



Clarkson Transit Station Area Study

WHAT WE HEARD REPORT

Phase 1 Vision and Principles

January 3, 2019



CUSHMAN &
WAKEFIELD



MISSISSAUGA



Date and Location

December 5, 2018
3:30 pm and 7:00 pm
Clarkson Community Church
1880 Lakeshore Road West, Mississauga

Notification of Meeting

October 25, 2018	launch of City of Mississauga's study web page Oct. 25th
November 19, 2018	e-blast
November 19 – December 5	Advertisement on Mississauga.ca
November 19, 2018	Flyers and post cards mailed to 9,500 homes, employment business owners
November 23 – December 5, 2018	Mobile Signs
November 19 to December 5	Social Media

Next consultation event with the community

Planned for early March 2019

OVERVIEW

The City of Mississauga is preparing a Major Transit Station Area (**MTSA**) Plan for an area extending 500 metres around the Clarkson GO Station. The study will create a planning framework to guide future development with respect to land uses, transportation networks, parks and open space and built form. It will involve the draft delineation of the MTSA boundary and the identification of opportunities for development that supports transit, enhances mobility, increases walkability and improves the character and liveability of the community.

Direction for the study comes from the Provincial Growth Plan which identifies Urban Growth Centres focused around existing Downtowns and transit station areas. It requires that municipalities plan for growth and specifically, that this growth take place in Major Transit Station Areas (MTSAs), setting minimum densities for combined population and employment.

The City of Mississauga and Government of Ontario are making significant investments towards improving Mississauga's transit infrastructure network. Metrolinx has committed to providing all day, two-way, 15-minute service, seven days a week on the Lakeshore West GO line by 2025.

Together, the Region of Peel and the City of Mississauga must plan how MTSAs will accommodate this growth and support investments in transit infrastructure.

The City is committed to involving the community in each phase of the MTSA study. From October to December 2019, the first phase of community engagement was undertaken through face-to-face interviews with landowners and business owners, a community meeting and online input through a survey and emails.

Community Meeting #1 105 people

The first of three Community Meetings was held on December 5, 2018 to introduce the study and to gain input from the community. Staff from the City of Mississauga, the Region of Peel and Metrolinx were in attendance. Councillor Karen Ras attended the evening workshop session.

The purpose of the Community Meeting was to obtain input to help the team write a vision statement and the fundamental principles that will direct the preparation of options in the next phase of the study.

The Community Meeting began with an introduction by the City's project manager, followed by a brief presentation by the consulting team's project manager. The presentation outlined the key directions for the study, highlighted the team's initial findings of existing conditions in the area around the Station, and showcased examples of other transit station area developments in North America.

The remainder of the time was dedicated to a workshop style meeting with table activities where participants had discussions with others at their table group around three questions posed by the team. Each table group was asked to record their comments on the note taking templates. The fourth question was done individually. The following documents input received at both sessions. About 300 data points were recorded. The following is a summary of what we heard in response to the questions asked.

#1. In the future, how should the Clarkson Transit Station Area look, feel and function?

The purpose of the first question is to provide input to the team to assist in writing an overarching vision statement to guide the preparation of options for the Station Area in the next phase of the study. A vision statement is an aspirational statement that describes a preferred future for the Station Area.

The notes from each table group are included in the Appendix. The word cloud (below) is a simple visualization where the size of the words reflects the frequency they were used in the response to this workshop activity.



How does it function?

- very strong support for calming traffic
- need to improve pedestrian and cycling access - need to be well lit, safe, connected and clearly marked
- strong support for ensuring good transit connections to downtown Mississauga
- current GO Station is poorly designed for pedestrian access

What does it look like?

- a more pedestrian focus in the Station Area
- an appropriate scale of buildings at various heights
- highest buildings near the GO Station
- mix of uses that would be appealing to pedestrians
- green space is key to the design of the Station Area.

How does it feel?

- **clean, beautiful and safe for all to use**

#2. Describe the component parts of a preferred future Clarkson GO Station Area

After considering a “preferred future” for the Clarkson GO Station Area, we asked workshop participants to share their thoughts about the component parts of a “preferred future.” We asked them to think specifically about:

- the height, shape and form of buildings,
- the types of land uses,
- the type and character of green space,
- the streetscape character in the area, and
- enhancing mobility by considering improved streets, the Station, bus stops, cycling and pedestrian routes.

The following are the word clouds that reflect the frequency of words used when talking about land use and buildings, green space and streetscape and mobility.

Land Use and Buildings



Strong support for:

- a variety of building heights
- community facilities
- a mix of uses
- places for people to work
- a mix of housing

Green Space and Streetscape



Strong support for:

- need for safe green space
- importance of connections to the Lake and Sheridan Creek
- importance of pedestrian friendly streetscapes and trails

Mobility



Strong support for:

- need for more and secure bike parking
- safe pedestrian access to the Station

Area specific feedback

Participants were asked to locate the biggest opportunities for change considering new buildings, public space, enhancements to mobility, land use, and streetscape by marking up the air photo of the study area on each table. The mapping notes are summarized according to these segments:



AREA 1

- Mid to high-rise on GO Station's parking with residential, mix and office uses
- Bike path on Hydro Corridor with multiple access points and a connection across Southdown Rd
- Improve Southdown Rd and rail corridor intersection with potential bridge just north of rail corridor
- Add safe bike lanes on west side of Southdown Rd, across residential neighbourhood and along the creek
- Re-develop townhouses on southern side of Area 1
- Add park or development on old school site
- Improve stop signage, lighting and pedestrian crossings along Bromsgrove Rd

