

Urban Design Guidelines



June 2014
(Updated November 2025)

Lakeshore Road West Clarkson Village

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Introduction

Introduction

1.1 Purpose

The purpose of this Urban Design Guideline is to establish and communicate design expectations for future developments along Lakeshore Road West within the Clarkson Village node.

This document is intended to be used as a tool to further illustrate the Official Plan policies and to ensure the Vision of the Lakeshore Road West, Clarkson Village Study is achieved. The Planning and Development Committee (PDC) passed Recommendation PDC-0049-2013 which was subsequently adopted by Council on June 24th, 2013.

On May 14, 2025, Council endorsed the Clarkson GO Major Transit Station Area (MTSA) Master Plan. Development in the West Village Gateway should refer to the Clarkson GO MTSA Master Plan.

1.2 Location

Clarkson Village is generally located in the south western part of Mississauga, east of the intersection of Southdown Road and Lakeshore Road West, as shown in Figure 1-1.

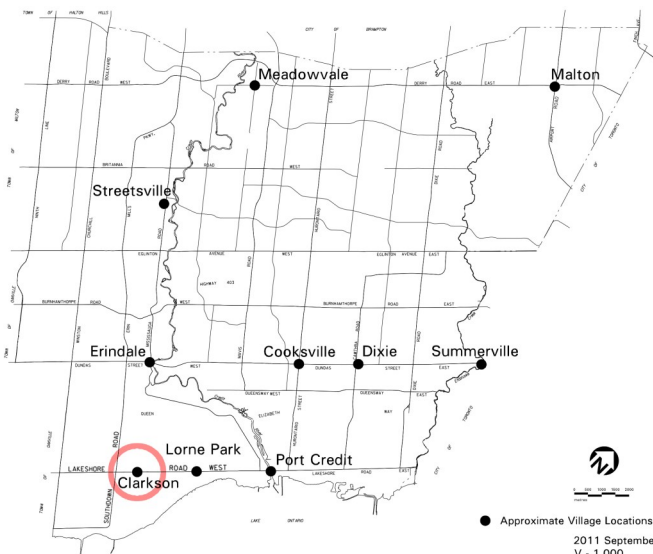


Figure 1-1 The location of the Clarkson Village in Mississauga

1.3 The Vision

In the phase -1 report “Background and Public Engagement” of the “Clarkson Village Study”, a shared vision for the Clarkson Village was established:

“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.”

1.4 Background

Clarkson Village originated as a rural community, based around a rail station. The rail station, located at Clarkson’s Corners was the hub of the community from 1850-1950. From here, people and more importantly agricultural goods were shipped to Toronto and elsewhere. Clarkson Village was known as a major agricultural depot where farmers came to store and ship goods. The “mainstreet” portion of the community developed at a later stage with the majority of the development happening since the 1950’s.

The community expressed concerns with the long term growth and ultimate vision for Clarkson Village, indicating that



Figure 1-2 June 21, 2008 Clarkson Village 200th Anniversary Celebration



Figure 1-3 Clarkson Village Pedestrian Activity

its role as a commercial centre and focus for community activity has faltered over the years. Efforts are needed to revitalize the Village. New development should enhance the community and build upon the existing framework. Clarkson Village is influenced by a variety of retail and commercial development patterns along Lakeshore Road West, including traditional main street store front, suburban strip malls, stand alone single retail uses and big box centres.

Lakeshore Road West is currently the central spine of the Village, but also represents a constraint in its role as an arterial road serving a broad community. Lakeshore Road West carries a large volume of local and regional traffic

through the Village.

In April, 2009, an initial report on the Lakeshore Road West, Clarkson Village Study was produced by the City in consultation with the community.

The **Phase 1 Report** outlines the various stages and elements of the public engagement process including the creation of a shared vision.

The **Phase 2 Report** dated August 2010, focuses on an analysis of the area and the feedback obtained through the Phase 1 work concluding with implementation recommendations.

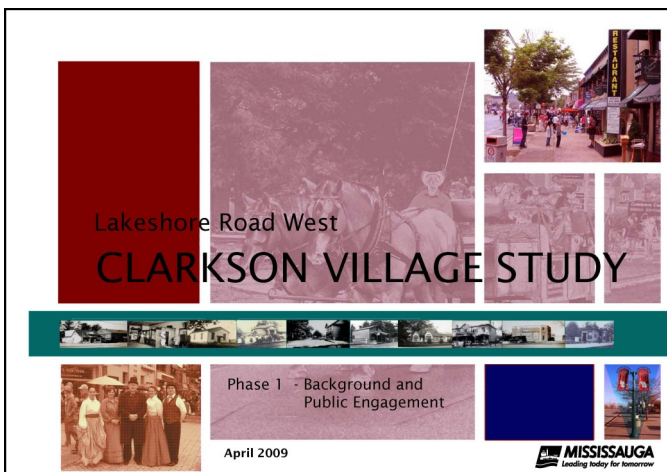


Figure 1-4 Clarkson Village Study - Phase 1

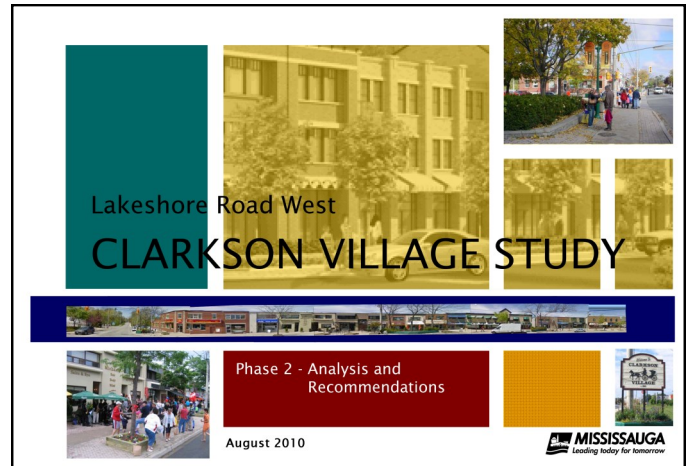


Figure 1-5 Clarkson Village Study - Phase 2

For more information on the Lakeshore Road West, Clarkson Village Study with its two phases, visit the following website:
<http://www.mississauga.ca/portal/residents/clarksonstudy>



Directions

Directions

2.1 Identity of Character Areas

During the course of the public engagement process and the existing contextual analysis, it was determined that there are 3 distinct and separate Character Areas within the study area boundary (see Figure 2-1). These include the “Village Area”, the “West Village Gateway” and the “East Village Gateway”. These Character Areas are in part, based on the existing character in Clarkson Village.

The Study concluded that built form should transition downward from the Clarkson GO Station adjacent to the West Village Gateway to the Village Area. Higher built forms should be located west of the Rail line given the proximity and accessibility to the Clarkson GO Station and existing built form character (see Figure 2-1). The remaining Character Areas should respect the built form character established in the Village Area.

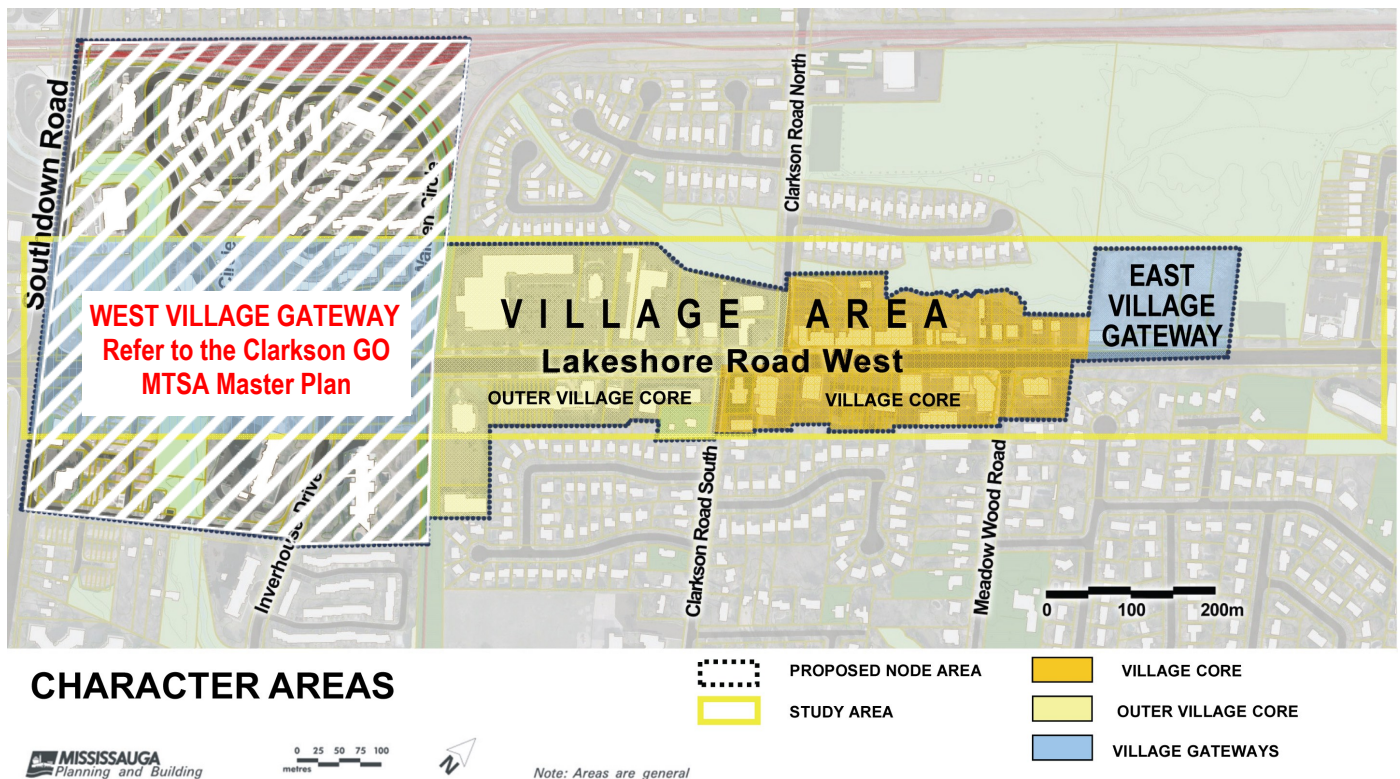


Figure 2-1 Character Areas within Clarkson Village

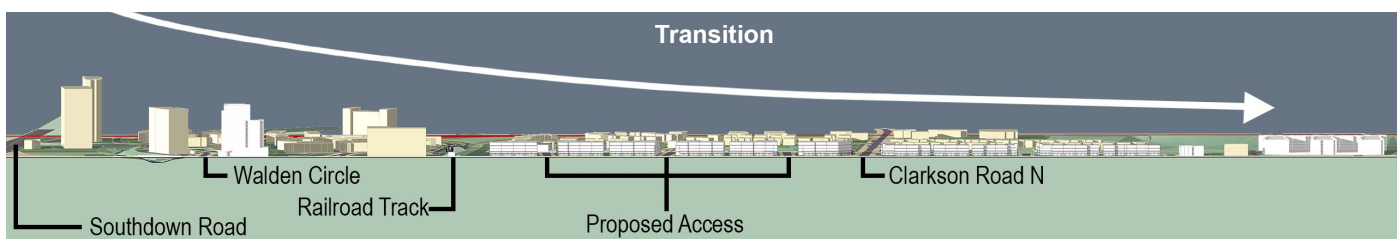


Figure 2-2 Conceptual Built Form Transition

2.1.1 Village Area

The Village Area consists of two sub-areas, the Village Core and the Outer Village Core.

2.1.1.1 Village Core Area

This area predominantly consists of properties that are of a more traditional “mainstreet” built form with mainly two storey building heights with retail on the first floor and second floor residential or office uses. The maximum height in the Village Core Area in the north side of the Lakeshore Road West will be 3 storeys and the south side of the Lakeshore Road West will be 4 storeys.

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



Figure 2-3 1727 to 1723 Lakeshore Road West

Redevelopment within the Village Core should maintain and reinforce the existing built form in regard to building height and streetscape. To maintain and replicate the pedestrian oriented scale, new buildings which exceed the height of existing buildings shall maintain the front yard setbacks for the lower 3 or 4 storeys and step back additional floors. Additional details regarding building height and massing are included in the Built Form Standards section of this report.



Figure 2-4 1713 to 1721 Lakeshore Road West

Building façades should be located as close to the Lakeshore Road West property line as practical varying to some degree to increase visual interest, limit building encroachments and to accommodate limited ‘spill-out’ such as retail displays and small patio spaces. Commercial uses will be required in the first floor of all buildings. The majority of building façades should be located at least 0.6 m (2 ft.) from the property line, but no greater than 3.0 m (9.8 ft.), subject to appropriate streetscape conditions. A detailed Streetscape Plan will be required with individual development applications to determine the most appropriate setbacks.

