

Lakeshore Road West

CLARKSON VILLAGE STUDY



Phase 2 - Analysis and
Recommendations

August 2010



TABLE OF CONTENTS

| | | | |
|---|----|--|--|
| 1.0 Update | | | |
| 1.1 OPA 95—Official Plan Update | 4 | | |
| 2.0 Directions | | | |
| 2.1 Proposed Modification to the Clarkson Village Node Boundary | 7 | | |
| 2.2 Development or Redevelopment Potential | 11 | | |
| 2.2.1 Unconstrained Redevelopment Potential | 11 | | |
| 2.2.2 Some Constrained Redevelopment Potential | 11 | | |
| 2.2.3 Significant Constrained Development Potential | 12 | | |
| 2.2.4 Restricted Sites | 13 | | |
| 2.3 Identity of Character Areas | 15 | | |
| 2.3.1 Village Core | 16 | | |
| 2.3.2 Outer Village Core | 17 | | |
| 2.3.3 West Village Area | 18 | | |
| 2.3.4 East Village Area | 20 | | |
| 2.4 Intensity of Development | 23 | | |
| 2.4.1 Low Intensity | 23 | | |
| 2.4.2 Moderate Intensity | 23 | | |
| 2.4.3 High Intensity | 24 | | |
| 2.4.4 No Potential | 25 | | |
| 2.5 Vehicular Circulation and Land Consolidation | 27 | | |
| 2.5.1 Land Consolidation | 29 | | |
| 2.6 Pedestrian and Community Amenities | 31 | | |
| 2.6.1 Pedestrian Circulation | 31 | | |
| 2.6.2 Public and Private Open Space | 32 | | |
| 2.6.3 Village Green –Private | 32 | | |
| 2.6.4 Open Space 1834 Lakeshore Road West-Private | 32 | | |
| 2.6.5 CIBC Corner– 1741/1745 Lakeshore Road West-Private/Public | 33 | | |
| 2.6.6 Market Square-Private | 34 | | |
| 2.6.7 Clarkson Common -Private | 34 | | |
| 2.6.8 West and East Gateway Feature (existing to be enhanced) | 35 | | |
| 2.6.9 Cycling Routes | 38 | | |
| 2.6.10 Turtle Creek | 39 | | |
| 3.0 Built Form | | | |
| 3.1 Built Form Envelope | 40 | | |
| 3.2 Built Form Typologies | 42 | | |
| 3.3 Building and Landscape Setbacks Requirements | 46 | | |
| 3.4 Building Façade Articulation | 47 | | |
| 3.5 Building Streetwall | 48 | | |
| 3.6 Building Ground Floor Design | 50 | | |
| 3.7 Building Entrances | 51 | | |
| 3.8 Building Materials and Design | 52 | | |
| 3.9 Building Signage | 53 | | |
| 3.10 Shadow Impacts | 54 | | |
| 4.0 Vehicular Movement: Access and Parking | | | |
| 4.1 Access Management Plan | 58 | | |
| 4.2 Vehicular Access | 59 | | |
| 4.3 Parking Strategy | 59 | | |

| | | |
|------------|---|-----|
| 4.4 | Surface Parking | 60 |
| 4.5 | Underground Parking | 60 |
| 4.6 | Structured Parking | 61 |
| 4.7 | Loading/Serviceing | 61 |
| 5.0 | Public Realm | |
| 5.1 | Streetscape and Landscaping | 62 |
| 5.2 | Streetscape and its Components | 62 |
| 5.2.1 | Village Core Streetscape | 66 |
| 5.2.2 | Outer Village Core Streetscape | 68 |
| 5.2.3 | West Village Core Streetscape | 70 |
| 5.2.4 | East Village Core Streetscape | 72 |
| 5.6 | Increased Sidewalk widths Incorporating Privately Owned Lands | 74 |
| 5.4 | Private Property Residential Landscaping | 75 |
| 5.5 | Centre Medians | 76 |
| 5.6 | Bicycle Lanes | 79 |
| 5.7 | Coordinated Street Furniture | 80 |
| 5.8 | Opportunities for Public Art | 82 |
| 5.9 | Gateway Features | 84 |
| 5.10 | Neighbourhood Features | 85 |
| 6.0 | Sustainability | |
| 6.1 | Green Development | 86 |
| 7.0 | Implementation | |
| 7.1 | Implementation/Conclusion | 90 |
| 7.2 | Additional Initiatives | 100 |
| 7.3 | Next Steps | 102 |
| 8.0 | References | 104 |

1.0 UPDATE

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.

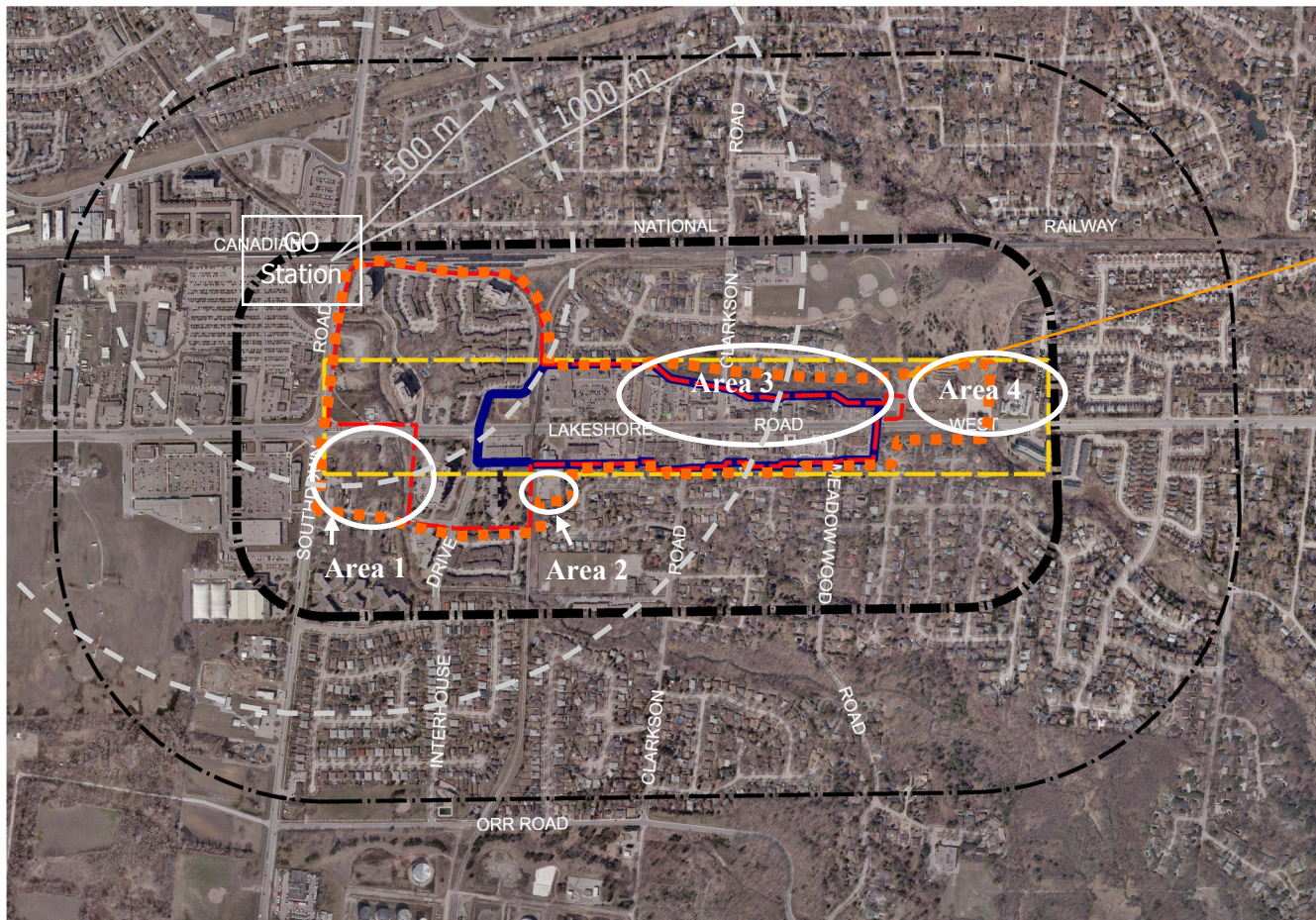


Figure C1.1 New Official Plan



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

2.0 DIRECTIONS



Proposed Clarkson Village Node Boundary modification

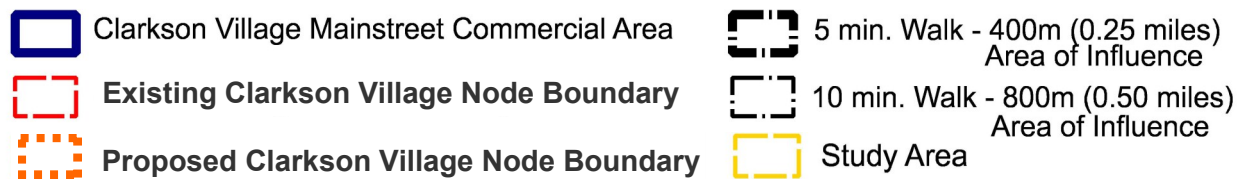


Figure C2.1- Proposed Clarkson Village Node Boundary

2.0 DIRECTIONS

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

2.0 DIRECTIONS

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 Lakeshore 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 Pengilly 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.

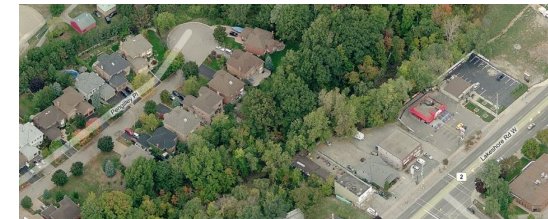


Figure C2.6– Turtle Creek– Area 3

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

2.0 DIRECTIONS



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.

2.0 DIRECTIONS

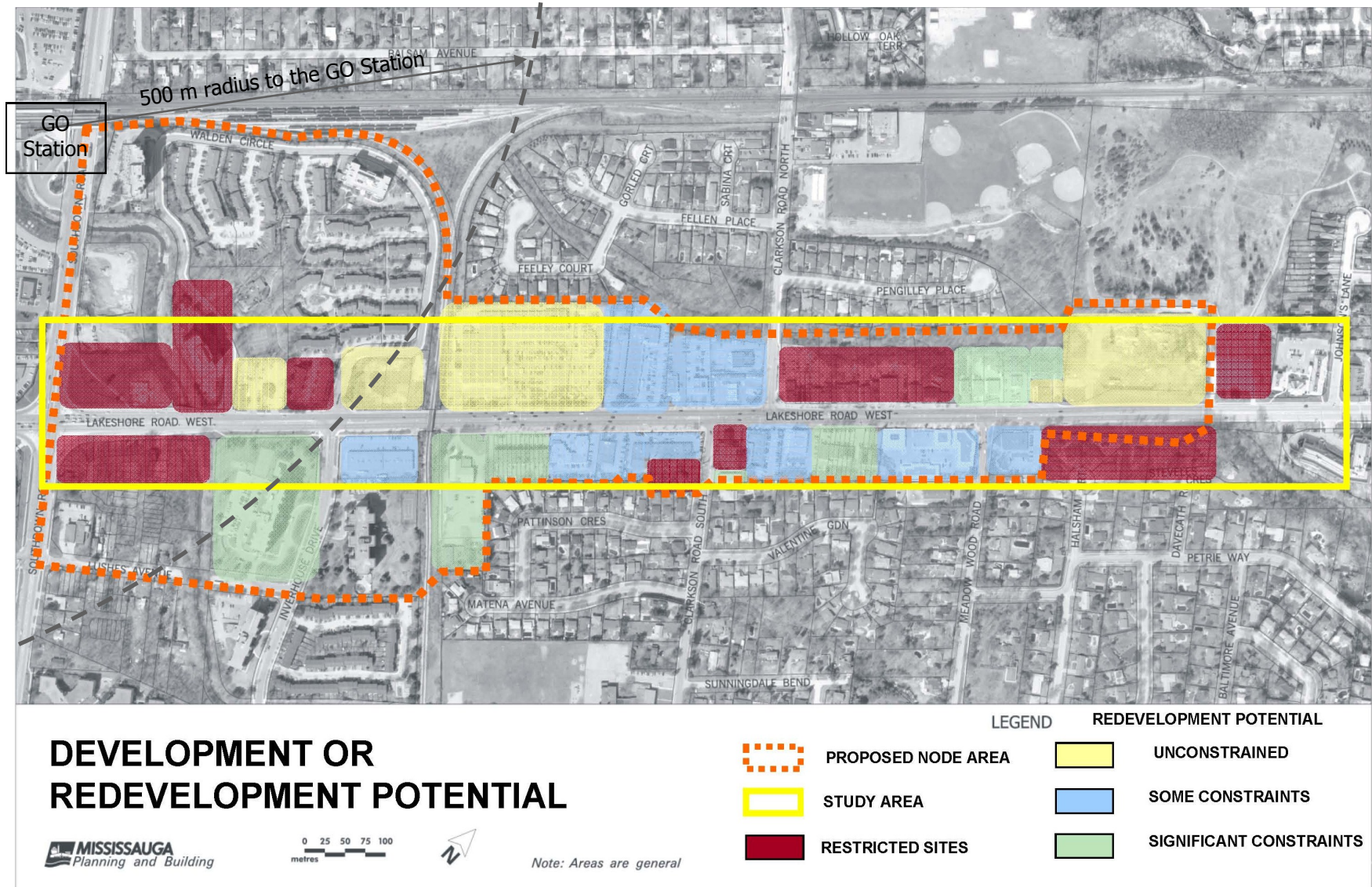


Figure C2.8– Development or Redevelopment Potential

2.0 DIRECTIONS

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

2.0 DIRECTIONS

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

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



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

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.

