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SOUTHDOWN

1.0 How to Read the Southdown Local Area Plan

Mississauga Official Plan is composed of a principal document and a series of local area plans, provided under separate cover. This is the Southdown Local Area Plan and provides policies for lands located in southwest Mississauga, as shown on Map 1. It includes lands identified in the City Structure as Employment Area.

There are some instances where the policies and schedules of the principal document do not address all circumstances particular to Southdown. In these cases, the Southdown Local Area Plan elaborates on, or provides exceptions to the policies or schedules of the principal document.

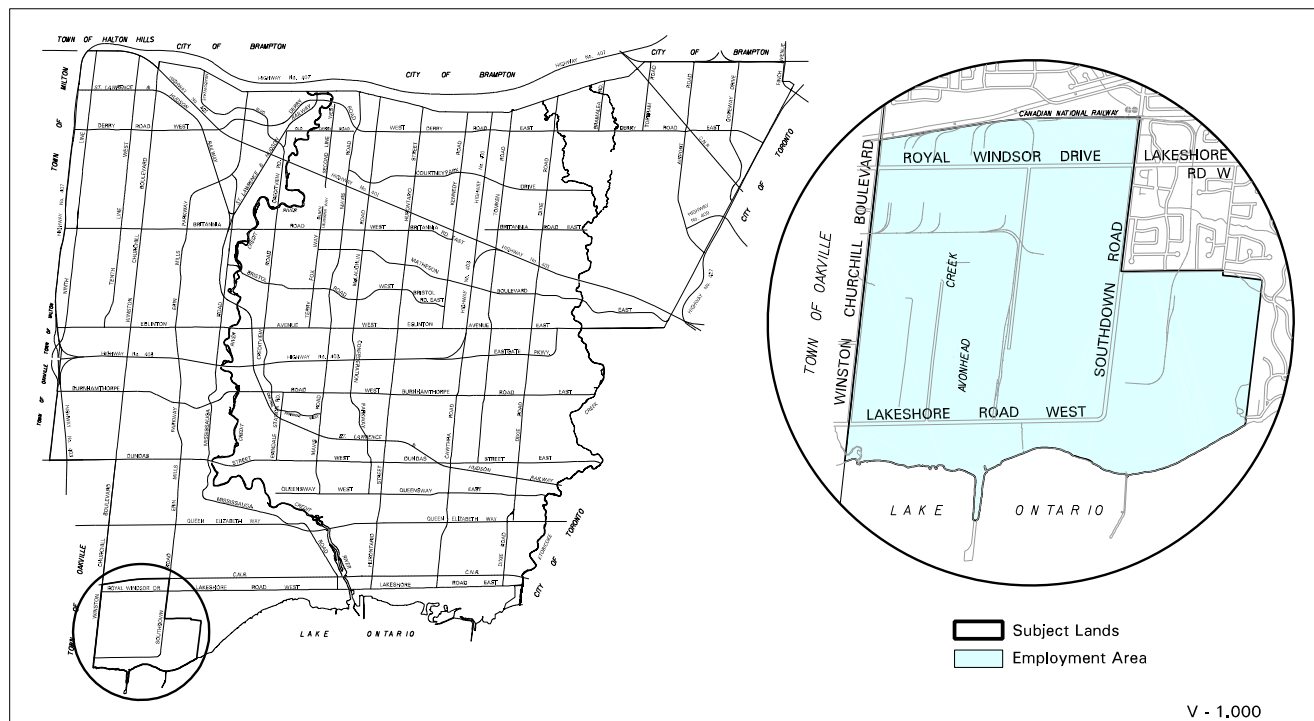
The Southdown Local Area Plan must be read in conjunction with the Mississauga Official Plan principal document. Parts 1 to 4, the schedules and

the appendices of the principal document, are applicable to the Southdown area, unless modified by this local area plan. Thus, for example, the policies of this local area plan must be read in conjunction with the environmental, multi-modal, urban form and land use policies of Parts 2 and 3 of the principal document. In the event of a conflict, the policies of this local area plan take precedence.

The Southdown Local Area Plan incorporates the policies of the Southdown District Policies of Mississauga Plan (2003), modified to conform with Mississauga Official Plan (2010).

2.0 Purpose

The purpose of the local area plan is to provide clear direction for development and to address the unique circumstances within the area and adjacent communities.



Map 1: The Southdown Character Area is located in the southwest corner of Mississauga and is identified in the City Structure as an Employment Area.

Southdown provides a vital and necessary economic role for the City of Mississauga. It has been a long-standing area for industrial operations offering both employment and needed services. The policies contained in this document advance a continuation of this role with the intent to also improve the appearance and relationship of the area with the surrounding residential communities in a sustainable and environmentally sensitive manner.

In addition, the Local Area Plan recognizes that Lake Ontario represents one of the great natural features in Mississauga and needs to be elevated in profile and promoted as an important place for public gathering.

3.0 Historical Summary

Following the York (Toronto) purchase of land in 1805 from the Mississaugans, rural development officially commenced in the region. Over the course of the next 50 years, farming communities were established across the newly formed Toronto Township including the area in the southwest corner of the township, known today as Southdown. By the mid-19th Century, industrial landscapes, such as a major shipping dock and the completion of the Great Western Railway Line began to alter the direction of the quiet rural economies of Southdown and Clarkson.

Today, Southdown maintains a strong industrial character including long-standing industries such as the Petro Canada refinery which opened in the early 1940s as the British American Oil Company. Key to the urban design policies is recognizing the role of industrial heritage, inclusive of its natural resources, in forming the future physical character of Southdown over the next generation of urban development. Appendix A to the Southdown Local Area Plan provides a detailed historical overview.



Figure 1: The St. Lawrence Cement Company commenced operations in 1957 with the intent of becoming one of the most technically innovative industries of its kind in the world.



Figure 2: In 1995, the Mississauga leg of the Waterfront Trail System, extending from the Niagara Region to Gananoque, was opened.

4.0 Planning Context

The Official (Primary) Plan, approved in 1981, and the Clarkson-Lorne Park Secondary Plan approved in 1986, established the current configuration of Southdown.

City Plan, approved in 1997, established Southdown as an Employment District which contains industrial and business employment uses. Some of the existing industrial operations are major facilities with extensive amounts of outdoor storage (e.g. Petro Canada, St. Lawrence Cement).

The area is well served by a network of spur lines from the CNR mainline and accessibility to the Queen Elizabeth Way.

Southdown is a well established, stable Employment Area and is primarily designated for industrial uses. Of the approximately 670 hectares of land in Southdown, 380 hectares are designated Industrial, 180 hectares are designated Business Employment and 20 hectares are designated General Commercial.

According to the 2008 Vacant Lands report, there are 177 hectares of vacant land, representing 24% of all land in the Character Area. Over half of the approximately 20 vacant parcels are less than two hectares. However, there are six larger parcels between eight to 20 hectares and three parcels that are between 20 to 40 hectares. Of the 290 business sites, there are 25 vacancies, consisting of vacant units, buildings or floors.

The 2007 Employment Profile indicates there are 6 200 employees in Southdown, employed in approximately 270 businesses. Southdown's business profile is dominated by small businesses. Forty-one percent of all businesses employ fewer than five people. Firms with fewer than five employees represent only 4% of total employment, with almost 50% of employment found in businesses that employ between 20 to 299 people, a mid-range firm size.

There are many types of business activities in Southdown. However, approximately 80% of the businesses are within the manufacturing and wholesaling trade sector. Other business sectors represented include construction, transportation and warehousing, and **waste** management and remediation services.

The role of Southdown, to date, has been to provide a variety of employment opportunities. However, it is unique in that it abuts residential areas as well as the Lake Ontario Shoreline, resulting in both opportunities and constraints due to its location.

The impact of industrial operations on air quality has long been of concern to the surrounding residents.