The Village Core includes a portion of the Turtle Creek natural area. Lands abutting Turtle Creek may be encumbered by the slope stability of this natural hazard which may ultimately affect the extent to which these lands may be redeveloped. Any applications for redevelopment adjacent or abutting Turtle Creek will be subject to review by the Credit Valley Conservation (CVC) and will require the submission of technical studies to determine the limit of hazard lands. A comprehensive approach to such technical studies, addressing adjacent lands may be appropriate in establishing the limits of development and appropriate resolution of impediments to development.

The maximum Floor Space Index (FSI) in this area will be 1.5.

2.1.1.2 Outer Village Core Area

The Outer Village Core area is an extension of the Village Core area. This area is characterized by properties that are generally larger in size (either frontage or lot depth) than those in the Village Core Area and in general terms may accommodate more intense development. The maximum height in the Outer Village Core Area is 4 storeys.

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

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

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



Figure 2-5 Lakeshore Road West, Outer Village Core Area



Figure 2-6 Clarkson Village Signage

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

The location of new building façades and streetscapes shall be consistent with the Village Core Area. The maximum FSI in this area will be 2.0.

2.1.2 – West Village Gateway Refer to the Clarkson GO MTSA Master Plan

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

~~Presently, the West Village Gateway is typified dominantly by high and medium density residential developments in apartment and townhouse built forms. All buildings shall be of high quality innovative architecture representative of the entrance to the Village and the prominence of this area within the Village and the intersection of two arterial roads.~~

Refer to the Clarkson GO MTSA Master Plan

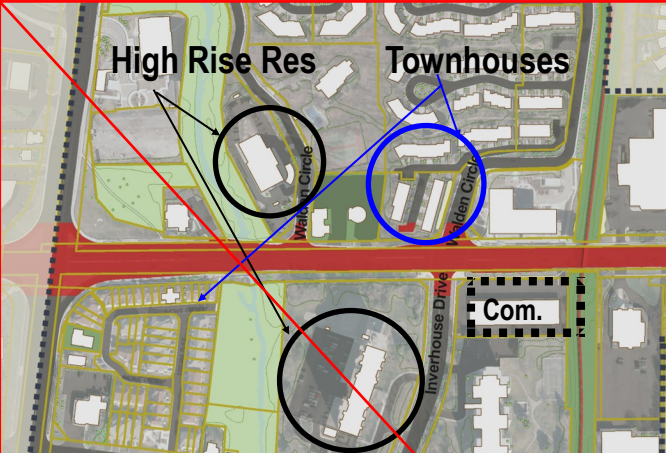


Figure 2-7 Existing Land Use in the West Village Gateway

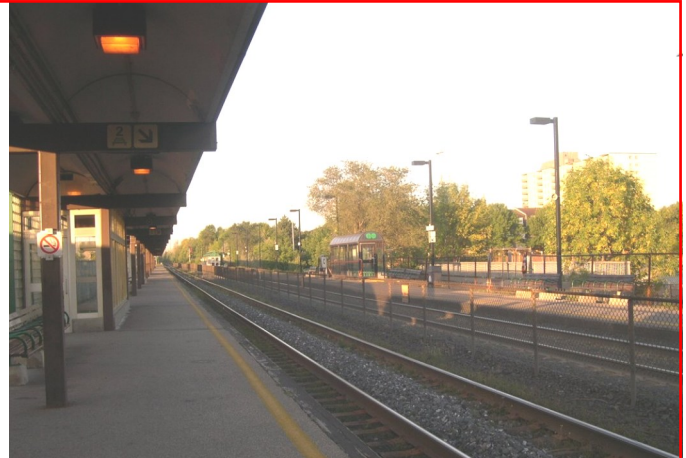


Figure 2-9 Clarkson GO Station

The maximum FSI in this area will be 2.5.

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

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



Figure 2-8 Lakeshore Road West at Southdown Road in West Village Gateway.



Figure 2-10 Rail Underpass on Lakeshore Road West

2.1.3 East Village Gateway

The East Village Gateway is the easterly entry into Clarkson Village from Lakeshore Road West. It is bounded by Birchwood Park to the north and a stable low density residential area to the south that is elevated well above Lakeshore Road West. The only opportunity for redevelopment is on the vacant lands on the north side, west of Birchwood Park, as outlined in the Phase1 Report.

Due to the existing low-rise nature of development and open space in this area and since these lands set the tone for the Village Character within the Village Core and Outer Village Core, built form should be of a lower scale. Similar to the rest of the Village, buildings fronting onto Lakeshore Road West should be a minimum of 2 storeys and a maximum of 4 storeys along the frontage with higher built forms, if appropriate, to the rear of the site. Sites within this area should be treated with a high standard of architecture appropriate to the gateway function this area will serve. The maximum FSI in this area will be 2.0.

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

Developments are encouraged with at grade commercial uses. Buildings in this location shall be set back 0.6 m (2 ft.)



Figure 2-11 South side of Lakeshore Road West at the East Village gateway



Figure 2-12 East Village Gateway

to 3.0 m (9.8 ft.) to create views into the Village Core Area.

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

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

2.2 Access Management Plan

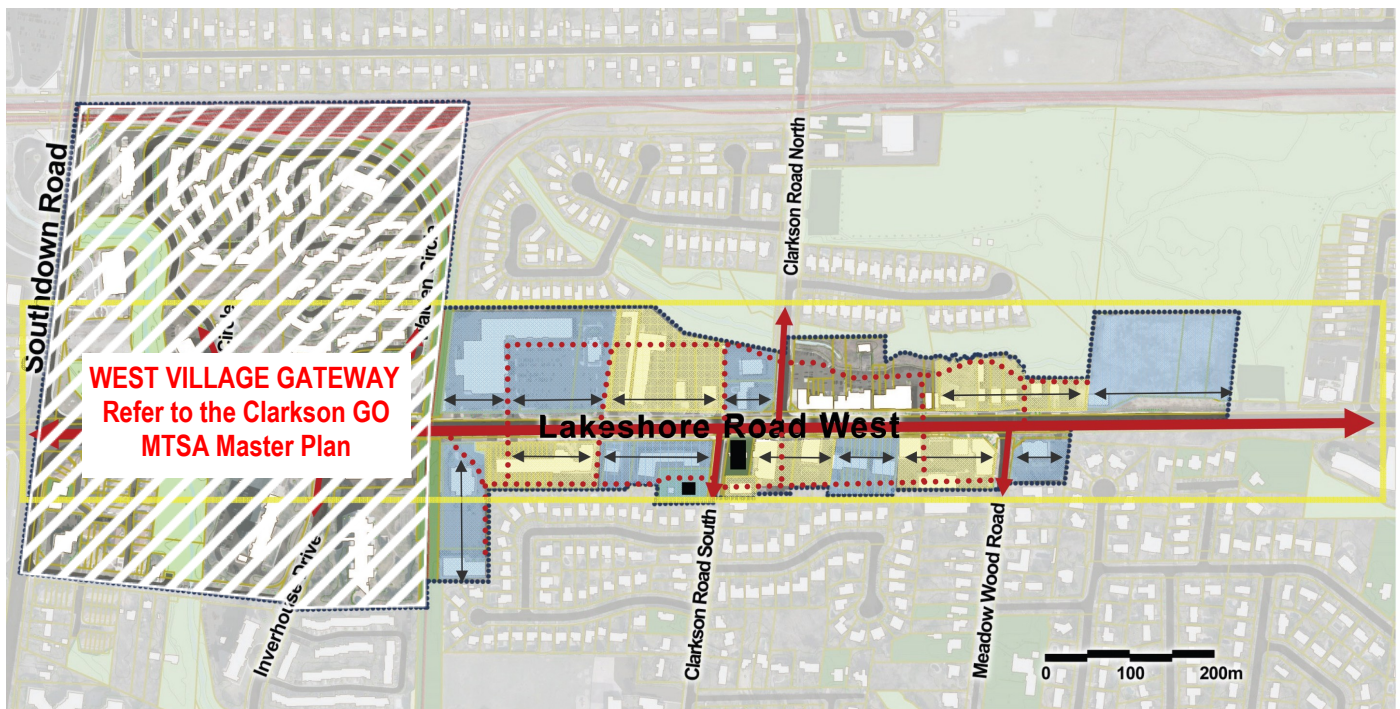
2.2.1 Vehicular Circulation-Access

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

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

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

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



VEHICULAR CIRCULATION AND LAND CONSOLIDATION

MISSISSAUGA
Planning and Building

0 25 50 75 100
metres



Note: Areas are general

PROPOSED NODE BOUNDARY

STUDY AREA

DEVELOPMENT CONSOLIDATION

EXISTING ROADWAYS

CONSOLIDATED ACCESS ROUTES

LISTED ON THE HERITAGE REGISTER

Figure 2-13 Vehicular Circulation and Land Consolidation

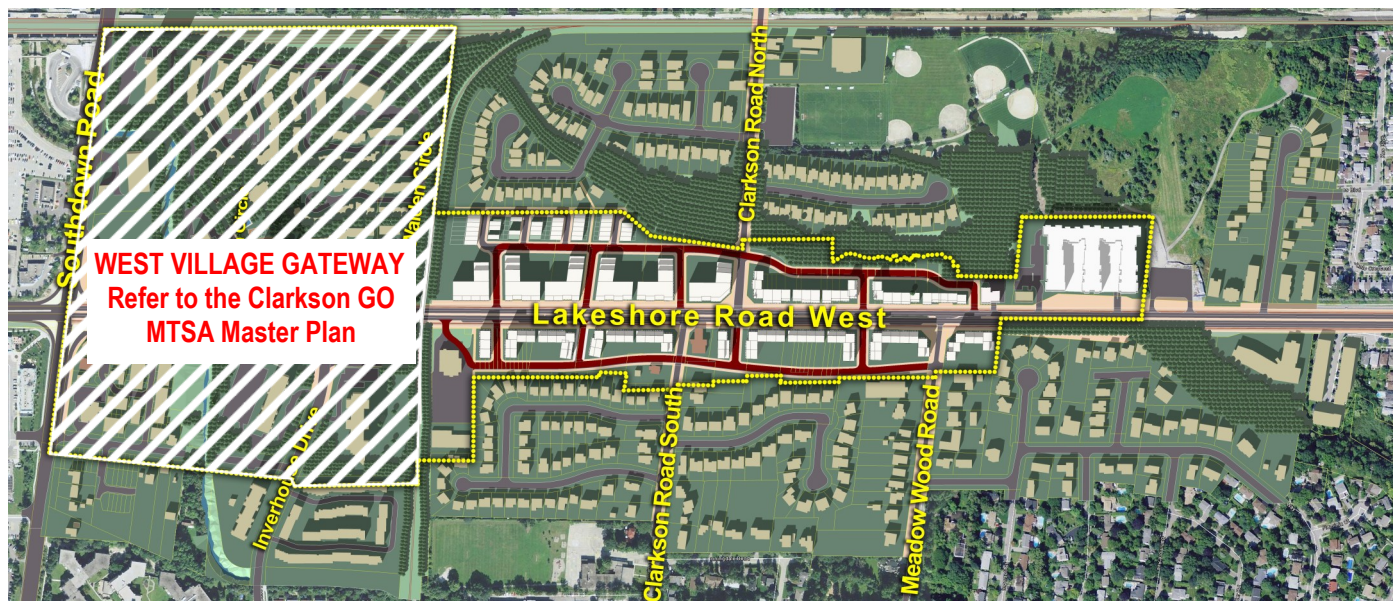


Figure 2-14 Vehicular Circulation and Land Consolidation

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

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

Figure 2-13 indicates the proposed general locations of the consolidated access points and publicly accessible laneway system parallel to Lakeshore Road West. This plan should constitute part of the Clarkson Village Character Area policies but should be read generally allowing for flexibility, provided that the ultimate intent is appropriately addressed.

In general, lands are encouraged to consolidate to achieve the optimal configuration.



Figure 2-15 Access Management along Lakeshore Road West

2.2.2 Cycling Routes

Interim Sharrows

The iTRANS Study (dated June, 2008) recommended a two stage approach to all street improvements, including the addition of bicycle lanes along Lakeshore Road West in Clarkson Village. As indicated in the Phase 1 Report, the first stage or short term recommendations call for the restriping of lanes to permit wider curb lanes with sharrows until redevelopment along the full corridor takes place.