2.0 DIRECTIONS

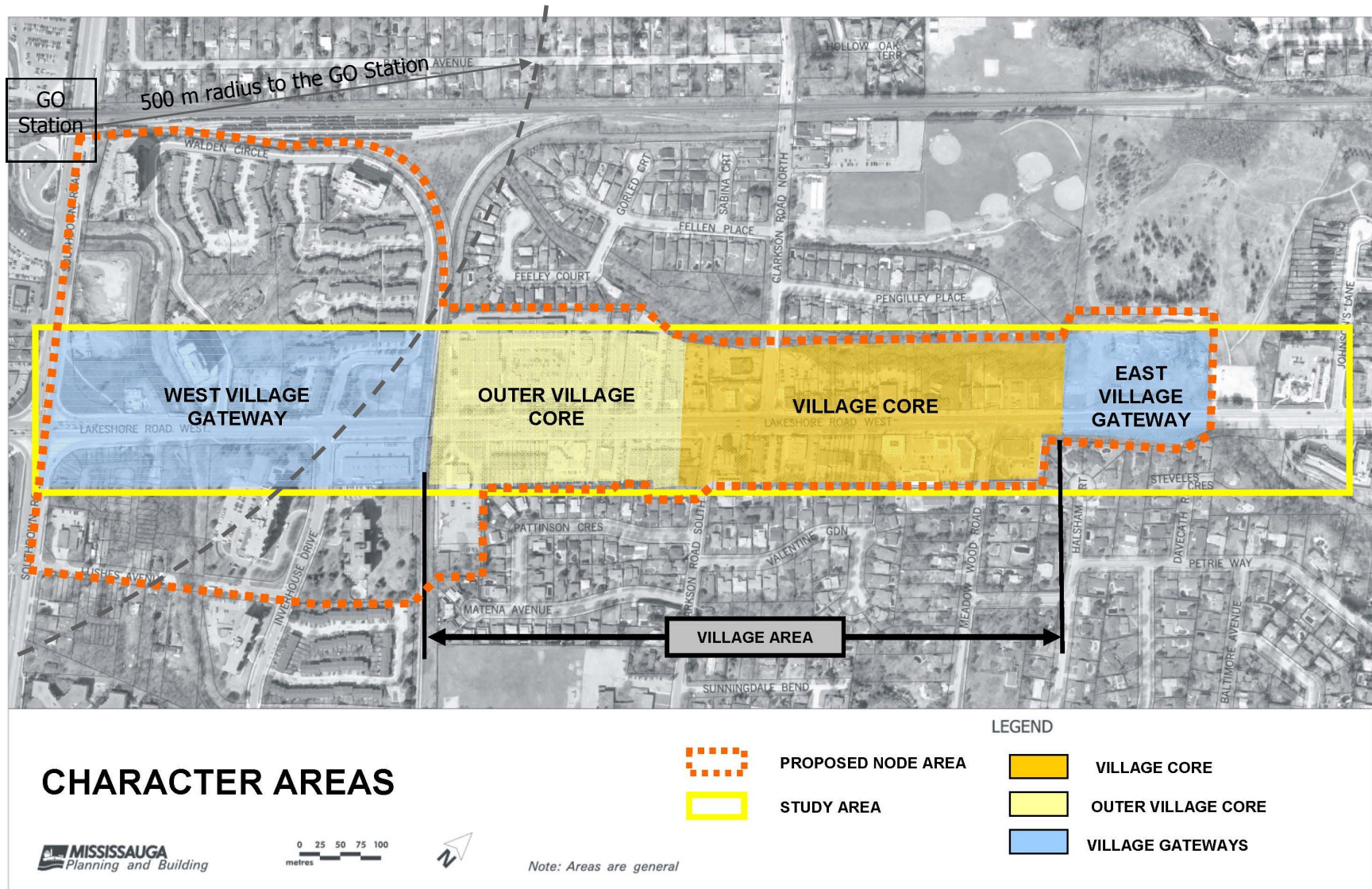


Figure C2.15—Character Areas

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

2.0 DIRECTIONS

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

2.0 DIRECTIONS

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

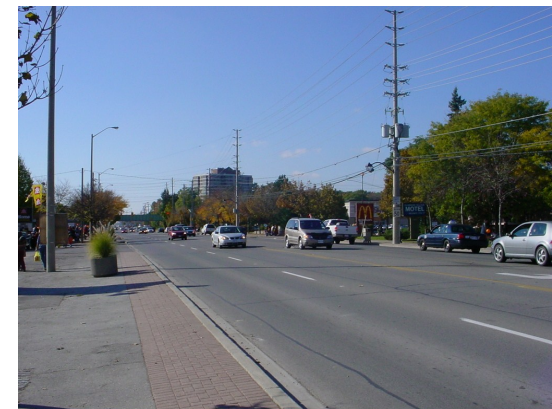


Figure C2.19– Lakeshore Road West, Outer Village Core Area

2.0 DIRECTIONS



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

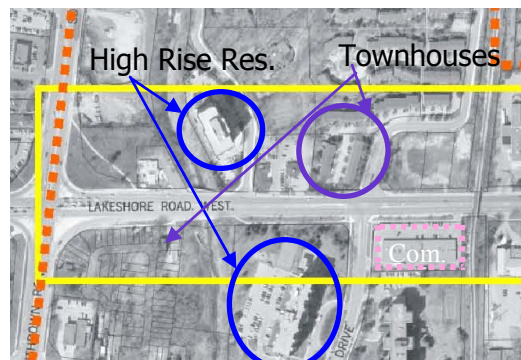


Figure C2.21 Land Use in the West Village Gateway

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 C2.22– Lakeshore Road West

2.0 DIRECTIONS

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



Figure C2.23- GO Station

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.

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

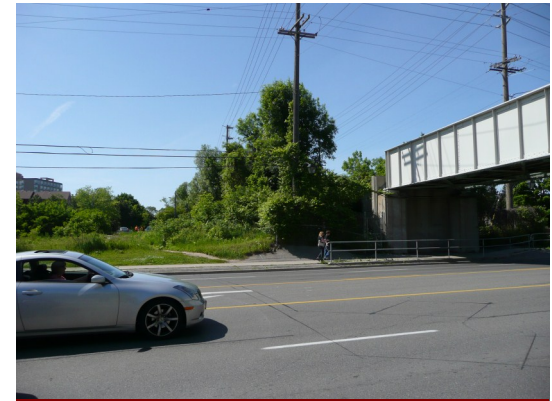


Figure C2.24 Rail Underpass On Lakeshore Road West

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

2.0 DIRECTIONS

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.

2.0 DIRECTIONS



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.

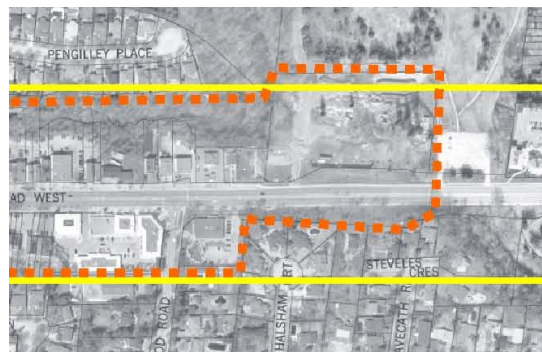


Figure C2.26 East Village Gateway

2.0 DIRECTIONS

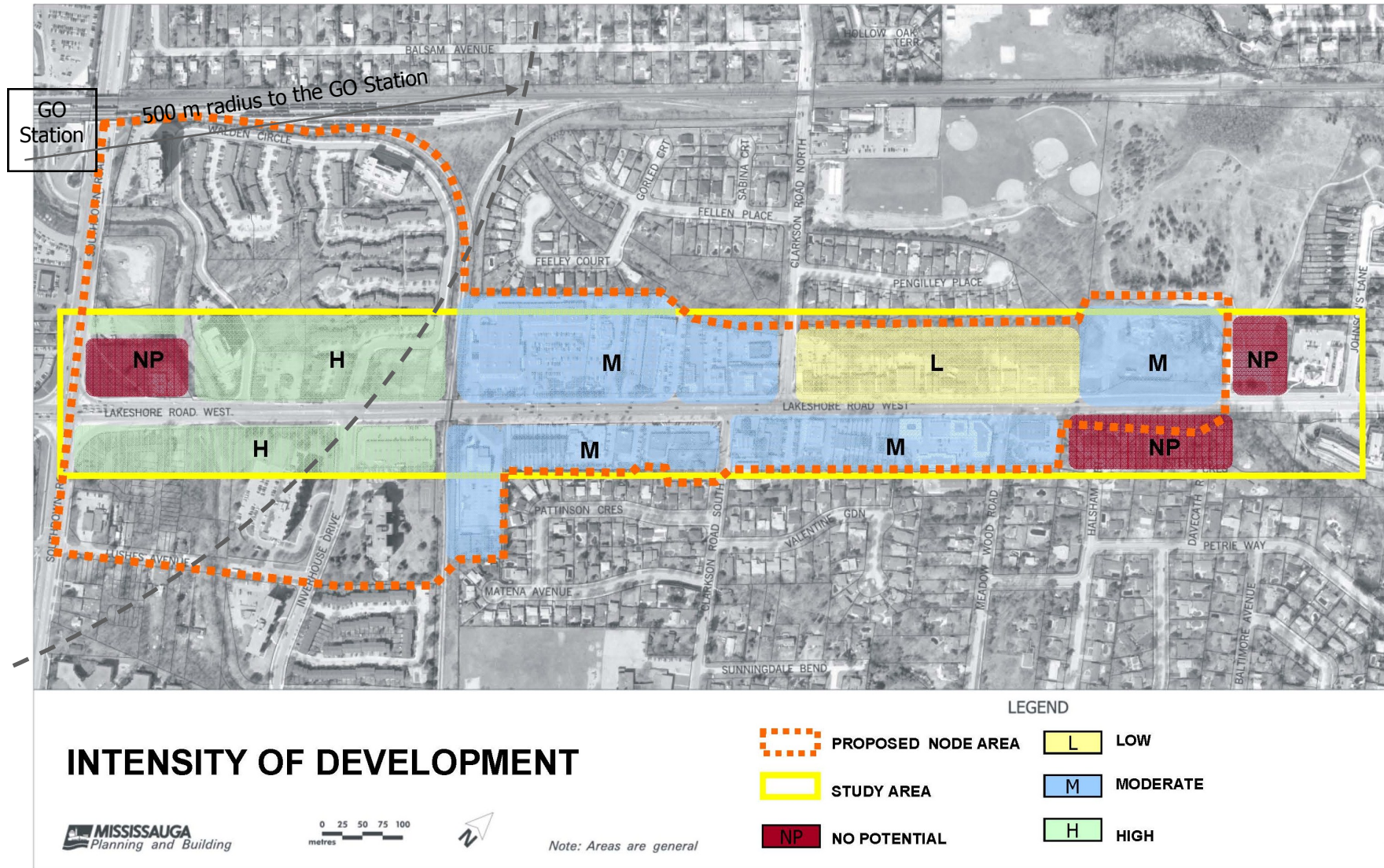


Figure C2.27—Intensity of Development

2.0 DIRECTIONS

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

2.0 DIRECTIONS

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



Figure C2.31– 1271 Walden Circle

the site location relative to the Clarkson GO Station and to the Outer Village Core Area. (see Figure C2.16).

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

2.0 DIRECTIONS

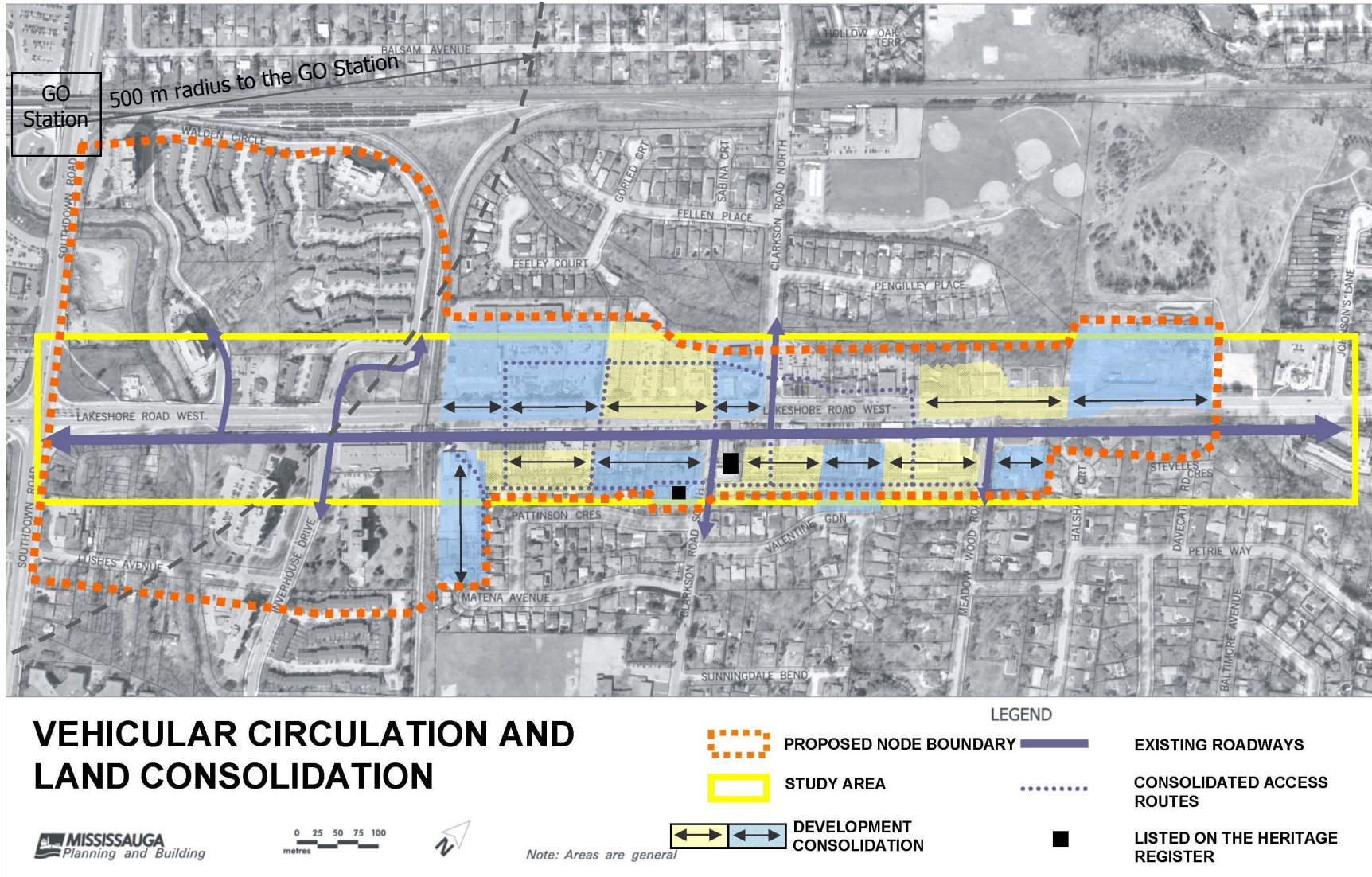


Figure C2.34– Vehicular Circulation and Land Consolidation

2.0 DIRECTIONS

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



Figure C2.35-1764 Lakeshore Road

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 C2.36-1785 Lakeshore Road West

