



# Clarkson Transit Station Area Study

## WHAT WE HEARD REPORT #2

Community Meeting #2 & Online Survey  
Options

May 16, 2019



# Clarkson Transit Station Area Study



### Date and Location

March 6, 2019  
1:30 pm, 4:00 pm and 7:00 pm  
New Church (formerly Christ Church)  
1700 Mazo Crescent, Mississauga

3 Public Workshops  
  
72 People Attended Workshops  
  
94 People Completed Online Survey

### Notification of Meeting

|                                |                                                |
|--------------------------------|------------------------------------------------|
| February 13, 2019              | e-blast                                        |
| February 14, 2019              | Postcards mailed to 8,419 homes and businesses |
| February 21 - March 7, 2019    | Website Homepage Feature Banner                |
| February 21 - March 7, 2019    | Website Community Calendar                     |
| February 21 - March 6, 2019    | Mobile Signs                                   |
| February 21 - March 7, 2019    | Reader Board Signs                             |
| February 22, 2019              | Media Advisory                                 |
| February 22, March 2 & 5, 2019 | Social Media                                   |
| February 27, 2019:             | Outreach at Clarkson GO Station                |

### Next consultation event with the community

Planned for early September 2019



## OVERVIEW

The City of Mississauga is preparing a Transit Station Area (TSA) 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 TSA boundary and the identification of opportunities for development that support transit, enhance mobility, increase walkability and improve the character and liveability of the community.

Direction for the study comes from the Provincial Growth Plan which 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. The second of three community meetings were held on March 6, 2019 to gather feedback on options for the Clarkson TSA. Residents were invited to attend 1 of 3 sessions; approximately 25 people attended the first session at 1:30 pm, 17 people attended the session at 4:00 pm, and 30 people attended the third session at 7:00 pm. 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 on the draft Vision Statement and Guiding Principles, as well as comments on the draft options for the Clarkson TSA.

The community meeting began with an introduction by the City's project manager Romas Juknevičius, followed by a brief presentation by the consulting team's project manager Wai Ying DiGiorgio. The presentation outlined key directions for the study, the draft Vision Statement and Guiding Principles, the area's existing conditions, and described the draft options for the area.

The remainder of the time was dedicated to group discussions facilitated by members of the project team. Each group was asked to record their comments on the note-taking templates provided. The following is a summary of input received at all three sessions.



## Workshop Activity #1

**Directions provided: Each table has a copy of the vision statement and principles. Please add words or phrases that are missing. Delete words or phrases that are not appropriate.**

The purpose of the first question is to provide input on the team's draft Vision Statement and Guiding Principles.

### DRAFT VISION STATEMENT

*The Clarkson 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 and direct themselves towards the Clarkson GO Station.*

*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.*

#### Participants suggested the following be considered for the vision statement

- Add community facilities;
- Needs to be more concise;
- Reference the larger area, not just the Clarkson GO Station when talking about "navigate and experience....";
- Replace pedestrians, cyclists, transit users and drivers.... With residents, transit users and visitors...;
- 3 storey, light, airy, no significant shadow, lots of green space;
- With clean air and water, having addressed the recommendations of the Clarkson Air shed Study;
- Consistent with the existing character of neighbourhood;
- Adapts to climate change;
- Open space;
- Landscaping;
- Forest canopy;

- Sufficient parking;
- Ability to move by car;
- Add "and boaters";
- Add "across the major streets and railway" when referencing connected pedestrian oriented open space; and,
- Add economic, environmental, social, cultural to "sustainable".

#### Other feedback included these comments

- GO Station should stay;
- Look outside the boundary area;
- Require a detailed traffic plan for Lakeshore Road/ Clarkson; and,
- Don't be anti car – support everyone.

## DRAFT GUIDING PRINCIPLES

Participants suggested the following be considered in each guiding principle

### Principle 1



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

- Programming of public spaces is important;
- Incorporate public art;
- Keep public safety a priority;
- Need meeting places (coffee shops, restaurants);
- This is good, a lot better than what's there now;
- Schools, theatre, concert hall, seniors;
- Accessible;
- More cafes and window shopping; and,
- Accommodate seniors.

### Principle 2



2 Create vibrant and animated streets that support community life and all modes of transportation that are accessible to everyone

- Central square is a good idea;
- Ensure new road system is flawlessly tied into existing grid;
- Lakeshore is an emergency detour route for QEW – gets very busy when that happens;
- Southdown is awful;
- Traffic with higher densities will get worse;
- Lack of parking could decrease ridership/usage;
- Elevated walkways/street crossings;
- Ensure accessibility to track;
- Less trucks; and,
- Does this mean we will discourage cars parking?

### Principle 3



3 Develop a safe and reliable active transportation network that is integrated within the existing network and provides connections to neighbourhoods, amenities and the GO Station

- Connectivity to GO Station, Clarkson and park system;
- Bike lanes must be continuous;
- Parking at the GO Station is already full;
- Women do not like underground parking (safety concerns);
- Improving road crossings for pedestrians on Southdown; and,
- Can we redirect tracks through vacant site south of Royal Windsor.

### Principle 4



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

- Greater flexibility for long term growth;
- Wind tunnels caused by tall buildings should be avoided;
- Do not want replica of Square One;
- Need accessibility and walkability to retail, especially groceries;
- Towers eliminate the Village feel because of shading, etc;
- Recognize large industrial base;
- Green buildings;
- Solar panels on shuttle busses;
- Micro busses; and,
- Medical facilities.

## Principle 5

5



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

- Make efforts to naturalize where potential exists;
- Potential use of hydro corridor for stormwater management;
- Air quality a concern for area – trucks, industrial;
- Need to be careful about how much residential we put in;
- Increase tree canopy, green space;
- Air quality needs to be taken into account first;
- Make space permeable to address flooding;
- Clean air, clean water;
- Clarkson Air Shed Study should be incorporated;
- Where can we naturalize Sheridan Creek – not a lot of space; and,
- Make Sheridan Creek a canal.



## Principle 6

6



Demonstrate high-quality and green building design in new development and incorporate best practices that respect and complement the character of the Clarkson Village

- Geothermal options should be explored;
- Solar panels should be incorporated (public spaces, parking);
- District heating; and,
- Don't put high rise beside established homes.



## Workshop Activity #2

Directions provided: Each table has a copy of the three presented options: 1. Uniform/Balanced, 2. Transitional and 3. Central. Please record your comments on the sheet. Share your thoughts on mobility, public realm and land use/built form.

The purpose of the second question is to provide input on the draft options for the Clarkson TSA.

### OPTION 1 "UNIFORM / BALANCED"

*Option 1 uses a uniform/balanced approach to density distribution with mid-rise buildings equally distributed throughout the area.*



## What we heard

In general, participants appreciated the uniformity in heights but raised concerns over lack of diversity and affordability. Participants agreed that the area required new parks and open spaces and the creek should be naturalized. In terms of mobility, participants agreed that the area needs improved connectivity and active transportation facilities, alongside sufficient parking.

The following section is a record of the comments received on Option 1.

## Land Use and Built Form

- Buildings not large enough to accommodate large stores;
- Need diversity + affordability (low rise versus high rise, rent vs ownership, family unit sizes), need more diversity;
- Need shops, cafes and community amenities, close to Lakeshore;
- Low enrollment in nearby schools;
- Mix of spaces is good, pushes people to not use cars and can live close to employment, does it require retail at-grade?;
- Planned development is residential and might not fit;
- Better with lower buildings to maintain views and creates sense of continuous neighbourhood, pleasant buildings along street;
- Redevelop Clarkson Crossing, something urban, is market ready?;
- Clarkson Village needs cohesion, lack of character;
- Like European model with buildings, parks, traffic + blocks;
- Development needs higher standards to address climate change; and,
- Need to consider different ratios for jobs+persons.

## Public Realm

- Pedestrian and bike overpass on the tracks;
- Need a safe, connected and walkable public realm to get things everyday without using cars;
- Need baseball and soccer field, space for physical activities;
- Nice green spaces, good for people who work here;
- Like naturalization of creek and improved connectivity/accessibility to and along the creek; and,
- Theoretically with taller buildings may have more park.

