

City of Mississauga / Clarkson Community



VISION FOR CLARKSON VILLAGE



Terms
of
Reference

JUNE 2006

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1.0 Scope of the Statement

1.1 Origin

Pursuant to a memorandum from Councillor Pat Mullin to Ed Sajecki, Commissioner of Planning and Building in which the Councillor requested an updated vision for Clarkson Village.

1.2 Justification

Clarkson Village has great potential, but it also has a big challenge ahead.

The stage for public life occurs on the streets, sidewalks and open spaces; where friends meet, the community gathers and where social and economic interactions take place. They are where the various uses, such as, residential, retail, office, churches, restaurants, institutional, cultural activities, hotels, entertainment and public amenities engage and interact.

People have said that the streetscape along Lakeshore Road is not pedestrian friendly, the boulevards and buildings are unattractive, there is no place to sit and stroll, the streetscape is dominated by cars, the street is too wide to cross and that the traffic speed and volume create a harsh environment for pedestrians.

The community has expressed concern with the long term growth and ultimate vision for Clarkson Village. Furthermore, its traditional role as a main commercial centre and community focus has faltered over the years. The area is principally governed by Mississauga Plan and the Clarkson-Lorne Park District Policies, zoning regulations, a parking strategy and two older design documents, which aim to regulate development rather than to foster new development and encourage appropriate redevelopment.

Similarly other neighbourhoods have lamented the loss of their traditional mainstreet and expressed a desire for a sense of community. The traditional mainstreet is exemplified as a people friendly area where individuals can live, work, play and shop. They are often found in small towns, traditional downtown cores and in active city centres which differs from the suburban retail shopping mall. Suburban malls are enclosed, isolated from their communities, car dependent, located on private lands, create large expanses of asphalt, typically provide one type use, i.e. retail commercial, and are based on convenience for its patrons with little thought for pedestrians. Malls are not street-oriented or designed for unlimited public access nor do they create a sense of community and around the clock activity as they lack a mix of uses.

There are new trends in retail marketing, such as Big Box Centres, retail campuses and Lifestyle Retail Centres; however these retail developments are also privately controlled and car oriented, whereas the traditional mainstreet provides for a vibrant mix of uses, where people can participate and engage in community events, that serve public needs, advance social values and where cultures mix in a neighbourhood forum. The streets and the public spaces belong to everyone – the young, the old, and people from all social, cultural and economic backgrounds. The intention of the study is therefore to create the framework from which the mainstreet in Clarkson Village can become the “heart” of the community by creating a desirable, attractive and identifiable “place”.

1.3 History

The area in the vicinity of present day Clarkson has a long history that dates back to when Native People such as the Mississaugas and the Iroquois lived in the area. European explorers arrived in the 1600's and by the 1800's early settlers established thriving communities throughout present day Mississauga. The community of Clarkson was named after Warren Clarkson who operated a general store and post office for many years. The Clarkson family homestead, built in 1819, stills stands in the Clarkson area. Mississauga was incorporated in 1974, when the community of Clarkson along with other towns and villages joined together (Appendix 1).

Clarkson Village contains a number of heritage structures within the study area and within the area of influence (just beyond the study area). These heritage designated and heritage listed resources form a living link between the present and the past. Heritage buildings can help retain a community's uniqueness and character which is different than the typical suburban commercial development. Maintaining the community's landmarks and architectural expression creates a sense of identity and “place” for the neighbourhood. Thus, these heritage resources should be preserved, enhanced and adapted to form an integral part of the study area.

1.4 Community/Study Area

Clarkson Village is located in the south west corner of Mississauga along Lakeshore Road West. Clarkson Village or the mainstreet commercial area is located along Lakeshore Road in a linear east west orientation. Developments in Clarkson Village are predominately commercial in nature with vehicle access onto Lakeshore Road. The area has a variety of built form including, traditional mainstreet retail, suburban retail strip plazas, heritage structures, places of religious assembly, free-standing retail and tower in the park residential buildings. Both the east and west end of Clarkson Village have gateway signs demarcating the entrances to the village (Appendix 1).

