Corporate Report

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PDC SEP 20 2010

DATE: August 31, 2010

TO: Chair and Members of Planning and Development Committee
Meeting Date: September 20, 2010

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Proposed Amendments to City of Mississauga Official Plan and Zoning By-law 0225-2007: Lakeshore Road West – Clarkson Village Study**

RECOMMENDATION: That a public meeting be held by the Planning and Development Committee to consider the recommendations contained in the Phase 2 – Analysis and Recommendations Report of the Lakeshore Road West – Clarkson Village Study, dated August 2010 and as generally outlined in Appendix 2 of the report titled "Proposed Amendments to City of Mississauga Official Plan and Zoning By-law 0225-2007: Lakeshore Road West – Clarkson Village Study", dated August 31, 2010, from the Commissioner of Planning and Building.

BACKGROUND: The Clarkson Village Study was initiated in 2005, pursuant to a request from Ward 2 Councillor Patricia Mullin for an updated vision for Clarkson Village. The study has involved an extensive public engagement process, technical review and evaluation of findings towards the preparation of recommendations for amendments to the City of Mississauga Official Plan and Zoning By-law 0225-2007, the creation of design guidelines, as well as ongoing initiatives to address issues that were identified but fell outside of the scope of the initial study.

COMMENTS:

Study Area

The Clarkson Village Study Area, as depicted on Appendix 1, generally includes lands fronting onto Lakeshore Road West from Southdown Road to Johnson's Lane. The Study area includes portions of the Clarkson Node and all of the Clarkson Village Mainstreet Retail Commercial Area as identified in Mississauga Plan.

Purpose of Study

The purpose of the Clarkson Village Study is to establish a community based vision for the Village and create a planning framework from which the mainstreet along Lakeshore Road West in Clarkson Village can become the 'heart' of the community by creating a desirable, functional, attractive and identifiable 'place'.

Clarkson Village Study Shared Vision

A stakeholders group was established at the study's inception to work with City staff, external agencies and consultants to establish a shared vision, determine core objectives and ultimately set in place a direction for the Village. The shared vision states that *"Clarkson Village will 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."*

Phase 1 – Background and Public Engagement

Phase 1 of the Study outlines the various stages and elements of the public engagement process, including the creation of a shared vision. Towards the achievement of the shared vision, stakeholders provided feedback through; various workshops, open houses, emails, comment drop boxes and through the Clarkson Village Study website, about the appropriate mix of uses, built form typology, streetscape conditions and general character that should be achieved in the Village. This phase of the Study also

articulates feedback received and the findings of two separate sub-studies, namely the Canadian Urban Institute (CUI) Peer Review and the iTRANS Report. The CUI was retained as a consultant to: assist in one of the workshops, peer review the consultation process and make recommendations on appropriate built form types for the Village. In addition, iTRANS Consulting was retained as a consultant to assist in one meeting and to make short term and long term recommendations on transportation and streetscape issues in the Village. The final reports of both consultants are appended to the Phase 1 report. The Phase 1 document was presented to stakeholders, relevant internal departments and external agencies in March of 2009 for feedback and was subsequently finalized and endorsed by the stakeholders, relevant internal departments and external agencies in April 2009.

Phase 2 – Analysis and Recommendations

The Phase 2 Report focuses on an analysis of the area and the feedback obtained through Phase 1 work concluding with implementation recommendations. The Phase 2 Report is broken down into six main sections.

Directions

This section of the report broadly lays out the analytical framework of the study concluding that Clarkson Village is made up of 4 distinct character areas (see Appendix 1) which should be reflected in the implementation of the study findings. The Village Core character area is an area of typical mainstreet development with a comfortable pedestrian realm and low scale built form that is worthy of protection and should form the basis of character for the rest of the Village. The Outer Village Core character area is characterized by larger lot sizes and as such can comfortably accommodate additional building height and density, while maintaining the general character established within the Village Core. The East and West Village Gateway character areas serve transitional purposes to the surrounding lands. The East Village Gateway transitions to lower and less dense built forms. The West Village Gateway is adjacent to the Clarkson GO Transit Station and is developed predominately for medium and high density

residential uses. Redevelopment in this area should maintain existing trends while addressing the areas proximity to higher order transit.

Built Form

This section of the report concludes that buildings throughout the Village should be located at or near the front property line, with a 2 to 3 storey streetwall. Where additional height can be accommodated without negative impact, it is to be 'stepped back' from the street wall to ensure that sun lighting and shadowing impacts are not present on Lakeshore Road West. Built forms are to be detailed through façade articulation, storefront spacing and materials to ensure a visually interesting and attractive street edge condition through the Village.

Vehicular Movement: Access and Parking

This section articulates that pedestrian and vehicle conflicts must be minimized and better controls over access locations implemented. To this end, access consolidation is being proposed along with the implementation of a centre median along Lakeshore Road West and a publicly accessible laneway system running parallel to it. The implementation of three concurrent measures is intended to reduce vehicle access locations, minimize conflicts and improve traffic flow dynamics along Lakeshore Road West while maintaining property access rights. The pedestrian realm is also to be improved through the creation and acknowledgement of several distinct and independent public spaces.

In addition, parking is addressed, by proposing reduced standards for small scale restaurants and retail operations, discouraging surface parking, prohibiting parking between the street wall and the public streets and providing opportunities for lay-by on-street parking.

Public Realm

This section of the report identifies the general treatment of the space between private property lines and the edge of the road. This section sets out appropriate streetscape and landscape

concepts and how they are to be addressed through individual development applications.

Sustainability

In this section, numerous strategies for sustainability are detailed. The Council endorsed Green Development Strategy will provide the framework for implementation of these and other strategies through the development review process.

Implementation

The last section of the Report includes recommendations on how the shared vision can best be achieved through amendments to the City's Official Plan, Zoning By-law 0225-2007, the creation of design guidelines and various other initiatives to fully implement the findings of the study. A summary of proposed amendments to the Mississauga Official Plan and Zoning By-law 0225-2007 is attached as Appendix 2. Both the Phase 1 and Phase 2 reports of the Clarkson Village Study have been provided to Planning and Development Committee under separate cover.

New Mississauga Official Plan

At the June 28, 2010 Planning and Development Committee (PDC) meeting, a report titled "Report on Comments – Draft Mississauga Official Plan" outlining comments received during the public consultation program along with suggested changes to the draft Mississauga Official Plan was approved by PDC and subsequently adopted by City Council on July 7, 2010. A by-law to adopt the new Mississauga Official Plan and a report on the transition process between approval by City Council and the Region will be considered by City Council in September 2010. As a result, amendments proposed through the Clarkson Village Study will have to be made to the new Official Plan, subject to any appeals which may affect the entire document or the Clarkson Village Community Node Policies.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: The Clarkson Village Community Node policies will require amendment to achieve the shared community vision and implement the findings of the Clarkson Village study. In addition, new zoning categories will need to be created to address the findings and implement the proposed policy changes addressed in the Phase 2 report.

A statutory public meeting in accordance with the *Planning Act* is required to be held to consider the proposed amendments to the City of Mississauga Official Plan and to Zoning By-law 0225-2007.

ATTACHMENTS: Appendix 1 - Clarkson Village Study Area
Appendix 2 - Summary of proposed amendments to Mississauga Official Plan and Zoning By-law 0225-2007
Under Separate Cover - Lakeshore Road West – Clarkson Village Study (Phases 1 and 2)

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: John Hardcastle, Development Planner

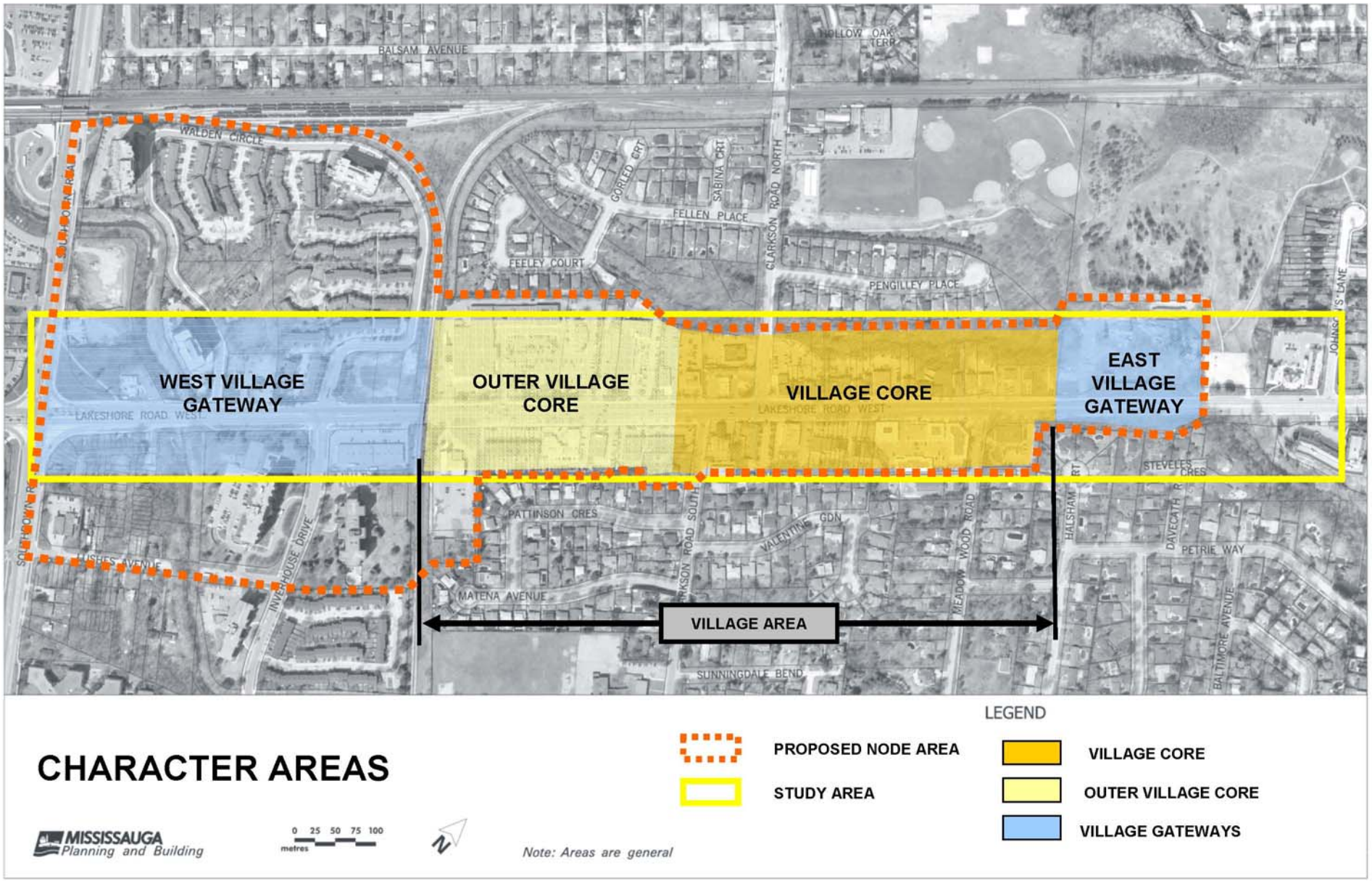

Figure C2.15—Character Areas

Appendix 1

Proposed Amendments to Existing Official Plan Policies

Proposed Zoning By-law Amendments

Clarkson Village Recommended Amendments – Lakeshore Road West, Clarkson Village Study

Proposed Amendments	Village Core Area	Outer Village Core Area	West Village Gateway	East Village Gateway
Uses	• At grade, street related, retail, commercial, restaurant or office uses are required within any building. • Exclusively residential buildings (apartment dwellings) will not be permitted. • Individual large format retail commercial uses 600 m² (6,458 sq. ft.) GFA or greater will be discouraged. • *At grade, street related, retail, commercial, restaurant and office uses are required within any building.* • *To permit dwelling units within a mixed use building where permitted non-residential uses are located at the streetwall within the ground floor.* • *Individual large format retail commercial uses 600 m² (6,458 sq. ft.) GFA or greater will not be permitted.* • *Exclusively residential buildings (apartment dwellings) will not be permitted.*		• At grade, street related, retail, commercial, restaurant and office uses are encouraged within any building. • Exclusively residential buildings (apartment dwellings) will be permitted. • Individual large format retail commercial uses 600 m² (6,458 sq. ft.) GFA or greater will be discouraged. • *To permit dwelling units within a mixed use building where the permitted non-residential uses are located at the streetwall within the ground floor.* • *Exclusively residential buildings (apartment dwellings) will be permitted.* • *Individual large format retail commercial uses 600 m² (6,458 sq. ft.) GFA or greater will not be permitted.*	
Special Site Considerations	• Lands abutting Turtle Creek on the north side of Lakeshore Road West between Clarkson Road North and Birchwood Park are subject to slope stability issues necessitating the submission of satisfactory technical reports prior to redevelopment. • *Holding Provisions shall be incorporated into zoning and an application for removal of (H) Holding Symbol required prior to any physical site alterations.*	• Lands on the northwest corner of Lakeshore Road West and Clarkson Road North, Clarkson Commons, are encouraged to redevelop as a focal centre piece of the Village, taking advantage of the visual prominence and significance of the site within the Village. A high standard of architecture, building materials and landscaping will be required.		

Proposed Amendments	Village Core Area	Outer Village Core Area	West Village Gateway	East Village Gateway
Residential FSI	• 1.5 FSI/*1.5 FSI*	• 2.0 FSI/*2.0 FSI*	• 2.5 FSI/*2.5 FSI*	• 2.0 FSI/*2.0 FSI*
	• Mixed use buildings may exclude any gross floor area exclusively devoted towards non-residential uses from the calculation of Residential Floor Space Index. • *Add the following definition to general provisions of By-law 0225-2007: Residential Floor Space Index (FSI) means the ratio of the gross floor area of all buildings and structures, exclusive of gross floor area – non-residential, to the lot area.*			
Building Heights	• Minimum 2 storeys and maximum 3 storeys on the north side of Lakeshore Road West. • Minimum 2 storeys and maximum 6 storeys on the south side of Lakeshore Road West. • Section 37 – Public Benefits will not be considered favourably. • Buildings shall be stepped back after the 3rd storey to maintain the village character. • *Minimum 2 storeys and maximum 3 storeys on the north side of Lakeshore Road West.* • *Minimum 2 storeys and maximum 6 storeys on the south side of Lakeshore Road West.* • *Where building height exceeds 3 storeys, the upper streetwall shall be set back at least 6.0 m (19.68 ft.) from the 3rd storey streetwall.*	• Minimum 2 storeys and maximum 6 storeys. • Section 37 – Public Benefits may be considered subject to an Urban Design Study. • Buildings shall be stepped back after the 3rd storey to maintain the village character. • *Minimum 2 storeys and maximum 6 storeys.* • *Where building height exceeds 3 storeys, the upper streetwall shall be set back at least 6.0 m (19.68 ft.) from the 3rd storey streetwall.*	• Minimum 2 storeys and maximum 15 storeys with a general downward trend from Southdown Road to the Outer Village Core Area as outlined in Figure C2.16 of the Phase 2 report. Special Site policies shall be incorporated to recognize existing built form and/or to accommodate the general downward trend in maximum building height as follows: ➢ Maximum 15 storeys – 1271 Walden Circle. ➢ Maximum 15 storeys – 1969/1971 Lakeshore Road West **(*Official Plan and Zoning By-law Amendments pertaining to these lands should be withheld pending the resolution of ongoing OMB proceedings**). ➢ Maximum 8 storeys – 1907/1913 Lakeshore Road West.	• Minimum 2 storeys and maximum 6 storeys. • Section 37 – Public Benefits may be considered subject to an Urban Design Study. • Buildings shall be stepped back after the 3rd storey to maintain the village character. • *Minimum 2 storeys and a maximum 6 storeys.* • *Where building height exceeds 3 storeys, the upper streetwall shall be set back at least 6.0 m (19.68 ft.) from the 3rd storey streetwall.*

Proposed Amendments	Village Core Area	Outer Village Core Area	West Village Gateway	East Village Gateway
Building Height Cont'd			➢ Maximum 4 storeys – 1998-2039 Lakeshore Road West and 2004-2012 Lushes Avenue (also to permit townhouse and detached dwellings) ➢ Maximum 17 storeys – 966 Inverhouse Road. ➢ Maximum 11 storeys – 965 Inverhouse Road ➢ Maximum 9 storeys – 1901/1948 Lakeshore Road West. • Section 37 – Public Benefits may be considered subject to an Urban Design Study. • *Minimum 2 storeys and maximum of 15 storeys to recognize existing built form and/or to accommodate the general downward trend in maximum building height as follows:* ➢ *Maximum 15 storeys – 1271 Walden Circle.* ➢ *Maximum 15 storeys – 1969/1971 Lakeshore Road West (***Official Plan and Zoning By-law Amendments pertaining to these lands should be withheld pending the resolution of ongoing OMB proceedings).***	

Proposed Amendments	Village Core Area	Outer Village Core Area	West Village Gateway	East Village Gateway
Building Height Cont'd			➢ *Maximum 8 storeys – 1907/1913 Lakeshore Road West* ➢ *Maximum 4 storeys – 1998-2039 Lakeshore Road West and 2004-2012 Lushes Avenue (also to permit townhouse and detached dwellings)* ➢ *Maximum 17 storeys – 966 Inverhouse Road.* ➢ *Maximum 11 storeys – 965 Inverhouse Road* ➢ *Maximum 9 storeys – 1901/1948 Lakeshore Road West.*	
Building Setbacks ***Front Yard***	• *Minimum front yard of 0.6 m (2 ft.) to maximum of 3.0 m (9.8 ft).*		• *Minimum front yard of 0.6 m (2 ft.) to maximum of 3.0 m (9.8 ft.).* • *Minimum front yard of 4.5 m (14.76 ft.) to maximum of 6.0 m (19.68 ft.) for exclusively residential buildings.*	
Side Yard	• *Minimum interior side yard, where abutting a non-commercial zone category, of 7.5 m (24.6 ft.) for the first 10.0 m (32.8 ft.) of height plus 1.0 m (3.3 ft.) for each additional 1.0 m (3.3 ft.) of building height, or portion thereof, exceeding 10.0 m (32.8 ft.).* • *Minimum exterior side of 0.6 (2 ft.) to maximum 3.0 m (9.8 ft.) for commercial.*		• *Minimum interior side yard, where abutting a non-commercial zone category, of 7.5 m (24.6 ft.) for the first 10.0 m (32.8 ft.) of height plus 1.0 m (3.3 ft.) for each additional 1.0 m (3.3 ft.) of building height, or portion thereof, exceeding 10.0 m (32.8 ft.).* • *Minimum exterior side of 0.6 (2 ft.) to maximum 3.0 m (9.8 ft.) for commercial and 4.5 m (14.76 ft.) to maximum of 6.0 m (19.68 ft) for residential.*	
Rear Yard	• *Minimum rear yard, where abutting a non commercial zone category, of 7.5 m (24.6 ft.) for the first 10.0 m (32.8 ft.) of height plus 1.0 m (3.3 ft.) for each additional 1.0 m (3.3 ft.) of building height, or portion thereof, exceeding 10.0 m (32.8 ft.).*			

Proposed Amendments	Village Core Area	Outer Village Core Area	West Village Gateway	East Village Gateway
Access Management Plan	• An Access Management Plan will constitute part of the amendments to the Clarkson Village Character Area policies, dealing with integrated parking; site access and off-street vehicular movements; the location of a continuous centre median on Lakeshore Road West, interrupted at signalized intersections. Implementation provisions consistent with Section 2.5 shall be incorporated in the proposed Official Plan Amendments. The general location of shared site access, internal public access and the private laneway system will be outlined generally as shown in Figure C2.34 of the Phase 2 report.			
Parking Structures	• *Structured above ground parking is not permitted.* • *Underground parking is required where the Residential FSI is 1.0 or greater.* • *Parking will not be permitted between the streetwall of the building(s) closest to the street and the front property line.*	• *Structured above and below grade parking is required where the Residential FSI is 1.0 or greater.* • *Where structured, above grade parking is provided, it shall not exceed 2 storeys in height and the streetwall shall incorporate active retail, commercial, restaurant or office uses at grade, interrupted only where access to the parking structure is required. The depth of active, grade related non-residential uses shall be a minimum of 10 m (32.8 ft.).* • *Parking will not be permitted between the streetwall of the building(s) closest to the street and the front property line.*		
Parking/Loading	• Reductions in parking and loading space requirements for retail commercial, office and restaurant with a gross floor area of 300 m² (3,229 sq. ft.), or less, will be considered. • *Parking for retail commercial and office uses of 300 m² (3,229 sq ft.) GFA, or less, shall be provided at 3.0 spaces per 100m² (1,076.4 sq. ft.) GFA.* • *Parking for restaurant uses of 300 m² (3,229 sq ft.) GFA or less shall be provided at 9.0 spaces per 100m² (1,076.4 sq. ft.) GFA.* • *Parking for retail commercial uses of 600m² (6,459 sq ft.) GFA or more shall be provided at 5.4 spaces per 100 m² (1,076.4 sq. ft.) GFA.*			
Landscape Buffer	• *A minimum landscaped buffer of 3.0 m (9.8 ft.) shall be provided abutting any non-commercial zone for buildings of 3 storeys or less and 4.5 m (14.8 ft.) for buildings greater than 3 storeys.*			

Proposed Amendments	Village Core Area	Outer Village Core Area	West Village Gateway	East Village Gateway
Building Detail Elements ***Frontage***	• *A minimum of 70% of the length of lot frontage shall be occupied by a streetwall where a driveway access to a public road exists and 90% where a driveway access to a public road does not exist or is shared with another property.*			
Glazing for Non-Residential uses	• *A minimum of 60% of the ground floor streetwall shall be glazed with clear vision glass.*			
Front Door Grading for Non-Residential Uses	• *For any permitted non-residential use located on the ground floor, the finished floor elevation shall be within 0.2 m (0.66 ft.) of the grade of the public sidewalk as measured at the streetwall directly opposite each pedestrian entrance and have a pedestrian access if not level with the public sidewalk closest to the entrance that is accessed by a ramp which has a maximum slope of 4% (0.04 m (0.13 ft.) rise to 1.0 m (3.3 ft.) run).*			
Ground Floor Height of Non-Residential Uses	• *A minimum ground floor height of 4.5 m (14.8 ft.), as measured from the finished floor elevation to the underside of the 2nd floor, shall be provided.*			
Main Entrance	• Main pedestrian building entrances shall face the public road. • *Main pedestrian building entrances shall face the public road.* • *Main pedestrian building entrances for mixed use buildings on corner lots, commercial entrance(s) shall face Lakeshore Road West and residential entrances may face the secondary road.*			

Lakeshore Road West

CLARKSON VILLAGE STUDY

Phase 1 - Background and Public Engagement

April 2009

MISSISSAUGA
Leading today for tomorrow

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1.0 INTRODUCTION

1.1 Introduction

The Clarkson Village Study was initiated pursuant to a request from Ward 2 Councillor Patricia Mullin and subsequent to City Council's adoption of the report titled "Planning Work Program/Special Studies—2005" dated April 12, 2005 from the Commissioner of the Planning and Building Department outlining the priority of major projects to be undertaken in 2005.

1.2 Purpose

The purpose of this study is to create the planning framework from which the mainstreet, along Lakeshore Road West, in Clarkson Village can become the 'heart' of the community by creating a desirable, functional, attractive and identifiable 'place'.

In order to achieve the goals established in the Terms of Reference and detailed principles determined through the extensive public engagement process the existing policy framework needs to be modified

Deliverables include:

1. A report detailing the public engagement process and resulting principles;
2. A report containing detailed analysis and recommendations based upon stakeholder and public feedback;
3. Amendments to the existing policy framework, including to the Clarkson-Lorne Park District Policies of Mississauga Plan and Zoning By-law 0225-2007;
4. The creation of urban design guidelines for the study area; and
5. The identification of additional studies and works which may be necessary to implement the vision, goals, objectives and principles over the long term.

During the first in a series of Stakeholder meetings and workshops, participants were presented with a draft Terms of Reference for the Clarkson Village Study. Through feedback received during and following this meeting, the terms of reference was finalized in June of 2006.

The Terms of Reference established eight goals of the study, which are:

1. Establish a shared vision for Clarkson Village;
2. Establish a long term strategy to implement the vision;
3. Ensure a balance of needs;

Figure 1.1 June 21, 2008 Clarkson Village 200th Anniversary Celebration

4. Encourage a sustainable community;
5. Create a pedestrian oriented community;
6. Promote a transit-oriented community;
7. Encourage mixed-use intensification; and,
8. Create a vibrant mainstreet.

1.3 Background

Clarkson Village has great possibility, but is also faced with significant challenges in achieving its potential.

Clarkson originated as a rural community, based around a rail station. The rail station, located at Clarkson's

Figure 1.2 Clarkson Village Pedestrian Activity

Corners was the hub of the community from 1850-1950. From here people and more importantly agricultural goods were shipped to Toronto and elsewhere. Clarkson was known as a major agricultural depot where farmers would come to store and ship goods. The "mainstreet" portion of the community developed at a later stage with the majority of the development happening since the 1950's.

The community has expressed concerns with the long term growth and ultimate vision for Clarkson Village, indicating that its role as a commercial centre and focus for community activity has faltered over the years. Efforts need to be taken to ensure that new development enhances the community.

Clarkson Village is heavily influenced by retail and commercial development patterns typical of the past 50 years, including suburban strip malls, stand alone single retail uses and big box centres. These retail and commercial forms share significant attributes which are not consistent with the concept of Clarkson Village as a mainstreet, typically isolating buildings and their active facades from the street with large expanses of asphalt used solely for vehicle movements and parking.

Clarkson residents and stakeholders have said that Lakeshore Road West is not pedestrian friendly, the boulevards and buildings are unattractive; there is no place to sit and stroll; the streetscape is dominated by large parking lots and other areas devoted only to the car; the street is too wide to comfortably and safely cross and the traffic speed and volume create a harsh environment for pedestrians.

The traditional mainstreet is exemplified as a people friendly place where individuals can live, work, play and shop, a place which facilitates a sense of community. Mainstreets are found in small towns, traditional downtown cores and in active city centres, all of which differ from the suburban retail strip mall so prevalent today in Clarkson Village. The community expressed an interest in the "urbanization" of Lakeshore Road West.

Lakeshore Road West is currently the central spine of the Village, but also represents a constraint in its role as an arterial road serving a broad community and providing the only linkage across the Credit River south of the Queen Elizabeth Way. As a result, Lakeshore Road West carries a large volume of local and regional traffic through the Village.

Clarkson Village is regulated by the general provisions and Clarkson-Lorne Park District Policies of the City's Official Plan (Mississauga Plan), Zoning By-law 0225-2007, a parking strategy and two older design documents, which aim for mainstreet commercial uses through a restrictive policy regime; whereas, the policy framework should set out a vision, goals and objectives for the village and outline a clear roadmap to achieve the vision through the goals and objectives.

2.1 Provincial Policies

2.1.1 Provincial Policy Statement

The current Provincial Policy Statement (PPS) came into effect on March 1, 2005. The PPS provides policy direction on matters of Provincial interest related to land use planning and development.

Although the PPS is to be read and applied as a comprehensive document, there are several key tenants which are relevant to the Clarkson Village Study and must be considered in the preparation of any decision making and implementation tools resulting from the study. Such considerations include the following:

- The creation and maintenance of healthy, liveable and safe communities;
- The need to focus growth within developed areas and away from significant or sensitive resources;
- Planning authorities shall identify and promote opportunities for intensification and redevelopment which is considerate of existing building stock and the availability of existing infrastructure and facilities;
- Healthy and active communities should be provided by planning public streets and places to be safe, meet the needs of pedestrians and facilitate non-motorized movements;
- A land use pattern, density and mix of uses should be promoted to minimize the number and length of vehicular trips and support viable choices for public transit and multi-modal movement of people and goods;
- Economic prosperity should be supported by maintaining and enhancing the vitality and viability of downtowns and mainstreets;
- Development shall be directed away from areas of natural or man-made hazards where there is an unacceptable risk to public health and safety or of property damage; and,
- Local Official Plans are the most important vehicle for implementing the PPS.

"Urban centres will be characterized by vibrant and more compact settlement and development patterns and will provide a diversity of opportunities for living, working and enjoying culture."

Growth Plan for the Greater Golden Horseshoe
Vision for 2031

2.1.2 Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) which took effect on June 16, 2006, is a Provincial Plan, intended to guide decisions on a wide range of land use planning issues towards the achievement of broad provincial interests. The Growth Plan strives in part to:

- Direct growth to existing established areas;
- Promote transit-supportive densities and a healthy mix of residential and employment uses;
- Preserve employment areas; and,
- Plan for increased demand in infrastructure and services.

2.2 Mississauga Strategic Plan

The following Strategic Plan objectives are relevant to the Clarkson Village Study:

- create a safe, well-designed City with an ultimate population of 780,000 with interesting architecture;
- provide a variety of opportunities in housing, employment, recreation, culture and social amenities;
- promote a positive and progressive identity for Mississauga that is recognizable from other Canadian cities;
- design the road network with regard for the importance of urban design, land use considerations, and the needs of all road users.

The City of Mississauga has undertaken an extensive exercise around creating a new Strategic Plan to carry the City forward into the 21st century. Although still in draft format, the new Strategic Plan is expected to be brought forward for City Council consideration in the spring of 2009. As such, it is relevant to provide some clarity on the 'pillars of change' on which the new strategic plan is based.

The draft City of Mississauga Strategic Plan establishes five pillars for change which are:

1. Develop a Transit Oriented City;
2. Ensuring Youth, Older Adults and New Immigrants Thrive;
3. Completing our Neighbourhoods;
4. Cultivating Creative and Innovative Businesses; and,
5. Living Green.

The goals established in the Terms of Reference for this study parallel the pillars for change established within the draft Strategic Plan. These matters will be explored within the Phase 2, report, subsequent to Council consideration of the Strategic Plan.

2.3 Official Plan (Mississauga Plan)

Mississauga Plan is a broad based policy document which outlines Mississauga's long term vision, establishing City wide and community based goals and objectives, stating in part that "In order to meet the future challenges, this Plan establishes the means for Mississauga to achieve the following:....promotion of design which creates an interesting built environment, and reflects the unique character of communities; establishment of an urban form which is compact, efficient, comfortable, and supportive of transit....". Consistent with Provincial objectives, Mississauga Plan establishes a hierarchical structure to identify appropriate locations to accommodate residential intensification and redevelopment, while balancing and recognizing the unique character and needs of individual communities.

The study lands (See Figure 3.1) are located within the Clarkson-Lorne Park District of Mississauga Plan which is predominately a stable residential community with concentrations of commercial uses in identified character areas and the Clarkson Village Node. The Clarkson Village Node is located within the boundaries of the study area, generally encompassing those lands fronting Lakeshore Road West and the Walden Spinney neighbourhood at the westerly extent of the study area and Meadow Wood Road to the east.

The Clarkson Village Node acts as a focus of activity for the district with a mixture of street related shops, strip

commercial/residential plazas and a traditional shopping centre. A combination of apartments and townhouses have developed at the west end of the Node, in proximity to the Clarkson GO Transit Station.

In addition, the lands fronting Lakeshore Road West, east of Inverhouse Drive to just beyond Meadow Wood Road are part of the Clarkson Village Mainstreet Commercial Character Area. The Character Area encourages pedestrian movement and interconnection, communal parking solutions to the rear of the buildings fronting Lakeshore Road West and buildings which frame the street.

The Clarkson-Lorne Park District Land Use Plan designates all lands within the Village east of the CN Rail spur line overpass "Mainstreet Commercial". Two properties to the west of the overpass also have a "Mainstreet Commercial" land use designation. To the west, most lands have a residential designation, including "Residential Low Density I", "Residential High Density I", Residential High Density II" and "Residential Medium Density I". Twin Spruce Park, at the northeast corner of Lakeshore Road West and Southdown Road is designated "Community Park" and lands forming

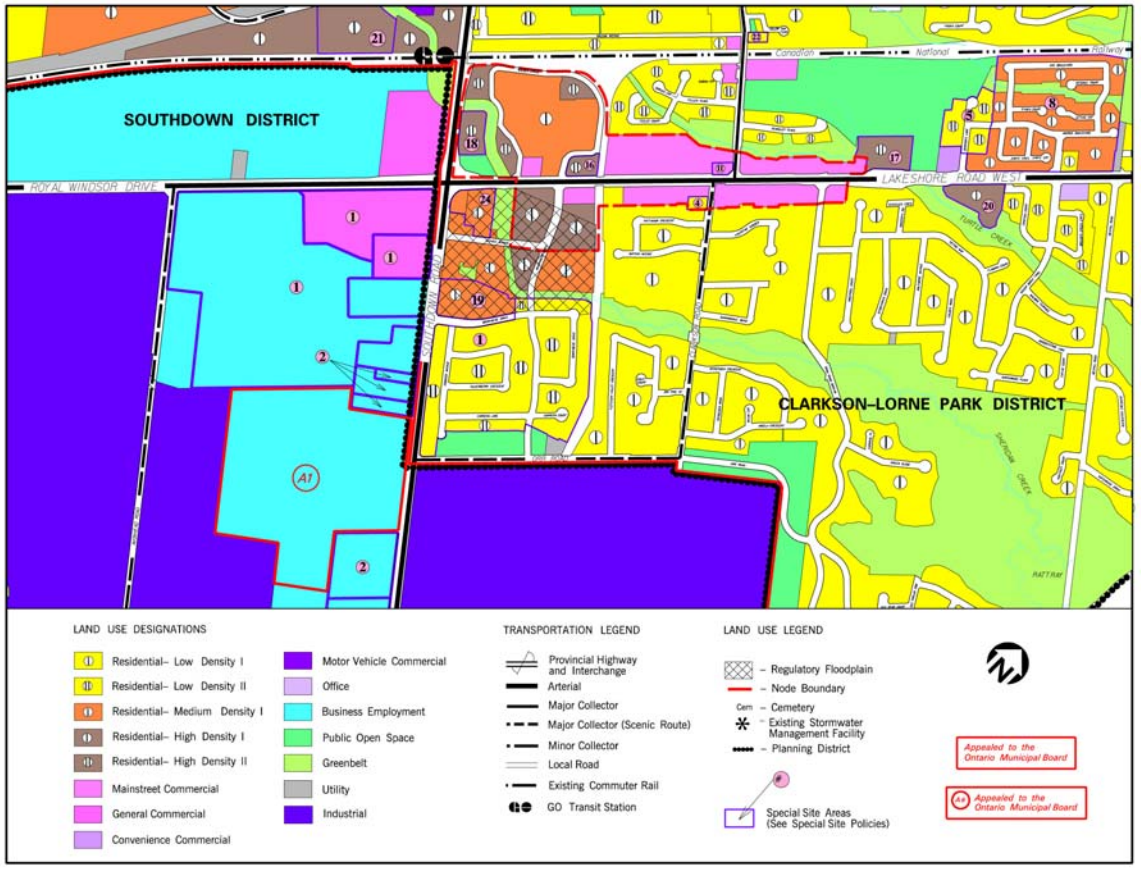


Figure 2.2 Official Plan Designations

part of the Sheridan Creek and Turtle Creek natural features are designated "Greenbelt".

The influence area associated with this study projects to the west beyond the Clarkson-Lorne Park District, into the Southdown District, an area which is dominated by employment based land uses. The Clarkson Go Transit Station is located west of Southdown Road, north of Lakeshore Road West and Royal

Windsor Drive, and serves a higher order transit role in the community. It provides access to the Lakeshore Rail Corridor, which in part supports the existing higher density land uses generally located in and around the intersection of Lakeshore Road West and Southdown Road. The Clarkson Crossing plaza is situated at the southwest corner of Lakeshore Road West and Southdown Road which contains a grocery store, home improvement store and a number of major anchor tenants. This commercial plaza and the Clarkson GO Transit Station function as part of the community and drive the land uses and patterns of development occurring within the Study area to some degree.

2.4 Zoning By-Law

The new City-wide Zoning By-law 0225-2007 was approved in September 2007. The Clarkson Village Study area is predominately zoned "C4" (Mainstreet Commercial). Three sites have site specific exception zones to reflect existing or recently approved developments.

The "C4" (Mainstreet Commercial) zone permits a variety of retail and service

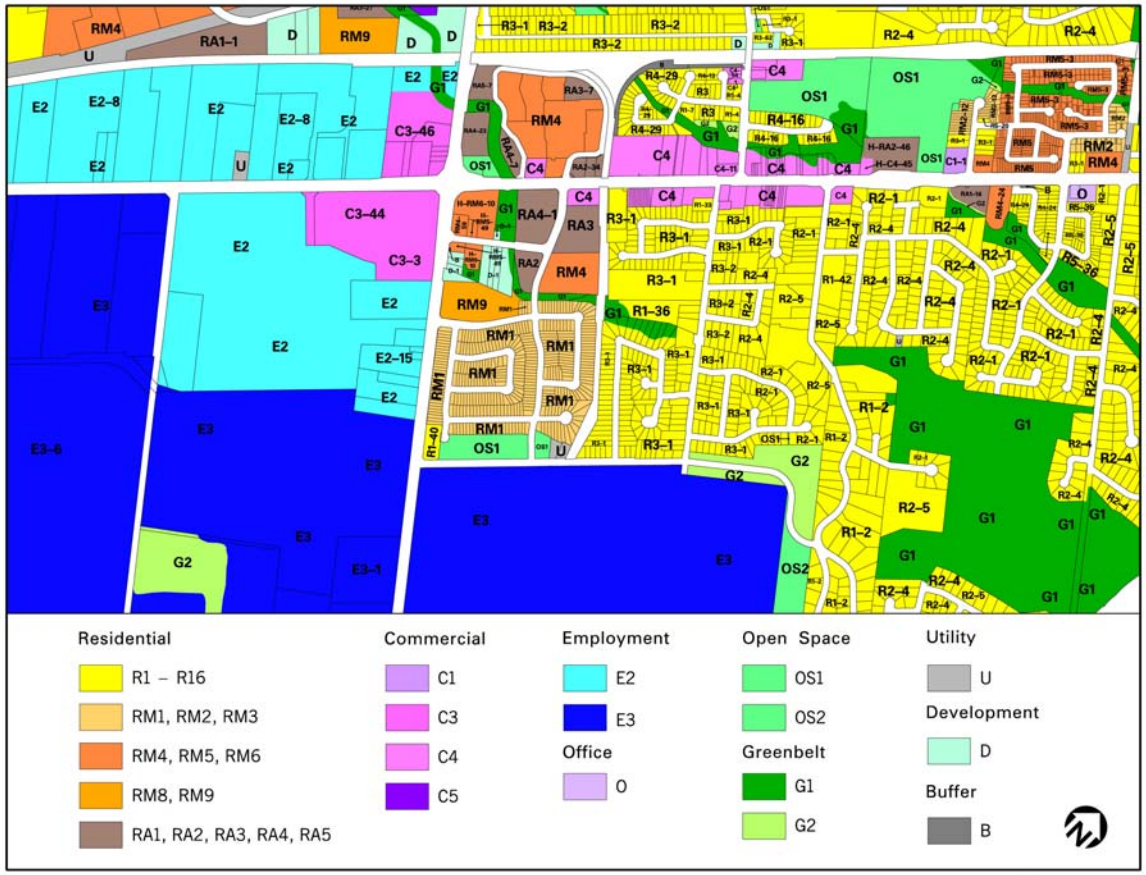


Figure 2.3 Zoning By-law 0225-2007—Excerpt

commercial uses along with office, hospitality, residential and entertainment uses. Prohibitions in the "C4" zone include motor vehicle services, convenience restaurants or drive-thru facilities. Buildings are to be between 2 and 3 storeys in height and are to be located close to the streetline with a maximum front yard depth of 3.0m (9.8 ft.). The zone regulations have no side yard separation distances, minimal landscape buffers between like

uses and modest rear yard setbacks.

Parking requirements 'Mainstreet Commercial' for such as retail stores, personal service, animal care and repair establishment are lower than similar uses in other areas to acknowledge the characteristics of a 'mainstreet commercial' area as more pedestrian oriented.

2.5 Growth Management Strategy for Mississauga

On November 12, 2008 under Resolution number 0271-2008 the Growth Management Strategy of Mississauga was adopted by Council. The purpose of the Growth Management Strategy is to outline a strategic approach to growth management which builds upon Mississauga's existing context and establishes and urban form to ensure a sustainable living and working environment in Mississauga.

The Clarkson Village Node has been identified in the Growth Management Strategy (Figure 2.4) as a traditional Village Node which has developed around historic villages or areas. These are characterized by compact, mixed use development, pleasant walkable streets, a strong sense of place and a community identity. In this type of node, while some intensification may occur, significant increases, particularly if they jeopardize the existing character of the node, are not required or encouraged. Intensification should enhance the node by bringing in new investments that keep the node vital or uses that complement the node by bringing in uses that are absent and needed by the community.

Because of the desirability of these nodes as places to live and invest, the challenge for transitional nodes will be to develop a strategy which protects these areas from development that is inconsistent with the existing scale and built form.

The density target for community nodes is 100-200 people plus jobs per hectare, with a people to jobs ratio of 2:1 to 1:2 depending upon the existing focus of the node (e.g residential or employment).

The form and scale of village community nodes should ensure pedestrian-oriented streetscapes with a minimum height of 2 storeys and a maximum height of 6 storeys. Other types of community nodes will allow heights up to 12 storeys. Shared parking (on-street and structured/ underground) is encouraged along 'mainstreets'.

The transportation focus of this node is to have reliable and frequent bus service connections to nearby areas, Major Nodes, City Centre, employment locations, the waterfront and other important City destinations. This will also include the promotion of strong cycling/pedestrian links, where possible to locations such as GO transit stations, and corridors. Sustainable active transportation amenities will also be encouraged.

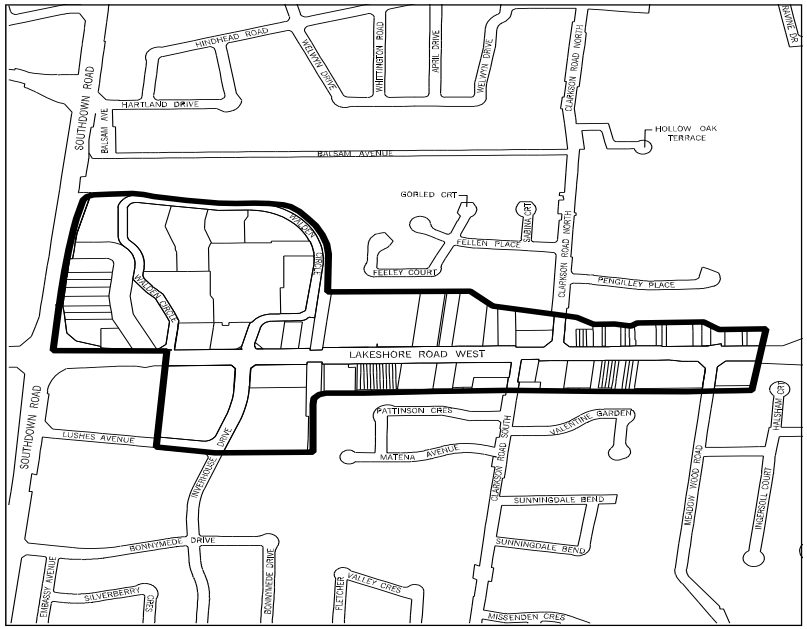


Figure 2.4 Clarkson Village Community Node as outlined in the Growth Management Strategy

Figure 2.5 Clarkson Village Community Node: Lakeshore Road West

3.1. Location

As previously outlined, Clarkson Village is generally located in the south western part of Mississauga, east of the intersection of Southdown Road and Lakeshore Road West (Figure 3.1). The mainstreet commercial area of Clarkson Village is located along Lakeshore Road West in a linear east-west orientation. Existing developments in Clarkson Village are predominately commercial in nature with direct vehicular access to Lakeshore Road West. The east and west entrances to Clarkson Village have gateway signs demarcating the general limits of the village.

Clarkson Village is generally defined as the lands fronting onto Lakeshore Road West, from Inverhouse Drive/Walden Circle on the western end and lands east of Meadow Wood Road on the eastern end.

The Study area generally includes lands fronting onto Lakeshore Road West from Southdown Road on the western end to Johnson's Lane on the eastern end. The study area includes portions of the Clarkson Node and all of the Clarkson Village mainstreet commercial area.

Two larger areas of influence are depicted and generally includes the lands north and south of Lakeshore Road West within a 400 m (0.25 mile) radius or a five minute walk and a 800 m (0.5 mile) radius or about a ten minute walk (Figure 3.1) of the Study area.

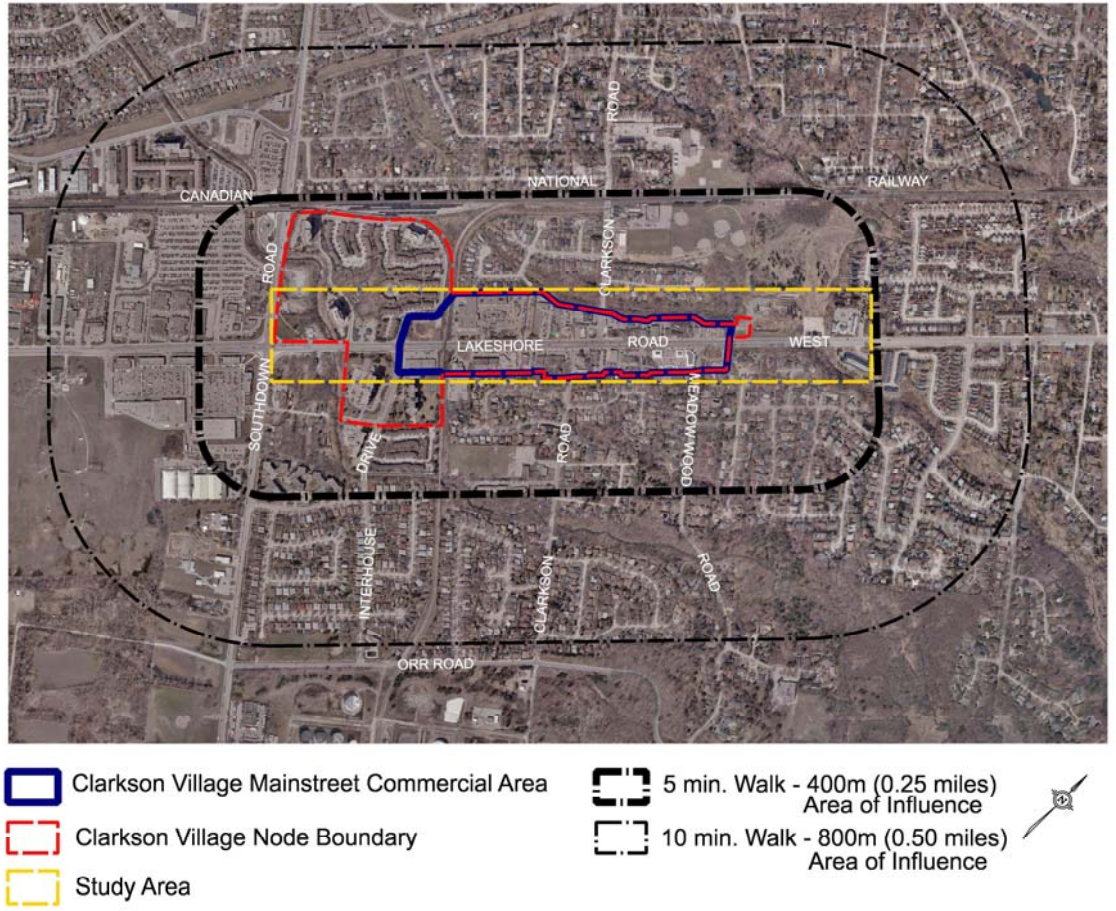


Figure 3.1 Aerial Image: Extent of Clarkson Village and area of influence

3.2 Area Amenities

Generally the Clarkson area is well served by public transit, with arterial bus service along Lakeshore Road West and Southdown Road and the Clarkson GO Transit Station on the west side of Southdown Road, just north of Lakeshore Road West.

Within the larger area of influence there are two elementary schools, Clarkson Public School, located south of Lakeshore Road West and St. Christopher's Separate School, located north of Lakeshore Road West. City parks include Birchwood Park which is located at the east end of the study area and Twin Spruce Park located at the west end of the study area.

Two natural systems bisect the study area. At the west end of the study area is Sheridan Creek that flows southeast to Rattray Marsh and Lake Ontario. Turtle Creek begins to the north of the study area and flows southeast intersecting with Lakeshore Road West at the east end of the study area and continues southward towards Lake Ontario.

A Peel Regional Police Station is located at the northwest corner of Lakeshore Road West and Southdown Road. A Fire Station is located south of Lakeshore Road West, east of Southdown Road on the north side of Lushes Avenue at the west end of the study area.

Outside the larger area of influence to the northeast is Lorne Park Hall and the Lorne Park Community Library. The Clarkson Community Centre and Clarkson Library are located northwest of the study area (Figure 3.2.)

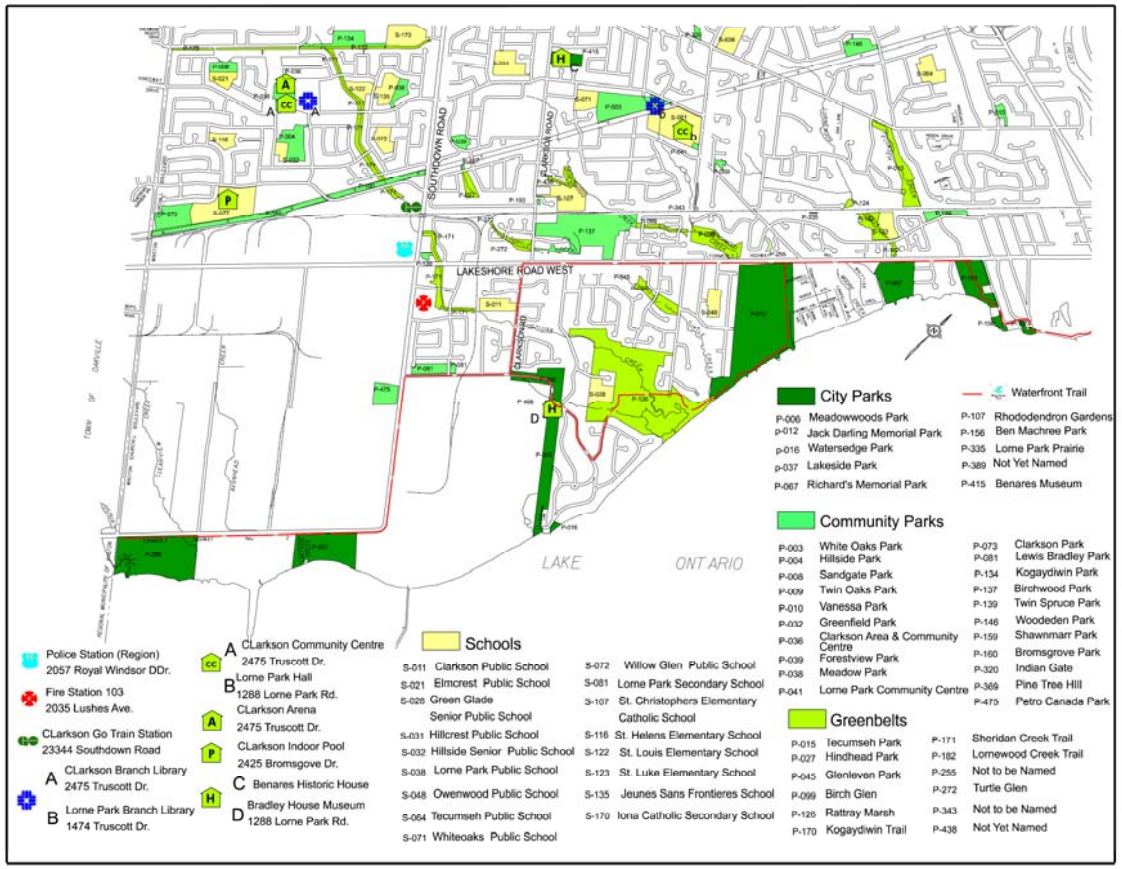


Figure 3.2 Map of Area Amenities

3.3 Village Heritage

The area in the vicinity of the present day Clarkson predates the European settlement of the late eighteenth century. By 1701, the Mississaugas, who were Algonquian speaking Ojibways, had displaced the Iroquois south of Lake Ontario.

The British Crown and the Mississaugas signed a treaty to purchase land in 1805. This provided the Mississaugas with a mile wide tract on either side of the Credit River from Lake Ontario to about six miles north. In 1808, land grants were given to several loyalist families, west of The Mississauga Tract, including the names Merigold, Jarvis, Bradley, and Marlatt.

Figure 3.3 Clarkson General Store, after renovated second floor.

"A Wooded paradise of evergreen, birch, oak, and wild sumac, blending their patterns of colour into a tapestry of early Canadian Life. And the nights, a mysterious sounding board for a symphony of frogs...and soft-toned owls".

Local Clarkson Author
Clarkson–Lorne Park Weekly News Digest

Warren Clarkson arrived in 1808 at the age of fifteen with his family from New York State. By 1819, Clarkson had bought 100 acres on the north side of Lakeshore Road. The Clarkson house still stands today west of Clarkson Road North, south of the rail line.

Figure 3.4 Circa 1900, Clarkson General Store. View from Clarkson Road North

In 1835, Warren Clarkson opened the first general store along Clarkson Road North. Clarkson was among the first communities to have a telegraph service in 1843. The Great Western Railway secured a right-of-way across Warren Clarkson's lots in 1853.

The Clarkson Railway Station was originally located on the north side of the railway tracks, behind the store on Clarkson Road North and in 1855 'Clarkson's Corners' became a service stop on the Railway.

The village, at its height in the 1870s and 1880s, was little more than a string of houses and shops along Clarkson Road North. The opening of the Toronto and Lorne Park Summer Resort Company south of Lakeshore Road in 1879 brought an influx of affluent Torontonians seeking summer cottages to the area.

Figure 3.5 Built circa 1830, 'Bush's Inn. Russell Bush, owner.

The Great Western Railway brought commerce to the local fruit and vegetable farmers. Corn, apples and especially strawberries were produced in Clarkson which was renowned for its fruit growing orchards, particularly apples and strawberries.

In 1856, Captain Edward Sutherland, owner of Bush's Inn since 1855, began shipping strawberries by rail and established Clarkson as the 'Strawberry Capital of Ontario'.

In the 1860s, Warren Clarkson's sons, William and Henry, took over the store and William opened the first post office on June 1, 1875, thereafter known as Clarkson. Edith Clarkson installed the areas first telephone into her village store and post office in 1909.

The rail station was destroyed by fire in 1962 and not replaced. In 1973, GO Transit moved the 'Clarkson' Station to its present location on the west side of Southdown Road.

Through the late 1930s, a new high speed vehicle parkway, called the Queen Elizabeth Way was constructed. This took traffic off Lakeshore Road West and saw a further decline to Clarkson's commerce.

In 1974, Clarkson Village and other towns, such as, Cooksville, Streetsville, Malton and other communities were incorporated together into the City of Mississauga.

The area surrounding Clarkson contains

Figure 3.6 'Clarkson as Strawberry Capital' Migrant Strawberry Pickers.

Figure 3.7 FDA Drug and Clarkson Market Antiques, Lakeshore Road W.

many heritage properties, including Benares Historic House (c.1835 and 1857) to the north, Carman Church (c. 1875), both the Bradley Museum (c.1830) and Anchorage (c.1830) to the south along with other heritage properties and resources.

These designated and listed heritage resources form a living link between the present and the past. Heritage properties can help to retain a sense of place, uniqueness and character within the context of a growing community.

There are no designated heritage properties fronting onto Lakeshore Road West. There is one property that is listed on the Heritage Registry which is the former church located at 1764 Lakeshore Road West. In addition there is a second building listed on the inventory at 972 Clarkson Road South.

On June 21st 2008, Clarkson Village celebrated its 200th Anniversary. Lakeshore Road West was closed to vehicles from Meadow Wood Road to Southdown Road. The street was lined with many activities and attractions and included community events throughout the Clarkson area.

The celebration was an outstanding success and demonstrated how a community can join together and plan for a very special occasion. The all-day event included street displays, crafts, historic exhibits, a musical stage, horse drawn carriage rides, blacksmith demonstrations, WW 1 vintage plane flyovers, people in historic costumes, and much more. This community engagement, public enthusiasm and neighbourhood pride speaks to a bright future for Clarkson.

Figure 3.8 Clarkson Village 200th Anniversary Celebration

"Clarkson's Corners"
Commerce, Transportation and Trade. Historic Centre

Village Mainstreet Character "Village Centre"
Growth of the village centre along Lakeshore Road West, Church, Community Hall, school and recreational area

Figure 3.9 Clarkson's Village Centres

Clarkson developed from its earliest days with two centres; "Clarkson's Corners' a centre of commerce, transportation and trade development around the former railway station; and the area around the Carman Church which became the Clarkson 'Village Centre' and grew along Lakeshore Road West to form the Village Mainstreet Character Area.

3.4 Existing Built Form

A wide variety of built forms exist within the study area, including suburban retail strip plazas, traditional mainstreet retail, heritage structures, places of religious assembly, free-standing retail and tower in the park residential apartment buildings. Developments in Clarkson Village are predominately commercial in nature with vehicle access directly onto Lakeshore Road West.

The majority of the buildings are one storey high, with a few buildings being two storeys and one three storey building (Refer to Figure 3.10). The area surrounding the buildings are predominately devoted to vehicle access and parking. A detailed inventory of the built form can be found in Appendix B.

The result are buildings surrounded by asphalt and with little green space or landscape buffering. The hard surface area also extends into the natural areas along Turtle Creek at the east end of the village.

To the west of the Village mainstreet commercial area, within the influence areas is an area which is predominantly residential in nature with 3 storey townhouses and suburban model apartments. Two sites contain commercial buildings developed similarly to the adjacent village expanses of asphalt.

Figure 3.10 Building Heights: Indicates that most existing buildings are one and two storeys high

Figure 3.11 Property Fabric: Clarkson Village has over 200 different properties.

3.5 Existing Architectural Elements

This section catalogues the individual architectural elements of buildings found in Clarkson in regards to village character.

Mixed Use Buildings

There are several examples in Clarkson of 2-storey mixed-use buildings with retail at grade and either office or residential space above particularly at the east end of the village.

Figure 3.12 Existing Buildings in Clarkson 1714-1708 Lakeshore Road West

Figure 3.13 Buildings: North side of Lakeshore Road West & east of Clarkson Road North. 1713-1721 Lakeshore Road West

Glazing

The size of the windows often extend from one edge of the building to the other. The glass is typically full height, from the ground to above the main door. Glazing is always clear (with no colour) and with only a few panes (breaks) in the storefront glass.

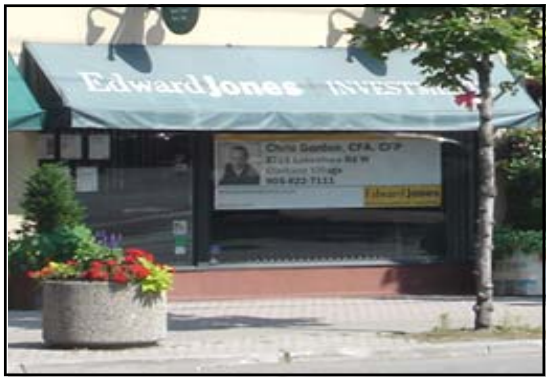


Figure 3.14 Storefront glazing

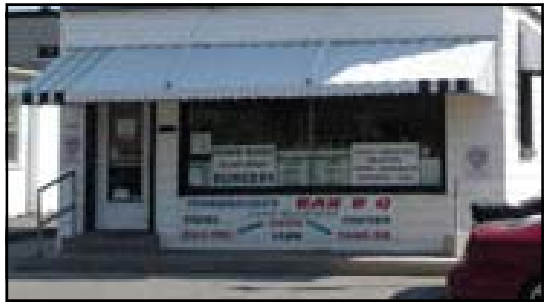


Figure 3.15 Storefront glazing

Retail Entrances

Figure 3.16 Typical Entrances

Two main types of entrances are present in Clarkson Village. One that is flush with the front exterior of the building and one that is recessed into the building. The doors are all glazed; some glazed in metal panel doors and others glazed in wood panel doors. Similar to the storefront glazing, doors are glazed to allow views into the storefronts and similarly contributes to the pedestrian interest in mainstreet environments.

Windows

Figure 3.17 Window Styles

The second storey on most of the existing buildings in Clarkson Village consist of smaller rectangular windows; usually 1 over 1 pane window or a 6 pane window. These window panes add interest and detail to the building and influence the village character of Clarkson.

Exterior Lighting

Figure 3.18 Exterior Lighting

There are a variety of lighting fixtures on different buildings. Some are used to light entrances while others are used to light signs. There are varying styles of lights from goose neck to extending lights

Exterior Building Materials

Figure 3.19 Traditional Materials

Although the exterior building materials vary from building to building, historically there were 4 main types; these included wood siding, stucco, natural stone and brick.

Over time the materials were subject to change due to weathering and maintenance. All materials were natural and were produced in the local area and contributed to the Clarkson Village architectural character.

Signage

Figure 3.20 Signage

The buildings in Clarkson Village have a variety of sign types; in general, they are modest in size and respect the architecture. Buildings typically have signs over the storefront.

Buildings with a canopy often integrate the storefront sign on the canopy. Some buildings include both smaller signs for the second storey offices and a retail canopy.

Canopy

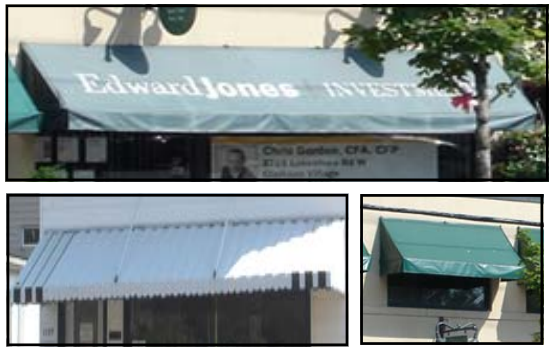


Figure 3.21 Canopy features

Canopy features over windows are present on various upper and lower storey commercial buildings in Clarkson Village. Canopies on the retail first storey serve as protection from the weather elements for pedestrians and shield the interior building space from the sun.