## Mobility

- Need diversion of truck traffic to a bypass;
- Need pedestrian and bike paths, good to have multiple trail routes, would love to walk, need connection to village;
- Non-automotive streets in commercial areas;
- Need traffic management, bumper to bumper traffic now, concerns over cars/bus traffic getting into the area;
- Need pedestrian bridge over Southdown and north-south;
- Lakeshore needs to be more enjoyable;
- Need reduced parking standards, current ones too restrictive;
- How do we make sure people use transit? Option does not support transit;
- Lack of parking, locate by Royal Windsor, need bike parking;
- Consider rumble strip on Bromsgrove;
- What about the bus bay loop; and,
- Distribution of traffic is better.

**OPTION 2 “TRANSITIONAL”**

*Option 2 uses a transitional approach to density distribution with low-rise buildings focused on the south side of Royal Windsor Dr, which transitions to high-rise buildings near the Clarkson Station.*



## What we heard

In general, participants appreciated the diversity in heights, uses, and proximity of the highest buildings to the station. Participants agreed that the area required new parks and open spaces and the creek should be naturalized with an extensive trail system. In terms of mobility, participants agreed that the area needs improved connectivity with additional linkages over the bridge and active transportation facilities.

The following section is a record of the comments received on Option 2.

## Land Use and Built Form

- Prefer a mix of building heights, greater range in housing with different heights, mix of income and more affordability for families, option more flexible;
- Loss of large stores, need large space for grocery store;
- No big box stores;
- Locate height close to GO and at major intersections to support transit, less pressure on neighbourhood;
- Need streets framed;
- Connect Clarkson Village to station;
- Need all uses with retail at grade, concentrated commercial around station;
- Need to be supported with servicing;
- Why office if not able to go higher than 3 storeys?;
- Mix of village feel and higher rise buildings;
- Supportive of future evolution and growth;
- No market demand;
- Shallow bedrock, needs to be considered;
- Make connections between buildings for all weather
- Consult people on east side of Southdown regarding tall buildings;
- Show existing townhouses on north side of Lakeshore in Clarkson Village, show Ontario Municipal Board approved building beside it; and,
- Use Port Credit as a model with buildings facing tracks.

## Public Realm

- Cover walkways to make more functional in winter months;
- Naturalized creek is great, especially with continuous trail system, need to think about flooding on subdivision plan to the north, could go the GO station in a canoe or water taxi;
- Need things to do community facilities and a theatre;
- Continuous trail connection;
- A lot of green space, quite ambitious;
- Park should be green at the corner of Southdown and Lakeshore; and,
- Like the central square and the green connections.

## Mobility

- Are trains going to hit capacity consistently?;
- Have pedestrian crossing or roundabout at Royal Windsor and Southdown;
- Currently congestion, noise and dirt are dangerous for pedestrians;
- Large underground parking with different exit points;
- Bridge over rail corridor, pedestrian bridge crossings;
- Make it intuitive to move;
- Need connectivity and accessibility;
- Ensure bike lanes are explicitly planned for;
- Need to frame trails with buildings;
- Need to replace parking for GO, not too far away;
- Add weather resilient bus stops;
- No bus stops on Southdown;
- Make bussing better in winter;
- Reflective lines on roads for safety during all weather;
- What is long term north south connection (Light Rail Transit on Southdown?);
- Consider aging population;
- Outline pros +cons for each option with transit;
- Better explain bus hub improvements; and,
- Consider pedestrian-only street.

**OPTION 3 “CENTRAL”**

*Option 3 distributes density centrally with most of the density focused in fewer developments, just north of Royal Windsor Dr.*



## What we heard

Generally, participants didn't agree with focusing the density in one development due to concerns over shadowing and inconsistency with the village character. Participants agreed that focusing park development on one portion of the area would negatively impact the quality of public realm in the rest of the area. In terms of mobility, participants were worried about increased congestion and agreed that alternate truck routes should be considered.

The following section is a record of the comments received on Option 3.

## Land Use and Built Form

- Don't redevelop Clarkson Crossing;
- Too crowded, buildings are too tall, too many people, might create shadow, should be close to GO and/or close to Southdown;
- Seniors residences on lower levels of buildings;
- Tall buildings create different life style – doesn't match the rest of the proposed area, least attractive, clash with village character;
- Use Port Credit as a model;
- Day care and sports facilities and live-work units for artists;
- Easiest to happen, developers might want to build 44 storeys;
- Under-utilized area to south (RioCan);
- Potential ghettoization/slums due to centralized density;
- Need to consider a bigger area;
- Development must be linked to public sector improvements;
- Interesting office development;
- Like stacked/terraced buildings all facing south;
- Do a shadow study and consider Clarkson Air Shed Study;
- Green roofs, sustainable technology + high architectural standard;
- Consider 5 storeys of parking and 5 storeys of residential above;
- Concerned about view of industrial sites for high rise;
- Within employment lands, are we going to encourage more office over heavy industrial?;
- Will all existing businesses be allowed to continue?;
- Any building should be overbuilt; and,
- Need to outline how long it will take for all visions to be built.

## Public Realm

- Ensure parkland is maximized and incorporated near buildings;
- No provision for curb side between building and road;
- Focus on environment and green technologies;
- Community garden, active uses and skate park, winter skating, day cares, schools, swimming and other facilities needed;
- Makes it look more natural;
- Like central park, may be better for programming;
- Super public realm, design is nice; and,
- Green space in this option is slightly smaller and unattractive.

## Mobility

- Connections and grid pattern looks good;
- Concern over traffic from high rise, traffic north of Royal Windsor;
- People are willing to park further and walk;
- What can we do to make it less car centric, car-free streets?;
- Consider improvements on Royal Windsor Drive;
- No exit on the north parcel to Southdown;
- Need projection of car traffic;
- No reserved parking, how will parking be dealt with?;
- Need alternate truck routes, re-route trucks to Winston Churchill Blvd;
- Segregate busses from the car;
- Supportive of biking, but still want cars;
- More people will come in from other areas;
- Concern about plans, execution (quality of the roads, etc);
- Grid pattern of roads is good;
- More walkable with higher buildings; and,
- How much of new employment will be commuter?

# Online Survey

An online survey was made available to the public between March 12th and April 11th 2019, with a total of 94 people responding. The survey presented the three density options and asked participants whether they agreed or disagreed with specific elements of each option. Input received will help the team determine the "best of" option 1, 2 and 3 to prepare one preferred plan to bring to the next community session for review.

## OPTION 1 "UNIFORM / BALANCED"

Option 1 uses a uniform/balanced approach to density distribution with mid-rise buildings equally distributed throughout the area.

### General Comments

- Creates community suited for families;
- This is the community that I would most like to live in myself, and would be a community that would attract people from Toronto who would already be

invested in walkability, sustainability, cycling, transit and lake access;

- Most suitable to the area;
- Doesn't inspire us;
- Need more parking to support retail;
- Concerned about the wall of buildings;
- Development on the Clarkson GO parking lot and the Clarkson Crossing Shopping Mall, Not Wise!; and,
- Buildings fronting the station or bus routes should have retail.

### 1A: Public Realm

Location of a new park as focus for new neighbourhood south of GO Station



### Comments

- Consider a public movie watching space, a community garden, a skating rink, multi-use trail/path;
- Concerns that this location might be a desirable place for employment and not appropriate for park spaces; and,
- Consider keeping the garage and beautify the structure.

### 1C: Public Realm

Location of a new park as focus for employment area

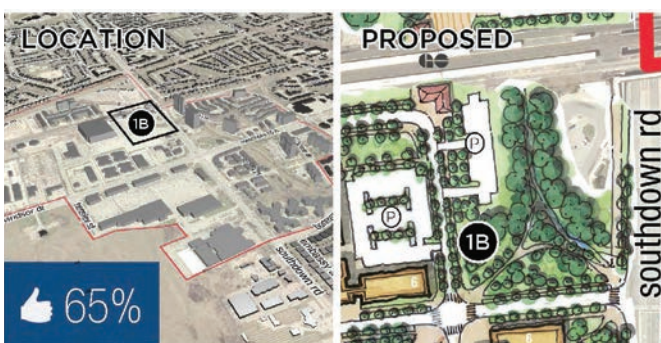


### Comments

- Consider encouraging local restaurants, welcome better business opportunities and provide for much needed parking lots for the businesses.