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

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



Figure 2-17 Sharrows

Future on street Cycling in a Dedicated Lane

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



Figure 2-16 Sharrows



Figure 2-18 Bicycle Lane

2.3 Parking

2.3.1 Parking Standards

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

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

In addition, restaurants under 300 m² (3,229.3 sq. ft.) are recommended to have a reduced parking standard of 9 spaces per 100 m² (1,076.4 sq. ft.) of GFA rather than the 16 spaces per 100 m² (1,076.4 sq. ft.) of GFA which is presently required.

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

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

2.3.2 Surface Parking

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



Figure 2-19 No access points



Figure 2-20 Numerous access points from Lakeshore Road West

2.3.3 Underground Parking

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

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

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



Figure 2-21 Underground parking Port Credit

2.3.4 Structured Parking

Parking structures may be suitable where underground parking is not viable. No more than two levels of structure parking will be permitted, provided that it is completely integrated into the buildings, and forms part of the overall development scheme so as to blend in with the surrounding development and not read as a parking facility.

The streetwall of above ground parking structures adjacent to a public street shall incorporate permitted residential or non-residential uses to a minimum depth of 10 m.

Active uses will line the public street in front of structured parking. Parking structures should not be visible from the



Figure 2-22 Loading and Service Areas



Figure 2-23 Parking Structure



Figure 2-24 Different samples of façades that articulated with architectural treatment to mask structured parking.

sidewalk and should be appropriately set back from adjacent low rise residential to ensure appropriate landscape treatment can be accommodated to help screen the structure.

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

2.3.5 Loading and Service Areas

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

Small scale retail commercial and office uses of 300 m² (3,229.3 sq. ft.) of GFA or less shall be exempt from loading space requirements. Through the Site Plan review process it

must be demonstrated that loading services can be accommodated informally elsewhere on site or adjacent the lands.

Loading that cannot be screened from residential areas must be located internally to the building. The storage of goods shall be internal to the building.

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



Figure 2-25 Public Square/Space

2.4 Pedestrian and Community Amenities

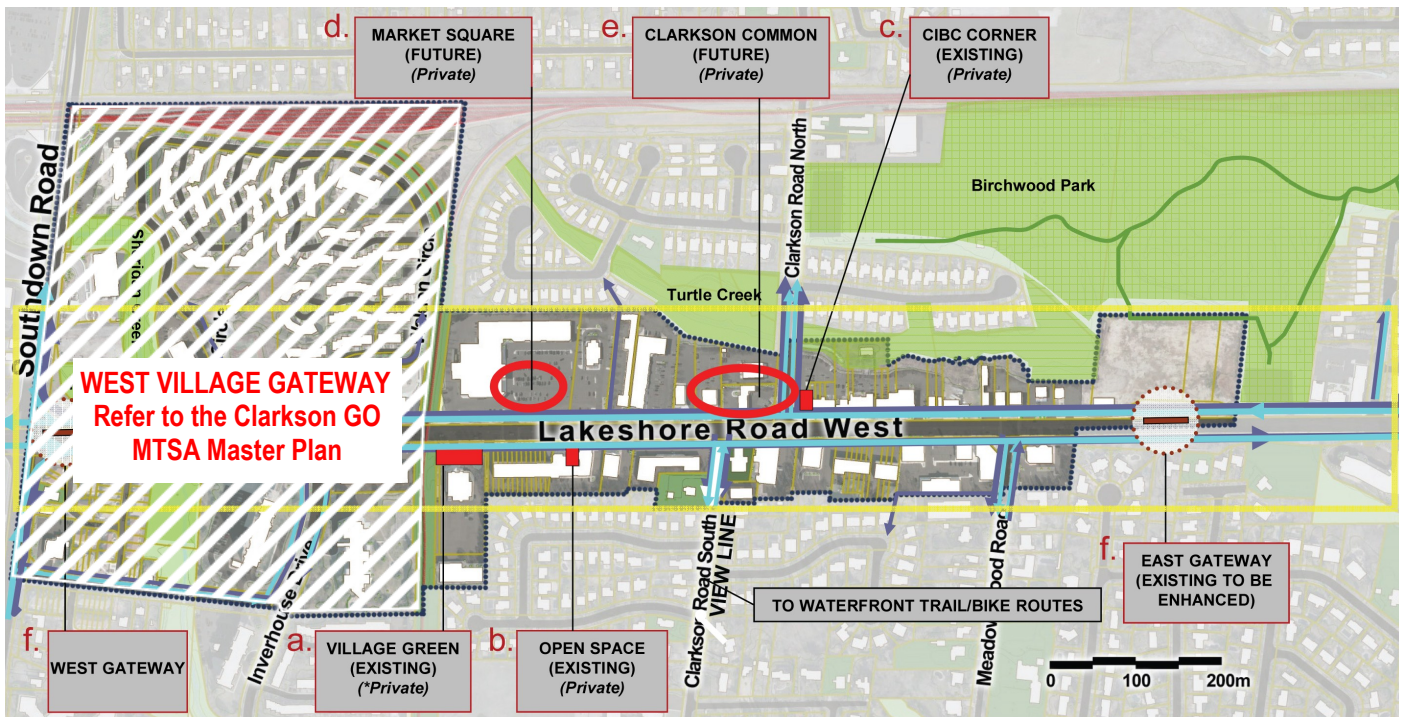
Through the public engagement process, the community stakeholders invested in a Vision and principles that made Clarkson Village a pedestrian friendly community. Specifically, “Clarkson Village will be a pedestrian friendly community of active places and gathering spaces”. (Figure 2-26) identifies existing and future pedestrian oriented amenities as well as existing and future cycling routes proposed within the Study Area for Clarkson Village. In addition, existing and future public open space and special sites have been identified.



Figure 2-26 The Western Gateway feature installed recently.

2.4.1 Pedestrian Circulation

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



PEDESTRIAN AND COMMUNITY AMENITIES

Figure 2-27 Pedestrian and Community Amenities

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

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

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

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

2.4.2 Public and Private Open Space

Through the public engagement process, the community stakeholders expressed a need to have more open spaces/ public squares for gatherings and community events. Three existing urban spaces were identified that are being used throughout the year as public open spaces.

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

a. Village Green (*Private*)



Figure 2-28 Chartwell Baptist Church at 1872-Lakeshore Road West

b. Open Space 1834 Lakeshore Road West (*Private*)



Figure 2-29 1834 Lakeshore Road West

c. CIBC Corner – 1745 Lakeshore Road West
(Private/Public)



Figure 2-30 CIBC Corner – 1745 Lakeshore Road West



Figure 2-31 CIBC Corner – 1745 Lakeshore Road West

d. Market Square examples (Private)



Figure 2-32 Public / Private Squares

e. Clarkson Common (*Private*)



Figure 2-33 Existing Condition and Conceptual Drawing, Clarkson Road South - Looking North

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



Figure 2-34 Current Median on Lakeshore Road West



Figure 2-35 Current Median on Lakeshore Road West



Figure 2-36 Current Median on Lakeshore Road West

2.5 Turtle Creek

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

The Credit Valley Conservations fundamental goal is looking for opportunities for achieving ecological restorations, a component of any future slope stability works within the Turtle Creek.

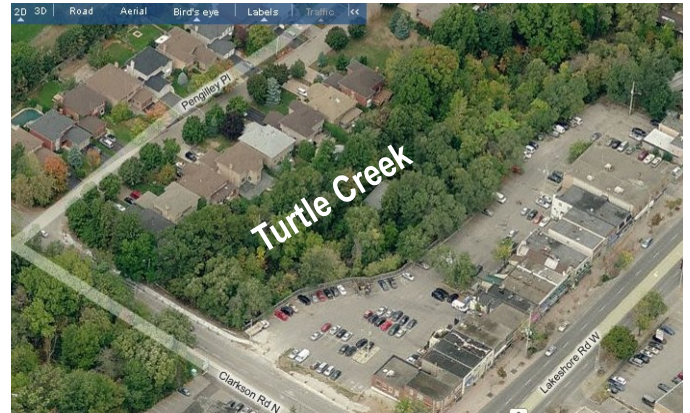


Figure 2-37 Turtle Creek



Figure 2-38 Turtle Creek

Built Form Standards

Built Form Standards

3.1 Built Form

3.1.1 Built Form Envelope

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

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

- In all areas of the Village, a building streetwall of 2 to 3 storeys shall be provided;
- Where building heights in excess of 3 storeys are permitted and can be accommodated without unacceptable adverse impact in regard to shadowing and overlook the 4th storey shall be stepped back from the 3rd storey to maintain the mainstreet character of the Village, minimize shadow impact on the public sidewalk and maintain sky views and sunlight;
- Building step backs and angular plane requirements will apply to frontages on Lakeshore Road West and any side streets;
- At the rear of any property, no building will be located closer than 7.5 m (24.6 ft.) from the property line;

- An angular plane of 45 degrees shall be applied to the rear of any new buildings for the portions which exceed 10.0 m (32.8 ft.) in height to determine appropriate transition. As depicted in Figure 3-2, the 45 degree angular plane shall be measured from an interior point of the lot, 7.5 m (24.6 ft.) from the rear or interior side property line and 10 m (32.8 ft.) above the average established grade;
- Projections above the angular plane line will not be permitted; and, angular plane requirements will be implemented for all rear and interior side yards which abut lands zoned for exclusively residential and green belt zone purposes.

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

- A minimum of 2 storeys will be required within the area;
- A maximum of 3 storeys will be permitted in the north side of the Village Core Area, and a maximum of 4 storeys will be permitted in the south side in the Village Core Area and the Outer Village Core Area and the Eastern Gateway Area, provided that there are acceptable shadow impacts on adjacent residential/open space lands and the public realm;
- ~~A maximum of 15 storeys will be permitted in the West Village Gateway, provided that the transition in building height is maintained.~~