The study area will be defined as the lands primarily along Lakeshore Road West, from Southdown Road on the western end to Johnson's Lane on the eastern end. The larger area of influence will be generally lands north and south of Lakeshore Road W. within an 800 meter (0.5 mile) radius or a ten minute walk (Appendix 2).

The street width or road right-of-way (distance from south property line to north property line) on Lakeshore Road W. varies, but is generally 35 meters (115 ft.). The street has two travel lanes east bound and two travel lanes west bound with a left turn lane in the centre of the street. The boulevards (the area between the front property line and travelled road) along the north and south side of Lakeshore Road vary in width, but can be generally characterised as moderate to generous in width. The sidewalk varies in width along sections of the street and its position changes location within the width of the boulevard. There are a few north south streets that connect into Lakeshore Road W. from the larger neighbourhood (area of influence) which adds street permeability and greater access to the Clarkson area.

The Clarkson area is well served by both bus and rail transit. The Clarkson GO Station is in close proximity located north of Lakeshore Road and west of Southdown Road. Lakeshore Road is an east west Arterial street based on the Mississauga Transit Network with other buses in the area connecting with the Clarkson GO Station.

1.5 Goals

1.5.1 A Shared Vision:

The goal is to create a shared vision for Clarkson Village developed by all stakeholders that will address current and future needs and desires. To advance the comfort, attractiveness, social, cultural and economic vitality of Clarkson Village through cooperative discussions and public participation. To create a forum for open discussions, idea generation, research relevant examples and to advance good planning practices by involving the community, neighbourhood associations, land owners, retailers, development groups, public and private interests. The study will establish a comprehensive framework that encompasses the various policies, regulations, and strategies to create a coherent and realistic vision that fosters new development and appropriate redevelopment for Clarkson Village.

1.5.2 Establish a Long-term Strategy:

Establish a long term strategy that will allow for the vision to be achieved incrementally over time. The study will review important

community features, alternative built form types, appropriate development standards, heritage resources, suitable land use models, planning policies, transportation plans and streetscape design. Establish a process that considers urban design, land use planning, transportation and community uses, and includes extensive collaboration with the various community groups, residential associations, local BIA and other agencies. The study is to provide a framework to stimulate appropriate development; encourage neighbourhood growth and pride; recognize the character of the community and enhance the existing main street commercial village.

1.5.3 Ensure a Balance of Needs:

The viability of any community is dependent upon the balancing of various needs. It includes recognizing desirable characteristics. It also includes finding the balance between the needs of both pedestrians and vehicles, engineering and streetscape, environmental and development potential, among others.

A traffic and parking analysis will review strategies for efficient vehicle movements, traffic calming, road crossings, intersection improvements and review on-street parking, rear property and shared parking initiatives in an effort to balance pedestrian and vehicle needs.

A review of the road right of way will include the location of above grade and below grade utility services. The potential for the relocation and consolidation of the utilities will be considered on a short term and long term basis in an effort improve the pedestrian environment. The centre medians along Lakeshore Road will be considered and reviewed together with the streetscape and the gateway features.

The study will identify environmental features and review watercourses, floodplains, linkages, Provincially Significant Wetlands and Natural Areas (based the City Mississauga's Natural Area Survey) within the larger study area. The study will identify corresponding environmental constraints to new development and/or redevelopment of the Clarkson Village as well opportunities for improvements or enhancements to environmental features within the larger study area.

1.5.4 Encourage a Sustainable Community:

One of the broad goals for Clarkson's revitalization should be a framework for a sustainable and conservation-minded community. The goals for sustainability or "green" focus will be a multi-faceted and expressed in short and long term actions. Principles with the

mandate to support site remediation, reduce energy consumption, green building design, compact development, efficient mix-use buildings, improved air and water quality, expand and diversify public transit, protect natural and human-made resources, efficient use of infrastructure, encourage greyfield redevelopment, promote public health and safety, support the local economy for long term prosperity, create a walkable and cycle friendly community.

