



NOTICE OF PASSING OF AN OFFICIAL PLAN AMENDMENT
Subsection 17(24) of the Planning Act

Date of Notice	July 2, 2026
OPA Number	MOP 2051 – OPA 8 (By-law 0111-2026)
Date Passed by Council	June 24, 2026
Last Day to Appeal	July 22, 2026
File Number	CD.21-CLA Ward 2
Applicant	City of Mississauga
Property Location	The subject lands are located in the Southdown Employment Area Character Area and portions of the Clarkson Village Growth Node and Clarkson-Lorne Park Neighbourhood Character Areas within the delineated boundaries of the Clarkson GO Protected Major Transit Station Area, as identified in Mississauga Official Plan 2051.

A decision was made on the date noted above to approve Official Plan Amendment Number 8 to the **Mississauga Official Plan** for the City of Mississauga as adopted by **By-law 0111-2026**. Council has considered the written and oral submissions from the public on this matter.

THE PURPOSE AND EFFECT of this Amendment is to amend the Clarkson Village Growth Node, Clarkson-Lorne Park Neighbourhood and Southdown Employment Area Character Area boundaries, and revise and add policies related to vision, land uses, building heights, transportation, urban design and implementation.

A copy of By-law 0111-2026 adopting this Amendment is attached.

When the decision is final

The proposed official plan amendment is exempt from approval by the Minister of Municipal Affairs and Housing. The decision of the City of Mississauga is final if a Notice of Appeal is not received on or before the last date of appeal noted above.

Pursuant to subsection 17 (36.1.4) of the *Planning Act*, there is **no appeal of policies that identify the land uses, minimum or maximum densities, or minimum or maximum heights related to buildings and structures on lands in a protected major transit station area.**

IF YOU WISH TO APPEAL, a copy of an appeal form is available from the Ontario Land Tribunal (OLT) website at <https://olt.gov.on.ca/>. An appeal may be filed using the OLT e-file service <https://olt.gov.on.ca/e-file-service/> (first-time users will need to register for a My Ontario Account) by selecting **Mississauga (City): Clerk and Secretary–Treasurer** as the Approval Authority. Alternatively, you may submit an appeal to the City Clerk in person or by registered mail/courier addressed to the City Clerk, City of Mississauga, Attention: Diana Rusnov, 300 City Centre Drive, Mississauga, ON L5B 3C1 no later than **4:30pm** on **July 22, 2026**. The filing of an appeal after 4:30pm will be deemed to have been received the next business day. If the e-file

service is down, you can submit your appeal to city.clerk@mississauga.ca . An appeal will be processed once all fees are received.

Who can file an appeal

Only the applicant, the Minister, or an owner of land affected by the planning application, a specified person or a public body who made written or oral submissions to the Council of the City of Mississauga prior to Council's decision may appeal a decision of the City of Mississauga to the Ontario Land Tribunal.

No person or public body shall be added as a party to the hearing of the appeal unless, before the official plan amendment was adopted, the person or public body made oral submissions at a public meeting or written submissions to the Council of the City of Mississauga or, in the opinion of the Ontario Land Tribunal, there are reasonable grounds to add the person or public body as a party.

The Notice of Appeal must:

1. set out the reasons for the appeal and the specific part of the proposed official plan amendment to which the appeal applies;
2. be accompanied by the fee prescribed under the *Ontario Land Tribunal Act* in the amount of \$1,100.00 per application, payable to the Minister of Finance. Payment can be made directly to the OLT if using the e-file service to file an appeal or by certified cheque or money order if filing with the City Clerk. (An appellant may [request a reduction of the filing fee](#) to \$400.00. The request for a reduction of the filing fee must be made at the time of filing the appeal. For more information and a copy of the OLT Fee Schedule go to <https://olt.gov.on.ca/appeals-process/fee-chart/>.)
3. include the processing fee prescribed under the User Fees and Charges By-law in the amount of \$338.74 per application, payable by certified cheque to the City of Mississauga. This fee must be paid directly to the City of Mississauga in person, or by mail/courier, in addition to the OLT fee (Minister of Finance).

Additional Information

A copy of the Official Plan Amendment in its entirety can be found on the City's website at www.mississauga.ca/portal/cityhall/publicnotices

Further information regarding this Amendment may be obtained from **Christian Binette** of the City Planning and Building Department at 905-615-3200 ext. **5753**.



Sacha Smith
Manager/Deputy Clerk,
Secretariat and Access & Privacy
300 City Centre Drive, Mississauga ON L5B 3C1



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0111-2026

A by-law to Adopt Mississauga Official Plan 2051 Amendment No. 8

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an official plan amendment thereto;

AND WHEREAS in accordance with the *Planning Act* and O Reg 525/97, an official plan amendment is exempt from the approval of the Minister of Municipal Affairs and Housing;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan 2051 regarding policy and mapping modifications within the Clarkson GO Protected Major Transit Station Area and the Clarkson Village Growth Node, Clarkson-Lorne Park Neighbourhood and Southdown Employment Area Character Areas;

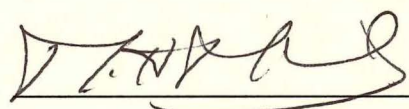
NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

The document attached hereto, constituting Amendment No. 8 to Mississauga Official Plan 2051, is hereby adopted

ENACTED and PASSED this 24th day of June, 2026.

Approved by Legal Services City Solicitor City of Mississauga

Katie Pfaff
Date: June 15, 2026
File: CD.21-CLA - MOPA 8


ACTING MAYOR


CLERK

Amendment No. 8
to
Mississauga Official Plan 2051

By-law No. 0111-2026

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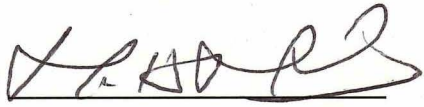
AND WHEREAS in accordance with the *Planning Act* and O Reg 525/97, an official plan amendment is exempt from the approval of the Minister of Municipal Affairs and Housing;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan 2051 regarding policy and mapping modifications within the Clarkson GO Protected Major Transit Station Area and the Clarkson Village Growth Node, Clarkson-Lorne Park Neighbourhood and Southdown Employment Area Character Areas;

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

1. The document attached hereto, constituting Amendment No. 8 to Mississauga Official Plan 2051, is hereby adopted.

ENACTED and PASSED this 24th day of June, 2026.

Signed 
ACTING MAYOR

Signed 
CLERK

Amendment No. 8
to
Mississauga Official Plan 2051

The following text and Maps "A" to "E" attached constitute Amendment No. 8.

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

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

Appendix II is a copy of the Planning and Building Department report dated September 3, 2025, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to amend the Clarkson Village Growth Node, Clarkson-Lorne Park Neighbourhood and Southdown Employment Area Character Area boundaries, and revise and add policies related to vision, land uses, building heights, transportation, urban design and implementation.

LOCATION

The subject lands are located in the Southdown Employment Area Character Area and portions of the Clarkson Village Growth Node and Clarkson-Lorne Park Neighbourhood Character Areas within the delineated boundaries of the Clarkson GO Protected Major Transit Station Area, as identified in Mississauga Official Plan 2051.

BASIS

Mississauga Official Plan 2051 came into effect on March 24, 2026, as approved with modifications by the Minister of Municipal Affairs and Housing.

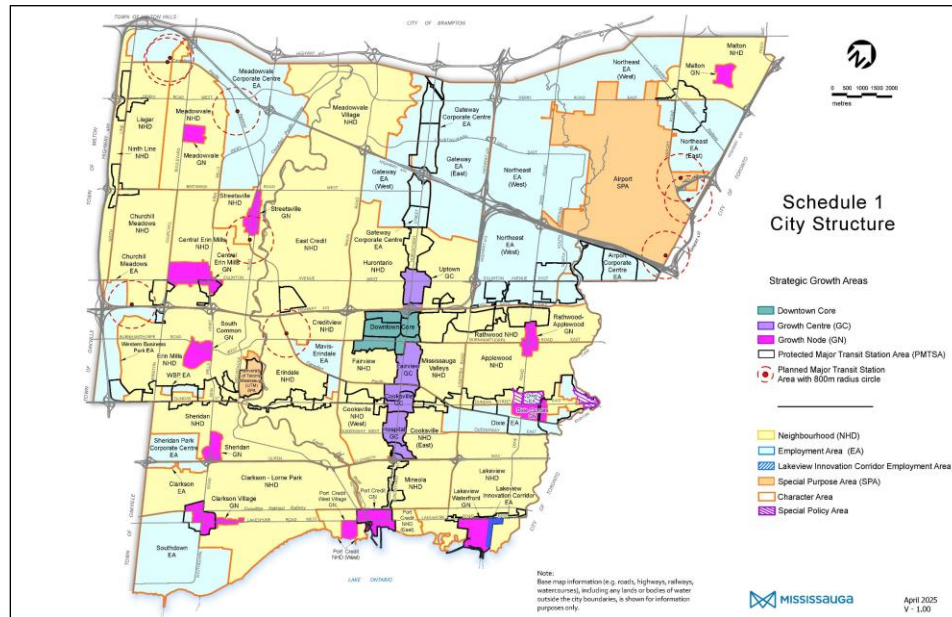
The proposed Amendment is required to accommodate and plan for growth within the Clarkson GO Protected Major Transit Station Area.

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

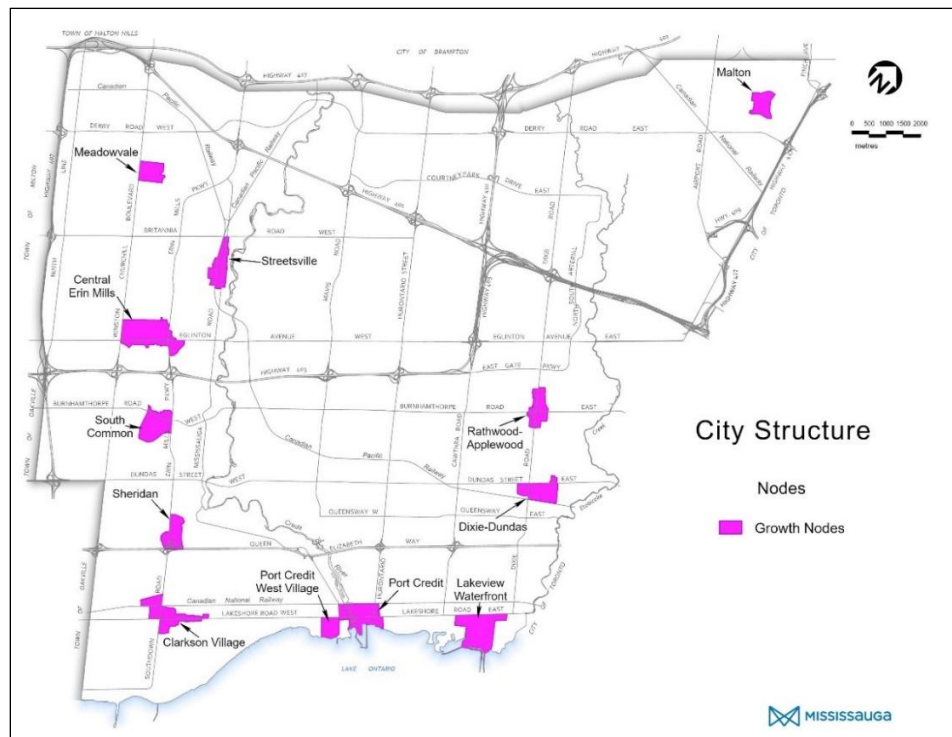
1. The proposed Amendment directs land uses and building heights in the Clarkson GO Protected Major Transit Station Area to support the provision of housing, employment opportunities and community amenities, while enabling development that can exceed mandated minimum density targets.
2. The proposed Amendment removes select lands from the Southdown Employment Area in accordance with provincial policies and guidelines, and the policies of Mississauga Official Plan 2051 to permit additional residential uses.
3. The proposed Amendment supports implementation of the vision and recommended policy framework established through the Clarkson GO Protected Major Transit Station Area planning study and contained in the Clarkson GO Major Transit Station Area Master Plan.
4. The proposed Amendment supports the achievement of a walkable, complete community with a mix of housing, retail, service commercial, office and community uses.
5. The proposed Amendment facilitates transit-supportive development with a pedestrian-oriented built form and new public streets and active transportation connections providing improved access to the Clarkson GO Station and other key community destinations.
6. The proposed Amendment plans for, protects and preserves employment areas for current and future economic uses and maintains land use compatibility between employment and sensitive uses.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 3.3, City Structure, Directing New Development, of Mississauga Official Plan 2051, is hereby amended by deleting Map 3-1: Strategic Growth Areas and replacing it with the following:



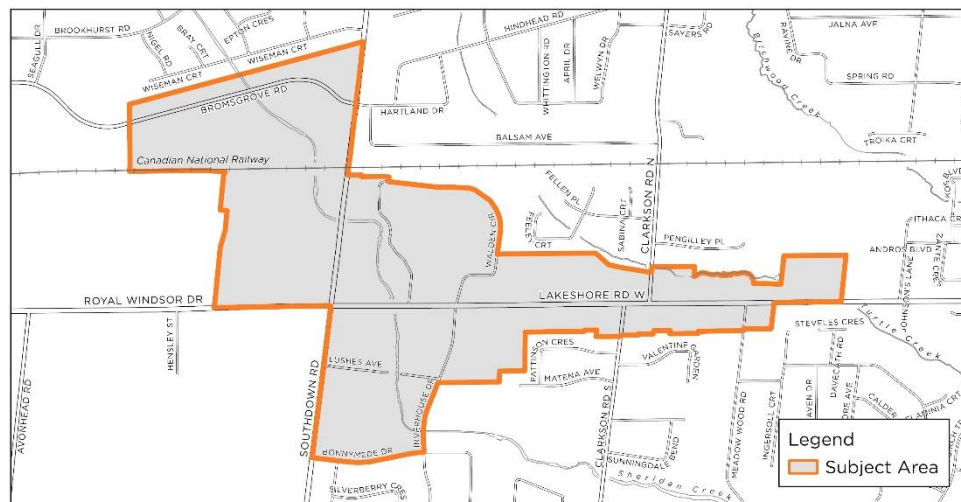
2. Section 14.1, Introduction, Growth Nodes, of Mississauga Official Plan 2051, is hereby amended by deleting Map 14-1: Growth Nodes and replacing it with the following:



3. Section 14.2.2, Clarkson Village, Growth Nodes, of Mississauga Official Plan 2051, is hereby amended by deleting the introductory paragraph and replacing it with the following:

The Clarkson Village Growth Node, located in southwest Mississauga, is comprised of the East Gateway, Historic Village, and West Gateway Precincts. It also includes a portion of the Clarkson GO **Protected Major Transit Station Area**.

4. Section 14.2.2, Clarkson Village, Growth Nodes, of Mississauga Official Plan 2051, is hereby amended by deleting Map 14-2.2: Clarkson Village Growth Node Character Area and replacing it with the following:

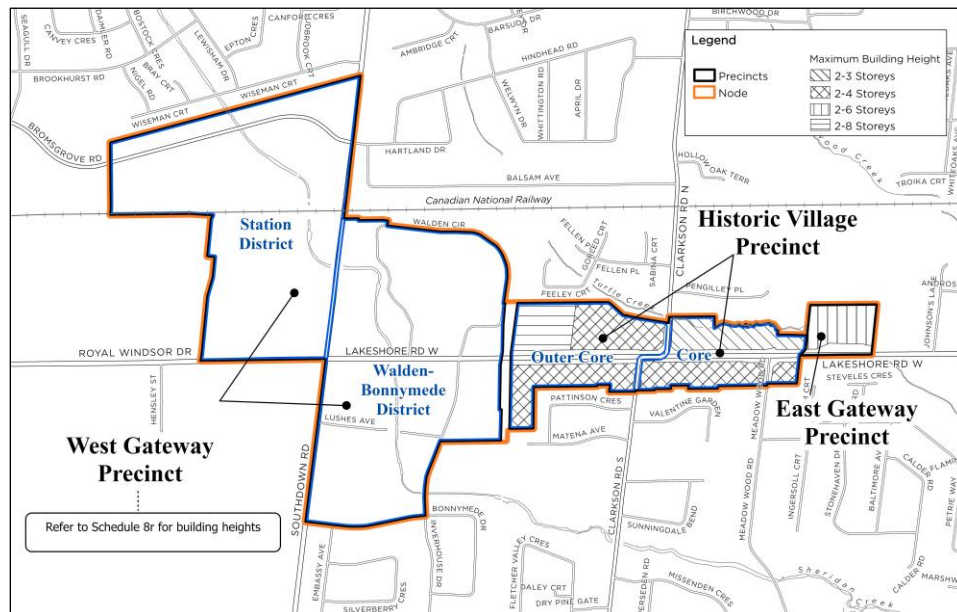


5. Section 14.2.2, Clarkson Village, Growth Nodes, of Mississauga Official Plan 2051, is hereby amended by deleting heading "14.2.2.1 Urban Design Policies" and subheading "Shared Community Vision and Focus", and replacing them with 14.2.2.1 Vision.
6. Section 14.2.2, Clarkson Village, Growth Nodes, of Mississauga Official Plan 2051, is hereby amended by adding a new section titled 14.2.2.2, General Policies before policy 14.2.2.1.2 (existing).
7. Section 14.2.2, Clarkson Village, Growth Nodes, of Mississauga Official Plan 2051, is hereby amended by adding the following after policy 14.2.2.1.2 (existing) and renumbering the subsequent policies.

14.2.2.2.2 The location, configuration and size of parks will be determined through the development application process.

8. Section 14.2.2, Clarkson Village, Growth Nodes, of Mississauga Official Plan 2051, is hereby amended by changing the Map 14-2.2.1 title to "Clarkson Village Growth Node – Precinct Areas and Maximum Building Heights" and updating references to the Map in (existing) Policies 14.2.2.1.3 and 14.2.2.1.4 accordingly.

9. Section 14.2.2, Clarkson Village, Growth Nodes, of Mississauga Official Plan 2051, is hereby amended by deleting Map 14-2.2.1: Precinct Areas-Clarkson Village Growth Node Character Area and replacing it with the following:



Map 14-2.2.1: Clarkson Village Growth Node - Precinct Areas and Maximum Building Heights

10. Section 14.2.2, Clarkson Village, Growth Nodes, of Mississauga Official Plan 2051, is hereby amended by adding a new Section titled 14.2.2.6 Urban Design and by moving (existing) Policies 14.2.2.1.6, 14.2.2.1.7 and 14.2.2.1.8 to the Urban Design Section and renumbering them accordingly.
11. Section 14.2.2, Clarkson Village, Growth Nodes, of Mississauga Official Plan 2051, is hereby amended by adding a new Section titled 14.2.2.3 Precinct Areas after policy 14.2.2.1.5 (existing) and by rearranging sections, moving and renumbering policies as follow:

14.2.2.3 Precinct Areas

East Gateway Precinct

- Moving Policy 14.2.2.1.17 to East Gateway Precinct and renumbering it to 14.2.2.3.1
- Moving Policy 14.2.2.1.18 to East Gateway Precinct and renumbering it to 14.2.2.3.2

Historic Village Precinct

- Moving Policy 14.2.2.1.5 to Historic Village Precinct and renumbering it to 14.2.2.3.3

- Moving policies 14.2.2.1.9 - 14.2.2.1.13 to Historic Village Precinct and renumbering them 14.2.2.3.4 - 14.2.2.3.8.
12. Section 14.2.2, Clarkson Village, Growth Nodes, of Mississauga Official Plan 2051, is hereby amended by renumbering Section 14.2.2.2 Land Use to 14.2.2.4 and renumbering the subsequent policies accordingly.
 13. Section 14.2.2, Clarkson Village, Growth Nodes, of Mississauga Official Plan 2051, is hereby amended by renumbering Section 14.2.2.3 Transportation, Access and Parking to 14.2.2.5 and renumbering subsequent policies.
 14. Section 14.2.2, Clarkson Village, Growth Nodes, of Mississauga Official Plan 2051, is hereby amended by deleting the text description for Figure 14.1 and replacing it with the following:

Figure 14.1 The main street along Lakeshore Road West within Clarkson Village is host to a variety of retail stores, restaurants and services. (c. *Tourism Mississauga*)
 15. Section 14.2.2, Clarkson Village, Growth Nodes, of Mississauga Official Plan 2051, is hereby amended by deleting Policies 14.2.2.1.14 to 14.2.2.1.16.
 16. Section 14.2.2, Clarkson Village, Growth Nodes, of Mississauga Official Plan 2051, is hereby amended by revising the heading "West Gateway Precinct" to "West Gateway Precinct (Station and Walden-Bonnymede Districts)" and adding the following policies to West Gateway Precinct (existing):

The West Gateway Precinct is located entirely within the Clarkson GO **Protected Major Transit Station Area** and identified on Schedule 8: **Protected Major Transit Station Areas**. It is adjacent to the Southdown Employment Area where a variety of industrial uses operate and are permitted. The introduction of new housing and other *sensitive land uses* will be balanced with maintaining the long-term economic viability of surrounding employment uses.

Vision and Guiding Principles

14.2.2.3.9 The West Gateway Precinct will transform into a vibrant, sustainable, complete and mixed-use community with an animated public realm centred around the Clarkson GO Transit Station. Living, working and playing will be supported and enhanced by new housing and employment opportunities, community facilities and a connected network of parks and open spaces that complement the natural environment.

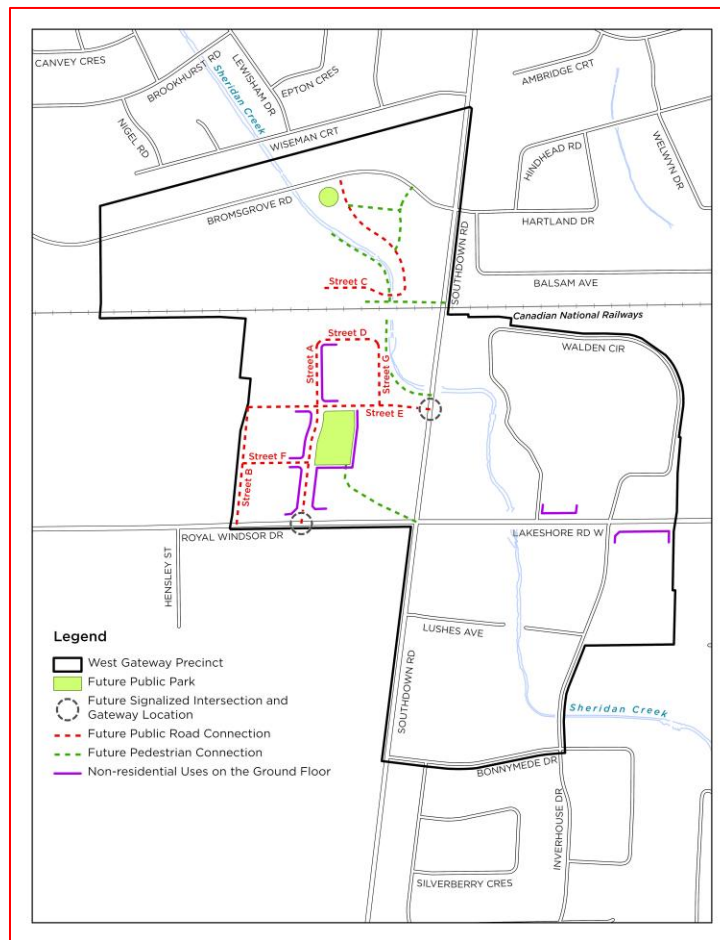
A centrally located park and a new north-south main street will serve as a focal gathering place and provide access to services and amenities. The area will develop with a transit supportive built form and improved connectivity that makes walking and cycling safer and more convenient.

14.2.2.3.10 The development of the West Gateway Precinct is based on the following key guiding principles:

1. Establish a hierarchy of well-connected and accessible parks and public

spaces to support cultural, civic and community life throughout the year.

2. Create vibrant and animated streets that support community life and all modes of transportation.
3. Develop a safe and convenient active transportation network that integrates within the existing network and provides connections to neighbourhoods, community destinations and the Clarkson GO Transit Station.
4. Promote a mix of jobs and uses, including a range of housing options and unit sizes, affordable housing and opportunities for retail, commercial, employment and community uses.
5. Protect and enhance natural features while broadening opportunities for public access, enjoyment, education and stewardship.
6. Design high-quality buildings that incorporate green building standards and best practices, and respect and complement the character of Clarkson Village. Parks, Trails and Walkways.



Map 14-2.2.2: The West Gateway Precinct will include future signalized intersections and gateways, public parks, roads, pedestrian connections and non-residential uses on the ground floor.

Parks, Trails and Walkways

14.2.2.3.11 A centrally located public park will be of sufficient size to serve as a key destination for the community and designed to:

- a. be publicly accessible and support a range of recreational and social activities with frontage on Street 'A'; and
- b. be developed as a contiguous element.

14.2.2.3.12 Future pedestrian connections will be well-designed and include naturalized features to improve the public realm and link new and existing neighbourhoods to community amenities and the Clarkson GO Transit Station.

14.2.2.3.13 An extended pedestrian trail connection along Sheridan Creek south of the rail and hydro corridors to the Nine Creeks Trail will be explored to improve pedestrian connectivity and enhance the Sheridan Creek corridor as a natural feature with consideration for:

- a. a widened, consistently paved, barrier free travel path;
- b. pedestrian seating and viewing opportunities;
- c. wayfinding or interpretive signage; and
- d. enhanced edge plantings and naturalized creek edges.

14.2.2.3.14 Sheridan Creek is an important *watershed* in Mississauga that supports a warmwater fish habitat and is connected to upland woodlands. Development adjacent to Sheridan Creek should protect and enhance the corridor as a naturalized green space using measures such as native plant materials and non-invasive species.

Transportation

14.2.2.3.15 The future public street network identified on Map 14-2.2.2 will be achieved through development. Future additions to the street network will include:

- a. Street 'A' (main street) that connects Royal Windsor Drive northerly to Street 'D';
- b. Street 'B' that connects Royal Windsor Drive northerly to Street 'E';
- c. Street 'C' that connects Bromsgrove Road to the north side of the railway;
- d. Street 'D' that connects Street 'A' easterly to Street 'G';
- e. Street 'E' that connects Street 'B' easterly to Southdown Road;
- f. Street 'F' that connects Street 'B' easterly to Street 'A' (main street); and
- g. Street 'G' that connects Street 'E' northerly to Street 'D'.

14.2.2.3.16 The exact location, configuration, design and access requirements for streets will be determined through the development application review process and in consultation with Metrolinx where applicable.

14.2.2.3.17 The existing bus transit terminal forms part of the interregional *transportation system* providing access to GO Transit service and multi-jurisdictional bus routes. To accommodate growth in ridership, a larger bus transit terminal will be required. The preferred location for an expanded bus transit terminal is north of the rail corridor and west of Southdown Road. The exact location of the bus transit terminal will be determined in consultation with Metrolinx.

14.2.2.3.18 A wider road right-of-way width of 20 m - 26 m will be required for portions of Street C that are planned to accommodate buses.

Urban Design

14.2.2.3.19 The greatest building heights will be located adjacent to the Clarkson GO Transit Station, west of Southdown Road, and north and south of the rail corridor. Heights will transition down to adjacent lower scale development and the Walden-Bonnymede District.

14.2.2.3.20 Mixed use buildings will be designed to contribute to a pedestrian oriented environment and create animated vibrant streets and public spaces.

14.2.2.3.21 Street 'A' will be developed as a walkable main street with a strong sense of place. Development will support a distinct, high quality built form, public realm, landscaping and pedestrian and cycling amenities.

14.2.2.3.22 On lands designated Mixed Use, development abutting Street 'A' and Lakeshore Road West will:

- a. create continuous at-grade retail and service commercial frontages;
- b. frame and animate streets and public spaces, with active building frontages including storefronts; and
- c. provide principal entrances directly accessible from the public sidewalk.

14.2.2.3.23 Development with retail and service commercial uses should provide a mix of unit sizes to accommodate a variety of businesses.

14.2.2.3.24 Development adjacent to the centrally located park will:

- a. have active frontages on the ground floor abutting the park;
- b. locate parking, servicing and loading away from the park boundaries; and
- c. maximize sun exposure onto the park.

14.2.2.3.25 Development should provide streetwall continuity and enclosure to the street while maximizing views onto parks and open spaces.

14.2.2.3.26 Buildings will be designed and located to incorporate a **podium** height of generally three to six storeys to achieve a pedestrian-oriented environment, create a human scale and height variation at the street level. Variations in **podium** heights and stepbacks should enrich the visual experience and provide a dynamic streetwall.

14.2.2.3.27 Symbolic gateway features will define a sense of arrival and place, in combination with public art and an enhanced public realm.

14.2.2.3.28 A landmark building located at the northwest corner of Royal Windsor Drive and Southdown Road should promote design excellence and integrate public art and signage.

Land Uses

14.2.2.3.29 Lands designated Mixed Use will:

- a. permit **major office**;
- b. permit stand-alone residential and non-residential buildings; and
- c. provide non-residential uses on the ground floor where the building is immediately adjacent to Street 'A', the centrally located public park and Lakeshore Road West, as identified on Map 14-2.2.2 and in accordance with Policy 10.2.6.4 of this Plan.

14.2.2.3.30 New *sensitive land uses* will be compatible, maintain appropriate separation distances and mitigate adverse impacts with surrounding employment uses.

14.2.2.3.31 Notwithstanding the policies of this Plan, development in the Station District proposing *sensitive land uses* with building heights greater than 25 storeys will be subject to an air quality evaluation to the satisfaction of the City.

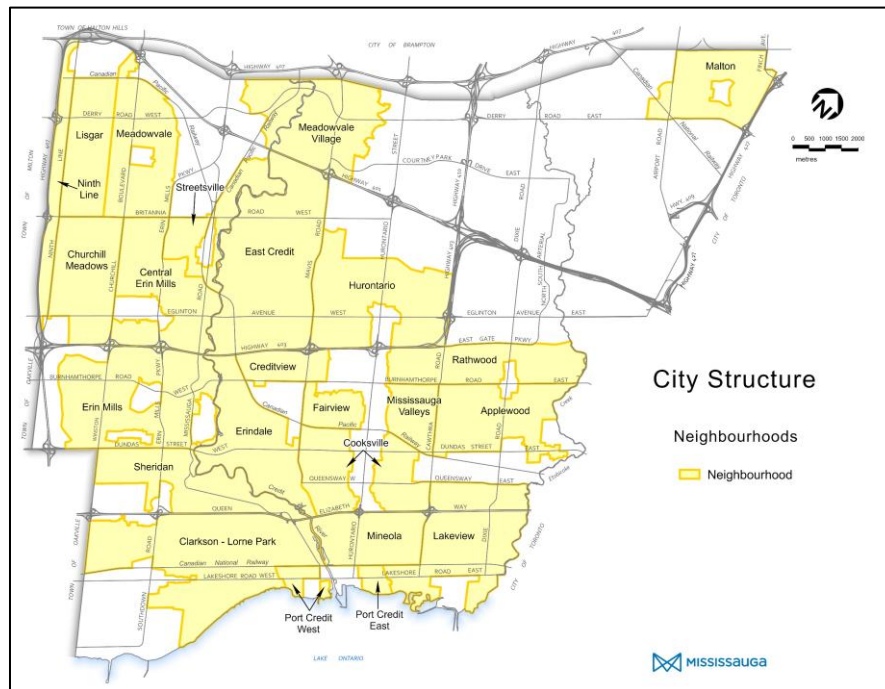
Implementation

14.2.2.3.32 Development will occur by way of a plan of subdivision, where appropriate, to determine the provision and location of proposed parkland and the detailed alignment of public streets.

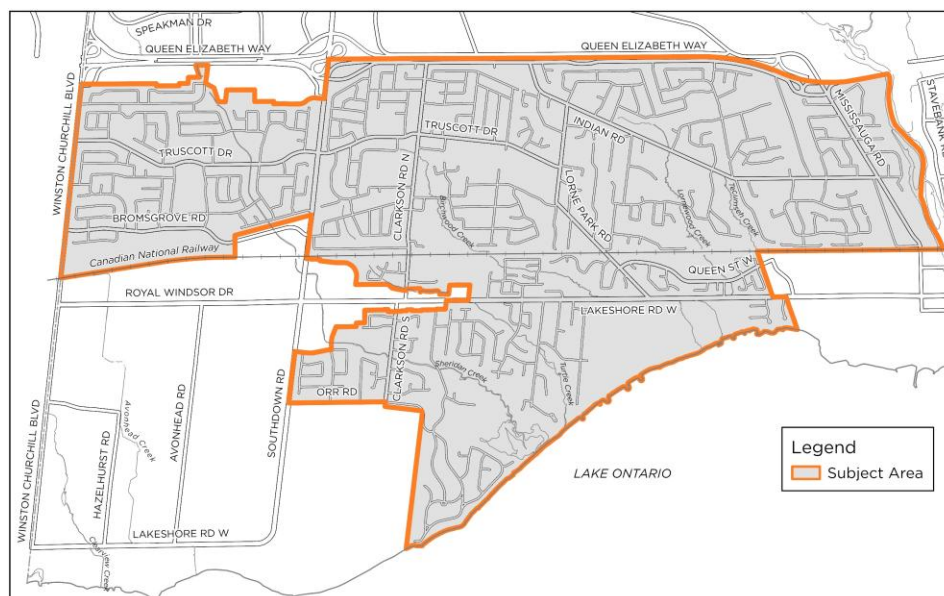
14.2.2.3.33 Development applications will include, among other items, a detailed phasing plan to ensure development occurs in a logical manner and provides for the timely delivery of *infrastructure* improvements to service growth.

14.2.2.3.34 Air quality studies, when required, will use the most technically advanced model approved by the Province.

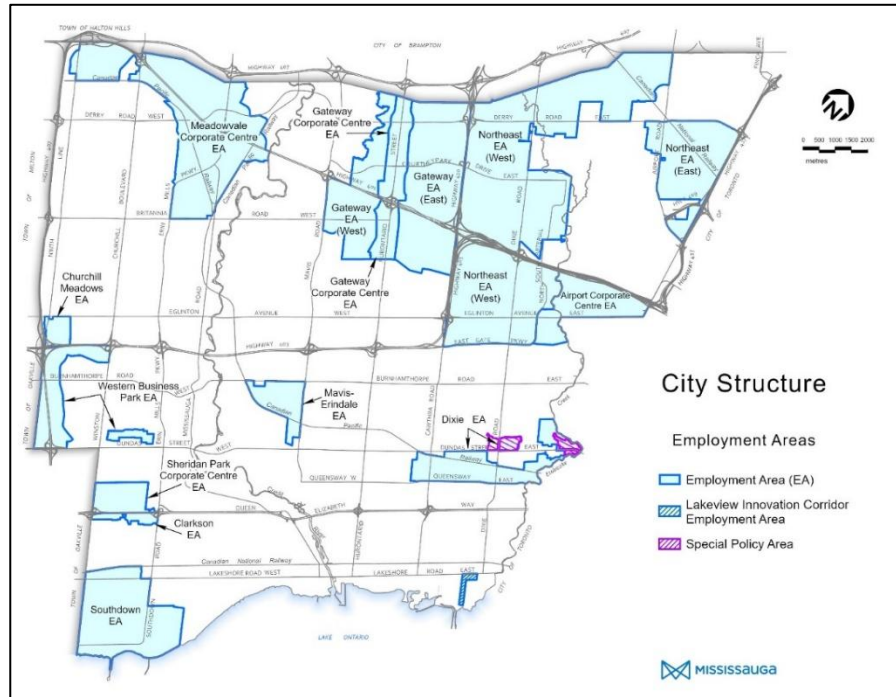
17. Section 14.2.2, Clarkson Village, Growth Nodes, of Mississauga Official Plan 2051, is hereby amended by renumbering Map 14-2.2.2: Access Management Plan-Clarkson Village Growth Node Character Area to Map 14-2.2.3.
18. Section 15.1, Introduction, Neighbourhoods, of Mississauga Official Plan 2051, is hereby amended by deleting Map 15-1: Neighbourhood Character Areas and replacing it with the following:



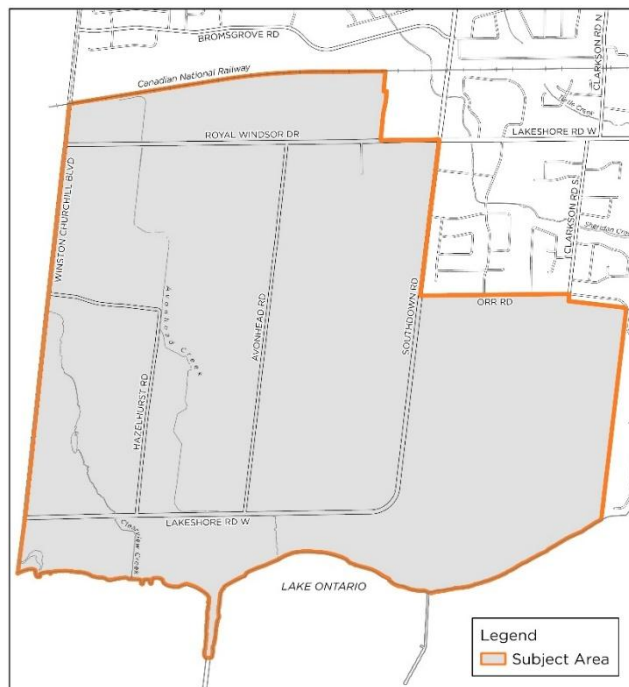
19. Section 15.3, Clarkson-Lorne Park, Neighbourhoods, of Mississauga Official Plan 2051, is hereby amended by deleting Map 15-3: Clarkson-Lorne Park Neighbourhood Character Area and replacing it with the following:



20. Section 16.1, Introduction, Employment Areas, of Mississauga Official Plan 2051, is hereby amended by deleting Map 16-1: Employment Areas and replacing it with the following:



21. Section 16.6, Southdown, Employment Areas, of Mississauga Official Plan 2051, is hereby amended by deleting Map 16-13: Southdown Employment Area and replacing it with the following:



22. Section 16.6, Southdown, Employment Areas, of Mississauga Official Plan 2051, is hereby amended by deleting Figure 16.1 and accompanying explanatory text and replacing it with the following:

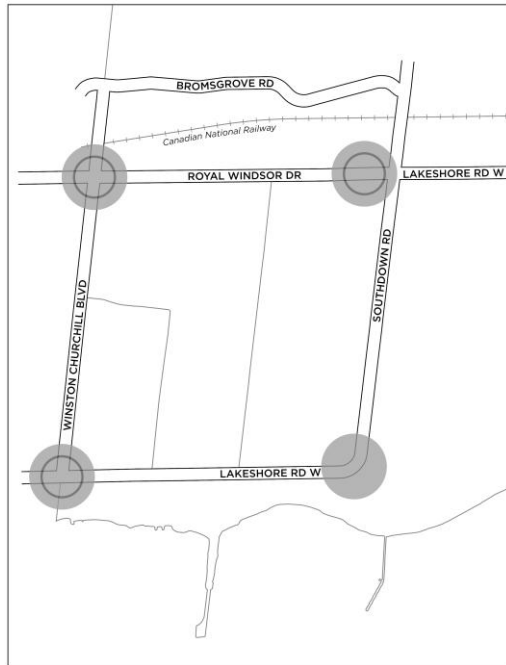


Figure 16.1. Gateway locations should have a substantial built form with landscape treatments and landmark quality architecture. (c. City of Mississauga)

23. Section 16.6, Southdown, Employment Areas, of Mississauga Official Plan 2051, is hereby amended by adding Policy 16.16.2.1 as follows and renumbering Sections 16.16.2.1 to 16.16.2.5 accordingly:

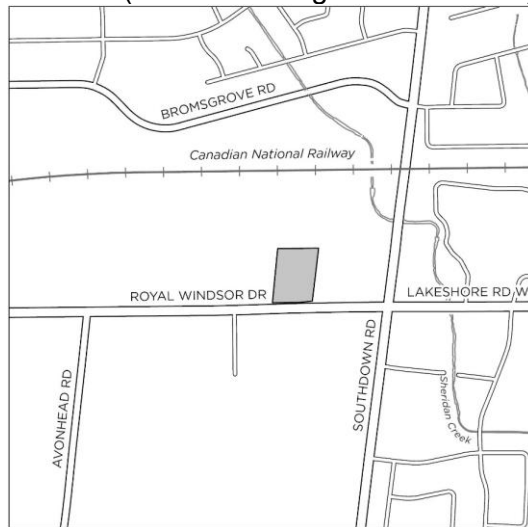
16.16.2.1 A local area review, initiated by the City, should be undertaken if there are significant changes in the mix of businesses in the Southdown Employment Area.

24. Section 16.6, Southdown, Employment Areas, of Mississauga Official Plan 2051, is hereby amended by deleting Section 16.16.2.4 Sensitive Land Uses (existing) and replacing it with the following:

Development applications proposing the removal of lands from the Southdown Employment Area to permit *sensitive land uses* will be required to submit, amongst other studies, a land use compatibility assessment and air quality study in accordance with the policies of this Plan and to the satisfaction of the City. Air quality studies will use the most technically advanced model approved by the Province.

25. Chapter 17, Index Map 12, Special Sites of MOP 2051, is hereby amended by deleting Special Site 142, in accordance with the Special Site Policies.
26. Chapter 17, Special Sites, of Mississauga Official Plan 2051, is hereby amended by deleting Special Site 142 (Clarkson Village Growth Node).
27. Chapter 17, Index Map 9, Special Sites of MOP 2051, is hereby amended by adding Special Site 196, in accordance with the Special Site Policies.
28. Section 17, Special Sites, of Mississauga Official Plan 2051, is hereby amended by adding Site 196 (Clarkson Village Growth Node) as follows:

Site 196 (Clarkson Village Growth Node)



- 17.196.1 The lands identified as Special Site 196 are located on the north side of Royal Windsor Drive, west of Southdown Road.
- 17.196.2 Notwithstanding the policies of this Plan, motor vehicle body repair facilities and motor vehicle commercial uses will be permitted.
29. Schedule 1, City Structure, of Mississauga Official Plan 2051, is hereby amended by changing the City Structure boundaries as shown on Map "A" of this Amendment.
30. Schedule 3, Long Term Street Network, of Mississauga Official Plan 2051, is hereby amended by adding Future Links as shown on Map "B" of this Amendment.
31. Schedule 5, Long Term Cycling Routes, of Mississauga Official Plan 2051, is hereby amended by adding Primary On-Road / Boulevard Routes as shown on Map "C" of this Amendment.
32. Schedule 7/7L, Land Use Designations, of Mississauga Official Plan 2051, is hereby amended by changing the land use designations of portions of the subject lands from Convenience Commercial and Motor Vehicle Commercial to Residential High-Rise, from Business Employment and Mixed Employment

to Mixed Use, and from Residential Low-Rise II to Residential Mid-Rise as shown on Map "D" of this Amendment.

33. Protected Major Transit Station Area (PMTSA) – Schedule 8r (Clarkson GO) – Building Height Schedule, of Mississauga Official Plan 2051, is hereby amended by changing the building height permissions of portions of the subject lands as shown on Map "E" of this Amendment with the following:

- from "Max 2" to "4 to 25"
- from "Max 4" to "4 to 25"
- from "Max 4" to "4 to 25"
- from "Min 2" to "4 to 25"
- from "2 to 4" to "2 to 12"
- from "2 to 9" to "2 to 12"

34. Protected Major Transit Station Area (PMTSA) – Schedule 8r (Clarkson GO) – Land Use Schedule, of Mississauga Official Plan 2051, is hereby amended by changing the land use designations of portions of the subject lands from Convenience Commercial and Motor Vehicle Commercial to Residential High-Rise, from Business Employment and Mixed Employment to Mixed Use, and from Residential Low-Rise II to Residential Mid-Rise as shown on Map "E" of this Amendment.

IMPLEMENTATION

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

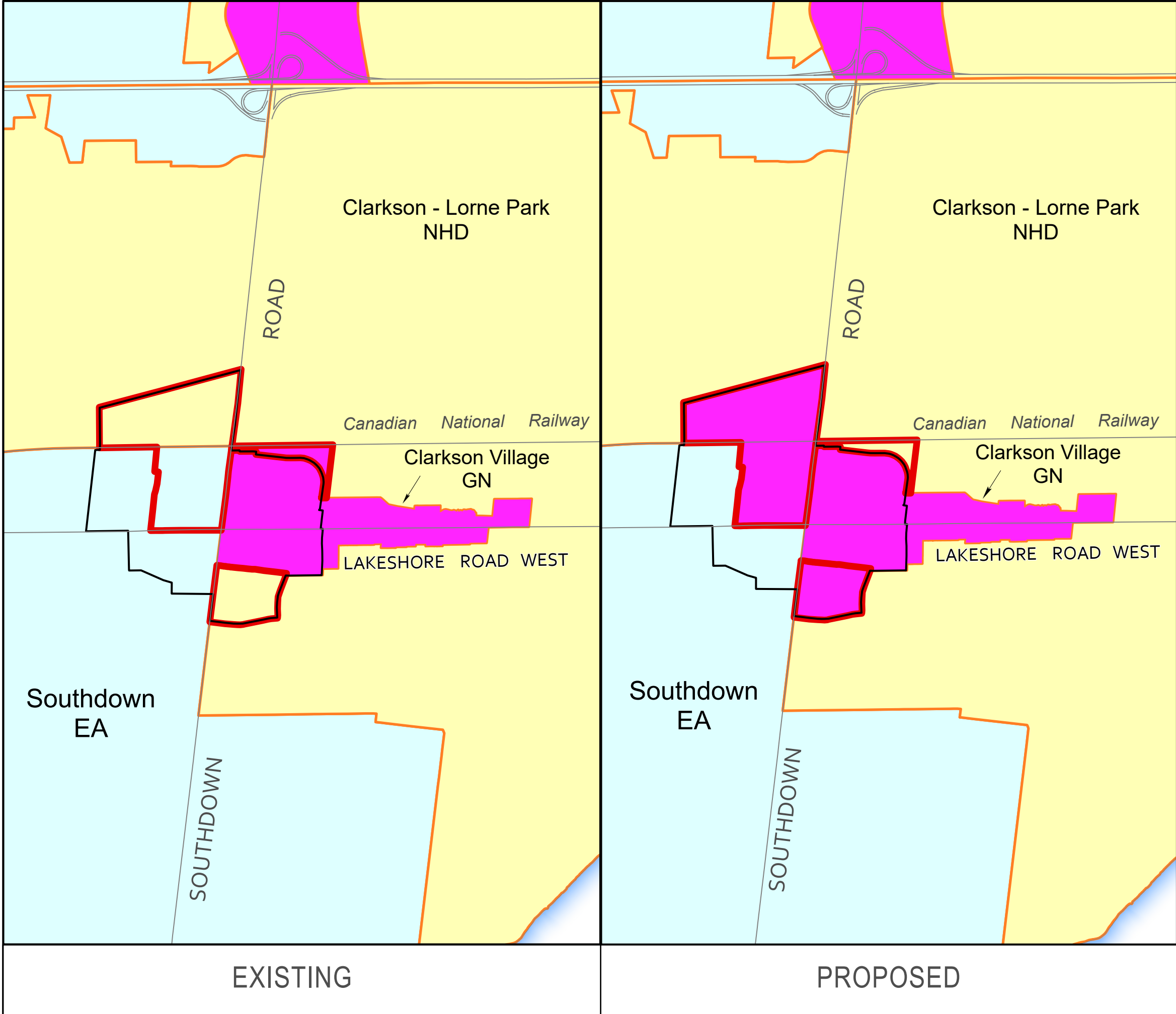
This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan 2051 dated March 24, 2026.

INTERPRETATION

The provisions of Mississauga Official Plan 2051, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

This Amendment supplements the intent and policies of Mississauga Official Plan 2051.

<http://teamsites.mississauga.ca/sites/18/MOPA/CD.21-CLA W2.MOPA8.cb.fs.docx>



Strategic Growth Areas

- Downtown Core
- Growth Centre (GC)
- Growth Node (GN)
- Protected Major Transit Station Area (PMTSA)
- Planned Major Transit Station Area with 800m radius circle

- Neighbourhood (NHD)
- Employment Area (EA)
- Lakeview Innovation Corridor Employment Area
- Special Purpose Area (SPA)
- Character Area
- Special Policy Area

AREA OF AMENDMENT

FROM:

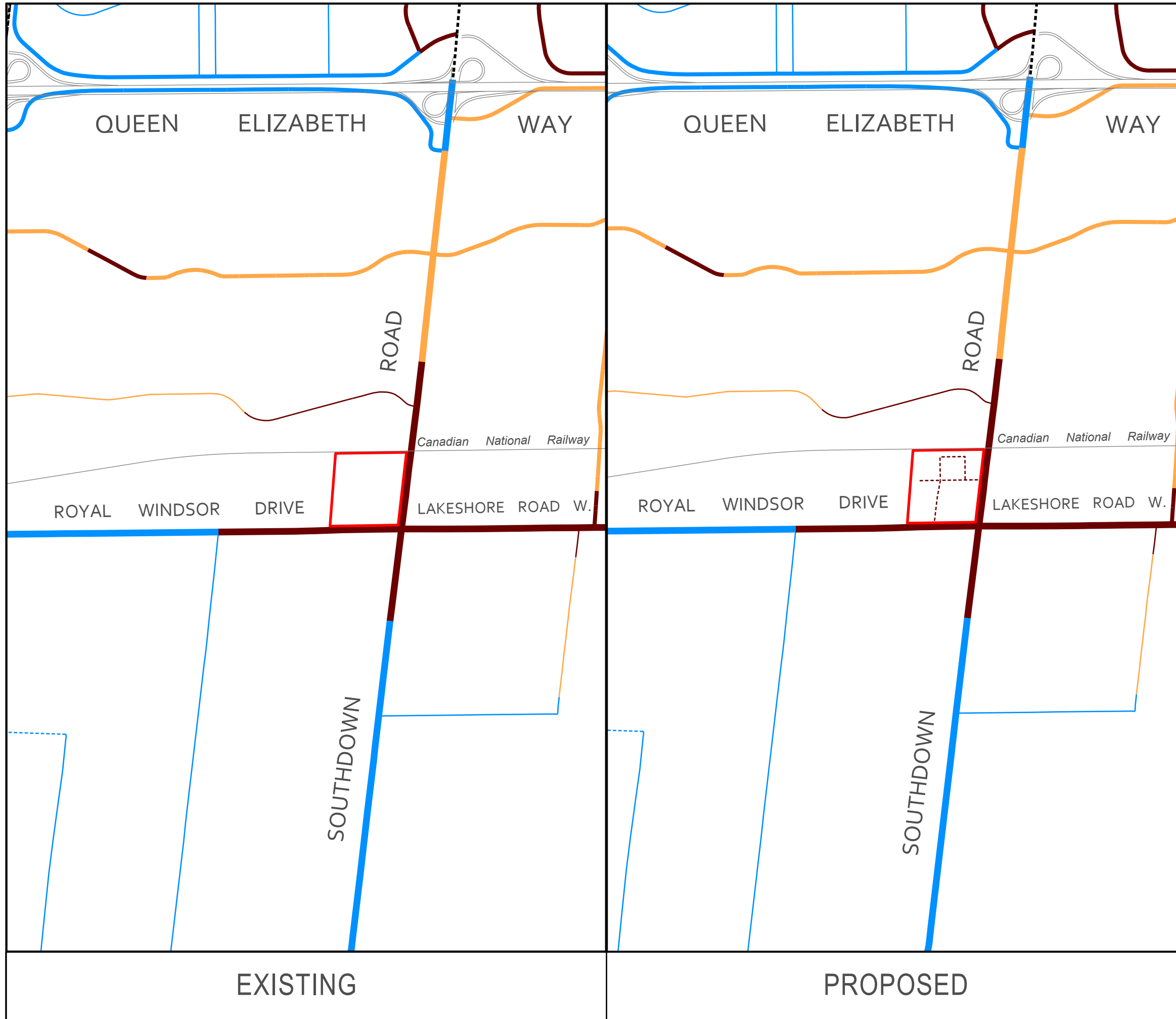
- Employment Area (EA)
- Growth Node (GN)
- Neighbourhood (NHD)

TO:

- Growth Node (GN)
- Neighbourhood (NHD)

MAP 'A'
Part of Schedule 1
City Structure
of Mississauga Official Plan
2051

MISSISSAUGA



 Municipal Boundary
 Region of Peel Arterial
 Region of Peel Scenic Route
 Proposed Highway 413 Focused Analysis Area
 Proposed Highway 413 Narrowed Area of Interest (NWGTA) Transmission Corridor Study

	Arterial	Major Collector	Minor Collector
Strategic Growth			
Neighbourhood			
Employment			
Scenic Route			
Future Link *			

* Note: Dashed line corresponds with the above location colours and type widths.

 AREA OF AMENDMENT



MAP 'B'

Part of Schedule 3

Long Term Street Network of

Mississauga Official Plan

2051







LEGEND

LAND USE DESIGNATIONS

- | | |
|--------------------------------|----------------------------------|
| Airport (AIR) | Residential Low-Rise I (LRI) |
| Business Employment (BE) | Residential Low-Rise LRII (LRII) |
| Convenience Commercial (CC) | Mixed Use (MU) |
| Downtown Core Mixed Use (DCMU) | Mixed Use Limited (MUL) |
| Downtown Mixed Use (DMU) | Motor Vehicle Commercial (MVC) |
| Mixed Employment (ME) | Office (O) |
| Greenlands (G) | Public Open Space (OS) |
| Industrial (IND) | Parkway Belt West (PBW) |
| Institutional (INST) | Private Open Space (POS) |
| Residential High-Rise (HR) | Utility (UT) |
| Residential Mid-Rise (MR) | |

STRATEGIC GROWTH AREAS

- Downtown Core
- Employment Area
- Growth Centre
- Growth Node
- Special Purpose Area

BASE MAP INFORMATION

- Natural Hazards

Area of Amendment

FROM:

- Motor Vehicle Commercial
- Convenience Commercial
- Business Employment
- Mixed Employment
- Residential Low-Rise II

TO:

- Residential High-Rise
- Mixed Use
- Residential Mid-Rise



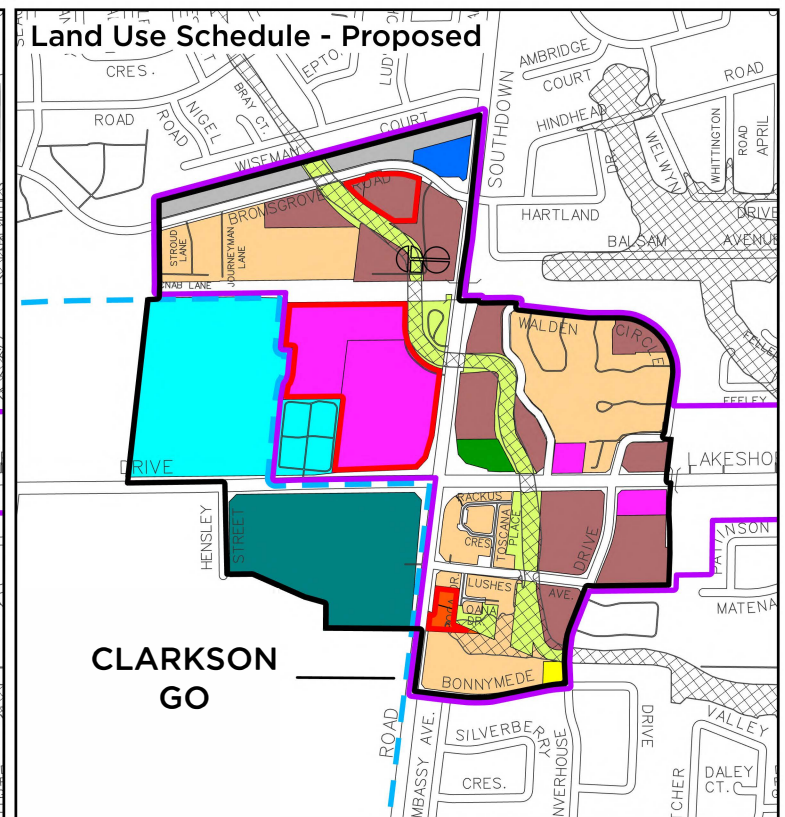
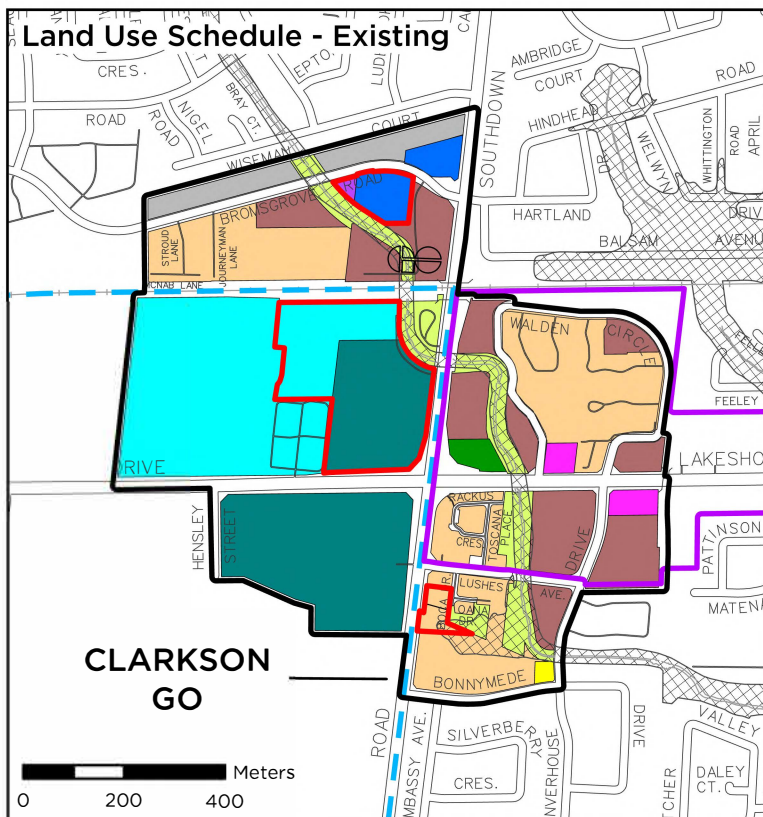
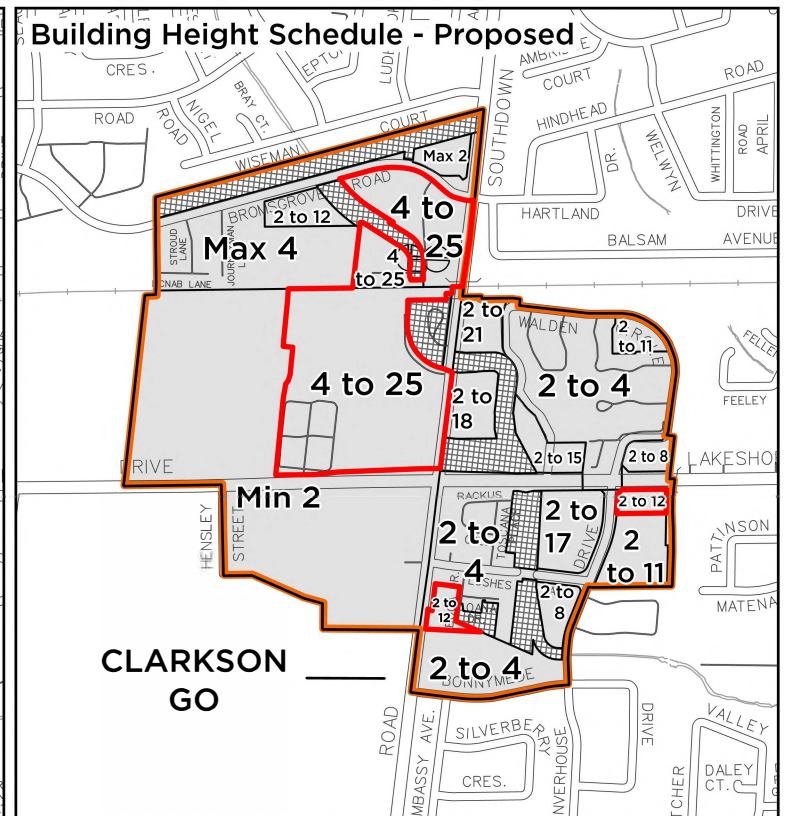
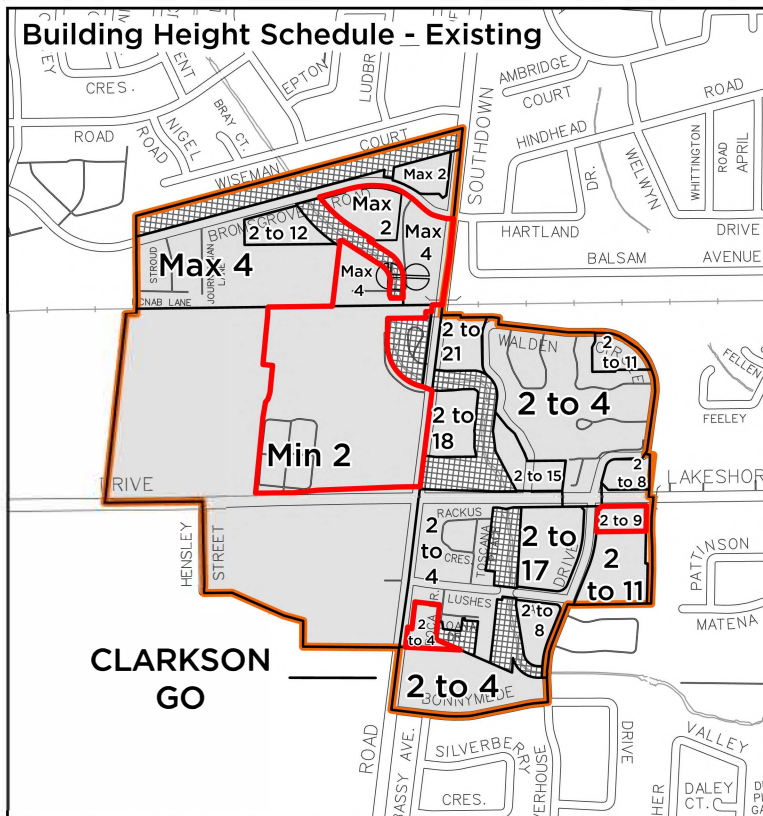
MAP 'D'
Part of Schedule 7/7L
Land Use Designations
of Mississauga Official Plan 2051



EXISTING LAND USE DESIGNATION

AMENDED LAND USE DESIGNATION

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)
SCHEDULE 8r (CLARKSON GO)



- | | | | |
|---|---|--|---|
|  PMTSA Boundary (Height Map) |  Business Employment |  Mixed Employment |  Area of Amendment |
|  PMTSA Boundary (Land Use Map) |  Convenience Commercial |  Mixed Use |  Natural Hazards |
|  Min # to Max # (In Storeys) |  Greenlands |  Motor Vehicle Commercial | |
|  Height Not Applicable |  Residential Low-Rise I |  Public Open Space | |
|  Employment Area |  Residential Low-Rise II |  Utility | |
|  Growth Node |  Residential Mid-Rise | | |
| |  Residential High-Rise | | |
- 1- Variations/ranges in building height are subject to the policies of the Local Area

MAP 'E'



Produced by Geospatial Solutions

1- Variations/ranges in building height are subject to the policies of the Local Area Plan/Character Area

APPENDIX I

PUBLIC MEETING

All property owners and residents within the City of Mississauga were invited to attend a Public Meeting of the Planning and Development Committee held on September 22, 2025 in connection with this proposed Amendment. Comments were made regarding the Clarkson GO Major Transit Station Area and Character Area boundaries, land uses, maximum building heights, land use compatibility and active development applications. Comments were addressed at the public meeting and in the corporate report titled "Clarkson GO MTSA – Policy Modifications to Mississauga Official Plan 2051" dated September 3, 2026.