The canopies on the secondary storey provide protection from the sun for the interior space of the building. These canopies also add character to the building by adding interest and relief to the facade.

Roof Treatment

Figure 3.22 Gable roof form

Most historic and imitation historic buildings in Clarkson Village feature simple gable roof forms with window elements on their front facades.

Trim Cornice Details

Figure 3.23 Trim details

Trim detail is one of the architectural features of Clarkson Village. A few buildings have a trim feature near the edge of the roof which help to provide a unique character to the community and provide variety in the elevations.

Façade Variation

Figure 3.24 Building Facades

The buildings on the north side of Lakeshore Road West have a variety of exterior building materials, patterns, colours, proportions, canopies and details that ensure each building façade has an individual character. In the above example, (Figure 3.24), the buildings are all 2 storeys high, and yet, each has a unique character that varies every 6.0 m (19.7 ft.) along the street wall.

3.6 Existing Streetscape

In 1975 to 1977, through a Community Improvement Plan, the Clarkson BIA in conjunction with the City of Mississauga, integrated streetscape improvements which included the installation of street trees, boulevard planting, median planting and the addition of street furniture. A second phase which included gateway features and more refined street furniture, boulevard treatment and road improvements, which was outlined in a report entitled "Clarkson Community Improvement Plan' dated 1985 was never implemented. Today the streetscape treatment is dated and inconsistent.

The street space width or road right-of-way (distance from south to north property line) on Lakeshore Road West varies, but is generally around 35 m (115 ft.) wide. The street has two travel lanes east bound and two travel lanes west bound with a continuous left turn lane in the centre of the street.

The boulevards (the area between the front property line and travelled road) along the north and south side of Lakeshore Road West vary in width from 4.0 m (13 ft.) to 9.0 m (29.5 ft.), but can be generally characterised as moderate to generous in width. Similarly, the sidewalk width varies and its position changes within the width of the boulevard. The most constrained boulevard condition is at the rail line bridge with a 2.0 m (6.6 ft.) width.

There are few north-south streets that connect Lakeshore Road West to the larger neighbourhood (area of influence) which negatively impacts street permeability and access to the Clarkson area.

Figure 3.25 Easterly View of Lakeshore Road West Streetscape

The corridor has a major hydro line on the north boulevard with utility poles ranging from 18 m to 20 m (59 ft. to 66 ft.) high and situated between 1.0 m and 3.0 m (3.2 ft. and 9.8 ft.) back from street curb (Figure 3.25).

Enersource (Hydro Mississauga) does not have any current plans to relocate the hydro line, hence the existing poles represent a significant constraint.

There are a few dedicated pedestrian only walkways in Clarkson Village. These walkways serve as an important connection to the large community (Refer to Figure 3.26)

There is an existing tree canopy along portions of the Lakeshore Road West. The existing trees are located in grates which are flush with the grade of the sidewalks.

There are a small number of benches along the north side of Lakeshore Road

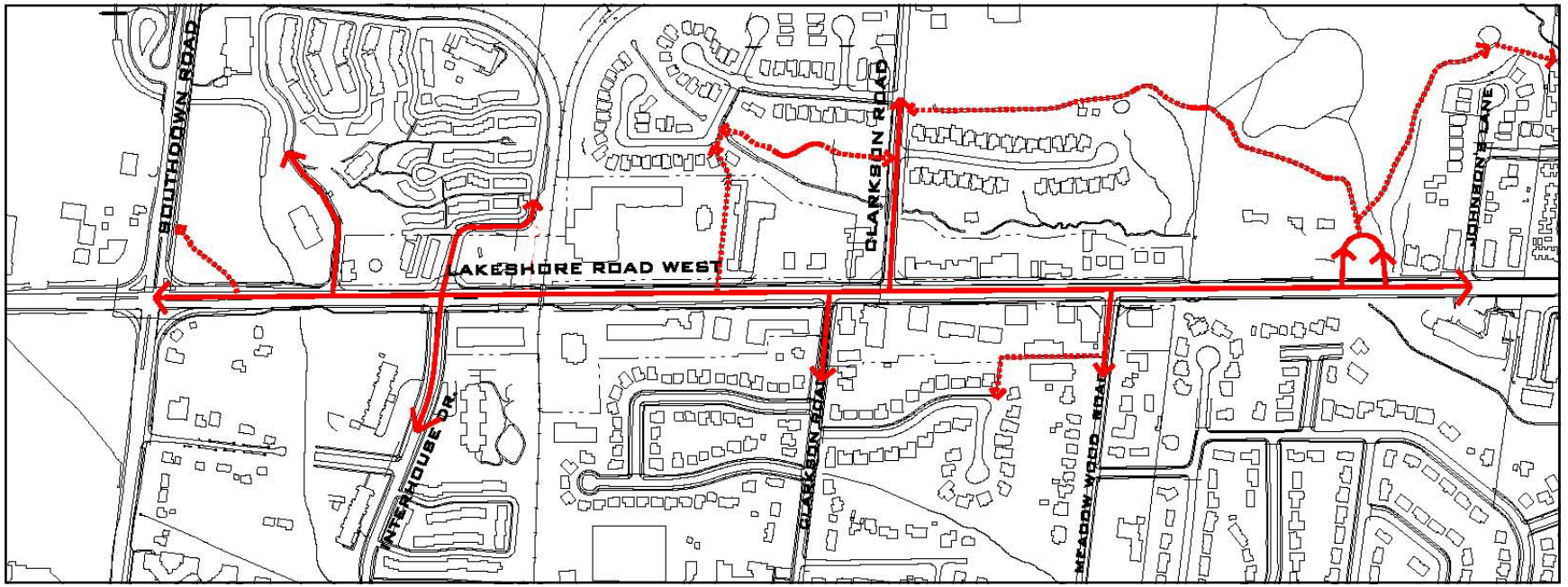


Figure 3.26 Existing on-street and walkway pedestrian connections from Southdown Road to Johnson's Lane.

West in front of the Galleria and on the south side in random locations. These are not consistent in design and placement. (Figure 3.27)

There are 34 unsignalized driveways access points along Lakeshore Road West with potential conflicts between vehicles and pedestrian.

Pedestrian crossings include a number of locations where accessibility is constrained by either utilities or surface conditions. Durable material and surface characteristics of crossings are important for the construction of the crossings; especially for accessibility and safety.

The crossings at Lakeshore Road West and Southdown Road intersection have high volumes of turning traffic. Channelized right-turn lanes allow vehicles to travel at moderate to high speeds. Notwithstanding that this intersection has low volumes of pedestrian traffic, there is a potential for conflict between vehicles and pedestrians.

The road design must also consider crossing distances. As roadway widths increase, they can become problematic for the aging population and those with accessible needs.

Access management and the number of driveways along Lakeshore Road West is of a critical concern in Clarkson Village. The critical intersections include:

- West of Inverhouse Drive, north side, Spoon and Fork Restaurant and Satellite Family Restaurant driveways;
- West of Clarkson Road South, north side, McDonalds and Clarkson Village Motel;
- West of Clarkson Road South, north side, Turtle Creek Plaza, Scotia Bank and Tim Hortons; and
- Many access points east of Meadow Wood Road, north side of Lakeshore Road West.

Figure 3.27 Clarkson Village: Attractive streetscape - North side of Lakeshore Road West, east of Clarkson Road North.

There a number of driveways that are in proximity to signalized intersections. The following driveways are less than the recommended minimum 30 m (98 ft.) corner clearance:

- Baptist Church/Clarkson Village Plaza west of Clarkson Village Plaza signals;
- Turtle Creek Plaza, Scotia Bank and Tim Hortons west of the Clarkson Road South signals;
- Wowy Zowy Toy Store (former Carman Church) between Clarkson Road South and Clarkson Road North signals;
- RBC driveway east of the Clarkson Road North signals; and
- Many access points east of Meadow Wood Road, north side of the Lakeshore Road West.

(See Figure 3.28)

Figure 3.29 Lakeshore Road West Access points

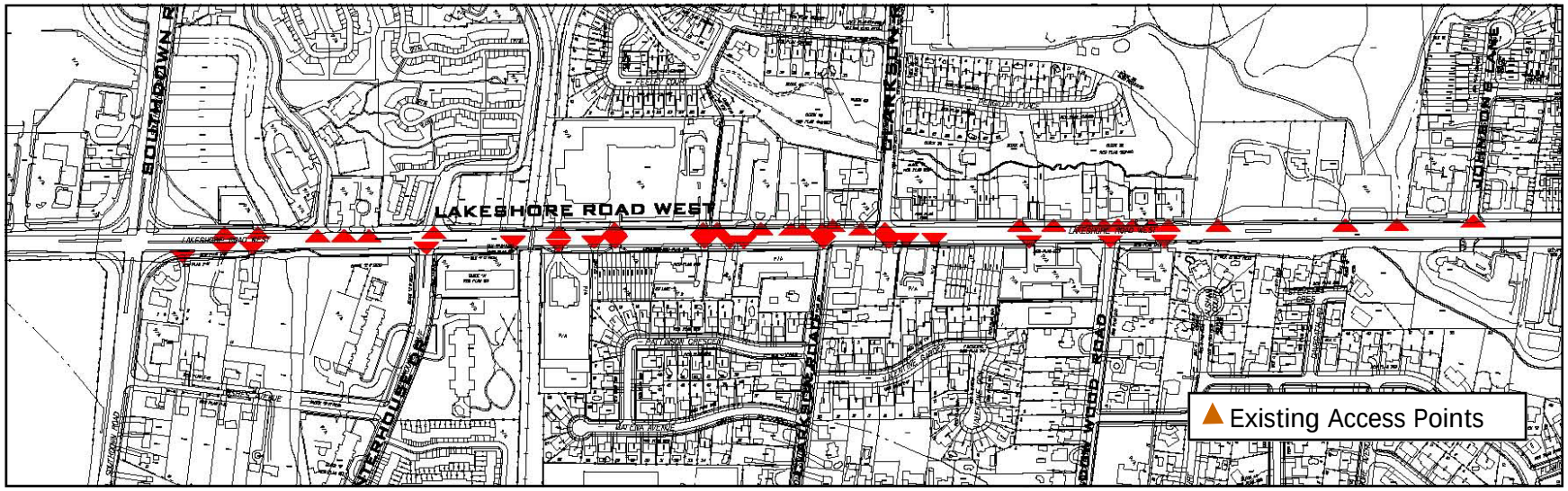


Figure 3.28 Access Points: 34 existing unsignalized driveways from Southdown Road to Johnson's Lane.

3.7 Existing Transportation Network

Today Clarkson Village is supported by various modes of accessible transportation such as pedestrian sidewalks, bike trails, Mississauga Transit, GO Transit, the QEW provincial highway and the municipal street network.

Clarkson Village consists of a major east/west arterial, Lakeshore Road West, and a north/south major collector, Clarkson Road North. Lakeshore Road West is the only arterial road south of the QEW.

Lakeshore Road West in Clarkson Village has a 5 lane cross section which consists of two through lanes per direction and a continuous centre left turn lane.

The lane width on Lakeshore Road West varies from a maximum of 3.10 m to 3.65 m (10.17 ft. to 11.97 ft.).

There are seven signalized intersections from Southdown Road to Johnson's Lane. There are 5 crossing points within the Village. The block distance between crossing points varies from 265 m to 70 m (896ft. to 230 ft.) (Refer to Figure 3.30).

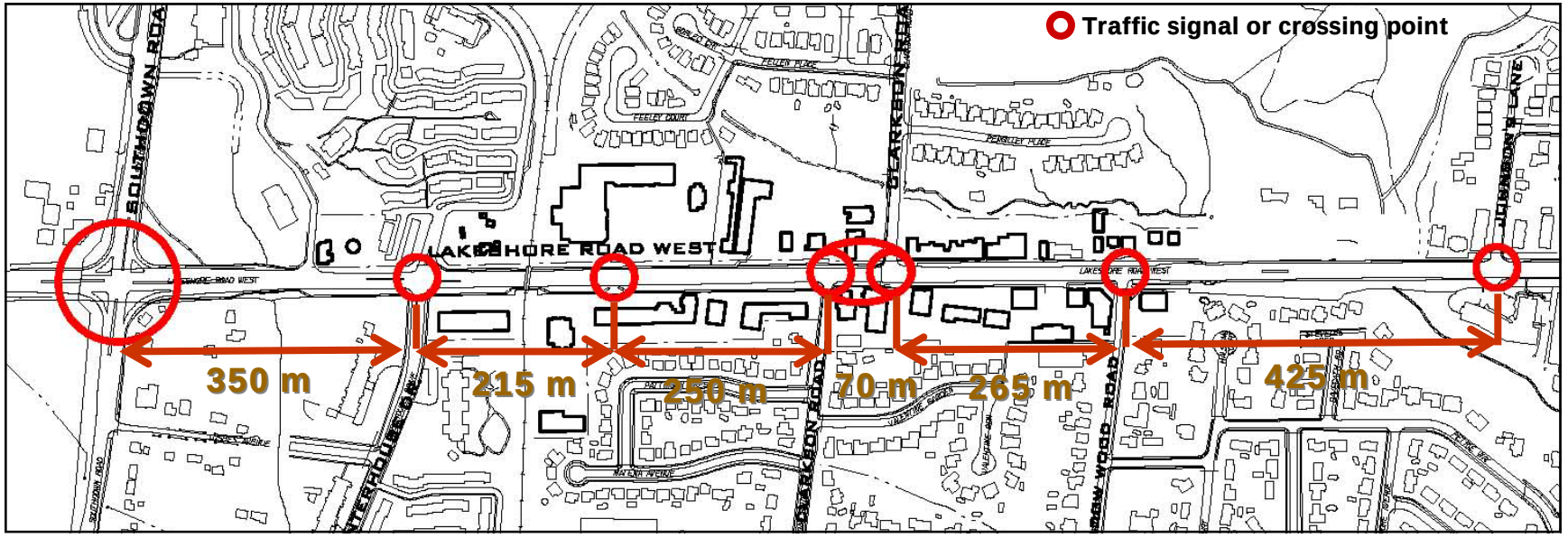


Figure 3.30 Seven Traffic Light Intersections from Southdown Road to Johnson's Lane.

3.8 Existing Public Transit

Clarkson Village is well served by public transit either by railway or bus. The Clarkson GO Transit station is an important hub of transportation. The station, located north of Lakeshore Road West and west of Southdown Road, is close to Clarkson Village, approximately 1000 m (3,281 ft.). The station provides two way, all-day train service and bus service to Hamilton/ Stoney Creek in the west and to Newcastle in the east. Frequency of trains ranges from every hour during the off-peak to every half hour during the peak period. The GO Transit Station is accessible from Royal Windsor Drive to the south, Bromsgrove Road to the north and Southdown Road to the east.

Mississauga Transit provides bus service along Lakeshore Road West connecting into the Clarkson GO Transit Station. This service includes a route connecting Clarkson Village to the Long Branch GO Transit Station and serving Clarkson Village south of Lakeshore Road West between Meadow Wood Road and Southdown Road, as well as Inverhouse Drive. The other route serves Clarkson Village north of Lakeshore Road West along Truscott Drive/Lorne Park Road/ Indian Road. The transit stops are located at signalized crossings along Lakeshore Road West at Southdown, Inverhouse Drive/Walden Circle, Clarkson Village Plaza, Clarkson Road, Meadow Wood Road and Johnson's Lane.

Figure 3.31 Clarkson GO Station and parking area

Figure 3.32 Mississauga Transit: Bus Stop

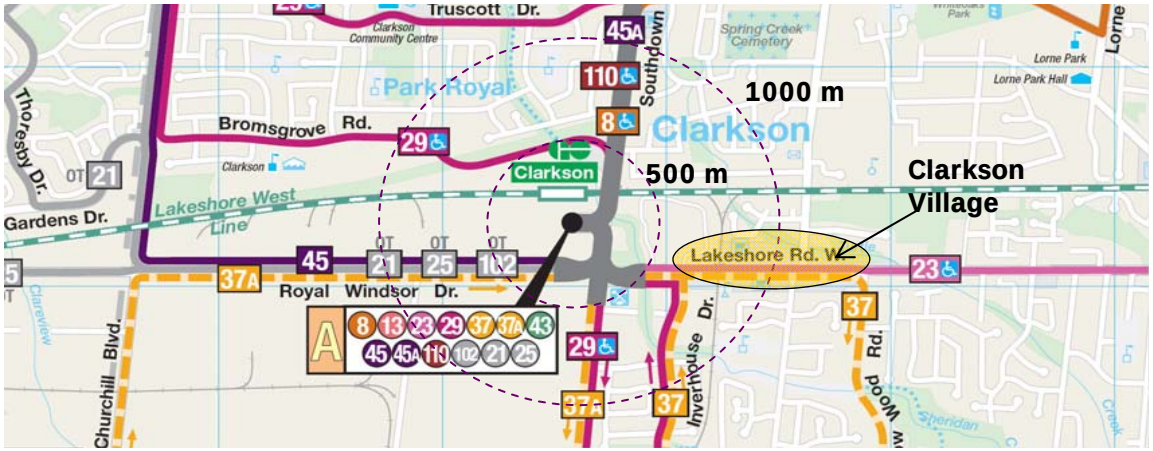


Figure. 3.33 Map of Mississauga Transit Route and distances from GO Station

3.9 Vehicle Speed

Vehicle speed within the study area is highest in the eastern portion of the corridor. The highest observed speeds in the vicinity was 55 km/h at the Birchwood Drive intersection.

3.10 Lay-by Parking

Lay-by parking is an integrated part of road and streetscape design along a portion of Clarkson Village. Lay-by parking is necessary and beneficial for retail commercial uses. Parked cars can provide a sense of safety and enclosure for pedestrians on the boulevard.

In addition to lay-by parking, there are a number of locations that have small parking pad areas or informal parking areas in front of their buildings.

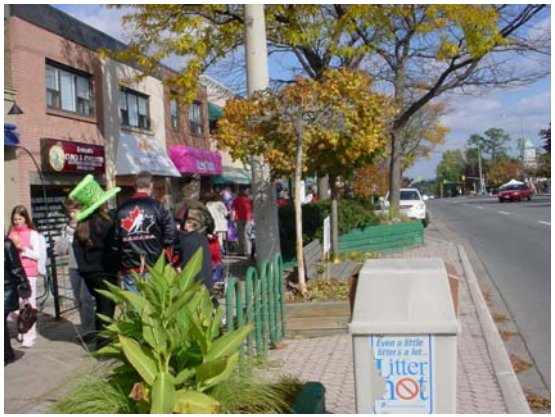


Figure 3.34 Lay–by Parking

Figure 3.35 Front yard on site parking

Figure 3.36 Lay-by Parking

Figure 3.37 Front Yard on site parking

3.11 Recent Development Activity

There has been significant development activity recently in Clarkson Village and within the area of influence. There are six current or recent proposals. (see Figure 3.38)

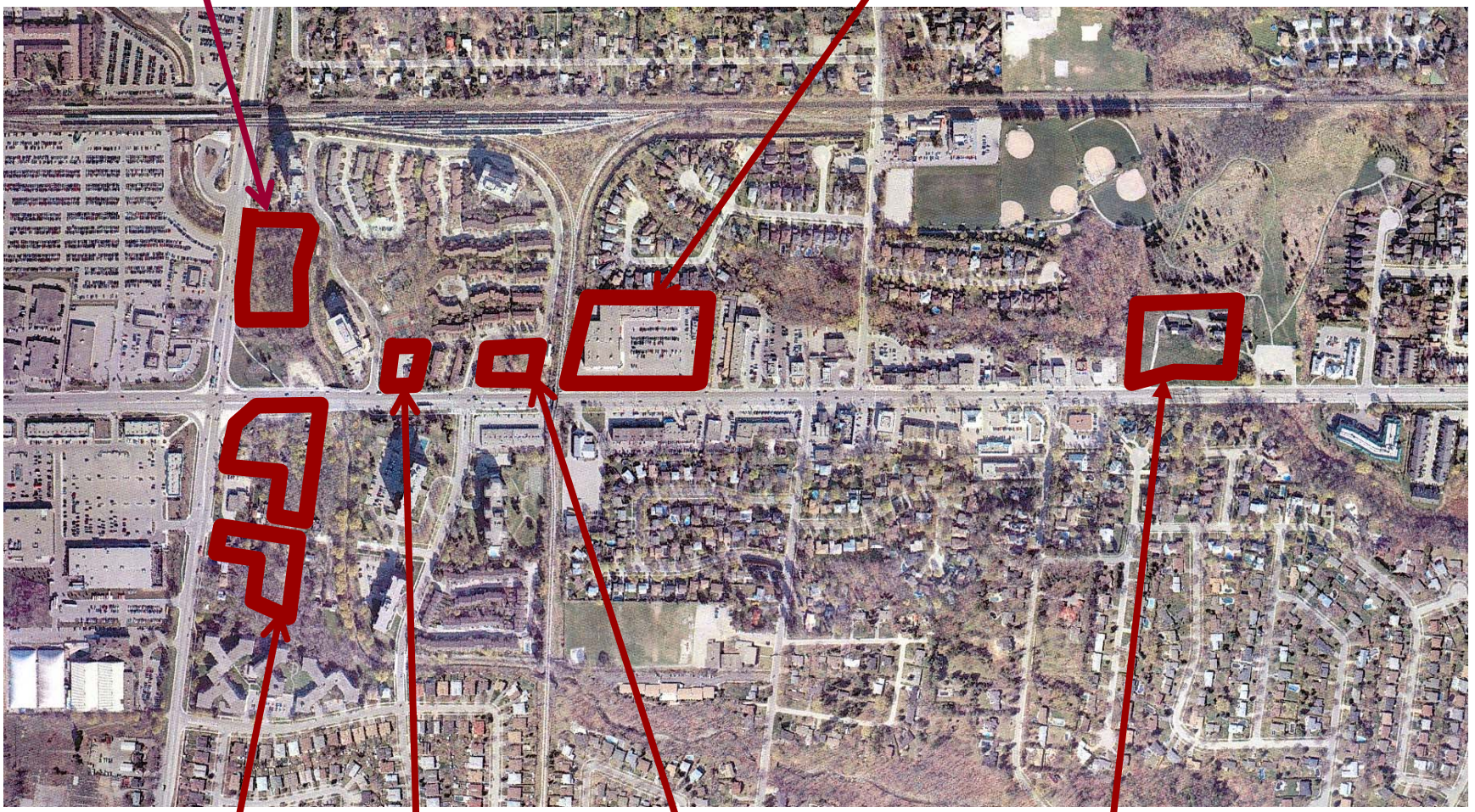


Figure 3.38 Aerial Image: Map of recent development activity in Clarkson Village and area of influence

3.0 EXISTING AREA CONTEXT

Stonebrook Properties Inc.

1075 Southdown Road

Approved Official Plan Amendment and Rezoning applications under file 0Z 04/037 W2. Site Plan application under file SP 06/035 W2 is presently under review.

Lands designated "Residential-High Density II—Special Site 18" and zoned RA4-23 (Residential Apartments)

Project Description:
Two 18 storey residential apartment buildings containing 424 units, with a floor space index (FSI) of 4.5.

Figure 3.38 Perspective drawing

607074 Ontario Ltd.

1969 & 1971 Lakeshore Road West

Applications for Official Plan Amendment and Rezoning under file OZ 05/043 W2 are presently under review.

Proposal to redesignate the lands to " Mainstreet Commercial– Special Site" and rezone to "C4 - Exception" (Mainstreet Commercial).

Project Description:
A 15 storey residential apartment building containing 124 units with retail space at grade and a FSI of 3.3.

Figure 3.39 Perspective drawing

Clarkson Manors Inc.

1571—1601 Lakeshore Road West

Approved Official Plan Amendment and Rezoning applications under file OZ 03/22 W2 . Removal of the Holding Provision application under file H-OZ 07/02 W2 and Site Plan application under file SP 07/184 W2 are presently under review.

Lands Designated "Residential High Density II - Special Site 17", "Mainstreet Commercial" and "Greenbelt" and zoned "H-C4-45" (Mainstreet Commercial), "H-RA2-46" (Residential Apartment) and "G" (Greenbelt).

Project Description:
4 live/work units, 32 townhouse dwellings and a 6 storey residential apartment building containing a maximum of 210 units.

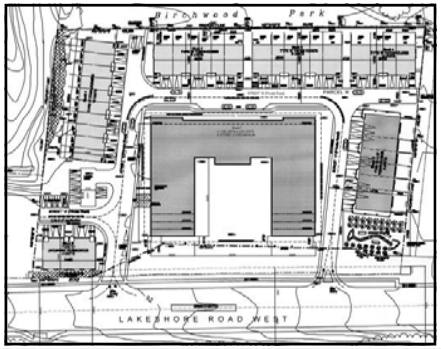


Figure 3.40 Conceptual site plan

Moldenhauer Developments Inc.

1907 and 1913 Lakeshore Road West

Approved Official Plan Amendment and Rezoning applications under file 0Z 06/029 W2. Site Plan application under file SP 07/124 W2 is presently under review.

Project Description:
An 8 storey seniors building with 125 retirement units and recreational amenity area at grade and am FSI of 2.34.

Figure 3.41 Moldenhauer's project

Gemini Urban Design Corporation

1998 –2039 Lakeshore Road West and 2004 –2012 Lushes Avenue.

Approved Official Plan Amendment and Rezoning applications of two sites under files OZ 06/015 W2 and OZ 06/20 W2.

Site Plan Application under file SP 08/027 W2 is currently under review.

Project Description:
83, 3 storey townhouse units with 2 heritage detached dwellings to be maintained.

Figure 3.42 Gemini UD Group

Rio-Can (Clarkson) Inc.

1865 Lakeshore Road West

Applications for Official Plan Amendment and Rezoning under file OZ 07/013 W2 to redesignate the lands to "Mainstreet Commercial"- Special site" and rezone to "C4– Exception") are currently under review.

Project Description:
Redevelopment of an existing plaza with stand-alone commercial building; a multiple tenant commercial building at the streetline and a proposed 7 storey, 156 unit seniors building with ground floor commercial uses and an FSI of 0.9.

Figure 3.43 Spectrum Senior Building

4.0 CASE STUDIES: Mainstreet Examples

This section analyzes four successful mainstreet villages that were identified by the stakeholders and the community during the public meetings, namely Port Credit, Streetsville, Downtown Oakville and Bloor West Village in Toronto. These were analyzed in five categories, Pedestrian "friendly" Streetscape, People Place, Concentrated Mainstreet, Street Permeability and Block Structure.

4.1 Port Credit

Port Credit is located in the south central area in the City of Mississauga. The village is situated along the shores of Lake Ontario, at the mouth of the Credit River and at the foot of Hurontario Street and is transacted by Lakeshore Road East. Port Credit is one of the oldest settlements in the area and was founded as a trade harbour. The plan of the village was laid out in 1834.

Today, Port Credit is an important hub of business, residents and visitors, as well as a popular destination for special events.

Lakeshore Road East which is considered the "mainstreet" of the community consists mainly of 2 storey buildings with at grade retail and second storey residential or office uses.

Generally Port Credit has a mix of land uses, community facilities along with public access to Lake Ontario and the Credit River. There is a wide variety of residential building types with a significant number of high density apartment units to the north and south of the "mainstreet". The apartments range in height from 6 storeys to 28 storeys. Higher forms are located further away from the "mainstreet". There is also a range of detached dwellings, townhouses and multi-use buildings within and adjacent to the Port Credit Village.

The area is well served by local transit and is within a 5 minute walk to the Port Credit GO Transit Station.

Port Credit has easy access to the Queen Elizabeth Way (QEW) via Hurontario Street. Lakeshore Road East is the only east/west street south of the QEW which crosses the Credit River.

Figure 4.1 Port Credit: Streetscape Attributes

Pedestrian Streetscape:
The focus of pedestrian activity is located on Lakeshore Road East, east of the Credit River. The street has a variety of shops, restaurants and other commercial enterprises. The streetscape has a continuous and comfortable walkway zone (varies from 2.0 m to 3.5 m wide (6.6 ft. to 11.5 ft.)), and generally a 1.4 m (4.6 ft.) wide furniture zone with street trees and lay-by parking.

Figure 4.3 Live/Work units

Figure 4.4 Lakeshore Road East Street Scale Ratio

'People Place' or Market Square:
Port Credit has a few different types of open gathering areas within the community. One of the most successful spaces is the Port Credit Square located near the southeast corner of Hurontario Street and Lakeshore Road East. The square has retail shops on three sides and the fourth side of the square opens onto Lakeshore Road East. The square is 900 m² (9,688 ft.) 30 m x 30 m (98 ft. x 98 ft.) in area. The city block consists residential units located in 2 to 6 storey high buildings. The square is surrounded by built form that is 2 and 3 storeys in height.

Figure 4.2 Port Credit Square

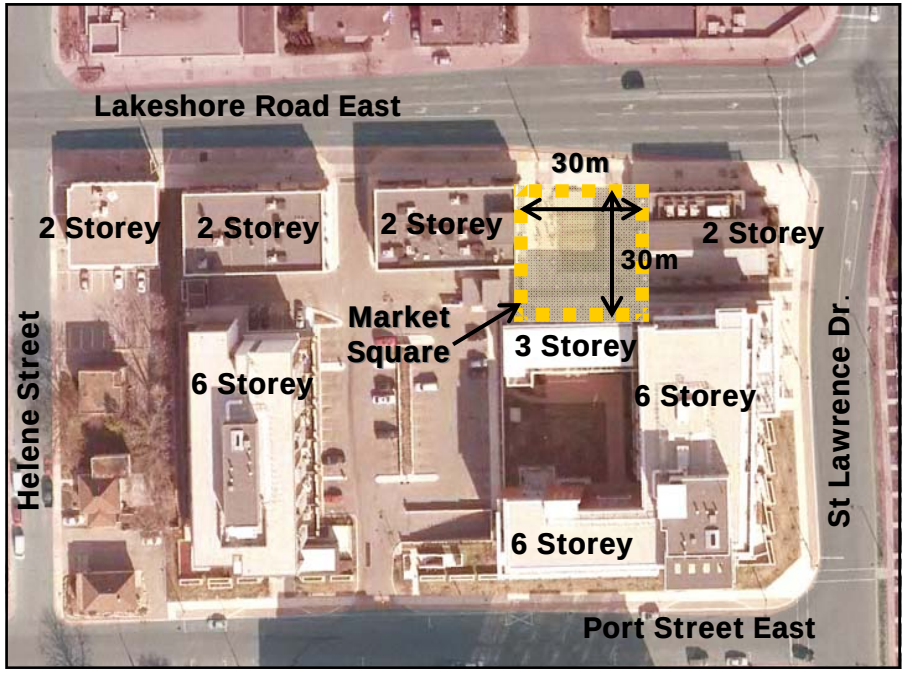


Figure 4.5 Port Credit Square: Aerial Image

Concentrated 'Mainstreet' :

A concentrated 'mainstreet' is defined as a continuous pedestrian environment with active shops along the street with no large interruptions. The most vibrant and active portion of Port Credit is east of the Credit River to Elmwood Avenue. This section is five city blocks long or 500 m (1,640 ft.). The eastern and western sections also have attractive mainstreet features although they presently lack the vitality of the central section.

Street Permeability:

Port Credit was designed on a grid system with a good network of streets north and south of Lakeshore Road. This permeable grid of streets helps to serve the mainstreet with easy access for the adjacent residents but also to facilitate service vehicle access, transportation options, and additional parking accommodation.

There are constraints to the street permeability due to Lake Ontario to the south, the rail line to the north and the Credit River to the west preventing fine grained connectivity with adjacent neighbourhoods.

Block Structure:

The blocks lengths along Lakeshore Road are generally 100 m (328 ft.) but range from 45 m to 210 m (148 ft. to 689 ft.). The mainstreet blocks are generally composed of an uninterrupted, safe and comfortable pedestrian realm without mid-block driveway access points

The blocks typically have retail along the complete Lakeshore Road frontage, rear lane parking behind and residential uses to the rear flanking the commercial uses and fronting the side streets.

Figure 4.6 Port Credit Aerial: Street Block Plan

4.2. Streetsville

Streetsville is an urban village within the City of Mississauga. It is located in the north central area of the City with Queen Street South as it's main north/ south thoroughfare. The town originally developed along the banks of the Credit River. The town is one of the original settlements and core communities which, upon amalgamation in 1974, formed the basis for the present day Mississauga. Streetsville has many heritage structures that remain and form a critical link to it's past.

Today, Streetsville is an important hub which attracts businesses, residents and visitors. There are popular community events throughout the year and special events, such as the Bread and Honey Festival.

Generally, Streetsville has a mix of land uses, community facilities, a variety of residential types (detached dwellings, townhouses, high density and multi-use buildings).

The community is well served by local transit and is close to the Streetsville GO Transit Station.

The built form along Queen Street South is generally 2 storeys along the frontage with some 3 storey buildings boarding the edge of the strip.

The area has growth and permeability constraints as it is bordered by the Credit River on the east side and railway tracks on the west side.

The area has easy access to Highway 401 to the north.

Pedestrian Streetscape:
The focus of pedestrian activity is located on Queen Street South which has a variety of shops and restaurants. The streetscape has a continuous and comfortable walkway zone (2.5 m to 3.25 m (8.5 ft. to 10.7 ft.) wide), with intermittent street trees, on-street parking and a limited furniture zone.

Figure 4.7 Streetscape: View south

4.0 CASE STUDIES: Mainstreet Examples

'People Place' or Market Square:

Streetsville has one primary open gathering area for community uses. The Cenotaph and plaza is centrally located at the intersection of Queen Street and Main Street South. The plaza has retail shops on the south side and is a well defined dedicated space. The plaza has visibility from both Queen Street South and Main Street/Pearl Street. It includes the Cenotaph, seating, floral planters, trees, street furniture and a heritage clock and has an area of 390 sq m (4198 ft.) 15 m x 26 m (49 ft. x 85 ft.).

Concentrated 'Mainstreet' :

Streetsville generally consists of four city blocks with mainstreet attributes.

There is an active core 'mainstreet' with continuous retail shops on both sides of the street. The core mainstreet is located south of Main Street/Pearl Street. It benefits from a variety of built forms and incorporates several heritage buildings.

Street Permeability:

Streetsville has a small network of streets east and west of Queen Street South. This permeable grid of streets helps to serve the mainstreet with easy access for the adjacent residents but also to facilitate service vehicle access, transportation options, and additional parking accommodation.

There are constraints to the street

Figure 4.8 Streetsville - Street Scale Ratio

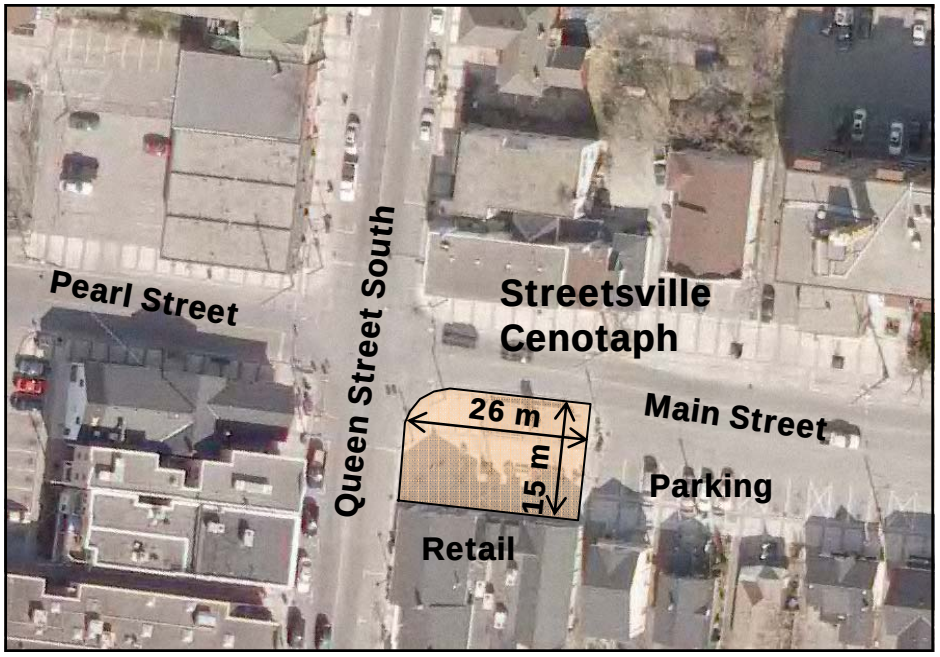


Figure 4.9 Streetsville Aerial: Cenotaph and plaza- Public Amenity

permeability with the rail line to the west and the Credit River to the east and lack of other continuous north/south oriented roads.

Block Structure:

Block lengths along Queen Street South are generally 100 m (328 ft.) and range from 62 m to 122 m (203 ft. to 400 ft.). The mainstreet is generally composed of an uninterrupted, safe and comfortable pedestrian realm with no access points to individual properties along Queen Street South in the more urban portion.

Streetsville has communal parking areas located behind the retail mainstreet shops which serves local needs and the retail functions. The blocks typically have retail along the entire Queen Street South block, rear lane parking behind and residential uses to the rear.

Figure 4.10 Streetsville Aerial: Street Block Plan

4.3 Downtown Oakville

The Town of Oakville is located on the shores of Lake Ontario west of the City of Mississauga. This lakeside town has an attractive shopping district in the downtown core, while maintaining its small-town ambiance. Oakville maintains it's strong heritage past. Founded in 1857, downtown Oakville is a desirable residential and business centre. Along the historical downtown streets, Oakville includes a mix of transformed 19th century buildings which accommodate many shops, services and restaurants.

Downtown Oakville is a popular urban village predominately oriented in an east/west orientation along Lakeshore Road East. The area is located between Bronte River bridge to the west and John Street to the east.

Oakville is a successful community which contains a good mix of land uses including, community facilities, municipal parking garages, a variety of residential dwelling types (detached, townhouses, high density apartments and multi-use buildings) and marina facilities.

Downtown Oakville which is close to the local GO Tranist Station, is well served by local transit and has easy access to the QEW and Highway 403. Lakeshore Road East is one of several east/west streets travelling through Oakville below the QEW.

The built form of the mainstreet is generally 2 storeys in height in the older portion of the street and 3 to 4 stories in the newer sections on the east end along the frontages with larger built forms set back from Lakeshore Road East.

There are 6 to 8 storey buildings present on both the east and west end of the commercial strip.

Pedestrian Streetscape:

The focus of pedestrian activity is located on Lakeshore Road East and along some of the side streets. The streetscape has a continuous and comfortable walkway zone (3.0 m (9.8 ft.) wide), a well developed furniture

Figure 4.11 Streetscape: Downtown Oakville

zone (generally 1.5 m (5 ft.) wide), regular placement of street trees and on-street parking.

'People Place' or Market Square:

Oakville has a few different types of open spaces, although the primary central gathering area for the community is George's Towne Square. The square is located on the corner of Lakeshore Road East and George Street and is generally situated central to the village. The square has 2 storey retail shops on the east, west. To the south is a 4 storey mix use building and an open viewing gallery to Lake Ontario. It is well defined and a dedicated space with exposure along the north side from Lakeshore Road East. The square has seating, floral planters, trees, street furniture and a heritage clock. The Square is approximately 2000 sq.m. (21, 258 sq ft.) or 40 m x 60 m (131 ft x 196 ft.). See figure 4.12 and 4.13.

Figure 4.12 George's Towne Square

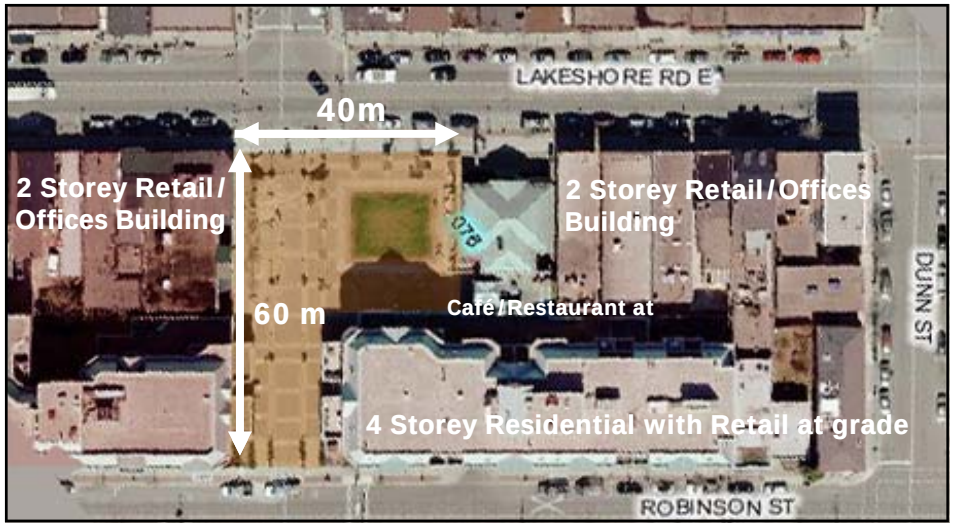


Figure 4.13 Downtown Oakville: Aerial Image of Towne Square

Figure 4.14 Downtown Oakville - Street Scale Ratio

Concentrated Mainstreet:

The mainstreet of Oakville is generally seven blocks or 720 m (2,362 ft.) long, with attributes, such as a comfortable pedestrian zone, furniture zone, heritage buildings and on-street parking. The mainstreet includes continuous retail shops along the street in a variety of forms and incorporates heritage buildings.

Street Permeability:

Oakville has an excellent network of streets travelling north and south from Lakeshore Road East. This permeable grid of streets helps to serve the mainstreet with easy access for the adjacent residential uses, but also to facilitate service vehicle access, transportation options and additional parking. In addition, there are east/west streets north of Lakeshore Road East that help to alleviate some traffic by providing alternative routes

Block Structure:

The block lengths along Lakeshore Road East range from 100 m to 130 m (325 ft. to 427 ft.). The mainstreet blocks are composed of an uninterrupted safe and comfortable pedestrian realm with no access points to individual properties along the Lakeshore Road East frontage.

The blocks typically have retail along the entire length of the Lakeshore Road East and parking to the rear. Behind the commercial uses is a grid of side streets with a variety of residential types (apartments, townhouses and detached).

Figure 4.15 Oakville Aerial Image: Street Block Plan

4.4. Bloor West Village

Bloor West Village is located in the south west area of the City of Toronto. It is a popular urban village predominately in an east/west orientation along Bloor Street West. Bloor West Village is bordered by South Kingsway to the west and Clendenin Avenue to the east.

The present day Bloor West Village began to develop in 1909. The community was developed on a grid pattern of streets and therefore provides many alternative routes to and from the community. Bloor West Village is well known for its friendly neighbourhood feel, proximity to schools and one of Toronto's largest recreational areas, High Park. It has two subway stops within its immediate boundary. The shopping area along Bloor Street West has an array of food shops, restaurants, cafes, and boutiques. Bloor West Village is a pedestrian friendly area.

Today, Bloor West Village is an important destination for residents, business, and visitors. There are popular community events throughout the year and venues for special events.

Bloor West Village has many attributes of a successful and sustainable community, such as a variety of land uses including, community facilities, a variety of residential types (detached dwellings, townhouses, high density and multi-use buildings) .

The "mainstreet" is generally located along Bloor Street West. Built form along the street is generally 2 storeys.

While the building heights north and south of Bloor Street West are generally of lower form, the lot sizes for the detached/semi-detached homes are significantly smaller in comparison to the other three case study examples. Therefore, the population that the street draws from the neighbourhood is significant. This is accentuated by the two subways stops and ample parking over the subway lands behind the commercial strip. Of the 4 case studies this area is the most successful.

Bloor West village is well serviced by transit and has easy access to the Gardner Expressway.

Figure 4.16 Streetscape, Bloor West Village Toronto

Pedestrian Streetscape:
The focus of pedestrian activity is located on Bloor Street West. The streetscape has a continuous and comfortable walkway zone (2.4 m – 3.5 m (7.9 ft. - 11.5 ft.) wide), a furniture zone (1.0 m (3.3 ft.) wide), street trees and on-street parking.

'People Place' or Market Square:

Bloor West Village has a few different types of open spaces, although none are considered a primary central gathering area for the community. There is a small open plaza on the northwest corner of Bloor Street West and Jane Street. The plaza although small, has retail shops on the north side and is well defined with a dedicated space and exposure on two streets. There is seating, floral planters, trees and street furniture.

Because this portion of Bloor Street West has many alternative east/west travel routes, during special events the street is closed down and therefore becomes a public space.

Figure 4.17 Bloor Street West Aerial: Urban Square

Figure 4.18 Bloor West Village - Street Scale Ratio

Concentrated Mainstreet:

The mainstreet of Bloor West Village generally encompasses eight city blocks and is 900 m (2,953 ft.) long, with attributes, such as, a comfortable pedestrian zone, furniture zone and on-street parking.

The block has a variety heights but are generally 2 stories. Historically the buildings were built in the early 1900's with the majority of the buildings on the south side of the street being developed between the 1950' and 60's.

Street Permeability:

Bloor West Village has an excellent network of streets travelling north and south from Bloor Street West. This permeable grid of streets helps to serve the mainstreet with easy access for the adjacent residential uses, but also to facilitate service vehicle access, transportation alternatives and parking accommodation.

Block Structure:

Blocks lengths along Bloor Street West are predominantly 100 m (328 ft.), but range from 65 m to 250 m (213 ft. to 820 ft.). The mainstreet is generally composed of an uninterrupted safe and comfortable pedestrian realm with no driveway access points along Bloor Street West.

The blocks typically have retail along the entire length, rear lane parking behind (over subway) and with residential homes to the rear flanking the commercial uses and fronting the north/ south side streets.

Figure 4.19 Bloor West Village Aerial Image: Street Block Plan

4.0 CASE STUDIES: Mainstreet Examples

Table 1A Comparison of Case Studies

Item	Port Credit, Mississauga	Streetsville, Mississauga	Downtown Oakville	Bloor West Village, Toronto
Pedestrian Streetscape	Pedestrian environment	Pedestrian environment	Pedestrian environment	Pedestrian environment
Size of sidewalks	2.0m to 3.5m (6.6 ft. to11.5 ft.)	2.5m to 3.25m (8.2 ft. to10.7 ft.)	3.0m (9.8 ft.)	2.4m to 3.5m (7.9 ft. to 11.5 ft.)
Consistent street furniture and trees	No	No	No	No
'People Place' or Market Square	Yes	Yes	Yes	No
Size	900 sq. m (9688 sq ft.) 30 m x 30 m (100 ft. x 100 ft.)	390 sq. m (4198 ft.) 15 m x 26 m (16 ft. x 85 ft.)	2000 sq. m (21,258 sq. ft.) 40 m x 60 m (131 ft. x 196 ft.)	NA
Concentrated 'Mainstreet'	Along Lakeshore Road East between the Credit River and Hurontario Street	Along Queen Street South	Along Lakeshore Road East with some expansion on side streets	Along Bloor Street West
Length of 'mainstreet'	5 blocks or 500 m (1,640 ft.)	Approx. 600 m (1,968 ft.)	7 blocks or 720 m (2,365 ft.)	8 blocks or 900 m (2,953 ft.)
Orientation	East/West	North/South	East/West	East/West
Building heights fronting onto mainstreet	Generally 2 storeys	Generally 2 storeys with 3 storey at the edges	Generally 2, 3 and 4 storeys	Generally 2 to 4 storeys
Uses at grade	Retail at grade	Retail at grade	Retail at grade	Retail at grade
Uses above first storey	Generally residential and/or office	Generally residential and/or office	Generally residential and/or office	Generally residential and/or office
Other types of built form around the neighbourhood	Detached dwellings, apartments, mixed use buildings	Detached dwellings, apartments, mixed use buildings	Detached dwellings, apartments, mixed use buildings	Detached dwellings, apartments, mixed use buildings

Table 1A con't—Comparison of Case Studies

Item	Port Credit, Mississauga	Streetsville, Mississauga	Downtown Oakville	Bloor West Village, Toronto
Built form on (surrounding lands)	•Building heights range from 6 storeys to 26 storeys. The higher built form is further from the 'mainstreet'	• Mainly low built forms • 7 storey buildings located farther away from the "mainstreet' area	• A mix of building heights. • 6– 8 stores at the ends • Higher forms outside of the main strip	•6 stories height •Detached dwelling lot sizes generally significantly smaller than in other case studies •Apartment up to 26 stories in the proximity of the neighbourhood.
Parking	•Lay-by parking on Lakeshore and some located on side streets •3 Concentrated municipal parking areas along the 'mainstreet'. •3 hour parking on residential side streets internal to the neighbourhoods	•On-street parking on Queen Street South and some located on side streets •Concentrated municipal parking areas behind the 'mainstreet' over •Large Go station parking behind the mainstreet •3 hour parking on residential side streets internal to the neighbourhoods	•On-street and Lay-by parking on Lakeshore Road East and some located on side streets •Concentrated municipal parking areas behind the 'mainstreet' •Opportunity for 1 hour parking on residential side streets	•On-street and Lay-by parking on Bloor Street West and some located on side streets •Concentrated municipal parking areas behind the 'mainstreet' over the subway lands •Opportunity for 1 hour parking on residential side streets and 3 hour parking 1 block north and south of the Bloor Street.
Block Structure	Generally 100m (325ft.)	Generally 100m (325 ft.)	100m to 130m (328 ft. to 426 ft.)	Generally 100m (328 ft.)
Vehicular Access to individual sites fronting onto the mainstreet	No access from Lakeshore Road to individual sites. All sites are accessed through rear lanes or through the side streets.	No access from Queen Street South to individual sites. All sites are accessed through rear lanes or through the side streets.	No access from Lakeshore Road East to individual sites. All sites are accessed through rear lanes or through the side streets.	No access from Bloor Street West to individual sites. All sites are accessed through rear lanes or through the side streets.

4.0 CASE STUDIES: Mainstreet Examples

Table 1A con't—Comparison of Case Studies

Item	Port Credit, Mississauga	Streetsville, Mississauga	Downtown Oakville	Bloor West Village, Toronto
Street Permeability	Yes	Yes	Yes	Yes
Street pattern	•Grid pattern •Lakeshore Road is the only East/west street south of the QEW to cross the Credit River •Good access to the QEW	•Small grid pattern •Good access to the 401 •Only continuous north/south street in the main area •Bounded by the rail tracks to the west and the Credit River on the west	•Grid pattern •Many alternative routes available to get out of Downtown Oakville other than Lakeshore Road East. •Good access to the QEW	•Grid pattern •Many alternative routes available to get out of the area other than Bloor Street West •Good access to the Gardner Expressway
Access to Transit	•Go Station within 500m (1,640 ft.) of the 'mainstreet' •Frequent Hurontario Street and Lakeshore Road bus service	•Go Station within 500m (1,640 ft.) of the 'mainstreet' •Frequent bus service up Queen Street South.	•Go Station within proximity of the 'mainstreet' •Frequent bus service along Lakeshore Road East	•2 subway stations (one at Runnymede Avenue and one at Jane Street within the 'mainstreet'. •Bus service on Runnymede Avenue and Jane Street.
Physical constraints of the neighbourhood expansion	•Rail line to the north and Lake Ontario to the south •Credit River to the west	•Rail line to the west and Credit River to the west	•Lake Ontario to the south and River to the west and north	•Humber River to the west

4.5 Mainstreet Village Character

A Mainstreet Village Character is defined by two aspects: scale and architecture.

Mainstreet villages have a human quality. The environment is approachable and open and they are composed of modest, recognizable and archetypical components. Mainstreet Villages promote human social interaction. They provide an interesting, harmonious and consistent environment without undesirable qualities of sameness or monotony. Mainstreet Villages appear as if they were made by people, for people - they have a human scale.

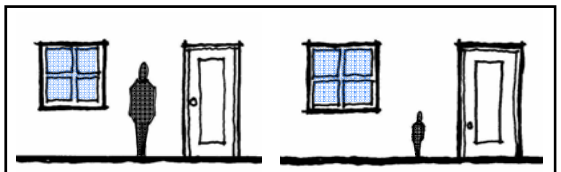
A window and door is a discernable and recognizable size. Human scale is visually approachable and accessible, one is able to see and interact with the details and the people who inhabit the spaces.

"Human scale is a measure of real size. The dimensions of buildings, squares and streets are compared with the proportions of the human figure. Man, therefore, is the measure used for the built environment".

Author: Cliff Mounghtin

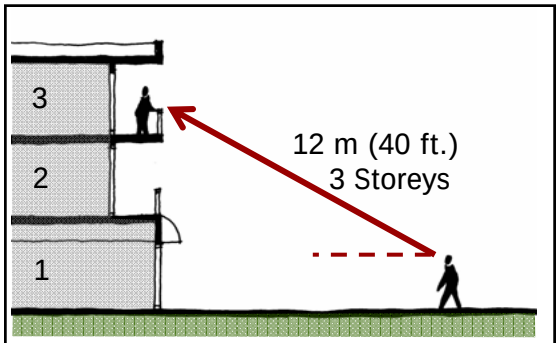
Author, H. Blumenfeld's studies have concluded that based on our field of vision and the 12 m (40 ft.) distance required to recognize people, buildings should be a maximum height of 3 storeys to be within the range of human scale.

The most attractive mainstreet villages are 3 storeys high. Buildings in a village setting and that are greater than 4 storeys are not be considered a mainstreet village character or a desirable human scale.



Windows and doors are recognizable elements that provide human proportion and scale.

Figure 4.20 Human Scale : Recognizable objects



Village Character = 3 Storeys, 12 m (40 ft.), a distance to recognize people and promote social interaction.

Figure 4.21 Village Character Human Scale

4.6 Human Scale

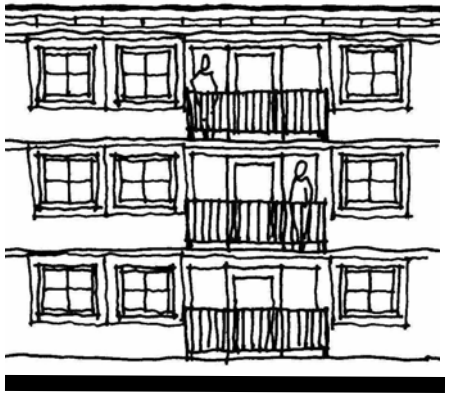
We judge the height of buildings based on the repetition of doors and windows one over the other. Each horizontal window/door combination represents a floor. We then intuitively count the floors and scale/determine the building's height. Buildings within the human scale, that is a range of 3 storeys high are visually accessible and approachable.

Because the first 3 storeys of the building is within proximity to the viewer and the passer-by, the architecture should then reflect the necessity for interest and detail. Human eyes are in constant movement and they need to see interesting and varied objects, windows, doors, texture, trim, colour, shapes, light and shadow to keep the eyes engaged.

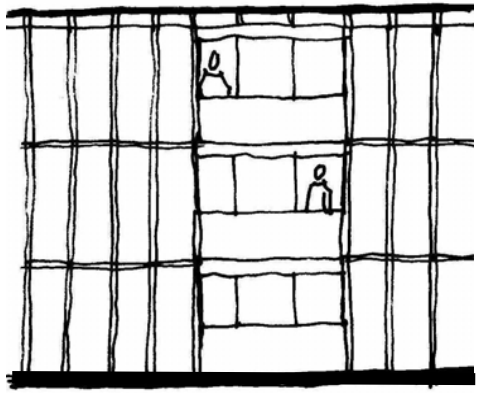
Buildings should have a variety of architectural features and elements to ensure they incorporate sufficient complexity and avoid repetitiveness and monotony.

"Great streets require physical characteristics that help the eyes do what they want to do, must do: move. Every great street has this quality".

Author: A. B. Jacobs



Windows, doors and trim provide human proportion and scale. This building is an example of detail, interest and village character



This building has no human proportion or scale and has no detail, interest or village character

Figure 4.22 Building Elevation Examples: Human scale and proportion

4.7 The Importance of Daylight

It has been well documented that daylight is important for human health. This sense of well being comes from psychological and physiological benefits. Access to sunlight is even more critical for winter cities, such as Mississauga. Given the limited amount of sunlight in winter, and the heat in summer, it is critically important to consider sunlight in the design of cities.

Principle Areas

Sunlight must be considered in four critical locations: Street sidewalks, public open space/parks, private open spaces, and within buildings used for living, working and shopping functions.

Sustainability

Sunlight is critical from the standing point of environmental benefits or sustainability. Direct sunshine can power solar panels, lower heating and lighting costs, allow the growth of vegetation and provide an opportunity for urban agricultural.

"Although we spend most of our time indoors, we are really outdoor animals. The forces, which have selected the genes of contemporary man are found outdoors in the plains, forests and mountains, not in centrally heated bedrooms and at ergonomically designed workstations".

Author: Nick Baker

The Economic Benefits of Daylight

Studies have indicated that with access to daylight retail sales have increased. Also, employees are more productive at work and under less stress and discomfort with access to views and sunlight. Outdoor patio use increases where sunlight occurs and there are more pedestrians walking on the streets when there is access to sunshine.

Opportunity For Choice

Great streets provide many choices for its pedestrians and users. Having access to the warm sun in winter or finding a cool shaded area in the summer are necessary options. If streets are designed with an appropriate daylight balance the result will be greater health benefits through increased walking and bicycling; economic benefits through increased sales; environmental benefits through less energy use; social and community benefits through increased social interaction.

4.8 Street Scale Ratio

As previously stated, in order to achieve human scale and a Mainstreet Village Character, buildings should be a maximum of 3 storeys high. However street scale ratio must also be considered.

Street scale ratio is a measure of building height based on the street width. This ratio ensures that there is sufficient light and air along the street and that there is no 'canyon effect'. Based on research author A. B. Jacobs and C. Mounghtin, a maximum angle of 27 degrees or a ratio 1:2; where 1, is building height and 2, is the street width, will be the standard.

If a continuous street is constructed with heights above the 27 degree standard a sense of being overwhelmed and uneasiness can be created.

Great streets are comfortable in many ways, access to light, desirable views, a sense of openness/air and it is critical to achieve these objectives.

"To perceive the unity and wholeness of a building,
the maximum angle at which a building
can be seen clearly in this way
is at an angle of 27 degrees,
or at a distance which is about twice it's height".

Author: Cliff Mounghtin

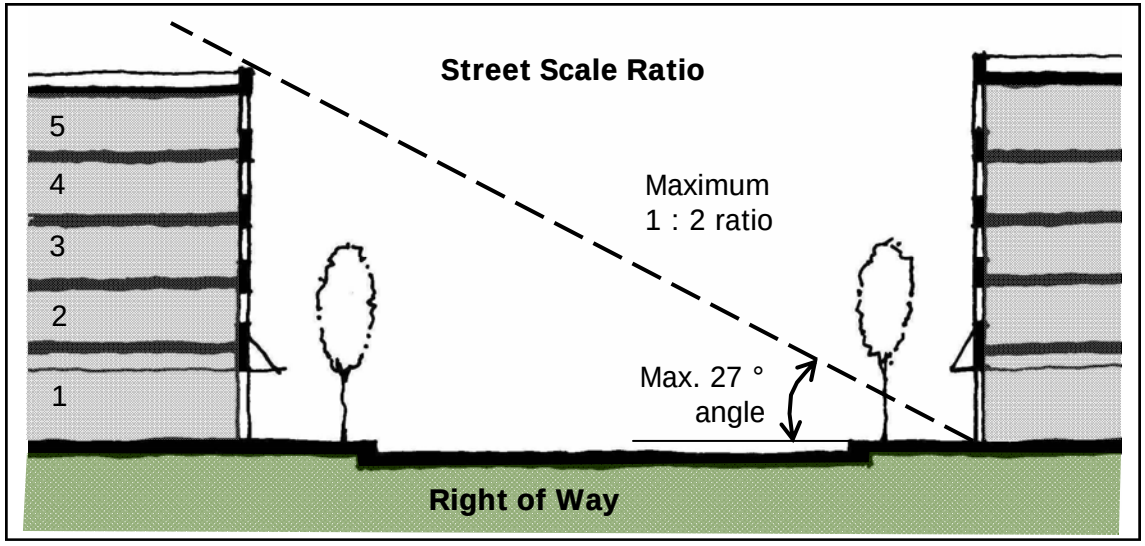


Figure 4.23 Street Scale Ratio: Maximum 1:2 Ratio or 27 Degree Angle

The street scale ratio also applies to ensure buildings achieve a minimum height. This minimum height ensures the street has definition and enclosure. Based on the same studies, a minimum of 12 degrees or 1: 5 ratio; where 1, is the building height and 5 is the street width, will be the standard.

4.9 Sky Exposure Plane

Another source of important scientific information is from the document prepared by the Federal Public Works Department - 'Daylighting Guide for Canadian Commercial Buildings'. It bases daylighting requirements on geographical locations and concludes that Mississauga's latitude (43.5 degrees) sky exposure plane should be at a minimum angle of 59 degrees from the vertical.

If stated from the horizontal plane, the maximum angle is 31 degrees. This angle is also generally consistent with 4.8 Street Scale Ratio and 4.12 Human Eye and Visual Field.

The sky exposure plane is an important standard to ensure that buildings (and sidewalks) have adequate access to sunlight not a measure of visual comfort and openness.