AREA 2

- Redevelop properties along Southdown Rd with mid to high-rise buildings
- Bike path on Balsam Avenue
- Widen Southdown Rd (throughout Study Area)

AREA 3

- Re-locate properties with extensive outdoor storage space including the city works yard
- Add distance between intersections on Southdown Rd in proximity to station
- Redevelop low-rise employment areas as mixed-use with open space and entertainment venue and restaurants
- Pedestrian and cyclist connections across rail corridor
- Intensify GO parking with mixed-use and office high density buildings
- Park over rail corridor
- Increase parking
- Urbanize streetscape
- Extend City Works yard road and include pedestrian/cyclist facilities

AREA 4

- Redevelop Marco Polo's site with high-rise
- Intensify Clarkson Village Shopping Centre
- Trails along rail corridor to connect to GO Station
- Improve access to Walden Spinney townhouses
- Multi level residential/retail along Lakeshore Rd W in Clarkson Village

AREA 5

- Rezone Slight Communication Property for mid to high-rise residential buildings with retail uses and park space.
- Do not touch Slight Communication Property - keep green
- Mixed-use high density for Clarkson Crossing, but keep grocery, drugstore, etc..
- Diverge traffic from Southdown Rd with a new road connection south of Slight Communication Property
- Patio space in Clarkson Crossing always fail
- Urbanize streetscape on Lakeshore Rd W and Royal Windsor Dr and add bike lanes

AREA 6

- Trails along rail corridor to connect to GO Station
- Keep green space and trails along the creek
- Multi level residential/retail along Lakeshore Rd W

OUTSIDE OF RADIUS

- Traffic calming and bike lane that connects to Birchwood Park on Clarkson Rd
- Condominium units at 1601 Lakeshore Rd West and 1101-1125 Clarkson Rd N should be accounted for
- Properties west of Slight Communication should include large format retail stores like Walmart and Costco
- Redevelop Hillside Public School and retail plaza at Truscott Dr and Bodmin Rd



What are precedents for the Clarkson GO Station Area's streets, buildings and parks?

Visual preference panels were assembled by the team to display images of streets, public space and buildings that may be good precedents for this Study. Workshop participants were asked to mark the photos (with a green dot) they considered to be appropriate for the Clarkson GO Station study area. This will be used by the team in considering options for the Station Area to be developed in the next phase of the Study.



The **street** photos that were most preferred have substantial streetscape planning with trees, shrubs and ground covers and have a variety of uses accommodated with outdoor patios, cycling lanes, seating and benches.

The most preferred **building** photos are mid-rise with uses on the ground floor that add to the street life with patios.

The most preferred photos of **public space** show areas with a mix of hard and soft surfaces, seating, and special water features that add identity to the area.



The following is the results of the visual preference survey from both sessions.



STREETS

Total Dots: 182



01 18 dots (10%)



02 11 dots (6%)



03 23 dots (13%)



04 9 dots (5%)



05 7 dots (4%)



06 13 dots (7%)



07 8 dots (4%)



08 30 dots (16%)



09 15 dots (8%)



10 7 dots (4%)



11 20 dots (11%)



12 21 dots (12%)

MOST POPULAR STREET PHOTOS





BUILDINGS

Total Dots: 119



01 4 dots (3%)



02 7 dots (6%)



03 6 dots (5%)



04 1 dots (1%)



05 6 dots (5%)



06 7 dots (6%)



07 17 dots (14%)



08 3 dots (3%)



09 19 dots (16%)



10 4 dots (3%)



11 13 dots (11%)



12 32 dots (27%)

MOST POPULAR BUILDING PHOTOS





PUBLIC SPACE

Total Dots: 197



01 8 dots (4%)



02 15 dots (8%)



03 33 dots (17%)



04 25 dots (13%)



05 13 dots (7%)



06 4 dots (2%)



07 10 dots (5%)



08 20 dots (10%)



09 22 dots (11%)



10 9 dots (5%)



11 11 dots (6%)



12 27 dots (14%)

MOST POPULAR PUBLIC SPACE PHOTOS



ON-LINE SURVEY

28 People

The City of Mississauga posted the questions used at the Community Meeting (December 5, 2018) on-line from November 20, 2018 to December 20, 2018:

- In the future, how should the Clarkson Transit Station Area look?
- In the future, how should the Clarkson Transit Station Area feel?
- In the future, how should the Clarkson Transit Station Area function?
- Considering this future, describe the parts that will make up the Clarkson Transit Station Area?

The on-line survey also included the visual preference survey.

A total of 28 people responded to the survey, providing 100 data points. These are the common themes in the responses:

Land Use and Urban Design

- Mix of uses
- Urban
- Some want low rise only with some taller buildings
- Others support high density, particularly at the Station
- Low-rise with some taller buildings
- Keep it all low-rise
- Range of residential, including housing for seniors
- Well designed and beautiful

Green Space

- Provide lots of green space
- Variety of green spaces

Mobility

- Underground parking
- Better access of pedestrians and cyclists with improved amenities such as bike parking
- Works for all modes of travel – including cars
- Accommodate ride sharing

Overall feel of the Station Area

- Safe
- Comfortable in all seasons at all times of the day
- Well-lit
- Modern

The following is a summary of the results of the visual preference survey. In each category, two of the photos preferred by participants at the Community Meeting were also selected by the on-line survey respondents.