### 1B: Public Realm

Location of a new park close to GO Station



### Comments

- Consider improving the continuity of the Sheridan Creek.

### 1D: Land Use / Built Form

Mid-rise buildings located south of Royal Windsor Dr



### Comments

- Embedding similar type businesses in residential areas would improve access and profitability for a walking community;
- Plazas are very useful;
- Concerns about air quality; and,
- Concerns with removal of the Clarkson Crossing Shopping Mall.



### 1E: Land Use / Built Form

Mid-rise buildings lining Lakeshore Rd W in Clarkson Village



#### Comments

- Ground level retail spaces that welcome people to walk into the area are needed;
- Consider naturalizing green spaces to assist with the very poor air quality in Clarkson;
- Concerns over buildings taller than 6 storeys; and,
- Mixed use preferable, too much residential.

### 1G: Mobility

New road connection to Southdown Rd



#### Comments

- Concerns over the redevelopment of properties with existing businesses.

### 1F: Land Use / Built Form

Mid-rise buildings close to GO Station

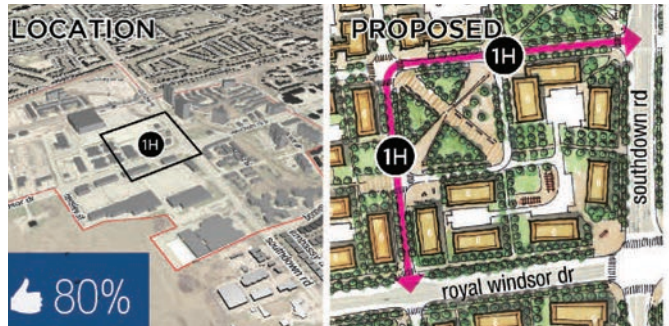


#### Comments

- Low-rise buildings are preferred;
- High-rise buildings should be located by the GO Station;
- Would require extensive parking underground; and,
- Consider buildings' orientation to maximize sun exposure.

### 1H: Mobility

New Main Street with extensive public realm and retail at grade



#### Comments

- Consider one-way streets to ease off traffic (ie one-way into Southdown and exit to Royal Windsor) and parking; and,
- Concerns over the exclusion of retail on Southdown and Royal Windsor.

## OPTION 2 “TRANSITIONAL”

Option 2 uses a transitional approach to density distribution with low-rise buildings focused on the south side of Royal Windsor Dr, which transitions to high-rise buildings near the Clarkson Station.

### General Comments

- Allows for a greater diversity of incomes, and housing types;
- More disconnected from the existing communities in Clarkson, but if ways to connect the communities was carefully considered, it could still be very dynamic;
- Consider a large “town square” for movies, patios and community spaces;
- This option is preferred;
- Too many high-rise buildings and are all squished together;
- Development on the Clarkson GO station and the Clarkson Crossing Plaza is not wise; and,
- No cul de sac.

### 2A: Public Realm

Location of new park at south end of study area



### Comments

- Consider community soccer field or community garden space.

### 2B: Public Realm

Realignment and naturalization of Sheridan Creek, with trail connection



### Comments

- Consider leaving Sheridan Creek untouched.

### 2C: Public Realm

Location of new park in Clarkson Village



### Comments

- Consider naturalization of green spaces to help with air quality.

### 2D: Land Use / Built Form

Mid-rise buildings located north side of Royal Windsor Dr



### Comments

- Range of housing will help with affordability;
- Concerns over the shadow impact of tall buildings; and,
- Prefer low-rise buildings.



## 2E: Land Use / Built Form

High-rise buildings located close to GO Station

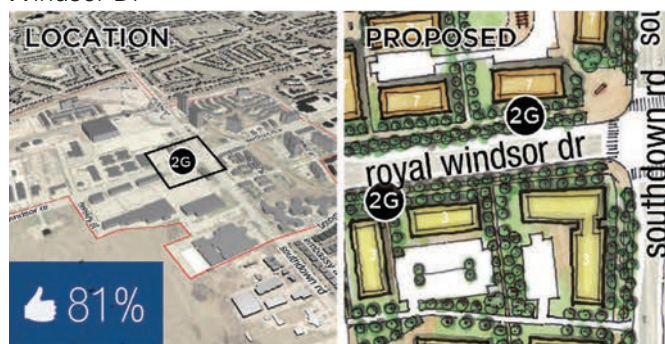


### Comments

- Location of tall buildings is excellent for commuters;
- Concerns that buildings are unsightly, bring in too many people, increase congestion, and break from the village feel;
- Consider mid-rise over high-rise buildings; and,
- Would require extensive parking close to the GO Station.

## 2G: Mobility

Greenway with multi-use trails, on both sides of Royal Windsor Dr



### Comments

- Consider a bike and pedestrian bridge to improve access;
- Concerns that trails would disrupt roads, existing businesses and existing driveways; and,
- Consider separated bike track.

## 2F: Land Use / Built Form

High-rise buildings located close to GO Station

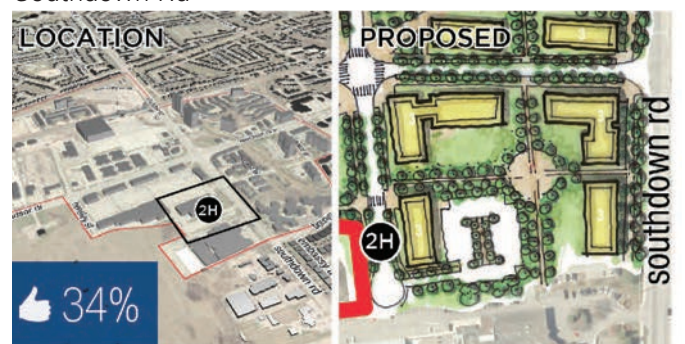


### Comments

- Consider siting parking close to the GO Station; and,
- Concerns over high-rise buildings.

## 2H: Mobility

Cul-de-sac for new road with no connection to Southdown Rd



### Comments

- Consider a pedestrian connection.

## OPTION 3 "CENTRAL"

Option 3 distributes density centrally with most of the density focused in fewer developments, just north of Royal Windsor Dr.

### General Comments

- Limits the growth of community, and continues with a more current suburban model that keeps people and communities separate from each other;
- This central approach seems better balanced than option 2;
- Not a good option;
- The 4 high rise towers are above desired height for the area. Desired development already exists in that area; and,
- Having high rises at that density and height will be an eyesore to the character of historical Clarkson.

### 3A: Public Realm

Location of new central park

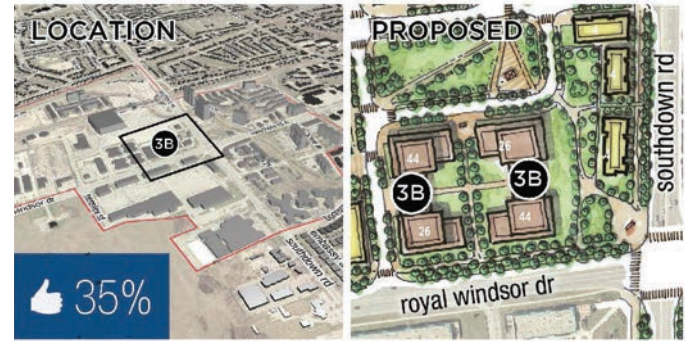


#### Comments

- Consider parking lots; and,
- Concerns with a park in this location.

### 3B: Land Use / Built Form

High-rise buildings located north of Royal Windsor Dr

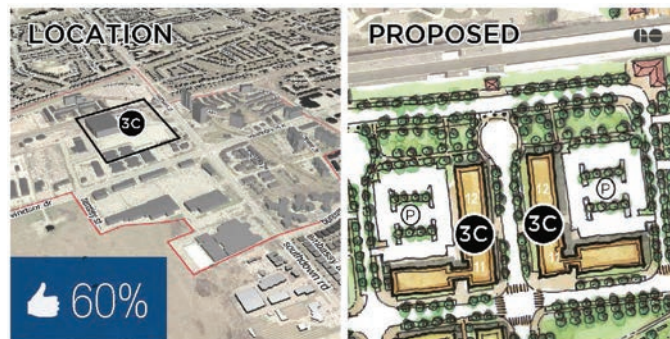


#### Comments

- Consider locating high-rise buildings next to the station; and,
- Concerns over redevelopment on properties with existing businesses.

