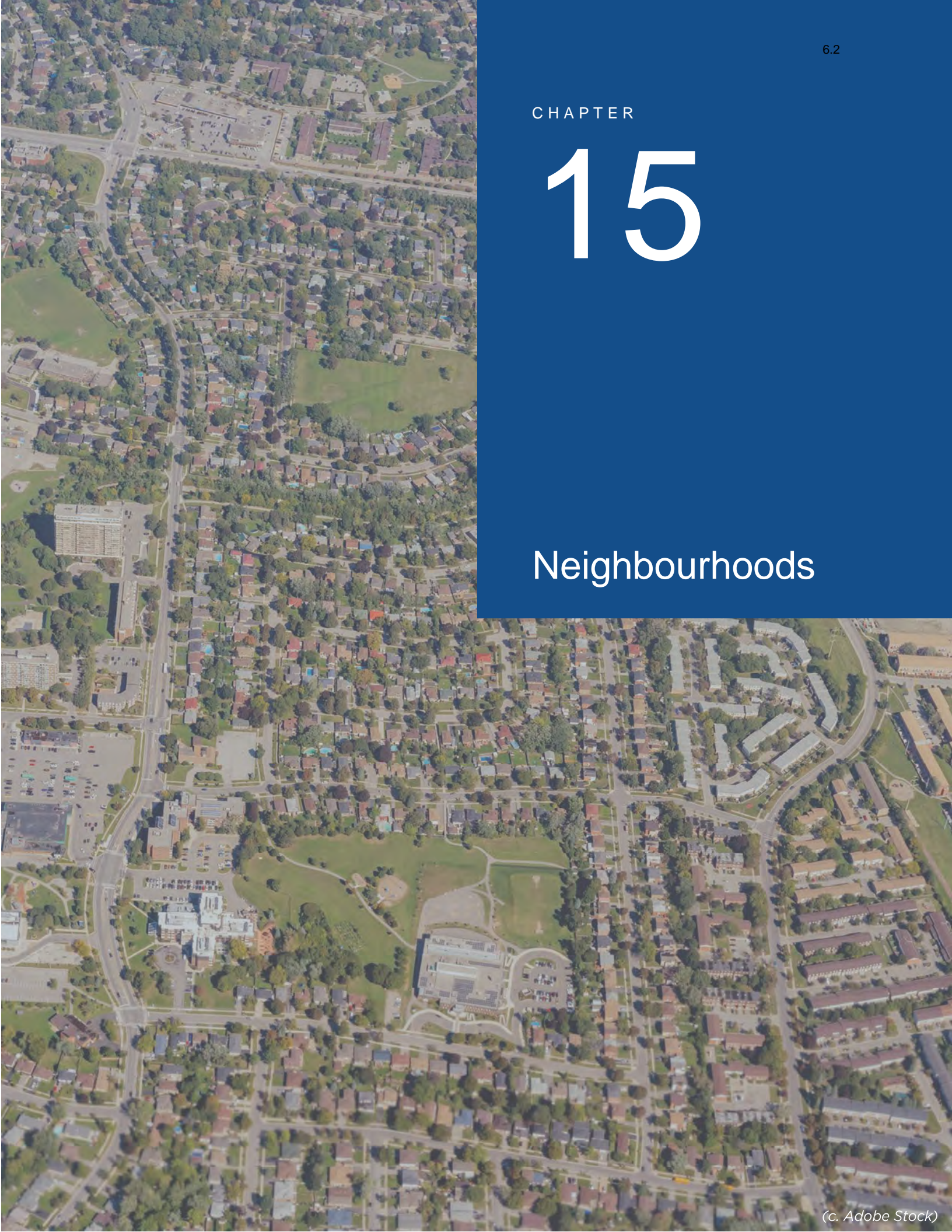
### 14.2.2.2 **14.2.2.7** Land Use

14.2.2.2.1 **14.2.2.7.1** Notwithstanding the policies of this Plan, drive-through facilities will not be permitted.

CHAPTER

# 15

Neighbourhoods



# 15.1 Introduction

Mississauga is home to diverse neighbourhoods where many live, learn and play. Neighbourhoods accommodate a variety of building types, forms and uses that support *complete communities*.

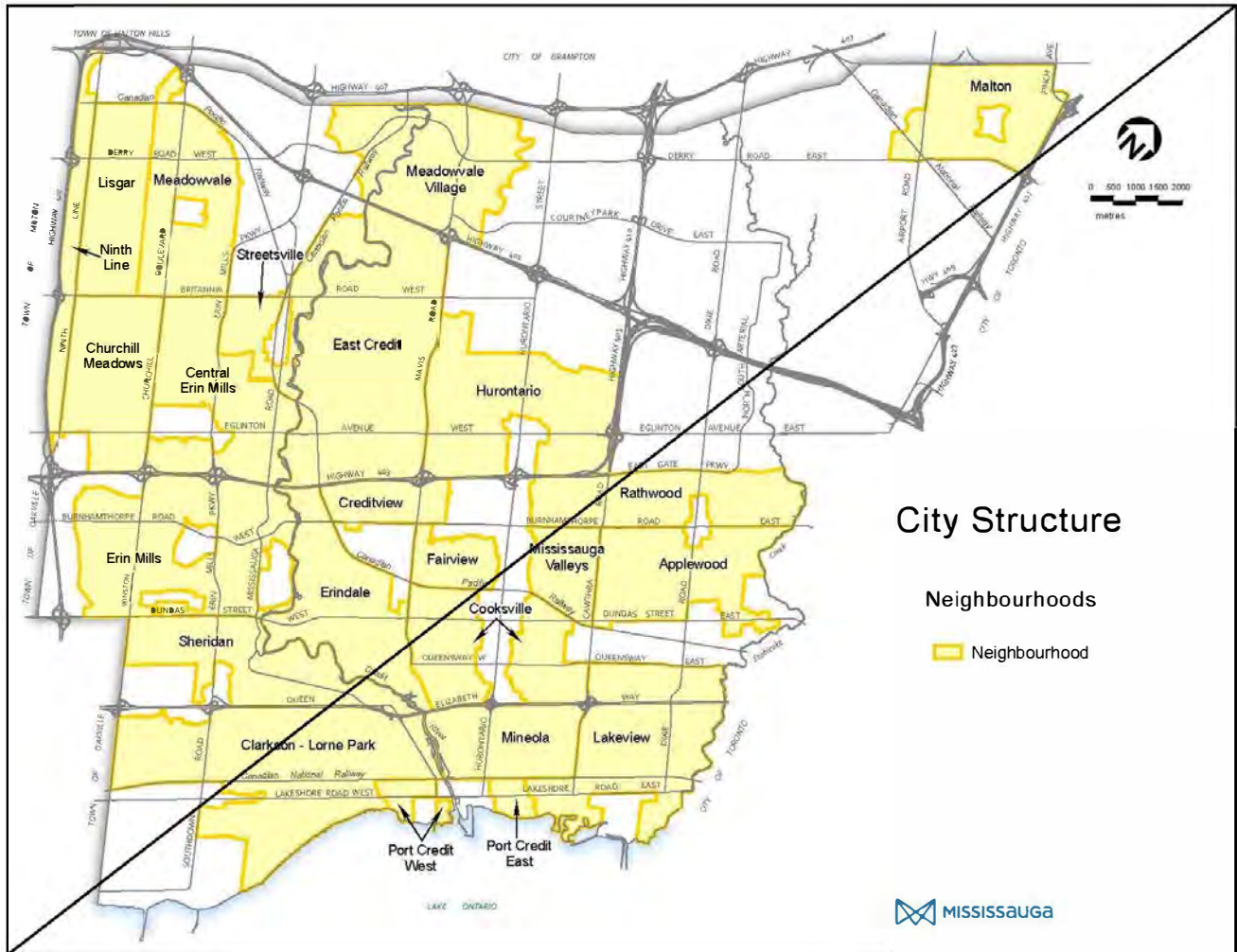
Mississauga's neighbourhoods are predominantly low in scale with the majority of their built form in the low-rise category. There are many areas with thriving high-rise apartment communities within these neighbourhoods. The policies of this Plan acknowledge the existing neighbourhood built form and encourage the creation of a variety of other forms that support the growing need for *affordable* and accessible *housing options*.