City of Mississauga Corporate Report



Date: September 3, 2025 To: Chair and Members of Planning and Development Committee	Originator's file: CD.21-CLA
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Meeting date: September 22, 2025

Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 2)

Clarkson GO MTSA – Policy Modifications to Mississauga Official Plan 2051

Recommendation

That the Clarkson GO Major Transit Station Area policy modifications to the Mississauga Official Plan 2051 contained in the report titled "Clarkson GO MTSA – Policy Modifications to Mississauga Official Plan 2051" dated September 3, 2025, from the Commissioner of Planning and Building be endorsed and approved in accordance with the following:

1. That the Clarkson GO Major Transit Station policies be submitted to the Ministry of Municipal Affairs and Housing for approval as modifications to the new Mississauga Official Plan 2051.
2. That should the proposed Clarkson GO Major Transit Station Area policies not be approved as modifications to the new Mississauga Official Plan 2051, staff be directed to prepare an official plan amendment by-law for adoption by Council once the new Mississauga Official Plan 2051 is in effect and no further public meeting is required.
3. That subsequent to the September 22, 2025 public meeting, staff be directed to incorporate any necessary minor changes to the Clarkson GO Major Transit Station Area policies and no further public meeting is required.

Executive Summary

- The Clarkson GO Major Transit Station Area Master Plan (Clarkson Master Plan) was endorsed by Council on May 14, 2025. The Clarkson Master Plan establishes a vision for a walkable, transit-supportive community with access to jobs, housing, parks and

amenities. The Clarkson Master Plan recommends a policy framework to achieve this vision.

- Staff recommend Council endorse policy modifications to Mississauga Official Plan 2051 (MOP 2051) for the Clarkson GO MTSA. The policy modifications implement the vision and direction endorsed by Council on May 14, 2025, and further the goals and objectives of the Mayor's Housing Task Force by expanding residential permissions and planning for 5,000 additional homes.
- The proposed policies will help unlock new housing by expanding the Clarkson Village Growth Node, amending land use designations and increasing maximum building heights. Policies are also recommended to set a vision for future development, enhance transportation options, secure public parks and achieve a desirable urban form.
- A draft of the policy modifications was provided to the Ministry of Municipal Affairs and Housing (MMAH) and relevant agencies. MMAH staff communicated that sufficient rationale was provided for the lands recommended to be removed from the Southdown Employment Area to allow new housing. No major issues were identified.
- As part of the public engagement process, a community meeting on the policy modifications was held on June 18, 2025. Letters were also sent inviting Indigenous communities to provide feedback. In response to comments received, staff recommend adding a policy on the naturalization of Sheridan Creek, among other changes.
- Following Council endorsement, staff recommend submitting the proposed policies to the MMAH for approval as modifications to MOP 2051 – which is currently with the Province for approval. This would avoid having to duplicate planning processes as modifications to land uses, heights and densities in MTSAs require MMAH approval.
- If the proposed policies are not approved as modifications to MOP 2051, staff will bring forward an official plan amendment by-law at a future date once MOP 2051 is approved.

Background

In 2018, the City initiated a planning study for the lands surrounding the Clarkson GO Station. The purpose of the study was to identify appropriate locations to build more housing, facilitate mixed use, transit supportive development near the Clarkson GO Station, and ensure continued policy support for economic investment in the area.

The study focused on the lands within the boundaries of the Clarkson GO MTSA as delineated in the Region of Peel Official Plan. This boundary includes the Sheridan Creek, residential uses north of the railway corridor and east of Southdown Road, and commercial plazas along Royal Windsor Drive and Lakeshore Road West. The area south and west of the Clarkson GO Station is located within the Southdown Employment Area, which is home to a mix of large and small businesses that collectively employ over 6,300 people.

Since 2018, several important project milestones have been achieved (summarized in Appendix 1). On May 14, 2025, Council endorsed the Clarkson Master Plan, which establishes a vision for a walkable, transit supportive community with access to jobs, housing, parks and amenities (see Appendix 2). The Clarkson Master Plan recommends a policy framework to achieve the vision and objectives of the planning study. A list of Corporate Reports completed as part of the study is included in Appendix 3.

IMPLEMENTING THE MAYOR'S HOUSING TASK FORCE

Housing affordability and housing supply within the City of Mississauga continues to be a challenge and is a critical priority. The Mayor's Housing Task Force Report recommends as-of-right permissions as part of a larger plan to speed up development approvals and build affordable homes. Initiatives such as the Clarkson GO MTSA Study are a key component of the City's efforts to advance new housing opportunities.

INCLUSIONARY ZONING

The City of Mississauga adopted inclusionary zoning on August 10, 2022 with the by-law coming into effect on January 1, 2023. Inclusionary zoning works by requiring affordable housing units in all large development in inclusionary zoning areas. All protected MTSA's, including the Clarkson GO MTSA, are inclusionary zoning areas. The Clarkson GO MTSA has two inclusionary zoning areas with the minimum required percentage of gross floor area (set aside rate) varying for an ownership tenure building from 4% to 10% based on location. Rental tenure buildings have a set aside rate of 2% to 5%.

Comments

Staff recommend policy modifications to Mississauga Official Plan 2051 (MOP 2051) to implement the vision and direction for the Clarkson GO MTSA established by the Clarkson Master Plan. The policy modifications aim to further the goals and objectives of the Mayor's Housing Task Force by expanding residential permissions and planning for 5,000 additional homes. They are a first step to allowing for as-of-right residential and mixed use development in appropriate locations within the Clarkson GO MTSA. They will ensure that at full build out, the Clarkson GO MTSA can exceed provincial minimum density targets.

At the same time, the policy modifications aim to balance new housing opportunities with protecting economic investment and jobs in the area. The policy modifications will help grow the transportation network, secure new public parks and achieve a desirable urban form.

OVERVIEW OF MODIFICATIONS TO MISSISSAUGA OFFICIAL PLAN 2051

MOP 2051 represents the City's most current vision for the growth and development of Mississauga. Adopted by Council on April 16, 2025, MOP 2051 is an important tool for the City to deliver on its housing commitments while building communities that offer a high quality of life for residents. It is currently with the Ministry of Municipal Affairs and Housing (MMAH) for final approval. Given MOP 2051 will replace the current, in-effect Mississauga Official Plan once it is

approved by the MMAH, the proposed policies are being recommended as modifications to MOP 2051.

Staff recommend modifications to several Schedules and four Chapters of MOP 2051: #3 Directing New Development, #14 Growth Nodes, #15 Neighbourhoods, #16 Employment Areas and #17 Special Sites.

KEY POLICY MODIFICATIONS

Appendices 4 and 5 contain MOP 2051 Schedule mapping changes and a red-line version of policy modifications respectively. A summary of the modifications is provided below.

1. Expanding the Clarkson Village Growth Node

The Clarkson Village Growth Node is proposed to be expanded by including:

- 10+ hectares of land to be removed from the Southdown Employment Area for new housing; and,
- lands currently located in the Clarkson-Lorne Park Neighbourhood that fall within the Clarkson GO MTSA boundaries.

This will result in modifications to the City Structure and existing Character Area boundaries as shown on page 1 of Appendix 4.

2. Protecting Economic Investment and Jobs

Overall, the Southdown Employment Area continues to attract investment and has experienced steady employment growth over the past 10 years. This area is home to some of the heaviest industries in Mississauga that benefit from separation with sensitive uses (e.g., residential) to support operations, minimize complaints and reduce potential negative impacts to human health and safety.

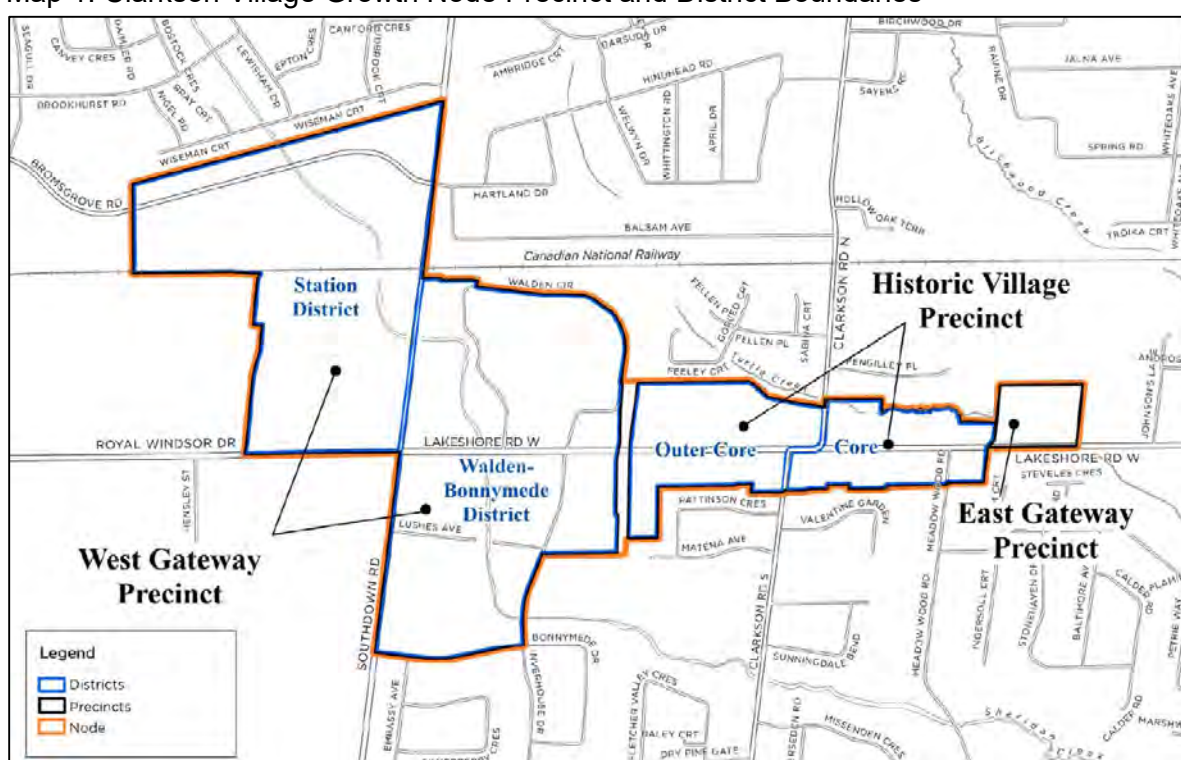
In keeping with the Clarkson Master Plan direction endorsed by Council on May 14, 2025 (see Appendix 2), the proposed expansion to the Clarkson Village Growth Node does not include lands located west of the Clarkson GO Station parking structure and south of Royal Windsor Drive. The Land Use Compatibility Assessment completed as part of the planning study noted significant compatibility issues relating to noise, odour and air quality in these locations. Heavier employment uses west of the Clarkson GO Station parking structure include a transportation facility and the City's Works Yard. The lands south of Royal Windsor Drive are located immediately adjacent to a radio transmission array and are subject to a restrictive covenant that restricts building heights to approximately two storeys (30 feet or 9.1 metres).

A policy is proposed that if the mix of businesses changes in the Southdown Employment Area, a city-led local area review should be undertaken. Staff will continue to monitor the health of the area and report back to Council if warranted.

3. Expanding the West Gateway Precinct

The current Clarkson Village Growth Node comprises three unique Precincts: the West Gateway Precinct, the Historic Village Precinct and the East Gateway Precinct. Only the West Gateway Precinct is located within the Clarkson GO MTSA. An expansion of the West Gateway Precinct is proposed to reflect the boundaries of the recommended Clarkson Village Growth Node. Within the expanded West Gateway Precinct, two Districts are proposed: the Station District and the Walden-Bonneymede District as shown in the map below.

Map 1: Clarkson Village Growth Node Precinct and District Boundaries



Station District, located west of Southdown Road, is the focus for most of the policy modifications. The policy modifications provide for mixed use development, an enhanced Sheridan Creek, new public roads, active transportation connections, and public parks to create a walkable, mixed use community. Currently, the lands within the proposed Station District comprise a mix of GO Station facilities, surface parking lots, the Sheridan Creek natural corridor, a shared MiWay, GO Transit and Oakville Transit bus loop, the Nine Creeks Trail and small businesses.

Located to the east of Southdown Road, the Walden-Bonneymede District currently comprises a mix of housing types, including townhouses and apartment buildings, mixed use commercial plazas on Lakeshore Road West and the Sheridan Creek natural corridor.

Changes to policies in this District will contribute additional opportunities for housing, including mixed use development of commercial plazas and mid-rise development of four properties located on Southdown Road.

4. Setting a Vision and Guiding Principles for the West Gateway Precinct

As part of the planning study, the community was consulted to define a vision for how the Clarkson GO MTSA should grow and develop over the coming decades. The policy modifications reflect this work and contain a vision and guiding principles to establish the overall development priorities for the West Gateway Precinct. They include: new housing and employment opportunities, a walkable main street, a connected network of parks, an enhanced, naturalized Sheridan Creek, and a transit-supportive built form with improved pedestrian and cycling infrastructure.

5. Amending Land Use Designations to Unlock More Housing

Several modifications are recommended to land use designations in MOP 2051 to unlock more housing and achieve a mixed use, complete community as shown on pages 4 and 6 of Appendix 4:

- Most of the lands south of the Lakeshore West GO Line in the Station District will be re-designated to Mixed Use. It will be home to a new walkable main street with retail, commercial and non-residential uses on the ground floor of mixed use buildings.
- A portion of lands north of the Lakeshore West GO Line owned by Metrolinx and currently designated Motor Vehicle Commercial and Convenience Commercial will be re-designated to Residential High-Rise to allow for new residential uses.
- Four properties located at 913, 923, 927 and 933 Southdown Road will be re-designated from Residential Low-Rise to Residential Mid-Rise to permit taller buildings.

6. Increasing Maximum Building Heights

Increases in maximum building heights are proposed that are informed by Mississauga's City Structure hierarchy, existing and proposed modifications to land use designations and the existing built form context as shown on page 6 of Appendix 4. The greatest building heights of up to 25 storeys will be in the Station District adjacent to the Clarkson GO Station, west of Southdown Road and north and south of the Lakeshore West GO Line. The maximum height of 25 storeys is based on the Air Quality Study that considered residential uses up to 25 storeys. Heights will transition down from 25 storeys in the Station District to adjacent low-rise development and the Walden-Bonneymede District.

MTSA policies in MOP 2051 will allow increases in maximum heights, subject to meeting criteria on the vision for the area, land uses, compatibility, urban design and infrastructure capacity. Increases in height beyond 25 storeys will require a scoped air quality study to confirm that there are no potential impacts from air pollutants beyond that height. Other site

constraints due to the presence of natural hazards, industry or context may limit development.

7. Improving Transportation Options

The proposed modifications will complete the street network and improve access to the Clarkson GO Station for pedestrians and cyclists. The enhanced transportation network is required to accommodate planned growth in the Clarkson GO MTSA. The future public street network is identified on a map shown on Map 14-2.2.2 in Appendix 5. The exact location, design and access requirements will be determined through the development approval process.

Policies will require well designed walkways and trails to improve the public realm and link new and existing neighbourhoods to community destinations (e.g., Clarkson GO Station, public parks). New cycling infrastructure is also required, including for the proposed main street.

8. Securing New Public Parks

A map identifying future public parks is recommended to ensure new public parkland is being secured through the development approvals process. The future public park network will serve a growing population, improve access to green space and provide opportunities for recreation and social activity.

A key component of the network is a centrally-located park adjacent to the proposed main street. This park will be of a sufficient size to serve as a focal gathering place for the community and designed to support a range of social and recreational activities.

Development adjacent to the centrally-located park will have active frontages with retail and service commercial uses on the ground floor of new buildings.

9. Achieving a Desirable Urban Form

MOP 2051 provides direction on the design of communities that support balancing social, economic and environmental priorities. These policies promote an urban form that supports a growing population, a variety of uses and future development.

Modifications are proposed to complement the general policies contained in MOP 2051: providing a mix of retail unit sizes to accommodate small to large businesses; locating parking, servicing and loading at the rear of buildings; incorporating podiums 3 to 6 storeys in height in tall buildings; and integrating symbolic features at select locations to define a sense of arrival and place. Urban design policies also emphasize the importance of design for the new main street with generous and attractive sidewalks and active building frontages, including storefronts.

MMAH AND AGENCY COMMENTS

A draft of the proposed policy modifications was circulated to the MMAH and external agencies for review and comment. MMAH staff noted that appropriate rationale has been provided satisfying the policies of the PPS 2024 respecting employment area conversions and planning for a mix of options to meet current and future needs. Other comments were provided by Metrolinx, the Region of Peel, School Boards, Trans Northern Pipelines Inc. and the Credit Valley Conservation. No major issues were identified with the proposed policy modifications. A list of comments and staff responses is provided in Appendix 6.

CONSISTENCY AND CONFORMITY WITH PROVINCIAL AND REGIONAL PLANS

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Planning Statement, 2024 (PPS 2024) and conform with the applicable provincial plans and Regional Official Plan. The proposed modifications to the Mississauga Official Plan 2051 are consistent with the PPS 2024. They also fulfill the requirements for an MTSA study established by the Region of Peel Official Plan (RPOP). Upon approval by MMAH, MOP 2051 will replace both the current Mississauga Official Plan and the RPOP. Appendix 7 provides an overview of consistency and conformity with applicable Provincial policies, RPOP MTSA study requirements and MOP 2051 policies.

NEXT STEPS

Following endorsement by Council, staff intend to submit the proposed policies to the MMAH for approval as modifications to MOP 2051, which is currently under review. This would avoid the need to undergo a separate planning process, including passing of an official plan amendment by-law, to implement the proposed policy modifications.

If timing does not align, staff will need to wait until MOP 2051 is approved before bringing forward an official plan amendment by-law. This by-law would still require approval from the MMAH once it is adopted by Council with a legislated review period of 120 days. MTSA policies on land uses, minimum densities and minimum and maximum building heights require approval from the MMAH.

Staff aim to pre-zone the lands within one year of final approval of the policies to streamline planning approval processes and ensure conformity with the new direction for the area.

Engagement and Consultation

The policy modifications reflect the feedback and input received from the community since the planning study was initiated in 2018. In total, 10 engagement sessions, including five community meetings, have been held. The most recent community meeting was held on June 18, 2025 to solicit input on the proposed policy modifications. Overall, participants at the meeting expressed support for the vision of a walkable, mixed use community. Letters were also sent inviting Indigenous communities to provide feedback in June 2025. To date, responses have been received from the Six Nations of the Grand River and Mississaugas of the Credit First Nation.

A list of comments received on the policy modifications and staff responses are provided in Appendix 6. A summary of comments is provided below.

1. Comments from Indigenous communities

Comments from Indigenous communities focused on protecting and enhancing Sheridan Creek, maximizing naturalized spaces in mid-block walkways, adopting Low Impact Development (LID) technologies, and prioritizing accessible and affordable housing options. The need to engage Indigenous communities through the planning process, including in the design of public spaces, was also emphasized. In response to the comments, staff recommend adding a policy on the naturalization of Sheridan Creek among other changes.

2. Comments from Industry

A major industrial operator in the Southdown Employment Area has submitted a letter requesting strengthened policies on land use compatibility and setting out requirements for development proposing sensitive land uses. MOP 2051 includes policies on land use compatibility and identification of mitigation measures. The policies place the onus for mitigation on developers.

3. Requests to expand the area allowing residential uses

Area landowners continue to request additional lands be removed from the Southdown Employment Area to allow residential uses. Staff's rationale for the conversion area was previously addressed in a corporate report dated April 9, 2025 (attached as Appendix 2). Council endorsed the direction on the recommended area to be removed, which is reflected in the proposed policy modifications. The report identified several issues with the requests. They include:

- approval of the requests would not meet provincial policies on conversion, including avoiding potential impacts on the long term economic viability of employment uses;
- the City's land use compatibility consultant, Dillon Consulting, found several potential air quality, odour and noise impacts from nearby industry;
- the ability of nearby industry to meet provincial environmental compliance obligations may be impacted; and,
- a peer review of technical studies submitted for 2157 Royal Windsor Drive identified deficiencies in the methodology and analysis and found mitigation measures were not supported by the technical findings or sufficiently justified.

4. Loss of Metrolinx parking

Several members of the public raised concerns regarding the potential loss of Metrolinx parking through redevelopment. As the landowner, Metrolinx is responsible for the provision of parking on their lands. The City no longer has the legislative authority to mandate minimum parking requirements in MTSAs. In their GO Rail Station Access Plan, Metrolinx

has identified the need for 3,280-3,870 parking spaces in 2041 for the Clarkson GO Station, some of which could be accommodated underground in new developments.

Financial Impact

There are no financial impacts resulting from the recommendations in this report.

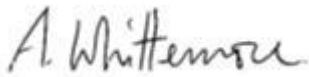
Conclusion

Staff recommend policy modifications for the Clarkson GO MTSA to implement the vision and direction established by the Clarkson Master Plan. The proposed policies will help unlock new housing by expanding the Clarkson Village Growth Node, amending land use designations and increasing maximum building heights. Policies on setting a vision, enhancing transportation options, securing new public parks and achieving a desirable urban form are also recommended. Once approved, the policy modifications will ensure that the Clarkson GO MTSA can exceed provincial minimum density targets at full build out.

Staff recommend that Council endorse the proposed policies and that they be submitted to the MMAH for approval as modifications to MOP 2051. If the proposed policies are not approved as modifications to MOP 2051, staff will bring forward an official plan amendment by-law at a future date once MOP 2051 is approved.

Attachments

- Appendix 1: Key Project Milestones
- Appendix 2: Corporate Report titled "Clarkson GO Major Transit Station Area – Update and Next Steps"
- Appendix 3: List of Corporate Reports
- Appendix 4: MOP 2051 Schedule Modifications
- Appendix 5: Red-line Clarkson GO MTSA Policy Modifications
- Appendix 6: Response to Comments
- Appendix 7: Applicable Policy Analysis



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Christian Binette, Planner

Key Project Milestones

Milestones	Date
Five community meetings and five Planning and Development Committee reports/meetings to present study findings and recommendations.	2018 to 2025
Land Use Compatibility Assessment completed confirming the presence of heavier industry in the area and the need to further evaluate air quality before residential uses are permitted.	January 2020
Council approves Official Plan Amendment 117 requiring an air quality study before sensitive uses can be introduced in the Southdown Employment Area.	December 9, 2020
Province approves Region of Peel Official Plan identifying Clarkson GO MTSA boundaries and a minimum density target of 150 people plus jobs/ha (PPJ/ha).	November 4, 2022
Council endorses findings of an Air Quality Study and Human Health Assessment evaluating sensitive uses up to 25 storeys for 2077-2105 Royal Windsor Drive. Findings do not preclude the introduction of residential uses on the subject lands.	May 31, 2023
Council endorses the Clarkson Master Plan and directs staff to prepare official plan policies.	May 14, 2025

City of Mississauga Corporate Report



Date: April 9, 2025 To: Chair and Members of Planning and Development Committee From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Originator's file: CD.21-CLA Meeting date: April 28, 2025
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Subject

RECOMMENDATION REPORT (WARD 2)

Clarkson GO Major Transit Station Area – Update and Next Steps

Recommendation

1. That the Clarkson GO Major Transit Station Area – Master Plan contained in the report titled “Clarkson GO Major Transit Station Area – Master Plan” dated November 20, 2024, from the Commissioner of Planning and Building, be endorsed in principle.
2. That the recommended policy direction contained in the report titled “Clarkson GO Major Transit Station Area – Update and Next Steps” dated April 9, 2025, from the Commissioner of Planning and Building, be endorsed.
3. That staff be directed to prepare Official Plan policies for the Clarkson GO MTSA addressing land uses, transportation, community services and parkland, and urban design.
4. That staff monitor changes to the Southdown Employment Area, and potential impacts to the Clarkson GO MTSA, and provide an update if warranted.

Executive Summary

- The Clarkson GO Major Transit Station Area Master Plan (Clarkson Master Plan) was recommended by staff for endorsement at the December 9, 2024 Planning and Development Committee (PDC) meeting. Council referred the item to staff to review comments that were received and report back at a future meeting.
- The Clarkson Master Plan aims to strike a balance between building homes and protecting jobs and investment in the Southdown Employment Area. Full build out of the

Plan achieves this objective by planning for at least 5,000 additional homes and exceeding provincial minimum density requirements.

- In response to comments received at the December 9, 2024 PDC meeting, several policy modifications and recommendations are proposed. They include:
 - initiating a city-led local area review if significant changes occur in the mix of businesses in the Southdown Employment Area;
 - monitoring the health of the Southdown Employment Area and reporting back to PDC if warranted;
 - changing land use and height permissions for 913, 923 and 927 Southdown Road to permit a mid rise building; and
 - requiring new air quality studies to use the most technically advanced model approved by the Province.
- Requests were made for additional conversions. They are not recommended for approval. The sites would not meet the Province's recommended separation distance to nearby industry. Land use compatibility studies have identified significant noise, vibration and air quality impacts from industry. Recent economic indicators also show that the Southdown Employment Area is healthy and continues to grow.
- Industry have advised that they have no plans to re-locate from the area. Given the global economic climate, residential encroachment was seen as an additional burden that adds to the current economic uncertainty.
- Re-locating the Clarkson Works Yard is also not recommended. The City has plans to invest \$3 to \$4 million in its 2025-2027 Capital budget, and there are financial and logistical hurdles associated with re-locating the Works Yard.
- Staff intend to bring forward draft official plan policies following endorsement of the Clarkson Master Plan. A community meeting on the draft policies is expected in late Spring 2025. Official plan policies for the Clarkson GO MTSA will require provincial approval.

Background

In 2018, the City of Mississauga initiated the Clarkson GO Major Transit Station Area (MTSA) Study for lands surrounding the Clarkson GO Station. A portion of these lands are within the Southdown Employment Area, a historic industrial area of Mississauga home to large and small businesses employing 6,300 people. Many of these businesses benefit from separation with sensitive uses (e.g. residential) to support operations, minimize complaints and reduce potential deleterious impacts to human health and safety. With existing all-day, two-way service on the Lakeshore West GO Line and plans to improve service, the need to update official plan policies was identified. A key objective of the Study was to identify opportunities for more housing in

appropriate locations near the Clarkson GO Station including in the Southdown Employment Area.

Since 2018, several Study milestones have been completed:

- Approval of the Clarkson GO MTSA boundaries by the Province
- Four community engagement meetings
- Transportation and infrastructure capacity assessments
- Land use compatibility studies
- Council endorsement of air quality findings
- Completion of the Clarkson Master Plan

RECOMMENDED CLARKSON MTSA MASTER PLAN

The Clarkson Master Plan is the culmination of community engagement, analysis of existing conditions, creation of development concepts and testing of those concepts with the community. It outlines a vision and set of guiding principles for the Clarkson GO MTSA, proposes urban design standards and recommends policy modifications to implement the vision. It also aims to strike a balance between building more homes and protecting jobs and economic investment in the area.

Full build out of the Clarkson Master Plan is conservatively estimated to accommodate a total of 15,200 people and 2,400 jobs with a density of 215 PPJ/ha. This would exceed provincial minimum density requirements of 150 PPJ/ha for the Clarkson GO MTSA. The Master Plan estimates that an additional 5,000 residential units could be built as a result of the proposed land use changes.

Comments

City staff recommended endorsement of the Clarkson Master Plan at the PDC meeting held on December 9, 2024 (See report in Appendix 2). Council referred the Clarkson Master Plan to staff to review comments that were received and report back at a future meeting. This report provides commentary on key issues that were raised at the PDC meeting and recommended direction for policies.

KEY ISSUES AND RECOMMENDATIONS

The following offers an overview of key issues and staff's response, including recommended policy direction.

1. Additional requests for conversion

The Clarkson Master Plan identifies the lands to be removed from the Southdown Employment Area to build more housing – a process that is called an “employment area conversion” or “conversion”. Several deputations were made requesting additional lands be converted to allow for residential, mixed use development, and that the lands be

re-designated to Mixed Use Limited. This designation would allow residential uses subject to a land use compatibility analysis.

In total, four conversion requests were made. The sites are shown on a map attached as Appendix 1. A Land Use Compatibility Study, Air Quality Study and Noise Study were submitted in support of one of the four sites located at 2157 Royal Windsor Drive.

The following offers an overview of the City's approach to identifying lands for housing and staff's evaluation of the four conversion requests.

(a) Establishing a Vision

As part of the initial planning phases for the Clarkson GO MTSA Study, a vision was established for the area that emphasized a mix of uses and the development of a transit-supportive community. The achievement of this vision relies on securing a balance of people and jobs. Today, the Clarkson GO MTSA is home to both people and jobs. It has a mix of industrial and commercial uses west of Southdown Road and south of the Lakeshore West GO Line, and residential and commercial uses east of Southdown Road and north of the Lakeshore West GO Line.

(b) Identifying additional lands for housing

An evaluation was undertaken as part of the Study to identify opportunities to build more homes in the Clarkson GO MTSA. The evaluation included a land use compatibility assessment, public engagement with landowners, residents and businesses, and site visits. Based on this evaluation, the Study identified ~10 hectares of land that can be converted to build housing while preserving employment lands for jobs and industry as part of a mixed use community. With this change, the Clarkson GO MTSA would exceed provincial minimum density requirements without the need for additional lands to be converted.

(c) Evaluating the four conversion requests

Following the December 9, 2024 PDC meeting, an evaluation of the four conversion requests was completed, including a peer review of Studies submitted for 2157 Royal Windsor Drive. Staff also engaged nearby industry. They advised that industry is experiencing increased uncertainty given the current global economic environment. Pressure from residential encroachment was seen as an additional burden that contributes to this uncertainty.

At this time, approval of the conversion requests is not recommended. However, staff propose adding a policy that would commit the City to undertaking a local area review should significant changes occur in the mix of businesses.

Staff's evaluation identified the following issues with the conversion requests:

- i. the City's land use compatibility consultant, Dillon Consulting, found several potential air quality, odour and noise impacts from nearby industry;
- ii. approval of residential uses in these additional locations would not meet provincial guidance for recommended separation distances between residential and heavy industry;
- iii. industry contribute jobs, provide a stable tax base, and complement and support other employment uses in the area;
- iv. the ability of nearby industry to meet provincial environmental compliance obligations may be impacted;
- v. many industries in the Southdown Employment Area have special operating approvals and expensive capital requirements and cannot easily locate elsewhere. No major industry has communicated any plans to move, and Enbridge has recently announced plans that will help solidify their long-term operations in the area; and
- vi. a peer review of the Studies completed for 2157 Royal Windsor Drive found:
 - o deficiencies in the analysis that prevented the Peer Reviewer from supporting the findings;
 - o that not all heavier industries were properly assessed; and,
 - o that the proposed mitigation measures are not supported by the technical findings or have not been sufficiently justified.

The Mixed Use Limited designation is also not recommended. This designation allows the introduction of residential uses without an amendment to the Official Plan – subject to a land use compatibility assessment. The land use compatibility assessment undertaken as part of this Study does not support the conversion requests.

- ***Add a policy in the Official Plan that a local area review should be initiated by the City if there are significant changes in the mix of businesses in the Southdown Employment Area, including revising the boundary of the Clarkson MTSA if warranted.***
- ***The conversion requests and land use designation change are not recommended.***

2. Re-locating the Clarkson Works Yard

Two of the four properties requesting conversion are located within the provincially recommended separation distance (70 metres, 230 feet) of the Clarkson Works Yard. The City's land use compatibility consultant found significant potential air quality and noise impacts from operations at the Clarkson Works Yard. This is due to vehicular and equipment movements, fuel dispensing and storage, and onsite activities than can operate 24/7.

The potential of re-locating the Clarkson Works Yard was suggested to allow for the expansion of residential uses. Currently, the Clarkson Works Yard is one of four such

facilities owned by the City and is used by Transportation and Works to provide services for the majority of south Mississauga. During inclement weather, the Clarkson Works Yard is used 24/7 with snow clearing potentially occurring over several days. This may result in visual impacts to neighbouring properties from large snow stockpiles. Leaf collection occurs in the fall and during peak periods operations extend into the evening hours. In the summer, Community Services also uses the Clarkson Works Yard for parks maintenance.

There are several logistical and financial considerations to re-locating a Works Yard of this size. Prior to re-locating the Clarkson Works Yard, an alternative site would need to be found that is operations-ready (i.e., the use is permitted in the Official Plan and Zoning By-law, and the facilities are constructed). An alternative site would also need to be in an appropriate location to service the catchment area and of a comparable size to accommodate both transportation and park related uses.

The cost of re-locating a Works Yard would be substantial. Staff conservatively estimate the cost to be between \$70 and \$100 million. This estimate accounts for land costs and the cost of constructing new buildings and facilities. Additional costs may also be incurred for environmental cleanup (e.g. soil remediation). It is noted that the City has allocated \$3 to \$4 million in its 2025-2027 Capital Budget to improve the existing Clarkson Works Yard.

- ***Re-locating the Clarkson Works Yard is not recommended due to investments that have been approved in the City's Capital Budget for the site, and significant logistical and financial hurdles.***

3. Economic Health of Southdown Employment Area

Questions were raised regarding the economic health of the Southdown Employment Area. In response, the City has completed an economic analysis of the Southdown Employment Area using data from the City's 2024 Employment Survey and CoStar Group.

In 2024, the Southdown Employment Area was home to 298 businesses employing 6,300 people. Southdown Employment Area has a higher share of manufacturing, wholesale and transportation and warehousing activity than the city-wide average. Notable employers include:

- Johson Electric (formerly Stackpole International), which specializes in powder metal and fluid power solutions for the automotive sector and is a key contributor to Mississauga's automotive parts manufacturing cluster;
- Large industrial facilities such as CHR Canada (Ashgrove Cement), which manufactures cement, and Petro Canada Lubricants, which manufactures lubricants and is one of the world's largest base oil refineries;
- Corporate offices for the Independent Electricity Systems Operator (IESO) and Nestle Purina PetCare Canada; and,

- Transportation and distribution/warehousing companies such as Musket Transport and Amazon.

Overall, the Southdown Employment Area has experienced steady employment growth and a buildup of its industrial inventory over the past 10 years. Between 2014 and 2024, employment grew by 14.6% and six new industrial facilities were built adding over 1.4 million square feet of new industrial inventory. This represents a 57.7% increase in the total industrial inventory present in the area, far exceeding the 9.5% growth experienced in this category across Mississauga. New companies such as the Amazon Distribution Centre (880 Avonhead Road) continue to open and be attracted to the area.

- ***Monitor the health of the Southdown Employment Area and provide an update to PDC if warranted.***

4. Increase height permissions for 913, 923 and 927 Southdown Road

A deputation was made requesting a change in land use and height permissions for the properties located at 913, 923 and 927 Southdown Road to allow for a mid rise building. Current Official Plan policies allow for intensification of the properties, including low rise apartments up to 4 storeys in height. Adjacent properties contain detached houses, townhouses, low rise apartments and natural hazard lands.

Given the surrounding policy and built form context, staff recommend policy changes to allow a mid-rise building on the properties. The Official Plan has urban design policies that will help ensure an appropriate transition to surrounding properties.

- ***The Official Plan land use designation and height permissions for the subject lands should be revised to allow for a mid rise building.***

5. Industry concerns with technical models used in an air quality study

Industry representatives continue to express concerns with the type of dispersion models used for the Clarkson Air Quality Study (AERMOD, SCREEN 3 and SDM) that have been confirmed to be acceptable by provincial staff. Industry indicated that they use a more advanced model (i.e., CALPUFF) for their environmental compliance approvals and have requested that future air quality studies in the Clarkson GO MTSA use the same model.

- ***New policies are recommended requiring future air quality studies in the Clarkson GO MTSA and Southdown Employment Area use the most technically advanced model acceptable to the Ministry of the Environment, Conservation and Parks.***

NEXT STEPS

Following endorsement of the Clarkson Master Plan, staff will prepare Official Plan policies for the area. Policy changes to land uses in the Clarkson GO MTSA require provincial approval. The Province has a significant review period (90 days) before a municipality can hold a statutory public meeting on land use policy changes in MTSA's.

Staff will share draft policies with the Province at the earliest opportunity and plan to request they be implemented through the new Official Plan. Following circulation of the draft policies with the Province, a community meeting on the draft policies is targeted for late Spring 2025. A statutory public meeting will then be held to adopt the policies in Fall 2025. The final policies will be submitted to the Province for final approval.

Financial Impact

There are no financial impacts resulting from the recommendations in this report.

Conclusion

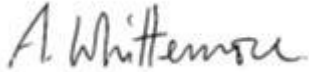
The Clarkson Master Plan sets out a vision and policy recommendations to achieve a mixed use, transit supportive community in the Clarkson GO MTSA. It identifies land to be converted to build more homes while protecting investment and jobs in the area. It also recommends land use and building height changes that would allow the Clarkson GO MTSA to exceed provincial minimum density requirements.

Staff had recommended endorsement of the Clarkson Master Plan at the December 9, 2024 PDC meeting. The item was referred to staff to address issues that were raised. Following an evaluation of the issues, staff recommend several modifications. Specifically, it is recommended that the City commit to monitoring changes in the mix of businesses in the Southdown Employment Area and that a new local area review be initiated if such changes occur.

Attachments

Appendix 1: Clarkson GO MTSA Map

Appendix 2: Corporate Report titled "Clarkson GO Major Transit Station Area – Master Plan"
dated November 20, 2024



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Christian Binette, Planner



Legend

- Clarkson MTSA Boundary
- Clarkson GO Station
- Clarkson Works Yard
- Southdown Employment Area
- Lands to be Removed from Employment Area

- Conversion Requests**
- 1 - 2175 Royal Windsor Drive
 - 2 - 2157 Royal Windsor Drive
 - 3 - Clarkson Crossing Shopping Mall
 - 4 - Lands within 800 m buffer of Clarkson GO Station

- Increased Height Request**
- 913, 923 & 927 Southdown Road



Produced by
Geospatial Solutions

City of Mississauga

Corporate Report



Date: November 20, 2024

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Originator's file:
CD.21-CLA

Meeting date:
December 9, 2024

Subject

RECOMMENDATION REPORT (WARD 2)

Clarkson GO Major Transit Station Area – Master Plan

Recommendation

1. That the Clarkson GO Major Transit Station Area – Master Plan contained in Appendix 5 of the report titled “Clarkson GO Major Transit Station Area – Master Plan” dated November 20, 2024, from the Commissioner of Planning and Building, be endorsed.
2. That staff be directed to prepare Official Plan policies for the Clarkson GO MTSA addressing land uses, transportation, community services and parkland, and urban design.

Executive Summary

- The Clarkson GO Major Transit Station Area (MTSA) is well served by higher order transit on the Lakeshore West GO Line. It also contains a significant portion of lands within the Southdown Employment Area, which is home to long standing industries that support Mississauga's economy. Provincial planning policies require municipalities to plan for population and employment growth and intensification in MTSA's.
- Action 2 of the “Growing Mississauga Housing Action Plan” commits the City to undertake employment land conversion studies, including at the Clarkson GO MTSA, to capitalize on new opportunities to build homes and deliver complete communities.
- In 2018, the City of Mississauga initiated the Clarkson GO MTSA Study to plan for new residential uses in the area. Through the initial phases of the Study, the need to consider air quality impacts from nearby industry was identified.
- In March 2023, an evaluation of air quality focused on a proposed development at 2077-2015 Royal Windsor Drive (Slate Asset Management) was completed that supported the removal of select lands from the Southdown Employment Area. In May 2023, staff

presented the findings to Council and were directed to complete the master plan for the Clarkson GO MTSA.

- The Clarkson GO Major Transit Station Area – Master Plan (Clarkson Master Plan) aims to boost housing supply while maintaining the viability and stability of the Southdown Employment Area. It is the outcome of extensive community engagement, analysis of existing context, as well as background and technical assessments of infrastructure capacity and transportation and land use compatibility impacts.
- Key recommendations from the Clarkson Master Plan include:
 - a vision and set of guiding principles to help shape future development;
 - removing select lands from the Southdown Employment Area to facilitate residential, mixed use development;
 - changes in land use permissions to support a broader mix of uses;
 - new and expanded public streets;
 - a new animated, vibrant Main Street;
 - an enhanced trail and pedestrian network;
 - a centrally located park to serve as a focal point for the community; and,
 - urban design standards to achieve a walkable, transit-supportive built form.
- Staff intend to bring forward draft official plan policies following endorsement of the Clarkson Master Plan. A community meeting on the draft policies is expected in early 2025. Official plan policies for the Clarkson GO MTSA will require provincial approval.

Background

The Clarkson GO MTSA is well served by higher order transit with all-day, two-way GO train service along the Lakeshore West Line. Provincial planning policies require MTSA's served by the GO Transit rail network to plan for a minimum density of 150 people plus jobs combined per hectare (PPJ/ha).

At the same time, a significant portion of the Clarkson GO MTSA is located within the Southdown Employment Area where residential and other sensitive uses are not permitted. Southdown is a well-established, stable employment area that is home to long-standing industries including a Petro Canada refinery and the Ash Grove Mississauga Cement Plant. Employment Areas help provide a stable tax base, access to jobs and land supply for industrial uses that are generally not compatible with residential and other sensitive uses.

Mississauga is committed to addressing housing supply challenges by ensuring its land use planning regime encourages construction of new housing units. Mississauga Official Plan (MOP) policies in effect today enable the development of 254,000 new residential units which well surpasses the Provincial housing target of 120,000 units.

Mississauga's Housing Plan (Growing Mississauga Housing Action Plan), is the City's roadmap to boost housing supply, improve affordability, streamline approvals and work with government partners to deliver housing-related infrastructure. Specifically, action 2 states that the City will undertake employment land conversion studies to discover new opportunities to add residential units, including at the Clarkson GO MTSA.

This report recommends approval of a master plan that provides for the building of more homes, while maintaining the integrity and viability of the broader Southdown Employment Area. An excerpt from the Clarkson Master Plan showing the boundaries of the Clarkson GO MTSA and Southdown Employment Area is contained in Appendix 1.

INITIATING THE CLARKSON GO MTSA STUDY

The City of Mississauga initiated the Clarkson GO MTSA Study in 2018. The City retained The Planning Partnership (TPP) as the lead consulting firm to undertake a planning analysis, with sub-consultants HDR and Dillon providing transportation and land use compatibility expertise, respectively. Since then, several key project milestones have been completed. These include considering possible redevelopment opportunities, conducting four community meetings, drafting of vision and guiding principles, evaluating land use compatibility and transportation impacts, and completing all necessary technical background studies.

An MTSA boundary delineation exercise was also undertaken as part of the Study in partnership with the Region of Peel. In 2022, the Region's MTSA boundaries and minimum density targets were approved by the Province, including for the Clarkson GO MTSA. The Clarkson Master Plan is the latest project deliverable of the Study and identifies how additional population and employment growth can be accommodated.

EVALUATING AIR QUALITY IN THE CLARKSON GO MTSA

A land use compatibility analysis completed in January 2020, along with community and stakeholder feedback, identified the need for further evaluation of air quality. Previous studies by the Ministry of the Environment, Conservation and Parks had concluded air quality around the Clarkson GO Station was compromised, but current air quality data was lacking.

Work on the Clarkson Master Plan was paused while the following steps were undertaken to address air quality concerns:

- October 2020: Council adopted an Amendment to Mississauga Official Plan (MOPA 117) requiring a completed air quality study before sensitive uses can be considered in Southdown.
- February 2023: WSP Canada Inc. completed an evaluation of air quality at 2077-2105 Royal Windsor Drive on behalf of the owners of the lands – Slate Asset Management (Slate). Slate has submitted a development application proposing sensitive uses on the lands. WSP found that pollution levels are largely due to transportation activities;

commonly experienced in similar urban environments in the Greater Toronto Area (GTA); and not sufficiently elevated to prohibit residential development.

- March 2023: Dillon Consulting, an engineering firm retained by the City, completed a peer review that confirmed the overall air quality findings of WSP Canada Inc.

Staff presented the air quality findings to Council and were directed to resume work on the Clarkson Master Plan in May 2023. This included identifying areas for new residential uses.

Comments

City staff recommend Council endorse the Clarkson Master Plan to help shape growth in the Clarkson GO MTSA. The Clarkson Master Plan is the culmination of significant community engagement, analysis of existing conditions, creation of development concepts and testing of those concepts with the community. It outlines a vision and set of guiding principles for the Clarkson GO MTSA, proposes urban design standards and recommends policy modifications to implement the vision.

The Clarkson Master Plan aims to:

- boost housing supply as part of a mixed use, complete community;
- increase the number of potential transit users within walking distance of the Clarkson GO Station;
- improve transportation connections, particularly for pedestrians and cyclists; and
- maintain the viability and integrity of employment lands that are in short supply.

Full build out of the Clarkson Master Plan is conservatively estimated to accommodate a total of 15,200 people and 2,400 jobs with a density of 215 PPJ/ha, which exceeds the minimum density requirement of 150 PPJ/ha for the Clarkson GO MTSA. The Clarkson Master Plan estimates that an additional 5,000 residential units could be built as a result of proposed land use changes.

KEY COMPONENTS OF THE CLARKSON MASTER PLAN

Key components of the Clarkson Master Plan include: a Concept Plan identifying land uses, parks, opens space, trails, streets and blocks; a Building Height Plan; and a Demonstration Plan illustrating a potential development scenario. Excerpts of these plans are attached as Appendices 2, 3 and 4. A complete copy of the Clarkson Master Plan is contained in Appendix 5. An overview of key directions from the Clarkson Master Plan is provided below.

1. Define a vision for future development in the Clarkson GO MTSA

Through the Clarkson GO MTSA Study engagement process, the community helped define a vision for the Clarkson GO MTSA – shown below in italicized text. The vision emphasizes the importance of achieving a mixed use, complete community with a vibrant public realm and a

connected transportation network. It is supported by six guiding principles which are intended to provide overall direction for future development.

The Clarkson Major Transit Station Area will transform into a vibrant, sustainable, complete and mixed-use community where a diversity of buildings and an animated/vibrant and connected public realm offers pedestrians, cyclists, transit users and drivers different ways to access, navigate and experience the area and direct themselves towards the Clarkson GO Transit Station.

Living, working and playing will be supported and enhanced by a range of housing forms, employment opportunities, community facilities and a connected network of parks and open spaces that complements the natural environment.

2. Remove select lands from the Southdown Employment Area

Current Official Plan policies identify portions of the Clarkson GO MTSA west of Southdown Road and south of the Lakeshore West GO Line as part of the Southdown Employment Area. The Clarkson Master Plan recommends removing select lands from the Southdown Employment Area to allow for residential and other sensitive uses. These lands are located closest to the Clarkson GO Station and were determined to have the fewest land use compatibility issues. They generally extend to the western edge of the Clarkson GO Station parking facility and are located north of Royal Windsor Drive, and are shown in Appendix 2.

Lands that are not recommended for removal include those located west of the Clarkson GO Station parking facility where heavier employment uses such as a municipal works yard and transportation facility are present. The portion of the Clarkson GO MTSA south of Royal Windsor Drive (i.e., Clarkson Crossing shopping plaza) is also not recommended for removal due to land use compatibility concerns with an adjacent radio transmission antenna array and closer proximity to the Ash Grove Mississauga cement plant and other heavy industrial uses. Should the makeup of businesses change in Southdown, a further review of the Employment Area boundaries may be warranted.

3. Plan for a complete community with a mix of uses

MOP identifies the portion of the Clarkson GO MTSA east of Southdown Road as part of the Clarkson Village Community Node Character Area (Clarkson Village). Clarkson Village already exhibits many of the desirable characteristics of a complete community, including a range of housing options, mixed use development along Lakeshore Road West, and a strong sense of place and community identity.

The Clarkson Master Plan recommends changes to land use designations and Character Area boundaries. These include extending the Clarkson Village Community Node to encompass the lands being removed from the Southdown Employment Area as well as the area located within the Clarkson-Lorne Neighbourhood (see Appendix 2).

The Clarkson Master Plan also identifies sub-Areas that collectively are intended to achieve the vision for a mixed use, complete community (see Appendix 2 for a map showing sub-Areas):

- The Mixed Use Area will accommodate a mix of uses to support residential development and a transit-supportive built form. Mixed use buildings will contain non-residential uses such as office, service commercial and retail in addition to residential uses. In key locations, development will be required to provide active, ground floor non-residential uses with front doors and storefronts facing onto public streets and parks.
- The Residential Area provides further opportunities for growth and intensification, particularly north of the Lakeshore West GO Line where Metrolinx has surface parking. A range of residential building types will be permitted, including townhouse, mid-rise and high rise buildings. While not required, non-residential uses will be permitted to provide more opportunity for retail, services and amenities.
- The Employment Area will continue to permit uses that have been established including office, retail, municipal works yard and transportation facility. This Area will help minimize the potential for land use compatibility conflicts by separating heavier employment uses from sensitive uses in the Mixed Use and Residential Areas. It will also continue to contribute to the mix of jobs that are located within walking distance of the Clarkson GO Station.

4. Increase maximum building heights

The Clarkson GO MTSA Study considered public feedback, the City's City Structure hierarchy and the existing context to develop recommended minimum and maximum building heights as shown in Appendix 3. A range of building heights are proposed with the tallest buildings up to 25 storeys generally located north and south of the Clarkson GO Station. A transition to lower building heights is recommended east of Southdown Road where a mix of low rise and high rise buildings exist.

MOP MTSA policies currently under appeal would allow increases in maximum heights, subject to meeting criteria on the vision for the area, land uses, compatibility, urban design and infrastructure capacity. West of Southdown Road and south of the Lakeshore West GO Line, the maximum height is also based on the air quality study that considered sensitive uses with heights up to 25 storeys. Increases in height beyond 25 storeys would require a scoped air quality addendum to confirm that there are no potential impacts from nearby air pollutants beyond that height. Other site constraints such as the presence of natural hazards, industry or limited vehicular access may limit development heights.

5. Complete the transportation and park network

The Clarkson Master Plan recommends an enhanced transportation network with improved access to the Clarkson GO Station, and safe, accessible pedestrian and cycling infrastructure. The enhanced transportation network will help accommodate planned growth in the Clarkson

GO MTSA. Proposed new streets, and pedestrian and trail connections, are shown in the demonstration plan attached as Appendix 4.

A new north-south Main Street is a key component of the enhanced transportation network and connects Royal Windsor Drive and the Clarkson GO Station. It is envisioned as a walkable and cycling-friendly street with a vibrant mix of shops, services and amenities, separated cycling facilities, and generous, attractive sidewalks.

The Clarkson Master Plan also identifies the general location of new parks to serve a growing population, improve access to green space, and provide opportunities for recreation and social activity. Specifically, a centrally located community park will serve as a focus for the community and anchor the new Main Street. To fulfill this function, the park will have public frontage on Main Street, be of sufficient size to accommodate population growth, and be designed as a connected, contiguous park that is able to serve as the main open space feature for the community. Development adjacent to the centrally located park will have active frontages with retail and service commercial uses on the ground floor.

6. Plan for a walkable, transit-supportive built form

The Clarkson Master Plan recommends urban design standards to further guide and direct development at the development application review stage. In general, the intent is to set appropriate and desirable standards for development that achieves a walkable, transit-supportive built form. While many of the standards provide for minimum requirements that are often expressed as specific numbers, flexibility and innovation may result in exceptions where the overall goal of a walkable, transit-supportive built form is upheld.

The standards provide direction on: the appropriate orientation and placement of buildings and building features such as entrances, vehicular access, and parking; minimum separation distances between towers; podium heights (the portion of a building that forms the base or foot of a structure); transition in building heights; minimizing shadows; and landscaping.

TESTING INFRASTRUCTURE AND SERVICING CAPACITY

As part of the Clarkson GO MTSA Study, a review of infrastructure and servicing capacity was undertaken. The results are summarized below.

Transportation

HDR was retained to conduct a transportation assessment of the final Clarkson Master Plan. Transportation modeling indicated that the proposed street network and arterial road system are generally expected to accommodate future traffic demands. Key intersections may warrant adjustments to signalization in the future to improve operations and ease vehicular entry into the block located at the northwest corner of Royal Windsor Drive and Southdown Road.

Engineering Services

Analysis of water and wastewater capacity revealed constraints with the full build-out of the Clarkson GO MTSA. The Region of Peel is currently undertaking servicing master plans that will help determine the timing and delivery of watermain and sanitary sewer improvements needed to accommodate forecasted growth.

Public and Community Services

The Peel District School Board and Dufferin-Peel Catholic District School Board indicated sufficient school capacity is available nearby. Additional park space will be required to accommodate growth.

NEXT STEPS

Following endorsement of the Clarkson Master Plan, staff will prepare Official Plan policies to implement key policy directions. A community meeting on the draft policies is expected in the first quarter of 2025.

Policy changes to land uses in the Clarkson GO MTSA require provincial approval. The Province has a significant review period (90 days) before a municipality can hold a statutory public meeting on land use policy changes in MTSA's. Staff will share draft policies with the Province at the earliest opportunity and plans to have them implemented through the Official Plan Review process currently underway to prepare a new Official Plan for Mississauga. If timing does not align with the Official Plan Review process, approval of the Clarkson GO MTSA policies may need to go through a separate process with the Province.

Staff will work to implement non-policy directions through additional planning tools including updating the Lakeshore Road West Clarkson Village Urban Design Guidelines.

Engagement and Consultation

The Clarkson Master Plan reflects the feedback received through multiple engagement activities undertaken with the community since 2018. A total of four community meetings were held to develop a vision and set of guiding principles, test development scenarios, present Study findings and finalize a concept plan. The consulting team and staff also met with key stakeholders, including landowners, nearby industry, Metrolinx, the Ministry of the Environment, Conservation and Parks, and Peel Public Health to receive feedback on draft directions of the Clarkson Master Plan.

COMMENTS RECEIVED FROM THE FINAL COMMUNITY MEETING

Staff hosted a community meeting to receive feedback on the draft master plan on November 22, 2023 that included proposed directions on vision, public realm, land uses, mobility and parkland. Approximately 110 participants were in attendance. Overall, participants expressed support for the master plan and the vision for a walkable, transit-supportive community, and had suggestions for improvement. Comments from the community are summarized in a What We

Heard report on the project website (<https://yoursay.mississauga.ca/clarkson>). These comments were used to refine the trail and pedestrian connection network, building heights, land use permissions and public realm.

After the community meeting, area landowners provided written correspondence on the following matters:

- request to remove two sites west of the Clarkson GO Station parking facility and Clarkson Crossing from the Southdown Employment Area to facilitate residential, mixed use development;
- request to change land use and height permissions along the eastern edge of Southdown Road, south of Lushes Avenue (913, 923 and 927 Southdown Road); and
- continued concerns from industry with the introduction of sensitive uses in the Southdown Employment Area and impacts to their operations.

In response to these comments, a further evaluation of land use compatibility within the Clarkson MTSA was undertaken. It confirmed the presence of heavier industry to the west of the Clarkson GO Station parking facility. Staff also note that the Clarkson Crossing site is located adjacent to a radio transmission antenna array which can interfere with the use of electronic devices (e.g. radios, clocks, phones, telephones), and is in closer proximity to the Ash Grove cement plant and other heavier industries. Accordingly, no changes were made to the area being removed from the Southdown Employment Area. However, the Clarkson Master Plan was revised to acknowledge that additional sites may be removed from the Southdown Employment Area should the makeup of businesses in the area change.

Site constraints were identified for the properties at 913, 923 and 933 Southdown Road, each containing a detached house. Adjacent properties contain detached houses, townhouses, low rise apartments and natural hazard lands. Current MOP policies allow for intensification of the properties, including low rise apartments up to 4 storeys in height. Staff propose to evaluate whether taller buildings are appropriate as part of the subsequent policy implementation stage.

Financial Impact

There are no financial impacts resulting from the recommendations in this report.

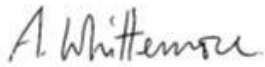
Conclusion

The Clarkson Master Plan sets out a framework for a mixed use, complete community in the Clarkson GO MTSA. It aims to boost housing supply while maintaining the viability and stability of the Southdown Employment Area. It is the outcome of significant community engagement, analysis of existing context, and technical assessments of infrastructure capacity and transportation and land use compatibility impacts. To achieve these aims, the Clarkson Master Plan proposes a vision and guiding principles, changes to official plan policies and urban design

standards. Staff recommend Council endorse the Clarkson Master Plan, and that staff be directed to prepare official plan policies for the Clarkson GO MTSA.