Trucking and vehicular operations have contributed to noise and traffic impacts, as well as to the taxed air shed. Extensive outdoor processing and storage activity has detracted from achieving quality urban design within the area. A power generating facility, approved in 2001, is proposed on the east side of Winston Churchill Boulevard, south of Royal Windsor Drive.

The City's Waterfront Parks Strategy has identified Lakeside Park and Park 389 as priority parks, where detailed concept plans will be developed to outline potential uses and features.

Southdown also contains a number of contaminated or potentially **contaminated sites** and closed or current **waste disposal sites**.



Figure 3: A defining aspect of Southdown's character is its industrial heritage (shown above: the St. Lawrence Cement Company).



Figure 4: The waterfront trail along Lakeshore Road West offers public access and use of Lake Ontario.

5.0 Natural Environment

Southdown, consisting of approximately five and a half square kilometres, contains an abundance of environmental features. The area is defined by the **sub-watersheds** of Avonhead Creek, Clearview Creek, Joshua's Creek, Lakeside Creek, Sheridan Creek and Lake Ontario and is subject to the Southdown District Master Drainage Plan.

Joshua Creek has been identified as an **Environmentally Sensitive Area** by the Region of Halton and is considered largely undisturbed and provides warmwater fish habitat.

Portions of Avonhead Creek, Lakeside Creek and Clearview Creek have been channelized within the area. Clearview Creek supports a warmwater fish habitat and is connected to several upland woodlands. It also serves as a wildlife corridor and linkage to other features within and beyond Southdown, including Lake Ontario, Joshua Creek and the Town of Oakville.

Lake Ontario retains much of its original shoreline with the exception of a prominent pier element protruding out from the shoreline built to move cement products from ships harbouring along side it. The shoreline is characterized by a natural beach west of the Petro Canada lands, which includes some of the last remaining cobble beaches along Lake Ontario. Shoreline erosion protection works are located east of the Petro Canada lands. The lands along Lake Ontario are partially within the Regulatory Shoreline as defined by the 100 year floodplain, including wave uprush, the 100 year erosion limit and the dynamic beach hazards. A variety of fish habitat is provided in the near shore areas of Lake Ontario.

The shoreline at the Mississauga/Oakville municipal boundary is also characterized by a plantation woodland, which is considered the last remaining woodland of any size along the Mississauga shoreline. The woodland is also associated with the valley corridor of Joshua Creek.

Few original woodlots remain from pre-land clearing days, however, new ones have grown in areas where industrial activity and uses have not been established. This is evident along Winston Churchill Boulevard, the waterfront area south of Lakeshore Road West (also known as Highway 2), and the interior. The most significant of the woodland areas is the red maple-red oak forest located south of existing Orr Road.

These policies designate the three **watercourses** and the length of the Lake Ontario shoreline as Greenlands.



Figure 5: Clearview Creek as seen from Lakeshore Road West.

6.0 Built Environment



Figure 6: Aerial photograph of Southdown Character Area.

Existing development consists of low-rise buildings, multi-unit developments, office uses and industrial uses that require outdoor processing or storage, including two large land extensive users, Petro Canada and St. Lawrence Cement. Retail commercial uses are located at the northwest and southwest corners of Royal Windsor Drive and Southdown Road, including Clarkson Crossing Commercial Centre. Residential development borders the area on the north and east sides, along with industrial/commercial uses and vacant lands to the west, in the Town of Oakville. The Clarkson GO station is located at the CNR tracks and Southdown Road, supporting both the residential and employment communities.

The buildings offer minimal street enclosure and parking is generally located in the front, with some landscaping. In some areas, the streets do not have sidewalks, pedestrian amenity and sufficient **streetscape** treatment to support and encourage walking and cycling.

Both Southdown Road and Winston Churchill Boulevard provide connections to Lake Ontario. This natural connection is reinforced by the existing nurseries, agricultural uses, open fields, trees and other landscape features.



Figure 7: Northwest corner of Royal Windsor Drive and Southdown Road.



Figure 8: Existing low-rise office building.

There are attractive views of the lake from Lakeshore Road West. Walkways and bike paths connect the two waterfront parks, providing public access to the lake and a framework for an active waterfront system connected to the rest of Mississauga. The St. Lawrence Cement Company conveyor bridge spans Lakeshore Road West and is a significant component of the area's landscape.

7.0 Vision

The vision for Southdown is to continue to provide a place of employment (inclusive of current land uses) and to evolve in the long term, to embrace other employment uses such as a mix of manufacturing, research and development and offices. The vision contemplates a denser grid of streets and blocks, an improved public realm and land uses that recognize the distinct location, its proximity to neighbouring residential areas, and as an important gateway into the City of Mississauga.

These Policies are also intended to address the interface between the employment and residential



Figure 9: Southdown will continue to be a place of employment, evolving in the longer term to include a range of other compatible land uses.

communities, as well as the visual and functional impact of development by:

- promoting a distinctive urban form and **streetscape**;
- limiting development which may require extensive outdoor storage and/or processing; and
- limiting transportation and other related uses.

To do so, these policies encourage new development as well as redevelopment to accommodate industrial activities consisting of a mix of manufacturing, research and development and office uses primarily within enclosed buildings. To achieve a high quality business image, specific design policies apply along arterial roads with Royal Windsor Drive and Lakeshore Road West functioning as gateways into Mississauga.

The vision also acknowledges the importance of the Lake Ontario waterfront. It advocates a high quality environment with improved urban design consisting of pedestrian and transit supportive development which is environmentally sensitive and sustainable.

The waterfront parks, Lakeside Park and Park 389 (not yet named), are identified as priority parks for which a concept plan will be developed to outline potential linkages, cultural heritage resources, features and uses. As such, specific urban design policies apply to Winston Churchill Boulevard and

Southdown Road to provide a connection to the waterfront parks as well as Lake Ontario.

Existing industrial operations, which may have extensive outdoor processing or storage areas, will be permitted to continue, however, the long term vision is to develop certain of the vacant lands in accordance with this vision.

The proposed Orr Road extension from Southdown Road to Winston Churchill Boulevard and the proposed Avonhead Road extension from Royal Windsor Drive to Lakeshore Road West will improve accessibility within the area. Such future improvements are expected to stimulate the development of vacant lands.

All development should ensure that there is minimal impact on adjacent residential lands.

8.0 Urban Design Strategy

This section provides detailed guidance with respect to how the Vision may be achieved through new development and redevelopment of existing sites.

These principles establish priorities for community identity and guide site organization, built form and landscaping qualities, with an emphasis on development that is transit and pedestrian supportive. Emphasis is also placed on the importance of connectivity to the waterfront with overall enhancement of the pedestrian environment, encouraging accessibility, direct linkages and area vibrancy. The following statements assist in guiding the Vision:



Figure 10: New development should support a pedestrian and transit friendly environment along key **Corridors** and intersections in the Southdown Character Area, as illustrated above.

- a. encourage public accessibility and reinforce the character, vitality and recreational nature of the Lake Ontario waterfront as an important amenity for Southdown, adjacent residential areas, and the city and the region as a whole. Further, enhance connectivity for pedestrians and bicycles, where possible, and reinforce view corridors connecting to the waterfront;
- b. create a permeable network of streets and blocks, among the introduction of new streets;
- c. provide a pedestrian and cycling environment that allows safe and comfortable movement through the area while having regard for industrial operations;
- d. encourage and facilitate transit trips among employment buildings, neighbouring residential areas, the Lake Ontario waterfront and other area amenities;
- e. create community identity and character by promoting distinctive built form, a high quality public realm and landscaping that define the image of the community. This would include provision for significant gateways on Royal Windsor Drive and Lakeshore Road West through built form and/or landscape components. Enhance Southdown Road and Winston Churchill Boulevard as both visual and physical connections to Lake Ontario and the waterfront parks by means of **streetscape**, scenic views, focal points, view corridors and improve pedestrian and cycling access;
- f. development should have regard for heritage resources and features, including those with



Figure 11: Buildings which are carefully articulated and massed to promote distinctive character and community identity are encouraged, as illustrated above.