Mississauga's neighbourhoods will continue to develop in a manner that protects and promotes residential-compatible and supportive uses such as small scale retail. These uses are important to provide much needed services such as access to healthy food, healthcare support and other community spaces within walking distances. The provision of such uses within neighbourhoods supports the city's efforts towards equity, resilience and food security.

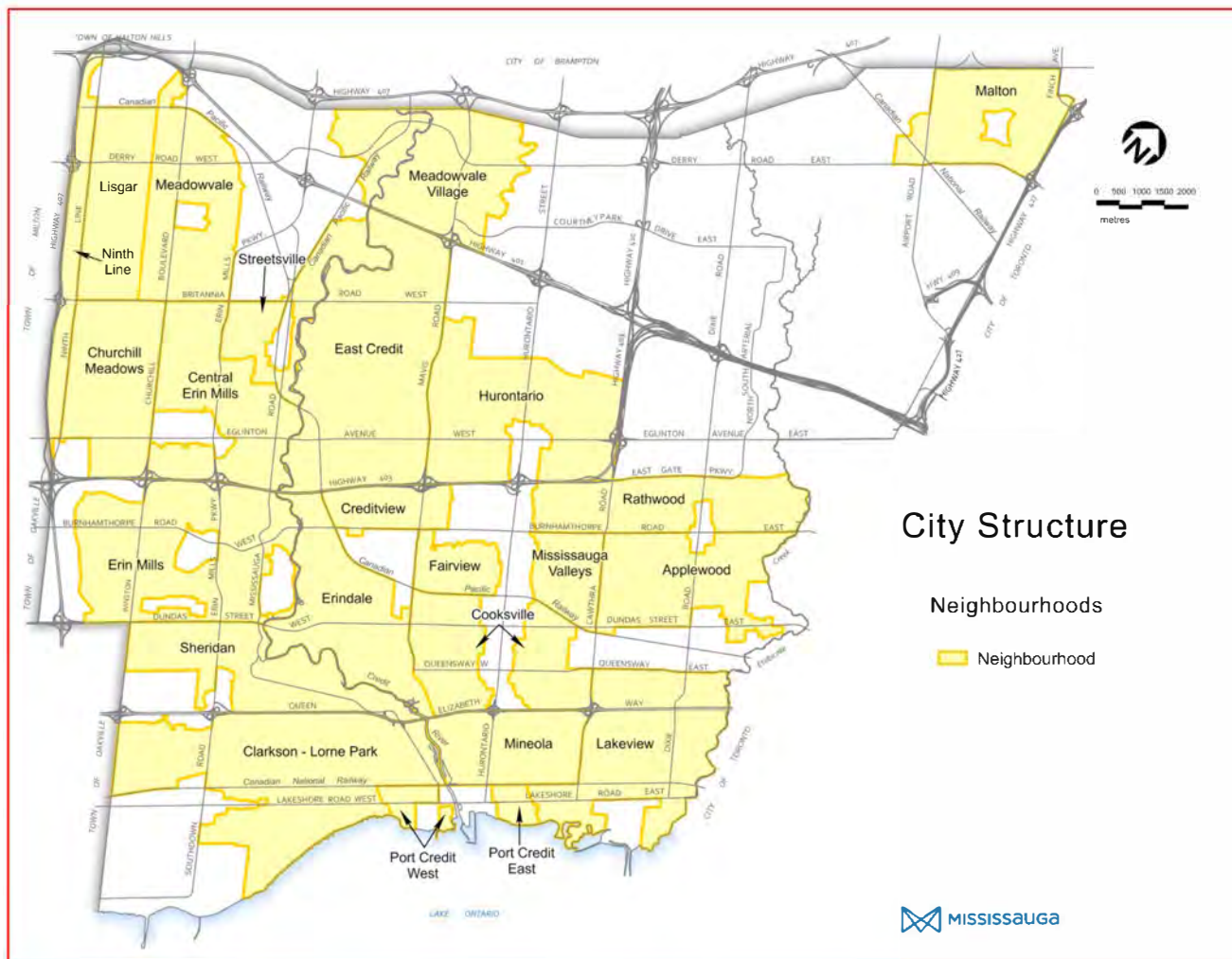
Mississauga's neighbourhoods are:

- Applewood;
- Central Erin Mills;
- Churchill Meadows;
- Clarkson-Lorne Park;
- Cooksville;
- Creditview
- East Credit;
- Erindale;
- Erin Mills;
- Fairview;
- Hurontario;
- Lakeview;
- Lisgar;
- Malton;
- Meadowvale;
- Meadowvale Village;
- Mineola;
- Mississauga Valleys;
- Ninth Line;
- Port Credit;
- Rathwood;
- Sheridan; and
- Streetsville.

Areas subject to Special Sites have been consolidated and can be found in Chapter 17.



Map 15-1: Neighbourhood Character Areas



Map 15-1: Neighbourhood Character Areas

This section identifies the modifications to the General Land Use designations in Chapter 10 that apply to all Neighborhoods.

