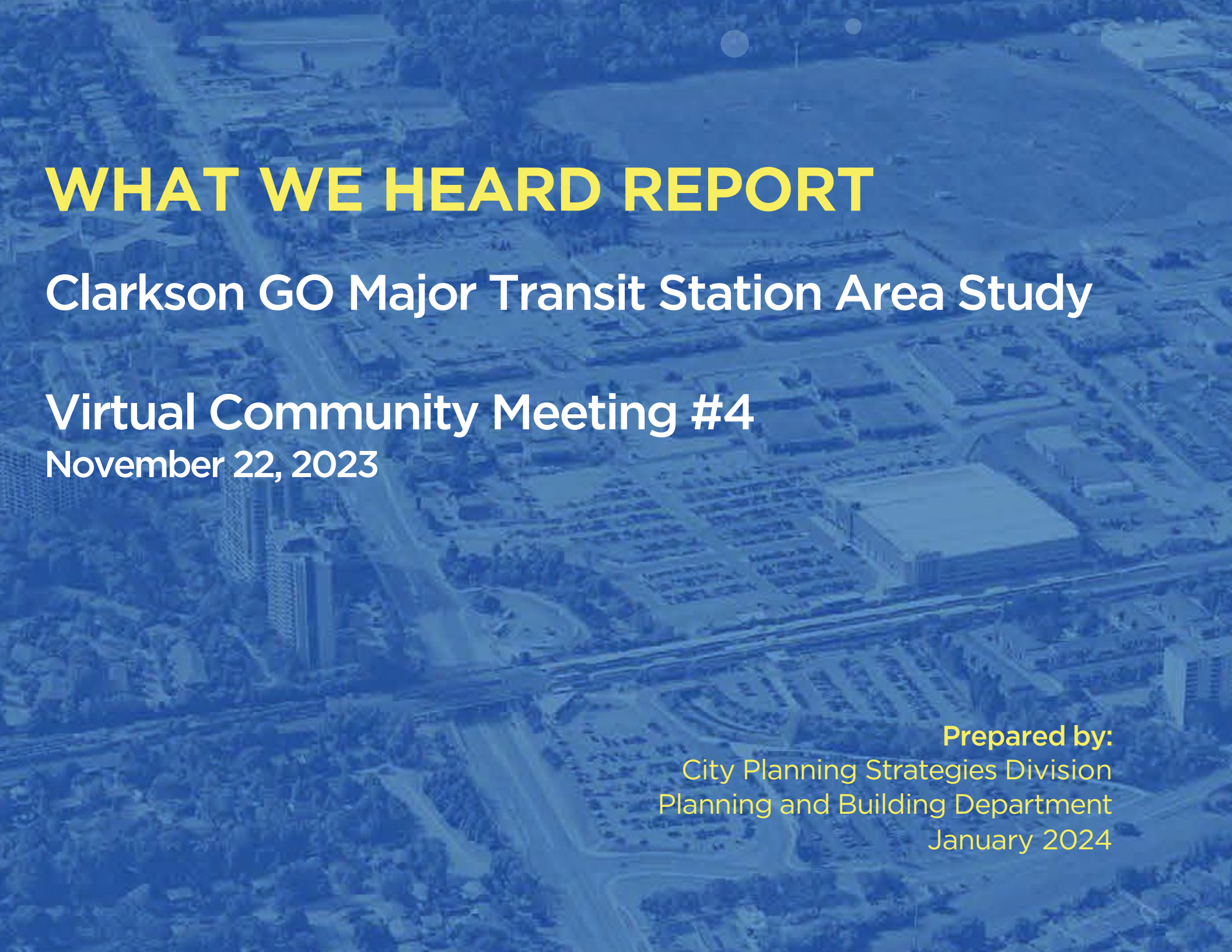


An aerial photograph of a city, likely Clarkson, with a blue overlay. The image shows a mix of urban development, including buildings, roads, and green spaces. The text is overlaid on the left side of the image.

WHAT WE HEARD REPORT

Clarkson GO Major Transit Station Area Study

Virtual Community Meeting #4

November 22, 2023

Prepared by:
City Planning Strategies Division
Planning and Building Department
January 2024

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INTRODUCTION

The City of Mississauga is developing a master plan for the area around Clarkson GO Station. This area has been identified for growth by the Province and the Region of Peel as a “Major Transit Station Area” (MTSA). The master plan will help shape that growth. The vision for the area is for a walkable, complete community with new housing, parks, improved pedestrian and cycling infrastructure, retail and amenities.

The Clarkson GO Major Transit Station Area study was initiated in 2018 to help develop the master plan. The first and second community meetings took place on December 5, 2018 and March 6, 2019. During these meetings, the community helped develop a vision and guiding principles for the area.

The third community meeting took place on March 22, 2023. This meeting focused on the results of an air quality study and human health assessment. Both these studies concluded that air quality would not prohibit the introduction of residential development north of Royal Windsor Drive, in proximity to the Clarkson GO Station.

The focus of this report is on the 4th community meeting held on November 22, 2023. At this meeting, a draft concept plan was shared for questions and feedback.

For more information on the history of this project, including presentation material, please visit the project website [here](#).



VISION

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

Living, working and playing will be supported and enhanced by a wide range of housing forms, employment opportunities and a connected **pedestrian-oriented parks and open space network**.

Who's in the room?