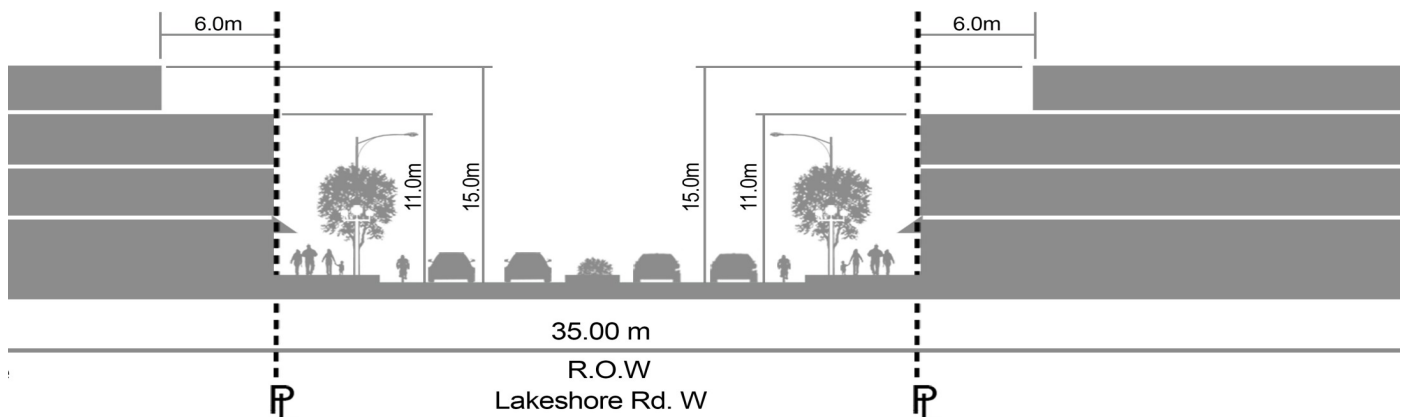


Figure 3-1 Degree Angular Plane

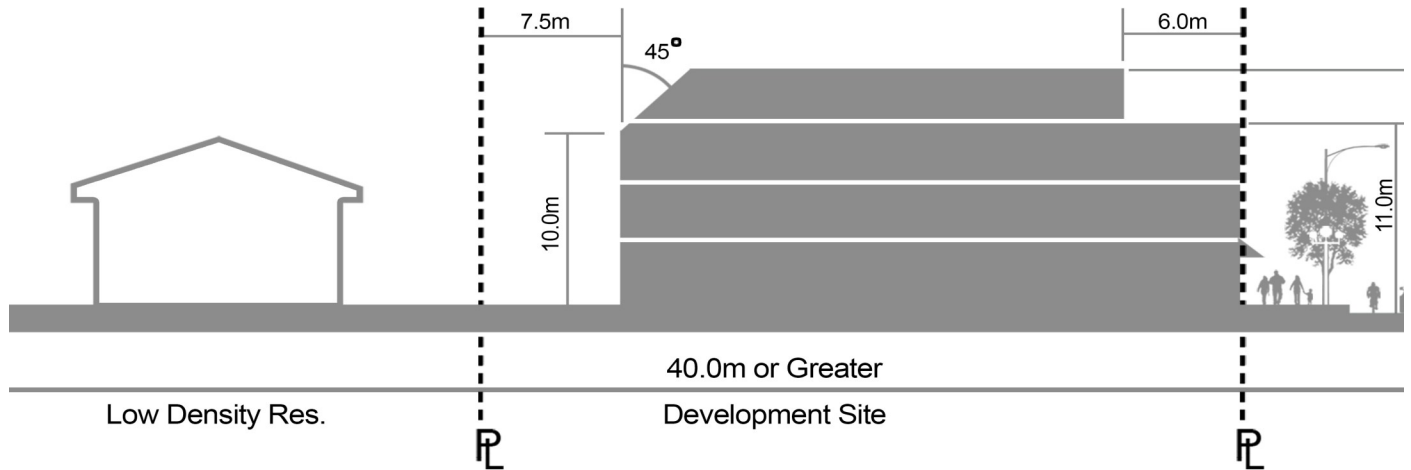


Figure 3-2 Rear Yard Setback

3.1.2 Built Form / Lot Typologies

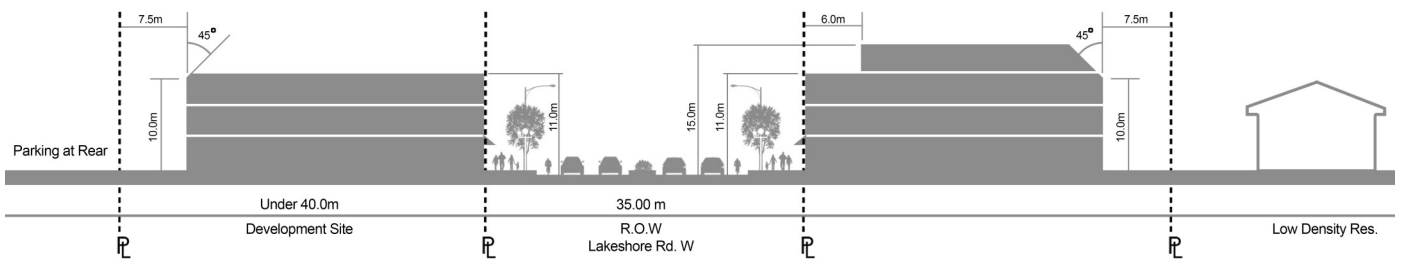
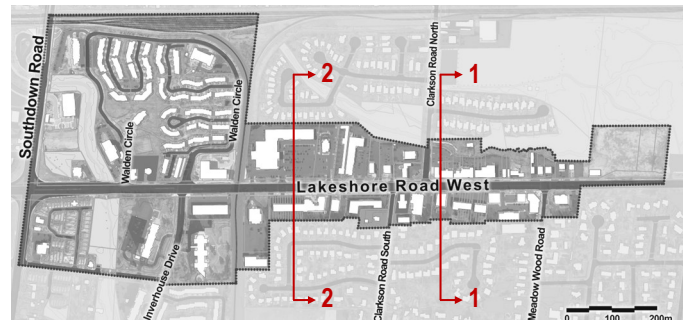


Figure 3-3.1 Cross Section 1 Village Core Area

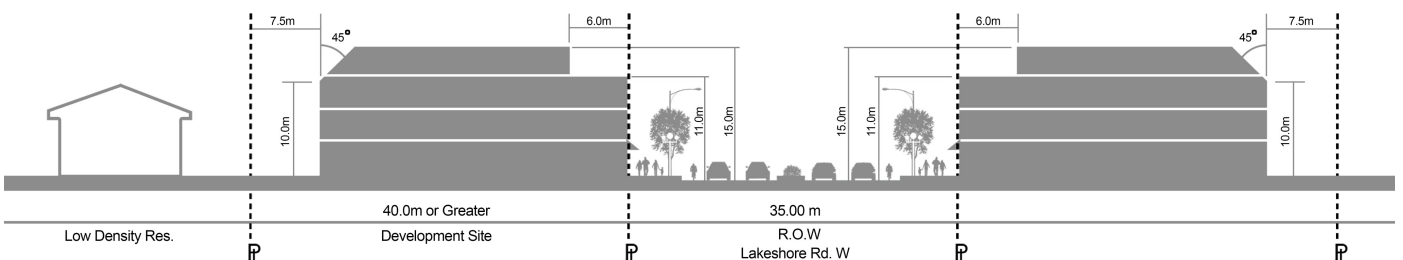


Figure 3-3.2 Cross Section 2 Outer Village Core Area



Figure 3-4 Building Development Envelope– Front View



Figure 3-5 Building Development Envelope –Front View

3.1.3 Building and Landscape Setback Requirements

Building setbacks should be sensitive to the existing built form and context. Setbacks along Lakeshore Road West are generally recommended to achieve a 5.6 m (18.4 ft.) pedestrian boulevard and sidewalk width *between the curb and the building face* (also see section 3.2.2 at page 32). This is to ensure that new buildings can accommodate a variety of hard and soft streetscapes.

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

To achieve a generally continuous streetwall, interior side yards may be 0.00 m provided that no encroachments are present and the abutting lands are zoned “C4” Mainstreet Commercial.



Figure 3-6 Toronto



Figure 3-7 Toronto



Figure 3-8 Toronto



Figure 3-9 Mississauga



Figure 3-10 Toronto



Figure 3-11 Toronto



Figure 3-13 Baycliff Homes, Maple, Ontario, Building Façade Articulation Example

Rear and side yard setbacks abutting residential and green belt lands shall be a minimum of 7.5 m (24.6 ft.).

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

3.1.4 Building Façade Articulation

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

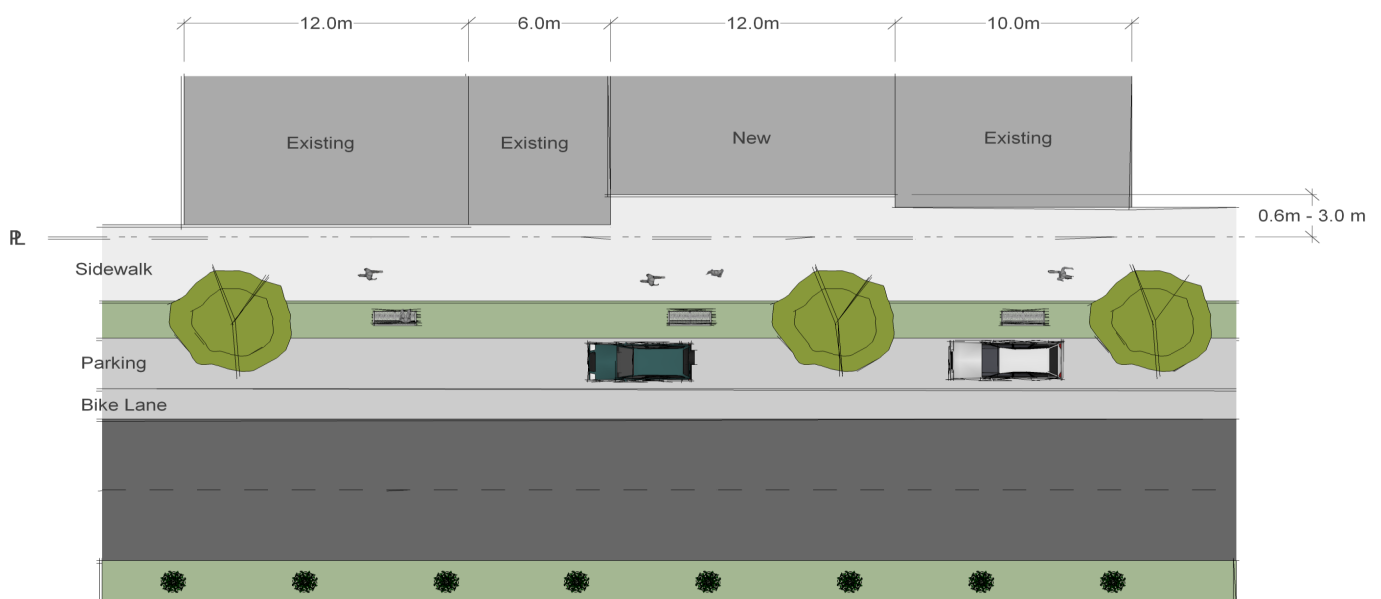


Figure 3-12 Building Façade Articulation

3.1.5 Building Streetwall

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

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

The building streetwall should consist of a minimum of 2 storeys and a maximum of 3 storeys to ensure that the massing is complementary to the existing context and village scale. This was valued by the community and stakeholders through the public engagement process. Step backs are required after the third storey, of no less than 6.0 m (19.7 ft.) (with a maximum 4 storey building height) to differentiate between the pedestrian scale and the upper floor and to maintain sunlight on the street.

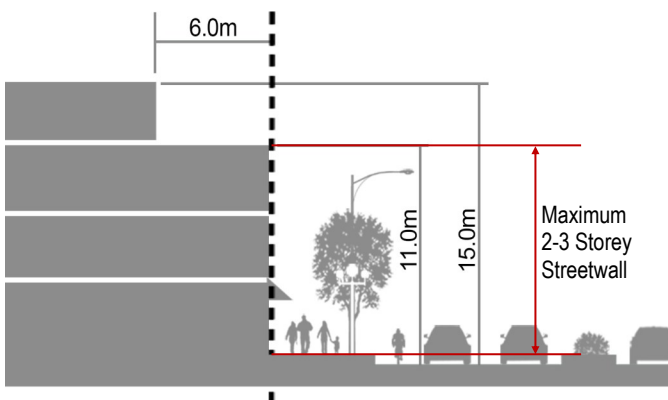


Figure 3-14 Street wall location



Figure 3-15 A minimum of 70% of the building should front onto the street

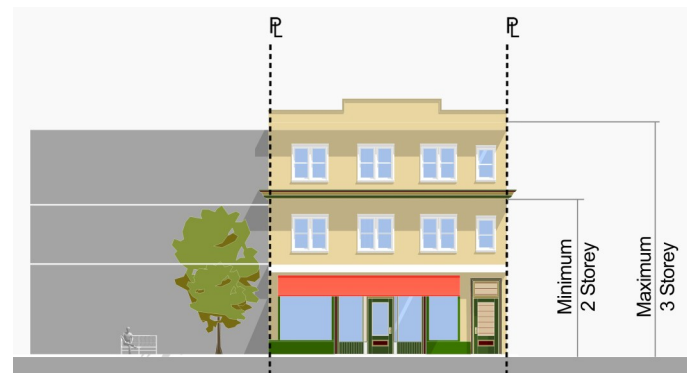


Figure 3-16 A minimum of 2 storeys and a maximum of 3 storeys is required for buildings fronting onto Lakeshore Road West in the north side of the Village Core. Also in other locations, the maximum is 4 storeys.

3.1.6 Building Ground Floor Design

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

It is further required that the floor to ceiling height for the ground floor of all new buildings be a minimum of 4.5 m (14.8 ft.).



