

CLARKSON TRANSIT STATION AREA STUDY

The following is a summary of comments and feedback received at the
March 22, 2023 virtual community meeting.

*Community
meeting #3 -
What We
Heard
Report*



Clarkson Transit Station Area Study

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COMMUNITY MEETING #3 – CLARKSON TRANSIT STATION AREA STUDY – AIR QUALITY FINDINGS AND NEXT STEPS

OVERVIEW

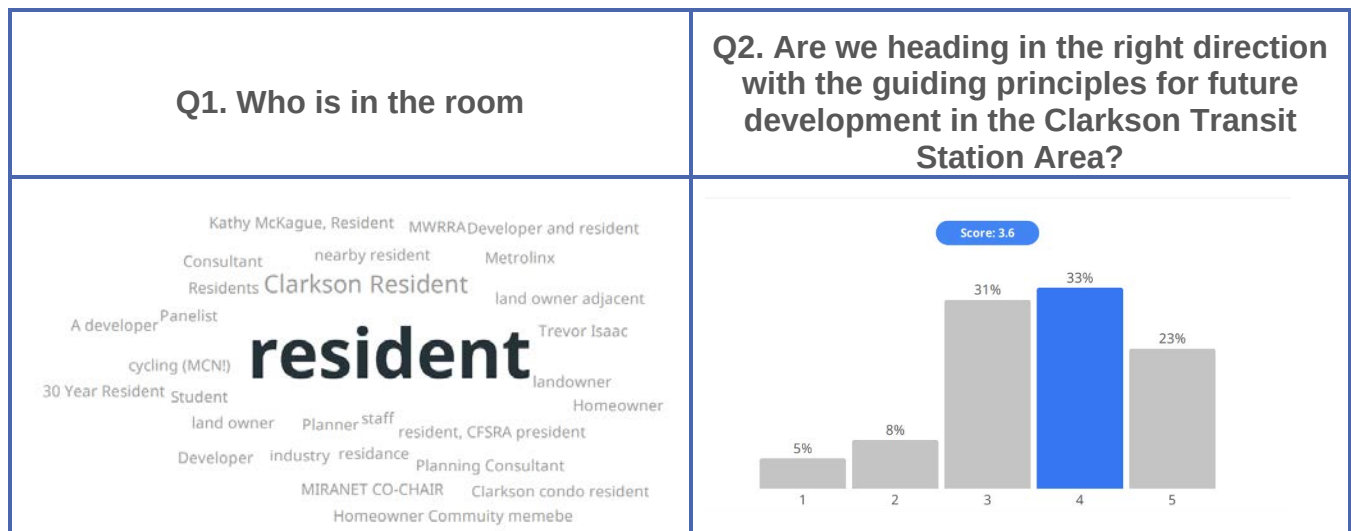
On March 22, 2023, the City of Mississauga held a virtual community meeting to present the findings of an Air Quality Study for the Clarkson Transit Station Area Study (Clarkson TSA Study) and to discuss the project's next steps.

The virtual community meeting ran from 6:00 p.m. to 8:00 p.m. on the Webex Event meeting platform, with 107 participants in attendance, not including City staff, consultants, and Ward 2 Councillor Alvin Tedjo.

Erin Senior, Planner, Community Engagement, Community Relations, facilitated the community meeting. Romas Juknevičius, Project Lead, City Planning Strategies, presented slides on the findings of the Clarkson Air Quality Study (CAQS). The CAQS determined that although there are some instances of elevated pollution levels that occur, this is not unique to the Clarkson airshed but instead something that is experienced across the Greater Toronto Area during poor air quality days.

The study concluded that air quality would not prohibit some additional residential development near the Clarkson GO station. Taral Shukla, Planner, City Planning Strategies presented and verified the vision and guiding principles that were previously developed to guide future development for the area surrounding the Clarkson GO station. She also outlined the project's next steps.

During the presentation, residents were also asked two poll questions (Who is in the room? and Are we headed in the right direction?) Below are the results of those poll questions.



COMMUNITY MEETING #3 – CLARKSON TRANSIT STATION AREA STUDY – AIR QUALITY FINDINGS AND NEXT STEPS

1. SUMMARY OF COMMENTS

What We Heard

Staff collected questions and comments that were asked verbally or written in the chat during the Webex Event virtual meeting. The questions and comments have been consolidated and themed. Please see the summary below.