1.5.5 Create a Pedestrian oriented Community rather than Car dependency:

In the future we will be forced to change the manner in which we consume our finite and non-renewable resources. As energy and transportation costs rise our society will need to become more conservation minded and less automobile dependant. The car has shaped our society and created communities that are isolated, sprawling, decentralized, “placeless” and unsustainable. Alternative modes of travel to the car need to be promoted and encouraged. Walking, cycling, multi-use trails, carpooling, new technologies and in particular, transit needs to be incorporated in our lives, rather than the car based culture of today.

Paramount in creating a pedestrian friendly environment and a transit supportive community is the design and width of the boulevards. They provide comfort, convenience, and safety for pedestrians. Sidewalks define the public realm, provide linkages to community, support transit usage and create places for social interactions. Residents in the area of influence can walk ten minutes to the shops along Lakeshore Road take public transit and walk to the open green spaces. More pedestrian activity will provide added public health benefits, social interaction with the community and foster economic prosperity.

1.5.6 Promote a Transit-oriented Community:

Communities should be designed or redeveloped to be transit-oriented and ensure that through a pedestrian friendly environment future transit will be more relevant and more viable. Clarkson Village has potential to be more transit-oriented given that it is located on Lakeshore Road, an east west transit arterial and by it's proximity to the Clarkson GO station. Greater transit usage can help reduce automobile congestion, pollution and improve public health. Transit-oriented communities that are well designed, pedestrian friendly, with compact, higher density and mix-use developments, will be more sustainable in the future and more prevalent if planned to grow and prosper.

1.5.7 Encourage Mix-use Intensification:

Buildings on traditional mainstreets are typically designed with an active retail space on the street level and either residential or office uses on the upper floors. Clarkson Village is generally composed of single use commercial retail buildings. To create a vibrant and active street environment, multi-use buildings should be encouraged along Lakeshore Road. Multi-use buildings add vitality to street by integrating live, work and shopping uses, encourages less automobile use by reducing travel needs, creates an efficient, compact and sustainable built form, supports transit usage by encouraging appropriate intensification, can reduce parking needs by shared arrangements, and can respond in a more flexible and adaptable manner to meet future economic and market needs.

1.5.8 Create a Vibrant Mainstreet:

A goal for Clarkson Village is to create a vibrant, pedestrian friendly and active mainstreet. By focusing on both private and public resources to revitalize and encourage appropriate development Clarkson Village will be a animated and walkable community. By advancing the other goals, Clarkson will become the “heart” of the community and engage the larger neighbourhood to contribute and benefit from the revitalized character of Clarkson Village.

Develop a vital part of the community that is attractive, safe, and accessible, contribute positive social, economic, environmental benefits and improve public health, well-being and quality of life.

1.6 Product Description

The final product will be a written report with maps, drawings and other graphic information to the Planning and Development Committee. The Report may recommend revisions to Mississauga Plan, the Zoning By-law along with other City Documents. The report will contain the study and will be a comprehensive review of:

- existing built form of the area,
- existing planning policies, land use and documents,
- existing zoning by-law,
- analysis of existing urban design policies,
- Node area policies,
- Character areas,
- Main street characteristics/streetscape design,

- existing site constraints,
- community resources,
- services constraints,
- heritage structures and resources,
- transportation strategies,
- future development trends.

2.0 Stakeholders

The stakeholders can consist of focus groups, land owners, tenants, residents associations, the local Councillor, the Clarkson Village BIA, development consultants, industry representatives, The City of Mississauga, and other agencies with jurisdictions.

3.0 Tasks

3.1 Task 1 Project Start-up

- establish core team,
- establish resource individuals,
- inform Community and Clarkson BIA of Study,
- formulate Draft Terms of Reference.