Multiple Choice Poll ☒ 73 votes  73 participants

Resident - 49 votes



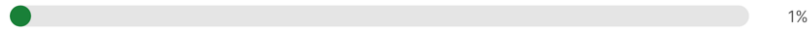
Commuter - 3 votes



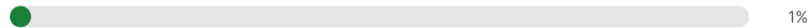
Business Owner / Tenant - 1 vote



Advocacy Group - 1 vote



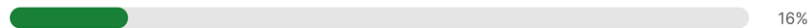
Future Resident - 1 vote



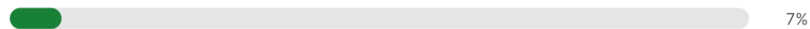
Student - 1 vote



Other - 12 votes



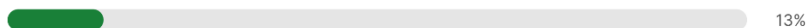
Employee - 5 votes



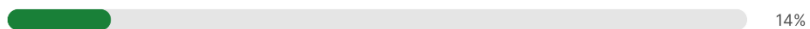
Have you attended any of the previous meetings?

Multiple Choice Poll ☒ 88 votes  88 participants

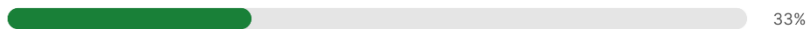
Community Meeting 1 (Jan 2019) - 11 votes



Community Meeting 2 (Mar 2019) - 12 votes



Community Meeting 3 (Mar 2023) - 29 votes



This is my first community meeting - 54 votes



Figure 1: Results from poll #1 during presentation

SUMMARY

During the meeting, city staff along with consultants from The Planning Partnership and HDR presented a draft concept plan for the Clarkson GO MTSA. The presentation focused on three key themes, which are: Public Realm, Land Uses & Buildings, and Mobility. Following the presentation, participants had an opportunity to provide feedback through two polls, and ask questions and comment on the plan during the Q&A session.

Approximately 110 people attended the session, of which a majority were residents of nearby communities. This was the first meeting that most people had attended, although a significant number of people attended the 3rd Community Meeting that focused on air quality.

Staff responses to questions raised by attendees have been summarized and organized thematically based on the three overarching themes (public realm; land uses & buildings; and mobility), rather than presented verbatim.

Should you require further information, please contact Christian Binette at: christian.binette@mississauga.ca

POLL RESULTS

Participants were asked what they thought of the concept plan and what was missing. The results of the polls are shown below. A wide variety of responses was received. The most commonly chosen word was 'traffic', with 6 participants choosing it as an option. Transportation was the most commonly chosen theme with participants mentioning 'traffic control', 'public transit', 'speed', 'parking', and 'cycling'

Trails, pedestrian infrastructure, and connectivity to the surrounding neighborhoods were also chosen, as was climate resilience, trees and other natural features, and affordable housing.

Are we heading in the right direction with the concept plan?

Rating Poll ✓ 87 votes 👤 87 participants

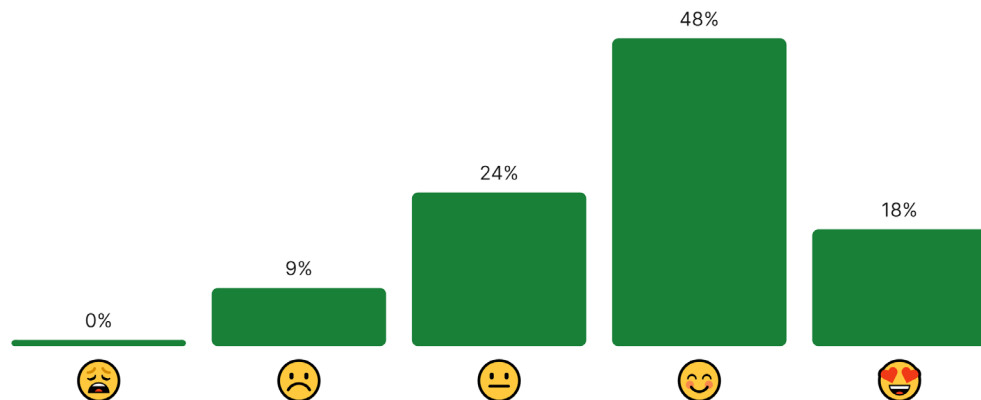


Figure 2: Results from polls #2 and #3 during presentation

Is there anything that you feel is missing?

Wordcloud Poll ✓ 90 responses 👤 67 participants



CONCEPT PLAN DEFINITION



A master plan is an overarching document that is intended to shape development and growth of an area over the coming decades. It sets out the vision, planning framework and key design elements to be achieved through incremental development.

A concept plan is a visual demonstration of how growth and development may occur. It shows public roads, pedestrian and cycling connections, buildings, public parks and uses of land that are intended to achieve the vision and direction that will be established in the master plan.

At the 4th Community Meeting, a draft concept plan was presented to the community for their feedback.

