



On behalf of Metrolinx, in coordination with  
the City of Mississauga



**METROLINX**  
An agency of the Government of Ontario

*Port Credit GO Station Area Master Plan Study*

# Advisory Panel Meeting #2 - Handout and Presentation Materials

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May 26, 2015

1. Review / Adoption of Minutes from First Advisory Panel Meeting
2. Presentation of Preliminary Draft Concept Plans:
  - » Mobility Hub Objectives
  - » Draft Built Form Parametres
3. Break-Out Design Session
4. Discussion of Next Steps for Built Form Analysis:
  - » 3-D Massing Model and Shadow Impact Analysis
  - » Land Use Analysis
  - » Traffic Impact Analysis
  - » Multi-disciplinary Evaluation of Draft Concepts
  - » Preparation of Draft Illustrative Guiding Principles
  - » Summary of Findings
5. Presentation of Traffic Analysis Completed To-Date
6. Other?



Source: Excerpt from Official Plan Amendment No.19 to the Mississauga Official Plan (i.e. Section 13.1.12 of the Port Credit Local Area Plan) and City of Mississauga Aerial Mapping





IBI Group has prepared Preliminary Draft Built Form Concepts for the Port Credit GO Station Area Master Plan lands:

**CONCEPT A SHOWS A MAIN NORTHERN PEDESTRIAN CONNECTION** and a 5-storey GO Transit parking structure and mixed-use development on Block 1 with:

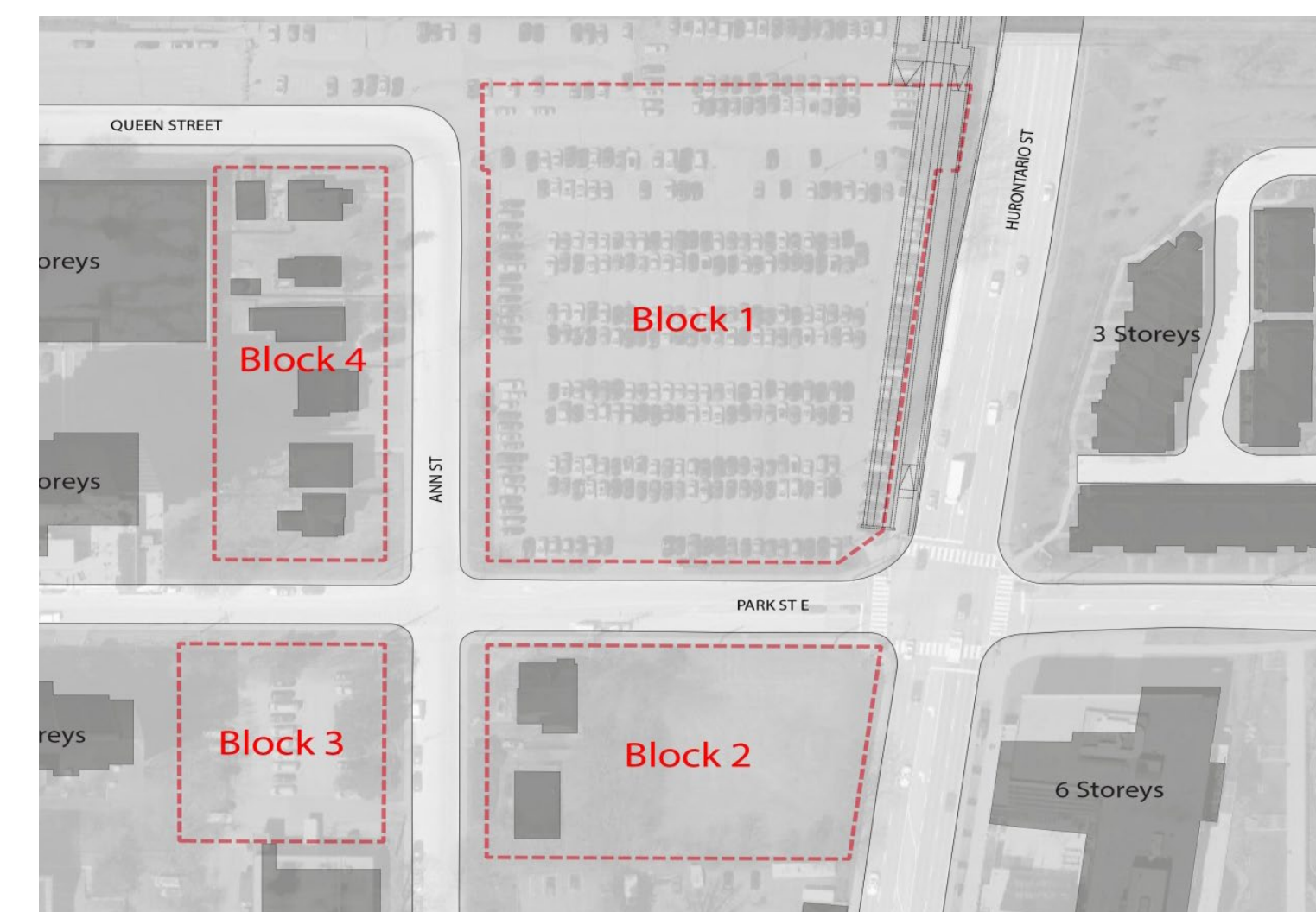
- **A1** assuming **full property assembly on Blocks 2 and 4** and redevelopment.
- **A2** assuming **no or limited property assembly on Blocks 2 and 4** and some redevelopment.

**CONCEPT B SHOWS NORTHERN AND MID-BLOCK PEDESTRIAN CONNECTIONS** and a 6-storey GO Transit parking garage and mixed-use development on Block 1 with:

- **B1** assuming **full property assembly on Blocks 2 and 4** and redevelopment.
- **B2** assuming **no or limited property assembly on Blocks 2 and 4** and some redevelopment.

Block 3 is currently designated as 'Utility' and an amendment to the Official Plan would be required to permit other uses on the site (e.g. mixed use or high-density residential). The property owners, Bell Canada, have not expressed interest in relocating or redeveloping the site. As such, redevelopment scenarios are not being tested for Block 3.

The Preliminary Draft Concepts are intended to help start the conversation with the Advisory Panel about potential built form and urban design.