Staff responsible: All Staff

3.2 Task 2 Review and Input from Stakeholders

- review Terms of Reference and task assignments,
- receive comments from stakeholders (i.e. residents groups, development industry and BIA) on the Terms of Reference,
- establish stakeholder group.

Staff responsible: Core Team

3.3 Task 3 Stakeholder Meeting/Visioning Exercise

- a stakeholder meeting/visioning exercise to be facilitated by City Staff (Core Team),
- receive comments on Draft Terms of Reference,
- establish Study area,
- discussion on comments as expressed by the stakeholders,
- review images of vision studies, relevant examples and methods of working analysis.

Staff responsible: Core Team

3.4 Task 4 Stakeholder Meetings (Walking Tour, Design Charette).

- distribute final Terms of Reference to stakeholder group,
- stakeholder meetings to be facilitated by City Staff (Core Team),
- walking tour – awareness, safety, comfort and attractiveness of the Study Area.
- design charrette to engage stakeholders into a creative/visioning process.
- participation from the development industry,
- other meetings/tours as required.

Staff responsible: Core Team

3.5 Task 5 Working Analysis

- a) Stakeholders: Focus groups, Clarkson Village BIA, residents groups and property owners:
 - identify important community features and concerns for the future;
 - review desirable and undesirable features of the area;
 - identify sites with redevelopment potential.
- b) Urban Design:
 - review the urban design policies of Mississauga Plan including the Clarkson–Lorne Park District policies, Node areas, character areas, existing buildings within the study area, establish new built form models, information on potential development sites, develop sustainable objectives.
 - review the extent of the study area and its linkages and integration with the Clarkson GO station and outdoor mall (Clarkson Crossing) at the south west corner of Southdown Rd. and Royal Windsor Dr. to the west and the Birchwood Park to the east.
- c) Landscape:
 - review existing conditions within the study area including the elements of the streetscape such as planting, paving and street furniture, entry signage and landscape features and signage on adjacent lands;
 - identify potential areas for improvement to the streetscape design, open space linkages and landscape features on the adjacent lands.
- d) Development:

- review recent developments, new applications, policies of Mississauga Plan including the Clarkson–Lorne Park District policies, zoning analysis and information on potential development sites.
- e) Land use (Mississauga Plan):
- review policies of Mississauga Plan including the Clarkson–Lorne Park District polices, residential populations, distributions and projections, existing commercial uses, zoning analysis, information on potential development sites, other uses that permit and support the Main Street Commercial designation.
 - review and have regard for the various Provincial policies.
- f) Comprehensive New Zoning:
- review the new Draft Zoning By-law to ensure alignment with any new proposed Official Plan (Mississauga Plan), District Plan and zoning amendments.
- g) Transportation and Parking:
- traffic analysis of the study area, parking analysis, potential for on-street parking, rear property parking strategies, future road widenings, future intersections and signalization;
 - review existing and future bus and GO transit facilities, i.e. plans, routes and needs, review transit stops, seating, shelters and linkages to the neighbourhood;
 - analyse the pedestrian traffic flow/multi-use trails and identify the pedestrian routes, connections and nodes that should be reinforced in the streetscape design; and
 - review above grade and below grade services and utilities, easement locations and service constraints.
- h) Heritage:
- identify heritage resources and structures, heritage patterns of development; and
 - review potential for heritage resource preservation, enhancement or redevelopment.
- i) Sustainability:
- identify opportunities for sustainable and/or 'green' site planning, building design, community initiatives and environmental stewardship.
- j) Environmental:
- identify environmental features and review watercourses, flood plains and Natural Areas within the area of influence.

- identify corresponding environmental constraints to new development and/or redevelopment of Clarkson Village as well as opportunities for improvements or enhancements to environmental features within the larger study area.
- k) **Economic Potential:**
- review market conditions within the study area and in the area of influence, i.e., vacancy rates, types of commercial uses, etc.
 - identify BIA initiatives.
- l) **Other relevant areas:**
- will be developed as items arise.