2.0 DIRECTIONS

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

2.0 DIRECTIONS

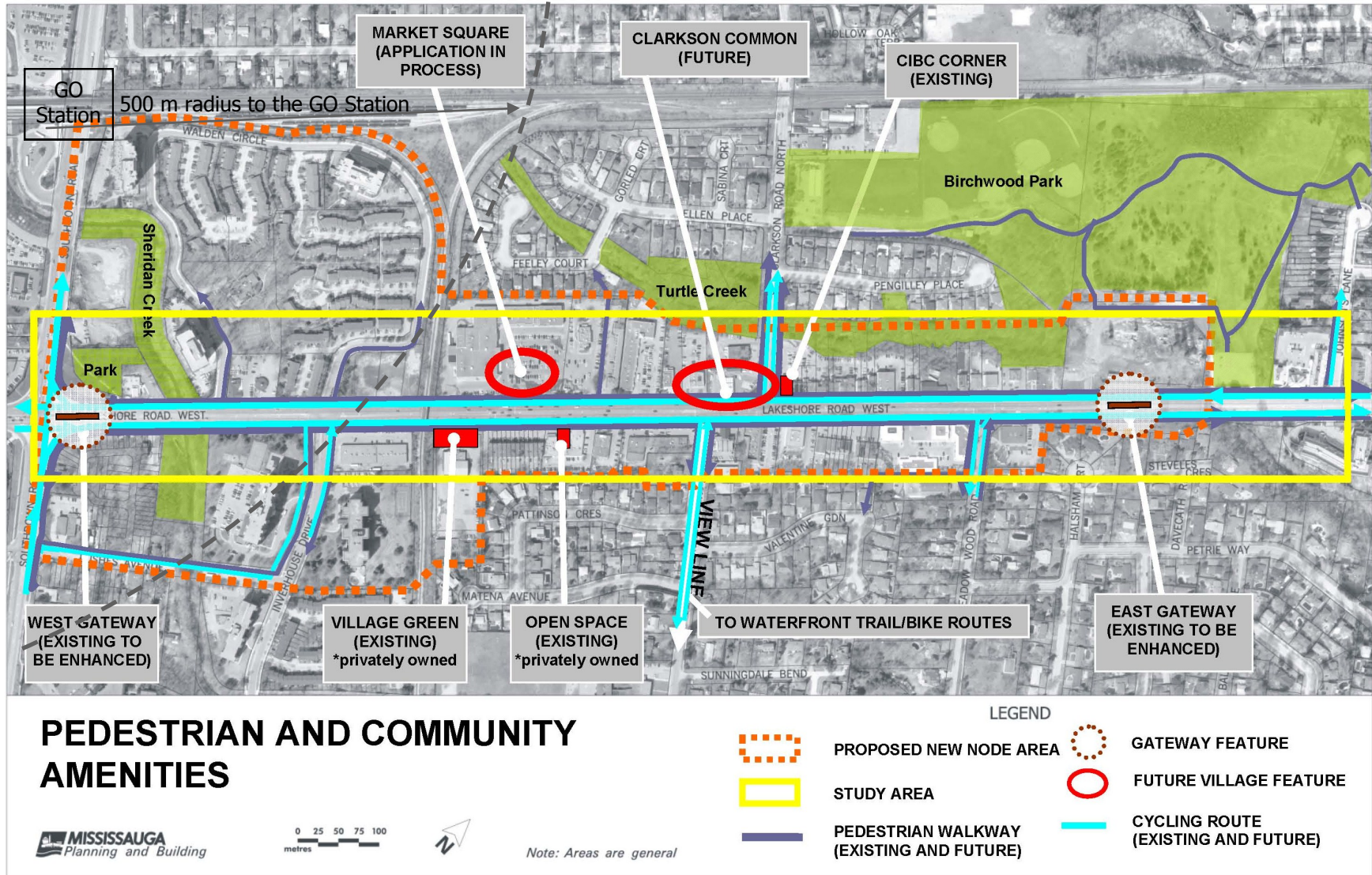


Figure C2.38: Pedestrian and Community Amenities

2.0 DIRECTIONS

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.

2.0 DIRECTIONS

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

2.0 DIRECTIONS

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 Lakeshore 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



Figure C2.42
CIBC Corner – 1745 Lakeshore Road West

though the implementation of a Streetscape Master Plan and streetscape improvements.



Figure C2.43
CIBC Corner – 1745 Lakeshore Road West

2.0 DIRECTIONS

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



Figure C2.44 public/Private Squares

parking, public use easements over internal driveways and the construction of a publicly accessible square in return for increased building height and density.

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

2.0 DIRECTIONS

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

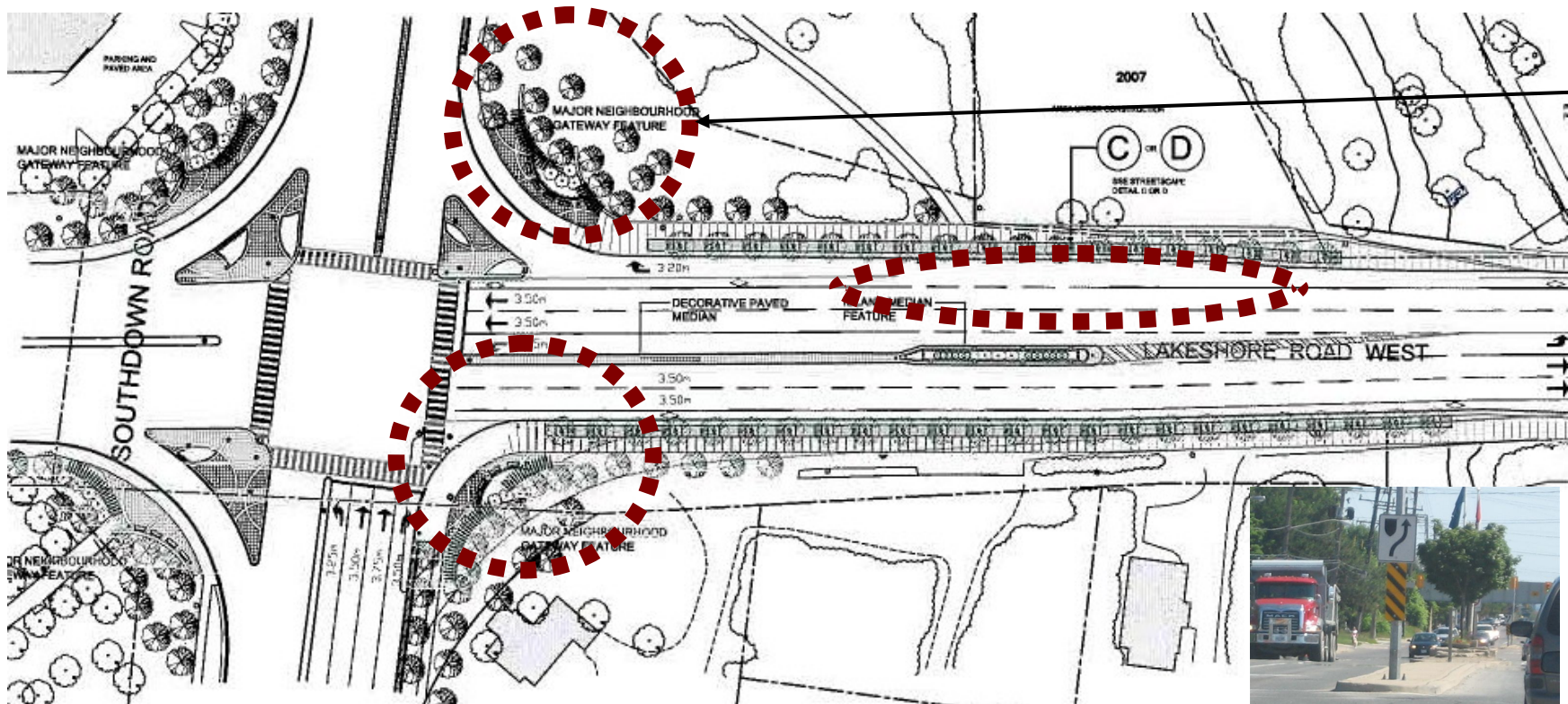


Figure C2.46 West Village Gateway Feature

2.0 DIRECTIONS

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.

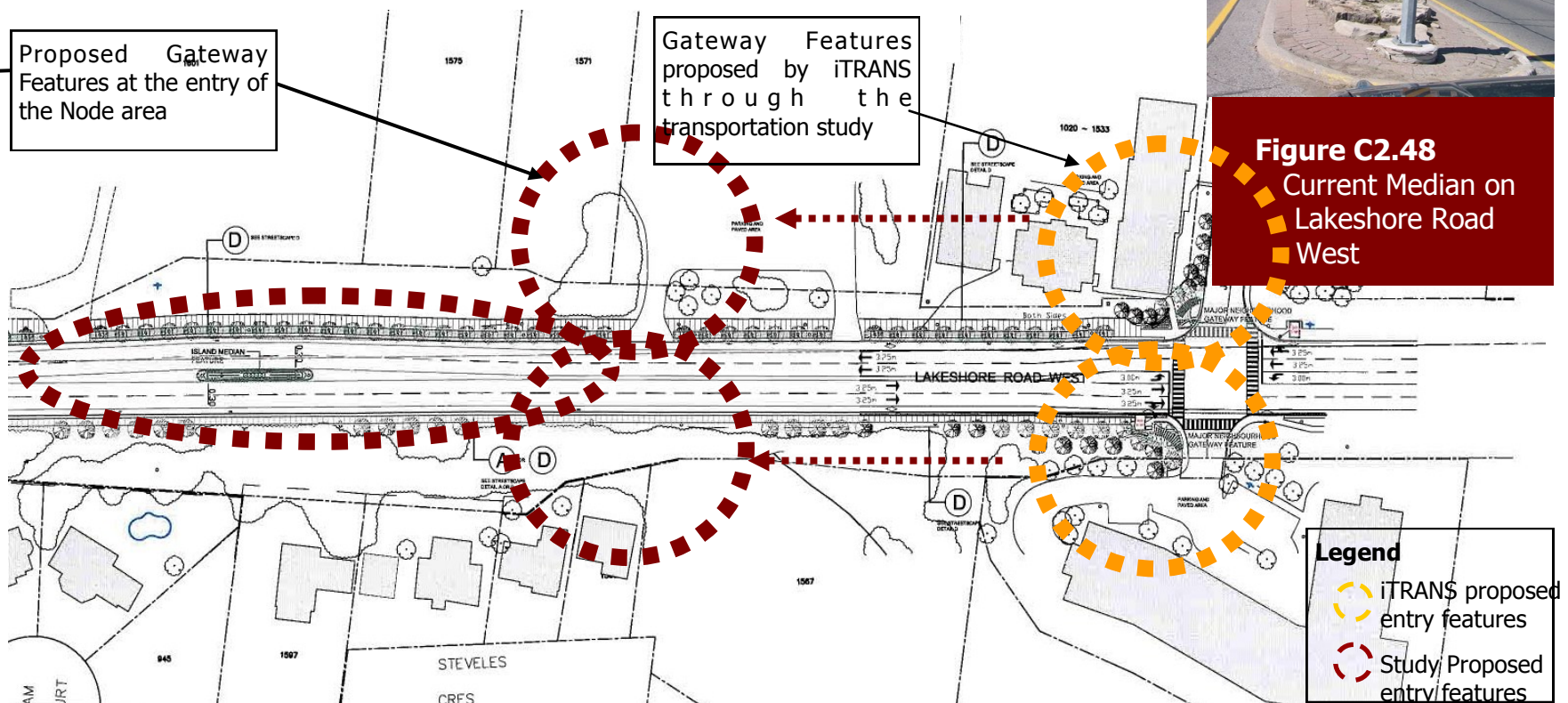


Figure C2.47 East Village Gateway Feature

2.0 DIRECTIONS

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

3.0 BUILT FORM

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;