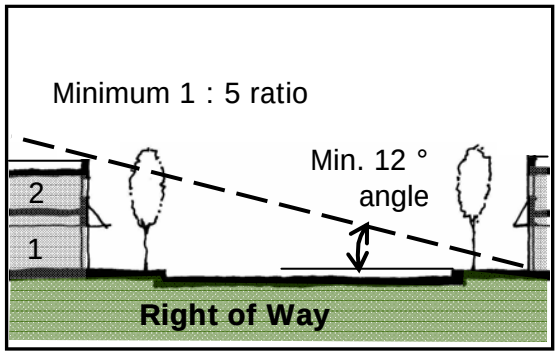


Figure 4.24 Street Scale Ratio: Minimum 1:5 Ratio or 12 Degree Angle

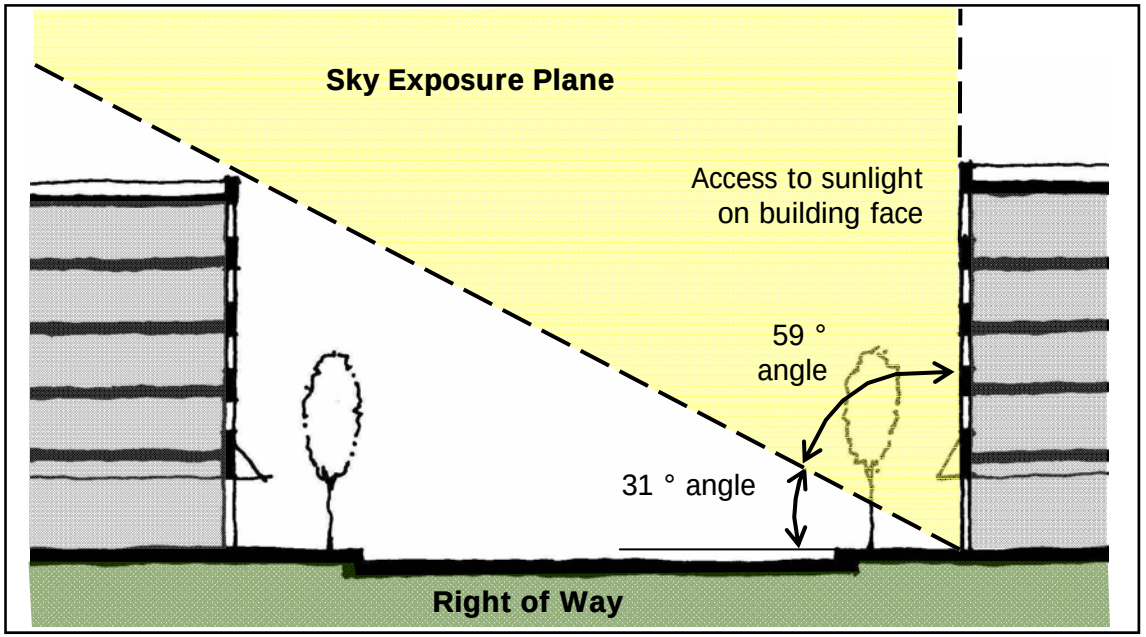


Figure 4.25 Sky Exposure Plane: Necessity of sunlight to building faces

4.10 The Human Eye and Visual Field

The human eye has a biological or internal structure that guides us in how we view the world. This structure enhances our field of vision, but also limits our field of vision. The centre of the eye has the most cones or the ability to discern detail. Outside this area of the eye or the periphery area, there are less cones and thereby less ability to see detail. The periphery of the eye is limited to viewing shapes, light and shade. Peripheral vision occurs both in the horizontal and the vertical planes.

The eyes on either side of our head gives us a greater horizontal peripheral vision than vertical peripheral vision. Humans have a tendency to view the world in horizontal or straight ahead fashion and at times in a slightly downward manner (Refer to Figure 4.26).

Research in optics and visual perception, including the work of Author H. Maertens, has concluded that objects consistently outside the centre of the eye (above 30 degrees) and within the peripheral vision can create a sense of being overwhelmed or a feeling of uneasiness.

"The field of vision is of two overlapping irregular conical shapes, about 30 degrees above the eyes, 45 degrees below and 65 degrees to each side".

Author: Hans Maertens

In urban design terms, the 'Canyon Effect' should be avoided. Humans need to see the limits or tops of objects that are within their field of vision, otherwise there is a sense of discomfort and uneasiness.

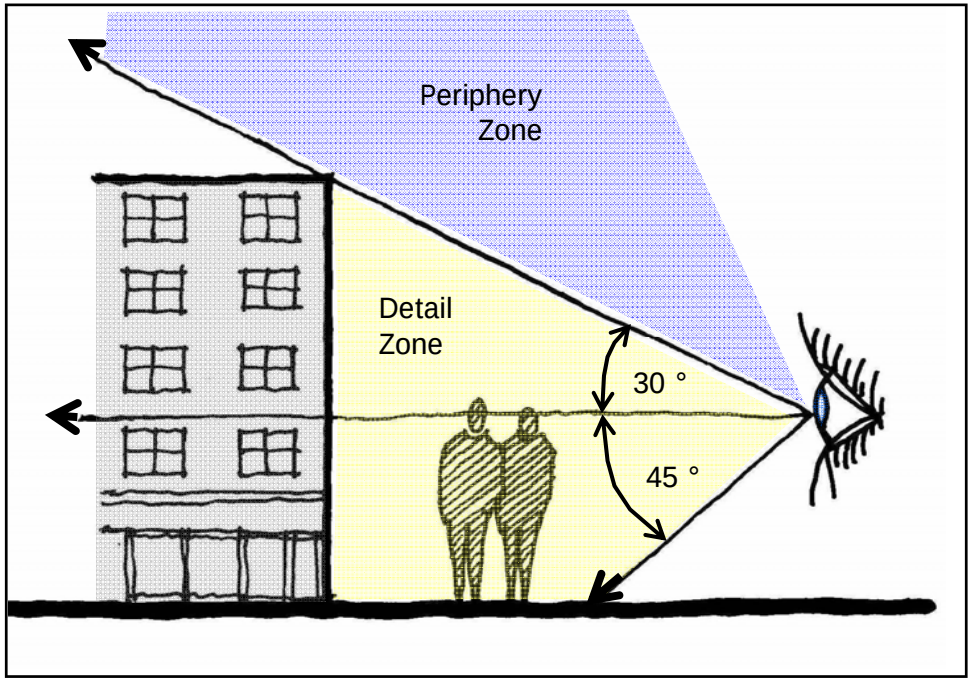


Figure 4.26 Human Eye: Field of vision - detail zone and periphery zone

4.11 Microclimate Analysis

Air Quality

Streets with taller buildings in comparison to streets with lower buildings can have an effect on air quality. When the air is stagnant or when there is little wind, taller buildings can trap the air between the buildings. By contrast, lower buildings will allow more air movement along the street. (Refer to Figure 4.27)

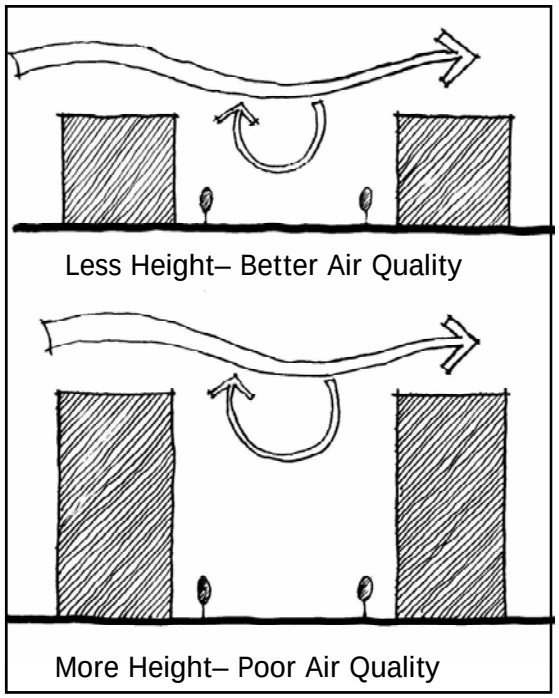


Figure 4.27 Air Quality: Comparison

Noise Comparison

In comparing acoustics and noise reverberation between streets with taller buildings and those with lower buildings, noise levels increase with taller buildings. The difference is taller buildings create a 'canyon' or 'echo effect' as sound bounces back and forth between buildings. Whereas, with lower buildings the sound more easily escapes from the top and/or through gaps. (Refer to Figure 4.28).

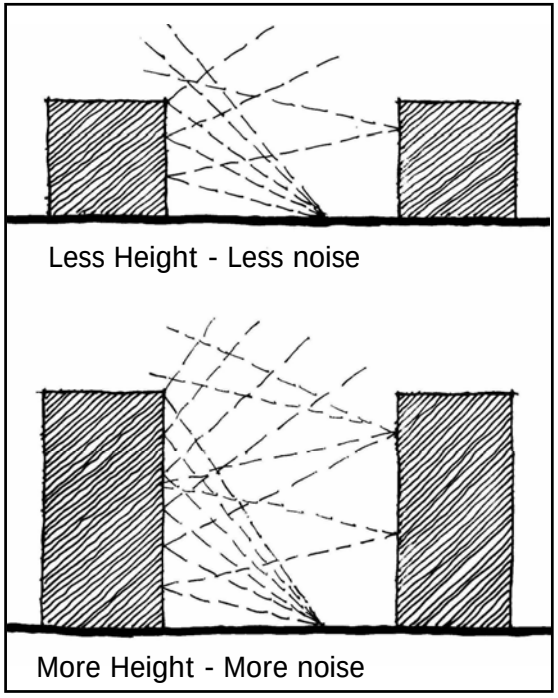


Figure 4.28 Noise: Comparison

Wind Patterns

Streets that have buildings with inconsistent heights, that is, some buildings are high and some are low, must be avoided. Inconsistent heights create strong drafts of wind running up and down a high building. This down draft causes pedestrian discomfort along the street. For this reason streets should be designed with gradual heights between buildings. (Refer to Figure 4.29)

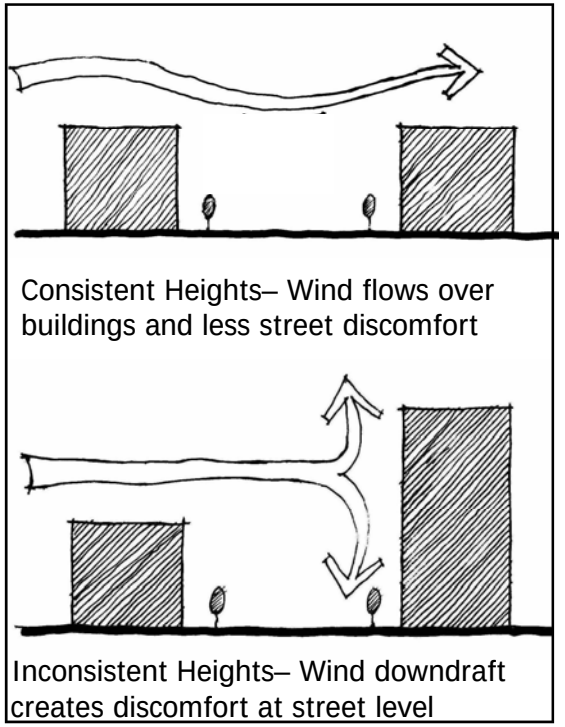


Figure 4.29 Micro-climate

5.0 PUBLIC ENGAGEMENT

5.1 Stakeholder Meetings, Open Houses & Workshops

The public engagement process has involved a series of stakeholders meetings, open houses and workshops, each with a specific theme and purpose. The end goal of the extensive public engagement process was to establish a vision, outline detailed principles and goals and achieve community acceptance.

5.1.1 Meeting No. 1 April 20, 2006: Kick-off Meeting

The first meeting was held to introduce the study to the stakeholders and to **establish the goals of the study** through consensus building. Draft 'Terms of Reference' were presented to the group and used as a means to structure discussions about issues surrounding Clarkson Village, the nature of a vision study and the review of other similar communities, such as Streetsville, Port Credit and downtown Oakville.

Coming out of the first meeting was stakeholder buy-in of the goals of the study, which were later incorporated into the final Terms of Reference.

"A town square where people can sit, 'people watch' and see events take place. People should be able to sit in the square, have a drink or bite to eat."

Local Resident

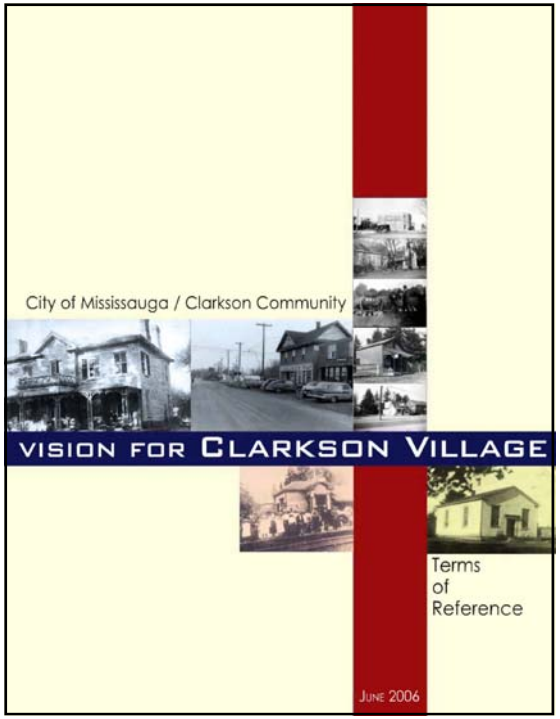


Figure 5.1 Clarkson Village Study Terms of Reference

The Goals of the Study are:

1. A Shared Vision for the Community;
2. Establish a Long-term Strategy;
3. Ensure a Balance of Needs;
4. Encourage a Sustainable Community;
5. Create a Pedestrian-oriented Community rather then Car Dependency;
6. Promote a Transit-oriented Community;
7. Encourage Mix-use Intensification; and,
8. Create a Vibrant 'Main street'.

The stakeholders include representatives from the various resident groups, the Clarkson BIA, a local developer and interested individuals in the community, as well as the Ward 2 Councillor and City staff from various departments.

5.1.2 Meeting No. 2 June 15, 2006: Walkability Audit

The second meeting included a 'Walkability Audit' of Clarkson Village. The purpose of this meeting was to assist participants in evaluating Clarkson Village on various aspects of pedestrian safety, comfort and attractiveness, taking into account the quality of the pedestrian experience, streetscape facilities and elements, land use patterns, built form, and roadway conditions.

After the completion of the audit, a debriefing session was undertaken to gather general feedback, summarize the findings and draw conclusions for establishing goals and principles for the study.

Table A2 on the following pages includes the audit and a summary of comments received.

Common observations included:

- Some sidewalks are wide and provide comfortable areas, other sidewalks are too close to the road;
- There is no consistency in the streetscape elements within Clarkson Village;
- Traffic moves too fast, and at times is too loud;
- Buildings should be brought closer to the street;
- There are many opportunities for streetscape improvements;
- Only a few portions of Lakeshore Road West are pleasant and pedestrian friendly;
- Some areas are more friendly to cars than people, making it difficult to cross the street;
- The area lacks gathering places for the community; and,
- There is no strong and consistent identifiable character.

These observations and feedback assisted in forming the vision, goals and principles for Clarkson Village.

Through the Walkability Audit (Meeting No. 2), the Clarkson 'Galleria' or the series of buildings on the north side of Lakeshore Road West, east of Clarkson Road North were identified as the most desirable walking environment in Clarkson Village.

The following image (Figure 5.3) demonstrates the features that make this part of Clarkson Village such an attractive and successful environment.

Figure 5.2 Walkability East Team

Figure 5.3 Walkability West Team

There are nine main features:

1. An uninterrupted block for walking with no vehicle conflicts.
2. A wide walking area.
3. Mature landscaping and sufficient seating.
4. On-street, lay-by parking.
5. Parking at the rear of the buildings.
6. An open and clear rear access lane.
7. Vehicle access from a side street and Lakeshore Road West
8. Grade related active retail uses with second storey offices above.
9. Built form with sufficient height to frame the street.

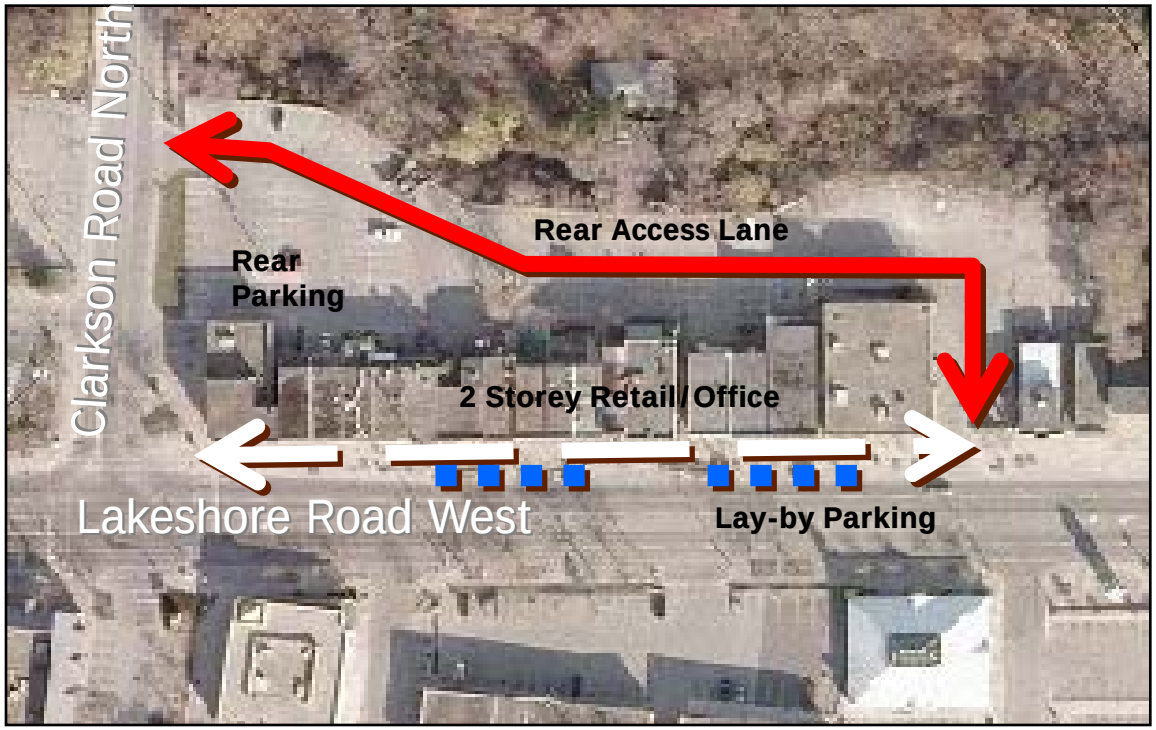


Figure 5.4 Preferred Built Form Example: The Clarkson 'Galleria' section.

Table A2 Clarkson Village Walkability Audit Summary—Pedestrian awareness, safety, comfort and attractiveness
Page 1 of 5

Statement / Evaluation		Public Comments
1. Overall Context		
a.	There is a place to walk with a **destination** or **focal point**, (i.e. people place).	• No central focal point • Not enough 'rest points' and landmarks • Retail plazas, and parks are destinations, but car-dominated (Clarkson Crossing plaza is a destination but is detached from village) • Boulevards are lined with trees • Large trees present on south side of Lakeshore Road W. and on north side between Clarkson Road and Meadow Wood Road • Inverhouse Road to Southdown Road is bleak with few trees
b.	**Sidewalks** are continuous and wide enough for people to walk (i.e. two people).	• Lots of 'sidewalks' space (width) • Walkways have inconsistent widths (not continuous and too wide, in some places) • Both sides of Lakeshore Road West from Inverhouse Drive. to Southdown Road, and along Southdown Road: ⇒ Sidewalks are located too close to roadway ⇒ Sidewalks have steep drop-off/slope to roadway ('unsafe')
c.	**Street intersections** are **easy to cross** (short distance and accessible) and **well defined.**	• Some intersections: ⇒ too wide ⇒ not enough time to cross safely ⇒ accommodate fast traffic ⇒ dedicated (right, left) turn lanes do not stop for pedestrians all the time ⇒ 'unfriendly' ⇒ curbs accommodate 'handicapped' • Problematic intersections: ⇒ Southdown Road and Lakeshore Road West. ⇒ Clarkson Road North and South and Lakeshore Road West.

Table A2 Clarkson Village Walkability Audit Summary—Pedestrian awareness, safety, comfort and attractiveness
Page 2 of 5

Statement / Evaluation		Public Comments
1. Overall Context		
d.	Timing of traffic lights gives adequate **time to cross.**	• Not enough time for seniors • Troublesome for young folks • Inadequate for an able bodied person • Lakeshore Road West and Inverhouse Road intersection is tricky
e.	There are enough locations (intersections) along the street to **cross to the other side**.	• Streets are more friendly to cars • Not enough safe locations to cross along Southdown Road at GO Station • Many people jaywalk between intersections, which is unsafe
2. Pedestrian Experience		
a.	**Vegetation and streetscape elements** provide an attractive and comfortable environment.	• Elements are successful in some places, unsuccessful in other places, there is no consistency ⇒ 'Some locations are randomly wonderful others need help' ⇒ Require maintenance ⇒ Too many hard elements – concrete, interlocking, paving ⇒ Need more soft, green elements • Signage is poor • RBC and Royal LePage are good models • Wild growth in Sheridan Creek only visible on foot • Chartwell Baptist Church – only green space along corridor
b.	The **buildings** create an active, interesting and inviting environment.	• Buildings are setback too far from street, there is no consistency • West side of Southdown Road from GO Station to Lakeshore Road West needs development closer to the street • Clarkson Village Animal Hospital – good built form • Some plazas have untidy appearance, and are not well lit • Parking lots between stores and walkways, are not inviting • Good patios at Souviaki Hut, La Felicita • Blockbuster plaza – stores do not address the street

Table A2 Clarkson Village Walkability Audit Summary—Pedestrian awareness, safety, comfort and attractiveness
Page 3 of 5

Statement / Evaluation		Public Comments
c.	There is adequate **protection** on the walkways from the street traffic.	• Sometimes adequate protection • Too much protection in some places • At times extremely exposed: ⇒ North side of Lakeshore Road West steep drop offs from sidewalk are dangerous ⇒ Sidewalks are close to the road – Southdown Road • Little protection from street noise
d.	There is enough protection from the elements, (i.e. **wind**, **sun** in winter/ **shade** in summer)	• Adequate protection in areas where there is sufficient vegetation • Parking lots are open to elements • Large stretches with no protection from elements • Fairly open, especially in winter months • Need more trees (shade) and covered seating areas • 'Brutal' on Southdown Road to GO Station • GO Station needs more 'all weather protection' for persons awaiting buses
e.	The street **traffic noise** is at a comfortable level.	• 'What? I can't hear you' • Too loud – cannot carry on a conversation • Uncomfortable • Traffic moves too quickly • Heavy truck traffic • Not acceptable – especially to patios
3. Pedestrian Experience		
a.	The area has a distinctive or identifiable **character.**	• Desperate for help • Only on north side of Lakeshore Road West between Clarkson Road North and Meadow Wood Road • Parks need to be redeveloped • Lack of consistency • Clarkson Crossing Plaza has character, but not inviting • Central Village is inviting • Traditional approach has not been identified

Table A2 Clarkson Village Walkability Audit Summary—Pedestrian awareness, safety, comfort and attractiveness
Page 4 of 5

Statement / Evaluation		Public Comments
b.	The **streetscape features**	• What exists does add character, however it is not enough • Streetscape is poorly defined, requires more frequency of signage and poles • Median plantings are not appropriate • Mash of lighting styles/scales • Needs to be common principles on signage, hanging baskets, planters, etc. • Railway bridge across Lakeshore Road West should be treated as a gateway to Clarkson Village • Poor maintenance
4. Pedestrian Features		
a.	There are enough **places to sit** along the street.	• There are places to sit, but still not enough, not attractive • Benches are open to elements, face onto road, and are not setback a safe distance from road-way • Parks lack seating • Some benches are broken or have parts missing – cannot sit on them
b.	**Buildings** (i.e., window dis-plays, patios) contribute to the streetscape	• Yes – but many buildings are not engaging • Buildings do not address the street • Not enough 'eyes on the street' • Strip plazas need to be brought to the street • Patios work well • Displays are chaotic • Clarkson Crossing Plaza– nice entrances and patios, but do not contribute to street
c.	There are enough **bike racks**, trash receptacles, newspaper boxes, **lights** provided.	• Very few bike racks, need more • Enough garbage receptacles – but they are messy • Need more garbage receptacles • No cigarette receptacles visible • Need more pedestrian scale lighting

Table A2 Clarkson Village Walkability Audit Summary—Pedestrian awareness, safety, comfort and attractiveness
Page 5 of 5

Statement / Evaluation		Public Comments
5. Vehicular Movement		
a.	The traffic moves at a comfortable **speed.**	• Moves too fast, requires calming measures • Encourage more on-street (parallel) parking • Too loud • 'Who are we kidding?' • Speed is a major concern, as it is unsafe for pedestrians crossing street
b.	Pedestrians are adequately **protected** from vehicles, (i.e. walkways with minimal conflicts).	• Yes in some places • Walkways are very close to vehicles – north side of Lakeshore Road West across from Inverhouse Plaza • Vehicular driveways interfere with pedestrians • Pedestrians have to yield to traffic, should be reversed • Walking can be terrifying
c.	Pedestrians have **easy** and **direct access** to the building entrances from the street.	• Stores require more direct access ⇒ Usually have to walk up steps ⇒ Stores are separated from pedestrians by parking lots • Blockbuster Plaza – entrance for pedestrians and vehicles is the same
6. Transit Amenities		
a.	There are enough **transit shelters / transit stops** along the street.	• Seems to be enough • Need bus shelters at GO Station • Lakeshore Road West could use more shelters at bus stops • Lack transit stop at Clarkson Crossing Plaza
b.	The transit shelters **feel safe, open and inviting** with adequate seating.	• GO Station needs better lighting • Shelters require maintenance • Use of glass is good as it allows for transparency

5.1.3 Meeting No. 3 October 3, 2006: Built Form and Streetscape Workshop

The 'Idea Generation and Design Workshop', third in the series of meetings, was held with the Stakeholders group, the objective of which was to determine opportunities/ constraints and establish guidelines to revitalize Clarkson Village. The participants were divided into two teams, the first to look at Built Form issues, the second to look at Streetscape issues.

The Streetscape Team looked at improvements to elements such as, street furniture, trees, road lanes and walkways. This team generally concluded that the following principles should be considered in the final analysis and incorporated where practicable in implementing documents:

1. Include lay-by parking and bike lanes within the Lakeshore Road West right-of-way;
2. Minimize variations in the width and location of the pedestrian zone relative to the curb edge (improve pedestrian safety and comfort);
3. Centrally locate a public gathering space or public square;
4. Village Character is impacted by the type, location and functioning of the central gathering space and that a well designed and implemented gathering space is essential to establishing Clarkson Village as a mainstreet;
5. The gathering space and pedestrian zones should have a mix of hard and soft materials. Street furniture, signage and public fenestration should be harmonized and recognize Clarkson's history.

The Built Form Team looked at the location, height and massing of the buildings and the creation open space within the Village (Refer to Figure 5.7). This team generally concluded that the following principles should be considered in the final analysis and incorporated where practicable in implementing documents:

Figure 5.5 Streetscape Team Presentation

Figure 5.6 Streetscape Team

Figure 5.7 Built Form Team

1. Locate buildings closer to street edge;
2. Utilize continuous street walls and traditional block lengths;
3. Mid-rise built form would be most appropriate. Specific sites may accommodate additional height, however, in establishing appropriate heights must consider street enclosure and negative impacts on adjacent lands;
4. Mix of land uses is appropriate within study area and individual buildings;
5. Break up large parcels and consolidate smaller parcels to ensure appropriate access locations;
6. Must recognize context (built form, heritage and natural features);
7. Must pursue parking strategies which employ appropriate standards, underground and rear lot communal parking;
8. Should pursue service roads parallel to Lakeshore Road West.

5.1.4 Meeting No. 4 March 26, 2007: Heritage, Transportation and 3D Artist Computer Vision Review.

The fourth meeting was held to advance the principles and refine the vision as established through previous meetings. Discussions were undertaken and comments received to detail principles previously discussed. A 3D computer model was presented and discussed by the group to assist stakeholders in visualizing how the principles might influence redevelopment in regard to built form and streetscape. (Figure 5.9). Table A3 on the following pages summarize the discussions.

It was also decided that given the extent of stakeholder input and the numerous refinements to the Artist Concepts, the vision and principles should be presented to the broader community for public input.

Figure 5.8 Existing Streetscape along Lakeshore Road West

Figure 5.9 3D Computer Artist Concept

Figure A3 Summary of discussions and written comments (1 of 2)—Stakeholder Meeting No. 4

Main Theme	Comments/Discussions
Village Square or Central Plaza	• Create a focal point of the community or gathering point; • Develop a central location with active uses, i.e., restaurants, coffee shops, skating rink, market square, arts fair, music festival, water feature; • The gathering place must be a place for all age groups, serve multiple purposes, be partly covered and have hard surface areas and green spaces; • Must have a dedicated location and programmed space (not a parking lot); • Reconfigure streets at the intersection of Clarkson Road North and Lakeshore Road West for new central plaza.
Festivals or Markets	• Hold annual events, i.e., music festival (jazz), art festival (art trail), shopping event (Easter egg hunt); Farmers Market, i.e., local produce, seasonal, organic, diverse commercial activities, strawberry festival; • Street closing for the day- pedestrian only.
Clarkson Heritage	• Distinguish Clarkson Village from other communities; • Create heritage theme through building height, massing, materials and activities, i.e., strawberry festival, heritage fair; • Create a heritage village circa 1850's as a unique destination.
Active Transportation (Bicycle Paths)	• Create a continuous bike lane along the street in a different material/colour; • Ensure more integrated bicycle lanes (street) and bicycle paths (off-street); • Connection of all bicycle and walking paths to all the parks and community activities, review location of bicycle lane next to walkway.
Special Uses/ Miscellaneous	• Promote specialty uses such as a Hotel (similar to the heritage Inns of the past); Convention Centre with meeting facilities; Artists Centre - gallery, dance studio, creative space, school, crafts; Public observation and purchase of unique art by local artists; and small independent movie or live theatre.

Figure A3 Summary of discussions and written comments (2 of 2)—Stakeholder Meeting No. 4

Main Theme	Comments/Discussions
Pedestrian Friendly Environment	• Promote more retail shops along the street, sidewalk cafes, restaurants; • Utilize floral display and ornamental trees; • Remove existing strip malls with parking in the front of the building.
Architectural or Themed Village	• Respect Clarkson's past in future development with theme's such as: Ontario agricultural past - circa would like to see a change to 1850's styles; Create a Tudor Village or Craftsmen Style community, i.e. Del Mar, California; Old English theme, European style sidewalk cafes and patios; • Have unique services such as horse and buggy transportation; • Encourage more 'British traditional' pubs and open-air restaurants.
Transit	• Promote and emphasize transit usage, i.e., trains, GO Transit, buses along Lakeshore Road West, lake access - 'sell' the excitement of transit; • Encourage inter-modal transfer - GO Station, train, bike, car, bus, boat; • Review the potential for future mass transit connection to/from Port Credit and Toronto; • Consider local bus (shuttle) to serve the needs of the community.
Park Design (Birchwood and Twin Spruce)	• Utilize the parks for festivals, i.e., music, art, heritage, seasonal fairs; • Create open space or linear 'parkettes' along Lakeshore Road West.; • Use parks at both ends of the Village as entrance features.
Parking	• Locate shared parking lots at the rear of buildings (along mutual driveways); • Create a communal parking garage in or outside of Clarkson Village.
Landmark	• Locate feature at the entrance's) to the Village; • Locate feature at the centre of the Village; • Combine history, landscaping and built form to create landmark.
Rear Access Lanes	• Ensure vehicle access lanes behind the stores on Lakeshore Road West.; • Promote vehicle access from the side streets (parking and service vehicles).
Street Lanes/Re-configure Clarkson Road	• Keep Lakeshore Road West straight - maintain left turn lane; • Remove the off-set between Clarkson Road North and Clarkson Road South on Lakeshore Road West or 'straighten out' Clarkson Road; • Create a central plaza around the 'straighten out' intersection.
Building Heights	• Vary building heights along the street, criteria for future buildings.

5.1.5 Meeting No. 5 May 2, 2007 - Open House, process summary and 3D Computer Artist Vision

This was the first event entirely open to the residents of the Clarkson Community. The purpose of this meeting was to inform the broader community on the study process and to obtain feedback on the emerging vision and principles.

The comments and discussions by those in attendance validated many of the ideas and principles established through the stakeholder process to date. There was general consensus that the vision and principles were an important initiative to revitalize Clarkson Village.

Figure 5.10 Open House displays

"If we want people to get out of their cars and walk or cycle, then there should be a vibrant and attractive place to walk in the village , with seating, plus bicycle racks."

Local Resident

General discussions included:

1. Building heights should not result in a canyon effect and should not impact adjacent lands;
2. A mainstreet village character should be achieved, with continuous storefronts and active building facades at street level;
3. Efforts should be undertaken to improve access. Mutual access locations, rear lane, controlled access to Lakeshore Road West should all be explored;
4. Transition of building heights must be implemented to the rear of Lakeshore Road West properties;
5. Realign Clarkson Road to improve traffic flow;
6. The large Rio-Can Plaza site is a key to redevelopment in the Village. Must hold developer to highest standards. Excellent location to consider a public square; and,
7. The Rio-Can Plaza should be developed comprehensively with adjacent lands.

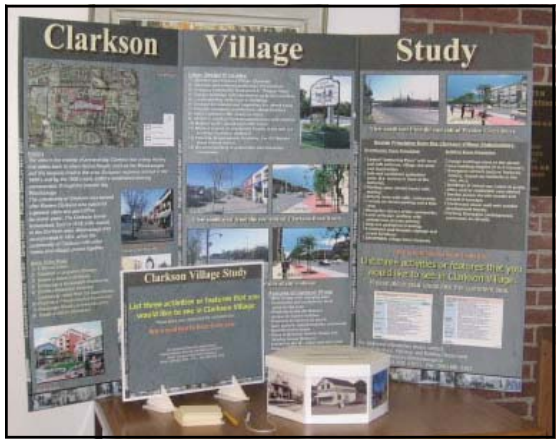


Figure 5.11 Display and comment box in Lorne Park Library

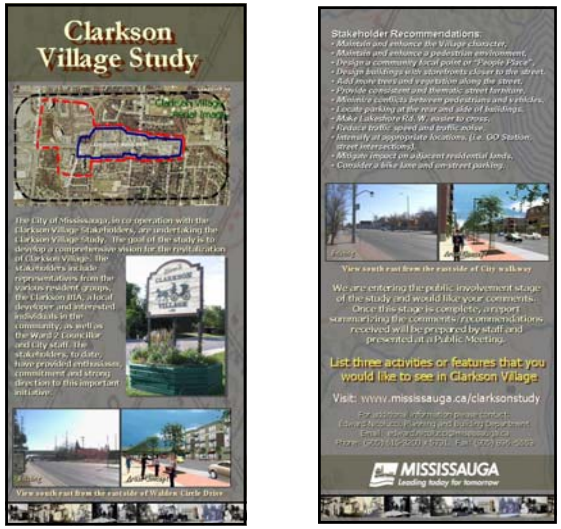


Figure 5.12 Clarkson Village Study Information Brochure/Pamphlet

5.1.6 Meeting No. 6 September 20, 2007:

Following the public engagement process, the stakeholders reconvened to discuss comments received from the general public and the development industry and to hear from the Canadian Urban Institute (CUI), who were retained to peer review the process and make independent recommendations.

The principal conclusions of the CUI review as presented in the Report titled The Vision for Clarkson Village—Peer Review (Attached as Appendix C) are that the stakeholders have engaged in the process in good faith and have received excellent professional support.

The report indicated that the process has been successful in achieving the eight (8) goals of the study, with the exception of establishing a long term strategy, noting that this can only be addressed through implementing amendments to the City's Official Plan Zoning By-law and the creation of Design Guidelines.

Figure 5.13 3D Computer Concept

Appendix C of the CUI report outlines refined 'guiding principles' of the study to include:

1. Clarkson Village will be a pedestrian friendly community full of activity places and gathering spaces;
2. Clarkson Village's built form will in part, consist of new contemporary architecture that pays tribute to the Village's heritage while also contributing to the public realm;
3. Become a transit supportive community that is linked to the rest of Mississauga, Toronto, and the Region; and,
4. Implement development gradually to avoid mistakes and learn from successes. These guiding principles are embodied in the shared vision for the Village.

The CUI evaluated the goals and guiding principles against low rise, mid-rise and high-rise built form options whereas '**low-rise**: refers to much of the built form that

currently exists in Clarkson Village, such as strip malls, big box stores, single use buildings and one or two storey buildings. **Mid-rise**: refers to buildings 3 to 7 storeys in height which may combine retail uses at the grade level with residential and/or office uses above and **High-rise**: refers to buildings that are 8 storeys or higher. Looking at the attributes of each form, the CUI concluded that mid-rise redevelopment offers several key benefits that contribute to the fulfillment of the shared vision, goals and objectives articulated in the Terms of Reference and through the public engagement process. Noting that for mid-rise to be economically viable, building heights in excess of 5 storeys must be considered.

After presentations from two local developers who participated in the earlier interviews and from the CUI, the participants were divided into two teams to undertake a built form massing exercise. Each team received scale blocks to place on a scaled map to layout built form massing and open spaces on various sites in the village.

This exercise represented a true stakeholder engagement process where the ultimate built form model was entirely informed by the participants, with facilitation services by City staff. Stakeholder support for small podium based towers at the west end of the Village adjacent the rail overpass and mid-rise development east was evident from the exercise.

The importance of rear service lanes to break up parcel sizes and accommodate better access arrangements was also emphasized through this exercise.

It was at this point that the stakeholders committed firmly to the vision statement

"Clarkson Village will 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"

Clarkson Village Study—shared vision statement

Figure 5.14 Team 'A' Workshop

Figure 5.15 Team 'B' Workshop

for the study which should be embodied in implementing amendments to the existing policy framework.

5.1.7 Meeting No. 7 March 27, 2008: Open House and Transportation/Urban Design Study Presentation

The Open House component of this meeting was held in the afternoon and early evening and was well attended with approximately 50 people walking through and discussing the various displays boards.

The second component of this meeting was held in the evening and involved a staff presentation of the historical evolution of the Village, 3D artist concept and a presentation by iTRANS Consulting of the **Transportation/ Urban Design Study.** (Study recommendations are attached as Appendix D)

The study findings recommended a two stage implementation approach for Lakeshore Road West. Stage 1 or short term recommendations call to re-stripe the lanes to permit wider curb lanes with sharrows, minor road reconstruction at Walden Circle, tree planting trenches in the boulevard and construction of neighbourhood gateway features. Stage 2 or long term recommendations are more capital intensive and include the creation of bicycle lanes with current curb locations and minor reconstruction, implementation of a long term access management strategy, maintaining left turn lanes at intersections, elimination of the mid-block continuous left turn lanes, construction of a centre median to control mid-block left turns and related streetscape features where appropriate. The Access Management Concept is attached as Figure 5.18.

Figure 5.16 Open House display boards

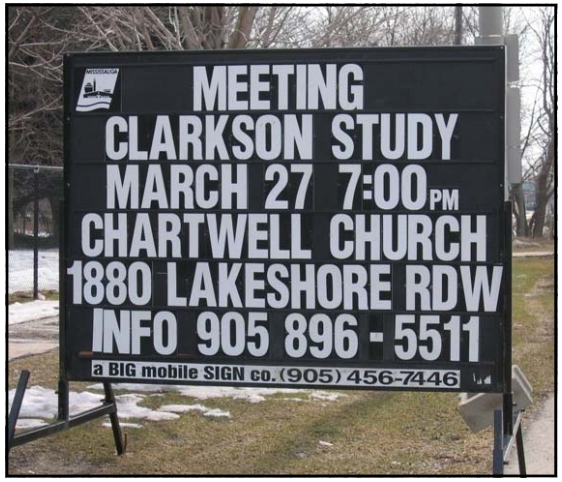


Figure 5.17 Boulevard Mobile Sign

5.1.8 Web Site and Community Centre Displays: Summer months, 2007

On June 1, 2007 the Clarkson Village Study web site went 'live' for public review and input. Web site address: **www.mississauga.ca/clarksonstudy** included an artist concept video and a discussion forum, along with all reference documents and information produced through the workshops and meetings held to date.

The artist concept video was based on the 3D computer artist conceptual images previously presented to the Stakeholders, and showed existing and future images, based on established Study principles.

In an effort to engage a broad base of public participation, display boards and comment boxes were located in the Lorne Park Library and the Clarkson Community Centre at this same time.

Through the web page and the community comment boxes, City staff has received significant feedback from area residents. In general terms, the feedback was consistent with that obtained through stakeholder and public meetings.

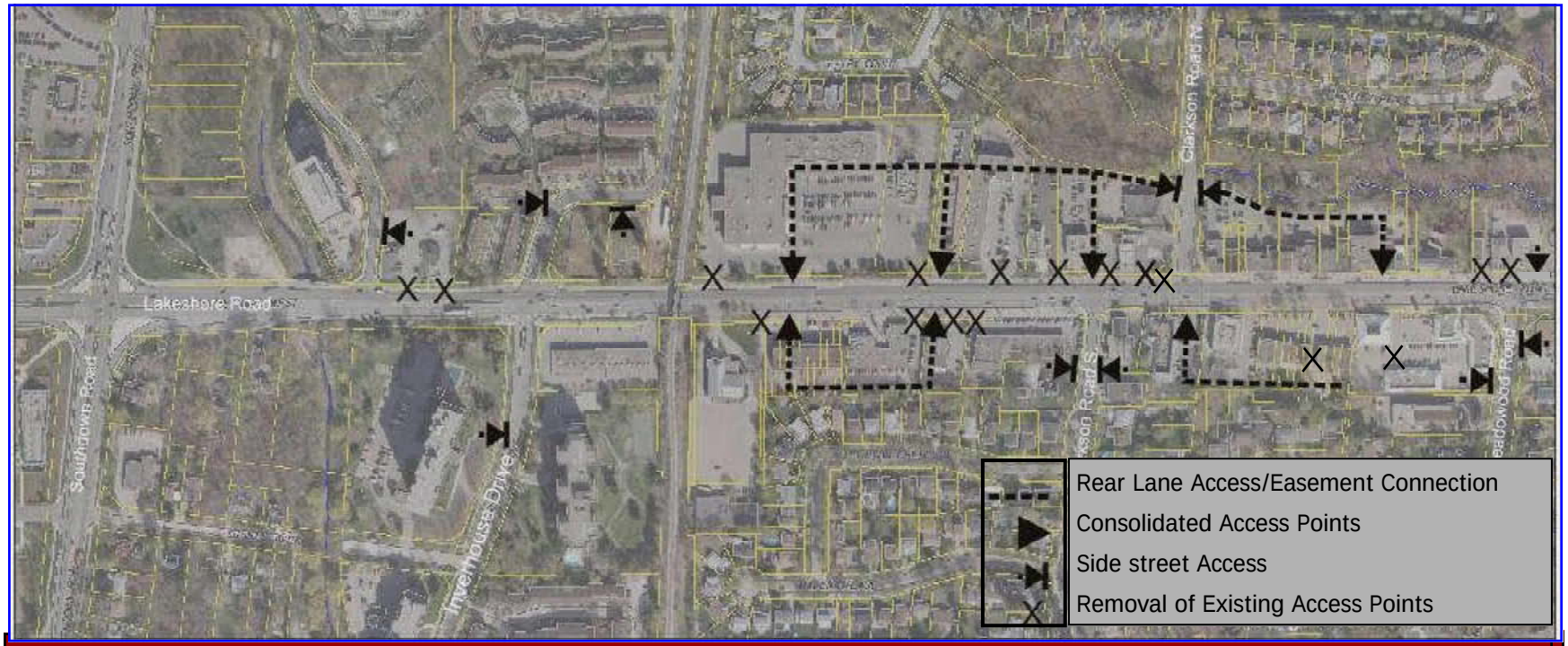


Figure 5.18 Transportation/Urban Design Study: Access Management Plan and Rear Lane Strategy

5.1.9 Development Industry Comments

In order to gain feedback on why desirable forms of development have not occurred under the existing Policies and to obtain other perspectives regarding the public process and direction of the study, City staff undertook to interview a number of developers, architects, real estate consultants and other experts in the development industry. The following is a summary of the comments received from these interviews.

Several concerns were expressed as to why development in Clarkson Village has not proceeded as per the existing planning regime.

1. The necessity for a predictable and consistent approval process,
2. Onerous parking requirements,
3. Resident opposition,
4. Need for larger land parcels (rather than small or fragmented) to accommodate development,
5. Lack of clear and strong criteria for development,
6. Challenges to building retail uses at grade.
7. Lack of experience and will to develop mixed-use mid rise buildings within the development community.

Incentives and clear policy directions are necessary to overcome the expressed concerns and encourage mid-rise mixed use developments.

The development community also indicated that to achieve a well functioning mainstreet environment, a well defined and usable public realm is very important. The importance of a gathering space or public square was supported.

The need to break down the width of

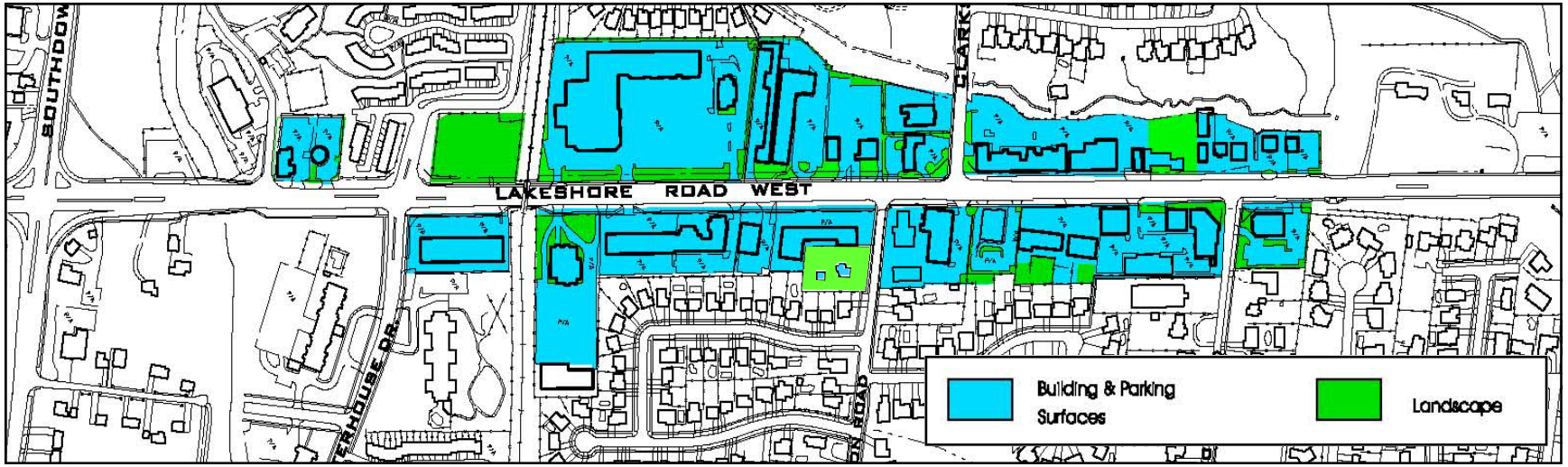


Figure 5.19 Hard Surface Areas vs. Landscape Areas: Most of Clarkson Village is covered in hard surface.

Lakeshore Road West and reduce vehicle speeds were also highlighted. The use of lay-by parking, bike lanes, replacing the continuous centre turn lane with a median (where appropriate) were identified as ways to achieve this.

The development community spoke further about the need for a mix of uses to draw people into the Village at all times. One developer spoke to the need for small scale retail, suggesting limitations on the maximum size for retail stores.

Significant time was spent discussing building heights. The general consensus being that an arbitrary limit should not be established, instead the maximum height of buildings should be geared toward the width of Lakeshore Road West and the proximity of sensitive land uses. An evaluative criteria should be established which takes into consideration sky view planes, sun shadowing and overlook. Matters such as street character and scale could be addressed through mandatory building step backs after 2 or 3 storeys.

Discussions regarding parking provided significant input, summarized into a few general points: A parking strategy should be established; looking at parking requirements, communal parking facilities from a common lane way system and the provision of on-street parking to serve the retail uses. With increased density and intensity of use, comes the need for underground parking. Height and density requirements should be cognizant of the construction costs associated with underground parking.

The study should result in as-of-right zoning permissions which minimize the development review process and timing requirements for approval.

5.2 Summary of Comments

TABLE A4—Summary of Comments (page 1 of 3)

Main Theme	Comments/Discussions
Street life and activating the public realm	• Create a village square or public gathering space—essential to achieving the shared vision; • Village square should be a focal/ gathering point or activity centre for the community; • Encourage a central location abutting active uses (restaurants, coffee shops etc.) and be programmed with activities; • Should serve broad range of people and facilitate year around usage; • Possible locations include the RioCan Plaza and reconfigured Clarkson Road and Lakeshore Road West intersection; • Active commercial or community uses should abut two or three sides to ensure appropriate level of activity. • Village should sponsor annual cultural and community events such as music festivals, farmers market or strawberry festival. Consider closing Lakeshore Road West during the event(s) to vehicular traffic. • Improve the public realm through appropriate building location and de-emphasis of the car; • Develop street furniture guidelines for consistency
Clarkson Heritage and creating a distinct identity	• Distinguish Clarkson Village from other communities by celebrating or acknowledging the long history of the area. Unique destination for heritage village circa 1850's; • Respect heritage through building design and activities, i.e., strawberry festival, heritage fair; • Acknowledge history through common design themes in street furniture, signage, lighting etc. • Encourage heritage themes, such as: Ontario agricultural past - circa 1850's, Tudor Village or Craftsmen Style community, i.e. Del Mar, California, Old English theme, European style sidewalk cafes and patios; • Encourage more 'British traditional' pubs and open-air restaurants; • Locate features at the entrances to the Village; • Locate feature at the centre of the Village; • Address Village history through landscaping and built form.

TABLE A4—Summary of Comments (page 2 of 3)

Main Theme	Comments/Discussions
Roadway improvements	• Implement continuous bike lane or sharrows along the street identified with a different material or unique pavement markings; • Create more integrated bicycle lanes (street) and bicycle paths (off-street); • Implement on-street and side street parking where practical; • Eliminate the continuous left turn lane and replace with centre median which is interrupted at intersection with a left turn lane; • Narrow lane widths to slow traffic and make room for bike lanes and on-street parking; • Implement rear lane/service lane system to interconnect sites thereby reducing the number and frequency of access locations on Lakeshore Road West; • Remove the off-set between Clarkson Road North and Clarkson Road South on Lakeshore Road West or 'straighten out' Clarkson Road;
Active Transportation (Bicycle paths)	• Connect all bicycle and walking paths to all the parks and community activities, review location of bicycle lane next to walkway.
Land Use	• Provide a mixture of uses within the study area and within individual buildings (retail, office and residential); • Retail uses should be of a smaller scale, which support the local area; • Focus on service uses, including restaurants, personal service uses etc.; • Offices should be encouraged, in particular on upper levels; • There would be some benefit in specialty commercial uses which draw from a broader area such as: Hotel (similar to the heritage Inns of the past); Convention Centre with meeting facilities; Artists Centre - gallery, dance studio, creative space, school, crafts; Small independent movie or live theatre.
Pedestrian Friendly Environment	• More retail shops along the street, sidewalk cafes, restaurants; • Floral display and ornamental trees; • Unify street furniture and signage, could tribute heritage in design of these elements; • Implement on street parking where practical to buffer the sidewalks from Lakeshore Road West; • Narrow lane width and implement centre median to improve aesthetics, slow traffic speed and improve street crossing; • Implement tree trenches to improve health of trees and improve aesthetics; and, • Redevelop existing strip malls with parking in the front of the building.

TABLE A4—Summary of Comments (page 3 of 3)

Main Theme	Comments/Discussions
Transit	• Promote and emphasize transit usage, i.e., trains, GO Transit, buses along Lakeshore Road West, lake access - 'sell' the excitement of transit; • Promote inter-modal transfer - GO Station, train, bike, car, bus, boat; • Research potential for future mass transit connection to/from Port Credit and Toronto; • Consider local bus (shuttle) to serve the needs of the community.
Park Design (Birchwood and Twin Spruce)	• Utilize the parks for festivals, i.e., music, art, heritage, seasonal fairs; • Open space or linear 'parkettes' along Lakeshore Road West; • Use parks at both ends of the Village as entrance features.
Parking and site access	• Locate shared parking lots at the rear of buildings (along mutual driveways); • Create a communal parking garage, such as 'Green P', in or outside of Clarkson Village. • Create vehicle access lanes behind the stores on Lakeshore Road West; • Encourage vehicle access from the side streets (parking and service vehicles); • Consider shared parking strategy and general parking standard reductions.
Building Heights and built form recommendations	• Buildings should be located at the street edge with active retail facades at grade; • A continuous street wall should be achieved; • A more traditional block length should be achieved through breaking up larger parcels, consolidating smaller parcels and consolidating vehicular access points to Lakeshore Road West; • A comfortable street wall and sense of enclosure, with podium heights of 2 to 3 storeys, should be achieved; • Mid-rise built form is appropriate; • Building height should not exceed 5 storeys; • Building height should be driven by clear and concise evaluative criteria addressing such matters as relationship of building height to road width and transition to abutting properties; • Arbitrary building height restrictions should be avoided.
Implementation Tools	• As of right zoning should implement the vision; • Process should result in a clear, concise and predictable development review process; • Should result in clear policy direction and offer some incentives to the development community;
Population Density	• Transit, pedestrian and retail objectives are supported by an increase in population base. • Residential density should increase to support the study objectives.

6.0 SUMMARY

6.1 Process Summary

Stakeholders within Clarkson Village have expressed concern with the long term growth and ultimate vision for the Village. There is a general feeling that its traditional role as a main commercial centre and community focus has faltered over the years. At the onset of the Clarkson Village Study, through the Terms of Reference, eight (8) goals were identified to come out of this study and affect positive change in the Village.

1. A Shared Vision:

This goal called for the creation of a vision for Clarkson Village which is shared by all stakeholders. The vision was to articulate the current and future needs and desires of the stakeholders in order to advance the appropriate building form, comfort, attractiveness, social, cultural and economic vitality of the Village.

The Public Engagement process created an open forum for discussions, idea generation, research and the furthering of good planning principles. During the sixth meeting in the Public Engagement process, a shared vision statement, relying on four guiding principles which emerged through the first five public engagement meetings was articulated by the Canadian Urban Institute (CUI) in their peer review and agreed upon by the stakeholders.

The Shared Vision Statement is:

"Clarkson Village will 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 heritage and character."

The principles which generally guided the discussions, workshops and the Public Engagement process, as outlined in the CUI peer review, are listed below:

A. Clarkson Village will be a pedestrian friendly community of activity places and gathering spaces.
(e.g. vibrant retail/commercial areas with active restaurants and patios, new gathering places, traffic management, no parking lots to the front of buildings etc.)

B Clarkson Village's built form will, in part, consist of new contemporary architecture that pays tribute to the Village heritage while also contributing to the public realm.
(e.g. mixed-use, mixed-tenure, development with facades to the street and which promote a 'mainstreet character'; consider heritage; intensify the Lakeshore corridor, etc.)

C Become a transit supportive community that is linked in to the rest of Mississauga, Toronto, and the Region.
(e.g. capitalize on the proximity to the Go Station, make transit a catalyst for new pedestrian activity and for traffic reduction.)

D Implement development gradually to avoid mistakes and learn from successes.

The public engagement process has been successful in achieving this first

goal. The shared vision and guiding principles must be carried forward into phase 2 of the Clarkson Village Study. Implementation will further articulate the vision for the Village and embody it into the forthcoming policy framework and design guidelines.

2. Establish a Long-Term Strategy:

This goal sets out to establish a long term strategy that will allow for the shared vision to be achieved incrementally over time. The strategy will review important community features, alternative built form types, appropriate development standards, heritage resources, suitable land use models, planning policies, transportation plans and streetscape designs.

Through the Public Engagement process, and analysis of the goals and objectives and through the CUI Peer Review, it was identified that mid-rise buildings development would be best to achieve the vision for the community. It was further concluded that with good architecture and urban design, mid-rise development can introduce different types of street level experiences while also contributing to neighbourhood character. This type of built form would also better address appropriate transition to existing stable neighbourhoods than other built form types.

In addition, road improvements to establish the long term strategy for the existing right-of-way of Lakeshore Road West were recommended by iTRANS Transportation Planning and Consulting Engineers, in two stages. The short term changes, being less capital intensive and easily implemented and the long term changes being more capital intensive, requiring more physical alteration and property owner buy-in.

The ground work for the fulfillment of this goal has been laid down through the Public Engagement process. As noted previously, the shared vision, goals and objectives for Clarkson Village have been established through this first phase. However, the long-term strategy must be finalized and articulated through phase 2 of the Clarkson Village Study. Implementation through amendments to the Official Plan and Zoning By-law and the creation of detailed urban design guidelines.

3. Ensure a Balance of Needs:

The viability of any community is measured to some degree on the balancing of competing interests. Desirable objectives must always be weighed against costs, whether they are financial or impact based. The Public Engagement component of the Clarkson Village Study has successfully addressed a reasonable balancing of needs, ensuring a wide representation of people within the 'stakeholders' group, as well as a full range of discussion topics and presenting technical supporting information, including a transportation and urban design study. This balanced approach must be continued through Phase 2 in the detailed analysis and creation of the implementing documents.

4. Encourage a Sustainable Community:

One of the broad goals of this study is to encourage a sustainable and conservation-minded community. Through the Public Engagement

process, objectives such as support for public transit, reduced energy consumption, green initiatives in building, site and streetscape design, enhanced tree canopy, low impact development, compact development patterns that support walkability and cycling options have been articulated. These objectives are embodied in the Shared Vision Statement and guiding principles. In addition, many of these objectives are positively reinforced through the City's Official Plan and draft Strategic Plan. Sustainability, as a theme, should be encouraged and supported through the implementation phase of the Clarkson Village Study.

5.Create a Pedestrian-Oriented Community rather than Car Dependency:

As energy and transportation costs rise, society will increasingly need to become more conservation minded, and as part of this, be less dependent on the automobile. To a large degree, the car has shaped our physical environment, creating communities that are isolated, sprawling, decentralized and ultimately unsustainable. Alternative modes of travel must be promoted and encouraged.

Built form environmental changes are necessary to influence behaviours and get people out of their cars. Creating a pedestrian and transit friendly environment begins with the design and width of the public boulevard. Sidewalks contained within this space define the public realm, provide linkages to the community, support transit usage and create places for social interaction. Through the study process, it has been determined that the appropriate building form is mid-rise to ensure that the majority of community's goals and objectives are achieved.

This goal has been addressed to a large degree by the Shared Vision for Clarkson Village and the guiding principles. As a cornerstone of the study, this goal must be carried through to the implementation phase.

6. Promote a Transit-Oriented Community:

Communities should be designed or re-developed to be transit-oriented and ensure an appropriate pedestrian environment. Every transit trip begins and ends with a pedestrian trip. On this basis, pedestrian and transit orientation influence each other. Transit orientation must, however, go beyond pedestrian orientation in regard to population density and physical solutions which prioritize transit movements over those of private automobiles.

An increased population base, consistent with the mid-rise built form, spoke to throughout the Public Engagement process, is necessary to promote a transit-oriented community, achieve the shared Vision for Clarkson Village and the guiding principles. As another cornerstone of the study, this goal must be carried through the implementation.

7. Encourage Mixed-use Intensification:

This goal speaks not just to the mixture of uses necessary to create a truly active location, but to the built form environment and intensity of uses present. Buildings on traditional mainstreets are usually designed with an active retail space on the street level and either residential or office uses on the floors above. The retail uses are often small scale, service

oriented, serving the needs of the immediate community. Presently, Clarkson Village is predominately made up of single use commercial/ retail buildings, often drawing from a broad community with big-box style retail.

It was articulated through the Public Engagement process that to create a vibrant 'around the clock' environment, multi-use buildings should be encouraged along Lakeshore Road West. Residential density should support not just pedestrian and transit objectives, but also the retail base present through the area.

By far, the most energy was expended trying to determine what the built form objectives for the Village should be; articulated in terms of use, building location and orientation and height. All of these matters have some influence on the intensity of use possible on individual lands. The current planning regime in Ontario highly prioritizes intensification. When dealing with character and function, one must ask when is more enough, or too much?

There was much discussion through the Public Engagement process about what should form the character of the Village and also much consensus about what constitutes a mainstreet character. From a tangible perspective, it was agreed that mainstreet character speaks to a streetscape dominated by human scale buildings, close to the street edge with active uses and a safe and comfortable pedestrian realm that includes gathering spaces. Less tangible, but still agreed to, was that a mainstreet must embody the sense of community and place where people want to be.

On this basis there was significant information provided which informed the stakeholders as to how tangible elements of building height and massing are evaluated and translated into character. Such matters included sunlighting, street wall enclosure and human scale.

Phase 2 of the Clarkson Village Study must speak to and embody these criteria and set in place principles to determine appropriate building heights and massing to fulfill the desired mainstreet character, while considering and being cognizant of intensity of use on pedestrian and transit support and broader objectives of increasing uses. In addition, such criteria must address other criteria for determining appropriate transition to abutting land uses, in particular lower intensity residential land uses typically found to the rear of properties fronting on Lakeshore Road West.

8. Create a Vibrant Mainstreet:

By focusing on both public and private resources to revitalize and encourage appropriate development, Clarkson Village can become an animated and walkable community. Evolving Clarkson Village into the 'heart' of the community is dependent upon achieving certain synergies which are embodied in the eight goals of this study. Vibrancy, in this regard, requires that there is an appropriate mix of uses to bring people to the Village at all times, an appropriate density of people within the catchment area to support the uses and make the Village a people place and the presence of comfortable, desirable places where people want to be. These matters must be addressed in detail in Phase 2 of the study and any resulting implementation documents.

A summary table which correlates the summary feedback obtained through the Public Engagement sessions and supporting technical studies by the CUI and iTRANS is attached to this Section as Table A5.

The comments and feedback carried forward in this report will provide City staff with the information required to prepare and analyze the information in accordance with Provincial, City of Mississauga and stakeholder objectives as set out in the Terms of Reference for this study. They will also assist in the preparation of recommendations and amendments to the Clarkson-Lorne Park District Policies of Mississauga Plan and Zoning By-law 0225-2007 and to prepare Urban Design Guidelines for the study area. Upon completion, these implementation documents will be presented to the Stakeholders group prior to proceeding through the statutory public consultation phase.