Figure 12: Major traffic corridors should be complemented, where possible, by rows of street trees, well designed sidewalks and coordinated **streetscape** treatment help to create a pedestrian friendly environment.

- industrial significance, to form the evolving basis of a distinct community character and identity;
- g. mature trees and vegetation should be recognized for providing important environmental benefits and contributing to aspects of roadside character along Royal Windsor Drive, Lakeshore Road West and the presentation of the Lake Ontario waterfront;
- h. development will consider adjacent residential communities regarding scale and built form, and provide appropriate landscape buffers and interfaces between uses; and
- i. development should consider sustainable building practices (i.e. green roofs and development performance standards), environmentally enhanced construction standards, energy efficiency and site



Figure 13: Green roofs ameliorate the urban heat island effect and support natural habitat.

development strategies to reduce stormwater run off, hard surface pavement and the heat island effect.

9.0 Urban Design Policies

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

9.1 Community Pattern

Streets, Blocks and Circulation:

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

Cultural Heritage Resources:

- f. development will be compatible with cultural heritage properties by respecting their massing, scale, built form qualities and setbacks, and by providing ample buffer areas with appropriate urban design, architectural and landscape treatments necessary to preserve important

aspects of a property's setting and sense of place;

- g. develop environmentally-sensitive means to connect into the system of **watercourses**, such as Avonhead and Clearview Creeks, to encourage public awareness regarding sensitivity of these mature natural settings and ecosystems. Provide continuous pedestrian

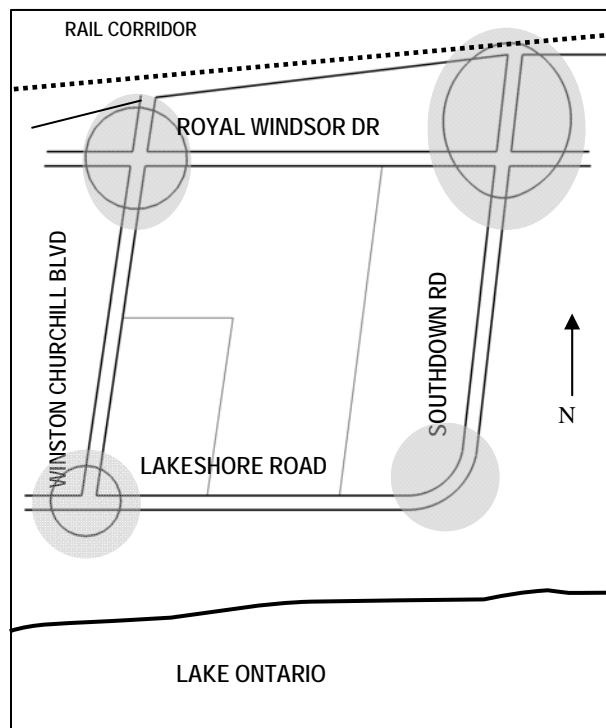


Figure 14: Major intersections are considered Gateway locations and should have substantial built form with landscape treatments and landmark quality architecture.



Figure 15: The Robertson Farm (located north of Lakeshore Road West and east of Winston Churchill Boulevard) is an example of agricultural heritage in Southdown and is listed on the City's Heritage Register as a heritage designated property.

walkway systems along these **watercourses**, where appropriate;

- h. opportunities to express forms of interpretation of local cultural heritage resources should be explored as development occurs on or adjacent to properties of cultural heritage value; and

Sustainable Design:

- i. build upon the unique qualities of the existing streets where distinctive green elements and sustainable features such as swales and wetlands are already present. Enhance and reinforce these attributes and integrate them into proposed new development sites.

9.2 Site Organization

- a. buildings should be oriented to have a strong relationship to the street with most of the required parking located at the rear or the sides of the building(s);
- b. a generous amount of landscape treatment should be promoted between the building's face and the edge of the right-of-way. The allocation of parking within this setback area should be limited to visitor's parking, and parcelled into small areas with well landscaped islands and pedestrian walkways connecting to principal building entrances;
- c. encourage the use of shared access points between adjacent properties to minimize conflicts with public sidewalks while promoting continuous and attractive **streetscapes**. Consider shared truck service routes and common points of site entry that lead to rear service areas, and which minimize conflicts with pedestrian movement;
- d. main building entrances should be oriented to the street, and clearly articulated and linked to pedestrian walkway systems, in particular, the public sidewalk. The design of building entrances should reinforce building identification and articulation of the exterior form. Large



Figure 16: Buildings should have a strong relationship to the street with most parking located at the rear or sides of the buildings.



Figure 17: Development located at the intersection of two roads require upgraded elevations with office components located to reinforce corner conditions and overall presentation to the street.



Figure 18: Development along Royal Windsor Drive should have regard for existing pedestrian contexts, and contribute positively to the **streetscape** through animated façades that engage the street and support transit, as illustrated above.

manufacturing, warehousing and industrial facilities are encouraged to orient associated office components to address the public street;

- e. buildings should provide for pedestrian comfort through the incorporation of such elements as canopies, arcades and colonnades at ground level;
- f. prestigious buildings should be located on corner sites with the highest order of buildings located at the major intersection corners;
- g. buildings on corner sites should incorporate special architectural treatment along both street frontages with offices and entrance elements located directly at corners;

Royal Windsor Drive:

- h. new buildings along Royal Windsor Drive should support a transit and pedestrian environment to create a strong and continuous street edge that has regard for adjacent community patterns. New development should contain uses and spaces that encourage pedestrian activity and animate the street. Parking areas should be allocated to rear, sides or below-grade to achieve **streetscape** objectives; and

Parking and Loading Areas:

- i. parking lots should have defined pedestrian circulation systems leading conveniently to main and employee entries.

9.3 Building Mass and Articulation

- a. buildings brought forward to the street should be a minimum of two storeys in height and contain administrative/office and retail functions associated with manufacturing, warehousing and industrial uses;
- b. façades visible to the street should have upgraded elevations and active frontages with sufficient window fenestration and door entrances to animate the street edge. Buildings should also be designed with prominent roof

forms, elaborated parapets, upper level window bands, architectural projections, canopies or shading devices, enhanced exit doors and changes in materials;



Figure 19: Buildings in Southdown should engage street frontages with upgraded elevations and materials to encourage visual interest and direct connections to the public sidewalk.



Figure 20: Buildings brought forward to the street should be a minimum of two storeys in height and contain administrative office or retail functions associated with manufacturing, warehousing and industrial uses, as illustrated above.

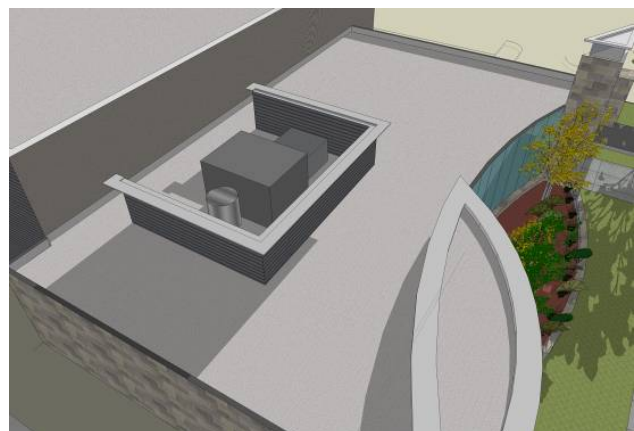


Figure 21: Provide architectural screening around roof-mounted mechanical equipment to minimize the visual impact from the street.

- c. notwithstanding the placement of the main entrances and major office components, equal attention to detail and quality of materials should be given to arterial and local street elevations to establish a consistent and quality image; and
- d. buildings, landscape elements and plantings should screen views of facility operations and storage areas from the street(s). As an alternative, in situations where such activity and operations are visual features of the area, consideration should be given to developing a visual foreground that softens and enhances those features.