### 15.1.1 General

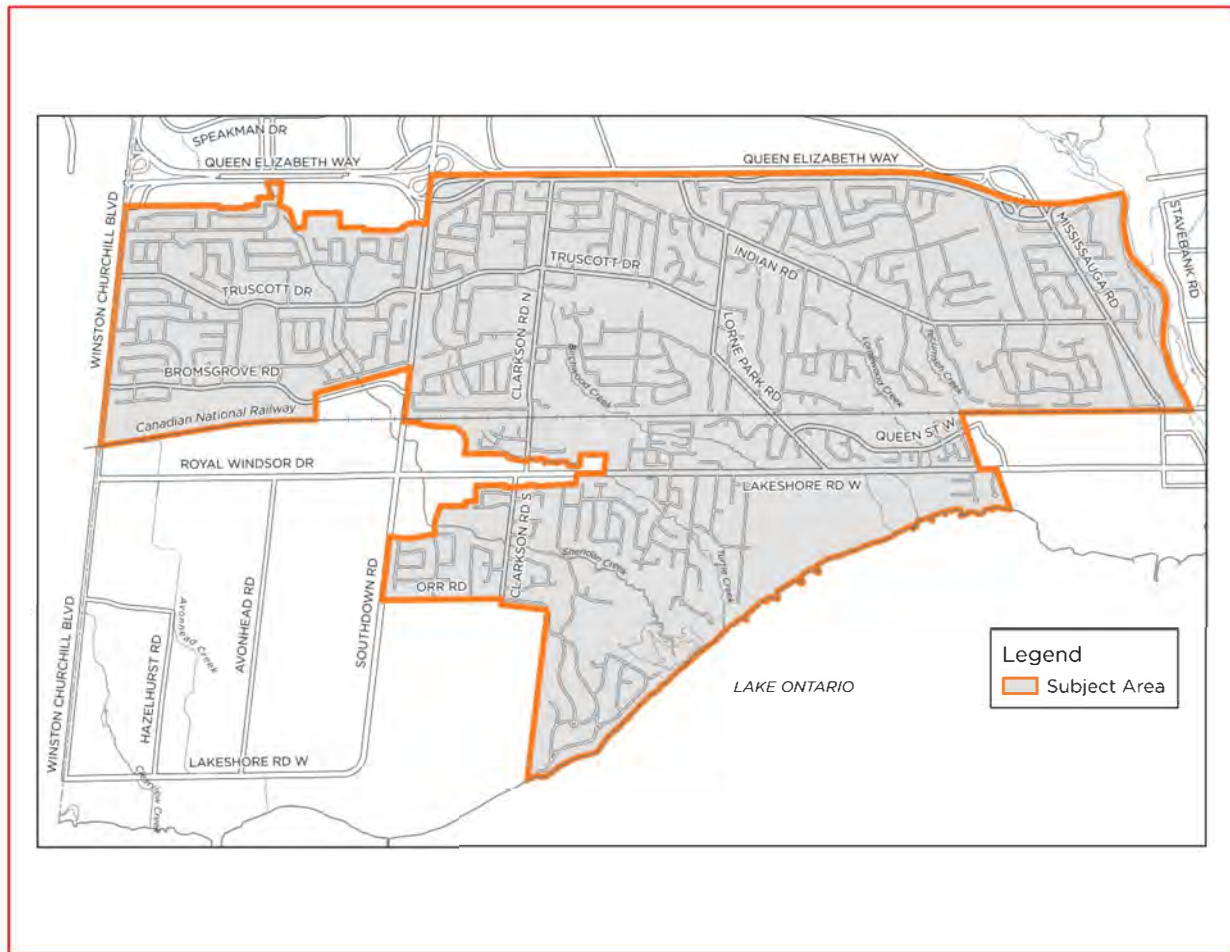
15.1.1.1 For lands within a Neighbourhood, a maximum building height as prescribed by the applicable Land Use Designation will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.

15.1.1.2 Lands within a Neighbourhood that are located in a **Protected Major Transit Station Area** are subject to height, density and land use provisions as prescribed by the applicable **protected Major Transit Station Area** policies and as shown in the applicable **protected Major Transit Station Area** Schedule.

### 15.3 Clarkson-Lorne Park



Map 15-3: Clarkson-Lorne Park Neighbourhood Character Area



Map 15-3: Clarkson-Lorne Park Neighbourhood Character Area

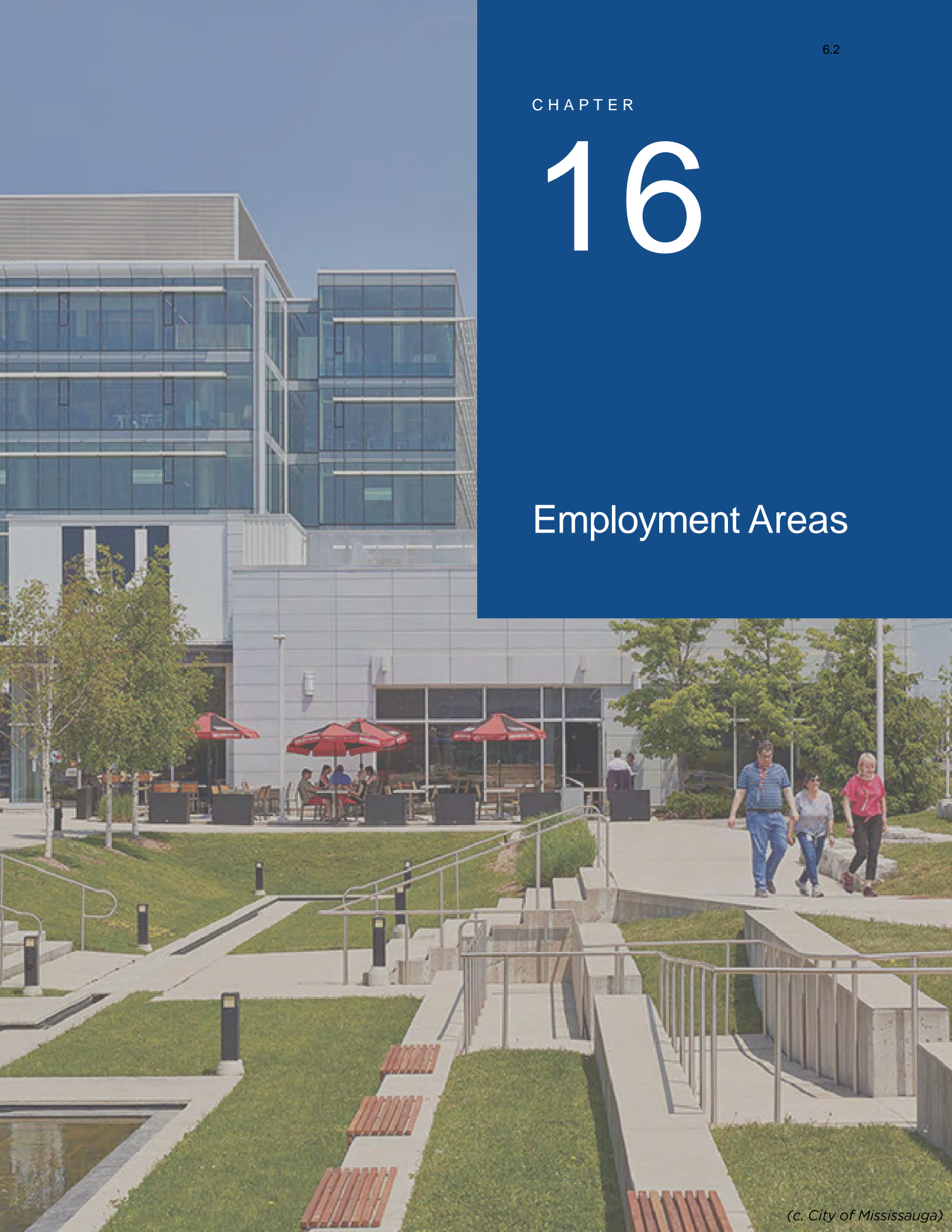
### 15.3.1 Policies

15.3.1.1 Notwithstanding the provisions of the Mixed Use policies of this Plan, motor vehicle sales and rentals will not be permitted.