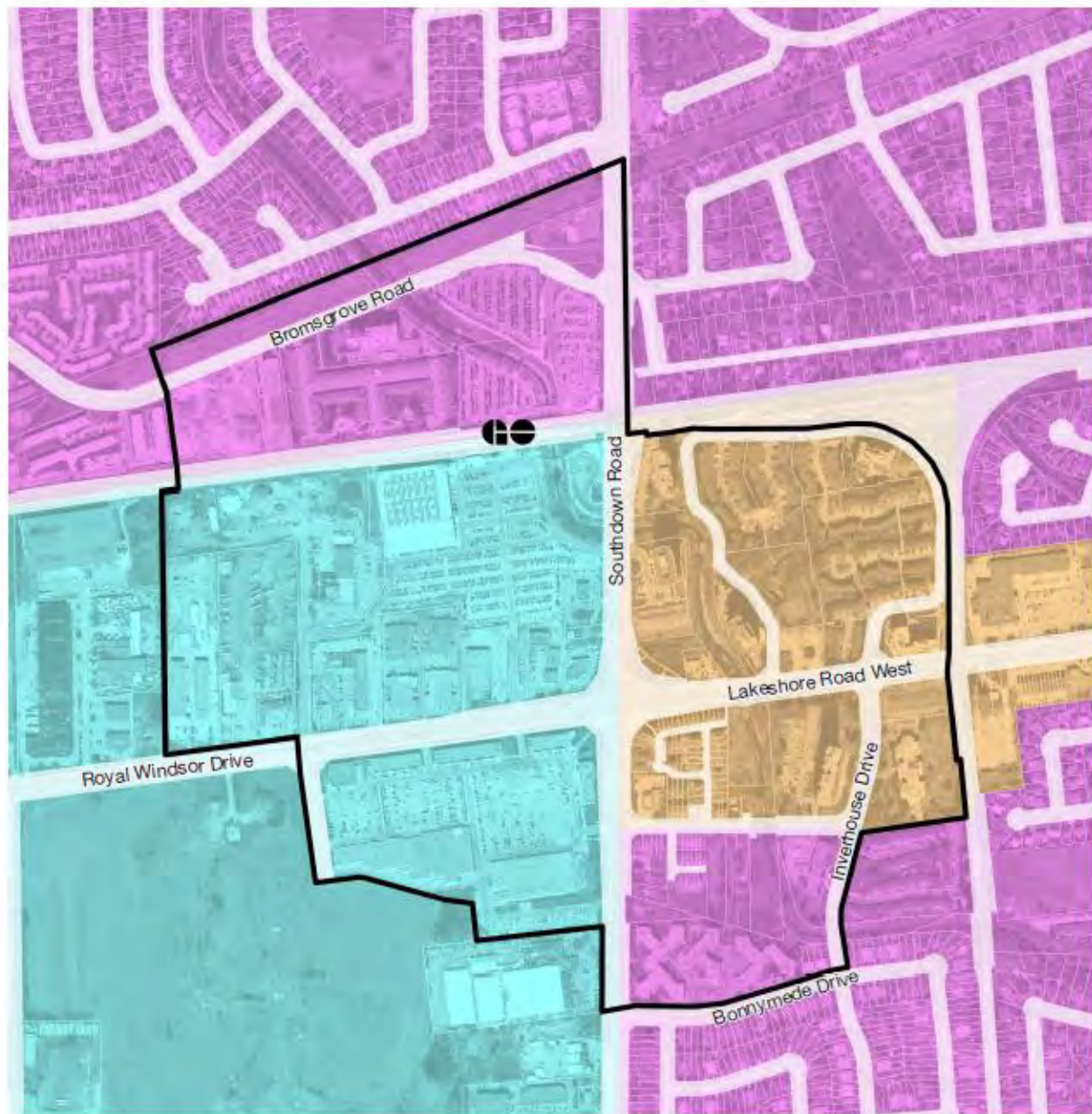
Attachments

- Appendix 1: Clarkson GO MTSA Character Area Boundaries
- Appendix 2: Clarkson Master Plan – Concept Plan
- Appendix 3: Clarkson Master Plan – Building Heights
- Appendix 4: Clarkson Master Plan – Demonstration Plan
- Appendix 5: Clarkson GO Major Transit Station Area – Master Plan



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Christian Binette, Planner

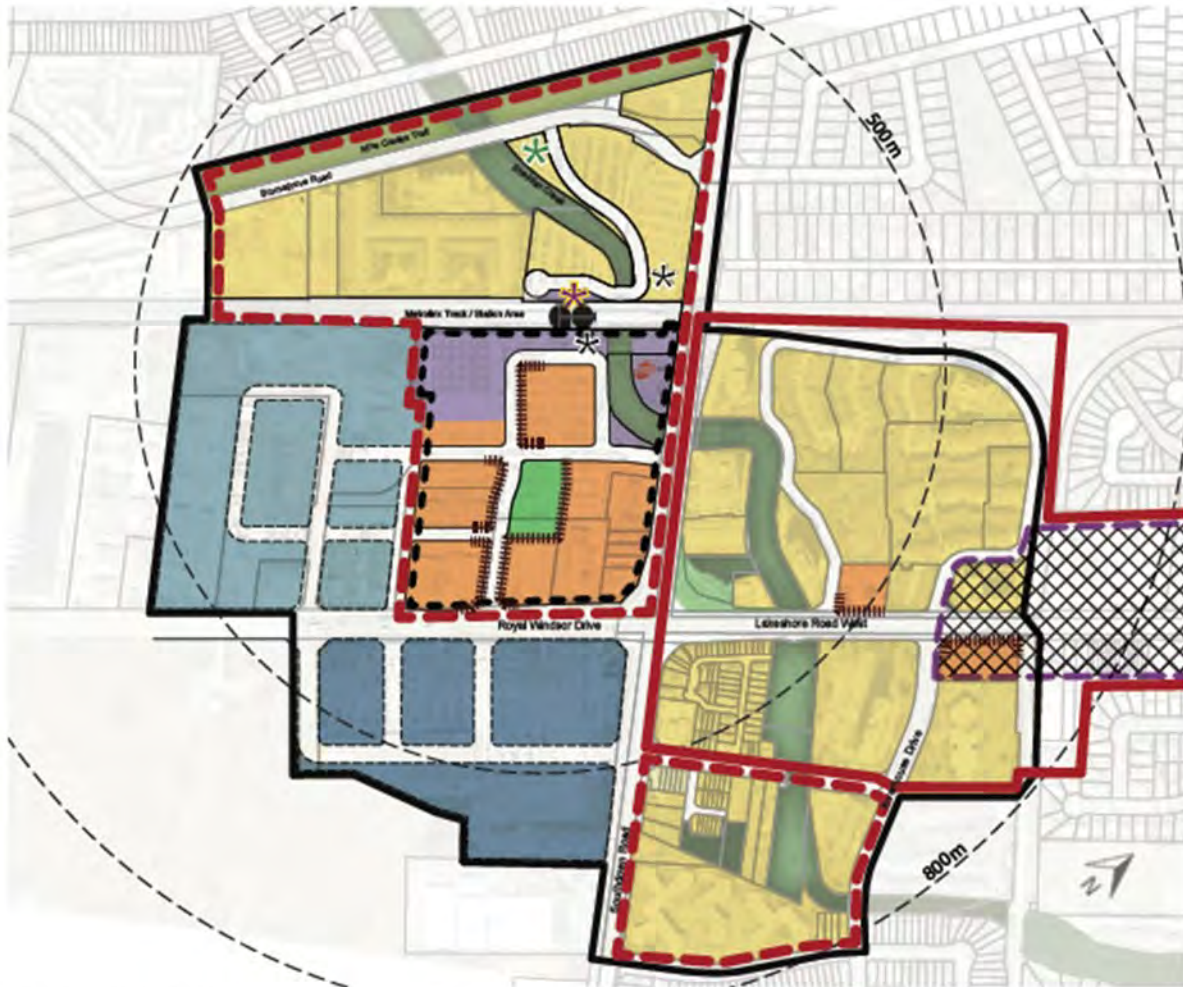


MAP 4 / KEY CHARACTER AREAS

LEGEND

-  Clarkson MTSA Boundary
-  Clarkson - Lorne Park Neighbourhood
-  Clarkson Village Community Node
-  Southdown Employment Area

Excerpt from Clarkson Master Plan – Page 16



MAP 9 - CONCEPT PLAN

LAND AREA	
MTSA Total Land Area	82 ha.
POPULATION	
Existing (2021 Census)	4,080
New	11,120
Total Population	15,200
EMPLOYMENT	
Existing (2022 Mississauga Employment Database)	1,850
New Commercial	560
New Office	380
Minus Existing	90
Total Jobs	2,400
DENSITY	
Existing	72 Persons + Jobs per Hectare
Future*	215 Persons + Jobs per Hectare
* Future density assumes full build out of sites identified in the Demonstration Plan (Map 14).	

LEGEND

	Clarkson MTSA Boundary		Existing Clarkson Village Community Node
	Residential Area		Proposed Clarkson Village Community Node Boundary Expansion
	Mixed Use Area		Clarkson Village Main Street Commercial Area
	Employment Area - Business		Non-residential Uses At-grade
	Employment Area - Commercial		Future Park
	Transit Facility (GO/MiWay)		Potential Pick-Up / Drop-Off Location
	Natural System		Potential Station Plaza
	Utility Corridor/ Nine Creeks Trail		Lands to be Removed from Employment Area
	Existing Park		GO Transit
	New Park		Mississauga Transit



MAP 10 - BUILDING HEIGHT DISTRIBUTION

LEGEND

-  Clarkson MTSA Boundary
-  Employment Area - Min. 2 storeys or 11m
-  GO Transit
-  Mississauga Transit

* Numbers on map show minimum and maximum heights in storeys per block/area



MAP 14 - DEMONSTRATION PLAN

LEGEND

- | | |
|---------------------------------------|----------------------------------|
| Clarkson MTSA Boundary | Potential Station Plaza |
| Residential Area | Streets for Future Consideration |
| Employment Area - Business | New Buildings |
| Employment Area - Commercial | Commercial/Retail Frontage |
| Mixed-Use Area | Existing Signalized Intersection |
| Transit Facility (GO/MiWay) | New Signalized Intersection |
| Natural System | Enhanced Intersection |
| Utility Corridor/Nine Creeks Trail | Existing Pedestrian Connection |
| Existing Park | Future Pedestrian Connection |
| New Centrally Located Park | Planned Separated Bike Lane |
| Future Park | Recommended Separated Bike Lane |
| Potential Pick-up / Drop-off Location | Multi-Use Trail |

Excerpt from Clarkson Master Plan – Pages 62 and 63

CLARKSON GO

Major Transit Station Area (MTSA)
MASTER PLAN

September 2024

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EXECUTIVE SUMMARY 05

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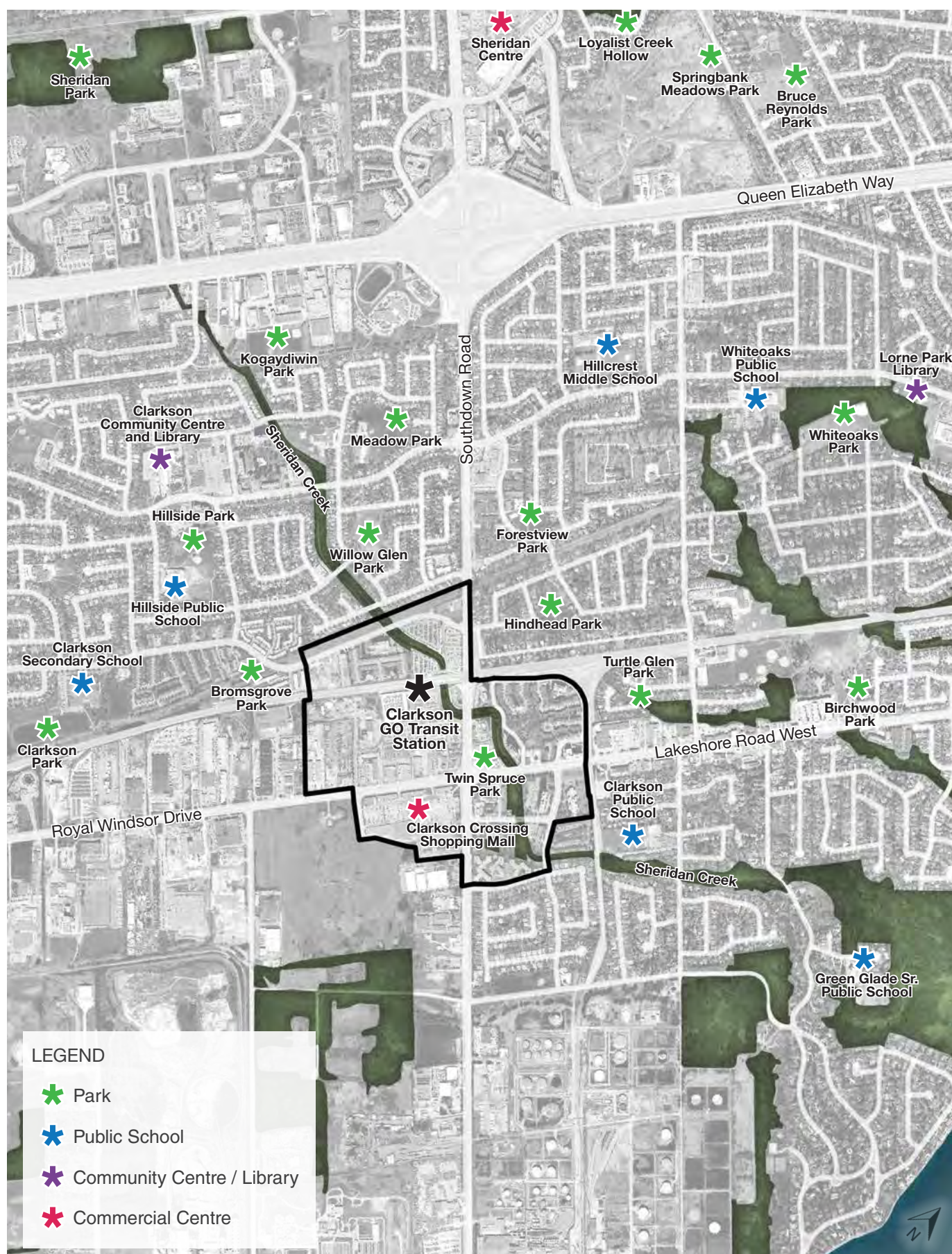
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MAP 1 / CONTEXT OF THE CLARKSON MTSA

EXECUTIVE SUMMARY

A transformation is taking place in the Province of Ontario that will see significant investment in transit improvements over the next several decades. As part of these planned improvements, the GO Transit Network is being expanded, including the Lakeshore West Corridor where the Clarkson GO Transit Station is located.

To support these investments, the Province of Ontario's Growth Plan for the Greater Golden Horseshoe 2020 (Growth Plan) calls for the intensification of Major Transit Station Areas (MTSA) located along priority transit corridors. Development of these areas are required to be transit-supportive, achieve minimum density targets and create complete communities.

Today, the Clarkson GO MTSA (Clarkson MTSA) area includes a variety of existing uses, from low-density residential to commercial and industrial uses. The Clarkson GO Transit Station lands, underutilized sites and potential development sites offer the greatest opportunity for the development of a mix of uses and higher density building forms. The Clarkson MTSA represents an opportunity to maximize the number of potential transit users within walking distance of the station, while preserving employment lands that are a historic source of Mississauga's economic strength and in short supply.

The Clarkson GO MTSA Master Plan (Clarkson Master Plan) seeks to balance these two objectives. It proposes the development of a mix of uses within a compact, transit supportive built form that when realized will exceed the provincial minimum density target for the area. It provides for improved connectivity with the surrounding neighbourhoods that will help make walking and cycling safer and more convenient, and it strives to preserve the viability of nearby heavier employment uses.

The Clarkson Master Plan is informed by an assessment of the existing land use/policy framework, transportation network, commercial and employment market, and urban design contexts. Consul-

tation was undertaken to gain feedback and input from agencies, landowners, local businesses and the public to establish a vision and shape the final Clarkson Master Plan.

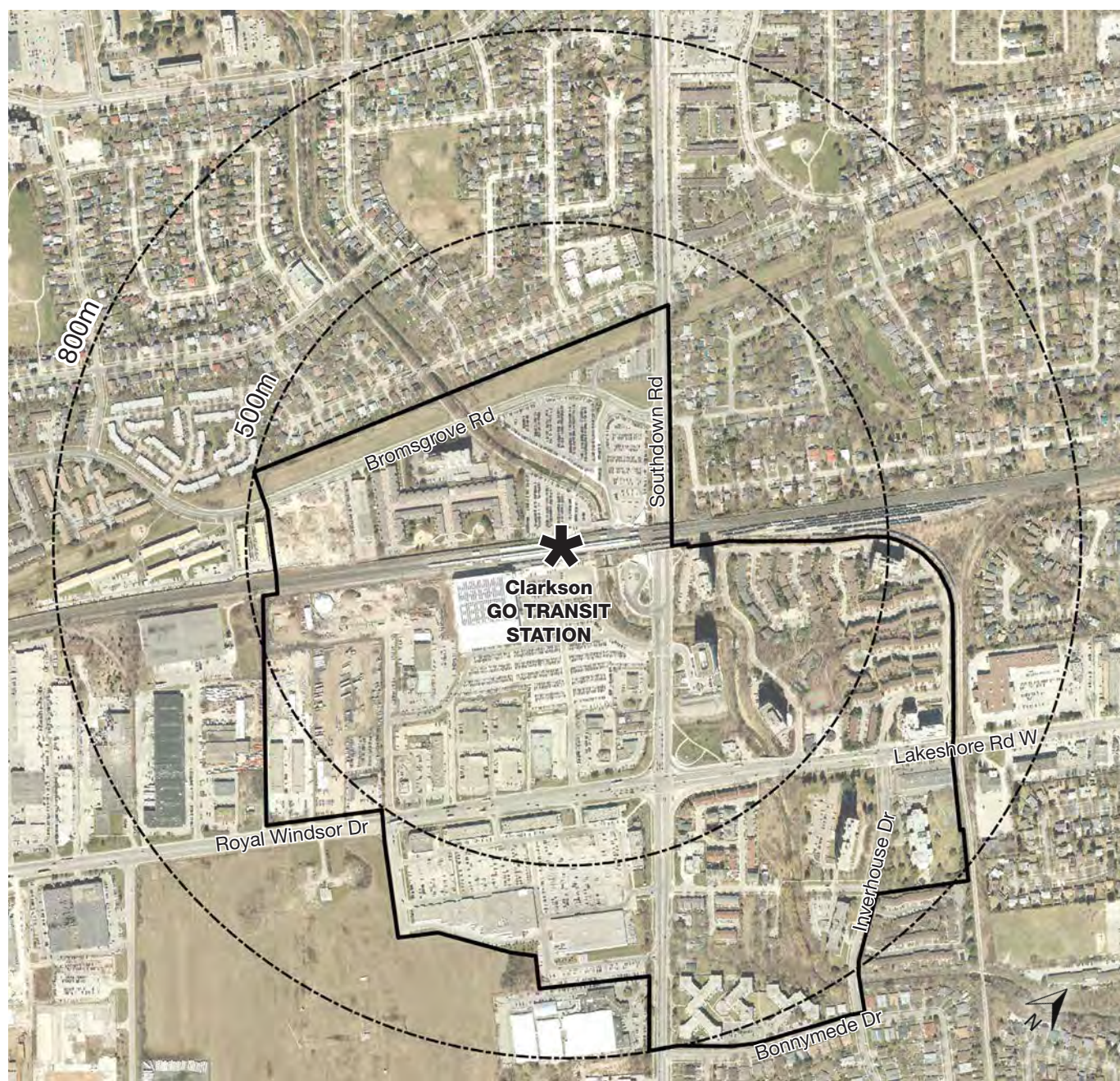
The Clarkson Master Plan provides nine key recommendations:

1. Lands to be removed from the Southdown Employment Area to facilitate mixed use, residential development;
2. Land use designation changes to support a broader mix of uses;
3. New and expanded streets designed as pedestrian-oriented spaces that promote an animated public realm;
4. An enhanced trail network with new connections to Sheridan Creek and the Hydro Corridor (Nine Creeks Trail);
5. A centrally-located park that will serve as a focal gathering point for the community;
6. Plazas on the north and south sides of the Lakeshore West Rail Corridor that are located adjacent to transit station buildings and structures to provide a public for transit-users;
7. A new Main Street adjacent to the proposed central park, connecting Royal Windsor Drive to Clarkson GO Transit Station, that provides access to services and amenities;
8. A pedestrian-oriented and transit supportive built form with the greatest heights and densities adjacent to the Clarkson GO Transit Station with a transition to lower building heights along Lakeshore Road West east of Southdown Road; and,
9. Policy implementation framework to inform the preparation of an Official Plan and Zoning By-law Amendment.



1

INTRODUCTION



MAP 2 / AERIAL PHOTOGRAPHY OF THE CLARKSON MTSA

1 INTRODUCTION

The City of Mississauga has experienced significant growth and development over the past several decades, both in its suburban and urban areas. Working in collaboration with the Region of Peel, the City of Mississauga undertook The Clarkson Major Transit Station Area (MTSA) Study to look at how:

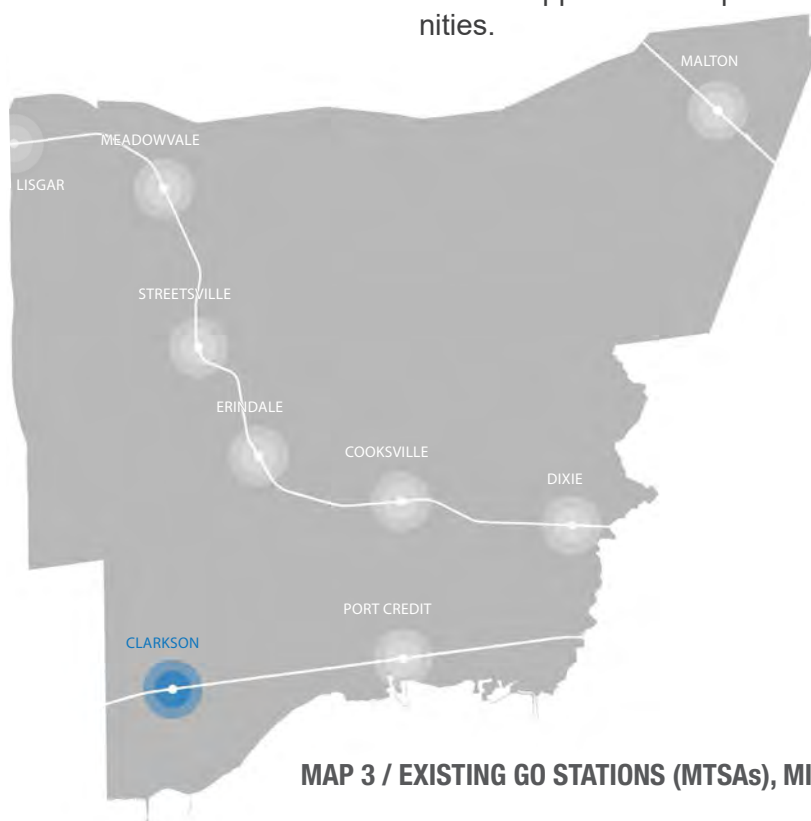
- The area might be planned to accommodate transit-supportive growth / development;
- To achieve the Vision and Principles established through a public consultation process; and,
- To meet Provincial and Regional objectives for intensification.

The Clarkson GO MTSA Study is identified in Map 2, and includes the lands around the existing Clarkson GO Transit Station, a portion of the lands identified in the Official Plan as 'Southdown Employment Area' and a portion of the Clarkson Village area located east of Southdown Road.

The Clarkson GO MTSA Master Plan (Clarkson Master Plan) represents the conclusions / recommendations of the Study, including:

- Feedback from the public, businesses, landowners and agencies;
- A transportation assessment;
- A land use compatibility assessment;
- An industrial – employment lands assessment to explore the possibility of employment land conversions;
- A commercial – retail demand analysis to help shape a land use plan; and,
- An environmental overview / air quality study to identify potential impacts on any new residential uses.

The Clarkson Master Plan will provide a planning framework to guide future development that will be transit supportive and promote complete communities.



MAP 3 / EXISTING GO STATIONS (MTSAs), MISSISSAUGA

1.1 MASTER PLAN PROCESS

The Clarkson Master Plan was created through an extensive consultation process that included public engagement events, as well as stakeholder outreach and meetings with stakeholders. The Clarkson Master Plan is supported by a Transportation Assessment, an Industrial – Employment Lands Overview, a Retail - Commercial Demand Analysis and, an Environmental Overview.

The Clarkson GO MTSA planning process involved three stages of work, as shown on page 11.

In Phase One, which commenced in early 2019, a background review of the existing context and applicable policies and guidelines was undertaken to gain a foundational understanding and overview of the Clarkson GO MTSA. A boundary delineation exercise was carried out to define the Clarkson GO MTSA boundary and understand the areas that have potential for redevelopment within that boundary. This work was coordinated with the steering committee, including the Region of Peel and Metrolinx. The preliminary boundary that resulted from this exercise formed the basis of the options development and the final preferred plan.

This stage of work culminated in the first public engagement event which was used to prepare a vision and guiding principles for the Clarkson GO MTSA. The feedback received was summarized in a 'What We Heard' report that was posted to the City's project web page.

In Phase Two, options were developed based on the foundations established through the background review, outcomes of the first public engagement event, and consultations with stakeholders. The options, which depicted different scenarios for built form distribution, street and block patterns and open spaces, were presented to the community at a second public engagement event to gain feedback.

The feedback received was summarized in a 'What We Heard' report that was subsequently posted to the City's project web page for further input on the various elements of the plans. Several iterations of an emerging preferred plan were generated to 'test' built form scenarios, address phasing objectives, account for stakeholder and technical input. Additional focused workshops were used to address parkland, urban design, potential employment land conversions and transportation.

In 2020, the master planning work was paused to address land use compatibility and air quality issues. First, the City retained Dillon Consulting to complete a land use compatibility assessment for the area. This assessment recommended detailed air quality and human health assessments prior to any introduction of sensitive land uses on employment lands within the Clarkson GO MTSA. Second, the City worked with Dillon Consulting and a team of experts to create a terms of reference for an acceptable air quality study.

Slate Asset Management L.P retained WSP to complete an air quality study (both ambient monitoring and dispersion modeling) and a human health assessment. They are the owners of 2077, 2087, 2097 and 2105 Royal Windsor Drive, and have proposed four residential high-rise buildings on their properties. WSP completed the studies based on a development proposal with residential buildings up to 25 storeys.

The City retained Dillon Consulting Limited and worked with a team of experts to undertake a technical peer review of these studies. The team of experts included the Ministry of the Environment, Peel Public Health, the City's Environment Division, and representatives from local industry.

This work was completed in February 2023 with the conclusion that the air quality on Slate's properties was similar to other parts of the GTA and that pollution was primarily from transportation-related activity. Based on these findings, it was determined that existing air quality pollution levels does not preclude residential development on Slate's lands. Council direction was then provided to resume master planning work in May 2023.

Phase 3 of the study was focused on finalizing the Concept Plan and completion of the Master Plan Report regarding land uses, built form, transportation networks, the station area, phasing, urban design, parks and open space and the natural environment.

Consistent with the two previous phases, public consultation was undertaken to present and obtain feedback on the final Draft Concept Plan. The final Concept Plan takes into consideration all technical, stakeholder and community input that has been provided.

1 Plan Foundations

Background Review

Provincial, Regional and Municipal Policies
Master Plans and Guidelines

Existing Context

- Character Analysis
- Market Inventory
- Transportation Conditions

MTSA Boundary Delineation

Public
Engagement #1:
Vision +
Principles

What We Heard
Report #1

2 Plan Options

Preliminary Options

Density Distribution Options
Streets and Blocks
Parks and Open Space
Transportation Alternatives

Land Use Options

- Density Analysis
- Transportation Analysis

Environmental Overview

- Air Quality Study
- Human Health Assessment
- Land Use Compatibility Study (incl. addendum)

Public
Engagement #2:
Options

What We Heard
Report #2

Public
Engagement #3:
Air Quality
Findings

What We Heard
Report #3

3 Final Plan

Preferred Option

Land Uses (Employment and Mixed-Use)
Built Form Distribution and Typologies
Streets, Pedestrian and Cycling Network
Parks, Open Space and Links

Public
Engagement #4:
Preferred
Option

What We Heard
Report #4

Final Plan

Land Uses
Built Form
Public Realm
Transportation Network

1.2 POLICY & PLANNING CONTEXT

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe, provides the long-term plan for growth in the Greater Golden Horseshoe (GGH) area, and is ‘designed to promote economic growth, increase housing supply, create jobs and build communities that make life easier, healthier and more affordable for all ages’. The Growth Plan aims to accommodate forecasted growth in complete communities and promotes better use of land and infrastructure as well as the protection of natural resources. To better co-ordinate planning for growth across the region, it provides population and employment forecasts for all upper- and single-tier municipalities and establishes minimum intensification and density targets that recognize the diversity of communities across the GGH.

The Growth Plan provides direction for intensification of key areas, including ‘Urban Growth Centres’ (UGC) and ‘Major Transit Station Areas’ (MTSA). It defines MTSA as the area including and around any existing or planned higher order transit station or stop (measured by a 500 – 800 metre radius, representing a 10-minute walk) within a settlement area; or the area including and around a major bus depot in an urban area. MTSA on priority transit corridors will be planned for a minimum density target of 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network’.

The Growth Plan also recognizes transit as a first priority for major transportation investments and sets out a regional vision for transit, seeking to align transit with growth by directing growth to MTSA and other strategic growth areas, and promoting transit investments in these areas.

To optimize provincial investments in higher order transit, the Clarkson Master Plan identifies priority transit corridors such as the Lakeshore West GO Line, and provides direction for municipalities to complete detailed planning for MTSA on these corridors to support planned service levels. It further provides direction for The Region of Peel and The City of Mississauga, to work collaboratively to align transit investment and land use planning by directing transit-supportive development to MTSA along the priority transit corridors.

MTSA are intended to be developed as high density, mixed-use, transit-supportive neighbourhoods that provide access to local amenities, jobs, housing, and recreation opportunities.

Provincial Guidelines

The Ministry of the Environment provides guidelines on how to decide what types of land uses are appropriate near industrial areas. It is called the D-6 Compatibility between Industrial Facilities.

This guideline is intended to be applied in the land use planning process to prevent or minimize adverse effects due to the encroachment of sensitive land uses and industrial land uses on one another.

Regional MTSA Study and Municipal Comprehensive Review (2051)

The Region of Peel Official Plan, 2051 (ROP), was approved with the delineated MTSA boundaries and minimum density targets by the Province in November 2022. The minimum density target for the Clarkson MTSA is 150 people plus jobs per hectare (ppj/ha). The Region MTSA policies recognize that each station will be unique and influenced by its local condition, growth potential and limitations and, that not all stations will achieve the same mix of land uses or intensity of development.

The Region of Peel Official Plan identifies a portion of the Clarkson GO MTSA within an Employment Area. Residential and other sensitive land uses are not permitted in Employment Areas. However, policy 5.8.36 allows the introduction of residential uses in Clarkson GO MTSA, subject to the completion of a planning study initiated by the City of Mississauga, which addresses:

- a) Identify the area where residential uses would be permitted;
- b) The requirements of Policy 5.6.19.9 of this Plan;
- c) Land use compatibility in accordance with provincial standards, guidelines, and procedures;
- d) An overall net increase to the total jobs planned for the Employment Area within the delineated boundary;
- e) How the viability of adjacent Employment Areas will be protected from the impacts of sensitive land uses, including mitigation measures and at the direction of the local municipality, an assessment of various environmental considerations such as impact on local airsheds;
- f) The mix and ratio of jobs by type (e.g. office, manufacturing, institutional);
- g) That higher order transit is planned for the Major Transit Station Area within the planning horizon;
- h) The development of complete communities and transit- supportive densities including employment uses; and,
- i) Demonstrate how transit-supportive employment densities will be achieved.

The conclusion of the planning study and analysis supports certain lands within the MTSA for residential and sensitive uses. The rationale for the removal of the lands from the Employment Area is discussed in section 4.2. The Clarkson Master Plan will form the basis for an amendment to the City's Official Plan.

Mississauga Official Plan

The Official Plan locates lands in the Clarkson GO MTSA within the following Character Areas: the Clarkson Village Community Node, the Clarkson-Lorne Park Neighbourhood, and Southdown Employment Area. Each Character Area contains policies on land uses, built form, transportation, community services and the environment.

Of the fifty-four protected MTSAs in the City of Mississauga, the Clarkson GO MTSA is one of nine which are located along the GO Transit rail network.

Due to the potential for land use compatibility issues related to air quality, the City adopted Official Plan Amendment (OPA) 117 (passed in 2020) to introduce new policies requiring an air quality study to be completed before the introduction of sensitive land uses within the Southdown Employment Area in the Clarkson GO MTSA.

City-wide MTSA policies (OPA 143 and 144) were approved by the Region in April 2024 and are currently under appeal to the Ontario Land Tribunal. These policies identify authorized uses of land, density, building heights, compatibility criteria, connectivity, urban design and servicing. They provide general guidance for development within a Protected MTSA.

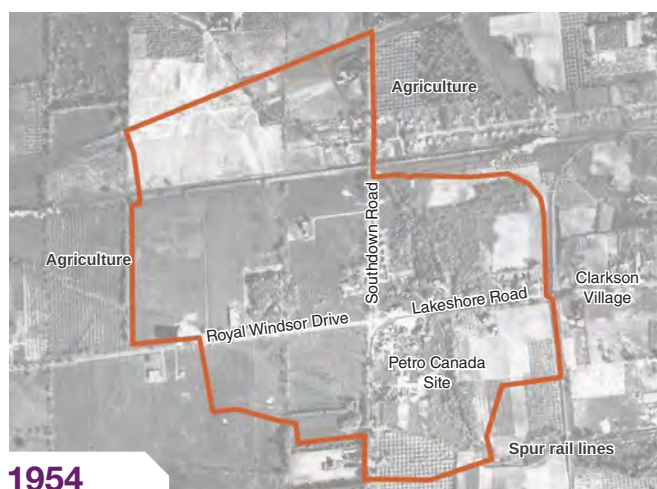
Watershed Planning

Lands adjacent to Sheridan Creek are regulated by the Watershed Planning Policies, April 2010 and Ontario Regulation 41/24. Credit Valley Conservation (CVC) play an important role in the planning process for these lands.

Mississauga Official Plan identifies Sheridan Creek and some adjacent lands as natural hazards (e.g. potential for slope erosion and flooding). This may pose a constraint for development adjacent to Sheridan Creek.

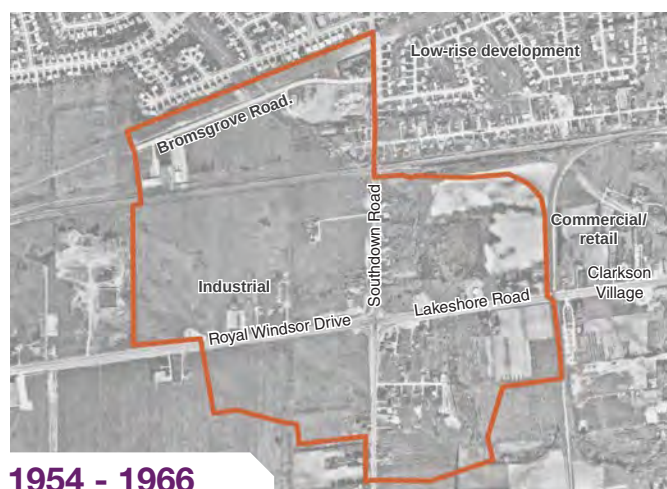
1.3 HISTORIC DEVELOPMENT

Every community evolves over time, the Clarkson area is no exception. Its fabric, character, form, and uses have changed over many decades. These historic air photos, shown within the Clarkson GO MTSA boundary, provide a high-level snapshot of the built form in the study area over the past 65 years. The sequence of diagrams highlight the evolution of the area and demonstrate the growth and changes that have occurred over time.



1954

Prior to 1954, the area was predominantly agricultural in character, with large farming lots found throughout and adjacent to the boundary, and some residential development northeast of the boundary. Spur rail lines providing access to the Petro-Canada site can be seen in the southeast portion of the boundary.



1954 - 1966

Extensive low-rise residential development was built north of the study area, with minimal residential development southeast of Lakeshore Road West and Southdown Road. Industrial activities are also starting to take place just north of Royal Windsor Drive and some retail and commercial development appears in the Clarkson Village area generally fronting on the north and south of Lakeshore Road West. Royal Windsor Drive and Lakeshore Road West appear to be widened and a number of new local roads appear throughout the residential development and alongside collector roads, such as Bromsgrove Road.

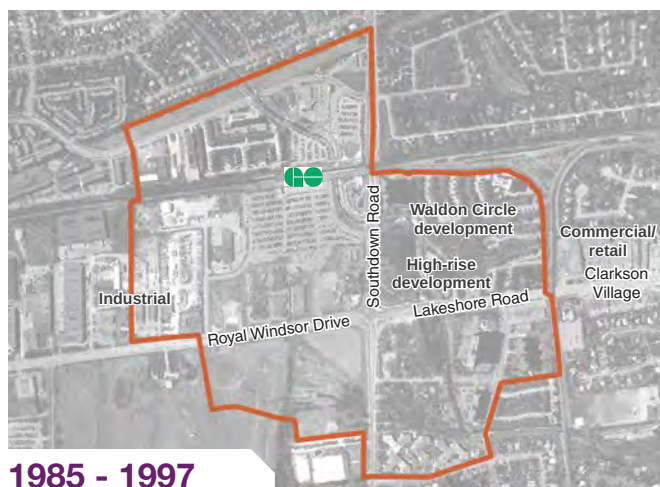


1966 - 1975

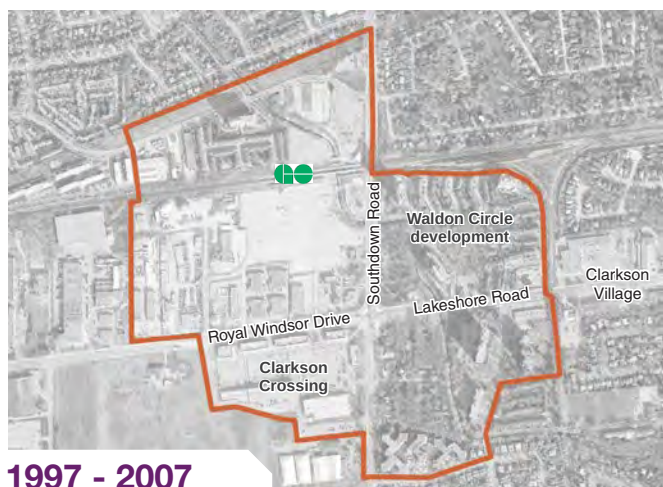
More intensive forms of residential development appear; these include townhouses, an apartment building located north of the rail corridor, three apartment buildings on the south side of Lakeshore Road West and three low-rise apartment buildings within the southeast portion of the boundary. Additionally, low-rise residential neighbourhoods can be seen just outside of the boundary, on the east side of Southdown Road. The Sheridan Creek is channelized as part of the redevelopment of the Clarkson GO Transit Station including large areas of surface parking north and south of the rail corridor. Twin Spruce Park can also be seen and the Petro-Canada Gas Station appears to be in the process of being built.

**1975 - 1985**

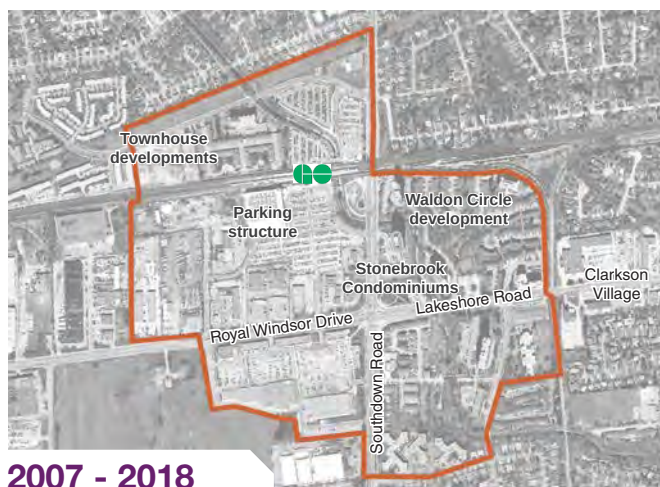
Extensive industrial development can be seen north of Royal Windsor Drive, alongside the public works facility, expansion of the GO surface parking lot on the south side of the rail corridor and a bus loop on Southdown Road. The Walden Circle residential development, including townhouses and an apartment building, appears to be under construction and additional commercial/retail development can be seen throughout Clarkson Village.

**1985 - 1997**

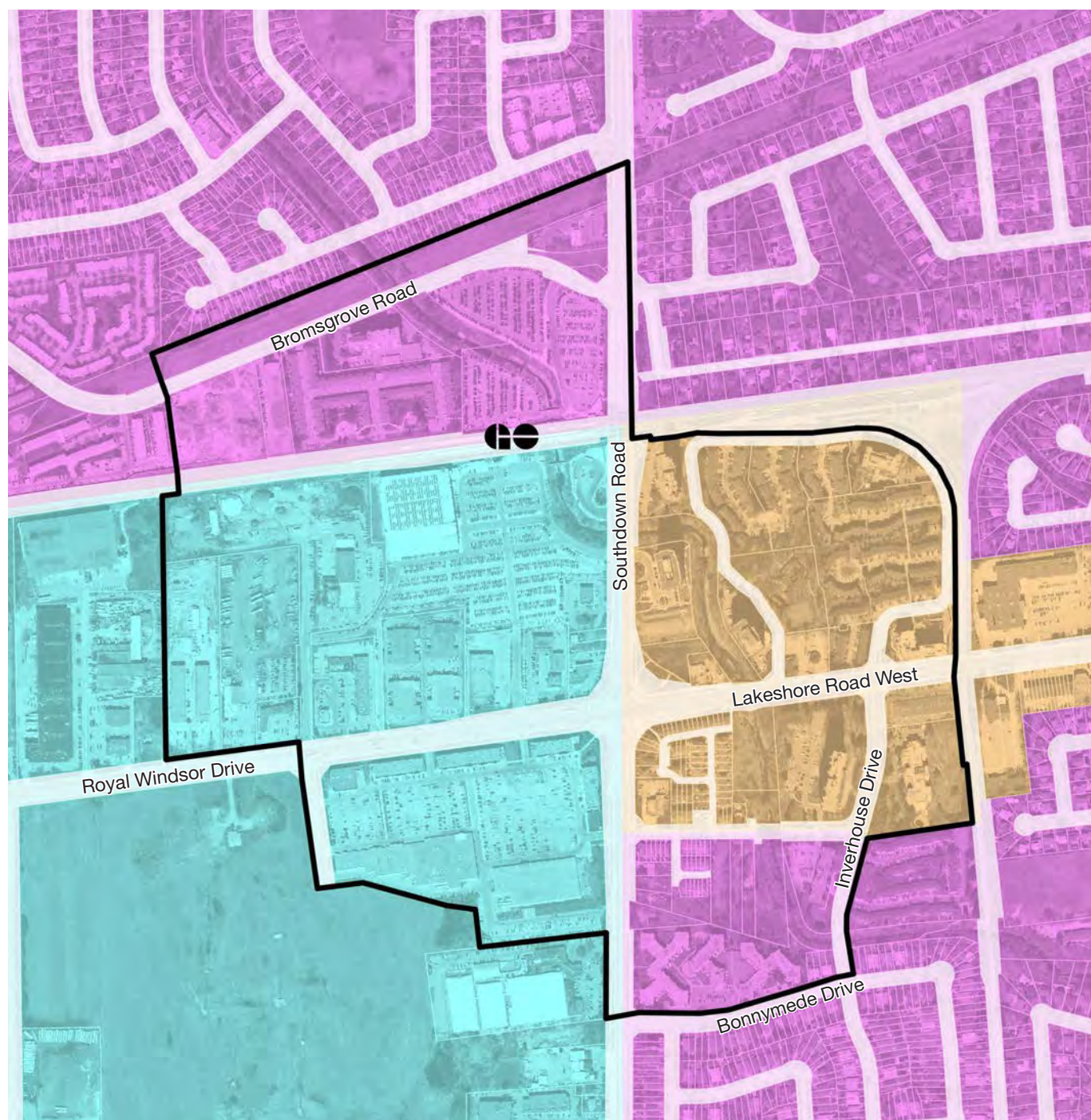
The north side of Lakeshore Road West appears to be fully developed with industrial activities and the Clarkson GO Transit Station facilities. The Walden Circle residential development is almost complete and Clarkson Village incorporates most of the commercial/retail development that we see today. A high-rise building can be seen just north of Lakeshore Road West.

**1997 - 2007**

The Clarkson Crossing commercial centre, the Walden Circle Retirement Community, an 8-storey senior residence, and a second apartment building as part of the Walden Circle residential development close to the intersection of the rail corridor and Southdown Road, are all built.

**2007 - 2018**

This area becomes almost fully built-out and now includes the phase 1 building of the Stonebrook Condominiums building and a 4-storey parking garage appears on the Clarkson GO Transit Station site, on the south side of the rail corridor, where a surface parking lot was previously located. In addition, two townhouse developments have replaced the previous industrial/commercial uses on the north side of the rail corridor.



MAP 4 / KEY CHARACTER AREAS

LEGEND

- Clarkson MTSA Boundary
- Clarkson - Lorne Park Neighbourhood
- Clarkson Village Community Node
- Southdown Employment Area

1.4 EXISTING CONDITIONS

In addition to the policy and planning context and the historic development context, existing conditions of the physical environment have informed the Clarkson Master Plan. These include: key character areas - refer to Map 4, land uses, built form, community destinations and mobility.

Key Character Areas

Clarkson – Lorne Park Neighbourhood

The residential areas located within and surrounding the Clarkson GO MTSA boundary form part of the Clarkson-Lorne Park Neighbourhood. This residential neighbourhood is characterized by a diversity of housing types, architectural styles, lot fabric and streetscape quality. This area is generally located east and west of Southdown Road, and is characterized by larger single-detached homes on generous lots with tree-lined streets. The area located closer to the historic village of Clarkson tends to have more mature trees and natural areas.

Typical suburban developments may be found throughout the Neighbourhood, along with schools, parks and neighbourhood commercial uses.

Clarkson Village Community Node

Clarkson Village Community Node is considered to be a traditional Village Node that is the focus of activity for the district, with a main street that includes a mix of street related shops, commercial/residential plazas and a traditional shopping centre - the Clarkson Village Shopping Centre which anchors the west end of the commercial strip. A combination of apartments and townhouses have developed at the west end of the Node, in proximity to the Clarkson GO Transit Station. On-street parking as well as parking lots along the street, as part of the strip plaza developments, characterize a significant portion of the main street.

The Clarkson Village Urban Design Guidelines, which implements the Lakeshore Road West - Clarkson Village Study, establishes a vision and long term strategy for the revitalization of Clarkson Village that promotes, maintains and enhances a vibrant and pedestrian friendly 'main street' in

Clarkson Village. The Clarkson Village Study recommends that the 'West Village Gateway', which are the lands on the east side of Southdown Road, in the Clarkson GO MTSA, be considered for greater densities due to its proximity to Clarkson GO Transit Station and high-density developments.

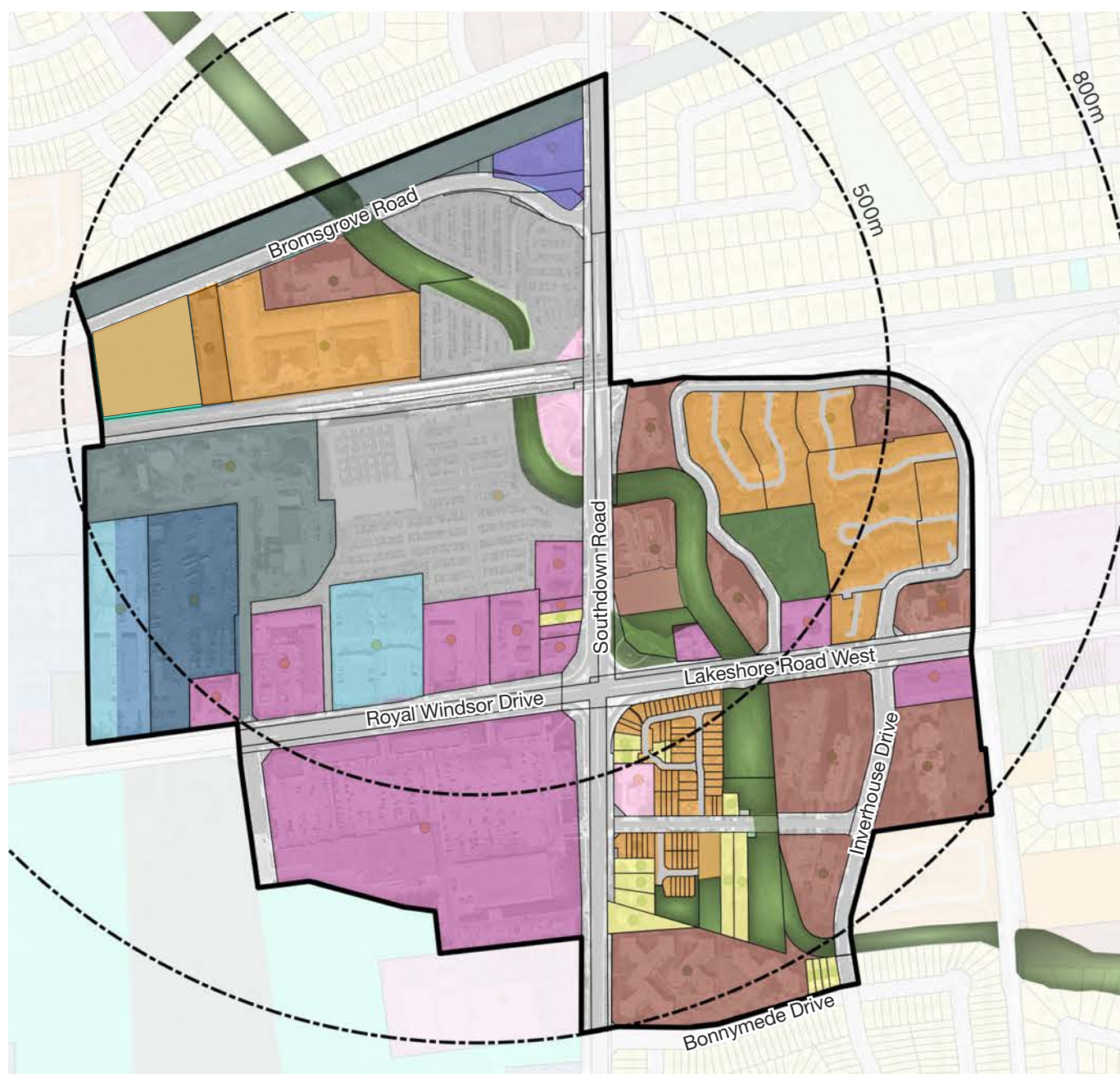
Southdown Employment Area

Within the Clarkson GO MTSA, the lands south of Royal Windsor Drive and west of Southdown Road, form part of the Southdown Employment Area.

The Southdown Employment Area is a large industrial area contiguous to the port, alongside Lake Ontario, and is home to several large-scale industrial users. The Employment Area is accessible by Southdown Road, Lakeshore Road West and Winston Churchill Boulevard.

At just over 725 hectares, Southdown Employment Area constitutes a 17% share of total employment lands citywide. It is the fourth largest among the Employment Areas ("EA") and Corporate Centres ("CC") in Mississauga, following Northeast EA, Meadowvale Business Park CC, and Gateway EA (East). The industrial building stock in Southdown EA is older in character, with lower building heights, and lot coverage that reflect the needs of its heavy industrial users.

It is made up of heavy and light industrial, mixed commercial, and open space uses. The Southdown Employment Area has lower than average rental rates, and higher than average vacancy, with a supply of vacant land. The buildings are older in character, with lower building heights, and very low lot coverage characteristics, that reflect the needs of its heavy industrial users. The Southdown Employment Area is currently surrounded by other industrial, commercial, and vacant lands.



MAP 5 / EXISTING USES

LEGEND

	Clarkson GO MTSA Boundary		General Retail Commercial
	Residential Detached/Semi-Detached		Automotive Service Commercial
	Residential Townhouse		Public/Institutional
	Residential Apartments		GO Station Parking
	Industrial and Commercial Multiples		Utility/Public Work
	Industrial General		Green System
	Industrial Heavy		

Existing Uses

A diverse range of uses are found within the Clarkson GO MTSA, these include:

Residential Uses

Residential uses are mainly located northwest of the Clarkson GO Transit Station lands, and east of the Southdown Road corridor. There are residential developments ranging from low to high-rise buildings, including single-detached houses, apartment buildings and townhouses.

Employment Uses

Employment uses are located along the Royal Windsor Drive corridor within the Southdown Employment Area, which includes heavy to light industrial and commercial developments.

Commercial Uses

Commercial uses are found at the Southdown Road and Royal Windsor Drive intersection, along the Lakeshore Road West corridor that connects to the Clarkson Village and at the Truscott Drive and Southdown Road intersection.

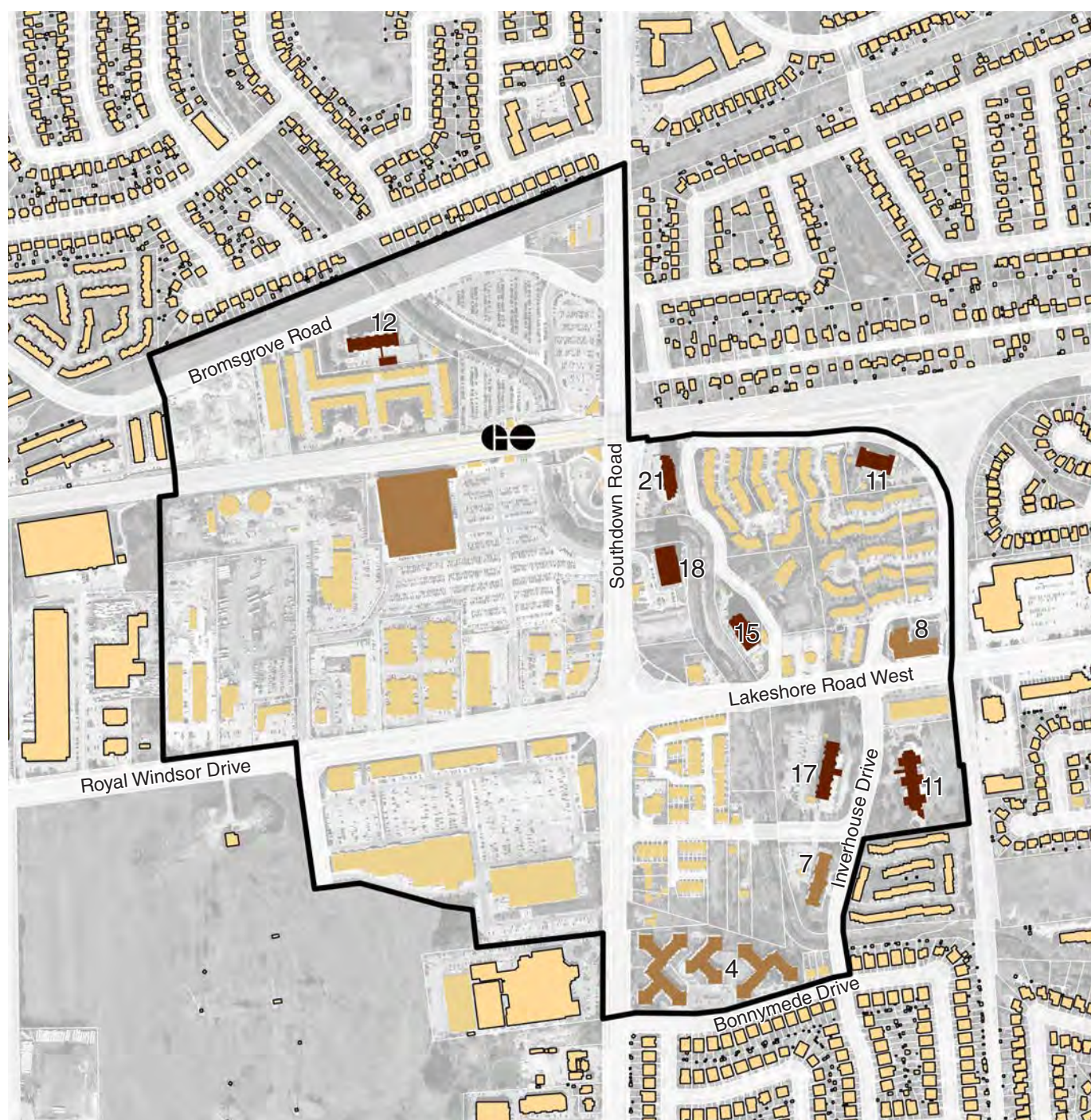
Other Land Uses

Some lots that are designated Utility can be found throughout the Clarkson GO MTSA, such as a Hydro One easement that crosses the Clarkson GO MTSA from east to west.

The property at 1212 Southdown Road is an operating gas station. The property, in its entirety, is designated under Part IV of the Ontario Heritage Act.

Green System

The Green System consists of Sheridan Creek which crosses the Clarkson GO MTSA from northwest to southeast. The creek bisects the parking lot located on the north side of the rail corridor; separates the parking lot located on the south side of the rail corridor from the MiWay bus loop fronting on Southdown Road; and, runs toward the southeast quadrant of the Clarkson GO MTSA. The Green System also includes Twin Spruce Park, which is located at the northeast corner of the Southdown Road and Royal Windsor Drive intersection and a multi-use trail which is located within the utility corridor running along Bromsgrove Road. The Walden Space is a private club that is not accessible to the public and is not shown as a part of the Green System in Mississauga Official Plan.



MAP 6 / EXISTING BUILDING HEIGHTS

LEGEND

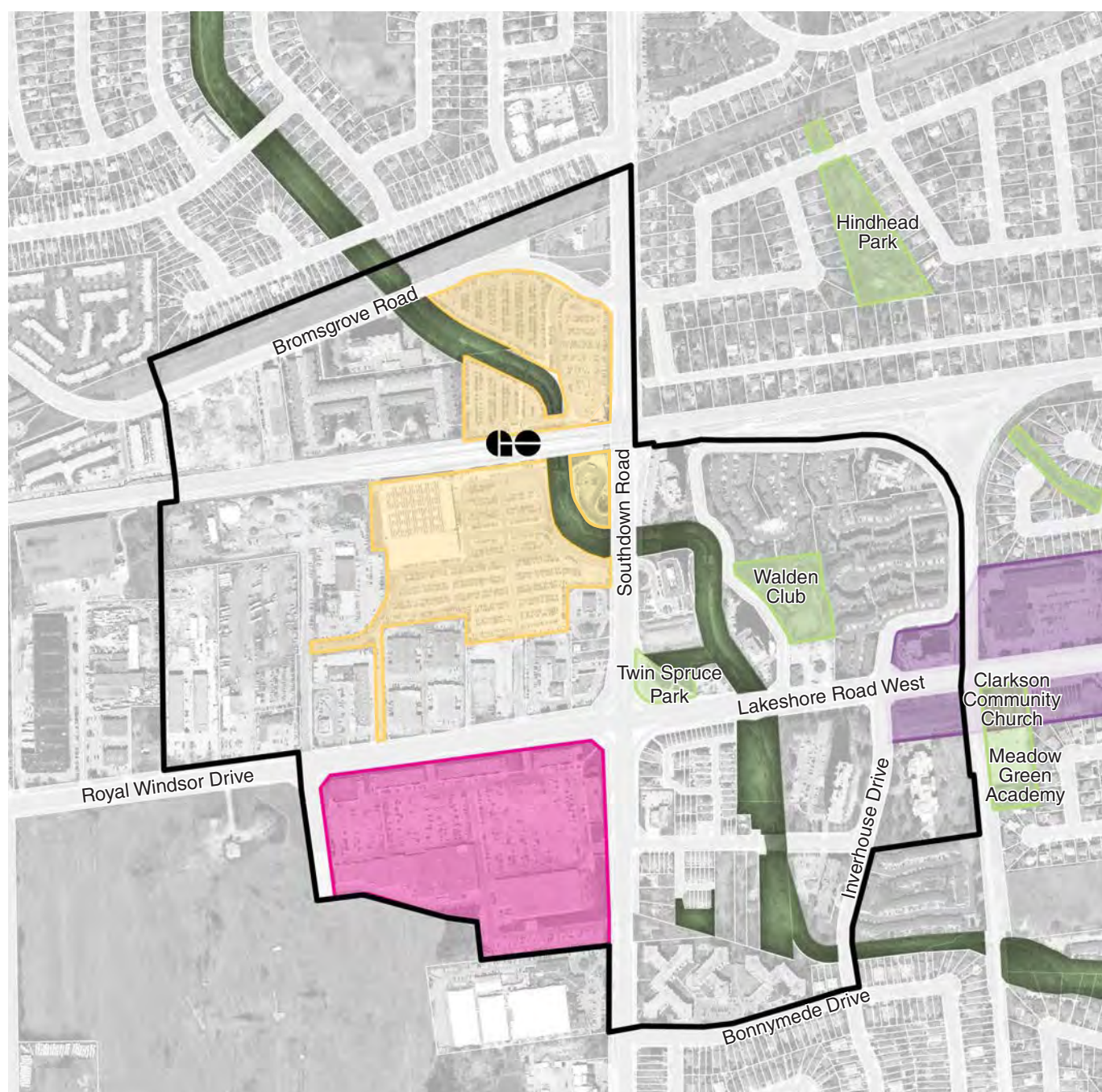
- Clarkson MTSA Boundary
- 1 to 3 storeys
- 4 to 10 storeys
- 11 to 21 storeys

Buildings

As previously identified, the historic development of the area has occurred in waves over the past several decades, and has created a heterogeneous mosaic of neighbourhoods distinguished by post-war single-detached dwellings, pockets of townhouses, and taller apartment buildings that on larger and smaller sites. Generally, the older apartment developments tend to be slab buildings situated as ‘towers in the park’ while more recent developments are on smaller sites with buildings that better relate to the street.

While most of the built form within the Clarkson GO MTSA is characterized by a height of 3 storeys, residential apartment buildings range in height from 7 to 21 storeys. Commercial and industrial buildings are mostly a single-storey. In general, the height of buildings in the Clarkson GO MTSA may be organized into three height categories, including:

- Buildings that are 1 to 3 storeys
- Buildings that are 4 to 10 storeys
- Buildings that are 11 to 21 storeys



MAP 7 / COMMUNITY DESTINATIONS

LEGEND

- Clarkson MTSA Boundary
- Clarkson GO Transit Station
- Clarkson Crossing Shopping Centre
- Clarkson Village Main Street Commercial Area
- Natural System
- Parks and Community/Private Facilities

Community Destinations

Located within the Clarkson GO MTSA are a wide range of community destinations, including the Clarkson GO Transit Station, commercial centres, community facilities and parks and open space, which are important amenities that serve the immediate neighbourhood as well as the broader area.

Clarkson GO Transit Station

The Clarkson GO Transit Station is the focus of the Clarkson GO MTSA, representing the centre of the area and occupying a significant portion of the land area within the Clarkson GO MTSA. The GO Rail Station Access 2023 report, which responds to the Provincial commitment to Regional Express Rail (RER), including increased GO service, forecasts significant increases in ridership along the Lakeshore West Line, including Clarkson GO Transit Station. It identifies a number of station area characteristics that inform recommended improvements for stations, by 2041. For Clarkson GO Transit Station, it is forecasted that the current number of Daily Riders' Home Station and Daily Riders' Destination Station will increase significantly.

A shift in modal split is forecasted with increases in the number of people who walk, bike or take transit to the Station.

An increase in the number of bus bays, bus layovers and bicycle parking will be required to meet the forecasted growth in ridership.

GO Transit service improvements are underway on the Lakeshore West Line that provides service to the Clarkson GO Transit Station. To support these investments, the master plan has considered the potential for transit-supportive, mixed-use development within the Clarkson GO MTSA, while also maintaining the integrity and viability of the broader Southdown Employment Area.