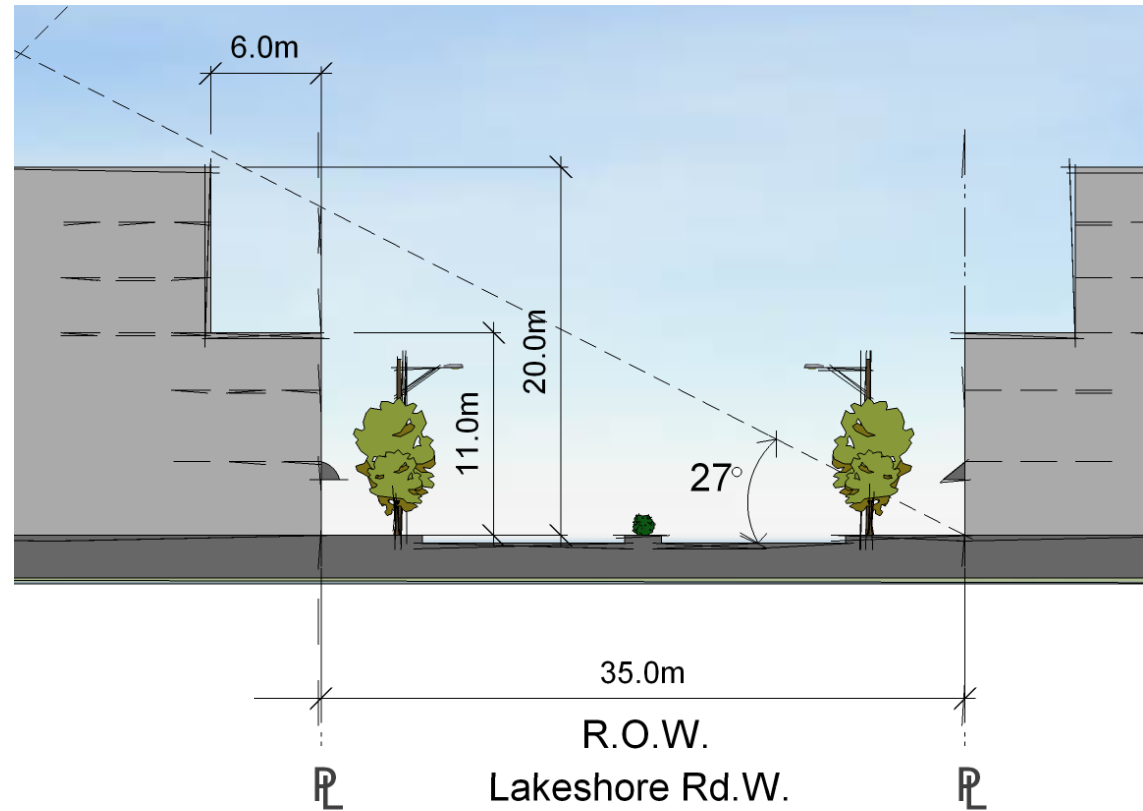


Figure C3.1- 27 Degree Angular Plane

- 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:

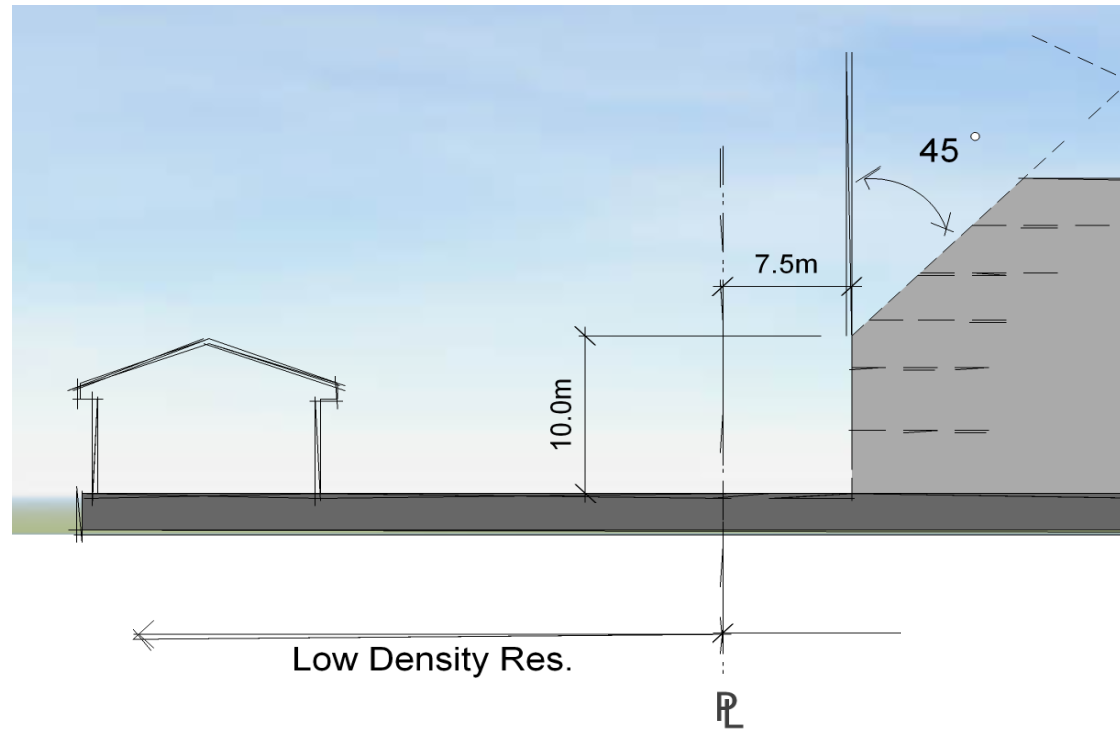


Figure C3.2 Rear Yard Setback

- 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.

3.0 BUILT FORM

3.2 Built Form/Lot Typologies

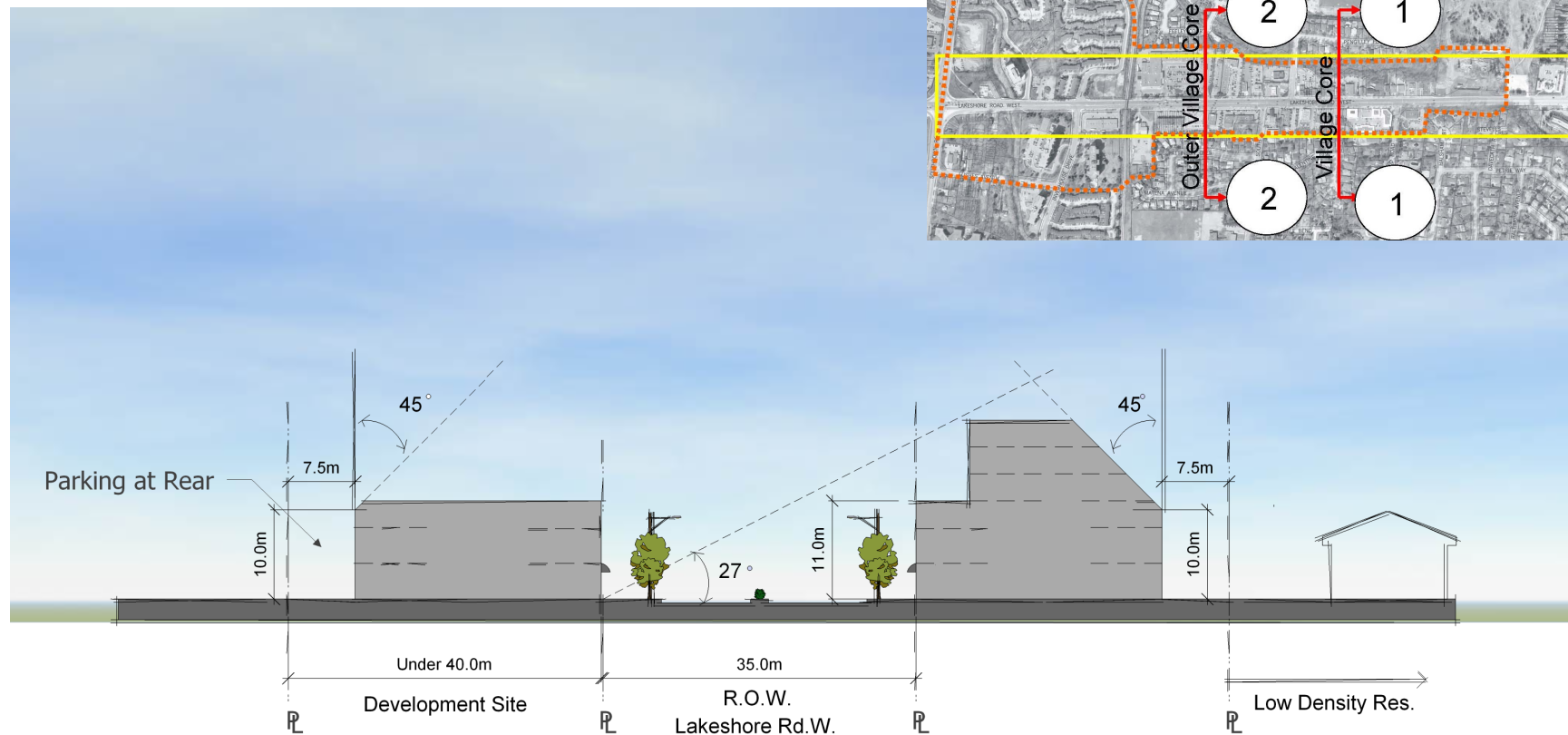
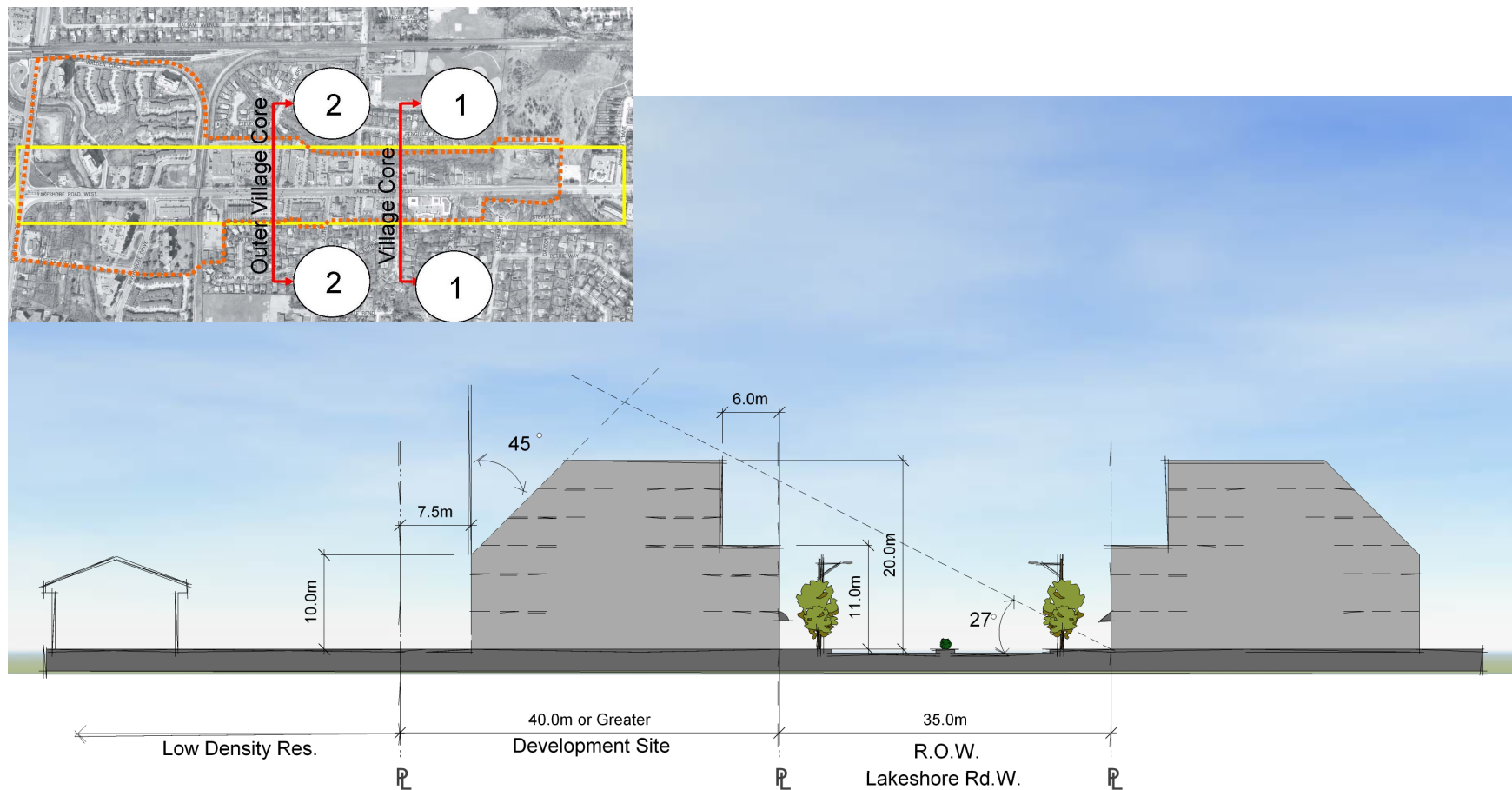