CHAPTER

# 16

## Employment Areas



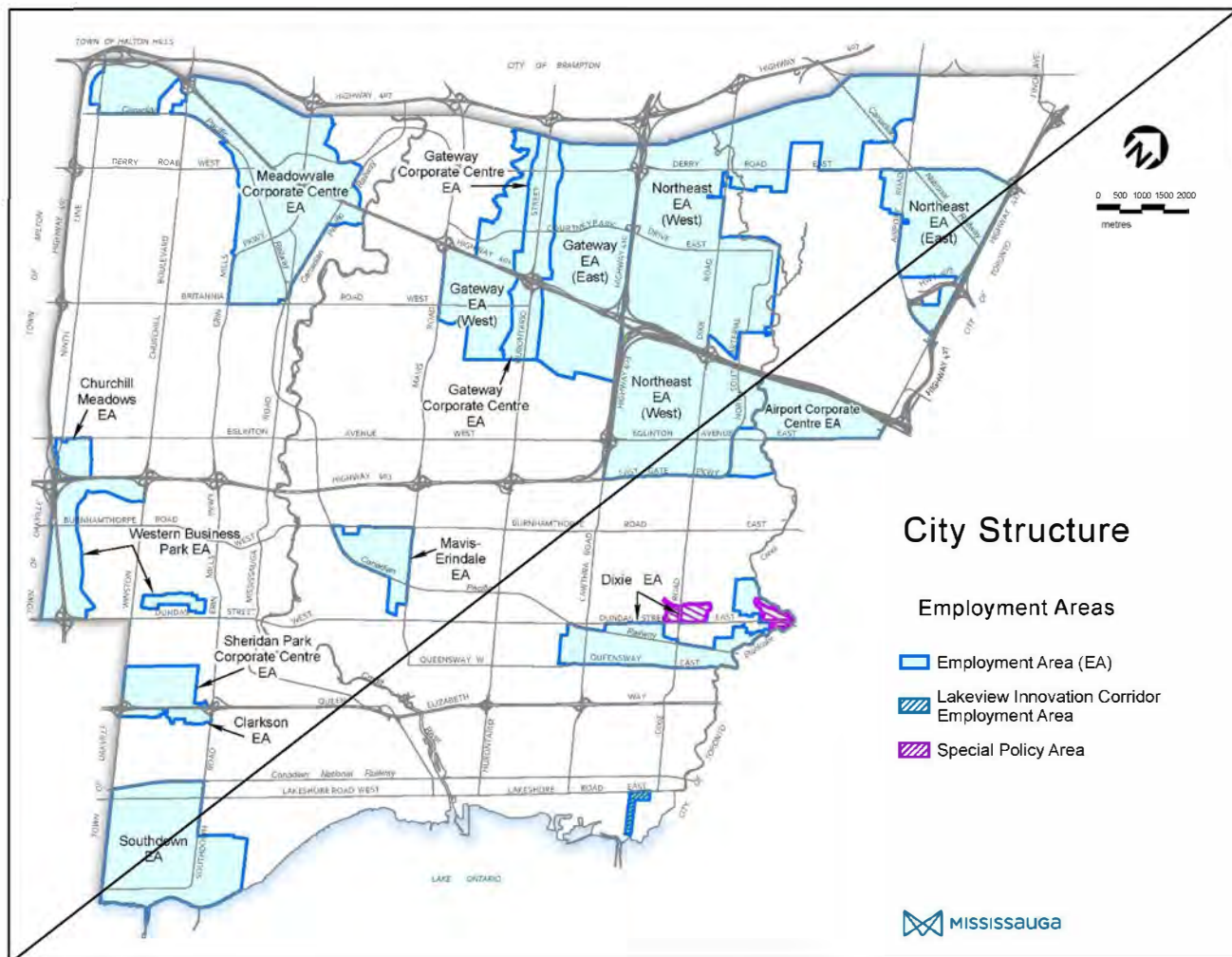
# 16.1 Introduction

There are 13 *Employment Area* Character Areas in Mississauga:

