PLANNING ACT
NOTICE OF THE PASSING OF AN OFFICIAL PLAN AMENDMENT AND
A ZONING BY-LAW BY
THE CORPORATION OF THE CITY OF MISSISSAUGA
BILL 51

DATE OF NOTICE	July 9, 2014	
OPA NUMBER	OPA# 9 (By-law # 0193-2014)	
ZONING BY-LAW NUMBER	0194-2014	
DATE PASSED BY COUNCIL	July 2, 2014	
LAST DATE TO FILE APPEAL	**July 29, 2014**	
FILE NUMBER	CD.04.CLA	Ward 2
APPLICANT	City of Mississauga	
PROPERTY LOCATION	North and South sides of Lakeshore Road West, between Southdown Road and Birchwood Park.	

TAKE NOTICE that the Council of the Corporation of the City of Mississauga passed the above noted Official Plan Amendment and Zoning By-law, under Sections 17 and 34 of the Planning Act, R.S.O., 1990, c.P.13, as amended.

The Purpose and Effect: The Purpose and Effect of this Amendment is to change the boundary of the Clarkson Village Community Node and the Clarkson-Lorne Park Neighborhood Character Areas, add precinct policies, transportation policies, amend land use designation policies and to delete, amend and add Special Site policies. The zoning By-law amendment adds and removes uses in the C4 Zone, establishes maximum heights and FSI and minimum setbacks.

To view the Official Plan Amendment and Zoning By-law in their entirety please visit: www.mississauga.ca/portal/cityhall/publicnotices, or in person at the Office of the City Clerk, 300 City Centre Drive, 2nd Floor, Mississauga, Ontario.

The Zoning by law shall not come into force until Mississauga Plan (Official Plan) Amendment Number 9 is in full force and effect. A notice of appeal to the Ontario Municipal Board in respect of the by-law must be filed with the Clerk of the City of Mississauga, Attention: Crystal Greer, 300 City Centre Drive, Mississauga, Ontario L5B 3C1, **no later than July 29, 2014.**

The Notice of Appeal must:

1) set out reasons for the appeal; and,
2) be accompanied by the fee required by the Ontario Municipal Board in the amount of $125.00 payable by certified cheque or money order to the Minister of Finance, Province of Ontario, and
3) be accompanied by an administration fee of $150.00, payable by Certified Cheque to the Treasurer of City of Mississauga.
4) Four (4) copies of the appeal package.

IF YOU WISH TO APPEAL to the OMB a copy of an appeal form is available from the OMB website at www.omb.gov.on.ca.

Only individuals, corporations and public bodies may appeal a by-law to the Ontario Municipal Board. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the by-law was passed, the person or public body made oral submissions at a public meeting or written submissions to the City of Mississauga Council or, in the opinion of the Ontario Municipal Board, there are reasonable grounds to add the person or public body as a party.

Diana Rusnov, Deputy Clerk
Legislative Services,
Corporate Services Department- Tel: 905-615-3200 X 5421

K:\clyclerk\SUPPORT\DEVELOPMENT APPLICATIONS\TEMPLATES\OZ - OPA FINAL 2014\Notice of Passing Bill 51 Combined.doc

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0193-2014

A by-law to Adopt Mississauga Official Plan Amendment No. 9

WHEREAS in accordance with the provisions of sections 17 or 22 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, (the "*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing ("MMAH") authorized the Regional Municipality of Peel (the "Region") an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region of Peel has advised that, with regard to Amendment No. 9, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. The attached maps designated as Maps "A", "B", "C", "D", and "E", and explanatory text attached, constitute Amendment No. 9 to Mississauga Official Plan, specifically the Clarkson Village Community Node and Clarkson-Lorne Park Neighbourhood Character Areas Policies of Mississauga Official Plan, of the City of Mississauga Planning Area, are adopted.

ENACTED and PASSED this 2 day of July, 2014.

APPROVED AS TO FORM City Solicitor MISSISSAUGA			
MJT			
Date	24	6	14

MAYOR

CLERK

Amendment No. 9

to

Mississauga Official Plan

for the

City of Mississauga Planning Area

Amendment No. 9

to

Mississauga Official Plan

for the

City of Mississauga Planning Area

The following text and maps designated Map "A", "B", "C", "D" and "E" attached hereto constitute Amendment No. 9.

Also attached hereto but not constituting part of the Amendment are Appendices I and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated June 4, 2013, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to change the boundary of the Clarkson Village Community Node and the Clarkson-Lorne Park Neighbourhood Character Areas, add Precinct policies, transportation policies, amend land use designation policies and to delete, amend and add Special Site policies.

LOCATION

The lands affected by this Amendment are located on the north and south sides of Lakeshore Road West between Southdown Road and Birchwood Park.

BASIS

The subject lands are located in the Clarkson Village Community Node and Clarkson-Lorne Park Neighbourhood Character Areas, and form part of Mississauga Official Plan, which came into effect on November 14, 2012, save and except for those policies and land use designations which have been appealed to the Ontario Municipal Board.

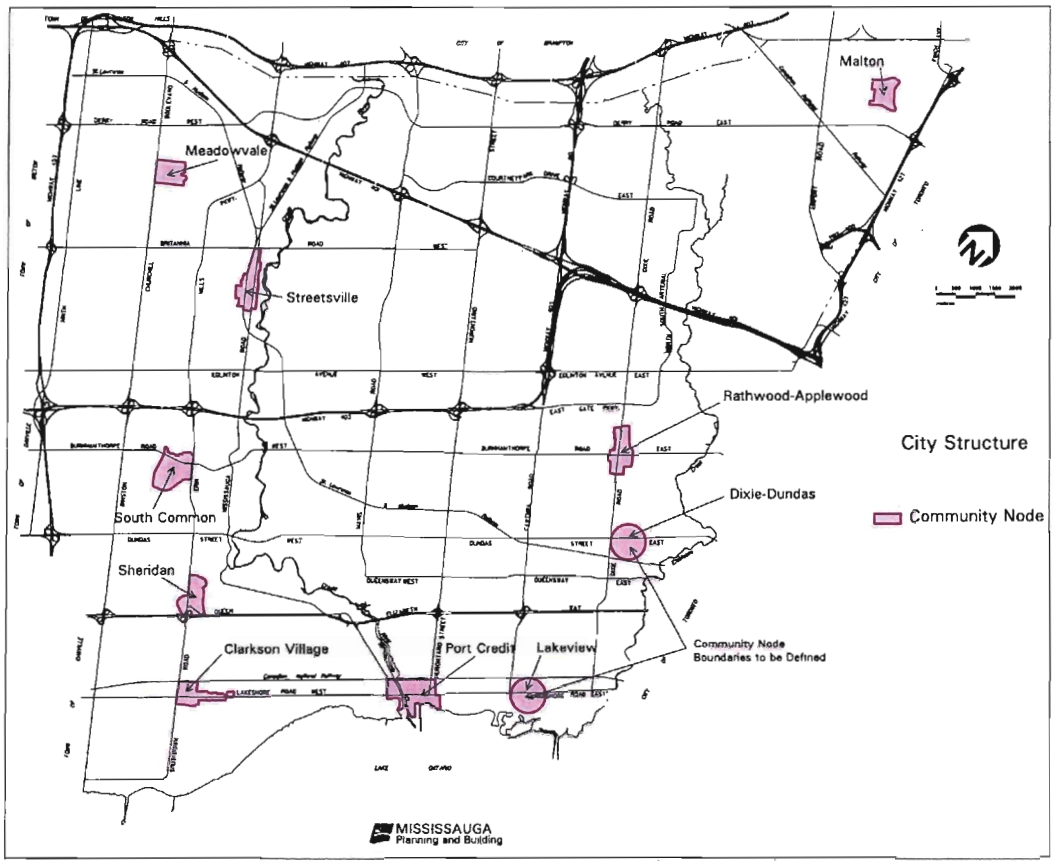
The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposed amendments to Mississauga Official Plan – Clarkson Village Community Node and Clarkson-Lorne Park Neighbourhood Character Areas meet the overall intent, goals, objectives and policies of Mississauga Official Plan and will help direct the form of future development for the Clarkson Village Community Node.

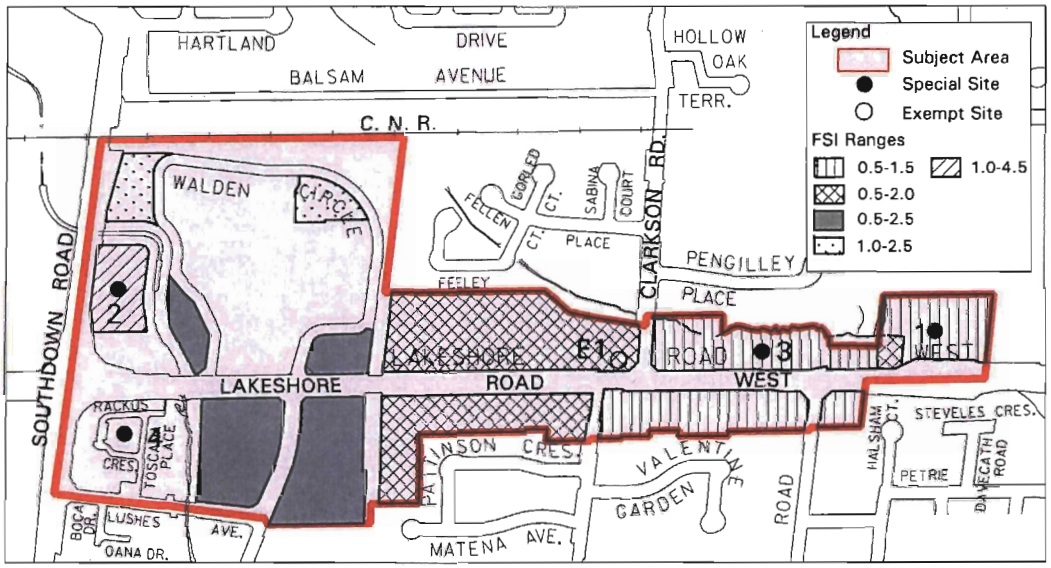
2. The proposed amendments establish a land use vision for the Clarkson Village Community Node Character Area and address compatibility concerns from development in the Village onto adjacent residential lands and the public realm.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 14.1 Community Nodes is hereby amended by deleting Map 14-1: City Structure – Community Nodes and replacing it with the following:



2. Map 14-2: Clarkson Village Community Node Character Area is hereby deleted and replaced with the following:

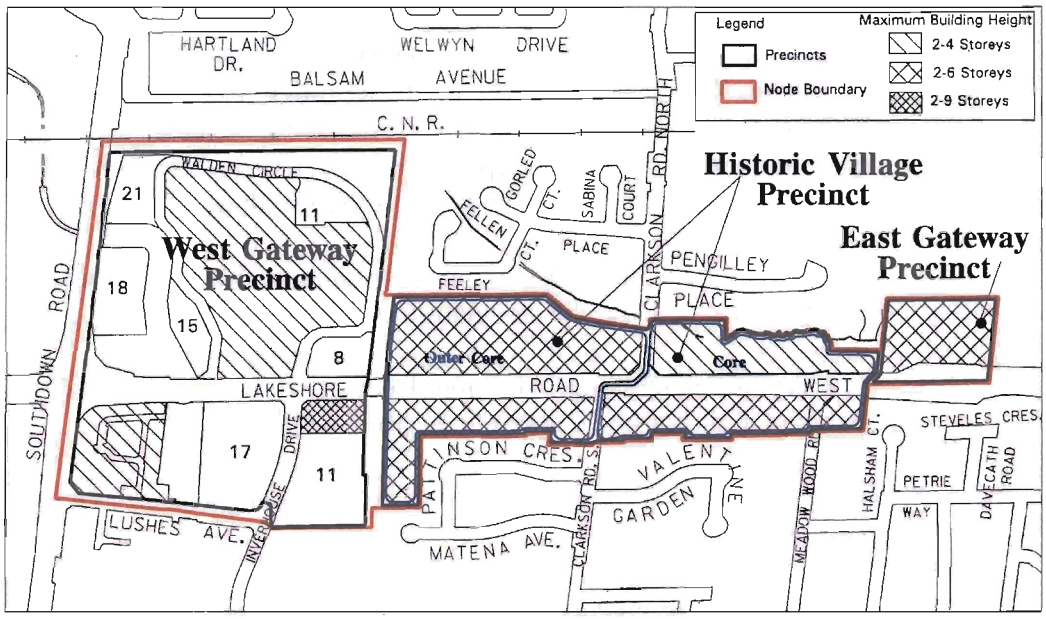


Map 14-2: Clarkson Village Community Node Character Area

3. Section 14.2.1 Urban Design Policies, Section 14.2.2 Transportation, and Section 14.2.3 Special Site Policies are hereby deleted and replaced with the following:

14.2.1 Urban Design Policies

Shared Community Vision and Focus



Map 14-2.1: Precinct Areas-Clarkson Village Community Node

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

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

14.2.1.3 Precincts have been identified as shown on Map 14-2.1 Precinct Areas – Clarkson Village Community Node, to reflect the character of different areas and permitted heights within the Community Node.

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

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

14.2.1.6 Development will be in accordance with minimum and maximum height limits as shown on Map 14-2.1 Precinct Areas – Clarkson Village Community Node.

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

14.2.1.8 Where mixed use buildings are proposed, non-residential floor space will be excluded from the calculation of FSI.

14.2.1.9 New development along Lakeshore Road West will be located close to the street and promote a continuous street wall.

14.2.1.10 On-site parking will not be permitted between the streetwall and the street.

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

Historic Village Precinct

14.2.1.12 Development will respect the character of the existing building fabric as well as transition appropriately to the adjacent Clarkson-Lorne Park Neighbourhood. New development will encourage a pedestrian oriented streetscape and a walkable community, preserve elements along the edge of Turtle Creek to connect to the parking areas and the shopping street and to encourage the visual enjoyment and surveillance of this natural creek feature.

14.2.1.13 Residential uses will not be permitted on the ground floor adjacent to Lakeshore Road West.

14.2.1.14 Large format retail development will be discouraged.

14.2.1.15 Lands located at the northwest corner of Lakeshore Road West and Clarkson Road North are encouraged to redevelop as a focal point of the Clarkson Village Community Node.

14.2.1.16 Within the Core area, as shown on Map 14-2 Clarkson Village Community Node Character Area, required parking for new development with a FSI greater than 1.0 will be within an underground structure.

14.2.1.17 Within the Outer Core area, as shown on Map 14-2 Clarkson Village Community Node Character Area, required parking for new development with a FSI greater than 1.0 will be within a parking structure located either above or below grade. Where an above grade structure is provided, it will be located to the rear of an active building facade, will be no more than two storeys in height and will not be visible from public roads. Where above grade parking structures are visible from adjacent lands, they will utilize appropriate finish materials and be of a high architectural quality.

West Gateway Precinct

14.2.1.18 New development will maintain the existing height transition with the highest built form at the west end, closest to the Clarkson GO Transit Station, and lowest building heights at the east end, adjacent to the CN Rail overpass and the Historic Village Precinct.

14.2.1.19 Mixed use buildings will be located close to the street to ensure a pedestrian oriented environment.

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

East Gateway Precinct

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

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

14.2.2 Land Use

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

14.2.3 Transportation, Access and Parking

14.2.3.1 No major changes to Clarkson Road will be undertaken except minor channelization, reconstruction, bus-bay construction, and improvements of a similar nature.

14.2.3.2 Notwithstanding the classification of Clarkson Road, this road will be limited to no more than two through lanes.

14.2.3.3 Mississauga will encourage and promote better utilization of the existing parking inventory within the Clarkson Village Community Node through discussions with the members of the Clarkson Village Business Improvement Area.

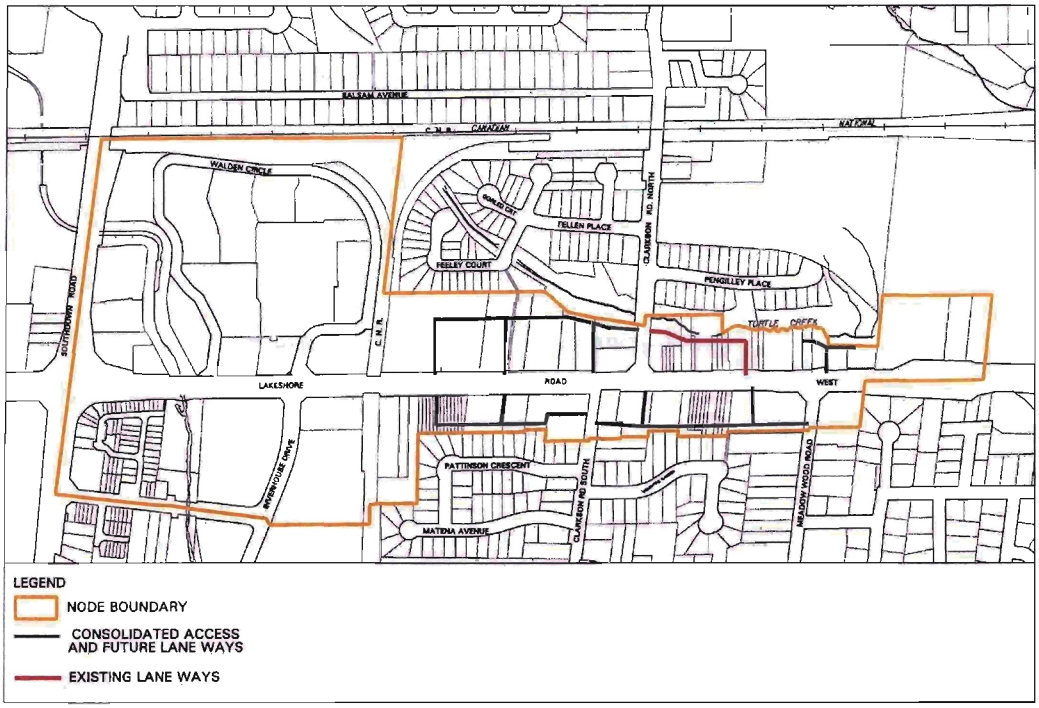
14.2.3.4 Development within the Clarkson Village Community Node will implement the general intent of Map 14-2.2 Access Management Plan - Clarkson Village Community Node and will:

a. eliminate and/or consolidate vehicular access connections to and from Lakeshore Road West to reduce vehicle turning movements onto and direct traffic towards signalized intersections;

b. facilitate the creation of a publicly accessible laneway system by granting public use easements over internal driveways to facilitate access to and from abutting lands to the east and west and to consolidate vehicular access connections to Lakeshore Road West;

c. contribute a proportionate share towards the construction of a continuous centre median along Lakeshore Road West; and

d. where the ultimate condition cannot be accommodated, interim solutions will be accommodated to ensure that vehicular access rights are maintained and appropriate interim agreements will be executed to ensure the ultimate condition will be achieved.



Map 14-2.2 : Access Management Plan-Clarkson Village Community Node Character Area

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

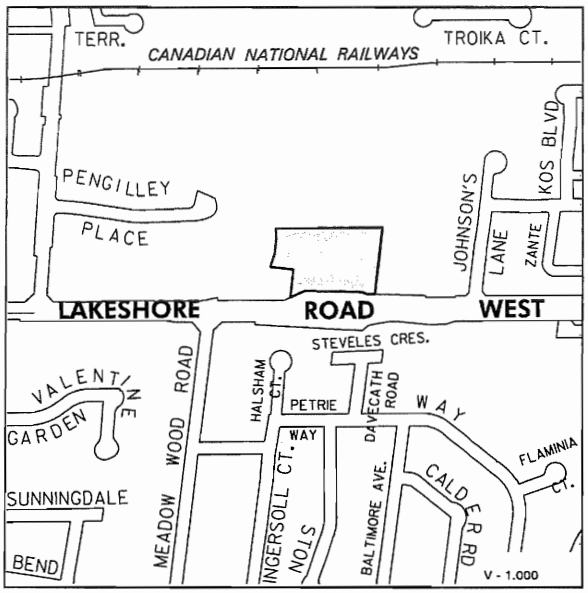
14.2.3.6 Through the development review and approval process, developers will be responsible for the construction of on-street lay-by parking in accordance with the Clarkson Village Transportation/Urban Design Study – Final Report.

14.2.3.7 A dedicated cycling route will be provided along Lakeshore Road West.

14.2.4 Special Site Policies

There are sites within the Character Area that merit special attention and are subject to the following policies.

14.2.4.1 Site 1



14.2.4.1.1 The lands identified as Special Site 1 are located on the north side of Lakeshore Road West, east of Clarkson Road.