### 3C: Land Use / Built Form

Mid-rise buildings located close to GO Station



#### Comments

- Consideration for parking lots; and,
- High-rise buildings should be sited next to the GO Station.

### 3D: Land Use / Built Form

Low-rise buildings located north of GO Station



#### Comments

- Buildings should be stepped down toward Southdown Rd with retail at-grade;
- Consider more parking; and,
- Concerns with the viability of businesses located there.



### 3E: Mobility

New buildings for the GO Station and associated urban park



#### Comments

- Consider more parking; and,
- No need for building at GO Station, as the area is used for parking.

SUMMARY OF THE MOST PREFERRED ELEMENTS

2B: Public Realm

Realignment and naturalization of Sheridan Creek, with trail connection



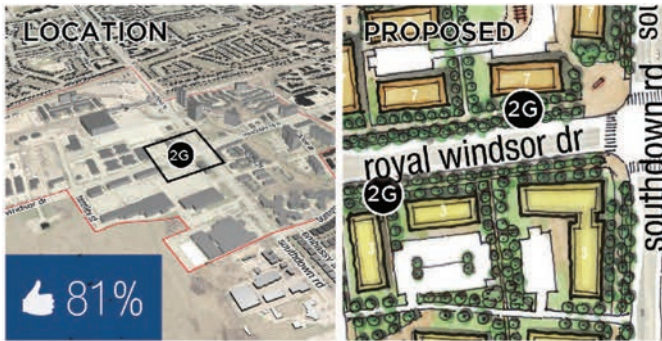
2C: Public Realm

Location of new park in Clarkson Village



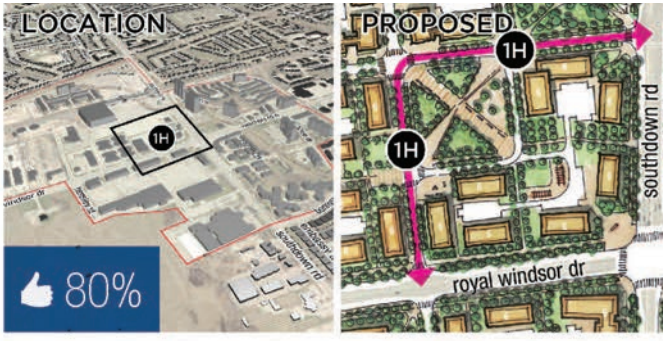
2G: Mobility

Greenway with multi-use trails, on both sides of Royal Windsor Dr



1H: Mobility

New Main Street with extensive public realm and retail at grade



1A: Public Realm

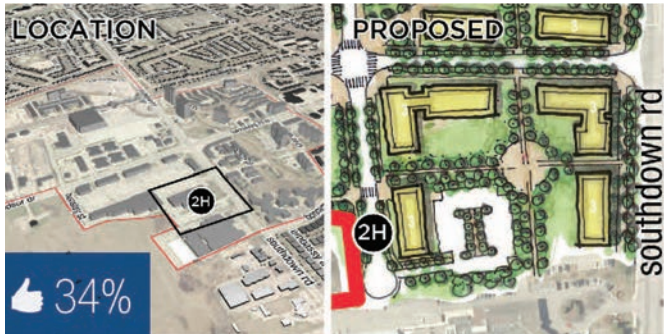
Location of a new park as focus for new neighbourhood south of GO Station



SUMMARY OF THE LEAST PREFERRED ELEMENTS

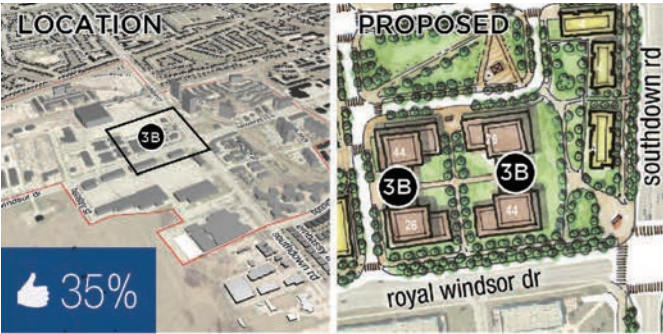
2H: Mobility

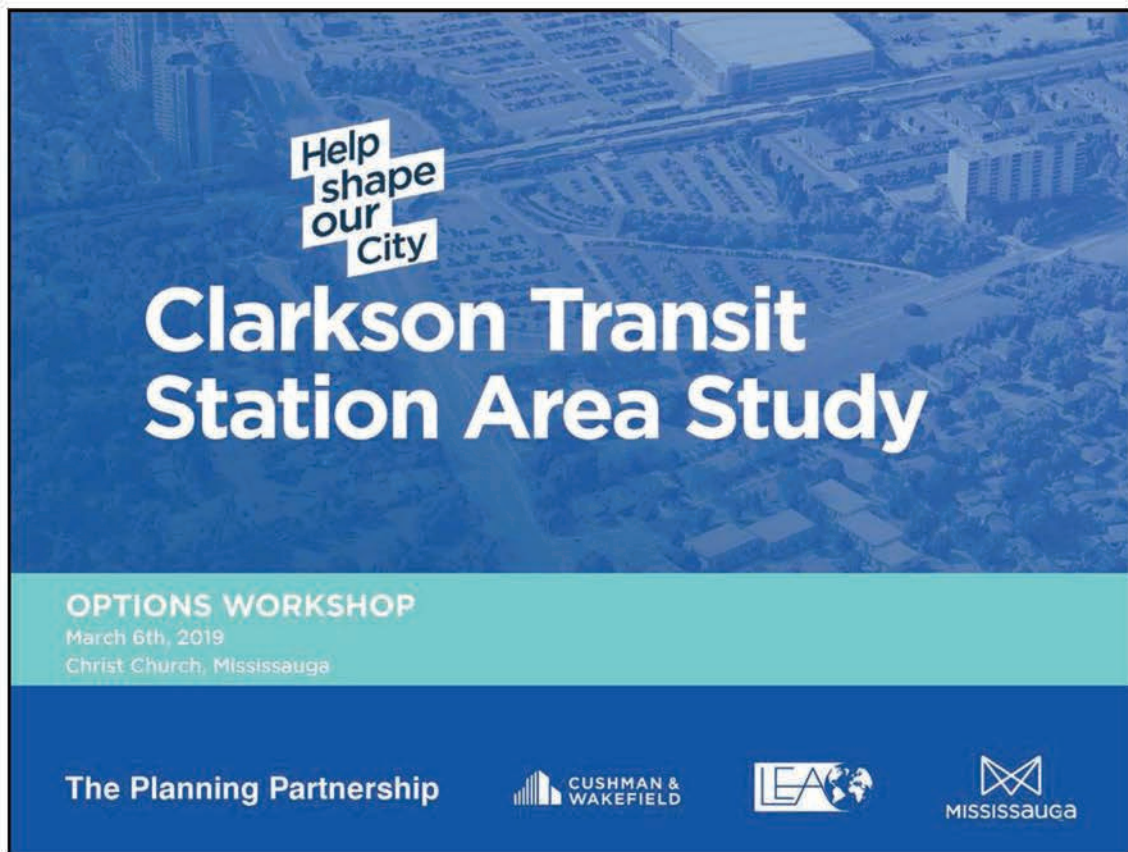
Cul-de-sac for new road with no connection to Southdown Rd



3B: Land Use / Built Form

High-rise buildings located north of Royal Windsor Dr





## WELCOME + INTRODUCTIONS

### The Team

- **City of Mississauga**
- **The Planning Partnership**
- Cushman & Wakefield
- LEA Consulting

## WHY WE'RE HERE TODAY

- The purpose of the engagement session is to gather feedback on the **preliminary options** for the Clarkson Transit Station Area and draft Vision and Guiding Principles



- We will consider your feedback to prepare the **preliminary preferred option** for the Clarkson Transit Station Area

3

## AGENDA

### WORKSHOP SESSION 3

|      |                                          |
|------|------------------------------------------|
| 7:00 | Introductions                            |
| 7:10 | Presentation                             |
| 7:30 | Questions and Answers                    |
| 7:45 | Introduce Table Group Discussions        |
| 7:50 | Table Group Discussions                  |
| 9:00 | Workshop close (no formal wrap up/close) |

4

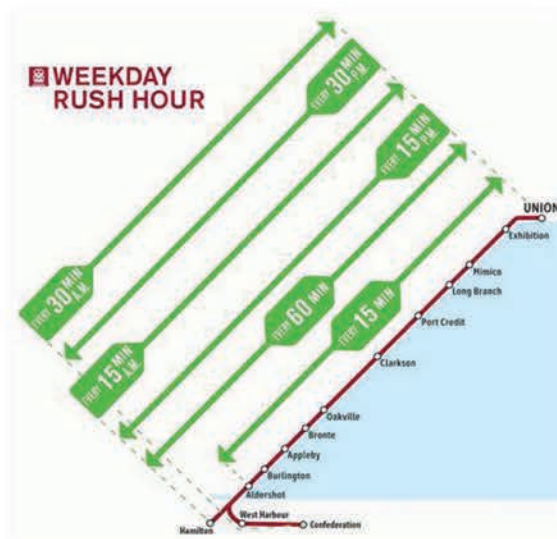
## PROVINCIAL CONTEXT

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**.