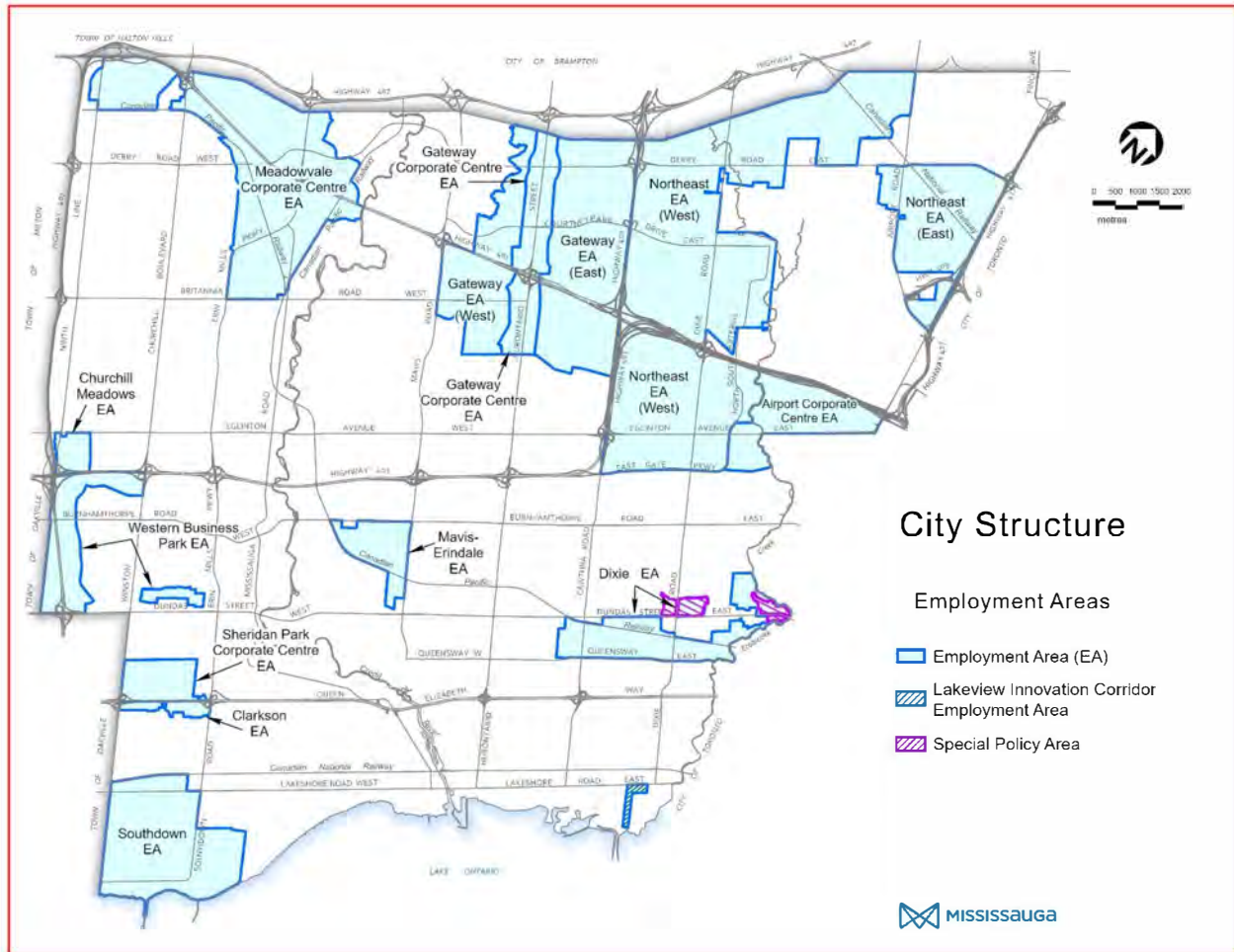


*Employment Areas* are important city assets that support a vibrant and sustainable local and regional economy. In order to further the economic development goals of the City, support its growth and to contribute to *complete communities*, *Employment Areas* will be encouraged to achieve 45 jobs per hectare, and to contribute to the City's forecasts set out in Table 3.1 of this Plan.

*Employment Areas*, as shown on Map 16.1 and Schedule 1 – City Structure are areas designated in this Plan for clusters of business and economic uses including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. These lands constitute an **Area of Employment** even if they include one or more parcels of land that are subject to Mississauga Official Plan 2051 policies authorizing the continuation of a use that is excluded from the definition of *Employment Area*, provided that the use was lawfully established on the parcel of land before October 20, 2024.



Map 16-1: Employment Areas



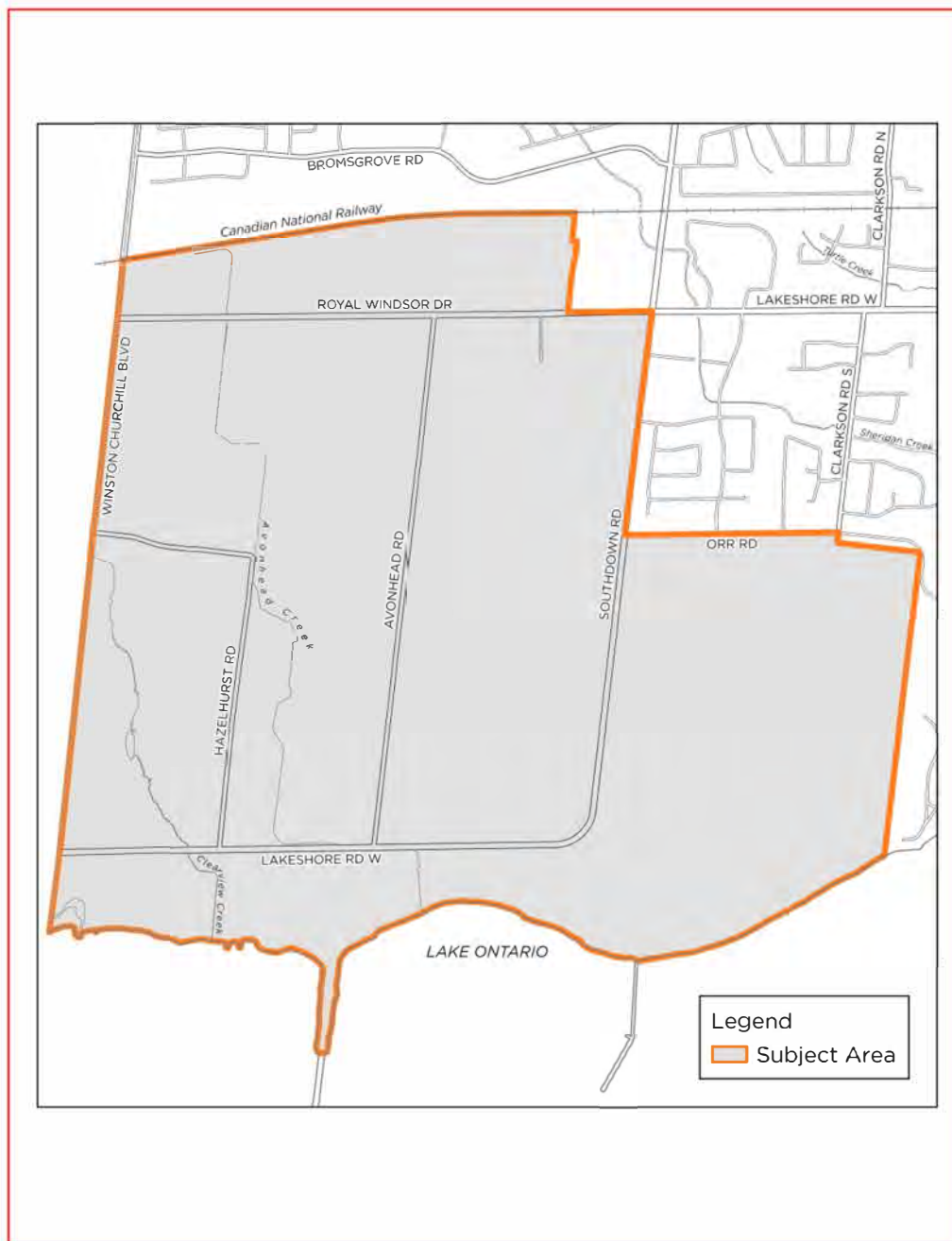
Map 16-1: Employment Areas

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## 16.16 Southdown



Map 16-13: Southdown Employment Area



Map 16-13: Southdown Employment Area

Southdown provides a vital and necessary economic role for the City of Mississauga as a long-standing area for industrial operations. The Southdown Employment Area policies advance a continuation of this role with the intent to also improve the appearance and relationship of the area with the surrounding residential communities in a sustainable and environmentally-sensitive manner.