14.2.4.1.2 Notwithstanding the provisions of the Residential High Density designation, the following additional policies will apply:

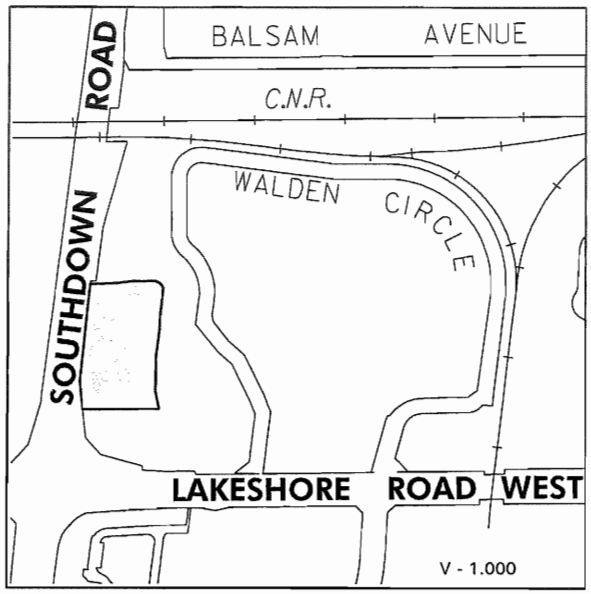
a. the maximum ***floor space index (FSI)*** will be 1.5;

b. the maximum number of apartment dwelling units permitted will be 210;

c. the maximum number of townhouse dwellings permitted will be 32; and

d. the maximum apartment building height will be six storeys.

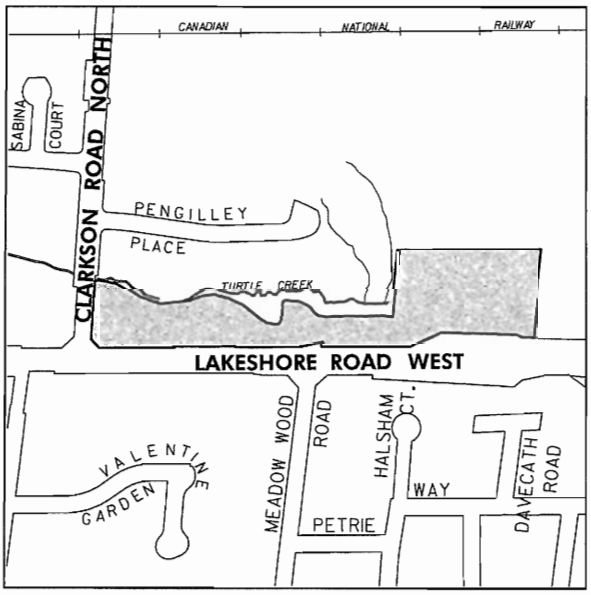
14.2.4.2 Site 2



14.2.4.2.1 The lands identified as Special Site 2 are located on the east side of Southdown Road, north of Lakeshore Road West.

14.2.4.2.2 Notwithstanding the policies of this Plan, the maximum permitted number of apartment dwelling units will be 424.

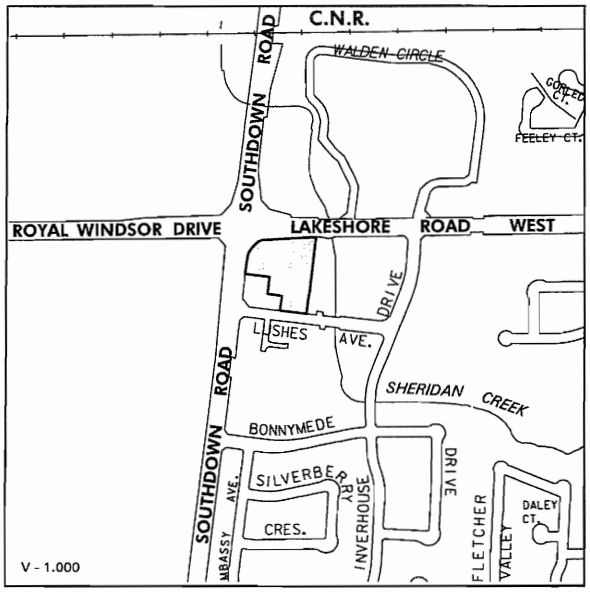
14.2.4.3 Site 3



14.2.4.3.1 The lands identified as Special Site 3 are located on the north side of Lakeshore Road West between Birchwood Park and Clarkson Road North.

14.2.4.3.2 The lands are encumbered by slope stability issues associated with Turtle Creek. Satisfactory technical reports addressing these issues are required prior to any development of these lands.

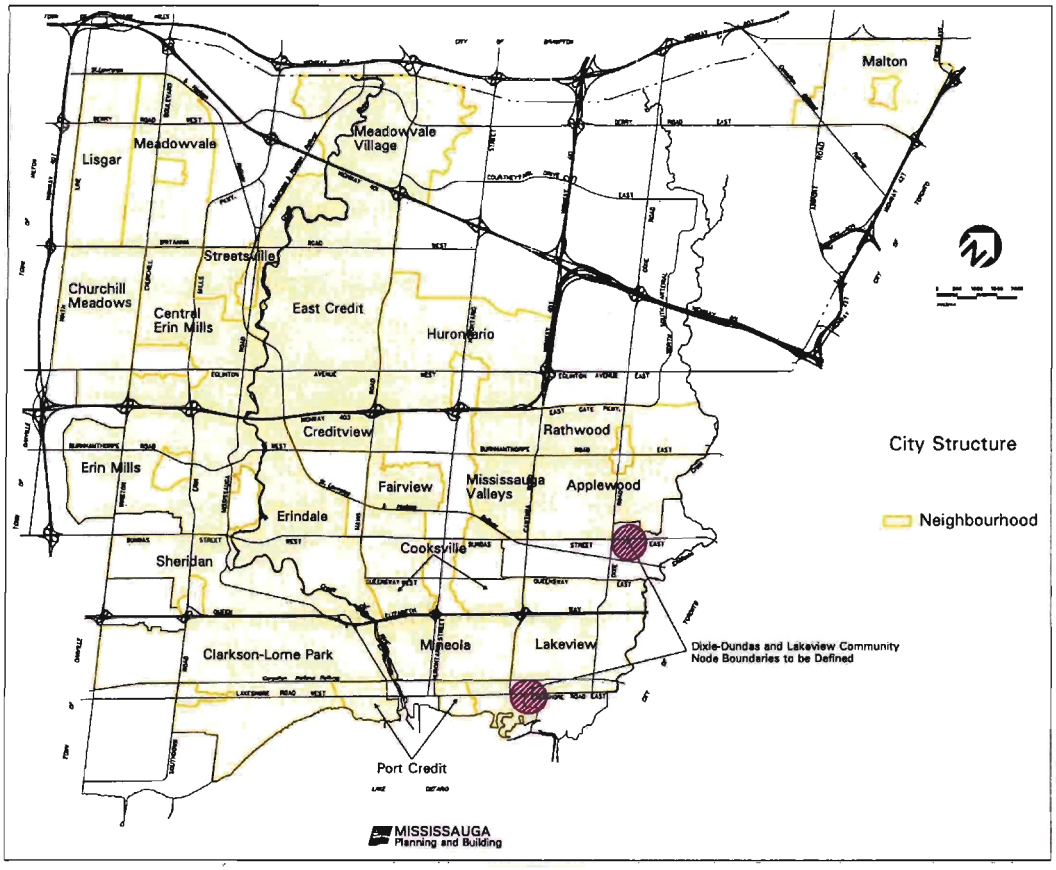
14.2.4.4 Site 4



14.2.4.4.1 The lands identified as Special Site 4 are located on the southeast corner of Lakeshore Road West and Southdown Road.

14.2.4.4.2 Notwithstanding the policies of this Plan, a maximum of two detached dwellings will be permitted.

4. Section 16.1 Neighbourhoods is hereby amended by deleting Map 16-1: City Structure – Neighbourhoods and replacing it with the following:



5. Section 16.5 Clarkson-Lorne Park is hereby amended by revising the special site numbers on Map 16-5: Clarkson-Lorne Park Neighbourhood Character Area in accordance with the changes to the Special Site Policies.

6. Section 16.5.5.6 Site 6 is hereby deleted.

7. Section 16.5.5.10 Site 10 is hereby deleted.

8. Schedule 1 – Urban System of Mississauga Official Plan is hereby amended by changing the boundaries of the Clarkson Village Community Node and Clarkson–Lorne Park Neighbourhood Character Areas as shown on Map "A" of this Amendment.

9. Schedule 1b – Urban System – City Structure of Mississauga Official Plan is hereby amended by changing the boundaries of the Clarkson Village Community Node and Clarkson–Lorne Park Neighbourhood Character Areas as shown on Map "B" of this Amendment.

10. Schedule 2 – Intensification Areas of Mississauga Official Plan is hereby amended by changing the boundaries of the Clarkson Village Community Node Character Area as shown on Map "C" of this Amendment.

11. Schedule 9 – Character Areas of Mississauga Official Plan is hereby amended by changing the boundaries of the Clarkson Village Community Node and Clarkson–Lorne Park Neighbourhood Character Areas as shown on Map "D" of this Amendment.

12. Schedule 10 – Land Use Designations of Mississauga Official Plan is hereby amended by changing the boundaries of the Clarkson Village Community Node and Clarkson–Lorne Park Neighbourhood Character Areas as shown on Map "E" of this Amendment.

IMPLEMENTATION

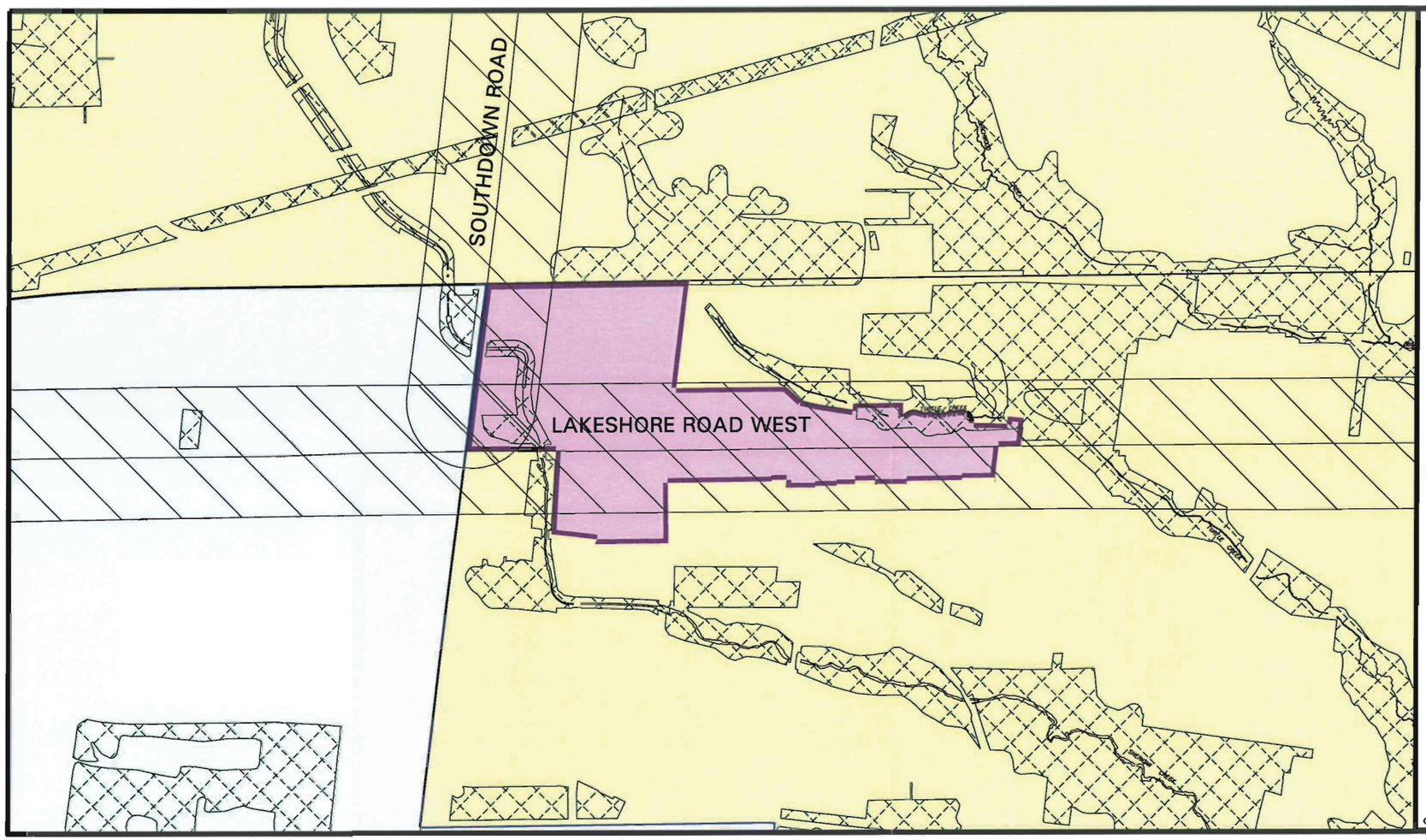
Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment, and thereafter forms part of the Mississauga Official Plan.

The lands will be rezoned to implement this Amendment.

INTERPRETATION

The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, shall apply in regard to this Amendment.

This Amendment supplements the intent and policies of Mississauga Official Plan.



LEGEND

GREEN SYSTEM

- Green System

CITY STRUCTURE

- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

CORRIDORS

- Corridor
- Intensification Corridor

 # Appealed to the Ontario Municipal Board

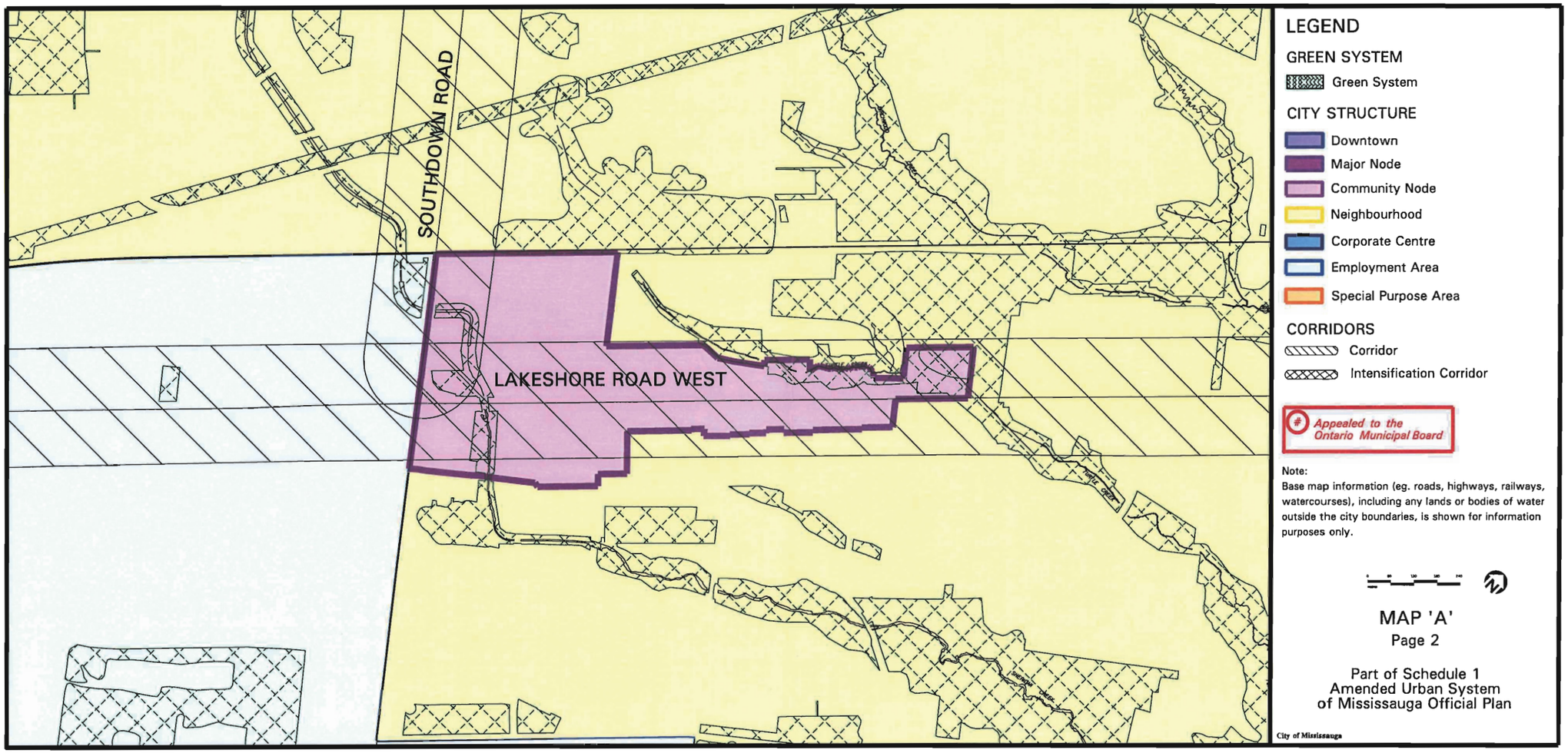
Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