6.2 Next Steps

Following the March 9, 2009 Stakeholder Group meeting, any necessary revisions to the Phase 1 Study Report will be undertaken in accordance with feedback received during and after the meeting.

The following steps will be undertaken towards the ultimate implementation of documents modifying the existing policy framework.

1. Complete preparation of the Phase 2, Analysis and Recommendations Report for the Clarkson Village Study and proposed amendments to the Clarkson-Lorne Park District Policies, Zoning By-law 0225-2007 and the newly created Urban Design Guidelines;

2. Convene a Stakeholders Group meeting to present the draft Phase 2 Report and implementation documents and obtain Stakeholder feedback;

3. Present the finalized Clarkson Village Study Report (Phase 1 and 2) and implementing documents to Planning and Development Committee (PDC), requesting authorization to begin the statutory public consultation process;

4. Hold the statutory Public Information meeting at PDC to obtain feedback from the broad community, PDC and interested individuals;

5. Upon completion of any necessary modifications to the implementing documents, staff will present a final version of the Clarkson Village Study Report and proposed amendments to PDC, for subsequent ratification by City Council.

It is anticipated that the request to begin the statutory public consultation process will occur in September 2009 with the public process being completed through the fall/winter 2009.

Clarkson Village is like a jewel in the rough. Yes, there are a few challenges, but it's a community with so much potential.

Local Resident

"Buildings lining the road that vary in height and style, but are architecturally coordinated would be an improvement to Clarkson."

Local resident

APPENDIX A– Summary Chart

TABLE A5—Summary Page 1 of 8

Main Themes	Public Engagement	Case Studies	Consultant Studies Recommendations (CUI and iTRANS)
Pedestrian Oriented Community			
Sidewalks	• Need 'rest points'; • Generous sidewalk space; • A few 'pinch points' where width is inadequate; • Too close to street edge at west end of Village; • Steep grade between sidewalk and road at west end of Village is unsafe;	• Sidewalks within the four case studies range from 2.0 m to 3.5 m (6.6 ft. to 12.3 ft.), the average being 2.75 m (9 ft.) for the pedestrian zone. • There is a furniture zone and tree zone • There is no consistent street furniture within the four areas	N/A
Destination Place(s)	• Need centralized gathering space(s); • Small seating areas should be created; • No existing pedestrian destination; • Need focal point; • Gathering place should be animated with active uses and programmed; • Reconfigure Clarkson Road and Lakeshore Road West intersection to create gathering space; • RioCan plaza considered a good location for gathering space; • The front lawn of Chartwell Church also considered a good location for green gathering space;	• Three of the four areas have a designated public square with the average size being approximately 1 200 m^2 (12,900 ft^2).	N/A
Street Crossings	• Too wide; • Signal timing prevents safe crossing; • Traffic too fast; • Some not 'handicapped' accessible • Lakeshore Road West and Southdown Road and Clarkson Road intersections require reconfiguration to make safe; • Signalized intersections too infrequent.	• Well laid out grid area provides many opportunities for crossing locations in all four case studies.	N/A

TABLE A5—Summary Page 2 of 8

Main Themes	Public Engagement	Case Studies	Consultant Studies Recommendations (CUI and iTRANS)
Vegetation	• Boulevards are tree lined; • Many locations with mature trees; • West end lacks street trees; • Lack of green spaces in Village; • Median plantings not appropriate.	• Some street trees existing where the sidewalk width permits. • Generally street trees are in moderate condition	• As part of Phase 1, a continuous street tree 'trench' should be implemented – iTRANS;
Street Furniture	• Inappropriate locations and orientations; • Conversation seating areas needed; • Unified materials needed; • Signage is poor; • Signage lacks common theme – should be heritage based; • Lighting fixtures inconsistent and unappealing; • More seating necessary; • Parks lack seating; • Poor maintenance; • Need more trash cans/ashtrays/ recycling bins; • More pedestrian scale lighting needed.	• Street furniture presently in random locations. Some have seating that is part of the planting and others have individual benches. There is no consistent treatment.	N/A
Comfort	• Varying levels of comfort and protection from street edge. More consistency required; • Parking lots open to sidewalk and therefore open to wind etc.; • More shaded seating areas required; • Southdown Road is very inhospitable; • Too loud; • Too much truck traffic; • Traffic speed is too high.	• All four case studies were chosen because they provide a comfortable pedestrian feel.	N/A

APPENDIX A– Summary Chart

TABLE A5—Summary Page 3 of 8

Main Themes	Public Engagement	Case Studies	Consultant Studies Recommendations (CUI and iTRANS)
Character/Aesthetics	• Parks need redevelopment; • Lack of aesthetic consistency and appeal; • Better and unified entry features needed; • Maintenance is poor; •	• All four case studies do not have consistent theme. • All have a mixture of both concrete and unit pavers within the boulevard	N/A
Active Transportation (bicycle amenities)	• Lack of bike lanes and bike racks; • Bike lanes should be clearly marked and run through the Village; • Also create more bike path connections to surrounding area; • Ensure bike and walking path connections to local parks.	• Bike lanes are not presently on any of the chosen mainstreets. Bike routes are on alternative routes (waterfront, credit river, residential streets); • Bike racks/lock locations are present in all case studies.	iTRANS has a phasing approach for the inclusion of bicycle lanes in the form of sharrows and then dedicated lanes.
Mixed Use / Vibrant Mainstreet			
Continuous Street Edge	• Streetwall is poorly defined; • Need buildings at street edge; • Buildings should 'frame' the street edge; • Building heights should be geared to street width.	• All four case studies have a continuous building street edge.	N/A
Block length	• Shorten block lengths; • Signalize intersections.	• Block length is generally 100 m (328 ft.).	N/A

TABLE A5—Summary Page 4 of 8

Main Themes	Public Engagement	Case Studies	Consultant Studies Recommendations (CUI and iTRANS)
Mainstreet Character	• Buildings are not engaging; • Not enough eyes on the street; • Buildings must be at the street edge; • Some good examples of patios; • Some good design elements, but do not contribute to the street (inward orientation); • Pedestrian entrances should be at sidewalk; • Pedestrian entrances should be separated from vehicular access; • Parking should not be visible from the street; • Should set up festivals and other 'programming'.	• Building heights are generally 2 to 3 storeys in height with some 3 storey height limits.	• Mix of land uses, strong sense of community, variety of destinations exist, transit supportive, variety of uses, programmed and managed public spaces contribute to sense of place (Mainstreet character) - CUI. • As height increases visual complexity and human scale become more important. A high quality street-level design should be agreed upon prior to implementation - CUI.
Heritage Character	• Use heritage as a theme in street furniture, signage and architectural character; • History should differentiate the Village from other destination locations.	• Most mainstreet buildings that create the continuous street edge were built prior to 1940.	• Focus of the Study to recognize/ acknowledge history in built form of surrounding lands, character and aesthetics – CUI.

APPENDIX A– Summary Chart

TABLE A5—Summary Page 5 of 8

Main Themes	Public Engagement	Case Studies	Consultant Studies Recommendations (CUI and iTRANS)
Mix of Land Uses	• Mix of residential, retail and office uses appropriate; • Mix of uses should occur within buildings and throughout the Village; • Uses should serve the surrounding community – not draw from too broad an area; • Small scale uses; • Specialty uses should be considered such as boutique hotels, artists facilities, theatre, dance studio etc.; • Sidewalk café's, restaurants and traditional 'pubs'.	• A mix of retail and office are found along the mainstreet with second storey office or residential.	• Mix of land uses contributes to vibrancy –CUI.
Built Form Characteristics – Building Heights, Massing and Density			
Building Height and Built Form	• Height should be geared to street width; • Should be mainstreet in character; • Height should not impact adjacent uses; • Should maintain sunlight; • Must avoid 'canyon' effect; • Some variability in height to avoid monotony; • Locate buildings at street edge; • Continuous street-wall; • Based on 2 to 3 storey building height – additional height should be 'stepped back' from street edge; • Building heights should not exceed 5 storeys; • Building height should be driven by criteria geared to evaluating impacts; • Arbitrary building height restrictions should be avoided.	• Generally 2 to 3 storeys in height. Higher densities are present within proximity of the mainstreet but are not found fronting onto the mainstreet.	• Mid-rise built form meets the primary goals of the study - CUI; • Mid-rise development meets the principles identified through the Public Engagement process - CUI; • Built form transitions through the Village (downward from west to east) and to adjacent lands is important - CUI.

TABLE A5—Summary Page 6 of 8

Main Themes	Public Engagement	Case Studies	Consultant Studies Recommendations (CUI and iTRANS)
Population	• Some intensification is appropriate; • Must support commercial base and transit services; • Should result in increased activity level.	• All four case studies are considered destination locations and therefore draw from a population that is greater than the immediate community.	• Population base must be sufficient to support transit, retail uses and create vibrancy – CUI.
Transit Oriented Community and Road Improvements			
Density / Population	• Transit-oriented development a goal for the Village; • Transit requires density to support.	• Higher densities found in Port Credit and Bloor West Village. More moderate densities found in Streetsville and Oakville. • Density or population base necessary to support transit.	• Population base must be sufficient to support transit, retail uses and create vibrancy – CUI.
Access to Transit	• Adequate transit stops and shelters; • GO Station need shelters; • No transit stop at Clarkson Crossings Plaza; • Promote inter-modal transfer location; • Local shuttle bus serving only the immediate area.	• Three of the four case studies have good access, GO Transit Stations as well as frequent bus service. • Bloor West Village is well serviced by both bus and subway.	N/A
Prioritize Transit	• Encourage transit usage and undertake physical changes to facilitate.	• Only Bloor West Village has higher order transit.	• Study goals emphasize transit which is supported by Provincial Policies – CUI.

APPENDIX A– Summary Chart

TABLE A5—Summary Page 7 of 8

Main Themes	Public Engagement	Case Studies	Consultant Studies Recommendations (CUI and iTRANS)
Physical Road and Transit Improvements	• Reduce vehicle speeds – centre median, narrow lane widths etc.; • Improved lighting at GO Station; • Better shelter maintenance needed; • Reconfigure Clarkson Road and Lakeshore Road West intersection – straighten. • Add bicycle lanes on Lakeshore Road West and have them connect to parts of the community and surrounding area	N/A	• Road improvements should in the long term include works to institute lay-by parking, bike lanes, centre lane median some curb works and intersection improvements - iTRANS.
Access Management and Parking			
Reduce Number of Driveways (consolidate)	• Too frequent; • Conflicts with pedestrians; • Current priority of car over people; • Encourage side street site access and service lane condition.	• No access to individual sites along the mainstreet. • Access to sites though rear lane access or rear parking.	• Recommendations include consolidating drive access and creation of service roads to reduce driveway frequency and resulting conflicts – iTRANS.
Improve Permeability	• Create service roads to move traffic away from Lakeshore Road West; • Consolidate access locations.	N/A	• Create rear lane/ service roads and funnel traffic to Clarkson Road - iTRANS; • Signalize consolidated drive-ways - iTRANS.
Parking Standards	• Re-evaluate parking standards; • Considered shared parking standards.	N/A	• N/A

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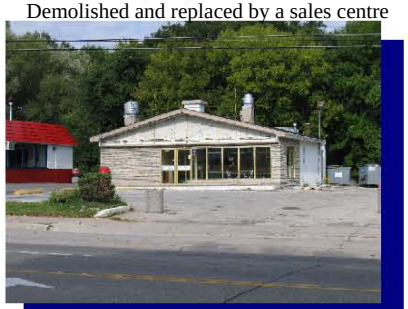
Main Themes	Public Engagement	Case Studies	Consultant Studies Recommendations (CUI and iTRANS)
Location/Type of Parking	• More on-street parking needed; • Locate to rear of buildings off a service lane; • Locate parking underground; • Create 'Green P' parking lot.	• On-Street Parking; • Parking on residential streets adjacent to mainstreet; • Consolidated parking areas to the rear of the mainstreet buildings; • Parking permitted on the GO Transit Station lands and/or over the subway lands.	• Consolidate parking to rear - iTRANS.
Sustainable Community			
Pedestrian and Transit Orientation	• These are primary goals of the study and beneficial to the community; • Reduce focus and use of private autos; • Ensure broad range of daily services are located within walking distance.	• Yes—pedestrian and transit oriented.	N/A
Green Initiatives (LEED) and Low Impact Development Standards	• Development standards should be geared or encourage the implementation of green initiatives; • Design criteria, such as day lighting are important for character but also in regard to beneficial impact on lighting and heating costs.	N/A	N/A

1659 LAKESHORE RD. W.

1647 - 1651 LAKESHORE RD. W.

1641 LAKESHORE RD. W.

1639 LAKESHORE RD. W.
Demolished and replaced by a sales centre



ENTRY SIGN

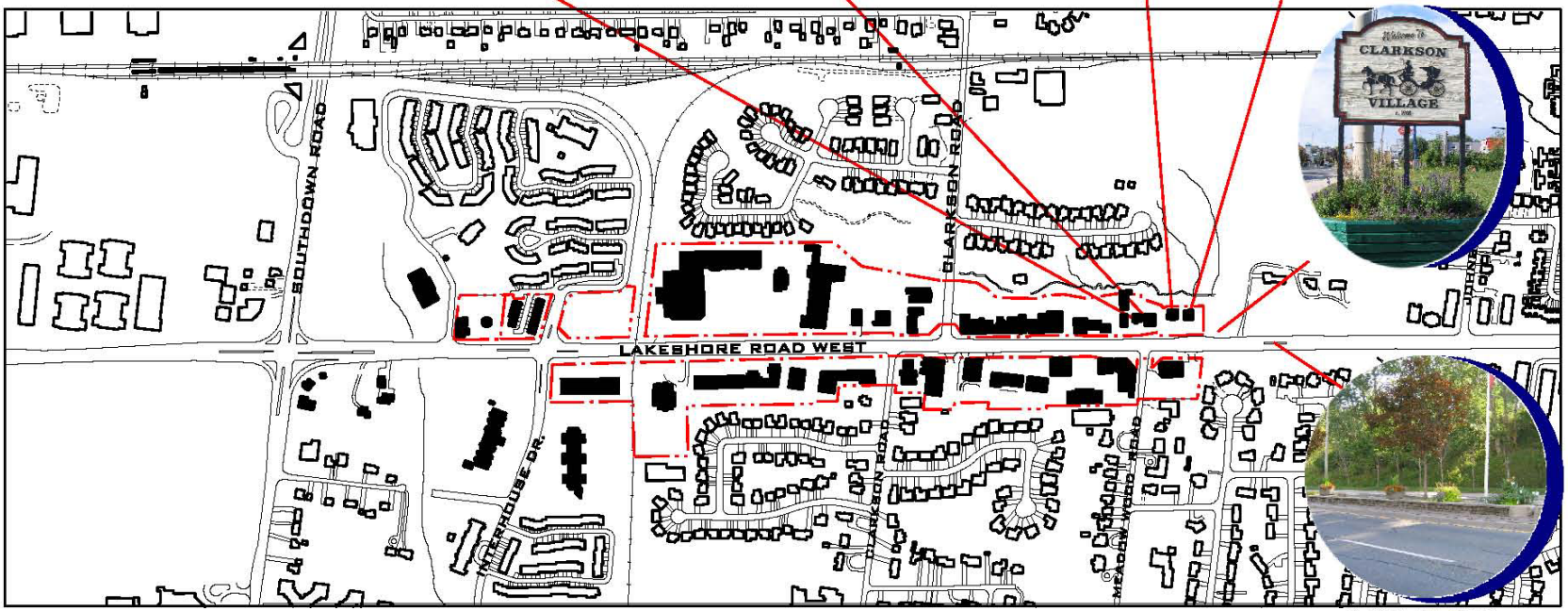


Figure 3.4 Images of Existing Built Form (north side of Lakeshore Road West)

Figure 3.5 Images of Existing Built Form (north side of Lakeshore Road West)

Figure 3.6 Images of Existing Built Form (north side of Lakeshore Road West)

Figure 3.7 Images of Existing Built Form (north side of Lakeshore Road West)

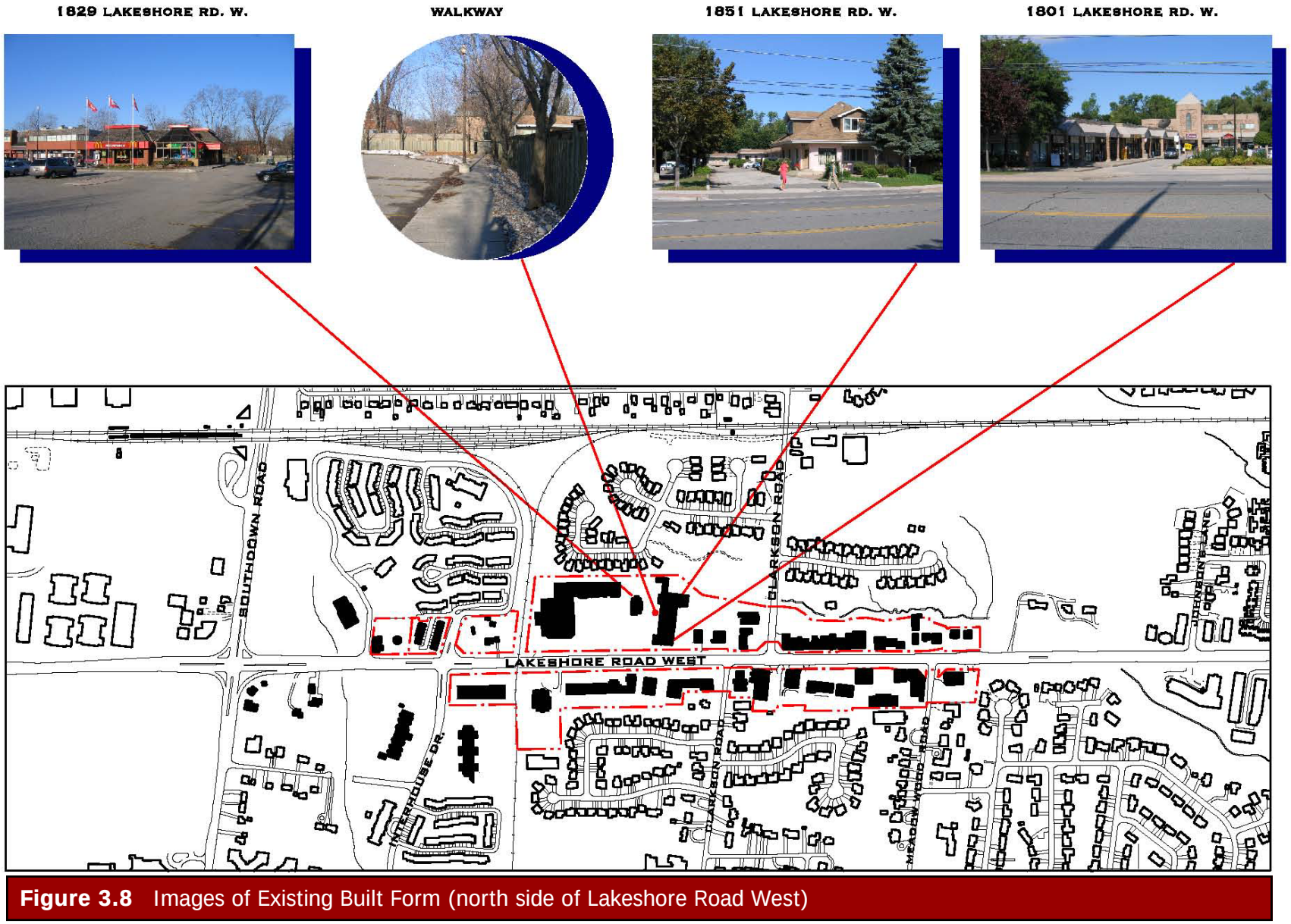


Figure 3.8 Images of Existing Built Form (north side of Lakeshore Road West)

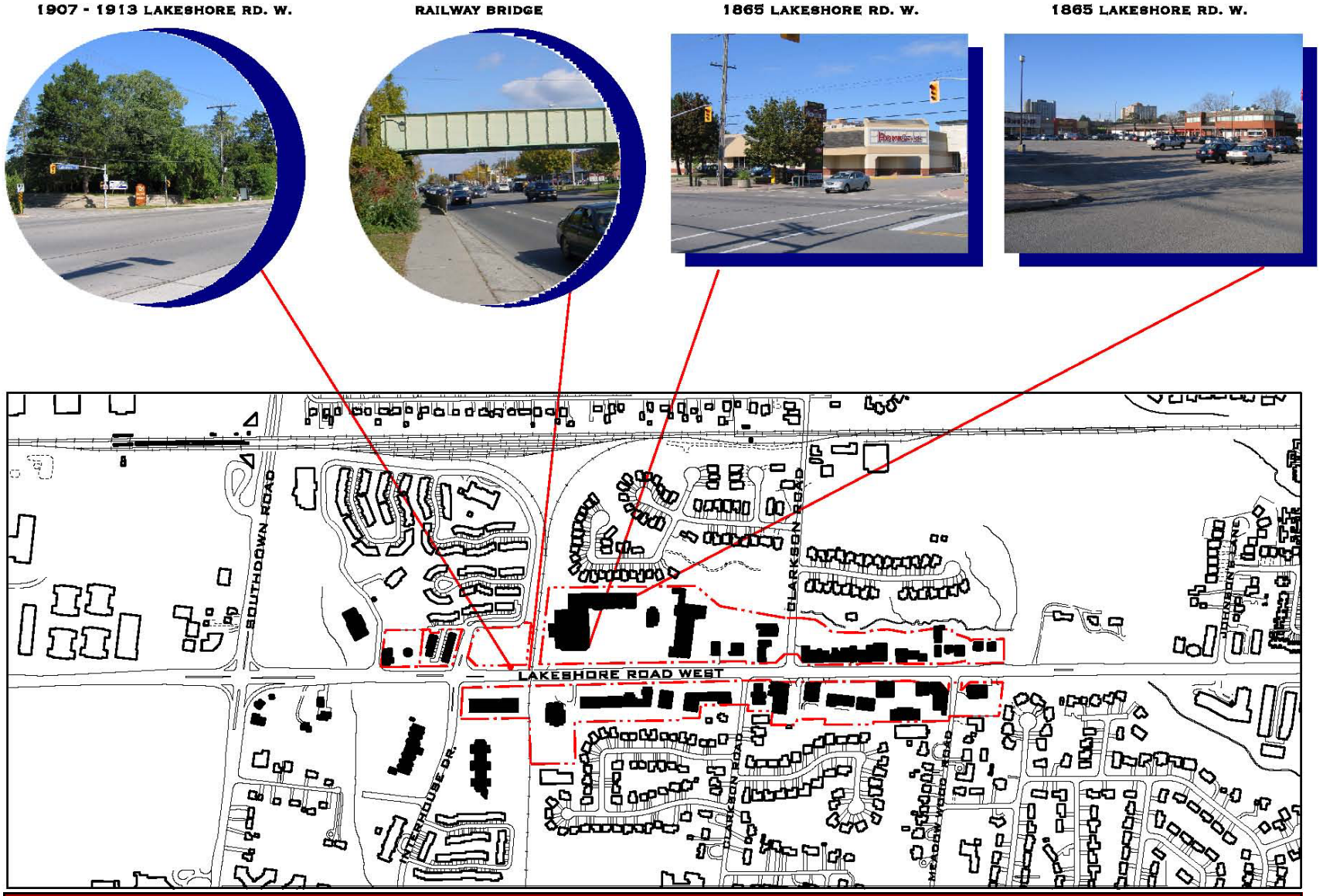


Figure 3.9 Images of Existing Built Form (north side of Lakeshore Road West)

Figure 3.10 Images of Existing Built Form (north side of Lakeshore Road West)

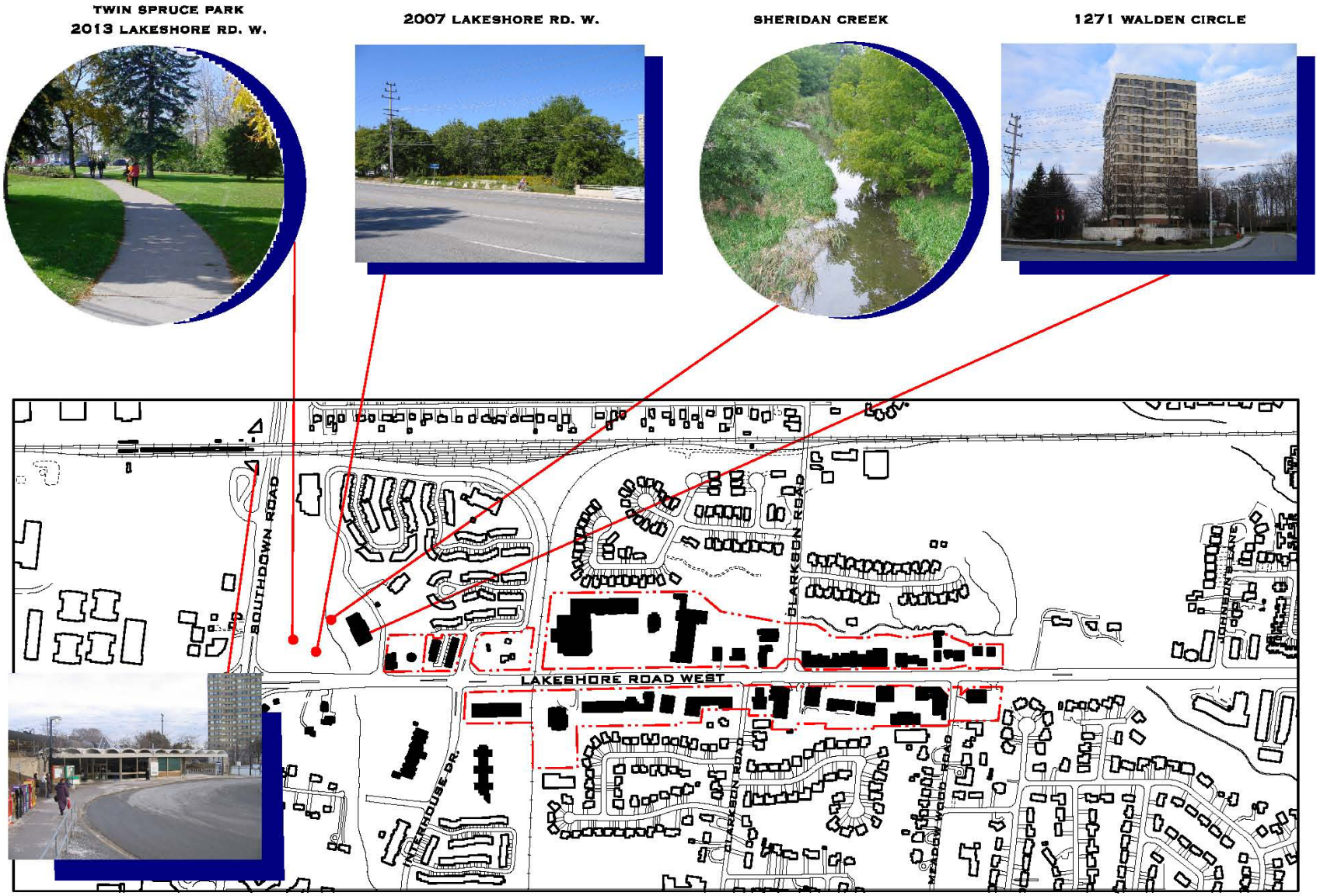


Figure 3.11. Images of Existing Built Form (north side of Lakeshore Road West)

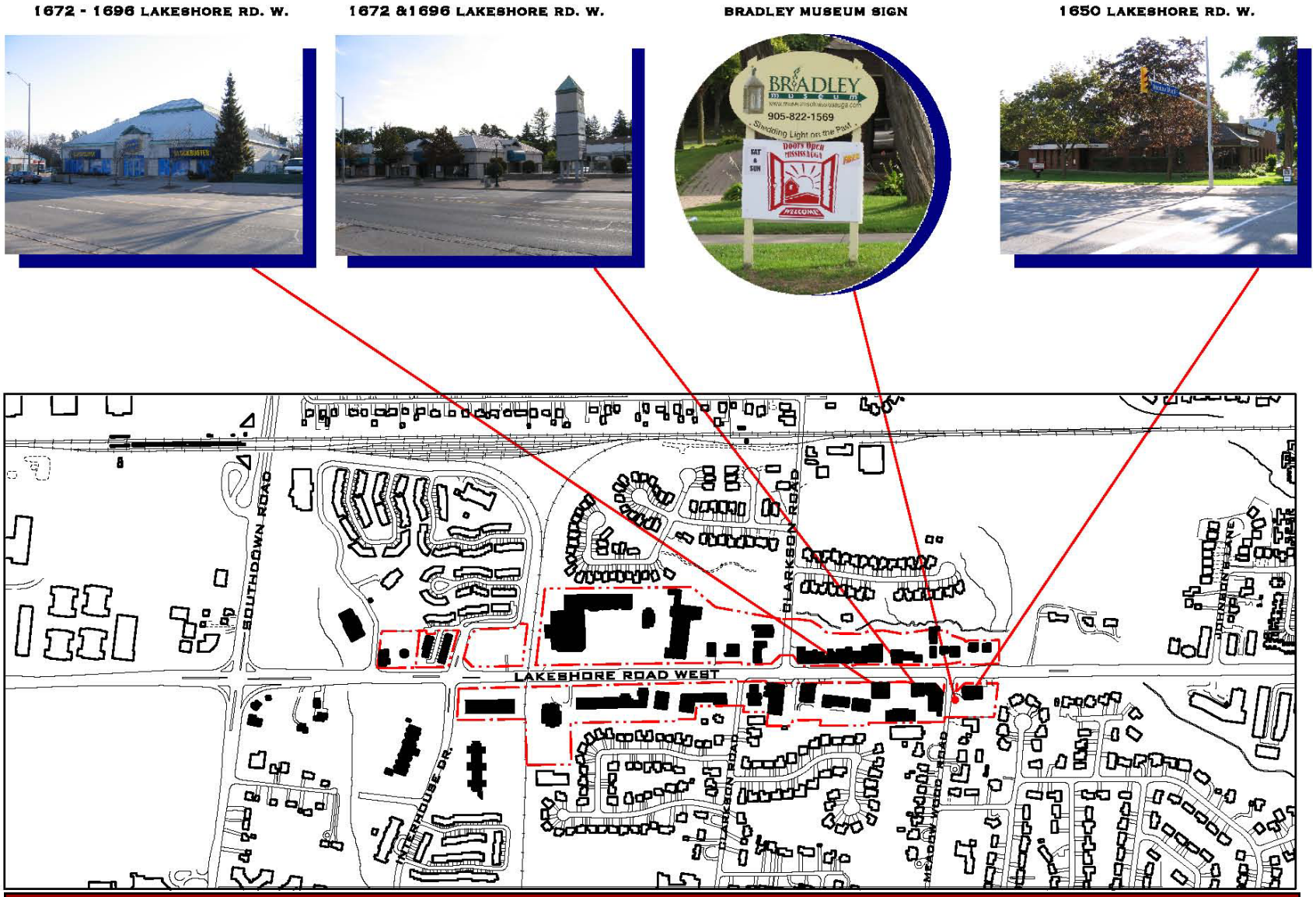


Figure 3.12 Images of Existing Built Form (south side of Lakeshore Road West)

Figure 3.13 Images of Existing Built Form (south side of Lakeshore Road West)

Figure 3.14 Images of Existing Built Form (south side of Lakeshore Road West)

Figure 3.15 Images of Existing Built Form (south side of Lakeshore Road West)

Figure 3.16 Images of Existing Built Form (south side of Lakeshore Road West)

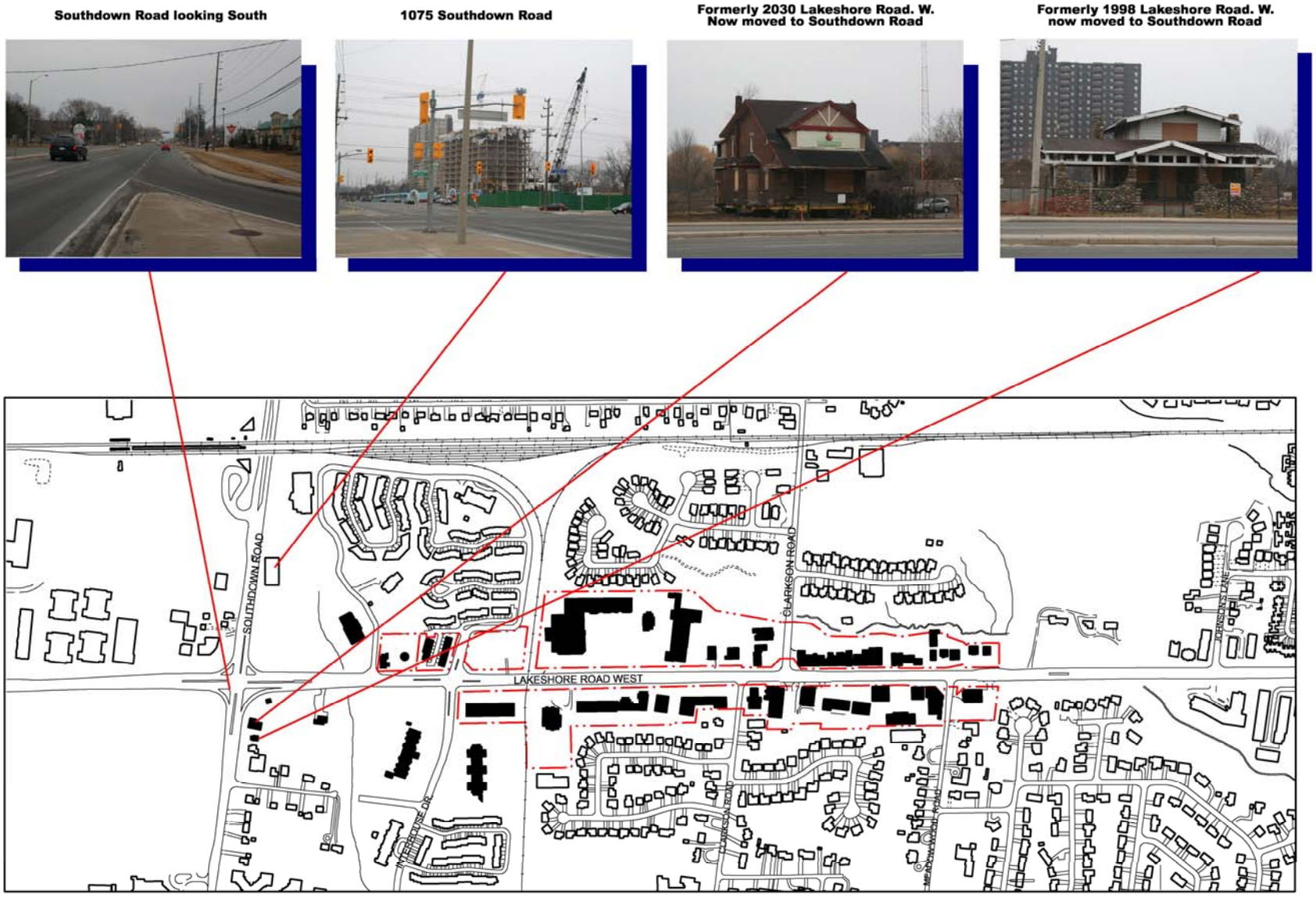


Figure 3.17 Images of Existing Built Form (south side of Lakeshore Road West)

Figure 3.26 Building 4
Edith Clarkson House

Figure 3.27 Building 8
Clarkson General Store

Figure 3.28 Building 12
Warren Clarkson House

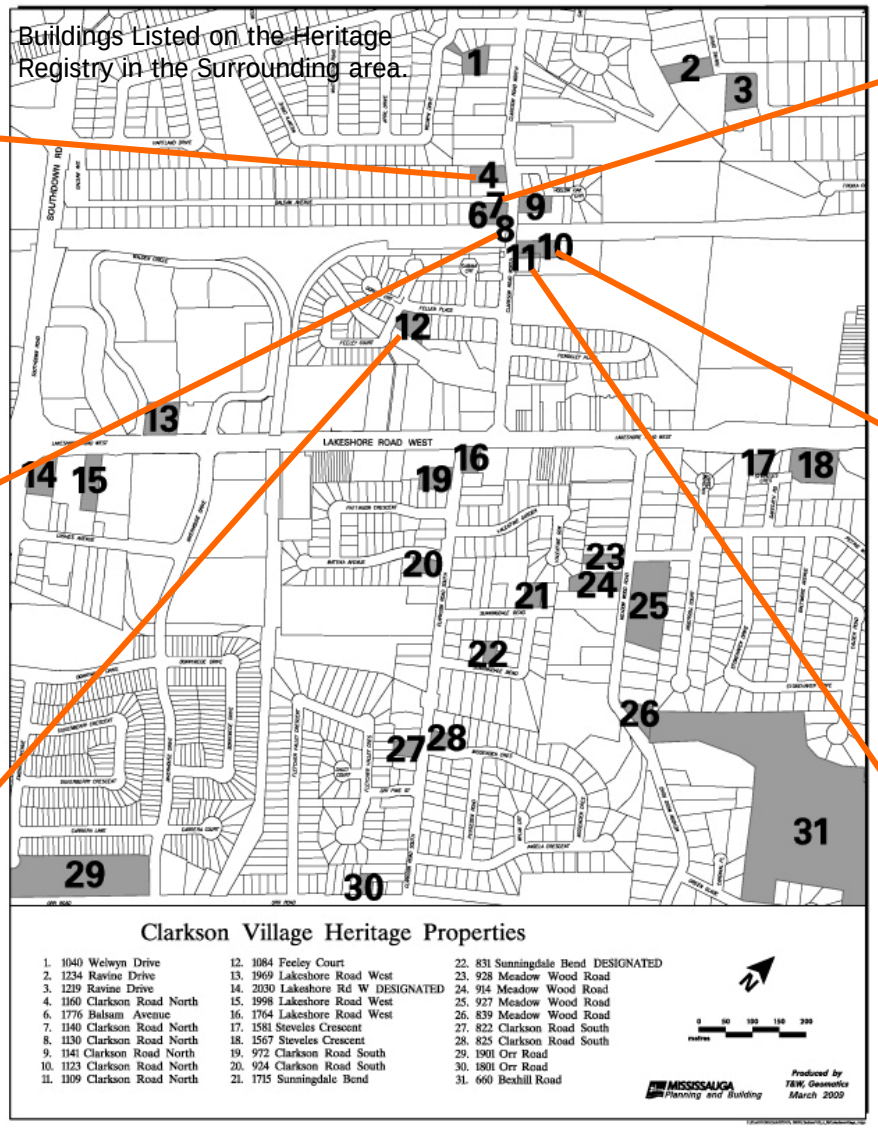


Figure 3.4.1.1 Heritage Properties: Clarkson Corners

Figure 3.29 Building 7
William Clarkson House

Figure 3.30 Building 10
Alex Durie Store: 1st Library

Figure 3.31 Building 11
Merchant Bank/Auld Butcher

Figure 3.32 Building 13 Mexican Hat/Satellite Restaurant

Figure 3.33 Building 14 Stevenson House/Boulder Villa (Designated and now moved to Southdown Rd.)

Figure 3.34 Building 15 Lush House/Rackus Studio (moved to Southdown Rd.)

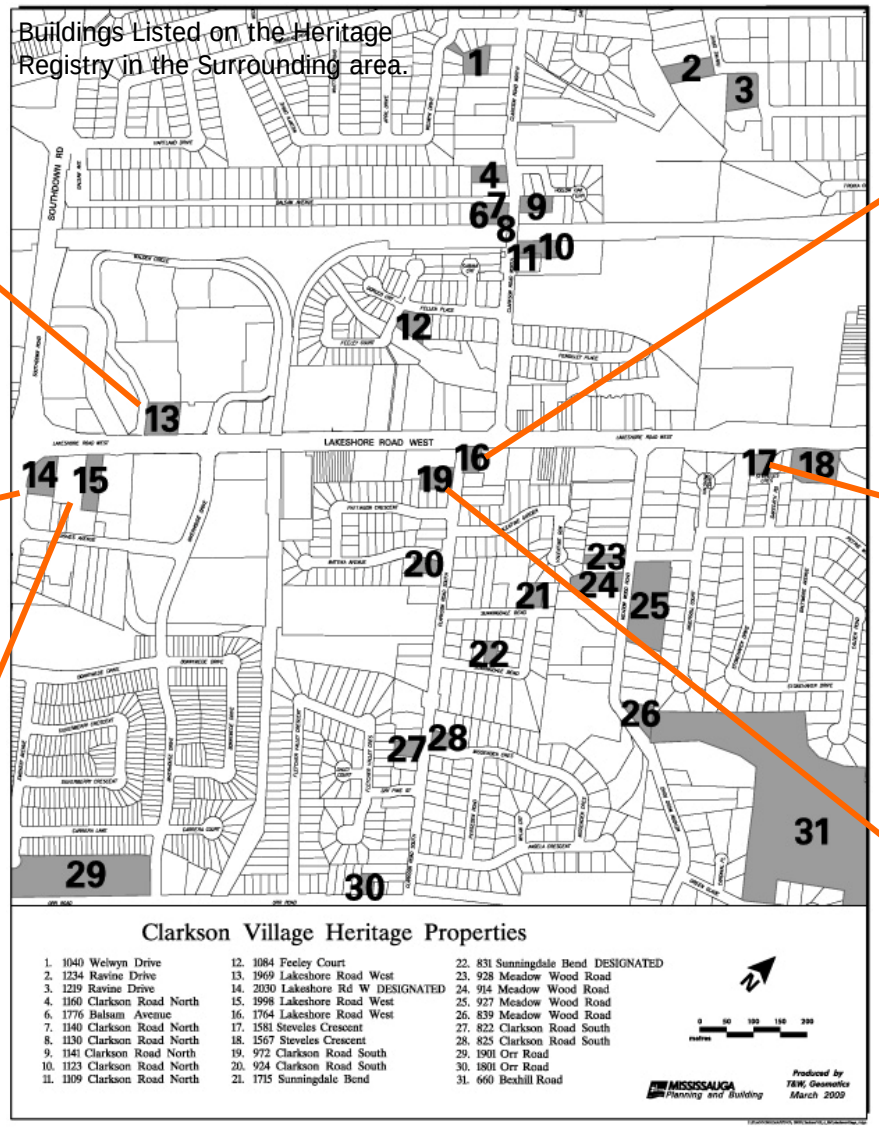
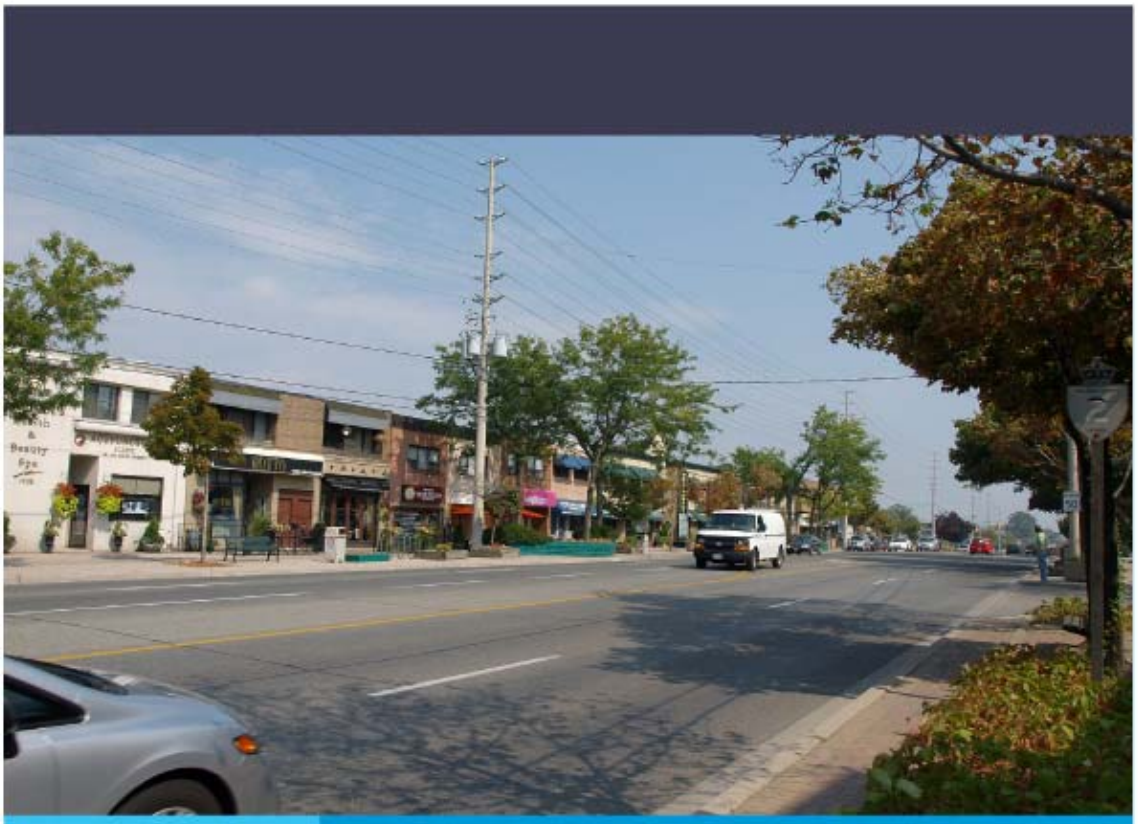


Figure 3.35 Heritage Properties: Lakeshore Road West

Figure 3.36 Building 16 Carman Church and Community Hall, 1764 Lakeshore Road West, Listed on the Heritage Inventory

Figure 3.37 Building 17 1567 Steveles Crescent

Figure 3.38 Building 19 Gordon Pattinson House



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The Vision for Clarkson Village

Peer Review

Canadian URBAN Institute

Canadian URBAN Institute

Vision for Clarkson Village Peer Reviewers

Canadian Urban Institute

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Executive Summary

The principal conclusion of our review is that the parties have engaged in the process in good faith and have received excellent professional support. Discussion of building height was an ongoing issue throughout the process with Workshop #3 explicitly suggesting that heights were appropriate between 3 and 5 storeys. While height issues may not have been a barrier to the study process, it was a recurring one amongst some stakeholders and developers and, ultimately, may have distracted participants from the main goals of the study. Also, throughout the process, the time required to produce various technical reports has also been partially responsible for extending the time line. This has made it difficult to make the kind of program commensurate with the level of effort that might reasonably have been expected.

As a result of a particularly productive workshop on September 20 2007 (Workshop Five), where we presented our conclusions, and with the active participation and knowledge of developers, it seems that the group is now prepared to move forward with a clearer understanding of the potential of the area and a more accepting approach to the uses of height and built form. The key, in our view, was the discussion around the potential related to mid-rise development that took place.

The Canadian Urban Institute has extended an offer to Councillor Pat Mullin to organize a 'study tour' for stakeholders so that they can see for themselves how mid-rise can achieve desirable results. There is also potential for Mississauga to participate in a workshop sponsored by the Canada Mortgage and Housing Corporation (CMHC) focused on overcoming development challenges associated with mid-rise.

The Canadian Urban Institute believes, as the stakeholders also indicated in Workshop Five, that mid-rise development is particularly appropriate in Clarkson's west end and can best help to achieve the goals of the community. With the completion of Workshop Five, the process appears to be well on track. The work conducted by stakeholders and the amount of input from the public and by developers over the past two years demonstrates the city's commitment to this project and certainly provides sufficient feedback to move this study into its final phase.

1.0 The Institute, the Clarkson Village Study & Peer Review

The City of Mississauga, along with resident groups, developers and other stakeholders began the process of defining a new vision for the Village of Clarkson in November 2005.[1] The ongoing study, *Vision for Clarkson Village* (Clarkson Study) has consisted of stakeholder meetings, workshops, surveys and walking-tours. A variety of progressive engagement techniques have been used by the City over the past two years to both educate participants about the issues facing Clarkson Village and gather feedback and new ideas from active and involved stakeholder groups.

Despite this active involvement, guiding principles and a vision statment are still in development as of mid-September 2007 (although City staff presented Urban Design Principles, Fall 2006, and a three-dimensional video referred to as the *Vision for Clarkson*, Winter 2007).[2] The City hopes to finalize the Clarkson Study by early 2008.

The table below identifies the goals as defined in the Clarkson Study *Terms of Reference* and indicates the status of each goal as it stands today:

	City Goals	Status of Goal
A	**A Shared Vision**	***Partially complete***: Sufficient data has been collected and public input has been aggregated, but not synthesized into a unified statement or set of guiding principles.
B	**Establish a Long-Term Strategy**	***Incomplete***: a long term strategy would include official plan amendments and/or new urban design guidelines for Clarkson Village and possibly a conceptual site plan of the Village.
C	**Ensure a Balance of Needs**	***Complete***: All types of stakeholder groups have been engaged in discussion about their own personal visions for Clarkson Village. This balance of needs must be reflected in the Shared Vision.
D	**Encourage a Sustainable Community**	***Incorporated:*** These goals represent the City's own goals for the shared vision and have been included into the guiding principles discussed in Section 3 of this document.
E	**Create a Pedestrian oriented Community Rather Than Car Dependency**	
F	**Promote a Transit-Oriented Community**	
G	**Encourage Mix-use Intensification**	
H	**Create a Vibrant Mainstreet**	

Table 1 – Project Goals

[1] The first meeting with stakeholders did not take place until April 20, 2006.
[2] Video-renderings, when used as a 'vision' may represent a highly-prescriptive vision against which built form options can not be evaluated – they are already prescribed. A textual vision statement provides a tool against which built form options can be evaluated – a tool that has not yet developed by the City.

1.1 The Role of the Institute

The Canadian Urban Institute (CUI) is a non-profit organization dedicated to connecting people, resources and ideas to build strong communities and equitable, sustainable and competitive urban regions. The City of Mississauga's Development and Design Division has retained the Institute to provide an independent external review. As such, we have conducted a review of relevant policy, stakeholder input, public engagement processes, and attended a stakeholder workshop on September 20, 2007. This research and interaction has provided us with the perspective needed to assemble a set of proposed guiding principles, a vision statement, and recommendations regarding built form. It is necessary for a clearly articulated vision to be agreed upon by the stakeholders so that different types of built form can be evaluated in order to determine how each advances the shared vision. This review evaluates different built form options and also offers proposals as to how to achieve the vision that has arisen from the stakeholder engagement process. However, as the study moves into the start of its third year (see Appendix A) there is a potential for of stakeholder fatigue[3] and new development that may not conform with the community's goals. A conclusion to the study is necessary and subsequently the Institute has seen its role in this study as: a peer reviewer, a data analyser; and a facilitator that is able to help define guiding principles, a vision, and propose/critique built form options. Through this process the Institute hopes it can help identify the path forward to the implementation of the shared vision.

1.2 Clarkson: Context, Constraints, and Opportunities

Image 1 - Lakeshore Road, Clarkson Village, Mississauga.

Clarkson Village is a place deeply rooted in its heritage. However, its historic mainstreet is being lost to strip-plazas, parking, and big-box retail that now dominate much of the streetscape. Throughout the stakeholder engagement process many stakeholders and residents have looked to Oakville (see

[3] *Stakeholder Fatigue* occurs when stakeholders become disengaged because no visible or tangible results are realized within their expected timeframe(s).

Appendix B) and Port Credit as examples of successful mainstreets where pedestrians are active, various new events are held, and stores and retailing opportunities exist. In Clarkson, what was historically a thriving activity centre has now become auto-oriented and in need of revitalization.

When considering re-development and revitalization, a number of opportunities and constraints exist for Clarkson Village:

Major Opportunities	Major Constraints
• An active and engaged stakeholder group who appear to support change in the community • Wide streets mean taller buildings can be used to create an appropriate sense of enclosure and 'place' • Proximity to GO-Transit rail line means new development will be linked to the GTA • In the long term, the Clarkson GO Station could also be a terminus for local transit operating along Lakeshore • New development applications inside Clarkson Village signal that the time is right to begin a revitalization process	• Two and three storey buildings already exist making it less likely a developer will re-invest in a property without the opportunity to build taller • Most parcels of land are small and would require land assembly by developers • Insufficient density to be "transit supportive" at present (even for a local bus) • Clarkson GO Station at vehicle /parking capacity • Existing buildings are unattractive • A lower-than-average (relative to CMA[4]) number of residents in the 20-40 year old demographic to support mainstreet retailing and restaurants • Official Plan policies severely limit development • High speed motorists on Lakeshore • Parking lay-ins widen the road; abundance of free parking in strip-malls

Table 2 – Opportunities and Constraints for Clarkson Village

2.0 A Review of Provincial & Municipal Policy

As all development in Ontario's municipalities must conform with Official Plans and other policy, a review of policies applicable to the Village is in order. This section examines various pieces of provincial

[4] CMA – Census Metropolitan Area, as identified by Statistics Canada.

policy and municipal plans. As will be demonstrated, some issues appear to exist between the various levels of policy.

2.1 Provincial Policy Statements & Plans

With the 2004 revisions to the Planning Act, all new development in the province "shall be consistent with" Provincial Policy Statements (PPS), which identify areas of provincial interest in planning and development. The PPS call for "intensification, redevelopment, and compact urban form" that "efficient[ly] use land, resources, infrastructure, and public service facilities." New development is to "support the use of alternative transportation modes and public transit in areas where it exists or is to be developed." Planning for public streets and spaces must "meet the needs of pedestrians and facilitate pedestrian and non-motorized movement, including... walking and cycling." The mix of housing and employment is also to be improved to shorten commutes, improve air quality, and reduce congestion. Moreover, authorities are also to "promote compact urban form and a structure of nodes and corridors" which lead to energy efficiency. Finally, heritage resources and cultural heritage landscapes are to be conserved where they exist.

In 2006, the Province of Ontario passed the Places to Grow Act and the accompanying Growth Plan for the Greater Golden Horseshoe. In order to control sprawl, make better use of existing infrastructure, protect the environment, and protect valuable agricultural land, the Growth Plan states that intensification is to be encouraged throughout the existing built-up area. The Plan also reinforces the Province's policy of transit oriented development by stating that "transit will be the first priority for transportation infrastructure... and major transportation investments." To make this viable, the province expects municipalities to find ways to "increase the modal share of transit" and create mixed use neighbourhoods.

2.2 Mississauga's Official Plan

Clarkson Village: A Designated "Node" & Node Policy

According to Mississauga Plan, the City's Official Plan document, Clarkson Village is presently designated within the Clarkson *Node*. The City's policy for Nodes states that they are to be a "mix of medium and high density housing, employment, and commercial uses including mixed use residential/commercial buildings and offices"

(3.10.1.1). Node areas are intended to be the foundation of individual community identities while, at the same time, being the centre of compact urban form, and transit oriented development (3.10.1.2).

There is recognition in the Plan that development within nodes must protect the stability of existing neighbourhoods. Clearly, Clarkson's heritage assets and mature single-family home developments which surround Lakeshore Road should be protected within the framework of this policy. Lands at the periphery of nodes or lands that are adjacent to nodes should provide a transition between the scale and land uses within the node and other uses surrounding it. Finally, "residential and employment density in the Node should be sufficiently high to support transit usage" (3.10.3.4d).[5]

Urban Design Policies

The plan also outlines a series of urban design guidelines that are relevant in the Clarkson Village context.

Places:

The Official Plan puts emphasis on the importance of *place* by introducing the concept of *place* near the beginning of the urban design chapter.

Where nodes have been defined, the character of the development within the node should be 'urban' in nature (3.15.3.2). By definition, therefore, compact urban form, intensity, and public squares/spaces are all desired attributes within nodes, including Clarkson Village, according to the Official Plan. At major intersections, a sense of enclosure and identity is to be created through building massing and appropriate scale (3.15.3.3).

Image 2 - Official Plan policy (3.15.5.1) stipulates that road design is to be safe, comfortable, and attractive for pedestrians. The above image from central Clarkson demonstrates a lack of commitment in achieving this goal prior to the Clarkson Village study.

A sense of *place* is typically achieved where many of the following attributes exist: [6]

- mixed land uses;
- a strong sense of community with social gathering places;
- developers, the community, and the public sector identify goals and strategies together;

[5] The Official Plan proposes that transitioning to lower-density uses can take place within the node. As such this policy can be interpreted to also mean that High-density urban 'nodal' uses can be located in one area within the node leaving the rest of the node available for transition to lower density built form.
[6] Project for Public Spaces, *Creating A Place*, 2007. http://www.pps.org/mixed_use/info/mixed_use_approach

- where a variety of destinations exist (city-wide);
- transit supportive neighbourhoods;
- a variety of uses exist during all seasons; and
- where public spaces are well managed and often programmed.

Streetscape & Pedestrian Activity:

Mississauga policy calls for streetscapes that are "safe, comfortable, and attractive environments for pedestrians, cyclists and other non-motorized users." This is to be achieved through the use of buffering. Buildings are to be connected to the street with "strong pedestrian connections." New development on Lakeshore Road West, similar to development on other major roads in the City, is to "focus on the street" to ensure that it becomes a space "belong[ing] to the community" (3.15.5.17). Finally, protection from sun and wind is to be incorporated into the streetscape through the use of landscaping and plantings (3.15.8).

Image 3 - The above panoramic composite (top) illustrates the wide nature of Lakeshore Road West, large parking lots and strip development. Enclosure and a sense of place does not exist. Virtually identical 'placeless' spaces exist in suburbia across North America (bottom, suburban Los Angeles). As Canada's 6th largest city, Mississauga, along with community stakeholders, ought to give Clarkson Village a mainstreet with a sense of place, appropriate scale, and community gathering spaces.

Building Scale and Form:

The Official Plan also states that buildings are to be designed in a way that creates a sense of "enclosure, pedestrian scale, and identity" (3.15.7.3). Having a defined street wall, or street edge, with building heights that enclose streetscape can help make 'place' as has been demonstrated in cities worldwide. The Official Plan does

not specify any desired angular planes or street width-to-height ratios but clearly heights along Lakeshore Road generally do not create a sense of enclosure. Finally, building scale is intended to transition gradually from higher built form to lower built form to limit the impacts on surrounding properties.

Because Clarkson Village's commercial centre lies within a Node and is intended to have an urban character (3.15.3.2), buildings should "be located close to and aligned with the street, to enclose the street space" (3.15.9.2). City policy stipulates that gaps in the streetwall are to be limited.

Clarkson-Lorne Park District Policy & Issues with Higher Level Policy

The City policy for nodes promote the development of higher density areas with urban character, however, the district policies are more restrictive – height limits being one example. The district policies state that the Clarkson Mainstreet Commercial Area is to be preserved as a two-to-three storey area which does not appear to be consistent with the inherent expectation of a 'Node' designation (e.g. 4.7.3.3.1d). With its established neighbourhoods and single family homes along collector and local roads, the preservation of a lower-density atmosphere in Clarkson Village is important and can help to ensure the character of the neighbourhood. Because the Mainstreet Commercial Area falls within the City's defined Node boundary, it would be expected that a higher degree of urban intensification ought to exist in order to warrant the designation – particularly because this is the 'mainstreet'. As is identified above, the City's policy states that lands designated as nodes be developed at medium and high densities while being transit supportive. (3.10.1.1/3.10.1.2). Some of the node has been developed at medium and high densities (west) while the Mainstreet Commercial Area appears to be acting as a transition within the node to lower built form types. However, with appropriate transitioning inside the node from higher built from (mid-rise) to lower built form (townhomes) and then into established neighbourhoods the lands within the node can be developed to a higher and better use, considering its context. Because nodes are expected to strive to be transit supportive adding density to the Mainstreet Commercial area is likely necessary (see appendix E).

2.3 Linking Policy to a Shared Vision

It is important that the vision for Clarkson conform to provincial and municipal policies. The general tenor of the Mississauga Plan supports the direction of the Provincial Policies. Provincial policy calls for intensification, redevelopment, compact urban form, and a transit supportive design (particularly at nodes, along corridors and near higher order transit) and therefore a new vision and built form plan for Clarkson ought to strive to achieve these goals. Issues in municipal policy exist and may confuse the process,

while also failing to provide prospective developers with the clearly defined guidance they need when considering development applications inside Clarkson Village. Ultimately, because of these issues associated with the municipal policy, the vision should inform an Official Plan amendment that will both achieve the vision while solving the issues identified in this review.

3.0 Finding a Shared Vision

One of the stated goals of the Clarkson Study is to create a shared vision for the community around which built form options can be evaluated and urban design guidelines and conceptual development plans can be created. At the outset of the peer review process, City staff were still in the process of completing the stakeholder input process which would impact the guiding principles for development. This section outlines how the stakeholder engagement process (with the exception of Workshop Five which is examined in section 6.0) has been executed and explains how the wealth of rich information collected by the City could have been converted into a vision statement sooner.

3.1 Stakeholder Input Process

Despite the length of time it has taken to define a vision and begin looking at development models for Clarkson Village, the stakeholder input process has been carried out in a professional and effective manner. The series of non-statutory stakeholder meetings and public input instruments (such as community surveys and an interactive model building session) demonstrate the City's commitment to creating a new and revitalized Clarkson Village for its residents.