Key to the urban design policies is recognizing the role of industrial heritage, inclusive of its natural resources, in forming the future physical character of Southdown over the next generation of urban development.



## 16.16.1 Urban Design Policies

Based on the foregoing Urban Design Strategy, the following urban design policies implement the vision for Southdown and focus on the arterial corridors.

### 16.16.1.1 Community Pattern

#### **Streets, Blocks and Circulation:**

- a. a streets and blocks network should be created to accommodate future industrial and/or business employment development, taking into consideration the needs of truck transport and related activities;

- b. continuous sidewalks and open spaces should be provided on new public streets that link into the greater arterial road network and the Waterfront Trail located along the edge of Lake Ontario;
- c. new streets should support a pedestrian and transit friendly environment connected to the Waterfront Trail, where possible;
- d. at entry locations, encourage development to form gateways that are substantial in built form with landmark architectural character and quality and special landscape treatment;
- e. a **streetscape** master plan should be undertaken to coordinate treatments for the public realm;

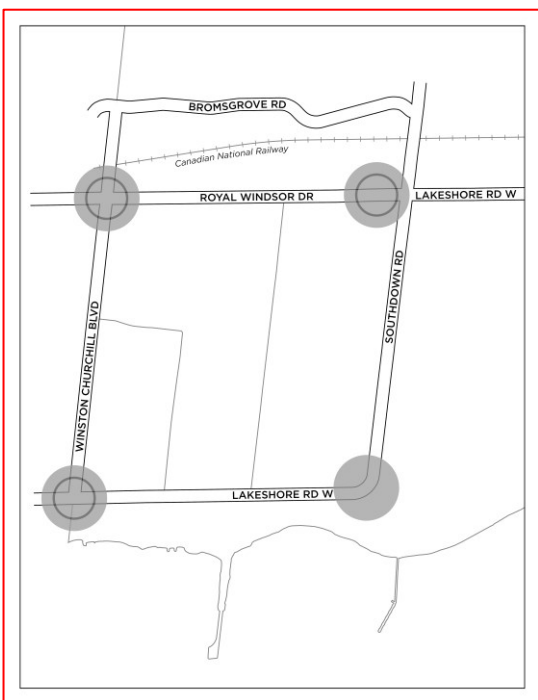


Figure 16.1. Gateway locations should have substantial built form with landscape treatments and landmark quality architecture. (c. City of Mississauga)

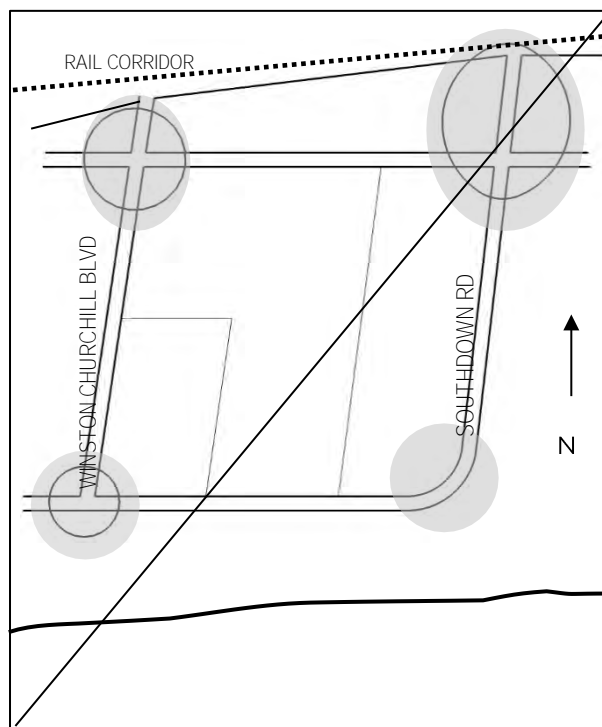


Figure 16.1. Major intersections are considered Gateway locations and should have substantial built form with landscape treatments and landmark quality architecture. (c. City of Mississauga)

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## 16.16.2 Land Use

16.16.2.1 A local area review, initiated by the City, should be undertaken if there are significant changes in the mix of businesses in the Southdown Employment Character Area.

### ~~16.16.2.1~~ 16.16.2.2 Business Employment

- a. existing industrial operations, including existing outdoor storage areas, will be permitted to continue;
- b. outdoor storage of raw materials such as, but not limited to, salt and sand, will be within enclosed containers, a structure with a minimum of three sides and a roof, or otherwise covered to mitigate the effects of dust or particulate matter that may be detrimental to other businesses or neighbouring areas. Expansions to the outdoor storage areas will be permitted in accordance with the Business Employment Policies; and
- c. Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:
  - i. trucking terminals;
  - ii. outdoor storage of motor vehicles exceeding 3,000 kg in weight; and
  - iii. **waste processing station** or **waste transfer stations** and composting facilities.

### ~~16.16.2.2~~ 16.16.2.3 Industrial

- a. existing industrial operations, including existing outdoor processing and outdoor storage will be permitted to continue;
- b. in addition to the uses not permitted in *Employment Areas* under the Industrial designation, the following uses will not be permitted:
  - iv. trucking terminals;
  - v. **waste processing station** or **waste transfer stations** and composting facilities; and
  - vi. expansions to or new outdoor processing.
- c. outdoor storage of materials, except extracted resources, such as, but not limited to, salt and sand, will be within enclosed containers, a structure with a minimum of three sides and a roof, or otherwise covered to mitigate the effects of dust or particulate matter that may be detrimental to other businesses or neighbouring areas.

### ~~16.16.2.3~~ 16.16.2.4 Prohibited Uses

Notwithstanding the Business Employment and Industrial policies of this Plan, for the lands fronting on Royal Windsor Drive, Lakeshore Road West, Winston Churchill Boulevard and Southdown Road, the following uses will not be permitted:

- a. adult entertainment establishments;
- b. Body run establishments;
- c. truck fuel dispensing facilities;
- d. motor vehicle storage, commercial motor vehicle storage, truck tractors and/or tractor trailer storage;

- e. motor vehicle body repair facility;
- f. contractor service shop;
- g. contractors yard; and
- h. vehicle pound facility.

#### ~~16.16.2.4~~ 16.16.2.5 Sensitive Land Uses

- ~~a. When *sensitive land uses* are contemplated within the Southdown Employment Area Character Area and the Clarkson GO **Major Transit Station Area**, an Air Quality Study completed in accordance with the City's Terms of Reference is required; and~~
- ~~b. The introduction of *sensitive land uses* within the Southdown Employment Area Character Area should occur through a City initiated amendment to this plan.~~

~~Development applications proposing *sensitive land uses* within the Clarkson GO **Major Transit Station Area** will be considered incomplete until an Air Quality Study is determined to be satisfactory to the City of Mississauga and/or other appropriate approval authorities.~~

Development applications proposing the removal of lands from the Southdown Employment Area to permit *sensitive land uses* will be required to submit, amongst other studies, a land use compatibility assessment and air quality study in accordance with the policies of this Plan and to the satisfaction of the City. Air quality studies will use the most technically advanced model approved by the Province.