0 40 120 240 360

MAP 'A'
Page 1

Part of Schedule 1
Existing Urban System
of Mississauga Official Plan

City of Mississauga



LEGEND

GREEN SYSTEM

- Green System

CITY STRUCTURE

- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

CORRIDORS

- Corridor
- Intensification Corridor

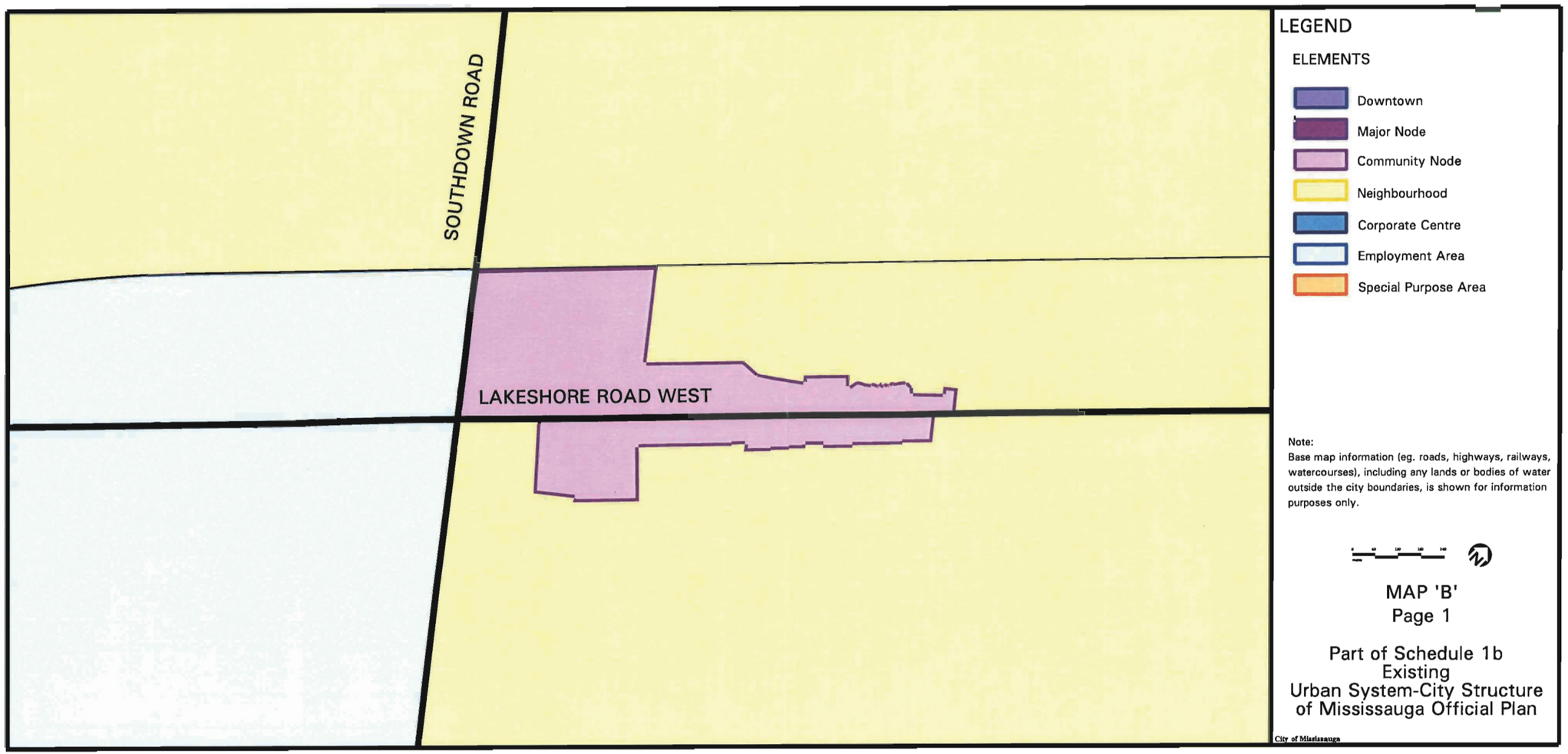
Appealed to the Ontario Municipal Board

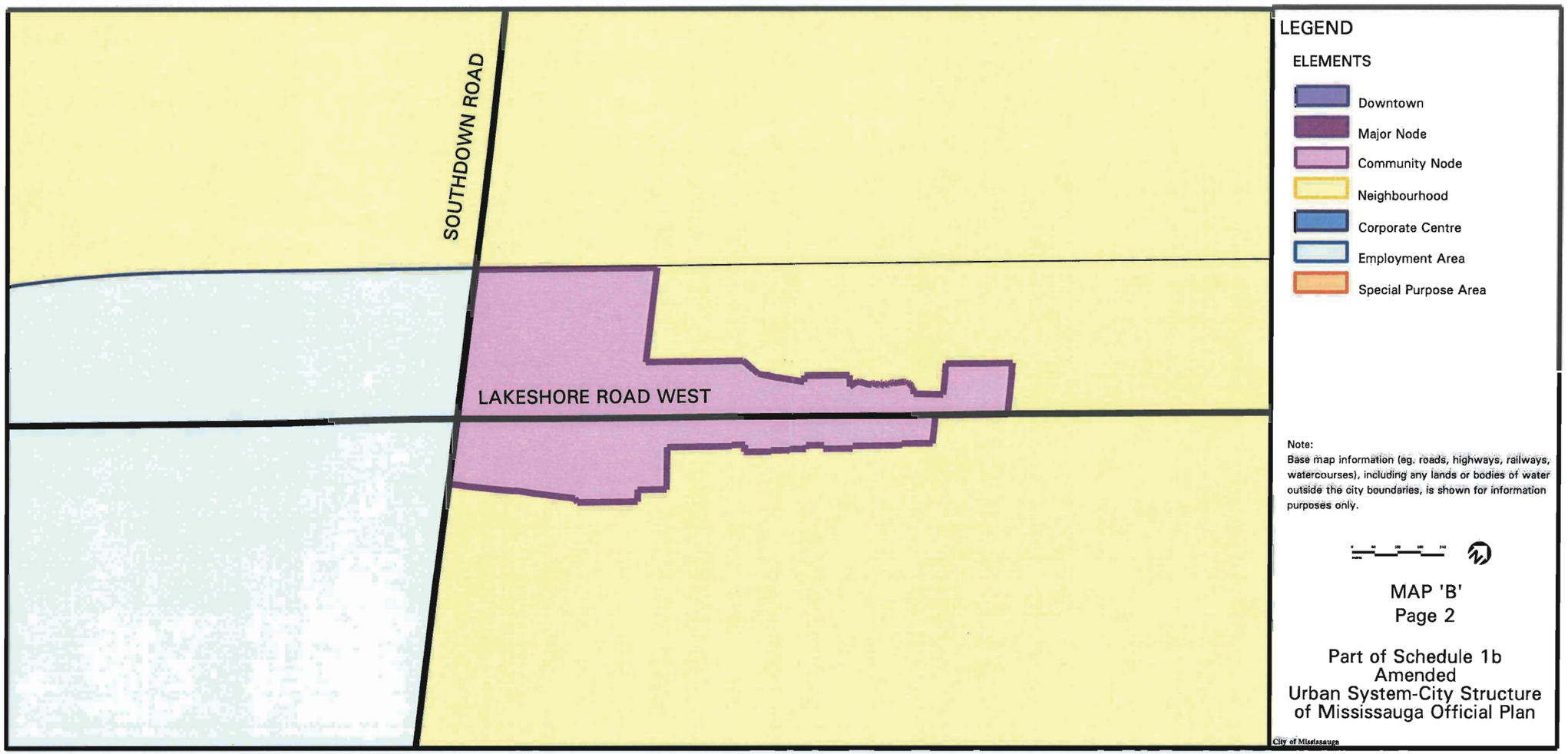
Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

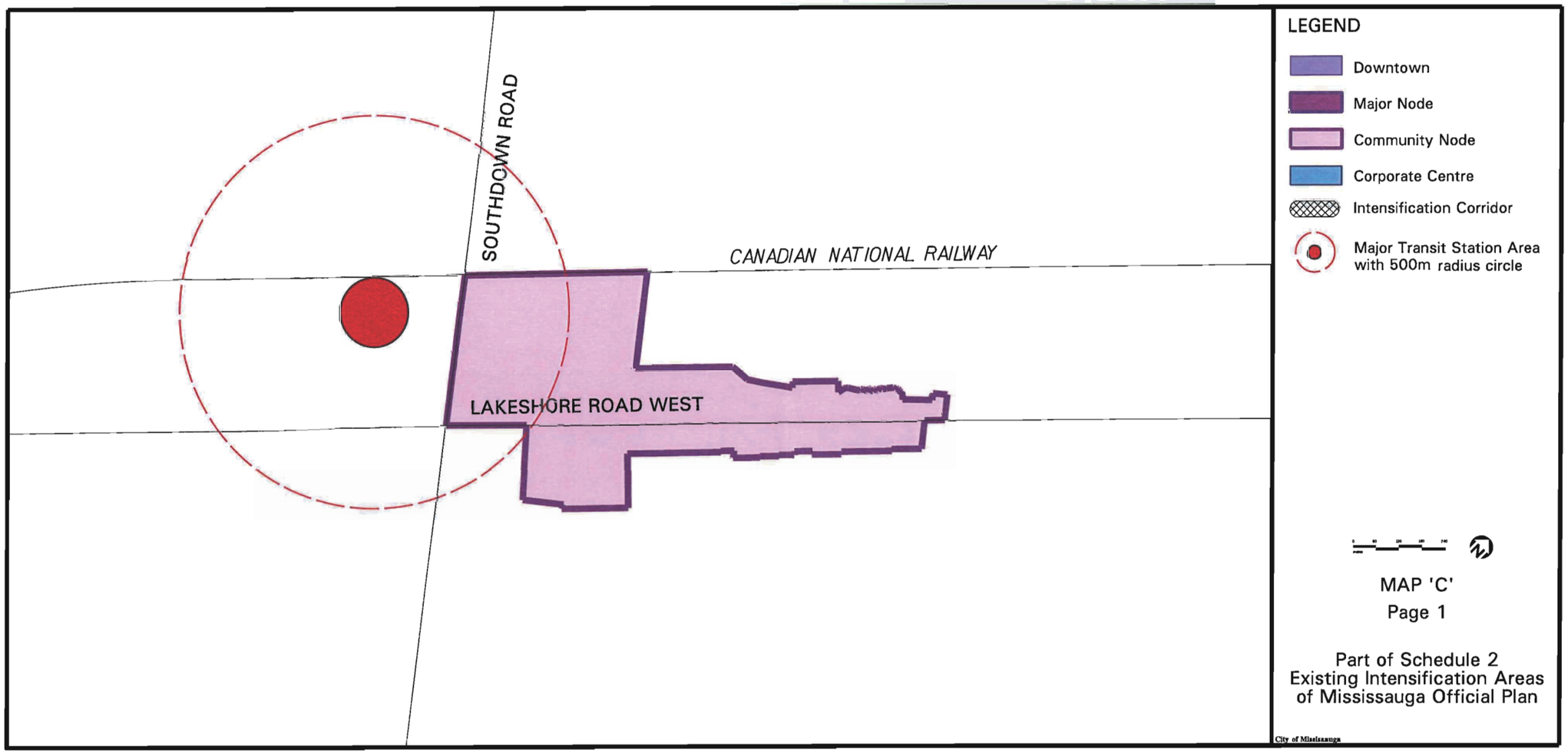
MAP 'A'
Page 2

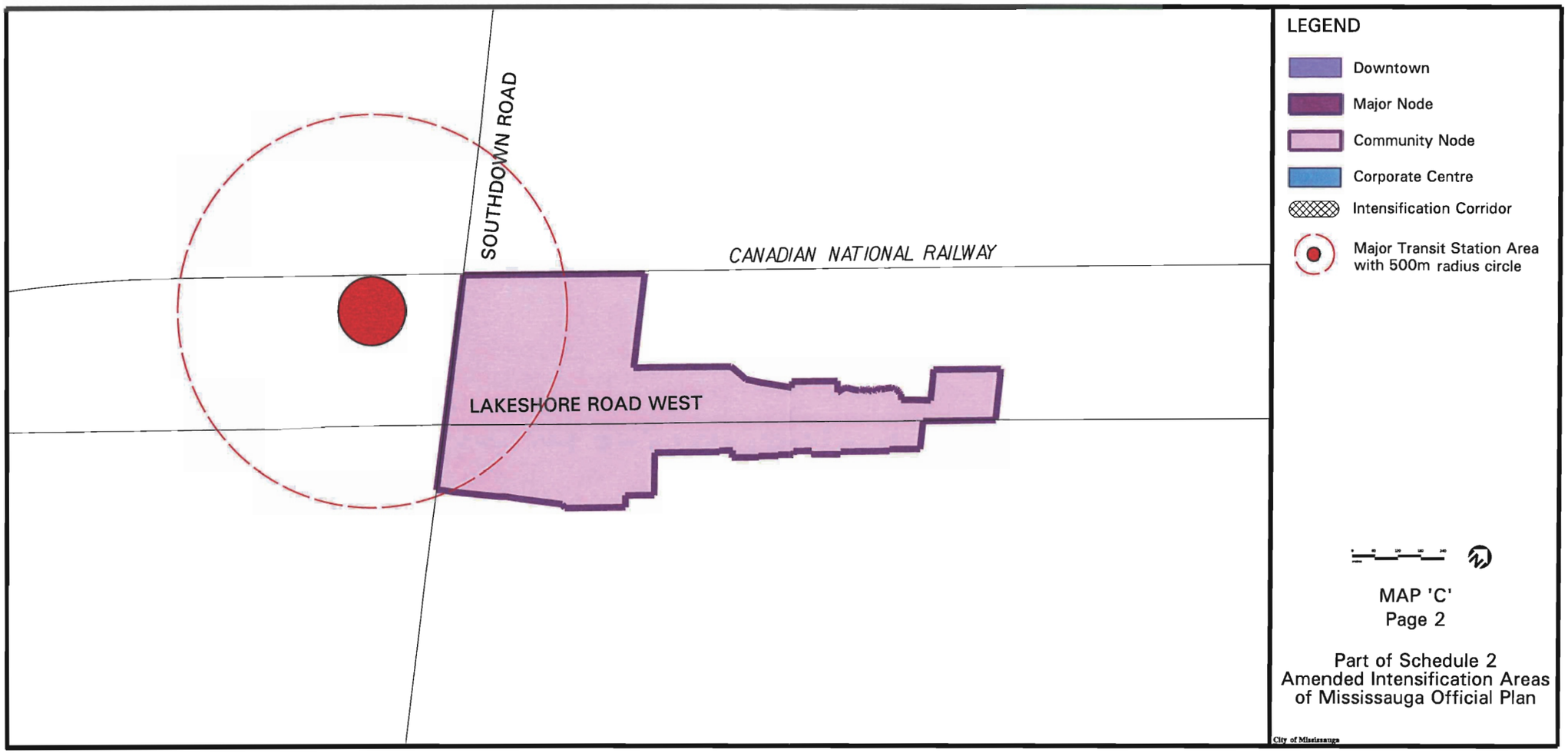
Part of Schedule 1
Amended Urban System
of Mississauga Official Plan

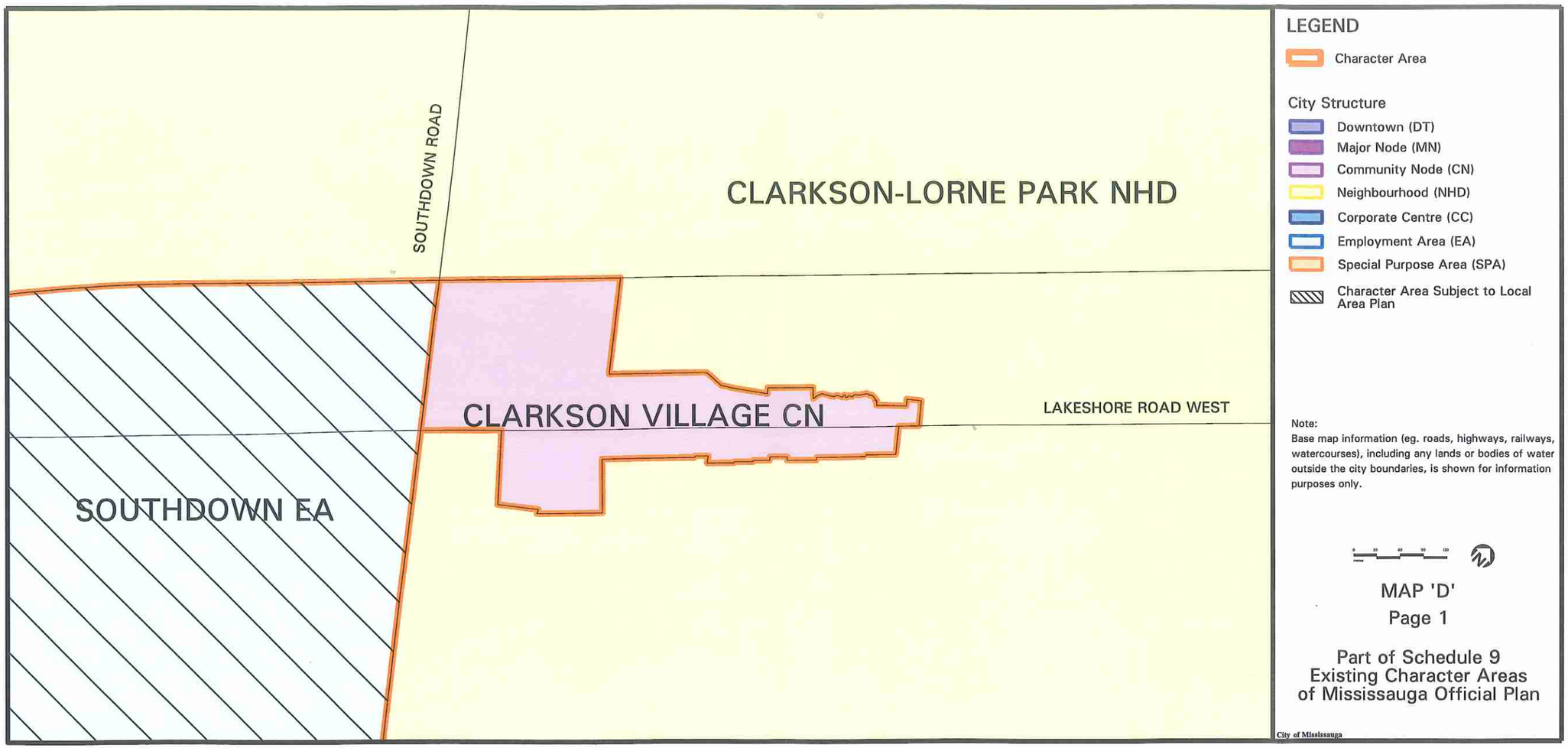
City of Mississauga

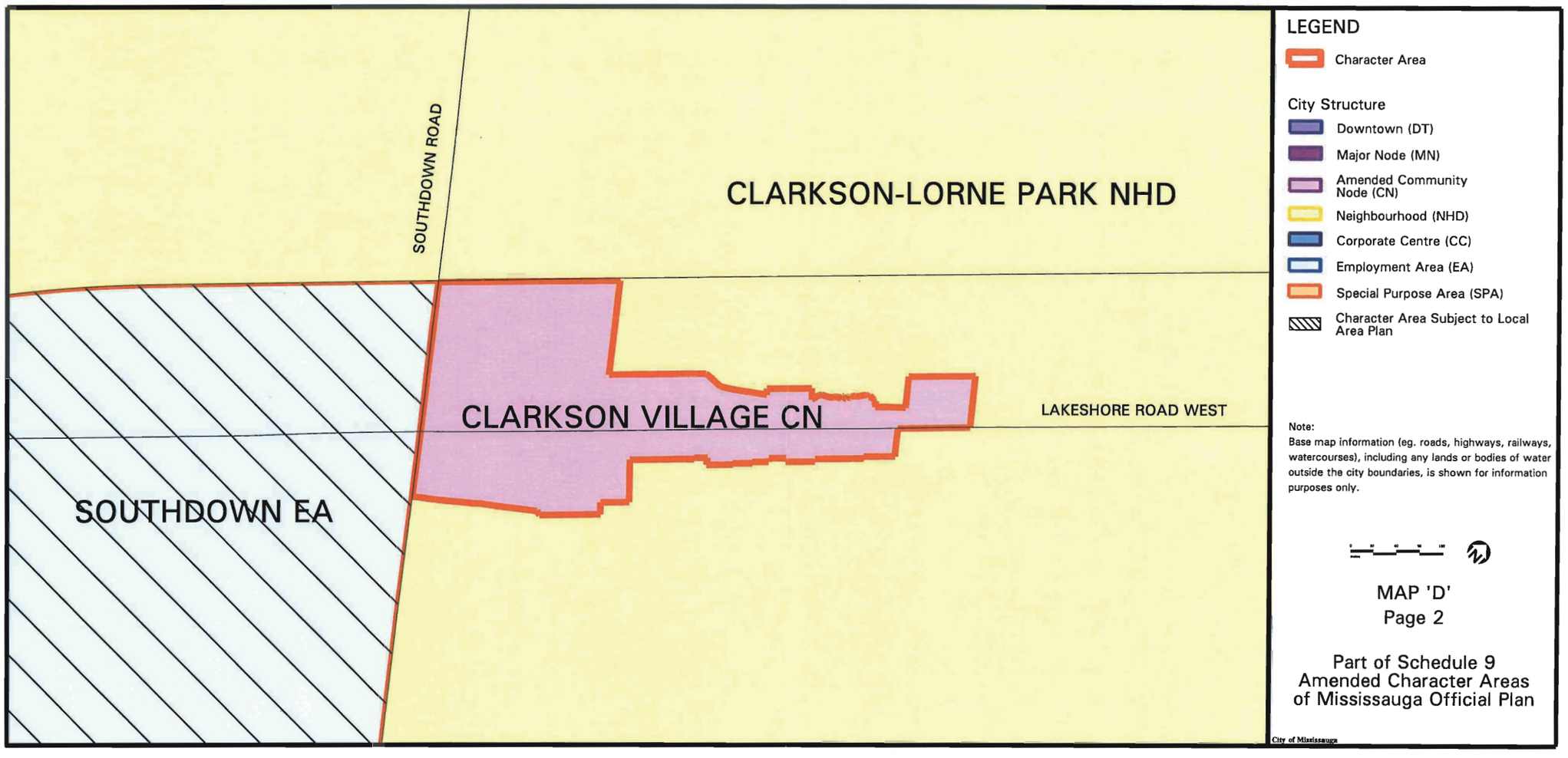

SOUTHDOWN ROAD
LAKESHORE ROAD WEST
LEGEND
ELEMENTS
Downtown
Major Node
Community Node
Neighbourhood
Corporate Centre
Employment Area
Special Purpose Area
Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
MAP 'B'
Page 1
Part of Schedule 1b
Existing
Urban System-City Structure
of Mississauga Official Plan
City of Mississauga