Figure 3-17 Ground Floor Design

3.1.7 Building Entrances

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

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

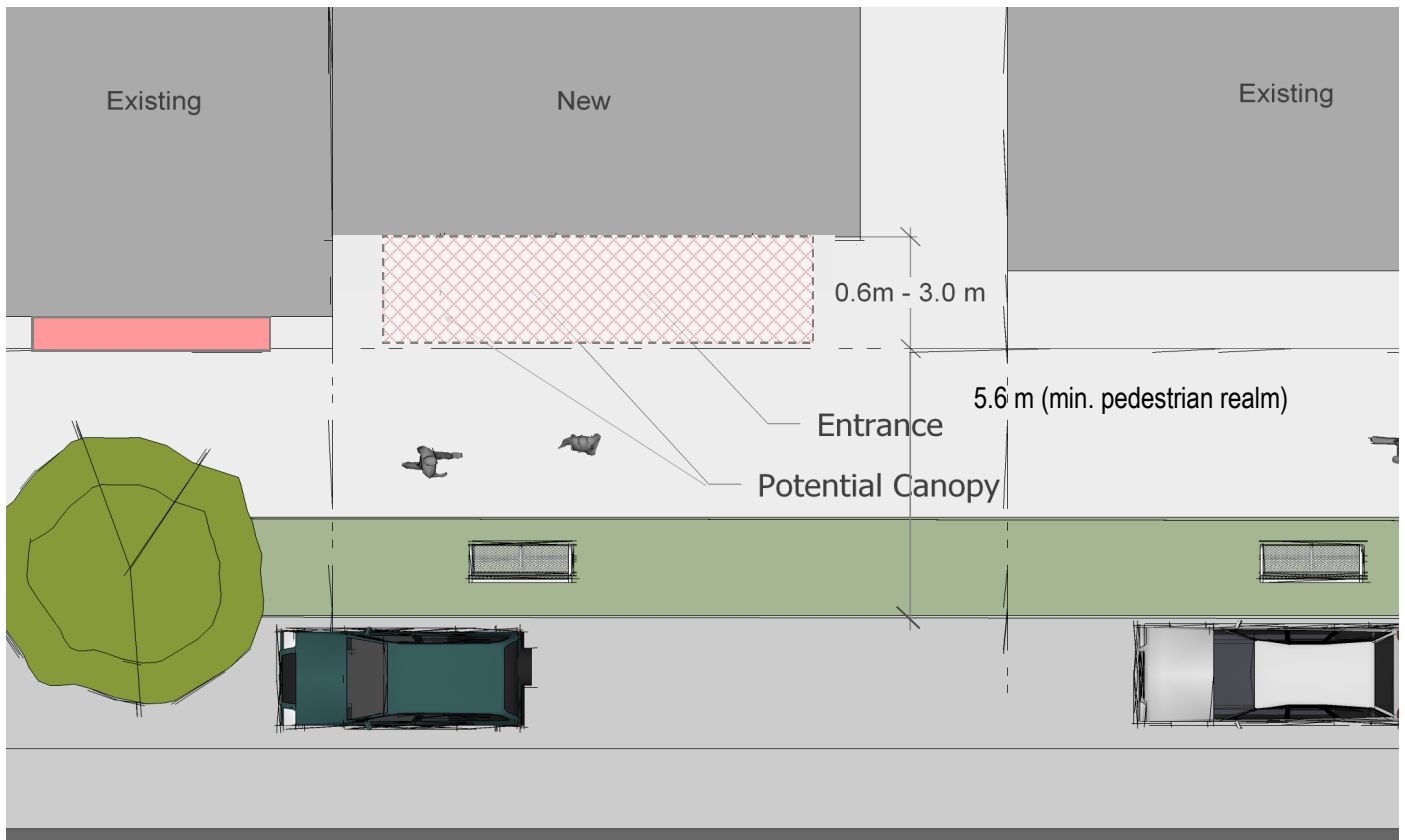


Figure 3-18 Building Entrances

3.1.8 Building Materials and Design

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

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

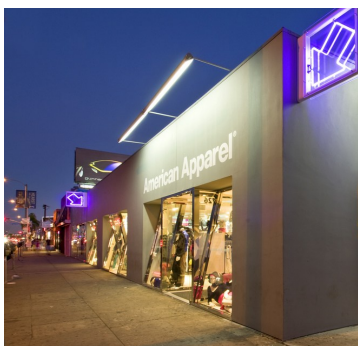


Figure 3-19 Building Material Examples



Figure 3-20 Building Material Examples

3.1.9 Building Signage

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

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

New developments should comply with the City's Sign By-law 054-02, as amended. The Sign By-law can be accessed at : <http://www.mississauga.ca/portal/residents/zoningbylaw>

3.1.10 Shadow Impacts

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

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

Please refer to the City of Mississauga's Standards for Shadow Studies at:

<http://www.mississauga.ca/portal/residents/urbandesign>

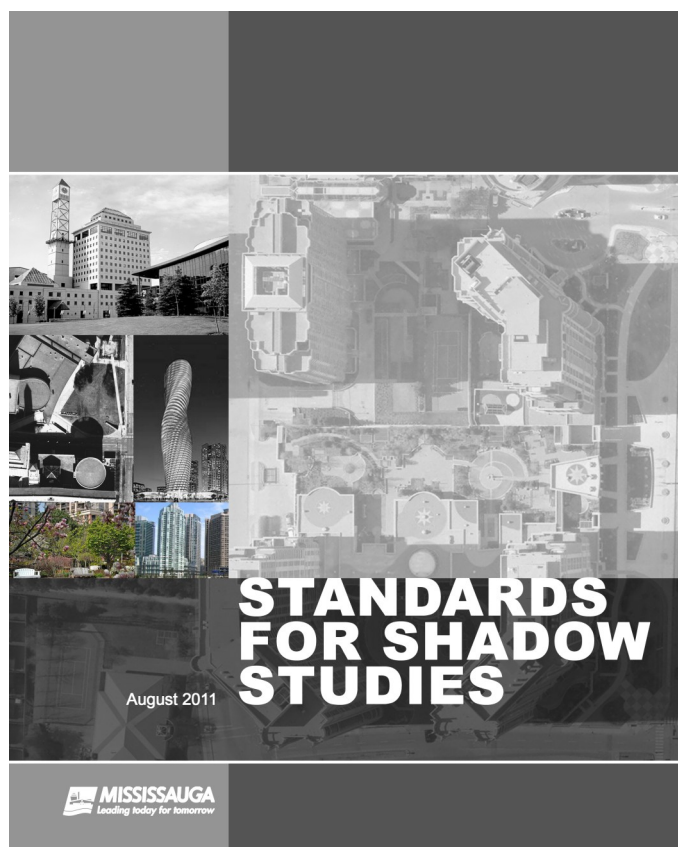


Figure 3-21 Mississauga Standards for Shadow Studies document

3.2 Public Realm

3.2.1 Streetscape and Landscaping

It is noted that reconstruction work was undertaken in 2009 associated with underground services upgrades. Through a Community Improvement Plan (CIP), the BIA in conjunction with the City carried out integrated streetscape improvements, which included street tree, boulevard and median planting and the addition of street furniture. Today, however, the streetscape in most areas along the frontage of Lakeshore Road West is tired, uncoordinated, and insufficient. The overhead wires and existing underground services adjacent to the street cause considerable constraint to the redesign of the Lakeshore Road West streetscape. There is no plan to bury these underground at this time or in the future.

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

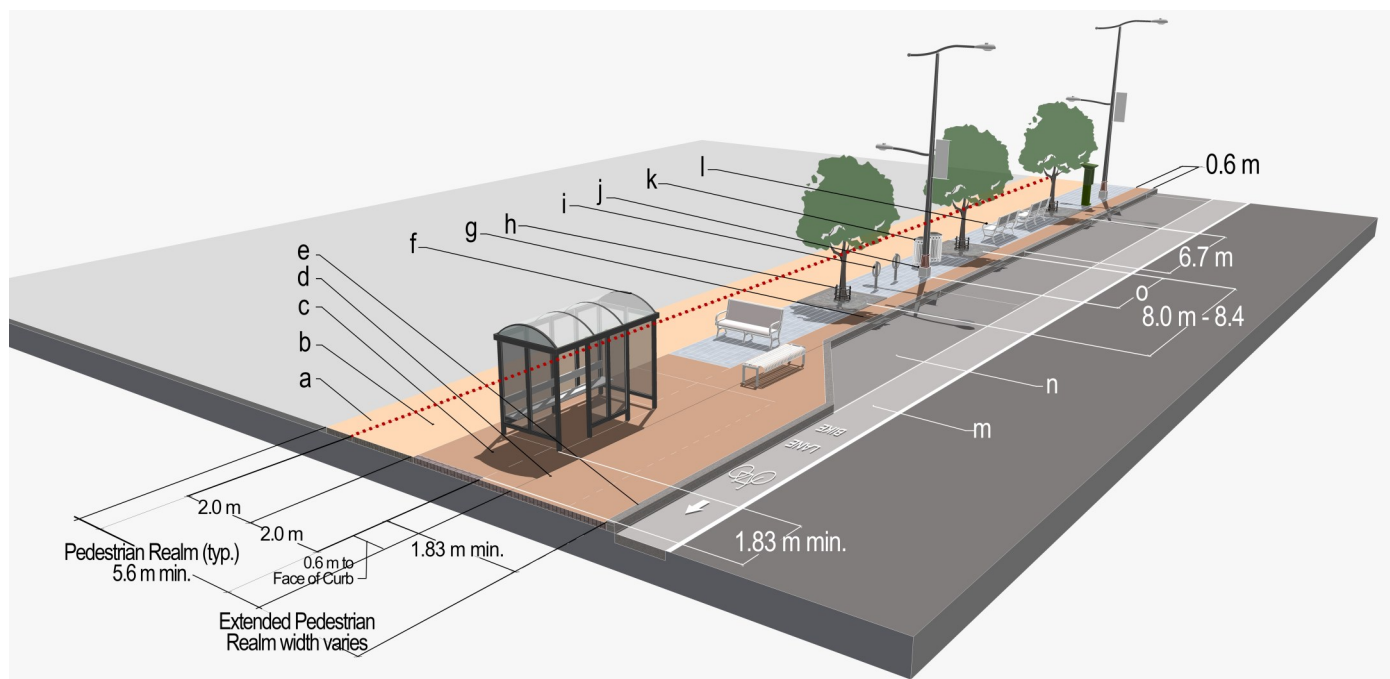
3.2.2 Streetscape Components

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

The minimum width of this area is to be 5.6 m (18.4 ft.) at all times from the front of the curb face: 1.5 m (4.9 ft.) to the on-centre tree planting, and 3.8 m (12.4 ft.) from the on-centre tree planting to the property line. Additional width is

encouraged, but this 5.6 m (18.4 ft.) width is a mandatory minimum. (see Figure 3-22, Conceptual Typical Mid Block Pedestrian Realm Section).

The Street Tree/Furnishing Zone will provide a location for the vertical elements of the pedestrian realm, permit visual connection with the roadway while simultaneously creating physical distance and separation from it. This in conjunction with a 2.0 m (6.5 ft.) minimum clear width of sidewalk contiguous with buildings and street tree canopies, ensures ease of access, proximity and encourages interaction with the businesses, services and residences of Clarkson Village.



Conceptual Typical Mid Block Pedestrian Realm Section

Legend

- a** Additional Sidewalk Width on Public R.O.W., width varies.
- b** Clear Width of Sidewalk, 2.0 m (6.5 ft.) min.
- c** Street Tree/Furnishing Zone, 2.0 m (6.5 ft.) min. (typ.).
- d** Extra Sidewalk Width accommodating Transit Shelter, 1.8 m (6.0 ft.) min. and alternately Lay-By Parking, 2.6 m (8.5 ft.) min.
- e** Concrete curb 0.2 m (0.65 ft.) to edge of curb face 0.5 m (1.65 ft.) Curb and Gutter.
- f** Transit Shelter.
- g** Splash Strip, 0.6 m (2.0 ft.) min to 0.75 m (2.4 ft.), adjacent curb.
- h** Street Tree in continuous structural soil trench, complete with pervious surface, protective tree guard and grate.
- i** Bicycle Rack – Post and/or Ring type.
- j** Light Post retrofitted with pedestrian scale lighting and decorative banner.
- k** Litter/Recycling Receptacles.
- l** Benches – provide both with back and armrest, as well as those without.
- m** Bicycle Lane, 1.8 m (6.0 ft.) min is desirable, with painted lane markings.
- n** Lay-By Parking, 2.6 m (8.5 ft.) min.
- o** Offset between street tree and other fixed utilities/services.
- PL** Property Line.

Please Note:

The existing and future locations of above and below ground utilities impact whether street trees can be planted as well as suitable species of trees, locations and techniques for planting.

At the time of preparing this document, Clarkson Village has existing above ground Hydro and Bell services, and the full details of underground utilities and services are unknown. Both these factors impact the ability and location of street trees within the redeveloped Clarkson Village streetscape.