STREETS

Total Points: 132



01 12 points (9%)



02 5 points (4%)



03 17 points (13%)



04 7 points (5%)



05 8 points (6%)



06 9 points (7%)



07 5 points (4%)



08 23 points (17%)



09 11 points (8%)



10 6 points (4%)



11 17 points (13%)



12 12 points (9%)

MOST POPULAR STREET PHOTOS





BUILDINGS

Total Points: 107



01 12 points (11%)



02 10 points (9%)



03 5 points (5%)



04 2 points (2%)



05 8 points (7%)



06 7 points (6%)



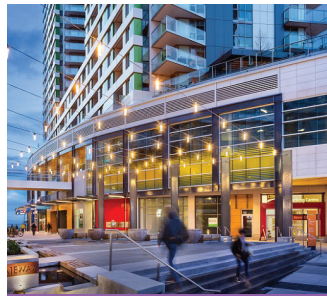
07 18 points (17%)



08 2 points (2%)



09 9 points (9%)



10 5 points (5%)



11 15 points (14%)



12 20 points (19%)

1 none of the above

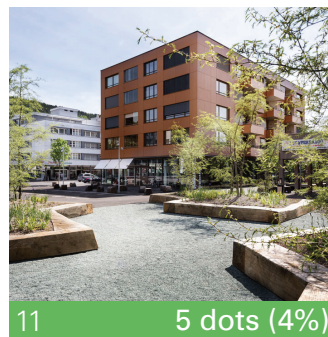
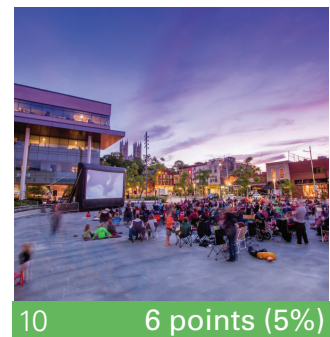
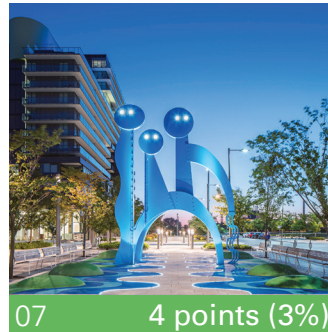
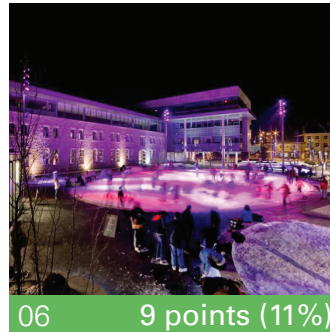
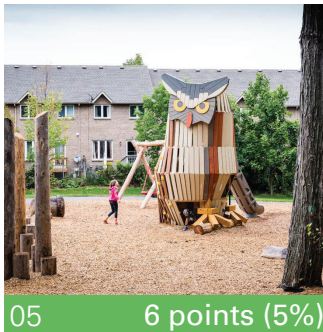
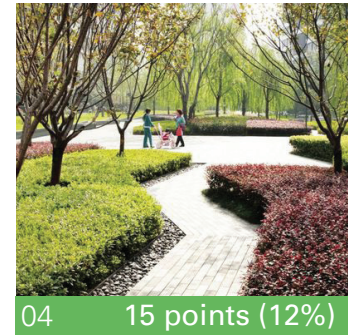
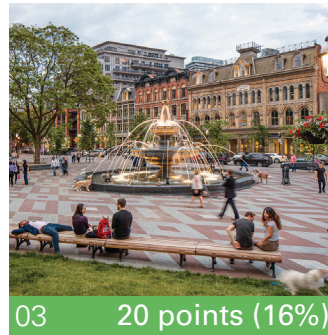
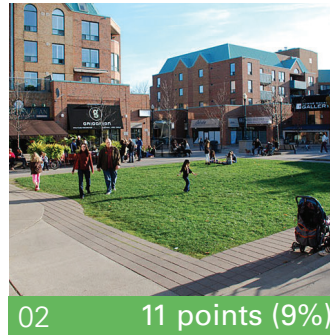
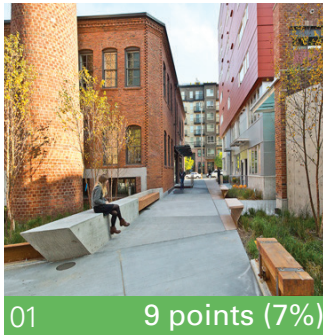
MOST POPULAR BUILDING PHOTOS





PUBLIC SPACE

Total Points: 126



MOST POPULAR PUBLIC SPACE PHOTOS



ONE-ON-ONE INTERVIEWS

12 people

Landowners and business owners were invited to meet with a member of the team to talk about the Clarkson GO Station Area. We heard that landowners and business owners generally:

- want to work with the City in planning and design of the area
- have an interest in creating a destination to take advantage of the two way all day service
- understand the importance of pedestrian and cycling connections to the GO Station
- support mixed use development, in particular more shops and services for residents
- support the provision of a range of forms and types of houses from townhouses to high-rise
- understand the importance of and want to be part of an integrated plan
- want to ensure that traffic operations are efficient in the area in light of the planned redevelopment
- understand that development will be phased in over a long time



APPENDIX A

Record of Table Group Notes from Community Workshop[

In the future, how should the Clarkson Transit Station Area look, feel and function?