As demand increases, **MiWay** will respond accordingly to the service changes implemented by Metrolinx.



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## DIRECTION FROM ALL LEVELS OF GOVERNMENTS

1. Get more people living and working close to Clarkson Station to foster a **transit-supportive community**  
+ meet required 150 persons+jobs / ha
2. Provide for a mix of uses and community facilities to create a **complete community**
3. Encourage walking and cycling / active transportation to promote a **healthy community**

### POLICIES

PROVINCIAL POLICY  
STATEMENT (2014)

GROWTH PLAN (2017)

REGION OF PEEL  
OFFICIAL PLAN (2016)

CITY OF MISSISSAUGA  
OFFICIAL PLAN (2018)

### GUIDELINES

TRANSIT-SUPPORTIVE  
GUIDELINES (2012)

MOBILITY HUB  
GUIDELINES (2011)

GO RAIL STATION  
ACCESS PLAN (2016)

6

# SCOPE OF THIS STUDY

To prepare for these changes and directions, the City of Mississauga is developing a **plan for the area surrounding the Clarkson GO station**.

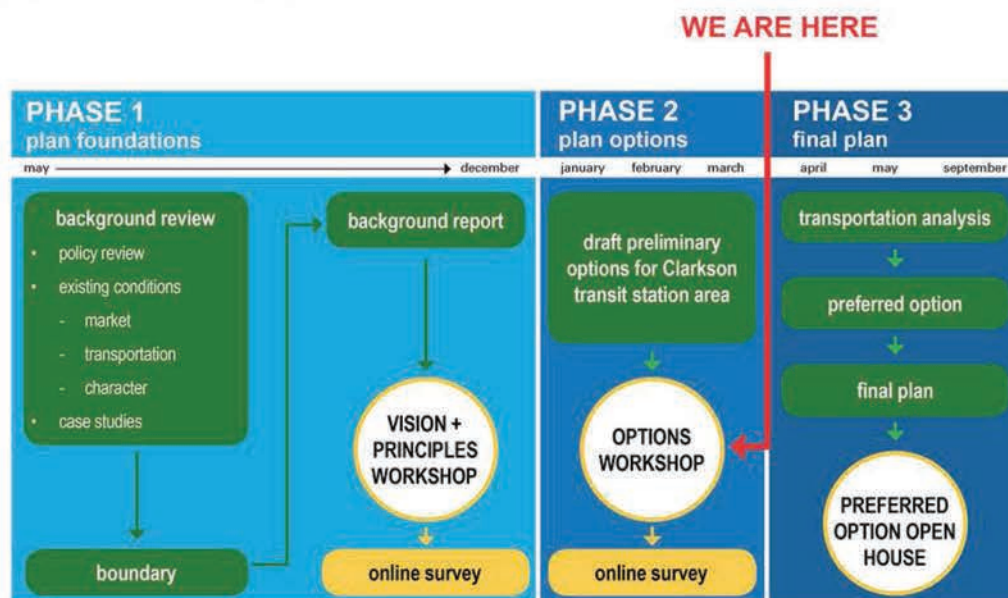
**This Study will provide a planning framework to guide future development, ensuring it supports transit and contributes to the walkability of the area, creating a 'complete community'.**

In addition, the Study seeks to:

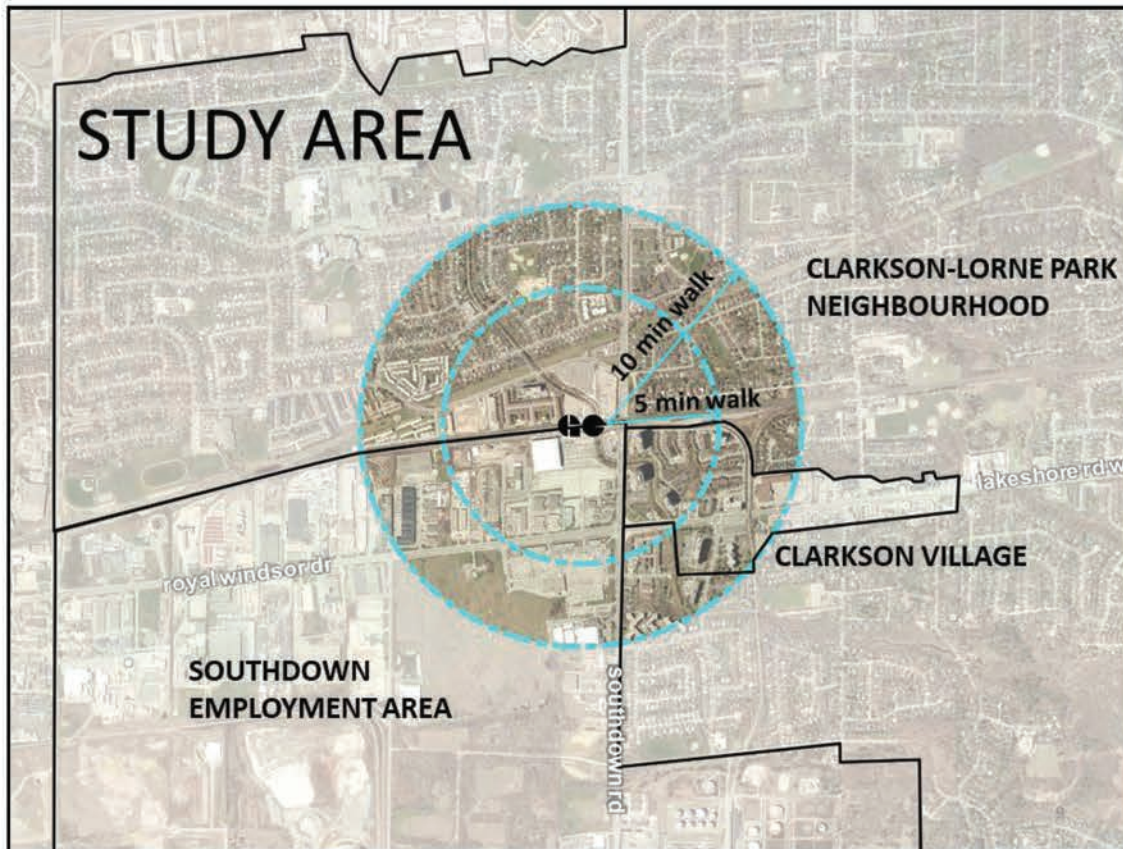
- Gather **feedback** from stakeholders and the local community
- Complete a **transportation assessment**
- Explore the possibility of **employment land conversions**
- Develop a **land use plan, policies and design guidelines**

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# WHERE WE'RE AT



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## THE FINAL PLAN WILL:

- Be **compatible with the character/context** of the existing neighbourhood
- Incorporate a **wide range of uses**
- **Accommodate all road users** including pedestrians, cyclists, transit users, car users, and truck drivers
- **Provide community facilities** to support existing and future local population
- Create a **sustainable community** that promotes green building design and enhances/protects the natural environment
- Be **consistent with the Clarkson Village Study**, which locates higher density buildings in the west precinct of Clarkson Village
- Accommodate a **minimum density of 150 persons+jobs / ha** in the Study Area

## CONSULTATION TO DATE



### **Community Meeting #1**

December 5, 2018

105 people



### **On-line Surveys**

Nov. 20 - Dec. 20

28 people, over 100 data points



### **One-on-One Interviews**

With landowners and business owners in the study area



### **Social Media Posts**

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## WHAT WE HEARD – WORKSHOP 1

### **How will the Clarkson Transit Station Area look, feel and function?**

- Calm traffic
- Improved pedestrian and cycling access
- Good transit connections
- Highest buildings near the GO Station
- Mix of uses
- Green space

Clean, beautiful and safe for all to use

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## Open Space and Streetscape

- Safe green space
- Connections to Lake and Sheridan Creek
- Pedestrian friendly streetscapes and trails



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## Mobility

- More bike parking
- Safe & secure bike parking
- Safe pedestrian access to the Station



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# WHAT WE HEARD – WORKSHOP 1

## Buildings and Land Use

- Variety of building heights
- Community facilities
- Mix of uses
- Places for people to work
- Mix of housing



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# WHAT WE HEARD – WORKSHOP 1

What images are the best examples for new buildings?