Clarkson Crossing Retail Centre

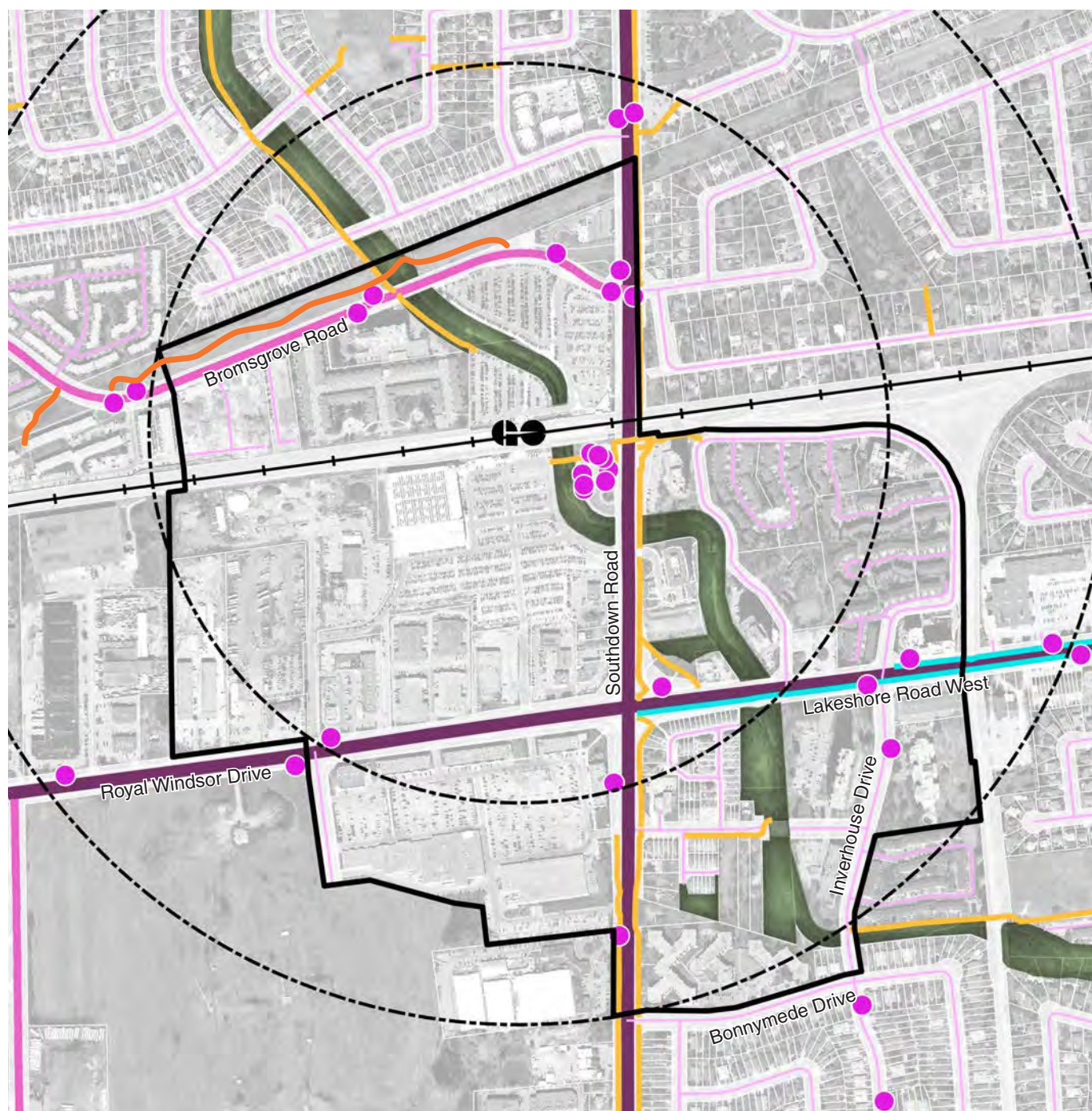
Clarkson Crossing is a large retail centre that occupies the southwest corner of Southdown Road and Royal Windsor Drive. The development consists of several one storey buildings that are both single and multi-tenanted, and are located along the street frontages and toward the back of the site. In total, the buildings provide approximately 200,000 square feet of gross leasable area (GLA), which accounts for 72 percent share of the total GLA, in proximity to Clarkson GO Transit Station. The tenants include Canadian Tire, Metro, LCBO and Shoppers Drug Mart as well as several restaurants and services. A large surface parking lot occupies the centre of the site.

Clarkson Village Retail-Commercial

The Clarkson Village 'main street' is predominantly retail-commercial in character and includes a variety of freestanding and multi-tenanted buildings. Several strip plazas with parking in front and small storefronts located on the ground floor are mixed with residential uses on upper levels. In total, the 56 observed properties provide approximately 270,000 square feet of gross leasable area (GLA).

Natural System

The Clarkson GO MTSA has an extensive Natural System that is partly accessible with trails on the northern portion of the Study Area. Sheridan Creek is a significant feature of this system with varied characteristics - on the north side of the rail corridor it is channelized with limited vegetation and on the south side, it is naturalized with varying corridor widths and plantings.



MAP 8 / MOBILITY

LEGEND

	Clarkson MTSA Boundary		Bus Stop
	Multi-Use Pathway		Arterial Road
	Nine Creeks Trail		Minor Collector Road
	Sharrows (shared route)		Local Road
	Railway		

Parks and Community Facilities

While the parks and community facilities within the Clarkson GO MTSA are limited to Twin Spruce Park and the multi-use trail within the utility corridor along Bromsgrove Road, other facilities that are near the Clarkson GO MTSA are extensive and include:

- North of the Clarkson GO MTSA: Hillside Park (and Public School), Clarkson Park (and Secondary School), Sandgate Park and Meadow Park, Clarkson Community Centre and Library Grounds (and playground), and Clarkson Indoor Pool.
- Northeast of the Clarkson GO MTSA: Forestview Park and Hindhead Park, Whiteoaks Park, Lorne Park Library, Lorne Park Secondary School, White Oak Tennis Club, and Mississauga St. Christopher YMCA.
- In Clarkson Village: Oak Tree Park and Birchwood Park.
- South and Southeast of the Clarkson GO MTSA: Ontario Racquet Club, Lewis Bradley Park, Bradley Museum Grounds, Petro Canada Park, Watersedge Park and Lakeside Park (and Dog Park).

Mobility

The Clarkson GO MTSA incorporates a wide range of movement options for walking, cycling and driving.

Pedestrian Connectivity

The Clarkson MTSA includes lands generally accessible by foot within a 10-minute walk or an 800-metre walking distance from the existing Clarkson GO Transit Station. Minimal pedestrian infrastructure such as sidewalks, pedestrian crossings and ramps connect neighbourhoods with the Clarkson GO Transit Station, as well as commercial and industrial areas. In addition, residential neighbourhoods include some mid-block connections which are occasionally aligned with open space and parks system.

Public Transit

Public Transit in the Clarkson MTSA is provided through bus and commuter train services.

The Clarkson MTSA incorporates bus services provided by MiWay and Oakville Transit, including the following bus routes:

- Route 13: along Southdown Road, Royal Windsor Drive, and Lakeshore Road West.
- Route 14: along Royal Windsor Drive and Southdown Road.
- Route 23: along Lakeshore Road West, Southdown Road, Bromsgrove Road, Southdown Road, and Inverhouse Drive.
- Route 29: along Inverhouse Drive, Lakeshore Road West, Southdown Road, Bromsgrove Road and Southdown Road.
- Route 45: along Southdown Road.
- Route 110: along Southdown Road.
- Route 335: along Southdown Road.

Another important public transportation service in the area is the GO train service which facilitates movement of residents throughout the GTA. In terms of physical infrastructure, the railway corridor acts as an east-west barrier. However, a pedestrian tunnel connects both ends near the existing Station building. GO transit line runs east to west, and a spur line serving employment lands to the south.

Active Transportation

The Clarkson MTSA includes minimal active transportation infrastructure. The main route is a north-south raised multi-use pathway along Southdown Road, which connects to the Waterfront Trail at Orr Road and Southdown Road, and further east through the Sheridan Creek Trail to the Rattray Marsh Conservation Area. In addition, there are the Nine Creeks Trail and multi-use pathways, as well as sharrows along Lakeshore Road West.

Vehicular Circulation

The area incorporates important transportation corridors that are used for car, truck and bus traffic. The main street network includes the north-south arterial Southdown Road, and the east-west arterial Royal Windsor Drive / Lakeshore Road West. Surrounding residential neighbourhoods are connected to the main arterial street system and accessed by vehicle from:

- Major Collector Roads: Truscott Drive, Clarkson Road North.
- Minor Collector Roads: Bromsgrove Road, Avonhead Road, Clarkson Road South, Orr Road.
- Local Roads: Barsuda Drive / Ambridge Court; Wiseman Court / Ludbrook Court; Bromsgrove Road / Balsam Avenue; Walden Circle; Bonnymede Drive; Lushes Avenue / Inverhouse Drive.

Infrastructure / Servicing

A high-level water and wastewater servicing analysis was completed for the initial land use options for the Clarkson MTSA. The Clarkson Master Plan is generally consistent with those options with respect to population. Development should be phased to coordinate with the provision of services and infrastructure.

Although the analysis revealed that both water and wastewater system have capacity constraints, development may be accommodated subject to timing and would require additional pipe and upsizing of existing pipes.

The Region is currently assessing water and wastewater capacity across Peel, taking into account updated population and employment growth projections, that will guide planned infrastructure improvements to 2051, including within the Clarkson MTSA. This work will help determine the timing and delivery of watermain and sanitary sewer improvements needed to accommodate forecasted growth.

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1.5 VISION & GUIDING PRINCIPLES

Vision

The Clarkson Major Transit Station Area will transform into a vibrant, sustainable, complete and mixed-use community where a diversity of buildings and an animated/vibrant and connected public realm offers pedestrians, cyclists, transit users and drivers different ways to access, navigate and experience the area and direct themselves towards the Clarkson GO Transit Station.

Living, working and playing will be supported and enhanced by a range of housing forms, employment opportunities, community facilities and a connected network of parks and open spaces that complements the natural environment.



Guiding Principles



Establish a hierarchy of well-connected and accessible parks and public spaces to support cultural, civic and community life throughout the year.



Create vibrant and animated streets that support community life and all modes of transportation.



Develop a safe and convenient active transportation network that integrates within the existing network and provides connections to neighbourhoods, community destinations and the Clarkson GO Transit Station.



Promote a mix and variety of uses, including a range of housing types, affordable housing and opportunities for retail, commercial, employment and community uses.



Protect and enhance natural features while broadening opportunities for public access, enjoyment, education and stewardship.



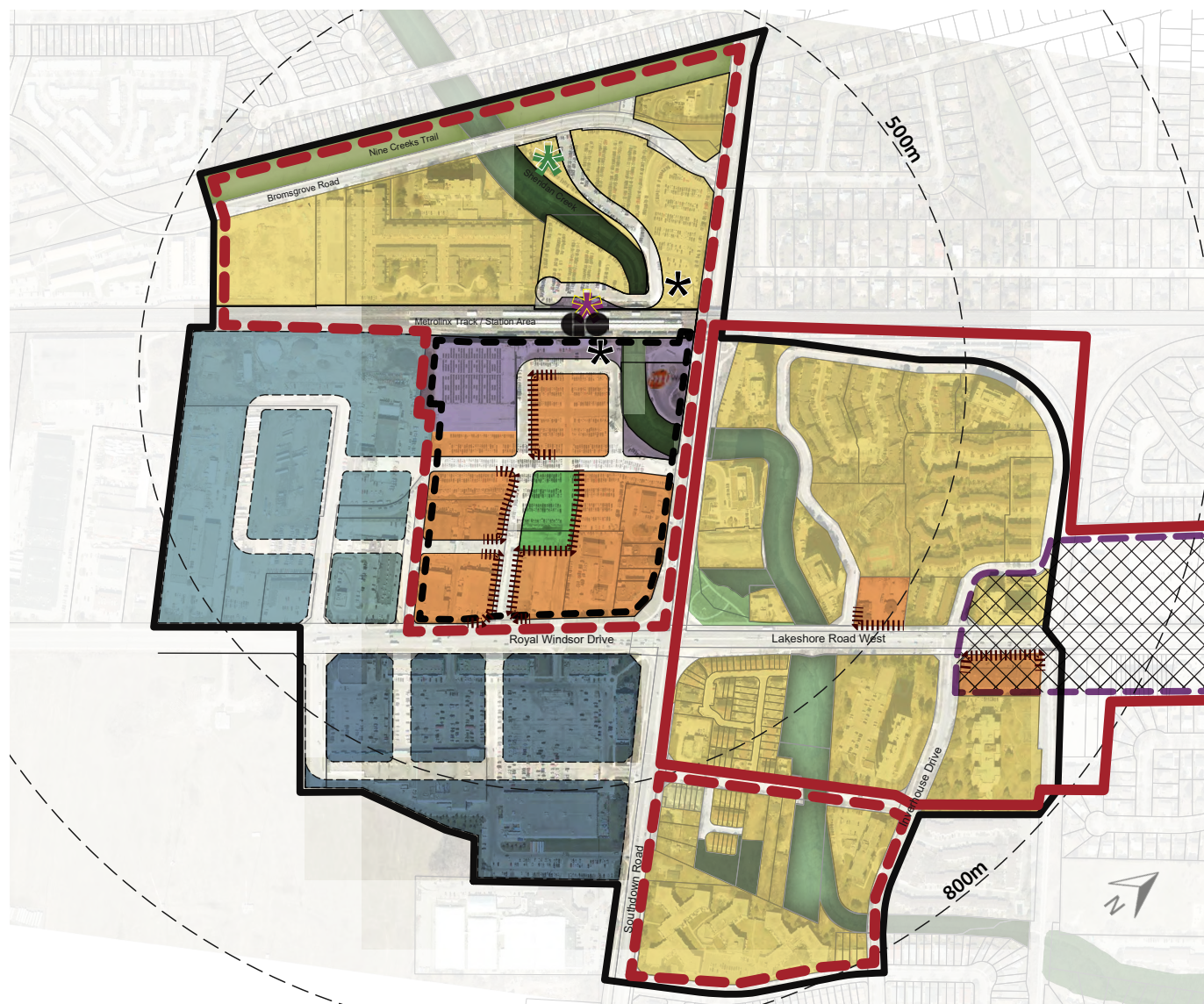
Design high-quality buildings that incorporate green building standards and best practices, that respect and complement the character of Clarkson Village.





2

THE CONCEPT PLAN



MAP 9 - CONCEPT PLAN

LAND AREA

MTSA Total Land Area 82 ha.

POPULATION

Existing (2021 Census) 4,080
 New 11,120
 Total Population 15,200

EMPLOYMENT

Existing (2022 Mississauga Employment Database) 1,850
 New Commercial 560
 New Office 380
 Minus Existing 90
 Total Jobs 2,400

DENSITY

Existing 72 Persons + Jobs per Hectare
 Future* 215 Persons + Jobs per Hectare

* Future density assumes full build out of sites identified in the Demonstration Plan (Map 14).

LEGEND

- Clarkson MTSA Boundary
- Residential Area
- Mixed Use Area
- Employment Area - Business
- Employment Area - Commercial
- Transit Facility (GO/MiWay)
- Natural System
- Utility Corridor/ Nine Creeks Trail
- Existing Park
- New Park
- Existing Clarkson Village Community Node
- Proposed Clarkson Village Community Node Boundary Expansion
- Clarkson Village Main Street Commercial Area
- Non-residential Uses At-grade
- Future Park
- Potential Pick-Up / Drop-Off Location
- Potential Station Plaza
- Lands to be Removed from Employment Area
- GO Transit
- Mississauga Transit

2 THE CONCEPT PLAN

2.1 INTRODUCTION TO THE CONCEPT PLAN

The Clarkson MTSA boundaries are identified in the Region's Official Plan.

While one of the goals of the Study is to demonstrate how development may be accommodated within the Clarkson MTSA to achieve a minimum 150 persons and jobs combined per hectare (pj/ha), the other, and perhaps more fundamental goal is to provide a framework for the development of a complete, vibrant, and transit-supportive community.

The development of the Clarkson MTSA is expected to continue beyond the 2051 time horizon established within the Growth Plan, with the potential to exceed the density target of 150 persons and jobs combined per hectare.

To achieve this growth, the Concept Plan identifies a broad mix of uses, a connected street and block pattern, and a parks and open space system that marries the existing and future areas of the Clarkson Master Plan together.

The Concept Plan is supported by a Demonstration Plan (refer to Map 14 - Section 2.8) which illustrates a potential development scenario to achieve and exceed a minimum of 150 combined persons and jobs per hectare.

The development opportunities represented by the Concept Plan must occur in a logical and cost-effective manner. Key factors to consider include:

- The provision of adequate municipal service infrastructure - water, sewer, storm water and transportation facilities – required to accommodate the proposed levels of development in an efficient and cost-effective manner; and,
 - The assurance that any new development, and associated municipal infrastructure and community facilities and public parks are provided and are within the fiscal capabilities of the City of Mississauga.
- Conformity with the policies of the Region and the Province and all of the relevant and applicable planning policies of the Mississauga Official Plan (MOP);
 - The appropriate integration of new development with existing development patterns, resulting in a contiguous, connected and compact urban form;

A Complete Community

The Clarkson Master Plan is intended to promote development that reflects the Vision and Principles established through the community engagement process and to ensure the creation of complete communities. The Growth Plan defines complete communities as those which are:

'well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. Complete communities support quality of life and human health by encouraging the use of active transportation and providing high quality public open space, adequate parkland, opportunities for recreation, and access to local and healthy food. They provide for a balance of jobs and housing in communities across the GGH to reduce the need for long distance commuting. They also support climate change mitigation by increasing the modal share for transit and active transportation and by minimizing land consumption through compact built form.'

The principles of the Master Plan establish the context and direction for the creation of a development pattern that:

- Is pedestrian-oriented and transit-supportive;
- Integrates a balance and diversity of residential, retail, office, employment and public uses; and,
- Promotes transit-supportive densities within proximity to the Clarkson GO Transit Station.

The intent of this Master Plan is to ensure that:

- Built form and land use mix are key determining factors for the types of development permitted. Built form is to be defined by a complex interrelationship of height, setbacks, step backs, density, lot coverage, massing and building articulation. Additionally, land use compatibility with surrounding uses should also be considered.
- The transitions among different building types, heights and land use is a key consideration in determining compatible development. This Plan provides guidance for the use of various planning and design tools to be implemented to ensure land use and development compatibility and appropriate development transitions.
- Development proposals be evaluated based on the capacity of the area to accommodate the anticipated cumulative levels of growth with respect to publicly accessible open space, community facilities and available municipal infrastructure, including the transit and transportation networks. As such, each application for development shall be reviewed within its existing and planned context, and all of the cumulative impacts shall be identified, and comprehensive mitigation techniques implemented. Where cumulative impacts exceed servicing capacity, development may be refused or phased to align with infrastructure improvements.
- Public improvement projects are undertaken within an overall design and implementation program that is consistent with the directions of this Plan.
- A full array of community and cultural facilities, infrastructure and pedestrian / cycling network improvements properly accommodate anticipated growth.

Additionally, the Concept Plan seeks to achieve the following objectives:

- Establish an identity for the Clarkson MTSA as a vibrant, mixed-use and transit-supportive community, with residential, office and retail uses.
- Introduce context appropriate higher density forms of development within a new Station Precinct within walking distance to the Clarkson GO Transit Station, and accommodates a mix of residential, commercial, institutional, entertainment and cultural uses.
- Support the existing retail-commercial environment in Clarkson Village and promote the extension of a 'main street' character in the MTSA.
- Protect the ongoing economic function of the Southdown Employment Area for expanded and various employment generating land uses.
- Ensure that new development is compatible with surrounding industry, and provides an appropriate transition to different land uses.
- Promote a high degree of interconnectivity between and among buildings, and with the Clarkson GO Transit Station and local transit systems. These connections are to be fully accessible and animated spaces.
- Promote the development of a well-designed, pedestrian oriented public realm / active transportation network that links new and existing neighbourhoods to community amenities and the Clarkson GO Transit Station.
- Promote the development of diverse housing types and quality built form that enhances the Public Realm, contributes to a sense of place and appropriately transitions between the various Precincts identified in this Plan.
- Provide new parks in the Clarkson GO MTSA to create opportunity for social interactions with the community, improve quality of life through associated physical and mental health benefits and contribute to environmental sustainability

- Advocate for the creation of a centrally-located community park within the Clarkson GO MTSA to create opportunities for social interaction, community gatherings and for hosting local festivals, markets and community events. As identified in the 2014 Clarkson Village Study and through the public engagement process, residents and the local BIA have expressed the need for a programmable community space, accessible by the public, where the local community events can be hosted. Community parks within Clarkson are to be functional, programmable and equipped with supportive infrastructure including water access and electricity grid tie-ins.

Proposed Changes to Character Area Boundaries

Southdown Employment Area

The Master Plan proposes to remove a portion of the Clarkson GO MTSA lands from the Southdown Employment Area, as shown on Map 15. This would allow for mixed use residential development on the lands west of Southdown Road, north of Royal Windsor Drive, south of Bromsgrove Road and east of the existing Metrolinx parking structure.

The Master Plan recognizes the need to minimize land use compatibility conflicts by separating heavier employment uses and proposed sensitive land uses such as residential. Lands immediately adjacent or in the area influenced by heavier employment uses are proposed to remain in the Southdown Employment Area.

Provincial and Regional Employment Area policies recognize the importance of maintaining adequate separation distances to heavier employment uses to reduce the potential for land use compatibility conflicts. This helps preserve the viability of employment lands for existing and future heavier employment uses. A further review of the Employment Area boundary may be warranted in the future if the makeup of businesses in Southdown significantly changes.

The review should consider changes in the makeup of businesses in Southdown, and the potential for land use compatibility conflicts should additional lands be removed from the Employment Area.

Clarkson Village Community Node

Community Nodes such as Clarkson Village already exhibit many of the desirable characteristics of a complete community – compact, mixed use development, pleasant, walkable streets and a strong sense of place and community identity. Community Nodes provide a high-quality urban environment and are served by frequent transit service.

The Clarkson Master Plan proposes to add lands to the Clarkson Village Community Node. These lands include:

- Properties removed from the Southdown Employment Area; and,
- Properties within the Clarkson-Lorne Park Neighbourhood that are within the Clarkson GO MTSA.

2.2 LAND USES & DENSITY

Mixed-Use Area

A mix of uses is encouraged throughout the MTSA. It is anticipated that Mixed-Use Areas, as shown on Map 9, will accommodate the greatest intensity of uses and scale of development, with the highest density development adjacent to the Clarkson GO Transit Station to create vibrant and active nodes north and south of the rail corridor. Mixed-Use Areas shall contribute significantly to the Pedestrian Realm/Active Transportation Network and include other civic elements such as street trees and boulevards with street furnishings and enhanced character elements, and buildings that promote its identity, character and sense of place.

The areas identified in the Mixed-Use Area shall accommodate the development of an array of uses, including those permitted in the 'Mixed-Use' designation (MOP), which allows for residential uses in conjunction with other permitted uses. Development will be required in certain locations to provide active, at-grade uses to be located on the ground floor of buildings, with front doors / storefronts fronting onto public streets and parks. In other locations, active, at-grade uses are generally encouraged. Parking shall be accommodated in structured parking and preferably below grade.

Notwithstanding the permitted uses within the 'Mixed-Use' Area, proposed development may be subject to the completion of a land use compatibility analysis where appropriate, among other required studies, to the satisfaction of the City.

Within the Mixed-Use Area, new drive-through facilities and automotive-oriented uses (sales, service, gas stations), shall be prohibited. Surface parking lots are discouraged and shall be limited to short term pick-up / drop-off (PUDO) and delivery functions.

In addition to the permitted and prohibited land uses proposed in this Plan, the following land use policies apply:

- Where a building fronts on to the Main Street (identified on Map 11), retail stores, restaurants, personal service uses, hotels, institutional uses, financial institutions, offices, cultural, and recreational and entertainment uses are required at-grade; and,
- Where a building does not front onto the Main Street, retail stores, restaurants, personal service uses, hotels, institutional uses, financial institutions, offices, cultural, and recreational and entertainment uses, as well as residential uses are encouraged at-grade.

Urban Design

- All development in the Mixed-Use Area shall:
 - Enhance and strengthen the identity of the Clarkson MTSA.
 - Have coordinated and consistently high quality built form.
 - Contribute to pedestrian-oriented, animated and vibrant streets and public spaces.
 - Enhance and strengthen pedestrian, cyclist and vehicular connectivity throughout the MTSA, to the Clarkson GO Transit Station and to the surrounding neighbourhoods.
 - Provide opportunities for pedestrian interaction with high quality landscaping and prioritize enhancement of the tree canopy
- Maximum building heights are identified on Map 10. Maximum building heights may only be achieved subject to meeting urban design criteria identified in the City's urban design guidelines, the Clarkson Master Plan, and the City's Official Plan.
- All developments shall have a minimum street wall podium height of 3 to 6 storeys. Variations in podium heights and setbacks will enrich the visual experience and provide a more dynamic streetwall.

- Development will contribute to the creation of a high standard of public and private realm street-scape design that is coordinated and comprehensive and includes public art.
- Buildings shall provide an appropriate degree of street-wall continuity and enclosure to the street while maximizing views into parks and open spaces.
- Buildings shall be oriented to frame and provide animated facades around parks and open spaces.
- Create continuous at-grade retail and service commercial frontages with principal entrances to each unit facing onto the street where non-residential uses are required on the ground floor.
- On streets where non-residential uses are required on the ground floor, provide a minimum of 75 % of the first-floor façade that faces the street with clear and transparent windows and doors.
- On all other streets, provide a minimum of 50 % of the first-floor façade that faces the street with clear and transparent windows and doors.
- Incorporate canopies, awnings and other features that provide comfort, weather protection and pedestrian scale.
- At 'Gateway' locations, as identified on Map 12, buildings shall be designed and sited to enhance the sense of arrival and place, and shall be designed in combination with enhanced landscape and public realm elements including public art and signage.
- At 'Landmark' locations, as identified on Map 12, in addition to promoting design excellence, buildings shall be designed and sited to form visible, distinct and identifiable elements in the urban fabric and integrate public art and signage in the development.
- All redevelopment shall consider coordination with surrounding sites with respect to the sharing of parking, loading and servicing areas. All loading and servicing areas shall be screened from view from the Pedestrian Realm/Active Transportation Network, and preferably be located below grade.

Southdown Employment Area

Employment uses are encouraged throughout the MTSA. Within the Clarkson MTSA, the Employment Area should have a mix of employment generating land uses and contribute to the Pedestrian Realm/Active Transportation Network.

Lands within Southdown Employment will permit uses identified in the 'Business Employment' and the City's proposed 'Commercial Employment' designations. Development forms shall encourage office uses in Gateway locations, as identified on Map 12. Parking is encouraged to be accommodated in structured parking and preferably below grade. Where surface parking is provided, it shall be located internal to the site and at the rear of the building.

In the Employment Area, the following uses shall continue to be permitted:

- Offices
- Financial institutions
- Research and development facilities
- Commercial schools
- Retail stores, restaurants, and personal service uses
- Hotels
- Conference/convention centres
- Banquet facilities
- Cultural, recreational and entertainment uses

Urban Design

- All development in the Employment Area shall:
 - Enhance and strengthen the identity of the Clarkson MTSA.
 - Have coordinated and consistently high quality built form.
 - Contribute to pedestrian-oriented, animated and vibrant streets and public spaces.
 - Enhance and strengthen pedestrian, cyclist and vehicular connectivity throughout the Clarkson MTSA, to the Clarkson GO Transit Station and to the surrounding neighbourhoods.
- Redevelopment will include buildings that define the street edge and/or frame public space, with minimal front-yard and exterior side yard setbacks. Associated site design shall enhance the Pedestrian Realm/Active Transportation Network.
- All permitted uses, with the exception of any parking facility, shall be carried out entirely within wholly enclosed buildings. Any permitted loading or parking facilities shall be screened from view from adjacent public streets.
- At 'Gateway' locations, as identified on Map 12, buildings shall be designed and sited to enhance the sense of arrival and place, and shall be designed in combination with enhanced landscape and public realm elements.
- At 'Landmark' locations, as identified on Map 12, in addition to promoting design excellence, buildings shall be designed and sited to form visible, distinct and identifiable elements in the urban fabric.
- All redevelopment shall consider coordination with surrounding sites with respect to the sharing of parking, loading and servicing areas. All loading and servicing areas shall be screened from view from the Pedestrian Realm/Active Transportation Network, and preferably be located below grade.
- For larger developments with multiple blocks/buildings:
 - Establish a minimum streetwall of 50 to 80% of the site's frontage along public streets.
 - Arrange buildings to create comfortable and protected pedestrian-scaled spaces and permeable and connected internal layout.
 - Provide adequate separation between buildings based on their height.
 - Where possible, provide access to parking and service areas through the creation of a shared laneway system, coordinated across multiple sites or through redevelopment.
 - Minimize interruptions to the sidewalk and potential conflict between vehicles, cyclists, and pedestrians.
 - Avoid locating parking areas between the street/sidewalk and the building; if required, minimize parking in these locations to a maximum of 50% of the street frontage.
 - Avoid large areas of surface parking; instead, these should be dispersed throughout the site.
 - Locate service/loading areas and surface parking at the rear or side of buildings, away and fully screened from public view.
 - Provide a safe, clear and accessible site circulation system for pedestrians, cyclists and vehicles.
 - Design above-grade parking structures to be integrated with and/or located behind principal buildings and not facing public streets.
 - Site landscaping should be coordinated with the public realm with maximum opportunities for on site greening to support and enhance ecological function, stormwater management, bio-diversity and the urban forest.

Clarkson Village Community Node (West Gateway Precinct)

The Clarkson Village Study, 2010 provides a number of recommendations for the development of the Clarkson Village Node, which were adopted in the City's Official Plan policies and urban design guidelines. It envisions Clarkson Village to transition into a pedestrian friendly and transit supportive community full of activity places, gathering spaces, with a main street atmosphere, amidst new, contemporary, mixed-use development that pays tribute to the Village's heritage and character.

This Plan supports the vision for the Clarkson Village Node including the continued development of the Historic Village Area as a vibrant retail-commercial main street. The Clarkson Master Plan identifies a portion of the West Gateway Area as part of the Clarkson MTSA Mixed-Use Area (Refer to Figure 13 - Clarkson Village Community Node Precincts). As such, the West Gateway Area is anticipated to accommodate a mix of uses and be developed as follows:

- New development will maintain the existing height transition with the highest built form at the west end, closest to the Clarkson GO Transit Station, and lowest building heights at the east end, adjacent to the CN Rail overpass and the Historic Village Area.
- Mixed-use buildings will be located close to the street to ensure a pedestrian oriented environment.
- Mississauga will encourage a symbolic gateway feature on Lakeshore Road West, east of Southdown Road to define the entry and exit from Clarkson Village Community Node.

In addition to drive-through facilities, automotive-related uses of any kind (sales, service, gas stations), shall not be permitted.

Urban Design

Building Heights are identified on Map 10 and reflect OP Map 14-2.1: Precinct Areas – Clarkson Village Community Node.

Urban Design for the West Gateway Area shall be in accordance with the Official Plan, Clarkson Village Urban Design Policies.

Residential Area

This Plan recognizes that Residential Areas are expected to see change over time based on their existing land use designation and built form context. Within this Area, there are sites that would support a denser development in the form of taller buildings, particularly to the north of the railway on lands that currently serve as surface parking for the Clarkson GO Transit Station.

Where redevelopment does occur, it will be appropriately designed, and will be compatible with existing development in the vicinity. Assessment of compatibility will consider a number of aspects including height, massing, character, materials and architectural detailing as well as the surrounding context.

Uses in this Area should permit a range of residential building types, including townhouses, mid-rise and high-rise buildings and additional residential units.

Residential Areas may contain retail, services and amenities in the base of new buildings to serve the surrounding residential area.

Urban Design

Building Heights are identified on Map 10.

All redevelopment must be sensitive, gradual and generally 'fit' the existing physical character and development pattern of the Area where it is located, in particular:

- The patterns of streets, blocks and lanes, parks and public building sites;
- The size and configuration of lots including variations of lot depth;
- The heights, massing, scale and dwelling type of adjacent residential properties;
- The prevailing patterns of rear and side yard setbacks and landscaped open space;
- The continuation of special landscape or built form features that contribute to the unique physical character of the community; and,
- The prohibition of garages that project beyond the primary building façade, or are located fully or partially below grade.



MAP 10 - BUILDING HEIGHT DISTRIBUTION

LEGEND

-  Clarkson MTSA Boundary
-  Employment Area - Min. 2 storeys or 11m
-  GO Transit
-  Mississauga Transit

* Numbers on map show minimum and maximum heights in storeys per block/area

2.3 HEIGHT DISTRIBUTION

As part of the process to develop this Plan, earlier explorations of built form illustrated three different concepts for distribution of building height to achieve the same resulting density. These options included:

- Focusing the tallest buildings around the Clarkson GO Transit Station, transitioning to lower buildings away from the station;
- Focusing the tallest buildings around the intersection of Southdown Road and Royal Windsor Drive, transition to lower buildings away from the intersection; and,
- Evenly distributing mid-rise buildings throughout the MTSA.

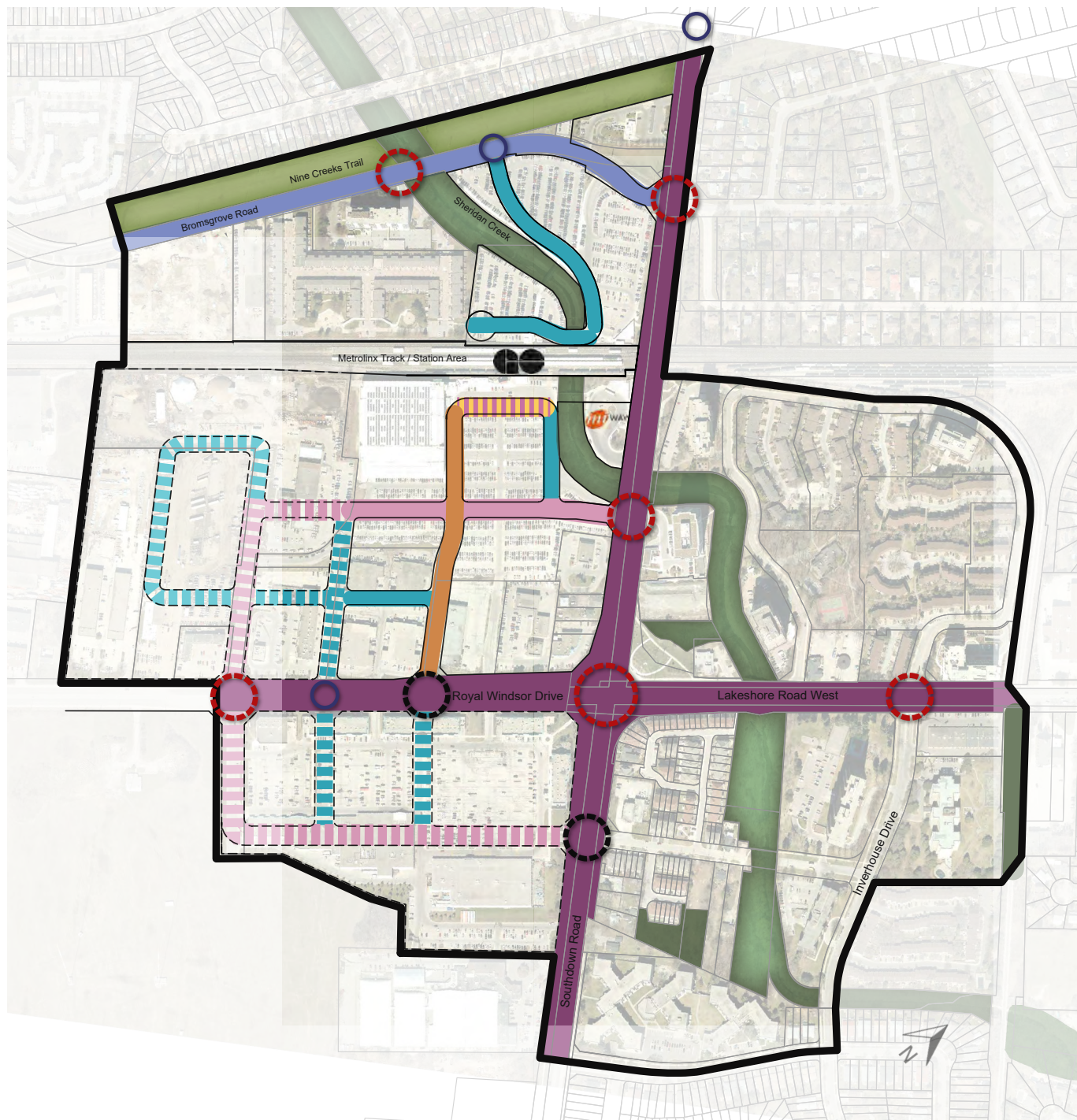
Elements of each of these scenarios have been combined to provide a balanced approach to height distribution.

With respect to building height, the Clarkson Master Plan reflects the City Structure Hierarchy which focuses the greatest density and tallest buildings in the City Centre.

As such, the built form and height distribution for this Plan is based on:

- Identifying minimum and maximum building heights.
- Focusing the greatest density and tallest buildings north and south of the Clarkson GO Transit Station / rail corridor west of Southdown Road.
- Recognizing existing tall buildings on the east side of Southdown.
- Transition to lower building heights in the West Gateway Precinct and Southdown Employment Area.
- Recognizing that building heights shall be subject to achieving urban design criteria / tests to ensure appropriate transition and tower separation distances, as well as minimizing shadow impacts on public streets and spaces (these principles/criteria are described and demonstrated in Section 3.1 Block/Site Design).

The City's Official Plan contains general MTSA policies with respect to building heights. The policies allow for increases in building heights subject to meeting criteria on vision, land uses, compatibility, urban design and infrastructure capacity.



MAP 11 - STREETS

LEGEND

- Clarkson MTSA Boundary
- Arterial Street
- Proposed Collector Street
- Existing Collector Street
- Proposed Main Street
- Proposed Local Street
- Proposed Station Street

- Street for Future Consideration *
- Existing Signalized Intersection
- New Signalized Intersection
- Enhanced Intersection
- GO Transit
- Mississauga Transit

* Streets for future consideration are identified should lands in the Employment Areas redevelop to other uses

2.4 STREET NETWORK

The street and block pattern is intended to facilitate a highly connected and permeable community that is pedestrian-scaled, walkable and creates compact development blocks. As such, the streets in the Clarkson MTSA shall be designed based on a complete streets approach, having balanced consideration for the form, character and function of the right-of-way and the adjacent built form (refer to Section 2.5 Streetscape Design).

The Street Network will be a connected grid system of streets that create a fine-grained urban fabric, resulting in pedestrian-scaled development blocks that can accommodate a diversity of built form types and site layouts (refer to Map 11). The grid pattern of streets provide multiple east-west and north-south connections throughout the MTSA, as well as multiple connections to the surrounding roads, including a direct connection to Clarkson Village.

To provide enhanced connectivity within the Clarkson MTSA and with the surrounding community, the Street Network includes these key elements:

- A main east-west road that connects Southdown Road, at the existing Metrolinx driveway access south of Sheridan Creek, to the Employment Area at the west end of the MTSA.
- A main north-south road that connects Royal Windsor Drive to the Clarkson GO Transit Station. This road is envisioned to be the active Main Street for the MTSA area, lined on both sides with retail-commercial uses at grade and designed as a pedestrian-oriented environment with amended boulevards.

- Single-loaded roads on the north and south sides of the rail corridor that provide the opportunity for future development of bus bays, PUDOs, ride share and short term parking areas, all of which are intended to enhance the accessibility and function of the Clarkson GO Transit Station.
- Wider sidewalks along Main Street and streets adjacent to the Clarkson GO Transit Station;
- New off road pedestrian (trail) connections, including the extension of Nine Creeks Trail to Southdown Road;
- New intersections connected to the arterial road network, including a potential controlled intersection at Wiseman Court to facilitate safe connection of the Nine Creeks Trail; and,
- Multi-use paths and/or separate bike facilities on Royal Windsor Drive, Southdown Road, and the new Main Street.

This enhanced network will lead to improved access to the Clarkson GO Transit Station area, and will accommodate all road users to travel within the Clarkson Master Plan area and to connect to the surrounding community.

2.5 STREETSCAPE DESIGN

Streets (identified on Map 11) are key components of the Public Realm in the Clarkson MTSA and, in combination with Parks and Connections (identified on Map 13), have a vital role in defining the character of the community and enhancing the function of the community.

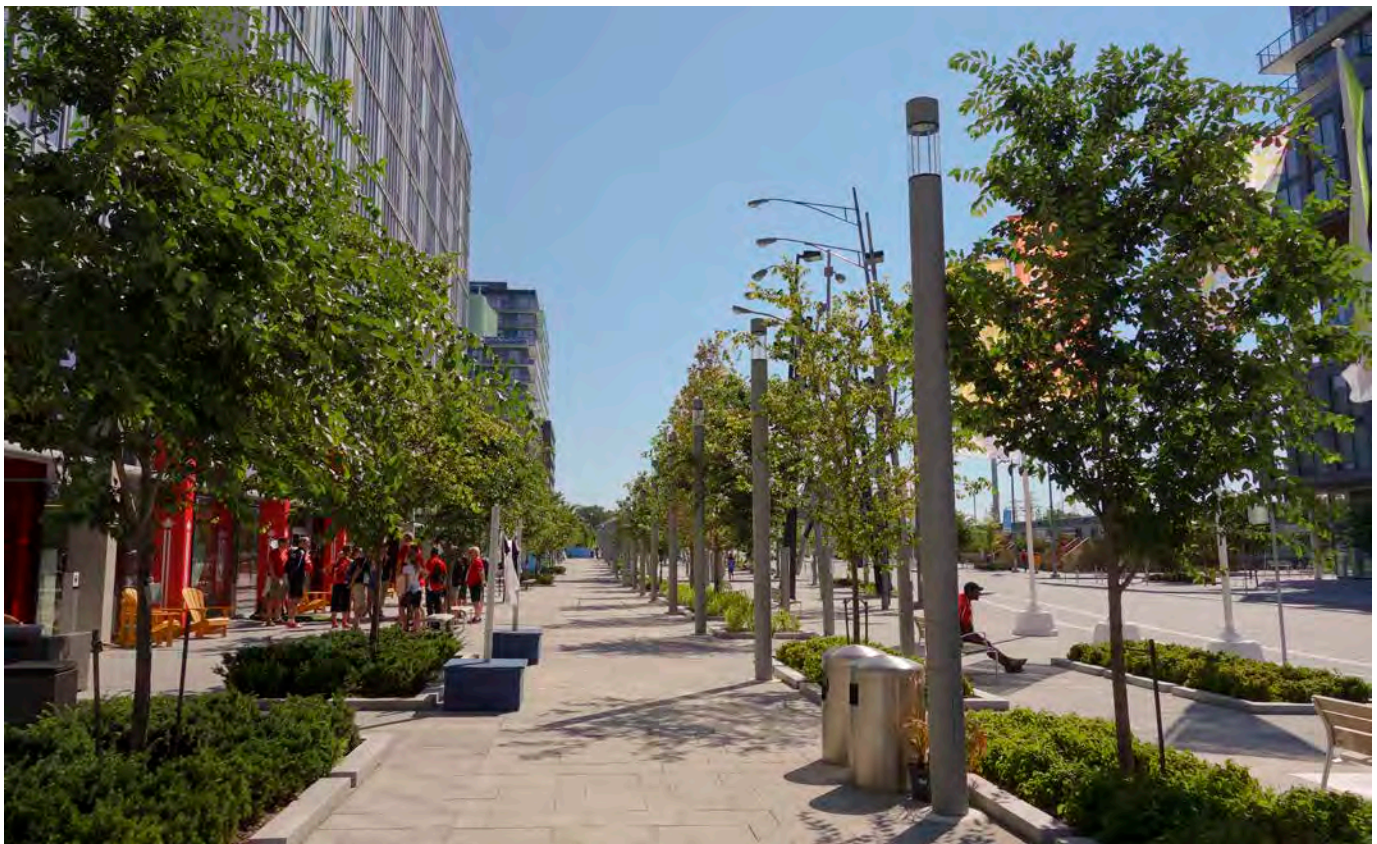
The City of Mississauga Complete Streets Guide provides direction for the planning, design and maintenance of new and existing streets in the City.

Complete street design aims to create a pedestrian realm that is vibrant and accessible for all, with enhanced place-making and improved safety. The pedestrian realm is typically located in the area between the face of the building or property line to curb edge, also known as the boulevard. Streets should be designed with consideration for:

1. How built form interfaces with the street to animate the street environment and frame this public space, including: setbacks, podium height, building stepbacks, windows, entrances and street-level uses
2. The width and function of the street and the relative scale and massing of buildings
3. The arrangement and design of street elements within the right-of-way contribute to creating engaging, safe and visually appealing streets, including: street trees, street lights, planters, seating, public art, and paving.

The Concept Plan proposes the following streets and/or street conditions:

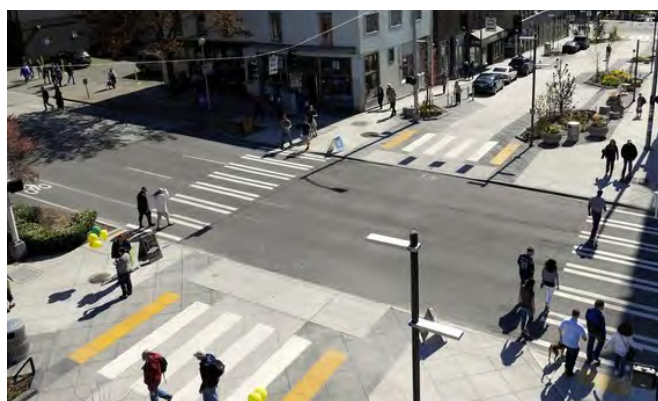
- Arterial Streets
- Proposed Collector Streets
- Existing Collector Street (Bromsgrove Road)
- Main Street
- Local Streets
- Station Street



All Streetscape Types and Enhanced Intersections

The following directions apply to all of the various Streetscape Types and Enhanced Intersections:

- They will be safe, accessible, secure and shall implement the relevant policies of the Accessibility for Ontarians with Disabilities Act;
- They shall create defined and continuous zones for planting, street furnishings, utilities and pedestrian, cyclist and vehicular traffic, including transit;
- Street furnishings, plantings, materials, and techniques must be consistent in style and spacing and be of the highest quality. Pattern and repetition are essential to imprint a recognizable sense of identity;
- Street trees shall be added, acknowledging that due to the location of underground services and restrictive right of ways, not all streetscapes can accommodate them. Where trees are not possible, opportunities for public art, planters, banners, awnings and other amenities shall be explored.
- All streets within the Clarkson MTSA are to be considered Green Streets. Green Streets are defined by their attractive, tree-lined open space character, and by their emphasis on environmental quality. Green Street design places an emphasis on creating comfortable and convenient facilities for pedestrians and cyclists. Green Streets:
 - Are to be designed using sustainable infrastructure innovations;
 - Incorporate pathways and sidewalk space for cyclists and pedestrians; and,
 - Create opportunities for environmental cover, such as shrubs, ground cover, and other plants in addition to street trees to enhance the Pedestrian Realm/Active Transportation Network.



Arterial Streets

The following directions apply to Arterial Streets:

- Along Arterial Streets, the built form shall engage with both the vehicular and pedestrian traffic. Display windows, transparency to the second floor level, and appropriately scaled signage, all provide a pedestrian oriented environment. Moreover, significant amounts of transparency and canopy coverings support the pedestrian experience.

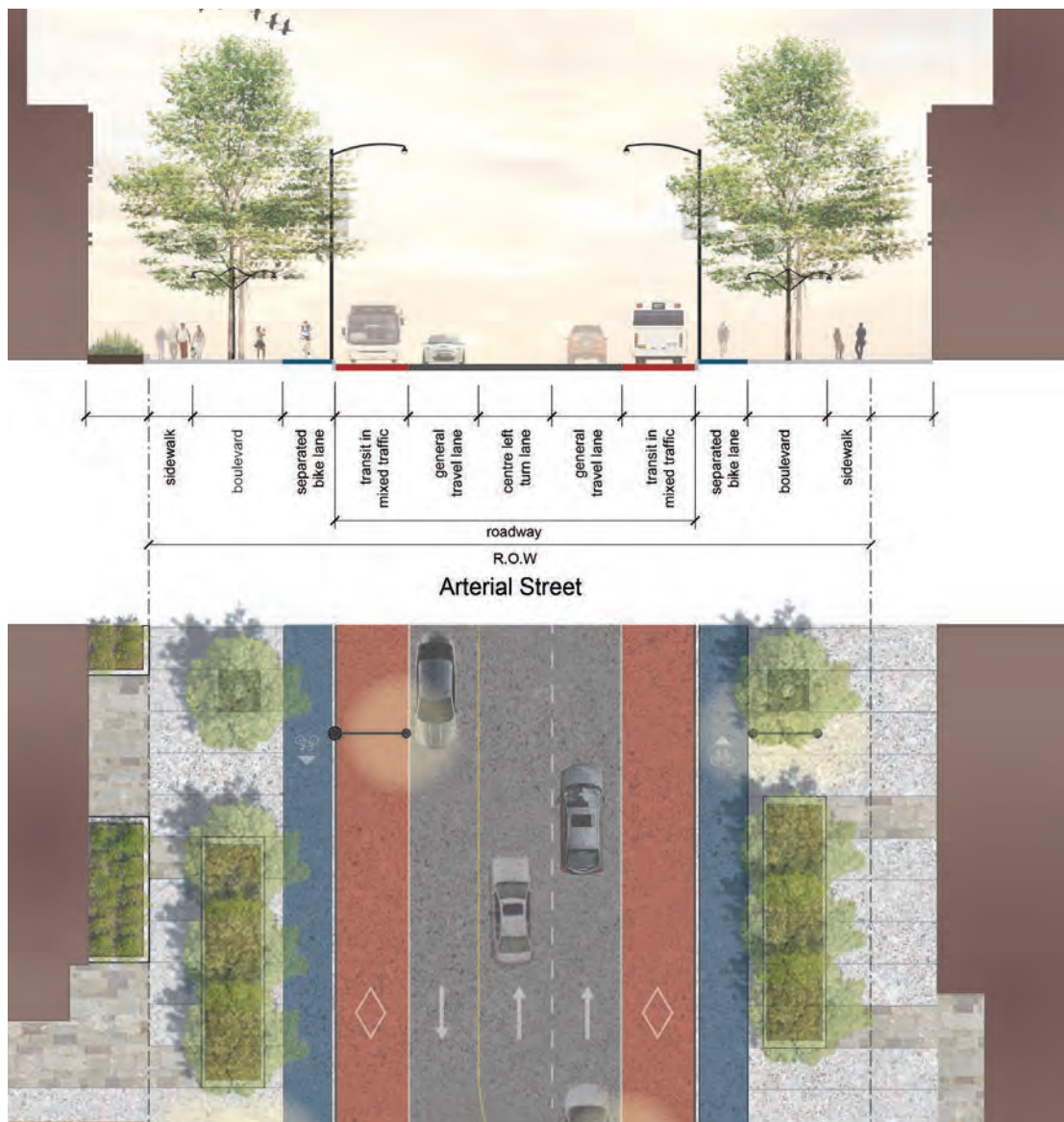


FIGURE 1- ARTERIAL STREET

Proposed Collector Streets

The following directions apply to Proposed Collector Streets:

- On Collector Streets a positive pedestrian experience will rely on the effectiveness of the streetscaping treatment including trees, shrubs and groundcover containing a variety of planting species, sizes, colours and textures. The built form shall incorporate landscaping treatment to enliven otherwise neutral building edges.
- Surface parking areas and loading areas are discouraged from being located along these streets.

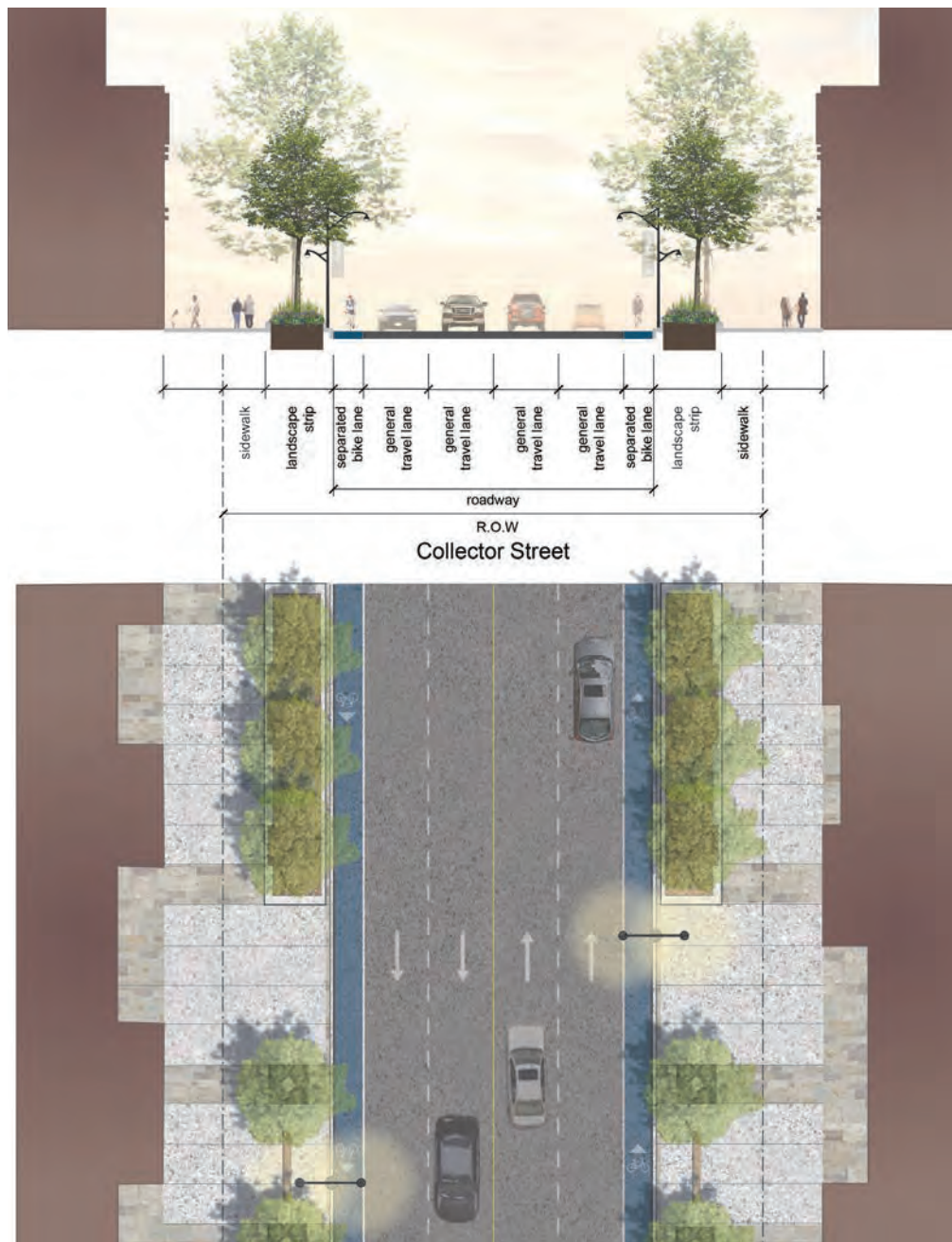


FIGURE 2 - COLLECTOR STREET

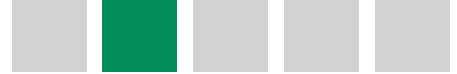
Existing Collector Street (Bromsgrove Road)

The following directions apply to Bromsgrove Road:

- Built form shall provide pedestrian-scaled frontage with an extended sidewalk and street furniture;
- The Hydro Corridor alongside the Collector Street shall incorporate a multi-use trail framed with appropriate vegetation, lighting and seating; and,
- Where appropriate, utilities directly adjacent to the Collector Street shall be buried to provide for a more extensive tree canopy and public amenities.



FIGURE 3 - COLLECTOR STREET - BROMSGROVE ROAD FUTURE CONDITION



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Proposed Main Street

Main Street in the Clarkson MTSA is envisioned as a vibrant, mixed use street with shops, services and amenities at-grade, and a pedestrian and cycling-oriented streetscape.

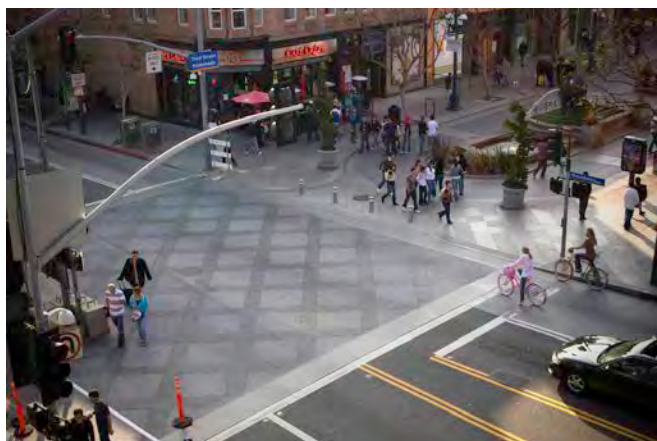
A mix of commercial unit sizes is recommended to accommodate small, mid-sized, and potentially larger retailers.

Main Street will have a 22 to 23 metre ROW to accommodate wider sidewalks of 2.5m, 2.0m landscape strips, and 1.8m cycle tracks or bike lanes, on both sides. Additionally, an on-street parking lane will also be accommodated on one side of the road. There will be one lane per direction for vehicular traffic.

Buildings located along Main Street are encouraged to incorporate highly articulated and animated elevations, including substantial glazing at the street level, as well as awnings and canopies, to provide comfort and interest for pedestrians. Retail, service commercial, and restaurant frontages, in a range of sizes and widths, are required on these streets and should inform the elevation articulation. Signage and lighting should be appropriately scaled to the pedestrian.

Streetscape elements and furnishings, which should be coordinated throughout the MTSA area, should include ample opportunities for pedestrian seating, gathering and spill out space (within set-backs) for patios and cafés.

The development of Main Street may occur in phases as development proceeds. An interim condition for Main Street has been identified (see Appendix 5.1) that secures a 17.5m right-of-way width.



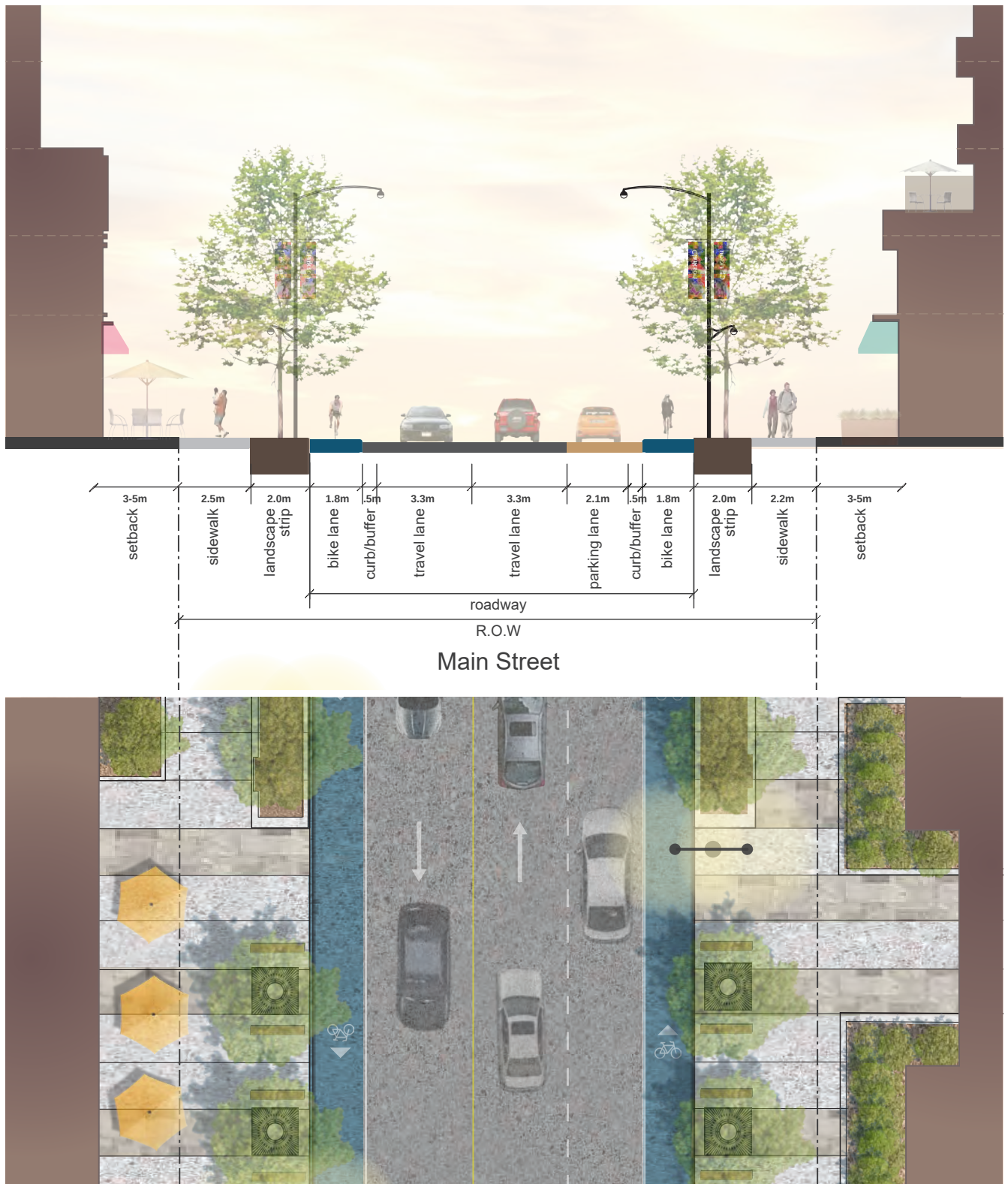


FIGURE 4 - MAIN STREET

Proposed Local Streets

Local Streets are envisioned to be primarily residential in character. Residential uses located at the base (podium) of buildings are encouraged to have front doors, windows, and landscaped areas facing the street. While animating the street is important, it is equally important to ensure that appropriate separation and screening be provided as a transition between private and public areas. This may be effectively achieved through a combination of built form and landscape elements such as steps, low walls, planters, low fencing, plantings and screens.