How does it function? Mobility

- LRT connection to City Centre Create a pedestrian plan
- Concern about losing parking (replace with underground parking)
- Shuttle/connect GO Station to lakefront
- Increase walkability, bike ability, bike lanes
- Connect Clarkson Road to GO Station
- Connect trail to bring people through the middle of the community to the GO Station
- Connect Downtown areas on Lakeshore to GO
- Use creek to add walking cycling path beside creek to meander and connect town to GO Station
- Connect paths to start to bring the perimeter of the community towards the GO trail
- Traffic calming measures on Lakeshore
- Lower speed limits, more pedestrian friendly
- Improved station circulation to accommodate multiples modes, including buses and ride share
- More parking with retail uses
- Pedestrian safety – concerns for speed of traffic with intensification
- Integrated bike lanes
- Pedestrian safety
- Traffic reduction and calming
- Find appropriate truck routes for heavy industrial trucks
- Fully integrated cycling network with physical separated and safe bike routes
- Safe pedestrian routes with nice benches
- Easy flow of traffic
- Fresh open spacious, green, treed wide pathways
- Underground tunnel linkages
- Secure bike parking
- More car parking (underground?)
- Pedestrian friendly
- Bike on the train on both ends of trip
- Get across the track
- More parking
- Walkability
- More roads
- More connection with MiWay and increase in frequency
- Bike parking in the area
- Safe and well-lit for walking to the GO – especially along the Sheridan Creek Trail
- Ramps and handrails
- Communication between transit entities
- Close to Clarkson Rail Yard and use the spur line for a trail leading right to the GO Station
- Walkable
- Limit truck traffic in the area
- Pedestrian friendly
- Continue connecting bike trails
- Parking
- Align transit systems
- Walkable
- Pedestrian friendly links to and from GO
- More accessible for people walking or using canes, walkers, wheelchairs and strollers
- Better signs
- Safer platforms and safer exits
- Fully accessible with proper signs
- Accessible for wheelchairs
- Clear and visible access for pedestrians and drivers
- Bike racks
- Seating for passengers

How does it look?

Use and Built Form

- Hotels
- Highest density by GO train (South down to Avonhead, open space south of Radio Tower, north to tracks)
- Attract more entertainment and shopping
- Outdoor activities so people can stay in Clarkson
- Most people come to sleep/live and then leave for work/play. Would be better if more spaces and buildings with uses for people to stay
- Hospital, medical, health care
- Develop surplus lands around Community Centre
- Opportunities for new downtown
- More height and shoppers on Lakeshore near McDonalds and Home Sense
- Office/residential
- Condo/cinema/market
- Restaurants
- Intensification on shopping centre sites
- Schools
- Commercial next to tracks
- Move City works yard
- Community services (child care and elder care)
- No one living within 100 metres of train track
- Affordable housing
- No overwhelming height on high-rises
- Mixed use developments
- People living, working close to the station
- Intensified parking lot
- Mixed use low rise
- Mid-rise and taller office buildings close to the station
- Leave it a single family area
- Multi-level/multi-purpose building at the GO Station
- Senior friendly accessible with all sign and directions clearly marked
- Radio towers to go
- High-rise
- Develop air space over rail land into housing, parkland such as a Mimico GO Station and railway deck park
- Less density
- Variety of built form and design
- Create a destination
- Restaurants/cafes, shops along pedestrian routes
- More density
- Less density
- Mixed use
- Diverse community – permit all socio-economic levels
- 20% affordable housing
- Diverse retail, cafes, cleaners, grocery, retail, online shopping, pick up depots
- Structure over rail
- High-rise development residential at GO parking
- Multi use development along pedestrian routes with shops, coffee shops and restaurants

How does it look?

Green Space

- More green space
- More greenery, trees and native plants
- Develop parkland along creek
- Lots of green space
- Don't build on current parks
- Celebration Square like at Square One
- Plants, trees, gardens
- Build a park over rail
- More parks
- Green space links

How does it feel?

- Model after European cities
- Maintain community look and feel – no tall buildings, keep village feel and look
- Stunning architecture
- World class design
- No identical glass cages
- Don't want a concrete canyon
- No hub
- Lighting around the station
- Clean, modern and green
- Beautiful and green
- Open, safe environment
- Softer streetscape
- Need to "connect" GO Station area to Clarkson study area in terms of links, use, aesthetics and scale
- Green, lighted, well signed, safe,
- Open to the community, comfortable, welcoming, friendly and senior friendly
- Safe

More general comments on issues were also shared:

- Traffic on Bromsgrove
- Truck traffic
- Thorough fare from Oakville
- Concerns of increased traffic especially with the development sites in Port Credit
- Clarkson GO Station and rail is a barrier to people that live near the rail line. People want to go across the rail line. A couple of wide tunnels, other than now existing on Southdown Road and Winston Churchill – please
- The truck traffic is very loud and heavy
- People that live in the semi-detached and detached houses do not want a 20 storey high-rise looking into their yards and windows
- The 5 minute and 10 minute radius is very arbitrary, people walk 20 minutes to the GO Station
- Metrolinx needs to do some studies re: 15 minutes of service – trains are empty mid-day
- Don't put an apartment on every piece of green space
- Congestion - residents not able to exit their neighbourhood roads at major intersections in the area now
- Noise from trains especially in winter and vibration
- Add rapid transit away from Clarkson Station
- Need forward thinking on rapid transit – such as the Bloor St. Viaduct built in the 1930's that includes a level for the subway which was built 20 years later
- It should still have the same feel. No smaller homes should be removed to make room for apartment and condos close to the GO train. We have a lot of green space and most of the small parks are rarely used. The waterfront parks are the most used. 15 minute GO trains at this point doesn't make sense as most trains are empty, except during rush hours. We need more north south transit, connections. Bike riders should be licensed so they can be fined when disobeying laws. Not wanting a lot of high-rise in the residential area. Incorporate the current sidewalks on Lakeshore, not bigger sidewalks. Ensure car drivers still have room to drive. Any new developments should incorporate parkland on their land
- Clarkson Station should not become a massive parking garage and parking area to service train traffic and bus loops. There are convenient trails for pedestrian traffic to station as long as they don't disappear.
- Lakeshore Road should not become a zone for high-rises like around Mississauga's City Hall

The table groups provided much input to each of the categories on the note-taking template provided. Each row represents the responses from one table group (thirteen table groups in total):