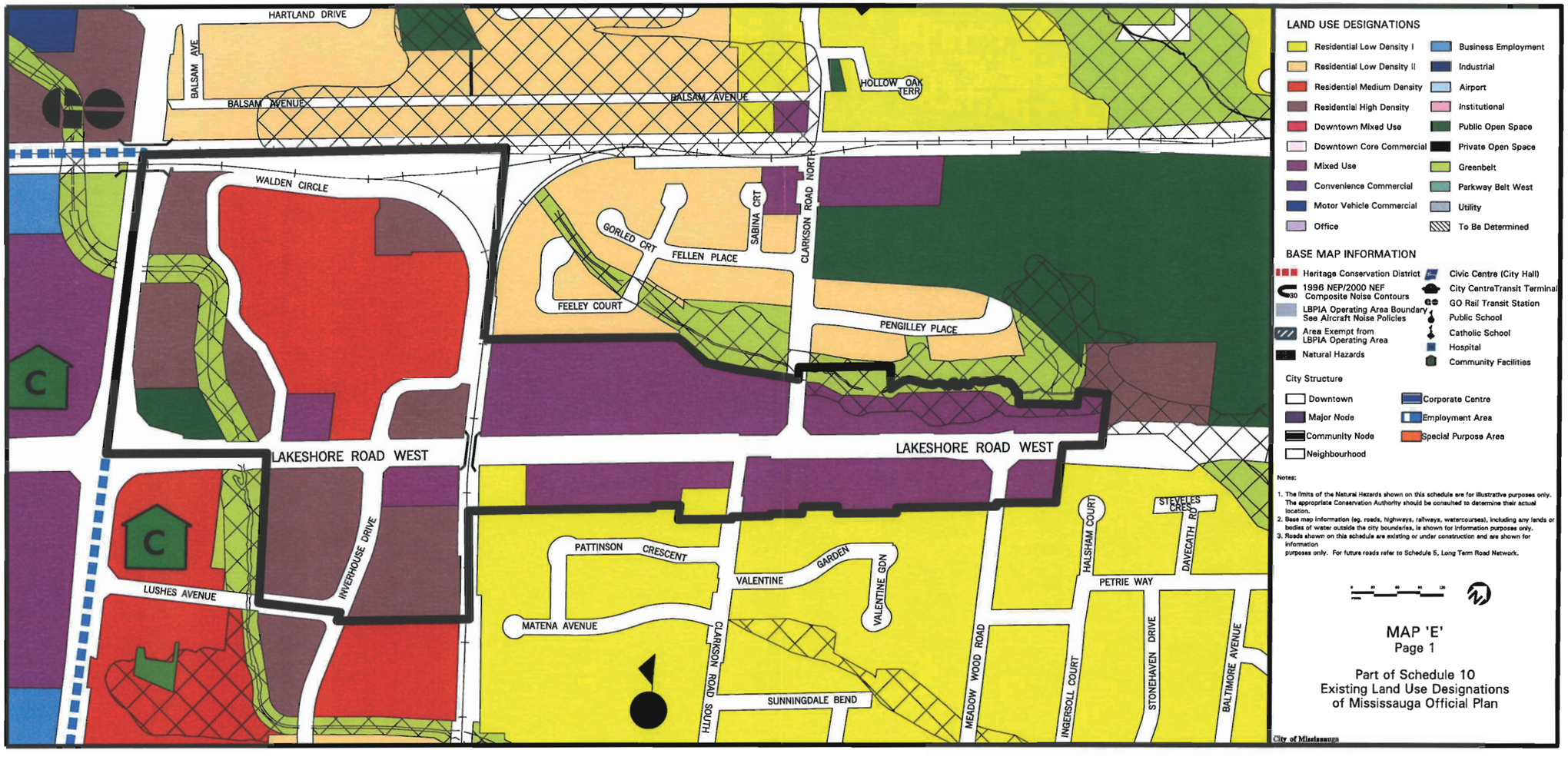

SOUTHDOWN ROAD
LAKESHORE ROAD WEST
LEGEND
ELEMENTS
Downtown
Major Node
Community Node
Neighbourhood
Corporate Centre
Employment Area
Special Purpose Area
Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
MAP 'B'
Page 2
Part of Schedule 1b
Amended
Urban System-City Structure
of Mississauga Official Plan
City of Mississauga


SOUTHDOWN ROAD
CANADIAN NATIONAL RAILWAY
LAKESHORE ROAD WEST
LEGEND
Downtown
Major Node
Community Node
Corporate Centre
Intensification Corridor
Major Transit Station Area with 500m radius circle
MAP 'C'
Page 1
Part of Schedule 2
Existing Intensification Areas
of Mississauga Official Plan
City of Mississauga


SOUTHDOWN ROAD
CANADIAN NATIONAL RAILWAY
LAKESHORE ROAD WEST
LEGEND
Downtown
Major Node
Community Node
Corporate Centre
Intensification Corridor
Major Transit Station Area with 500m radius circle
MAP 'C'
Page 2
Part of Schedule 2
Amended Intensification Areas
of Mississauga Official Plan
City of Mississauga


SOUTHDOWN ROAD
CLARKSON-LORNE PARK NHD
CLARKSON VILLAGE CN
LAKESHORE ROAD WEST
SOUTHDOWN EA
LEGEND
Character Area
City Structure
Downtown (DT)
Major Node (MN)
Community Node (CN)
Neighbourhood (NHD)
Corporate Centre (CC)
Employment Area (EA)
Special Purpose Area (SPA)
Character Area Subject to Local Area Plan
Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
MAP 'D'
Page 1
Part of Schedule 9
Existing Character Areas
of Mississauga Official Plan
City of Mississauga


SOUTHDOWN ROAD
CLARKSON-LORNE PARK NHD
CLARKSON VILLAGE CN
LAKESHORE ROAD WEST
SOUTHDOWN EA
LEGEND
Character Area
City Structure
Downtown (DT)
Major Node (MN)
Amended Community Node (CN)
Neighbourhood (NHD)
Corporate Centre (CC)
Employment Area (EA)
Special Purpose Area (SPA)
Character Area Subject to Local Area Plan
Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
MAP 'D'
Page 2
Part of Schedule 9
Amended Character Areas
of Mississauga Official Plan
City of Mississauga


HARTLAND DRIVE
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HOLLOW OAK TERR
WALDEN CIRCLE
GORLED CRT
FELLEN PLACE
SABINA CRT
CLARKSON ROAD NORTH
FEELEY COURT
PENGILLEY PLACE
LAKESHORE ROAD WEST
LAKESHORE ROAD WEST
INVERHOUSE DRIVE
LUSHES AVENUE
PATTINSON CRESCENT
VALENTINE GARDEN
VALENTINE GDN
MATENA AVENUE
CLARKSON ROAD SOUTH
SUNNINGDALE BEND
MEADOW WOOD ROAD
HALSHAM COURT
STEVELES CRES
DAVECATH RD
PETRIE WAY
INGERSOLL COURT
STONEHAVEN DRIVE
BALTIMORE AVENUE
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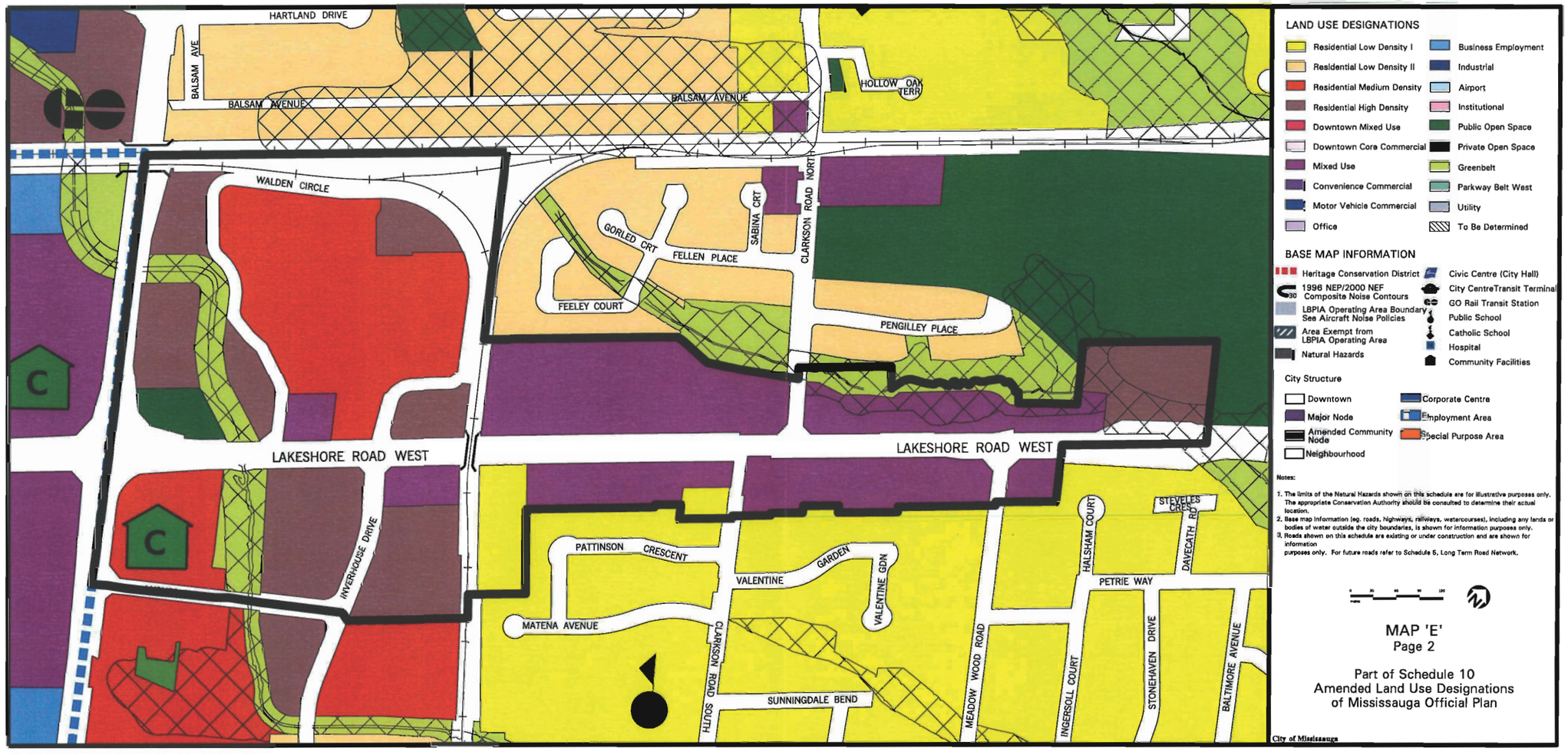
LAND USE DESIGNATIONS
Residential Low Density I
Residential Low Density II
Residential Medium Density
Residential High Density
Downtown Mixed Use
Downtown Core Commercial
Mixed Use
Convenience Commercial
Motor Vehicle Commercial
Office
Business Employment
Industrial
Airport
Institutional
Public Open Space
Private Open Space
Greenbelt
Parkway Belt West
Utility
To Be Determined
BASE MAP INFORMATION
Heritage Conservation District
1996 NEF/2000 NEF Composite Noise Contours
LBPIA Operating Area Boundary See Aircraft Noise Policies
Area Exempt from LBPIA Operating Area
Natural Hazards
Civic Centre (City Hall)
City CentreTransit Terminal
GO Rail Transit Station
Public School
Catholic School
Hospital
Community Facilities
City Structure
Downtown
Major Node
Community Node
Neighbourhood
Corporate Centre
Employment Area
Special Purpose Area
Notes:
1. The limits of the Natural Hazards shown on this schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.
2. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. Roads shown on this schedule are existing or under construction and are shown for information purposes only. For future roads refer to Schedule 5, Long Term Road Network.
MAP 'E'
Page 1
Part of Schedule 10
Existing Land Use Designations
of Mississauga Official Plan
City of Mississauga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LAKESHORE ROAD WEST
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VALENTINE GDN
MATENA AVENUE
CLARKSON ROAD SOUTH
SUNNINGDALE BEND
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HALSHAM COURT
STEVELES CRES
DAVECATH RD
PETRIE WAY
INGERSOLL COURT
STONEHAVEN DRIVE
BALTIMORE AVENUE
C
C
LAND USE DESIGNATIONS
Residential Low Density I
Residential Low Density II
Residential Medium Density
Residential High Density
Downtown Mixed Use
Downtown Core Commercial
Mixed Use
Convenience Commercial
Motor Vehicle Commercial
Office
Business Employment
Industrial
Airport
Institutional
Public Open Space
Private Open Space
Greenbelt
Parkway Belt West
Utility
To Be Determined
BASE MAP INFORMATION
Heritage Conservation District
1996 NEP/2000 NEF Composite Noise Contours
LBPIA Operating Area Boundary See Aircraft Noise Policies
Area Exempt from LBPIA Operating Area
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Corporate Centre
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1. The limits of the Natural Hazards shown on this schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.
2. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
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MAP 'E'
Page 2
Part of Schedule 10
Amended Land Use Designations
of Mississauga Official Plan
City of Mississauga

APPENDIX I

PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on February 13, 2012 in connection with this proposed Amendment.

Concerns raised by the public included: proposed building heights and potential shadow and overlook conditions; a desire to focus on the Village Core and not the Gateway areas; a suggestion that the policies address lands adjacent to the Clarkson GO station; and the need for policies to have a high standard of sustainability.

Corporate Report

Clerk's Files

Originator's Files CD.04.CLA

DATE: June 4, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 24, 2013

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Proposed Amendments to Mississauga Official Plan and Zoning By-law 0225-2007 for Lakeshore Road West – Clarkson Village Study**
Bill 51

Supplementary Report **Ward 2**

RECOMMENDATION: That the report dated June 4, 2013, from the Commissioner of Planning and Building, recommending amendments to Mississauga Official Plan and Zoning By-law 0225-2007 for the Lakeshore Road West – Clarkson Village Study area, be adopted in accordance with the following:

1. That notwithstanding that subsequent to the public meeting, revisions to the proposed amendments are being recommended, Council considers that changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, any further notice regarding the proposed amendments is hereby waived.

2. That the proposed amendments to Mississauga Official Plan for the Lakeshore Road West – Clarkson Village Study area be approved in accordance with the January 24, 2012 Public Meeting Report (attached as Appendix S-1 of this report).

3. That the proposed amendments to Zoning By-law 0225-2007 for the Lakeshore Road West – Clarkson Village Study area, be approved in accordance with Appendix S-3 of this report.

4. That the implementing Official Plan and Zoning By-law Amendments be brought to a future City Council meeting upon resolution of the outstanding appeal to the "Mixed Use" designation and policies of Mississauga Official Plan.

5. That staff be directed to complete Built Form Standards for Lakeshore Road West – Clarkson Village and bring them forward to be endorsed at a future City Council meeting.

REPORT HIGHLIGHTS:	• A Public Meeting was held on February 13, 2012 to hear comments regarding the proposed amendments to Mississauga Official Plan (MOP) and Zoning By-law 0225-2007 for the Lakeshore Road West – Clarkson Village Study; • The proposed amendments include changes to the Clarkson Village Community Node Character Area policies by introducing new Land Use, Urban Design, Transportation, Access and Parking Policies; and to amend specific Special Site policies to direct the form of future development; and to modify the "C4" (Mainstreet Commercial) zoning within Clarkson Village to include new requirements with respect to the form and relationship of buildings to adjacent lands; • Revisions to the proposed Zoning provisions are recommended in response to comments received from Credit Valley Conservation for lands adjacent to Turtle Creek; and for lands that are subject to current development applications; • Responses are provided to written and verbal comments received; and, • The recommendation is to approve the proposed amendments as revised, and to forward the implementing documents to Council for adoption once the relevant appeal to MOP is resolved.

BACKGROUND: A public meeting was held by the Planning and Development Committee on February 13, 2012 at which time a Corporate Report (Appendix S-1) was presented and received for information.

At the Public Meeting, the Planning and Development Committee passed Recommendation PDC-0010-2012 which was subsequently adopted by Council and is attached as Appendix S-2.

Update on Clarkson Village Developments

Reichmann Seniors Housing (1907 Lakeshore Road West)

On October 26, 2012, subsequent to the Public Meeting, a full building permit was issued for the construction of an 8 storey retirement dwelling with 126 dwelling units. Construction is now nearing completion. Revisions to the proposed Official Plan and Zoning By-law amendments outlined in the January 24, 2012 Public Meeting report are not required to accommodate the ongoing construction of this building.

2286974 Ontario Inc. (Vandyk Group of Companies) formerly Clarkson Manors Inc. (1571, 1575 and 1601 Lakeshore Road West)

Official Plan Amendment and Rezoning applications for these lands were received under file OZ 12/010 W2 on August 10, 2012 and deemed complete on September 25, 2012. These applications are to permit a 324 unit condominium apartment building ranging in height from 4 to 6 storeys with limited ground floor commercial uses and to complete the partially constructed 3-storey building at the southwest corner of the site for commercial/office uses. A Public Meeting on the proposed development was recently held by Planning and Development Committee at its May 27, 2013 meeting. It is recommended that Mississauga Official Plan be modified in accordance with the draft policies contained in the January 24, 2012 Public Meeting report, however, that the Zoning By-law provisions, as previously set out in Appendices 4 and 5 of the Public Meeting report, not be changed through this process, allowing for the current application process to address any site specific zoning requirements for the development.

607074 Ontario Limited (Satellite Restaurant and Spoon and Fork Restaurant sites, 1969 and 1971 Lakeshore Road West)

Subsequent to the August 25, 2011 Ontario Municipal Board (OMB) decision, which allowed the developer's appeal to permit a 15 storey, 124 unit apartment building with ground level commercial uses, City staff and the developer have been working toward a resolution of the appropriate community benefit payment under Section 37 of the *Planning Act.* City Council recently directed the City Solicitor to prepare a Section 37 Agreement, execute Minutes of Settlement and if required, attend at the OMB in support of the Agreement and the approval of the Official Plan and Zoning By-law amendments to implement the Board's decision. Any applicable Official Plan and Zoning By-law provisions to accommodate the development would best be addressed through the OMB's Order enacting the site specific amendments.

COMMENTS:

COMMUNITY ISSUES

In addition to the Public Meeting held on February 13, 2012, community and open house meetings were held on May 2, 2007 and March 27, 2008. Several stakeholder focus group meetings have been held since April of 2006, the most recent meeting being on April 4, 2012. The following is a summary of comments and responses to issues identified:

Comment

Concerns were identified with regard to the limited opportunities for residents to participate in the process, review the proposed amendments and provide formal comments for the Clarkson Village Study.

Response

An extensive community engagement process was undertaken with community stakeholders, including representatives from active ratepayers groups in the area, interested individuals, property owners, developers and the Clarkson BIA, prior to the commencement of the formal public consultation process.

Community meetings and open houses have been held, with public notification to the broader Clarkson area through formal mailings; newspaper notifications; the posting of the Phase 2 Analysis and Recommendations Report for the Study, updates on the City's Planning and Building website, and the placement of mobile signs along Lakeshore Road West.

Although the January 24, 2012 Corporate report was publicly available only 1 week in advance of the formal Public Meeting, a three month commenting period was allotted on the City's Clarkson Village Study website following the Public Meeting to allow for public input. During this period, written comments were received from 4 individuals. From January 2012 to April 30, 2013, the website has been accessed 330 times. Relevant concerns and comments received prior to and during this period have been outlined and addressed within the Comments section of this report.

Comment
A concern was raised regarding the lack of vision for Clarkson Village, which would be a reference for the community and developers when considering new development proposals in the area.

Response
The Terms of Reference for the Clarkson Village Study required that the stakeholders group create a shared vision for the area. Collaboration resulted in the vision statement, as stated on pg. 1 of Appendix 4 of the Public Meeting report (attached to this report as Appendix S-1). It is proposed that the Shared Community Vision and Focus form part of the new policies for the area, directing new development.

Comment
Concerns were raised with regard to proposed building heights, the impact of permitting additional building height beyond that which is currently permitted, on the character of the Village and adjacent established residential areas from a shadow and overlook perspective.

Response
Comments regarding height and character are included in the Planning Comments section of this Report.

Comment
The policies should consider greater density and height given the location of the Village relative to higher order transit.

Response
As noted in the previous response, comments regarding height and character are included in the Planning Comments section of this Report.

Comment
A comment was received in regard to 972 Clarkson Road South, situated on the west side, one property south of Lakeshore Road West, that the site is located partially within two character areas, the Village Core and the Outer Village Core. The lands should be contained only within one character area.

Response
Appendix 6 attached to the Public Meeting report (Appendix S-1) includes the entirety of this site within the Outer Village Core area of the Historic Village Precinct. It is proposed that final Official Plan mapping be prepared in accordance with this schedule.

Comment
The Study is recommending site specific Official Plan policies for the Stonebrook Properties lands located on the east side of Southdown Road, north of Lakeshore Road West. As there have been additional approvals granted through the Committee of Adjustment which have exceeded the site specific permissions, the proposed Official Plan amendment for the Study Area should add these provisions.

Response
The noted lands are presently identified as Special Site 2 to the Clarkson Village Community Node (see Appendix 5 of the Public Meeting report) and have provisions to allow for a maximum floor

Space Index of 4.5, a maximum of 424 apartment dwelling units, and a maximum building height of 18 storeys, notwithstanding the provisions of the "Residential High Density" designation. There is no change recommended to these Council approved provisions or to the existing zoning of these lands. Accordingly, the minor variances granted to permit an increase in the maximum permitted number of apartment dwelling units will continue to apply without change to the amendments proposed through this report.

Comment
The policies should focus on the core of the Village and not include the Gateway areas.

Response
The study establishes three distinct precincts, the Historic Village Precinct, East Gateway Precinct and West Gateway Precinct. The Historic Village Precinct is further divided into the Core and Outer Core Character Areas. The entire area, made up of all three precincts, does and will continue to function as the Clarkson Village Community Node. The identification of sub-areas is not intended to influence the functioning or role of the area, but to recognize and address differences in built form and lot fabric.

Comment
The policies should incorporate and address lands adjacent to the Clarkson GO Station.

Response
The Clarkson Village Study considered lands adjacent to the Clarkson GO Station in terms of their impact on the Study Area, but does not propose amendments to the Official Plan or Zoning for those lands. As recommended in the Phase 2 Report, any changes to the land use for the area in the vicinity of the GO Station should be undertaken as part of any future detailed station area plan.

Comment
Concerns were expressed that a 3.0 m (9.8 ft.) landscape buffer adjacent to residential lands would be inadequate to accommodate

transitional buffering and that 4.5 m (14.7 ft.) would be more appropriate.