Figure C3.3—Cross Section 1 Village Core Area



3.0 BUILT FORM

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

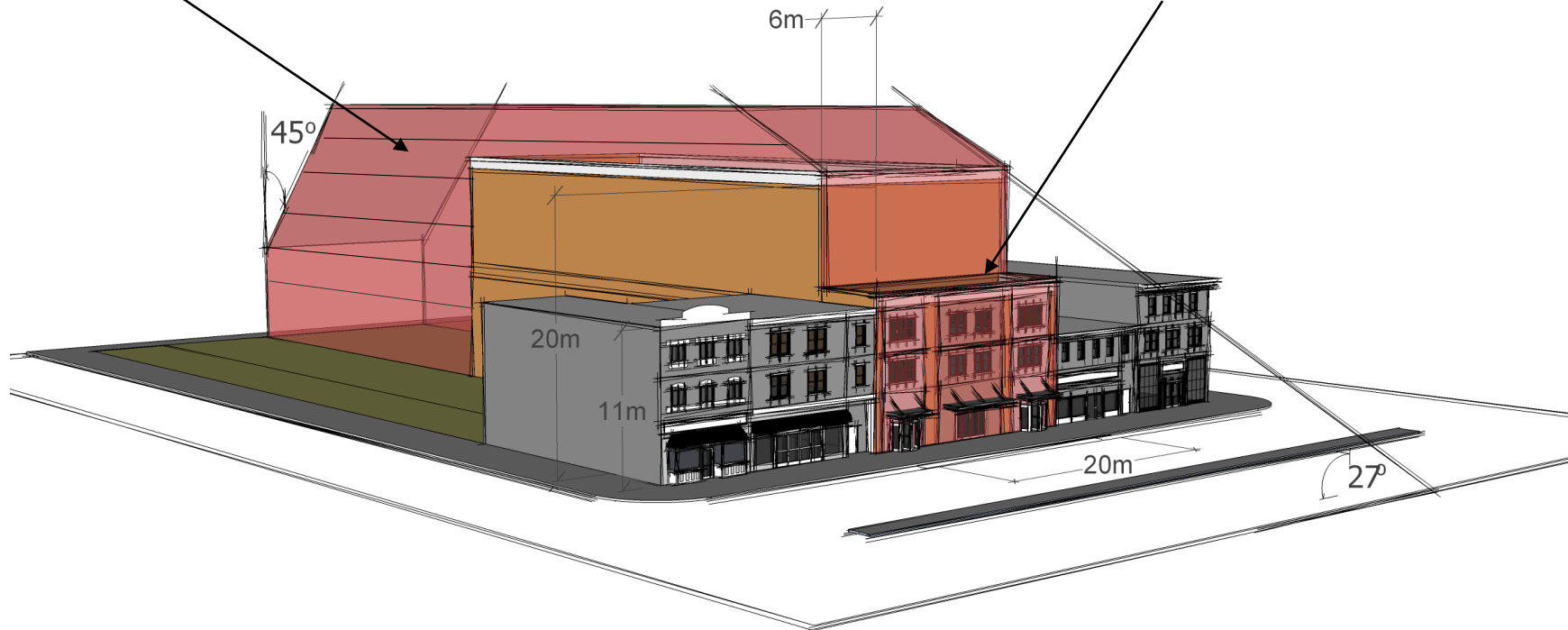


Figure C3.5– Building Development Envelope– Front View

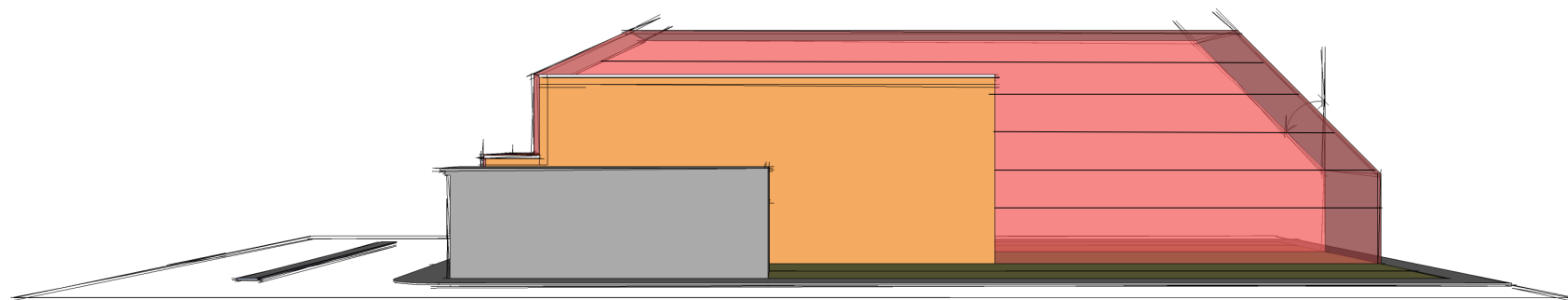


Figure C3.6– Building Development Envelope Side View

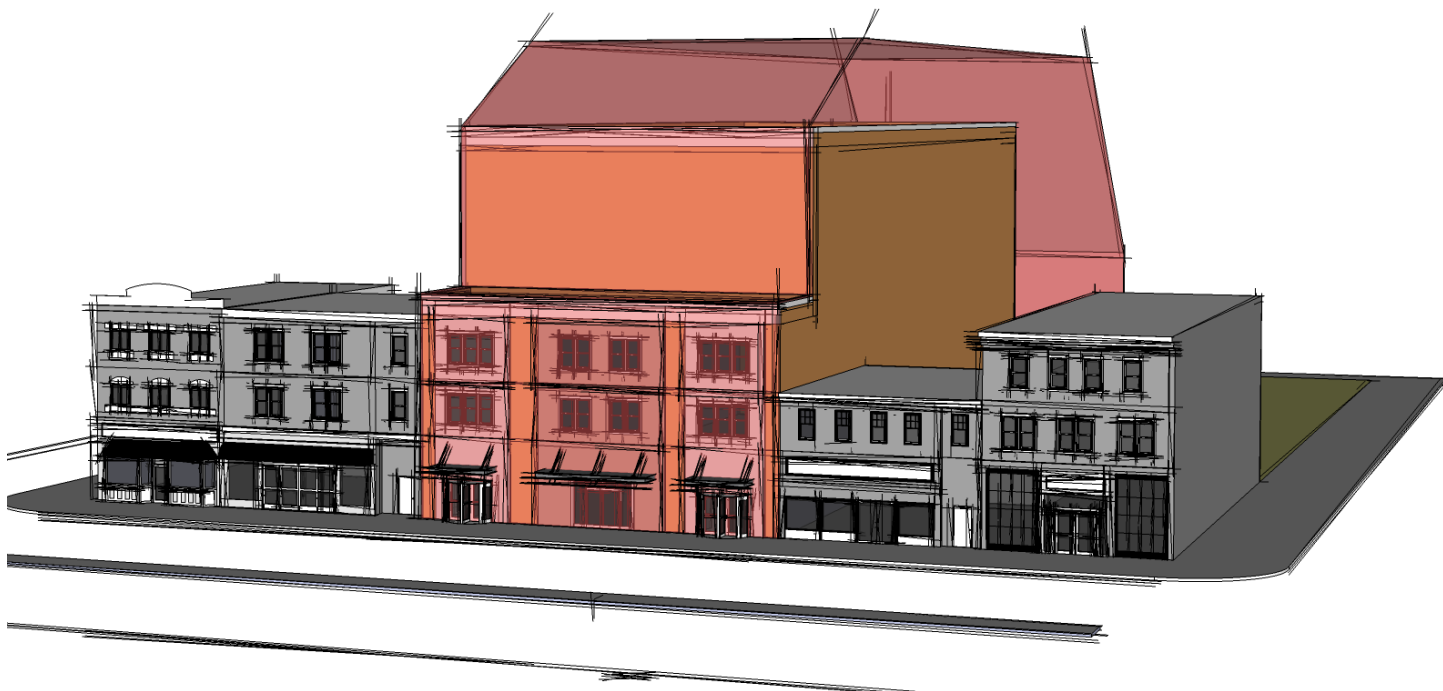


Figure C3.7– Building Development Envelope –Front View

3.0 | BUILT FORM



Figure C3.8– Toronto



Figure C3.9– Toronto



Figure C3.10– Toronto



Figure C3.11– Mississauga

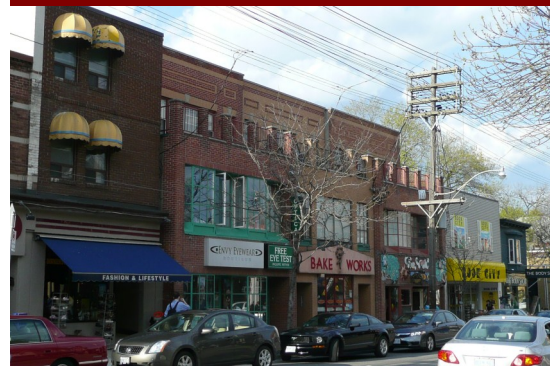


Figure C3.12– Toronto



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

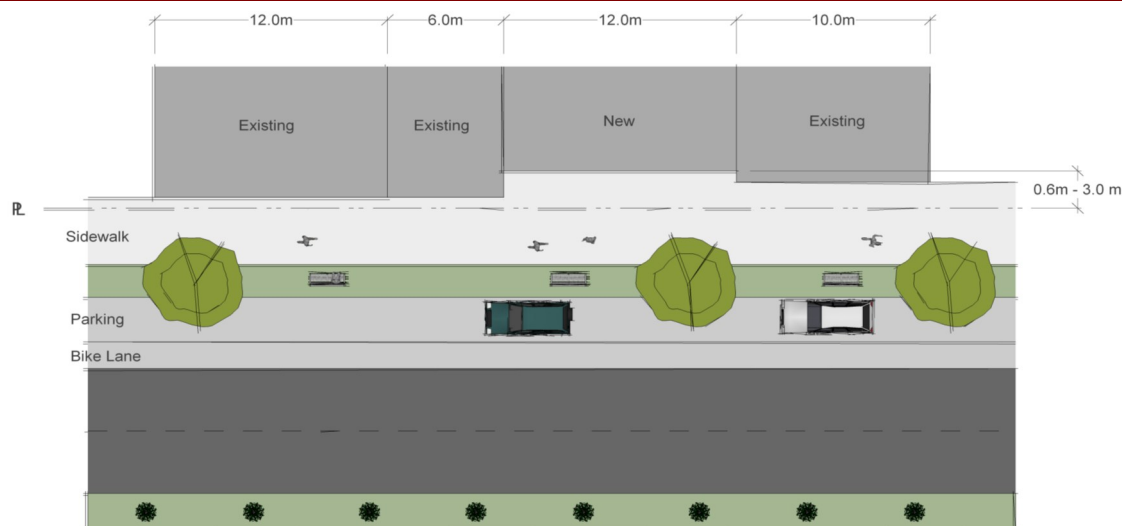


Figure C3.15– Building Façade Articulation

3.0 BUILT FORM

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.

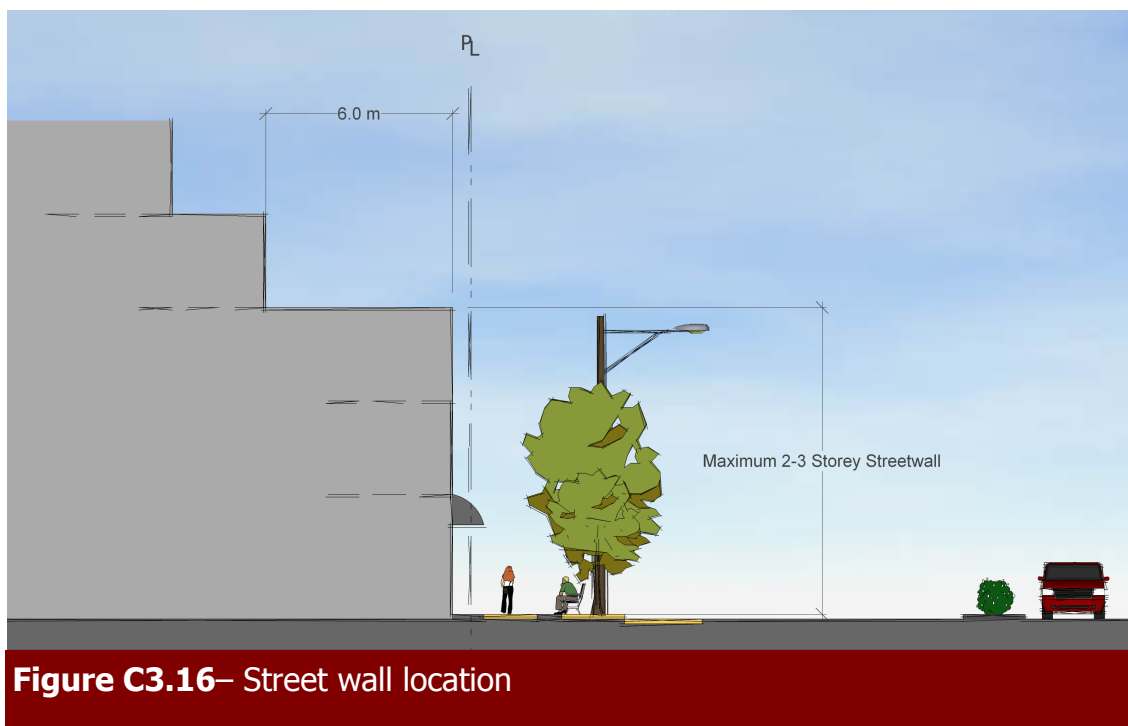


Figure C3.16– Street wall location



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

3.0 BUILT FORM

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.

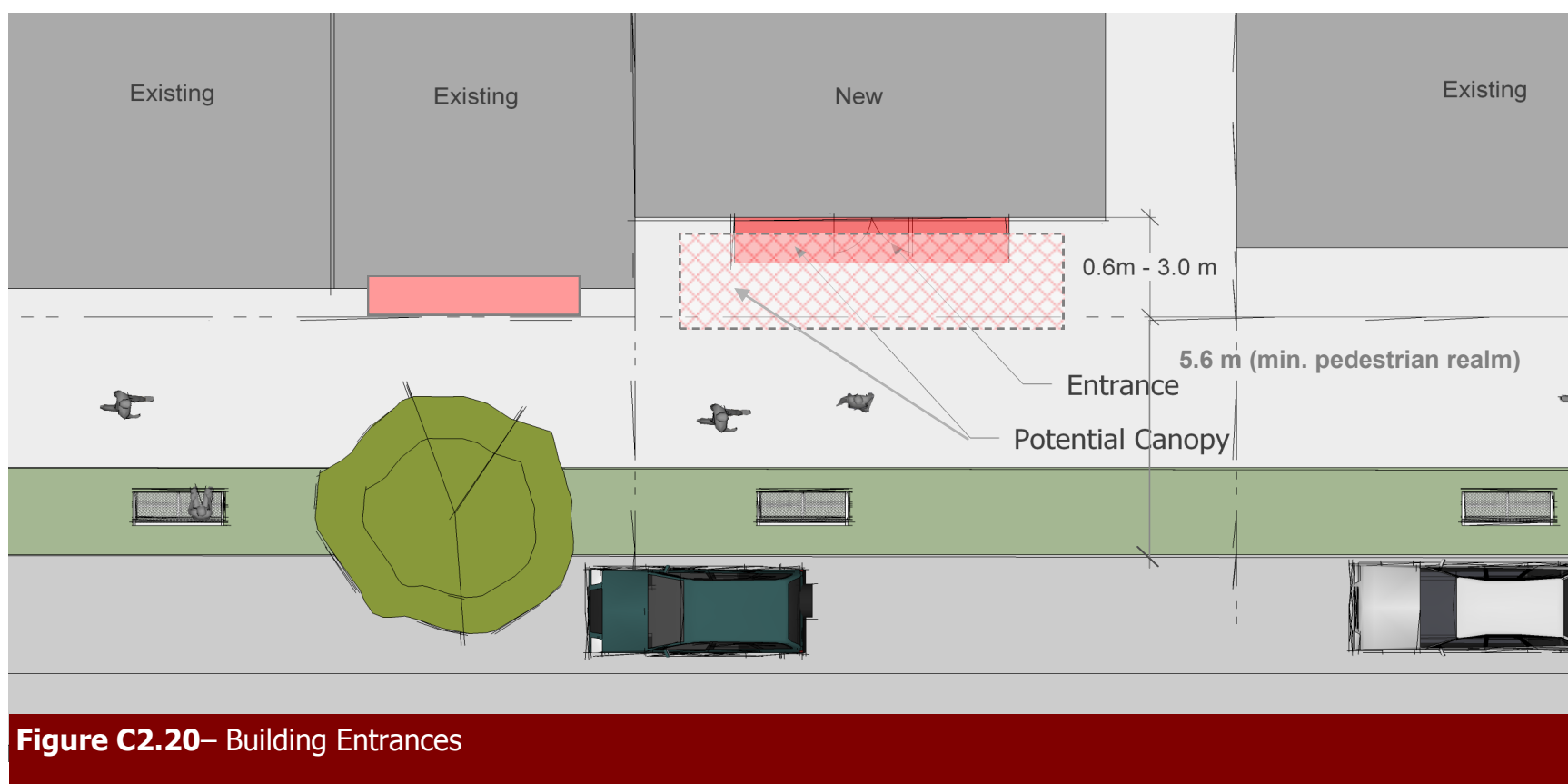


Figure C2.20– Building Entrances

3.0 BUILT FORM

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.