The Institute's peer review has identified the following stakeholder and public engagement tools:

#	Stakeholder/Public Event	Description	Likely Impacts
1	**Initial Stakeholder Meeting** (Workshop 1)	A stakeholder meeting to establish the project's goals and objectives and build broad support for the initiative.	Engaged stakeholders from the start of the process, a vital component of a good public/stakeholder engagement program, while helping to build early buy-in for the project
2	**Walkability Audit** (Workshop 2)	A survey was distributed to participants who, after a walk through Clarkson Village, provided feedback as to the features of the community that are presently beneficial and those which are perceived to be negative attributes. Photographic documentation was also acquired and used in the City's analysis of the findings. Initial urban design principles formulated.	This useful and interactive tool for engaging stakeholders informed participants about the challenges facing Clarkson Village which feed the visioning process while also soliciting qualitative and quantitative feedback from each participant.
3	**Workshop 3**	Conducted to identify common goals associated with streetscape and built form.	Of all the stakeholder engagement sessions this session came closest to identifying guiding principles and a vision. While it was a very useful exercise these principles do not appear to have been fashioned into an explicit vision or directly used to evaluate built form options emerging from later workshop meetings. Urban design principles clarified leading to 3D model.
4	**Workshop 4**	Stakeholders discussed activities they would like to see, experience, or encounter in Clarkson Village. 3D Model (prescriptive vision) presented.	Informed staff and decision makers about the types of activity spaces and gathering places desired and continued to encourage community collaboration.
5	**Presentation to BIA & Resident Group**	Stakeholder findings/principles were presented to members of the local BIA & local resident group.	Ensured that business owners / BIA members are comfortable with the goals for Clarkson as set by the stakeholder group and allows for their feedback.
6	**Resident Open House**	Members of the Clarkson community were invited to review the findings and decisions made by the stakeholder meetings and provide comments. 3D model (vision) presented to public for the first time.	This was the first event entirely open to residents of Clarkson Village. Combined with the feedback tools used (see item 7) the open house helped to encourage feedback from the entire community.
7	**Public Commenting** (surveys, emails, etc.)	Comments/surveys were collected at the Clarkson Community Centre and Lorne Park Library from the	A successful process with more than 260 responses recorded and categorized by August 24, 2007. This process

		general public about the Vision for Clarkson Study and stakeholder group findings/principles.	encouraged direct public input to the process leading to an improved and more inclusive shared vision. In addition, feedback stations at the library and community centre likely helped inform the public of the study's existence and progress.
8	**Interviews with Developers**	Interviews with five development companies, commercial experts, and real estate experts, take place seeking to understand the challenges, from a development feasibility standpoint, of achieving the goals set by the stakeholders.	Provided City staff, and ultimately stakeholders and the public, with an understanding of the challenges associated with development including the redevelopment of existing 3-4 storey sites, challenges associated with commercial space, and strategies for protecting existing neighbourhoods while increasing scale on Lakeshore.
9	**CUI Peer Review**	CUI is retained to conduct a peer review of the Village for Clarkson Study & Stakeholder Findings and discuss built form models.	Evaluation of all public feedback and engagement processes leads to the recommendations in this document, proposed vision and formal set of guiding principles. A presentation at Workshop Five helps stakeholders realize the benefits of mid-rise resuming discussion about built form and how it could relate to the guiding principles CUI discovered in its independent review of community feedback.
10	**Built Form Discussion & Modelling** (Stakeholder Meeting 5)	Gathering of Stakeholders (residents, city staff, developers, and local business owners) to discuss built form and to construct different to-scale models examining the impacts of height, scale, and density on the street and neighbouring homes.	See Section 5.0

3.2 Identifying Guiding Principles and a Vision for Clarkson Village

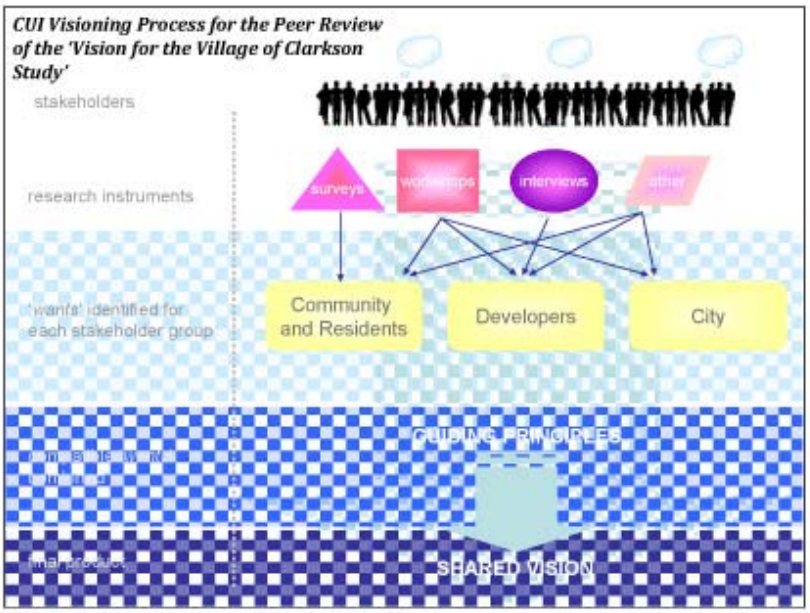


Image 4 - Using the City's wealth of rich data collected for the study, the Institute was able to use the above process to develop Guiding Principles & A Vision.

The Institute has developed a recommended vision along with a set of guiding principles based on the stakeholder input that we have reviewed because specific guiding principles for development, nor an articulated vision statement, appear to have been formally agreed upon by the community as of mid-September. The model used to define these principles required summarizing and agglomerating all data from each individual stakeholder (where possible) or from stakeholder survey responses, interviews, and workshops notes (See Appendix C). Once lists of all 'community wants', 'developer wants' and 'city wants' were created, commonalities between each list were categorized. This process of thematically coding public feedback and stakeholder input led to the identification of four major themes which can be considered to be guiding principles for development. These principles helped to inform the proposed shared vision.

Guiding Principles

The peer review of public input identified the following refined guiding principles (see Appendix D):

A. Clarkson Village will be a pedestrian friendly community full of activity places and gathering spaces

E.g. vibrant retail/commercial areas with active restaurants and patios; new gathering places, traffic management, no parking lots at the fronts of buildings, etc.

B. Clarkson Village's built form will, in part, consist of new contemporary architecture that pays tribute to the Village's heritage while also contributing to the public realm

E.g. mixed-use, mixed-tenure, development with facades to the street and which promote a 'mainstreet character'; consider heritage; intensify the Lakeshore corridor, etc.

C. Become a transit supportive community that is linked in to the rest of Mississauga, Toronto, and the Region

E.g. capitalize on proximity to GO station, make transit a catalyst for new pedestrian activity, make transit a catalyst for traffic reduction.

D. Implement development gradually to avoid mistakes and learn from successes

The Shared Vision

The guiding principles listed above (and defined in detail in Appendix D) can be combined into a single coherent vision statement that the City, community and other stakeholders may wish to discuss and consider formally adopting. The shared vision below and represents the culmination of the well executed stakeholder/public engagement processes undertaken by the City to date. The shared vision statement as identified in the Institute's independent peer review of stakeholder and public feedback is:

"Clarkson Village will 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."

Only with a clearly articulated vision statement is it possible to evaluate built form models to determine how, and if, they will contribute to achieving the goals of Clarkson's residents and other stakeholders.

With a vision, each built form option, along with conversations about height, density, and design, can be weighed against the vision – a process that has only taken place loosely at past workshops. This lack of a defined vision statement prior to Workshop Five meant that built form models developed in the workshop could not be evaluated against each other.

4.0 Built Form: Options to Achieve the Village's Vision

To achieve the goals set by Clarkson's stakeholder groups, as identified through this peer review, various types of built form and scale ought to be evaluated against the shared vision. It is also important to realize that each goal identified in the visioning process is closely linked with each of the other goals. For example, to be a transit supportive community a specific degree of intensification (e.g. 7 residential units/acre for a local bus service, see Appendix E) is needed. The result of this intensification is an infusion of pedestrians on the street leading to increased retail activity. Moreover, the appropriate use of bonusing and other incentives to create public spaces in return for density (needed for intensification) can mean an improved public realm and a more pedestrian friendly environment. The table below shows the relationships between the major goals of the vision:

DESIRED GOALS	ASSOCIATED GOALS & SPIN-OFFS: Transit Supportive	Consumers On the Street/ Mainstreet Atmosphere	Activity Spaces & Gathering Places	Pedestrian Friendly	Intensified Land Uses	Recognition of Village Heritage
Transit Supportive						
Consumers On the Street/ Mainstreet Atmosphere						
Activity Spaces & Gathering Places						
Pedestrian Friendly						
Intensified Land Uses / Mixed Uses						
Recognition of Village Heritage						

Directly Related
Spin-off
Not/Little Relation
N/A

Table 3 - Desired and Associated Goals: Community goals and their interconnections (read left-to-right)

Because most of the goals that the Village has identified for itself are linked with its other goals, it is ideal to select a type of development that can achieve as many goals at once as possible while not impinging or hindering others. For example, hypothetically choosing high-rise development might make

the community more transit supportive but it will not likely contribute to a mainstreet character, where other built form options might. Discussions of built form should relate to the principles identified by the community and the shared vision. The table below provides a list of some built form options:

Stakeholder Goals (Based on Stakeholder Input)	As Usual Development	Mid-rise Development[7]	High-Rise Development
Vibrant Retail Areas	✖	✓	-
New Gathering Places	-	✓	-
Sense of 'Place'	✖	✓	-
[8]Accessibility & Mobility	✖	✓	✓
Pedestrian Friendly (including human scale)	✖	✓	✓
Mix of Uses	✓	✓	✓
Main street character	-	✓	✖
Regard for Heritage (and less impacts on neighbourhoods)	✖	✓	-
Intensification of Corridor (while providing transition)	✖	✓	✓ (intensification, but lack of transition)
Transit Supportive	✖	✓	✓
✓ = More Likely to Contribute to ✖ = Less Likely to Contribute to - = May or May Not Contribute to			

Table 4 - Based on these observations, mid rise development is most likely to contribute to Clarkson's Vision

4.1 Achieving the Vision: The 'Business as Usual' Option

Image 4 - *Development in Clarkson throughout the late 20th Century and early 2000s demonstrates that the 'business as usual' approach is not likely the best option for the Village if it wants to achieve its vision.*

Clarkson Village today represents a mainstreet lost. Strip mall and big box development has begun to dominate the landscape, while gathering places that may have once existed along Lakeshore Road have been replaced by store-front parking, wide and busy roads, and generally pedestrian unfriendly space. Chain stores and banks ignore Clarkson's heritage with their pre-packaged architectural features. Development will continue in a piecemeal fashion, be auto-dependant, and lack a sense of place (see

[7] ***Mid-rise*** is difficult to define in precise terms. It is generally a built form of more than five but less than twelve storeys, although 10 storeys – depending on building design – is usually considered high-rise. Mid-rise must adapt to its context and the ultimate height should be determined using good urban design principles that provide a proper sense of enclosure while maintaining human scale and avoiding nuisance impacts on neighbours.

[8] Mobility is likely to become an issue in the Village of Clarkson which, prior to the development of two new seniors residences, already has a significantly higher than average number of senior citizens relative to the rest of the city and much of the GTA. See Section 4.2.

images on page 8). Workshop findings and interviews show that without significant changes to the Official Plan and Zoning By-Laws and ongoing dialogue with developers, the development industry will not likely invest in the redevelopment of the many aging and unattractive two and three-storey buildings already in the area. Through the degree and type of stakeholder engagement (discussed above) Clarkson's community members agree, in principle, that change is necessary to revitalize their street and that the business as usual development model is no longer appropriate.

4.2 *Achieving the Vision: The Mid-rise Option*

As Table 4 shows, mid-rise development is a superior option to business as usual development. Mid-rise offers several key benefits that can contribute to the fulfillment of the proposed vision for the Clarkson Village community. Because of the additional density that this type of built form can bring, it can help achieve this vision in the following ways:

Image 5 – Mid-rise buildings can take many shapes and forms. Over the long term, this historic, mixed-use, mid-rise neighbourhood has also achieved sufficient density to support an LRT system.

- Mid-rise is more likely to support a transit system;
- The influx of new residents can increase support for retailing, restaurants, and patio-cafes;
- A more pedestrian friendly environment can be constructed;
- Mixed-use and live-work options are more easily implemented;
- All of the other attributes listed in Table 4 (in section 4.0 above).

With good architecture and urban design, the mid-rise option can introduce different types of street level experiences while also accounting for a neighbourhood's character. The impacts of height are limited relative to taller built form options, and with appropriate transitioning established neighbourhoods are likely to experience few negative impacts. Images 6-11 show some examples of different types of mid-rise from Canada, the United States, and overseas. While these options may not be entirely transferable or applicable to Clarkson they demonstrate the flexibility of the mid-rise built form:

Images 6-11: Examples of Mid-rise

Toronto: A heritage building is incorporated into a newer mid-rise structure. (Source: CUI)

Boston: Mid-rise structures frame a pedestrian walkway and road, incorporating stores and restaurant patios. (Source: Iain Myrans)

Vancouver: Where desired, big-box retail can be incorporated into mid-rise buildings with parking at the rear or underground. (source: CUI/Toronto Mid-rise Symposium)

Vancouver: Sustainability can be encouraged using green rooftops on mid-rise such as in this model building. (source: CUI/Toronto Mid-rise Symposium)

Paris: tall mid-rise structures line a sunny roadway, about the same width as Lakeshore Road. (source: Cyburbia.com)

Toronto: With good design, step-backs, and screening (e.g. trees) mid-rise can be comfortably incorporated into existing residential areas such as the affluent Toronto neighbourhood shown above and can even be used to disguise distant high-rise buildings. (Source: Iain Myrans)

There are a series of economic constraints to promoting new mid-rise development in Clarkson. For example, Providing ground-floor retail does plenty for creating a vibrant streetscape, however developers find it challenging to include them in shorter buildings because they do not provide a significant return on investment. Developers have also indicated that they would not likely be able to redevelop existing three-or-four floor structures unless they are permitted to add density because of the land values of the existing buildings. Promoting mid-rise as an option, and allowing for developers to go beyond 5-storeys along Lakeshore can help to address each of these potential pitfalls (see Appendix F for more detail).

At Workshop Five the emphasis among stakeholders became less focused on building height and more on built-form, and it became clear that all stakeholders within Clarkson are willing to adopt the mid-rise option to help revitalize their mainstreet, give it a sense of place, make it a vibrant location within Mississauga, and yet still maintain the heritage and character it is known for.

5.0 Breaking Down Barriers & Building Up the Walls: The Success of Workshop 5

Perhaps the biggest step forward for the project took place on September 20, 2007. At a workshop hosted by the City and attended by a number of local residents, city staff, developers and the Institute, participants observed presentations about built form and development economics and were then assigned the task of building a physical to-scale model of a fully re-developed Clarkson using blocks and single storey 'slabs'. The exercise represented a true public/stakeholder engagement process where the ultimate built form model was entirely informed by the participants with city staff there to facilitate discussion. The workshop findings are to be delivered to City departments for review and comment. It is critical that the Transportation and Works department consider pushing the envelope to find new and innovative ways to achieve the goals and vision extending from the fifth workshop.[9] Of particular importance, it will be necessary to find a way to accommodate narrow public rights of way on both the north and south sides Lakeshore Road West (either in the form of rear lanes or small roads) in order to create smaller development blocks. Also, the proposed realignment by stakeholders of Clarkson Road

[9] A transportation / urban design study is currently underway.

North, on the north side of Lakeshore Road to link it to Clarkson Road South while also creating a new public space, will require a significant commitment and study from the appropriate city departments.

Throughout the workshop support among stakeholders arose for more intense urban form at the west end of Clarkson Village, including some small podium-based-towers adjacent to the railway overpass and mid-rise development spreading east toward the Clarkson Roads. Local residents began to accept the need for, and understand benefits of, this type of development for two reasons: open interaction with developers who outlined their needs to make high-quality redevelopment feasible (FRAM); the ways that the development industry can use intermediate structures to transition heights and protect neighbourhoods (Moldenhauer); and presentations by the Institute and the City regarding built form options and the benefits associated with each (See Table 4).

The City of Mississauga should be commended for type of public engagement it has undertaken in this study. Convening residents, staff, and developers for non-statutory and fully engaging workshop sessions of this type is still rare in most communities.

Image 12 – Workshop Five: The "East Team" identified the need to re-align Clarkson Road creating space for a public square (left) and felt that a lower built form was appropriate in the eastern portions of Clarkson Village while the "West Team" considered framing a new public square at the RioCan site with 6+ storey mid-rise. Although there was no consensus within the group, it was generally agreed that the portion of the site immediately adjacent to the railway line might be an appropriate location to accommodate additional height and density if required.

6.0 Peer Review Conclusions & Recommendations

This review has considered all stakeholder feedback in order to recompile it into a structured vision statement and set of guiding principles which the Institute believes represents the values, goals, and ideals of the stakeholder groups. With a clearly defined vision statement and set of guiding principles against which to evaluate built form options, and with the explanations from developers at Workshop Five, stakeholders began to appreciate the importance of intensification in achieving their vision.

While the discussion at Workshop Five focused on built form, it did not examine lower-level urban design issues which become particularly important as height increases, such as the need to create visual complexity and human scale in a streetscape through the use of non-uniform signage, street furniture features, and unique facades. Before a final plan is assembled for the Village a section dealing with street-level design ought to be included to ensure a sense of visual complexity and human scale – each retail unit should have something different about it in order to maintain the village character that is so desired. Identical storefronts within the same large building often fail to draw in customers and pedestrians can feel like they are in a stark urban environment. With high quality street-level design to accompany the newly agreed upon height and density, Clarkson Village will be on its way to achieving the vision of its stakeholders. Doing so ensures human scale and visual complexity, while new streets will increase permeability, public spaces will add richness, and mixed uses will add variety to the street.

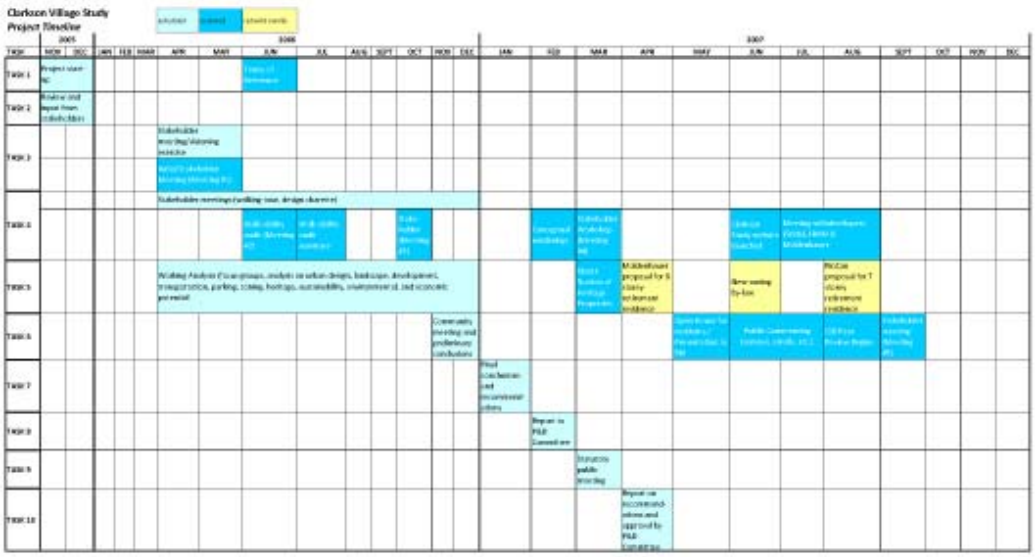
The Canadian Urban Institute believes, as the stakeholders also indicated in Workshop Five, that mid-rise development is particularly appropriate in Clarkson's west end and can best help to achieve the goals of the community. Presently, the RioCan site located immediately east of the railway crossing on the north side of Lakeshore Road remains a critical location for redevelopment in Clarkson and can act as a catalyst for the redevelopment of the rest of the Village. The stakeholder group agreed that the site ought not to be redeveloped without creating a uniform street wall or street wall with an enclosed public space or square – with the existing parking moved to the rear or below ground. Transitioning higher built form is possible with a uniform streetwall and the introduction of rear lanes or small roads servicing townhouses or some other transitional built form to the rear of the mid-rise. As the stakeholders and developers identified, the economics of development will require the City to amend

its Official Plan and zoning by-laws to allow increased density following the creation of a conceptual development plan for the Village, by the City and the stakeholders.

The outcomes from Workshop Five are promising and the recognition by stakeholders that intensification is necessary to achieve their other goals is a significantly important outcome. The Institute extends an offer to Councillor Pat Mullin and City Staff to guide a tour of existing mid-rise developments for community members and other interested stakeholders. The work conducted by stakeholders and the input from the public and developers over the past year-and-a-half demonstrates the city's commitment to this project and is certainly sufficient to move it into its last phase.

A final outcome of the process ought to be a clearly articulated vision statement and set of guiding principles which developers, the city, and the community can use to evaluate development applications against. The proposed vision statement and guiding principles provided by the Institute, based exclusively on stakeholder and community input, meet all requirements of provincial policy and most existing municipal goals for the larger City of Mississauga. Finally, the Institute commends Councillor Pat Mullin and City Staff for their obvious dedication to this process and for their innovative ways to inform and engage the community.

APPENDIX A: CLARKSON VILLAGE STUDY TIMELINE (PLANNED VS. OCCURRED)



Shown above in pale blue is the original timeline for the Clarkson Study while dark blue squares represent actual meetings and milestones. Yellow boxes represent external events that relate to Clarkson Village and which may have some impact on the study.

APPENDIX B: CLARKSON-OAKVILLE COMPARISON

The below diagrams demonstrate the differences in the urban structures of Clarkson Village and Downtown Oakville. Many in Clarkson look to Oakville as an example of a successful main street where low 2-to-3 storey structures offer a variety of retailing opportunities and restaurants. These diagrams demonstrate the significant density located along Downtown Oakville's street Grid – a density that helps to support the retail and commercial uses on Lakeshore. In Clarkson, no such density exists around Lakeshore Avenue and only limited space exists to add density without affecting the existing neighbourhoods.

DOWNTOWN OAKVILLE:

CLARKSON VILLAGE, MISSISSAUGA:

APPENDIX C: THEMATIC BREAKDOWN OF STAKEHOLDER COMMENTS

Duplicate and very-similar comments are excluded from the table. This table is designed to show the broad range of issues considered relevant by stakeholders to the Vision for Clarkson Village Study.
[For the purpose of assembling guiding principles and a vision, all stakeholder comments are considered to be of equal importance]

COMMUNITY WANTS (SURVEYS, WALKABILITY AUDIT, ETC.)	DEVELOPER WANTS (INTERVIEWS)	COMBINED STAKEHOLDER GROUP WANTS (WORKSHOPS, ETC.)	CITY WANTS (TERMS OF REFERENCE)
Built Form • See 'Combined Stakeholder Groups'	**Built Form** • Maintain village character (with contemporary style) • Residential over retail/live work • Control size of retail units • intensify corridor - developers seem to need 5+ (or 200 units minimum, or 250,000 sq. ft.) - appropriate zoning - proper transitioning - offer bonuses for high ceilings at ground/other city wants such as public squares or parking • taller ground floors • step back above podiums are a possibility	**Built Form** • design buildings closer to the street • 3-5 storeys of building height • Consider impact on adjacent residential lands (sun/ shadow/ microclimate/ noise) • Mixed use • Smaller block sizes • Gathering place • Ground level of active uses, 2nd floor offices • Continuous street walls • Side streets/mutual access	**Built Form** • Encourage a Sustainable Community
Streetscape/Traffic • rear lanes • safer pedestrian crossing • longer turning lanes • enhance sight lines • find ways to reduce travel speeds • too many cars waiting to turn left at major intersections • remove offset between Clarkson Road North and South • bike lanes/paths (link to the GO) • bike racks	**Streetscape/Traffic** • traffic calming - median (trees, safe crossing) - alternative methods (possibly on-street parking, etc.) - widths - parking - reduced requirements - rear parking/lanes	**Streetscape/Traffic** • Parking lay-bys • Bike route • Village character/gathering place • Central location • Hard and soft materials • Recognize history – signage • Buildings closer to the street • Street seating • Activity zone (café and restaurant tables) • Street furniture, planters • Consistent signage	**Streetscape/Traffic** • Encourage Mix-use Intensification • Create a Vibrant Mainstreet
Pedestrian Friendly	**Pedestrian Friendly**	**Pedestrian Friendly**	**Pedestrian Friendly**

• cafes/patios • restaurants, boutiques, street festivals • gathering places/squares • focal points • parks • clock tower • barrier free places • markets	• pedestrian realm - comfortable/interesting boulevards - fixed canopies - patios - variations in sidewalk	• Improvement to pedestrian crossings • Limit vehicular access • Pedestrian-only zone	• Create a Pedestrian-oriented Community rather then Car Dependency
Heritage Preservation • maintain or restore heritage buildings • new buildings to possess "quaint" Clarkson Village character • maintain stone wall structures • more aesthetically pleasing building facades		**Heritage Preservation** • Recognize context (history, natural features)	
Transit • encourage transit/emphasis on transit • new Mississauga Transit terminal			**Transit** • Promote a Transit-oriented Community
Parking • move to back of street • commercial parking garage • more on-street parking			
	Feasibility • land assembly • lower/area specific development charges • prefer large developments • inform public of positive externalities • expedite development applications		
	Commerce • parking vital to commerce • ensure viability • mix of type/tenure/scale • 3 hours: enough to do to keep people in area		

APPENDIX D: PEER REVIEW IDENTIFICATION OF GUIDING PRINCIPLES AND A VISION

A Potential Vision Statement for the Village of Clarkson:

> ***Clarkson Village*** **will 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.**

Guiding Principles, as informed by stakeholders and workshops:

A. Clarkson Village will be a pedestrian friendly community full of activity places and gathering spaces

- *Vibrant retail/commercial areas* with active restaurants and patios
- Create new *gathering places* and program *activities* (markets, squares, festivals, and parks)
- Create a sense of *place*
- Focus on *accessibility* issues
- Have *interesting/stimulating boulevards* with fixed canopies
- *Improved street crossings*, possibly a median or pedestrian islands
- *Traffic Management*
  - Rear lanes & limited vehicular access to Lakeshore
  - Move parking to the rear of buildings
  - Reduce parking requirements
  - Encourage cycling, transit, and walking
  - Slow the traffic and explore alternative *transit calming options*
  - Consider a commercial parking garage
- *Pedestrians should not have to cross parking lots* to access buildings

B. Clarkson Village's built form will, in part, consist of new contemporary architecture that pays tribute to the Village's heritage while also contributing to the public realm

- New *mixed-use development* to line Lakeshore Road
- Mixed tenure and scale of buildings and stores
- All new construction should take Clarkson's heritage into account – the 'Mainstreet Village Character'
- *Facades* should be *oriented to the street* along a consistent setback and must be *aesthetically pleasing*
- Preserve stone wall buildings and *heritage assets*
- *Intensify* the corridor
  - Residential over retail / mixed-use development on Lakeshore
  - Podiums at streetline with higher structures set back above
  - Development bonuses should be available for tall ground floors that encourage retailing, or for public amenities like parks, squares, and other public spaces
  - Ensure proper transitioning and good planning
- Development with appropriate building widths/heights, block widths, and urban design should be mandatory

C. Become a transit supportive community that is linked in to the rest of Mississauga, Toronto, and the Region

- Capitalize on *proximity to GO Transit* station
- Potential for a *new Mississauga Transit terminal*
- Make transit a *catalyst for pedestrian activity* and friendliness
- Make transit a *catalyst for traffic reduction*
- Consider long term *linkages* to the rest of Mississauga, Toronto, and the Region

D. Implement development gradually to avoid mistakes and learn from successes

APPENDIX E: CREATING TRANSIT SUPPORTIVE NEIGHBOURHOODS

The Critical Factor: Density

Clarkson Village Study Area Vital Statistics

Total Area	**256.8** *(ha)*	*Study area = 800m radius around Main Street Commercial Area
Total Area	**634.5** *(acres)*	*Study area = 800m radius around Main Street Commercial Area
Total Population	**6895** (people)	*Statistics Canada 2001
Average People/Dwelling	**2.5** (people/unit)	*City of Mississauga Household Size Factors
Total Dwellings	**2758** *(units)*	*Estimated using Mississauga Planning District Household Size Factors
Population Density	**26.9** *(people/ha)*	

Supportive Transit Statistics

Residential Unit Density	**10.7** *(units/ha)*
Current Residential Unit Density	**4.3** *(units/acre)*
Needed Residential Unit Density For Bus	**7** *(units/acre)*
Current Dwellings	**2758** *(units)*
Total Units Needed For Bus (@ 7 units/acre X 256 acres)	**4441** *(units)*
Units Missing to Support Bus	**1683** *(units)*

Required Densities By Transit Type

Transit Type	Required Res. Density
Cars/Carpooling/Vanpools	*1-6 Units / acre*
Supportive of Local Bus	*7+ Units / acre*
Higher Order Transit-Rail	*15-24+ Units / acre*

*source: Transit Supportive Communities Booklet - Metropolitan Area Planning Council, Greater Boston Region

Land Use& Site Design Impacts on Transit

- Creation of activity centres near transit stops
- Activity generating land accessible to those with disabilities
- Have a mix of land uses within walking distance of each other
- Can cyclists ride and park bikes safely and conveniently?
- Buildings should be encourage to locate at the street line with well-defined legible pedestrian corridors
- Transit-based reviews of site plans and proposals should be required
- Surface parking should be located off main streets and away from front lot lines
- Continuous sidewalks should radiate outwards from the community centre to outlying districts and homes
- Increase densities near connections to high order and commuter transit
- Where higher-order rail and commuter rail stations exist always consider its role in the larger planning framework
- Density is needed and communities
- Zoning can prohibit uses but is not good at encouraging high quality design leading to a pedestrian friendly environment and heightened transit usage.

APPENDIX F: ECONOMIC CHALLENGES OF MID-RISE DEVELOPMENT & KEYS FOR SUCCESS

An analysis of mid-rise projects in Clarkson shows that they begin to gain feasibility once they move beyond 5 storeys. Below this height, the fixed soft costs of development are unable to be adequately spread across a large enough number of units. There are several reasons why a building greater than 5-storeys is necessary for developers to want to build in Clarkson

One challenge to building mid-rise in Clarkson Village, are burdensome parking requirements. Currently, if a 6-storey building were allowed on a hypothetical 1.22-acre site in Clarkson, to achieve the appropriate parking/building space balance, it would only be able to construct 75 residential units, in addition to several ground floor retail suites. The land devoted to parking would see 116 residential parking spaces (including visitor spots), and 53 commercial parking spots. This means that 71% of the site (0.87 acres) would be devoted to surface parking.

This example shows that the higher the parking requirements are, the more land gets eaten up to meet them, reducing the number of units the developer can build given a prescribed height. This cuts into the profitability of a project for the developer, and impairs the amount of density that can be incorporated into the Clarkson area. Developers in a stakeholder meeting have indicated that they would like to see a reduction in the amount of parking required to be provided for a development, to help them build a larger building, and allow more money to be allocated towards things such as architectural features, landscaping, etc.

The provision of retail space is another challenge to developing mid-rise, as the amount the retail space can be leased/sold for does not match the amount that the same area divided into residential units could yield. Providing density bonus for providing such an essential component of a neighbourhood has been expressed as one way to ensure that developers want to incorporate retail/commercial space into their developments.

The relatively small sites throughout Clarkson Village also make it difficult to build anything that creates any economies of scale for a developer. Furthermore, any attempt to assemble land is risky and can be expensive as developer's intentions become clear, and holdouts occur among existing landowners.

A recent stakeholders workshop highlighted a disconnect between expecting developers to want to redevelop a property with an existing three-storey commercial building, only to be restricted to replacing it with a three-storey building. It would not add much in the way of land value, nor would it do much to add any more commercial floor space than already existed. In most cases in Clarkson, the costs of acquiring land and clearing it to make it ready for development will be significant enough that allowing density will be the only way to make a positive impact on the built-form of Clarkson Village. It is this incentive that makes allowing mid-rise the clear best choice for making the area attractive to developers.

6. RECOMMENDATIONS

6.1 Recommended Ultimate Design

Based on the objective of maintaining acceptable transportation operations and achieving the Clarkson Village vision, the evaluation of the alternatives resulted in the proposed ultimate design of Lakeshore Road West includes: 4-lane cross-section with left turn lanes at key intersections, bicycle lanes, bay parking where boulevards exceed 7.5 metres and where safety permits, the consolidation of accesses and restricting of left turns where left turn lanes are not provided, the planting of trees in continuous trenches, and the enhancement/introduction of neighbourhood gateway and identity features.

The recommended design will not significantly increase pavement width by implementing narrow lane widths within the design domain for design elements. Left turn lane storage and tapers will reflect minimum values necessary to accommodate queued vehicles rather than full deceleration within the turn lane. Ultimately curb lanes of at least 3.35 metres will be implemented to better provide for transit vehicle operations.

A median is seen as required to control turning activity mid-block. The median will provide the opportunity for decorative streetscape features such as banner poles and textured paving.

The Ultimate Design Plates attached illustrate the ultimate design recommendation and the landscape feature concept.

6.2 Implementation Strategy

It is recognized that the full implementation of the ultimate design would have impacts to existing development and would require higher levels of funding to construct if not undertaken in conjunction with scheduled road rehabilitation. However, the establishment of ultimate design determines future curb and planting locations to allow for phased implementation. The following staged implementation is recommended:

6.2.1 Stage 1 – Short Term Configuration

The Short Term configuration is anticipated to be implemented as an initial phase of improvements to Lakeshore Road West. It is anticipated to be implemented with a 2 to 5 year timeframe once funding has been allocated and the public consulted. It will be comprised of elements that can be constructed in their ultimate location including:

- Grind and restripe lanes to permit wider curb lanes with sharrows.
- Minor road reconstruction at Walden Circle including the widening of the boulevard.
- Tree planting in continuous trenches where construction is not scheduled.
- Neighbourhood gateway / identity features.

The Stage 1 implementation plan is illustrated in the Stage 1 Design Plates attached.

The costs associated with a Stage 1 implementation is estimated at $211,400. The cost assumes that new trees will be placed in the interim within existing environment. A breakdown of the costs is summarized below:

Description	Unit	Quantity	Unit Price	Total Price
Minor Road Reconstruction	metre	80	$500	$40,000
Pavement Marking Removal	metre	1000 m x 4	$5.00	$20,000
Pavement Markings	metre	1000 m x 6	$0.25	$1,500
Zebra Crosswalk Marking	crosswalk	27	$1750	$47,250
Arrow Markings	per arrow	60	$15	$900
Bicycle Stencil	per marking	50	$15	$750
Signage				$1,000
Trees	per tree	100	$1,000	$100,000
Total				**211,400**

If parking bays are to be implemented prior to the ultimate configuration, the estimated cost will be in the order of $20,000 per 100 metres of implementation.

6.2.2 Stage 2 – Long Term Configuration

The Long Term configuration can be implemented when redevelopment is at a stage that allows the control of mid-block left turns through implementation of easement connections and a centre median. The following are the design features for the ultimate design illustrated in Ultimate Design Plates attached:

- Provide centre median and related streetscape features.
- Provide supplementary plantings.
- Provide access management strategy with integrated driveways / easements.
- Introduce bicycle lanes with current curb location and minor reconstruction.

The access management strategy concept is illustrated in **Exhibit 6-1.** Confirmation and implementation of the access management plan will require stakeholder involvement and will need to wait for the redevelopment of properties in many instances.

Approval of the Long Term configuration will require public consultation, which would best be undertaken through the Municipal Class Environmental Assessment (EA) Process. Given that the objectives and proposed plan are focused on streetscape improvements and do not lead to changes in capacity or function of the road, it is anticipated that a Schedule B Class EA would be appropriate.

The ultimate design is anticipated to be implemented in conjunction with major road rehabilitation. However, if access management requirements are met prior to scheduled reconstruction, opportunities should be considered for implementation of Stage 2 in advance of reconstruction.

The costs associated with Stage 2 are estimated at $2,408,000. A breakdown of the costs is summarized below:

Description	Unit	Quantity	Unit Price	Total Price
Minor Road Reconstruction	metre	100	$300	$30,000
Hard Surface Boulevard	m2	6,000	$100	$600,000
Decorative Median	m	640	$200	$128,000
Traffic Signal Plan Relocation				$50,000
Parking Bay	metre	260	$200	$52,000
Pavement Marking Removal	metre	1000 m x 4	$5.00	$20,000
Pavement Markings	metre	1000 m x 4	$0.25	$1,000
Traffic Signal Plan Relocation				$50,000
Gateway Feature	per	6	$20,000	$120,000
Tree Trench	100 metres	17.5	$50,000	$875,000
Engineering and Contingency				$482,000
Total				**$2,408,000**

6.2.3 Ultimate Design

The Ultimate Design may include minor modifications to curb location and pavement type at the time of major reconstruction.

Exhibit 6-1 Access Management Concept

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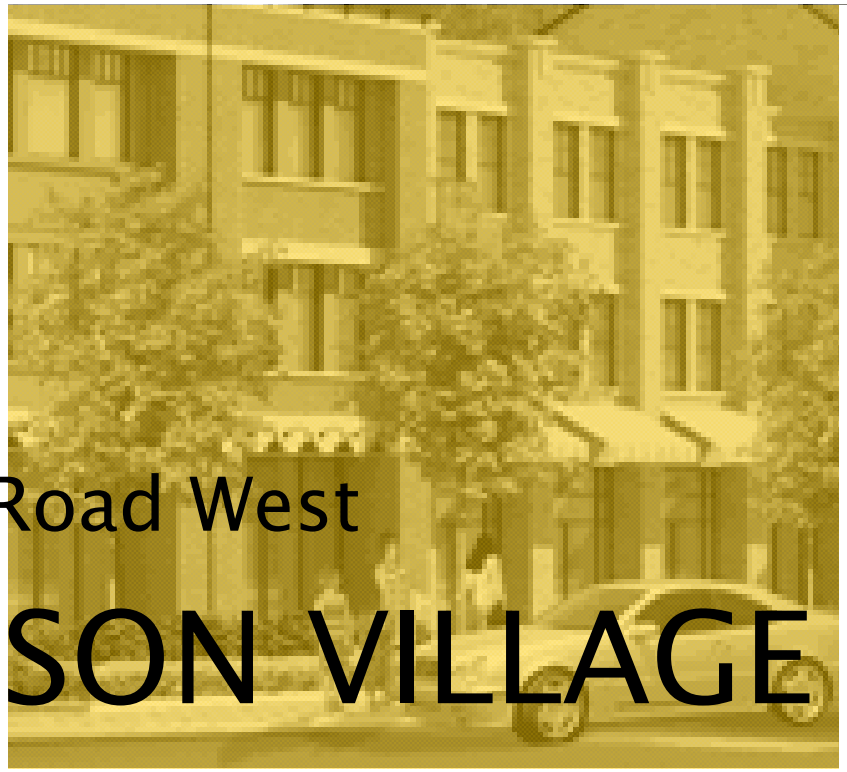


Lakeshore Road West

CLARKSON VILLAGE STUDY

Phase 2 - Analysis and Recommendations

August 2010

MISSISSAUGA
Leading today for tomorrow

TABLE OF CONTENTS

1.1 Official Plan Update

OPA 95

On June 16, 2006 the Growth Plan for the Greater *Golden Horseshoe (Growth Plan)* which was prepared under the *Places to Grow Act, 2005* came into effect. The *Places to Grow Act, 2005*, requires that official plans be amended to conform to the *Growth Plan* within three years. Therefore, Mississauga Plan was required to be in conformity with the *Growth Plan* by June 16, 2009.

As outlined in the Phase 1-Report, the intent and direction of the *Growth Plan* is based on achieving sustainable growth and is well suited to Mississauga at this stage of its development.

Staff have completed a number of background reports which build on the direction set out by the Province. These include the Growth Management Strategy, Employment Land Study Review, Mississauga Office Strategy Study and Transportation Background Studies. The recommendations from these reports and others were used as a basis to prepare the proposed amendments.

On June 10, 2009, Council Resolution 0117-2009 was passed, adopting Official Plan Amendment 95.

A series of proposed amendments have been made in regards to Transportation Policies, Phasing Policies, Housing Policies and some general policies.

OPA 95 was approved in part by the Region of Peel on December 10, 2009 and is presently under appeal to the Ontario Municipal Board on a site specific basis.

Mississauga Official Plan Review

The City of Mississauga has recently undertaken a review of Mississauga Plan, which will bring the official plan into conformity with all provincial requirements, incorporate the results of various City initiatives and establish a policy framework that will guide the City's development in the coming decades.

A draft of the new Mississauga Official Plan was presented to the Planning and Development Committee (PDC) on March 22, 2010 along with a recommendation to commence public consultation. On July 7, 2010 a report was adopted by Council outlining comments from the public consultation and changes to the Draft Official Plan. A by-law to adopt the new Official Plan is anticipated to be considered by City Council in September of 2010.

Figure C1.1 New Official Plan

Figure C1.2 Core of Clarkson Village, Lakeshore Road West

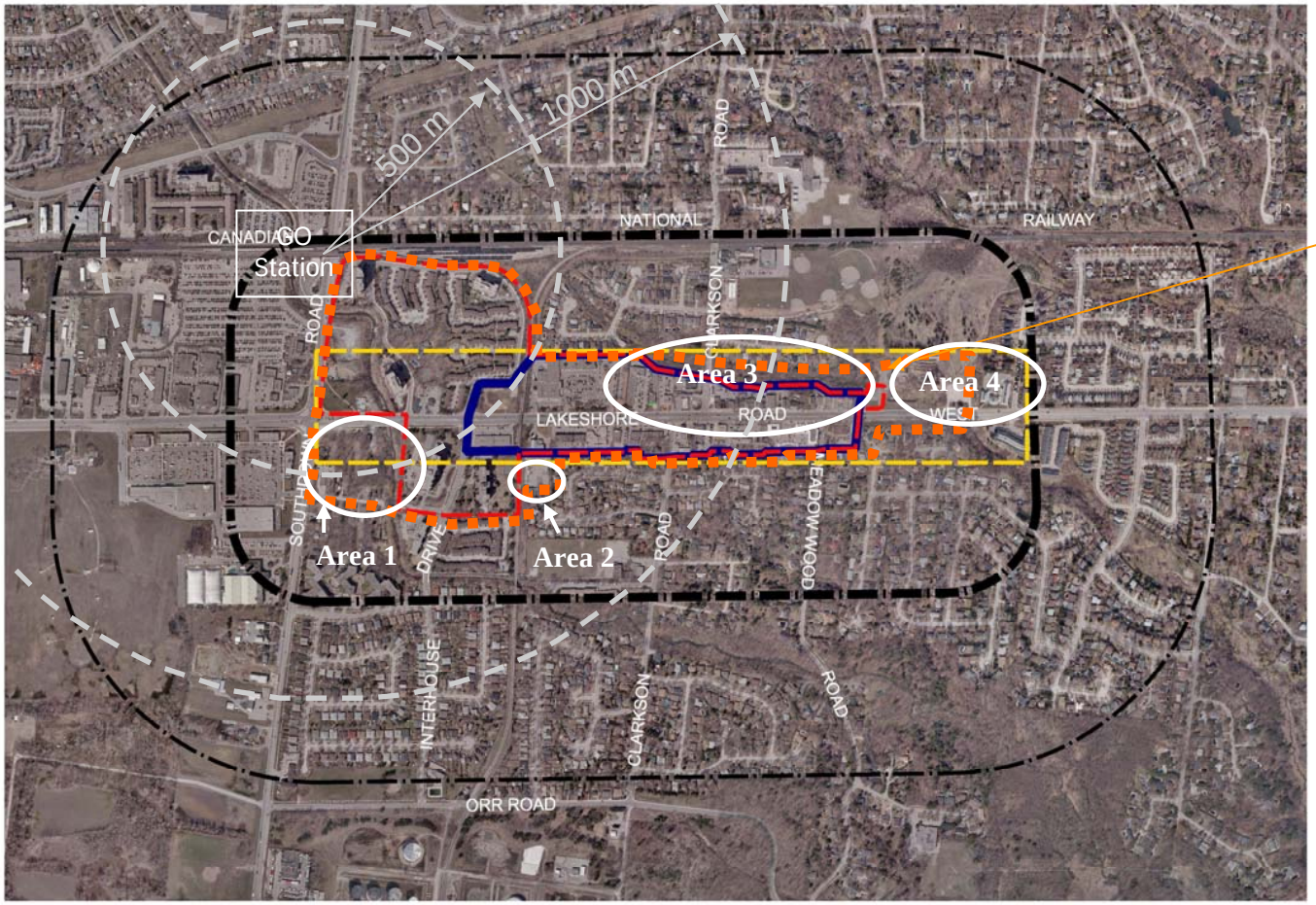


Figure C2.1- Proposed Clarkson Village Node Boundary

2.1 Proposed Modifications to Clarkson Village Node Boundary

Through a detailed analysis of the Study Area in accordance with the Terms of Reference for this study and based upon stakeholder feedback obtained through the public engagement elements of the study it was determined that minor modifications are necessary to the boundaries of the Clarkson Village Node to address issues pertaining to built form, transition, environmental sustainability and walkability, as well as to have a consistent policy approach to specific areas. Figure C2.1 outlines the existing Node boundary, identifying four general areas of revision.

Area 1, generally located at the southeast corner of Lakeshore Road West and Southdown Road encompasses the lands presently being developed by Gemini Urban Design Corp. for townhouse dwellings which front onto Lakeshore Road West (see page 31 of the Phase 1 report for an outline of the development) and as such contribute to the Lakeshore Road West streetscape, sense of building enclosure and general pedestrian environment. This development also contributes to the population base which will ultimately support a larger and more vibrant commercial core of the Village.

Figure C2.3—Gemini UD Corp, Southeast corner of Lakeshore Road West and Southdown Road

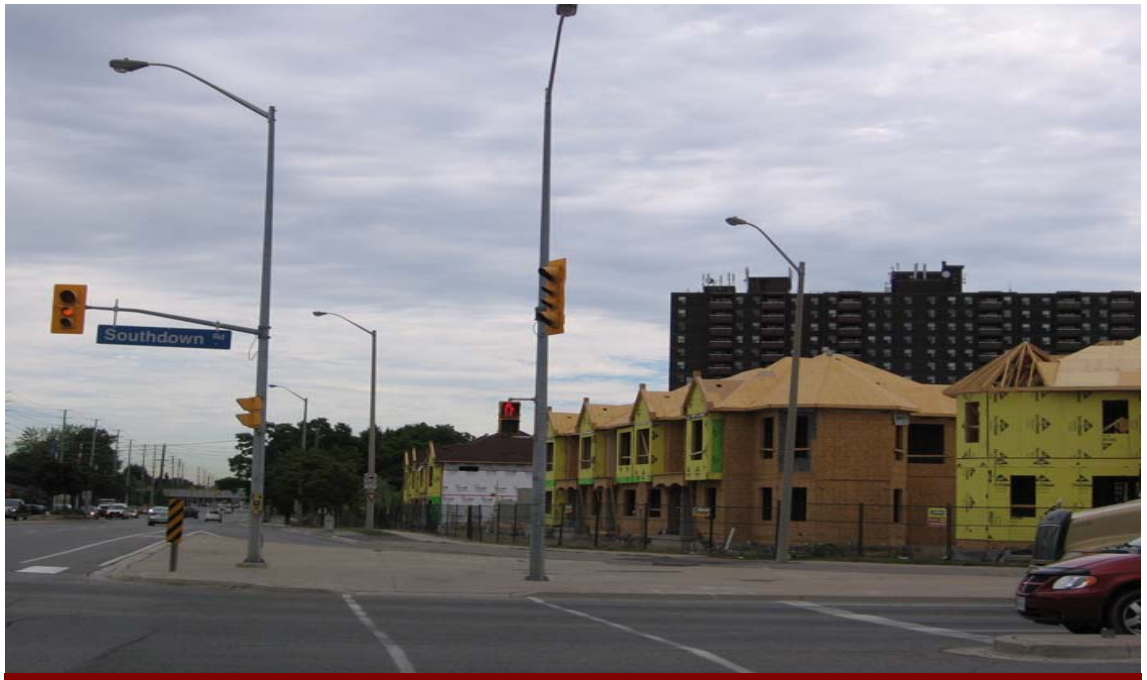


Figure C2.2– Southeast corner of Lakeshore Road West and Southdown Road Area 1

Area 2 is the land located to the rear of the Chartwell Baptist Church, municipally known as 1884 Lakeshore Road West. The Church is presently located with the Node, but Meadow Green Academy, a private school, located to the rear is not. The school lacks proper frontage on Lakeshore Road West, relying upon a driveway and shared access with the Church to obtain access to Lakeshore Road West. Since the school does not connect visually or functionally with the residential lands located to the south, these lands have been orphaned by the existing boundary. The Church and school to the rear are physically and functionally linked

Figure C2.4– 1872 Lakeshore Road

Figure C2.5– 1872 Lakehsore Road West—Area 2

and as such any policies and directions resulting from this report must address this relationship through the same series of policies and directions. A boundary revision in this location will permit these lands to be addressed together within any policies resulting from this study, allowing for a more comprehensive approach to planning.

The lands identified as ***Area 3*** represent the physical limits of the valley feature associated with Turtle Creek and are located between the properties fronting the north side of Lakeshore Road West and the south side of the properties fronting Pengilley Place from just east of Feeley Court to just east of Meadow Wood Road. The lands fronting onto Lakeshore Road West adjacent to this area are subject to erosion setback limitations associated with the Creek and as such warrant consideration under the site specific policies.

Figure C2.6– Turtle Creek– Area 3

Area 4, located at the east end of the Village, along the north side of Lakeshore Road West represents an extension of the Node east from its current termination to Johnson's Lane. The lands in this area include a partially approved development by Clarkson Manors Inc. for 4 live / work units, 32 townhouse dwellings and a 6 storey apartment building (see page 30 of Phase 1) as well as the southerly most portion of Birchwood Park and a commercial

Figure C2.7-1571-1601 Lakeshore Road West. Clarkson Manors Site–

plaza located at the northwest corner of Johnson's Lane and Lakeshore Road West. This area supports a comprehensive approach of establishing Node boundaries by incorporating parkland, commercial facilities and higher density residential uses, functional elements of a complete community, within the Node boundaries.

By virtue of the incorporation of these additional lands into the Node area does not mean they are necessarily intended for or should support higher residential densities or building heights. Instead, these lands are necessary to comprehensively address issues of sustainability, natural hazard protection, pedestrian and transit orientation.

Through the evaluation of the current Node boundaries it was further noted that additional lands to the west of Southdown Road significantly influence the Village. Most notable is the Clarkson GO Station and Clarkson Crossing Plaza. It is recommended that through future Official Plan and District Policies reviews that the westerly Node boundary be evaluated to determine the appropriateness of incorporating the GO Station, Clarkson Crossing and adjacent lands.

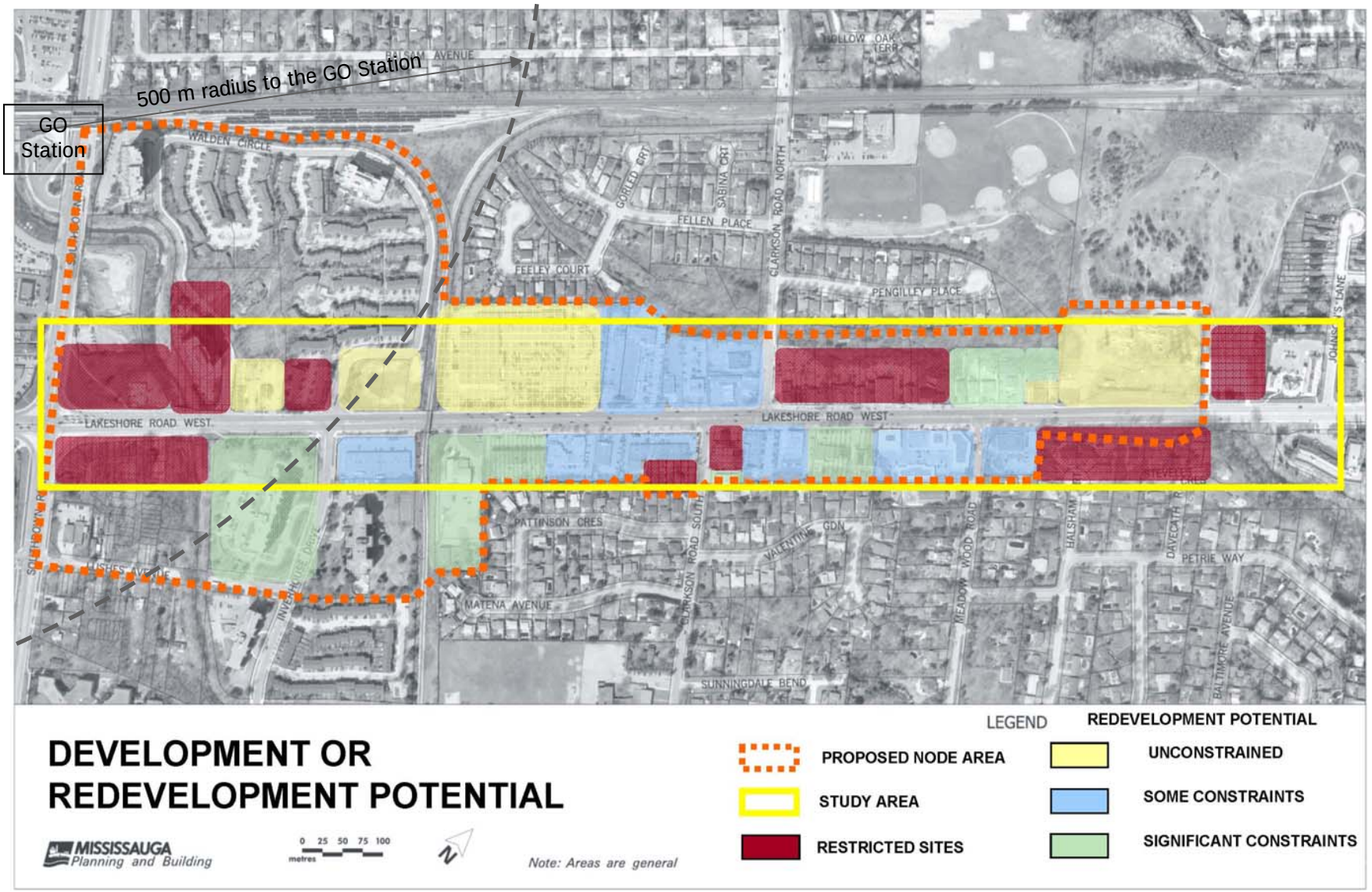


Figure C2.8– Development or Redevelopment Potential

2.2 Development or Redevelopment Potential

There are currently approximately 80 properties within the Clarkson Village Study Area.

The properties were analyzed based on a set of criteria to determine their development potential and degree of difficulty to redevelop over time (see Figure C2.8).

Four categories were established based on the following criteria:

1. Lot depth and size;
2. Ownership assembly potential;
3. Life Cycle of existing buildings;
4. Viability of existing businesses;
5. Heritage status;
6. Natural hazard constraints; and
7. Land use context.

2.2.1 "Unconstrained" Redevelopment Potential

These lands contain parcels which currently have development applications in process or have been recently approved or are anticipated to be redeveloped or completed in the immediate future.

Figure C2.9– 1571-1601 Lakeshore Road West , Clarkson Manors site

2.2.2 "Some Constraints" Redevelopment Potential

These lands are of single ownership but have viable uses on them. The existing built form remains viable, however it is not consistent with the character or planned vision for the area.

The lot depth and frontage of these sites will accommodate redevelopment and some degree of intensification, provided they respect the stable residential neighbourhoods to the rear.

Figure C2.10-1784-1800 Lakehsore Road West

2.2.3 "Significant Constraint" Redevelopment Potential

Figure C2.11– 1840 and 1862 Lakeshore Road West (front)

These lands have redevelopment potential, with some significant constraints which include multiple land ownership; parcel size and location; and physical size limitations due to environmental issues.

These lands are not anticipated to redevelop in the short term. Some of these sites will require significant effort to assemble and redevelop.

In addition, some sites within this category have recently been redeveloped, such as the real estate office at the southeast corner of Meadow Wood Road and Lakeshore Road West. This use is a viable land use in an appropriate location, however it does not meet the minimum 2 storey height limit of a "mainstreet" development. Redevelopment is not anticipated in the foreseeable future.

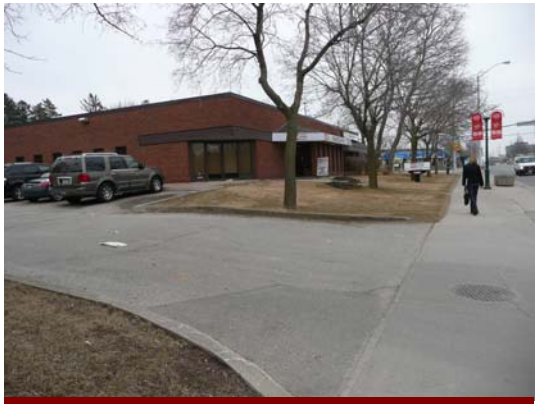


Figure C2.11A-Royal LePage, Lakeshore Road West

Figure C2.12-1872 Lakeshore Road West

2.2.4 "Restricted Sites"

Figure C2.13– 1741-1745 Lakeshore Road West

Figure C2.14– 972 Clarkson Road South. Listed on the City's Heritage Register

The properties located east of Clarkson Road North (1741-1675 Lakeshore Road West) are included in this category as the best example of the principles articulated as desirable through the public engagement process. These properties encompass the "mainstreet" built form that the community stakeholders expressed an interest in retaining and enhancing.

These properties include existing stable residential areas, public parks and open space, properties listed on the City's Heritage Registry and in some cases may have physical limitations due to physical hazards. In other words, those properties with little or no likelihood of redeveloping in the foreseeable future.

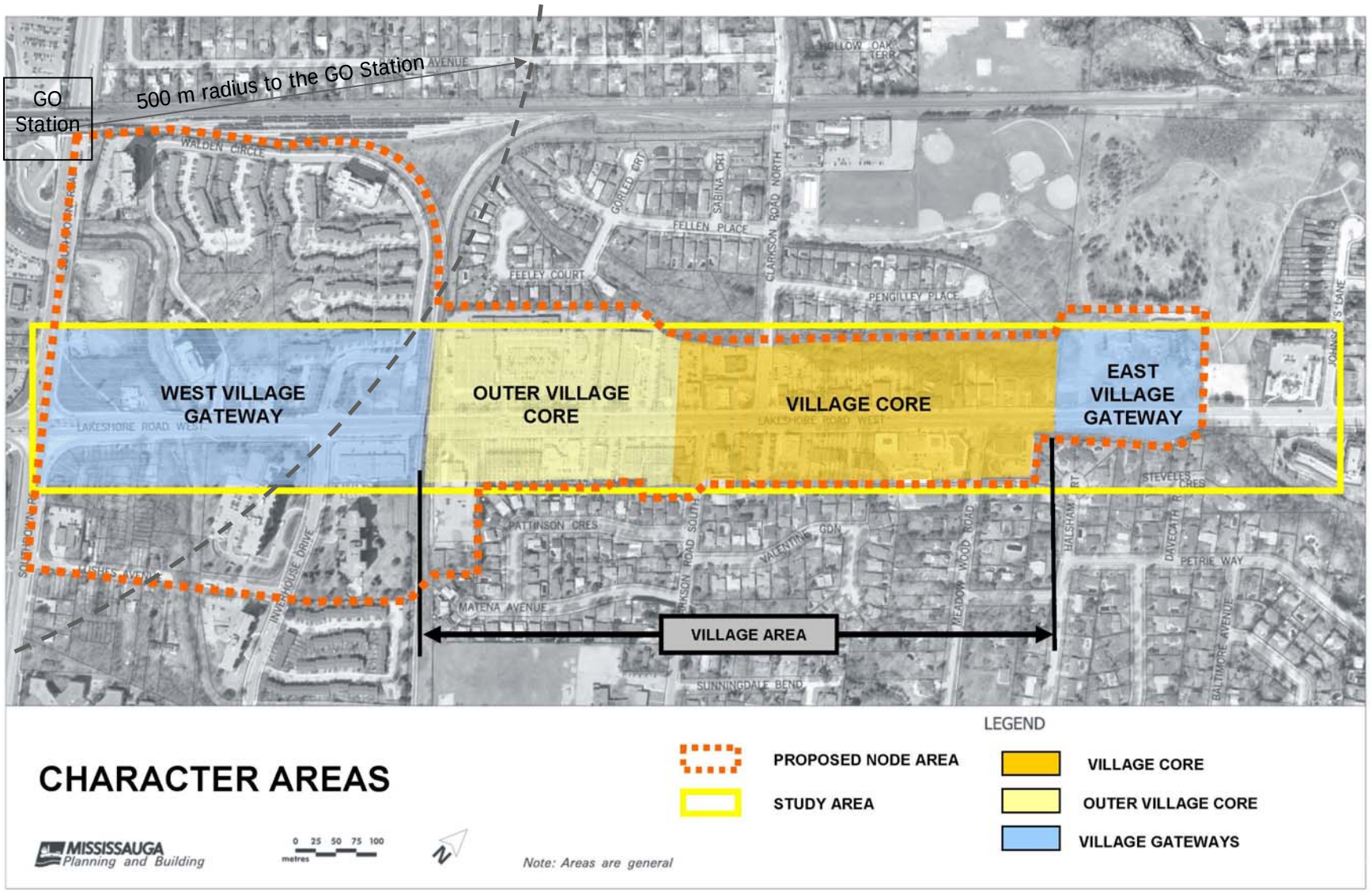


Figure C2.15—Character Areas

2.3 Identity of Character Areas

During the course of the public engagement process and the existing contextual analysis, it was determined that there are 4 distinct and separate character areas within the Study Area boundary (see Figure C2.15). These include the "Village Core", the "Outer Village Core", the "West Village Gateway" and the "East Village Gateway". These character areas are in part based on the existing character, what should be preserved, redevelopment potential and what the appropriate built form for future redevelopment should be.