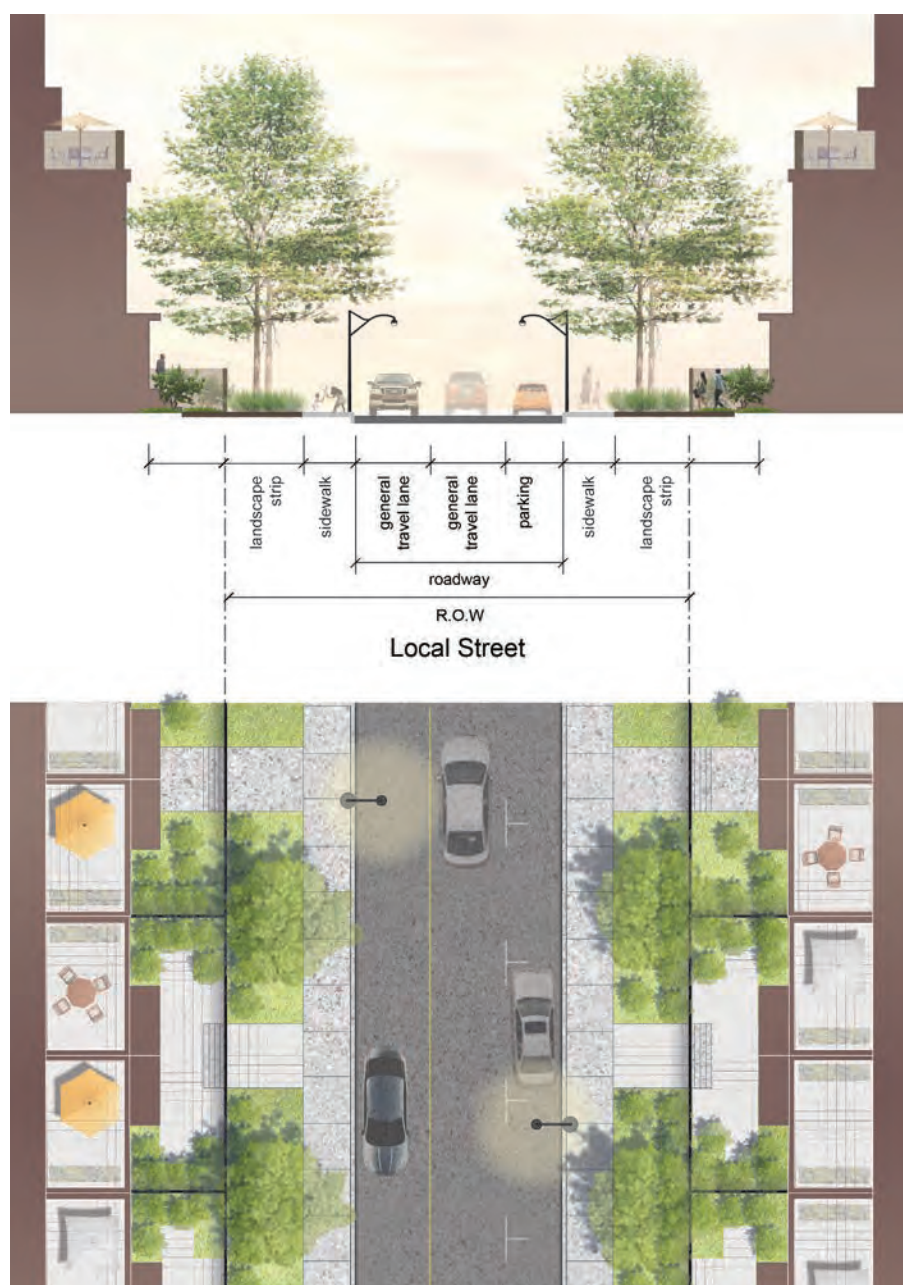


FIGURE 5 - LOCAL STREET

Proposed Station Street

Station Street is envisioned to be a single-loaded road running alongside the train rail corridor, to support the function of the Clarkson GO Transit Station while creating an animated, pedestrian-oriented public realm environment within the community. These principles also apply to the street along the north side of the track corridor.

The following directions apply to Station Street:

- Clarkson GO Transit Station facilities shall be located alongside the length of the street, including short term lay-by parking, PUDO facilities and other ride-share facilities.
- Multiple safe and convenient access points shall be provided to access the length of the platform.
- Streetscape elements such as paving, planters, seating, lighting, bike racks, bollards, waste receptacles shall be provided, arranged, located and designed to enhance the pedestrian environment.
- Buildings shall be oriented with active street level uses fronting onto Station Street.



FIGURE 6 - STATION STREET



MAP 12 - GATEWAYS, LANDMARKS AND DESTINATIONS

LEGEND

- | | | | |
|---|------------------------|---|----------------------------|
|  | Clarkson MTSA Boundary |  | Opportunity for Public Art |
|  | Gateway |  | GO Transit |
|  | Landmark |  | Mississauga Transit |
|  | Destination | | |

2.6 GATEWAYS, LANDMARKS & DESTINATIONS

Map 12 identifies Gateways, Landmarks and Destinations within the Clarkson MTSA that are key components of the Public Realm/Active Transportation Network. Collectively, they enhance wayfinding and contribute to place-making.

Gateway

Gateways are prominent locations within the community which announce the main entrances to the Clarkson MTSA. The locations of the proposed Gateways coincide with main road intersections which are anticipated to be signalized. These locations provide the opportunity for a number of built form and public realm elements to be organized, designed and articulated to enhance the sense of arrival and sense of place. This should include landmark buildings that address the corner condition in combination with wayfinding elements, landscape features, enhanced plantings, public art and pedestrian amenities.

Design in these locations requires careful coordination of elements, in order to balance the needs of pedestrians, cyclists, vehicles, freight and transit within the available right-of-way. Wherever possible, turning radii shall be minimized, pedestrian crossings and bicycle lanes clearly identified, and clear sight lines protected.

Landmark

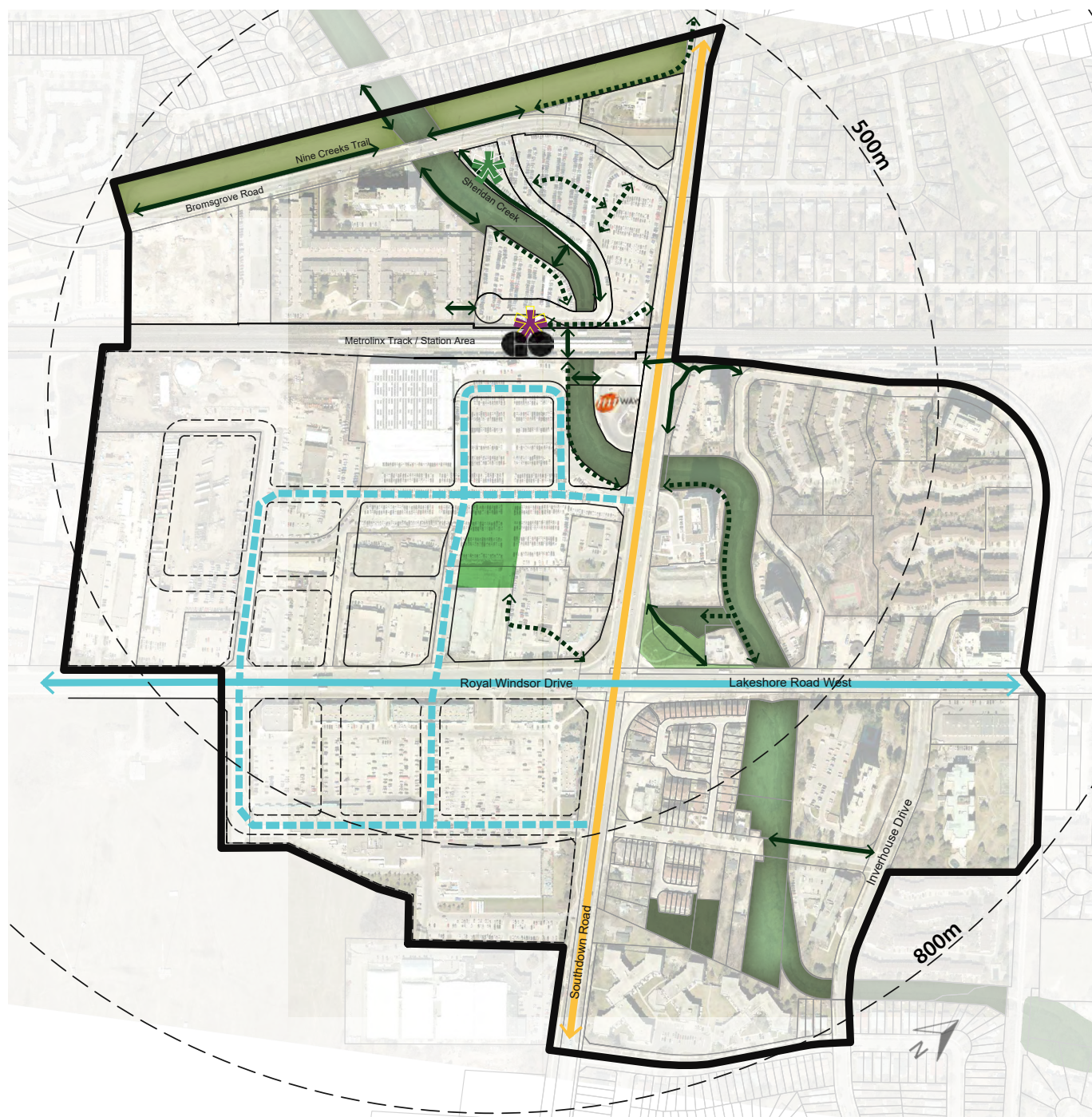
In a general sense, a landmark is a structure or feature that acts as an identifier. Within the Clarkson MTSA, a landmark may be an iconic building or architectural/landscape feature.

Destination

A destination is a land use that acts as an identifier. Within the Clarkson MTSA, a destination is an individual use or mix of uses that can attract visitors.

The Clarkson MTSA includes various destinations, such as the Clarkson GO Transit Station, as well as parks and public art that will attract visitors and act as focal points for the community. For specific directions regarding destinations that are part of the Public Realm / Active Transportation Network, please refer to Section 2.7 Parks and Connections.





MAP 13 - PARKS AND CONNECTIONS

LEGEND

	Clarkson MTSA Boundary		Existing Pedestrian Connection
	Existing Park		Future Pedestrian Connection
	New Central Community Park		Planned Separated Bike Lane
	Future Park		Recommended Separated Bike Lane
	Potential Station Plaza		Multi-Use Trail
	Natural System		GO Transit
	Utility Corridor/Nine Creeks Trail		Mississauga Transit

2.7 PARKS & CONNECTIONS

Parks and Connections (identified on Map 13) are key components of the Public Realm in the Clarkson MTSA and, in combination with the Streets (identified on Map 11), have a vital role in animating the community and creating a highly interconnected and multi-modal network.

These various components are significant contributions to the provision of recreational opportunities and for social activity and must be considered in concert with one another and within the context of this evolving and transit-supportive community. Specific planning, design and maintenance considerations are required to ensure the quality, vitality and longevity of these spaces.

A comprehensive understanding of how these various and diverse components work together and complement each other, and their adjacent uses, will lead to a more connected, accessible and logical network of pedestrian spaces throughout the Clarkson MTSA. They provide maximum accessibility to the existing and expanding transit facilities, move people to, from and through the community easily and safely, and provide a variety of spaces for socializing, special events and recreation.

The City of Mississauga Parks Plan (2022) identifies the Clarkson Village Character Area as being deficient in parkland provision based on a population-based provision of 1.2ha per 1000 persons.

The Concept Plan identifies Parks which, through development of the lands, will provide the opportunity for the City to create additional parkland that will serve both the existing and new population and, together with the network of streets and trails, will enhance connectivity and promote walkability in the area.

Community parks are diverse in their size and design, and can serve a variety of uses. These publicly owned spaces have characteristics that make them well suited to serve the form of density anticipated in the Clarkson MTSA.

A centrally-located Community Park is to be accessible and highly visible from the surrounding context; it is also meant to be a focus for the community and anchor a new retail-commercial Main Street.

In addition to existing parks, open spaces and trails, the Concept Plan identifies the following:

- A proposed Central Community Park located centrally within the lands south of the rail corridor;
- A proposed Station Plaza on the north side of the rail corridor, in association with the existing station buildings/entrances;
- A Future Park in the residential area north of the rail corridor; and,
- Various Pedestrian Connections.

It is the intent of this Plan to ensure that the City actively seeks opportunities to assemble a full range of Parks and Connections, including the central park, as identified in Map 13.



Parks

The following direction applies to all Parks in the Clarkson MTSA:

- Parks will be safe, accessible, secure and shall implement the relevant policies of the Accessibility for Ontarians with Disabilities Act. They will be open and accessible to the public at all times;
- The exact size, location and configuration of future parks will be determined through the development approvals process;
- Adjacent built form shall have active frontages abutting or adjacent to the centrally-located park;
- It is not acceptable to place garbage storage facilities, loading docks or utilities in or directly adjacent to parks.
- Parks will be designed to:
 - Be in accordance with City standards. Top quality pedestrian amenities, building materials, informed planting choices and environmental sustainability are priorities in the design of parks;
 - Achieve an appropriate tree canopy cover. Trees, shrubs and groundcover will be included in the design of parks;



- Prioritize pedestrian comfort. Development may be required to undertake Shadow Studies and Pedestrian Wind Comfort and Safety Studies in accordance with City standards. Maximized daily sunlight and protection from wind and other elements will be considered to support year-round use of the park space;
- Include Public Art;
- Include barrier free programmable space that can accommodate the needs of park space users and facilitate socializing, special events and recreation;
- Be appropriately linked with other elements of the Pedestrian Realm/Active Transportation Network.
- Have sufficient frontage on at least one public street;
- Include community and civic event spaces; and,
- Include coordinated signage and wayfinding.



Pedestrian Connections

Pedestrian Connections are key components of the Public Realm/Active Transportation Network that enhances the urban experience, contributes to the wayfinding system and enables pedestrians to travel through the community quickly, easily and safely.

Parks and Connections (Map 13) and the Demonstration Plan (Map 14) identify Existing and Future Pedestrian Connections.

Existing Pedestrian Connections include the trails along the portion of the Sheridan Creek north of the rail corridor and the Nine Creeks Trail located within the Hydro Corridor along Bromsgrove Road.

Future Pedestrian Connections, in the form of Trails and Mid-Block Walkways, are intended to enhance pedestrian connectivity throughout the station area and to strengthen the presence of the Sheridan Creek corridor as a natural feature within the community.

Trails

Trail connections are proposed along the Sheridan Creek south of the Rail Corridor and within the Hydro Corridor to extend the Nine Creeks Trail towards Southdown Road. Trails should be designed with consideration for:

- A widened, consistently paved, barrier free travel path;
- The introduction of pedestrian seating/viewing nodes at regular intervals or specific viewing opportunities;
- Wayfinding/interpretive signage;
- Naturalized creek edges (riparian zones); and,
- Enhanced edge planting.



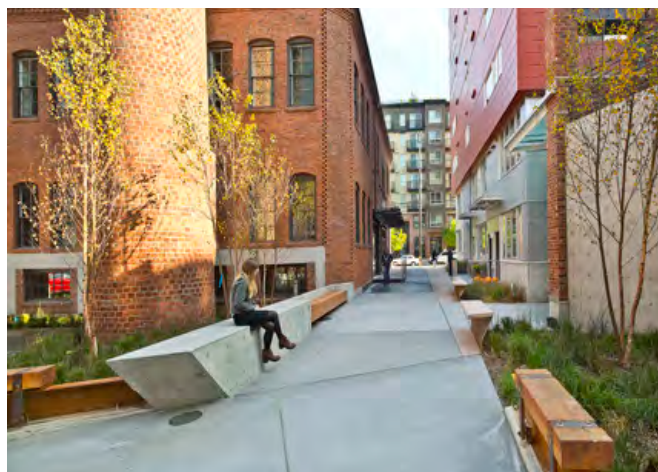
Mid-Block Walkways

Mid-Block Walkways are typically private spaces that are publicly accessible and inviting to pedestrians. Mid-Block Walkways are shown on Map 13 through future developments located at Southdown Road and Royal Windsor Drive and Southdown Road and Bromsgrove Road. The provision of publicly accessible Mid-Block Walkways is encouraged on individual sites throughout the Clarkson MTSA.

Mid-Block Walkways should be designed with consideration for:

- A minimum of width of 6 metres;
- A wide pedestrian clearway, amenities such as planting, seating, lighting and other street furniture;
- Multiple egress and ingress opportunities to the public sidewalk system;
- Multi-modal access;
- Opportunities for spill out area for adjacent retail shopping and/or restaurant uses; and,
- CPTED design principles.

The City of Mississauga Pedestrian Master Plan (2021) provides additional design guidance on pedestrian infrastructure design.



2.8 DEMONSTRATION PLAN

A Demonstration Plan is a tool employed to visualize a potential form and use for a redevelopment area.

A number of Demonstration Plans were generated through the course of the consultation process to illustrate various scenarios for building arrangements, density distributions, and parks and open space networks within the Clarkson MTSA study area. These were used as the basis of discussions and to obtain feedback from the public/stakeholders through the consultation process, which led to a final Demonstration Plan as shown on Map 14.

This Demonstration Plan is only one of many possible urban design expressions that could be achieved based upon the Vision and Guiding Principles articulated in the Clarkson MTSA Master Plan. It illustrates:

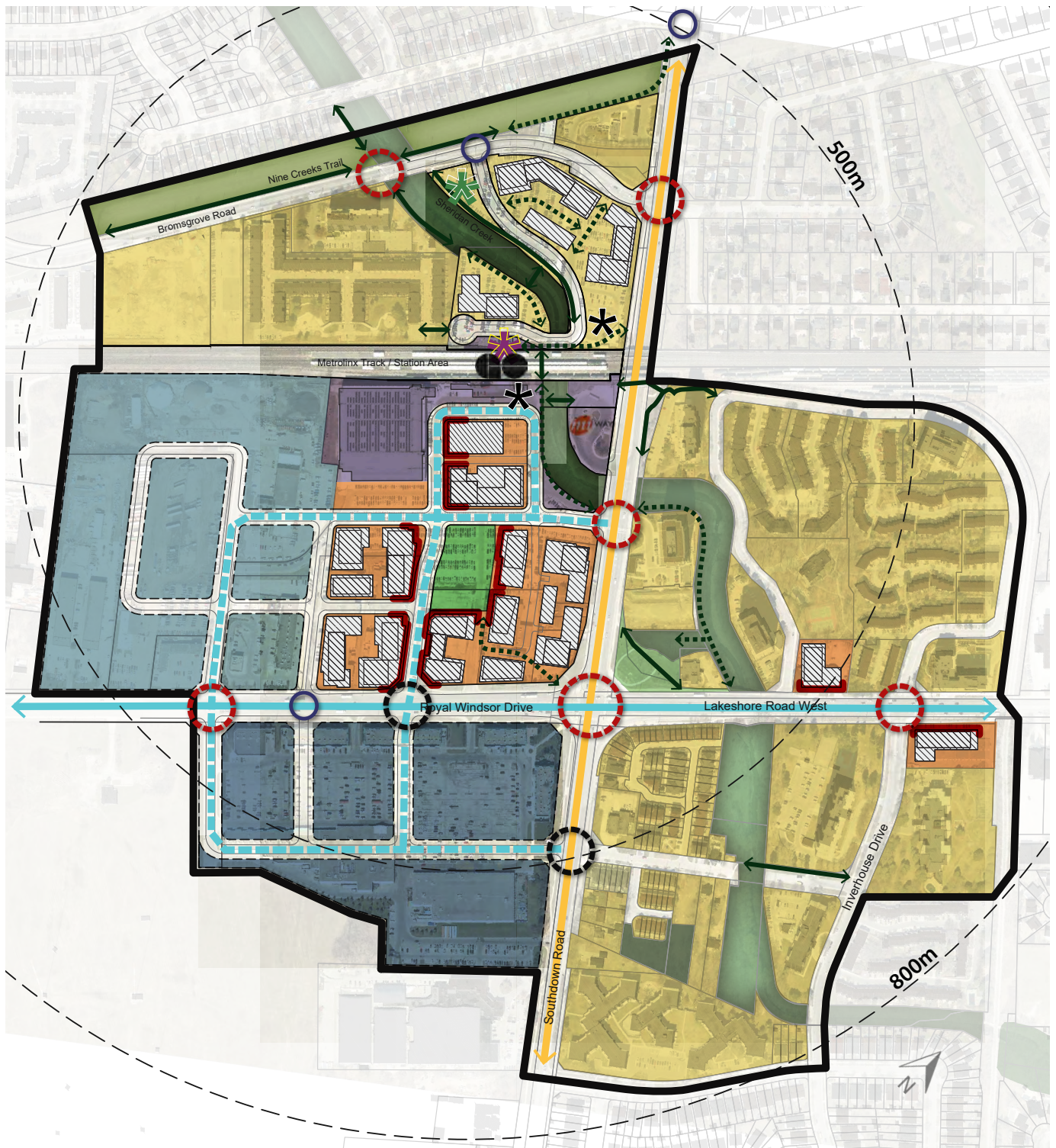
- The Street and Block Pattern
- The Parks and Connections System
- Gateways, Landmarks and Destinations
- A Height Distribution

The Demonstration Plan generally includes the following lands:

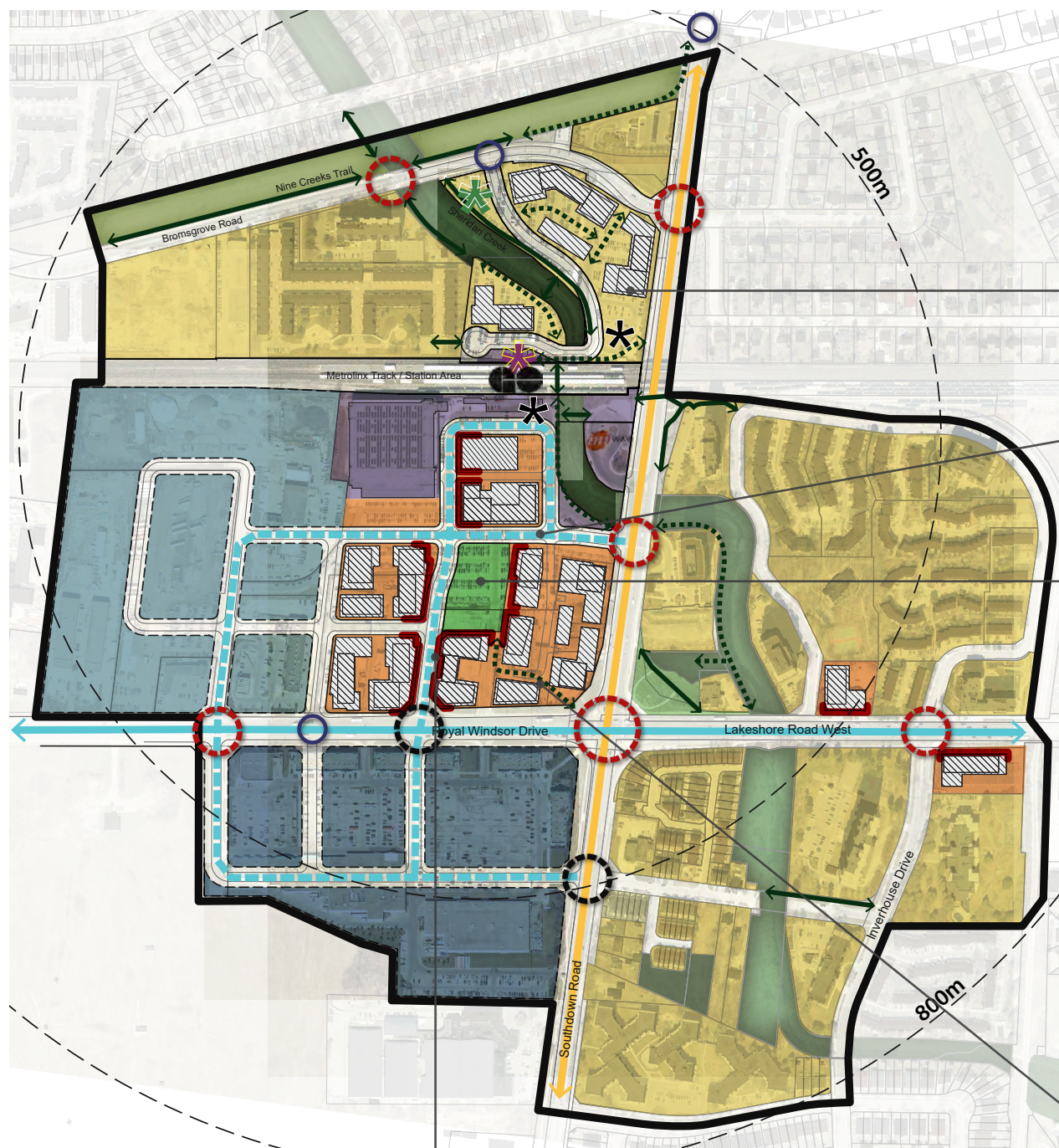
- Metrolinx lands located on the north side of the tracks, 2070-2130 Bromsgrove Road (with the exception of the existing station buildings);
- Metrolinx lands located on the south side of the tracks, 1110 Southdown Road (with the exception of the existing parking structure and station buildings);
- 1052 Southdown Road;
- 1032 Southdown Road;
- 1022 Southdown Road;
- 1018 Southdown Road;
- 2057 Royal Windsor Drive;
- 2075, 2077, 2087, 2097 and 2105 Royal Windsor Drive (Slate Asset Management L.P.);
- 2133 Royal Windsor Drive;
- 1969-1971 Lakeshore Road; and,
- 1900 Lakeshore Road.

LEGEND

	Clarkson MTSA Boundary		Streets for Future Consideration
	Residential Area		New Buildings
	Employment Area - Business		Commercial/Retail Frontage
	Employment Area - Commercial		Existing Signalized Intersection
	Mixed-Use Area		New Signalized Intersection
	Transit Facility (GO/MiWay)		Enhanced Intersection
	Natural System		Existing Pedestrian Connection
	Utility Corridor/Nine Creeks Trail		Future Pedestrian Connection
	Existing Park		Planned Separated Bike Lane
	New Central Community Park		Recommended Separated Bike Lane
	Future Park		Multi-Use Trail
	Potential Pick-up / Drop-off Location		GO Transit
	Potential Station Plaza		Mississauga Transit



MAP 14 - DEMONSTRATION PLAN



Active Frontages



Buildings



Streets



Park



Pedestrian Connections





3

BUILT FORM

Note: While the diagram reflects a portion of the demonstration plan included in Section 2.8, the guidelines illustrated apply to all development proposed in the Clarkson MTSA, regardless of land use and height

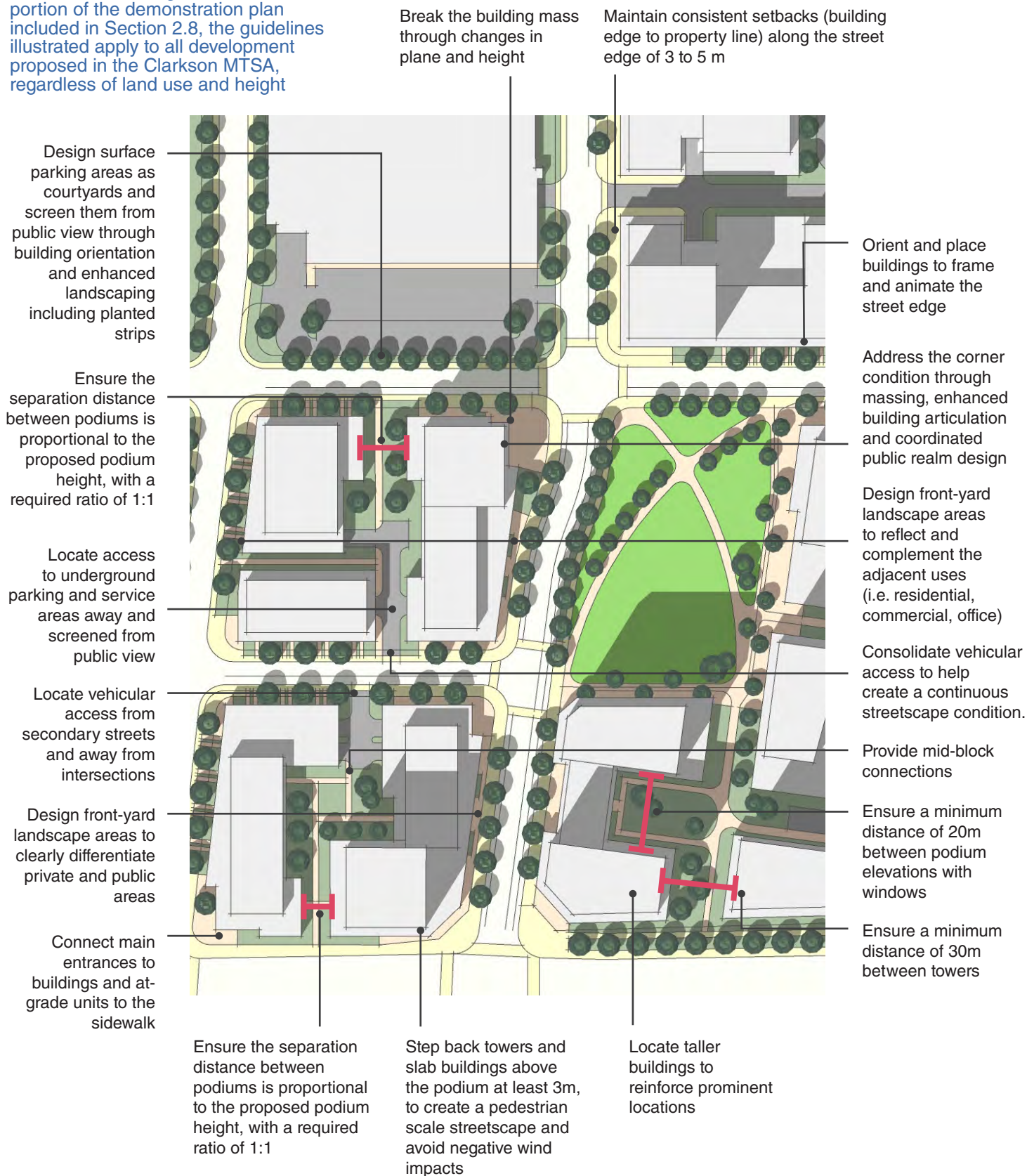


FIGURE 7 - BUILT FORM DEMONSTRATION

3 BUILT FORM

New buildings will differ over time in their response to an evolving local context. Most taller buildings follow a classic form and consist of three integrated parts: a podium, tower or slab and top, each with a particular role to play in achieving the goals of this Plan. There may be special circumstances where acceptable alternatives to the built form types identified in this Plan may be proposed. In general, the intent of this Plan is to set an appropriate and desirable standard for redevelopment, however, flexibility and innovation are important considerations for implementation, and exceptions to the directions compiled in this Plan do not necessarily result in a less desirable or less appropriate built form response. In general, criteria for exceptions to the built form directions of this Plan are as follows:

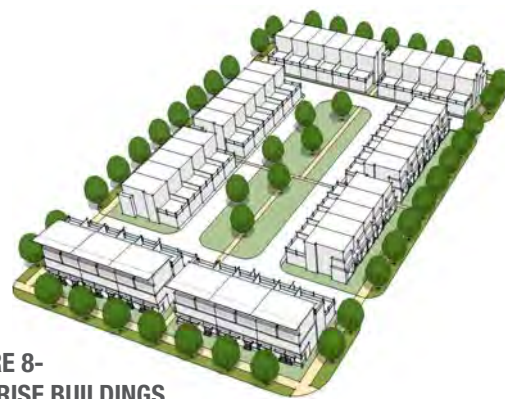
- It is proven, to the satisfaction of the City, that the design exception would result in, architectural and design excellence; and/or,
- The general intent of this Plan is met through alternative architectural solutions.

3.1 BLOCK/SITE DESIGN

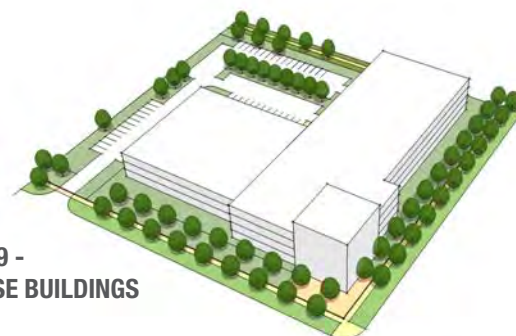
While this Plan establishes a structuring framework for private development, there are many permissible configurations of built form and site arrangements that may achieve the principles and criteria of this Plan. Typical Block/Site Designs have been illustrated in Figures 8 to 11, with a variety of building forms, all of which would be possible under the structuring framework.

Building form and configuration will be determined by the land use designation, site conditions and context. However, generally Block/Site Design can be categorized into three scenarios:

- Low-Rise Buildings (Figures 8 and 9)
- Mid-Rise Buildings (Figure 10)
- High-Rise Buildings - usually towers on top of 3-6 storey podiums (Figure 11)



**FIGURE 8-
LOW-RISE BUILDINGS**



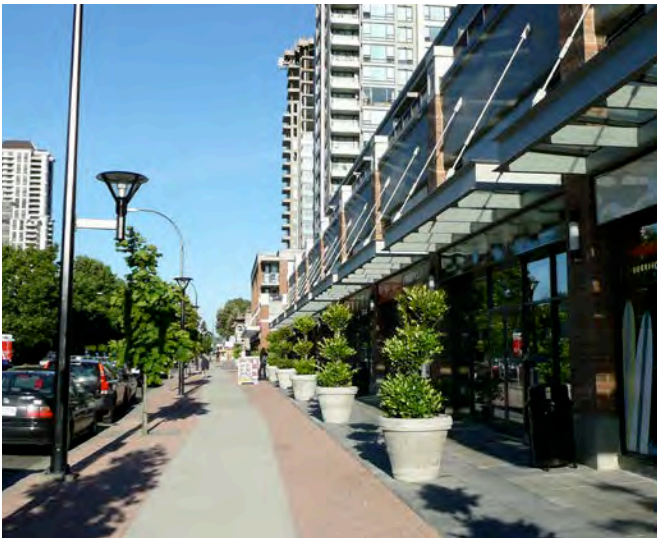
**FIGURE 9 -
LOW-RISE BUILDINGS**



**FIGURE 10 -
MID-RISE BUILDINGS**



**FIGURE 11 -
HIGH-RISE BUILDINGS**



Taking into account that the length of most of the proposed blocks are between 100-130m, buildings in the Clarkson MTSA are expected to be developed as either mid-rise slab buildings or tall towers on podiums. While buildings from 4 to 8 storeys may be adapted in shape and configuration to maximize the possibilities of the site, the tower portion of a high-rise building will typically be square or rectangular in shape with a maximum floor area of 750m².

Townhouse block configurations may be used as a transitional built form between mid and high-rise buildings to existing low-rise buildings.

The following are general directions for the design of blocks in the Clarkson MTSA area.



Building Placement, Orientation and Design

- Locate buildings close to the street edge to frame and animate the public realm;
- Orient main building elevations to major streets;
- Use prominent built form and taller parts of the development to address gateway, corner and other key locations within MTSA area;
- Provide pedestrian mid-block connections through the block and internal courtyards;
- Avoid empty spaces/ blank walls with no program or function;
- Ensure the front setback between the building wall at grade and the property line is 3 - 5m for all building types;
- For sites abutting low-rise residential developments, a 45° angular plane shall be applied for buildings exceeding 10m in height to determine the appropriate transition;
- Provide a podium height of 3 to 6 storeys to achieve a pedestrian-oriented environment and allow for height variation at the street level;
- Ensure the separation distance between podiums (3-6 storeys) is proportional to the proposed podium height, with a required ratio of 1:1. Where appropriate (e.g., where a continuous streetwall is desirable), consider narrower separation distances between podium elevations without windows;



- Provide a minimum separation distance of:
 - 20m between podiums (3-6 storeys height) elevations with windows.
 - 30m between existing and/or proposed towers to maximize access to sky views, natural daylight, adequate privacy and collective shade on streets and parks, and minimize wind.
- Ensure the middle part of the building (floors after the podium or first 3-6 storeys) is stepped back at least 3m from the base/podium top;
- Break the building mass through changes in planes and heights, and provide articulated facades;
- Ensure a break in the elevation every 40-50m; and,
- Design frontages at-grade to be articulated architecturally as a maximum of 6.0 metres wide. Under no circumstance will there be a blank wall condition at-grade on any building that is greater than 6.0 metres in width.

Vehicular Access and Servicing

- Provide site vehicular access from secondary streets or away from intersections;
- Consolidate vehicle accesses to minimize the number of curbs breaks resulting in a continuous streetscape edge;
- Locate loading, servicing and parking within the building or the rear/side of the site, but never at the front;
- Provide parking below grade or as a screened structures above grade where possible; line parking structure with active uses along the street;
- Screen parking, loading and servicing areas from the public view through a combination of soft and hard landscaping, as well as other integrated architectural elements (walls, pergolas, etc);
- Break-up large areas of surface parking into small courtyards and incorporate walkways, public art and/or landscape elements such as planting to further reduce their impact; and,
- Locate site and building services, utilities and mechanical equipment away from public streets/ views and open spaces, and screen them from adjacent buildings, preferably with architectural features.

Pedestrian Access and Circulation

- Provide unobstructed, visible and direct connections between site internal walkways, mid-block connections and building entrances and the adjacent public realm (sidewalks, transit stops, stations and open spaces);
- Encourage community permeability by providing mid-block connections across the site; and,
- Ensure mid-block connections are a minimum of 6m wide and include a paved path of at least 2m contain lighting and natural surveillance, and are buffered with planted edges.

Private Open Spaces and Landscaped Area

- Maximize opportunities for open/green spaces (courtyards, plazas, parkettes, etc);
- Ensure private landscape complements the at-grade building use, as well as the character of the adjacent streetscape / public space while clearly delineating them;
- Ensure public access and visibility to private open spaces, courtyard and mid-block connections at grade;
- Ensure building/unit entrances are connected to the adjacent public realm (i.e. sidewalks, open spaces);
- Minimize hard surfaces and ensure they have a function on site; and,
- Ensure pedestrian desire lines and wayfinding are intuitive.



3.2 BUILT FORM TYPOLOGIES

Low-Rise Buildings (2 to 4 Storeys)

Townhouses

The following design criteria shall form the basis of an evaluation of Townhouse proposals:

- Townhouses shall generally be 2 to 3 storeys in height. Stacked Townhouses may be up to 4 storeys in height;
- The Primary Building Façade or Exterior Side Façade of any building facing the street shall feature a porch, prominent entrance or other architectural gestures that provides a 'public face';
- The main front door must be clearly visible from the street. Front porches are encouraged as features that increase the prominence of the front entrance. The elevation of the front door shall be no more than 1.2 metres above grade. A pedestrian path should provide a route from the front door to the sidewalk;
- Promote a green character of front yards and avoid monotony of landscape treatment over large frontages. Most of the front yard should be soft surface with limited hard/paved surfaces; fences could be included when appropriate.
- Front yard hedges should be no more than 1.2 metres high to define the edge of private property while maintaining visibility to the street;
- Driveways and/or garage doors must not dominate the front façade of the primary building or the view from the street. Detached garages are preferred. Where a detached garage is provided, it should be set back from the main front wall of the primary building, or accessed from a rear laneway; and,
- Where an attached garage is provided, the garage door should not protrude beyond the main front wall of the Primary Building Façade and should be integrated into the massing of the primary building.

Other Forms of Low-Rise Buildings

The following design criteria shall form the basis of an evaluation of Low-Rise Building proposals:

- These buildings are generally 2 to 4 storeys in height and may include walk-up apartments, retail and employment buildings;
- Buildings shall not cover more than 60 percent of the lot area;
- The main front door to the building shall be clearly visible from the street.
- The front yard setback shall be appropriately landscaped with a variety of planting species, forms, colours and textures. Parking is not permitted within the front yard;
- Side yard setbacks shall be sufficient to allow safe pedestrian access, and for the inclusion of windows, where they exist, or are proposed; and,
- Parking must be hidden from view from adjacent streets.
- Minimum floor height for:
 - Residential buildings: ground floor minimum 4.0 metres; floors above minimum 3.0 metres.
 - Mixed-Use buildings: ground floor minimum 4.5 metres; floors above minimum 3.0 metres.
 - Office buildings: ground floor minimum 4.5 metres; floors above minimum 4.0 metres.



Mid-Rise Buildings (5 to 12 storeys)

The following design criteria shall be applied to Mid-Rise Buildings:

- For the purposes of the Clarkson Master Plan, a mid-rise building shall generally be between 5 and 12 storeys. Their height should generally not exceed the width of the right-of-way onto which they front, and they must ensure appropriate transition to the surrounding context.
- Buildings shall define a pedestrian-scaled street wall (by way of a podium or articulated base) which reflects the height and scale of the existing street wall, or is proportional to the scale of the adjacent street.



- The portion of the building above the podium structure shall maintain a floor plate size and massing configuration that permits adequate sky view and minimizes shadow impacts on adjacent properties. This portion of the building is required to step back a minimum of 2.0 metres from the podium façade that forms the street wall.
- Buildings shall be sited to align to streets and open spaces to frame these areas. The minimum separation distance between elevations with windows is 20 metres.
- Buildings shall not cover more than 75 percent of the lot area.
- The main front door to the building shall be clearly visible from the street.
- The front yard setback shall be appropriately landscaped with a variety of planting species, forms, colours and textures. Parking is not permitted within the front yard.
- Side yard setbacks shall be sufficient to allow safe pedestrian access, and for the inclusion of windows, where they exist, or are proposed.
- Parking must be hidden from view from adjacent streets.
- Minimum floor height for:
 - Residential buildings: ground floor minimum 4.0 metres; floors above minimum 3.0 metres.
 - Mixed-Use buildings: ground floor minimum 4.5 metres; floors above minimum 3.0 metres.
 - Office buildings: ground floor minimum 4.5 metres; floors above minimum 4.0 metres.



High-Rise Buildings (13 to 25 storeys)

The following design criteria shall be applied to Residential or Mixed-Use High-Rise Buildings:

- For the purposes of the Clarkson Master Plan, a High-Rise building shall generally be between 13 and 25 storeys in height. A High-Rise building means a building having a height greater than the width of the street on which they front.
- Similar to Mid-Rise Buildings, High-Rise Buildings shall define a pedestrian-scaled street wall (by way of a podium or articulated base) which reflects the height and scale of the existing podium or street wall along the street, or is proportional to the scale of the adjacent street. For taller podiums, ensure a pedestrian-scaled street wall is clearly defined.
- The tower component (the portions of the building above the podium structure) shall maintain an average gross floor plate size that is no greater than 750 square metres. Approximately equal floor plate dimensions (length to width ratio of 1:1) are encouraged. The maximum dimension of any side of any residential Tower shall be 30 metres.
- Where a residential or mixed-use high-rise building fronts a public street, the tower shall step back from the face of the podium by a minimum of 3.0 metres.
- The placement of the tower component should be staggered from adjacent towers. The narrowest side (width) of a tower should be oriented to the street frontage. Where the tower is located adjacent to a street intersection, the narrowest side of the building shall front the street with the widest right-of-way.
- The minimum separation distance between the tower components of high-rise buildings shall be 30 metres.
- Tower components of high-rise buildings shall be set back a minimum of 15 metres from property lines to allow for redevelopment on adjacent sites.
- The main front door to the building shall be clearly visible from the street.
- Minimum floor height for:
 - Residential buildings: ground floor minimum 4.0 metres; floors above minimum 3.0 metres.
 - Mixed-Use buildings: ground floor minimum 4.5 metres; floors above minimum 3.0 metres.
 - Office buildings: ground floor minimum 4.5 metres; floors above minimum 4.0 metres.



3.3 BUILT FORM PERFORMANCE CRITERIA

Notwithstanding the maximum height limits established in this Plan, the achievable building height for any new redevelopment may be lower and will depend on the following performance criteria:

- Building height for any redevelopment that includes a high-rise or mid-rise building shall be considered on the basis of the surrounding existing redevelopment context, as it evolves over time.
- A combination of building setbacks, step backs, height restrictions, angular planes, façade articulation, enhanced landscape treatments, tree planting and/or fencing will ensure an appropriate street frontage relationship, and an appropriate relationship with other existing and approved redevelopment; and,
 - Taller building elements shall not create any undue, adverse impact on adjacent properties specifically:
 - Not create an unacceptable noise impact related to outdoor restaurants/café, HVAC systems or any other mechanical equipment servicing the redevelopment;
 - Not add substantially to the shadow impact created by existing and approved redevelopment in the vicinity, or the impact from as-of-right redevelopment permission for the subject site established in the Zoning By-law. Shadow studies shall be undertaken to understand the shadow impacts of redevelopment proposals in conformity with the City's requirements;

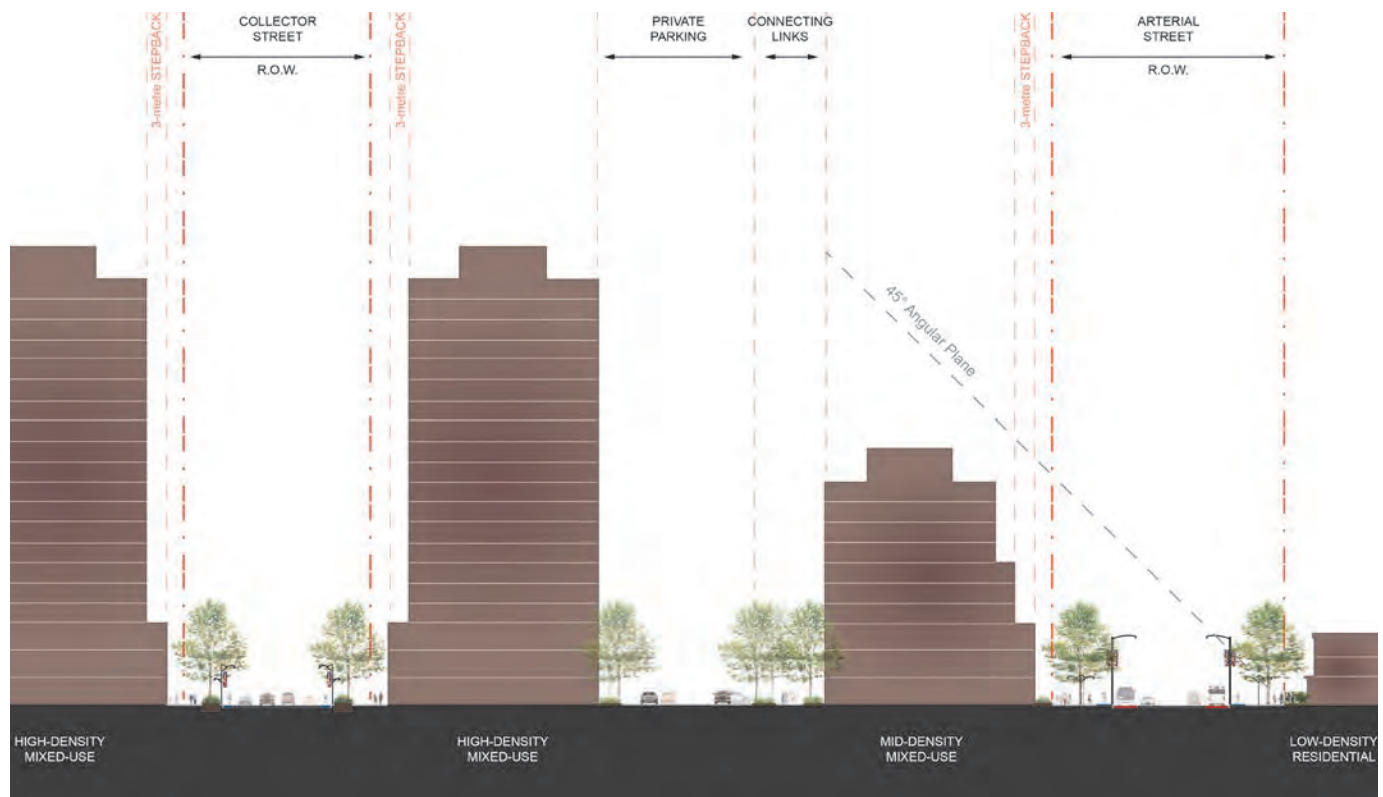


FIGURE 12 - BUILT FORM MITIGATION

3.4 BUILDING DESIGN (ARCHITECTURAL QUALITY)

- Not add substantially to the traffic impact created by existing and approved redevelopment in the vicinity, or the impact from as-of-right redevelopment permission for the subject site established in the Zoning By-law. In this regard, traffic consultants shall carry out a pre-redevelopment traffic assessment, followed by an impact analysis that identifies no substantial traffic problems will result from proposed redevelopment and/or identify the traffic impact mitigation strategy to be implemented by the developer, at no cost to the City;
- Not create an at-grade wind impact that is greater than the existing conditions, as determined by a qualified professional and to the satisfaction of the City; and,
- Not significantly obstruct daylight and/or sky views from the adjacent Pedestrian Realm/Active Transportation Network as well as neighbouring properties.

The Clarkson MTSA will incorporate well-designed buildings. All redevelopment shall:

- Ensure excellence in design and demonstrate high quality architectural detailing;
- Accommodate an appropriate transition from taller building forms to abutting lower scale buildings to ensure compatibility with the surrounding context; and,
- Implement sustainable redevelopment and building practices.

Throughout the Clarkson MTSA, redevelopment shall be consistent with the relevant directions included within this Plan. The intent of the directions of this Plan is to achieve a balance between a consistency of design and innovative, individual expression in redevelopments. The design and architectural quality of redevelopment shall be measured according to its level of consistency with the following principles:

- **Identity** - Redevelopment shall achieve a unique expressive identity. The intent is to promote unique building design while maintaining a consistent approach;
- **Design Excellence** - All redevelopment shall demonstrate design excellence and compatibility with its surrounding context. Architectural detailing, landscape treatments, colour and building materials shall be representative of the highest quality possible;
- **Expressive Forms** - Redevelopment shall clearly express a base at the street level, the middle portion of the building, and a well defined top component. This will be achieved through various means including setbacks, step backs, textures and materials and other architectural treatments;

- **Green Building** - All redevelopment shall be in accordance with the City's Green Standard By-law. Redevelopment shall incorporate green roofs and utilize sustainable construction and building technologies, as well as techniques that achieve, at a minimum LEED Gold, or equivalent recognition;
- **Building Entrances** - The arrival to a building will be enhanced through the design and detailing of its entrance. Where appropriate, canopies extending towards the street providing weather protection may be provided;
- **Glazing** - The design, configuration and proportion of glazing elements in contrast to cladded walls shall reflect the internal use. The facade design of residential units at grade shall provide for both privacy and 'eyes on the street', while that of commercial and office spaces at grade are expected to incorporate greater proportion of glazing;
- **Window Design** - The detailing of window elements is important to avoid a 'tacked-on' appearance. The use of recessed windows, set into the façade will create a more solid expression and increased shadow lines and is encouraged;
- **Balconies** - Balconies shall be designed as an integral part of the building rather than appearing to be 'tacked-on';
- **Roof Top Gardens** - Where appropriate, roofs and terraces shall be usable for private and communal outdoor patios, decks and gardens. Green roofs are encouraged as a means of retaining stormwater, improving air quality and to add visual interest. Roof top gardens may also offer opportunities as dog stations;
- **Dog Stations** - New residential buildings are to include dog stations accessible to, and for the exclusive use of their residents;
- **Exterior Materials** - Cladding materials shall be high quality and appropriate for the proposed building type and land use, and in recognition of the redevelopment context in proximity. Vinyl siding, plastic, plywood, concrete block, darkly tinted and mirrored glass and metal siding utilizing exposed fasteners are discouraged;
- **Signage** - Signage shall be appropriate to the built form. In general, the following signage types are prohibited:
 - Backlit sign boxes;
 - On-sidewalk sandwich board signs;
 - Billboards;
 - Revolving signs;
 - Roof signs; and,
 - Third party signage of any type;
- **Mechanical Penthouses** - Vents, mechanical equipment rooms and elevator penthouses shall be integrated with the architectural treatment of roofs and screened from view and excessive noise shall be appropriately mitigated. To create greater interest in the skyline, taller buildings shall introduce articulation in the upper floors to be achieved through the use of terracing and/or architectural appurtenances like projecting roof lines, trellises or other vertical elements;
- **Building Services** - All redevelopment shall locate and screen service areas, access ramps and garbage storage to minimize the impact on the Pedestrian Realm/Active Transportation Network and adjacent residences. It is encouraged that these facilities be located internally within new buildings. The locations for parking, drive-ways and service entrances and loading areas are to be carefully considered and coordinated with surrounding redevelopments as well as with the locations for pedestrian entrances. The sharing of building services, service entrances and electrical services among buildings, and among redevelopment complexes is encouraged, and should be located below grade where possible;

- **Parking** - Adequate parking for residents, visitors, employees and users of the Clarkson GO Transit facilities must be provided. Parking should be coordinated with surrounding sites to accommodate shared parking facilities. It is expected that the vast majority of parking shall be provided in a structure, preferably below grade; and,
- **Site Access** - Good site access is to be provided from east-west streets in a safe traffic movement manner on the east-west streets, or from Connecting Link, where available. Any entrances that are placed along north-south streets must promote convenient pedestrian access as well as maintain the surrounding streetscape. Access to parking/loading facilities that are within buildings shall be designed to accommodate trade vehicles, moving vans, garbage trucks and delivery vehicles.

3.5 SUSTAINABLE / GREEN BUILDING CRITERIA

The Clarkson MTSA provides a unique opportunity to implement the City's Green Development Strategy which focuses on achieving sustainability and environmental responsibility in new development. The Green Development Strategy focuses on achieving sustainability and environmental responsibility in new development in Mississauga and recommends that all site plan applications will be required, where appropriate, to incorporate technologies that maximize the natural infiltration and retention of stormwater through site development, including Low Impact Development (LID) technologies such as:

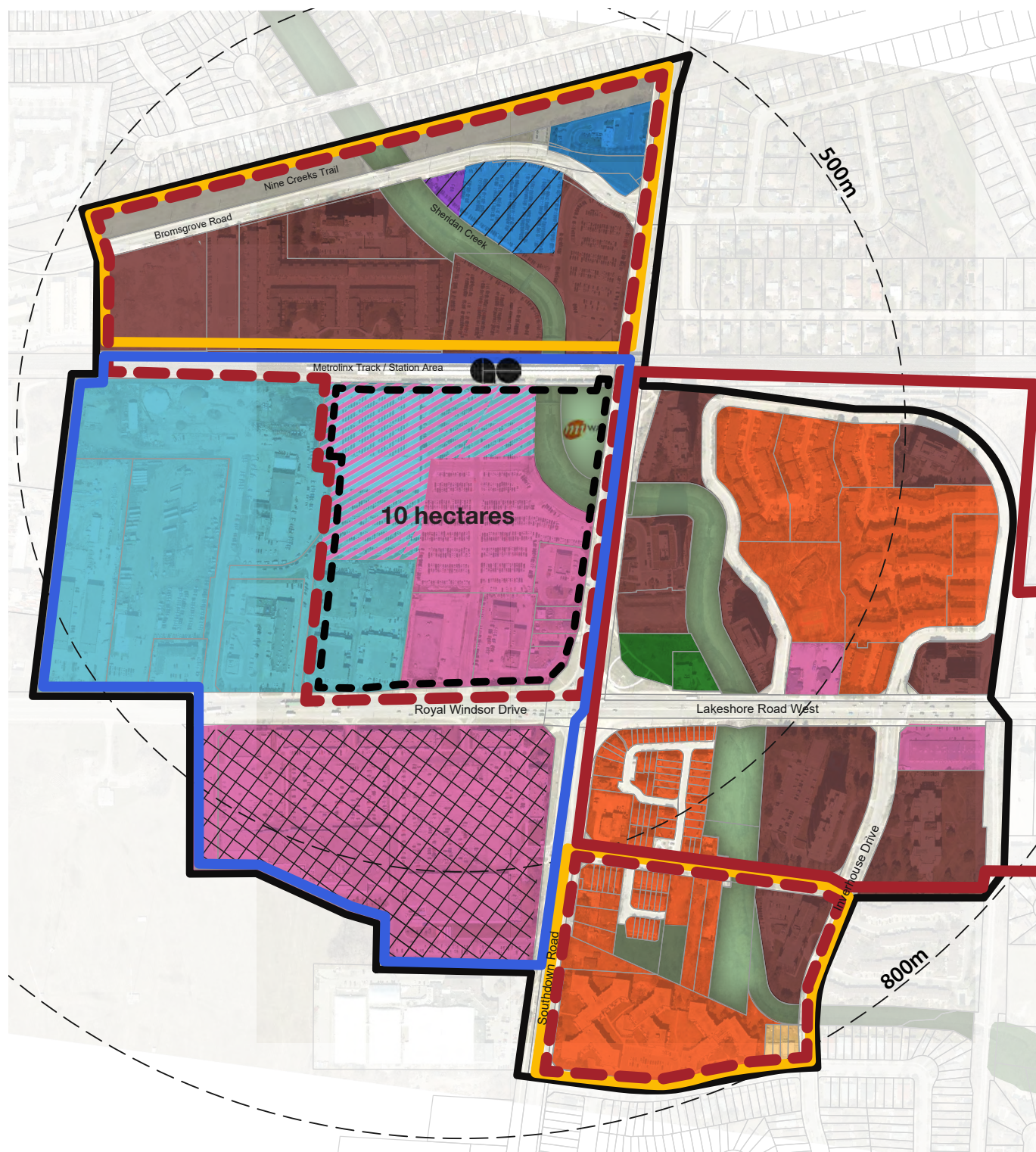
- Bio-Retention
- Rainwater Harvesting
- Permeable Pavement
- Grass and Dry Swales
- Green Roofs

It encourages new developments to incorporate green sustainable elements into proposed buildings, site works, construction methods and long term maintenance programs, and encourages the pursuit of LEED-NC credits required to achieve Silver certification.





4 IMPLEMENTATION TOOLS



MAP 15 - PROPOSED OFFICIAL PLAN BOUNDARY AND LAND USE CHANGES

4 IMPLEMENTATION TOOLS

LEGEND

 Clarkson MTSA Boundary

 GO Transit

 Mississauga Transit

City Structure

 Lands within the Southdown Employment Area

 Lands within the Clarkson Village Community Node

 Lands within the Clarkson - Lorne Park Neighbourhood

Land Use Designations

 Residential Low Density II

 Residential Medium Density

 Residential High Density

 Mixed-Use

 Convenience Commercial

 Motor Vehicle Commercial

 Business Employment

 Public Open Space

 Greenlands

 Utility

Proposed Changes to Land Use Designations

 Lands to be Removed from Employment Area

 Lands to be Added to Clarkson Village Community Node

 Lands to be Redesignated Residential High Density

 Lands to be Redesignated Employment Commercial

 Lands to be Redesignated Mixed-Use

4.1 INTRODUCTION / OVERVIEW

The Clarkson Master Plan will be implemented through an Official Plan Amendment and Zoning By-law Amendment. It is recommended that the City pre-zone these lands concurrently with an Official Plan Amendment. Alternatively, as per the Planning Act, zoning changes may occur no later than one year after the official plan policies come into effect.

Recommended Policy Direction

To implement the key directions of the Clarkson Master Plan, the following policy direction and framework is recommended:

- The City should proceed with an amendment to its Official Plan that identifies a vision, guiding principles, land uses, roads, and parks. Policies should allow for small adjustments to roads and parks to account for the sequencing of development, and site-specific considerations that may arise.
- Retail and service commercial uses will be required on the ground floor of buildings located along Lakeshore Road West, Main Street and the proposed central community park as identified in the Clarkson Master Plan. Along Royal Windsor Drive, retail and service commercial uses will be encouraged.
- New housing development will integrate an affordable housing component as per the City's Inclusionary Zoning By-law and Official Plan policies.
- The proposed public road network, including Main Street, will be secured as development proceeds in the Clarkson MTSA through the development review process.
- For larger development sites, the City should consider requiring detailed demonstration plans that identify the phasing of development and infrastructure.