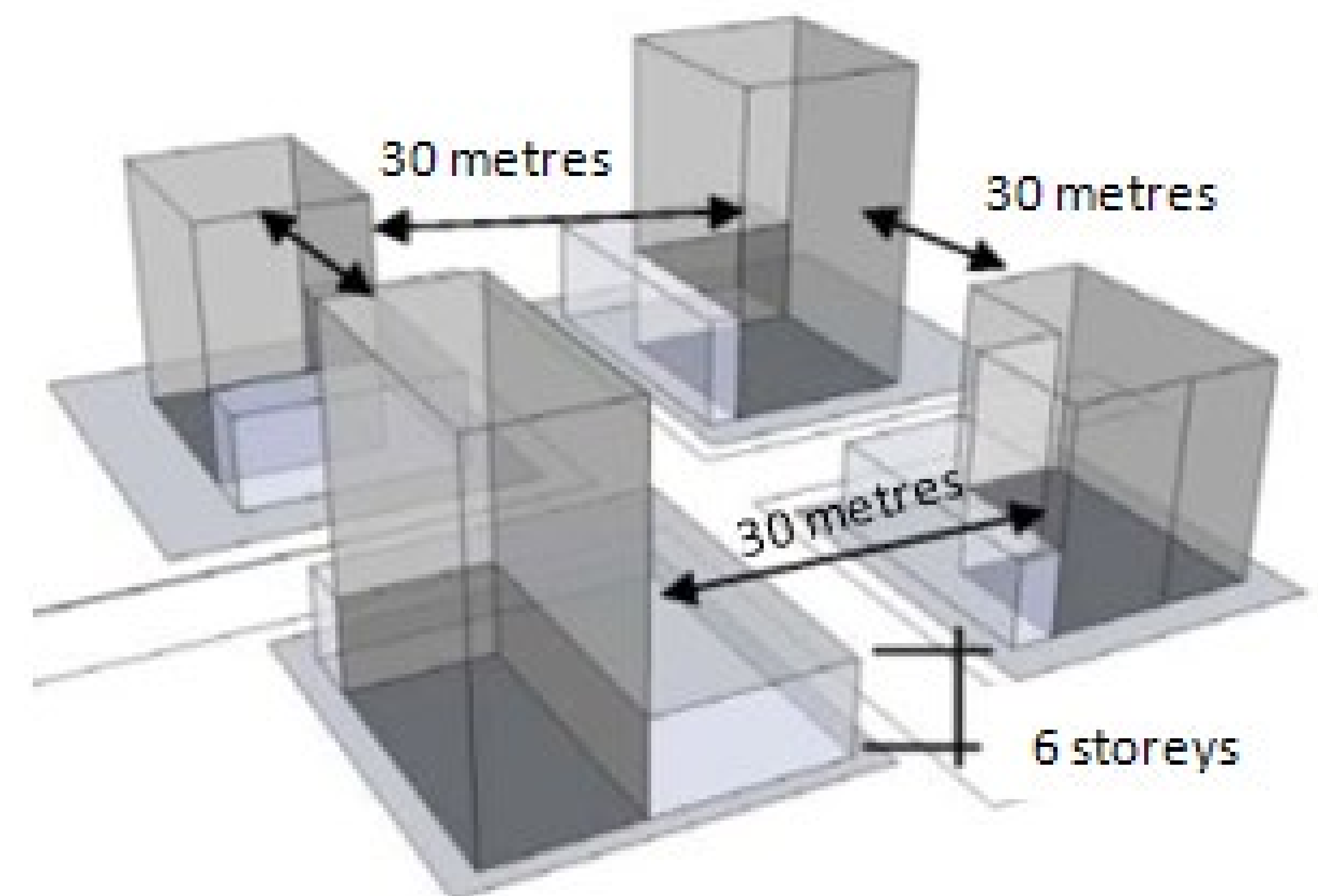
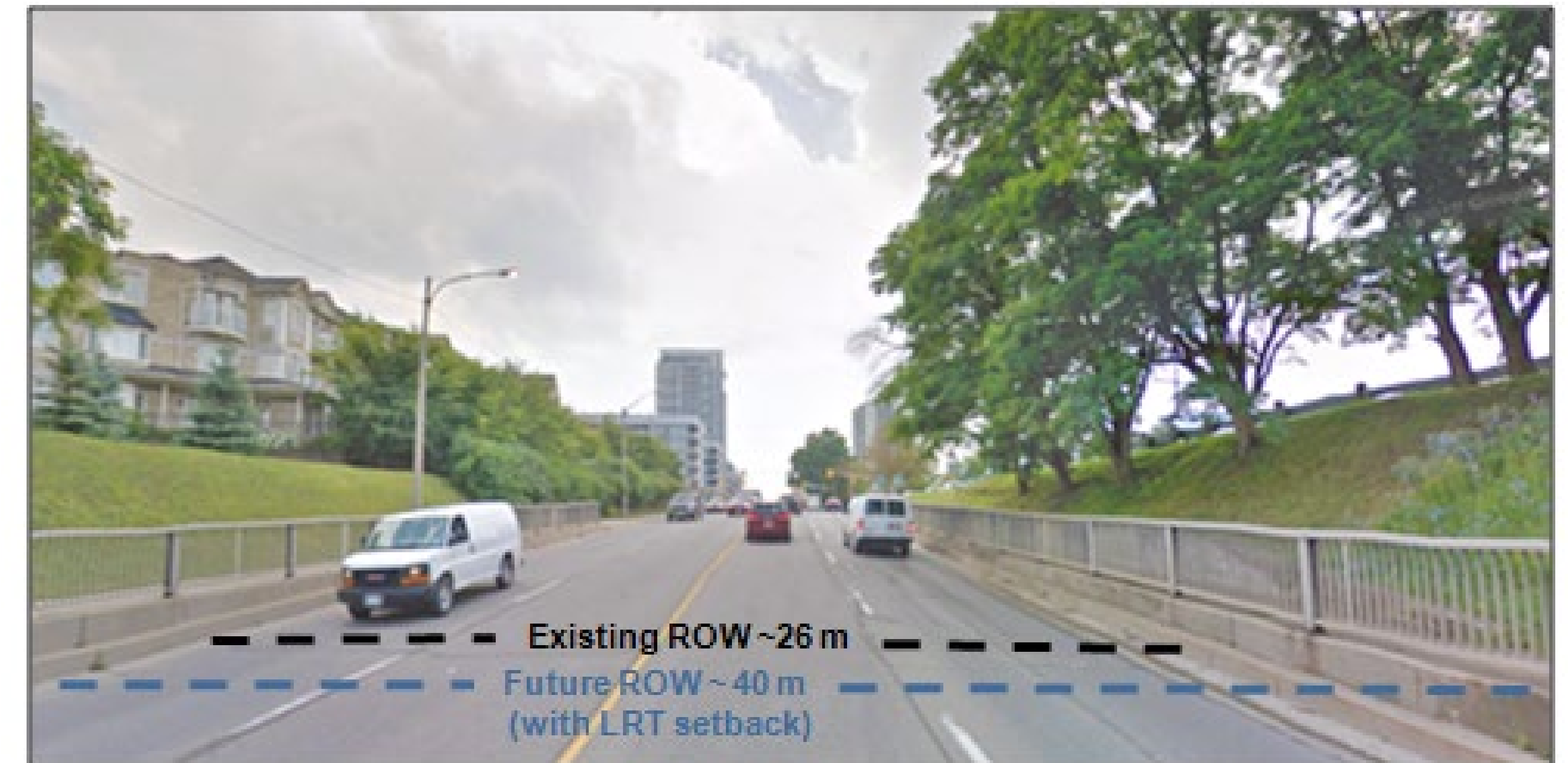
Source: Metrolinx Mobility Hub Guidelines for the Greater Toronto and Hamilton Area (2011)