9.4 Pedestrian Environment

Public Sidewalks, Bicycle Facility, and Private Walkways:

- a. continuous sidewalks should be provided along all streets. Comfortable and barrier free walkways should be provided from buildings to public sidewalks and transit stops. In situations where there are no public sidewalks within the public street allowance, provide walkway connections to the public roadway. Walkways should be uninterrupted by parking or drive aisles and consist of paving materials other than asphalt;
- b. along arterials roads, consideration will be given to providing sidewalks on both sides of the street;
- c. transit stops and stations should also include places for seating and weather protective areas;
- d. consideration should be given to providing a second continuous pedestrian system of walkways, lighting and other amenities located completely within development that connects to adjacent properties, particularly in instances where multiple units are proposed along the street frontage;



Figure 22: A transit stop conveniently located to an adjacent office building provides weather protection and seating.



Figure 23: Generous pedestrian sidewalks and a double row of trees provide rhythm, structure and comfort for pedestrians, and helps screen adjacent industrial operations.



Figure 24: Boulevards in parking areas should incorporate soft landscape materials and shade trees with design elements and systems that mitigate storm water run-off.

Landscaping:

- e. planting should visually enhance individual sites, screen parking and loading areas, while enabling views of buildings and creating a consistent landscape treatment along streets. It should be appropriate to the **streetscape** while improving the appearance of parking areas and internal roads. Landscaping should contribute to the visual continuity of the street edge;
- f. shade tree planting and landscaped areas should be provided on the site to break up the parking areas, and in areas where pavement is not required;
- g. encourage environmental revitalization and restoration of sites through planting and other landscape treatments;
- h. appropriately scaled and landscaped outdoor amenity areas should be provided in an area suitable for users within the development, and should include an area that is protected from the elements;
- i. opportunities for strategic **streetscape** and landscape improvements along Lakeshore Road West with significant preservation of trees and vegetation, and for enhancement and additional greening along this route should be explored as development occurs;

Pedestrian Amenity:

- j. development should provide for the storage of bicycles on-site to encourage the use of alternative modes of transportation to, and within the area. These areas need to be protected from the natural elements, in addition to providing clear and safe access to the bicycle path network;
- k. the inclusion of public art is encouraged in areas of social gathering, as part of built form expression, or adjacent to the public right-of-way. Such installations should be encouraged to contribute to the development of a distinctive character while drawing upon the unique

qualities of the Southdown Character Area in theme;



Figure 25: Opportunities for environmental restoration and landscaping of sites should be considered in new development, as illustrated above.



Figure 26: On-site bicycle storage provides choices for alternative modes of transportation.



Figure 27: Pedestrian scale lighting provides illumination for public amenity areas, sidewalks and pathways, as illustrated above.

Signage & Lighting:

- l. a continuous system of pedestrian lighting should be investigated to illuminate sidewalks and multipurpose trails to ensure safe access to and along the waterfront. Particular attention should be given to the development of a pedestrian lighting system along major streets, inclusive of major traffic corridors, to be attractive, distinct and separate from roadway lighting;
- m. lighting should be provided on pedestrian paths and outdoor amenity areas on private lands. Landscape lights should be placed to avoid spill-over on adjacent properties;
- n. the design and location of way finding and building signage should be coordinated throughout the site, and integrated with its landscape treatment and building façade(s) through appropriate scale, colour, materials and consistency; and
- o. the design and location of entry features and waterfront park signage should be coordinated and integrated into the **streetscape** design.

10.0 Land Use

10.1 Business Employment

- a. existing industrial operations, including existing outdoor storage areas, will be permitted to continue.
- b. outdoor storage of raw materials such as, but not limited to, salt and sand, will be within enclosed containers, a structure with a minimum of three sides and a roof, or otherwise covered to mitigate the effects of dust or particulate matter that may be detrimental to other businesses or neighbouring areas. Expansions to the outdoor storage areas will be permitted in accordance with the Business Employment Policies.

- c. notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:

- trucking terminals;
- outdoor storage of motor vehicles exceeding 3 000 kg in weight; and
- **waste processing station** or **waste transfer stations** and composting facilities.

10.2 Industrial

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

10.3 Prohibited Uses

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

- adult entertainment establishments;
- body rub establishments;
- cardlock fuel dispensing facilities;
- motor vehicle storage, commercial motor vehicle storage, truck tractors and/or tractor trailer storage;
- motor vehicle body repair facility;
- contractor service shop;
- contractors yard; and
- vehicle pound facility.

10.4 Sensitive Land Uses

- a. when sensitive uses are contemplated for lands within the Southdown Employment Area Character Area and the Clarkson GO Major Transit Station Area (once delineated), an Air Quality Study completed in accordance with the City's Terms of Reference is required; and
- b. the introduction of sensitive land uses within the Southdown Employment Area Character Area should occur through a City-initiated amendment to this plan. Development applications proposing sensitive land uses within the Clarkson GO Major Transit Station Area (once delineated) will be considered incomplete until an Air Quality Study is determined to be satisfactory to the City of Mississauga and/or other appropriate approval authorities.