PUBLIC REALM

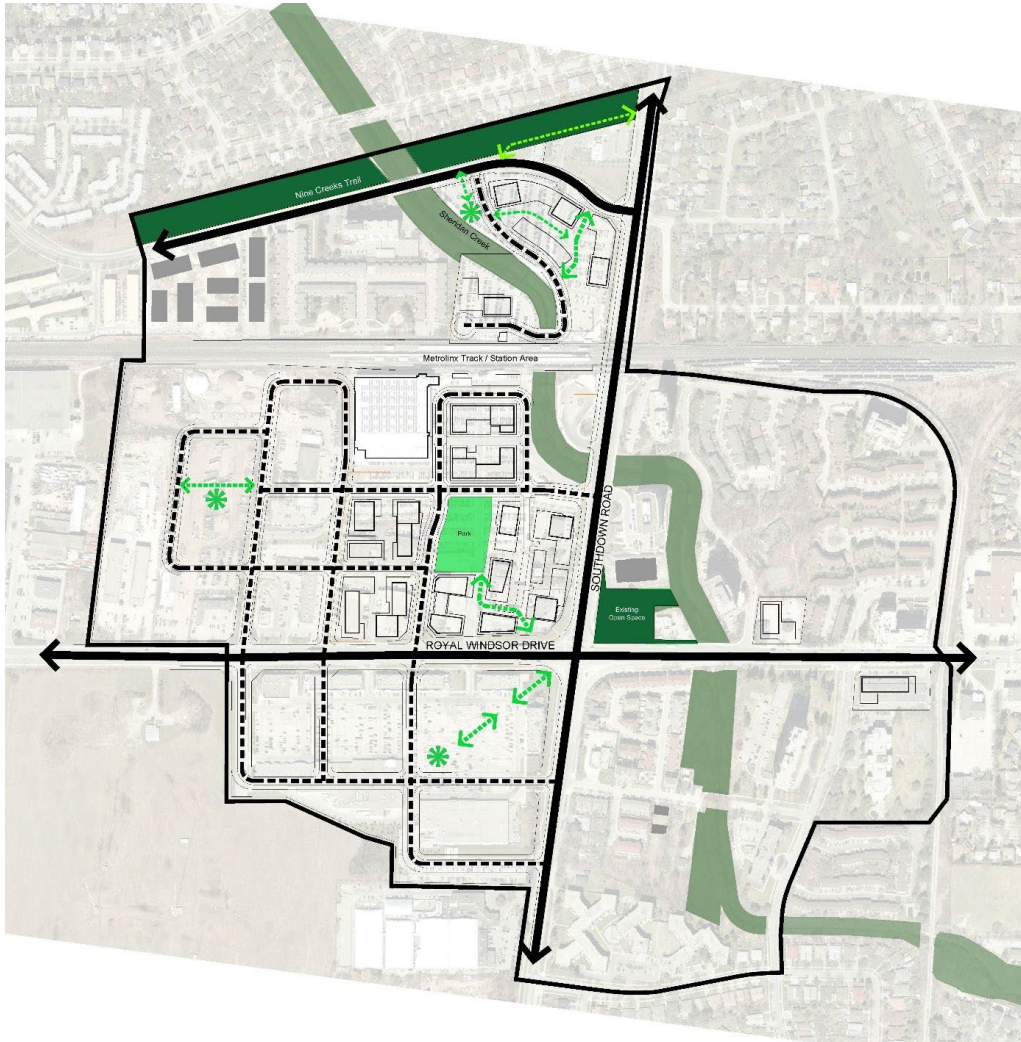


Figure 3: Concept plan with public realm features

Public realm was the first theme that was presented.

Participants expressed broad support for walkable infrastructure in the area and enhanced pedestrian connections that would improve access to surrounding communities. Participants identified the need for improving connections to the Nine Creek Trail and Royal Windsor Road, and adding a pedestrian bridge over the Lakeshore West GO Line tracks.

Participants expressed strong support for public spaces that are focused on the community, with spaces to connect and engage with nature. There was support for including green roofs, urban farms, native trees, and connected soil cells.

NINE CREEK TRAIL AND SHERIDAN CREEK TRAIL

Q:

Will connections to the Nine Creek Trail and Sheridan Creek Trail be improved through this plan?

Participants suggested creating additional pedestrian crossing at Southdown Rd to connect the Nine Creek Trail on the east side. Currently, trail users coming from the west must detour south on Southdown Road to arrive at a signalized intersection where they can cross, and then travel back north on Southdown Road to reconnect with the trail on the east side of the road. Participants also expressed that the existing Sheridan Creek Trail should be shown on the concept plan.

As a next step, the potential for a signalized crossing at Wiseman Court will be considered to provide additional safe connections to Nine Creek Trail. The concept plan will also be updated to show the existing Sheridan Creek Trail, as well as potential extensions.



Possible
crossing at
Wiseman
Court



Existing
crossing at
Bromsgrove
Road



Figure 4: Map demonstrating the current and planned trail connections

ROYAL WINDSOR DRIVE

Q:

Can improvements be made to the Royal Windsor Drive and Southdown Road intersection to make it more pedestrian friendly?

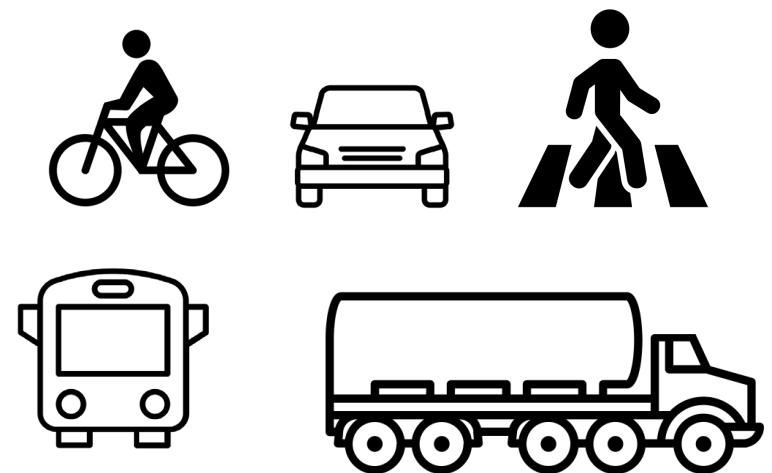
Both Royal Windsor Drive and Southdown Road are important routes for truck traffic that serve nearby businesses in the Southdown Employment Area.

As the area develops into a walkable, mixed use community, it is important to balance the needs of residents with the needs of those businesses. In response to concerns raised from the community, possible improvements to the Royal Windsor Drive and Southdown Road intersection will be considered.

To improve pedestrian and cycling connectivity more generally, the concept plan proposes a new intersection where a new Main Street will be built to the west of the Royal Windsor Drive and Southdown Road intersection. The new Main Street would provide a generous public realm and separated cycling facilities, and would serve as an alternative connection to access uses at Clarkson Crossing plaza and destinations further east.