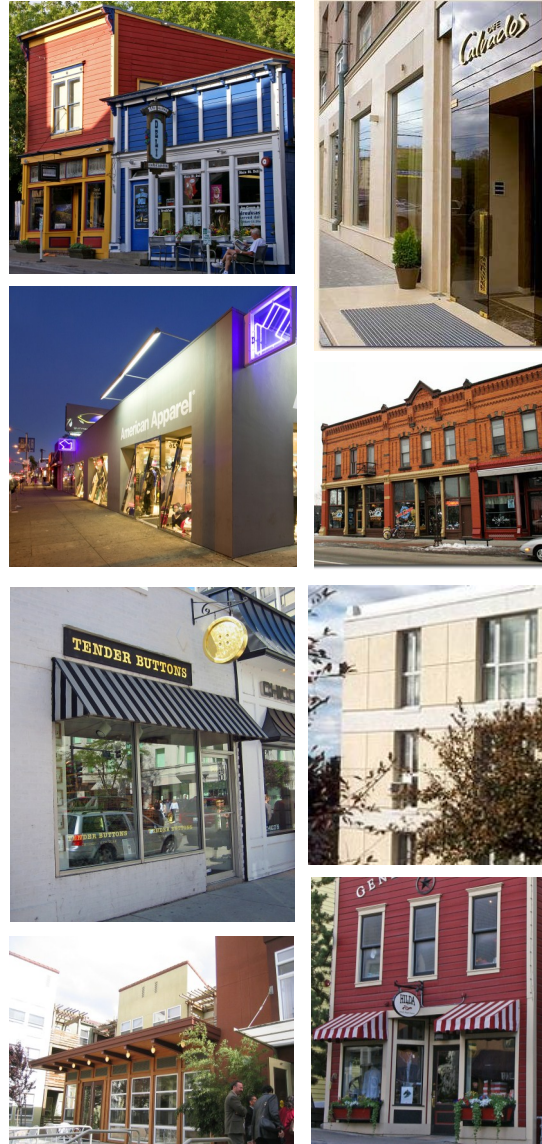


Figure C3.21– Material Examples

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

3.0 BUILT FORM

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



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

buildings should ensure that appropriate setbacks and step backs are incorporated for maximum sunlight exposure.

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

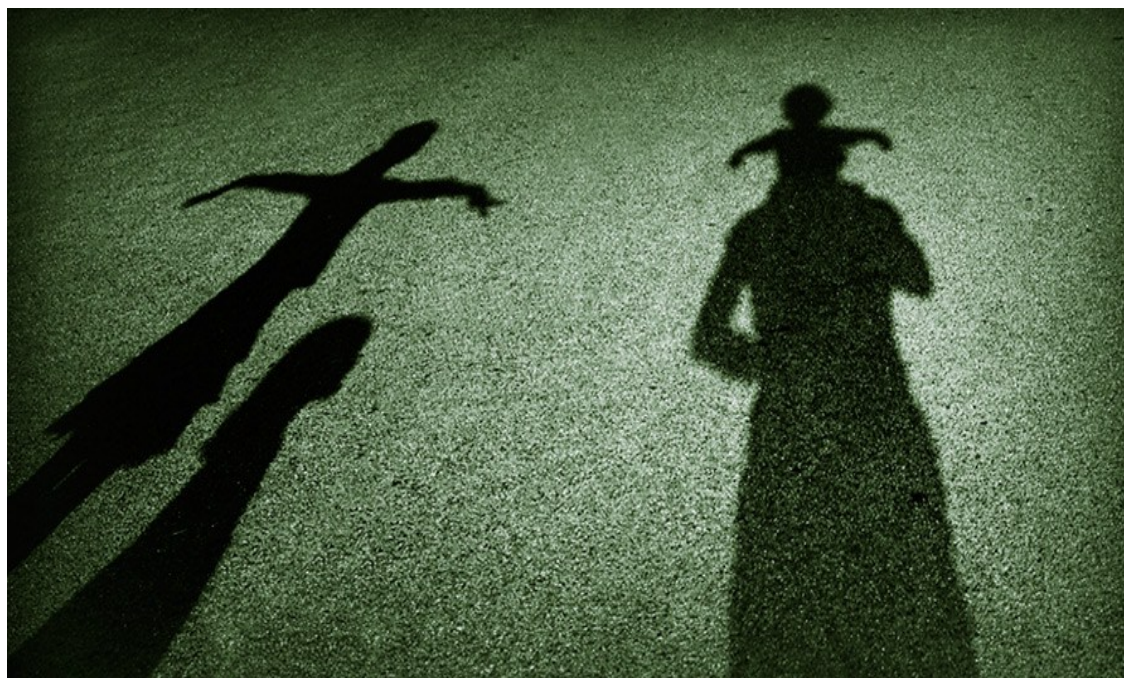


Figure C3.26 Pedestrian Shadows (1B)

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.

3.0 BUILT FORM

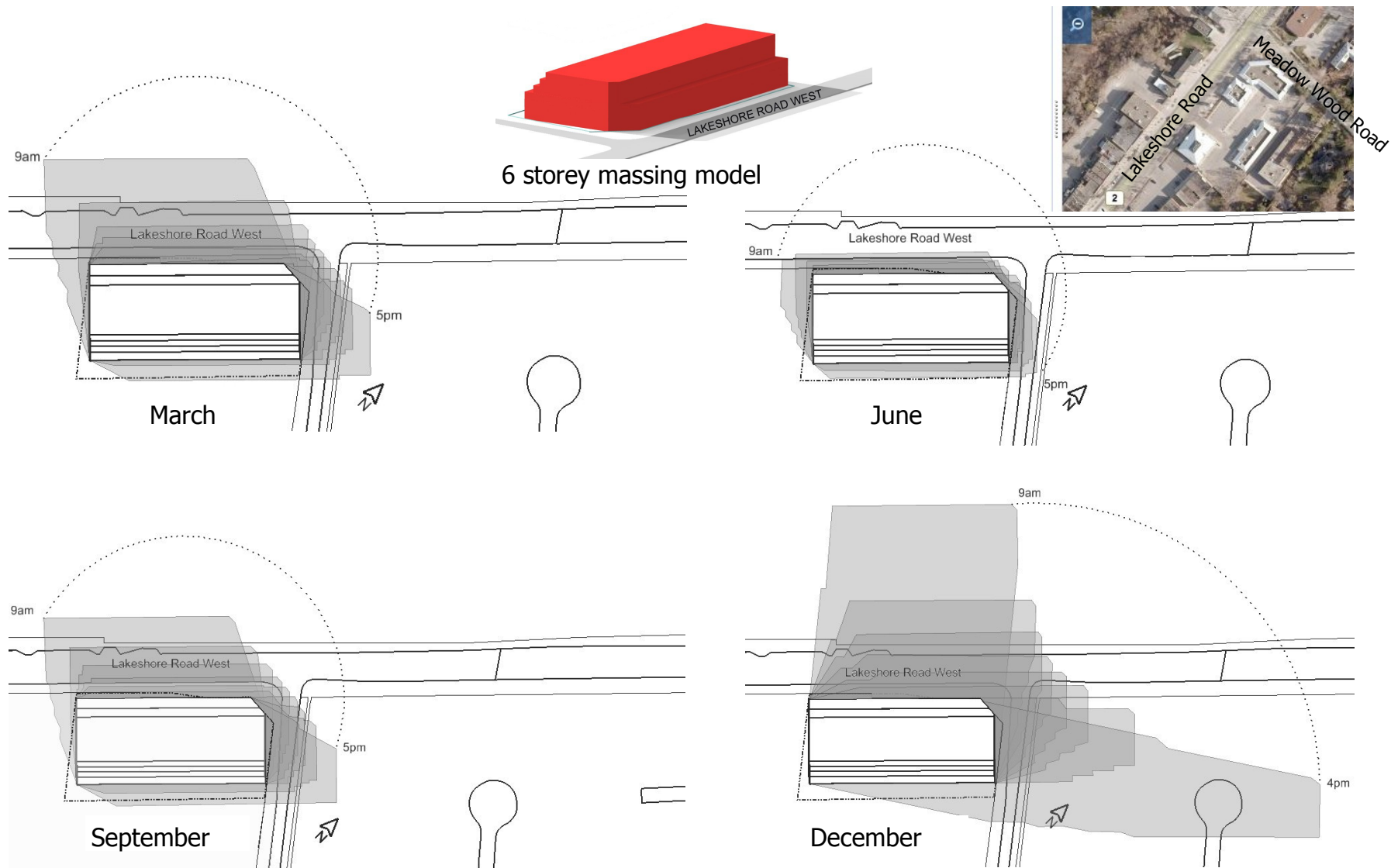


Figure C3.27 Shadow Impacts of a 6 storey building on the south side of Lakeshore Road West (1672 and 1679 Lakeshore Road West)



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

4.0 | VEHICULAR MOVEMENT: PARKING AND ACCESS

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

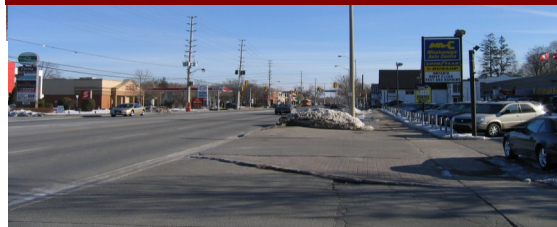


Figure C4.2– Numerous Access

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.

4.0 | VEHICULAR MOVEMENT: PARKING AND ACCESS

“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 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

5.0 PUBLIC REALM

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.

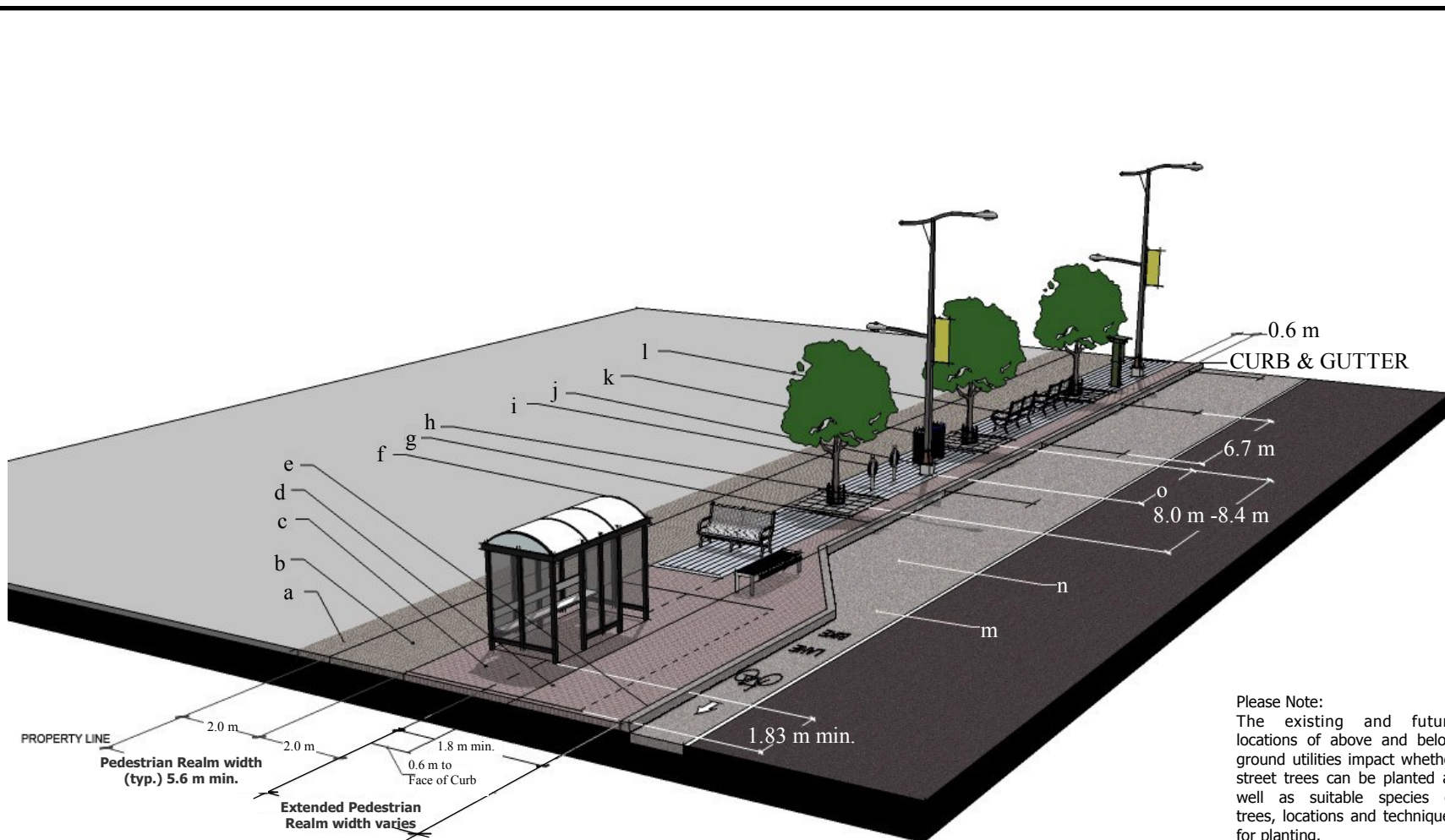
In addition, through the iTRANS Urban Design and Transportation Study that was completed for the Phase 1 component of this study, significant alterations were recommended to accommodate an Access Management Plan, including an acceptable pedestrian boulevard with amenities in addition to comprehensive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