- To account for the phasing of development, an interim condition for Main Street is recommended as shown in Appendix 5.1.
- A central community park along Main Street is to be provided that is contiguous and publicly-accessible with the exact size, location and configuration to be determined through the development review process.
- Maps and Schedules of Mississauga Official Plan should be revised to show the recommended building height ranges, land use designations and City Structure for the Clarkson MTSA.
- Development proposals may need to be supported by various studies including:
 - Land use compatibility assessments;
 - An air quality study addendum where proposed building heights are greater than 25 storeys; and,
 - Detailed noise and vibration impact assessments.

Proposed Boundary and Land Use Changes

4.1.1 Lands to Remain in the Southdown Employment Area

The lands located within the Southdown Employment Area west of the Clarkson GO Transit Station parking structure are currently designated Business Employment in the City's Official Plan as indicated on Map 15. It is recommended that these lands remain in the Southdown Employment Area and retain their current Business Employment designation.

The lands located within the Southdown Employment Area south of Royal Windsor Drive (i.e., the Clarkson Crossing Commercial Centre) are currently designated Mixed Use in the City's Official Plan, as indicated on Map 15. Through its Official Plan Review, the City of Mississauga is proposing to redesignate Mixed Use lands in Employment Areas to Employment Commercial. It is recommended that these lands remain in the Southdown

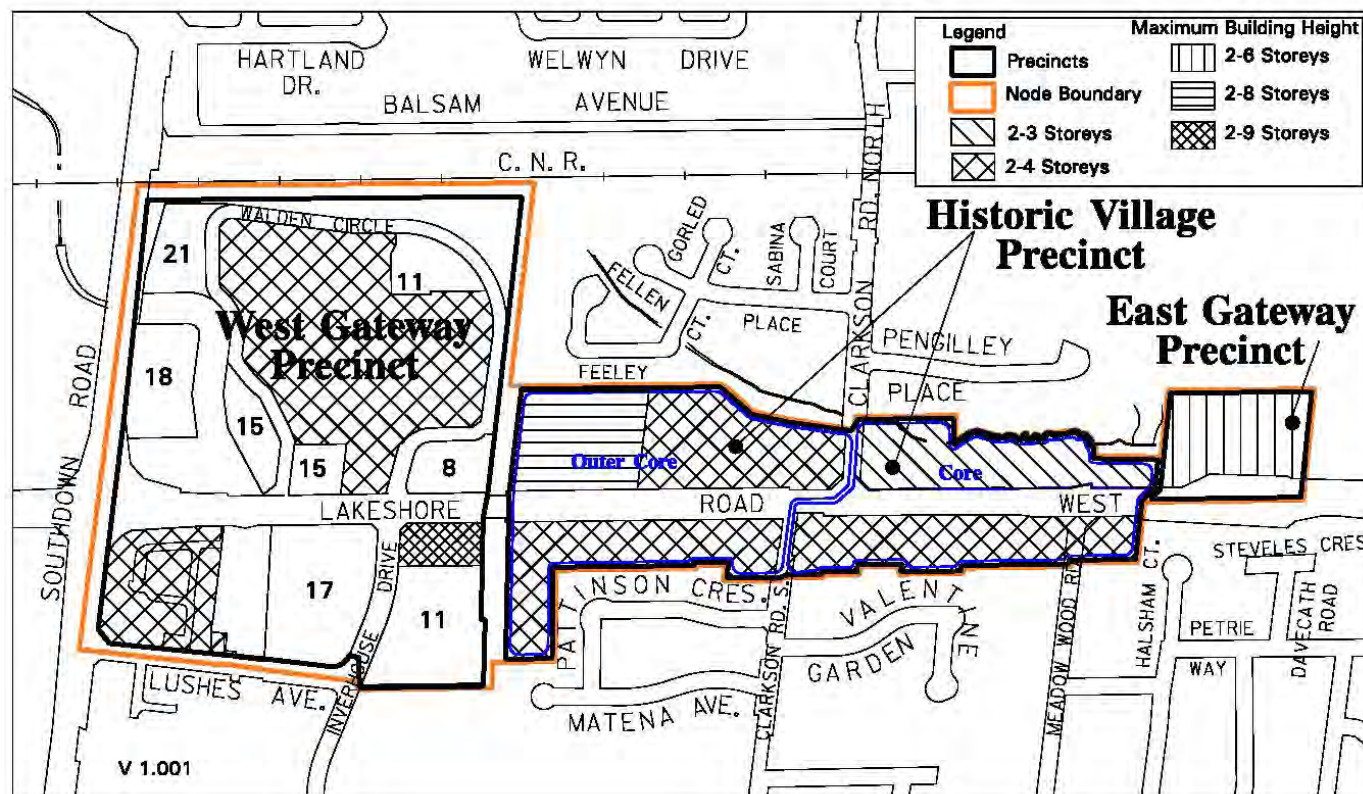


FIGURE 13 - CLARKSON VILLAGE COMMUNITY NODE PRECINCTS

Employment Area and be redesignated as Employment Commercial to align with the direction of the City's Official Plan Review.

Future consideration for removing lands that remain in the Southdown Employment Area will be subject to Official Plan policies and technical study. This will include addressing land use compatibility issues with surrounding employment uses and may require undertaking additional studies such as air quality studies.

4.1.2 Lands to be Removed from Southdown Employment Area

The lands located within the Southdown Employment Area east of the Clarkson GO Transit Station parking structure and north of Royal Windsor Drive, are currently designated either Business Employment or Mixed Use in the City's Official Plan, as indicated on Map 15. It is recommended that these lands be removed from the Southdown Employment Area.

It is also recommended that the lands designated as Business Employment be redesignated to Mixed Use, except for the property municipally known as 2133 Royal Windsor Drive. The Mixed Use designation for these lands is intended to accommodate a broader range of land uses that will support a new population, and transform the Clarkson MTSA into a mixed use, transit-supportive community.

4.1.3 Lands to be included in the Clarkson Village Community Node

The Clarkson Village Community Node is one of nine Community Nodes identified in the City's Official Plan. Related policies are outlined in Chapter 14 of the Official Plan, and address land use, transportation, parking, urban design and access. The policies aim to ensure that development enhances the existing main street character of the Node.

The Clarkson Village Community Node is divided into three precincts. Currently, the West Gateway Precinct is the only precinct that forms part of the Clarkson MTSA (east of Southdown Road). It is characterized by higher density forms of development compared to the other two Precincts to the east.

It is recommended that the Clarkson Village Community Node be expanded west of Southdown Road. The expanded Node would include the lands being removed from the Southdown Employment Area and the lands located north of the railway corridor. These lands would comprise a new 'Station Precinct' or a sub-area of the 'West Gateway Precinct' that would have appropriate land use, transportation and built form policies.

The lands located south of Lushes Avenue and east of Southdown Road are also recommended to be removed from the Clarkson-Lorne Neighbourhood and added to the Clarkson Village Community Node as shown on Map 15.

4.2 JUSTIFICATION FOR REMOVAL OF LANDS FROM EMPLOYMENT AREA

The lands within the Clarkson MTSA located west of Southdown Road and south of the railway are currently identified in Mississauga Official Plan as the Southdown Employment Area. The Southdown Employment Area accommodates some of the heaviest industries in the city that require large sites and substantial buffering from more sensitive uses – as well as lake access. It is recommended that the City continue to support these uses as they contribute to the economic vitality of Mississauga.

Mississauga Official Plan designates lands within the Southdown Employment Area as Mixed Use or Business Employment, as identified on Map 15.

- **The Mixed-Use Designation** - The Official Plan indicates that, in addition to the uses permitted in all designations, Business Employment Uses and Motor Vehicle Commercial Uses are permitted within the Mixed Use designation only in the Dixie, Gateway, Mavis-Erindale, Northeast, Southdown and Western Business Park Character Areas. In Employment Areas, a Mixed Use designation permits retail and service commercial uses, but does not permit residential uses.
- **The Business Employment Designation** The Official Plan indicates that, in addition to the uses permitted in all designations, lands designated Business Employment will also permit uses such as: research and development, manufacturing, warehousing, distribution, wholesaling, banquet halls, commercial schools, conference centres, entertainment, recreation and sports facilities, financial institutions, overnight accommodations and restaurants. In Employment Areas, existing major offices will be permitted.

The Clarkson Master Plan has identified locations where a broader mix of uses could be accommodated by removing some lands from the Southdown Employment Area. This would allow for an appropriate mix of residential, office, and commercial uses, and support transit investments to the Lakeshore West GO Line that provides service to the Clarkson GO Transit Station.

The Region of Peel's Official Plan policy 5.8.36 lists the criteria for evaluating the removal of lands from an Employment Area to allow for sensitive uses such as residential. The removal of lands is subject to the completion of a planning study initiated by a local municipality that addresses these criteria.

An evaluation of the criteria is provided below.

A) Identify the area where residential uses would be permitted

Map 15 identifies lands within the MTSA to be removed from the Southdown Employment Area. These lands are located west of Southdown Road, north of Royal Windsor Drive, south of the rail corridor and east of the Clarkson GO Transit Station parking structure. The portions identified as "Mixed Use" and "Lands to be redesignated as Mixed Use" outside of an Employment Area would permit residential uses.

	Total Land Area	Total Land Area to be Removed	Percentage of Total Land Area
Lands comprising the Southdown Employment Area	745 ha	10 ha	1.3%
Lands within both the Southdown Employment Area and the Clarkson MTSA	30 ha	10 ha	33.3%

B) The requirements of Policy 5.6.19.9 of this Plan

Policy 5.6.19.9 of the Region's Official Plan states:

Direct the local municipalities to establish policies in their official plan for each Primary and Secondary Major Transit Station Area delineated on Schedule E-5 in accordance with Section 16(16) of the Planning Act within 1 year from the date of provincial approval, to the satisfaction of the Region that addresses the following:

- a) The minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the delineated boundary in accordance with Table 5 of this Plan;*
- b) The authorized use of land in the area and buildings and structures within the delineated boundary; and,*
- c) The minimum densities that are authorized with respect to buildings and structures in the delineated boundary.*

The proposed Concept Plan, as shown on Map 9, identifies the authorized uses of land and the planned population and jobs combined per hectare for the Clarkson MTSA. The uses include Residential, Mixed-use, Employment Business and Employment Commercial Uses. The Concept Plan envisions 15,200 persons (new and existing) and 2,400 jobs (new and existing) for a total 17,600 combined persons and jobs in total which represents a density of 215 persons and jobs combined per hectare. This exceeds the minimum density of 150 combined persons and jobs per hectare target identified for the Clarkson MTSA.

C) Land use compatibility in accordance with provincial standards, guidelines, and procedures

A land use compatibility study, titled "Clarkson Air Quality, Noise and Vibration and Radio Frequency Compatibility Overview Study" (2020), was completed to evaluate potential conflicts with nearby industry if sensitive land uses, including residential, were permitted in the Southdown Employment Area. The land use compatibility study was completed in accordance with provincial standards, guidelines, and procedures; and identified the need for a more in-depth air quality study and human health assessment before the introduction of residential uses in Southdown. This work was completed in 2023 and informs the recommended extent for the removal of lands from the Southdown Employment Area in the Clarkson MTSA.

D) An overall net increase to the total jobs planned for the Employment Area within the delineated boundary

Approximately a third of the Southdown Employment Area lands within the Clarkson MTSA is proposed to be removed to allow for a broader mix of uses (e.g. residential). For the area being removed from the Southdown Employment Area, the Clarkson Master Plan recommends the following to help achieve an overall net increase in the planned number of jobs:

- Replacement of existing non-residential uses as part of any redevelopment;
- Requirement for non-residential uses on the ground floor of new buildings along key streets; and,
- Ensuring policies and zoning permit a full-range of employment generating uses such as office, retail and service commercial uses.

E) How the viability of adjacent Employment Areas will be protected from the impacts of sensitive land uses, including mitigation measures and at the direction of the local municipality, an assessment of various environmental considerations such as impact on local airsheds

The Clarkson Master Plan does not recommend removal of all lands from the Southdown Employment Area in the Clarkson MTSA. Based on the findings of several technical studies (i.e., land use compatibility study, air quality study and human health assessment), the Clarkson Master Plan recommends removal of some lands from the Southdown Employment Area as shown on Map 15. Removal of lands is limited to areas with the least potential impact to industry. This will help ensure the continued viability of the Southdown Employment Area.

For lands being removed from the Southdown Employment Area, the technical studies also identified typical mitigation measures and recommended further assessment as part of the development review process.

F) The mix and ratio of jobs by type (e.g. office, manufacturing, institutional)

The development of a mixed use neighbourhood, and the preservation of much of the existing Southdown Employment Area in the delineated MTSA boundary ensures a diversity and mix of jobs, both existing and new that includes office, manufacturing and commercial jobs.

G) That higher order transit is planned for the Major Transit Station Area within the planning horizon

Metrolinx will be upgrading the Lakeshore West GO Expansion line offering two-way-all day service between Union and Hamilton Stations.

H) The development of complete communities and transit-supportive densities including employment uses

The Clarkson Master Plan proposes to introduce a mix of uses, including residential and non-residential uses, parks, streets, and pedestrian connections which will serve existing and future residents and contribute to complete communities. The Concept Plan (Map 9) would accommodate 215 people and jobs per hectare.

I) Demonstrate how transit-supportive employment densities will be achieved

The Demonstration Plan provides a potential scenario for development that identifies land uses, buildings, roads, and parks. This has been used to generate a future density scenario of 215 persons and jobs combined per hectare, which exceeds the minimum density target for the Clarkson MTSA of 150 persons and jobs combined per hectare. Recommended changes to land uses would require retail and service commercial uses on the ground floor. The Clarkson Master Plan recommends a maximum building height of 25 storeys to accommodate additional growth.

Land Use Compatibility

Development within the Clarkson MTSA is required to undertake various studies including:

- A land use compatibility assessment.
- Dispersion modelling assessment (prior to decision-making on sensitive land uses within employment areas).
- Air quality monitoring program (prior to decision-making on sensitive land uses within employment areas).
- Detailed Noise and Vibration Impact Assessment.

A development application was received in 2022 for lands that are currently designated for employment uses. The lands are generally located northwest of the Southdown and Royal Windsor Drive intersection where the now closed Scooter's Roller Palace used to operate.

An air quality study and human health assessment was completed to evaluate the levels of air pollution from nearby industrial operators, and their potential harmful effects on future residents. These assessments concluded that:

- The primary source of pollution levels are transportation related and are coming from nearby roads and highways;
- That pollution levels are similar to those experienced by other areas of the Greater Toronto Area; and,
- The frequency and source of pollution are not sufficiently elevated to prohibit residential development for the lands subject to the development application.

All of this work was reviewed by team of experts that included Dillon Consulting, the Ministry of Environment, Peel Public Health, the City's own Environment Division and representatives from local industry such as CRH Cement and Petro Canada.

It should be noted that potential impacts stemming from the pandemic were considered, including adopting a conservative approach to the data and making upward adjustments to pollution levels to account for reductions in traffic.

Recommended Official Plan Amendment

- Proceed with an OPA that will include vision, guiding principles, land use designations, roads, parks. Policies should allow for small adjustments to roads and parks to account for the sequencing of development, and site-specific considerations that may arise.
- For lands that are being removed from the Employment Area, include a policy that an air quality study addendum will be required for applications proposing heights greater than 25 storeys (WSP air quality study assumed 25 storey buildings without a density cap).
- For RioCan lands (Clarkson Crossing Shopping Centre) re-designate to a more appropriate designation – e.g. Employment Commercial.
- The industrial multiple site located west of the proposed Main Street is recommended to be removed from the Employment Area. However, the existing Business Employment designation should remain to recognize existing uses and provide transition to heavier employment uses to the west.
- Require retail and service commercial uses on the ground floor for buildings located along Main Street and around the central park, as identified on the Concept Plan.
- Require new housing development to integrate an affordable housing component (as per the City's Inclusionary Zoning By-law).

4.3 URBAN DESIGN GUIDELINES, ZONING, SITE PLAN CONTROL, COMMUNITY BENEFITS & BUSINESS IMPROVEMENT AREA

Following the approval of the Official Plan Amendment, the City should use its Zoning By-law, Site Plan Control and Community Benefits Charge tools to help implement the key directions of the Clarkson Master Plan. The City's Urban Design Guidelines should be updated following the boundary changes to the Clarkson Village Community Node. The City should also explore expanding the Clarkson Village Business Improvement Area (BIA).

Urban Design Guidelines

The City's Urban Design Guidelines for Lakeshore Road West - Clarkson Village reinforces the City's policies and vision of Clarkson Village. It provides additional guidance to ensure a high quality of urban design is achieved.

It is recommended that the City revise the Lakeshore Road West - Clarkson Village Urban Design Guidelines to include the boundary changes to the Clarkson Village Community Node and urban design standards.

Zoning By-law

The changes to the land use designations and the removal of lands from the Southdown Employment Area will require an amendment to the City's Zoning By-law. It is recommended that the City pre-zone the lands concurrently with the Official Plan Amendment, or shortly thereafter. Alternatively, zoning updates can occur no later than one year after the official plan policies come into effect, as per the Planning Act.

Site Plan Control

Site Plan Control may be used by the City in accordance with the Planning Act as a means of achieving well-designed, functional, accessible, safe, sustainable built form and public space. Site Plan Control is one of the key tools for implementing the City's policies on urban design. Site Plan Control/Approvals shall be consistent with all applicable studies, master plans, guidelines and standards approved by the City.

In addition to the provisions of the Zoning By-law, and where different land uses or building types abut each other, transitional features may be required through Site Plan Control, to mitigate potential adverse impacts between developments and to ensure compatible development through visual screening, landscaping, fencing and other forms of buffering. Except as prohibited by legislation, Site Plan Control may be used by the City to ensure:

- Adherence to proper development standards including the provision of adequate public walkways, stairs, elevators and escalators to which members of the public have access from streets, open spaces and interior walkways in adjacent buildings and facilities designed for accessibility for persons with disabilities;
- Safe and efficient movement of both vehicular and pedestrian traffic related to the exterior of a development and the surrounding area, including the relationship of proposed buildings to adjacent buildings, streets, and exterior areas to which members of the public have access;
- Functional and attractive on-site facilities such as landscaping, lighting and garbage facilities are provided and maintained;
- Conveyance of any required lands or easements to the municipality for maintenance or improvements of drainage works, watercourses, public utilities, roadways or similar undertakings;

- Control of the massing and conceptual design of buildings;
- Proper grading, storm drainage and maintenance in regard to surface water and erosion;
- Control of sustainable design elements on any adjoining highway under a municipality's jurisdiction, including without limitation, the use of native plants, trees, shrubs, hedges, and other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle facilities; and,
- Any other controls permitted by legislation.

Community Benefits/Parkland Dedication

The City's Parkland Conveyance By-law (By-law 0137-2022) was approved by City Council on June 22, 2022 and is under appeal at the Ontario Land Tribunal. Bill 23, More Homes Built Faster Act, 2022 (Bill 23) received Royal Assent on November 28, 2022. Medium and high-density residential parkland determinations are being completed in accordance with S.42 and S.51.1 of the Planning Act as amended by Bill 23 which includes a cap on parkland conveyance or cash-in-lieu of parkland of 10% for sites less than 5 hectares and 15% for sites greater than 5 hectares.

On June 22, 2022, City Council approved its first Community Benefits Charge (CBC) By-law 0134-2022 and Community Benefits Charge Strategy. The City charges 4% of the development land value as of the day before the building permit is issued. The City's CBC By-law has several exclusions including uses such as retirement homes, non-profit housing, college, and universities among others, which are not subject to the charge.

Business Improvement Area (BIA)

BIAs allow local businesses and commercial property owners to organize, finance and carry out physical improvements and promotion. They typically oversee the improvement, beautification and maintenance of buildings, structures, and the public realm within a BIA, and promote the area as a place of business and for shopping. Businesses within a BIA are considered members and pay a levy to fund BIA activities.

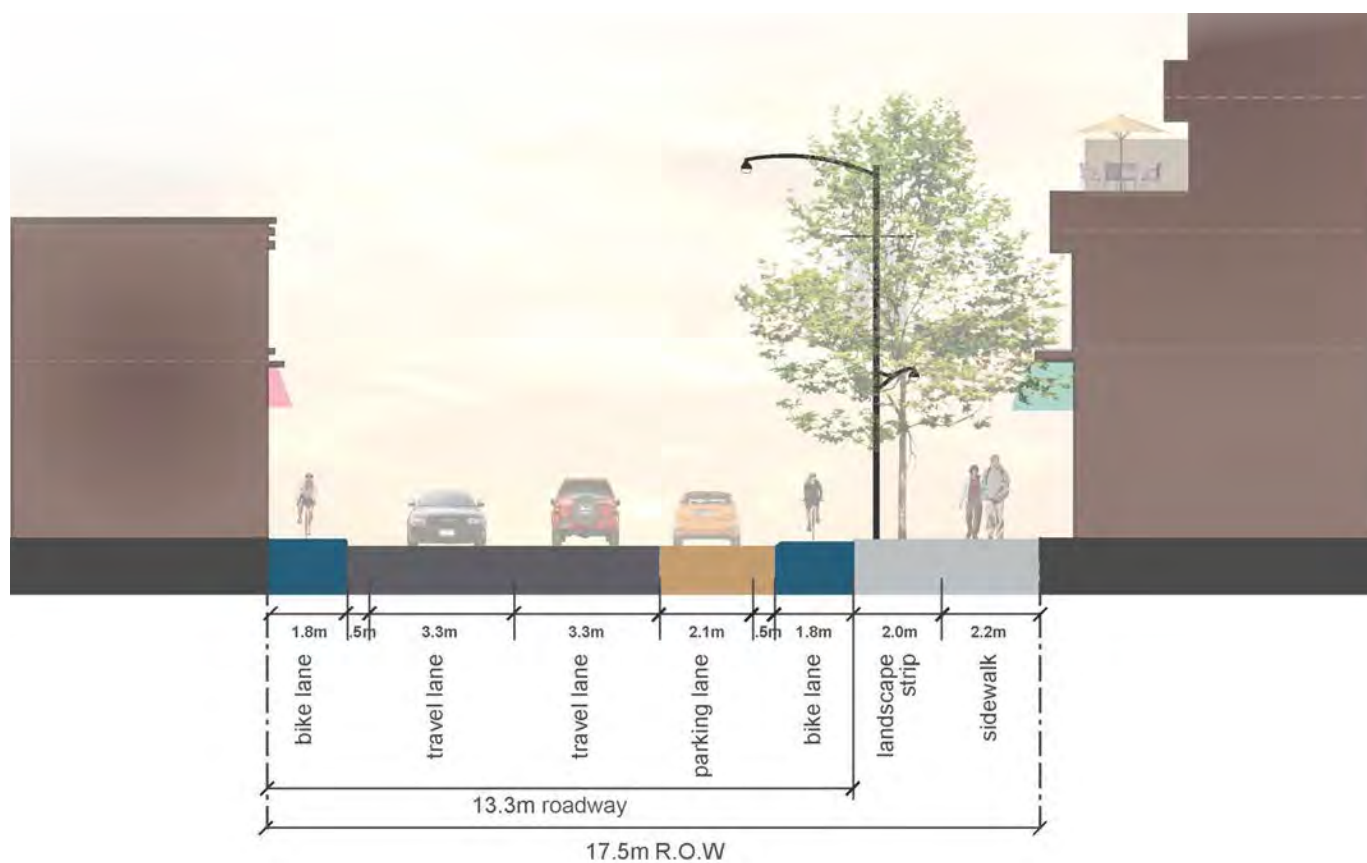
The Clarkson Village BIA comprises over 140 diverse businesses generally along Lakeshore Road West within the Clarkson Village Community Node. With the addition of a new Main Street within the Clarkson MTSA west of Southdown Road, there is an opportunity to expand the BIA to comprise the businesses that are envisioned along this street. This would help promote a unified identity for Clarkson Village and support a coordinated economic development strategy.





5 APPENDICES

5.1 MAIN STREET INTERIM CONDITION



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CLARKSON GO

Major Transit Station Area (MTSA)

MASTER PLAN

 The Planning
Partnership

List of Corporate Reports

Report Date	Committee Meeting Date	Title
June 5, 2020	Jun 17, 2020	Clarkson Transit Station Area Study Update Report
December 1, 2020	December 7, 2020	Southdown Local Area Plan – City Initiated Official Plan Amendment
May 5, 2023	May 29, 2023	Clarkson Transit Station Area Study Update: Air Quality Study Findings and Next Steps
November 4, 2024	December 9, 2024	Clarkson GO Major Transit Station Area – Master Plan
April 9, 2025	April 28, 2025	Clarkson GO Major Transit Station Area – Update and Next Steps

Strategic Growth Areas

-  Downtown Core
-  Growth Centre (GC)
-  Growth Node (GN)
-  Protected Major Transit Station Area (PMTSA)
-  Planned Major Transit Station Area with 800m radius circle

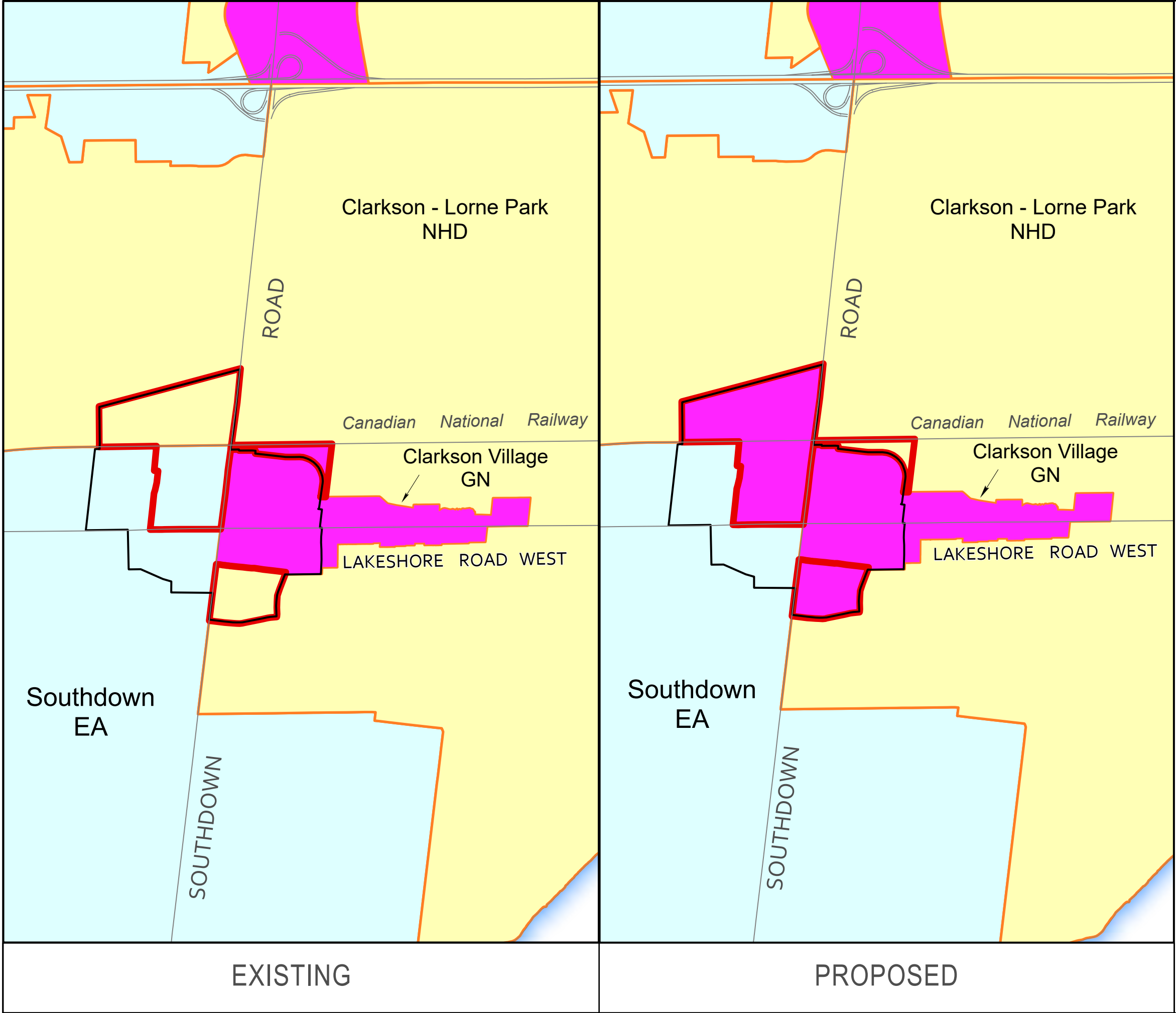
-  Neighbourhood (NHD)
-  Employment Area (EA)
-  Lakeview Innovation Corridor Employment Area
-  Special Purpose Area (SPA)
-  Character Area
-  Special Policy Area

 AREA OF AMENDMENT

- FROM:**
-  Employment Area (EA)
 -  Growth Node (GN)
 -  Neighbourhood (NHD)
- TO:**
-  Growth Node (GN)
 -  Neighbourhood (NHD)

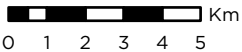


Part of Schedule 1
City Structure
of Mississauga Official Plan
2051



- Primary Off-Road Routes
- Primary On-Road / Boulevard Routes
- Crossings
- Connections to Adjacent Municipalities
- Province Wide Cycling Network

AREA OF AMENDMENT



Part of Schedule 5
Long Term Cycling Routes
of Mississauga Official Plan
2051





EXISTING LAND USE DESIGNATION

PROPOSED LAND USE DESIGNATION

LEGEND

LAND USE DESIGNATIONS

- | | |
|-------------------------|--------------------------|
| Airport | Residential High-Rise |
| Business Employment | Mixed Employment |
| Convenience Commercial | Mixed Use |
| Downtown Core Mixed Use | Mixed Use Limited |
| Greenlands | Motor Vehicle Commercial |
| Industrial | Office |
| Institutional | Public Open Space |
| Residential Low-Rise I | Parkway Belt West |
| Residential Low-Rise II | Private Open Space |
| Residential Mid-Rise | Utility |

STRATEGIC GROWTH AREAS

- | |
|----------------------|
| Downtown Core |
| Employment Area |
| Growth Centre |
| Growth Node |
| Special Purpose Area |

BASE MAP INFORMATION

- | |
|-----------------|
| Natural Hazards |
|-----------------|

Area of Amendment

FROM:

- | |
|--------------------------|
| Motor Vehicle Commercial |
| Convenience Commercial |
| Business Employment |
| Mixed Employment |
| Residential Low-Rise II |

TO:

- | |
|-----------------------|
| Residential High-Rise |
| Mixed Use |
| Residential Mid-Rise |



0 250 500 Meters

Part of Schedule 7
Land Use Designations
of Mississauga Official Plan 2051





EXISTING LAND USE DESIGNATION

PROPOSED LAND USE DESIGNATION

LEGEND

LAND USE DESIGNATIONS

- | | |
|-------------------------|--------------------------|
| Airport | Residential High-Rise |
| Business Employment | Mixed Employment |
| Convenience Commercial | Mixed Use |
| Downtown Core Mixed Use | Mixed Use Limited |
| Greenlands | Motor Vehicle Commercial |
| Industrial | Office |
| Institutional | Public Open Space |
| Residential Low-Rise I | Parkway Belt West |
| Residential Low-Rise II | Private Open Space |
| Residential Mid-Rise | Utility |

STRATEGIC GROWTH AREAS

- | |
|----------------------|
| Downtown Core |
| Employment Area |
| Growth Centre |
| Growth Node |
| Special Purpose Area |

BASE MAP INFORMATION

- | |
|-----------------|
| Natural Hazards |
|-----------------|

Area of Amendment

FROM:

- | |
|--------------------------|
| Motor Vehicle Commercial |
| Convenience Commercial |
| Business Employment |
| Mixed Employment |
| Residential Low-Rise II |

TO:

- | |
|-----------------------|
| Residential High-Rise |
| Mixed Use |
| Residential Mid-Rise |



Part of Schedule 7L
Land Use Designations
of Mississauga Official Plan 2051

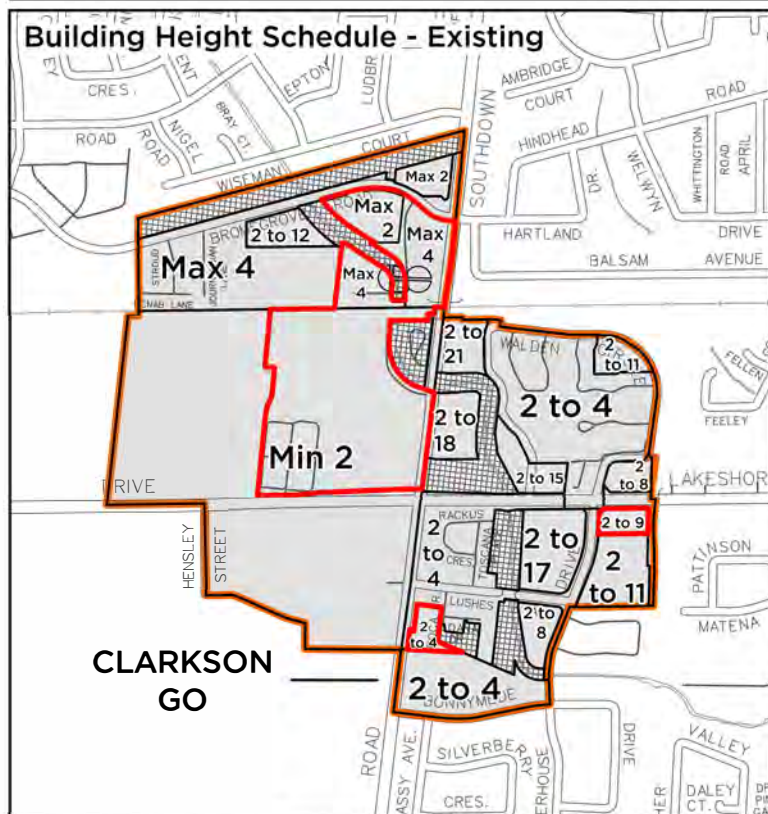


PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

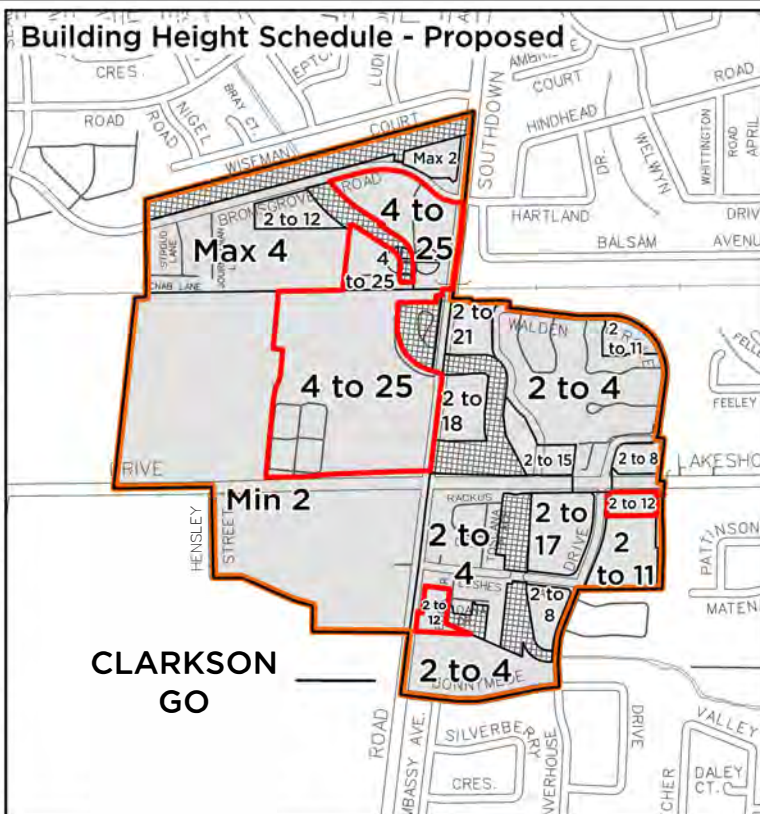
SCHEDULE 8r (CLARKSON GO)

Page 6

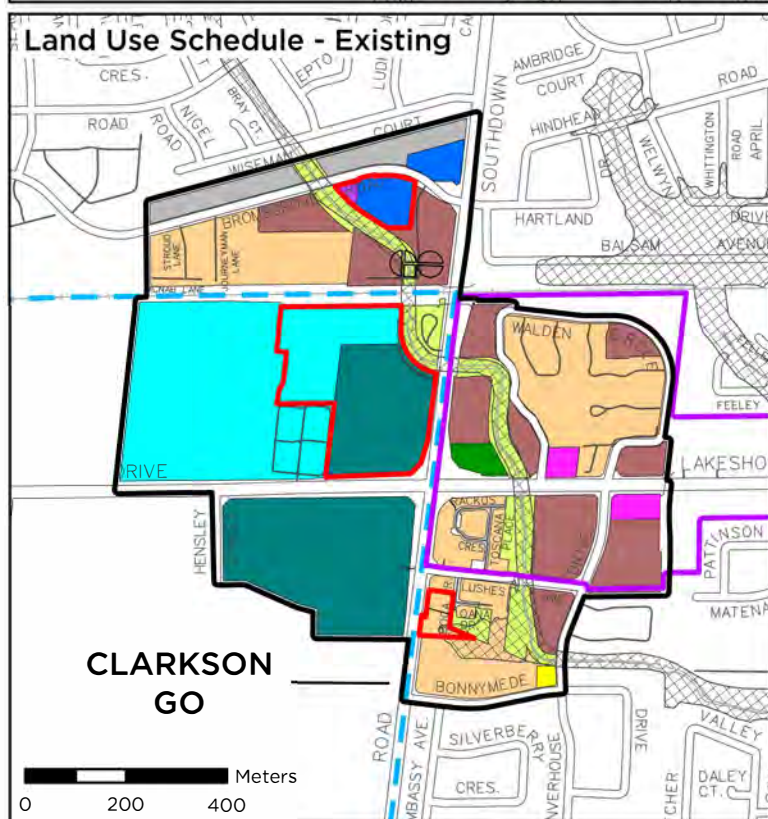
Building Height Schedule - Existing



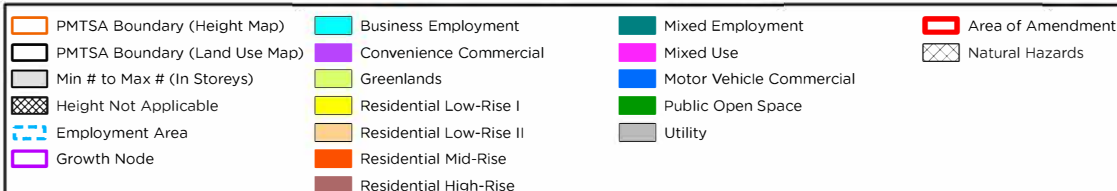
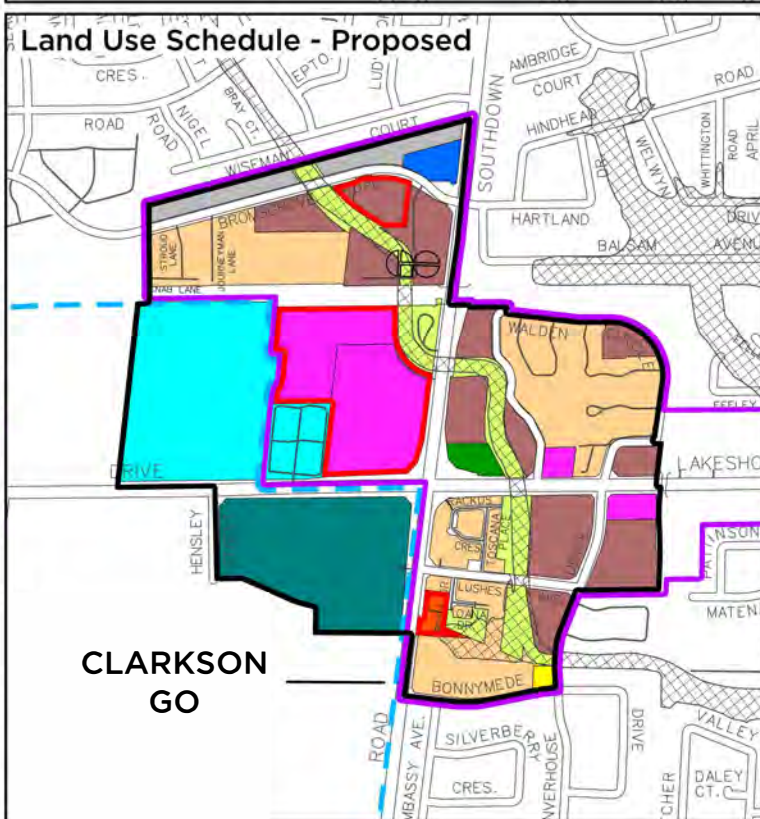
Building Height Schedule - Proposed



Land Use Schedule - Existing



Land Use Schedule - Proposed



1- Variations/ranges in building height are subject to the policies of the Local Area Plan/Character Area



MOP 2051 – Clarkson GO MTSA Policy Updates

Notes:

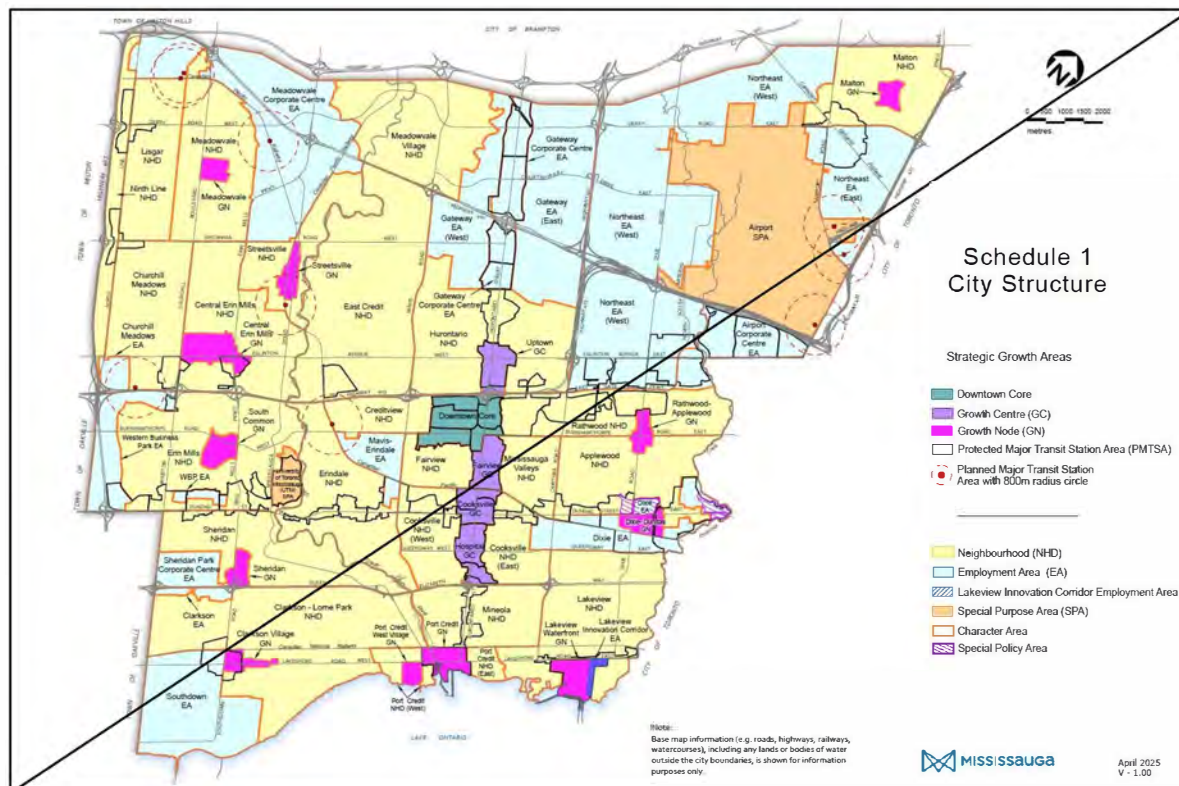
Existing policies are shown in the black text. Proposed new changes are shown in the red text or a red box. Proposed deletions to existing policies are shown as strikeouts. Deleted text shown in double strikeouts are moved to another section of the document. Section breaks are shown as a closed bracket] in this document.

Mississauga Official Plan 2051

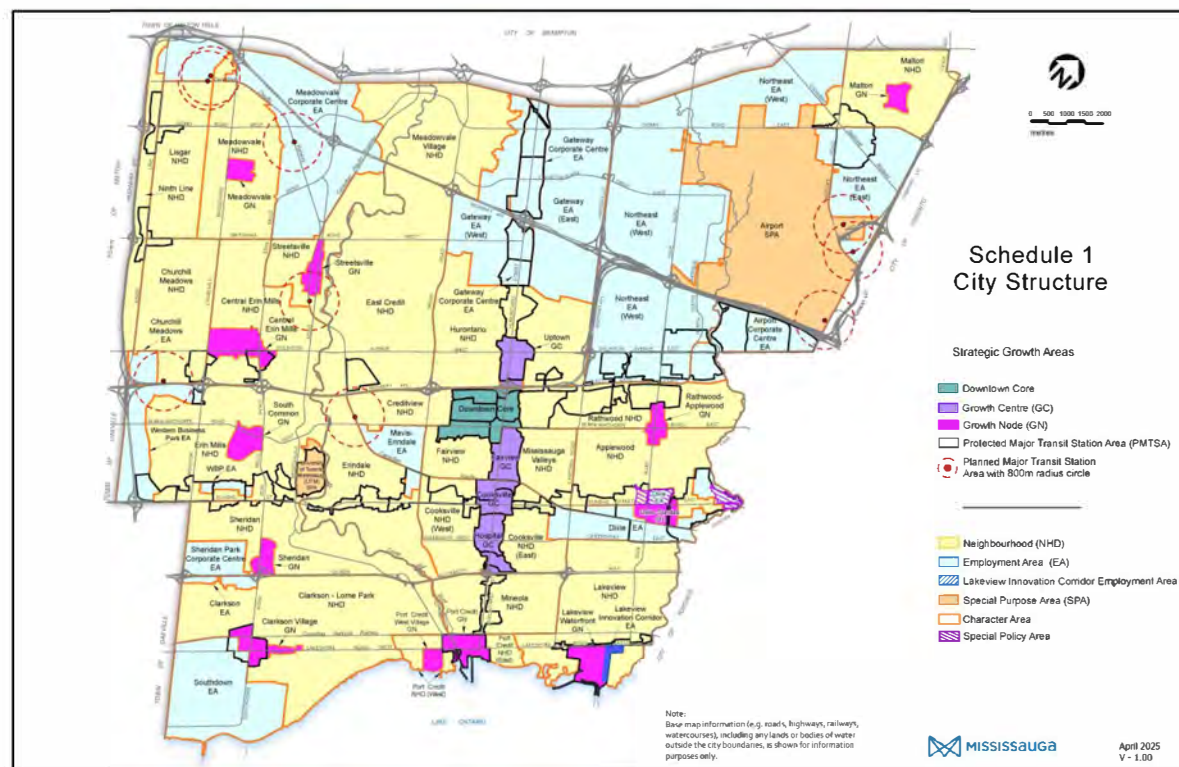
CHAPTER

3

Directing New
Development



Map 3-1: Strategic Growth Areas

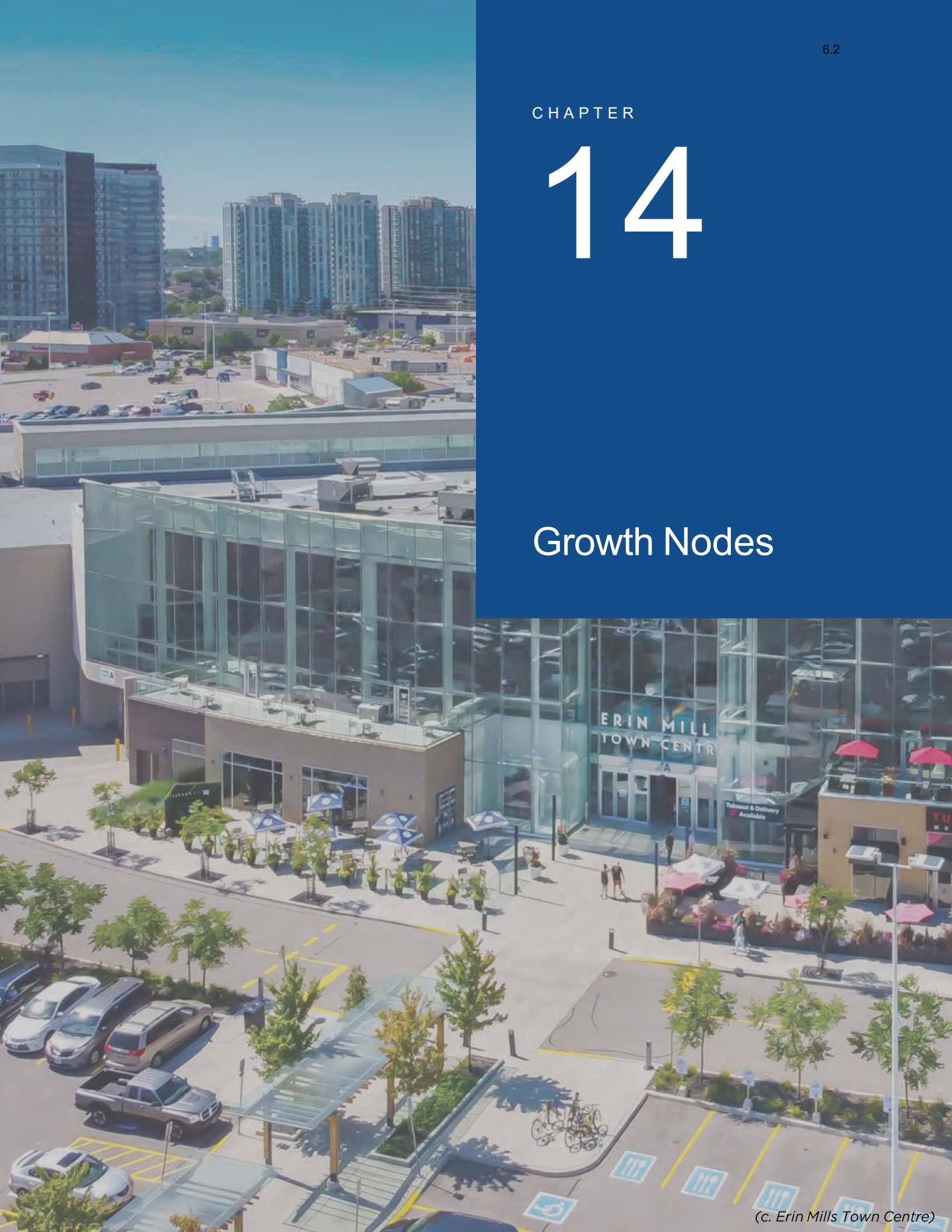


Map 3-1: Strategic Growth Areas

CHAPTER

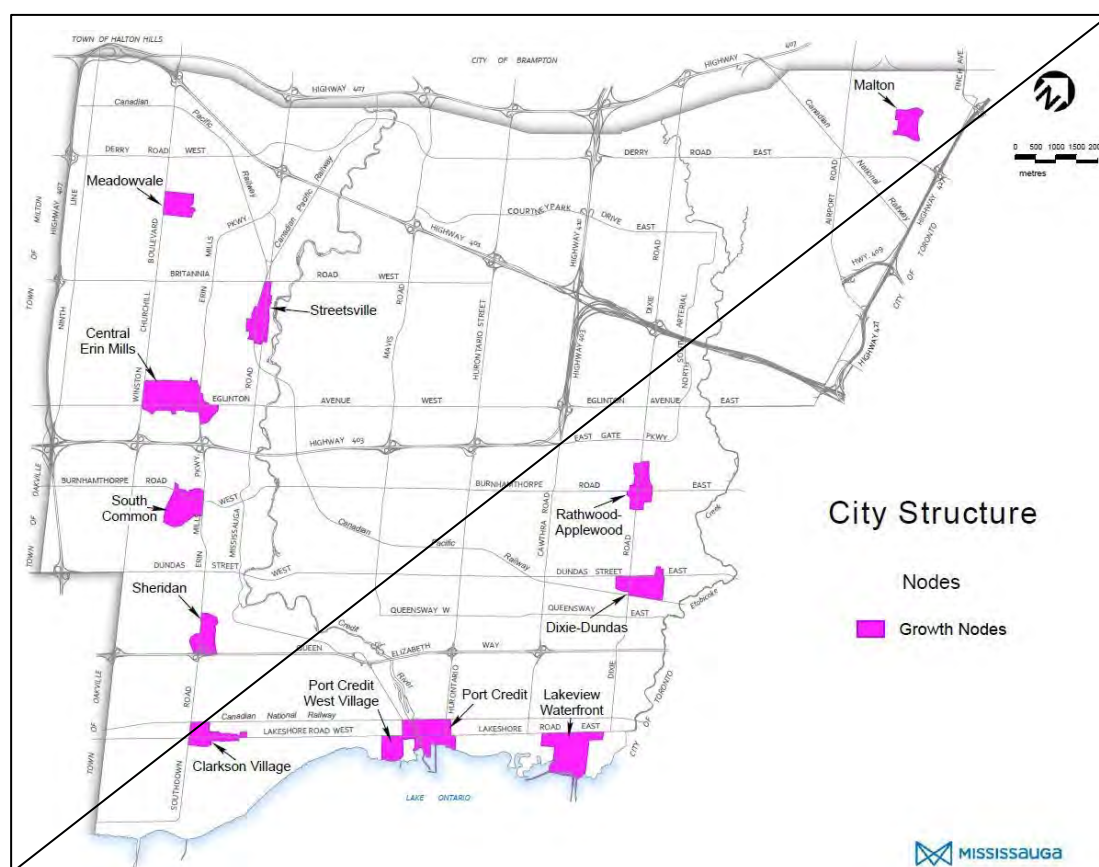
14

Growth Nodes

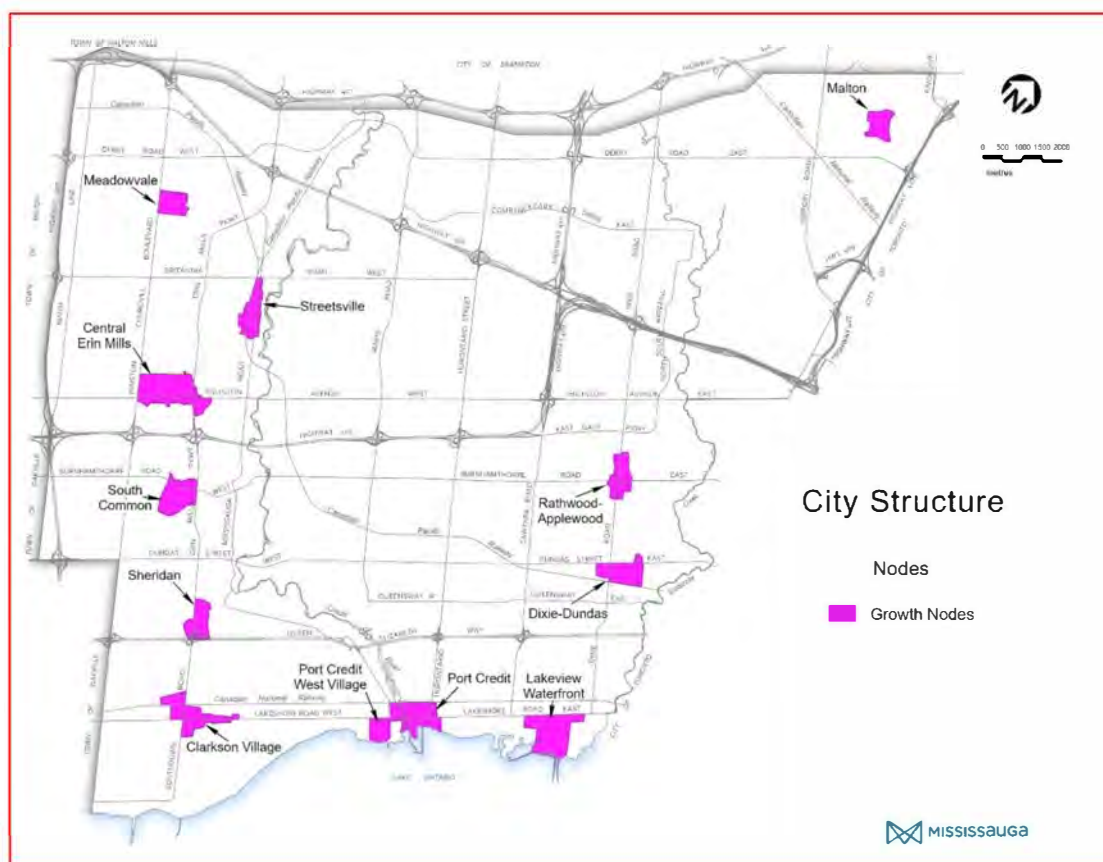


14.1 Introduction

Growth Nodes are a key component of Mississauga's *Strategic Growth Areas*. They are intended to accommodate future growth and development while making efficient use of land and infrastructure. Mississauga's Growth Nodes will be attractive mixed use areas, developed at densities that are sufficiently high to support *frequent transit* and a variety of services and amenities. Development in the Growth Nodes will support the achievement of *complete communities* with the provision of diverse employment opportunities, ample *community infrastructure*, amenities, and a range of *housing options* where permitted by the policies of this Plan.



Map 14.1: Growth Nodes



Map 14.1: Growth Nodes

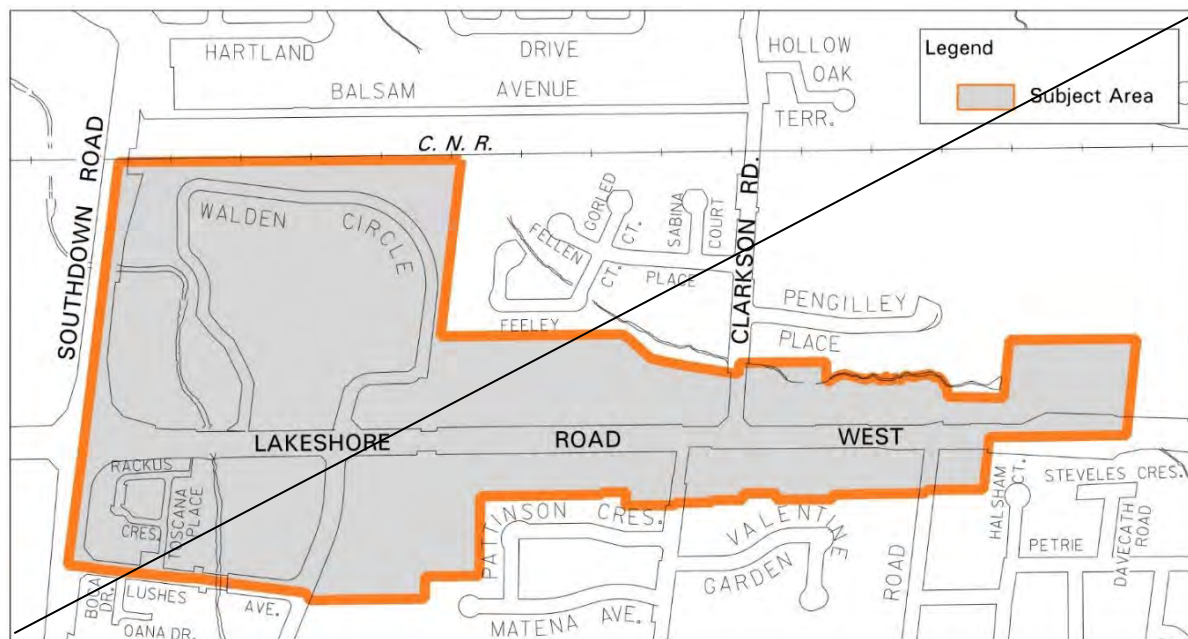
142 Growth Nodes

Growth Nodes are planned as prominent centres of mixed use activity with a variety of employment opportunities, such as office, retail and institutional jobs. It is also anticipated that Growth Nodes will provide a variety of higher density housing for people throughout the different phases of their lifecycle and for a variety of income groups. Many of the Growth Nodes are already developing into compact, mixed use, walkable communities. Each Growth Node has unique characteristics and will continue to evolve into healthy, sustainable *complete communities* with a more urban, and pedestrian-friendly form. The following sections contain policies that apply to each Growth Node.