Figure 5: Intersection of Southdown Road and Royal Windsor Drive.



PEDESTRIAN BRIDGE

Q:

Can a pedestrian and cyclist bridge be built over the Lakeshore West GO Line tracks?

Currently pedestrians and cyclists can only travel between the north and south side of the railway tracks by using a tunnel under the Clarkson GO Station or by walking to Southdown Road and using the sidewalk.

Participants felt that connectivity could be improved with a new bridge over the Lakeshore West GO Line rail tracks. A pedestrian bridge was considered to be more attractive, comfortable and safe compared to the existing tunnel connection.

A bridge was previously considered through this study. As the owner and operator of Clarkson GO Station facilities, future consideration for a bridge over the railway tracks would require Metrolinx approval. The need for a bridge will be considered in collaboration with Metrolinx.

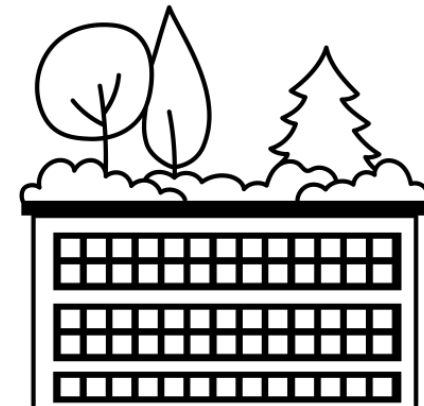
GREEN INFRASTRUCTURE

Q:

Will green infrastructure and urban agriculture features be included in the master plan?

Green infrastructure including green roofs, native plants, and urban agriculture are included as important design elements in the master plan.

Given the difficulty of introducing green infrastructure after development has occurred, the master plan proposes key green infrastructure design standards to be considered and addressed as part of any future redevelopment.



LAND USE & BUILDINGS

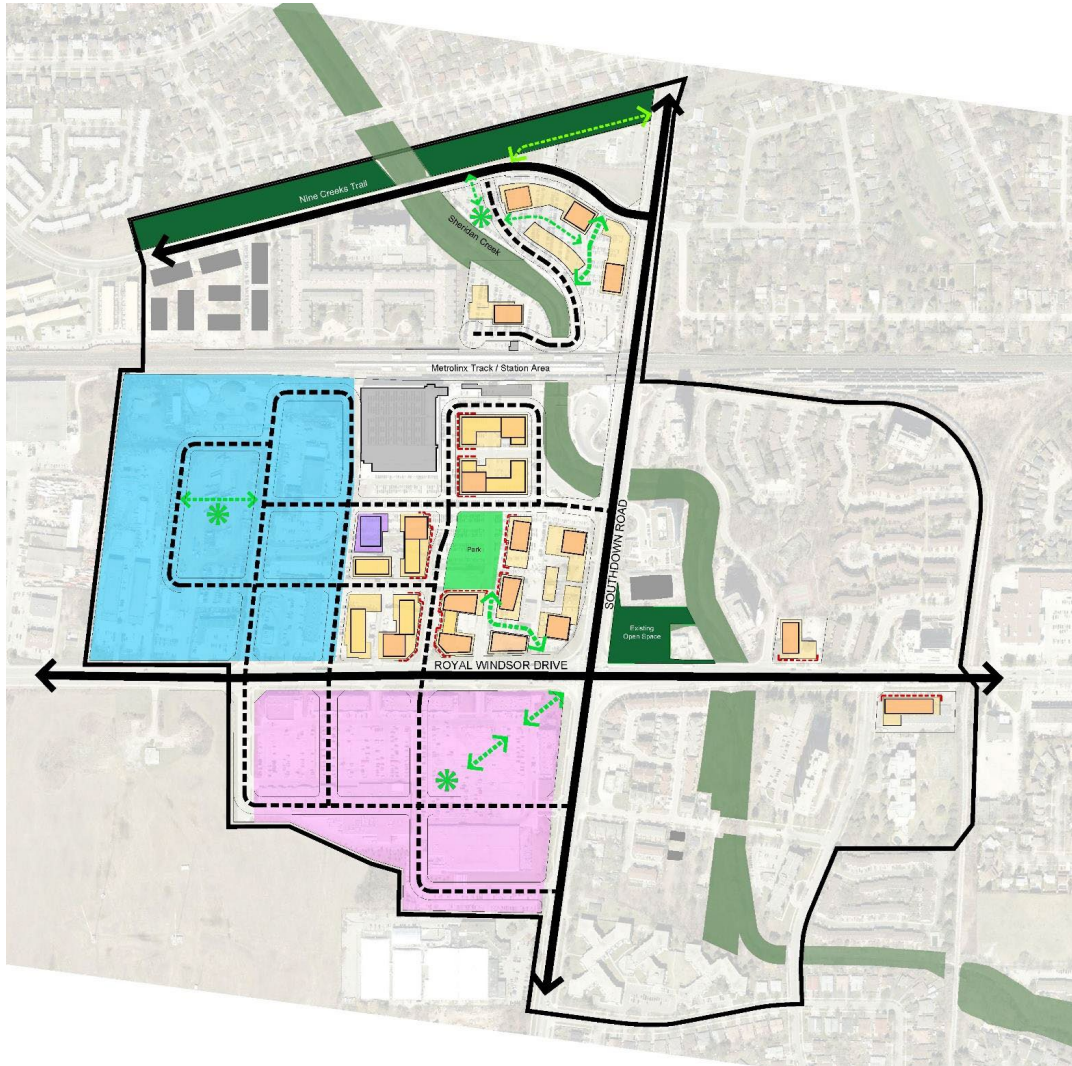


Figure 6: Concept plan with land use & buildings

The second theme presented was land use and buildings. Board support was expressed for mixed use development. Participants were largely in favour of adding more retail, amenities, services and housing options in the area.