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 C5.1 -Conceptual Typical Mid Block Pedestrian Realm Section

5.0 PUBLIC REALM

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

5.0 PUBLIC REALM

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

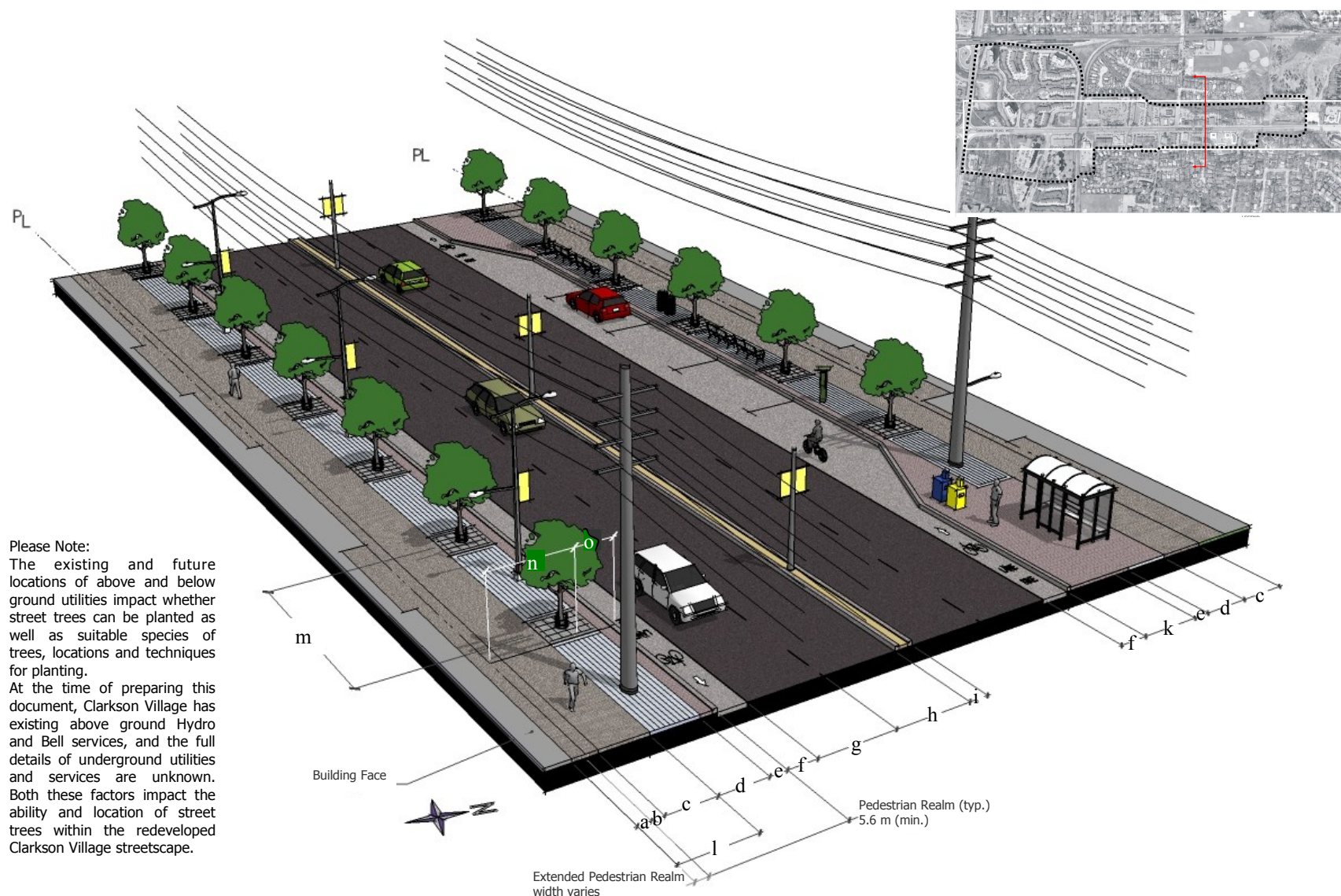


Figure C5.8—Village Core Area, Mid Block Cross Section, Proposed Streetscape

5.0 PUBLIC REALM

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

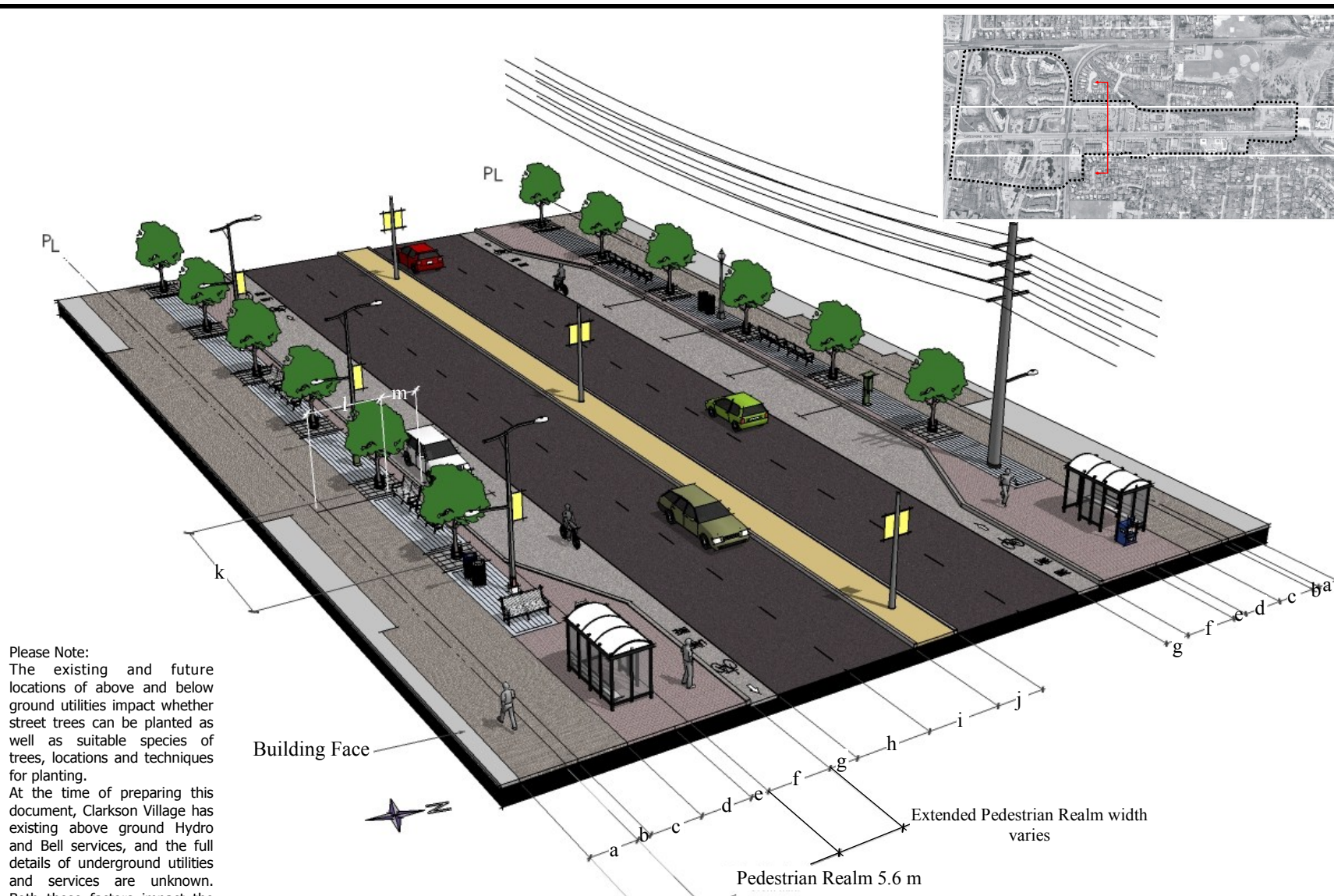


Figure C5.9 - Outer Village Core Area, Mid Block Cross Section, Proposed Streetscape

5.0 PUBLIC REALM

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

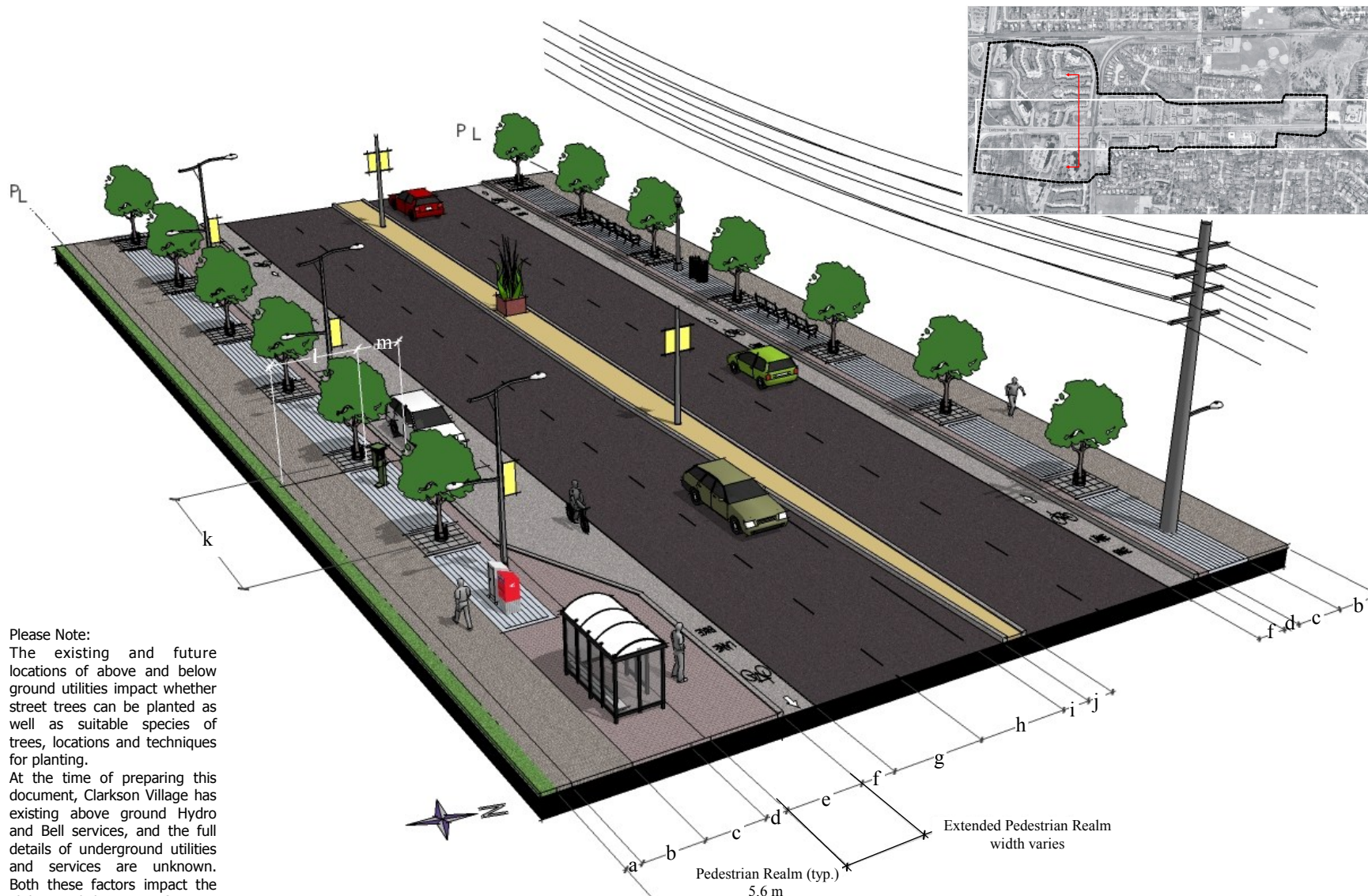
driveway access consolidation, will impact existing street trees and potential locations for new street tree planting, as will the existing utility poles and overhead wires. Small canopied trees or container plantings may be installed as a result. At Southdown Road and Inverhouse Drive, visual signs 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

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

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.