Figure 3-22 Conceptual Typical Mid Block Pedestrian Realm Section



Figure 3-23 Lakeshore Road West Public Realm, Outer Village Core Area



Figure 3-27 Lakeshore Road West Public Realm, Outer Village Core Area



Figure 3-24 Lakeshore Road West Public Realm, Outer Village Core Area



Figure 3-28 Lakeshore Road West Public Realm, Village Core Area

Figure 3-25 Lakeshore Road West Public Realm, Village Core Area



Figure 3-26 Lakeshore Road West Public Realm, Village Core Area

a. Village Area Streetscape

a.1 Village Core Area

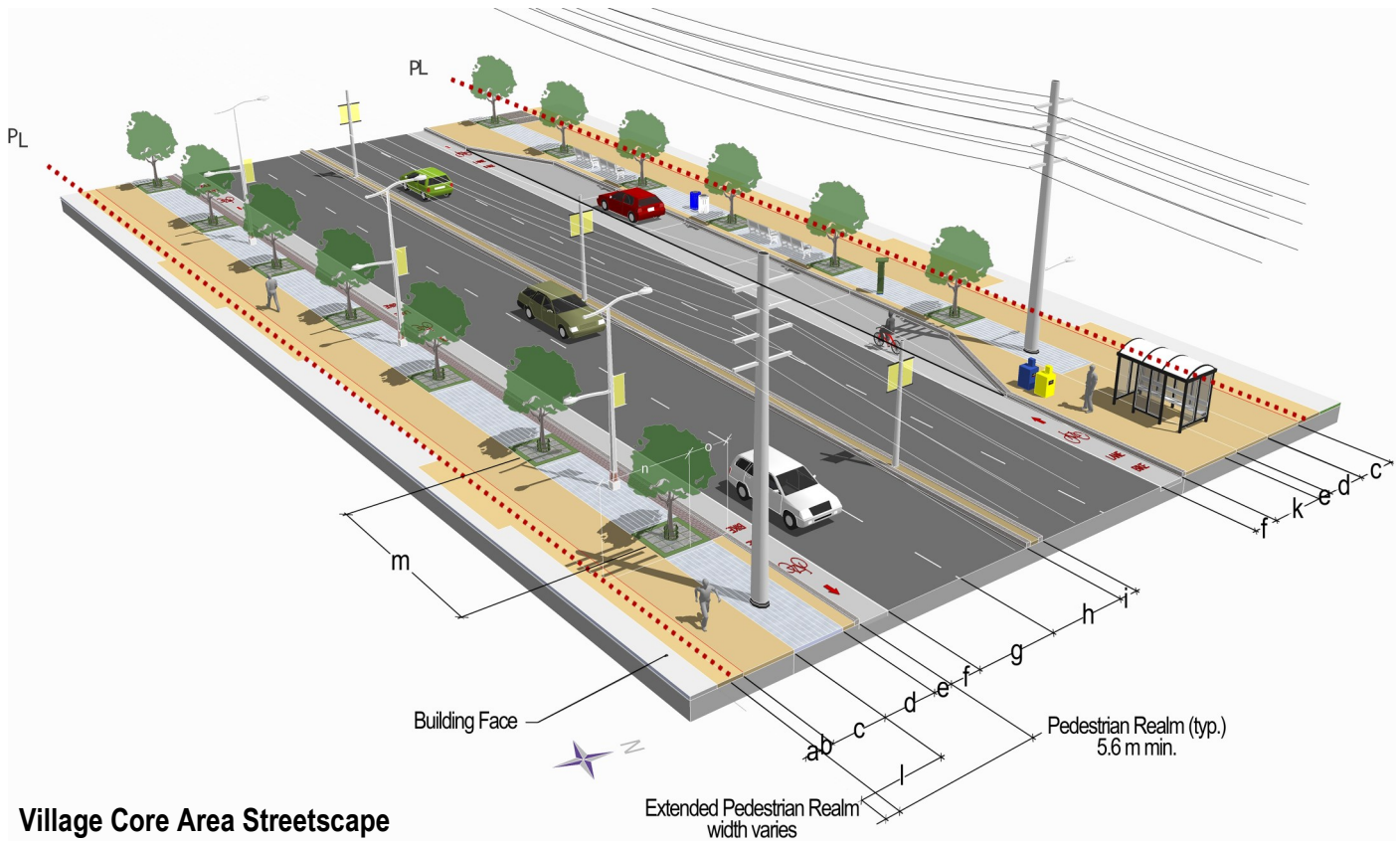
The character of the Village Core is currently the most urban and pedestrian oriented of Clarkson Village with reduced building setbacks and provision of street trees, planters, and streetscape furnishings. Existing concrete hydro poles and overhead wires exist consistently along the north side of the street, and portions of the south side of the street have wooden utility poles and overhead wires.

Given the limited setbacks on the north side of Lakeshore Road West within the Village Core, this area most closely resembles the ultimate vision and Standard Streetscape Section (Figure 3-29) for Clarkson Village of all the Character Areas. Existing street trees show signs of stress, and may not be candidates for retention and preservation at the time of curb relocation/ driveway access consolidation. The provision of new street trees will be limited by the locations and conditions associated with the overhead wires and below ground services and utilities. It is possible that limited height, small canopied trees or container plantings may be necessary in the Village Core and elsewhere. Visual signs highlighting connections to the Waterfront Trail should be provided at Meadow Wood Road and Clarkson Road South.

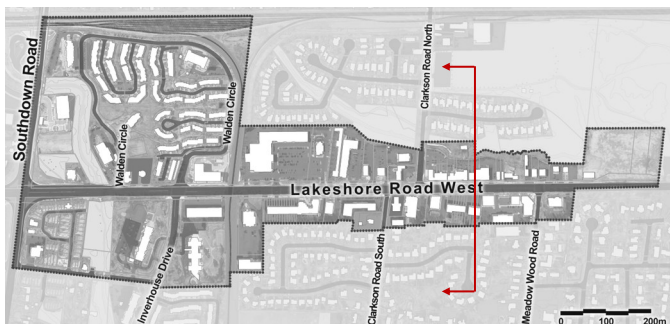
Areas between the 2.0 m (6.5 ft.) minimum clear width sidewalk and building façades are to be paved using treatments consistent with the sidewalk. Coordinated street furnishings, including benches and litter receptacles will be incorporated within the Street Tree/Furnishing Zone, possibly in addition to other furnishings, features and art within the Centre Medians, and Neighbourhood Identity Features at Meadow Wood Road and Clarkson Road North.

Legend

- a** Additional Sidewalk Width on Private Property, width varies
- b** Additional Sidewalk Width on Public R.O.W., width varies
- c** Clear Width of Sidewalk, 2.0 m (6.5 ft.) min.
- d** Street Tree/Furnishing Zone, 2.0 m (6.5 ft.) min. (typ.)
- e** Splash Strip, 0.6 m (0.2 ft.) min to 0.75 m (2.4 ft.) adjacent curb
- f** Bicycle Lane, 1.8 m (6.0 ft.) min is desirable, with painted lane markings
- g** Travelled Lane, 3.35 m (10.6 ft.)
- h** Travelled Lane, 3.25 m (10.6 ft.)
- i** Centre Median, varying widths
- k** Extra Sidewalk Width accommodating Transit Shelter, 1.8m (6.0 ft.) min. and alternately Lay-By Parking, 2.6 m (8.5 ft.) min.
- l** Expanded width of Sidewalk permitting social walking and activity-generating merchant uses between building setback and Property Line
- m** Street Tree Spacing, 8.0 m to 8.4 m (26.2 ft. to 27.5 ft.) on centre optimal
- n** Centre of tree to Property Line: Mandatory minimum 3.8 m (12.4 ft.)
- o** Curb face to centre of tree: Mandatory minimum 1.5 m (4.9 ft.)
- PL** Property Line



Village Core Area Streetscape



Please Note:

The existing and future locations of above and below ground utilities impact whether street trees can be planted as well as suitable species of trees, locations and techniques for planting.

At the time of preparing this document, Clarkson Village has existing above ground Hydro and Bell services, and the full details of underground utilities and services are unknown. Both these factors impact the ability and location of street trees within the redeveloped Clarkson Village streetscape.

Figure 3-29 Village Core Area, Mid Block Cross Section, Proposed Streetscape

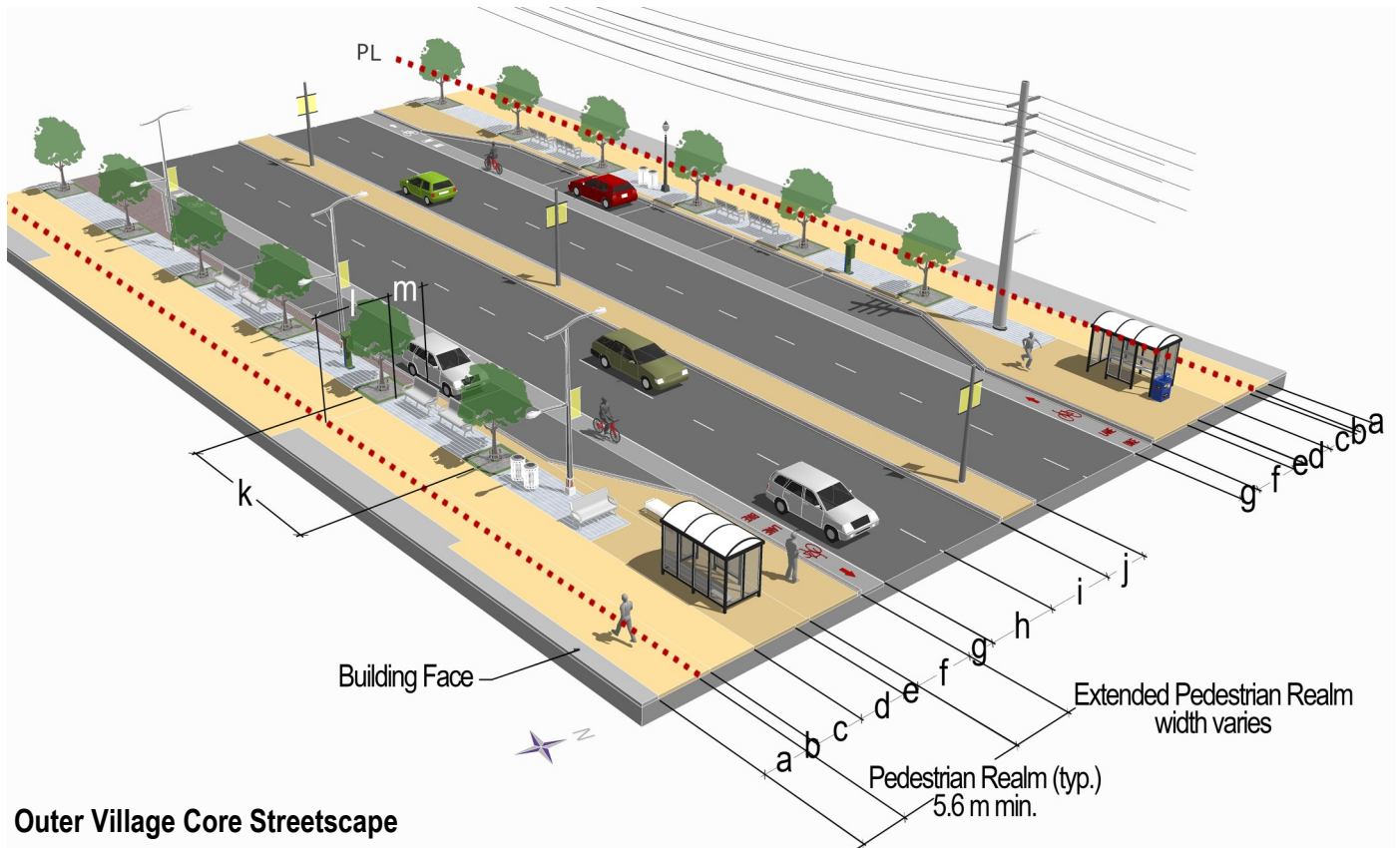
a.2 Outer Village Core

Car-oriented, this area of Clarkson Village currently features shopping plazas with prominent parking within property frontages. Street trees are present, however their impact in beautifying the streetscape and modifying microclimate for pedestrians is limited in light of the large areas of paved surfaces. Utility poles and overhead wires exist on the north and south sides of the street, and could create issues for future street tree planting. A popular privately-owned open space at Chartwell Baptist Church is occasionally used for special events and is the most dominant green space within the Outer Village Core. The court yard for the Clarkson Village Square plaza at 1834 Lakeshore Road West creates desirable outdoor activity via a café space.

Opportunities for redevelopment in the Outer Village Core Character Area will permit buildings to be brought closer to the property line. Adjustments to curb locations and shared access driveways will create lay-by parking spaces and may impact existing street trees. New street tree locations are intended to increase the instances of planting, but will be subject to placement according to utility poles and overhead wires. As such, small canopied trees or container plantings may be necessary. Coordinated street furnishings, features and art, including benches and litter receptacles will help unify the Outer Village Core with the other three Character Areas and the centre median. The overall effect will be one of expanding the pedestrian friendly environment of the Village Core eastwards.