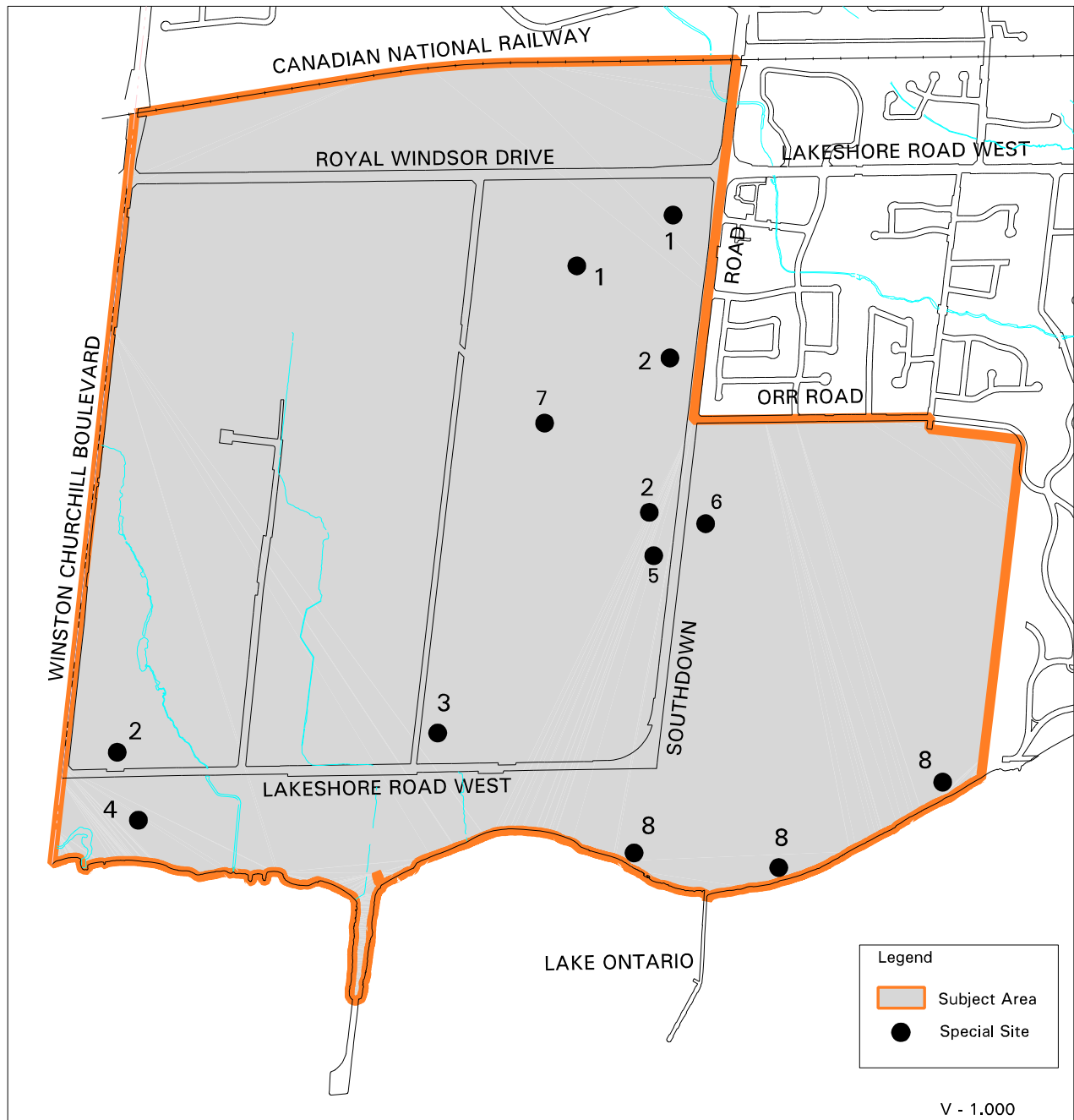
11.0 Transportation

11.1 Road System

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

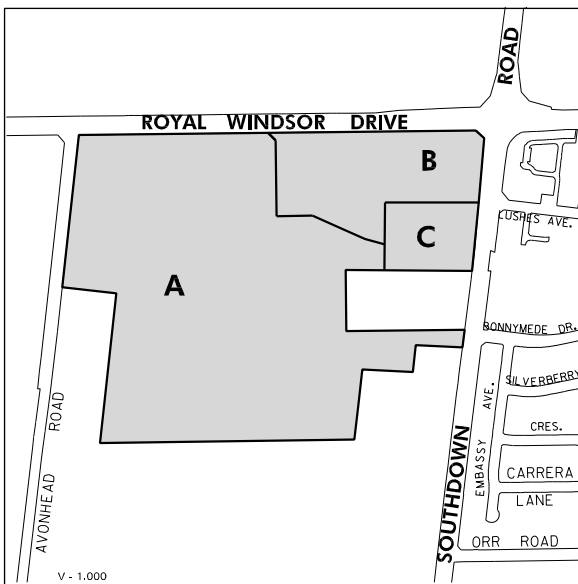
12.0 Special Site Policies

There are sites within Southdown, as shown in Map 2, that merit special attention and are subject to the following policies.



Map 2: Location of Special Sites within the Southdown Local Area.

12.1 Site 1



12.1.1 Area A

The lands identified as Area A are located on the south side of Royal Windsor Drive and west of Areas B and C.

Notwithstanding the Business Employment designation, the uses permitted on the lands will be subject to the following additional policies:

- access will be available to Southdown Road opposite Bonnymede Drive and to Royal Windsor Drive opposite the City Works yard access; and further additional points to Royal Windsor Drive, Southdown Road and Avonhead Road may be considered by the City at the time of site plan approval when the ultimate development plan has been determined; and
- prior to site plan approval for any part of Area A, a concept plan may be required to indicate how adjacent lands could be developed with respect to ensuring that all lands have adequate access and parking, and that traffic and pedestrian circulation is adequately provided.

12.1.2 Area B

The lands identified as Area B are located at the immediate southwest corner of Royal Windsor Drive and Southdown Road.

Notwithstanding the Mixed Use designation, the following additional policies will apply:

- development at the intersection of Royal Windsor Drive and Southdown Road is encouraged to have generous open spaces with landscaping to enhance the **streetscape**; and
- access will be available to Royal Windsor Drive opposite the City Works yard access. Additional access points to Royal Windsor Drive may be considered by the City at the time of site plan approval.

12.1.3 Area C

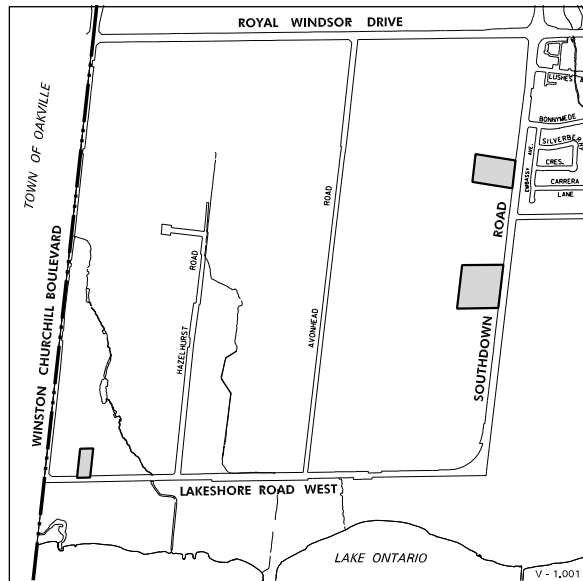
The lands identified as Area C are located on the west side of Southdown Road, immediately to the south of Area B.

Notwithstanding the provisions of the Mixed Use designation, the following additional policies will apply:

- permitted uses will only include retail warehouses, which generally consist of home furnishings, home accessories and an automotive centre;
- in addition to the above, community infrastructure and all types of restaurants, except for convenience restaurants, will be permitted;
- business employment uses;
- uses not permitted within this designation include department stores, supermarkets and drug stores, and other commercial uses which, either individually or collectively, could create an impact on commercial centres; and
- outdoor storage and display areas should not be visible from major roads, parks, Greenlands or residential lands. Appropriate setbacks,

screening and buffering will be required to lessen the visual impact of the facility. Display areas are to be an integral part of the overall site design and evaluated based on their visual impact on the *streetscape*.

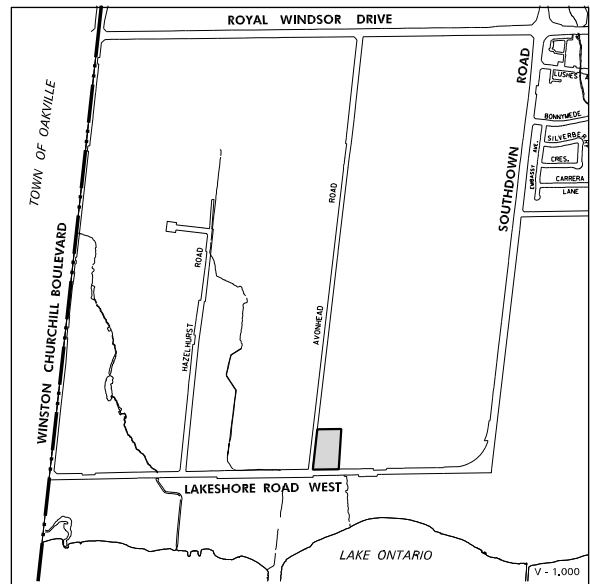
12.2 Site 2



12.2.1 The lands identified as Special Site 2 consist of three areas, two are located on the west side of Southdown Road, south of Royal Windsor Drive and the other is located on the north side of Lakeshore Road West, east of Winston Churchill Boulevard.

12.2.2 Notwithstanding the Business Employment designation, the lands may also be used for a garden centre.

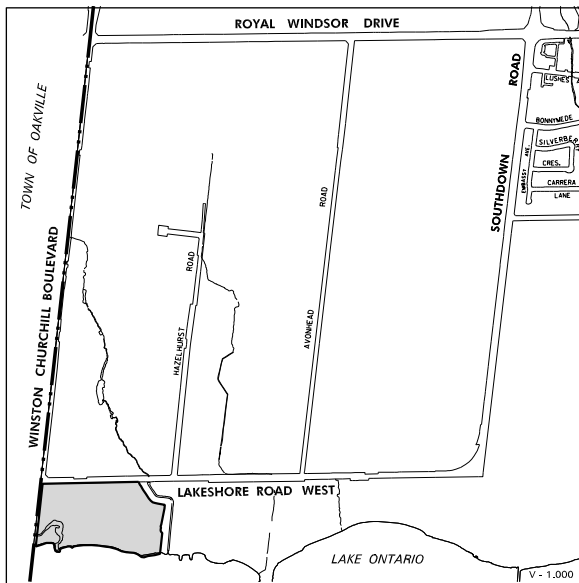
12.3 Site 3



12.3.1 The lands identified as Special Site 3 are located on the north side of Lakeshore Road West, west of Southdown Road.