It has been concluded that built form should transition downward from the Clarkson Go Station adjacent to the West Village Gateway to the Outer Village Core and Village Core areas. Higher built form should be located west of the

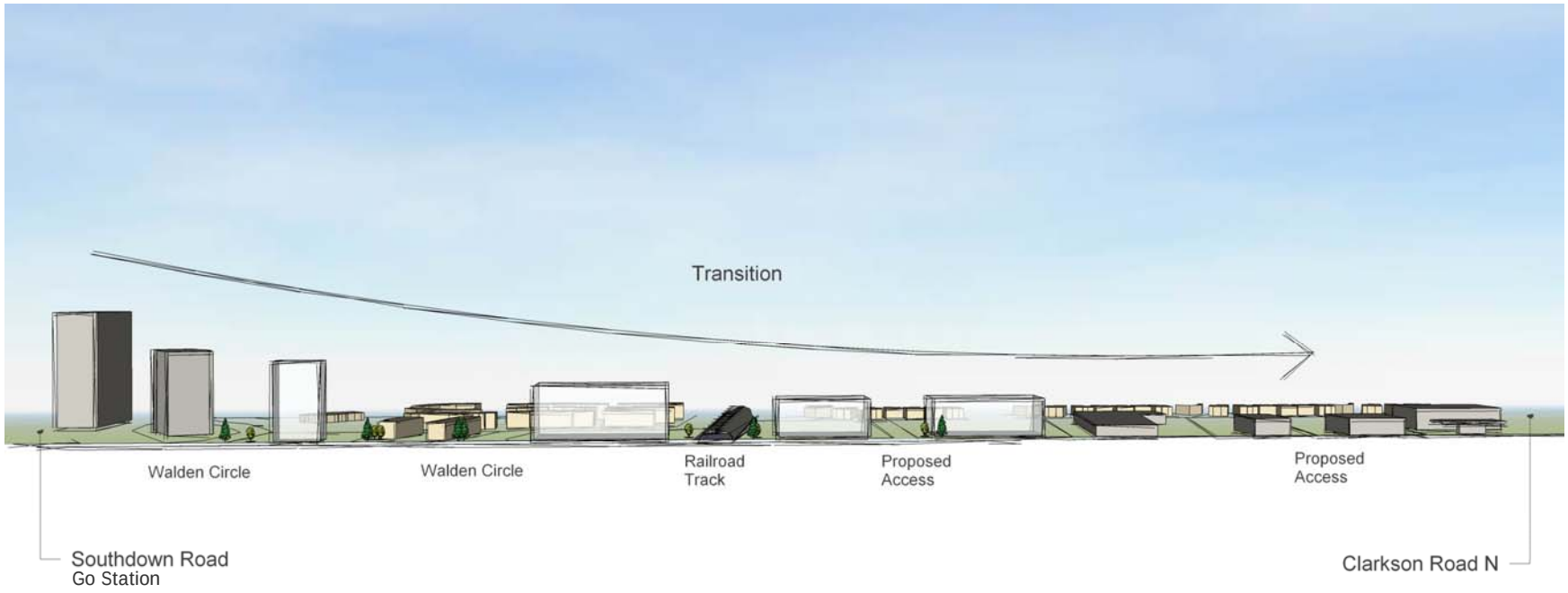


Figure C2.16 Conceptual Built Form Transition

Rail line given the proximity and accessibility to the Clarkson GO Station and existing built form character (see Figure C2.16). The remaining character areas should respect the built form character established in the Core and the potential associated with varying lot sizes and depths.

2.3.1 Village Core Area

This area predominantly consists of properties that are of a more traditional "mainstreet" built form with mainly two storey building heights with retail on the first floor and second floor residential or office uses.

The area has lay-by parking and ample and comfortable sidewalks that allow for street trees, seating benches and room for patios and retail 'spill-out'. Through the public engagement process, this area was highlighted by the community as an area they wanted to retain, enhance, respect and emulate. Therefore, any

Figure C2.17—1727 to 1723 Lakeshore Road West

redevelopment within this area should be sensitive to these existing characteristics.

Redevelopment within the Village Core should maintain and reinforce the existing built form in regard to building height and streetscape. To maintain and replicate the pedestrian oriented scale, new buildings which exceed the height of existing buildings shall maintain the front yard setbacks for the lower 2 or 3 storeys and step back additional floors. Additional details regarding building height and massing are included in the Built Form section of this report.

Building facades should be located as close to the Lakeshore Road West property line as practical varying to some degree to increase visual interest, limit building encroachments and to accommodate limited 'spill-out' such as retail displays and small patio spaces. Commercial and office uses will be required in the first floor of all buildings. The majority of building facades should be located at least 0.6 m (2 ft.) from the property line, but no greater than 3.0 m (9.8 ft.). A detailed Master Streetscape Plan and Streetscape

Figure C2.18—1713 to 1721 Lakeshore Road West

Implementation Plan will be required with individual development applications to in part to determine the most appropriate setbacks.

The streetscape (space between the building façade and the edge of the street) must include a sidewalk of at least 2.0 m (6.6 ft.) and space for street trees, street furniture (benches, bus stops, light standards, pay and display parking meters, garbage/recycling receptacles etc.) and accommodate servicing requirements. The Village Core includes a portion of the Turtle Creek natural area. Lands abutting Turtle Creek may be encumbered by the slope stability of this natural hazard which may ultimately affect the extent to which these lands may be redeveloped. Any applications for redevelopment adjacent or abutting Turtle Creek will be subject to review by Credit Valley Conservation (CVC) and will require the submission of technical studies to determine the limit of hazard lands. A comprehensive approach to such technical studies, addressing adjacent lands may be appropriate in establishing the limits of development and appropriate resolution of impediments to development. It is recommended that policies be incorporated into the Official Plan to address these matters.

2.3.2 Outer Village Core

The Outer Village Core area is an extension of the Village Core area. This area is characterized by properties that are generally larger in size (either frontage or lot depth) than those in the Village Core Area and in general terms may accommodate more intense development.

The area currently is less pedestrian oriented and more car dependant, has more vehicular access points to individual parcels and is dominated by surface parking areas between the buildings and the street. This area is where the stakeholders and community indicated that they would like to see the greatest change.

The direction is to evolve this portion of Lakeshore Road West into a more pedestrian oriented, less car dependant and dominated area that respects the Village Core Area.

Redevelopment within the Outer Village Core should be consistent with that of the Village Core in regard to building location, streetwall and streetscape while acknowledging and accommodating for larger lots present in this area in regard to overall building height. Accordingly, building streetwalls should be between 2 and 3 storeys, with step backs for any building

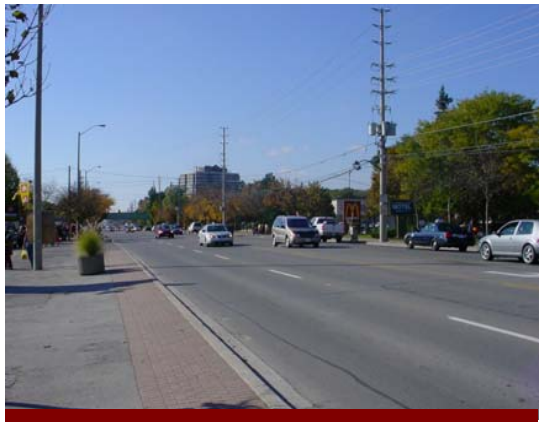


Figure C2.19– Lakeshore Road West, Outer Village Core Area

Figure C2.20– Clarkson Village Signage

height greater than 3 storeys. Additional details are discussed within the Built Form section of this report.

Where additional height and density can be accommodated, required parking shall be structured and is encouraged below grade. Surface parking may be permitted only for non-residential uses and will not be located between the building and any public street.

The location of new buildings facades and streetscapes shall be consistent with the Village Core Area and shall be determined through the preparation of a detailed Master Streetscape Plan and Streetscape Implementation Plan at the time of development application review.

2.3.3 West Village Gateway

This area is envisioned to be the westerly gateway into Clarkson Village. This area shall be consistent with the Village Core and Outer Village Core regarding building façade location, streetscape and streetwall enclosure. However, the proximity of these lands to the Clarkson GO Station and the historic development patterns in the immediate vicinity and Provincial Policy objectives warrant a consideration of greater residential densities, building heights and massing beyond the 3 storey maximum podium height.

Presently, the West Village Gateway is typified by high and medium density residential developments in apartment and townhouse built forms. In addition to the existing residential lands, the properties at 1969/1971 Lakeshore Road West (northeast corner of Lakeshore Road West and the west arm of Walden Circle) and 1906 – 1948 Lakeshore Road West (southeast corner of Lakeshore Road West and Inverhouse Drive) are the only

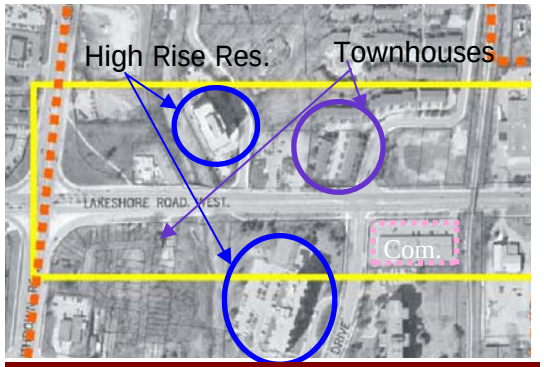


Figure C2.21 Land Use in the West Village Gateway

Figure C2.22- Lakeshore Road West

existing commercial developments in the area. Open space associated with Twin Spruce Park and the Sheridan Creek valley hazard also exists at the northeast corner of Lakeshore Road West and Southdown Road.

The existing apartment buildings in the area are well setback from Lakeshore Road West and have generous landscaped treatments typical of the era in which they were developed. Policies for this area should recognize the existing building heights, density and massing, but must accommodate for improvements to the pedestrian realm. Such improvements should be accomplished by reducing building setbacks to the street edge, consistent with the Village Core and Outer Village Core and by accommodating at grade, street oriented retail uses to activate the street and complete the connection of the Village to the GO Station.

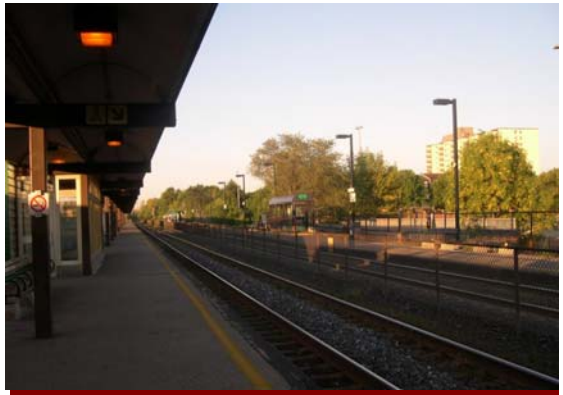


Figure C2.23- GO Station

Existing apartment buildings in the vicinity range in height from 18 storeys at the northeast corner of Lakeshore Road West and Southdown Road to 11 storeys on the east side of Inverhouse Drive, south of Lakeshore Road West. Although not yet constructed, approval has been granted for an 8 storey retirement dwelling on the northeast corner of Lakeshore Road West and the east arm of Walden Circle. A clear downward trend in building height exists from the GO Station towards the Village Core and this downward trend should be maintained with any redevelopment of lands within this area.

In undertaking an analysis of development potential, it was determined that only three sites have a reasonable likelihood of being

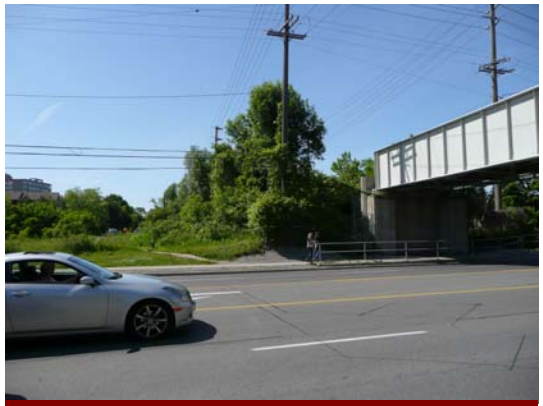


Figure C2.24 Rail Underpass On Lakeshore Road West

redeveloped in the foreseeable future. The first site is located at 1969/1971 Lakeshore Road West and is presently the subject of an Ontario Municipal Board appeal of Council's refusal of applications for Official Plan Amendment and Rezoning to accommodate a 15 storey apartment building with grade related commercial uses (see page 31 of Phase 1 Report).

The second site is located at 1023 Walden Circle, 1901, 1907 to 1913 Lakeshore Road West that received Council approval to amend the Official Plan and Zoning By-law to accommodate an 8 storey

retirement dwelling (see page 31 of Phase 1 Report).

The last site is located at 1900-1948 Lakeshore Road West and is presently occupied by a multiple tenant commercial plaza. These lands are not subject to any current development applications.

All buildings shall be of high quality innovative architecture representative of the entrance to the Village and the prominence of this area within the Village and the intersection of two arterial roads.

Solely residential buildings should accommodate a greater setback from the road edge, appropriate to the less active uses which typically occur at grade, with setbacks in the range of 4.5 m (14.76 ft.) to 6.0 m (19.7 ft.) inclusive of balconies and other encroachments. Main pedestrian building entrances shall face Lakeshore Road West.

The exact location of each building façade will be determined through the review of a detailed Master Streetscape Plan and Streetscape Implementation Plan (see section 5.0 Public Realm), provided through the development review process to ensure that streetscape objectives can be accommodated.

All residential parking shall be structured, whereas required commercial parking may be provided at grade in lots to the rear of buildings. All parking is encouraged to be located underground.

2.3.4 East Village Gateway

The East Village Gateway is the easterly entry into Clarkson Village from Lakeshore Road West. It is bounded by Birchwood Park to the north and a stable low density residential area to the south that is elevated well above Lakeshore Road West. Therefore, the only the opportunity for redevelopment is on the north side, as outlined in the Phase 1 Report.

Due to the existing low-rise nature of development and open space in this area and since these lands set the tone for the village character within the Village Core and Outer Village Core, built form should be of a lower scale. Similar to the rest of the Village, buildings fronting onto Lakeshore Road West should be a minimum of 2 storeys and a maximum of 3 storeys along the frontage with higher built forms, if appropriate, to the rear of the site. Sites within this area should be treated with a high standard of architecture appropriate to the gateway function this area will serve.

Figure C2.25 South side of Lakeshore Road West at the East Village gateway

Similar to the Village Core Area, the East Village Gateway includes a portion of the Turtle Creek natural hazard and special site policies shall be included to ensure that natural features on the site shall be retained and enhanced.

Developments are encouraged with at grade commercial or office uses. Buildings in this location shall be set back 0.6 m (2 ft.) to 3.0 m (9.8 ft.) to create views into the Village Core Area.

Consistent with the other character areas, the exact location of each building façade will be determined through the review of a detailed Master Streetscape Plan and Streetscape Implementation Plan.

Solely residential buildings shall be set back a minimum of 4.5 m (14.8 ft.) inclusive of balconies, stairs and any encroachments and a maximum of 6.0 m (19.7 ft.).

Residential parking and streetscape provisions shall be consistent with the Village Core and West Village Gateway areas.

Figure C2.26 East Village Gateway

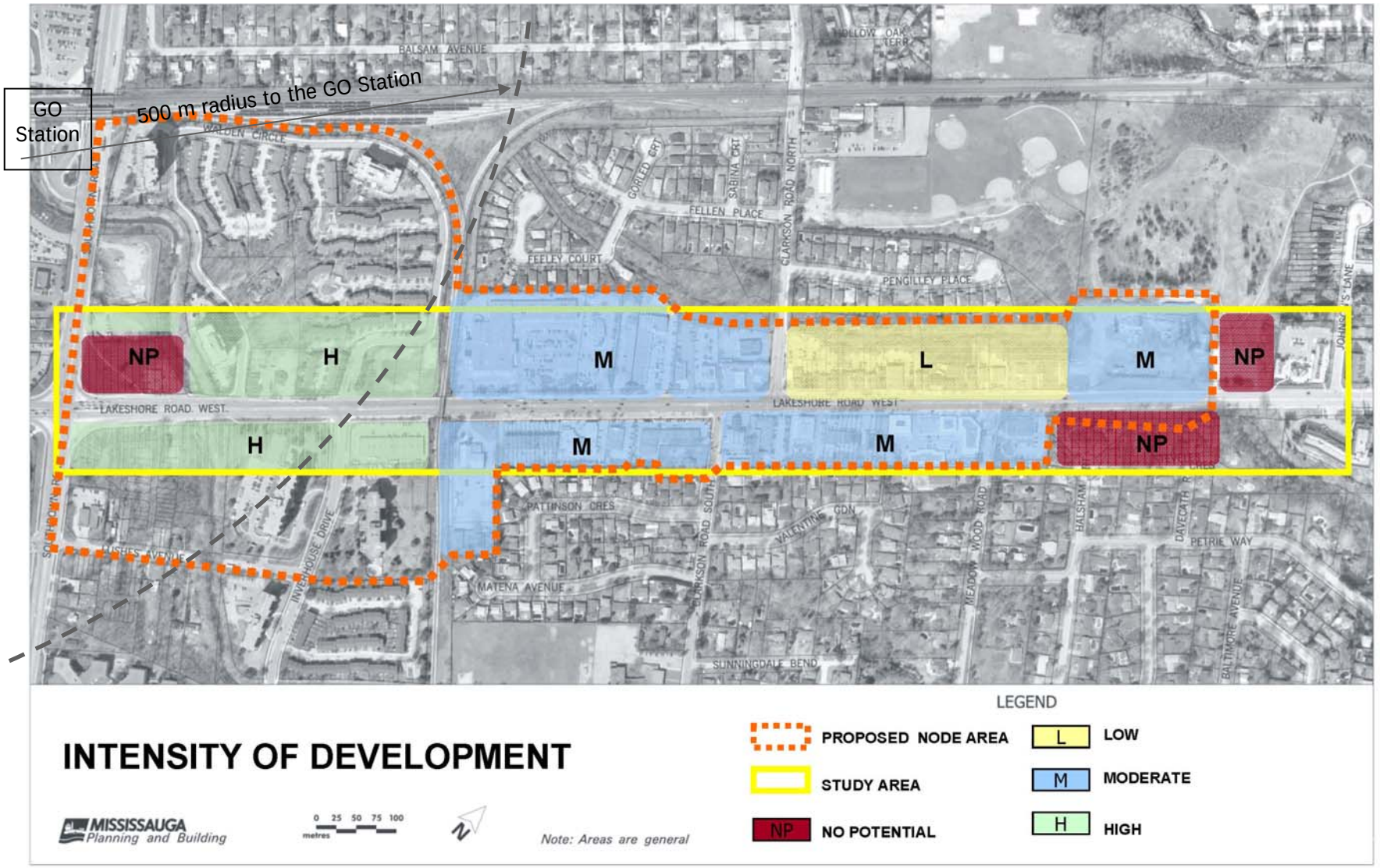


Figure C2.27—Intensity of Development

2.4 Intensity of Development

The intensity of development, or the concentration and amount of development should reflect the existing context of Lakeshore Road West, established residential areas abutting to the rear and the hierarchical role of Clarkson Village within Mississauga's City structure. As depicted in Figure C2.27, Low Intensity development is anticipated along the north side of Lakeshore Road West, east of Clarkson Road North which has narrow and shorter property depths. Moderate intensity sites are generally those in the Village Core and Outer Village Core areas. These are larger parcels of land which can accommodate more intensity of development, however, need to respect and enhance their existing context (see Figure C2.16).

The High Intensity areas are located west of the railway tracks, in proximity to the Clarkson Go Station. These lands currently consist of higher built forms which respect the low lying residential buildings to the north and south of the area.

2.4.1 Low Intensity

Figure C2.28-Bloor Street, Toronto

This area consists predominantly of one and two storey buildings. The property depths in this area are generally 40 m (131 ft.) to 50 m (164 ft.) with some constraints associated with Turtle Creek that lies immediately north of the properties. New development in this area should be a minimum of 2 storeys and a maximum of 3 storeys in height. Small scale at grade retail, commercial, restaurant or office uses will be required in this location. Second storey office uses are encouraged. The maximum FSI (Floor Space Index) of the residential component for buildings in this area shall be 1.5.

2.4.2 Moderate Intensity

Figure C2.29-Fram, Port Credit

These areas consist predominantly of 1, 2 and 3 storey buildings that are both single purpose retail and multi-use buildings (retail, commercial, office and residential). Property depths in these areas are generally over 40 m (131 ft.) and are capable of accommodating underground parking and higher built forms with limited or no surface parking.

The maximum building height in these areas shall be 6 storeys. Where building heights exceed 3 storeys, step backs from the streetwall will be required to

maintain sun exposure and minimize any microclimatic impacts.

The maximum FSI of the residential component for buildings in these areas shall be 2.0.

At grade buildings are to include small scale retail and office uses consistent with the existing 'Mainstreet Retail Commercial' permissions. Office uses are encouraged within the second and third levels and residential on all higher levels.

Figure C2.30– Port Credit

2.4.3 High Intensity

These areas are generally within 500 m (1,640 ft.) of the Clarkson GO Station and fall exclusively within the West Village Gateway. These areas currently consist of higher density buildings as well as townhouse dwellings. The built form presently consists of heights up to 15 storeys.

Heights of buildings should transition downward to the east from the Clarkson GO Station to the Outer Village Core. Buildings within these areas shall be no more than 15 storeys in height depending on the site location relative to the Clarkson GO Station and to the Outer Village Core Area. (see Figure C2.16).

Figure C2.31– 1271 Walden Circle

The maximum FSI shall not exceed 2.5 for the residential component of buildings in these areas.

All required residential parking is to be provided underground.

Mixed use buildings are encouraged in these areas with small scale, at grade retail, commercial or office space. Office uses are encouraged in the second and third levels of higher buildings and are also permitted as stand alone uses.

2.4.4 No Potential

The areas referenced as 'No Potential' are comprised of stable residential areas and/or parkland. These areas will not be allowed to be redeveloped for any other uses.

Figure C2.32 Sheridan Creek

Figure C2.33
1567 Steveles Crescent
Listed on the City's Heritage Register

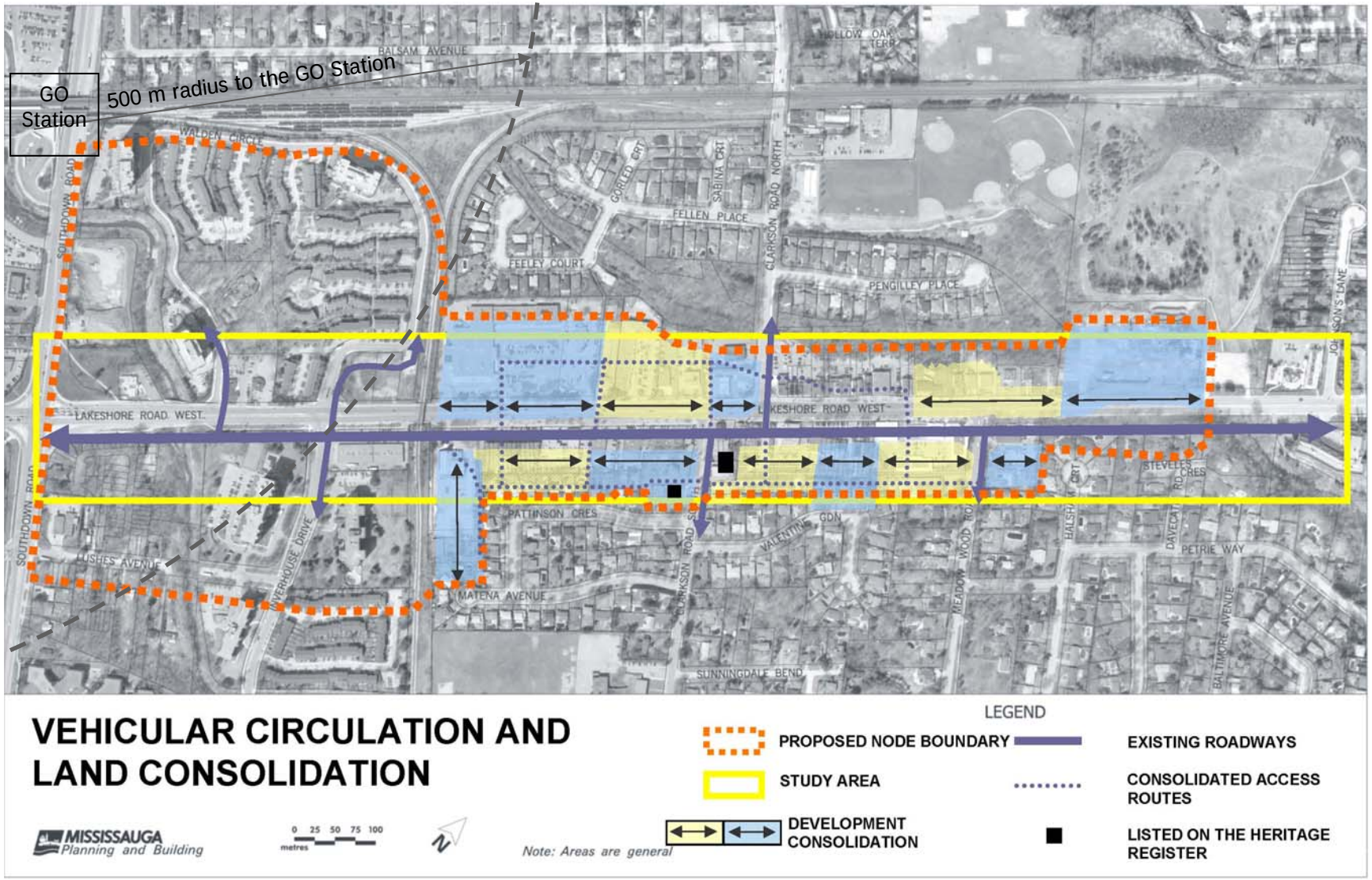


Figure C2.34– Vehicular Circulation and Land Consolidation

2.5 Vehicular Circulation and Land Consolidation

Vehicular Circulation—Access Management Plan

A number of goals were identified by the community through the public engagement process of the Clarkson Village Study Phase I report and the iTRANS study including the following:

- "*Create a pedestrian oriented community rather than car dependency*",
- "*Promote a transit –oriented community*" ,
- *Encourage mixed-use intensification*" and
- "*Create a vibrant mainstreet*".

In order to address these goals, an Access Management Plan was prepared to identify access points to be removed or consolidated through proposed redevelopment.

One of the key aspects of successful mainstreets, as depicted through the case studies described in the Phase 1 report (Page 32 – 43), is a highly permeable road pattern which removes vehicles, where possible, from the mainstreet and minimizes private vehicle access locations. Clarkson Village does not benefit from a highly permeable road network or any kind of Access Consolidation Plan. In order to reduce pedestrian and vehicle conflicts and increase permeability, an Access Management Plan has been prepared and should be included as part of the Clarkson Village Character Area Policies.

The Access Management Plan is made up of three elements: publicly accessible private laneways and vehicular access to Lakeshore Road West, the elimination and consolidation of private vehicular access locations and the construction of a continuous centre median on Lakeshore Road West that is interrupted only at signalized intersections to accommodate left turn movements. The consolidation of vehicular access locations, elimination of certain vehicular driveway locations and creation of publicly accessible private laneways will be pursued through the development review process and must be in place prior to the

Figure C2.35-1764 Lakeshore Road

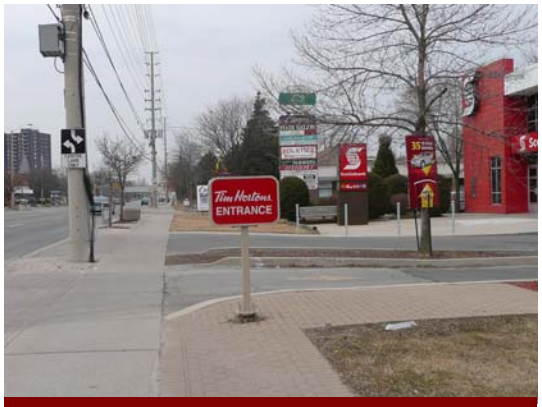


Figure C2.36-1785 Lakeshore Road West

construction of the continuous centre median on Lakeshore Road West. However, the median may be constructed in phases based upon the successful completion of the requirements within a specific area or block. Where traffic signals do not exist or are not identified on the Access Management Plan, vehicle movements will be restricted to right-in, right-out through the development review process. Left-in, left-out movements will only be accommodated at signalized locations and the established laneway system. Temporary full moves access will be permitted, should redevelopment precede the establishment of any of the elements necessary to achieve appropriate and lawful vehicular access to the individual site. Under such circumstances, owners will be required to enter into agreements with the City to ensure access modification upon completion of the portion of the laneway system necessary to obtain full access, which may include the posting of securities.

Funds will be required through the development approvals process to pay for the proportionate costs of constructing a centre median and will be 50% of the linear costs of construction based upon the lot frontage of the affected lands.

Figure C2.34 indicates the proposed general locations of the consolidated access points and publicly accessible laneway system parallel to Lakeshore Road West. This plan should constitute part of the Clarkson Village Character area policies but should be read generally allowing for flexibility, provided that the ultimate intent is appropriately addressed.

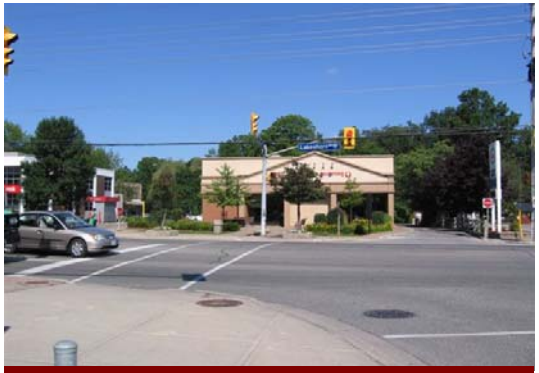


Figure C2.37– 1785 Lakeshore Road West

2.5.1 Land Consolidation

Development site consolidation should occur for each lot within the Study Area in accordance with Figure C2.34. A master plan should be developed by the proponent of a development application showing how adjacent lands can develop in accordance with the Access Management Plan to ensure that lands are developed in a comprehensive manner and ensure the overall intent of the Plan is maintained.

Figure C2.37A– Access Management along Lakeshore Road

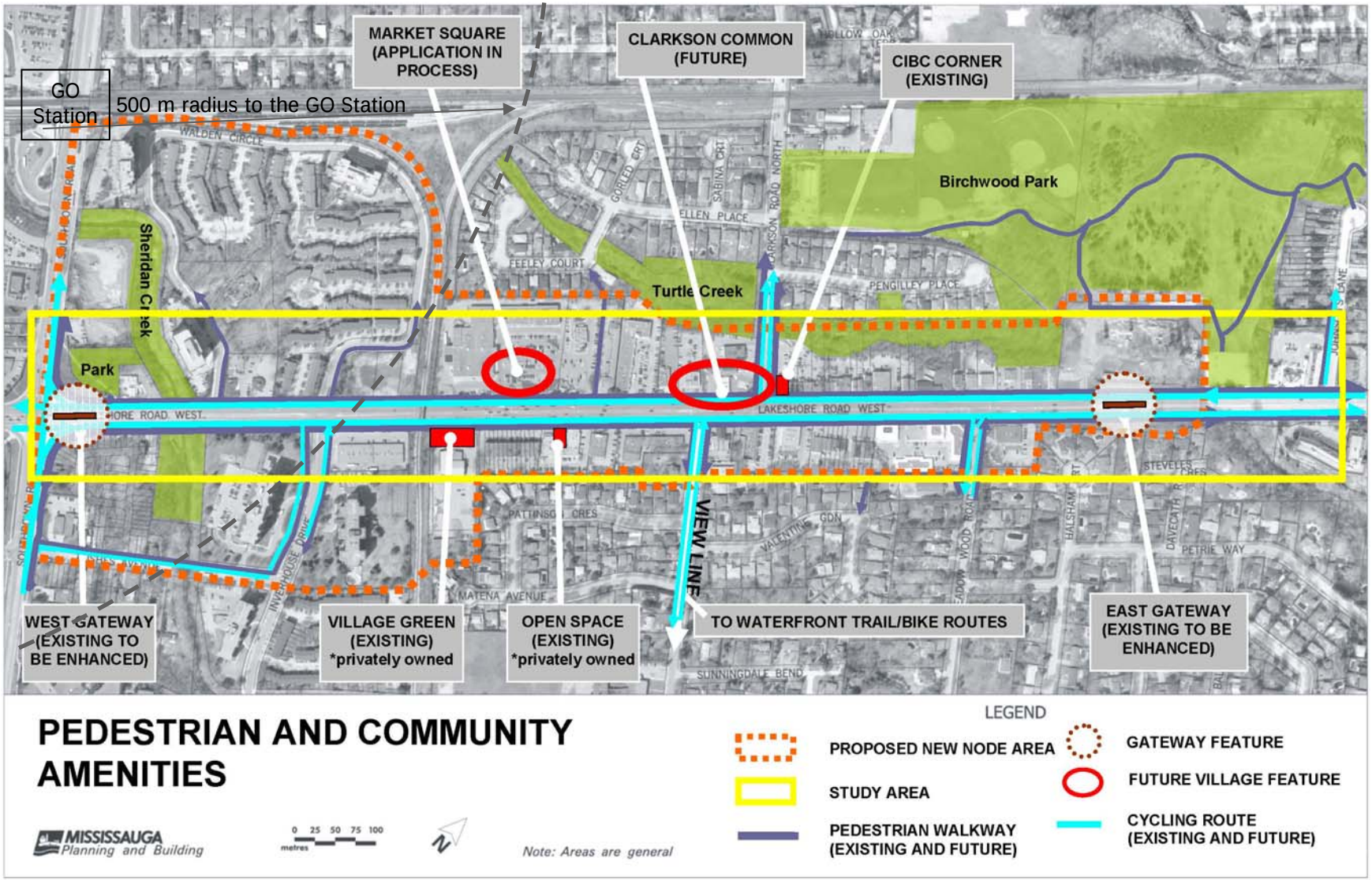


Figure C2.38: Pedestrian and Community Amenities

2.6 Pedestrian and Community Amenities

Through the public engagement process, the community stakeholders invested in a Vision and principles related to making Clarkson Village a pedestrian friendly community. Specifically "*Clarkson Village will be a pedestrian friendly community of activity places and gathering spaces*." Figure C2.38 identifies existing and future pedestrian oriented amenities as well as existing and future cycling routes proposed within the Study Area for Clarkson Village. In addition, existing and future public open space and special sites have been identified.

Figure C2.39-Public Square/Space

2.6.1 Pedestrian Circulation

Good pedestrian access to and within Clarkson Village is important to ensure efficient operation and to support existing and future public transit demand and to help minimize vehicular use.

The primary pedestrian route is situated along Lakeshore Road West, however, surrounding residents travel a number of pedestrian routes as outlined in Figure C2.38. It is important to ensure that these routes are maintained and enhanced to promote a complete mixed use and walkable community.

Applications for redevelopment will require strong pedestrian connections to Lakeshore Road West and any side roads, in addition to internal pedestrian circulation on-site and connection with adjacent lands.

The design of Lakeshore Road West should support good pedestrian circulation. Sidewalks should be sufficiently wide to provide opportunity for the creation of patios, and store related activities. Benches, street trees, and other street furniture should be coordinated to form a visible part of the public realm (see Section 5.0 Public Realm).

Universal design principles and Mississauga Accessibility Design Handbook criteria are to be included, as well as having regard for Provincial Accessible Built Environment Standards.

2.6.2 Public and Private Open Space

Through the public engagement process, the community stakeholders expressed a need to have more open space/public squares for gatherings and community events. As outlined in Figure C2.38, and in the Phase 1 Report, three existing urban spaces were identified that are being used throughout the year as public open spaces.

The community also expressed an interest in securing a public square on the lands on the north side of Lakeshore Road West, east of the rail lands through future development. They also indicated a desire to create a focal point or feature between Clarkson Road North and South as a central focus point for the community.

2.6.3 Village Green—Private

The Village Green identified on Figure C2.38 is the front lawn of the Chartwell Baptist Church at 1872 Lakeshore Road West. While privately owned, the church site has served a community function by hosting festivals and other events in recent years. The community has expressed a desire to maintain this relationship through the public engagement process. Accordingly, the function presently served by this space should be acknowledged through this study, although no special policies will be required to continue to accommodate this relationship.

Figure C2.40 Chartwell Baptist Church at 1872-Lakeshore Road West

2.6.4 Open Space 1834 Lakeshore Road West—Private

The court yard for the existing commercial development (Clarkson Village Square) located at 1834 Lakeshore Road West is a small area located on the south side of Lakeshore Road West which is enclosed on three sides with the existing buildings. A portion of this space is presently used for an outdoor patio associated with an existing restaurant (La Felicita). A significant portion of this area, particularly the component which is enclosed on three sides by the existing buildings, is primarily used for entry and on-site pedestrian circulation. Due to the location and

Figure C2.41-1834 Lakeshore Road West

configuration of this open space, it could be further utilized with minimal or no building alterations. This location would be ideal for additional restaurant patio space, for overflow retail space associated with an internal unit or for a seating and/or resting area for patrons of the plaza or the general public.

2.6.5 CIBC Corner – 1745 Lakehsore Road West-Private/ Public

This site located at the northeast corner of Lakeshore Road West and Clarkson Road North is a small community oriented space where residents and patrons gather to sit and relax. It is centrally located in the village and an excellent resting spot. It is currently not a programmed space but is an ideal location for a mid-point rest when walking down the street or for a meeting location. This space should be enhanced through the development review process or though the implementation of a Streetscape Master Plan and streetscape improvements.

Figure C2.42
CIBC Corner – 1745 Lakeshore Road West

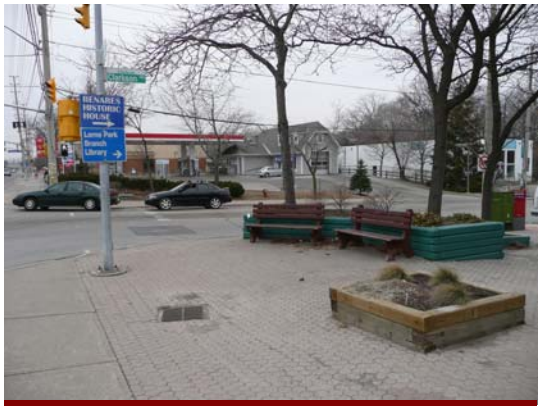


Figure C2.43
CIBC Corner – 1745 Lakeshore Road West

2.6.6 Market Square—Private

Community stakeholders outlined the need for a more formalized urban open space within the Village, through the public engagement process. The lands located at 1865/1829 Lakeshore Road West were identified through this process as an ideal location for such an urban open space given the location, size and configuration of the lands. These lands, as identified in Figure C2.38, were subject of development applications by RioCan (Clarkson) Inc. and McDonald's Restaurants of Canada Limited which were endorsed by Council subject to modifications (see page 31, Phase 1 Report). The applications were referred to the Ontario Municipal Board by the applicants and a settlement was reached through mediation. Through this process, the applicant has agreed to provide this publicly accessible, privately owned space. In addition, the settlement included a Section 37-Public Benefits Agreement securing for streetscape improvements, pedestrian connection improvements, lay-by on-street parking, public use easements over internal driveways and the construction of a publicly accessible square in return for increased building height and density.

Figure C2.44 public/Private Squares

2.6.7 Clarkson Common—Private

The terminus of Clarkson Road South at Lakeshore Road West has been identified by the community as an important location and centre point of the community. The irregular alignment of Clarkson Road creates a visual promenade of the northwest corner. In addition, Clarkson Road South is a significant bicycle route and link to the City's Waterfront Trail and, therefore, should be enhanced.

Three sites, including the Tim Horton's restaurant, the Esso gas station and the Carpet Centre immediately north of the gas station, when redeveloped should serve as a focal centre piece to the Village. Such redevelopment should be achieved to the highest architectural standards and built form characteristics called for in this part of the Village. Transition between development on Clarkson Road North and Clarkson Road South will be of utmost importance in setting the framework for redevelopment of these lands.

Figure C2.45 Existing Condition and Conceptual Drawing, Clarkson Road South, Looking North

2.6.8 West Gateway Feature and East Village Gateway Feature (Existing to be enhanced)

As part of the public engagement process, iTRANS was engaged to undertake a transportation and urban design study to look specifically at Lakeshore Road West. As part of their findings, iTRANS recommended that the existing Gateway feature at the west end of the Village (Lakeshore Road West east of Southdown Road) be refurbished or replaced with a more appropriate and substantial entry feature which would aid in identifying the entry to the Village. The stakeholders, through the public engagement process, also suggested a need for improvement to this feature.

The iTRANS study also recommended that the Gateway feature at the east end of the Village (Lakeshore Road West, just

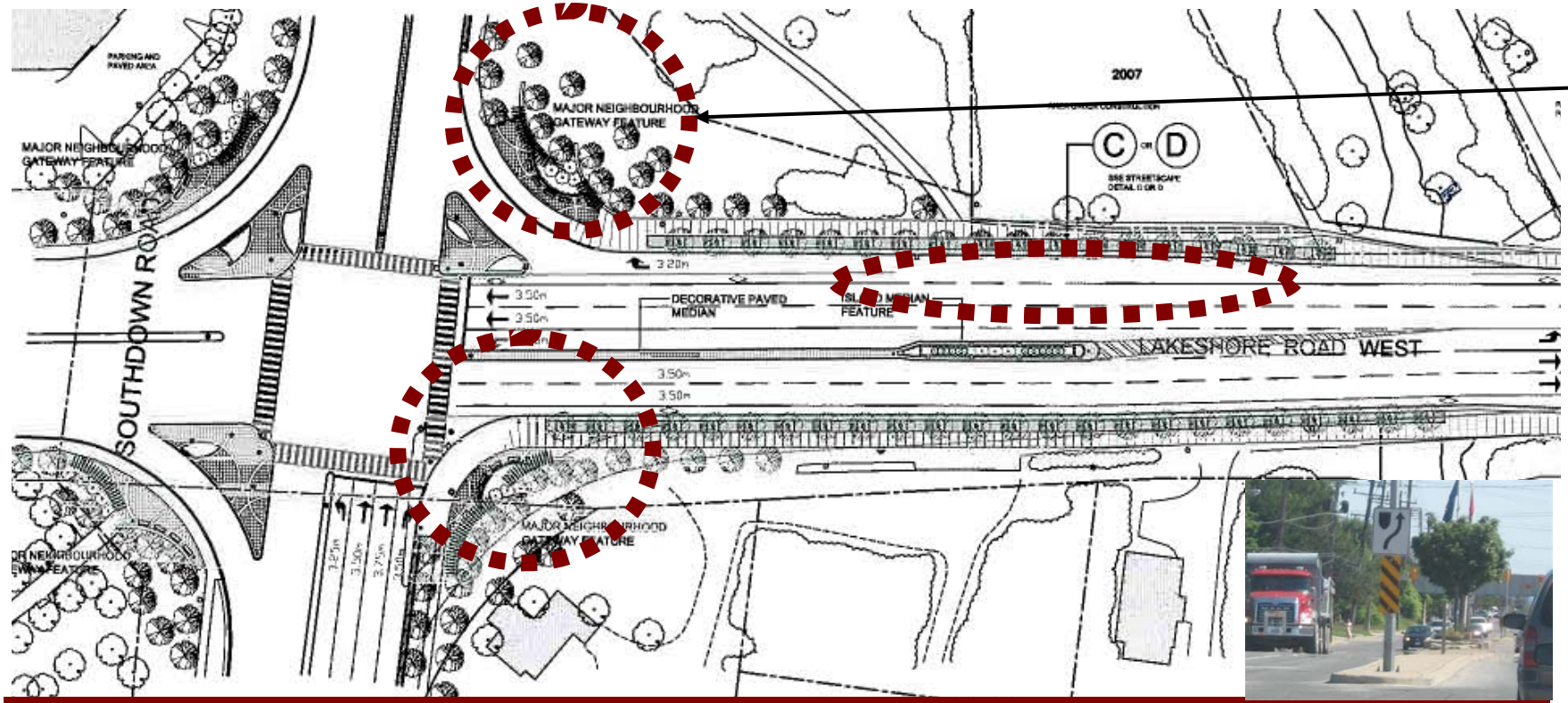


Figure C2.46 West Village Gateway Feature

west of Johnson's Lane) be replaced with a new feature at Johnson's Lane. Through the study review it was determined that the proposed Johnson's Lane entry features be moved to the edge of the proposed boundary modification so as not to impact the stable residential areas.

It is recommended that the entry features and signage markers be updated and refurbished through future road and intersection improvements. These entry features should be designed through the Streetscape Master Plan process.

Figure C2.48 Current Median on Lakeshore Road West

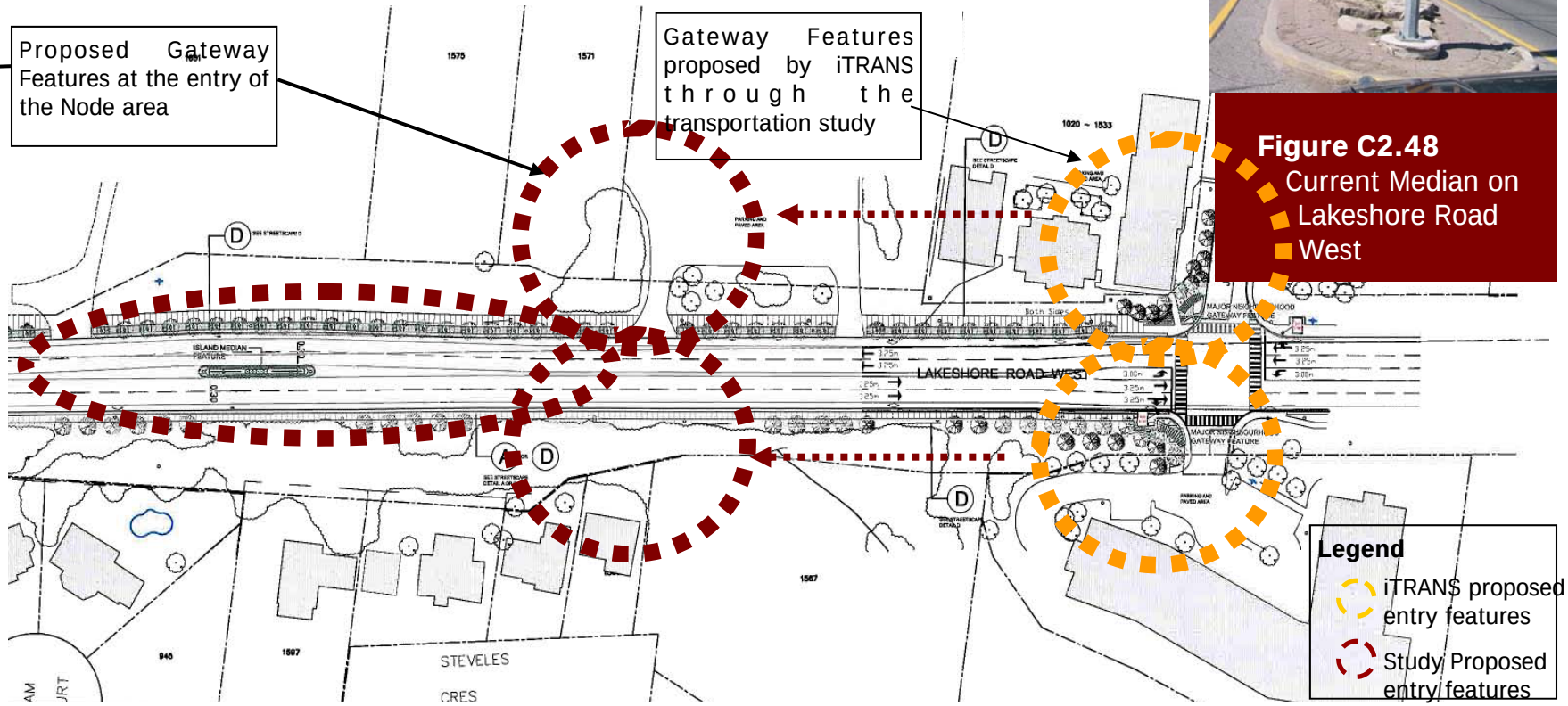


Figure C2.47 East Village Gateway Feature

2.6.9 Cycling Routes

Interim Sharrows

The iTRANS Study recommended a two stage approach to all road improvements, including the addition of bicycle lanes along Lakeshore Road West in Clarkson Village. As indicated in the Phase 1 Report, the first stage or short term recommendations call for the restripping of lanes to permit wider curb lanes with sharrows until redevelopment along the full corridor takes place.

Sharrows are short for “shared lane

Figure C2.49– Sharrows

Figure C2.50– Sharrows

pavement markings.” They are comprised of an image of a bicycle with a series of chevrons to indicate that motorists and cyclists are to share the travel lane.

The principle behind sharrows is to reinforce the existing rules of the road in order to create safer conditions for bicycling. Sharrows are being proposed in this area as there currently is not enough room on the street for full bicycle lanes. Sharrows are an effective, flexible alternative to striped bike lanes and can be used to improve cyclist safety and make needed connections in the bicycle route system.

Future on street Cycling in a Dedicated Lane

The iTRANS Study recommended the creation of dedicated cycling lanes on Lakeshore Road West as part of the long term vision or second phase of street improvements. This is intended to occur through the redevelopment of the area when access consolidation will allow the removal of the continuous centre turn lane and construction of a centre median.

Figure C2.51– Bicycle Lane

2.6.10 Turtle Creek

As previously noted in this report, lands abutting Turtle Creek may be encumbered by the slope stability of this natural hazard which may ultimately affect the extent to which these lands may be redeveloped.

It is recommended that policies be incorporated into the Official Plan and a Holding Provision be incorporated into the implementing Zoning By-law over the lands affected by Turtle Creek prohibiting any site modifications and \redevelopment prior to lifting the Holding Symbol.

In addition, opportunities for achieving ecological restoration, which are goals of the Credit Valley Conservation, as a fundamental component of any future slope stability works within Turtle Creek should be considered.

Figure C2.52- Turtle Creek

3.1 Built Form Envelope

The following recommendations should guide future development in the Study Area and are based on a series of analyses, including the review of zoning requirements, shadow studies, massing models, streetscape/pedestrian comfort examination and an analysis of the building economics.

New buildings should be compatible with the planned scale and character of Clarkson Village in regard to the following:

- In all areas of the Village, a building streetwall of 2 to 3 storeys shall be provided;
- Where building heights in excess of 3 storeys are permitted and can be accommodated without unacceptable adverse impact in regard to shadowing and overlook the 4th and higher storeys shall be stepped back from the 3rd storey to maintain the mainstreet character of the Village, minimize shadow impact on the public side walk and maintain skyviews and sunlight;

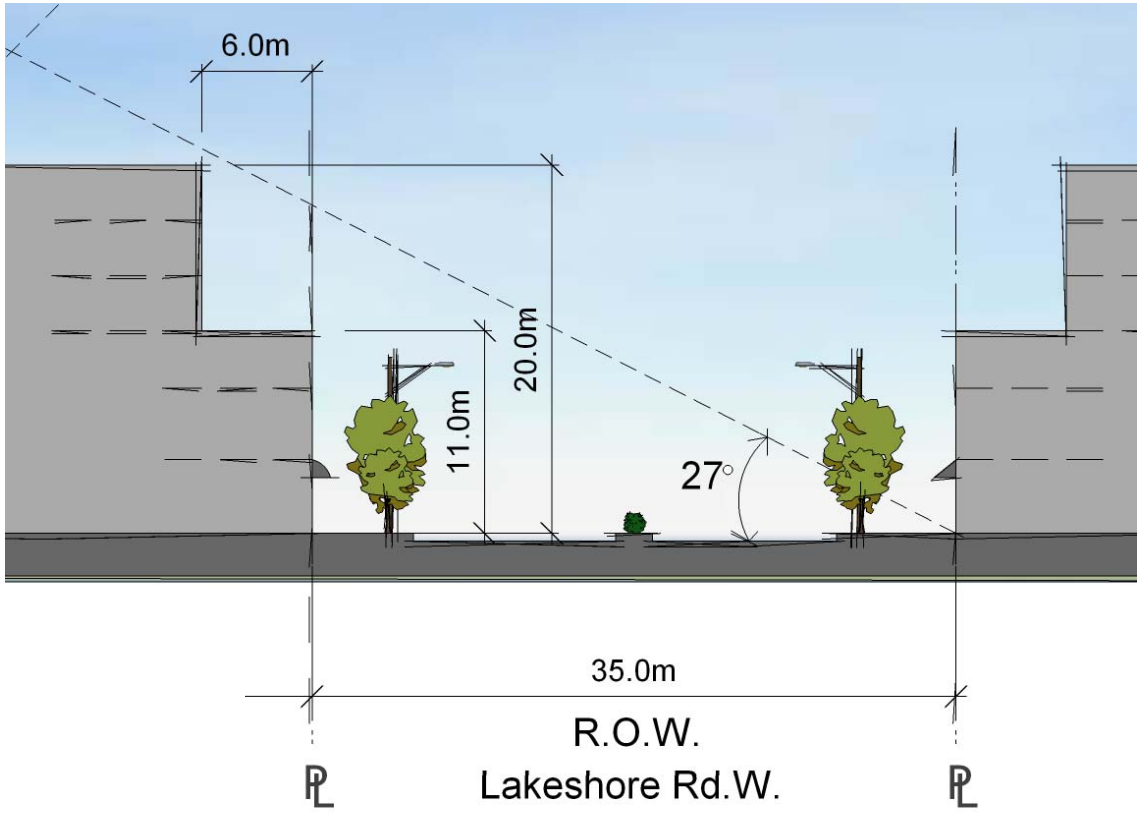


Figure C3.1- 27 Degree Angular Plane

- A maximum angular plane of 27 degrees shall be maintained (Figure C3.1) where the plane is measured from the property line on the opposite side of the street. Projections above the angular plane line will not be permitted;
- Building step backs and angular plane requirements will apply to frontages on Lakeshore Road West and any side streets;

- At the rear of any property, no building will be located closer than 7.5 m (24.6 ft.) from the property line;
- An angular plane of 45 degrees shall be applied to the rear of any new buildings for the portions which exceed 10.0 m (32.8 ft.) in height to determine appropriate transition. As depicted in Figure C3.2, the 45 degree angular plane shall be measured from an interior point of the lot, 7.5 m (24.6 ft.) from the rear or interior side property line and 10 m (32.8 ft.) above average established grade;
- Projections above the angular plane line will not be permitted; and, angular plane requirements will be implemented for all rear and interior side yards which abut lands zoned for exclusively residential and open space purposes.

New building heights should reflect the mainstreet character of the area and provisions outlined in the previous sections as follows:

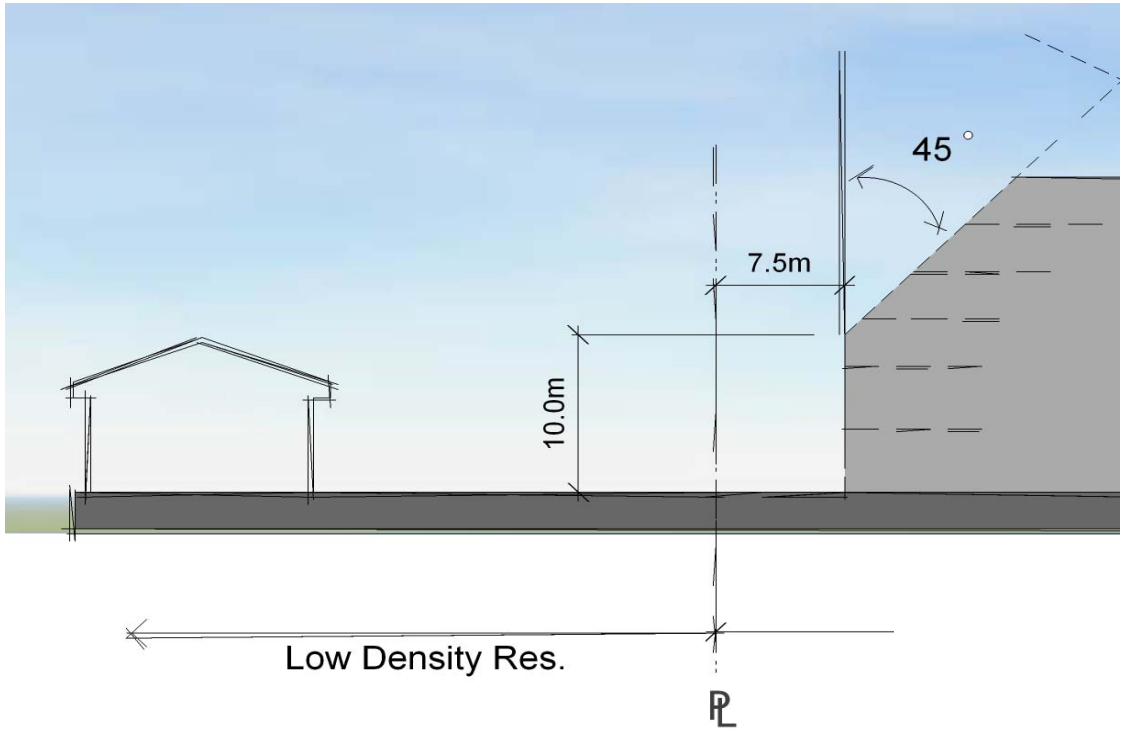


Figure C3.2 Rear Yard Setback

- A minimum of 2 storeys will be required within the area;
- A maximum of 6 storeys will be permitted provided that there are acceptable shadow impacts on adjacent residential/open space lands and the public realm;
- A maximum of 15 storeys will be permitted in the West Village Gateway, provided that the transition in building height as shown on Figure C2.16 is maintained.