With the feedback received from the Advisory Panel, IBI Group will then:

- Undertake additional design and analysis (e.g. articulation of building expression, guidelines for streetscape design and provision of open space, land use mix and shadow and traffic impact analysis); and
- Evaluate the draft concepts against a set of principles, objectives and criteria for the Port Credit GO Station Master Plan lands.



- Maximum height of up to 8 storeys along Hurontario Street frontage (eastern portion of Blocks 1 and 2):
  - » To reflect right-of-way (ROW) width of Hurontario Street
  - » With transitioning of heights (angular planes and setbacks)
- Maximum height of up to 22 storeys on remaining lands (west portions of Blocks 1 and 2 and Block 4):
  - » Greatest heights closest to the Station
  - » Variation in building heights
  - » Dependant on parcel size
- Minimum heights – to be determined.
- Minimum distance separation between tall buildings of 30 metres.
- Maximum residential tower floor plate of 800 sq. m. for buildings over 16 storeys.
- No development within the 15 m LRT setback (opportunities exist to reduce the setback through integration of the LRT infrastructure (e.g. ramp, stairs, noise barrier, etc)).
- The majority of the 800 GO parking spaces (400 net new spaces) will be provided for above-grade (structure anticipated to be 5 to 6 storeys).



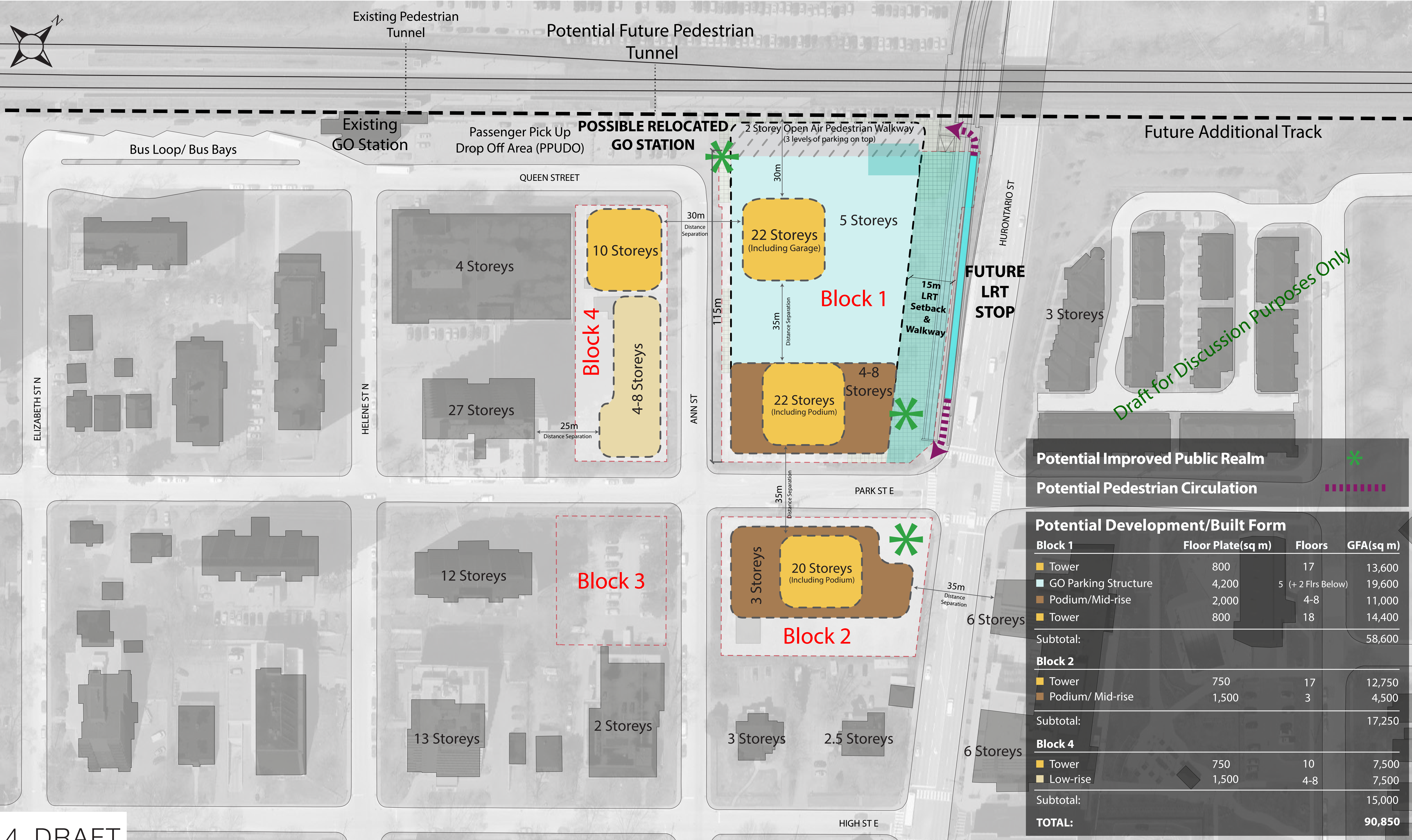
Minimize shade impacts and  
provide access to sky views  
and sunlight



# Purpose of Preliminary Draft Concepts

- The Preliminary Draft Concepts prepared by IBI Group are intended to help start the conversation with the Advisory Panel about potential built form and urban design.
  - They are a work in progress (the massing of the buildings and grades of the properties, including Hurontario Street, have been subsequently refined).
  - The Master Plan Study is not intended to produce an actual architectural design for the GO parking garage or the other buildings. The preliminary draft 3-D massing model is intended just to shows potential building height and floor plates.