### 16.16.3 Transportation

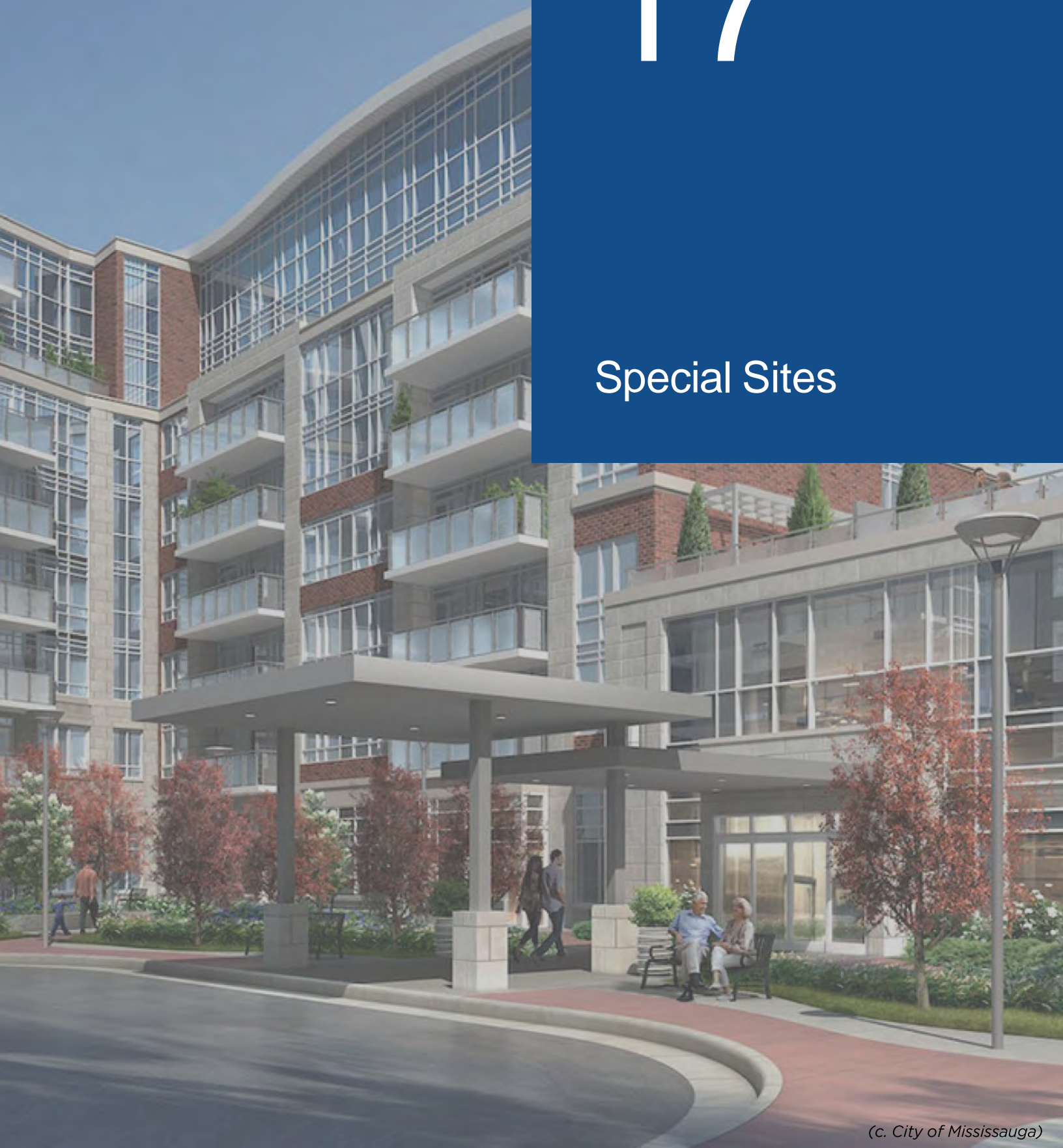
#### 16.16.3.1 Street System

- a. The intersection of the proposed Orr Road extension at Southdown Road will be designed in such a manner as to restrict through traffic from Southdown to the residential community to the east;
- b. The location of the proposed Orr Road extension from Southdown Road to Hazelhurst Road will be determined during the processing of development applications; and
- c. The width of the proposed Orr Road extension from Southdown Road to Winston Churchill Boulevard will be a minimum of 24 metres.

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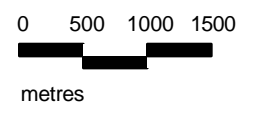
# 17