Truck Traffic and Addition of New Warehousing & Logistics Companies

“Not opposed to residential but the concern is with semi-trailers and trucks with residential, difficult to reconcile the two” – Participant’s comment

- **Summary of participant’s comments:** Many shared their concern about the volume of tractor-trailer trucks in the area, and some felt there was no need to add residential development to the area. Others mentioned the size and number of new warehouses being built are unique for this area. There was concern expressed that if truck traffic is not accounted for in the air quality modelling, it might significantly underestimate emissions. Given the large volume of truck traffic there was a call for a traffic study to be done for this area.
- **Staff response:** The Clarkson TSA Study includes a Transportation Study that will consider local truck traffic volumes, including the recent addition of logistics companies. The CAQS included truck traffic emissions in its modelling. These comments will be shared with the transportation consultants for their consideration.

Road Network Improvements

“Prioritizing the use of Avonhead Rd. between Lakeshore Rd. W. and Royal Windsor Dr. is a good idea, however since the opening of Amazon, traffic is already much higher.” – Participant’s comment

Summary of participant’s comments: Participants voiced traffic problems. Some requested that truck traffic be rerouted further west on Royal Windsor Drive, past Winston Churchill Blvd., to use the westbound QEW exit (near the Ford factory) and that additional east and west roadways be investigated to relieve Southdown Rd. and Winston Churchill Blvd. Attendees also discussed building a cycling viaduct or underpass to allow more people to bike. Others recommended a bike path around Sheridan Creek to make cycling from Clarkson GO Station to Lakeshore Rd. W. easier. Participants stressed the need for more bike choices to reduce driving and wanted guarantees that the study’s findings would not affect cycling infrastructure plans.

- **Staff response:** One of the Clarkson TSA study’s objectives is to plan for a fine-grained road network and to improve access and connectivity to the GO station by various modes of transportation, including cycling and walking. This will help alleviate traffic congestion. The comments above will be shared with the transportation consultants for their consideration when conducting the Transportation Study.

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Air Quality Study

- **Summary of participant's comments:** During the meeting, attendees mentioned that Clarkson has a history of poor air quality. In addition, they asked about the distinction between automobile and truck traffic and how each contributes to air pollution in the study area. Questions were received regarding how this study area compares to municipalities in the Region and what constitutes an acceptable level of pollution.
- **Staff response:** Transportation is the main source of air pollution, which includes automobiles, trucks and trains from nearby transportation corridors. Different types of pollutants result from automobile (gasoline fuel) and truck (diesel fuel) emissions. The study determined that certain pollutants are exceeding acceptable air quality criteria at times, similar to other urban centres across Southern Ontario. Each pollutant or air contaminant has a different concentration threshold within ambient air that is considered acceptable by regulatory agencies. The Human Health Assessment determined that the predicted human health risk from increased pollution levels does not reach a threshold where residential development should be prohibited. The City of Mississauga and Peel Region are involved in many initiatives outside of this study that are intended to help improve air quality, such as updating the Green Development Standards for buildings and the introduction of a Green Fleet and Equipment Policy.

COVID-19 Pandemic Adjustments

“I have questions regarding calculations and how measurements were taken into consideration during COVID.” – Participant's comment

- **Summary of participant's comments:** There was concern that data adjustments made as a result of COVID could potentially be inaccurate, and that airshed studies done by developers could be seen to be skewed in the developers' favour.
- **Staff response:** Using historical (pre-pandemic) data, corrections to the analysed data were made to select contaminants to account for potential reductions as a result of the COVID-19 pandemic. For some traffic-related contaminants such as benzene, ambient data was combined with dispersion modeling data, both of which on their own include transportation emissions. The City's expert peer reviewer, Dillon Consulting, was satisfied that a sufficient level of conservatism was included in the analysis to account for the COVID-19 pandemic. An Expert Review Committee with representatives from the City, Ministry of the Environment, Conservation and Parks (MECP), Peel Public Health, major industry and Dillon Consulting were tasked with guiding and reviewing the CAQS to ensure its comprehensive execution and adherence to industry standards and guidelines.

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Methodology

“I would like to ask if the air quality sampling was taken at any height above the terrain (such as similar to what people in a high rise would be exposed to), and if the 6 months of the study [air quality monitoring] included the summer months, or all seasons. Did the air quality vary significantly with seasonality or wind direction? Thanks.” – Participant’s comment

- **Summary of participant’s comments:** Participant’s shared that the study should take into consideration the future residents of the proposed development, as well as the impact that increased traffic would have on the surrounding area.
- **Staff response:** The air quality study was completed in accordance with the Ministry of the Environment, Conservation and Parks (MECP) standards and guidelines. The ambient air quality monitoring was conducted from July 2020 to January 2021. It was important to capture the summer months when air quality can be the poorest. The study was based on local meteorological conditions, including wind patterns, and considered impacts from proximity to Lake Ontario. There was no clear trend identified between wind patterns and where the sources of monitored emissions may have been located. Air quality was modelled at different elevations to consider future tall buildings in the area.