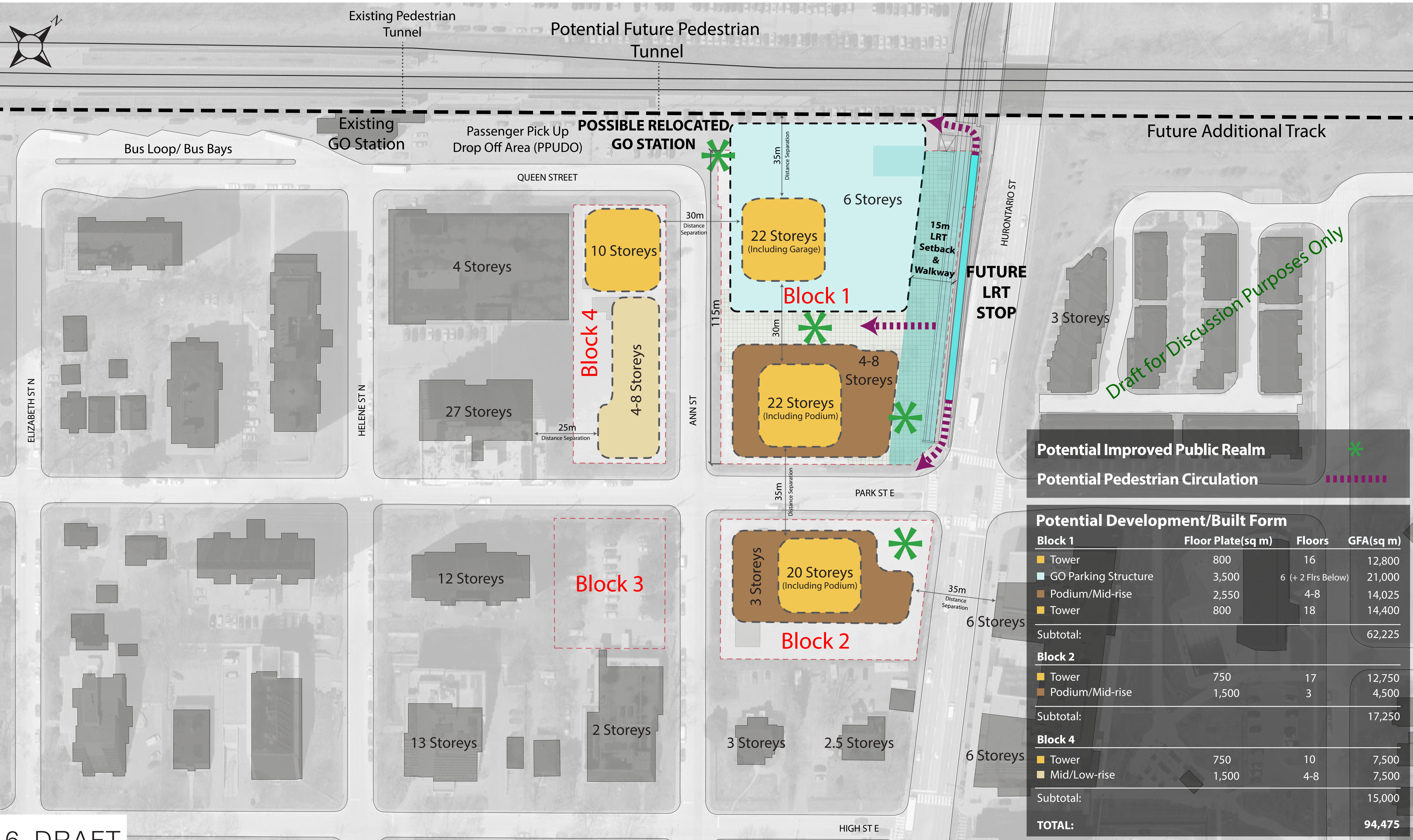




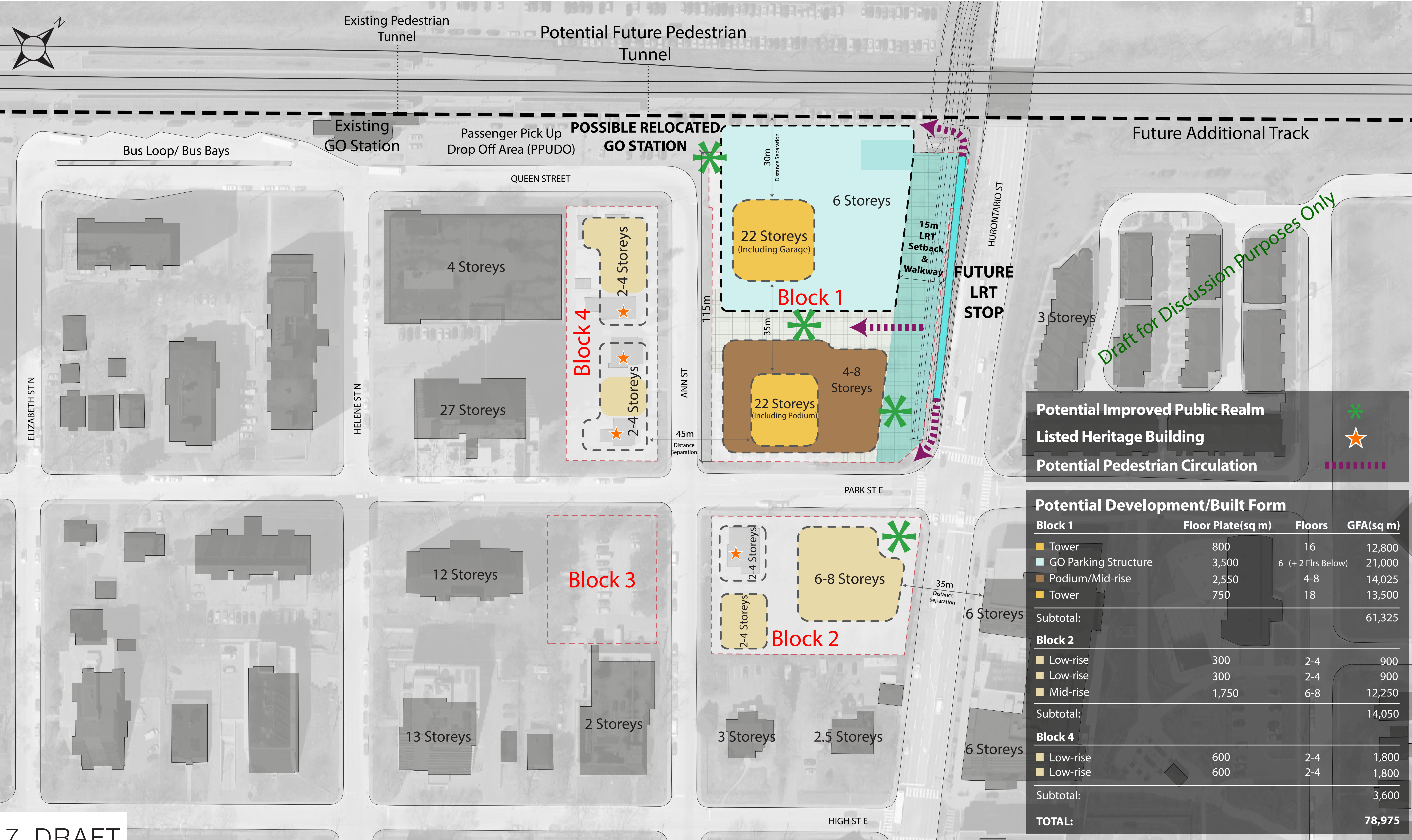








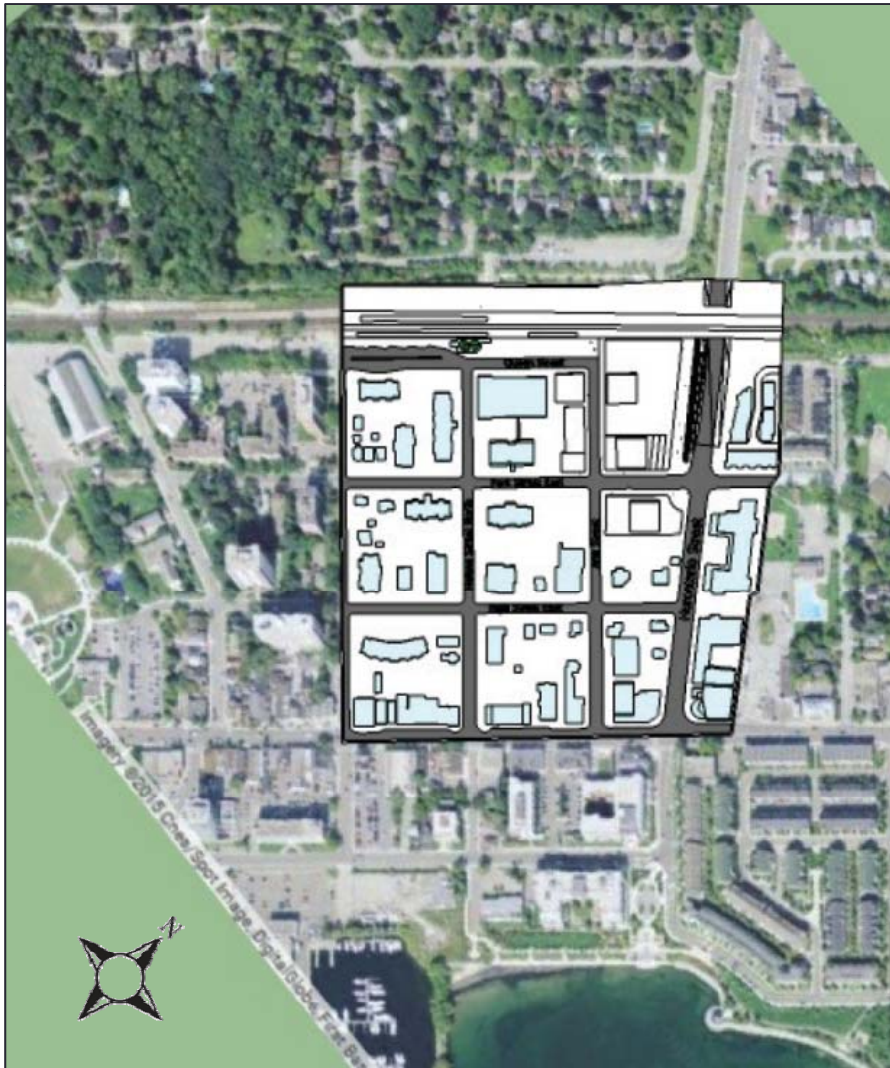






# Preliminary Draft 3-D Model – Concept A1