Buildings and Land Use	Green Space and Streetscape	Mobility
- Limited high density, medium density and low rises of stacked town houses - Don't want to lose the village feel - Community centre and day care close to the train - Businesses that will employ people who live in the area - More shops where locals can walk to do their buying that is convenient – think Bloor West Village	- Maintain green spaces - Increase lighting in public and green space - Greenery around the GO and homes to act as a sound buffer, Clarkson has bad air pollution and greenery helps to absorb it - More parks for families with swings, baseball etc.	- Bike lanes with secure bike storage - Family rates for off peak hours for GO train - Ride share
- Green space and trails close to station - Develop areas close to GO Station into work areas - Redevelop Home Sense plaza - Increase size of station bus terminal - Redevelop restaurants at Walden Circle - Build up in industrial areas south of station - Mid-rise housing except near station - More jobs close to station - Community centre/library near station	- More pedestrian friendly streets - Divert truck traffic off Southdown towards Royal Windsor - Pedestrian traffic over Indian Trail - Widen Southdown - More appealing architecture (less glass boxes) - Improved air quality	- More ways to cross the train tracks - Addition roads in south west corner - More pedestrian friendly entrances to station - Improved bike parking more secure - More short haul buses in the area - Bike share car sharing service - Improving north south connections beyond Southdown Road - Mini bus for Clarkson Village
- Lower rise buildings near street, gradual rise inwards - Commercial at grade - Good restaurants - Variety of built form - Move City Works elsewhere - No building without proper sound barriers	- Developed Sheridan Creek parkland - As much green space as possible - Hiking trails - Expand Sheridan Creek all the way to Lake Ontario	Rail Deck Park across tracks and the road
- Mixed use buildings (retail and residential) - Keep core retail (grocery, drug store, Canadian Tire)	- Separation of sidewalks from busy transportation routes - Keep and add more parkettes - Extend Sheridan Creek Trail south of the GO Station	- Increase in transit services (MiWay) directly to Clarkson GO - Bike lockers, bike lanes - Walking and biking tunnels under Lakeshore and Southdown - Bikes on GO trains during rush hour
- Square for multiple uses (CFRB lands?) - Turn strip plazas into modern stores and mixed use buildings - Low rise buildings and retail space	- More benches in green space - Pedestrian walkway to link north south to the GO Station	- Supervised control of bicycles at GO - Traffic lights to be synchronized on Southdown - What happens to volume of traffic when more people come here to live - More north south transit

Buildings and Land Use	Green Space and Streetscape	Mobility
- Jane Jacobs style mixed use, eyes on the street 24/7 - Mixed uses – 20% commercial - Underground parking - Renewable energy supply, solar, wind, district heating, ground source - EV plugs - Utilities underground - World class architecture, don't want cookie cutter glass buildings - Secure bike parking at GO Station - Cover tracks with high density development - Roof top gardens, green roofs.	- Mature trees - Green space - Shade - Minimize concrete surfaces - Separate pedestrians from bikes (multi use trails are dangerous) - Well-lit public areas - Dog park you can walk to in this neighbourhood - Allotment community gardens in hydro corridor	- Fully integrated cycle paths protected from autos - Fully protected pedestrian paths - Bridges for bikes and pedestrians – underpasses on Southdown Road - More car parking at Clarkson - Pay attention to seniors needs - Need secure bike parking at GO Station
- Short and mid-rise buildings for better housing than in high-rise - Retail - Close to services - Need to relate to the street - Mix - Improved Station	- Connected streetscape - Walking - Need green space - Urban streetscape with retail uses, buildings at street like Port Credit - Better sidewalk - Walking trails - Connected green space, more trees, more parks	- Walkable - Less traffic - Safe for seniors
- Mixed retail/commercial at the street level - Green space within a 5-10 minute walk - Multi storey, mixed income - LEEDS or similar certified - Arts facility (performing and visual) - Do not adversely impact existing residences - More affordable housing	- Benches, plants, trees - Enhance natural waterways - Skating rink as a pathway - Lighting - Exterior art installations	- Add mini buses tied to train schedule - Accessible - Cycling - Pedestrian friendly - Increased mass transit - Computerized smart traffic lights "Smart City" - Need a way to move GO train passengers in and out quickly
12-15 storey - Work and live - Larger 3 bedroom units - Additional parking - Mixed housing, singles, seniors family - Shared amenities	- More green space - Expanded park - Dedicated bike lanes - Complete the Lakeshore Plan - Eliminate east turn on Lakeshore - Traffic calming on Avonhead and Lakeshore, Orr, Balsam, Hindhead	- Safer pedestrian crossing - More red-light cameras
- High-rise residential at the GO train - Parking restaurants	Lots of green space and trails to connect to Lake Ontario	- More walking paths and bike paths - Turn Sheridan Creek into a canal with water taxis
- No high-rises in current residential area - Have infrastructure in place before new development	- New developers should have to incorporate parkland on their land - Currently lots of parks in area and not often used as we are fortunate enough to have backyards	- Better north south travel all day long especially at rush hour - Improvement to congestion on Lakeshore and QEW – particularly to accommodate increase in population

Buildings and Land Use	Green Space and Streetscape	Mobility
• Eliminate level crossing and add an under pass • Multi use buildings on lakeshore • Low rise	• Well-lit public spaces • Seating areas • Greenery • Paths for people and bikes	
• Multi use • Higher close to GO • Diversity • Not cookie cutter • Environmentally friendly • Accessibility • Affordability	• Shops and restaurants • More green space • More services – police, fire, hospitals • Higher education	• Bike trails • Connection • Pedestrian streets with retail and restaurants • Direct connection to GO



APPENDIX B

Record of Comments Received from the Online Survey

Record of comments received through the City of Mississauga's on line survey

#1. In the future, how should the Clarkson Transit Station Area look?