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# WHAT WE HEARD – WORKSHOP 1

What images are the best examples for public space?



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# WHAT WE HEARD – WORKSHOP 1

What images are the best example improvements to mobility?



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## DRAFT VISION STATEMENT

The Clarkson 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.**

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## DRAFT GUIDING PRINCIPLES

-  1 Establish a hierarchy of well-connected **public spaces** to support cultural, civic and community life throughout the year.
-  2 Create **vibrant and animated streets** that support community life and all modes of transportation that are accessible to everyone.
-  3 Develop a **safe and reliable active transportation network** that is integrated within the existing network and provides connections to neighbourhoods, amenities and the GO Station.

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# DRAFT GUIDING PRINCIPLES

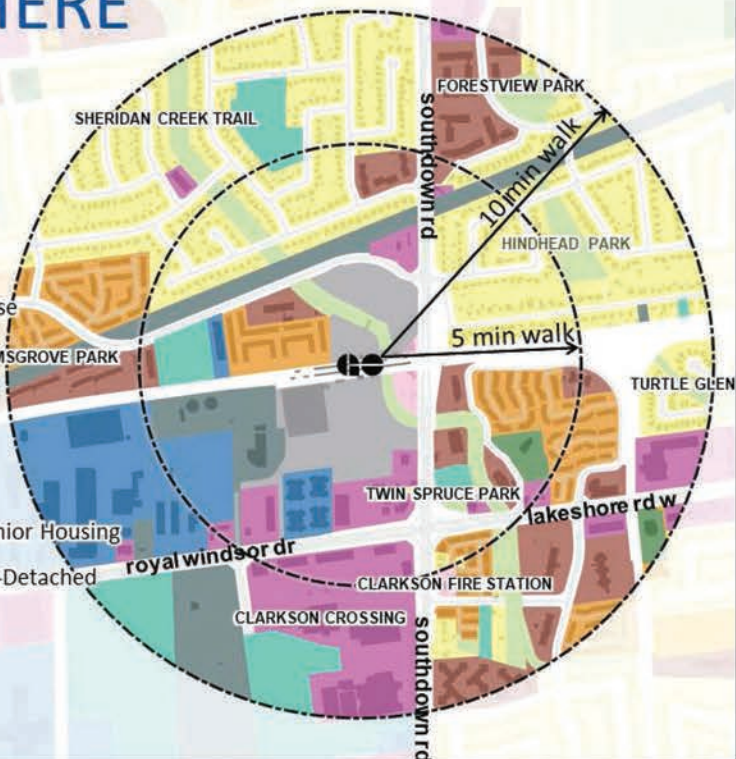
- 4  Promote a **mix and variety of uses**, including a range of housing types, affordable housing, and opportunities for retail, commercial, employment and community uses.
- 5  **Protect and enhance natural features** while broadening opportunities for public access, enjoyment, education and stewardship.
- 6  Demonstrate **high-quality and green building design** in new development and incorporate best practices that respect and complement the character of the Clarkson Village.

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## WHAT'S THERE TODAY?

### Existing Uses

-  Community / Cultural
-  Retail commercial + Mixed-Use
-  Industrial
-  Open Space / Greenlands
-  Municipal Parking
-  Institutional
-  Residential Apartments + Senior Housing
-  Residential Detached + Semi-Detached
-  Residential Townhouses
-  Utility / Public Work
-  Vacant



# WHAT'S THERE TODAY?

## Building

- 1-4 storeys
- 5-8 storeys
- 9-22 storeys



# WHAT'S THERE TODAY?

## Green Space

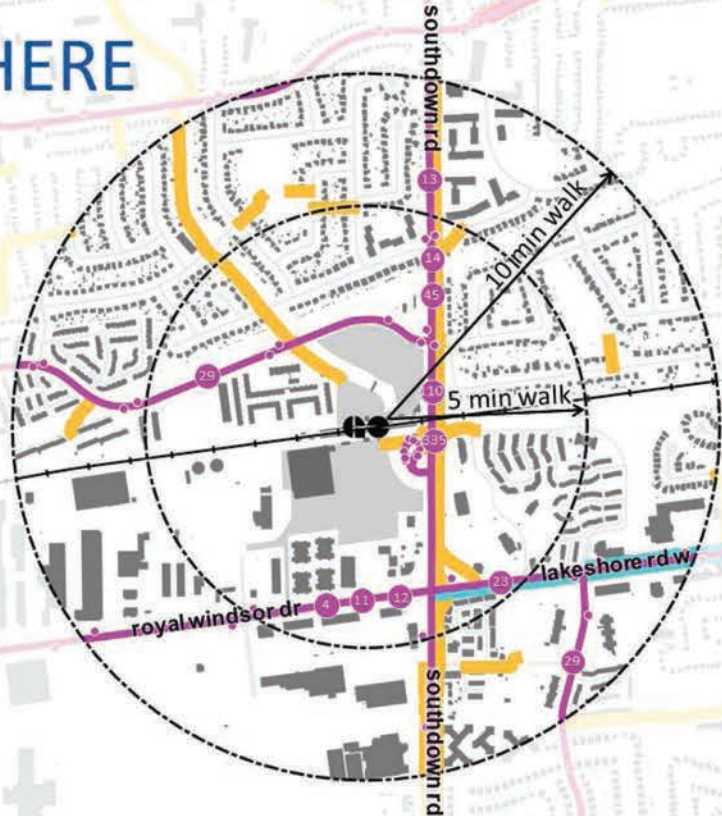
- Community Parks
- Greenlands Parks



# WHAT'S THERE TODAY?

## Mobility

-  trail
-  on-road bike route
-  bus route
-  bus stop
-  rail line
-  parking



# WHAT'S THERE TODAY?

## Statistics

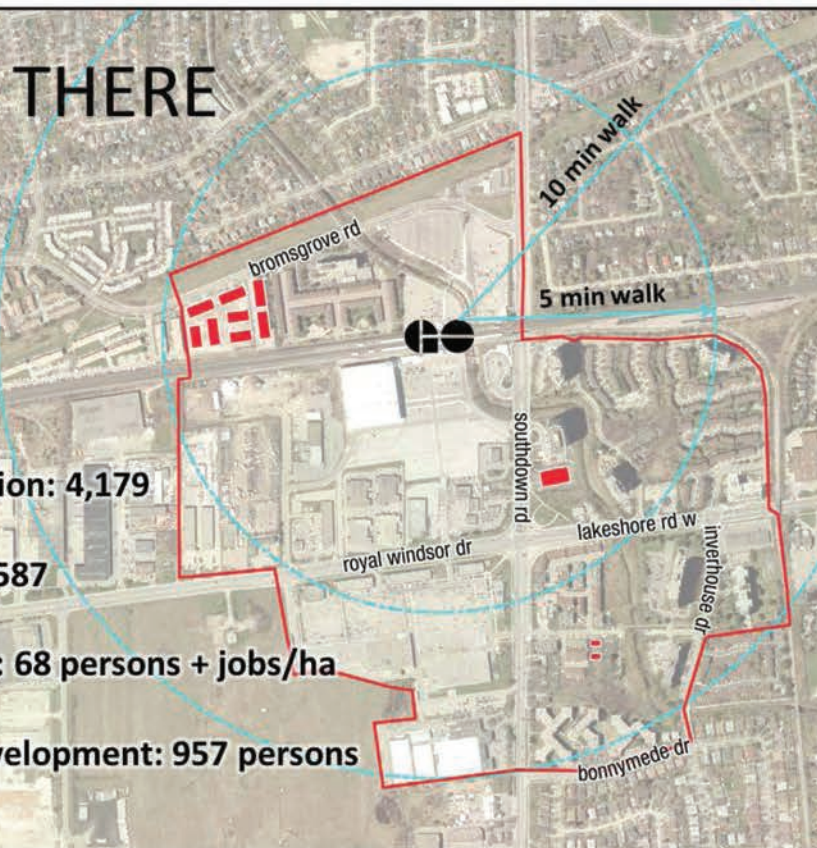
**Size: 85 ha**

**Existing Population: 4,179**

**Existing Jobs: 1,587**

**Existing Density: 68 persons + jobs/ha**

 **Planned Development: 957 persons**



# CLARKSON TSA

## What we need achieve

Require density: 150 persons and jobs/ ha

Total persons + jobs required: 12,750

- Stable Development  
5,250 p+j
- Opportunity Lands  
7,500 p+j
- Hydro Corridor
- Natural Heritage System