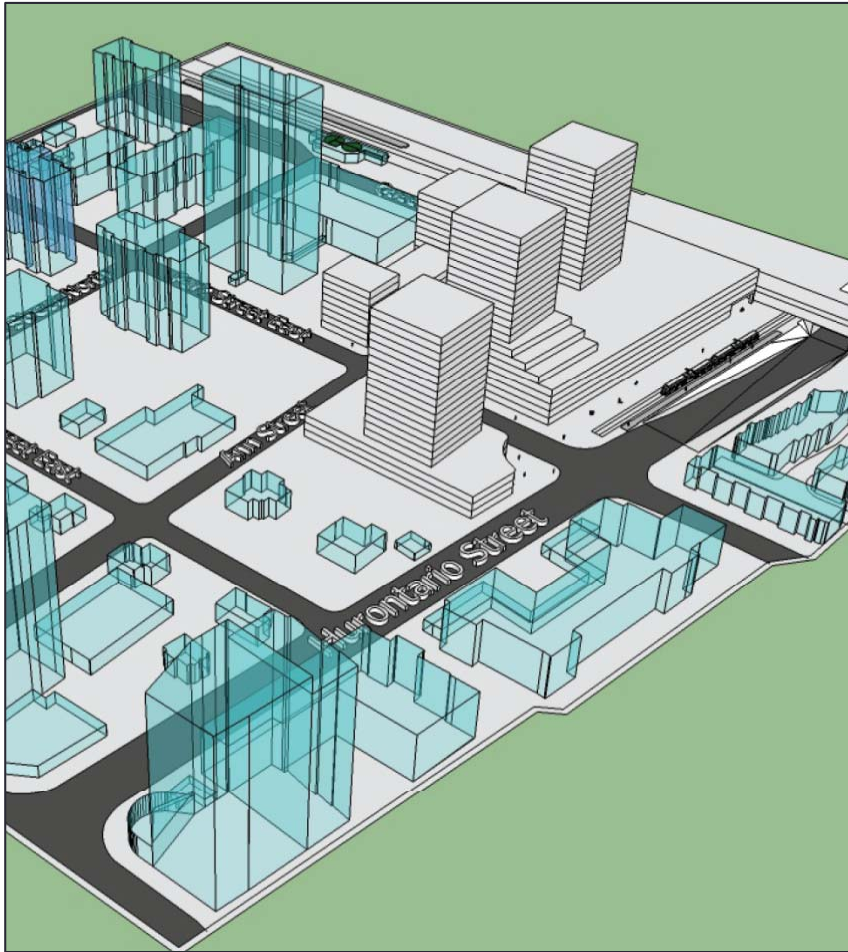
## Plan View



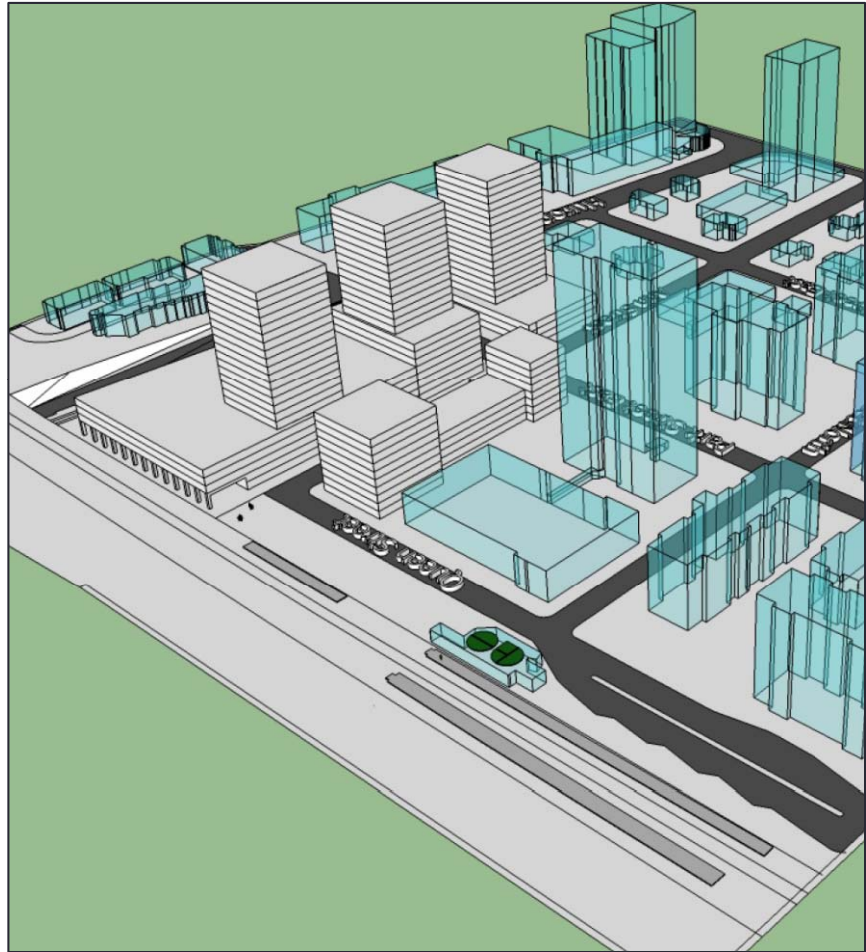
Existing buildings shown in blue. Potential new development shown in white.