12.3.2 Notwithstanding the provisions of the Utility designation, the lands may also be developed for a Community Recycling Centre with outdoor storage and an accessory retail store for reusable goods.

12.4 Site 4

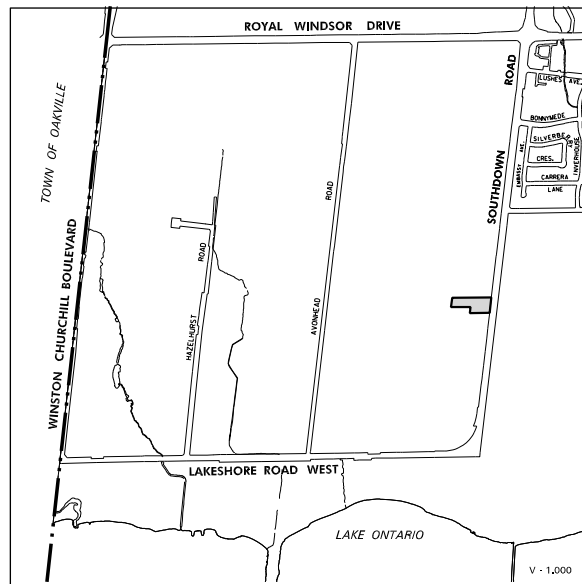


12.4.1 The lands identified as Special Site 4 are located on the south side of Lakeshore Road West, east of Winston Churchill Boulevard.

12.4.2 Notwithstanding the provisions of the Public Open Space designation on these lands, the following additional policies will apply:

- a. in addition to the uses permitted in the Public Open Space designation, the following uses will also be permitted within the existing structure:
 - **secondary offices;**
 - commercial uses that are accessory to the park;
 - conference centre;
 - banquet hall;
 - conservatory/greenhouse complex;
 - commercial school; and
 - restaurant; and
- b. any proposed structure will be limited in size and to a design compatible with the existing structures and will be designed and located in a manner that minimizes the removal of forest cover.

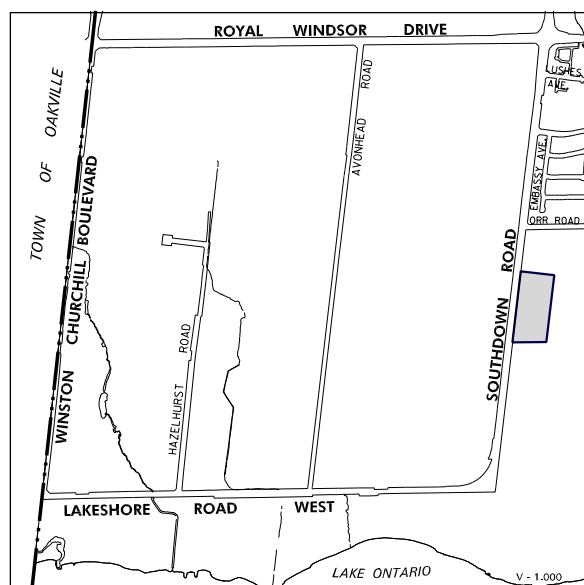
12.5 Site 5



12.5.1 The lands identified as Special Site 5 are located on the west side of Southdown Road at 566 Southdown Road.

12.5.2 Notwithstanding the provisions of the Business Employment designation, the lands may also be used for a gas processing operation including outdoor processing activities and outdoor storage and may include the temporary parking of commercial motor vehicles.

12.6 Site 6



12.6.1 The lands identified as Special Site 6 are located on the east side of Southdown Road, south of Orr Road.

12.6.2 Notwithstanding the provisions of Section 10.3 Prohibited Uses, the lands may also be used for a cardlock fuel dispensing facility.

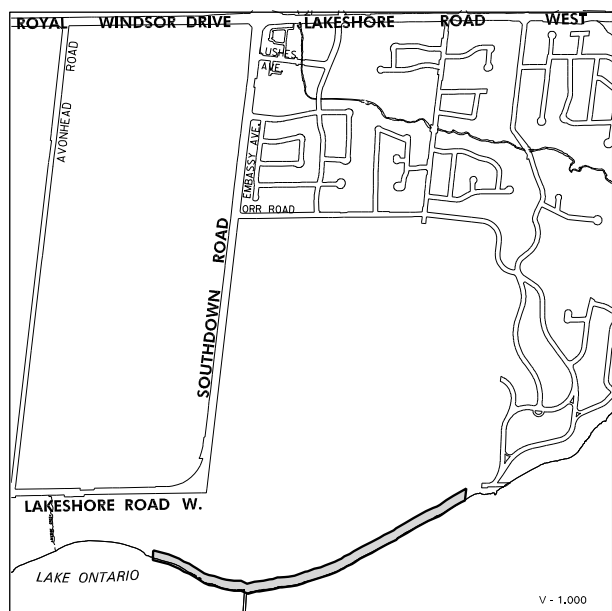
12.7 Site 7



12.7.1 The lands identified as Special Site 7 are located on the west side of Southdown Road, south of Royal Windsor Drive.

12.7.2 Notwithstanding the provisions of the Industrial designation, only the existing land farming operation will be permitted as an accessory use to the existing lubricants centre located at 385 Southdown Road.

12.8 Site 8



12.8.1 The lands identified as Special Site 8 are located along the Lake Ontario shoreline, from Lakeside Park to the eastern district boundary.

12.8.2 Notwithstanding the provisions of the Greenlands designation, the following additional policies apply:

- a. existing structures and uses are permitted;
- b. expansion to existing structures or new development are subject to the Natural Hazard policies of this Plan; and
- c. detailed studies to allow expansions or new development will be subject to satisfying the City and the appropriate Conservation Authority.

Appendix A: Evolution of Arterial Roads

The following concepts demonstrate how change could be accommodated along principal arterial roads which define Southdown over a 25 year time frame. Each illustration takes into consideration a number of staged improvements geared to supporting transit, pedestrians, alternative modes of transportation such as cycling, a coordinated public realm, and a **streetscape** treatment with an articulated built form to define street edges. Also shown are improved amenities and accessibility to the Lake Ontario waterfront. These changes result in improved image and presentation of Southdown.

1. Southdown Road



Commentary:

Existing Condition

The view shown in View 1 is looking south to Lake Ontario, from Orr Road, on the east side of Southdown Road. This portion exists as a two lane road (with a left turning lane in the middle), curb lined, sodded boulevards, and a conventional 1.5 m sidewalk on the east side only. A right turn lane services Orr Road with unsheltered bus stops located on both sides of Southdown Road. Power wires are overhead, but all other utilities are buried underground, or located at the rear of properties.

Ten-to-Fifteen Year Condition

The early phase of redevelopment within the Southdown Road right-of-way should consist of modest boulevard upgrades including (View 2):

- soft landscape improvements, a bicycle facility within the right-of-way and additional transit stops to encourage transportation alternatives;
- private development brought closer to the street edge with a generous landscape setback; and
- new development with front doors and windows oriented to the streets, and visitor's parking minimized along frontages with appropriate landscape screening.



Twenty-Five Year Vision

The long term vision should include significant changes in both the public and private realms (View 3):

- overhead utility lines relocated to below-grade (and the utility poles should be removed), with new street lighting;
- designated bicycle facilities extended in each direction of the roadway, and transit shelters strategically positioned at high volume bus stops;
- boulevards planted with street trees in a soft landscape permeable surface;



Figure 28: Over time, Southdown Road will intensify with a built form that frames the street and provides a quality public realm and pedestrian environment.