- Clean and blend in with the natural surroundings and environment, greenery and trees to act as a buffer to noise and to hide the visual eyesore of the GO Train. Consider underground parking. People need to park to use the train. Don't charge for parking if you do that it makes it not worth taking the train -I'll just drive downtown or Uber it's cheaper
- Lots of green spaces with trees and flowers, foot paths equipped with proper ramps, escalators and elevators for strollers, walkers, wheelchair and cane accessibility, crosswalks for safe crossing, better lighting on our streets. Also needs to be cleaner; the snow is not being cleared off the sidewalks and there is too much salt making it hard to walk. Cigarette butts everywhere by the stairs and on the street surrounding the station. Smoking needs to be prohibited on (Southdown and Bromsgrove).
- Modern airy, look of a modern European or Japanese style train station. Lots of greenery and fast food, coffee, etc.
- Mixed use with shops and walking and park areas. Even very small open areas help a lot. Stations with shops are hubs for the community. Parking lots are a waste of space.
- Hub looked place with multiple retail and office spaces mixed with various types and tenures of housing opportunities.
- Mix of retail, services, residential (reduced manufacturing, and undeveloped open fields). modern, with well maintained, lit green space providing biking and walking access to Clarkson GO (less need to park there).
- Urban, dense
- Mixed use and modern. Have a lot of green plants.
- Modern, clean and green is the future!
- It should include a mix of uses but not too high density. Already very busy intersection at Lakeshore/Royal Windsor/Southdown. It should be attractive to look at & be in, & not too much squashed together & too dense, with more trees, not less.
- Walkable, different transit modes and lines connected with clear wayfinding. Traffic calming for motor vehicles.
- To the extent industrial lands are available mixed use mid-rise is reasonable provided it does not extend into existing single-family dwelling areas and more connected green space is included.
- Mixed use commercial and residential and parking. Existing GO train parking facility should have been built with residential units above, a chance to have developers contribute to cost of parking. Existing businesses surrounding GO parking such as TD bank could be retail below residential. Unfortunately, additional housing will add to high traffic volumes already experienced on Southdown heading north during rush hour and on Lakeshore heading west.
- It should look like a high density area with lots of mid and high-rise buildings. There should be an urban look to this area. There should be wide sidewalks along tree lined streets.
- Residential condos, shops and restaurants convenient to riders.
- Modern and green and welcoming
- Mix-use high-rise commercial/residential with focus on safe pedestrian, cyclist, public transit interconnections
- Mixed-use, dense, modern, green on the boulevards. All year decorative lighting of the trees during the night time. Flowering gardens roses in the park at the intersection of Southdown and Lakeshore.
- Mixed-use, low-rise with a few taller structures. There's an opportunity for office buildings along the tracks with green space over them, modern and connected.
- It should be primarily made up of residential, commercial and green spaces. It should not have an industrial rail yard in its midst, storing and noisily shunting oil tanker cars right beside the platform. The rail yard land and the spur line running through the middle of Clarkson village, could be put to better use - either for residential and commercial use, and definitely for a walking/ bike path leading directly to the station.
- Mixed-use tall building should not create walls of tall buildings in one area. Add more employment

on Lakeshore Road between Inver house and Meadowoods, medium density, with recognition of houses in neighbouring streets. Add advance green from Lakeshore to Inverhouse/Walden Circle based on intensification of traffic use areas around GO Station differently (i.e. add housing on Southdown Rd. and Royal Windsor). Make walking from the home in the area more appealing / easier/ safer - pedestrian crossing at Royal Windsor and Lakeshore above road access via multiple modes - walk, bike, bus , car

- Mix of uses with a modern outlook but not surrounded by towering condos with development westerly from Southdown Road along Royal Windsor together with development of immediate north along Southdown Road from station.
- Mixed-use; parking behind stores, high rise buildings restricted to west of railway spur line, more greenery beside and in the middle of, Lakeshore Road, wider sidewalks and dedicated, safer bicycle lanes.
- Clean and not intrusive to our local surroundings. I think you'll be hard pressed to find someone who would say "wow that transit station is beautiful. I wish it were bigger and I could see more of it from my house". Incorporate lots of green space and trees to shelter the station from the local homes, etc.
- Less highway speed cars, more walking and cycling, more stores, access parks
- I would like it to be modern, sleek in design, but still aesthetically pleasing. Something better than the bare concrete currently at the station! Definitely mixed use, with lots of space for small retailers, green space, etc.

#2. In the future, how should the Clarkson Transit Station area feel?

- Organized, modern yet still have the charm of a village - think of an old railway station
- Better lighting would make it safer at night for both cars and pedestrians on Bromsgrove Road. As it is now too dark at night and when driving we don't see bikes or people until the last second. It would be more comfortable walking if there was a barrier between the sidewalk and

the oncoming traffic which scares me at times. (specifically, the stretch along the hydro field on Bromsgrove Rd. From 2315 Bromsgrove Rd. to the current crosswalk on the north side of the street).