# Preliminary Draft 3-D Model – Concept A1

**Western View**



**Eastern View**

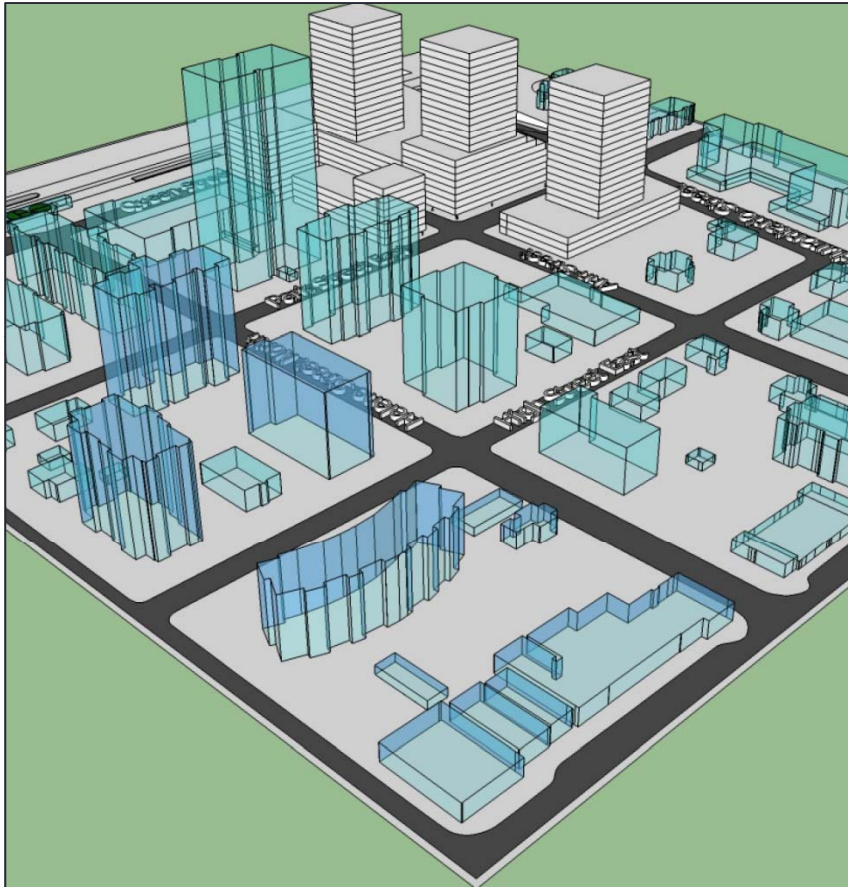


Existing buildings shown in blue. Potential new development shown in white.