Future Air Quality Monitoring

- **Summary of participant’s comments:** Some participants wanted to know if there would be follow-up monitoring of air quality in the area.
- **Staff response:** There are no plans for additional air quality studies at this time. The MECP regularly monitors and reports on air quality across Ontario. Click link for more information <https://www.ontario.ca/document/air-quality-ontario-2020-report#>

Human Health Assessment

“Major news outlets recently reported that Mississauga has some of the poorest air quality in Canada. Although you highlighted that the air quality indices are similar to other areas in the GTA, can you clarify if this means they are healthy? What measures can be taken to address this through this project?” – Participant’s comment

- **Summary of participant’s comments:** A few participants expressed concerns about the results of the air quality study and the conflicting stories they had heard in the news, and they wished for additional clarification regarding what measures are being taken to combat poor air quality.
- **Staff response:** The Human Health Assessment determined that predicted human health risk from increased pollution levels does not reach a threshold where residential development should be prohibited. The City of Mississauga and Peel Region are involved in many initiatives that are intended to help improve air quality. The MECP regularly monitors and reports on air quality across Ontario. Click link for more information <https://www.ontario.ca/document/air-quality-ontario-2020-report#>

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Impact of Additional Residential Growth near Industry

- **Summary of participant's comments:** Concerns were expressed regarding the impact of new residential development in the area on local industries and, what the industries thought about the results of the study
- **Staff response:** Protecting the viability of local industry and employment is a study priority. A land use compatibility analysis was completed as part of the CAQS to assess the impacts of air, noise and vibration from nearby industry using provincial D-6 Guidelines. The results of that analysis will be used to determine where to locate additional residential uses. Representatives from major industries in the area including Petro Canada and CRH Cement have been consulted and were involved in the review of the air quality study. They will continue to be consulted throughout the Clarkson TSA study.

Underutilized Existing Surface Parking

- **Summary of participant's comments:** Comments were shared about the amount of vacant parking at the Clarkson Go Station. The possibility of the City repurposing some of these parking spaces for future development was raised, along with the question of whether the City would contemplate allowing the residents
- **Staff response:** Most of the structured and surface parking at the Clarkson GO station is owned by Metrolinx. The project team will be consulting with Metrolinx to discuss how their lands may be better utilized to accommodate future redevelopment opportunities.

Development around Transit Stations

“I know many people have moved out of the City to more rural areas since they can work from home and housing is more affordable with larger lots and it's less populated” – Participant's comment

- **Summary of participant's comments:** Comments were received regarding increasing affordable housing in the Clarkson location, and that there is a lack of transit connections. There were also concerns that the GO Train's electrification was too far in the future. Participants also wished to know if the City's air quality study extended beyond the MTSA boundary area. In addition, it was suggested that a tree line be incorporated into the design to help reduce emissions and the urban heat island effect.
- **Staff response:** Although the pandemic has changed where people can work (home vs. office), building complete communities near transit still makes for good planning and is also required by provincial policies. Affordable housing and sustainable development are key principles in guiding the planning of the Clarkson Major Transit Station Area. The overall study will look at opportunities to incorporate additional green space and tree plantings where appropriate.

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Slate's Development Application

- **Summary of participant's comments:** Participants requested clarification regarding the proposed style of development.
- **Staff response:** The proposed development at 2077 to 2105 Royal Windsor Drive includes four apartment buildings of 29, 27, 25 and 23 storeys containing 1,237 dwelling units and 2,386 square metres of commercial and live/work space. Additional information about the development application can be found [here](#) (2077 – 2105 Royal Windsor Drive)

Project Timing

- **Summary of participant's comments:** Participants wished to gain a greater understanding of when the Clarkson MTSA will be rezoned to allow mixed-use residential development, and whether the rezoned MTSA will include the Southdown area.
- **Staff response:** The Clarkson TSA Study recommendations will include policies related to land use permissions around the Clarkson GO station. A report with the final recommendations is targeted to be prepared for Council's consideration by early 2024.

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2. NEXT STEPS

A staff report is expected to be presented to the Planning and Development Committee in May/June 2023 to present the findings of the Air Quality Study, summarize feedback received from the Community Meeting #3 held on March 22, 2023 and recommend next steps including completing the master plan and implementing policies for approval by early 2024.

3. MORE INFORMATION

- Project website: <https://yoursay.mississauga.ca/clarkson>
- Peel Public Health inquiries Call 905-799-7700 or Email peelhealth@peelregion.ca
- MECP Air Quality Reporting: <https://www.ontario.ca/document/air-quality-ontario-2020-report#>
- Active Development Applications: <https://www.mississauga.ca/services-and-programs/building-and-renovating/development-applications/active-development-applications/>