Participants asked for clarification on the definition of affordable housing and the requirements for affordable housing under the City's inclusionary zoning regime. There were several comments that expressed strong support for affordable housing.

There were mixed opinions on building heights. Some participants expressed support for tall buildings to increase housing supply, and others expressed opposition to tall buildings due to possible impacts, including traffic-related concerns. There was generally more support for Mid-rise buildings.

Comments were also received on the proposed design of Main Street, including a request to make it pedestrian only. Several participants expressed a desire to remove permissions for heavier industrial uses located to the south of the study area.

AFFORDABLE HOUSING

Q:

Will the area include affordable housing and does inclusionary zoning apply to the area?

In Mississauga, the availability of housing that is affordable to a wide range of people is diminishing. City Council has recognized the need for affordable housing that is targeted to middle income households like those who earn between ~ \$58,000 to \$108,000. Professionals such as teachers, nurses, retail staff and warehouse workers, struggle to afford market housing, but earn too much to qualify for housing assistance.

Since the area has been identified by the Region of Peel as a Protected Major Transit Station Area, Mississauga's Inclusionary Zoning (IZ) regime will apply to any development application.

IZ will require that 5 to 10% of residential units be set aside as affordable housing. Affordable units must remain affordable for 99 years if they are ownership units and 25-30 years if they are rental units.

To learn more about how Mississauga is addressing housing affordability, please read our housing strategy and action plan [here](#).



Figure 7: Making Room for the Middle: A Housing Strategy for Mississauga.

BUILDING HEIGHT & DENSITY

Q:

What are the building heights that are being considered and how many new units will be added as a result of this study?

The master plan envisions a mix of tall and mid-rise buildings with building heights that vary across the Clarkson GO MTSA area. The tallest buildings will generally have maximum heights of 25 storeys, and will be located near the Clarkson GO station to the west of Southdown Road. Buildings heights will be lower east of Southdown Road. The final master plan will include a map with more detailed minimum and maximum building heights.

Where tall buildings are permitted, they will be designed to have podiums on the lower levels. Podiums will be 4 to 6 storeys in height, with taller building elements set back from the podium edges to reduce visual and physical impacts on the adjacent public realm.

Full build-out of the Clarkson GO MTSA area will result in approximately 4,000 to 6,000 new units. The Province and the Region has identified a minimum density for the Clarkson GO MTSA of 150 people plus jobs per hectare. The proposed mix of uses and built form would meet this requirement.

FUTURE OF EMPLOYMENT USES

Q:

Are there any plans to move existing industry that are located to the south of the Clarkson GO MTSA?

The area to the south of the Clarkson GO MTSA is called the Southdown Employment Area. Southdown is a well established, stable Employment Area. It is a historic industrial area, and is home to long-standing industries such as the Petro Canada refinery which opened in the early 1940s as the British American Oil Company and the Ash Grove Mississauga Cement Plant that commenced operations in 1957.

Employment Areas such as the Southdown Employment Area are a key component of Mississauga's balanced employment and residential profile. They provide a stable tax base, access to jobs, and scarce land supply for industrial uses that are generally not appropriate in a mixed use or residential community.

Mississauga Official Plan recognizes the important role Southdown plays in the City's economy, and does not envision the removal of industrial uses in the area.

MTSA BOUNDARY

Q:

Can you consider areas outside of the MTSA for redevelopment?

The master plan aligns with the MTSA boundary established by the Region of Peel and approved by the Province. The outline of the MTSA boundary is shown in black on the concept plan. The Clarkson GO MTSA is to be planned to accommodate a minimum density target of 150 people plus jobs per hectare as set out by the Province and the Region. The key objective of the study is to create a master plan that accommodates growth and development that achieves this density requirement. This includes demonstrating how future development will be realized.

DEVELOPMENT OPPORTUNITIES

Q:

Why is there not more development shown east of Southdown Road, in the existing community node?

The concept plan is a visual demonstration for how growth and development can occur. It shows new buildings on sites that are easily developable – e.g. surface parking lots and single-storey commercial buildings.

However, development is not limited to these sites. Mississauga Official Plan policies allow for intensification and development across the entire MTSA area, and those policies will continue to apply.

MAIN STREET

Q:

Can the design of Main Street be made pedestrian only?

Main Street is planned to be a key spine for the community that supports a mix of housing, employment, and recreational spaces. Its design will reflect this role.

Currently, there are multiple accesses to the Clarkson GO Station parking facilities from Royal Windsor Drive and Southdown Road. The master plan proposes to consolidate several of these access points, while ensuring that they are safe and comfortable for pedestrians and cyclists. Main Street will also provide access to the Clarkson GO Station facilities from a new signalized intersection at Royal Windsor Drive.

The overall design of Main Street will accommodate active transportation – walking and cycling. The design proposes only one vehicular lane in each direction, generous boulevards and physically separated bike lanes. One parking lane is also proposed to help support the mix of uses envisioned along the street.

In addition, the concept plan includes a network of pedestrian and cycling only pathways that will provide safe and convenient connections for pedestrians and cyclists to Main Street, the Clarkson GO Station, parks and open spaces, and other important destinations within the area.