- Safe, comfortable, and eye catching, make you feel like spending some time there.
- Safe, well-lit, open and not tightly fenced in by cars or parking lots or streets.
- That it feels like a place people come to stay at as well as a place to pass through.
- Modern, safe, well-lit in the dark. Modern works of art to create a "theme"
- Safe
- It should feel inclusive so that it attracts all types of people
- Airy, bright, comfortable and safe (include cameras).
- Of course, everyone would want it to feel safe, inclusive & comfortable - that is why there is not a lot of crime in this area.
- Social, have bars and restaurants so people will stay in the area outside of rush hours - to have a drink or dinner in the evening.
- Pedestrian tunnels should be avoided along with level crossings and a relocation of rail tanker storage.
- Mixed uses such as walkways and greenery
- It should feel like an urban area.
- Transitional with lots of green safety us number one then functionality.
- Safe, inclusive (mix income)
- The transit station should be comfortable and calming. Safety is always a priority. Again, make it world class.
- By being pedestrian and bike friendly it would be comfortable and safe.
- It would feel safe if there was a speed limit put on Via, Amtrak, and Express GO trains racing past the platforms. Very scary!!! It would feel more comfortable if the oil tankers were not shunting noisily just meters beside the platform. It would be inclusive if it were more handicapped

friendly. (elevators at either end?)

- Safe, inclusive use park at Southdown and Lakeshore differently and maintain community feel of Clarkson area.
- Should feel comfortable and convenient and easily navigable inside and outside. An opportunity to be creative and appealing
- Like a village where pedestrian traffic is encouraged.
- Updated but maintain a village feel - preserve heritage of Clarkson.
- Safe, open, inclusive, thriving
- It's important to take into consideration that the station is used by people 12 months of the year. Currently, standing on the platform waiting for a train during the winter months is terrible! Super cold wind blowing through all the time, and most parts of the platform are not even covered to shield from the snow, or the rain in other months, or the sun during the summer. A high ceiling with walls where appropriate to block the elements as much as possible would be helpful!

#3. In the future, how should the Clarkson Transit Station area function?

- Convenient, organized, efficient, walkable, adequate parking and safe.
- All modes of traffic need to be supported from public transit to cars and bikes to walking. So improvements need to be made to some areas which are awkward. For cars leaving the transit station on Royal Windsor it is difficult to make a left turn into busy traffic. At 2315 Bromsgrove Rd, it is difficult making a left turn out of the complex onto Bromsgrove with busy traffic during rush hour (5-6pm). People getting off the bus on Bromsgrove in that same area need a pedestrian crosswalk with good lighting to safely cross the road. I also would like to see improvements made at the intersection at Truscott and Seagull, there is not a traffic light to direct us when it is safe to make a left turn from seagull onto Truscott, making it unsafe for both drivers and pedestrians at that point. Question: how are the bikes supposed to flow within the community? There are breaking points on bike lanes (i.e. Truscott) making it difficult to merge with cars either driving on the street or parking on the street. Question: should bikes be travelling on trails and on sidewalks where people walk? This is dangerous, so what is the plan going forward??? Accessible with easy in and out for all modes of transport. Hopefully protected between car, bus, etc. to platform
- Walkable, with bike parking and shops to facilitate frequent use. Japanese suburban stations are a good example.
- Work for walking, biking, busing and driving to and from, but helps add variability to housing options.
- Walking, cycling, shopping, services, all without the need for driving. Easy access by paved non-motorized trails for walking, cycling.
- Allow for active transportation to and from the station.
- Easily accessible and connected to focus on the green element, reducing the number of cars, traffic jams, accidents and carbon emissions. Should be well connected so all feel encouraged to leave their vehicles at home. Would be awesome if the coach entryway is permanently fixed and barricades pre-built to allow single file entry to the train (look at Singapore Station model) future for Metrolinx given the population explosion is to look at 2 storey trains (would mean 2 levels of platforms and more construction) it would be good if it could help move people more quickly in/out of city, while making it a part of the community you can enjoy green & walking space.
- Businesses - essential and local - should be located along this corridor to encourage commuters to run errands, get groceries, one stop instead of getting back in their cars and driving elsewhere.
- From the 5 Dec./18 meeting I was left with the impression there is little, if any, co-ordination between this effort and the Lakeshore study which does not speak well to your process. Perhaps a pathway along Sheridan Creek South with underground path below Southdown if land geography permits similar to that north of Bromsgrove would allow bikes and walkers access to sidewalks along Lakeshore on both

north and south avoiding busy Lakeshore/ Southdown/Royal Windsor crosswalk.

- This area should be pedestrian-friendly, with services located within walking distance of residential buildings.
- Large uber areas, walkable, ride share picking up and dropping off
- To accommodate all types of transportation in area
- Walkable, bikeable, connected to Oakville & Mississauga bus and GO transit
- Accessible, walkable. Transform the Southdown / Lakeshore intersection into a captivating roundabout with truck aprons and a landmark statue in the middle (ex a statue of the Clarkson horse with greenery surrounding it etc.). This would complement the park next to it. Make it world class.
- By virtue of being a transit hub it's accessible. It should be bikeable.
- Beside a direct path from Clarkson Rd. North create a foot/bike path beside the creek from the south side of the station all the way to Clarkson Rd. South. The green belt is already there, it just needs to be cleaned up.
- Connected different access points to reduce bottlenecks of cars
- Convenient access for pedestrians, cars, public transportation
- Walkable, bikeable and green.
- Walkable, accessible, adequate parking, safe and easy to navigate and get to
- Bikeable, walkable, strollable
- Definitely need it to be walkable, bikeable and accessible. Make it inviting for everyone by making it a pleasure to be at the station. If it is full of light, easy to find your way, and open, it will attract more people.

#4 Considering this future, describe the parts that will make up the Clarkson Transit Station Area?