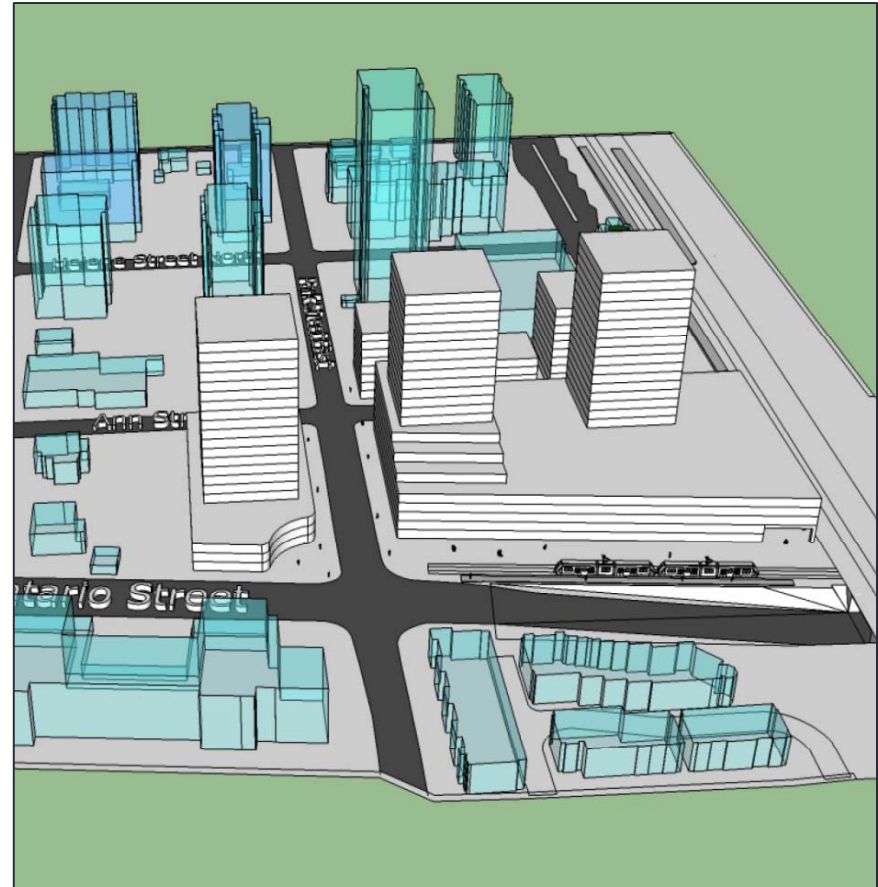


# Preliminary Draft 3-D Model – Concept A1

**Northern View**



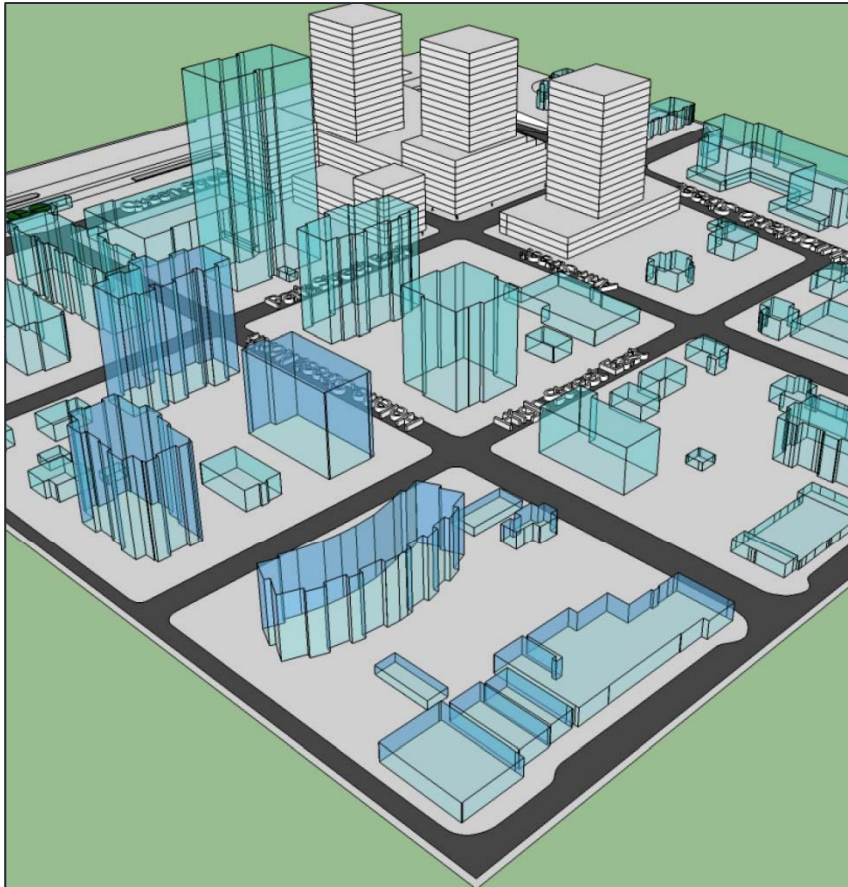
**Southern View**



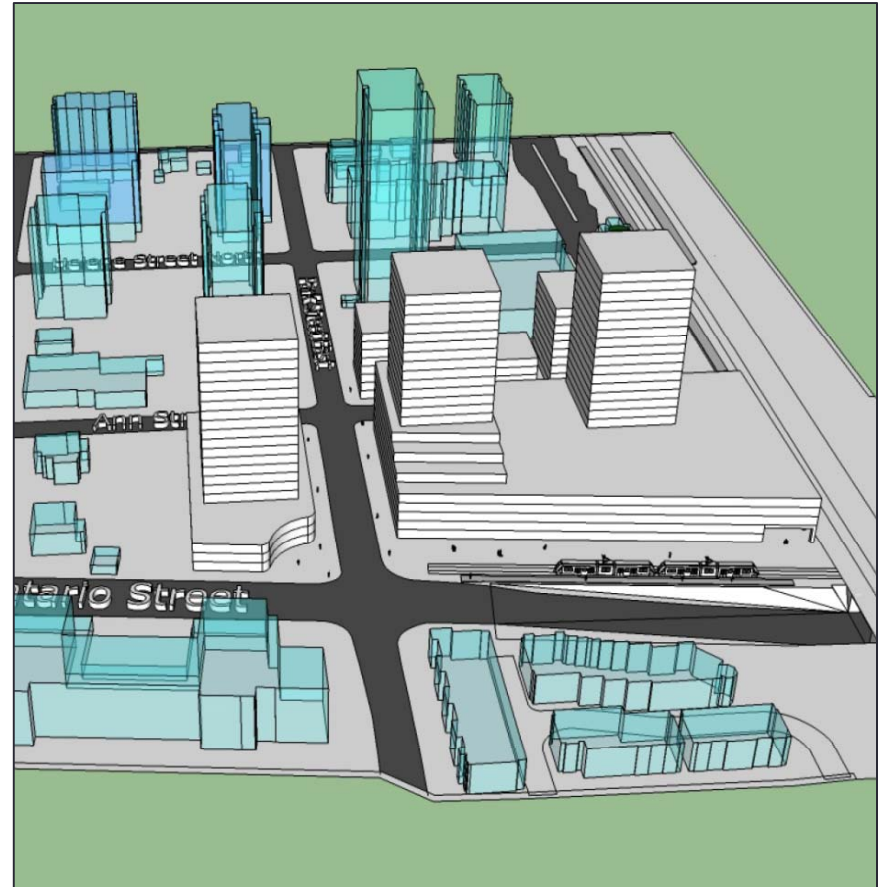
Existing buildings shown in blue. Potential new development shown in white.

# Preliminary Draft 3-D Model – Concept A2

**Northern View**



**Southern View**



Existing buildings shown in blue. Potential new development shown in white.



## Seamless Mobility



Seamless integration of modes at the rapid transit station