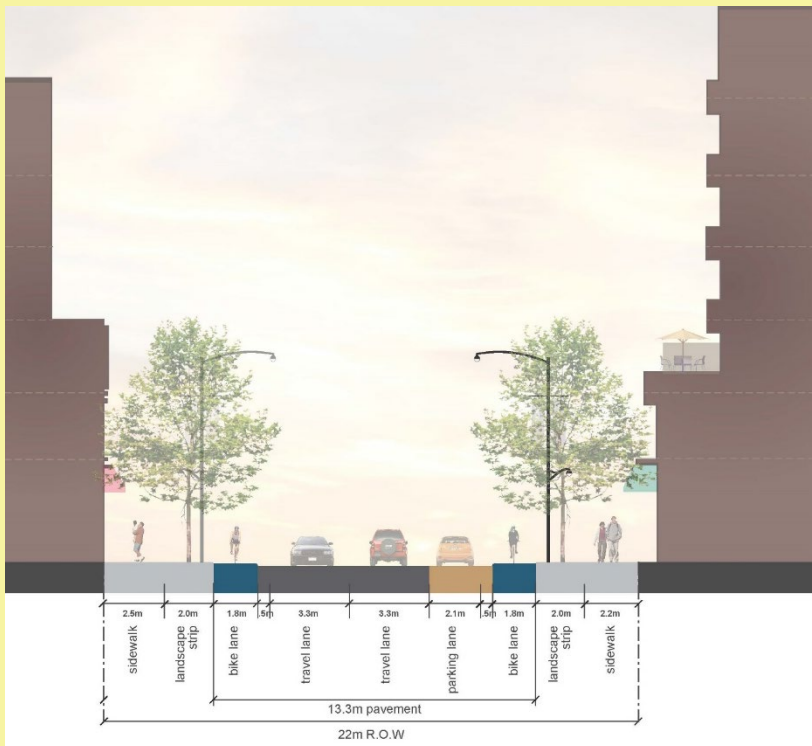


Figure 8: Demonstration of the proposed lane widths along the main street.

MOBILITY

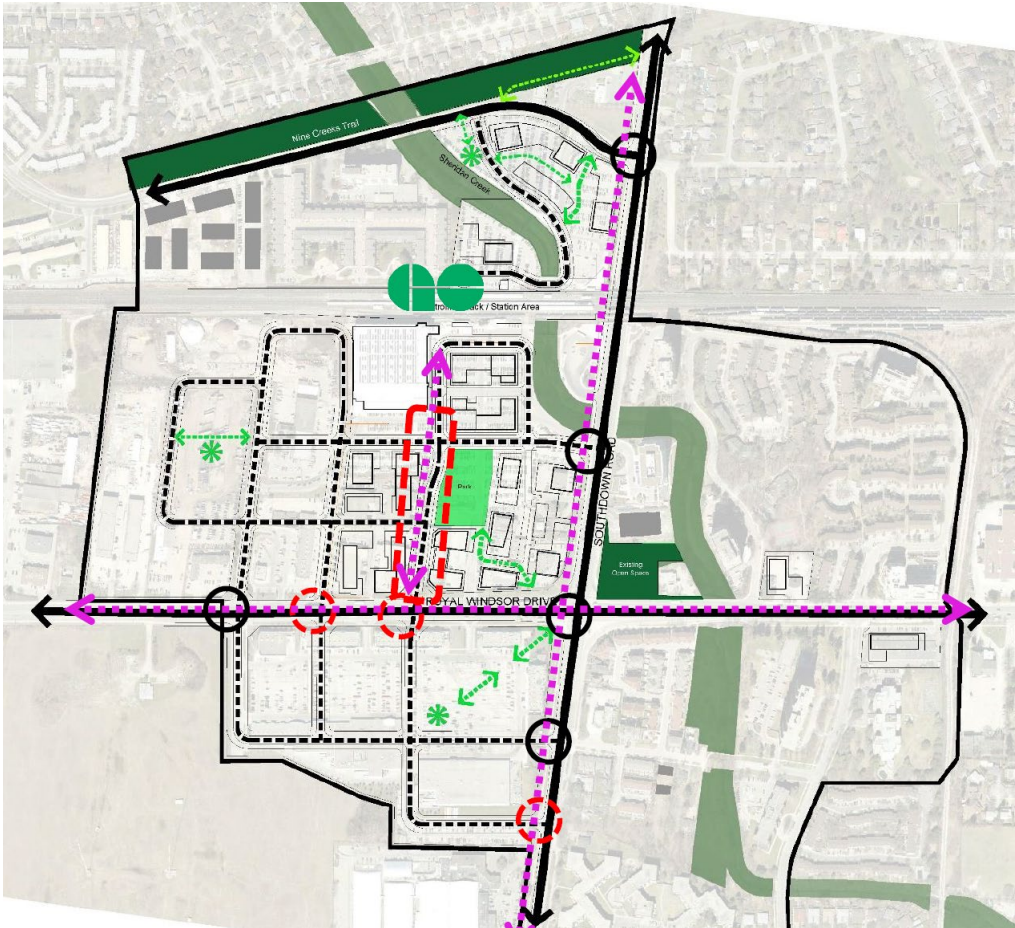


Figure 9: Concept plan with mobility features

Mobility was the last theme that was presented. Participants expressed strong support for enhanced pedestrian infrastructure, and concerns related to congestion and removing surface parking.

During the community meeting, there was some confusion over the location of the proposed Main Street. Some participants thought that Royal Windsor Drive was the location of the Main Street. The presenters clarified that Main Street is a proposed new street that will connect the Clarkson GO Station with Royal Windsor Drive. Main Street is outlined by a dashed red box on the map to the right. It will be designed to accommodate pedestrians, cyclists, and vehicles and support a mix of uses.

Participants expressed concern that:

- development would increase traffic in the area;
- new signalized intersections would result in slower vehicular movement along Royal Windsor Drive;
- existing transit service would be inadequate; and
- development on surface parking lots would result in a deficiency of parking for Clarkson GO Station users.