3.2 Built Form / Lot Typologies

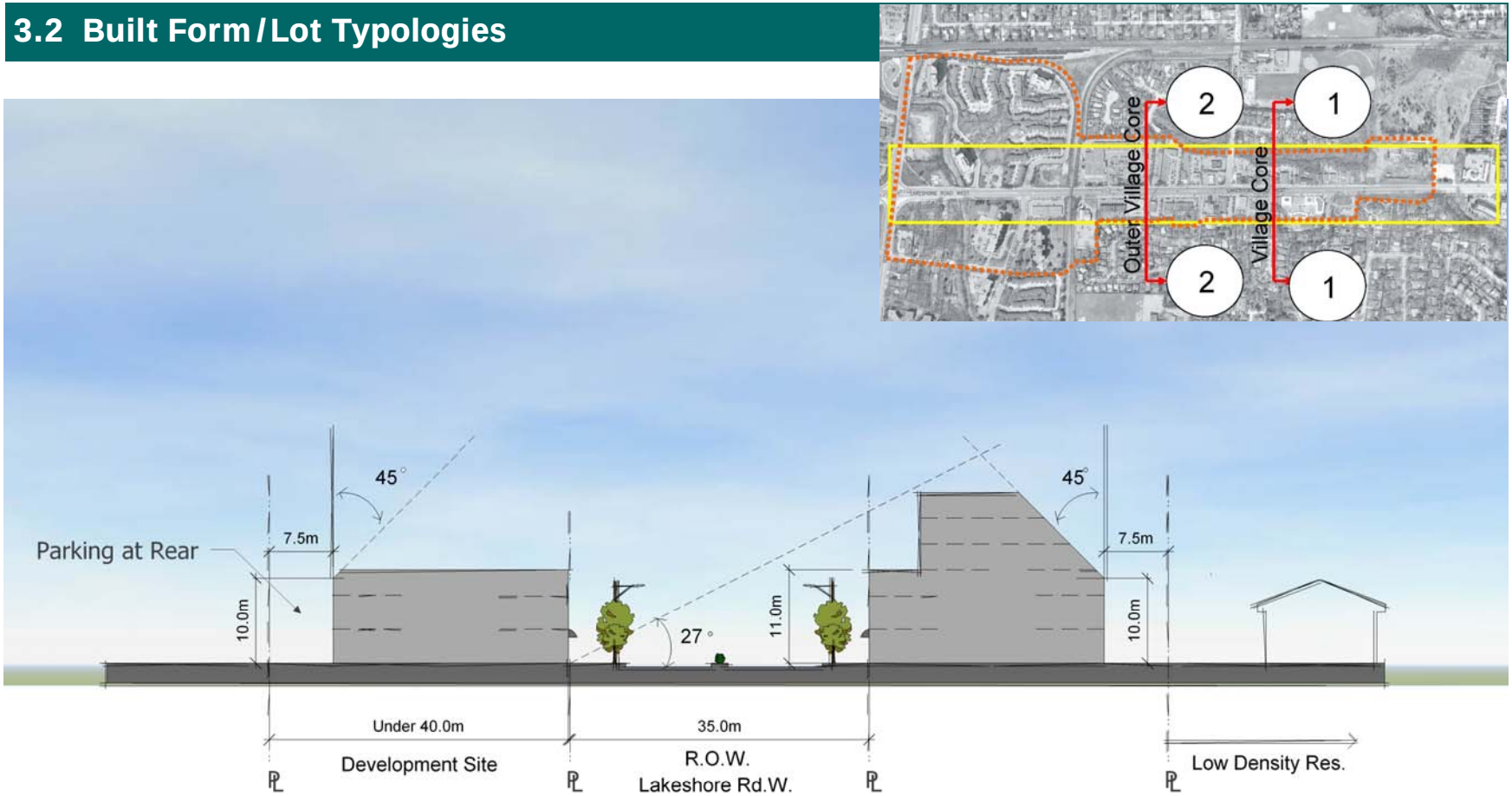


Figure C3.3—Cross Section 1 Village Core Area

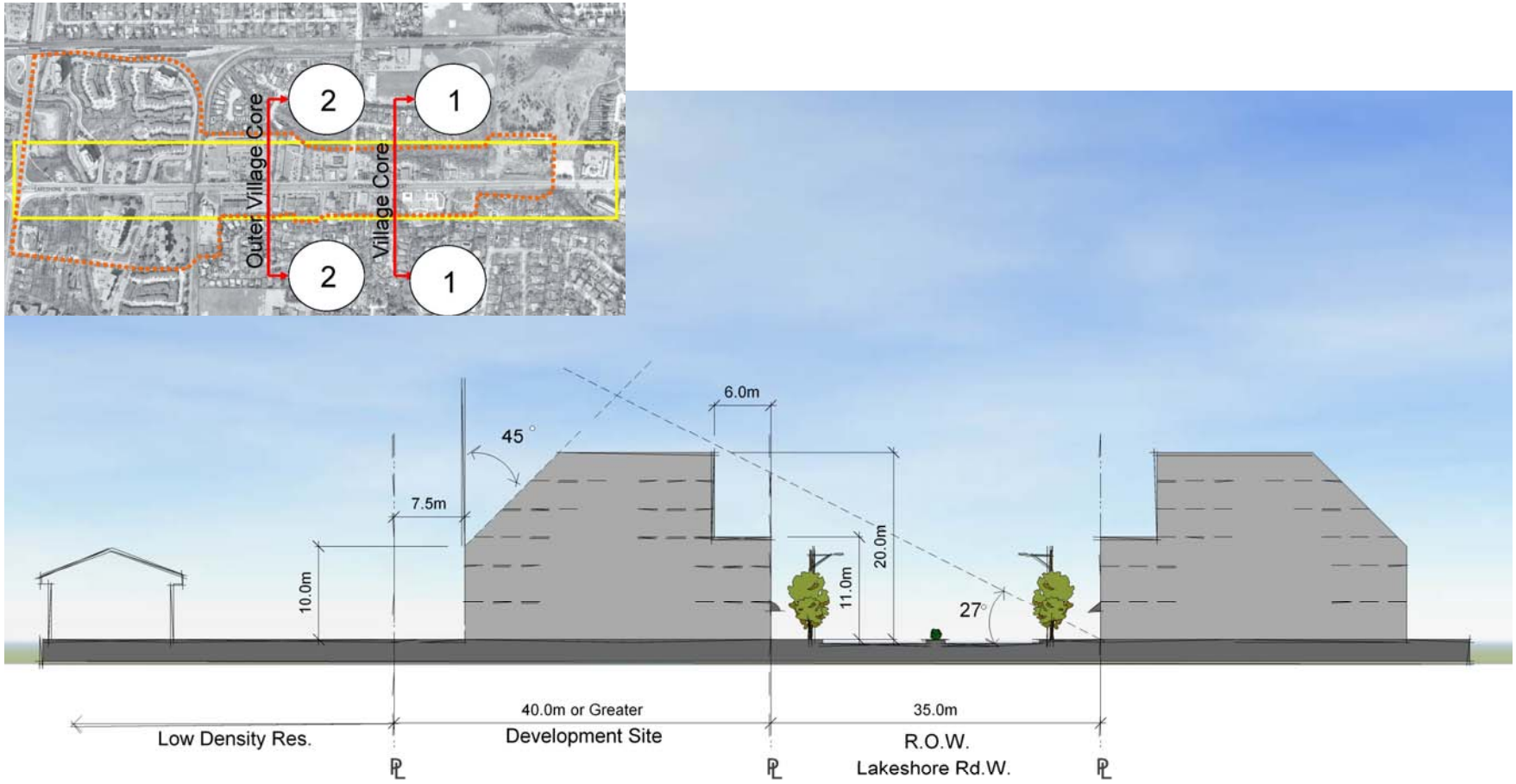


Figure C3.4-Cross Section 2 Outer Village Core Area

Development Envelope
Buildings are required to be designed to fit within the development envelope

Building step-back
The building is required to have a 6.0 m (19.7 ft.) step back above the 3rd storey

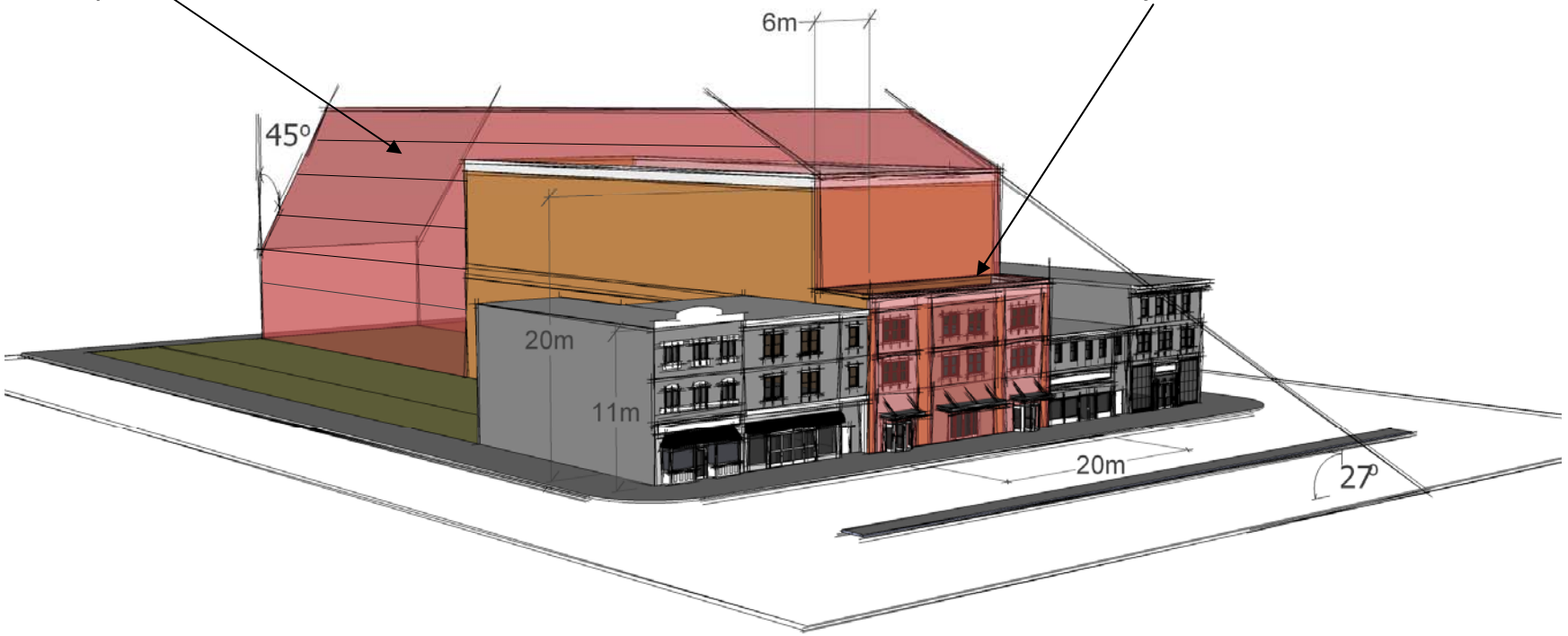


Figure C3.5– Building Development Envelope– Front View

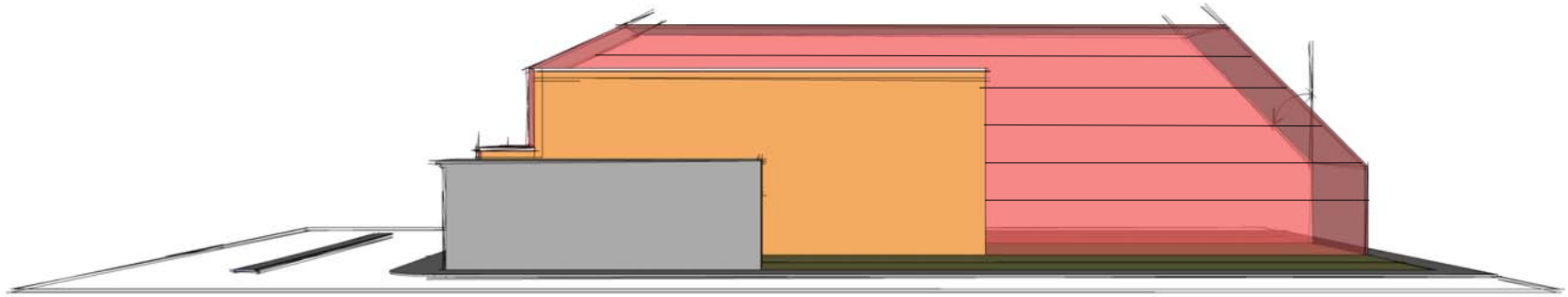


Figure C3.6– Building Development Envelope Side View

Figure C3.7– Building Development Envelope –Front View

Figure C3.8– Toronto

Figure C3.9– Toronto

Figure C3.10– Toronto

Figure C3.11– Mississauga

Figure C3.12– Toronto

Figure C3.13– Toronto

3.3 Building and Landscape Setback Requirements

Building setbacks should be sensitive to the existing built form and context. Setbacks along Lakeshore Road West are generally recommended to achieve a 4.0 m (13 ft.) to 5.0 m (16.4 ft.) pedestrian boulevard and sidewalk width between the curb and the building face. This is to ensure that new buildings can accommodate a variety of hard and soft streetscapes.

Generally buildings should be set back from the property line 0.6 m (2 ft.) to 3.0 m (9.8 ft.). The facades of exclusively residential buildings shall be setback between 4.5 m (14.8 ft.) and 6.0 m (19.7 ft.)

To achieve a generally continuous streetwall, interior side yards may be 0 m provided that no encroachments are present and the abutting lands are zoned "C4" Mainstreet Commercial.

Rear and side yard setbacks abutting residential and open space lands

shall be a minimum of 7.5 m (24.6 ft.).

Landscaped buffers of 3.0 m (9.8 ft.) shall be provided on rear and interior side yards abutting residential and open space lands. Buildings exceeding 3 storeys will require landscaped buffers of 4.5 m (14.8 ft.) but shall not be encumbered by services, utilities, heating and air conditioning units and underground parking structures vents or air shafts.

3.4 Building Façade Articulation

In order to promote a fine grain pattern along Lakeshore Road West and to ensure that the existing building context from Clarkson Road North to the east is continued in a sensitive manner, it is important to articulate the facades. Building facades should be broken down into no more than 12 m (39.4 ft.) spans at a time, specifically in the Village Core Area. This can be achieved through material change and/or building relief.

Figure C3.14 Baycliff Homes, Maple, Ontario, Building Façade Articulation Example

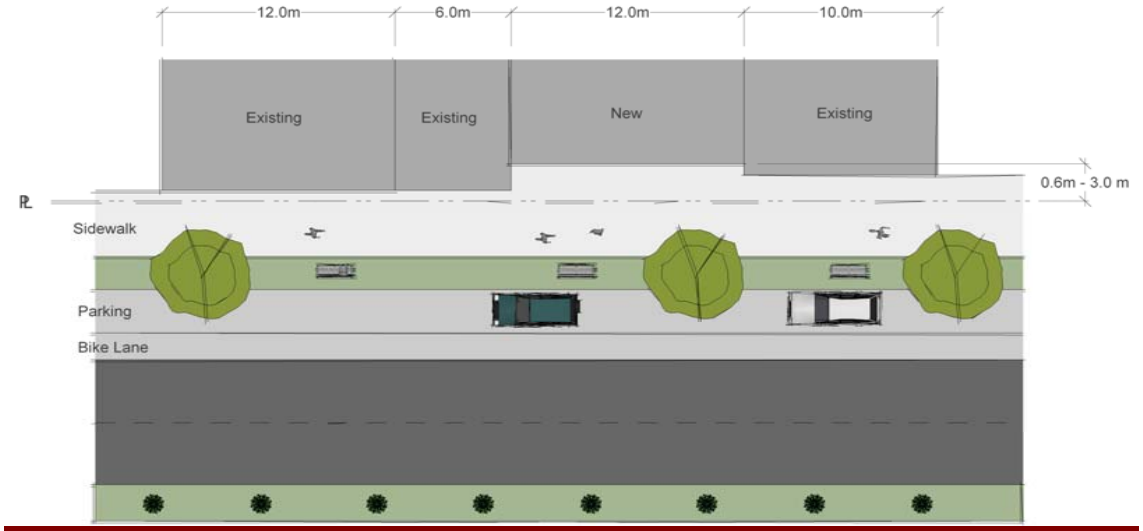


Figure C3.15– Building Façade Articulation

3.5 Building Streetwall

Building streetwall generally refers to the front face of the building located closest the street edge. The proportions of height, distance from the street edge and length have significant impacts on the visual aesthetics, pedestrian comfort and ultimately the character of a street. Streetwall proportions differ depending upon the character of the area. To achieve a mainstreet character, buildings should be located at or near the front property line and public sidewalk. The height should be proportionate to the width of the street and have a high degree of architectural detailing and quality materials.

To ensure a sense of comfort and enclosure at least 70% of the front property line shall be occupied by building façade where a driveway occupies a portion of the frontage. Where there is no driveway 90% of the frontage must be occupied by building façade.

The building streetwall should consist of a minimum of 2 storeys and a maximum of 3 storeys to ensure that the massing is complementary to the existing context and village scale. This was valued by the community and stakeholders through the public engagement process. Step backs are required after the third storey, of no less than 6.0 m (19.7 ft.) to differentiate between the pedestrian scale and the upper floors and to maintain sunlight on the street.

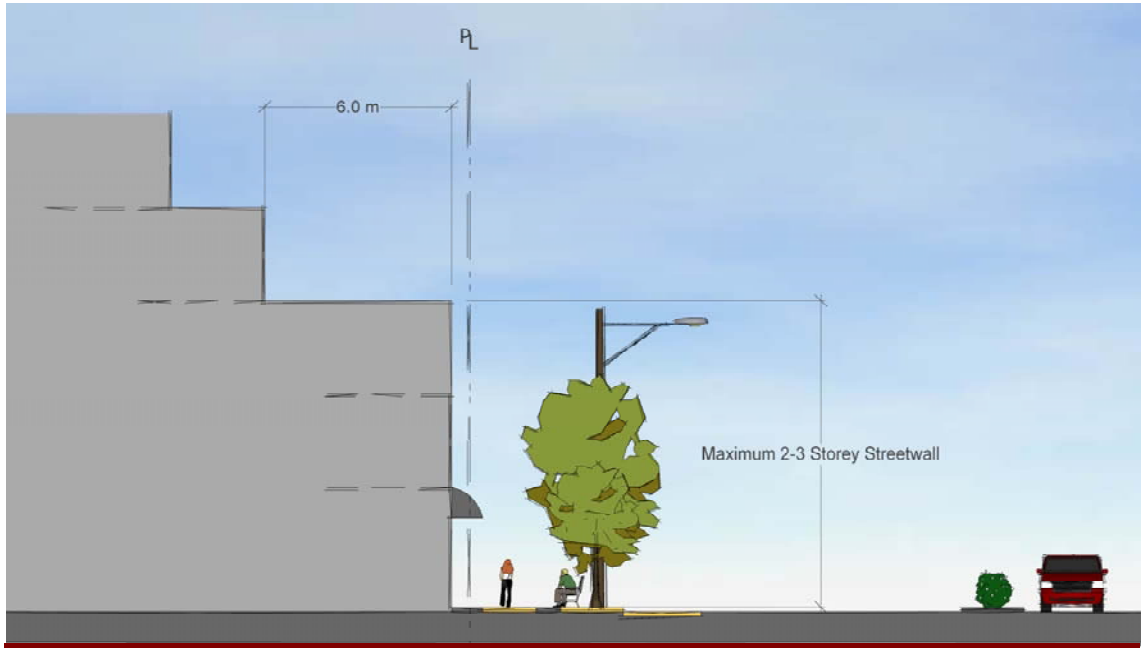


Figure C3.16– Street wall location

Figure C3.17– A minimum of 70% of the building should front onto the street

Figure C3.18– A minimum of 2 storeys and a maximum of 3 storeys is required for buildings fronting onto Lakeshore Road West

3.6 Building Ground Floor Design

The first floor of any building within the Village requires transparency and access to animate the public realm. Facades facing a public street or public area should incorporate 60% glazing at-grade to encourage pedestrian interaction, visual interest and eyes on the street.

It is recommended that the implementing Zoning By-law for the Study Area include a floor to ceiling height for the ground floor for all new buildings of a minimum of 4.5 m (14.8 ft).

Figure C3.19-Ground Floor Design

3.7 Building Entrances

Main building entrances are required to be oriented towards Lakeshore Road West. The entrances should be the most dominant feature of the building façade as they contribute to the building presence as part of the animated streetscape.

Canopies extending towards the street providing weather protection should be incorporated at all principle entrances to residential and commercial buildings. Canopies should be placed within the boundaries of the private property limits and the building set back appropriately to accommodate these features. Where it is not possible to maintain a canopy on private property, encroachments may be considered when they do not interfere with street tree canopies, furniture and services.

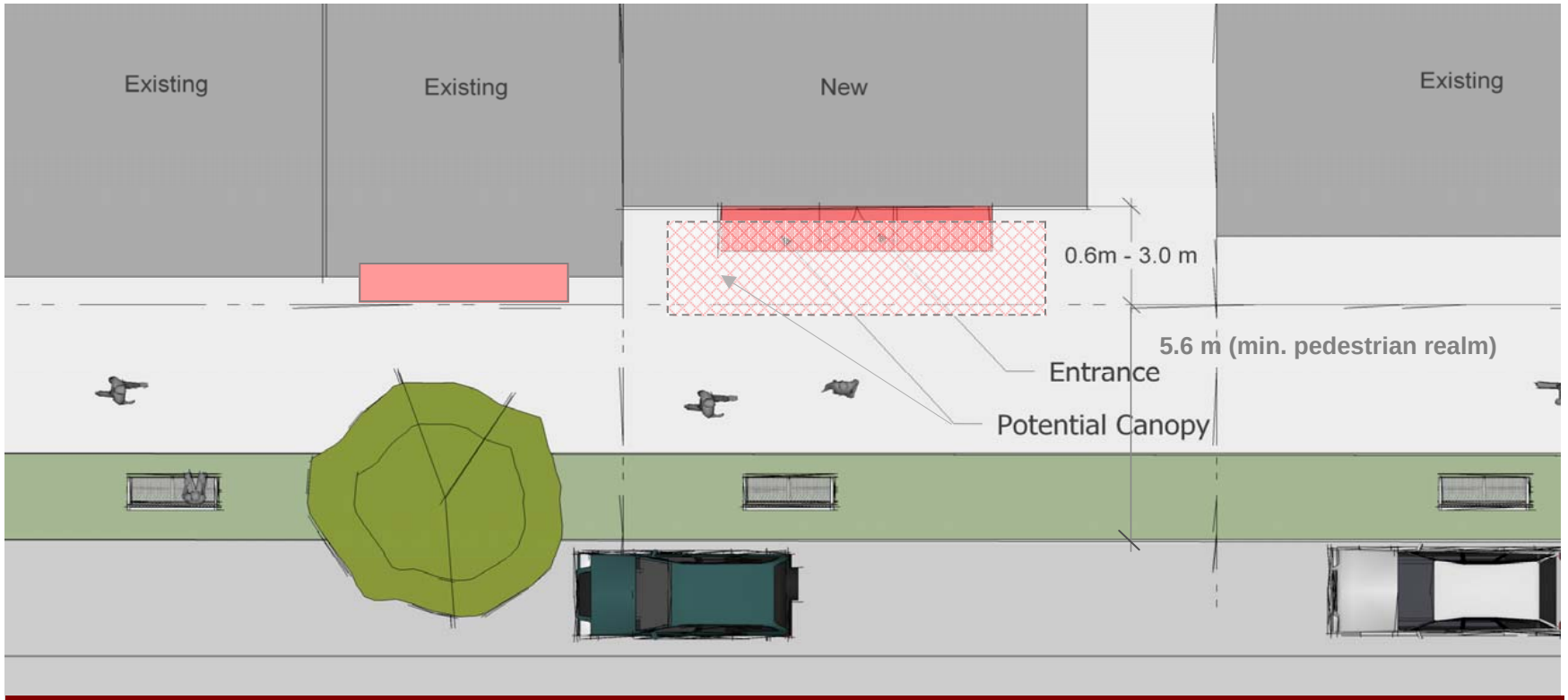


Figure C2.20– Building Entrances

3.8 Building Materials and Design

Cladding materials should be sensitive to the existing context. The following principles should be adhered to:

- Brick, stone, metal, wood, visual glass and concrete should be employed.
- Materials used at the base of the buildings should be durable; the use of stucco is generally discouraged, particularly on the first floor as it is easily damaged and is typically not a widespread "mainstreet" material in Ontario.
- The use of spandrel glass, darkly tinted or mirrored glass along any frontage is highly discouraged.
- Materials such as concrete block, vinyl siding or plywood is highly discouraged.

Figure C3.21– Material Examples

3.9 Building Signage

Figure C3.22– Mainstreet Signage

The location of signage is critical in the redevelopment of Clarkson Village. Fascia signs should be in scale with the building and located between the storefront and the second storey windows, centered between architectural elements and be aligned with signs on adjacent buildings.

New developments should ensure that signage is pedestrian oriented and integrated into the building facade. New ground signs will not be permitted. Awnings and canopies should not obscure architectural features of the building and should be used as the primary location for building signs. Their design should be compatible with the design of the building and not designed as a marketing device for the business. In this regard, the sign text/script should be limited.

New developments should comply with the City's Sign By-law 054-02, as amended.

Figure C3.23– Ground signs will not be permitted

Figure C3.24– Signage should be pedestrian oriented

3.10 Shadow Impacts

Massing scenarios were modelled to demonstrate the impacts of height and how setbacks and step backs could be used to improve sunlight access by mitigating shadows on the public realm and the adjacent low-rise residential uses to the north of the sites.

Shadow studies will be required for buildings greater than 12.0 m (39.4 ft.) in height, in support of a rezoning or site plan application, to demonstrate that the height and/or location of a proposed building will not generate negative shadow impacts on adjacent residential lands, parkland and the public realm.

Sunlight should be ensured on residential amenity spaces and public parks to maximize their use during the summer months.

Sunlight should be maximized on the public boulevard between the hours of 10:00 a.m. and 5:00 p.m. in March and December on the north side of the street. The siting of buildings should ensure that appropriate setbacks and step backs are incorporated for maximum sunlight exposure.

Figure C3.25 Shadow impacts on amenity areas. (1A)

Through a shadow analysis of properties on the north and south side of Lakeshore Road West, using building heights of 6 storeys, it was determined that residential properties north of Lakeshore Road West, as outlined in Figure C3.28

have a small amount of shadow impact during March and September between 9:00 a.m. and 11:00 a.m. In order to ensure that new developments are designed with limited impact on these lands shadow studies should be conducted to ensure that the property is only impacted a maximum of 1 hour during the morning hours and there should be no shadow impact during the afternoon hours.

There should also be minimal impact on the public realm between the hours of 10:00 a.m. and 6:00 p.m. At least 5 hours (4 hours in December) of continuous sunlight should be observed on the north side of Lakeshore Road West.

Shadow impacts analysis on the south side of Lakeshore Road West, based on the suggested built form, indicate that there will be no shadow impact on the adjacent residential properties as outlined in Figure C3.27. There will be significant shadow impact on the public realm due to the orientation of Lakeshore Road West. Analysis shows that shadow impacts would occur throughout most of the year even if the development was only 1 storey in height. However, the suggested building setback of 6.0 m (19.7 ft.) will aid in mitigating this issue in the summer months.

Figure C3.26 Pedestrian Shadows (1B)

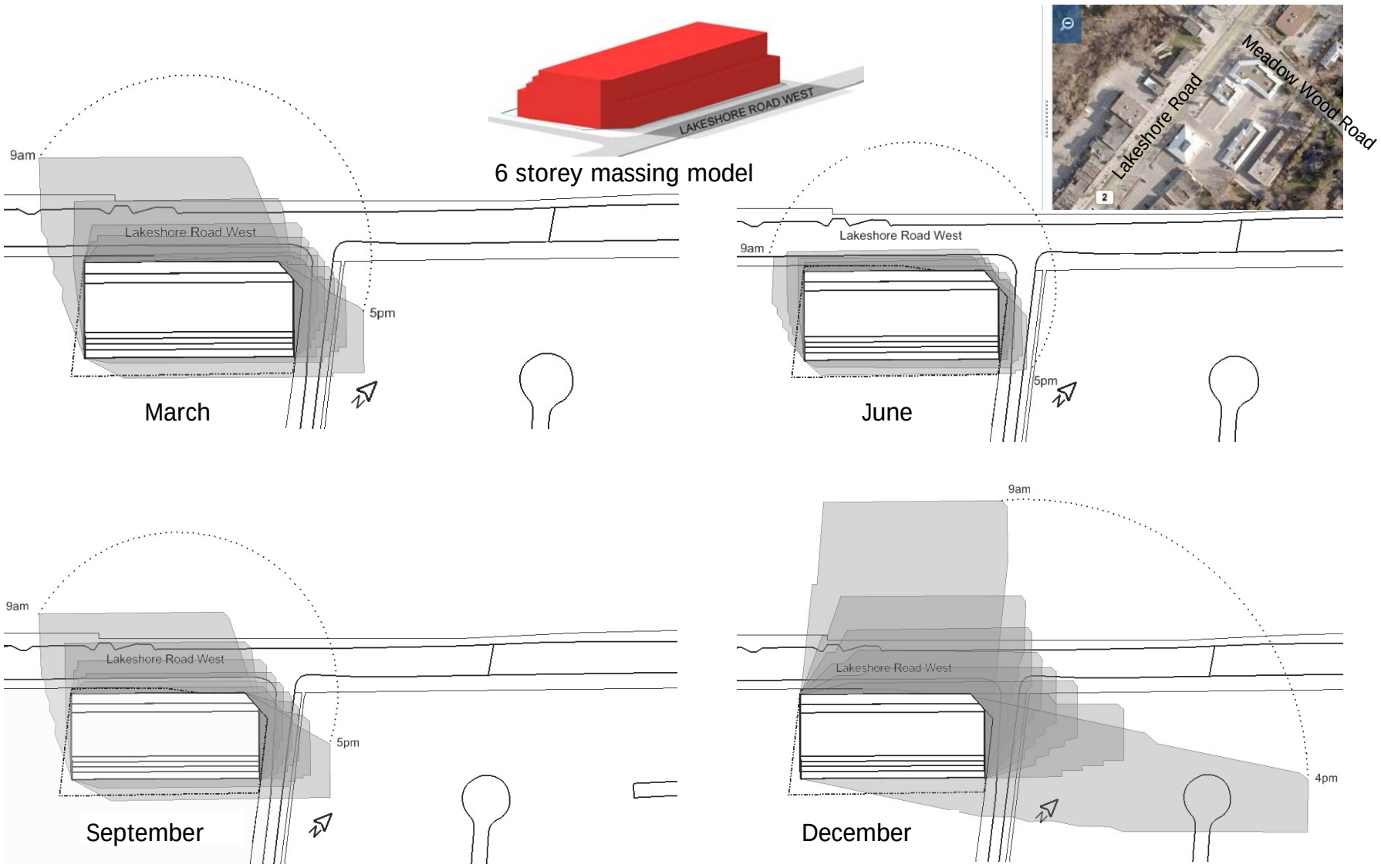


Figure C3.27 Shadow Impacts of a 6 storey building on the south side of Lakeshore Road West (1672 and 1679 Lakeshore Road West)

Figure C3.29 1851 and 1801 Lakeshore Road West)

Figure C3.28 Shadow Impacts of a 6 storey building on the north side of Lakeshore Road West (1851 and 1801 Lakeshore Road West)

4.1 Access Management Plan

Several guiding principles were articulated through the public engagement process and noted in the Phase 1 report including "to create a vibrant mainstreet" and "to create a pedestrian oriented community rather than a car dependency". In order to achieve these, redevelopment must result in a fine grain continuous streetwall. Surface parking should be limited and located at the rear of buildings or in structured parking, preferably below grade for all new developments. New development will also be required to conform with the Access Management Plan (AMP) as outlined in Figure C2.38 of this report.

The AMP should constitute part of the amendments to the Clarkson Village Character Area policies. The AMP will graphically indicate the general location of on-site access, vehicular site interconnection and off-street vehicular movements within a publicly accessible private laneway system (See Figure C2.34). In addition, the AMP will outline the location of a continuous centre median for Lakeshore Road West which will be interrupted only at signalized intersections.

The elimination of redundant driveways, consolidation of driveways with adjacent lands, the creation of an internal informal laneway system will work in conjunction with the creation of centre medians and lay-by parking on Lakeshore Road West to control and reduce inbound and outbound vehicle movements from individual sites. Moving vehicles behind buildings and to side streets will generally increase permeability and reduce vehicular and pedestrian conflicts.

The City will take an active role through the review of individual development applications towards achieving the AMP. To this end, public use easements and mutual access agreements implementing the general intent of the AMP will be executed and registered on title as a condition of development approval. Vehicle movements in some situations will be restricted to permit the construction of a centre median in order to fulfill the general intent of the plan. Where the internal private lane system has not yet been achieved, temporary full moves access may be maintained, or other arrangements put in place, to ensure appropriate interim access under executed and registered agreements. Such temporary arrangements will be terminated in accordance with agreements upon the completion of the internal private laneway system in part or in whole which would achieve the general intent of the AMP. As necessary, securities will be taken and drawn upon to ensure compliance with executed and registered agreements, including temporary provisions.

The general site layout for new developments, including the placement of buildings, parking, landscaped buffers and any residential amenity areas shall not affect the fulfillment of the general intent and objectives of the AMP.

4.2 Vehicular Access

Implementation of vehicular access consolidation to new and existing developments is critical in transforming Clarkson Village into a pedestrian oriented community. Individual site access results in significant pedestrian/vehicular conflicts and is, therefore, not conducive to safe pedestrian movement.

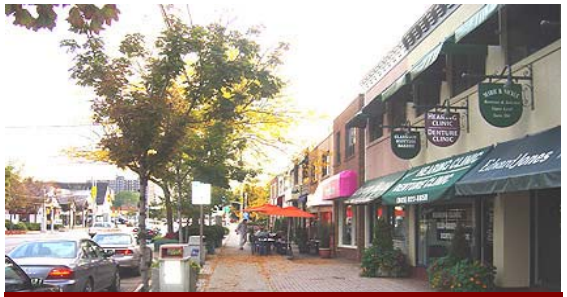


Figure C4.1– No access points

Figure C4.2– Numerous Access

4.3 Parking Standards

One of the largest barriers to redeveloping Clarkson Village is the existing parking requirements. Currently the Zoning By-law requires parking for certain mainstreet retail commercial uses be provided at a rate of 4.0 spaces per 100 m² (1,076.4 sq. ft.) of GFA, which is a reduction from the standard commercial parking rate of 5.4 spaces per 100 m² (1,076.4 sq. ft.) of GFA.

Through a review of similar developments in Mississauga and the Greater Toronto Area, it was determined that a parking ratio of 3.0 spaces per 100 m² (1,076.4 sq. ft.) may be more appropriate in this context and to act as a catalyst for smaller retail commercial activities.

In an effort to achieve the goal of a more pedestrian friendly environment and the Vision set forward in this study, it is recommended that a reduced mainstreet commercial parking standard of 3.0 spaces per 100 m² (1,076.4 sq. ft.) GFA for retail commercial, office uses be implemented within the area.

However not all commercial spaces are designed to be pedestrian friendly. "Big box" development is not encouraged and typically does not draw from a large pedestrian base and, therefore, should be required to meet the base commercial standard of 5.4 spaces per 100 m² (1,076.4 sq. ft.) of GFA. Only retail commercial and office space under 300 m² (3,229.3 sq. ft.) are recommended to benefit from the reduced standard.

In addition, restaurants under this size are recommended to have a reduced parking standard of 9 spaces per 100 m² (1,076.4 sq. ft.) of GFA rather than the 16 spaces per 100 m² (1,076.4 sq. ft.) of GFA which is presently required.

Mixed use developments will continue to benefit from the shared parking provisions presently within Zoning By-law 0225-2007.

"Pay and Display" parking opportunities on Lakeshore Road West will be utilized.

4.4 Surface Parking

Surface parking will not be permitted between the building and Lakeshore Road West. The parking areas should address personal safety through the application of Crime Prevention Through Environmental Design (CPTED) principles. Consideration should be given to ensure natural surveillance of the parking areas and balancing those needs with the privacy of the adjacent residents. The use of white lighting for the parking areas is critical to the safety of its users during night time activities. Clear, visible, well lit and defined pedestrian walkways and corridors must be provided from the parking areas to the municipal streets.

4.5 Underground Parking

Underground parking for the residential component of any development within the Study Area is encouraged within the Village Core, Outer Village Core and the East Village Gateway Areas.

Underground parking will be required for the residential component of any development with a Residential FSI of 1.0 or greater within the West Village Gateway Area. Parking venting structures or grates should not be permitted in the pedestrian realm or the extended pedestrian realm beyond the property line to ensure a continuous, safe and consistent walking surface walking surface during all seasons and conditions.

Public/private partnerships are encouraged in the Village Core and Outer Village Core areas for surface, underground and structured parking to ensure adequate parking within the area. A minimum of 4.5 m (14.8 ft.) of landscaped area, unencumbered by any underground parking shall be required between the property line and any parking, road or development at the rear adjacent to low rise residential areas or parkland. The only exception is where a consolidated access is shared between properties fronting Lakeshore Road West.

Figure C4.3– Underground parking Port Credit

4.6 Structured parking

Parking structures may be suitable where underground parking is not viable. No more than two levels of above grade parking will be permitted, provided that it is completely integrated into the buildings, and forms part of the overall development scheme so as to blend in with the surrounding development and not read as a parking facility. Active uses will line the public street in front of structured parking. Parking structures should not be visible from the sidewalk and should be appropriately set back from adjacent low rise residential to ensure appropriate landscape treatment can be accommodated to help screen the structure. Parking structures may be used in combination with underground structures.

Venting for parking structures should not be permitted in the pedestrian ground plane within the minimum or extended pedestrian realm to ensure continuous, safe and consistent walking surfaces during all seasons and conditions.

4.7 Loading and Service Areas

Loading and service areas should not be visible from the street, sidewalk and pedestrian open space or squares. These areas should also be screened from view from residential areas. Preferred locations for loading and service areas are through rear lanes or service driveways.

Small scale retail commercial and office uses of 300 m² (3,229.3 sq. ft.) of GFA or less shall be exempt from loading space requirements. Through the Site Plan review process it must be demonstrated that loading services can be accommodated informally elsewhere on site or adjacent the lands.

Loading that cannot be screened from residential areas must be located internally to the building.

Service areas (such as garbage storage) should be integrated with the building and not be stand alone structures.

Storage of goods shall be internal to the building.

Figure C4.4 -Parking Structure (1C)

Figure C4.5—Loading and Service Areas

5.1 Streetscape and Landscaping

As indicated in the Phase 1 Report (Section 3.6, Existing Streetscape), the Lakeshore Road West streetscape was last improved in 1975 to 1977. It is noted that reconstruction work was undertaken in 2009 associated with underground services upgrades. Through a Community Improvement Plan, the BIA in conjunction with the City carried out integrated streetscape improvements, which included street tree, boulevard and median planting and the addition of street furniture.

Today, however, the streetscape in most areas along the frontage of Lakeshore Road West is tired, uncoordinated, insufficient and visually unattractive. The overhead wires and existing underground services adjacent to the street cause considerable constraint to the redesign of Lakeshore Road West streetscape. There is no plan to bury these underground at this time or in the future.

In addition, through the iTRANS Urban Design and Transportation Study that was completed for the Phase 1 component of this study, significant alterations were recommended to accommodate an Access Management Plan, including an acceptable pedestrian boulevard with amenities in addition to comprehensive short term and long term cycling lanes.

5.2 Streetscape Components

It is recommended that a Master Streetscape Plan and Streetscape Implementation plan be prepared for the entire Village area, including but not limited to examining appropriate sidewalk widths and locations, street furniture types and locations, lighting, transit shelters and stops, public art, street trees, seasonal accent planting, and residential landscape treatments on private property between the property line and building setbacks. Additionally, guidelines should be developed for private property

Legend

a Additional Sidewalk Width on Public ROW, width varies
b Clear Width of Sidewalk, 2.0 m (6.5 ft.) min.
c Street Tree/Furnishing Zone, 2.0 m (6.5 ft.) min. (typ.)
d Extra Sidewalk Width accommodating Transit Shelter, 1.83 m (6.0 ft.) min. AND ALTERNATELY Lay-By Parking, 2.6 m (8.5 ft.) min.
e Concrete curb, 0.2 m (.65 ft.) (typ.) to edge of curb face (0.5 m (19 in.) Curb and Gutter
f Transit Shelter
g Splash Strip, 0.6 m min to 0.75 m (2.4 ft.), adjacent curb
h Street Tree in continuous structural soil trench, complete with pervious surface, protective tree guard and grate
i Bicycle Rack – Post and Ring type
j Light Post retrofitted with pedestrian scale lighting and decorative banner
k Litter/Recycling Receptacles
l Benches – provide both with back and armrest, as well as those without
m Bicycle Lane, 1.5 m (4.9 ft.) min, with painted lane markings
n Lay-By Parking
o Offset between street tree and other fixed utilities/services
PL Property Line

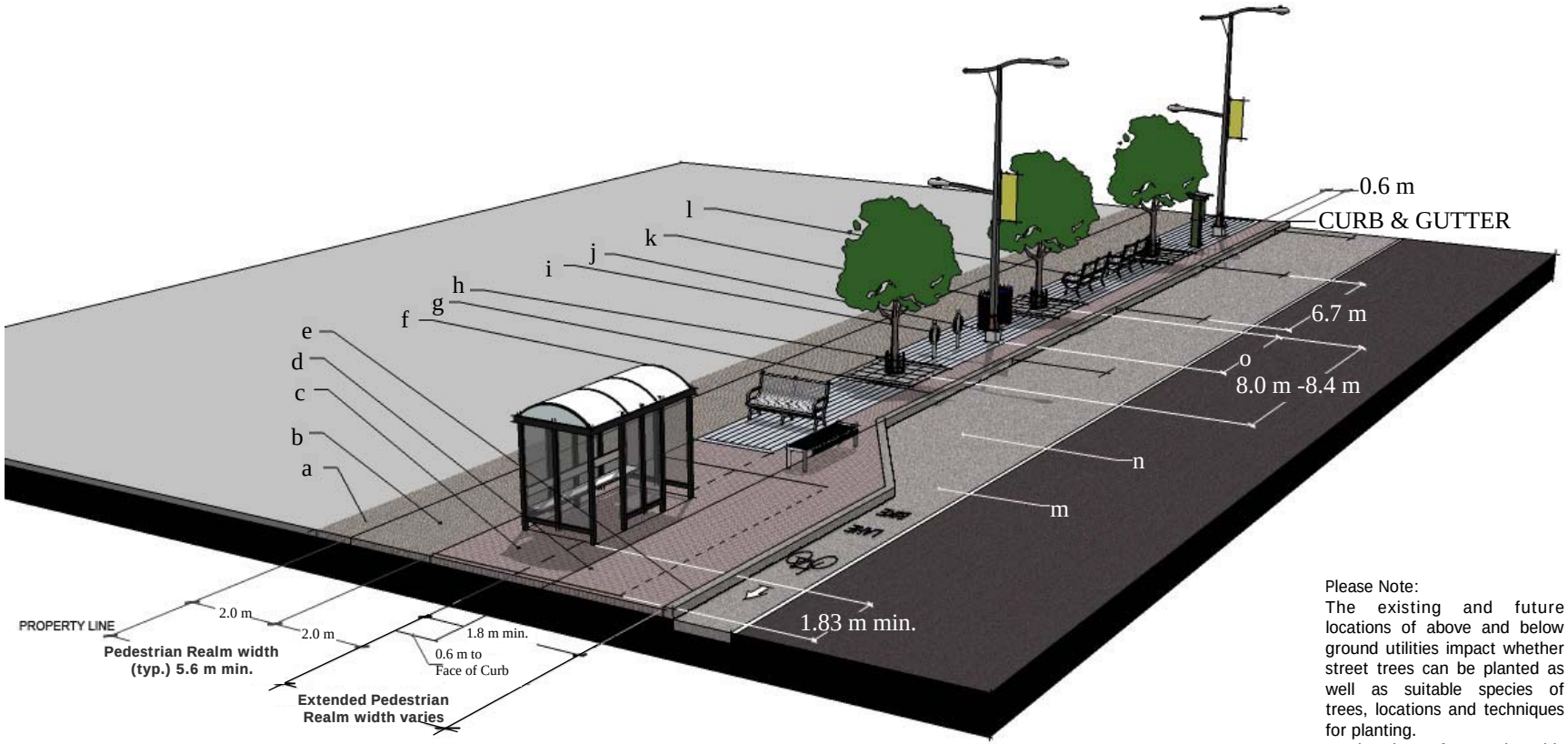


Figure C5.1 -Conceptual Typical Mid Block Pedestrian Realm Section

Please Note:
The existing and future locations of above and below ground utilities impact whether street trees can be planted as well as suitable species of trees, locations and techniques for planting.
At the time of preparing this document, Clarkson Village has existing above ground Hydro and Bell services, and the full details of underground utilities and services are unknown. Both these factors impact the ability and location of street trees within the redeveloped Clarkson Village streetscape.

landscaping within the building setback to property line, particularly for future residential developments abutting Lakeshore Road West. This study recommends that a 4.5 m to 6.0 m (14.8 ft. to 19.7 ft.) building setback be provided for residential properties.

In all cases, the work from the outset must identify and take into consideration the known and unknown existing above ground and below ground utilities. This work must be carried out in conjunction with detailed Transportation and Works Traffic Management Plans for Clarkson Village, and address issues of lay-by parking, bicycle lanes, coordination of above and below grade utility locations, pedestrian crossings and other roadway considerations.

Where development applications precede the preparation of such plans, detailed work will be required in support of the application including but not limited to service/ utility and street tree preservation, service locations, and new street tree planting, street furnishings, and additional considerations.

The area between the building facades along Lakeshore Road West and the parking and driving lanes of the street is considered the pedestrian realm, and is the critical location for proposed streetscape landscape improvements in Clarkson Village.

The minimum width of this area is to be 5.6 m (18.4 ft.) at all times from the front of the curb face: 1.5 m (4.9 ft.) to the on-centre tree planting, and 3.8 m (12.4 ft.) from the on-centre tree planting to the property line. Additional width is encouraged, but this 5.6 m (18.4 ft.) width is a mandatory minimum. (see Figure C5.1, Conceptual Typical Mid Block Pedestrian Realm Section).

Two main intentions for Clarkson Village are the creation of visual appeal and a sense of separation – and safety – from the travelled portion of the roadway. These are intended to support and be supported by the Clarkson Village Study goals determined during Phase 1 of the study.

The development of a discernable pedestrian zone with separation from roadway traffic and related activities will be accomplished primarily through the organization of the streetscape pedestrian realm into a Sidewalk Zone and a Street Tree/ Furnishing Zone. The Street Tree/ Furnishing Zone will provide a location for the vertical elements of the pedestrian realm, permit visual connection with the roadway while simultaneously creating physical distance and separation from it. This in conjunction with a 2.0 m (6.5 ft.) minimum clear width of sidewalk contiguous with buildings and street tree canopies, ensures ease of access, proximity and encourages interaction with the businesses, services and residences of Clarkson Village. This interaction between “life on the street” and “life in the buildings” is the vibrancy of healthy main streets.

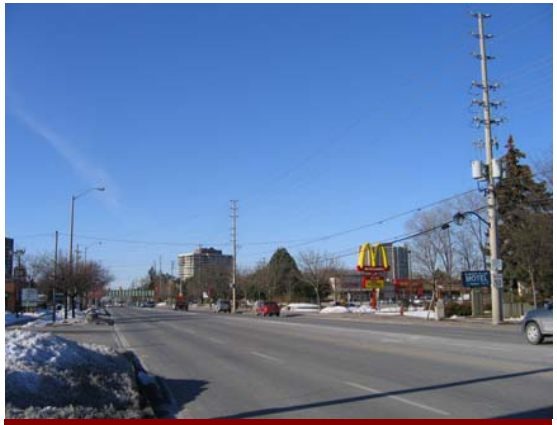


Figure C5.2- Lakeshore Road West Public Realm, Outer Village Core Area

Figure C5.4- Lakeshore Road West Public Realm, Outer Village Core Area

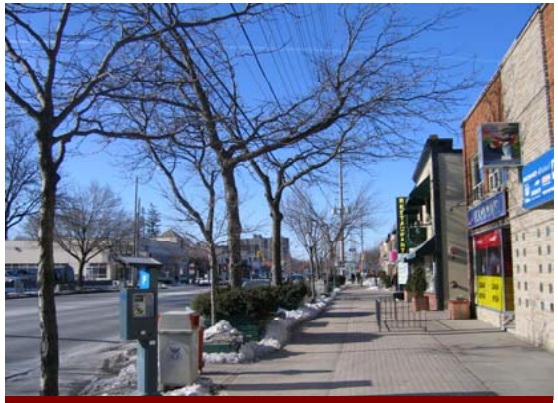


Figure C5.6- Lakeshore Road West Public Realm, Core Village Area

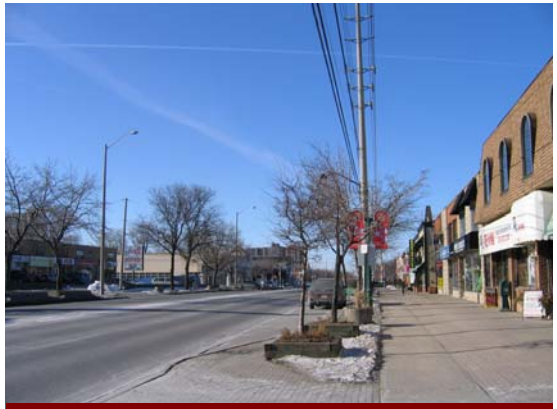


Figure C5.3- Lakeshore Road West Public Realm, Core Village Area

Figure C5.5- Lakeshore Road West Public Realm, Outer Village Core Area

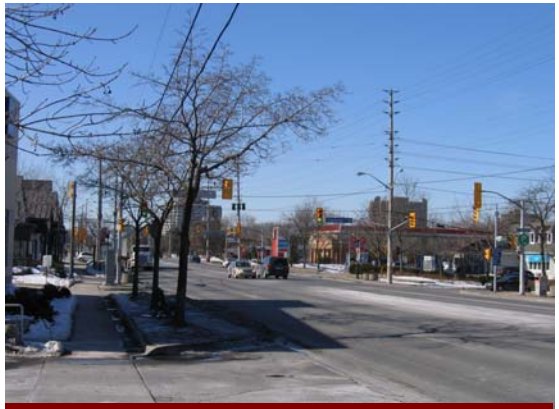


Figure C5.7- Lakeshore Road West Public Realm, Village Core Area

5.2.1 Village Core Area Streetscape

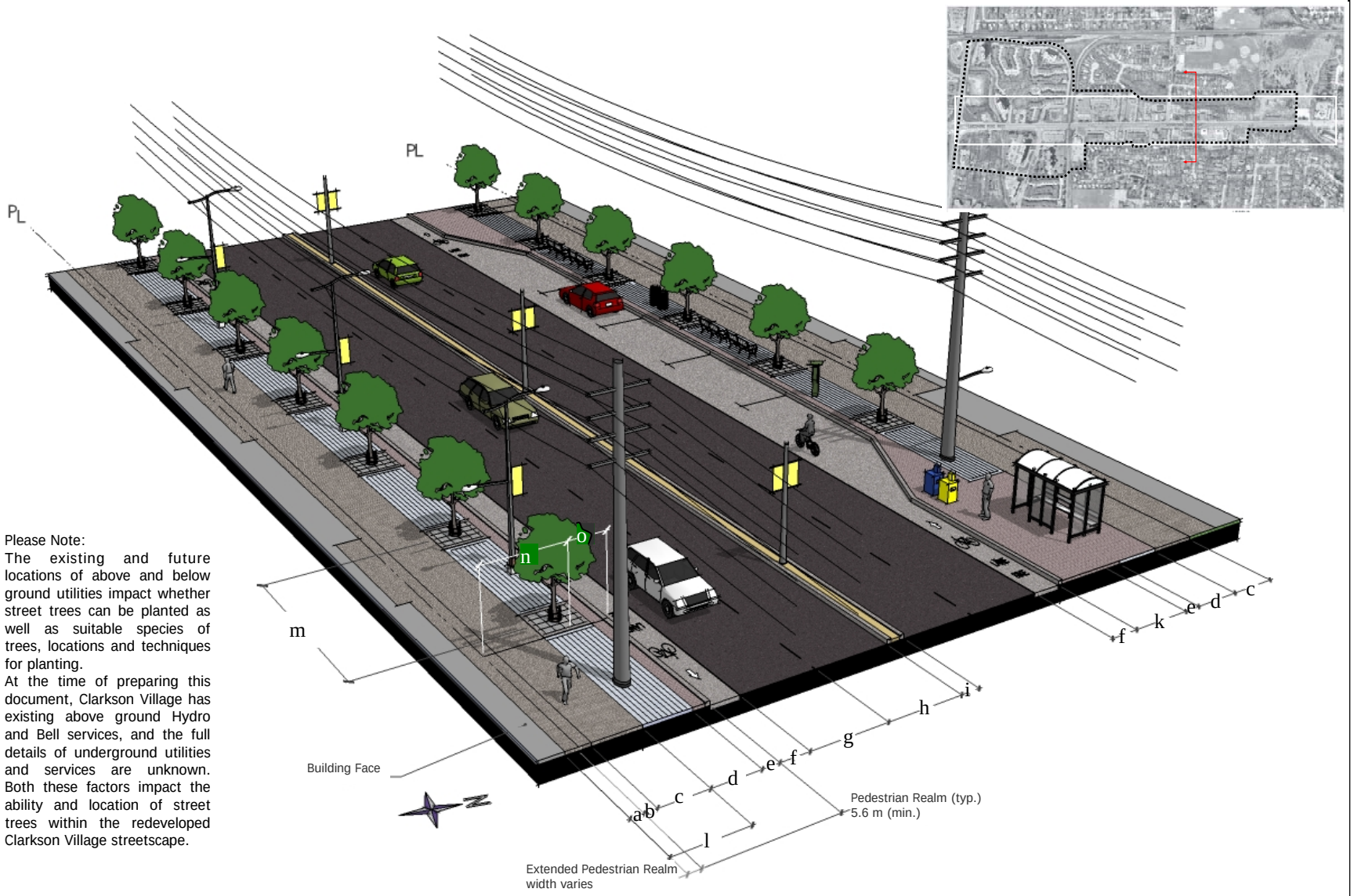
The character of the Village Core is currently the most urban and pedestrian oriented of Clarkson Village with reduced building setbacks and provision of street trees, planters, and streetscape furnishings. Existing concrete hydro poles and overhead wires exist consistently along the north side of the street, and portions of the south side of the street have wooden utility poles and overhead wires.

Given the limited setbacks on the north side of the Lakeshore Road West within the Village Core, this area most closely resembles the ultimate vision and Standard Streetscape Section (Figure C5.8) for Clarkson Village of all the character areas. Existing street trees show signs of stress, and may not be candidates for retention and preservation at the time of curb relocation/ driveway access consolidation. The provision of new street trees will be limited by the locations and conditions associated with the overhead wires and below ground services and utilities. It is possible that limited height, small canopied trees or container plantings may be necessary in the Village Core and elsewhere. Visual signs highlighting connections to the Waterfront Trail should be provided at Meadow Wood Road and Clarkson Road South.

Areas between the 2.0 m (6.5 ft.) minimum clear width sidewalk and building facades are to be paved using treatments consistent with the sidewalk. Coordinated street furnishings, including benches and litter receptacles will be incorporated within the Street Tree/ Furnishing Zone, possibly in addition to other furnishings, features and art within the Centre Medians, and Neighbourhood Identity Features at Meadow Wood Road and Clarkson Road North.

Legend

a Additional Sidewalk Width on Private Property, width varies
b Additional Sidewalk Width on Public ROW, width varies
c Clear Width of Sidewalk, 2.0 m (6.5 ft.) min.
d Street Tree/Furnishing Zone, 2.0 m (6.5 ft. min. (typ.)
e Splash Strip, 0.6 m (1.9 ft.) min to 0.75 m (2.4 ft.), adjacent curb
f Bicycle Lane, 1.5 m (4.9 ft.) min, with painted lane markings
g Travelled Lane, 3.25 m (10.6 ft.)
h Travelled Lane, 3.25 m (10.6 ft.)
i Centre Median, varying widths
k Extra Sidewalk Width accommodating Transit Shelter, 1.83 m (6.0 ft.) min.
AND
ALTERNATELY Lay-By Parking, 2.6 m (8.5 ft.) min.
l Expanded width of Sidewalk permitting social walking and activity-generating merchant uses between building setback and Property Line
m Street Tree Spacing, 8.0 m to 8.4 m (26.2 ft. to 27.5 ft.) on-centre optimal
n Centre of tree to Property Line: Mandatory minimum 3.8 m (12.4 ft.)
o Curb face to centre of tree: Mandatory minimum 1.5 m (4.9 ft.)
PL Property Line



Please Note:
The existing and future locations of above and below ground utilities impact whether street trees can be planted as well as suitable species of trees, locations and techniques for planting.
At the time of preparing this document, Clarkson Village has existing above ground Hydro and Bell services, and the full details of underground utilities and services are unknown. Both these factors impact the ability and location of street trees within the redeveloped Clarkson Village streetscape.

Figure C5.8—Village Core Area, Mid Block Cross Section, Proposed Streetscape

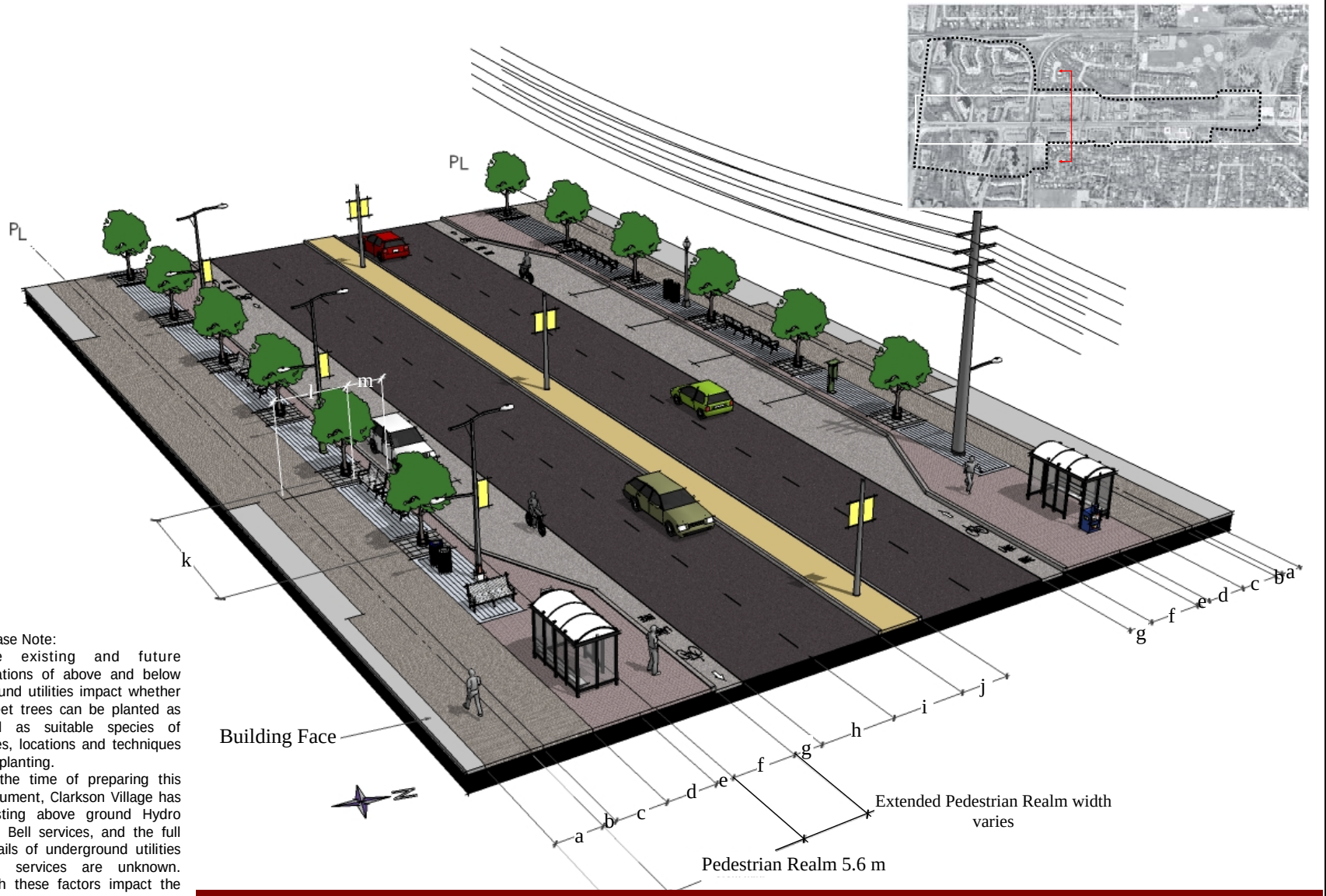
3.2.2 The Outer Village Core

Car-oriented, this area of Clarkson Village currently features shopping plazas with prominent parking within property frontages. Street trees are present, however their impact in beautifying the streetscape and modifying microclimate for pedestrians is limited in light of the large areas of paved surfaces. Utility poles and overhead wires exist on the north and south sides of the street, and could create issues for future street tree planting. A popular privately-owned open space at Chartwell Baptist Church is occasionally used for special events and is the most dominant green space within the Outer Village Core. The court yard for the Clarkson Village Square plaza at 1834 Lakeshore Road West creates desirable outdoor activity via a café space.

Opportunities for redevelopment in the Outer Village Core Character Area will permit buildings to be brought closer to the property line. Adjustments to curb locations and shared access driveways will create lay-by parking spaces and may impact existing street trees. New street tree locations are intended to increase the instances of planting, but will be subject to placement according to utility poles and overhead wires. As such, small canopied trees or container plantings may be necessary. Coordinated street furnishings, features and art, including benches and litter receptacles will help unify the Outer Village Core with the other three Character Areas and the centre median. The overall effect will be one of expanding the pedestrian friendly environment of the Village Core eastwards.

Legend

a Additional Sidewalk Width on Private Property, width varies
b Additional Sidewalk Width on Public ROW, width varies
c Clear Width of Sidewalk, 2.0 m (6.5 ft.) min.
d Street Tree/Furnishing Zone, 2.0 m (6.5 ft.) min. (typ.)
e Splash Strip, 0.6 m (1.9 ft.) min to 0.75 m (2.4 ft.), adjacent curb
f Extra Sidewalk Width accommodating Transit Shelter, 1.83 m (6.0 ft.) min. AND ALTERNATELY Lay-By Parking, 2.6 m (8.5 ft.) min.
g Bicycle Lane, 1.5 m (4.9 ft.) min, with painted lane markings
h Travelled Lane, 3.25 m (10.6 ft.)
i Travelled Lane, 3.25 m (10.6 ft.)
j Centre Median, varying widths
k Street Tree Spacing, 8.0 m to 8.4 m on-centre optimal (26.2 ft.)
l Centre of tree to Property Line: Mandatory minimum 3.8 m (12.4 ft.)
m Curb face to centre of tree: Mandatory minimum 1.8 m (6.0 ft.)
PL Property Line



Please Note:
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At the time of preparing this document, Clarkson Village has existing above ground Hydro and Bell services, and the full details of underground utilities and services are unknown. Both these factors impact the ability and location of street trees within the redeveloped Clarkson Village streetscape.

Figure C5.9 - Outer Village Core Area, Mid Block Cross Section, Proposed Streetscape

3.3.3 West Village Gateway Streetscape

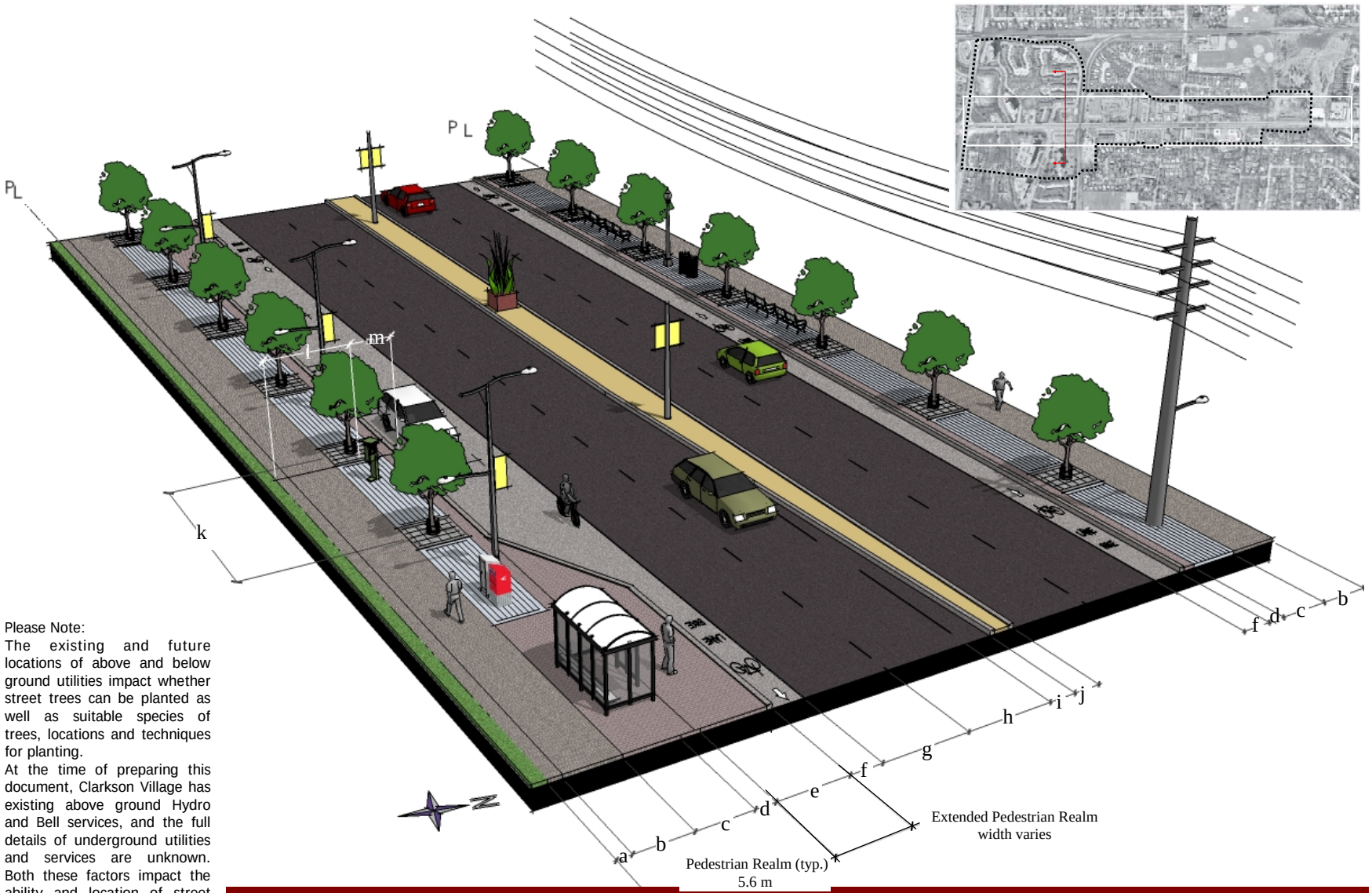
Currently developments on the north and south sides of Lakeshore Road West at Southdown Road are changing the visual and built character of the West Village Gateway Character Area. Until recently, this area was open, given the generous setbacks and grassed area and/or wooded frontages along Lakeshore Road West. Due to the proximity of the Clarkson Go Station, this area of Clarkson Village has become an important site for densification and development. As such, application of the Standard Streetscape Section is appropriate as per Figure C5.10.