- generous sidewalks to accommodate pedestrians and phased in, on-street parking for convenience, and to help mitigate travel speeds for an improved pedestrian environment;
- on private lands, two to three storey buildings with harmonized setbacks creating consistent **streetscape**;
- buildings engaging the public realm with active, high quality façades through front entries and windows to support a vibrant public realm; and
- buildings addressing the street with an appropriate setback, a public realm coordinated with high quality **streetscape**, street furniture, pedestrian amenities, way finding signage, street trees and pedestrian scale lighting to augment the area's character.

2. Lakeshore Road West



Figure 29: Over time, Lakeshore Road West will intensify with a built form that frames the street and provides a quality public realm and pedestrian environment.

Commentary:

Existing Condition

The view shown in View 4 is looking west toward Oakville on Lakeshore Road West:

- the existing two lane road (left turn lane in middle), has been planted with continuous rows of trees on both sides of street;
- on the south side, west from the access drive into Lakeside Park, continuous engineered curb (sodded boulevard) three foot wide splash pad;
- on north side, soft gravel shoulder, shallow ditch and indigenous grass and ornamental front yards, and right turning lanes servicing several intersecting streets; and
- no pedestrian sidewalk in the ROW, but a bike and foot path runs on south side parallel to Lakeshore Road West behind the continuous rows of trees.

Ten-Fifteen Year Condition

The early phase of redevelopment within the Lakeshore Road West ROW should consist of the following (View 5):

- significant boulevard upgrades including soft landscape improvements, bicycle facilities and lay-by parking within the roadway and more sheltered bus stops to facilitate transit use and travel to lakefront;
- relocated overhead wiring to below-grade, new streetlighting combining pedestrian scaled lighting, coordinated street furniture and enhanced landscape treatment to transform the area into an attractive destination;
- significant private development is not anticipated along the corridor, but, where possible, place it closer to street edge in order to provide definition, enclosure and a **streetscape** supporting street activity and attractive public spaces; and

- highest quality architecture with active façades and front entrances and windows oriented to street, placing visitor parking at sides or rear of buildings.

Twenty-Five Year Vision

In the long term, Lakeshore Road West should change considerably (View 6):

- greater intensification of **streetscape** amenities should reinforce the pedestrian function;
- continuous rows of boulevard trees planted in a soft landscape permeable surface, with sidewalks constructed on both sides of the street to accommodate increased pedestrian traffic;
- further beautify the street with landscape features such as a landscaped median to help slow traffic speeds and make pedestrians primary street users;
- new development to consist of two to three storey buildings along north side to frame, enclose and reinforce a consistent pedestrian scaled **streetscape**;
- increased front doors, principal window fenestration and high quality elevation design; and
- buildings minimally setback, with landscape that integrates with **streetscape** character, and consider at grade retail to support future pedestrian activity.

3. Royal Windsor Drive



Commentary:

Existing Condition

The view shown in View 7 is looking west to Oakville, from Avonhead Road, on the south side of Royal Windsor Drive:

- Five lane road (left turn lane in middle), curb lined on both sides, grass boulevards, narrow 1.5 m wide sidewalk on north side and 0.75 m wide concrete splash pad on south side;
- grass swales, overhead power lines, varying industrial building types dominating street character; and
- right turn lane located at intersecting streets, with unsheltered bus stops on both sides.

Ten-Fifteen Year Condition

If Royal Windsor Drive is to evolve into a pedestrian 'main street' character within an industrial park theme, the following should proceed (View 8):

- upgraded public realm with wide pedestrian sidewalks and landscape improvements such as landscaped medians, transit shelters, benches, etc.;
- bicycle facility within roadway encouraging transit alternatives, overhead wiring replaced by attractive street lighting;
- phase in parallel service road across development frontages to form continuous network, with some parking in front of buildings, in an attractive manner;
- new two to three storey buildings reinforcing future service road street edge on both sides, to occur incrementally transforming street into more pedestrian one, with more walking and cycling; and
- significantly high quality of architecture with front doors and principal windows oriented to streets.



Figure 30: Over time, Royal Windsor Drive will intensify with a built form that frames the street and provides a quality public realm and pedestrian environment.

Twenty-Five Year Vision

Royal Windsor Drive should continue to transform, with significant changes occurring within the public and private realms (View 9):

- attractive **streetscapes** that promote pedestrian environments common to 'typical' main streets;
- additional landscape to augment public boulevards with continuous street trees, horticultural displays in planter boxes, decorative fencing and array of street furnishings supporting pedestrian usage;
- provide wide sidewalks and plant street trees in continuous raised beds;
- consider a central landscaped median to beautify and visually narrow the street, slowing down traffic and creating a pedestrian oriented street; and
- continue new two to three storey buildings at edge of service road to providing street definition, and active façades with principal front entrances, transparent window fenestration and high quality elevation design.

4. Winston Churchill Boulevard



Figure 31: Over time, Winston Churchill Boulevard will intensify with a built form that frames the street and provides a quality public realm and pedestrian environment.

Commentary:

Existing Condition

The view shown in View 10 is looking north along Winston Churchill Boulevard towards Royal Windsor Drive. Winston Churchill Boulevard holds a unique place within Southdown. It defines the border between the Town of Oakville and the City of Mississauga at its western edge. The road has a distinctive rural profile, measuring two lanes in width, with soft shoulders and drainage ditches on both sides containing tall grasses and other natural plant material. Overhead power lines exist on the east side of the road. A range of building types such as 19th Century houses and barns, to industrial and residential buildings (Oakville side) also form a part of the street character. While the street has limited capacity to accommodate bicycles, it does not encourage pedestrian uses.

Ten-Fifteen Year Condition

A number of subtle interventions should be introduced in this phase (View 11):

- important elements include enhanced bicycle lanes and pedestrian sidewalks designed to encourage recreational access to the Lake Ontario waterfront. These improvements should be modest in nature with a view to enhancing the street character; and
- landscape enhancements should reinforce the rural quality of the area, particularly at the roadway edges, utilizing native plant materials and plantings that augment the pastoral quality of Winston Churchill Boulevard.

Twenty-five Year Vision

Winston Churchill Boulevard should continue to evolve in the long term along the Mississauga interface, with some modest development that integrates with its pastoral landscape character (View 12):

- a different urban design is recommended that encourages subtle variation in setbacks for

buildings in order to complement the pastoral street character and provide visual interest;

- parking should be located on the side or at the rear of buildings to establish a thematic frontage condition along the street through generous landscaped buffers along individual property frontages;
- landscaping should incorporate sustainable native species, with designs that reinforce the street profile, complement the architecture of buildings, and the rural quality of Winston Churchill Boulevard; and
- all overhead wiring and poles should be relocated underground, and replaced with appropriate street lighting.

Appendix B: Historical Overview of Southdown

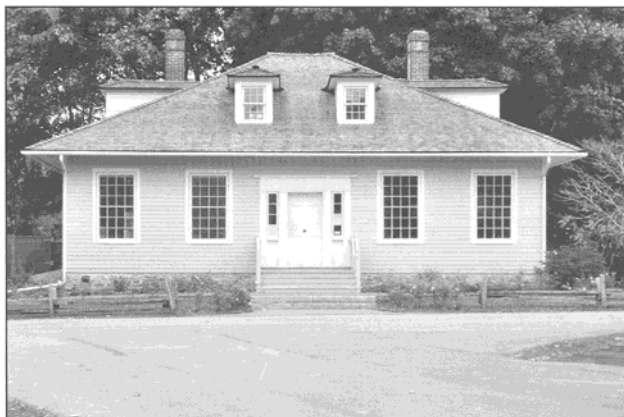


Figure 32: “The Anchorage”, built circa 1840 by Captain John Skynner, is an example of Ontario Regency Architecture. It was relocated in 1978 to the Bradley Museum grounds.



Figure 33: Southdown Road (formerly 5th Line) looking north of Royal Windsor Drive circa 1850.

In 1805, the Government of York (Toronto) bought 34 000 hectares of land called the Mississauga Tract, and proclaimed it “open for settlement”. Mississauga purportedly means “river of the north with many mouths”.