Legend

- a** Additional Sidewalk Width on Private Property, width varies
- b** Additional Sidewalk Width on Public ROW, width varies
- c** Clear Width of Sidewalk, 2.0 m (6.5 ft.) min.
- d** Street Tree/Furnishing Zone, 2.0 m (6.5 ft.) min. (typ.)
- e** Splash Strip, 0.6 m (0.2 ft.) min to 0.75 m (2.4 ft.), adjacent curb
- f** Extra Sidewalk Width accommodating Transit Shelter, 1.8 m (6.0 ft.) min. and alternately Lay-By Parking, 2.6 m (8.5 ft.) min.
- g** Bicycle Lane, 1.8 m (6.0 ft.) min is desirable, with painted lane markings
- h** Travelled Lane, 3.35 m (10.6 ft.)
- i** Travelled Lane, 3.25 m (10.6 ft.)
- j** Centre Median, varying widths
- k** Street Tree Spacing, 8.0 m to 8.4 m (26.2 ft. to 27.5 ft.) on centre optimal
- l** Centre of tree to Property Line: Mandatory minimum 3.8 m (12.4 ft.)
- m** Curb face to centre of tree: Mandatory minimum 1.8 m (6.0 ft.)
- PL** Property Line



Please Note:

The existing and future locations of above and below ground utilities impact whether street trees can be planted as well as suitable species of trees, locations and techniques for planting.

At the time of preparing this document, Clarkson Village has existing above ground Hydro and Bell services, and the full details of underground utilities and services are unknown. Both these factors impact the ability and location of street trees within the redeveloped Clarkson Village streetscape.

Figure 3-30 Outer Village Core Area, Mid Block Cross Section, Proposed Streetscape

~~b. — West Village Gateway Streetscape~~
~~Refer to the Clarkson GO MTSA Master Plan~~

~~Currently developments on the north and south sides of Lakeshore Road West at Southdown Road are changing the visual and built character of the West Village Gateway Character Area. Until recently, this area was open, given the generous setbacks and grassed area and/or wooded frontages along Lakeshore Road West. Due to the proximity of the Clarkson GO Station, this area of Clarkson Village has become an important site for intensification and development. As such, application of the Standard Streetscape Section is appropriate as per Figure 3-31.~~

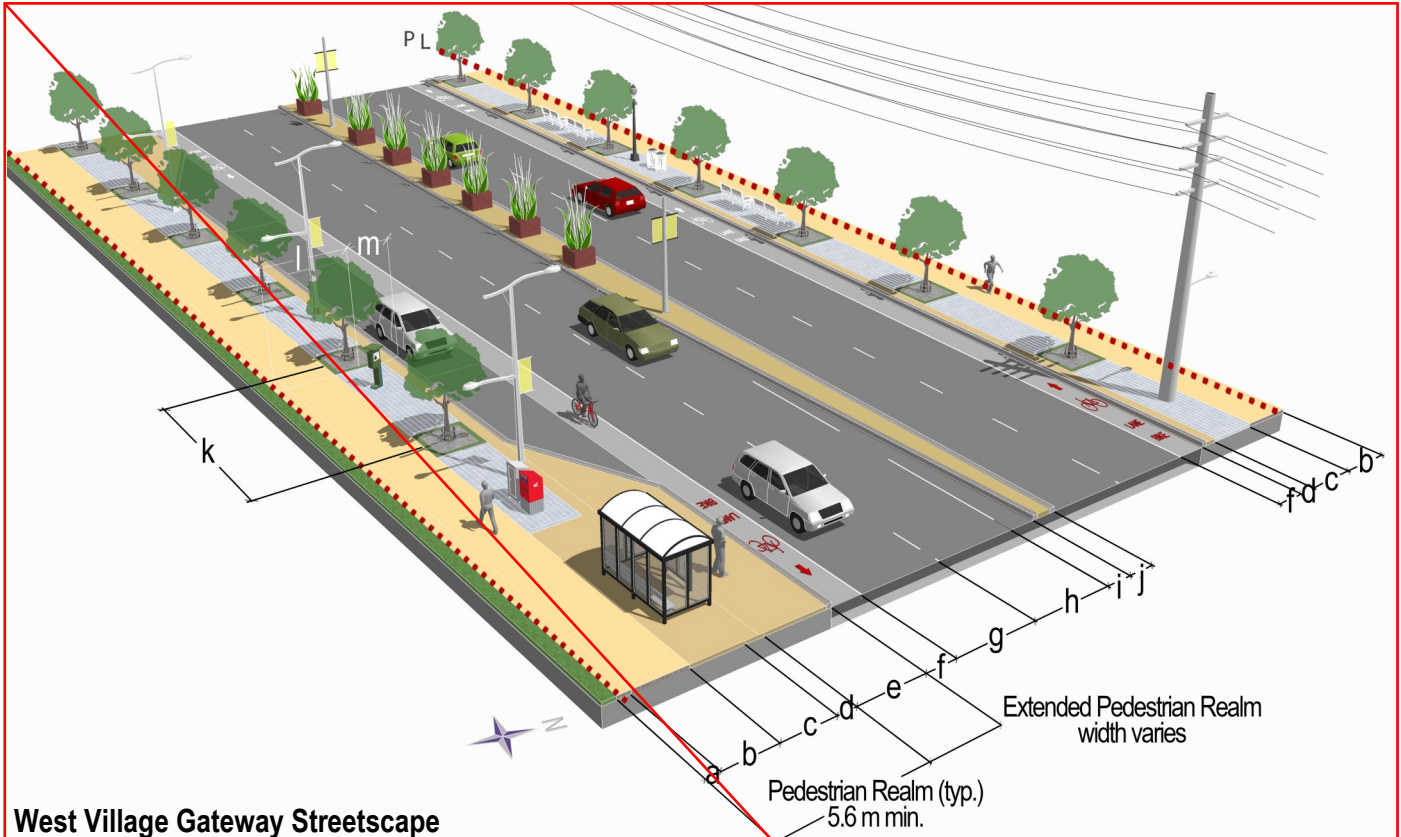
~~Plazas and restaurants with prominent parking along or visible from the street frontage exist within the West Village Gateway area. As redevelopment occurs, buildings should be brought closer to the property line, extending the Outer Village Core Character Area further westwards. The proposed curb relocation works will create limited opportunities for lay by parking. These works, in conjunction with the driveway access consolidation, will impact existing street trees and potential locations for new street tree planting, as will the existing utility poles and overhead wires. Small canopied trees or container plantings may be installed as a result. At Southdown Road and Inverhouse Drive, visual signs denoting the Waterfront Trail should be provided.~~

~~Use of the layout, materials and furnishings of the typical Standard Streetscape Section including the splash strip, street tree/furnishing zone, and sidewalk zone will help unify this area with the three more easterly Character Areas. Coordinating surface treatments, public art, furnishings and architectural features at the gateway features proposed for Southdown Road/Lakeshore Road West; neighbourhood identity features at Inverhouse Drive; and, centre medians will further unify the West Village Gateway area with Clarkson Village. Additional beautification works should be targeted for residential building setback areas on private property through the Site Plan review process. Sodded areas may be considered as a suitable surface treatment beyond the 2.0 m (6.5 ft.) minimum wide clear sidewalk, where contiguous with privately owned and maintained lands.~~

~~Legend~~

- ~~a — Additional Sidewalk Width on Public ROW, width varies~~
- ~~b — Clear Width of Sidewalk, 2.0 m (6.5 ft.) min.~~
- ~~c — Street Tree/Furnishing Zone, 2.0 m (6.5 ft.) min. (typ.)~~
- ~~d — Splash Strip, 0.6 m (0.2 ft.) min to 0.75 m (2.4 ft.) adjacent curb~~
- ~~e — Extra Sidewalk Width accommodating Transit Shelter, 1.8m (6.0 ft.) min. and alternately Lay-By Parking, 2.6 m (8.5 ft.) min.~~
- ~~f — Bicycle Lane, 1.8 m (6.0 ft.) min is desirable, with painted lane markings~~
- ~~g — Travelled Lane, 3.35 m (10.6 ft.)~~
- ~~h — Travelled Lane, 3.25 m (10.6 ft.)~~
- ~~i — Turn Lane, varying widths~~
- ~~j — Centre Median, varying widths~~
- ~~k — Street Tree Spacing, 8.0 m to 8.4 m (26.2 ft. to 27.5 ft.) on centre optimal~~
- ~~l — Centre of tree to Property Line: Mandatory minimum 3.8 m (12.4 ft.)~~
- ~~m — Curb face to centre of tree: Mandatory minimum 1.8 m (6.0 ft.)~~
- ~~PL Property Line~~

Refer to the Clarkson GO MTSA Master Plan



West Village Gateway Streetscape



Please Note:

The existing and future locations of above and below ground utilities impact whether street trees can be planted as well as suitable species of trees, locations and techniques for planting.

At the time of preparing this document, Clarkson Village has existing above ground Hydro and Bell services, and the full details of underground utilities and services are unknown. Both these factors impact the ability and location of street trees within the redeveloped Clarkson Village streetscape.

Figure 3-31 West Village Gateway Area, Mid Block Cross Section, Proposed Streetscape

c. East Village Gateway Streetscape

When entering the East Village Gateway Character Area from the east, pedestrians and drivers alike feel the space expand. With Birchwood Park on the north side of Lakeshore Road West, and generous setbacks to residential buildings on the south, this low lying, well treed area contrasts with the Village Core Character Area directly to the west. The topography in this area adds visual interest for those passing through it.

Proposed treatments in this area involve unifying the sidewalk treatment, materials, furnishings and features with the other three Character Areas. In addition, there is also the proposed Gateway Feature at Johnson's Lane, Neighbourhood Identity Feature at Meadow Wood Road, and the single Centre Median.

The Gateway Feature at the east entrance to Clarkson Village should be sensitive to the residential and less dense character of the neighbourhood, while still heralding arrival in Clarkson Village. The use of a greater quantity of vegetation and/or vegetation found elsewhere within the East Village Gateway Character Area, and a location-appropriate scale, while echoing the architectural forms used at the West Gateway Feature and Neighbourhood Identification Features should be considered.

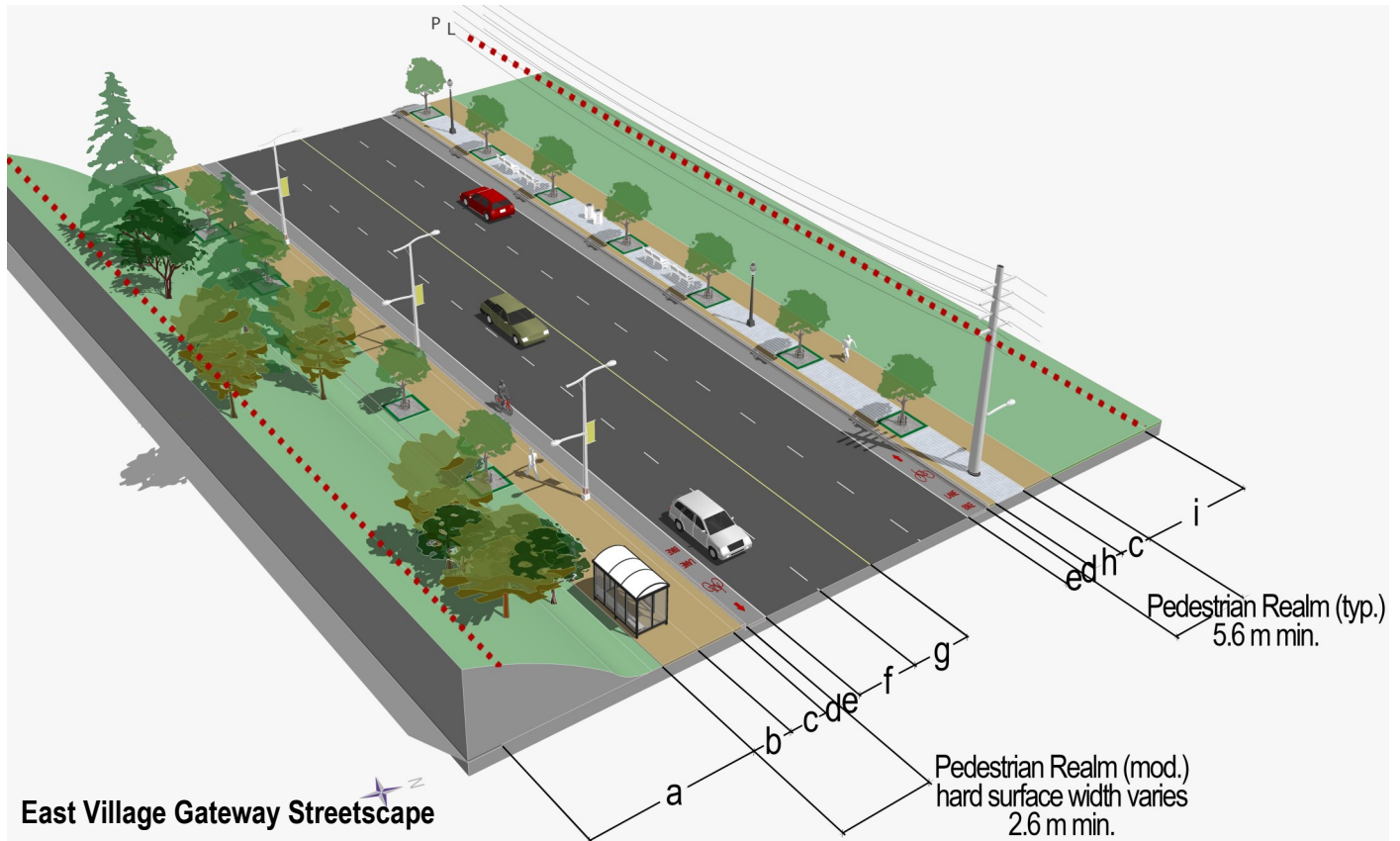
On the south side of the street, existing street trees unaffected by proposed curb relocation works are to be retained and preserved. Utility poles and overhead wires exist on both sides of Lakeshore Road West in this area, and will impact the provision of street trees. The sidewalk will generally remain in its existing location on the south boulevard, with light and utility poles in the splash strip, ensuring a 2.0 m (6.5 ft.) wide clear sidewalk zone. In the adjacent turfed Right of Way, additional street tree planting locations may be identified, continuing the standard 8.0 m to 8.4 m (26.2 ft. to 27.5 ft.) spacing. Streetscape furnishing elements are to be included in this area at strategic locations, on hard surfaced pads placed contiguous and flush with the curb.