Response
Modifications to the landscaped buffer requirements of the "C4" (Mainstreet Commercial) zone category are not proposed. Where lands abut a residential zone, a minimum 4.5 m (14.7 ft.) landscape buffer is required; where abutting most non-residential zones 3.0 m (9.8 ft.) is required; and where abutting another "C4" zone or a street line, a landscaped buffer is not required.

Comment
The policies should require a higher standard of sustainability.

Response
Mississauga Official Plan has new City-wide policies regarding sustainability which are comprehensive and intended to be applied across the entire City. Localized policies are not necessary to achieve the goals of the Clarkson Village Study in terms of sustainability.

PLANNING COMMENTS

Official Plan

Mississauga Official Plan was adopted by City Council on September 29, 2010 and partially approved by the Region of Peel on September 22, 2011. The Plan was appealed in its entirety, however, on November 14, 2012, the OMB issued a Notice of Decision approving Mississauga Official Plan, save and except certain appeals.

The "Mixed Use" Policies of Mississauga Official Plan have been appealed to the OMB in their entirety. As the majority of the lands within the study area are designated "Mixed Use", the proposed Official Plan amendments cannot be enacted at this time. Accordingly, the proposed amendments will be withheld until such time as this outstanding appeal has been resolved. As appropriate,

an Addendum report will accompany the amendments to address any changes made through the resolution of this appeal.

Building Heights

Feedback was provided during the February 13, 2012 Public Meeting with regards to proposed building heights and their impact upon adjacent sensitive neighbourhoods and creating a desirable character for the area. Based upon the general themes expressed during the Public Meeting, it is important to recall the Terms of Reference for the Clarkson Village Study which set out 8 goals for the study. In addition to the creation of a shared stakeholders vision statement and implementation plan to achieve the shared vision, the goals call for the creation of a pedestrian oriented community, promoting a transit-oriented community, and creating a vibrant mainstreet. These goals rely to some degree on achieving a higher built form than presently exists within the Village.

The Canadian Urban Institute (CUI) participated in the Clarkson Village Study and peer reviewed the early portions of the public engagement process, providing feedback on the process and built form options in establishing a vision. The feedback on the process was positive, citing an effective engagement strategy to obtain feedback and establish a shared vision. The CUI also advised that there were three general options to consider in terms of built form typology, status quo (no change), mid-rise development (5 to 12 storeys) and high-rise development (12+ storeys). An evaluation of the three options in accordance with the goals of the study and stakeholder input overwhelmingly supported the concept of a mid-rise built form.

Building heights in the upper end of the mid-rise range were not well received by stakeholders who generally felt that the upper limit was too tall and not a desirable character. Given the stated desires of the stakeholders to create a 'Village', to minimize the impact of development on existing established neighbourhoods abutting the Village and to maintain sunlight and view corridors on the public sidewalks, additional evaluation of the individual sites within the Village was undertaken to determine what heights and

setbacks could be accommodated without impacts. It was determined that buildings should generally be no greater than 6 storeys and in some cases 4 storeys in height and that building step-backs beyond the 2nd or 3td storey would be necessary to maintain sky views and minimize shadowing on public sidewalks.

To test the viability of the built form recommendations, Barry J. Lyon and Associates were engaged to review conditions in the Village. It was generally concluded that additional height and density were necessary to encourage redevelopment. Without additional as-of-right permission, changes to the economic conditions in the area would be necessary before redevelopment would occur. Without policy change, there would be no incentive to redevelop existing strip retail plazas in the Village that are currently dominated with parking areas located between the buildings and the street line.

The City's Official Plan has identified the Clarkson Village area as a Node for more than a decade; an area which is intended to be developed more intensely and diversely than surrounding lands. With the onset of the Growth Plan for the Greater Golden Horseshoe and the new Mississauga Official Plan identifying the western portion of the Village within a Major Transit Station Area, the rationale for additional density in the Village has become stronger. A reasonable approach to accommodating density, which considers the role of the Village within the Clarkson Neighbourhood, the broader City of Mississauga and the GTA, is necessary to ensure a defensible policy framework under increasing demands to redevelop.

Zoning

Subsequent to the Public Meeting, updated comments were received from Credit Valley Conservation (CVC) stating that they no longer supports the proposed use of a "H" Holding Symbol for lands which are encumbered by slope stability issues associated with Turtle Creek, within the Village Core Area. CVC are concerned that minor redevelopment proposals may trigger the requirement to remove the "H" Holding Provision, which may be

more onerous than the proposal warrants. CVC, however, continues to support the proposed Official Plan policies for Special Site 3, (see Appendix 4, Pg. 5 and Appendix 5 of the Public Meeting report), which require the submission of satisfactory technical reports prior to any development of these lands.

In view of the preceding, it is recommended that the "H" Holding Symbol previously proposed for these lands be deleted and the zoning be changed to "C4-Exception 2" (Core Area). The revised zoning provisions and mapping are attached as Appendices S-3 and S-4. CVC has also requested that minor revisions be undertaken to the Greenbelt Overlay in the Zoning By-law to reflect current and updated CVC mapping. Current CVC mapping will be utilized in the final Zoning By-law amendments forwarded for Council's enactment.

Further, as noted in the section at the beginning of the report titled "Update on Clarkson Village Developments", it is recommended that the "H-C4-Exception 5" (East Gateway – Holding) zoning previously proposed for the residential portion of the "Vandyk" lands at 1571, 1575 and 1601 Lakeshore Road West be deleted and that the current "H-RA2-46" (Apartment and Townhouse Dwellings with Holding Symbol) zoning be retained on these lands. The revised zoning provisions and mapping are attached as Appendices S-3 and S-4.

Section 37 – Bonus Zoning

On September 26, 2012, subsequent to the Public Meeting report, Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted development are deemed good planning by Council through the approval of a development application.

Where applicable, should an application be approved in principle by Council, or through the OMB, the City will report back to

Planning and Development Committee on the provision of community benefits as a condition of approval.
Where a proposed development within Clarkson Village is deemed appropriate and meets the criteria for a Section 37 contribution, funds should, where possible, be directed towards works outlined within the Lakeshore Road West – Clarkson Village Study Phase 2 Report.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: In accordance with subsection 34 (17) of the *Planning Act*, R.S.O. 1991, c.P.13, as amended, Council is given the authority to determine if further public notice is required. The proposed revisions to the Zoning By-law consist of the elimination of a "H" Holding Symbol proposed for lands abutting the Turtle Creek and the retention of the current residential zoning on lands which are subject to active development applications. These revisions are considered minor. Therefore, it is recommended that no further public notice be required regarding these proposed changes.

The proposed Official Plan and Zoning By-law amendments, as revised, should be approved for the following reasons:

1. The proposed amendments to Mississauga Official Plan – Clarkson Village Community Node Character Area policies; and those to Zoning By-law 0225-2007, as revised, meet the overall intent, goals, objectives and policies of Mississauga Official Plan and will help to direct the form of future development for Clarkson Village.

2. The proposed "C4-Exception" (Mainstreet Commercial) zone categories are appropriate and compatible with the surrounding land uses.

3. The proposed amendments will establish a vision for the study area and address compatibility and shadow concerns on adjacent residential lands and public sidewalks.

ATTACHMENTS:

Appendix S-1:	Public Meeting Report
Appendix S-2:	Recommendation PDC-0010-2012
Appendix S-3:	Proposed Zoning Amendments Clarkson Village Community Node (Revised)
Appendix S-4	Proposed Zoning – Clarkson Village Community Node (Revised)

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Sharon Mittmann, Urban Designer
John Hardcastle, Development Planner

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Appendix S-1

Clerk's Files

Corporate Report

Originator's Files CD.04.CLA

PDC FEB 13 2012

DATE: January 24, 2012

TO: Chair and Members of Planning and Development Committee
Meeting Date: February 13, 2012

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Proposed Amendments to Mississauga Official Plan and Zoning By-law 0225-2007: Lakeshore Road West – Clarkson Village Study**
Bill 51

Public Meeting **Ward 2**

RECOMMENDATION:

1. That the report titled "Proposed Amendments to Mississauga Official Plan and Zoning By-law 0225-2007: Lakeshore Road West – Clarkson Village Study," dated January 24, 2012 from the Commissioner of Planning and Building be received for information.

2. That staff report back to Planning and Development Committee on any submissions made with respect to the January 24, 2012 report.

BACKGROUND: At its meeting on September 20, 2010, Planning and Development Committee considered a report titled "Proposed Amendments to the City of Mississauga Official Plan and Zoning By-law 0225-2007: Lakeshore Road West – Clarkson Village Study", dated August 31, 2010 from the Commissioner of Planning and Building (Appendix 1) giving direction to hold a Public Meeting to consider recommended Official Plan and Zoning By-law amendments for Clarkson Village. Recommendation

PDC-0048-2010 was subsequently adopted by Council on September 29, 2010 and is attached as Appendix 2.

Mississauga Official Plan (2011) was adopted by City Council on September 29, 2010 and partially approved by the Region on September 22, 2011. Mississauga Official Plan (2011) has been appealed in its entirety and, as such, the existing Mississauga Plan (2003) remains in effect. Accordingly, while the public engagement process for the proposed Official Plan and Zoning By-law amendments for the Lakeshore Road West – Clarkson Village Study can continue, the proposed amendments cannot be considered by City Council until such time as the outstanding appeals to Mississauga Official Plan (2011) have either been scoped or resolved.

This Public Meeting of the Planning and Development Committee fulfills the statutory *Planning Act* requirements and provides opportunity for the public to make submissions to the Planning and Development Committee on the proposed Official Plan and Zoning By-law amendments for the Lakeshore Road West – Clarkson Village Study (hereinafter referred to as the Study) as contained in Appendices 4 through 9 inclusive to this report.

COMMENTS:

Appendix 3 contains a summary of the policy framework and rationale for the proposed amendments to Mississauga Official Plan – Clarkson Village Community Node.

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

Based on the recommendations contained in the Phase 2 – Analysis and Recommendations Report of the Study, dated August 2010 and as generally outlined in the previous report dated August 31, 2010, from the Commissioner of Planning and Building, (see Appendix 1), the intent of the proposed amendments to Mississauga Official Plan are to:

- identify the new refined character precincts within the Node that specifically speak to the contextual character of the immediate area;
- identify an appropriate built form to frame Lakeshore Road West within Clarkson Village while ensuring the adjacent stable, low density neighbourhoods have minimal impact;
- develop a conceptual streetscape plan for Lakeshore Road West, to provide direction for new development applications;
- introduce a long term plan for pedestrian, cycling and automobile traffic within Clarkson Village;
- ensure that vehicular access and parking areas are consolidated through new development by eliminating and consolidating access points from Lakeshore Road West into a continuous and coordinated laneway system, and
- suggest a number of sustainable initiatives.

Since September 20, 2010, the Phase 2 – Analysis and Recommendations Report for the Study has been posted on the City's Planning and Building Department website. The document has been accessed 711 times. In addition, further meetings have been held with the Stakeholders Group and with the Clarkson BIA, as outlined below.

Meetings with Stakeholders Group and Clarkson BIA and correspondence received to date

Meetings with the Stakeholders Group were held on January 18, 2011 and with the Clarkson BIA on October 5, 2011, where the Phase 2 report for the Study was presented along with the proposed amendments to Mississauga Official Plan – Clarkson Village Community Node and proposed Zoning provisions to implement the established Vision for the Village. Feedback received through these meetings and through correspondence received during this time is summarized below:

- The policies should focus on the core of the Village and not include the Gateway areas;

- Additional height permissions of 6 storeys within the Core and Outer Core areas will negatively impact the character of the village;
- The policies should consider greater density and height given the location of the Village relative to higher order transit;
- The policies should incorporate and address lands adjacent to the Clarkson GO Station; and
- The policies should require a higher standard of sustainability.

Update on Clarkson Village Developments and City Initiatives

To provide additional context to the Study, the status of proposed developments in the Clarkson Village area and City policy initiatives have progressed as noted below:

RioCan Plaza Redevelopment (1829 and 1865 Lakeshore Road West)

At the time of the preparation of the Phase 2 report for the Study, an Ontario Municipal Board (OMB) decision based upon minutes of settlement executed by the City and RioCan had just been issued. Negotiations which resulted in the settlement agreement regarding the applications for an 8 storey, retirement residence with at grade retail commercial and a free standing convenience restaurant with a drive through were carried out on the basis of achieving principles of the Clarkson Village Study identified through the process to date. The intent was to create special site policies which implemented the OMB decision. Subsequent to that time, RioCan advised the City and ultimately the OMB that the development proposal would not be going forward as the operator of the retirement dwelling had withdrawn from the project and another suitable operator could not be found. Accordingly, the OMB appeals were withdrawn and the decisions were rescinded.

As a result, it is proposed that the lands be subject to the Historic Village Precinct Policies contained within Appendix 4, with no special site policies.

607074 Ontario Limited (Satellite Restaurant and Fork and Spoon Restaurant sites, 1969 and 1971 Lakeshore Road West)

The Ontario Municipal Board, through an August 25, 2011 decision, approved the proposed 15 storey apartment dwelling with ground level commercial uses. At this time, implementing amendments to the Official Plan and Zoning By-law have not been approved by the Board pending the completion of Section 37 Public Benefits negotiations with the developer. The development generally conforms to the proposed West Gateway Precinct policies, however, would ultimately require Special Site provisions.

Reichmann Seniors Housing (1907 Lakeshore Road West)

Subsequent to the release of the Phase 2 report, a conditional foundation-to-roof building permit and site plan approval have been issued to permit construction of the 8 storey retirement dwelling.

Clarkson Manors Inc. (1571, 1575 and 1601 Lakeshore Road West)

At the time of preparation of the Phase 2 report, applications for Removal of the (H) Holding Provision and Site Plan approval for the row dwelling component of the development and to permit a temporary sales office were being processed by the City. Subsequent to the report being issued, the lands have been sold and the development applications related to the row dwellings were cancelled due to inactivity.

The new landowner, Vandyk Group of Companies, has approached the City on a preliminary basis to discuss the development of the property and is presently considering the removal of the existing, partially completed structure to make way for three, 4 storey apartment buildings on the site, with ground floor commercial uses in one of the buildings facing Lakeshore Road West. Development applications have not been received by the City and the details of

the proposal have not yet been refined. Additional information should be forthcoming in the near future.

Amendments to Mississauga Plan and By-law 0225-2007 had previously been put in place allowing for the development of a 6 storey apartment building, 32 townhouse dwellings and 4 live/work townhouse dwellings, and were carried over into the new Mississauga Official Plan. Notwithstanding the cancellation of the applications and change in ownership, the existing special site policies contained within Mississauga Plan will be continued, with only technical revisions in terms of format, thereby maintaining the original intent.

Streetscape Improvements

A Streetscape Committee comprised of staff from all development related departments has been established with the express purpose of establishing processes and procedures for the review of streetscape improvements required through the development application review process.

The Phase 2 Report identifies streetscape details which should ultimately be incorporated into Built Form standards for Clarkson Village. These details will be forwarded to the Streetscape Committee to assist in informing on process and procedures for the review of development applications within Clarkson Village with streetscape improvement requirements.

Section 37 Planning Tools

Throughout much of the time the Clarkson Village Study has been ongoing, a separate process has been underway to evaluate the use of and determine appropriate policies for the implementation of certain planning tools permitted under the *Planning Act*, including Section 37, Public Benefits. The Planning and Building Department will be reporting on establishing a Corporate Policy and Procedure with respect to the administration of Section 37, Public Benefits later this Spring.

Parking Management Strategy

The Phase 2 report for the Study recommended that the parking standard for restaurants be reduced within the Village. A review of parking standards in mainstreet areas (Port Credit and Lakeview) has demonstrated that the parking demand for restaurants is consistently lower than that elsewhere in the City and the City's minimum requirement of 16 spaces/100 m^2 (1,076.4 sq. ft.) GFA. Accordingly, through a housekeeping amendment to By-law 0225-2007, approved by Council on December 14, 2011, the standard was reduced to 9.0 spaces/100 m^2 (1,076.4 sq. ft.) GFA.

A comprehensive review of parking standards throughout the City is proposed to be undertaken by the Department in 2013 which may result in further changes for Clarkson Village.

STRATEGIC PLAN: The proposed amendments to Mississauga Official Plan – Clarkson Village Community Node Character Area policies; as well as those to Zoning By-law 0225-2007, as envisioned through the Study advance the following Strategic Pillars for change and goals and actions of the City's Strategic Plan:

Move:	Develop a Transit oriented City
Belong:	Ensuring Youth, Older Adults and New Immigrants Thrive
Connect:	Complete Our Neighbourhoods
Prosper:	Cultivating Creative and Innovative Business
Green:	Living Green

FINANCIAL IMPACTS: Not applicable

CONCLUSION: Subsequent to the Public Meeting, a report on comments will be prepared for consideration by the Planning and Development Committee, which will address comments received from the public and the Committee members and, where necessary, recommend modifications to the proposed amendments to the new Mississauga Official Plan and Zoning By-law 0225-2007.

ATTACHMENTS:

Appendix 1: Report titled "Proposed Amendments to City of Mississauga Official Plan and Zoning By-law 0225-2007: Lakeshore Road West – Clarkson Village Study", dated August 31, 2010, from the Commissioner of Planning and Building
Appendix 2: Resolution PDC-0048-2010
Appendix 3: Policy Framework and Rationale for Changes to the Clarkson Village Community Node
Appendix 4: Proposed Amendments to Mississauga Official Plan – Clarkson Village Community Node Policies; Amended Clarkson Village Node Boundary and Special Sites
Appendix 5: Proposed Clarkson Village Community Node
Appendix 6: Precinct Area – Clarkson Village Community Node
Appendix 7: Access Management Plan – Clarkson Village Community Node
Appendix 8: Proposed Zoning Amendments – Clarkson Village Community Node
Appendix 9: Proposed Zoning – Clarkson Village Community Node
Appendix 10: General Context Map

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: John Hardcastle, Development Planner and Sharon Mittmann, Urban Designer

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Appendix 1

Clerk's Files

Originator's Files CD.04.CLA

Corporate Report

PDC SEP 20 2010

DATE: August 31, 2010

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

FROM: Edward R. Sajecki
Commissioner of Planning and Building

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

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

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

COMMENTS:

Study Area

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

Purpose of Study

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

Clarkson Village Study Shared Vision

A stakeholders group was established at the study's inception to work with City staff, external agencies and consultants to establish a shared vision, determine core objectives and ultimately set in place a direction for the Village. The shared vision states that *"Clarkson Village will transition into a pedestrian friendly and transit supportive community full of activity places and gathering spaces, with a mainstreet atmosphere found amidst new, contemporary, mixed-use, development paying tribute to the Village's heritage and character."*

Phase 1 – Background and Public Engagement

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

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

Phase 2 – Analysis and Recommendations

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

Directions

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

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

Built Form

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

Vehicular Movement: Access and Parking

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

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

Public Realm

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

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

Sustainability

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

Implementation

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

New Mississauga Official Plan

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

FINANCIAL IMPACT: Not applicable.

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

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

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

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: John Hardcastle, Development Planner

Appendix 1

Figure C2.15—Character Areas

Proposed Amendments to Existing Official Plan Policies
Proposed Zoning By-law Amendments
Clarkson Village Recommended Amendments – Lakeshore Road West, Clarkson Village Study

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

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

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

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

Proposed Amendments	Village Core Area	Outer Village Core Area	West Village Gateway	East Village Gateway
Access Management Plan	• An Access Management Plan will constitute part of the amendments to the Clarkson Village Character Area policies, dealing with integrated parking; site access and off-street vehicular movements; the location of a continuous centre median on Lakeshore Road West, interrupted at signalized intersections. Implementation provisions consistent with Section 2.5 shall be incorporated in the proposed Official Plan Amendments. The general location of shared site access, internal public access and the private laneway system will be outlined generally as shown in Figure C2.34 of the Phase 2 report.			
Parking Structures	• *Structured above ground parking is not permitted.* • *Underground parking is required where the Residential FSI is 1.0 or greater.* • *Parking will not be permitted between the streetwall of the building(s) closest to the street and the front property line.*	• *Structured above and below grade parking is required where the Residential FSI is 1.0 or greater.* • *Where structured, above grade parking is provided, it shall not exceed 2 storeys in height and the streetwall shall incorporate active retail, commercial, restaurant or office uses at grade, interrupted only where access to the parking structure is required. The depth of active, grade related non-residential uses shall be a minimum of 10 m (32.8 ft.).* • *Parking will not be permitted between the streetwall of the building(s) closest to the street and the front property line.*		
Parking/Loading	• Reductions in parking and loading space requirements for retail commercial, office and restaurant with a gross floor area of 300 m² (3,229 sq. ft.), or less, will be considered. • *Parking for retail commercial and office uses of 300 m² (3,229 sq ft.) GFA, or less, shall be provided at 3.0 spaces per 100m² (1,076.4 sq. ft.) GFA.* • *Parking for restaurant uses of 300 m² (3,229 sq ft.) GFA or less shall be provided at 9.0 spaces per 100m² (1,076.4 sq. ft.) GFA.* • *Parking for retail commercial uses of 600m² (6,459 sq ft.) GFA or more shall be provided at 5.4 spaces per 100 m² (1,076.4 sq. ft.) GFA.*			
Landscape Buffer	• *A minimum landscaped buffer of ~~3.0 m (9.8 ft.)~~ 4.5 m (14.76 ft.) shall be provided abutting any non-commercial zone for buildings ~~of 3 storeys or less and 4.5 m (14.8 ft.) for buildings greater than 3 storeys~~.*			

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

Appendix 2

Lakeshore Road West – Clarkson Village Study **File: CD.04.CLA**

PDC-0048-2010

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

Policy Framework and Rationale for Changes to the Clarkson Village Community Node

Mississauga Official Plan

The proposed revisions and new Special Site policies for the subject lands under review in the Clarkson Village Community Node are supported by the following sections of Mississauga Official Plan (MOP):

Structure Elements

The Clarkson Village Community Node is considered an Intensification Area in MOP. Section 5.3.3, Community Nodes, states:

- Community Nodes are Intensification Areas;
- Community Nodes will develop as centres for surrounding Neighbourhoods and be a location for mixed use development;
- Development in Community Nodes will be in a form and density that complements the existing character of historical Nodes or that achieves a high quality urban environment within more recent developed Nodes;
- Community Nodes will be served by frequent transit services that provide city wide connections. Some Community Nodes will be served by higher order transit facilities, which provide connections to neighbouring municipalities;
- Community nodes will be developed to support and encourage active transportation as a mode of transportation.