The area identified as Southdown Character Area was first settled between 1807 and 1815 through

government allotments of large parcels of land, typically for farming purposes to the original settlers.

Due to early land grants, additional allotments, and the continuous acquisition of lands by early settlers, land assemblies evolved to include large areas held by prominent landowners. In addition to the farming community, a major shipping dock was located in proximity to the lands known as Lakeside Park, which was used for shipping grain to England.

The northern boundary of the area was defined around 1853 by the Great Western Railway which formed a portion of the new province’s first major railway corridor. As the railway was constructed, the quiet rural economy that existed in the Southdown and Clarkson areas was expanded as railway workers moved into the area.

The transition from rural farming to an industrial area began in the early 1900s when George Gooderham and his son introduced the idea of mass production to this area, including mass production for agricultural uses. The industrial nature of the Gooderham’s operation helped define the future of Southdown as one of industrial prominence. Also of note, in the early 1900s, the greenhouses that have characterized the west side of Southdown Road, including Herridge’s Farm Fresh Market, Sheridan Nurseries and Clairgreen Greenhouses, were established.



Figure 34: The Robertson House, located on the first grant allotment (Gable Allotment) was built circa 1851. The structure, barn and farmstead layout exists today at northeast corner of Winston Churchill Boulevard and Lakeshore Road West.



Figure 35: The British American Oil Company commenced building its facilities in 1944 at the edge of Lake Ontario.

The transition to an industrial area was furthered by the establishment of the British American Oil Company and its waterfront refinery in the early 1940s. Eventually, through amalgamations and take overs, the British American Oil Company became Petro-Canada in 1985.

The St. Lawrence Cement Company, another notable industrial establishment in this area, was introduced in the 1950s and is known for its conveyor belt that arcs Lakeshore Road West. The conveyor belt is a prominent landmark and is one representation of Southdown's industrial heritage.

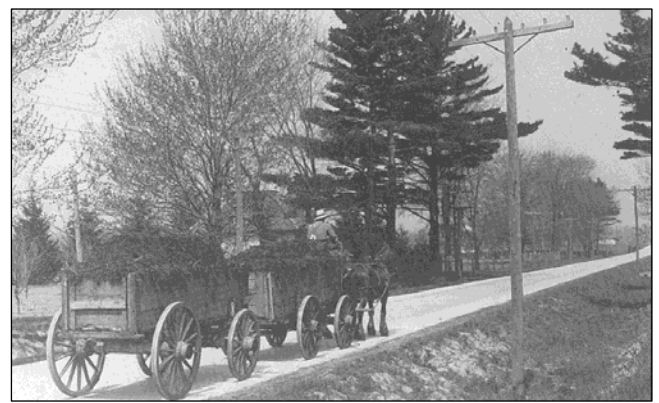


Figure 37: Lakeshore Road was one of the first highways constructed in 1914-22, of concrete in the country. Public protests resulted in Lakeshore Road being re-routed south along Southdown Road (formerly 5th Line) rather than slicing diagonally through south Clarkson.

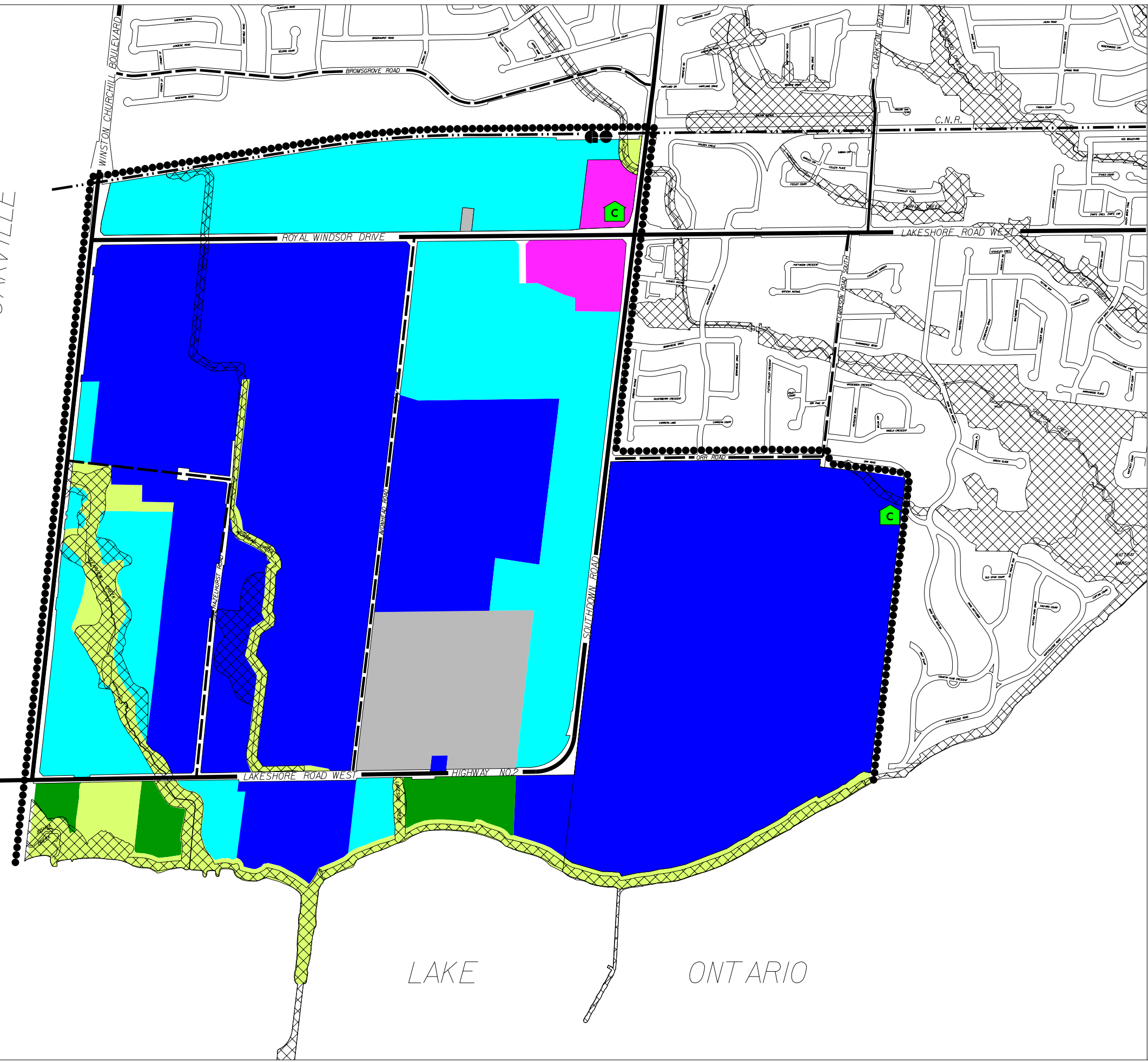
Since the early 1800s, the area now known as Southdown has transformed from a quiet rural farming community to an employment and industrial area. It is envisioned that this area will intensify and continue to provide employment in the form of office, manufacturing and industrial uses while recognizing and respecting the important heritage and natural features of this area in accordance with the Southdown Local Area Plan.



Figure 36: Historical maps showing early settlement patterns and property ownership in Southdown.

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TOWN OF OAKVILLE



LAND USE DESIGNATIONS

Mixed Use

Business Employment

Industrial

Public Open Space

Greenlands

Utility

TRANSPORATION LEGEND

Provincial Highway and Interchange

Arterial

Major Collector

Minor Collector

Local Road

Existing Commuter Rail

GO Transit Station

LAND USE LEGEND

Natural Hazards

Community Facilities

Local Area Plan Boundary

- Notes:
- Any part of the road network shown outside the city boundaries is shown for information purposes only.
 - Refer to Schedule 3, Natural System for the location of the Natural Heritage System and Natural Hazards.
 - The limits of the Natural Hazards shown on this map are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.

Southdown Local Area Plan
Land Use Map

0 100 200 300 400 metres

City of Mississauga