Safe and efficient movement of people with high levels of pedestrian priority



A well-designed transit station for a high quality user experience



Strategic parking management

## Placemaking



A vibrant, mixed-use environment with higher land use intensity

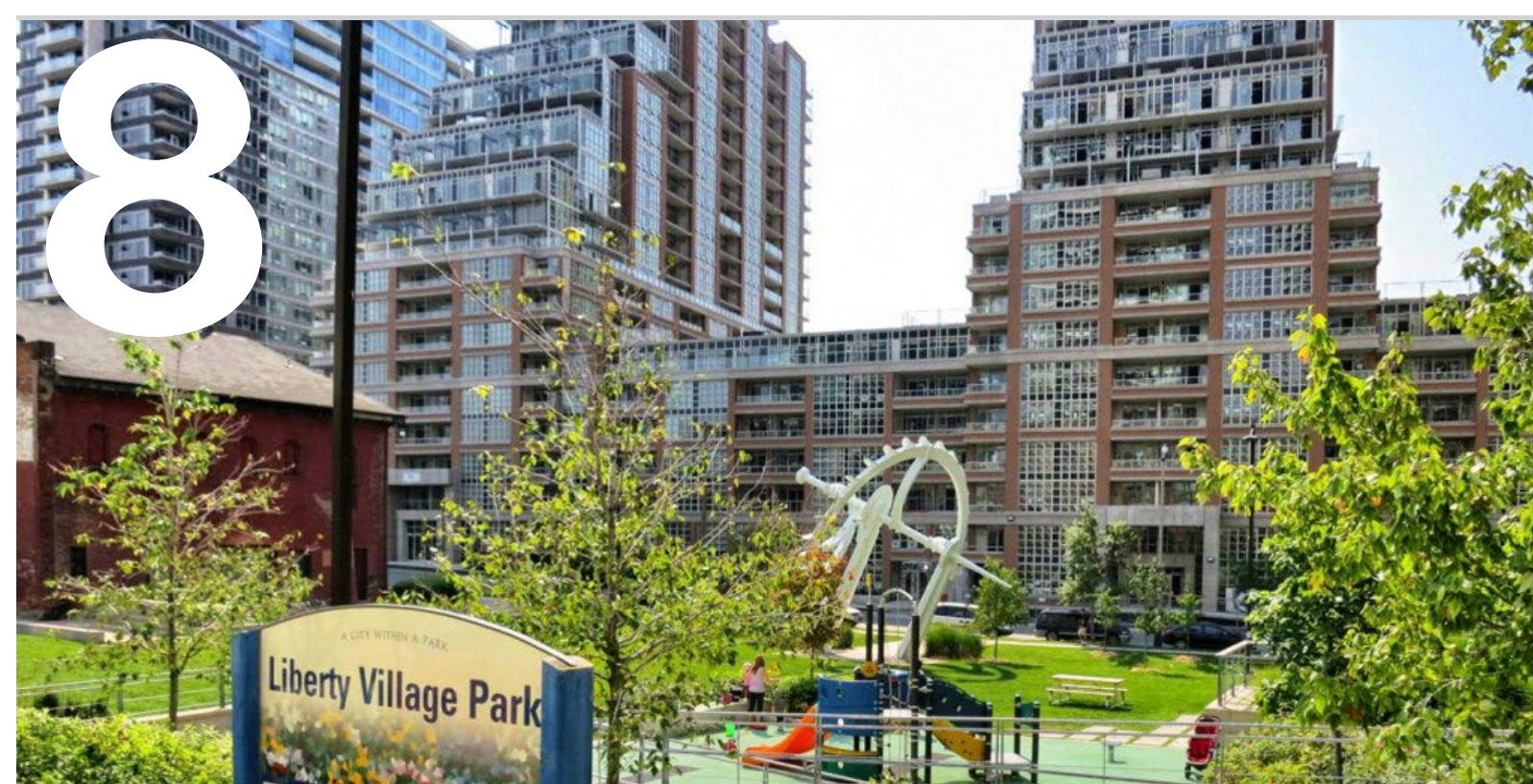


An attractive public realm



A minimized ecological footprint

## Successful Implementation



Flexible planning to accommodate growth and change



Effective partnerships and incentives for increased public and private investment