Plazas and restaurants with prominent parking along or visible from the street frontage exist within the West Village Gateway area. As redevelopment occurs, buildings should be brought closer to the property line, extending the Outer Village Core Character Area further westwards. The proposed curb relocation works will create limited opportunities for lay-by parking. These works, in conjunction with the driveway access consolidation, will impact existing street trees and potential locations for new street tree planting, as will the existing utility poles and overhead wires. Small canopied trees or container plantings may be installed as a result. At Southdown Road and Inverhouse Drive, visual signs denoting the Waterfront Trail should be provided.

Use of the layout, materials and furnishings of the typical Standard Streetscape Section (Figure C5.10) including the splash strip, street tree/furnishing zone, and sidewalk zone will help unify this area with the three more easterly Character Areas. Coordinating surface treatments, public art, furnishings and architectural features at the gateway features proposed for Southdown Road/Lakeshore Road West; neighbourhood identity features at Inverhouse Drive; and, centre medians will further unify the West Village Gateway area with Clarkson Village. Additional beautification works should be targeted for residential building setback areas on private property through the Site Plan review process. Sodded areas may be considered as a suitable surface treatment beyond the 2.0 m (6.5 ft.) minimum wide clear sidewalk, where contiguous with privately owned and maintained lands.

Legend

- **a** Additional Sidewalk Width on Public ROW, width varies
- **b** Clear Width of Sidewalk, 2.0 m (6.5 ft.) min.
- **c** Street Tree/Furnishing Zone, 2.0 m (6.5 ft.) min. (typ.)
- **d** Splash Strip, 0.6 m (1.9 ft.) min to 0.75 m (2.4 ft.), adjacent curb
- **e** Extra Sidewalk Width accommodating Transit Shelter, 1.83 m min. AND ALTERNATELY Lay-By Parking, 2.6 m (8.5 ft.) min.
- **f** Bicycle Lane, 1.5 m (4.9 ft.) min, with painted lane markings
- **g** Travelled Lane, 3.25 m (10.6 ft.)
- **h** Travelled Lane, 3.25 m (10.6 ft.)
- **i** Turn Lane, varying widths
- **j** Centre Median, varying widths
- **k** Street Tree Spacing, 8.0 m to 8.4 m (26.2 ft. to 27.5 ft.) on-centre optimal
- **l** Centre of tree to Property Line: Mandatory minimum 3.8 m (12.4 ft.)
- **m** Curb face to centre of tree: Mandatory minimum 1.8 m (6.0 ft.)
- **PL** Property Line



Please Note:
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At the time of preparing this document, Clarkson Village has existing above ground Hydro and Bell services, and the full details of underground utilities and services are unknown. Both these factors impact the ability and location of street trees within the redeveloped Clarkson Village streetscape.

Figure C5.10 - West Village Gateway Area, Mid Block Cross Section, Proposed Streetscape

3.3.4 East Village Gateway Streetscape

When entering the East Village Gateway Character Area from the east, pedestrians and drivers alike feel the space expand. With Birchwood Park on the north side of Lakeshore Road West, and generous setbacks to residential buildings on the south, this low lying, well treed area contrasts with the Village Core Character Area directly to the west. The topography in this area adds visual interest for those passing through it.

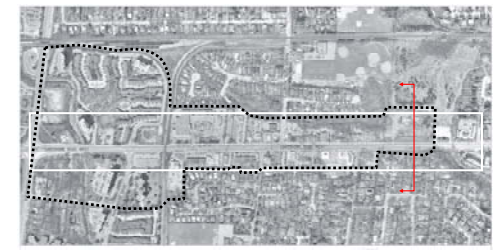
Proposed treatments in this area involve unifying the sidewalk treatment, materials, furnishings and features with the other three Character Areas, the proposed Gateway Feature at Johnson's Lane, Neighbourhood Identity Feature at Meadow Wood Road, and the single Centre Median.

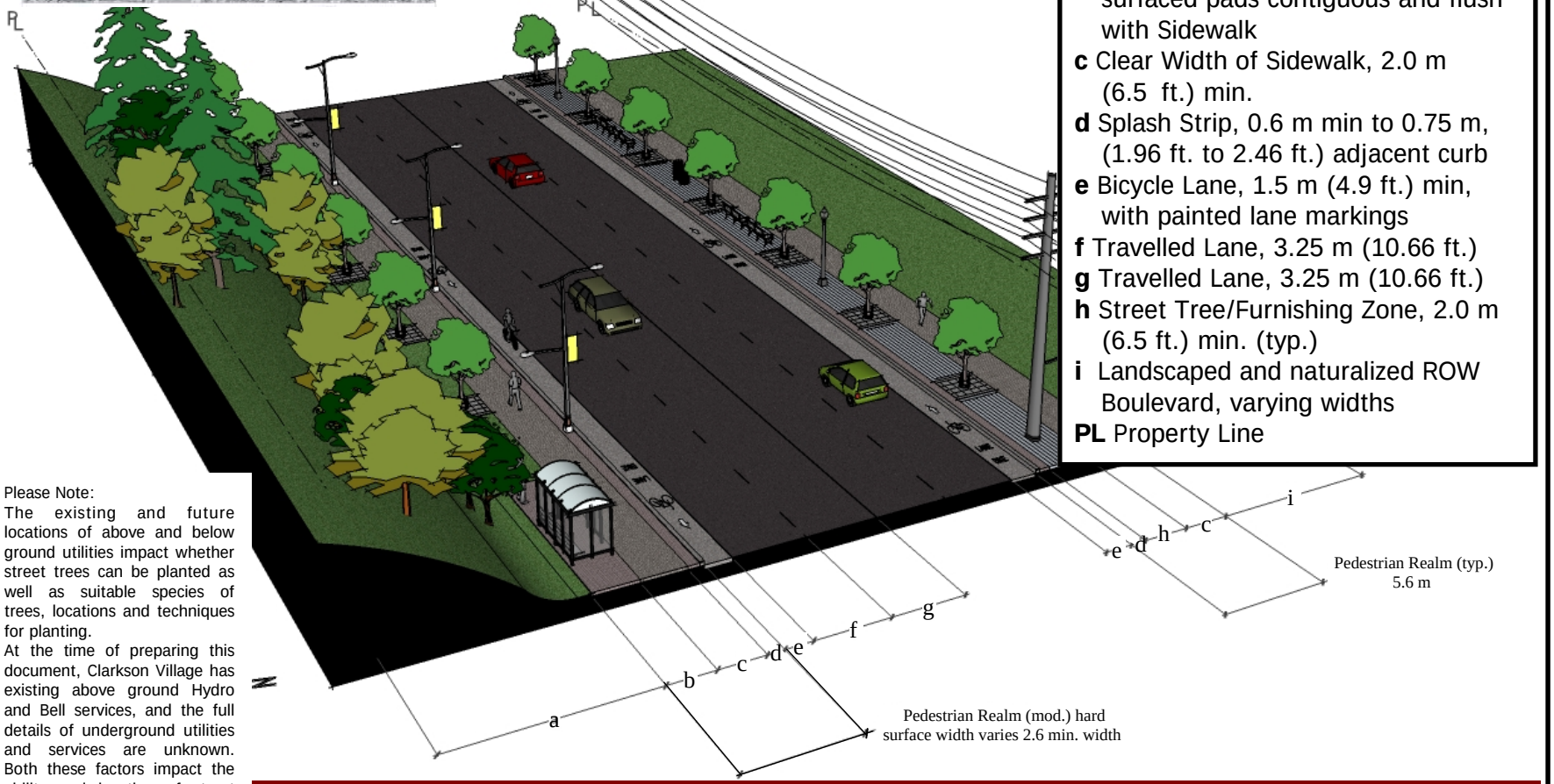
The Gateway Feature at the east entrance to Clarkson Village should be sensitive to the residential and less dense character of the neighbourhood, while still heralding arrival in Clarkson Village. The use of a greater quantity of vegetation and/or vegetation found elsewhere within the East Village Gateway Character Area, and a location-appropriate scale, while echoing the architectural forms used at the West Gateway Feature and Neighbourhood Identification Features should be considered.

On the south side of the street, existing street trees unaffected by proposed curb relocation works are to be retained and preserved. Utility poles and overhead wires exist on both sides of Lakeshore Road West in this area, and will impact the provision of street trees. The sidewalk will generally remain in its existing location on the south boulevard, with light and utility poles in the splash strip, ensuring a 2.0 m (6.5 ft.) wide clear sidewalk zone. In the adjacent turfed Right of Way, additional street tree planting locations may be identified, continuing the standard 8.0 m to 8.4 m (26 ft. to 27.5 ft.) spacing. Streetscape furnishing elements are to be included in this area at strategic locations, on hard surfaced pads placed contiguous and flush with the curb.

On the north side of the street, the typical proposed pedestrian realm section is to be applied, involving the construction of a spray strip, Street Tree/Furnishing Zone, and a Sidewalk Zone. New development to the west of Birchwood Park will extend a more urban feel eastwards into this zone, and further connect the West Village Gateway to the more urban Village Core.

Additional beautification works should be arranged for residential building setback areas on private property via site plan review, and turf may be considered as a suitable surface treatment beyond the 2.0 m (6.5 ft.) minimum wide clear sidewalk, where contiguous with privately owned and maintained turf.





Legend

a Landscaped and naturalized ROW Boulevard, varying widths
b Street Tree planting in soil/turf surface; furnishing elements on hard surfaced pads contiguous and flush with Sidewalk
c Clear Width of Sidewalk, 2.0 m (6.5 ft.) min.
d Splash Strip, 0.6 m min to 0.75 m, (1.96 ft. to 2.46 ft.) adjacent curb
e Bicycle Lane, 1.5 m (4.9 ft.) min, with painted lane markings
f Travelled Lane, 3.25 m (10.66 ft.)
g Travelled Lane, 3.25 m (10.66 ft.)
h Street Tree/Furnishing Zone, 2.0 m (6.5 ft.) min. (typ.)
i Landscaped and naturalized ROW Boulevard, varying widths
PL Property Line

Please Note:
The existing and future locations of above and below ground utilities impact whether street trees can be planted as well as suitable species of trees, locations and techniques for planting.
At the time of preparing this document, Clarkson Village has existing above ground Hydro and Bell services, and the full details of underground utilities and services are unknown. Both these factors impact the ability and location of street trees within the redeveloped Clarkson Village streetscape.

Figure C5.11-East Village Gateway Area, Mid Block Cross Section, Proposed Streetscape

5.3 Increased Sidewalk Widths and Incorporating Privately Owned Property

A minimum 2.0 m (6.5 ft.) minimum clear sidewalk width has been prescribed for Clarkson Village. In many instances, the available space within the right-of-way and/or private property will bear, and is appropriate for additional widths of sidewalk paving. In the Village Core and Outer Village Core areas, it is anticipated that the setback between the building face and the property line will become an area where business activities can become part of the streetscape, including but not limited to merchant displays, café seating, and other unique features, without encroaching into the 2.0 m (6.5 ft.) minimum clear sidewalk width. By doing so, businesses will interact more within the pedestrian zone, and pedestrians can easily access businesses.

This should be given particular consideration in:

- The Village Core and Outer Village Core areas;
- Blocks adjacent to popular destinations, medical offices, dining establishments and convenience stores within the community;
- Anywhere where the distance between the limit of the 2.0 m (6.5 ft.) minimum clear width of sidewalk is less than 1.2 m (3.9 ft.) to the adjacent building face or property line;
- Anywhere where "orphaned" spaces will be left between a private front yard and the limit of the 2.0 m (6.5 ft.) minimum clear width of sidewalk.

Guidelines for determining appropriate uses for this space are necessary, and care is to be taken to ensure that these business activities do not encroach into the minimum clear width of sidewalk.

The design of private property sidewalk areas should be cohesively and well integrated with the adjacent public realm sidewalk, with the same care and attention to high quality design and detail as the balance of the streetscape.

Figure C5.12- Sidewalk cafes can create multi-seasonal activity beyond office hours

Figure C5.13- Green grocers and fruit stands bring colour and activity to the pedestrian realm

5.4 Private Property Residential Landscaping

Current, proposed and future developments for Clarkson Village will create additional opportunities for development-funded beautification of the community.

This study proposes typical building setbacks from the property line ranging from 0.6 m to 3.0 m (1.9 ft. to 9.8 ft.) for commercial buildings/ buildings with first floor commercial uses, and 4.5 m to 6.0 m (14.8 ft. to 19.74 ft.) for residential buildings.

It is recommended that guidelines be established for typical landscape treatments for these building types in the Village Core/Outer Village Core, and the East/West Village Gateway Character Areas.

These landscaping guidelines should take into account available space, sunlight access, proximity to Lakeshore Road West, existing/ proposed neighbouring conditions, multi-seasonal interests, as well as materials that are durable, attractive and consistent with those found elsewhere within the Clarkson Village streetscape.

Figure C5.14- Terraced landscaping can bridge architectural scale to that of pedestrians

Where possible, a second row of trees is to be added on private property, and within the East/West Village Gateway areas, where turf is to be a surfacing material adjacent the property line. Turf may be considered for use within the right-of-way beyond the 2.0 m (6.5 ft.) wide minimum clear sidewalk, where appropriate.

Other Considerations

Prior to developing a detailed plan involving vegetation beyond street trees, the party responsible for funding, construction and maintenance, should be identified, whether it involves the City, the Clarkson Village BIA, developers, condominium corporations or other land owners. A formal maintenance agreement may be necessary.

Planting maintenance work should take into account winter maintenance. Seasonal field reviews should be conducted involving all parties to review best practices and site needs. A similar approach should be taken to any artwork proposed as part of the plan.

A Maintenance Plan and Lifecycle Replacement Plan/Budgeting Schedule should be prepared as part of the detailed design work and reviewed with all stakeholders and maintenance staff.

Concerns for safety and loitering are valid given the desire to provide

additional outdoor seating and spaces for socialization, however, passive surveillance of the pedestrian zone is provided by users of the busy Lakeshore Road West thoroughfare, and will be further supported by the introduction of new residential development within the Village which will increase pedestrian activity.

Figure C5.15- Detailed landscape treatment and a double row of trees improves the pedestrian experience adjacent this mid-rise building

5.5 Centre Medians

Centre medians play different roles in the streetscape depending on the character of the community and intended purpose of the median. The inclusion of the proposed centre medians in Clarkson Village is utilitarian, to focus and manage vehicular movement and access.

Presently, limited existing medians in Clarkson Village provide an indication that the character of the roadway is changing and act as modest gateway features. The proposed centre medians will have a narrow width that will prevent them from providing additional pedestrian amenity beyond a possible relief from the traffic for mid-block crossings. The narrow width also limits soil volume to support vegetation in this harsh existing growing environment.

The proposed medians, however, create an opportunity to reflect the character of Clarkson Village, introduce public art or other aesthetic treatments, highlight community heritage, and/or assist in creating a visual brand including signage. As with the pedestrian realm streetscape and gateway features, the centre median components, vegetation and surfacing materials should be thoughtfully selected, designed and detailed, and should also be of high

Figure C5.16
Banner programs can create colourful and seasonally changing visual

Figure C5.17 Public art in the median (1E)
Figure C5.18 Grass Median/Public Art (1f)

quality, resistant to vandalism, corrosion, fire, and fading, and easy to maintain and/or replace. Additionally, they should feature durable, attractive and consistent materials, forms, textures, colours and motifs, providing multi-seasonal interest, and be coordinated to reflect a unified community image. Clarkson Village's character should be reflected by the centre median; and its components and should assist in creating a visual brand for the community. Opportunities for

Figure C5.19 Accent Container planting can improve the visual impact of medians while not impeding pedestrian crossings.

seasonal décor and displays should be taken into consideration. For visual impact, it is important that vertical elements be incorporated.

Centre medians may present an opportunity for the use of permeable surfaces. Selected surfaces should allow easy care, minimize joint instances where weeds may root and avoid textures that may permit sediment and debris collection. Curb ramps and possibly railings at strategically selected locations, such as signalized crossings, should be

Figure C5.20- Median materials and surfaces should be interesting yet low maintenance (1G)

considered to assist pedestrians.

Accent plantings of annuals could be incorporated in the medians in containers or hanging baskets, and maintained in conjunction with a boulevard or hanging basket program undertaken by the local business community.

Figure C5.21 A centre median treatment intended to increase pedestrian safety, complete with curb ramps, signage and railings

Other features that could be incorporated include decorative signage, lighting, flags, sculpture, banners and poles, paving and screens. (see Figures C5.16 to C5.23).

The selected treatment for the Clarkson Village medians should take into consideration both the up front implementation costs, contribution to the community, and ongoing maintenance demands.

The Kingsway neighbourhood in Toronto has planted medians that based on discussions with the Kingsway BIA, are consistently complimented, however are onerous and difficult to maintain. Low maintenance materials, hard surfaces or banners were suggested as an alternative approach.

Planting is specifically discouraged, however, if agreed to by the stakeholders, should be in raised planters and employ hardy ornamental grasses, perennials, shrubs as well as an irrigation, drainage and fertilizing schedule. Trees are not viable. Significant effort is required to maintain central median plantings in the Southern Ontario climate. Median plantings are typically harsh environments, subject to winds, road spray, drought if not irrigated and salt exposure. In Mississauga such plantings are in limited quantity. A formal maintenance agreement may be necessary.

Figure C5.22 The Kingsway community medians, Toronto

Figure C5.23-The Kingsway community medians, Toronto. The Kingsway BIA suggested that plantings in medians are onerous. Hard surface and public art are better alternatives and easier to maintain.

5.6 Bicycle Lanes

The promotion and accommodation of cycling within Clarkson Village has been identified as an important objective of the overall transportation plan for the area. The strategy for accommodating cycling should be considered within the context of a broader cycling network. Currently the City of Mississauga is in the process of initiating a City-wide cycling strategy. Given that this strategy has not been completed, a preliminary cycling strategy has been initiated for the Clarkson Village Transportation and Urban Design Study. This review should be considered as input to the planned City-wide Cycling Master Plan.

A review of cycling trip characteristics indicates that within the Study Area, trips are typically less than 3 km in length, with the majority of trips being 1 km or less. This implies that a large percentage of cycling trips are within the community. Hence, cycling facilities should be planned with regard to both longer distance travel as well as these more community based cycling trips.

A bike lane is a facility located in the travelled portion of the roadway and is designed for one-way cyclist traffic. Bike lanes are typically located on urban streets and are delineated by pavement markings and are accompanied by signage to identify the bicycle lane.

For the purposes of assessment of a cycling facility along Lakeshore Road, the design criteria for bike lanes has been updated to reflect the proposed design criteria identified in the City's Cycling Master Plan. The minimum design criteria of bike lanes will be 1.5 m (4.9 ft.) with a desirable width of 1.8 m (5.9 ft.) on arterial roads such as Lakeshore Road West. Based on the characteristics of Lakeshore Road West and through the review of various design standards, iTRANS has recommended a minimum curb lane width of 4.0 m (13.1 ft.) with sharrow (bike lane) markings for the interim.

The ultimate design will incorporate a curb lane width of 3.35 m (10.99 ft.) with a dedicated bike lane width of 1.5 m (4.9 ft), with the desirable width of 1.8 m (5.9 ft.) where feasible.

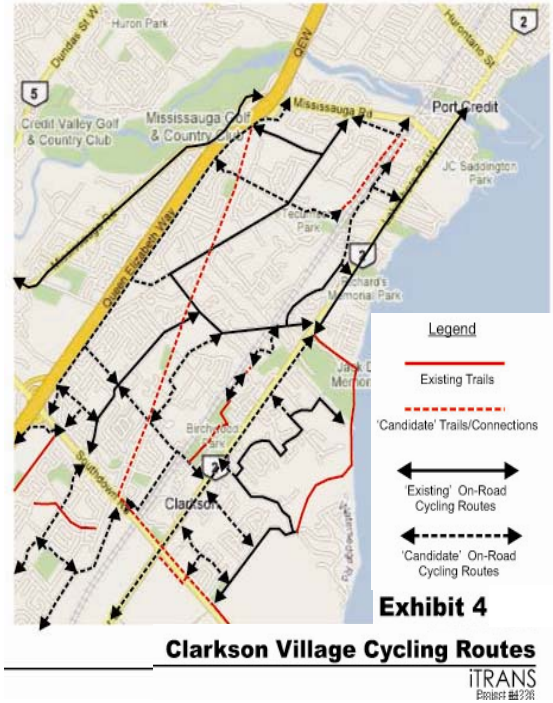


Figure C5.24-Clarkson Village Bicycling Facility (December 18, 2007) iTRANS

5.7 Coordinated Street Furniture

Currently, the street furniture on this segment of Lakeshore Road West within the Clarkson Village area is inconsistent in design, insufficient and visually unattractive. Not all bus stops have shelters and there is a shortage of recycling and litter bins. The community expressed a desire to have coordinated street lights, benches garbage containers and boulevard treatment.

The purpose of street furniture is to support and create locations for a range of intended and spontaneous activities within the streetscape. The street furniture elements will share the 2.0 m (6.5 ft.) wide street tree/furnishing zone, and may also be incorporated into the gateway entrances, neighbourhood identity features, and in select instances, within the central median.

Furnishing elements are to be fixed in place using vandal proof techniques, however some applications may permit the use of moveable furnishings. Further efforts will be required to ensure that street furniture placement permits ease of building/driveway access, sidewalks, transit stop and intersection use, and does not impede daylight triangles or sightlines. Street furniture has a role to play in supporting and/or creating opportunities for merchants and restaurateurs to interact with the public sidewalk realm.

Figure C5.25 Seasonal Container Planting

The street tree/furniture zone should be reviewed and designed holistically in consideration of and coordination with existing and proposed utilities and services, building entrances, street trees, consolidated vehicle accesses, to

Figure C5.26 Decorative Bracket/ Hanging Basket Hook

locate and provide furnishing elements which may include:

- Benches
- Bicycle Racks
- Mailboxes
- Newspaper Boxes
- Litter/Recycling Receptacles
- Transit Shelters and Poles
- Pedestrian and Accent Lighting
- Decorative and Banner Brackets, (see Figure C5.26)
- Heritage Interpretive Motifs and Panels
- Bollards
- Water Fountains
- Ornamental Fencing
- Protective Street Tree Guards and Surface Grates
- Notice Boards and Pillars
- Parking Meters
- Catch Basin, Manhole and In-Ground Utility Vault Covers
- Seasonal/Accent/Year-Round Vegetated Planters, (see Figure C5.25)
- Seasonal Hanging Baskets/ Wreaths

The extent of seasonal and permanent vegetation, other than street trees, in Clarkson Village will be determined through a review involving the participation, support and funding of the local community.

Street trees assist in defining the pedestrian zone, separate pedestrians from traffic and incorporate a natural and beautifying feature in the built environment. They alter the microclimate of the pedestrian realm through shade in summer and solar access in winter, moderate ambient air temperatures, mitigate pollution and reduce stormwater runoff.

Efforts should be made to retain, protect and conserve healthy existing street trees in Clarkson Village. This will not be possible in every instance. An Arborist's inventory, analysis and recommendations are to be included as part of the detail design work for the Clarkson Village Streetscape.

5.8 Opportunities for Public Art

Both formal and informal opportunities exist for public art in Clarkson Village. The gateway features and neighbourhood identity features, the pedestrian realm, and centre medians all present opportunities for public art.

Art should invite interaction, encourage activity, and contribute to people's use of the public realm. In the case of the gateway features, neighbourhood identity features, and the medians, art can help anchor a space and focus activity.

Commissioned works would be considered formal art. Less formal art could be integrated into Clarkson Village by taking everyday, utilitarian streetscape elements such as bicycle racks, or benches, and giving them a unique treatment. Motifs associated with community identity could be included. By intentionally incorporating a sense of heritage, whimsy and/or playfulness, the feeling of Clarkson Village as a special place can be emphasized.

The City of Mississauga Public Art Program was approved by city Council in July of 2010. The program contains recommendations necessary to establish a city-wide program. Public art provided in the Village shall be consistent with the Public Art Program and any policies forthcoming through the implementation phases of the Program which would occur after completion of this Study.

Figure C5.28 Whimsy and community spirit can be communicated by artistic treatments to street furnishings

Figure C5.27 Interactive and unique benches in downtown Pittsburgh

Figure C5.29 Artwork can visually anchor corners, plazas and act as landmarks

Figure C5.30 Art can bring interest to utilitarian streetscape features

Figure C5.31 Bicycle parking is an essential urban amenity that nurtures transit usage and active transportation choices. (Research in Motion, Airport Corporate Centre)

Figure C5.32—History and community origins can be reflected in decorative treatments

5.9 Gateway Features

The purpose of the proposed gateway features is to signal a change in character for Lakeshore Road West, creating focus and interest. The gateway features also present an opportunity to create public amenity, identify a discernable zone for pedestrians and a welcoming community entrance, while reinforcing the unique character of Clarkson Village.

To do this, the gateway entrances need to be of high quality design and detailing, featuring durable, attractive materials, providing multi-seasonal interest, and coordinating with other Clarkson Village elements and street furnishings.

The gateway features are to be flexible in types of uses accommodated; provide opportunities for seating and everyday uses, while accommodating special event uses such as marathons or street festivals. For reasons of safety, the gateway features should not interfere with daylight triangles and view lines for safety.

Gateway features should adhere to the design principles referenced in this report as well as the Mississauga Accessibility Design Handbook criteria. Such features should also have regard for Provincial Accessibility Standards.

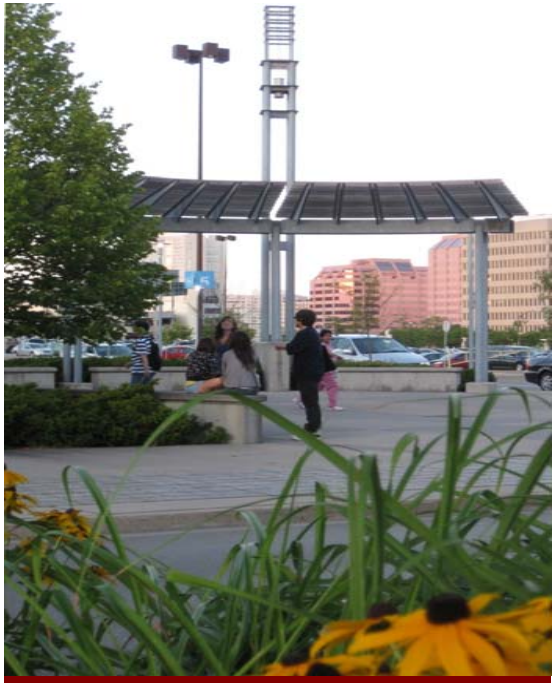


Figure C5.34 Gateway features can be limited to a public Right of Way and provide a place for users to meet

Figure C5.35 Gateway features can become enduring landmarks and visual symbols of place (1H)

Figure C5.33 Gateway feature reinforcing a community's culturally based neighbourhood identity

5.10 Neighbourhood Features

The proposed neighbourhood identity features are to be similar to the gateway features, however, scaled down to fit appropriately within the context of the surrounding neighbourhood. Identical, similar and complimentary features, furnishings and surfaces should be selected, meeting the same criteria as, and carefully detailed, designed and selected as the gateway features.

The neighbourhood identity features shall reinforce the character of Clarkson Village and further integrate the design forms, materials and motifs into the community.

Figure C5.36 Banner programs can be scaled up to include gateways, and forgotten spaces reclaimed through sculptural relief and murals

6.1 Green Development

"Our Future Mississauga is a city that co-exists in harmony with its ecosystems, where natural areas are enhanced, forests and valleys are protected, the waterfront connects people to Lake Ontario, and communities are nurtured so that future generations enjoy a clean, healthy lifestyle."
Mississauga Strategic Plan 2009 (Living Green Pillar)

In response to this vision, the City has undertaken a study to create a 'Made in Mississauga' Green Development Strategy to affect green practices for new development proposals. When completed, the Strategy will include green development standards, incentives, and educational approaches to assist the City in achieving its 'Living Green' goals. On July 7, 2010, City Council adopted the strategy recommendations which will be implemented over the next 5 years.

It is anticipated that the General Policies of the Official Plan will be updated upon completion of the Green Development Strategy to implement these matters on a City-wide basis. Accordingly, the implementation of sustainability objectives of the Clarkson Village Study will be addressed at a future point in time.

The following environmental drivers will be addressed in the Green Development Strategy:

- Protect and Enhance Natural Areas
- Provide Green Space
- Create efficient Urban Structure
- Reduce Greenhouse Gas Emissions
- Reduce Storm Water Runoff
- Improve Storm Water Runoff Quality

Examples of some initiatives that the City is encouraging through new development include Energy Efficiency, Alternative Transportation Modes, Efficient Land Development Low Impact Development and achieve LEED silver certification.

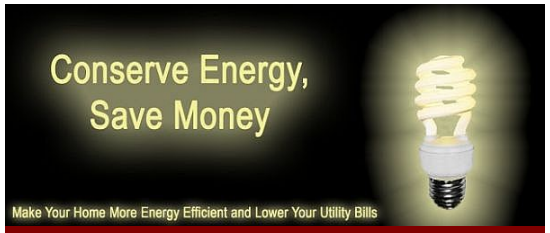


Figure C6.1 Energy Efficiency

Energy Efficiency:

Studies indicate that green house gas emissions can be reduced by 20% to 30% over typical suburban planning through the design of compact multi-use developments. There are many benefits, including a measurable decrease in use of vehicle travel/miles, thereby improving air quality.

The principles espoused in this study are in large part aligned with the elements of the evolving Green Development Strategy.

Buildings should be designed in a efficient manner to conserve energy and to the latest standards, i.e. LEED (Leadership in Energy and Environmental Design), Go Green, Energy Star, etc,. Buildings should include a high-performance exterior building envelope, efficient lighting, improved air quality and durable

materials.
Solar panels (photovoltaic) can be used to supplement energy for buildings, traffic lights, street lights, bus shelters and other street furniture items. Geothermal systems shall be encouraged given the many environmental benefits.

Alternative Transportation Modes:

It is critical that the modal split increase to an equal level for personal vehicles, transit and cycling/ walking. Alternative modes of travel should be encouraged by providing easy and convenient access to transit (short walking distances, bus shelters and seating).
Cycling should be promoted by providing on-street bike lanes, bike facilities, bike storage and showers in existing and new development.

Parking requirements should be further studied to determine where reductions are possible. Parking areas should support carpooling and autoshare programs.

Increasing the modal split by reducing car dependency will improve air quality, congestion and public health while promoting social interaction.

Figure C6.2 Mississauga Transit

Figure C6.3 Efficient Land Use (1I)

Land Efficiency:

It is also critical to ensure that land is used in a compact and efficient manner. Land should be used for two components - building use and open space. Hard surfaced areas for vehicle parking is not an efficient use of land and where required should be placed below grade. Buildings should be vertical in nature rather than spread out horizontally.

In the public realm, the efficient design of the street should consider minimizing pavement widths and maximizing landscaping areas and permeable surfaces.

Low Impact Development:

Low Impact Development (LID) is a method to convey various storm water management practices that have been used extensively around the world. The intent of LID is to enhance storm water management in new and existing urban areas. The following are a number of techniques that are used:

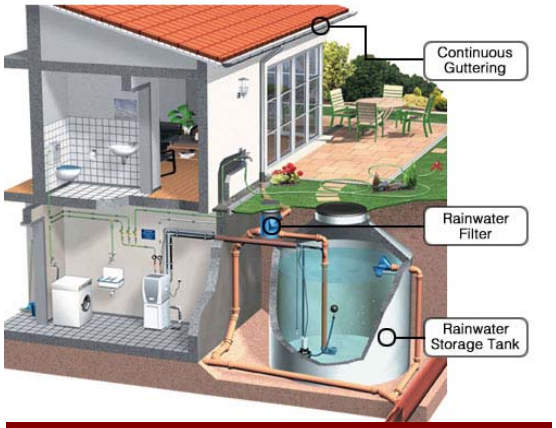


Figure C6.4 Rainwater Harvesting (1J)

- ***Rainwater Harvesting***

Rainwater harvesting is the process of intercepting, diverting and storing rainfall for future use. Rain that falls on a hard surface is collected and deposited into a storage tank that may be located above or below ground level. Water from the storage tanks is them pumped into the building and used for non potable uses such as washing machines, toilets, and outdoor water irrigation. It is estimated that approximately 55% of water consumption can be reduced. It also significantly reduces storm water runoff volumes and pollutant loads.

Figure C6.5 Green Roof

- ***Green Roofs***

Green Roofs are living roofs that consist of a layer of soil and vegetation on a flat or sloped roof. Green roofs are beneficial in urban environments as they improve energy efficiency, reduce heat island effects and can create passive recreational or aesthetic space. They act as water resource managers, and are attractive for their water balance creek erosion benefits.

There are two types of green roofs that are encouraged. These are intensive and extensive. Intensive green roofs are those that have a large soil base and can therefore take deeper rooting plants. Extensive green roofs have a thin layer of soil with a herbaceous vegetative cover.

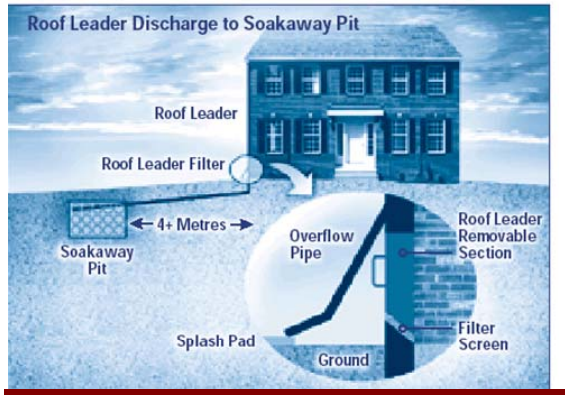


Figure C6.6- Soakaway Pit (1K)

- ***Soakaways Pits***

Soakaway pits are stone filled trenches that temporarily store water that is eventually filtered through the ground. Water is directed to these areas through a downspouts or swales.

- ***Bioretention***

Biorentation areas are planted depressions that store and filter rainwater to enhance water quality.

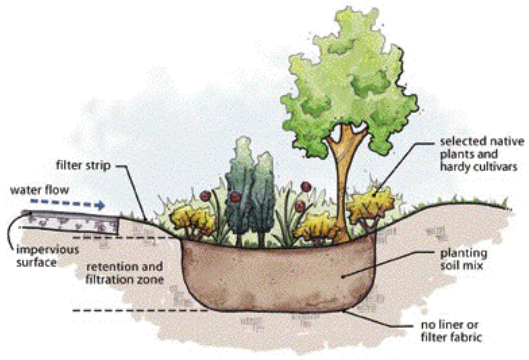


Figure C6.7 Bioretention (1L)

Bioretention areas are typically installed in commercial, institutional and residential sites in spaces that are traditionally pervious and landscaped. Bioretention areas are installed in and around parking lots, in traffic islands and near building roof leaders. Special bioretention designs can be adapted to fit in urban landscapes.

- ***Filter strips***

Filter strips are vegetative areas that treat sheet flow from adjacent impervious areas such as parking lots. Small depressions are used to provide some storage and opportunity for filtration into the shallow ground

Figure C6.8 - Filter Strip (1M)

water system. Filter strips can also provide convenient snow storage areas and are particularly valuable for melt water infiltration. Because filter strips include few pipes or other structures, physical changes to the practice are not needed in a winter climate.

- ***Pervious Stable Surfaces***

Pervious stable surfaces are used as an alternative to impervious surfaces such as asphalt and concrete for areas such as parking lots, driveways, access roads, and walkways. Some examples of permeable paving can be seen in Figure C6.9.
Pervious stable surfaces allows for filtration, storage or infiltration of runoff, which can reduce stormwater

Figure C6.9 Pervious Stable Surface Options

flows compared to traditional impervious paving surfaces. Permeable paving installations for parking areas in Mississauga include pervious concrete and precast pavers.

Soft surface treatments such as soakaway pits, bioretention and filter strips along with more traditional landscape buffers all add benefit especially when incorporating broad canopied trees in reducing the urban heat island effect and should be included wherever practically possible, especially where significant hard surface parking areas are proposed.

7.1 Implementation / Conclusion

The Phase 1 and 2 documents of the Clarkson Village Study have been prepared considering and utilizing terminology and policies originating in Mississauga Plan. In September of 2010, Mississauga Plan is expected to be replaced by the new Mississauga Official Plan which was endorsed by Council in June of 2010. As a result, the Implementation section of this report has been modified to accommodate the language, format and structure of the new Official Plan.

Official Plan provisions applicable to Clarkson Village generally call for infill development which is pedestrian oriented with street related commercial, including a combination of commercial and residential uses while discouraging motor vehicle sales, servicing and drive-through facilities. Built form is encouraged to be at or near the street edge and between 2 and 3 storeys in height. Shared parking to the rear along with on-street lay-by parking is also encouraged.

The shared vision for Clarkson Village established through the Study continues to embody these core elements, but builds upon them to achieve a contextually appropriate and unique to Clarkson policy framework. Accordingly, amendments to the Clarkson Village Community Node Policies of the new Official Plan and Zoning By-law 0225-2007 will be required to implement the findings of the Study. Additional initiatives have also been identified, which fall outside of the scope of this study, that should be addressed through future works. Those works necessary to implement the findings of this study are as follows:

Modify the Clarkson Village Community Node Boundaries

The Clarkson Village Community Node Policies of the new Official Plan will require amendment to modify the extent of the existing Node boundaries. The expanded Node area more accurately reflects the planned and functional relationships in the area and accommodates a comprehensive policy approach specific to Clarkson Village and its context (see Figure C2.1)

Modify the Extent of the Clarkson Village Character Area and Create Four Individual Character Areas

The Village Character Area boundaries should be extended to the east and west to address all lands within the Node fronting onto Lakeshore Road West. This will permit the shared vision to be implemented comprehensively and consistently throughout the entire Village.

The Village Character Area should be divided into four individual Character Areas which will permit the development of a more detailed policy framework which addresses the type of built form, density and height that should be accommodated, while respecting the existing context and surrounding

land uses.

Area wide policies should be identified which deal with the entire Village and individual Character Areas created under those for the whole Village with individual and contextually appropriate policies for each of the four sub-areas.

The following is a general summary of the necessary Official Plan and Zoning By-law amendments to achieve the findings of this report:

General Character Area Policies

The shared vision for the Clarkson Village Character Area 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.

Development will be compatible with and enhance the Village character as a distinct established community by integrating with the surrounding areas. Built form will be located close to and framing the street, but minimizing shadowing and maximizing sky views. Buildings shall have a 2 to 3 storey street wall. Where additional building height is appropriate it shall be setback from the 3rd storey streetwall.

Redevelopment incorporating a high level of urban design, pedestrian amenity, landscaping and compact built form will be encouraged in the Village to create a strong sense of place and to reinforce the Village as the centre of activity for the District.

The development of symbolic gateways to define the entry and exit to and from the Village will be encouraged.

Figure C7.1 -Clarkson Outer Village Core

Higher intensity residential and mixed use buildings will be encouraged to support and enhance the pedestrian and transit oriented nature of Clarkson Village. Buildings which offer a mix of uses will be encouraged, requiring residential and/or office uses on upper floors and street-related retail, commercial, restaurant and in some cases office uses in closely spaced storefronts lining the street. Small scale retail, commercial, restaurant and office uses less than 300 m^2 (3,229 sq. ft.)GFA, will also be encouraged and benefit with reduced parking and loading requirements.

- ***Parking***

Structured above or below grade parking shall be required for provided residential parking where the Residential FSI exceeds 1.0. Underground parking will be strongly encouraged. Commercial and residential parking where the Residential FSI is less than 1.0 may

be provided at grade, provided that it is not located between the streetwall of the building closest to the front or exterior lot line and the public right-of-way. Where structured, above grade parking is utilized, it shall be to a maximum height of 2 storeys; and be faced with active retail, commercial, restaurant and office uses at grade shall be of a high architectural quality above the first storey and where visible from adjacent residential and open space lands.

- ***Streetscape***

Satisfactory Streetscape Master and Streetscape Implementation Plans will be required through the review of individual development applications. Terms of Reference for the preparation of such Plans will be identified during preliminary meetings on development proposals and will accompany the submission of complete applications within the Village. Upon completion of a Clarkson Village Streetscape Plan for the entirety of the Village, individual Master and Implementation Plans will be consistent with and implement the Village wide plan.

- ***Turtle Creek Lands***

Lands identified within the Study Area abutting and adjacent to Turtle Creek between Clarkson Road North

Figure C7.2 –Clarkson Streetscape

and Bichwood Park (see Figures C2.38 and C2.52) have been identified through review and consultation with Credit Valley Conservation (CVC) to have slope stability issues, which may affect the limits of development. The degree to which individual parcels are affected by slope stability issues is unknown pending the submission and review of detailed studies. Accordingly, Special Site Policies shall apply to these lands requiring the submission of satisfactory technical reports with any development application submitted for these lands. Policies will also require the conveyance of all lands identified below the greater of the slope stability line, regional flood line or top of bank.

In addition, the implementing zoning category applicable to these lands will include Holding Provisions. These provisions will permit the lands and existing structures to be utilized in accordance with the underlying zoning, however, submission and approval of an application for the Removal of the (H) Holding Symbol will be required prior to any physical site alterations, including but not limited to new buildings and additions, major renovations which may increase the physical size or usable floor area of existing buildings, parking lot revisions etc.

The submission of a complete application for Removal of the (H) Holding Symbol will include the submission of satisfactory Geotechnical Investigation and Fluvial Geomorphology Report and may include a Landscape Restoration Report. The Holding Symbol will only be removed for those lands located above the greater of the stable slope, regional flood line or physical feature. Lands identified through detailed reports that are below the greater of the stable slope, regional flood line or physical feature will be conveyed to the City or CVC. The City will appropriately redesignate and rezone conveyed lands through future housekeeping exercises for the Official Plan and Zoning By-law 0225-2007.

Detailed provisions pertaining to the Village Core, Outer Village Core, East Village Gateway and West Village Gateway Character Areas are addressed within Table C7.4.

Figure C7.3 –Clarkson Village

Proposed Amendments to Existing Official Plan Policies
Proposed Zoning By-law Amendments

Clarkson Village Recommended Amendments – Lakeshore Road West, Clarkson Village Study

Proposed Amendments	Village Core Area	Outer Village Core Area	West Village Gateway	East Village Gateway
Uses	• At grade, street related, retail, commercial, restaurant or office uses are required within any building. • Exclusively residential buildings (apartment dwellings) will not be permitted. • Individual large format retail commercial uses 600 m^2 (6,458 sq. ft.) GFA or greater will be discouraged. • *At grade, street related, retail, commercial, restaurant and office uses are required within any building.* • *To permit dwelling units within a mixed use building where permitted non-residential uses are located at the streetwall within the ground floor.* • *Individual large format retail commercial uses 600 m^2 (6,458 sq. ft.) GFA or greater will not be permitted.* • *Exclusively residential buildings (apartment dwellings) will not be permitted.*		• At grade, street related, retail, commercial, restaurant and office uses are encouraged within any building. • Exclusively residential buildings (apartment dwellings) will be permitted. • Individual large format retail commercial uses 600 m^2 (6,458 sq. ft.) GFA or greater will be discouraged. • *To permit dwelling units within a mixed use building where the permitted non-residential uses are located at the streetwall within the ground floor.* • *Exclusively residential buildings (apartment dwellings) will be permitted.* • *Individual large format retail commercial uses 600 m^2 (6,458 sq. ft.) GFA or greater will not be permitted.*	
Special Site Considerations	• Lands abutting Turtle Creek on the north side of Lakeshore Road West between Clarkson Road North and Birchwood Park are subject to slope stability issues necessitating the submission of satisfactory technical reports prior to redevelopment. • *Holding Provisions shall be incorporated into zoning and an application for removal of (H) Holding Symbol required prior to any physical site alterations.*	• Lands on the northwest corner of Lakeshore Road West and Clarkson Road North, Clarkson Commons, are encouraged to redevelop as a focal centre piece of the Village, taking advantage of the visual prominence and significance of the site within the Village. A high standard of architecture, building materials and landscaping will be required.		

Table C7.4-1 Proposed Amendments to the Official Plan and Zoning By-law

Proposed Amendments	Village Core Area	Outer Village Core Area	West Village Gateway	East Village Gateway
Residential FSI	• 1.5 FSI/*1.5 FSI*	• 2.0 FSI/*2.0 FSI*	• 2.5 FSI/*2.5 FSI*	• 2.0 FSI/*2.0 FSI*
	• Mixed use buildings may exclude any gross floor area exclusively devoted towards non-residential uses from the calculation of Residential Floor Space Index. • *Add the following definition to general provisions of By-law 0225-2007: Residential Floor Space Index (FSI) means the ratio of the gross floor area of all buildings and structures, exclusive of gross floor area – non-residential, to the lot area.*			
Building Heights	• Minimum 2 storeys and maximum 3 storeys on the north side of Lakeshore Road West. • Minimum 2 storeys and maximum 6 storeys on the south side of Lakeshore Road West. • Section 37 – Public Benefits will not be considered favourably. • Buildings shall be stepped back after the 3rd storey to maintain the village character. • *Minimum 2 storeys and maximum 3 storeys on the north side of Lakeshore Road West.* • *Minimum 2 storeys and maximum 6 storeys on the south side of Lakeshore Road West.* • *Where building height exceeds 3 storeys, the upper streetwall shall be set back at least 6.0 m (19.68 ft.) from the 3rd storey streetwall.*	• Minimum 2 storeys and maximum 6 storeys. • Section 37 – Public Benefits may be considered subject to an Urban Design Study. • Buildings shall be stepped back after the 3rd storey to maintain the village character. • *Minimum 2 storeys and maximum 6 storeys.* • *Where building height exceeds 3 storeys, the upper streetwall shall be set back at least 6.0 m (19.68 ft.) from the 3rd storey streetwall.*	• Minimum 2 storeys and maximum 15 storeys with a general downward trend from Southdown Road to the Outer Village Core Area as outlined in Figure C2.16 of the Phase 2 report. Special Site policies shall be incorporated to recognize existing built form and/or to accommodate the general downward trend in maximum building height as follows: ➢ Maximum 15 storeys – 1271 Walden Circle. ➢ Maximum 15 storeys – 1969/1971 Lakeshore Road West **(*Official Plan and Zoning By-law Amendments pertaining to these lands should be withheld pending the resolution of ongoing OMB proceedings)**. ➢ Maximum 8 storeys – 1907/1913 Lakeshore Road West.	• Minimum 2 storeys and maximum 6 storeys. • Section 37 – Public Benefits may be considered subject to an Urban Design Study. • Buildings shall be stepped back after the 3rd storey to maintain the village character. • *Minimum 2 storeys and a maximum 6 storeys.* • *Where building height exceeds 3 storeys, the upper streetwall shall be set back at least 6.0 m (19.68 ft.) from the 3rd storey streetwall.*

Table C7.4-2 Proposed Amendments to the Official Plan and Zoning By-law

Proposed Amendments to Existing Official Plan Policies

Proposed Zoning By-law Amendments

Proposed Amendments	Village Core Area	Outer Village Core Area	West Village Gateway	East Village Gateway
Building Height Cont'd			➢ Maximum 4 storeys – 1998-2039 Lakeshore Road West and 2004-2012 Lushes Avenue (also to permit townhouse and detached dwellings) ➢ Maximum 17 storeys – 966 Inverhouse Road. ➢ Maximum 11 storeys – 965 Inverhouse Road ➢ Maximum 9 storeys – 1901/1948 Lakeshore Road West. • Section 37 – Public Benefits may be considered subject to an Urban Design Study. • *Minimum 2 storeys and maximum of 15 storeys to recognize existing built form and/or to accommodate the general downward trend in maximum building height as follows:* ➢ *Maximum 15 storeys – 1271 Walden Circle.* ➢ *Maximum 15 storeys – 1969/1971 Lakeshore Road West (*Official Plan and Zoning By-law Amendments pertaining to these lands should be withheld pending the resolution of ongoing OMB proceedings).*	

Table C7.4-3 Proposed Amendments to the Official Plan and Zoning By-law

Proposed Amendments	Village Core Area	Outer Village Core Area	West Village Gateway	East Village Gateway
Building Height Cont'd			➢ *Maximum 8 storeys – 1907/1913 Lakeshore Road West* ➢ *Maximum 4 storeys – 1998-2039 Lakeshore Road West and 2004-2012 Lushes Avenue (also to permit townhouse and detached dwellings)* ➢ *Maximum 17 storeys – 966 Inverhouse Road.* ➢ *Maximum 11 storeys – 965 Inverhouse Road* ➢ *Maximum 9 storeys – 1901/1948 Lakeshore Road West.*	
Building Setbacks ***Front Yard***	• *Minimum front yard of 0.6 m (2 ft.) to maximum of 3.0 m (9.8 ft).*		• *Minimum front yard of 0.6 m (2 ft.) to maximum of 3.0 m (9.8 ft.).* • *Minimum front yard of 4.5 m (14.76 ft.) to maximum of 6.0 m (19.68 ft.) for exclusively residential buildings.*	
Side Yard	• *Minimum interior side yard, where abutting a non-commercial zone category, of 7.5 m (24.6 ft.) for the first 10.0 m (32.8 ft.) of height plus 1.0 m (3.3 ft.) for each additional 1.0 m (3.3 ft.) of building height, or portion thereof, exceeding 10.0 m (32.8 ft.).* • *Minimum exterior side of 0.6 (2 ft.) to maximum 3.0 m (9.8 ft.) for commercial.*		• *Minimum interior side yard, where abutting a non-commercial zone category, of 7.5 m (24.6 ft.) for the first 10.0 m (32.8 ft.) of height plus 1.0 m (3.3 ft.) for each additional 1.0 m (3.3 ft.) of building height, or portion thereof, exceeding 10.0 m (32.8 ft.).* • *Minimum exterior side of 0.6 (2 ft.) to maximum 3.0 m (9.8 ft.) for commercial and 4.5 m (14.76 ft.) to maximum of 6.0 m (19.68 ft) for residential.*	
Rear Yard	• *Minimum rear yard, where abutting a non commercial zone category, of 7.5 m (24.6 ft.) for the first 10.0 m (32.8 ft.) of height plus 1.0 m (3.3 ft.) for each additional 1.0 m (3.3 ft.) of building height, or portion thereof, exceeding 10.0 m (32.8 ft.).*			

Table C7.4-4 Proposed Amendments to the Official Plan and Zoning By-law

Proposed Amendments to Existing Official Plan Policies
Proposed Zoning By-law Amendments

Proposed Amendments	Village Core Area	Outer Village Core Area	West Village Gateway	East Village Gateway
Access Management Plan	• An Access Management Plan will constitute part of the amendments to the Clarkson Village Character Area policies, dealing with integrated parking; site access and off-street vehicular movements; the location of a continuous centre median on Lakeshore Road West, interrupted at signalized intersections. Implementation provisions consistent with Section 2.5 shall be incorporated in the proposed Official Plan Amendments. The general location of shared site access, internal public access and the private laneway system will be outlined generally as shown in Figure C2.34 of the Phase 2 report.			
Parking Structures	• *Structured above ground parking is not permitted.* • *Underground parking is required where the Residential FSI is 1.0 or greater.* • *Parking will not be permitted between the streetwall of the building(s) closest to the street and the front property line.*	• *Structured above and below grade parking is required where the Residential FSI is 1.0 or greater.* • *Where structured, above grade parking is provided, it shall not exceed 2 storeys in height and the streetwall shall incorporate active retail, commercial, restaurant or office uses at grade, interrupted only where access to the parking structure is required. The depth of active, grade related non-residential uses shall be a minimum of 10 m (32.8 ft.).* • *Parking will not be permitted between the streetwall of the building(s) closest to the street and the front property line.*		
Parking/Loading	• Reductions in parking and loading space requirements for retail commercial, office and restaurant with a gross floor area of 300 m^2 (3,229 sq. ft.), or less, will be considered. • *Parking for retail commercial and office uses of 300 m^2 (3,229 sq ft.) GFA, or less, shall be provided at 3.0 spaces per 100m^2 (1,076.4 sq. ft.) GFA.* • *Parking for restaurant uses of 300 m^2 (3,229 sq ft.) GFA or less shall be provided at 9.0 spaces per 100m^2 (1,076.4 sq. ft.) GFA.* • *Parking for retail commercial uses of 600m^2 (6,459 sq ft.) GFA or more shall be provided at 5.4 spaces per 100 m^2 (1,076.4 sq. ft.) GFA.*			
Landscape Buffer	• *A minimum landscaped buffer of 3.0 m (9.8 ft.) shall be provided abutting any non-commercial zone for buildings of 3 storeys or less and 4.5 m (14.8 ft.) for buildings greater than 3 storeys.*			

Table C7.4-5 Proposed Amendments to the Official Plan and Zoning By-law

Proposed Amendments	Village Core Area	Outer Village Core Area	West Village Gateway	East Village Gateway
Building Detail Elements *Frontage*	• *A minimum of 70% of the length of lot frontage shall be occupied by a streetwall where a driveway access to a public road exists and 90% where a driveway access to a public road does not exist or is shared with another property.*			
Glazing for Non-Residential uses	• *A minimum of 60% of the ground floor streetwall shall be glazed with clear vision glass.*			
Front Door Grading for Non-Residential Uses	• *For any permitted non-residential use located on the ground floor, the finished floor elevation shall be within 0.2 m (0.66 ft.) of the grade of the public sidewalk as measured at the streetwall directly opposite each pedestrian entrance and have a pedestrian access if not level with the public sidewalk closest to the entrance that is accessed by a ramp which has a maximum slope of 4% (0.04 m (0.13 ft.) rise to 1.0 m (3.3 ft.) run).*			
Ground Floor Height of Non-Residential Uses	• *A minimum ground floor height of 4.5 m (14.8 ft.), as measured from the finished floor elevation to the underside of the 2nd floor, shall be provided.*			
Main Entrance	• Main pedestrian building entrances shall face the public road. • *Main pedestrian building entrances shall face the public road.* • *Main pedestrian building entrances for mixed use buildings on corner lots, commercial entrance(s) shall face Lakeshore Road West and residential entrances may face the secondary road.*			

Table C7.4-6 Proposed Amendments to the Official Plan and Zoning By-law

7.2 Additional Initiatives

The following additional studies and initiatives have been identified through the completion of the Phase 2 Clarkson Village Study document:

- ***Sheridan Creek***

The CVC have identified that floodplain mapping has recently been updated for Sheridan Creek. Through further housekeeping amendments to the Official Plan and Zoning By-law, the limits of development, and applicable Official Plan designations and Zoning categories shall be updated to ensure consistency with the updated floodplain mapping.

- ***Undertake a Detailed Streetscape Master Plan for Clarkson Village***

It is proposed that a detailed review of the Lakeshore Road West corridor be undertaken to determine appropriate locations for streetscape plantings, street furniture, public art and entry features based upon constraints such as utility placements and Corporate Policy requirements.

- ***Undertake Amendments to the Sign By-law 054-2002***

Additionally, amendments to the Sign By-law 054-2002 should be undertaken to prohibit ground signs within the Clarkson Village Character Area.

- ***Further review the western extent of the Clarkson Village Node***

Through further policy review, it is proposed that the westerly boundary of the Clarkson Village Node be revised to determine the most appropriate boundaries of the West Village Gateway and whether it should be extended to include the Clarkson GO Station and surrounding lands.

- ***Parking***

It is further proposed that a review of parking rates for Mainstreet Retail Commercial areas throughout the City be undertaken towards the creation of a City-wide parking strategy.

Through an economic analysis of the Clarkson Village Character Area policy recommendations it was determined that existing parking rates may drive the type of development which will occur in the Village, negatively affecting the achievement of the Shared Vision. A lower parking standard for non-residential uses would permit development more in keeping with the stated Vision and proposed policies. Accordingly, it is proposed that opportunities should be explored to reasonably and appropriately reduce parking requirements in mainstreet environments. Also, investigating shared parking and increased on-street parking opportunities should be investigated.

- ***Adoption of Design Guidelines/ Standards for Clarkson Village***

In order to ensure that the character and built form of development occurs in a accordance with the Shared

Vision for Clarkson Village, it is proposed that Design Guidelines for Lakeshore Road West should be developed which illustrate the intent of the Official Plan and Zoning By-law in achieving the stated Vision. The feedback outlined in the Phase 1 report and within the Phase 2 conclusions provide the basis of guidelines that are necessary to ensure the long term implementation of the Vision.

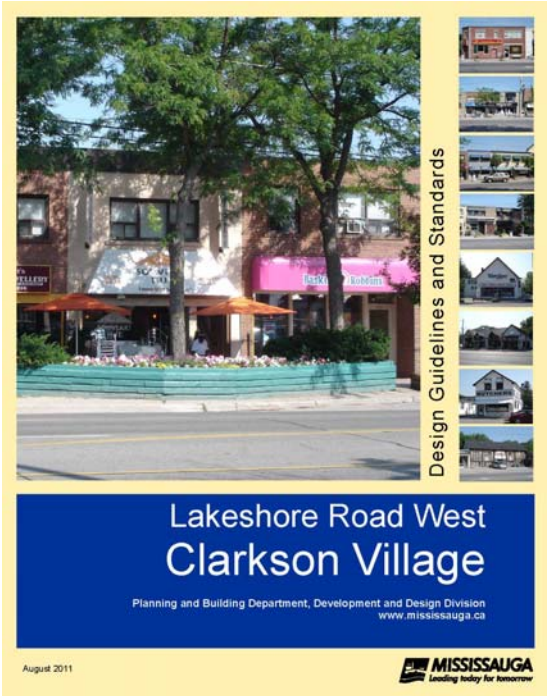


Figure C7.5 Proposed Future Design Guidelines 2011

- ***Evaluate the need for a Community Improvement Plan***

Clarkson Village is identified as a Community Improvement Area, however active policies in this respect are currently not in place. The Planning and Building Department has recently received recommendations from consultants retained to examine the utilization of various community based planning tools including Community Improvement Plans (CIP). The recommendations resulting from the Clarkson Village Study should include the creation of policies to implement a Clarkson Village Community Improvement Plan.

With respect to the City wide review, upon completion, recommendations will be prepared for Planning and Development Committee consideration based upon the findings of the consultant's report and staff review and feedback. Such recommendations should include policies specific to Clarkson Village.

7.3 Next Steps

The following steps will be undertaken towards the ultimate implementation of the recommendations of the Phase 2 report.

1. Present the finalized Clarkson Village Study report Phase 1 and Phase 2 reports) and recommendations for Official Plan and Zoning By-law amendments to Planning and Development Committee (PDC) requesting authorization to begin the statutory consultation process.

2. Hold the statutory Public meeting at PDC to obtain feedback from the broad community, PDC and interested individuals.

3. Upon completion of any necessary modifications to the Official Plan Amendment and implementing Zoning By-law, staff will present a final version of the Clarkson Village Study Report and proposed amendments to PDC, for endorsement and subsequent ratification by City Council.

4. Develop Design Guidelines that reflect the findings of this report and further illustrate the new provisions of the Official Plan and Zoning By-law.

5. Develop a Master Streetscape Plan and Streetscape Implementation Plan for the Clarkson Village with the Public Utilities Coordinating Committee (PUCC) input and approval early in the process.

It is anticipated that the request to go to a statutory public will occur in the fall of 2010. Project completion is expected in the spring of 2011.

Figure C7.5 Clarkson Village 100th year Anniversary Celebration

Picture References

1A, Page 54-Figure C3.25
Shadow Impacts on amenity areas.
www.4.bp.blogspot.com/
_zm0768whXpY/SrGR9xZdRVI/
AAAAAAAAEQY/mKHiVI-1hYE/s400/
building.jpg)building.jpg

1B, Page 55-Figure C3.26
Pedestrian Shadows
www.chromasia.com/images/
walking_on_shadows_2_b.jpg

1C, Page 61-Figure C4.4 -Parking Structure
http://www.wmblanchard.com/files/
wmblanchard/Image/projects/
OfficeBuildings/MPA.jpg

1D, Page 76 Figure C5.16 Banner programs can create colourful and seasonally changing visual interest
www.aceflagpoles.com.au/
flagpoles.html

1E, Page 77 Figure C5.17 Public art in the median
www.cityoflonetree.com/index.aspx?
NID=477

1G, Page 77 Figure C5.18 Grass Median/Public Art
www.flickr.com/photos/
adam_holloway/2725635374/

1F, Page 77 Figure C5.20-Median materials and surfaces should be interesting yet low maintenance
www.gcbl.org/planning/euclid-corridor/euclid-corridor-construction-updates.

1H, Page 84 Figure C5.35
Gateway features can become enduring landmarks and visual symbols of place
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slide0032.htm

1I, Page 87 Figure C6.3 Efficient Land Use
www.static.baltimorehousing.org/
img/site/p5k.jpg

1J, Page 88 Figure C6.4
Rainwater Harvesting
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uploads/2008/12/rainwater-collection2.jpg

1K, Page 88 Figure C6.6-Soakaway Pit
www.ene.gov.on.ca/
cons/4328eimages/figure6.gif

1L, Page 89 Figure C6.7
Bioretention
www.uvm.edu/~ran/ran/toolbox/
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1M, Page 89 Figure C6.8 - Filter Strip
www.mapc.org/regional_planning/
LID/new_photos/photo21.jpg

8.0 REFERENCES

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