Green System

The Clarkson Village Node contains 2 significant Natural Hazards and is on the edge of an area subject to Two Zone Flood Regulations. Section 6.3.2 indicates that Natural Hazard Lands are to conserve the stability and quality of land, soil and water. A priority for development and site alteration is to protect life and property and restore the health and stability of soil and land where is it compromised.

Natural Hazard Lands are generally unsafe for development and site alterations will generally not be permitted due to the naturally occurring processes of erosion and flooding associated with river and stream corridors and the Lake Ontario Shoreline.

Land Use Designation – Community Node

Lands within the Clarkson Village Community Node are designated "Mixed Use", "Residential Medium Density", "Residential High Density" and "Residential Low Density I".

Section 14.1.2, Community Nodes, Residential, states that *The Residential Low Density I and Residential Low Density II designations will not be permitted, except for lands designated Low Density I and Residential Low Density II at the time this plan comes into effect.*

Section 14.2.1.1 indicates that *The Clarkson Village Node will be the focus of activity for surrounding Neighbourhoods, combining residential uses, cultural activities, shopping, dining, commerce and recreation.* Section 14.2.1.2 outlines that *Developments should be compatible with and enhance the character of Clarkson-Lorne Park as a diverse established community by integrating with the surrounding area.* Section 14.2.1.3 states that *Development should be designed to reflect and enhance the Clarkson Village Mixed Use area streetscape.*

Clarkson Village Node Character Areas Policies

Map 14-2: Clarkson Village Community Node Character Area, identifies the boundaries of the Clarkson Village Node, Special Sites and FSI ranges. The boundaries of the Node are proposed to be modified as illustrated on Appendix 5 to include the following:

- The lands recently developed for townhouses on the southeast corner of Lakeshore Road West and Southdown Road;
- The lands located south of Lakeshore Road West to the rear of the Chartwell Baptist Church, known as 1884 Lakeshore Road West;
- The lands north of Lakeshore Road West which represent the physical limits of the valley features associated with Turtle Creek; and
- The eastern boundary of the Village along the north side of Lakeshore Road West to include the lands just west of Birchwood Park.

In addition, a new Precinct Schedule has been created to identify the location of 3 character precincts as recommended in the Lakeshore Road West, Clarkson Village Study, Phase 2 - Analysis and Recommendations Report (see Appendix 6).

Historic Village Precinct (Core and Outer Core)

This precinct is experiencing redevelopment pressures and, therefore, the intent of the Character Area Policies is to establish a shared community vision which: recognizes the unique character of the area; puts in place a policy framework to ensure the implementation of the vision over the long term; ensures that new development is respectful of the character of the existing building fabric as well as transitions appropriately to the adjacent stable neighbourhoods.

Maximum buildings heights will range from 2 to 6 storeys in this precinct and will accommodate step-backs beyond the third storey to maintain the Village character, minimize shadow impacts, maximize skyviews and create a desirable pedestrian and built form environment. Heights will be restricted to 4 storeys on the north side of Lakeshore Road West to maintain the character of the area as established by the existing built form.

In the Outer Core, the maximum Floor Space Index (FSI) shall be 2.0, where the properties are deeper and larger and can accommodate additional height and density without undue impact. The maximum FSI shall not exceed 1.5 in the Core, which is impacted by Turtle Creek north of Lakeshore Road West and abuts residential neighbourhoods south of Lakeshore Road West. Gross Floor Area devoted exclusively to non-residential uses shall not be included in the FSI calculation.

Development and redevelopment will be mixed use and include retail, commercial, office and restaurant uses with flush entrances at the street level. Residential amenities will be secondary and will not dominate the Lakeshore Road West street level street wall. A high standard of architecture, building materials and landscaping will be required for all development and redevelopment along the Lakeshore Road West corridor in Clarkson Village. Individual large format retail and commercial uses will be prohibited.

In conjunction with development and redevelopment, improved and controlled vehicular access to Lakeshore Road West is required. The goal is to provide full moves access to Lakeshore Road West at key locations and where traffic signals exist and to construct a centre median along Lakeshore Road West. This will require the creation of a publicly accessible laneway system as identified on Appendix 7.

In order to achieve the ultimate ROW cross-section, all development and redevelopment proposals will be subject to financial contributions to the City to be held and used for the reconstruction of Lakeshore Road West.

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 Historic Village Precinct, taking advantage of the visual prominence and centralized location within the Village.

Structured parking will be required, below grade where the FSI exceeds 1.0 within the Historic Village Precinct – Core Area west of Clarkson Road South. Below grade or above grade structured parking will be required where the FSI exceeds 1.0 in the remainder of the Historic Village Precinct. Where above grade structure parking is permitted, it shall not exceed 2 storeys in height and the street wall shall incorporate active uses. Where on-site surface parking is provided, it will not be permitted between the street wall of the building(s) closest to the street and the front property line and will be encouraged to utilize the publicly accessible private laneway system within a shared configuration.

West Gateway Precinct

This precinct is also receiving development pressure and has had a number of recent applications for higher density developments. A downward transition in terms of apartment building heights has been established with the tallest, 21 storey apartment building, located closest to the Clarkson GO Station on the east side of Southdown Road and the lowest, 8 retirement dwelling (under construction), furthest from the GO Station on the north side of Lakeshore Road West, adjacent to the CN Rail overpass. It is proposed that the existing building heights be acknowledged and that new apartment development in this precinct respect the established trend and not exceed 15 storeys. The maximum FSI for this area will be 2.5.

Mixed use buildings fronting onto Lakeshore Road West are encouraged. At grade, street related retail, commercial, restaurants and office uses are encouraged within any building. Mixed use buildings shall be located close to the street to ensure a pedestrian oriented environment. Individual large format retail uses will be discouraged.

A symbolic entry feature at the Intersection of Lakeshore Road West and Southdown Road is encouraged.

East Gateway Precinct

This precinct should act as the eastern gateway into the Clarkson Village Community Node. A symbolic gateway is encouraged to define the entry and exit from Clarkson Village.

The minimum height for any building or structure shall be 2 storeys and the maximum height shall be 6 storeys. Buildings shall be stepped back from the street after the third storey to promote a pedestrian friendly environment, minimize shadow impact and ensure new development is consistent and compatible with the existing building fabric.

Mixed use buildings fronting onto Lakeshore Road West are encouraged. At grade, street related retail, commercial, restaurants and office uses are encouraged within any building. Individual large format retail uses will be discouraged. Mixed use buildings shall be located close to the street to ensure a pedestrian oriented environment. Gross Floor Area devoted exclusively to non-residential uses shall not be included in the FSI calculation.

Proposed Amendments to Mississauga Official Plan – Clarkson Village Community Node

1. Map 14-2: Clarkson Village Community Node Character Area is hereby deleted and replaced with Appendix 5.

2. Section 14.2, Clarkson Village is hereby amended by adding Map 14-2.1: Precinct Areas - Clarkson Village Community Node Character Area attached as Appendix 6.

3. Section 14.2 Clarkson Village is hereby amended by adding the following:

   14.2.1 Land Use Policies

   14.2.1.1 Notwithstanding the provisions of the Mixed Use designation; drive-through facilities will not be permitted.

4. Section 14.2.1 Urban Design Policies is hereby deleted and replaced by the following:

   14.2.2 Urban Design Policies

   Shared Community Vision and Focus

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

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

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

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

   14.2.2.5 Development will be in accordance with minimum and maximum height limits as shown on Map 14-2.1 (Appendix 6).

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

14.2.2.7 Where mixed use buildings are proposed, non-residential floor space will be excluded from the calculation of FSI.

14.2.2.8 New development along Lakeshore Road West will be located close to the street and promote a continuous street wall.

14.2.2.9 On-site parking will not be permitted between the streetwall and the street.

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

Historic Village Precinct

14.2.2.11 Development will respect the character of the existing building fabric as well as transition appropriately to the adjacent Clarkson-Lorne Park Neighbourhood. New development will encourage a pedestrian oriented streetscape and a walkable community, preserve elements along the edge of Turtle Creek to connect to the parking areas and the shopping street and to encourage the visual enjoyment and surveillance of this natural creek feature.

14.2.2.12 Residential uses will not be permitted on the ground floor adjacent to Lakeshore Road West.

14.2.2.13 Large format retail development will be discouraged.

14.2.2.14 Lands located at the northwest corner of Lakeshore Road West and Clarkson Road North are encouraged to redevelop as a focal point of the Clarkson Village Community Node.

14.2.2.15 Within the Core area, as shown on Map 14-2.1 (Appendix 6), required parking for new development with a FSI greater than 1.0 will be within an underground structure.

14.2.2.16 Within the Outer Core area, as shown on Map 14-2.1 (Appendix 6), required parking for new development with a FSI greater than 1.0 will be within a

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

West Gateway Precinct

14.2.2.17 New development will maintain the existing height transition with the highest built form at the west end, closest to the Clarkson GO Transit Station, and lowest building heights at the east end, adjacent to the CN Rail overpass and the Historic Village Precinct.

14.2.2.18 Mixed use buildings will be located close to the street to ensure a pedestrian oriented environment.

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

East Gateway Precinct

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

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

5. Section 14.2, Clarkson Village is hereby amended by adding Map 14-2.2: Access Management Plan - Clarkson Village Community Node, attached as Appendix 7.

6. Section 14.2.2, Transportation, is hereby deleted and replaced with the following:

14.2.3 Transportation, Access and Parking

14.2.3.1 No major changes to Clarkson Road will be undertaken except minor channelization, reconstruction, bus-bay construction, and improvements of a similar nature.

14.2.3.2 Notwithstanding the classification of Clarkson Road, this road will be limited to no more than two through lanes.

14.2.3.3 Mississauga will encourage and promote better utilization of the existing parking inventory within the Clarkson Village Community Node through discussions with the members of the Clarkson Village Business Improvement Area.

14.2.3.4 Development within the Clarkson Village Community Node will implement the general intent of the Access Management Plan – Clarkson Village Community Node (Appendix 7) and will:

a. eliminate and/or consolidate vehicular access connections to and from Lakeshore Road West to reduce vehicle turning movements onto and direct traffic towards signalized intersections;

b. facilitate the creation of a formal publicly accessible laneway system by granting public use easements over internal driveways to facilitate access to and from abutting lands to the east and west and to consolidated vehicular access connections to Lakeshore Road West;

c. contribute a proportionate share towards the construction of a continuous centre median along Lakeshore Road West; and,

d. where the ultimate condition cannot be accommodated, interim solutions will be accommodated to ensure that vehicular access rights are maintained and appropriate interim agreements will be executed to ensure the ultimate condition will be achieved.

14.2.3.5 Where surface parking is being provided to the rear of buildings, communal parking spaces accessed from the formal publicly accessible laneway system will be encouraged.

14.2.3.6 Through the development review and approval process, developers will be responsible for the construction of on-street lay-by parking in accordance with the Clarkson Village Transportation/Urban Design Study – Final Report.

14.2.3.7 The Mississauga Cycling Master Plan proposes on-road bicycle lanes on Lakeshore Road West.

7. Section 14.2.3.1 is hereby deleted and replaced with the following:

   14.2.4.1 Special Site 1

   14.2.4.1.1 The lands identified as Special Site 1 are located on the north side of Lakeshore Road West, east of Clarkson Road.

   14.2.4.1.2 Notwithstanding the provisions of the Residential High Density designation, the maximum number of residential dwelling units permitted will be 246.

8. Section 14.2.3.2.2 is hereby deleted and replaced with the following:

   14.2.3.2.2 Notwithstanding the Residential High Density designation, the maximum permitted number of apartment dwelling units shall be 424.

9. Section 14.2.3.3 is hereby deleted and replaced with the following:

   14.2.3.3 Special Site 3

   14.2.3.3.1 The lands identified as Special Site 3 are located on the north side of Lakeshore Road West between Birchwood Park and Clarkson Road North.

   14.2.3.3.2 The lands are encumbered by slope stability issues associated with Turtle Creek. Satisfactory technical reports addressing these issues are required prior to any development of these lands.

10. Section 14.2.3.4 is hereby amended by adding the following:

    14.2.3.4 Special Site 4

    14.2.3.4.1 The lands identified as Special Site 4 are located on the southeast corner of Lakeshore Road West and Southdown Road.

    14.2.3.4.2 Notwithstanding the provisions of the Residential Medium Density designation, a maximum of two detached dwellings will be permitted.

11. Schedule 1 – Urban System is hereby amended by changing the boundaries of the Clarkson Village Community Node to incorporate additional lands (See Appendices 5 and 6).

12. Schedule 1b - Urban System – City Structure is hereby amended by modifying the boundaries of the Clarkson Village Community Node to incorporate additional lands (See Appendices 5 and 6).

13. Schedule 2 - Intensification Areas is hereby amended by modifying the boundaries of the Clarkson Village Community Node to incorporate additional lands (See Appendices 5 and 6).

14. Schedule 9 - Character Areas 'G' is hereby amended by modifying the boundaries of the Clarkson Village Community Node to incorporate additional lands (See Appendices 5 and 6).

15. Schedule 10 - Land Use Designations is hereby amended by modifying the boundaries of the Clarkson Village Community Node to incorporate additional lands (See Appendices 5 and 6).

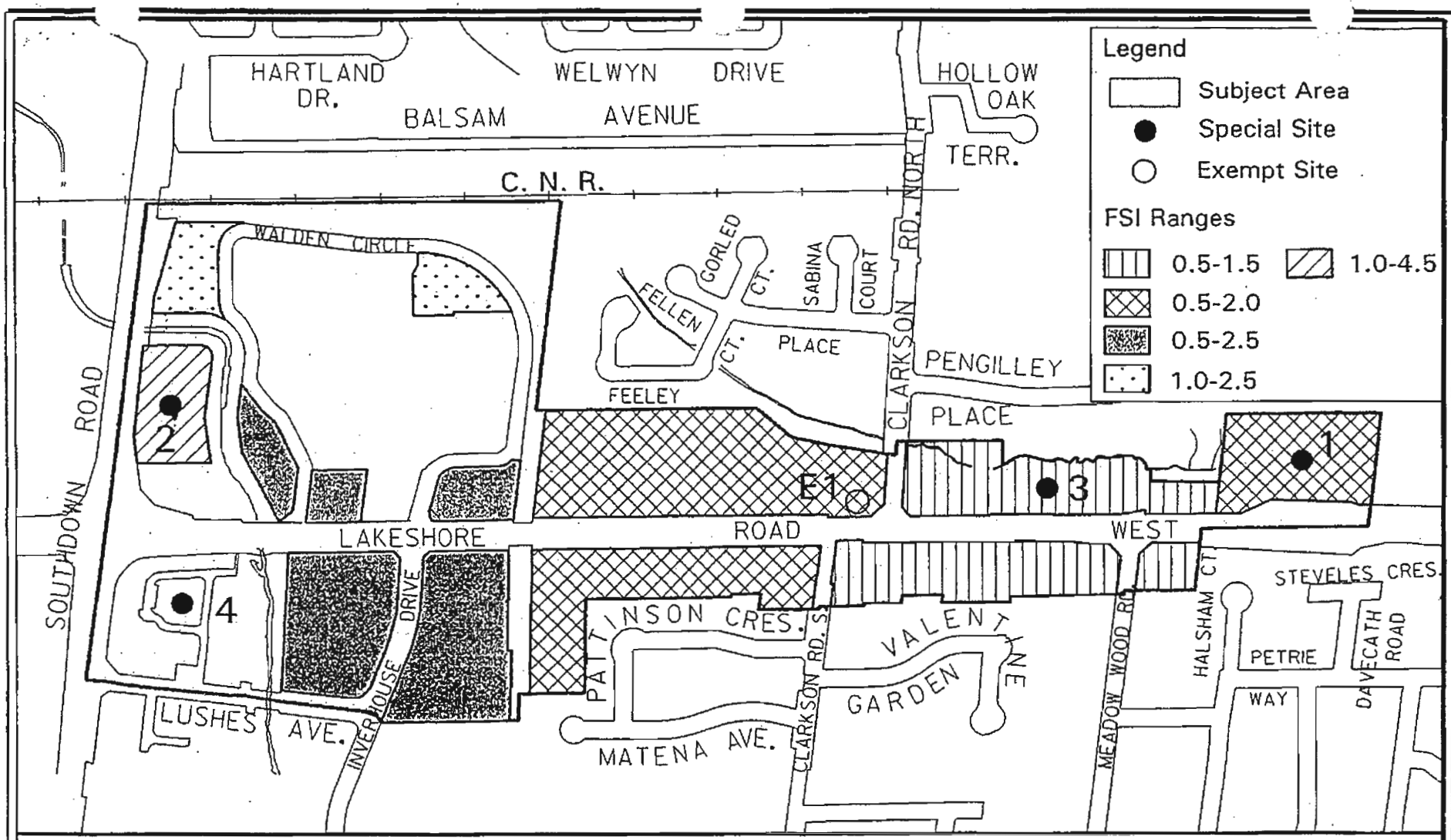
16. Map 14-1: City Structure - Community Nodes is hereby amended by modifying the boundaries of the Clarkson Village Community Node to incorporate additional lands (See Appendices 5 and 6).

17. Map 16-1: City Structure – Neighbourhoods is hereby amended by removing lands from the Clarkson-Lorne Park Neighbourhood to be incorporated into the Clarkson Village Community Node (See Appendices 5 and 6).