On the north side of the street, the typical proposed pedestrian realm section is to be applied, involving the construction of a spray strip, Street Tree/Furnishing Zone, and a Sidewalk Zone. New development to the west of Birchwood Park will extend a more urban feel eastwards into this zone, and further connect the East Village Gateway to the more urban Village Core.

Additional beautification works should be arranged for residential building setback areas on private property via site plan review, and turf may be considered as a suitable surface treatment beyond the 2.0 m (6.5 ft.) minimum wide clear sidewalk, where contiguous with privately owned and maintained turf.

Legend

- a** Landscaped and naturalized ROW Boulevard, varying widths
- b** Street Tree planting in soil/turf surface; furnishing elements on hard surfaced pads contiguous and flush with Sidewalk
- c** Clear Width of Sidewalk, 2.0 m (6.5 ft.) min.
- d** Splash Strip, 0.6 m (0.2) min to 0.75 m, (2.4 ft. to 2.46 ft.) adjacent curb
- e** Bicycle Lane, 1.8 m (6.0 ft.) min is desirable, with painted lane markings
- f** Travelled Lane, 3.35 m (10.6 ft.)
- g** Travelled Lane, 3.25 m (10.6 ft.)
- h** Street Tree/Furnishing Zone, 2.0 m (6.5 ft.) min. (typ.)
- i** Landscaped and naturalized ROW Boulevard, varying widths
- PL** Property Line



Please Note:

The existing and future locations of above and below ground utilities impact whether street trees can be planted as well as suitable species of trees, locations and techniques for planting.

At the time of preparing this document, Clarkson Village has existing above ground Hydro and Bell services, and the full details of underground utilities and services are unknown. Both these factors impact the ability and location of street trees within the redeveloped Clarkson Village streetscape.

Figure 3-32 East Village Gateway Area, Mid Block Cross Section, Proposed Streetscape

3.2.3 Centre Medians



Figure 3-33 Banner programs can create colourful and seasonally changing visual interest.

Centre medians play different roles in the streetscape depending on the character of the community and intended purpose of the median. The inclusion of the proposed centre medians in Clarkson Village is utilitarian, to focus and manage vehicular movement and access.

Presently, limited existing medians in Clarkson Village provide an indication that the character of the roadway is changing and act as modest gateway features. The proposed centre medians will have a narrow width that will prevent them from providing additional pedestrian amenity beyond a possible relief from the traffic for mid-block crossings. The narrow width also limits soil volume to support vegetation in this harsh existing growing environment.



Figure 3-34 (Left) Public art in the median, (right) Grass Median/Public Art .

The proposed medians, however, create an opportunity to reflect the character of Clarkson Village, introduce public art or other aesthetic treatments, highlight community heritage, and/or assist in creating a visual brand including signage. As with the pedestrian realm streetscape and gateway features, the centre median components, vegetation and surfacing materials should be thoughtfully selected, designed and detailed, and should also be of high quality, resistant to



Figure 3-35 Accent Container planting can improve the visual impact of medians while not impeding pedestrian crossings.

vandalism, corrosion, fire, and fading, and easy to maintain and/or replace. Additionally, they should feature durable, attractive and consistent materials, forms, textures, colours and motifs, providing multi-seasonal interest, and be coordinated to reflect a unified community image. Clarkson Village's character should be reflected by the centre median; and its components and should assist in creating a visual brand for the community. Opportunities for seasonal décor and displays should be taken into consideration. For visual impact, it is important that vertical elements be incorporated.

Centre medians may present an opportunity for the use of permeable surfaces. Selected surfaces should allow easy care, minimize joint instances where weeds may root and avoid textures that may permit sediment and debris collection. Curb ramps and possibly railings at strategically selected locations, such as signalized crossings, should be considered to assist pedestrians.

Accent plantings of annuals could be incorporated in the medians in containers or hanging baskets, and maintained in conjunction with a boulevard or hanging basket program undertaken by the local business community.

Other features that could be incorporated include decorative

signage, lighting, flags, sculpture, banners and poles, paving and screens.

The selected treatment for the Clarkson Village medians should take into consideration both the up front implementation costs, contribution to the community, and ongoing maintenance demands.

The Kingsway neighbourhood in Toronto has planted medians that based on discussions with the Kingsway BIA, are consistently complimented, however are onerous and difficult to maintain. Low maintenance materials, hard surfaces or banners were suggested as an alternative approach.

Planting is specifically discouraged, however, if agreed to by the stakeholders, should be in raised planters and employ hardy ornamental grasses, perennials, shrubs as well as an irrigation, drainage and fertilizing schedule. Trees are not viable. Significant effort is required to maintain central median plantings in the Southern Ontario climate. Median plantings are typically harsh environments, subject to winds, road spray, drought if not irrigated and salt exposure. In Mississauga such plantings are in limited quantity. A formal maintenance agreement may be necessary.



Figure 3-36 Median materials and surfaces should be interesting yet low maintenance.



Figure 3-37 A centre median treatment intended to increase pedestrian safety, complete with curb ramps, signage and railings.

3.2.4 Opportunities for Public Art

Both formal and informal opportunities exist for public art in Clarkson Village. The gateway features and neighbourhood identity features, the pedestrian realm, and centre medians all present opportunities for public art. Art should invite interaction, encourage activity, and contribute to people's use of the public realm. In the case of the gateway features, neighbourhood identity features, and the medians, art can help anchor a space and focus activity. Commissioned works would be considered formal art. Less formal art could be integrated into Clarkson Village by taking everyday, utilitarian streetscape elements such as bicycle racks, or benches, and giving them a unique treatment. Motifs associated with community identity could be included. By intentionally incorporating a sense of heritage, whimsy and/or playfulness, the feeling of Clarkson Village as a special place can be emphasized.

The City of Mississauga Public Art Program was approved by city Council in July of 2010. The program contains recommendations necessary to establish a city-wide program. Public art provided in the Village shall be consistent with the Public Art Program and any policies forthcoming through the implementation phases of the Program which would occur after completion of this Study.



Figure 3-38 Artwork can visually anchor corners, plazas and act as landmarks.



Figure 3-39 Interactive and unique benches in downtown Pittsburgh.



Figure 3-40 Decorative Bracket/Hanging Basket Hook



Figure 3-41 Art can bring interest to utilitarian streetscape features.



Figure 3-42 Bicycle parking is an essential urban amenity that nurtures transit usage and active transportation choices. (Research in Motion, Airport Corporate Centre).



Figure 3-43 Whimsy and community spirit can be communicated by artistic treatments to street furnishings.



Figure 3-44 History and community origins can be reflected in decorative treatments.

3.2.5 Gateway Features

The purpose of the proposed gateway features is to signal a change in character for Lakeshore Road West, creating focus and interest. The gateway features also present an opportunity to create public amenity, identify a discernable zone for pedestrians and a welcoming community entrance, while reinforcing the unique character of Clarkson Village.

To do this, the gateway entrances need to be of high quality design and detailing, featuring durable, attractive materials, providing multi-seasonal interest, and coordinating with other Clarkson Village elements and street furnishings.

The gateway features are to be flexible in types of uses accommodated; provide opportunities for seating and everyday uses, while accommodating special event uses such as marathons or street festivals. For reasons of safety, the gateway features should not interfere with daylight triangles and site lines.

Gateway features should adhere to the design principles referenced in this report as well as the Mississauga Accessibility Design Handbook criteria. Such features should also have regard for Provincial Accessibility Standards.



Figure 3-36 Gateway features can be limited to a public Right of Way and provide a place for users to meet and interact.



Figure 3-35 Gateway features can become enduring landmarks and visual symbols of place.



Figure 3-37 Gateway feature reinforcing a community's culturally based neighbourhood identity.



Figure 3-38 Banner programs can be scaled up to include gateways, and forgotten spaces reclaimed through sculptural relief and murals.

3.2.6 Neighbourhood Features

The proposed neighbourhood identity features are to be similar to the gateway features, however, scaled down to fit appropriately within the context of the surrounding neighbourhood. Identical, similar and complimentary features, furnishings and surfaces should be selected, meeting the same criteria as, and carefully detailed, designed and selected as the gateway features.

The neighbourhood identity features shall reinforce the character of Clarkson Village and further integrate the design forms, materials and motifs into the community.

3.2.7 Sustainability

"Our Future Mississauga is a city that co-exists in harmony with its ecosystems, where natural areas are enhanced, forests and valleys are protected, the waterfront connects people to Lake Ontario, and communities are nurtured so that future generations enjoy a clean, healthy lifestyle."

Mississauga Strategic Plan 2009 (Living Green Pillar)

In response to this vision, the City has created a "Green Development Standards - Going Green in Mississauga" document to affect green practices for new development proposals. The Strategy includes green development standards, incentives, and educational approaches to assist

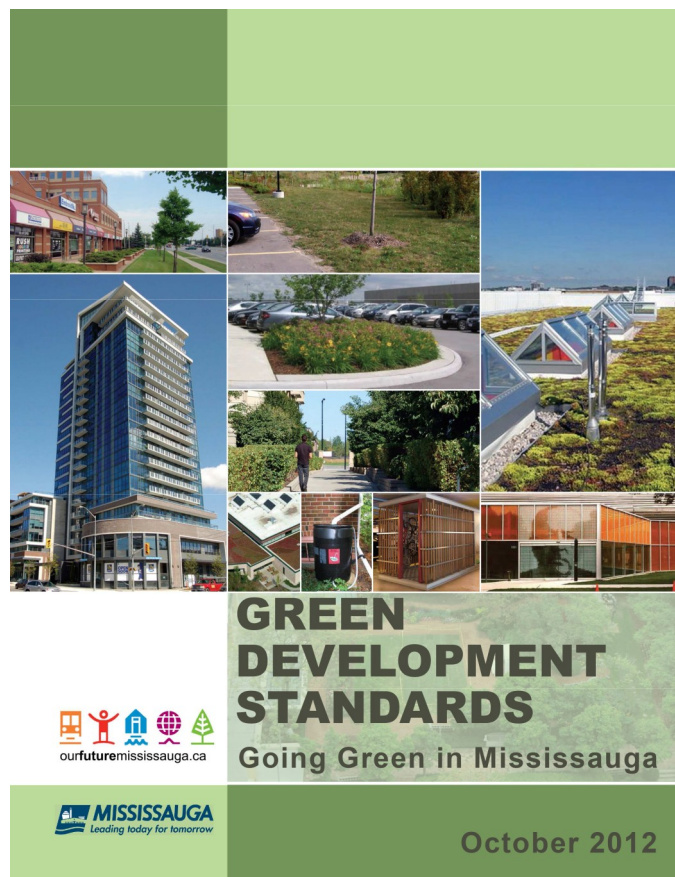


Figure 3-39 Mississauga Green Development Standards document.

the City in achieving its 'Living Green' goals. Please refer to the "Green Development Standards" document for further information.

Please refer to the City of Mississauga's "Green Development Standards - Going Green in Mississauga" at:

<http://www.mississauga.ca/portal/residents/urbandesign>

City of Mississauga

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