## Special Sites

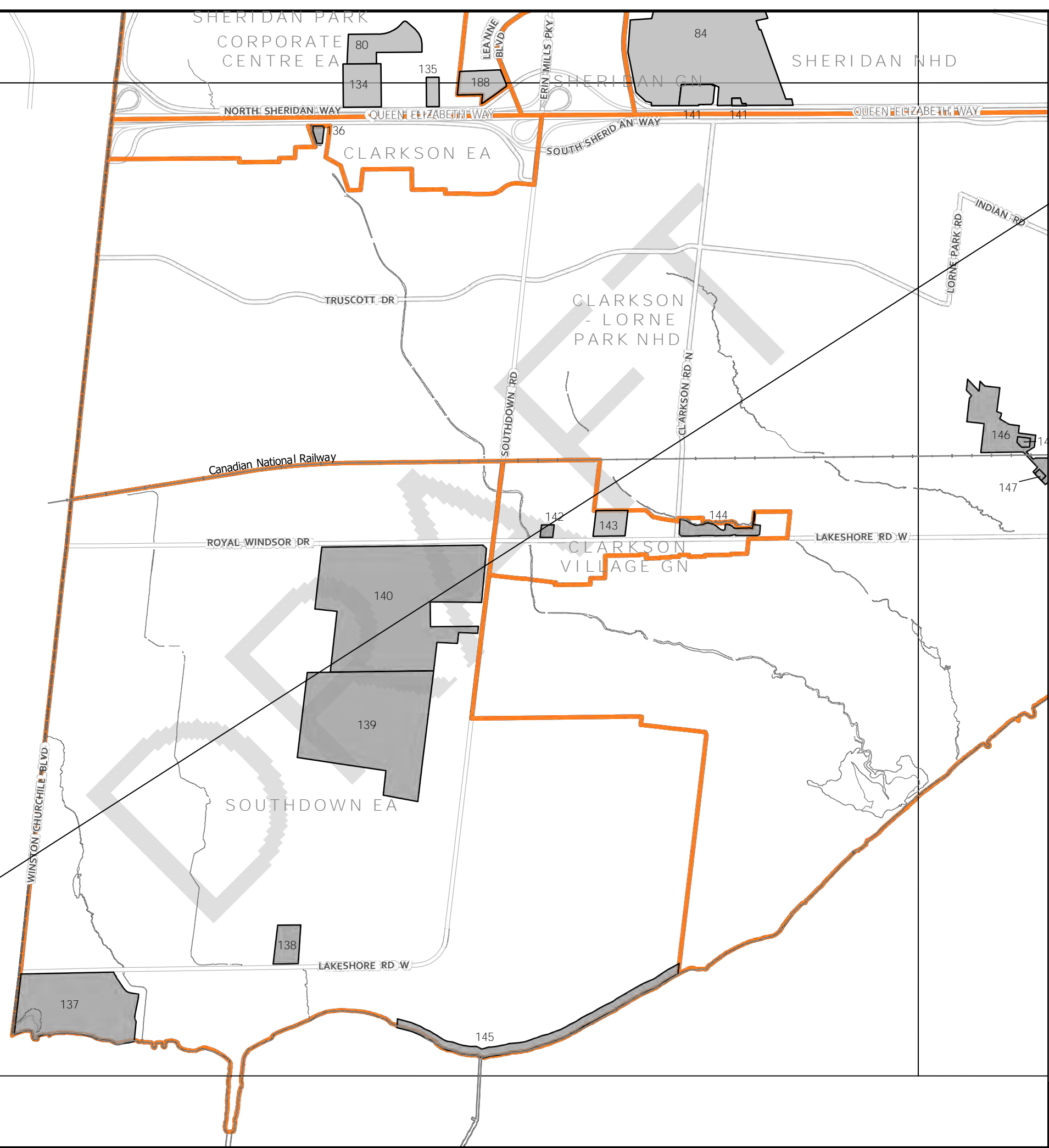


# MISSISSAUGA OFFICIAL PLAN

## SPECIAL SITES

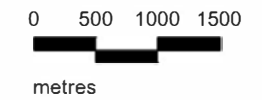


- Character Area Boundary
- Special Site

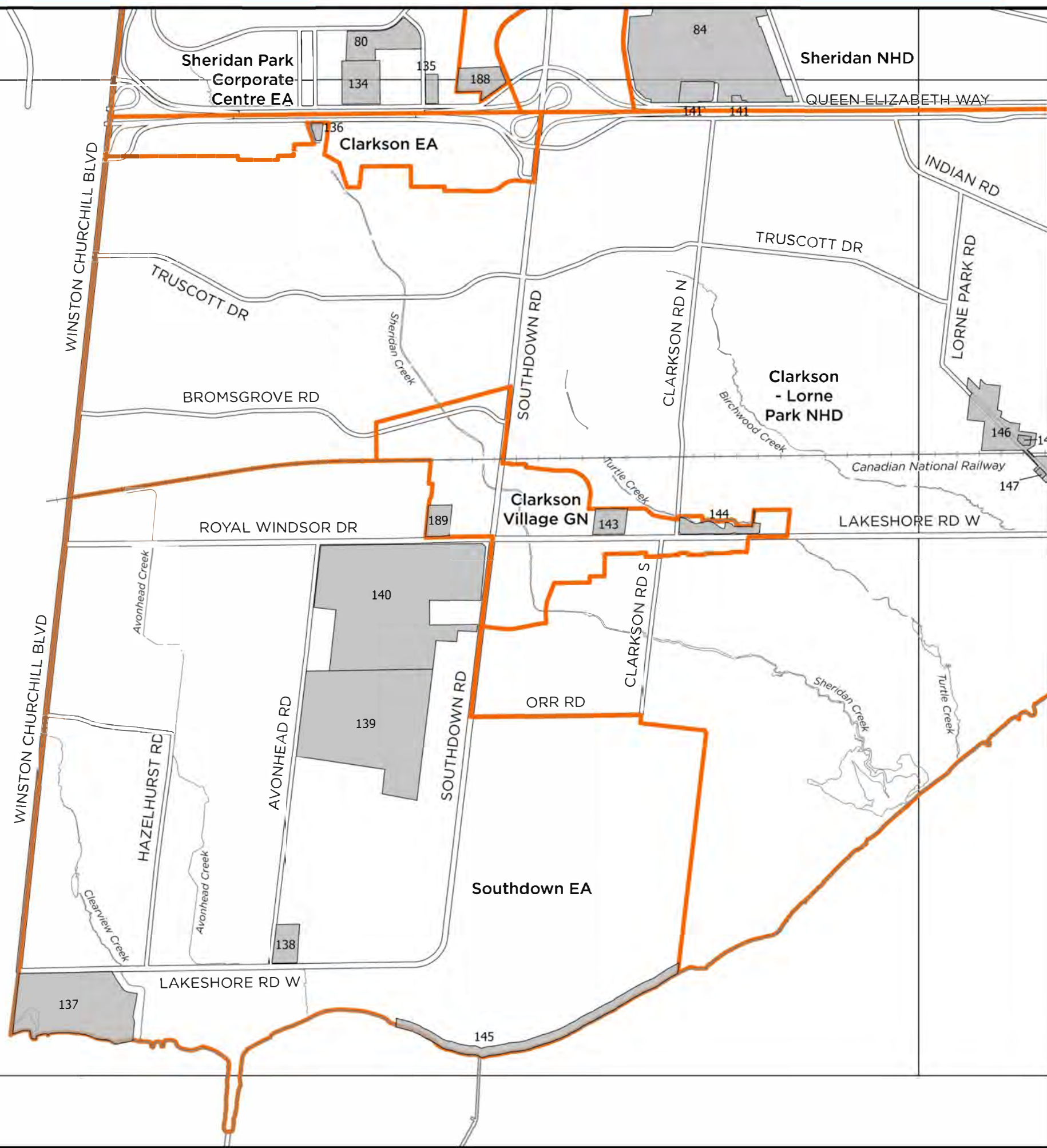


# MISSISSAUGA OFFICIAL PLAN

## SPECIAL SITES



- Character Area Boundary
- Special Site



## Site 142 (Clarkson Village Growth Node)

17.142.1 The lands identified as Special Site 142 are located on the northeast corner of Lakeshore Road West and Walden Circle.

17.142.2 Notwithstanding the policies of this Plan, a 15-storey apartment building with a maximum *floor space index (FSI)* of 3.3 will be permitted.



## Site 189 (Clarkson Village Growth Node)

17.189.1 The lands identified as Special Site 189 are located on the north side of Royal Windsor Drive, west of Southdown Road.

17.189.2 Notwithstanding the policies of this Plan, motor vehicle body repair facilities and motor vehicle commercial uses will be permitted.