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## APPROACHES TO DENSITY

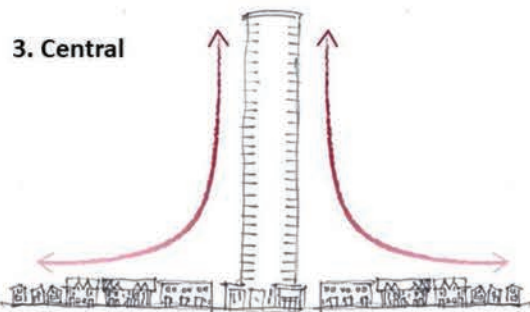
### 1. Uniform / Balanced



### 2. Transitional



### 3. Central



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# COMMON ELEMENTS

## Buildings

Low-Rise Building



High-Rise Slab Building



Mid-Rise Building



High-Rise Point Tower



# COMMON ELEMENTS

## Land Uses

Mixed Use



Parks



Employment



# COMMON ELEMENTS

## Green Space

Greenway



Connecting Links



Squares



Neighbourhood Park



# COMMON ELEMENTS

## Streetscape

Main Street



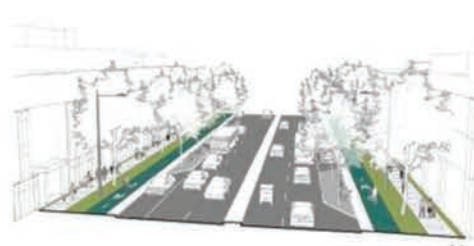
Office Streets



Residential Streets



Arterial Streets



# OPTION 1

## Uniform / Balanced



### OFFICE DEVELOPMENT

| Height<br>(Storey #) | Jobs  |
|----------------------|-------|
| 3                    | 1,763 |

### MIXED-USE DEVELOPMENT

| Height<br>(Storey #) | Jobs  | Population |
|----------------------|-------|------------|
| 6-10                 | 1,764 | 3,978      |

Density: 150 persons+jobs / ha

- █ GO STATION BUILDINGS
- █ LOW-RISE MIXED-USE DEVELOPMENT
- █ MID-RISE MIXED-USE DEVELOPMENT
- █ HIGH-RISE MIXED-USE DEVELOPMENT
- █ OFFICE DEVELOPMENT
- █ PLANNED DEVELOPMENT
- █ OPEN, GREEN + NATURAL SPACE
- ▬ CLARKSON TSA



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# OPTION 1

## Uniform / Balanced



## OPTION 2 Transitional



### OFFICE DEVELOPMENT

| Height<br>(Storey #) | Jobs  |
|----------------------|-------|
| 3                    | 1,763 |

### MIXED-USE DEVELOPMENT

| Height<br>(Storey #) | Jobs  | Population |
|----------------------|-------|------------|
| 3-16                 | 1,969 | 3,780      |

Density: 150 persons+jobs / ha

- GO STATION BUILDINGS
- LOW-RISE MIXED-USE DEVELOPMENT
- MID-RISE MIXED-USE DEVELOPMENT
- HIGH-RISE MIXED-USE DEVELOPMENT
- OFFICE DEVELOPMENT
- PLANNED DEVELOPMENT
- OPEN, GREEN + NATURAL SPACE
- CLARKSON TSA



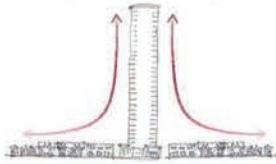
35

## OPTION 2 Transitional



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# OPTION 3 Central



## OFFICE DEVELOPMENT

| Height<br>(Storey #) | Jobs  |
|----------------------|-------|
| 3                    | 1,763 |

## MIXED-USE DEVELOPMENT

| Height<br>(Storey #) | Jobs  | Population |
|----------------------|-------|------------|
| 4-44                 | 1,264 | 3,934      |

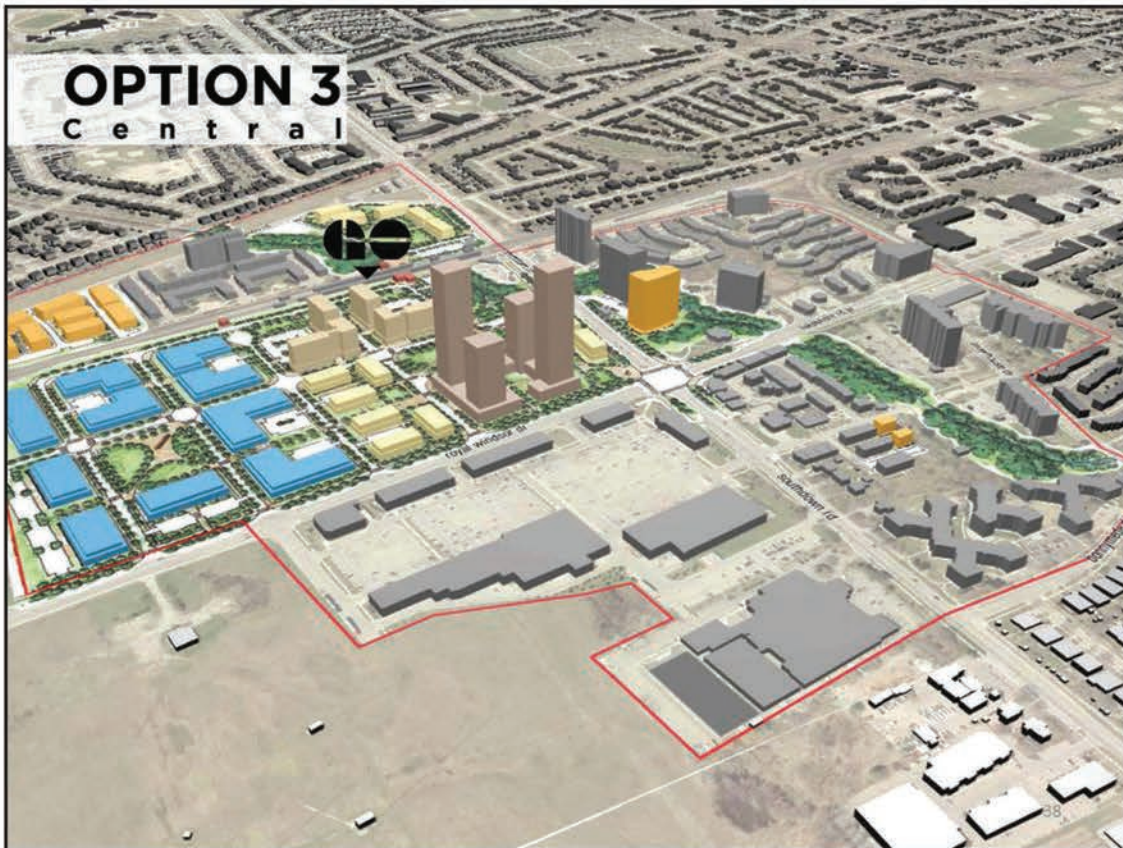
Density: 150 persons+jobs / ha

- GO STATION BUILDINGS
- LOW-RISE MIXED-USE DEVELOPMENT
- MID-RISE MIXED-USE DEVELOPMENT
- HIGH-RISE MIXED-USE DEVELOPMENT
- OFFICE DEVELOPMENT
- PLANNED DEVELOPMENT
- OPEN, GREEN + NATURAL SPACE
- CLARKSON TSA