18. Map 16-5: Clarkson-Lorne Park Neighbourhood Character Area is hereby deleted and replaced. (See Appendices 5 and 6).

19. Section16.5.5.6 Special Site 6, is hereby deleted.

20. Section 16.5.5.10 Special Site 10, is hereby deleted.



LEGEND:

PROPOSED CLARKSON VILLAGE COMMUNITY NODE BOUNDARY

SUBJECT: PROPOSED CLARKSON VILLAGE COMMUNITY NODE

MISSISSAUGA Planning and Building

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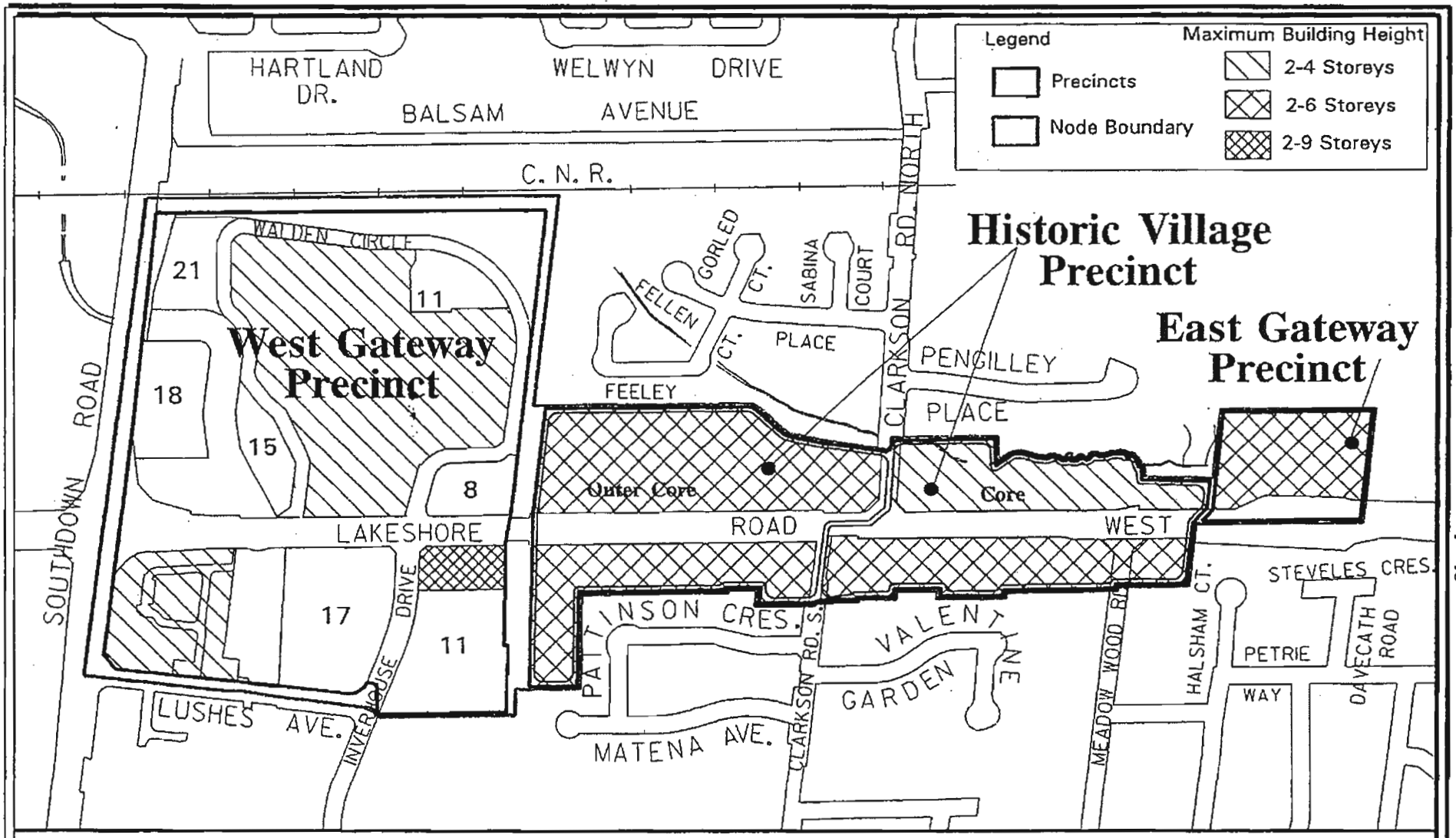
APPENDIX 5



LEGEND:

PROPOSED CLARKSON VILLAGE COMMUNITY NODE BOUNDARY

SUBJECT: PRECINCT AREAS – CLARKSON VILLAGE COMMUNITY NODE

MISSISSAUGA Planning and Building

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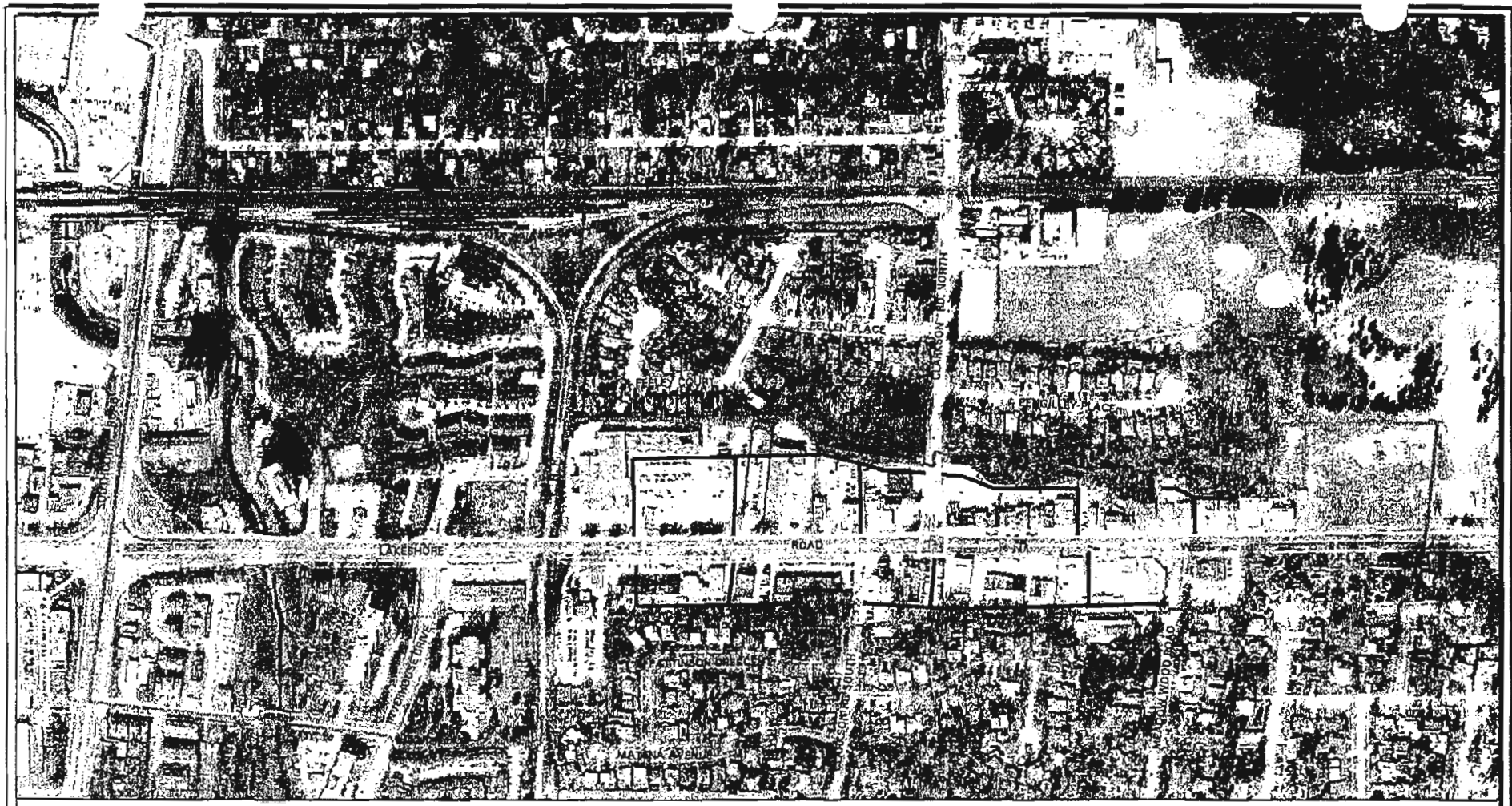
APPENDIX 6



LEGEND

NODE BOUNDARY

CONSOLIDATED ACCESS AND FUTURE LANE WAYS

EXISTING LANE WAYS

SUBJECT: ACCESS MANAGEMENT PLAN – CLARKSON VILLAGE COMMUNITY NODE

MISSISSAUGA Planning and Building

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APPENDIX 7

Proposed Zoning Amendments – Clarkson Village Community Node

Notwithstanding the existing "C4" (Mainstreet Commercial) zone provisions, the following additional zone provisions are proposed. The below-noted Exceptions correspond with zones shown on Appendix 9 – Proposed Zoning - Clarkson Village Community Node:

C4-Exception 1 (Outer Core)

Uses

- Non-residential uses permitted in accordance with the C4 general provisions shall be required on the first storey of any building or structure;
- Horizontal multiple dwellings shall be permitted (with ground floor non-residential uses); and
- Large format retail store greater than 600 m^2 (6,458.6 sq. ft.) GFA-non-residential shall not be permitted.

Zone Regulations

- A minimum of 75% of the ground floor GFA shall be occupied by permitted non-residential uses within apartment and horizontal multiple dwellings;
- Minimum front and exterior side yard shall be 0.61 m (2 ft.);
- Minimum interior side and rear yard abutting a non-commercial zone category shall be 7.5 m (24. 6 ft.), 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.);
- Maximum building height shall be 6 storeys;
- The building facade of the 4th storey shall be stepped back a minimum of 6.0 m (19.7 ft.) from the 3rd storey building façade;
- Floor Space Index – Residential shall mean the ratio of the gross floor area of all buildings and structures, exclusive of gross floor area – non-residential, to the lot area;
- Floor Space Index – Residential shall not exceed 2.0;
- A minimum of 70% of the length of the lot frontage shall be occupied by 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;
- A minimum of 60% of the ground floor streetwall shall be glazed with clear vision glass
- 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;
- The main front entrance for non-residential uses located on the first storey shall be located in the streetwall facing Lakeshore Road West;
- For any permitted non-residential use located on the ground floor, the finished floor elevation shall be within 0.2 m (0.7 ft.) of the grade of the public sidewalk as measured at the streetwall directly opposite each pedestrian entrance;
- Parking for repair establishment, personal service establishment, animal care establishment, office and retail store uses which are 300 m^2 (3,229.3 sq. ft.) or less shall be provided at a rate of 3.0 spaces/100 m^2 (1,076.4 sq. ft.) GFA;

- Where Floor Space Index – Residential exceeds 1.0, required parking shall be provided within a parking structure located either above or below grade;
- Above grade parking structures shall not exceed 2 storeys in height;
- The streetwall of above grade parking structures adjacent to a public street shall incorporate permitted residential and non-residential uses to a minimum depth of 10 m (32.8 ft.); and,
- Parking will not be permitted between the streetwall of the buildings located closest to a public street and the front property line.

H-C4- Exception 2 (Core – Holding, North side of Lakeshore Road West)

Uses

- Non-residential uses permitted in accordance with the C4 general provisions shall be required on the first storey of any building or structure;
- Horizontal multiple dwellings shall be permitted (with ground floor non-residential uses); and,
- Large format retail store greater than 600 m^2 (6,458.6 sq. ft.) GFA-non-residential shall not be permitted.

Zone Regulations

- A minimum of 75% of the ground floor GFA shall be occupied by permitted non-residential uses within apartment and horizontal multiple dwellings;
- Minimum front and exterior side yard shall be 0.61 m (2 ft.);
- Minimum interior side and rear yard abutting a non-commercial zone category shall be 7.5 m (24.6 ft.), 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.);
- Floor Space Index – Residential shall mean the ratio of the gross floor area of all buildings and structures, exclusive of gross floor area – non-residential, to the lot area;
- Floor Space Index – Residential shall not exceed 1.5;
- A minimum of 70% of the length of the lot frontage shall be occupied by 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;
- A minimum of 60% of the ground floor streetwall shall be glazed with clear vision glass;
- 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;
- The main front entrance for commercial uses located on the first storey shall be located in the streetwall facing a public right of way;
- For any permitted non-residential use located on the ground floor, the finished floor elevation shall be within 0.2 m (0.7 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%;

- Parking for repair establishment, personal service establishment, animal care establishment, office and retail store uses which are 300 m^2 (3,229.3 sq. ft.) or less shall be provided at a rate of 3.0 spaces/100 m^2 (1,076.4 sq. ft.) GFA;
- Where Floor Space Index – Residential exceeds 1.0, required parking shall be provided within a parking structure located below grade; and,
- Parking will not be permitted between the streetwall of the buildings located closest to a public street and the front property line.

"H" Holding Provision

- The lands identified with an "H" Holding provision may be used for any of the permitted uses prior to the removal of the Holding provision provided that no physical site alterations are undertaken; and,
- The "H" Holding Provision is to be removed from the whole or any part of these lands by further amendment to this By-law prior to any form of physical site alteration, upon satisfaction of the following requirements:
    - Technical studies, assessing and defining the slope hazard associated with Turtle Creek to the satisfaction of the City and Credit Valley Conservation.

C4- Exception 3 (Core – South side of Lakeshore Road West)

Uses

- Non-residential uses permitted in accordance with the C4 general provisions shall be required on the first storey of any building or structure;
- Horizontal multiple dwellings shall be permitted (with ground floor non-residential uses); and,
- Large format retail store greater than 600 m^2 (6,458.6 sq. ft.) GFA-non-residential shall not be permitted.

Zone Regulations

- A minimum of 75% of the ground floor GFA shall be occupied by permitted non-residential uses within apartment and horizontal multiple dwellings;
- Minimum front and exterior side yard shall be 0.61 m (2 ft.);
- Minimum interior side and rear yard abutting a non-commercial zone category shall be 7.5 m (24.6 ft.), 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.);
- Floor Space Index – Residential shall mean the ratio of the gross floor area of all buildings and structures, exclusive of gross floor area – non-residential, to the lot area;
- Floor Space Index – Residential shall not exceed 1.5;
- Maximum building height shall be 6 storeys;
- The building facade of the 4th storey shall be stepped back a minimum of 6.0 m (19.7 ft.) from the 3rd storey building façade;

- A minimum of 70% of the length of the lot frontage shall be occupied by 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;
- A minimum of 60% of the ground floor streetwall shall be glazed with clear vision glass;
- 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;
- The main front entrance for non-residential uses located on the first storey shall be located in the streetwall facing Lakeshore Road West;
- For any permitted non-residential use located on the ground floor, the finished floor elevation shall be within 0.2 m (0.7 ft.) of the grade of the public sidewalk as measured at the streetwall directly opposite each pedestrian entrance;
- Parking for repair establishment, personal service establishment, animal care establishment, office and retail store uses which are 300 m^2 (3,229.3 sq. ft.) or less shall be provided at a rate of 3.0 spaces/100 m^2 (1,076.4 sq. ft.) GFA;
- Where Floor Space Index – Residential exceeds 1.0, required parking shall be provided within a parking structure located below grade; and,
- Parking will not be permitted between the streetwall of the buildings located closest to a public street and the front property line.

C4-Exception 4 (Northwest corner of Lakeshore Road West and Clarkson Road North)

Uses

- Motor vehicle service station and motor vehicle wash facility – restricted legally existing on the date of passing of this by-law continue to be permitted;
- Non-residential uses permitted in accordance with the C4 general provisions shall be required on the first storey of any building or structure;
- Horizontal multiple dwellings shall be permitted (with ground floor non-residential uses); and,
- Large format retail store greater than 600 m^2 (6,458.6 sq. ft.) GFA-non-residential shall not be permitted.

Zone Regulations

- A minimum of 75% of the ground floor GFA shall be occupied by permitted non-residential uses within apartment and horizontal multiple dwellings;
- Minimum front and exterior side yard shall be 0.61 m (2 ft.);
- Minimum interior side and rear yard abutting a non-commercial zone category shall be 7.5 m (24.6 ft.), 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.);
- Maximum building height shall be 6 storeys;
- The building facade of the 4th storey shall be stepped back a minimum of 6.0 m (19.7 ft.) from the 3rd storey building façade;
- Floor Space Index – Residential shall mean the ratio of the gross floor area of all buildings and structures, exclusive of gross floor area – non-residential, to the lot area;

- Floor Space Index – Residential shall not exceed 2.0;
- A minimum of 70% of the length of the lot frontage shall be occupied by 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;
- A minimum of 60% of the ground floor streetwall shall be glazed with clear vision glass;
- 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;
- The main front entrance for non-residential uses located on the first storey shall be located in the streetwall facing Lakeshore Road West;
- For any permitted non-residential use located on the ground floor, the finished floor elevation shall be within 0.2 m (0.7 ft.) of the grade of the public sidewalk as measured at the streetwall directly opposite each pedestrian entrance;
- Parking for repair establishment, personal service establishment, animal care establishment, office and retail store uses which are 300 m^2 (3,229.3 sq. ft.) or less shall be provided at a rate of 3.0 spaces/100 m^2 (1,076.4 sq. ft.) GFA;
- Where Floor Space Index – Residential exceeds 1.0, required parking shall be provided within a parking structure located either above or below grade;
- Above grade parking structures shall not exceed 2 storeys in height;
- The streetwall of above grade parking structures adjacent to a public street shall incorporate permitted residential and non-residential uses to a minimum depth of 10 m (32.8 ft.); and
- Parking will not be permitted between the streetwall of the buildings located closest to a public street and the front property line.

H-C4-Exception 5 (East Gateway – Holding)

Uses

- Horizontal multiple dwellings shall be permitted;
- Large format retail store greater than 600 m^2 (6,458.6 sq. ft.)GFA-non-residential shall not be permitted; and,
- Townhouse Dwelling Units.

Zone Regulations

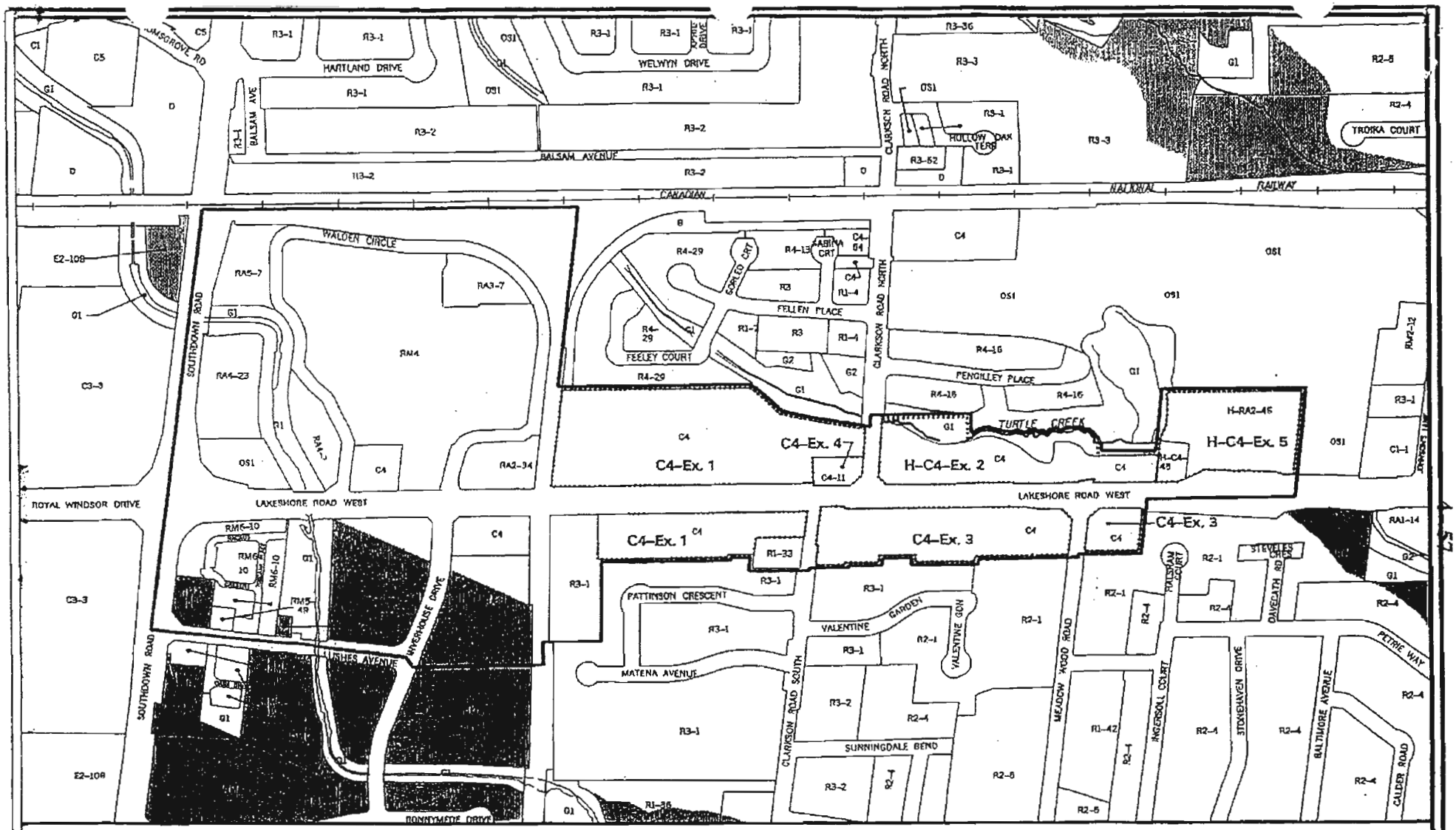
- Maximum number of residential dwelling units 236;
- A minimum of 75% of the ground floor GFA shall be occupied by permitted non-residential uses within apartment and horizontal multiple dwellings;
- Minimum front and exterior side yard shall be 0.61 m (2 ft.)for mixed use or non-residential buildings;
- Minimum front and exterior side yard shall be 4.5 m (14.8 ft.) to a maximum of 6.0 m (19.7 ft.) for exclusively residential buildings;
- Minimum interior side and rear yard abutting a non-commercial zone category shall be 7.5 m (24.6 ft.), 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.);

- Maximum building height shall be 6 storeys;
- The building facade of the 4th storey shall be stepped back a minimum of 6.0 m (19.7 ft.) from the 3rd storey building façade;
- Floor Space Index – Residential shall mean the ratio of the gross floor area of all buildings and structures, exclusive of gross floor area – non-residential, to the lot area;
- Floor Space Index – Residential shall not exceed 2.0;
- A minimum of 70% of the length of the lot frontage shall be occupied by 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;
- A minimum of 60% of the ground floor streetwall shall be glazed with clear vision glass;
- 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;
- The main front entrance for non-residential uses located on the first storey shall be located in the streetwall facing Lakeshore Road West;
- For any permitted non-residential use located on the ground floor, the finished floor elevation shall be within 0.2 m (0.7 ft.) of the grade of the public sidewalk as measured at the streetwall directly opposite each pedestrian entrance;
- Parking for repair establishment, personal service establishment, animal care establishment, office and retail store uses which are 300 m^2 (3,229.3 sq. ft.) or less shall be provided at a rate of 3.0 spaces/100 m^2 (1,076.4 sq. ft.) GFA;
- Where Floor Space Index – Residential exceeds 1.0, required parking shall be provided within a parking structure located either above or below grade;
- Above grade parking structures shall not exceed 2 storeys in height;
- The streetwall of above grade parking structures adjacent to a public street shall incorporate permitted residential and non-residential uses to a minimum depth of 10 m (32.8 ft.); and,
- Parking will not be permitted between the streetwall of the buildings located closest to a public street and the front property line.