- Low-rises please. We don't need tall towers and eye sores. Keep the village feel and charm and enhance the community. Public parks are nice and safe bike and pedestrian routes.
- I like the idea of leaving lots of green spaces natural and undeveloped to maintain a balance between development and nature. We need more impervious surfaces, grass spaces, trees and clean water and cleaner air. If any new developments in this area we need to keep it in the 1-4 storey building level. We need more senior residential buildings to accommodate the aging population and places that will assist those with low incomes. We need more medical centres to assist with the lack of doctors in the area. I would like to see more barriers between the busy traffic and pedestrians. I would like to see an improvement at our bus stops. Improved intersections, additions of traffic lights, crosswalks and stop signs in busy traffic areas to improve the safety of everyone. I would also like to suggest that reserved parking spaces at the GO Station be moved to the spaces the furthest away from the station unless wheelchair accessibility required and that no reservations be made on weekends due to community events taking place on Saturday and Sundays.
- Electronic access via Wi-Fi, charging capabilities, shopping, eatery to pick up breakfast on way in (eat in or take away). Dinner to take away to home or eat in, capability to deliver or fast pickup, dry cleaners, etc. or services that you can access during day, like car repairs, same day laundry, etc. Modern glass or urban like tubular structures, space age look with a significant Wow factor to make it the heart of Clarkson. Underground connection to south side of Royal Windsor shopping and eating area desirable.
- Taller buildings on station, trees and walkable areas around with sitting spots. Bike parking, shops, convenience stores. Things that are open a lot and therefore highly reliable. Shops open at any hour the train arrives.
- Mid-rise on ground based built form with streets/places focused on active rather than car concerns.

- High rise condos, more frequent train service, multi-level retail.
- Tall, interesting buildings
- A union square that acts as a transit and public square. A place where people gather for transportation and for community.
- Take inspiration from the Singapore airport (smaller scale mixed use development), areas to breakfast at, do a bit a grocery shopping, enclosed for temperature regulation, plenty of seating, foliage for greenery.
- The high-rises at corner of Southdown/Lakeshore have no green or walking space around them at all (except for the very mini-corner one. Because it is beside transit station it should be easy & attractive for pedestrians to approach the station. The land beside the plaza is not used & could be used for mixed use housing (condos, town houses, apt & small parks) there should be a limit to the height of any new buildings.
- Mixed use, some office, with a parkette and streetscaping. Place making design of transit shelters.
- Any density increases should be kept west of the rail bridge in Clarkson.
- Higher buildings in west and adjacent to GO Station make sense and don't interfere with community since it is far enough away from low rise areas. I believe 4-5 storey structures are fair in the core business area such as where the strip plaza and RBC buildings are. The Home Sense/McDonalds plaza could also be mixed use residential and even higher than 4-5 storeys but starts to get close to residential areas so highest building should be furthest west.
- Streets should be modelled after the fine grain pattern for easy pedestrian access. There should be wide sidewalks with street furniture along tree-lined streets. Buildings should front the streets, and parking moved underground or at least kept hidden behind buildings. There should be plenty of parks and green areas for recreation.
- Condos with urban courtyards and green spaces, mixed commercial that is functional for riders.
- Low-rise living spaces perhaps over retail stores and green spaces where possible. Places that make people feel welcomed and safe
- Community centre, day care, bike parking, bus bays, retail, residential seating areas in the shade buildings to consider wind tunnel and shadow effects interconnected bike routes, well-lit paths, seating areas
- For the GO Station itself, most major train stations around the world have a concourse and the tracks are covered/sheltered from the weather elements with a hall for waiting area. As for the area, residential condo towers (10 storeys) along Lakeshore and surrounding the station. More density should encourage train use and less reliance on cars. This may require rezoning and unfortunate expropriation though, welcoming, mix-use, retail shops, cafes, restaurants on the ground levels of whatever towers get built. Some can be residential condos others commercial towers. For the transit station, public Wi-Fi, bathrooms, indoor grocery to pick up items before heading back home, healthy fast food, cafes for a quick dine and dash, TV for watching news, water fountains for drinking. Take examples from England and France. You only get one chance at it so don't settle for less. Make it world class!
- Taller buildings near the track, no residential within 100 metres of track.
- Just have one entrance off Southdown Rd on the south side. Two stop lights are annoying and create traffic jams. Buses can use the same road as cars but create a bus loop inside the main south parking lot unloading passengers on the sidewalk beside the tracks. Close the transit station on the south side and use the north one only. Use the south side for a concourse i.e. shops, a coffee kiosk, benches, gardens, bike and e-bike parking?? Blend the upgraded creek path into it.
- Transit node at GO Station Clarkson Village retains its community feel, mixed types of housing, use public spaces that exist differently, no need to add more, add walking path along green areas (i.e. Twin Spruce Park and across Lakeshore) add more employment
- Southdown Rd from Royal Windsor to Truscott, both sides. Shorten area of west Clarkson Village and extend a westerly along Royal Windsor, satellite parking stations with shuttle to remove stress of rush hour traffic.

- Mixed-use, more trails, benches.
- Low-rises only, lots of green space, convenient pedestrian routes which are visually appealing, a location for shared transportation like uber or shuttles, etc. A bus shelter, walking paths cleared of snow and contain waste bins so garbage ends up there and not on the walk way or on resident's lawns as it does today.
- High density residential/commercial, fewer road lanes and more space for cyclists, more walking. Pave over at least one lane of Lakeshore for pedestrians and cyclists! More store fronts along Lakeshore so it doesn't take 30 minutes to walk from Canadian Tire to Tim Horton's
- I think it makes sense to have high density residential in the area - and for it to be mixed use. I would be fine with residential and/or commercial buildings up to 30 stories high. It should connect multiple modes of transportation
- (buses, bikes, trains) and multiple municipalities (Peel, Halton). I definitely would like to see lots of green spaces with benches, etc. for people to relax in while waiting for buses or trains, and all kinds of small retail to make it a destination for local residents. Bike parking is a must.