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# OPTION 3 Central



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## OPTION 1

Uniform / Balanced

## OPTION 2

Transitional

## OPTION 3

Central



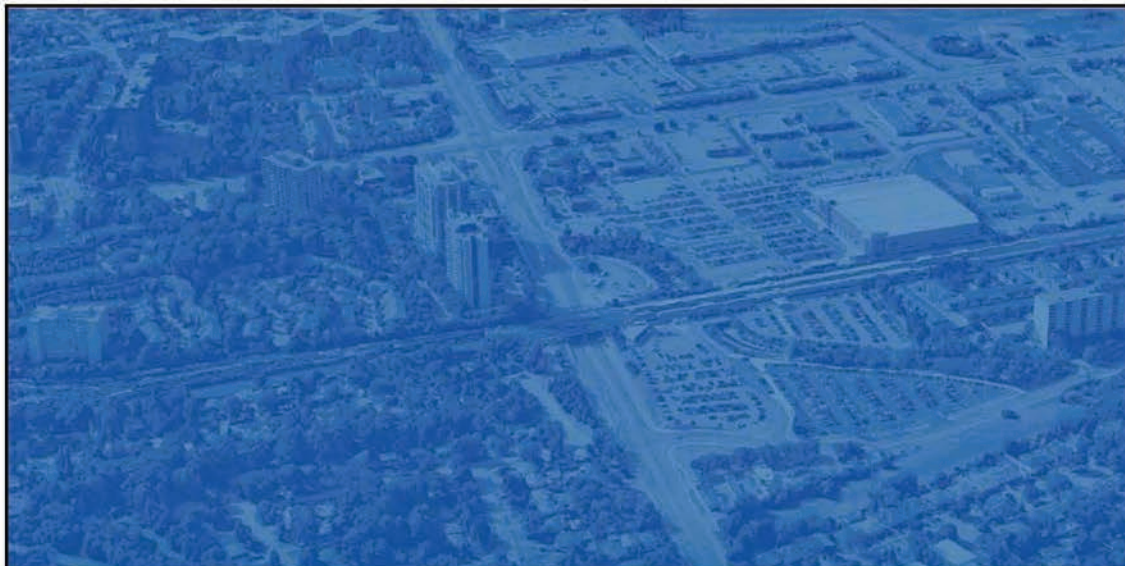
### SIMILARITIES

- 150 persons + jobs / ha
- 3-storey employment built form
- Enhanced public realm

### DIFFERENCES

- |                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                              |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• Uniform Density</li> <li>• Mid-rise built form (6-10 storeys)</li> <li>• North and south side of Royal Windsor treated equally</li> </ul> | <ul style="list-style-type: none"> <li>• Transitional Density</li> <li>• Low to High-rise built form (3-16 storeys)</li> <li>• Low-rise focused on south side of Royal Windsor Dr</li> <li>• Mid-rise just north of Royal Windsor Dr</li> <li>• High-rise close to Clarkson Station</li> </ul> | <ul style="list-style-type: none"> <li>• Central Density</li> <li>• Low to High-rise built form (3-44 storeys)</li> <li>• Lands south of Royal Windsor Dr not redeveloped</li> <li>• Density focused in one high-rise development</li> </ul> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

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Questions of clarification

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## EVALUATION OF THE CONCEPT OPTIONS BASED ON HOW THEY BEST ACHIEVE THE PRINCIPLES & POLICY DIRECTIONS



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## EVALUATION OF THE CONCEPT OPTIONS BASED ON MANY INPUTS

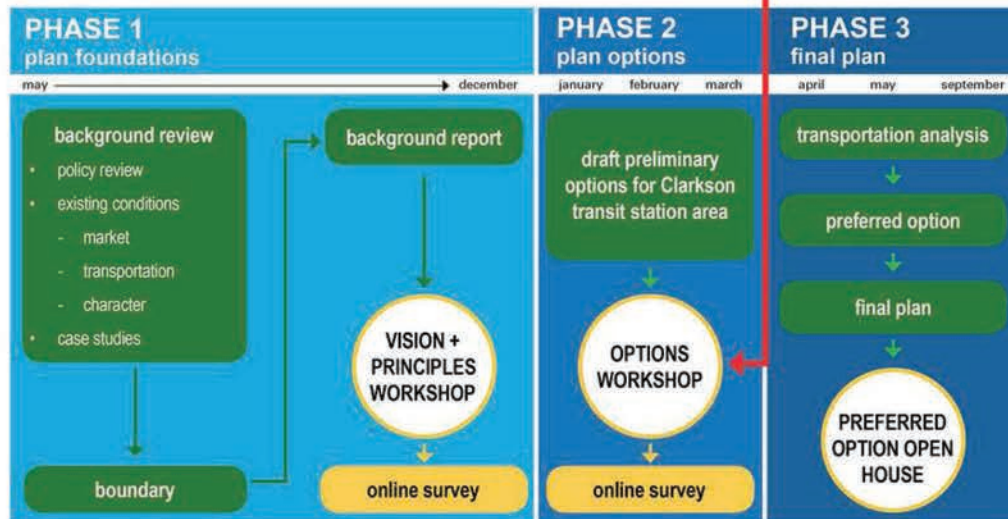


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# WORKSHOP ACTIVITIES

The purpose of this workshop is to obtain input on the plan options to help the team develop the final plan.

WE ARE HERE



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# WORKSHOP ACTIVITIES

## Activity #1

Each table has a copy of the vision statement and principles. Please add words or phrases that are missing. Delete words or phrases that are not appropriate.

**DRAFT GUIDING PRINCIPLES**

- Establish a hierarchy of public spaces to support cultural, civic and community life throughout the year**
  - Create vibrant public spaces and public spaces
  - Provide amenities for a full range of activities
  - Ensure public spaces are safe, accessible, welcoming and inviting
  - Program public spaces to support the use of the space throughout the year
- Create vibrant and animated streets that support community life and all modes of transportation that are accessible to everyone**
  - Enhance mobility for pedestrians, cyclists, transit users and vehicles
  - Create streets that are safe, attractive and comfortable for all modes of transportation
  - Ensure streets are physically designed so that they can be accessed by everyone
  - Design a new street design that offers multiple choice options for different modes of transportation and active transportation
  - Provide appropriate infrastructure and design features to manage separate different modes and speeds of traffic
- Develop a safe and reliable active transportation network that is integrated within the existing network and provides connections to neighbourhoods, amenities and the GO Station**
  - Complete the existing active transportation network with off and on-board
  - Have route information and routes can safely and efficiently connect the GO Station
  - Provide the best planning and street furniture amenities and services to make it safer for pedestrians and cyclists to move around
- Promote a mix and variety of uses, including a range of housing types and opportunities for retail, commercial, employment and community uses**
  - Create a well-defined street corridor that provides for a great urban experience
  - Encourage a mix of retail/commercial uses within the street corridor
  - Design flexible and adaptable office spaces that can accommodate a range of uses and density of employment uses
  - Provide opportunities for growing community facilities and the development of shared use facilities
- Protect and enhance natural features while broadening opportunities for public access, enjoyment, education and stewardship**
  - Integrate natural features wherever possible
  - Provide access to natural features through sensitive design
  - Enhance the local ecology and connect natural habitats
  - Develop an ecological based design strategy
- Demonstrate high-quality design in new development and incorporate best practices that respect and complement the character of the Clarkson Village**
  - Meet functional design requirements for transit station design
  - Ensure that built form is compatible with the local character
  - Focus built buildings closer to the station
  - Create consistent pedestrian scaled building with street level
  - Activate the street with human scaled facades, active use of public space and opportunities for street level interaction with the street
  - Provide appropriate transition to surrounding neighbourhoods and maintain distance between streets

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# WORKSHOP ACTIVITIES

## Activity #2

Each table has a copy of each plan option. Please record your comments on the sheet. Share your thoughts on mobility, public realm and land use/built form.



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## NEXT STEPS

- Online Survey – Options
- Transportation Analysis
- Preferred Option
- Final Plan
- Open House

THANK YOU

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