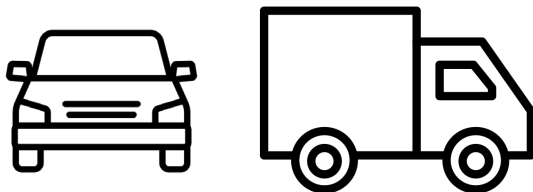
TRAFFIC IMPACT

Q:

What are the possible impacts on congestion along Royal Windsor Drive and Southdown Road as a result of new development?

New streets, intersections and other improvements will be introduced providing alternative routes from Royal Windsor Drive and Southdown Road, to help dissipate traffic over a larger road network.

The area is also being planned as a walkable, transit-supportive community with a mix of housing, services and amenities. This will help reduce the distance required to access amenities such as a grocery store, café or bank, and encourage walking and cycling as viable modes of transportation – helping to reduce transportation demand on the road network.



TRUCK TRAFFIC

Q:

Can the City ban trucks from using roads within the Clarkson GO MTSA to ensure the safety of pedestrians and cyclists?

Both Royal Windsor Drive and Southdown Road serve as important goods movement and truck traffic routes. The area to the south of the Clarkson GO MTSA includes a mix of employment uses that rely on nearby arterial roads and highways for their operations and truck traffic movements.

The City has retained a transportation consultant, HDR, to explore options for truck traffic movement within the MTSA area. Consideration is to be given to ensuring community safety, including pedestrian and cyclists travelling within the Clarkson GO MTSA and identifying possible alternative routes.

PARKING

Q:

How will the City ensure there is sufficient parking if development is allowed on existing surface level parking lots?

The current GO Station parking structure has capacity for 1573 cars and is proposed to be retained. No development is being considered by the master plan for the areas currently occupied by GO station buildings, structures or platforms.

However the master plan does promote the development of existing surface parking lots. As development will occur incrementally over time, the surface parking will continue to exist in the short to medium term.

New development will be required to accommodate any required parking in below grade garages. There may also be opportunity to replace some of the existing commuter parking spaces in these developments.

It is also anticipated that as the area redevelops, the need for commuter parking may decline as a larger share of riders may arrive by bus, walking and cycling.

BUS LOOP

Q:

Will the bus loop be moved or expanded to serve existing and future residents?

Currently, the Clarkson GO Station is served by 8 bus bays. The Metrolinx Station Access Plan for the Lakeshore West GO Line has projected the need for 14 bus bays by 2041. A copy of the plan can be found online [here](#).

The location and design of bus facilities at the Clarkson GO Station has not yet been determined. The City continues to work with Metrolinx to evaluate several options for new bus facilities to meet forecasted demand. These include: re-locating the bus loop to another area; building an integrated, mixed use bus terminal; or complementing the existing bus loop with additional bus facilities closer to the station entrance.

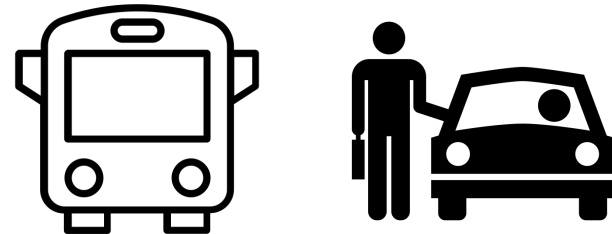
KISS AND RIDE

Q:

Will the kiss and ride be kept in the north and south parking lots?

Metrolinx is working on a plan for the future of the Clarkson GO Station. Current plans for the Station indicate that kiss and ride facilities will remain a feature, with the number of kiss and ride spots (called pick-up/drop-off facilities) increasing in the long term.

For more information on Metrolinx's plans for the station, please click on this [link](#).



MIWAY TRANSIT

Q:

Are there plans to improve transit that would connect Credit Valley Hospital to Clarkson GO Station via Erin Mills Parkway and Southdown Road?

All transit service decisions are based on customer travel patterns, ridership demand, and available resources (buses and Bus Operators) to justify direct service. Currently, the level of demand for a direct or express connection between Clarkson GO and Credit Valley Hospital is not high enough to warrant a direct service.

MiWay will continue to monitor the demand and travel patterns of customers between Clarkson GO and Credit Valley Hospital and throughout the City and adjust service where possible to best meet the needs of customers with the available buses and operators.

GO TRANSIT

Q:

Does this plan propose improved service along the Lakeshore West GO Line that would include electrification?

Through its GO Expansion program, Metrolinx is planning for all-day, two-way service along the Lakeshore West GO Line. This Line provides service to the Clarkson GO Station. Once the expansion program is completed, trains will be electrified and there will be service in both directions every 15 minutes or better.

For more information on Metrolinx's plans for the Lakeshore West GO Line, visit their website [here](#).