5.0 PUBLIC REALM

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

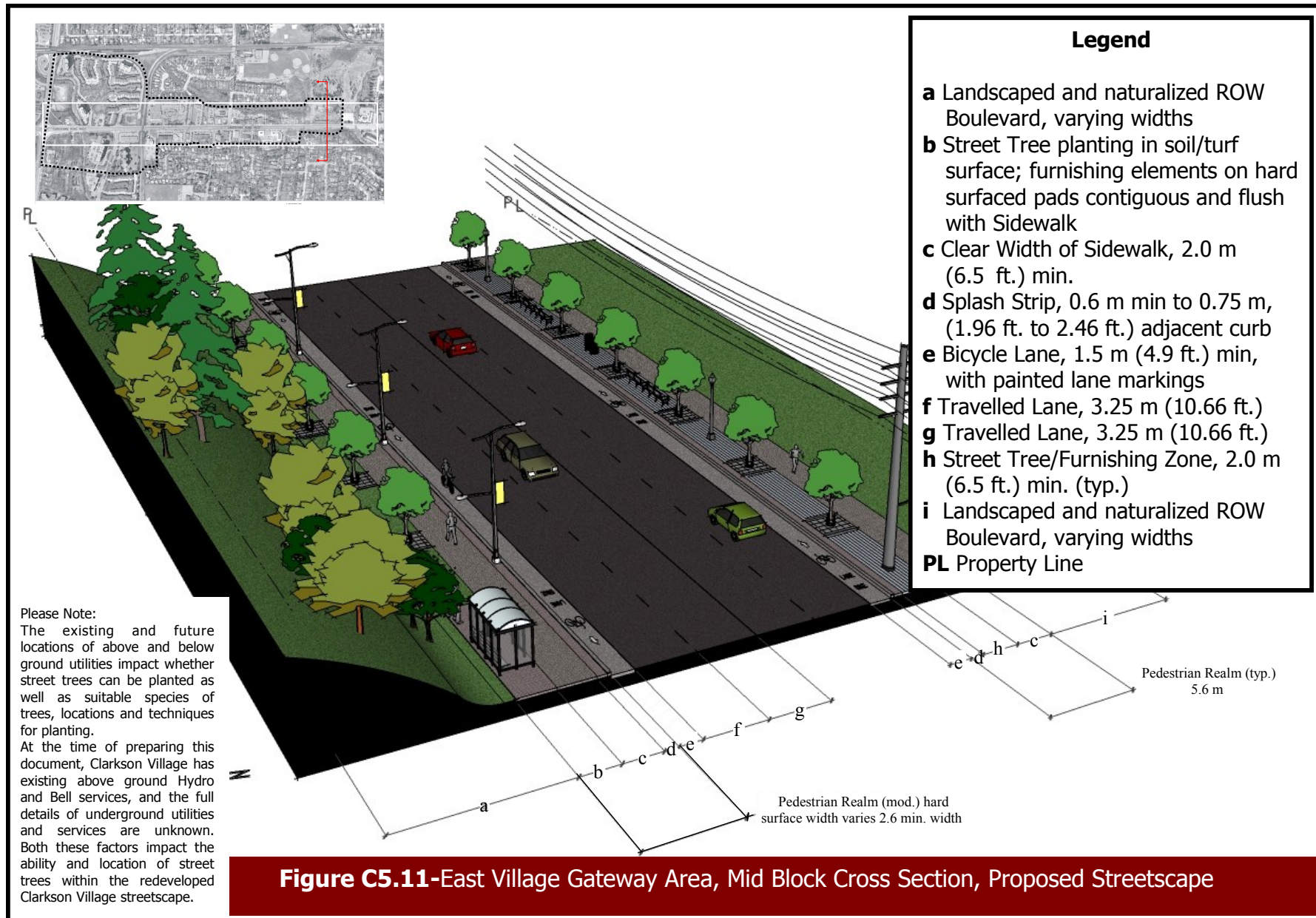
of a greater quantity of vegetation and/or vegetation found elsewhere within the East Village Gateway Character Area, and a location-appropriate scale, while echoing the architectural forms used at the West Gateway Feature and Neighbourhood Identification Features should be considered.

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.



5.0 PUBLIC REALM

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



Figure C5.12- Sidewalk cafes can create multi-seasonal activity beyond office hours

quality design and detail as the balance of the streetscape.



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



Figure C5.14- Terraced landscaping can bridge architectural scale to that of pedestrians

and consistent with those found elsewhere within the Clarkson Village streetscape.

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

5.0 | PUBLIC REALM

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.

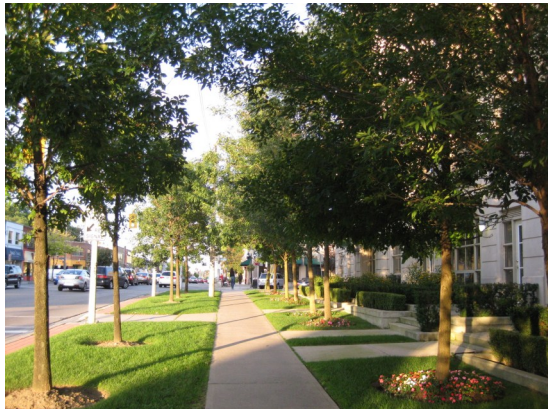


Figure C5.15- Detailed landscape treatment and a double row of trees improves the pedestrian experience adjacent this mid-rise building

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.

5.0 | PUBLIC REALM



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

5.0 PUBLIC REALM

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



Figure C5.25 Seasonal Container Planting

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.

The street tree/furniture zone should be reviewed and designed holistically in consideration of and



Figure C5.26 Decorative Bracket/Hanging Basket Hook

coordination with existing and proposed utilities and services, building entrances, street trees, consolidated vehicle accesses, to

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.

5.0 | PUBLIC REALM

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

5.0 PUBLIC REALM

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

6.0 SUSTAINABILITY

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.

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



Figure C6.2 Mississauga Transit

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.

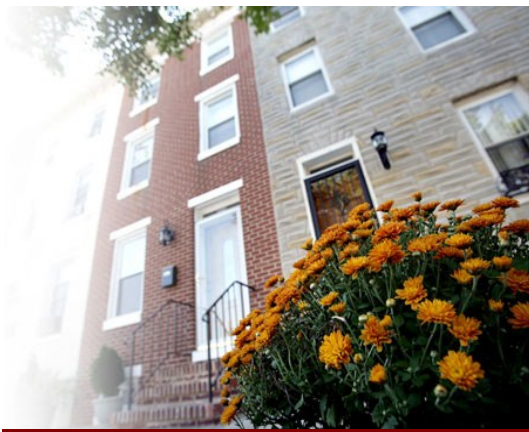


Figure C6.3 Efficient Land Use (1I)

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:

6.0 SUSTAINABILITY

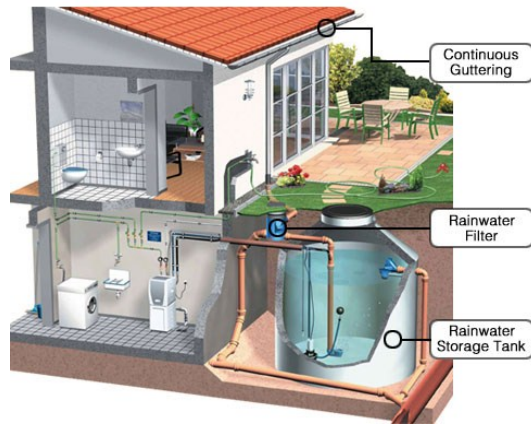


Figure C6.4 Rainwater Harvesting (1J)

- **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 then 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



Figure C6.6- Soakaway Pit (1K)

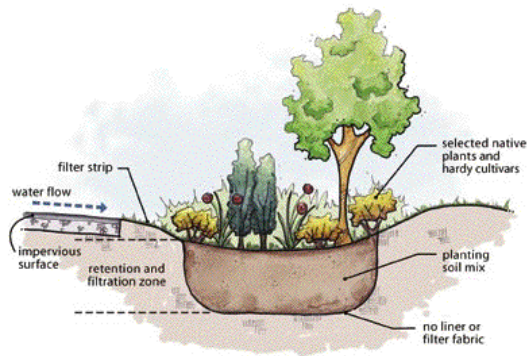
large soil base and can therefore take deeper rooting plants. Extensive green roofs have a thin layer of soil with a herbaceous vegetative cover.

- **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**

Bioretention 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.

7.0 IMPLEMENTATION

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

7.0 IMPLEMENTATION

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



Figure C7.1 -Clarkson Outer Village Core

gateways to define the entry and exit to and from the Village will be encouraged.

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 m² (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

7.0 IMPLEMENTATION

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

7.0 IMPLEMENTATION

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 | <ul style="list-style-type: none"> 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. <i>At grade, street related, retail, commercial, restaurant and office uses are required within any building.</i> <i>To permit dwelling units within a mixed use building where permitted non-residential uses are located at the streetwall within the ground floor.</i> <i>Individual large format retail commercial uses 600 m² (6,458 sq. ft.) GFA or greater will not be permitted.</i> <i>Exclusively residential buildings (apartment dwellings) will not be permitted.</i> | | <ul style="list-style-type: none"> 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. <i>To permit dwelling units within a mixed use building where the permitted non-residential uses are located at the streetwall within the ground floor.</i> <i>Exclusively residential buildings (apartment dwellings) will be permitted.</i> <i>Individual large format retail commercial uses 600 m² (6,458 sq. ft.) GFA or greater will not be permitted.</i> | |
| Special Site Considerations | <ul style="list-style-type: none"> 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. <i>Holding Provisions shall be incorporated into zoning and an application for removal of (H) Holding Symbol required prior to any physical site alterations.</i> | <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 1.5 FSI/<i>1.5 FSI</i> | <ul style="list-style-type: none"> 2.0 FSI/<i>2.0 FSI</i> | <ul style="list-style-type: none"> 2.5 FSI/<i>2.5 FSI</i> | <ul style="list-style-type: none"> 2.0 FSI/<i>2.0 FSI</i> |
| | <ul style="list-style-type: none"> Mixed use buildings may exclude any gross floor area exclusively devoted towards non-residential uses from the calculation of Residential Floor Space Index. <i>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.</i> | | | |
| Building Heights | <ul style="list-style-type: none"> 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 <u>will not</u> be considered favourably. Buildings shall be stepped back after the 3rd storey to maintain the village character. <i>Minimum 2 storeys and maximum 3 storeys on the north side of Lakeshore Road West.</i> <i>Minimum 2 storeys and maximum 6 storeys on the south side of Lakeshore Road West.</i> <i>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.</i> | <ul style="list-style-type: none"> Minimum 2 storeys and maximum 6 storeys. Section 37 – Public Benefits <u>may</u> be considered subject to an Urban Design Study. Buildings shall be stepped back after the 3rd storey to maintain the village character. <i>Minimum 2 storeys and maximum 6 storeys.</i> <i>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.</i> | <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> ➤ 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. | <ul style="list-style-type: none"> Minimum 2 storeys and maximum 6 storeys. Section 37 – Public Benefits <u>may</u> be considered subject to an Urban Design Study. Buildings shall be stepped back after the 3rd storey to maintain the village character. <i>Minimum 2 storeys and a maximum 6 storeys.</i> <i>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.</i> |

Table C7.4-2 Proposed Amendments to the Official Plan and Zoning By-law

7.0 IMPLEMENTATION

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 | | | <ul style="list-style-type: none"> ➤ 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 <u>may</u> be considered subject to an Urban Design Study. • <i>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:</i> <ul style="list-style-type: none"> ➤ <i>Maximum 15 storeys – 1271 Walden Circle.</i> ➤ <i>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).</i> | |

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 | | | <ul style="list-style-type: none">➤ 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 | <ul style="list-style-type: none">• Minimum front yard of 0.6 m (2 ft.) to maximum of 3.0 m (9.8 ft.). | | <ul style="list-style-type: none">• 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 | <ul style="list-style-type: none">• 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. | | <ul style="list-style-type: none">• 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 | <ul style="list-style-type: none">• 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

7.0 IMPLEMENTATION

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 | <ul style="list-style-type: none">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 | <ul style="list-style-type: none">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. | <ul style="list-style-type: none">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 | <ul style="list-style-type: none">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 | <ul style="list-style-type: none">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 | <ul style="list-style-type: none"> 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. | | | |
| Frontage | | | | |
| Glazing for Non-Residential uses | <ul style="list-style-type: none"> A minimum of 60% of the ground floor streetwall shall be glazed with clear vision glass. | | | |
| Front Door Grading for Non-Residential Uses | <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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

7.0 IMPLEMENTATION

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

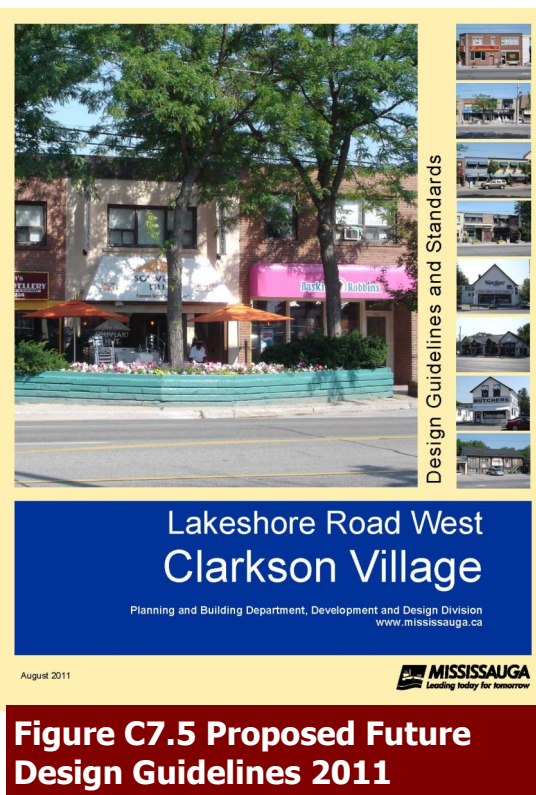
ensure the long term implementation of the Vision.

- ***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.



7.0 IMPLEMENTATION

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 200th year Anniversary Celebration

8.0 REFERENCES

Picture References

1A, Page 54-Figure C3.25

Shadow Impacts on amenity areas.
www.4.bp.blogspot.com/_zm0768whXpY/SrGR9xZdRVI/AAAAAAAEQY/mKHIVi-1hYE/s400/building.jpgbuilding.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
www.ci.royal-oak.mi.us/.../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
www.brokencitylab.org/wp-content/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/images/bioretention01.gif

1M, Page 89 Figure C6.8 - Filter Strip

www.mapc.org/regional_planning/LID/new_photos/photo21.jpg