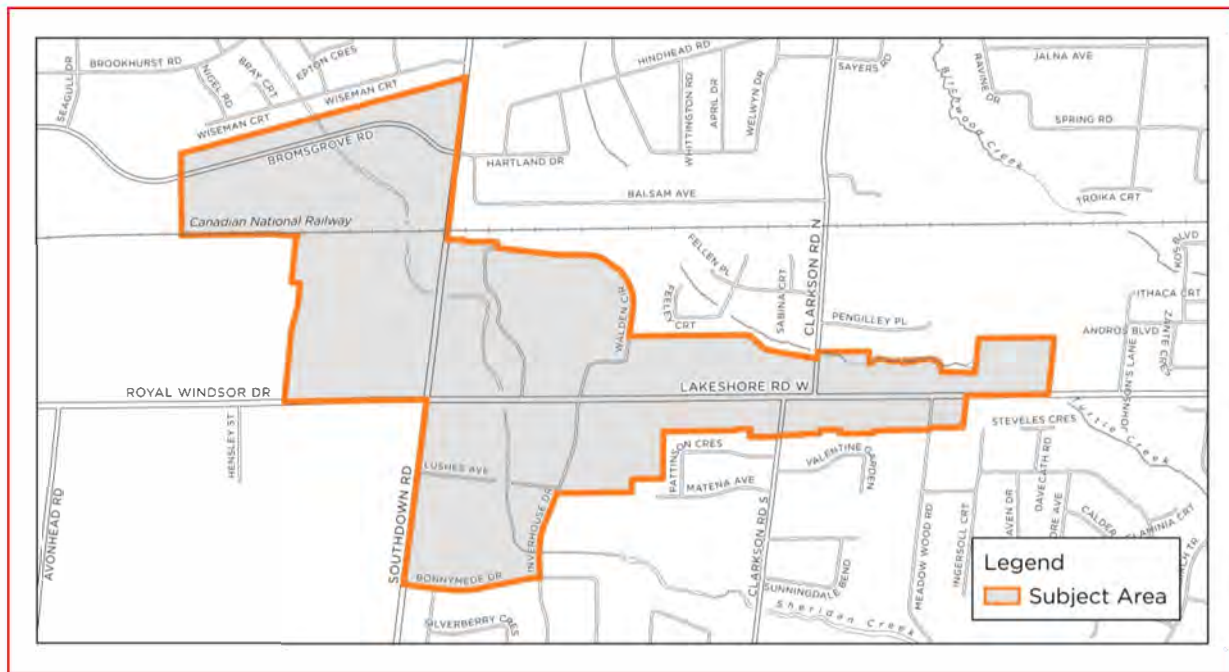
14.2.2 Clarkson Village

~~The West Gateway Precinct of the Clarkson Village Growth Node is located within the Clarkson GO **Protected Major Transit Station Area** as shown on Schedule 1: City Structure and identified on Schedule 8: **Protected Major Transit Station Areas**.~~

14.2.2.1 The Clarkson Village Growth Node, located in southwest Mississauga, is comprised of the East Gateway, Historic Village, and West Gateway Precincts. It also includes a portion of the Clarkson GO **Protected Major Transit Station Area**.



Map 14-2.2: Clarkson Village Growth Node Character Area



Map 14-2.2: Clarkson Village Growth Node Character Area

14.2.2.1 Urban Design Policies

14.2.2.2 Shared Community Vision and Focus

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

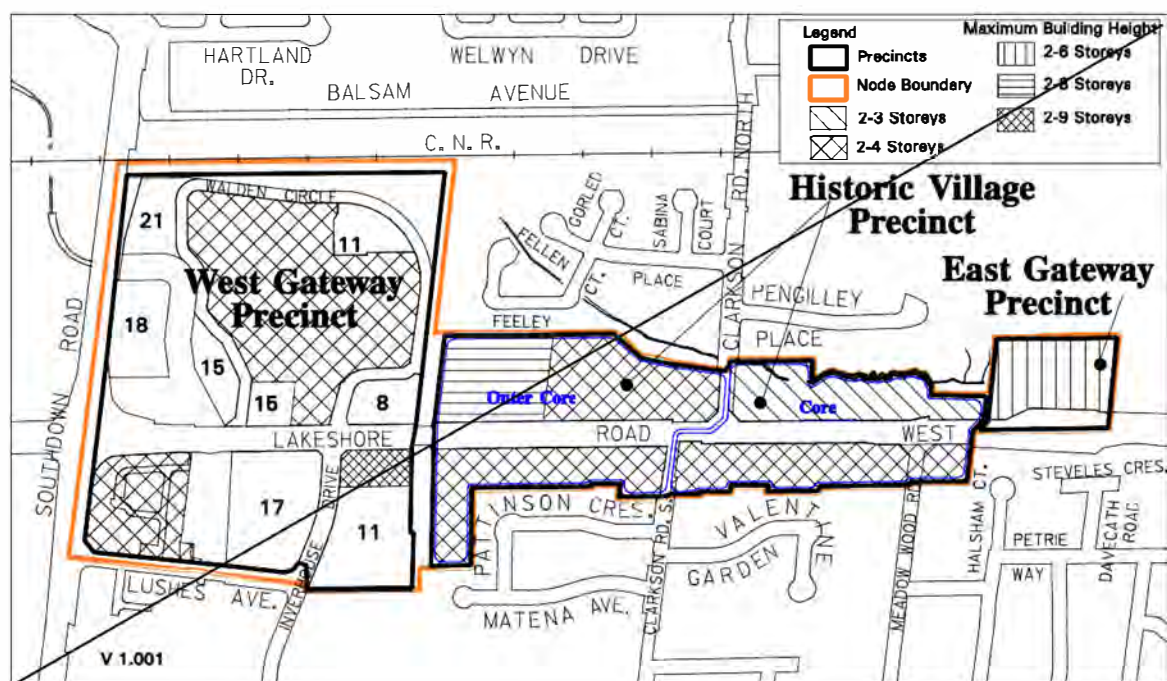
14.2.2.3 General Policies

~~14.2.2.1.2~~ **14.2.2.3.1** The Clarkson Village Growth Node will be the focus of activity for the surrounding Clarkson-Lorne Park Neighbourhood, combining residential uses, cultural activities, shopping, dining, commerce and recreation.

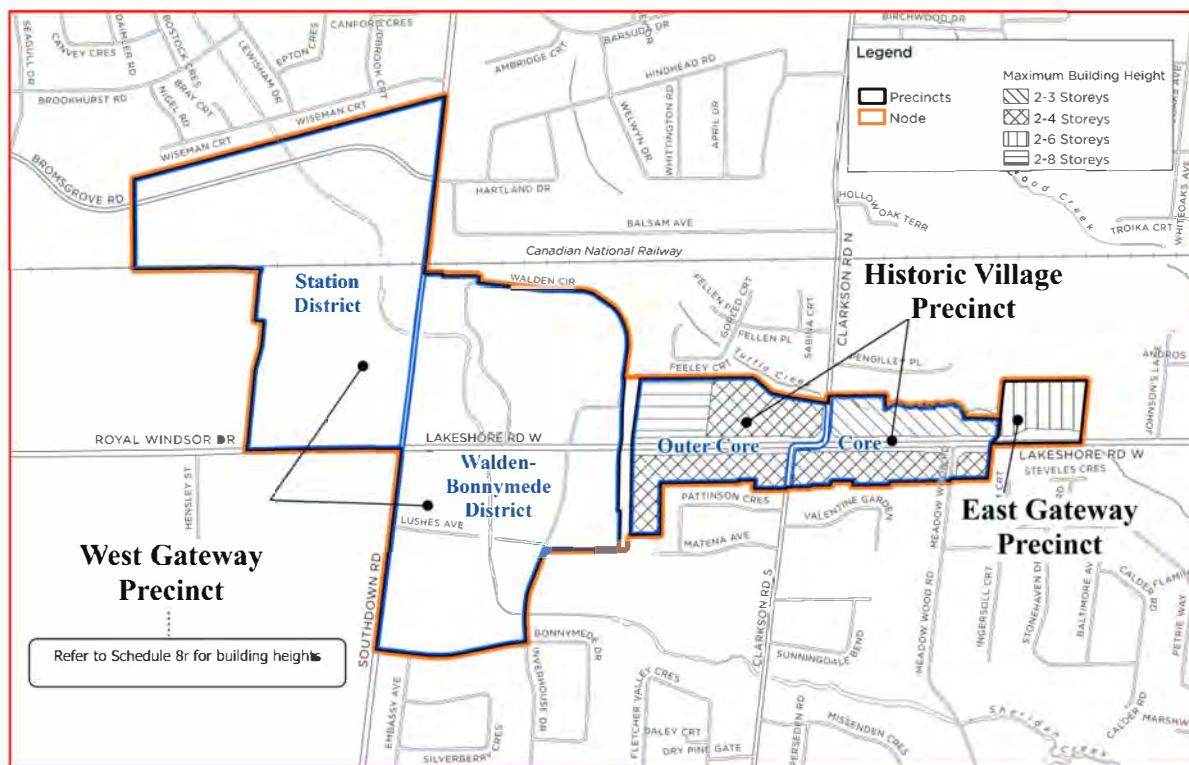
~~14.2.2.1.3~~ **14.2.2.3.2** Precincts have been identified as shown on Map 14-2.2.1: ~~Precinct Areas~~—Clarkson Village Growth Node – **Precinct Areas and Maximum Building Heights**, to reflect the character of different areas and permitted heights within the Growth Node.

~~14.2.2.1.4~~ **14.2.2.3.3** Development will be in accordance with minimum and maximum height limits as shown on Map 14-2.2.1: ~~Precinct Areas~~—Clarkson Village Growth Node – **Precinct Areas and Maximum Building Heights**. Permitted heights within the West Gateway Precinct are as shown on Schedule 8r: **Protected Major Transit Station Areas**.

~~14.2.2.1.5~~ Development will be compatible with and enhance the Village character as a distinct established community by integrating with and transitioning to the adjacent Clarkson-Lorne Park Neighbourhood.



Map 14-2.2.1: Precinct Areas-Clarkson Village Growth Node Character Area



Map 14-2.2.1: Clarkson Village Growth Node - Precinct Areas and Maximum Building Heights

~~14.2.2.1.6 Development will incorporate a high level of urban design, pedestrian amenity, landscaping and will be of a compact form to ensure a strong sense of place, a high quality **streetscape** and reinforce the Clarkson Village Growth Node as the centre of activity for the area.~~

~~14.2.2.1.7 Built form will be located close to the street, with a two to three storey street wall. Where additional height is permitted, it will be stepped back from the street wall to minimize shadowing, maximize skyviews, maintain a desirable **streetscape** and ensure new development is consistent and compatible with the existing building fabric.~~

14.2.2.4 Precinct Areas

~~14.2.2.1.8~~ **14.2.2.4.1** New development along Lakeshore Road West will be located close to the street and promote a continuous street wall.

14.2.2.4.2 East Gateway Precinct

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

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

14.2.2.4.3 Historic Village Precinct

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

~~14.2.2.1.9~~ **14.2.2.4.3.2** New development will encourage a pedestrian oriented **streetscape** and a walkable community, preserve elements along the edge of Turtle Creek to connect to the parking areas and the shopping street and to encourage the visual enjoyment and surveillance of this natural creek feature.

~~14.2.2.1.10~~ **14.2.2.4.3.3** Residential uses will not be permitted on the ground floor adjacent to Lakeshore Road West.

~~14.2.2.1.11~~ **14.2.2.4.3.4** Large format retail development will be discouraged.

~~14.2.2.1.12~~ **14.2.2.4.3.5** Lands located at the northwest corner of Lakeshore Road West and Clarkson Road North are encouraged to redevelop as a focal point of the Clarkson Village Growth Node.



Figure 14.1. The main street along Lakeshore Road West within Clarkson Village is host to a variety of retail stores, restaurants and services. (c. Tourism Mississauga)

~~14.2.2.1.13~~ **14.2.2.4.3.6** Where an above-grade structure is provided, it will be located to the rear of an active building facade, will be no more than two storeys in height and will not be visible from public streets. Where above-grade parking structures are visible from adjacent lands, they will utilize appropriate finish materials and be of a high architectural quality.

14.2.2.4.4 West Gateway Precinct (Station and Walden-Bonnymede Districts)

The West Gateway Precinct is located entirely within the Clarkson GO *Protected Major Transit Station Area* and identified on Schedule 8: *Protected Major Transit Station Areas*. It is adjacent to the Southdown Employment Area where a variety of industrial uses operate and are permitted. The introduction of new housing and other *sensitive* uses will be balanced with maintaining the long-term economic viability of surrounding employment uses.

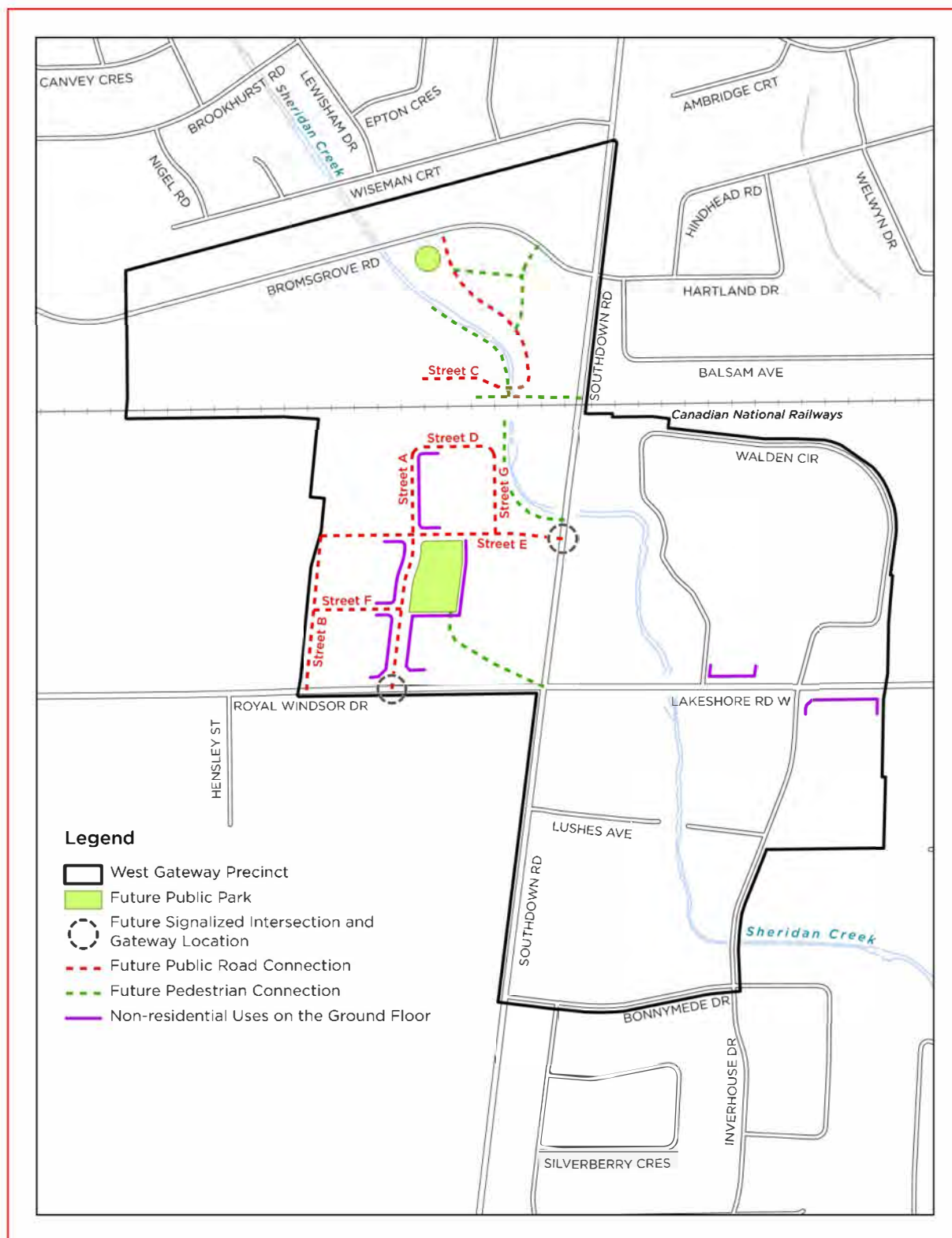
Vision and Guiding Principles

14.2.2.4.4.1 The West Gateway Precinct will transform into a vibrant, sustainable, complete and mixed-use community with an animated public realm centred around the Clarkson GO Transit Station. Living, working and playing will be supported and enhanced by new housing and employment opportunities, community facilities and a connected network of parks and open spaces that complement the natural environment.

A centrally located park and a new north-south main street will serve as a focal gathering place and provide access to services and amenities. The area will develop with a transit supportive built form and improved connectivity that makes walking and cycling safer and more convenient.

14.2.2.4.4.2 The development of the West Gateway Precinct is based on the following key guiding principles:

1. Establish a hierarchy of well-connected and accessible parks and public spaces to support cultural, civic and community life throughout the year.
2. Create vibrant and animated streets that support community life and all modes of transportation.
3. Develop a safe and convenient active transportation network that integrates within the existing network and provides connections to neighbourhoods, community destinations and the Clarkson GO Transit Station.
4. Promote a mix of jobs and uses, including a range of housing options and unit sizes, *affordable* housing and opportunities for retail, commercial, employment and community uses.
5. Protect and enhance natural features while broadening opportunities for public access, enjoyment, education and stewardship.
6. Design high-quality buildings that incorporate green building standards and best practices, and respect and complement the character of Clarkson Village.



Map 14-2.2.2: The West Gateway Precinct will include future signaled intersections and gateways, public parks, roads, pedestrian connections and non-residential uses on the ground floor.

Parks, Trails and Walkways

14.2.2.4.4.3 A centrally located public park will be of sufficient size to serve as a key destination for the community and be designed to:

- a. be publicly accessible and support a range of recreational and social activities with frontage on Street 'A'; and
- b. be developed as a contiguous element.

14.2.2.4.4.4 The location, configuration and size of parks will be determined through the development application process.

14.2.2.4.4.5 Future pedestrian connections will be well-designed and include naturalized features to improve the public realm and link new and existing neighbourhoods to community amenities and the Clarkson GO Transit Station.

14.2.2.4.4.6 An extended pedestrian trail connection along the Sheridan Creek south of the rail and hydro corridors to the Nine Creeks Trail will be explored to improve pedestrian connectivity and enhance the Sheridan Creek corridor as a natural feature with consideration for:

- a. a widened, consistently paved, barrier free travel path;
- b. pedestrian seating and viewing opportunities;
- c. wayfinding or interpretive signage; and
- d. enhanced edge plantings and naturalized creek edges.

14.2.2.4.4.7 Sheridan Creek is an important *watershed* in Mississauga that supports a warmwater fish habitat and is connected to upland woodlands. Development adjacent to Sheridan Creek should protect and enhance the corridor as a naturalized green space using measures such as native plant materials and non-invasive species.

Transportation

14.2.2.4.4.8 The future public street network identified on Map 14-2.2.2 will be achieved through development. Future additions to the street network will include:

- a. Street 'A' (main street) that connects Royal Windsor Drive northerly to Street 'D';
- b. Street 'B' that connects Royal Windsor Drive northerly to Street 'E';
- c. Street 'C' that connects Bromsgrove Road to the north side of the railway;
- d. Street 'D' that connects Street 'A' easterly to Street 'G';
- e. Street 'E' that connects Street 'B' easterly to Southdown Road;
- f. Street 'F' that connects Street 'B' easterly to Street 'A' (main street); and
- g. Street 'G' that connects Street 'E' northerly to Street 'D'.

14.2.2.4.4.9 The exact location, configuration, design and access requirements for streets will be determined through the development application review process and in consultation with Metrolinx where applicable.

14.2.2.4.4.10 The existing bus transit terminal forms part of the interregional *transportation system* providing access to GO Transit service and multi-jurisdictional bus routes. To accommodate growth in ridership, a larger bus transit terminal will be required. The preferred location for an expanded bus transit terminal is north of the rail corridor and west of Southdown Road. The exact location of the bus transit terminal will be determined in consultation with Metrolinx.

14.2.2.4.4.11 A wider road right-of-way width of 20 m - 26 m will be required for portions of Street C that are planned to accommodate buses.

Urban Design

14.2.2.4.4.12 The greatest building heights will be located adjacent to the Clarkson GO Transit Station, west of Southdown Road, and north and south of the rail corridor. Heights will transition down to adjacent lower scale development and the Walden-Bonnymede District.

~~14.2.2.1.14 New development will maintain the existing height transition with the highest built form at the west end, closest to the Clarkson GO Transit Station, and lowest building heights at the east end, adjacent to the CN Rail overpass and the Historic Village Precinct.~~

~~14.2.2.1.15~~ 14.2.2.4.4.13 Mixed use buildings will be located close to the street to ensure designed to contribute to a pedestrian oriented environment and create animated vibrant streets and public spaces.

14.2.2.4.4.14 Street 'A' will be developed as a walkable main street with a strong sense of place. Development will support a distinct, high quality built form, public realm, landscaping and pedestrian and cycling amenities.

14.2.2.4.4.15 On lands designated Mixed Use, development abutting Street 'A' and Lakeshore Road West will:

- a. create continuous at-grade retail and service commercial frontages;
- b. frame and animate streets and public spaces, with active building frontages including storefronts; and
- c. provide principal entrances directly accessible from the public sidewalk.

14.2.2.4.4.16 Development with retail and service commercial uses should provide a mix of unit sizes to accommodate a variety of businesses.

14.2.2.4.4.17 Development adjacent to the centrally located park will:

- a. have active frontages on the ground floor abutting the park;
- b. locate parking, servicing and loading away from the park boundaries; and
- c. maximize sun exposure onto the park.

14.2.2.4.4.18 Development should provide streetwall continuity and enclosure to the street while maximizing views onto parks and open spaces.

~~14.2.2.1.16 Mississauga will encourage a symbolic gateway feature on Lakeshore Road West, east of Southdown Road to define the entry and exit from Clarkson Village Growth Node.~~

14.2.2.4.4.19 Buildings will be designed and located to incorporate a *podium* height of generally three to six storeys to achieve a pedestrian-oriented environment, create a human scale and height variation at the street level. Variations in *podium* heights and stepbacks should enrich the visual experience and provide a dynamic streetwall.

14.2.2.4.4.20 Symbolic gateway features will define a sense of arrival and place, in combination with public art and an enhanced public realm.

14.2.2.4.4.21 A landmark building located at the northwest corner of Royal Windsor Drive and Southdown Road should promote design excellence and integrate public art and signage.

Land Uses

14.2.2.4.4.22 Lands designated Mixed Use will:

- a. permit *major office*;
- b. permit stand-alone residential and non-residential buildings; and
- c. provide non-residential uses on the ground floor where the building is immediately adjacent to Street 'A', the centrally located public park and Lakeshore Road West, as identified on Map 14-2.2.2 and in accordance with Policy 10.2.6.4 of this Plan.

14.2.2.4.4.23 New *sensitive land uses* will be compatible, maintain appropriate separation distances and mitigate adverse impacts with surrounding employment uses.

14.2.2.4.4.24 Notwithstanding the policies of this Plan, development in the Station District proposing *sensitive* land uses with building heights greater than 25 storeys will be subject to an air quality evaluation to the satisfaction of the City.

Implementation

14.2.2.4.4.25 Development will occur by way of a plan of subdivision, where appropriate, to determine the provision and location of proposed parkland and the detailed alignment of public streets.

14.2.2.4.4.26 Development applications will include, among other items, a detailed phasing plan to ensure development occurs in a logical manner and provide timely delivery of *infrastructure* improvements to service the growth.

14.2.2.4.4.27 Air quality studies, when required, will use the most technically advanced model approved by the Province.

~~East Gateway Precinct~~

~~14.2.2.1.17 Mississauga will encourage a symbolic gateway feature on Lakeshore Road West, west of Johnson's Lane to define the entry and exit from the Clarkson Village Growth Node.~~

~~14.2.2.1.18 At grade, street-related retail, commercial, restaurants and office uses are encouraged. Mixed-use buildings will be located close to the street to ensure a pedestrian-oriented environment.~~

~~14.2.2.2 Land Use~~

~~14.2.2.2.1 Notwithstanding the policies of this Plan, drive-through facilities will not be~~

~~permitted.~~

~~14.2.2.3~~ **14.2.2.5 Transportation, Access and Parking**

~~14.2.2.3.1~~ **14.2.2.5.1** No major changes to Clarkson Road will be undertaken except minor channelization, reconstruction, provision of cycling *infrastructure*, bus bay construction, and improvements of a similar nature.

~~14.2.2.3.2~~ **14.2.2.5.2** Notwithstanding the classification of Clarkson Road, this street will be limited to no more than two through lanes.

~~14.2.2.3.3~~ **14.2.2.5.3** Mississauga will encourage and promote better utilization of the existing parking inventory within the Clarkson Village Growth Node through discussions with the members of the Clarkson Village Business Improvement Area.

~~14.2.2.3.4~~ **14.2.2.5.4** On-site parking will not be permitted between the streetwall and the street.

~~14.2.2.3.5~~ **14.2.2.5.5** Mississauga will encourage on-street lay-by parking and the provision of well lit, on-site parking located at the rear of buildings with clear visibility and sight lines through to Lakeshore Road West.

~~14.2.2.3.6~~ **14.2.2.5.6** Development within the Clarkson Village Growth Node will implement the general intent of Map ~~14.2.2.2~~ **14-2.2.3: Access Management Plan - Clarkson Village Growth Node** and will:

- a. eliminate and/or consolidate vehicular access connections to and from Lakeshore Road West to reduce vehicle turning movements onto and direct traffic towards signalized intersections;
- b. facilitate the creation of a publicly accessible laneway system by granting public use easements over internal driveways to facilitate access to and from abutting lands to the east and west and to consolidate vehicular access connections to Lakeshore Road West;
- c. contribute a proportionate share towards the construction of a continuous centre median along Lakeshore Road West; and
- d. where the ultimate condition cannot be accommodated, interim solutions will be accommodated to ensure that vehicular access rights are maintained and appropriate interim agreement will be executed to ensure the ultimate condition will be achieved.

~~14.2.2.3.7~~ **14.2.2.5.7** Where surface parking is being provided at the rear of buildings, communal parking spaces accessed from the public laneway system will be encouraged.

~~14.2.2.3.8~~ **14.2.2.5.8** Through the development review and approval process, developers will be responsible for the construction of on-street lay-by parking in accordance with the Council adopted Lakeshore West Clarkson Village Urban Design Guidelines.

~~14.2.2.3.9~~ **14.2.2.5.9** A dedicated cycling route will be provided along Lakeshore Road West.

14.2.2.6 Urban Design

14.2.2.1.7 14.2.2.6.2 Built form will be located close to the street, with a two to three storey streetwall. Where additional height is permitted, it will be stepped back from the street wall to minimize shadowing, maximize skyviews, maintain a desirable streetscape and ensure new development is consistent and compatible with the existing building fabric.

~~14.2.2.2.1~~ **14.2.2.7.1** Notwithstanding the policies of this Plan, drive-through facilities will not be permitted.

CHAPTER

15

Neighbourhoods

15.1 Introduction

Mississauga is home to diverse neighbourhoods where many live, learn and play. Neighbourhoods accommodate a variety of building types, forms and uses that support *complete communities*.

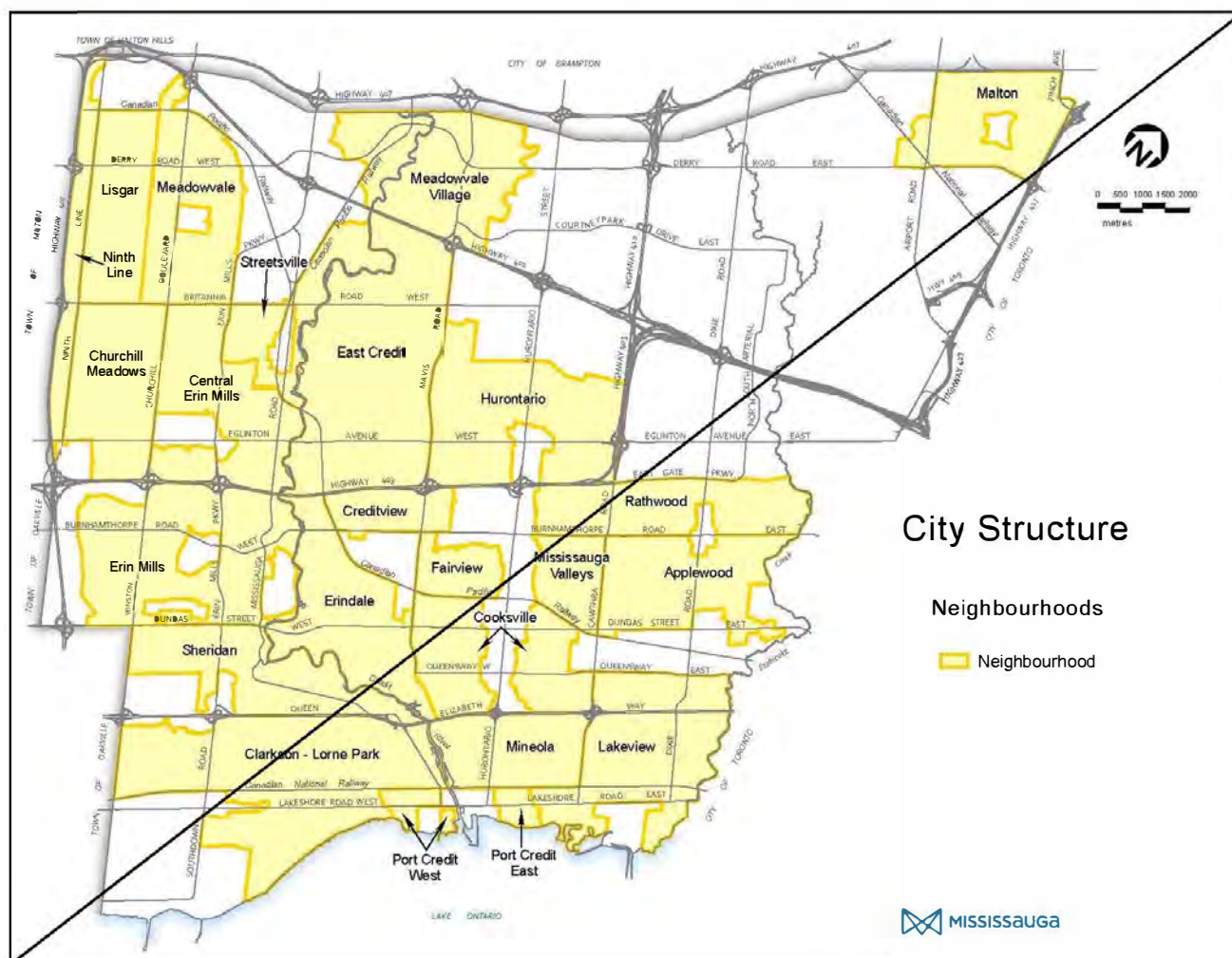
Mississauga's neighbourhoods are predominantly low in scale with the majority of their built form in the low-rise category. There are many areas with thriving high-rise apartment communities within these neighbourhoods. The policies of this Plan acknowledge the existing neighbourhood built form and encourage the creation of a variety of other forms that support the growing need for *affordable* and accessible *housing options*.

Mississauga's neighbourhoods will continue to develop in a manner that protects and promotes residential-compatible and supportive uses such as small scale retail. These uses are important to provide much needed services such as access to healthy food, healthcare support and other community spaces within walking distances. The provision of such uses within neighbourhoods supports the city's efforts towards equity, resilience and food security.

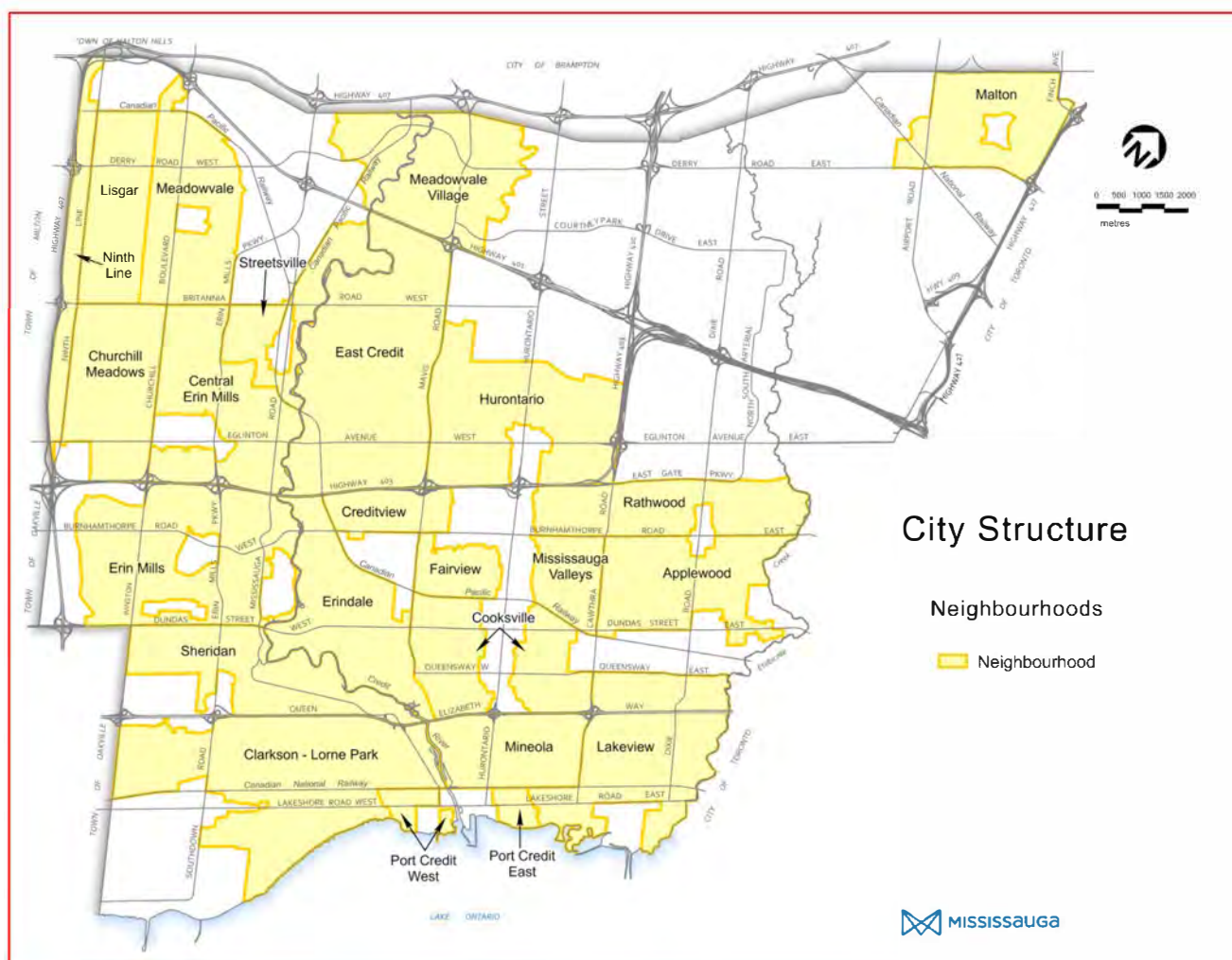
Mississauga's neighbourhoods are:

- Applewood;
- Central Erin Mills;
- Churchill Meadows;
- Clarkson-Lorne Park;
- Cooksville;
- Creditview
- East Credit;
- Erindale;
- Erin Mills;
- Fairview;
- Hurontario;
- Lakeview;
- Lisgar;
- Malton;
- Meadowvale;
- Meadowvale Village;
- Mineola;
- Mississauga Valleys;
- Ninth Line;
- Port Credit;
- Rathwood;
- Sheridan; and
- Streetsville.

Areas subject to Special Sites have been consolidated and can be found in Chapter 17.



Map 15-1: Neighbourhood Character Areas



Map 15-1: Neighbourhood Character Areas

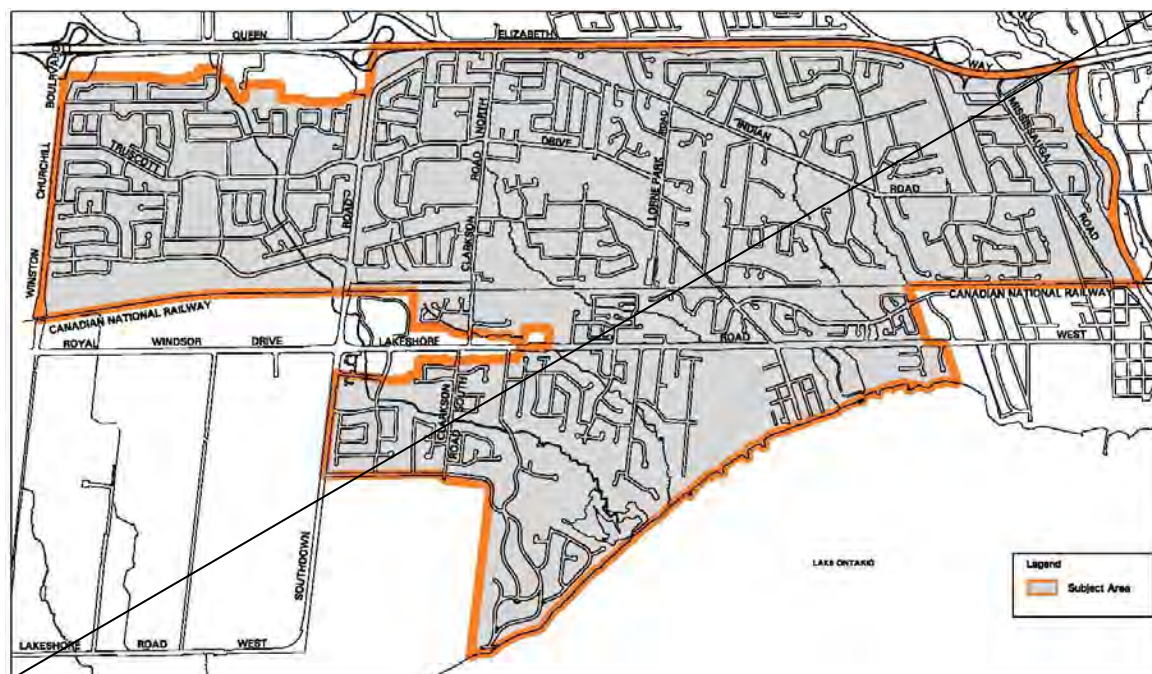
This section identifies the modifications to the General Land Use designations in Chapter 10 that apply to all Neighbourhoods.

15.1.1 General

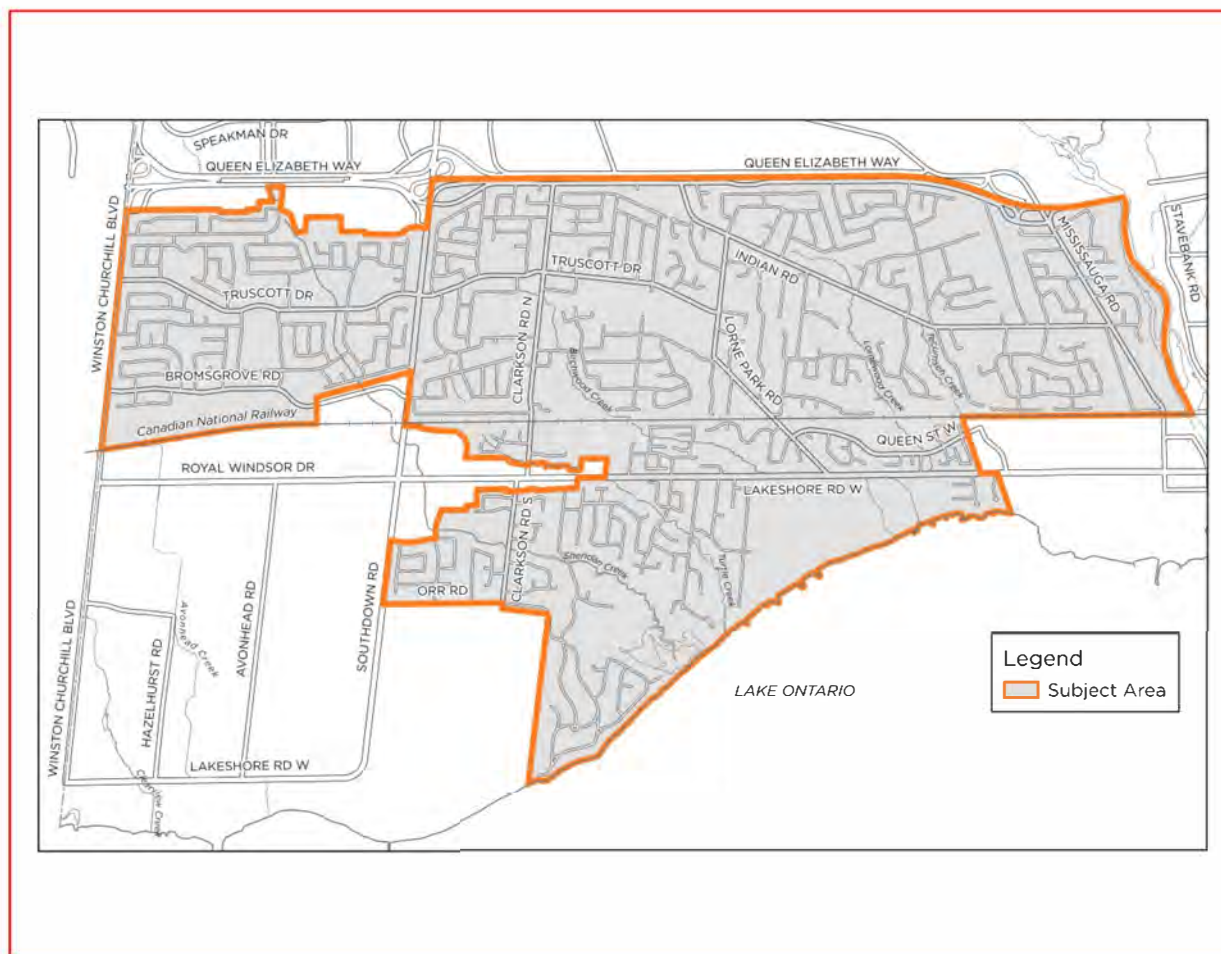
15.1.1.1 For lands within a Neighbourhood, a maximum building height as prescribed by the applicable Land Use Designation will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.

15.1.1.2 Lands within a Neighbourhood that are located in a **Protected Major Transit Station Area** are subject to height, density and land use provisions as prescribed by the applicable **protected Major Transit Station Area** policies and as shown in the applicable **protected Major Transit Station Area** Schedule.

15.3 Clarkson-Lorne Park



Map 15-3: Clarkson-Lorne Park Neighbourhood Character Area



Map 15-3: Clarkson-Lorne Park Neighbourhood Character Area

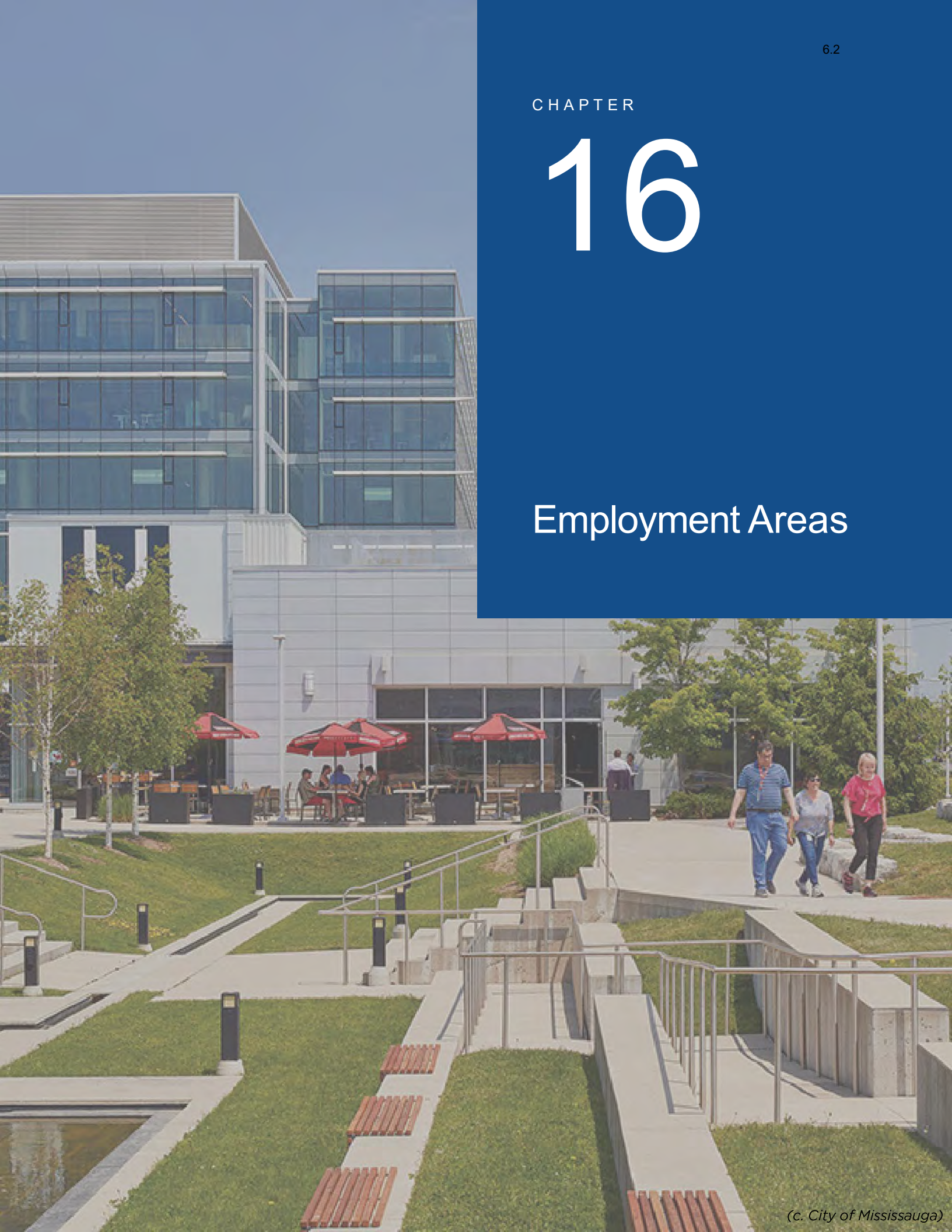
15.3.1 Policies

15.3.1.1 Notwithstanding the provisions of the Mixed Use policies of this Plan, motor vehicle sales and rentals will not be permitted.

CHAPTER

16

Employment Areas



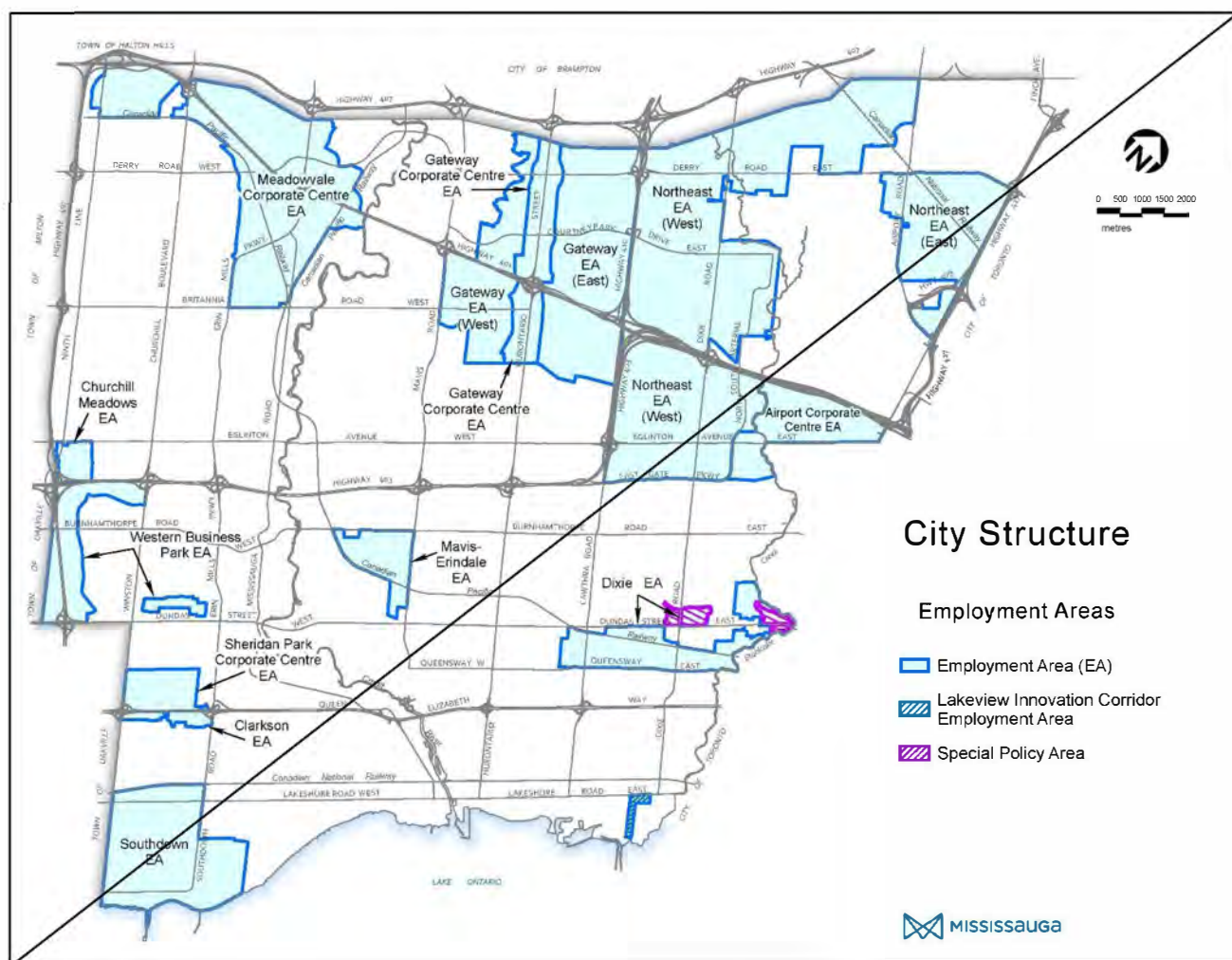
16.1 Introduction

There are 13 *Employment Area* Character Areas in Mississauga:

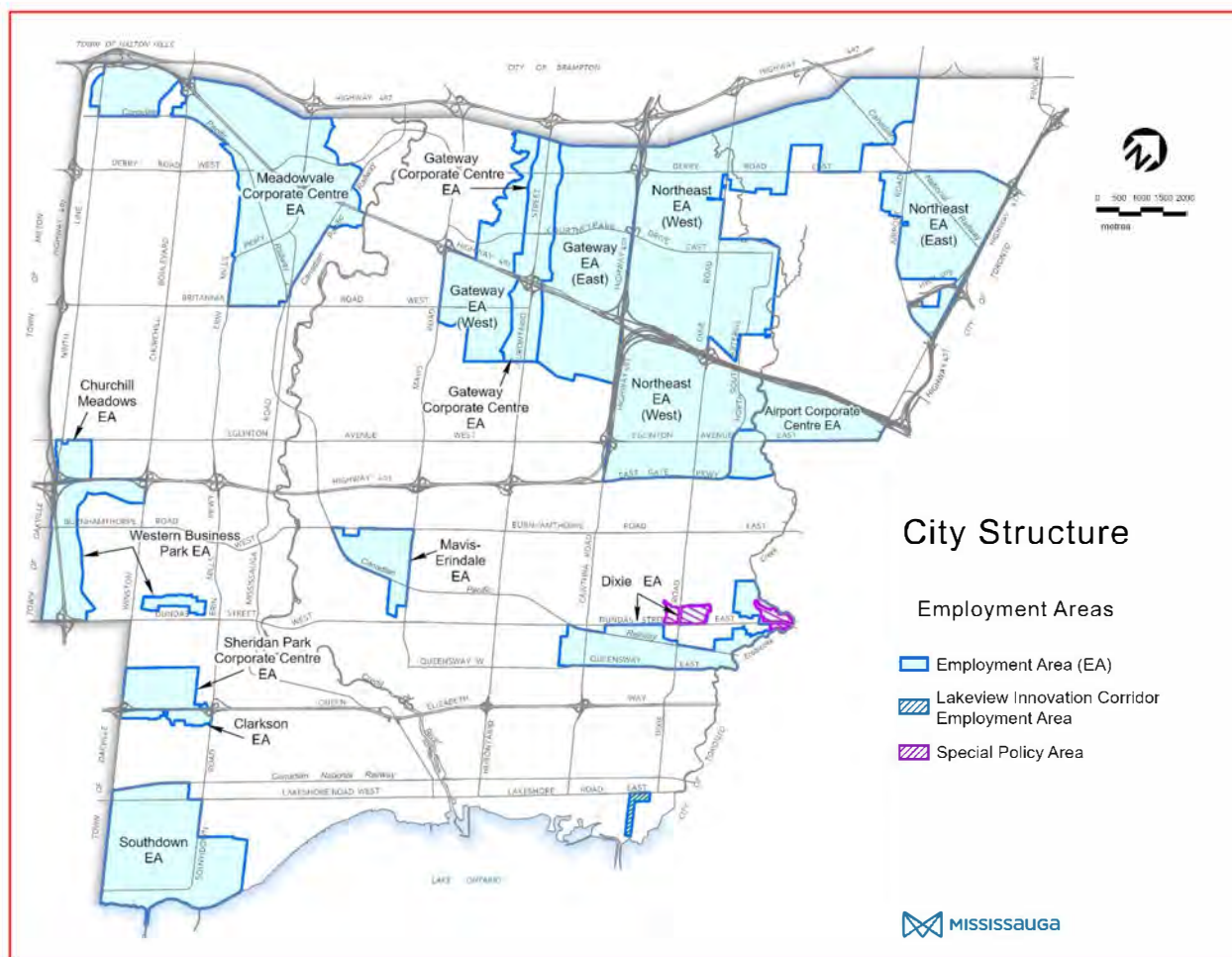


Employment Areas are important city assets that support a vibrant and sustainable local and regional economy. In order to further the economic development goals of the City, support its growth and to contribute to *complete communities*, *Employment Areas* will be encouraged to achieve 45 jobs per hectare, and to contribute to the City's forecasts set out in Table 3.1 of this Plan.

Employment Areas, as shown on Map 16.1 and Schedule 1 – City Structure are areas designated in this Plan for clusters of business and economic uses including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. These lands constitute an **Area of Employment** even if they include one or more parcels of land that are subject to Mississauga Official Plan 2051 policies authorizing the continuation of a use that is excluded from the definition of *Employment Area*, provided that the use was lawfully established on the parcel of land before October 20, 2024.



Map 16-1: Employment Areas



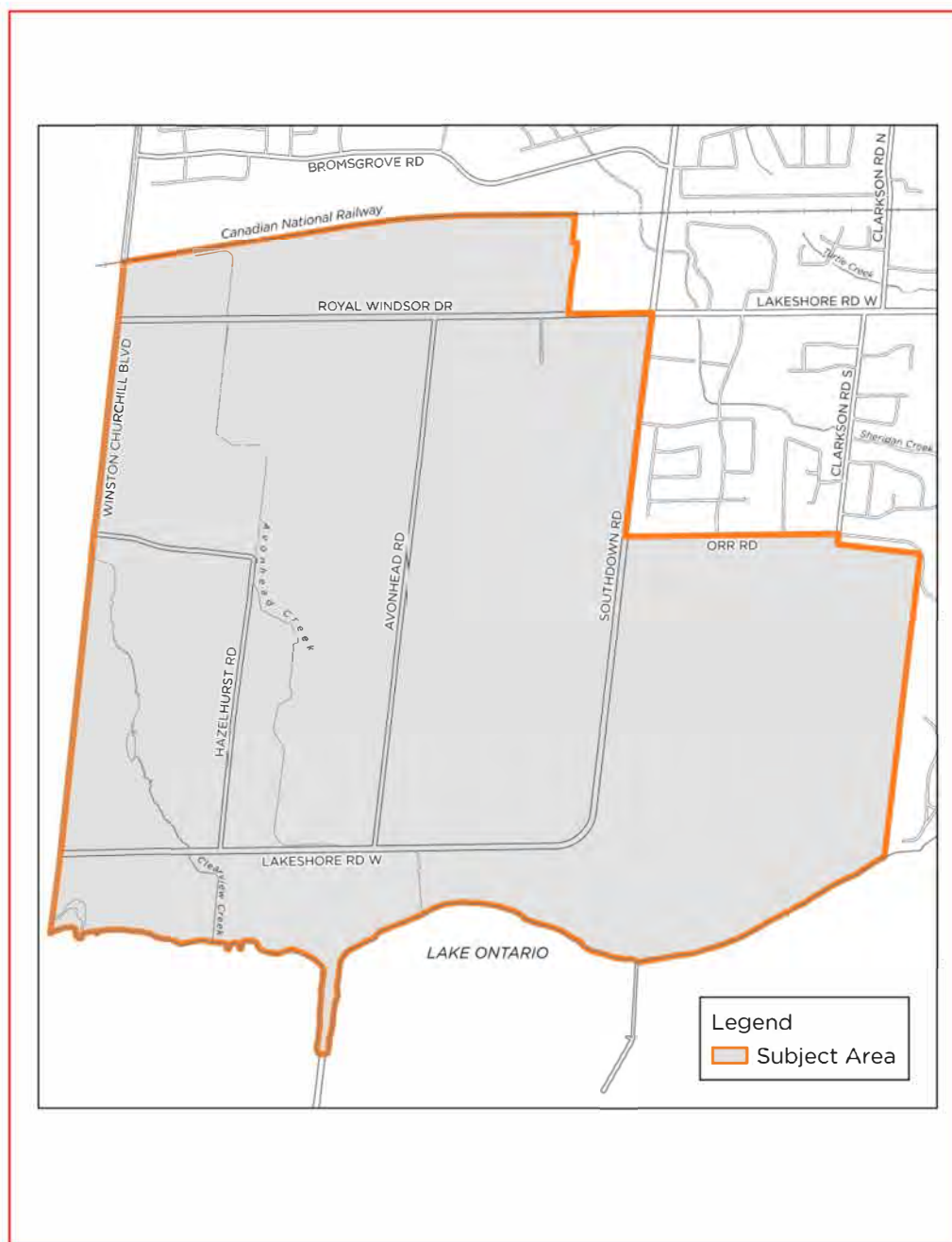
Map 16-1: Employment Areas

]

16.16 Southdown



Map 16-13: Southdown Employment Area



Map 16-13: Southdown Employment Area

Southdown provides a vital and necessary economic role for the City of Mississauga as a long-standing area for industrial operations. The Southdown Employment Area policies 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.

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.



16.16.1 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.

16.16.1.1 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;

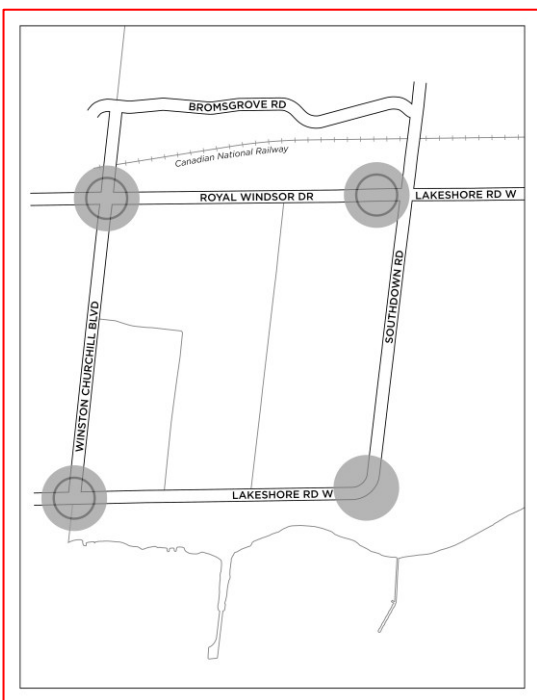


Figure 16.1. Gateway locations should have substantial built form with landscape treatments and landmark quality architecture. (c. City of Mississauga)

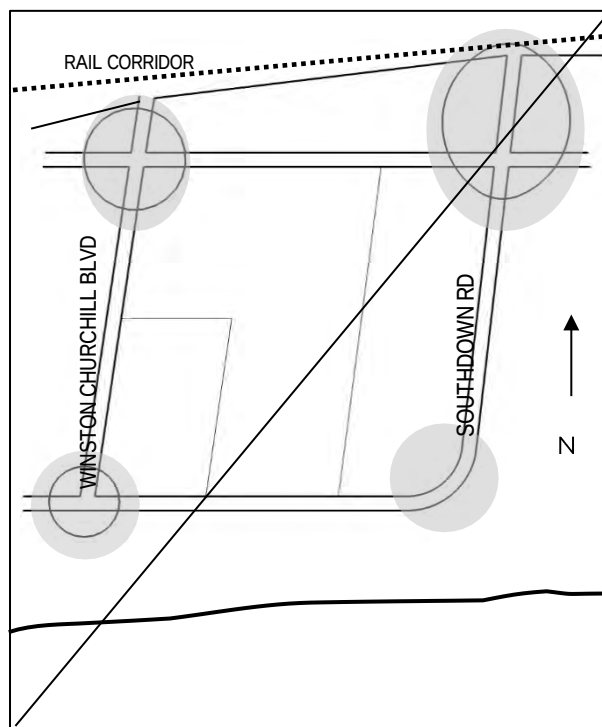


Figure 16.1. Major intersections are considered Gateway locations and should have substantial built form with landscape treatments and landmark quality architecture. (c. City of Mississauga)

]

16.16.2 Land Use

16.16.2.1 A local area review, initiated by the City, should be undertaken if there are significant changes in the mix of businesses in the Southdown Employment Character Area.

~~16.16.2.1~~ 16.16.2.2 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; and
- c. Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:
 - i. trucking terminals;
 - ii. outdoor storage of motor vehicles exceeding 3,000 kg in weight; and
 - iii. **waste processing station** or **waste transfer stations** and composting facilities.