NEXT STEPS AND SHARING INFORMATION

NEXT STEPS

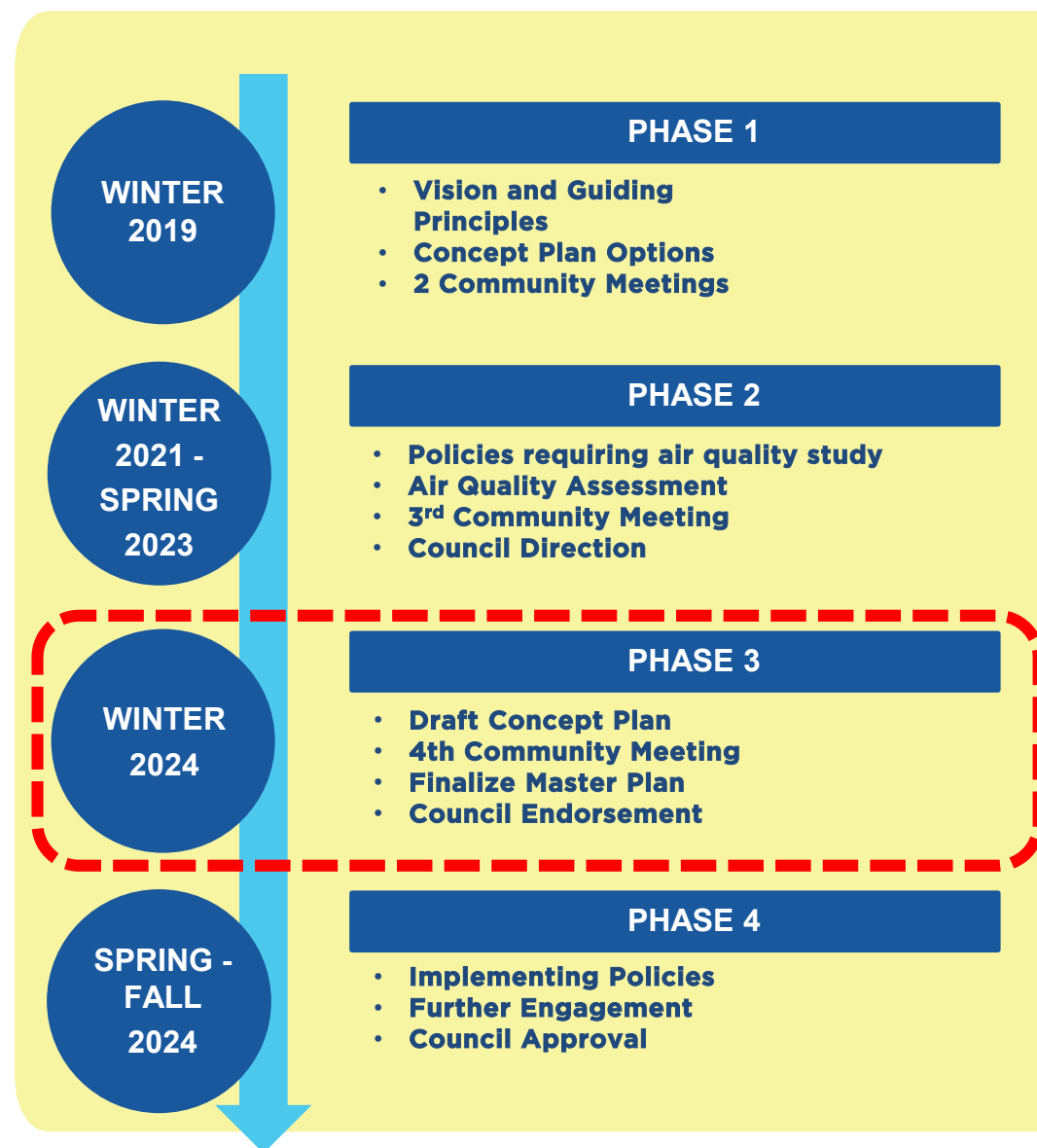
Staff are working with the consulting team to finalize the master plan for the Clarkson GO MTSA. The comments and questions that were provided at the November 22, 2022 community meeting will help to complete that work.

Early next year, a final version of the master plan will be presented to City Councillors at a Planning and Development Committee meeting for their approval. Members of the public will be able to attend the meeting, provide comments and ask questions.

Once the master plan is completed, staff will work on the policy framework to implement the key directions through an amendment to the City's Official Plan. The Official Plan is the key planning document that guides planning decision making in Mississauga.

We are at the end of Phase 3.

PROJECT TIMELINES



SHARING INFORMATION



How will the City share information about this project in the future? How can others be informed and share their feedback on this project?

A dedicated website has been established which can be accessed [here](#). We encourage all those who are interested in the project to subscribe on the website to receive updates about the project.

If you have any suggestions regarding where you typically find your information or how we can improve our outreach efforts, please do not hesitate to share your thoughts with us at engage@mississauga.ca.

Clarkson Transit Station Area Study

The Government of Ontario and their partners at [Metrolinx](#) are investing in convenient, integrated transit across the province. This includes electrification of our GO train lines. In Mississauga, the Lakeshore West GO line will undergo changes to allow for electrification and 15 min, all day two-way service.

To prepare for these changes, the City of Mississauga is developing a plan for the area surrounding the Clarkson GO station. The Clarkson Transit Station Area Study will provide a planning framework to guide future development, ensuring it supports transit and contributes to the walkability of the area. In addition, the study seeks to:

- Gather feedback from stakeholders and the local community
- Complete a transportation assessment
- Explore the possibility of employment land conversions
- Develop a land use plan and policies

The City of Mississauga is leading the Clarkson Transit Station Area Study in partnership with the [Region of Peel](#). A consultant team led by [The Planning Partnership](#), and supported by [HDR Inc.](#), [Dillon Consulting](#), and [Cushman & Wakefield ULC](#), is providing specialized expertise in land use planning, policy development, urban design, transportation and economic viability.



STAY INFORMED
Subscribe for project updates

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375 members of your community are following this project

Key Dates

more



You can find out about what is happening with the project by checking out the following sites:

- [Have Your Say – Clarkson Transit Station Area Study](#)
- [City of Mississauga Instagram](#)
- [City of Mississauga Facebook](#)
- [City of Mississauga LinkedIn](#)
- [City of Mississauga Website](#)

Sign-up for your Ward Councillor's Newsletter

- [Councillor Tedjo \(Ward 2\)](#)

An aerial photograph of a city street intersection, overlaid with a semi-transparent blue filter. The image shows a multi-lane road running diagonally from the top left towards the bottom right. To the left of the road, there are several tall, modern apartment buildings. To the right, there are more commercial buildings, including a large warehouse-like structure, and several parking lots filled with cars. A railway line runs horizontally across the middle of the image, intersecting the main road. The overall scene is a dense urban environment.

Thank you for your participation.