Staff responsible: Core Team and Resource Staff

3.6 Task 6 Community Meeting and Preliminary Conclusions.

- The findings of the Stakeholder meeting/Visioning Exercise and Working Analysis Task 3.4 a) through to l) is to provide a basis for the formulation of preliminary conclusions and recommendations.
- A meeting will be held with the stakeholders/community to present the preliminary conclusions and recommendations

Staff responsible: Core Team

3.7 Task 7 Final Conclusions and Recommendations

The final conclusions and recommendations are formulated and are based on discussions and input from the stakeholders, resident groups, industry representatives, departments, agencies, other groups and from the community meetings and visioning exercises.

Staff responsible: Core Team

3.8 Task 8 Report to Planning and Development Committee

Recommendation to PDC to hold a Statutory Public meeting.

Staff responsible: Core Team

3.9 Task 9 Statutory Public Meeting

Staff responsible: Core Team

3.10 Task 10 Report on Recommendations and Approval by Planning and Development Committee

4.0 Key Staff:

Staff resources required for this project are as follows:

4.1 Core Team

- Edward Nicolucci, Urban Designer, Planning and Building Department
- Marilyn Ball, Director, Planning and Building Department
- Ray Poitras, Manager, Planning and Building Department
- Wayne Nishihama, Manager, Planning and Building Department
- John Hardcastle, Planner, Planning and Building Department
- Mel Kayama, Transportation Analyst, Transportation and Works Department.
- Teresa Kerr , Planner, Planning and Building Department
- Anne Farrell, Planner, Community Services Department.

4.2 Resource Staff

- John Calvert, Director, Planning and Building Department,
- Wendy Alexander, Director, Transportation and Works Department,
- Jane Darragh, Planner, Community Services Department,
- Debbie Lamb Green, GIS, Transportation and Works Department,
- Nicolina Pallotta, GIS, Transportation and Works Department,
- Bagoes Wiryomartono, Technologist, Planning and Building,
- Steve Barrett, Manager, Transportation and Works Department,
- Bob Sasaki, Manager, Transportation and Works Department,
- Abdul, Shaikh, Project Engineer, Transportation and Works Department
- Mark Warrack, Heritage Coordinator, Community Services Department
- Paula Wubbenhorst, Heritage Specialist, Community Services Department,
- Ruth Marland, Strategic Leader, Planning and Building Department
- Hugh Lynch, Planner, Planning and Building Department,
- Mary Bracken, Environmental Planner, Planning and Building Department
- Representatives from the Transportation and Works Department

- Representatives from the Community Services Department
- Representative from Economic Development
- Representative from CVCA
- Representative from Region of Peel
- Representatives from the various utility companies