~~16.16.2.2~~ 16.16.2.3 Industrial

- a. existing industrial operations, including existing outdoor processing and outdoor storage will be permitted to continue;
- b. in addition to the uses not permitted in *Employment Areas* under the Industrial designation, the following uses will not be permitted:
 - iv. trucking terminals;
 - v. **waste processing station** or **waste transfer stations** and composting facilities; and
 - vi. expansions to or new outdoor processing.
- 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.

~~16.16.2.3~~ 16.16.2.4 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:

- a. adult entertainment establishments;
- b. Body run establishments;
- c. truck fuel dispensing facilities;
- d. motor vehicle storage, commercial motor vehicle storage, truck tractors and/or tractor trailer storage;

- e. motor vehicle body repair facility;
- f. contractor service shop;
- g. contractors yard; and
- h. vehicle pound facility.

~~16.16.2.4~~ 16.16.2.5 Sensitive Land Uses

- ~~a. When *sensitive land uses* are contemplated within the Southdown Employment Area Character Area and the Clarkson GO **Major Transit Station Area**, 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** 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.~~

Development applications proposing the removal of lands from the Southdown Employment Area to permit *sensitive land uses* will be required to submit, amongst other studies, a land use compatibility assessment and air quality study in accordance with the policies of this Plan and to the satisfaction of the City. Air quality studies will use the most technically advanced model approved by the Province.

16.16.3 Transportation

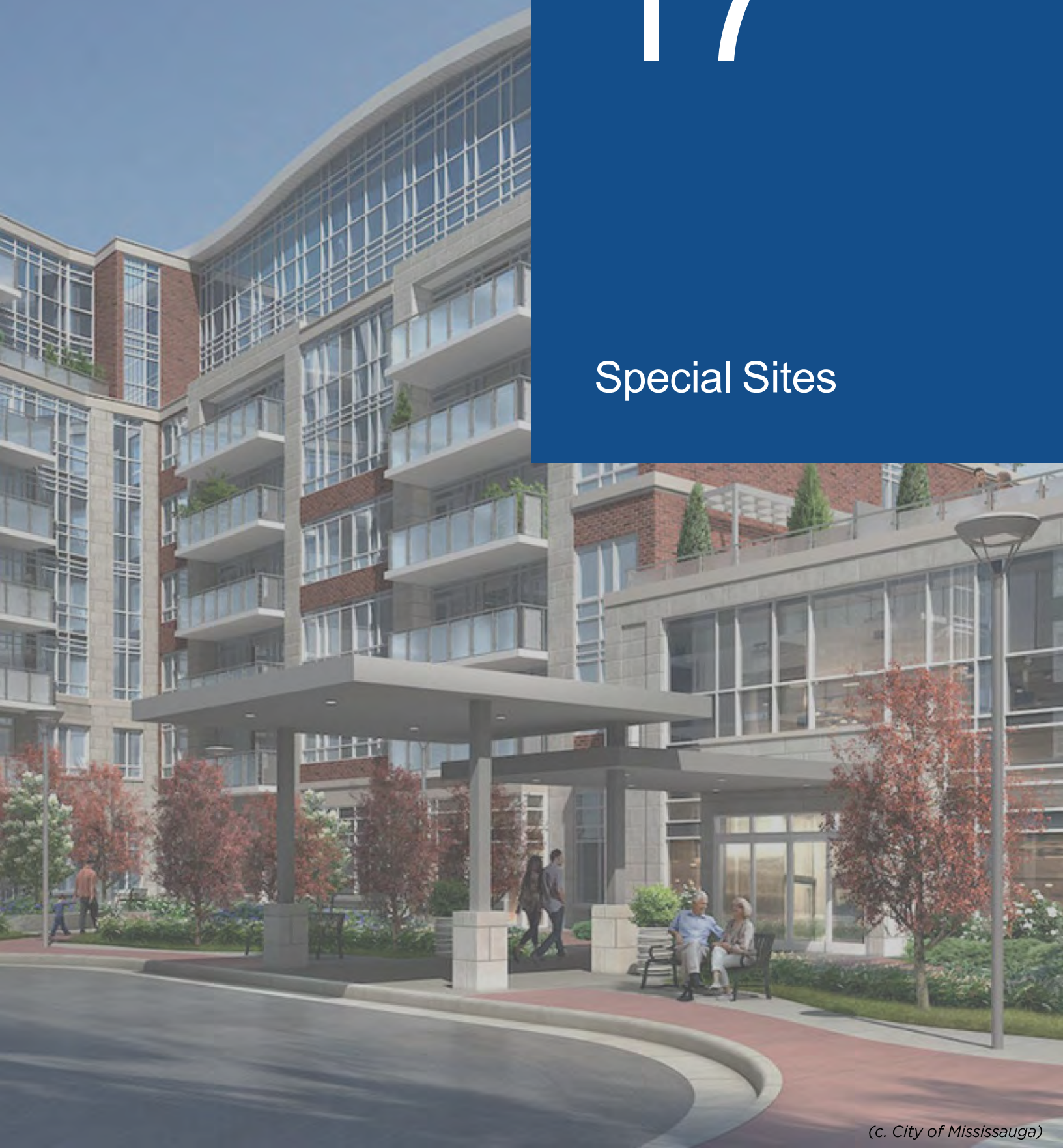
16.16.3.1 Street System

- 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 metres.

CHAPTER

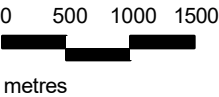
17

Special Sites

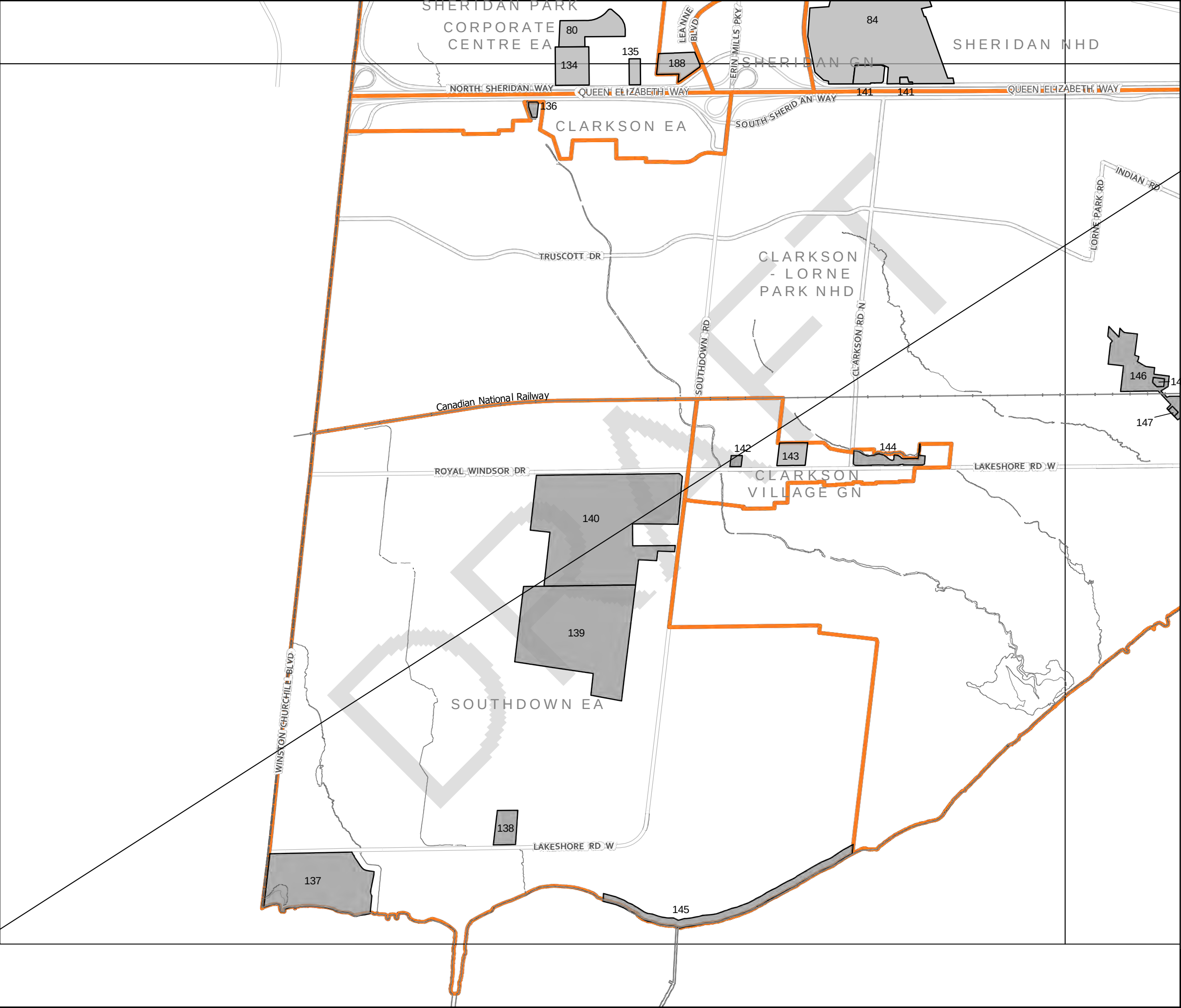


MISSISSAUGA OFFICIAL PLAN

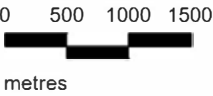
SPECIAL SITES



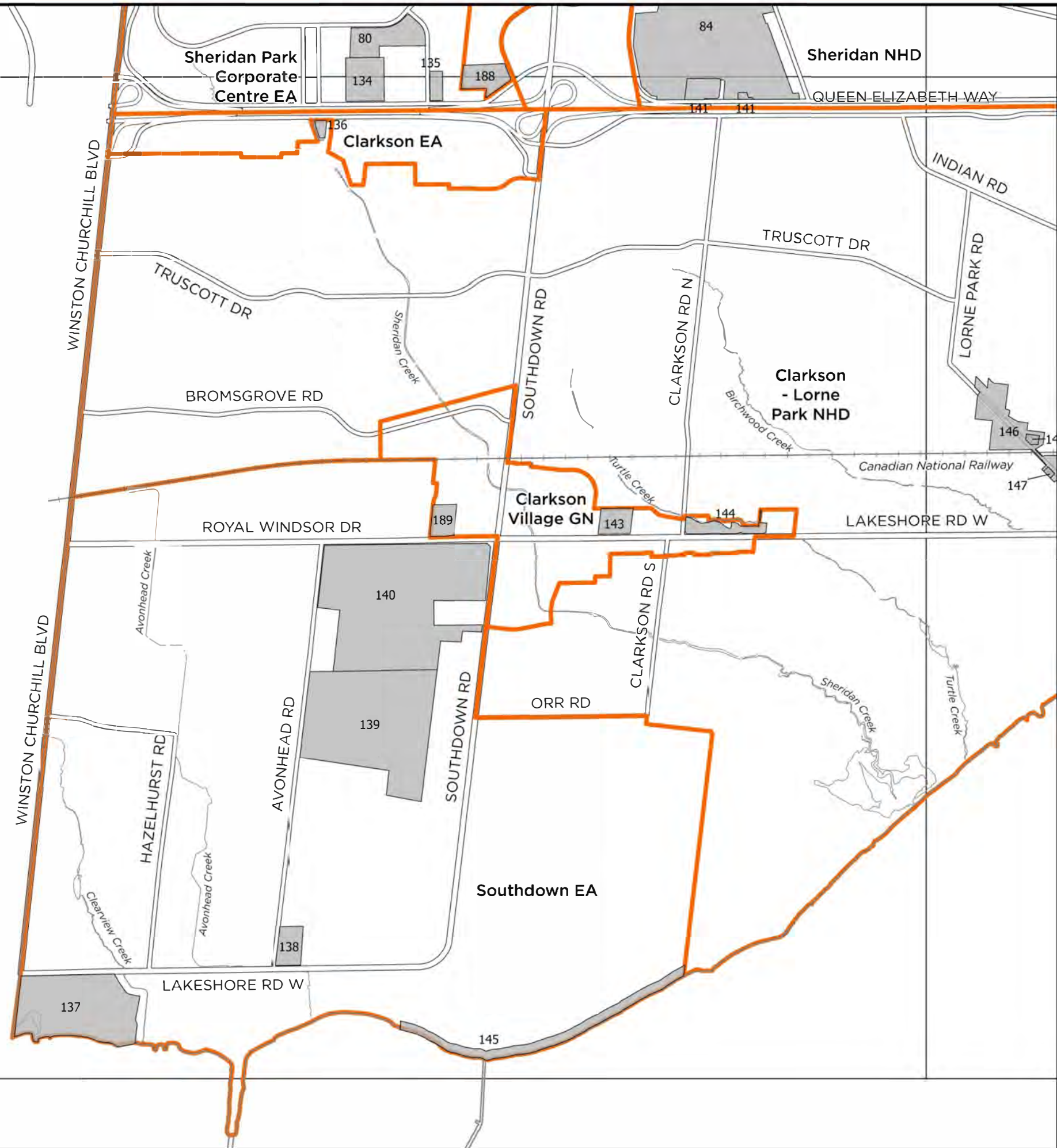
- Character Area Boundary
- Special Site



MISSISSAUGA OFFICIAL PLAN SPECIAL SITES



- Character Area Boundary
- Special Site



Site 142 (Clarkson Village Growth Node)

17.142.1 The lands identified as Special Site 142 are located on the northeast corner of Lakeshore Road West and Walden Circle.

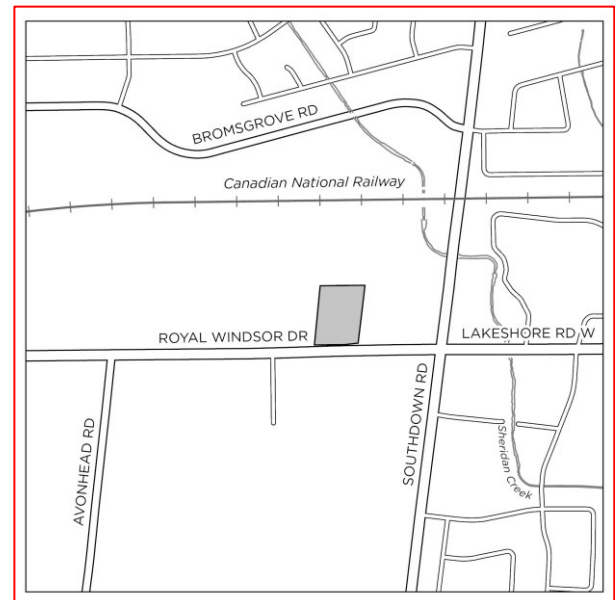
17.142.2 Notwithstanding the policies of this Plan, a 15-storey apartment building with a maximum *floor space index (FSI)* of 3.3 will be permitted.



Site 189 (Clarkson Village Growth Node)

17.189.1 The lands identified as Special Site 189 are located on the north side of Royal Windsor Drive, west of Southdown Road.

17.189.2 Notwithstanding the policies of this Plan, motor vehicle body repair facilities and motor vehicle commercial uses will be permitted.



Comments – Summary and Staff Response

Comment No.	Respondent	Issue/Comment	Staff Comment	Recommendation for Policy Modifications
1	Six Nations of the Grand River, email dated June 10, 2025	Enhanced setbacks from Sheridan Creek should be enshrined in the Official Plan. Request for more information on policy requirements for setbacks from the Creek.	An additional policy is recommended that development adjacent to the Sheridan Creek should protect and enhance the natural corridor. MOP 2051 also contains natural environment policies that apply generally to Sheridan Creek, which: • prioritizes the protection, restoration, expansion and enhancement of the City's natural areas; • identifies the lands along Sheridan Creek as Natural Hazard Lands due to potential flooding or erosion; • recognizes there are opportunities to restore and create unique natural features lost when the Sheridan Creek watershed became urbanized; • identifies buffer widths generally 10 metres from the limits of natural features; and • requires development proponents to submit an Environmental Impact Study to determine the limits of natural features and identify buffers that may exceed 10 metres	Add policy 14.2.2.4.4.7 to the West Gateway Precinct of the Clarkson Village Growth Node as follows: Sheridan Creek is an important watershed in Mississauga that supports a warmwater fish habitat and is connected to upland woodlands. Development adjacent to Sheridan Creek should protect and enhance the corridor as a naturalized green space using measures such as native plant materials and non-invasive species.

Comment No.	Respondent	Issue/Comment	Staff Comment	Recommendation for Policy Modifications
2	Region of Peel, email dated July 25, 2025	The following comments were provided: (1) Waste collection methods will be determined through the development application process. The City of Mississauga will assume responsibility on January 1, 2026. (2) The Clarkson MTSA policy modifications align Peel Public Health efforts to improve the walkability and health promoting potential of our communities. (3) Ongoing discussions are necessary to better understand the potential timing of development to ensure sufficient water and wastewater capacity. (4) Policy language should be added to Section 15.1 of MOP 2051 to support the growing need for affordable and ownership rental housing, as well as	(1) to (3) Acknowledged (4) and (6) MOP 2051 contains policies on accessible and affordable housing that apply to the Clarkson GO MTSA, including: 5.2.7 The City will collaborate with the Region of Peel to explore offering incentives to support affordable and purpose built rental housing and opportunities to prioritize planning approvals for affordable housing developments. 5.2.8 Mississauga will explore, jointly with the development industry and other levels of government, strategies to encourage the incorporation of universal accessibility features in all new residential development and redevelopment. (5) Acknowledged. This comment would require changes throughout MOP 2051 and is out-of-scope for the proposed Clarkson policy modifications.	(1) to (6) No policy changes are recommended.

Comment No.	Respondent	Issue/Comment	Staff Comment	Recommendation for Policy Modifications
		accessible and age-friendly housing. (5) References to “day care” or “daycare” should be replaced with “licensed child care” or “child care”. (6) Peel staff would welcome discussions with applicants and the City to support affordable housing.		
3	Metrolinx, letter dated August 6, 2025	(1) Request for the following policy modifications for development adjacent to the Metrolinx Oakville Rail Subdivision which carries Metrolinx Lakeshore West GO Line services: a) Adjacent development shall not alter drainage onto Metrolinx-owned lands absent review and approval by Metrolinx. b) Adjacent development will require execution of agreements with Metrolinx.	(1) Development applications are circulated to Metrolinx for comment and review as part of the approvals process. These items can be made conditions of approval for a development application, or are normally required for any works within or in close proximity to Metrolinx property. (2) Acknowledged. A revised policy is recommended. (3) The policy wording acknowledges that the exact location of the bus transit terminal will be determined in consultation with Metrolinx.	(1) Staff will explore future modifications to MOP 2051 that would relate to development adjacent to railway corridors. (2) Revise policy 14.2.2.4.4.9 as follows (added text is underlined): The exact location, configuration, design and access requirements for streets will be determined through the development application review process <u>and in consultation with Metrolinx, where applicable.</u>

Comment No.	Respondent	Issue/Comment	Staff Comment	Recommendation for Policy Modifications
		c) Development within 300 metres of the rail corridor shall require an easement in favour of Metrolinx over the subject lands. d) Any work within, or in close proximity to, the rail corridor shall require a work permit and other requirements as determined by Metrolinx. e) Vegetation within 3.5 metres of Metrolinx property shall be low lying vegetation only. (2) The size and location of future roads and cycling routes will need to be determined in consultation with Metrolinx to ensure the continued functionality of GO Station facilities (e.g., pick up and drop off, parking). (3) Location of the expanded bus terminal has yet to be confirmed.		(3) No policy changes are recommended.

Comment No.	Respondent	Issue/Comment	Staff Comment	Recommendation for Policy Modifications
4	Mississaugas of the Credit First Nation (MCFN), letter dated August 12, 2025	MCFN are the Treaty Holders of the land on which the City of Mississauga is located. Specifically, the policy modifications are related to lands located on the Head of the Lake Treaty #14. Until the questions, concerns and/or interests identified in the letter are addressed, the policy modifications must not receive approval. The following questions, concerns and/or interests are noted: (1) The natural area around Sheridan Creek should be protected and enhanced. Invasive species management should be a priority. (2) Mid-block walkways should maximize the amount of naturalized space. (3) Innovative ways to encourage Low Impact Development (LID) should be explored.	(1) MOP 2051 includes environmental policies that apply to Sheridan Creek. An additional policy is recommended that development adjacent to the Sheridan Creek should protect and enhance the natural corridor. (2) Staff recommend the policies be revised to encourage maximizing the amount of naturalized space in mid-block walkways. (3) MOP 2051 prioritizes green infrastructure and LID, and includes several policies that apply City-wide. They include: 4.2.10 Mississauga will require development proposals to account for the impacts of the changing climate when addressing the management of stormwater, using stormwater best management practices and green infrastructure as well as the reduction of hard surfaces. 4.3.4.3 Mississauga will encourage the naturalization as well as the use of low impact development and green infrastructure to reduce potential	(1) Add policy 14.2.2.4.4.7 to the West Gateway Precinct of the Clarkson Village Growth Node as follows: Sheridan Creek is an important watershed in Mississauga that supports a warmwater fish habitat and is connected to upland woodlands. Development adjacent to Sheridan Creek should protect and enhance the corridor as a naturalized green space using measures such as native plant materials and non-invasive species. (2) Revise policy 14.2.2.4.4.5 as follows (added text is underlined): Future pedestrian connections will be well-designed <u>and include naturalized features</u> to improve the public realm and link new and existing neighbourhoods to community amenities and the Clarkson GO Station

Comment No.	Respondent	Issue/Comment	Staff Comment	Recommendation for Policy Modifications
		(4) MCFN must be engaged in any future developments within the area. (5) The City should engage MCFN with respect to the planning and design of public spaces. (6) Priority should be given to accessible and affordable housing options.	future flooding and erosion risks and cool and clean water. 4.5.3.2 Water conservation measures will be implemented in development including the use of low impact development and green infrastructure to reduce water demand from natural resources and protect natural areas associated with these resources. 8.2.6. Mississauga will encourage green building design and practices to help achieve its greenhouse gas emission targets and adapt to the changing climate. 8.3.12 While new development need not mirror existing development, new development will: d. incorporate stormwater best management practices and sustainable development approaches... (4) The City is actively working on including MCFN on all application submissions. MOP 2051 includes Policy 1.5.1 committing the City to develop an engagement protocol	(3) to (6) No policy changes are recommended.

Comment No.	Respondent	Issue/Comment	Staff Comment	Recommendation for Policy Modifications
			with indigenous communities as part of its city-building process. (5) Parks Planning, Park Development and Indigenous Relations staff will continue the conversation with MCFN regarding engagement on planning and design of public spaces. This will include investigating areas for further MCFN engagement on park design. (6) The Clarkson GO MTSA is subject to Inclusionary Zoning provisions that require development proposing 50 or more units to set aside a minimum amount of total units as affordable housing. MOP 2051 contains policies on affordable housing that apply to the Clarkson GO MTSA, including: 5.2.7 The City will collaborate with the Region of Peel to explore offering incentives to support affordable and purpose built rental housing and opportunities to prioritize planning approvals for affordable housing developments.	

Comment No.	Respondent	Issue/Comment	Staff Comment	Recommendation for Policy Modifications
			While the City is bound by the Building Code, MOP 2051 contains policies that aim to improve the accessibility of the built form: • 5.2.8 Mississauga will explore,... strategies to encourage the incorporation of universal accessibility features in all new residential development and redevelopment. • 8.5.3.1 Mississauga is committed to the creation of a barrier free city. The design of the physical and built environment will have regard for universal design. • 8.5.3.2 All development will be consistent with Mississauga's standards for accessibility for individuals with disability.	
5	MHBC on behalf of CRH Canada Group Inc., letter dated August 28, 2025	MHBC/CRH requests the addition of two special site policy areas that will apply to certain lands in the Clarkson GO MTSA where land use compatibility is a concern and interest to CRH. For lands being re-located from the Southdown Employment Area and	The policy modifications include a policy specific to Southdown requiring development applications proposing sensitive uses (e.g., residential) to submit a land use compatibility assessment and air quality study in accordance with the policies of MOP 2051 and to the satisfaction of the City.	Revise policy 16.16.2.5 Sensitive Land Uses as follows (deleted text has a strikethrough, added text is underlined): Development applications proposing the removal of lands from the Southdown Employment Area to permit sensitive land uses will be

Comment No.	Respondent	Issue/Comment	Staff Comment	Recommendation for Policy Modifications
		Neighbourhood to Growth Node, the special site policies would apply at the time of any zoning by-law amendment. For lands remaining in the Southdown Employment Area, the special site policies would apply to any official plan amendment applications to remove the lands from the Employment Area to permit sensitive uses (e.g., residential). The special site policies would require that development: comply with provincial and municipal policies and/or guidelines; include studies (e.g., noise study, air quality study) to identify appropriate measures to mitigate impacts from nearby industry on the subject lands except where the owner(s) of adjacent industrial land uses consent; and be subject to conditions to ensure the continued viability and compliance of nearby industry to Ministry	MOP 2051 contains policies that directly address compatibility between sensitive land uses and industrial uses. The emphasis is on avoiding potential negative effects on the continued viability and operations of industry. Where avoidance is not possible, development is to mitigate impacts. The policies require that development proposing residential uses near industry provide studies identifying mitigation measures that ensure the continued viability of nearby industrial uses and provide for a suitable living environment. The policies place the onus of mitigation on the development proposing sensitive uses (e.g., residential). Studies include land use compatibility assessments, air quality studies, noise studies, etc. Relevant policies on land use compatibility include sections 4.8 Land Use Compatibility, 4.13 Noise, 9.3 Industry, 11.3.4 MTSA Compatibility and 16.3 Employment Area Land Removal.	required to submit, amongst other studies, a land use compatibility assessment report and air quality study <u>in accordance with the policies of this Plan and to the satisfaction of the City. The air quality study will use the most technically advanced model approved by the Province. Air quality studies will use the most technically advanced model approved by the Province.</u>

Comment No.	Respondent	Issue/Comment	Staff Comment	Recommendation for Policy Modifications
		standards and ensure appropriate design measures have been implemented.		
6	Innovative Planning Solutions (IPS) on behalf of 1252705 Ontario Inc. for lands at 2175 Royal Windsor Drive, letter dated September 8, 2025	IPS requests that the subject lands be removed from the Southdown Employment Area and re-designated to Mixed Use Limited with a permitted building height range of 4 to 25 storeys. The lands currently accommodate auto repair and car rental business(es). Peer reviews of an adjacent landowner studies were provided in support of the request. The subject lands are in an MTSA which is a Strategic Growth Area (SGA) but are also located in an Employment Area with a Business Employment designation that does not allow mixed use, residential development. In the opinion of IPS, this is not consistent with the policy direction of PPS 2024. The subject lands should have the opportunity to	The removal of land from the Southdown Employment Area is subject to the conversion criteria of the PPS 2024 and the Region of Peel Official Plan (RPOP). Based on an evaluation of the criteria, staff recommend the removal of select lands from the Southdown Employment Area to facilitate more housing. Along with other policy modifications, this would facilitate development that exceeds the Province's minimum density target without the need for additional conversions. It is staff's view that the subject lands do not meet the conversion tests and are not recommended to be included in the removal area. The request does not meet the test of demonstrating that the introduction of sensitive uses (e.g., residential) would not negatively impact the overall viability of the Southdown Employment Area. Staff also note that the PPS 2024 states that SGAs do not confer any new land use designations, nor alter existing land use designations.	

Comment No.	Respondent	Issue/Comment	Staff Comment	Recommendation for Policy Modifications
		transition, as PPS 2024 does not preclude the consideration of conversion of lands from employment to non-employment land uses.	The Mixed Use Limited designation is not recommended. This designation allows the introduction of residential uses without an amendment to the Official Plan – subject to a satisfactory land use compatibility assessment. The land use compatibility assessment undertaken as part of this planning study does not support the conversion request. The studies included in IPS' submission were completed for an adjacent property. The City engaged a qualified expert to undertake a peer review of the studies. The City's peer review found deficiencies in the analysis that prevented the peer reviewer from supporting the findings. It concluded that not all heavier industries were properly assessed, and that the proposed mitigation measures are not supported by the technical findings or have not been sufficiently justified. The <i>Planning Act</i> allows the landowner to submit a development application requesting removal of a site from the City's Employment Area to permit sensitive uses (e.g., residential). Such requests must demonstrate that the employment area conversion criteria in the PPS	

Comment No.	Respondent	Issue/Comment	Staff Comment	Recommendation for Policy Modifications
			2024 are being met. These criteria apply whether a site is located within or outside of an MTSA. The City continues to pro-actively consider opportunities for employment conversion to facilitate more housing where appropriate if it can be demonstrated that the conversion criteria are being met. More than 259 hectares of land have been approved for removal through the Region of Peel Official Plan 2022 and MOP 2051 reviews. Staff are now recommending the removal of an additional 10 hectares through the Clarkson policy modifications. This balanced approach ensures new opportunities to facilitate housing are being advanced while protecting economic investment and jobs.	

Clarkson GO MTSA Recommendation Report Applicable Policy Analysis

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Introduction

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Planning Statement 2024 (PPS 2024) and conform with applicable provincial plans. The proposed Clarkson GO MTSA policy modifications have been evaluated based on the PPS 2024, applicable provincial plans, MTSA conversion policies of the Region of Peel Official Plan, and the Council-adopted Mississauga Official Plan 2051. This document provides a general summary of the evaluation and should not be considered exhaustive.

Provincial Planning Statement 2024

PPS 2024 was released on August 20, 2024, and came into effect on October 20, 2024. This new document replaces both the Provincial Policy Statement 2020, and the Growth Plan for the Greater Golden Horseshoe; consolidating the two frameworks into a single, province-wide document.

The update aims to streamline policies and places greater responsibility on municipalities to manage growth locally, with a focus on intensification, housing development and transit-supportive communities.

The new PPS 2024 provides direction on land use planning by ensuring that municipal decisions align with provincial interests, such as promoting efficient land use, encouraging diverse housing options, planning for growth and intensification in Major Transit Station Areas (MTSAs) and protecting Employment Areas for current and future economic uses. The PPS 2024 also

includes policies promoting the creation of healthy, liveable and safe communities.

Chapter 6: Implementation and Interpretation describes how the policies of the PPS 2024 are to be considered and implemented by planning authorities. The PPS 2024 is to be read in its entirety and all relevant policies applied to each situation. Strategic growth areas (SGA) are not land use designations and their delineation does not confer any new land use designations, nor alter existing land use designations. Municipal official plans are the most important vehicle for implementing the PPS 2024.

Consistency with PPS 2024

PPS 2024 establishes a vision that every community in Ontario will build homes that respond to changing market needs and local demand. A prosperous and successful Ontario will support a strong and competitive economy that is investment-ready. Compact and transit-supportive design will be prioritized where appropriate. The proposed policy modifications implement this vision by facilitating the building of more housing, protecting economic investment and jobs in the Southdown Employment Area and promoting transit-supportive development.

Sections 2.1 and 2.2 require municipalities to support the achievement of complete communities by accommodating a range and mix of land uses, including residential and employment uses, and permitting and facilitating residential development on underutilized commercial and institutional sites. Transit-supportive development and intensification shall be prioritized in proximity to transit. The proposed policy

modifications would expand residential permissions by amending land use designations and increasing maximum building heights in appropriate locations adjacent to the Clarkson GO Station. Requirements for non-residential uses on the ground floor of new mixed-use buildings will help contribute to a walkable, complete community. At the same time, the policy modifications continue to support a mix of employment uses that can contribute to the economic prosperity and vitality of Mississauga.

Section 2.3 states that growth shall be focused in SGAs such as major transit station areas (MTSA). Land use patterns should be based on densities and a mix of land uses which efficiently use land and resources, optimize existing and planned infrastructure, support active transportation and are transit-supportive, as appropriate. The proposed policy modifications promote transit-supportive development by increasing housing options and supporting employment and economic uses within proximity of the Clarkson GO Station. New public streets, walking paths, trails and cycling facilities are identified that will improve access to the GO Station, promote active transportation and help achieve a transit-supportive built form.

Section 2.4 states that planning authorities should identify the appropriate type and scale of development in SGAs, permit development and intensification that support the achievement of complete communities and compact built forms, and support redevelopment of commercially-designated retail lands. For the Clarkson GO MTSA, planning authorities shall plan for a minimum density target of 150 residents and jobs per hectare (PPJ/ha). Planning authorities are encouraged to plan for land uses and a built form that supports achievement of the minimum

density target and the redevelopment of surface parking lots. The policy modifications identify the appropriate type and scale of development through land use, building height and urban design policies. The policy modifications permit the redevelopment of several commercially-designated lands as well as surface parking lots to support mixed-use and residential buildings. They also enable development to exceed the minimum density target of 150 PPJ/ha.

Section 2.8 requires planning authorities to plan for, protect and preserve Employment Areas for current and future uses. Employment Areas are intended to accommodate uses such as warehousing and manufacturing that are generally incompatible with sensitive uses (e.g., residential). Within employment areas, residential uses, commercial uses and other institutional uses are prohibited. Retail and office uses that are not associated with primary employment uses are also prohibited.

In planning for employment areas, planning authorities shall maintain land use compatibility between sensitive land uses and employment areas in accordance with policy 3.5. This includes ensuring an appropriate transition to adjacent non-employment areas to ensure land use compatibility and economic viability. Planning authorities may only remove lands from employment areas where it has been demonstrated that the conversion criteria in Policy 2.8.2.5 have been met. The proposed policy modifications plan for, protect and preserve employment areas for current and future uses. Select lands that have been demonstrated to meet the conversion criteria of Policy 2.8.2.5 are recommended to be removed from the Southdown Employment Area (see Table 1).

Section 2.9 requires municipalities to plan for reduced greenhouse gas emissions and prepare for the impacts of climate change. This includes adopting approaches to planning that support the achievement of compact, transit-supportive and complete communities, and promoting green infrastructure, low impact development and active transportation. The policy modifications support the achievement of a compact, transit-supportive and complete community by planning for a mix of residential and employment uses, community services and infrastructure. This includes planning for a new mixed use main street, new public parks, and new transportation connections. MOP 2051 contains policies that promote green infrastructure and low impact development, including in the Clarkson GO MTSA.

Section 3.1 states that infrastructure and public services shall be provided in an efficient manner and leverage the capacity of development proponents, where appropriate. Public service facilities should be planned and co-located with one another. The policy modifications support redevelopment in proximity of the Clarkson GO Station to leverage transit service and future improvements. They also permit co-location of public service facilities.

Section 3.2 emphasizes planning for, maintaining and where possible, improving connectivity within and among transportation systems and modes. The proposed policy modifications aim to improve access to the Clarkson GO Station by car, transit, bike and walking. New streets, pedestrian connections, and cycling facilities are identified. The policy modifications also recognize the need for an expanded bus

transit terminal to improve connectivity to the Clarkson GO Station and meet growing ridership demand.

Section 3.3 requires planning authorities to plan for and protect corridors and rights-of-way for infrastructure. The policy modifications identify appropriate rights-of-way for new public streets. Section 3.4 requires planning for land uses in vicinity of rail facilities to protect their long-term operation and economic role and ensure that they are sufficiently buffered and/or separated from one another. Development adjacent to rail corridors are required to be compatible and appropriately designed, buffered and/or separated from railways. MOP 2051 requires development to be compatible with adjacent rail corridors.

Section 3.5 directs that major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants to minimize risk to public health, and ensure the long-term economic viability of major facilities. This is to be achieved in accordance with provincial guidelines. The proposed policy modifications recommend removal of select lands from the Southdown Employment Area to permit residential uses. A land use compatibility analysis was conducted to assess potential adverse impacts in accordance with provincial guidelines.

Section 3.9 promotes healthy, active and inclusive communities by planning for public streets, spaces and facilities that meets the needs of all ages and abilities, foster social interaction and facilitate active transportation. The policy modifications include a centrally-located public park that will be contiguous and of a

sufficient size to accommodate a growing community. New walkways, trails and cycling facilities are identified to facilitate active transportation.

Section 4.1 requires natural features and areas to be protected for the long term. Section 4.2 directs planning authorities to protect, improve or restore the quality and quantity of water. The policy modifications recognize the Sheridan Creek watershed and promote protection and enhancement of the surrounding corridor as a naturalized green space.

Table 1: Staff Evaluation of Conversion Criteria under Policy 2.8.2.5 of PPS 2024

Policy amendments are proposed for the Clarkson GO MTSA that would remove select lands from the Southdown

Employment Area to facilitate the building of more than 5,000 additional homes. The removal of land from an Employment Area is subject to conversion criteria identified in Policy 2.8.2.5 of PPS 2024. Staff's analysis of the conversion criteria for the proposed removal of land from the Southdown Employment Area is provided in Table 1 below.

It is staff's opinion that the proposed policy amendments are consistent with the policies of PPS 2024. The proposed policy amendments are based on the draft Mississauga Official Plan 2051 that has been sent to the Province for approval. They would facilitate mixed use, transit supportive development in the Clarkson GO MTSA while retaining the Employment Area designation for select lands to minimize land use conflicts.

Conversion Criteria	Staff Analysis
a) There is an identified need for the removal and the land is not required for Employment Area uses over the long term	- The proposed policy amendments represent the completion of a municipally-initiated planning study for the Clarkson GO MTSA underway since 2018. They are the outcome of extensive community engagement, analysis of planning policy and context, as well as background and technical assessments of infrastructure capacity, transportation and land use compatibility impacts. - The policy amendments propose removing select lands from the Southdown Employment Area in accordance with the Region of Peel Official Plan (RPOP) policy 5.8.36. This policy permits the integration of additional uses on Employment Area lands within select MTSA's such as Clarkson GO, subject to the completion of a municipally initiated planning study. These additional uses include residential, retail and commercial uses.

Conversion Criteria	Staff Analysis
	• RPOP was developed as part of a municipal comprehensive review that included thorough analysis of the Region's Employment Areas. The analysis considered the Growth Plan and PPS conversion policies at the time, including the need for the removal of lands from an Employment Area. • The Region's analysis found that in select MTSA's, there is: ○ the potential to remove lands from an Employment Area to develop vibrant, mixed use areas and innovation hubs; and ○ the need for flexible employment policies that allow for the introduction of new community building land uses such as residential while requiring demonstration of land use compatibility. • Policy 5.8.36 lists nine (9) criteria that need to be addressed as part of a municipally initiated planning study to allow for the introduction of the residential uses in select MTSA's. These include addressing land use compatibility, the area to be removed from an Employment Area, MTSA requirements, the future mix and ratio of jobs, the development of transit-supportive densities and complete communities, and achievement of minimum densities among other matters. • The city-initiated Clarkson GO MTSA Study resulted in the Clarkson Master Plan that satisfies the criteria listed in policy 5.8.36. The proposed policy amendments implement the findings and direction of the Clarkson Master Plan discussed in further detail below. • The area recommended for removal currently contains a mix of retail, service commercial and transit-related parking uses. These uses can be integrated as part of a mixed, use transit-supportive development.

Conversion Criteria	Staff Analysis
	Most of the lands recommended for removal are designated Mixed Use in Mississauga Official Plan. In an Employment Area, the Mixed Use designation permits retail and service commercial uses, but does not permit sensitive uses such as residential. They are also located immediately adjacent to the Clarkson GO Transit Station where transit-supportive, mixed use development can leverage planned improvements to the Lakeshore West GO Line.
b) The proposed uses would not negatively impact the overall viability of the Employment Area by: - avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned Employment Area uses in accordance with policy 3.5; - maintaining access to major goods movement facilities and corridors;	- As part of the Clarkson GO MTSA Study, land use compatibility assessments, an air quality study and a human health assessment were completed. The findings of these studies informed the area recommended for removal from the Southdown Employment Area. Lands with a significant presence of heavier industry or potential for land use conflict were not chosen. This approach minimizes potential risk to the overall viability of the Southdown Employment Area. - The City retained Dillon Consulting to undertake land use compatibility assessments using the Ministry of Environment, Conservation and Parks' D-6 Guideline <i>Compatibility between Industrial Facilities</i>. Two assessments were completed – one of the wider Southdown Employment Area and one of the Clarkson GO MTSA. They considered air quality, noise and vibration impacts from industry. The assessments found: - the area recommended for removal from the Southdown Employment Area had a low likelihood of compatibility issues with nearby industry; - heavier industry exists in the area west of the Clarkson GO Station parking structure;

Conversion Criteria	Staff Analysis
	○ potential impacts from an adjacent radio transmission array for the lands south of Royal Windsor Drive and west of Southdown Road (referred to as the “Clarkson Crossing Shopping Mall”); and, ○ the need for further evaluation of air quality as previous studies by the Ministry had concluded that air quality in the area was compromised. • Given the need for a further air quality evaluation, Mississauga City Council adopted Official Plan Amendment 117 (OPA 117) in 2020. OPA 117 required the submission of a completed air quality study before sensitive uses could be considered on lands within the Southdown Employment Area portion of the Clarkson GO MTSA. • In 2023, an evaluation of air quality was completed by WSP Canada Inc. on behalf of a development application at 2077-2015 Royal Windsor Drive. Sensitive uses with building heights of up to 25 storeys were considered. The air quality evaluation found that several contaminants exceeded air quality thresholds. As a result, a human health assessment of those exceedances was also completed. • The City established an Expert Review Committee comprising representatives from the Ministry of the Environment, Conservation and Parks, Peel Public Health, major industry, the City’s Environment Division and the City’s land use compatibility consultant (Dillon Consulting). The Expert Review Committee oversaw the air quality evaluation and ensured it was completed according to industry standards and guidelines. • The human health assessment determined that the levels of air contaminants found in the air quality study were similar to other urban areas of the Greater Toronto Area and the risk to human health did not reach a threshold where residential development should be prohibited. Dillon Consulting and Peel Public Health agreed with this conclusion.

Conversion Criteria	Staff Analysis
	• Staff used these findings to inform the area recommended for removal from the Southdown Employment Area. This area does not extend south of Royal Windsor Drive or west of the Clarkson GO Station parking structure where the land use compatibility assessment identified heavier industry. • The existing heavy industry will retain direct access to goods movement corridors, including Royal Windsor Drive and Southdown Road, as part of the proposed policy changes.
c) Existing or planned infrastructure and public service facilities are available to accommodate the proposed uses	• Policy 5.7.9.1 of Mississauga Official Plan requires that development be phased to ensure appropriate transportation and municipal servicing infrastructure, along with community services and facilities, are available to service development. Development cannot proceed until infrastructure services are available. This policy has been carried forward in draft Mississauga Official Plan 2051 as policy 11.3.8.1. • An infrastructure and servicing capacity analysis was undertaken as part of the Clarkson GO MTSA Study. The results are summarized below. <u>Transportation</u> • HDR was retained to conduct a transportation assessment of the final Clarkson Master Plan. Transportation modeling indicated that the proposed street network and arterial road system are generally expected to accommodate future traffic demands. Key intersections may warrant adjustments to signalization in the future to improve operations and ease vehicular entry into the block located at the northwest corner of Royal Windsor Drive and Southdown Road. <u>Engineering Services</u>

Conversion Criteria	Staff Analysis
	- Analysis of water and wastewater capacity revealed constraints with the full build-out of the Clarkson GO MTSA. The Region of Peel is currently undertaking servicing master plans that will help determine the timing and delivery of watermain and sanitary sewer improvements needed to accommodate forecasted growth. As a priority area for growth and intensification, approval of the proposed policy amendments will inform the Region's plans for servicing capacity improvements. <u>Public and Community Services</u> - The Peel District School Board and Dufferin-Peel Catholic District School Board indicated sufficient school capacity is available nearby. Additional park space will be required to accommodate growth and has been identified in the proposed policy amendments.
d) The municipality has sufficient employment lands to accommodate projected employment growth to the horizon of the approved official plan.	- The draft Mississauga Official Plan 2051 identifies Employment Areas across the City to ensure there is sufficient land supply to accommodate projected employment growth. The Southdown Employment Area encompasses 745 hectares of land. The proposed policy amendments will remove approximately 1.3% of the total land area within the Southdown Employment Area (~10 hectares). - As most of the lands recommended for removal are already developed with retail and service commercial uses and transit-related parking, they are unlikely to contribute land supply for future Employment Area uses that generally benefit from separation with sensitive uses (e.g., manufacturing, warehousing). - The current Mixed Use designation for the lands recommended for removal permit a range of employment uses including office, retail and service commercial uses. These land use permissions are proposed to be maintained on the lands.

Conversion Criteria	Staff Analysis
	Policy 10.2.6.3 of the Mississauga Official Plan 2051 requires the replacement of the existing non-residential gross floor area as part of any redevelopment of Mixed Use designated lands. The proposed policy amendments will require new non-residential uses along key streets. These policies will help ensure that the lands can contribute jobs, amenities and services needed to support transit-supportive development in the area.

Region of Peel Official Plan 2051 (RPOP)

The Minister of Municipal Affairs and Housing approved the current RPOP with modifications on November 4, 2022. On July 1, 2024, the upper-tier planning responsibilities of the Region were transferred to the local municipalities. As of that date, RPOP constitutes an official plan of the City of Mississauga and remains in effect until the City revokes it or amends it to provide otherwise.

RPOP outlines a comprehensive land use policy framework to guide growth and development within the Region to 2051. It includes policy direction on housing and growth management, long-term planning for employment and infrastructure, and climate change.

Conformity with RPOP Employment Area Policies

RPOP policies allow for the introduction of sensitive uses in Employment Areas for select MTSA's such as the Clarkson GO, subject to the satisfactory completion of a municipally-initiated study. Policy 5.8.36 lists nine (9) criteria that must be addressed. With the transfer of upper tier planning responsibilities to the local municipalities, the municipally-initiated planning study must be completed to the satisfaction of the City of Mississauga.

The proposed policy amendments represent the final step to completing the planning study since it was initiated in 2018. A full account of the planning study is provided as part of the Clarkson Master Plan. The policy amendments are proposed as modifications to the Council-adopted Mississauga Official Plan 2051 that has been sent to the Province for final approval. It is staff's opinion that the policy amendments conform to RPOP. Staff's analysis of RPOP policy 5.8.36 is provided in Table 2. A similar analysis was completed as part of the Clarkson Master Plan.

Table 2: Staff Evaluation of Policy 5.8.36 of RPOP

Conversion Criteria	Staff Analysis
a) Identify the area where residential uses would be permitted	• The proposed policy amendments include several maps showing the area where residential uses will be permitted. • Changes to several maps in the Clarkson Village Growth Node Chapter (e.g., Map 14.1: Growth Nodes and Map 14-2.2: Clarkson Village Growth Node Character Area) show the expansion of Clarkson Village to encompass lands that are recommended to be removed from the Southdown Employment Area (among other changes). • Maps 16-1: Employment Areas and 16-13: Southdown Employment Area show the removal of the same lands from the Southdown Employment Area. • With the re-location of select lands from the Southdown Employment Area to the Clarkson Village Community Node, residential uses will be permitted on those lands that are designated Mixed Use as shown in Schedules 7, 7L and 8r.
b) The requirements of Policy 5.6.19.9 of this Plan	• Policy 5.6.19.9 of the Region's Official Plan states: <i>Direct the local municipalities to establish policies in their official plan for each Primary and Secondary Major Transit Station Area delineated on Schedule E-5 in accordance with Section 16(16) of the Planning Act within 1 year from the date of provincial approval, to the satisfaction of the Region that addresses the following:</i> (a) <i>The minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the delineated boundary in accordance with Table 5 of this Plan;</i>

Conversion Criteria	Staff Analysis
	(b) <i>The authorized use of land in the area and buildings and structures within the delineated boundary; and,</i> (c) <i>c) The minimum densities that are authorized with respect to buildings and structures in the delineated boundary.</i> • RPOP sets out a minimum density target of 150 residents and jobs, collectively per hectare for the Clarkson GO MTSA. • As part of the Clarkson GO MTSA Study, a Master Plan was developed showing how the lands could redevelop based on the recommended policy changes to land uses, building heights and densities. The Master Plan envisions 15,200 persons (new and existing) and 2,400 jobs (new and existing) for a total 17,600 combined persons and jobs in total. This represents a density of 215 persons and jobs combined per hectare, which exceeds the minimum density target of 150 combined persons and jobs per hectare required for the Clarkson GO MTSA. • Schedules 7, 7L and 8r show the land use designations, including proposed changes, within the Clarkson GO MTSA. The proposed changes expand the Mixed Use designation to allow for more mixed use, transit-supportive development within the area recommended for removal from the Southdown Employment Area. Schedule 8r shows changes to maximum building heights. • Minimum densities are shown in Table 11-1: Protected Major Transit Station Areas of the draft Mississauga Official Plan 2051.
c) Land use compatibility in accordance with provincial	• Land use compatibility was addressed as part of the Clarkson GO MTSA Study in accordance with provincial standards, guidelines and procedures. Lands where there is the

Conversion Criteria	Staff Analysis
standards, guidelines, and procedures	potential for significant land use compatibility conflicts are not recommended for removal from the Southdown Employment Area. • Further analysis is provided in Table 1 as part of the evaluation of PPS policy 2.8.2.5.b.
d) An overall net increase to the total jobs planned for the Employment Area within the delineated boundary	• Approximately a third of the Southdown Employment Area lands within the Clarkson MTSA is proposed to be removed to allow for a broader mix of uses (e.g. residential). For the area being removed from the Southdown Employment Area, draft policies are recommended that will help achieve an overall net increase in the planned number of jobs. They include: ○ replacement of existing non-residential floor space as part of any redevelopment on lands designated Mixed Use (as per Policy 10.2.6.3 of Mississauga Official Plan 2051); ○ requirement for non-residential uses on the ground floor of new buildings along key streets; and, ○ allowing for a full range of employment generating uses such as office, retail and service commercial uses as part of the Mixed Use designation.
e) How the viability of adjacent Employment Areas will be protected from the impacts of sensitive land uses, including mitigation measures and at the direction of the local municipality, an assessment of various environmental	• The introduction of new housing and other sensitive uses will be balanced with maintaining the long-term economic viability of surrounding employment uses. The removal of all lands from the Southdown Employment Area in the Clarkson MTSA is not recommended. Instead, only some lands are recommended for removal based on the findings of several technical studies (i.e., land use compatibility study, air quality study and human health assessment). Sensitive land uses are limited to areas with the least potential impact to industry. This will help ensure the continued viability of the Southdown Employment Area.

Conversion Criteria	Staff Analysis
considerations such as impact on local airsheds	- For lands being removed from the Southdown Employment Area, the technical studies also identified typical mitigation measures and recommended they be confirmed as part of the development review process for sensitive land uses. - Further analysis is provided in Table 1 as part of the evaluation of PPS policy 2.8.2.5.b.
f) The mix and ratio of jobs by type (e.g. office, manufacturing, institutional)	The development of a mixed use neighbourhood, and the preservation of much of the existing Southdown Employment Area in the delineated MTSA boundary ensures a diversity and mix of jobs, both existing and new that includes office, manufacturing and commercial jobs.
g) That higher order transit is planned for the Major Transit Station Area within the planning horizon	The Clarkson GO Transit Station is served by higher order transit along the Lakeshore West GO Line. Improvements are underway that will enable 15 minute, all day service on the Lakeshore West GO Line.
h) The development of complete communities and transit-supportive densities including employment uses	The proposed policy amendments include a vision and set of policies to facilitate the development of a complete community with transit-supportive densities. New residential and non-residential uses, parks, streets and pedestrian connections are proposed that will serve existing and future residents and contribute to complete communities. Full build out of the Clarkson GO MTSA is conservatively estimated to result in 5,000 additional homes and an overall density of 215 people plus jobs per hectare.

Conversion Criteria	Staff Analysis
i) Demonstrate how transit-supportive employment densities will be achieved	• The proposed land uses in combination with maximum building heights will allow for the achievement of the minimum density target and the full-build out of the Clarkson GO MTSA. • As part of the planning study and Clarkson Master Plan, a Demonstration Plan was prepared that provides a potential scenario for development based on recommended land use, building, road and park policies. This has been used to generate a future density scenario of over 200 persons and jobs combined per hectare, which exceeds the minimum density target for the Clarkson GO MTSA of 150 persons and jobs combined per hectare. • A maximum building height of 25 storeys is recommended on the lands being removed from the Southdown Employment Area. The air quality study and human health assessment were completed based on a proposal for sensitive uses with building heights of up to 25 storeys. Requests to increase maximum building heights beyond 25 storeys will require further air quality evaluation to ensure there are no adverse effects. • Proposed land use policy changes will require new retail and service commercial uses on the ground floor of key streets such as the new north-south Main Street that will contribute additional jobs and employment density within the Clarkson GO MTSA.

Mississauga Official Plan 2051 (MOP 2051)

Mississauga's Official Plan directs growth and outlines the City's goals to 2051. The City has undertaken its ten-year review and update of the Official Plan, and Council adopted MOP 2051 on April 16, 2025. MOP 2051 will be in force and effect following approval by the Minister of Municipal Affairs and Housing. Upon approval, MOP 2051 will replace both the current Mississauga Official Plan and the Region of Peel Official Plan (2022). The proposed policy modifications align with key MOP 2051 policies that support complete communities and housing diversity. They advance the creation of a multi-modal city by encouraging active transportation and compact, transit-supportive development. They also ensure the continued long-term viability of the Southdown Employment Area for current and future economic uses.

Directing New Development

Most of Mississauga's future growth will be directed to Strategic Growth Areas (SGAs), which include the Clarkson Village Growth Node and the Clarkson GO MTSA. SGAs are to be attractive, mixed-use areas, developed at densities that can support frequent transit service, walkability and physical and social infrastructure. MTSAs are an overlay and their boundaries may include one or more City Structure elements and Character Areas. The City Structure establishes a hierarchy associated with the scale and intensity of use and has a policy framework that guides height, density and land use requirements. City-initiated Official Plan updates and reviews constitute the appropriate process to evaluate changes in the City's City Structure. The policy modifications identify clear land

use permissions within the Clarkson GO MTSA and the appropriate type and scale of development as directed by the PPS 2024. They propose an expansion to the Clarkson Village Growth Node to allow for more housing. They also maintain the integrity of the Southdown Employment Area, protecting economic investment and jobs in area.

Sustaining the Natural Environment

MOP 2051 focuses on building communities that are compact, low carbon, mixed use, and transit supportive. Focusing population and employment growth along higher order transit corridors and its stations reduces reliance on the automobile as the primary mode of transportation, while also improving air quality at the same time. Active transportation such as cycling provides further options for residents. MOP 2051 also contains natural environment policies that prioritizes the protection, restoration, expansion and enhancement of the City's natural areas. The policy modifications amend land use designations to build more homes as part of a mixed-use complete community with access to services, amenities and parks. The modifications identify walking paths, trails and cycling facilities to promote active transportation. They also plan for new parks to foster social interaction and improve access to green space. The importance of protecting and enhancing Sheridan Creek as a naturalized green space is also recognized.

MOP 2051 policies require sensitive land uses to be planned and developed to avoid being located adjacent to existing major facilities, including industrial activities to protect their long-term operation and economic role. Incompatible land uses such as sensitive land uses and those uses that are sources of noise,

odour and dust are to be separated and/or the nuisances mitigated, so they do not interfere with each other. The policy modifications maintain an adequate separation between sensitive uses and heavy industry in accordance with provincial guidelines.

Housing Choices and Affordable Homes

In order to meet its current and future projected growth, MOP 2051 enables 370,000 new residential unit opportunities. It requires an appropriate mix of housing by density, type and affordability across the City. In SGAs and MTSAs, the creation of a broad range of housing options are encouraged. Inclusionary zoning applies within the Clarkson GO MTSA. The policy modifications would contribute to the 370,000 residential unit opportunities already enabled by MOP 2051 by allowing for an additional 5,000 homes.

Getting Around Our Communities

As Mississauga grows, a multimodal transportation system will connect people where they live, work, learn, place, shop and access amenities. MOP 2051 requires the creation of a complete street network that is efficient, safe and barrier-free, prioritizes the safety of vulnerable street users, prioritizes transit, pedestrian and cycling access and routes, provides connectivity among transportation modes, and provides for goods movement. MOP 2051 protects for new streets and rights-of-ways with the goal of creating complete streets. The policy amendments identify new streets to support a multimodal transportation system, accommodate planned growth and

create complete streets. New walkways, trails and cycling facilities are also identified.

Well Designed Healthy Communities

MOP 2051 establishes an urban form and design framework that complements the City Structure and supports a resilient, healthy and accessible city. Within SGAs, an urban form that promotes a diverse mix of uses and supports pedestrian movement, transit and active transportation will be required. Development within Employment Areas will promote good urban design. The policy modifications require the design of new buildings, the public realm, including streetscapes and public parks, to contribute to a walkable, complete community. This includes requiring buildings to have active frontages when adjacent to the new centrally-located public park and the proposed north-south main street.

Supporting Jobs and Businesses

MOP 2051 requires that an adequate supply of lands be maintained to accommodate the City's growth forecasts and support a vibrant and sustainable economy. Mississauga will concentrate high-density employment uses such as major office in MTSAs and other SGAs. Within Employment Areas, MOP policies support the continued operation of existing industrial uses and discourage employment uses and sensitive lands uses in vicinity of existing industrial land uses that would require industrial users to significantly modify their operations, cause industry to be in non-compliance with pertinent standards and inhibit development of designated industrial lands for their intended purpose. The policy modifications permit the

concentration of major office uses on lands designated Mixed Use. These lands are intended to have the highest mix of uses to generate both employment and housing, and support the vision of a walkable, transit-supportive community. Sensitive uses are not recommended where they may negatively impact the continued viability of industry.

Land Use Designations

Land use designations are a high-level planning tool that describe the use and form of development permitted on a parcel of land. MOP 2051 has city-wide policies for all land use designations. Chapters 11 to 16 contain modifications to the general policies. Lands within MTSA are subject to density, height and land use policies and schedules related to the applicable MTSA. In the event of a conflict between these policies and other policies and schedules within MOP 2051, MTSA policies and schedules will take precedence, where applicable. The policy modifications to the general land use designation policies of Chapter 10 will help in the achievement of transit-supportive, complete communities, and support more housing opportunities. Several parcels of land are recommended to be re-designated for a mix of uses, and residential high-rise and mid-rise uses.

Transit Communities (MTSAs)

MTSAs will be developed to accommodate future growth with a balance of residents and jobs through a diverse mix of land uses, housing options, employment and amenities that support planned transit and active transportation. Each MTSA is unique and will be planned based on its local context and growth

potential and limitations to determine appropriate densities and transit-supportive development. MTSAs may include more than one City Structure element. Each MTSA has a minimum density target, and associated land use and building height maps that enable achievement of the minimum density target.

MOP 2051 requires that development contribute to the creation of transit-supportive communities. This includes planning for a broad and balanced mix of uses, including a range of employment uses. MOP 2051 recognizes that some MTSAs will have limited opportunities to accommodate a mix of uses and varying building forms due to existing and planned context. Development will provide high quality and pedestrian friendly public realm improvements. Development within MTSAs will be compatible with surrounding uses, mitigate impacts to and not interfere with existing or future operations of Employment Area uses and employ appropriate mitigation and compatibility measures. Development proposing sensitive land uses adjacent to lands designated for employment area uses is subject to compatibility requirements to ensure an appropriate living environment, and maintain the ongoing viability of surrounding employment lands. Development will be phased to ensure appropriate transportation and municipal servicing infrastructure are available to service development.

The policy modifications will enable development to exceed minimum density requirements. Changes to the City Structure, land use permissions and maximum building heights will enable more housing and require a mix of uses to achieve a walkable, transit-supportive community. Lands designated for employment uses will continue to contribute opportunities for jobs and investment. Sensitive land uses are not recommended

where significant land use compatibility issues have been identified and the overall viability of surrounding employment lands and industrial operators may be impacted. Urban design policy modifications will help achieve a walkable, transit-supportive built form. Development applications will be required to submit a detailed phasing plan to ensure development occurs in a logical manner and provide timely delivery of infrastructure improvements.

Growth Nodes

Growth Nodes are a key component of Mississauga's SGAs. They will be attractive, mixed use areas developed at densities that are sufficiently high to support frequent transit and a variety of services and amenities. Development in Growth Nodes will support the achievement of complete communities with diverse employment opportunities, community infrastructure and a range of housing options. Growth Nodes will be planned to reflect their role in the City Structure. Active transportation movement is also a priority. The policy modifications expand the Clarkson Village Growth Node within the Clarkson GO MTSA with the creation of two new Districts – Station District and Walden-Bonneymede District. Lands designated Mixed Use in the Station District will support the achievement of a complete community with a new centrally-located public park, a north-south main street with access to services and amenities, and a range of housing options. The policy modifications also identify new active transportation infrastructure.

Employment Areas

Employment Areas are designated for clusters of business and economic uses including manufacturing, research and development in connection with manufacturing, goods movement, associated retail and office, and ancillary facilities. The Clarkson GO MTSA includes lands within the Southdown Employment Area. Development within 300 metres of Employment Areas shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long term viability of employment uses, in accordance with provincial guidelines. Land removal from an Employment Area are subject to criteria established in the PPS 2024 and included in MOP 2051.

The policy modifications remove land from the Southdown Employment Area that have been demonstrated to meet the conversion criteria. Consistent with the PPS 2024 and MOP 2051, the policy modifications emphasize avoidance of potential compatibility issues between sensitive uses and employment uses. They also require the most technically advanced air quality model be used in an air quality study.

Special Sites

Special sites are sites that merit special attention. They are areas with unique circumstances but still complement and support the long term vision of MOP 2051. The policy modifications add a new special site to allow the continuation of motor vehicle uses on a site where they currently exist, and which is recommended to be removed from the Southdown Employment Area.