"H" Holding Provision

- The "H" Holding provision is to be removed from the whole or any part of these lands by further amendment to this By-law, upon satisfaction of the following requirements:
  - submission of a satisfactory site plan, acoustical report, functional servicing report, grading plan, tree preservation plan and servicing plans;
  - issuance of any required tree permit(s) in accordance with By-law No. 0474-2005;
  - payment in an amount satisfactory to the City of Mississauga for street tree plantings along Lakeshore Road West;
  - receipt of clearance from the Ministry of Culture with respect to the archaeological assessment;
  - gratuitous transfer and dedication of Lakeshore Road West right-of-way widening to the City of Mississauga;
  - gratuitous transfer and dedication of all lands zoned "G1" (Greenbelt) to the City of Mississauga;

- provision of securities satisfactory to the City of Mississauga for parkland and greenbelt protection and reinstatement, tree protection hoarding and chain link fencing for the adjacent park and greenbelt lands;
- issuance of a permit from the Credit Valley Conservation for the installation of the required Turtle Creek culvert;
- installation of the required Turtle Creek culvert works to the satisfaction of the Credit Valley Conservation;
- delivery of an executed development and/or servicing agreement in a form satisfactory to the City of Mississauga, including the implementation of all requirements and warning clauses outlined in any outstanding technical studies or reports, in addition to warning clauses advising prospective purchasers of the range of facilities within the abutting Birchwood Park; and
- confirmation that satisfactory arrangements have been made with the Region of Peel Public Works Department with respect to both the provision of municipal services (water and sanitary sewer) and the adequacy of services to the proposed development.



LEGEND:

PROPOSED ZONING

PROPOSED CLARKSON VILLAGE COMMUNITY NODE BOUNDARY

NOTE: PROPOSED ZONING IS DELINEATED AND SHOWN BOLD WITHIN THE APPLICATION AREA.

SUBJECT: PROPOSED ZONING – CLARKSON VILLAGE COMMUNITY NODE

MISSISSAUGA Planning and Building

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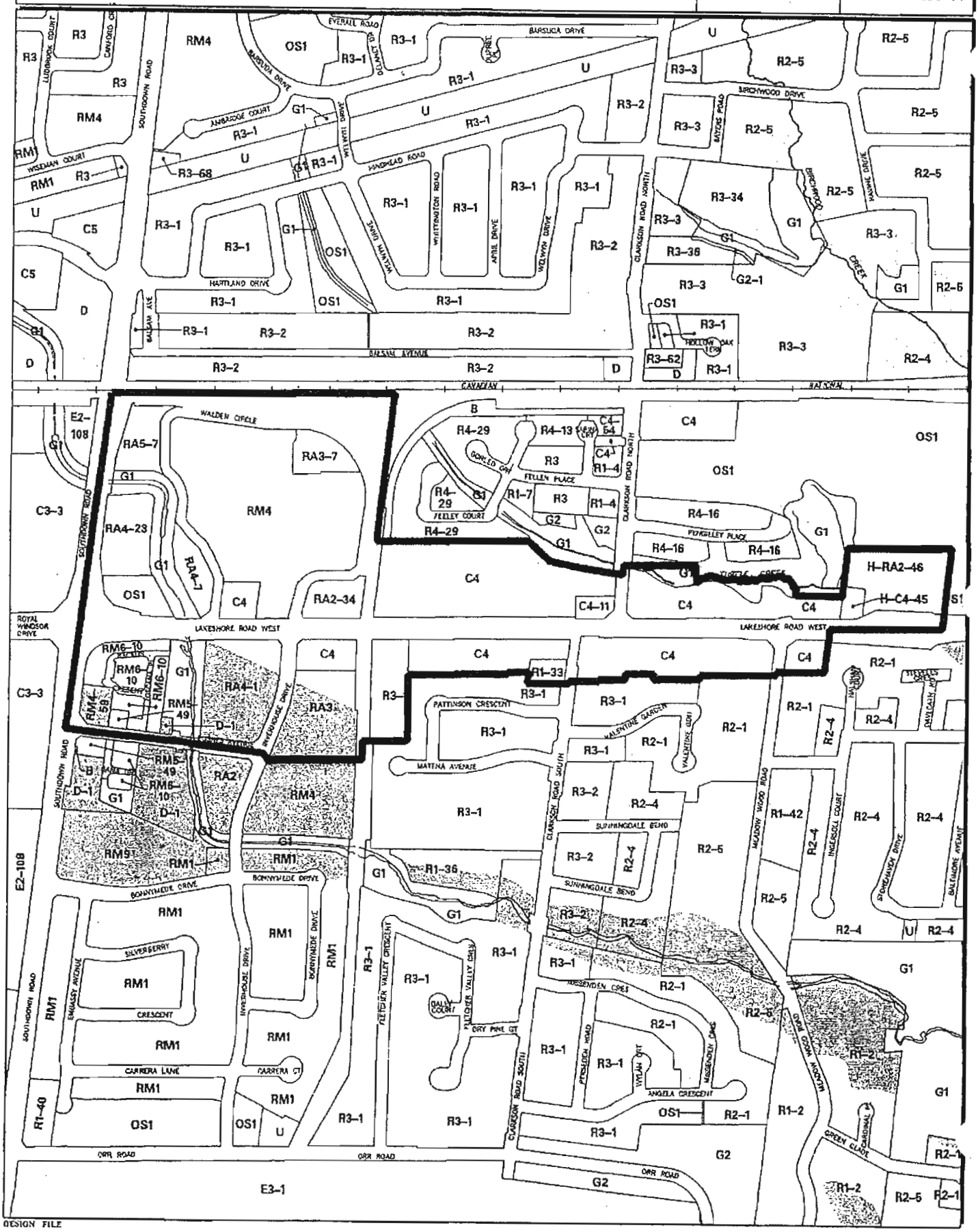
APPENDIX 6

GENERAL CONTEXT MAP	CD.04.CLA	APPENDIX 10



DESIGN FILE

Appendix S-2

Lakeshore Road West – Clarkson Village Study **File: CD.04.CLA**

Recommendation PDC-0010-2012

"1. That the report titled "Proposed Amendments to Mississauga Official Plan and Zoning By-law 0225-2007: Lakeshore Road West - Clarkson Village Study," dated January 24, 2012 from the Commissioner of Planning and Building be received for information.

2. That staff report back to Planning and Development Committee on any submissions made with respect to the January 24, 2012 report.

3. That the following correspondences be received:

   (a) Email dated January 28, 2012, from Robert Nash

   (b) Facsimile dated February 13, 2013, from Michael Garvey of Garvey and Garvey LLP

   (c) Email and attachments dated February 13, 2012, from Joel Farber of Folger, Rubinoff LLP

   (d) Email and attachments dated February 13, 2012, from Glen Broll of Glen Schnarr & Associates Inc."

Lakeshore Road West – Clarkson Village Study **File: CD.04.CLA**

Proposed Zoning Amendments – Clarkson Village Community Node – Revised

Notwithstanding the existing "C4" (Mainstreet Commercial) zone provisions, the following additional zone provisions are proposed. The below-noted Exceptions correspond with zones shown on Appendix S-4 – Proposed Zoning - Clarkson Village Community Node (Revised):

C4-Exception 1 (Outer Core Area)

Uses

- Non-residential uses permitted in accordance with the C4 general provisions shall be required on the first storey of any building or structure;
- Horizontal multiple dwellings shall be permitted (with ground floor non-residential uses); and
- Large format retail store greater than 600 m^2 (6,458.6 sq. ft.) GFA-non-residential shall not be permitted.

Zone Regulations

- A minimum of 75% of the ground floor GFA shall be occupied by permitted non-residential uses within apartment and horizontal multiple dwellings;
- Minimum front and exterior side yard shall be 0.61 m (2 ft.);
- Minimum interior side and rear yard abutting a non-commercial zone category shall be 7.5 m (24. 6 ft.), 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.);
- Maximum building height shall be 6 storeys;
- The building facade of the 4th storey shall be stepped back a minimum of 6.0 m (19.7 ft.) from the 3rd storey building façade;
- Floor Space Index – Residential shall mean the ratio of the gross floor area of all buildings and structures, exclusive of gross floor area – non-residential, to the lot area;
- Floor Space Index – Residential shall not exceed 2.0;
- A minimum of 70% of the length of the lot frontage shall be occupied by 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;
- A minimum of 60% of the ground floor streetwall shall be glazed with clear vision glass;
- 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;
- The main front entrance for non-residential uses located on the first storey shall be located in the streetwall facing Lakeshore Road West;
- For any permitted non-residential use located on the ground floor, the finished floor elevation shall be within 0.2 m (0.7 ft.) of the grade of the public sidewalk as measured at the streetwall directly opposite each pedestrian entrance;

- Parking for repair establishment, personal service establishment, animal care establishment, office and retail store uses which are 300 m^2 (3,229.3 sq. ft.) or less shall be provided at a rate of 3.0 spaces/100 m^2 (1,076.4 sq. ft.) GFA;
- Where Floor Space Index – Residential exceeds 1.0, required parking shall be provided within a parking structure located either above or below grade;
- Above grade parking structures shall not exceed 2 storeys in height;
- The streetwall of above grade parking structures adjacent to a public street shall incorporate permitted residential and non-residential uses to a minimum depth of 10 m (32.8 ft.); and,
- Parking will not be permitted between the streetwall of the buildings located closest to a public street and the front property line.

C4- Exception 2 (Core Area – North side of Lakeshore Road West)

Uses

- Non-residential uses permitted in accordance with the C4 general provisions shall be required on the first storey of any building or structure;
- Horizontal multiple dwellings shall be permitted (with ground floor non-residential uses); and,
- Large format retail store greater than 600 m^2 (6,458.6 sq. ft.) GFA-non-residential shall not be permitted.

Zone Regulations

- A minimum of 75% of the ground floor GFA shall be occupied by permitted non-residential uses within apartment and horizontal multiple dwellings;
- Minimum front and exterior side yard shall be 0.61 m (2 ft.);
- Minimum interior side and rear yard abutting a non-commercial zone category shall be 7.5 m (24.6 ft.), 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.);
- Floor Space Index – Residential shall mean the ratio of the gross floor area of all buildings and structures, exclusive of gross floor area – non-residential, to the lot area;
- Floor Space Index – Residential shall not exceed 1.5;
- A minimum of 70% of the length of the lot frontage shall be occupied by 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;
- A minimum of 60% of the ground floor streetwall shall be glazed with clear vision glass;
- 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;
- The main front entrance for non-residential uses located on the first storey shall be located in the streetwall facing Lakeshore Road West;

- For any permitted non-residential use located on the ground floor, the finished floor elevation shall be within 0.2 m (0.7 ft.) of the grade of the public sidewalk as measured at the streetwall directly opposite each pedestrian entrance;
- Parking for repair establishment, personal service establishment, animal care establishment, office and retail store uses which are 300 m^2 (3,229.3 sq. ft.) or less shall be provided at a rate of 3.0 spaces/100 m^2 (1,076.4 sq. ft.) GFA;
- Where Floor Space Index – Residential exceeds 1.0, required parking shall be provided within a parking structure located below grade; and,
- Parking will not be permitted between the streetwall of the buildings located closest to a public street and the front property line.

C4- Exception 3 (Core Area – South side of Lakeshore Road West)

Uses

- Non-residential uses permitted in accordance with the C4 general provisions shall be required on the first storey of any building or structure;
- Horizontal multiple dwellings shall be permitted (with ground floor non-residential uses); and,
- Large format retail store greater than 600 m^2 (6,458.6 sq. ft.) GFA-non-residential shall not be permitted.

Zone Regulations

- A minimum of 75% of the ground floor GFA shall be occupied by permitted non-residential uses within apartment and horizontal multiple dwellings;
- Minimum front and exterior side yard shall be 0.61 m (2 ft.);
- Minimum interior side and rear yard abutting a non-commercial zone category shall be 7.5 m (24.6 ft.), 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.);
- Floor Space Index – Residential shall mean the ratio of the gross floor area of all buildings and structures, exclusive of gross floor area – non-residential, to the lot area;
- Floor Space Index – Residential shall not exceed 1.5;
- Maximum building height shall be 6 storeys;
- The building facade of the 4th storey shall be stepped back a minimum of 6.0 m (19.7 ft.) from the 3rd storey building facade;
- A minimum of 70% of the length of the lot frontage shall be occupied by 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;
- A minimum of 60% of the ground floor streetwall shall be glazed with clear vision glass;
- 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;
- The main front entrance for non-residential uses located on the first storey shall be located in the streetwall facing Lakeshore Road West;

- For any permitted non-residential use located on the ground floor, the finished floor elevation shall be within 0.2 m (0.7 ft.) of the grade of the public sidewalk as measured at the streetwall directly opposite each pedestrian entrance;
- Parking for repair establishment, personal service establishment, animal care establishment, office and retail store uses which are 300 m^2 (3,229.3 sq. ft.) or less shall be provided at a rate of 3.0 spaces/100 m^2 (1,076.4 sq. ft.) GFA;
- Where Floor Space Index – Residential exceeds 1.0, required parking shall be provided within a parking structure located below grade; and,
- Parking will not be permitted between the streetwall of the buildings located closest to a public street and the front property line.

C4-Exception 4 (Outer Core Area - Northwest corner of Lakeshore Road West and Clarkson Road North)

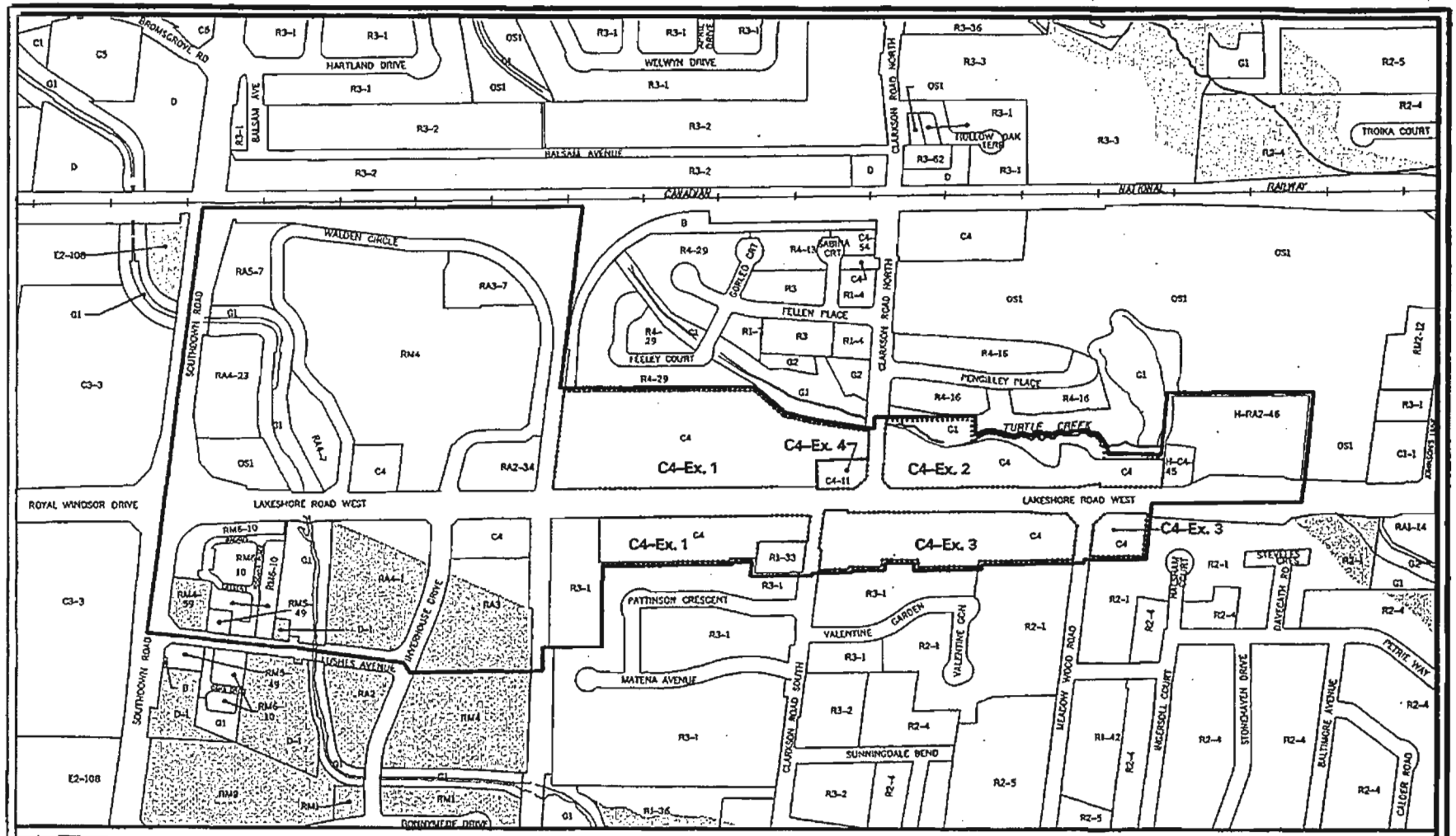
Uses

- Motor vehicle service station and motor vehicle wash facility – restricted legally existing on the date of passing of this by-law continue to be permitted;
- Non-residential uses permitted in accordance with the C4 general provisions shall be required on the first storey of any building or structure;
- Horizontal multiple dwellings shall be permitted (with ground floor non-residential uses); and,
- Large format retail store greater than 600 m^2 (6,458.6 sq. ft.) GFA-non-residential shall not be permitted.

Zone Regulations

- A minimum of 75% of the ground floor GFA shall be occupied by permitted non-residential uses within apartment and horizontal multiple dwellings;
- Minimum front and exterior side yard shall be 0.61 m (2 ft.);
- Minimum interior side and rear yard abutting a non-commercial zone category shall be 7.5 m (24.6 ft.), 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.);
- Maximum building height shall be 6 storeys;
- The building facade of the 4th storey shall be stepped back a minimum of 6.0 m (19.7 ft.) from the 3rd storey building facade;
- Floor Space Index – Residential shall mean the ratio of the gross floor area of all buildings and structures, exclusive of gross floor area – non-residential, to the lot area;
- Floor Space Index – Residential shall not exceed 2.0;
- A minimum of 70% of the length of the lot frontage shall be occupied by 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;
- A minimum of 60% of the ground floor streetwall shall be glazed with clear vision glass;

- 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;
- The main front entrance for non-residential uses located on the first storey shall be located in the streetwall facing Lakeshore Road West;
- For any permitted non-residential use located on the ground floor, the finished floor elevation shall be within 0.2 m (0.7 ft.) of the grade of the public sidewalk as measured at the streetwall directly opposite each pedestrian entrance;
- Parking for repair establishment, personal service establishment, animal care establishment, office and retail store uses which are 300 m^2 (3,229.3 sq. ft.) or less shall be provided at a rate of 3.0 spaces/100 m^2 (1,076.4 sq. ft.) GFA;
- Where Floor Space Index – Residential exceeds 1.0, required parking shall be provided within a parking structure located either above or below grade;
- Above grade parking structures shall not exceed 2 storeys in height;
- The streetwall of above grade parking structures adjacent to a public street shall incorporate permitted residential and non-residential uses to a minimum depth of 10 m (32.8 ft.); and
- Parking will not be permitted between the streetwall of the buildings located closest to a public street and the front property line.



LEGEND:

PROPOSED ZONING

PROPOSED CLARKSON VILLAGE COMMUNITY NODE BOUNDARY

NOTE: PROPOSED ZONING IS DELINEATED AND SHOWN BOLD WITHIN THE APPLICATION AREA.

SUBJECT: PROPOSED ZONING – CLARKSON VILLAGE COMMUNITY NODE (REVISED)

MISSISSAUGA Planning and Building

Produced by T&W, Geomatics

APPENDIX S-4