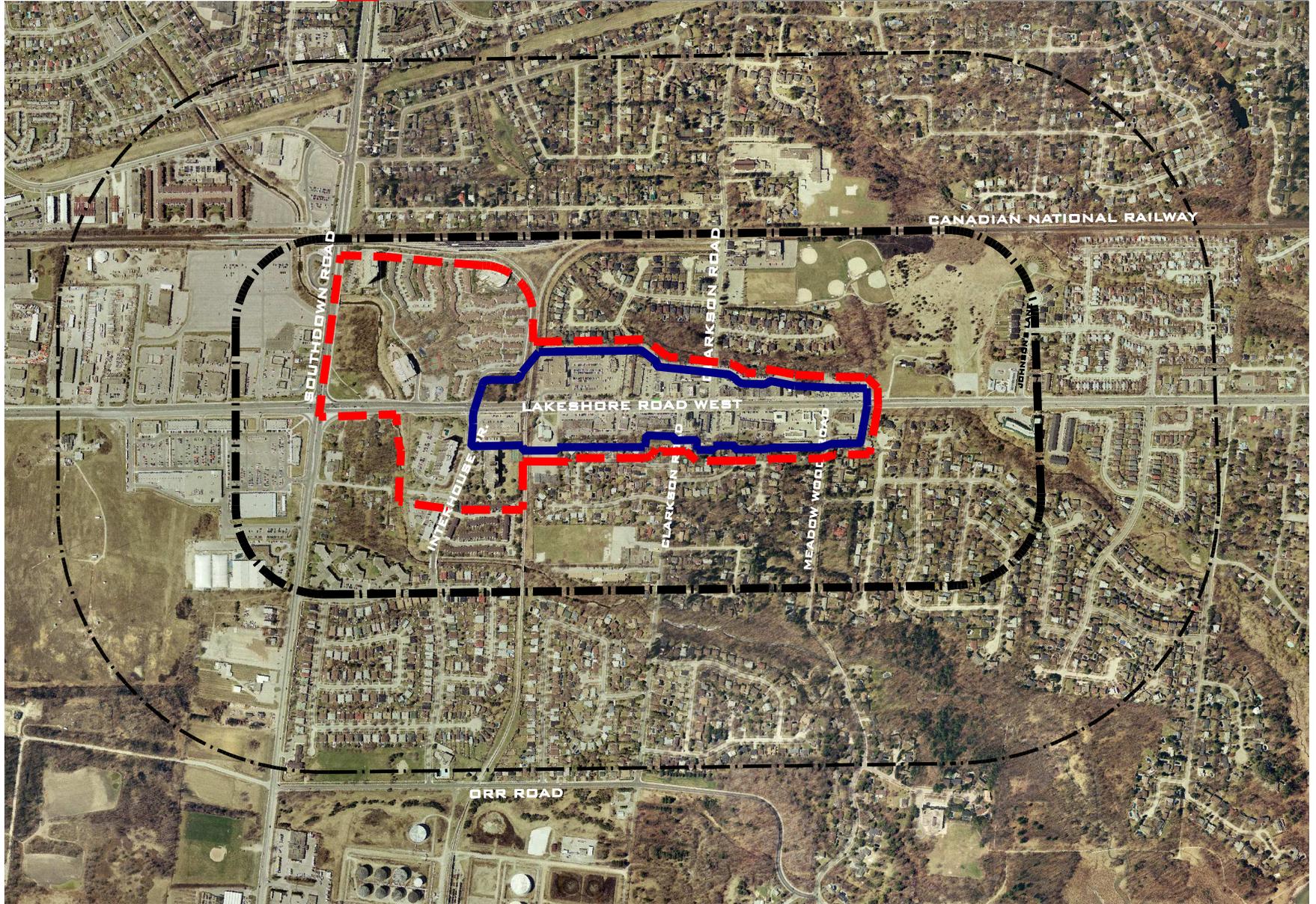
5.0 Project management

- Edward, John, Anne, Teresa, and Mel (core team) will liaise directly with the stakeholders and various departments through regular meetings, discussions and presentations. The Core Team will liaise with the other Directors/Managers at regularly scheduled times and review preliminary conclusions and recommendations and for their approval before the study/report is completed.

6.0 Project schedule

3.1 Task 1 Project Start-up	Winter/05
3.2 Task 2 Review and Input from Stakeholder.....	Spring/06
3.3 Task 3 Stakeholder Meeting/Visioning Exercise.....	Spring/06
3.4 Task 4 Stakeholder meetings (Walking Tour, Design Worshops).....	Spring/06 through to Spring/08
3.5 Task 5 Working Analysis.....	Spring/06 through to Spring/08
3.6 Task 6 Community Meeting and Preliminary Conclusions	Spring/08
3.7 Task 7 Final Conclusions and Recommendations	Spring/08
3.8 Task 8 Report to Planning and Development Committee	Summer/08
3.9 Task 9 Statutory Public Meeting	Fall/08
3.10 Task 10 Report on Recommendations and Approval by Planning and Development Committee	Fall/08

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Clarkson Village Mainstreet Commercial Area



Clarkson Village Node Boundary

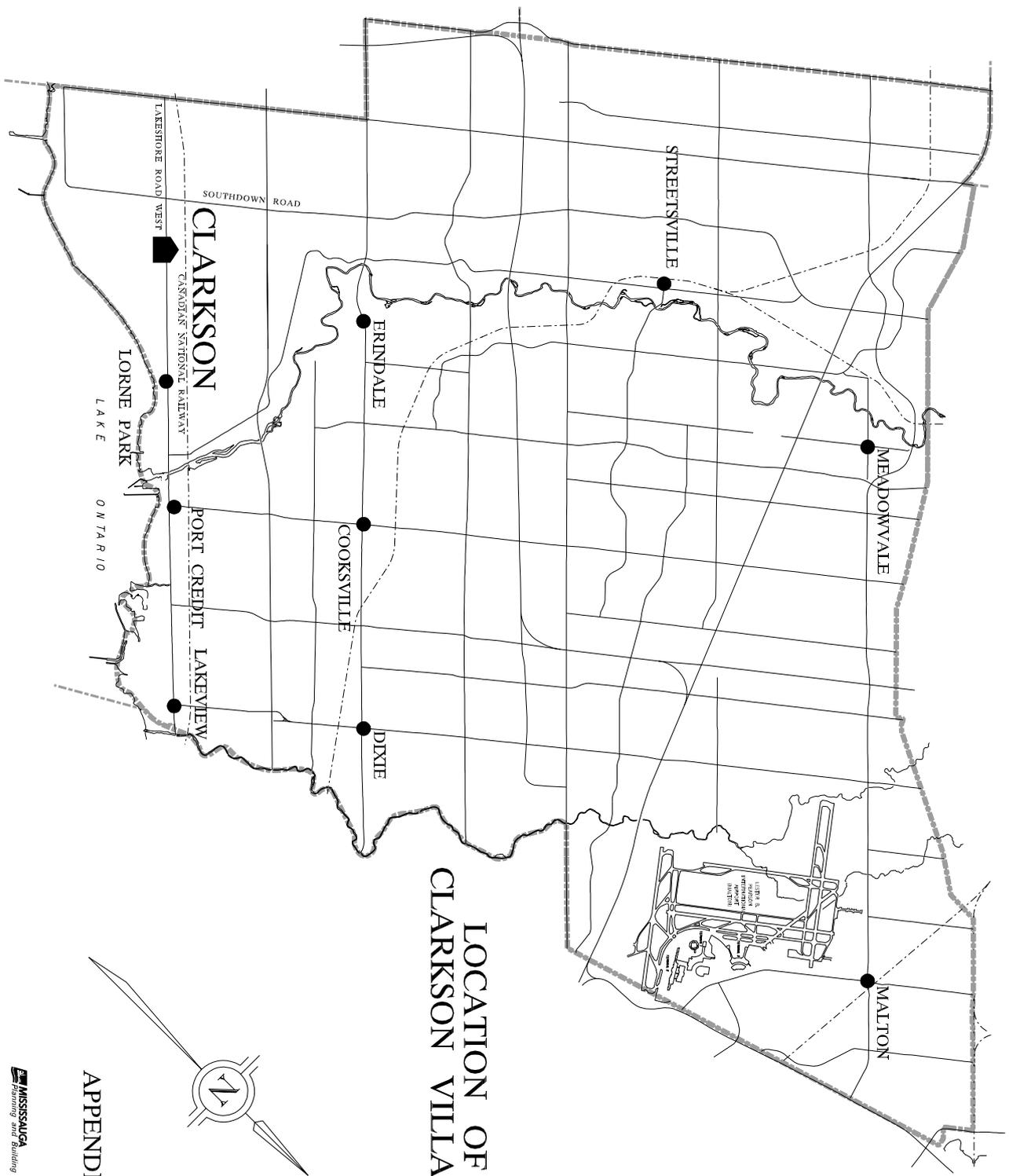


5 min. Walk - 400m (1300')



10 min. Walk - 800m (2600')





LOCATION OF CLARKSON VILLAGE

APPENDIX 1

