
Port Credit GO Station Area Master Plan Study Public Open House

June 16, 2015



Purpose & Objectives of the Public Open House

- To explain the purpose and objectives of the Port Credit GO Station Area Master Plan Study.
- To share preliminary findings/ideas and outline next steps.
- To answer questions (provide clarity) on aspects of the Master Plan Study.
- To collect feedback on the draft built form concepts presented, through discussions at the various information stations and comment sheets.

Format of the Open House

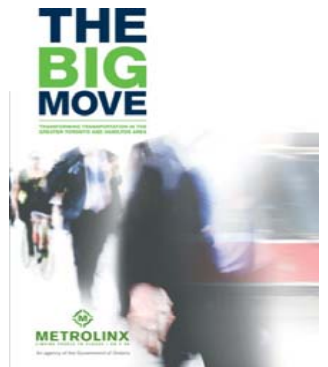
6:30 - 7:00 pm	Review Panels & Collect Comments
7:00 - 7:30 pm	Presentation by IBI Group
7:30 - 8:00 pm	Response to Questions
8:00 - 8:30 pm	Review Panels & Collect Comments

Presentation Outline

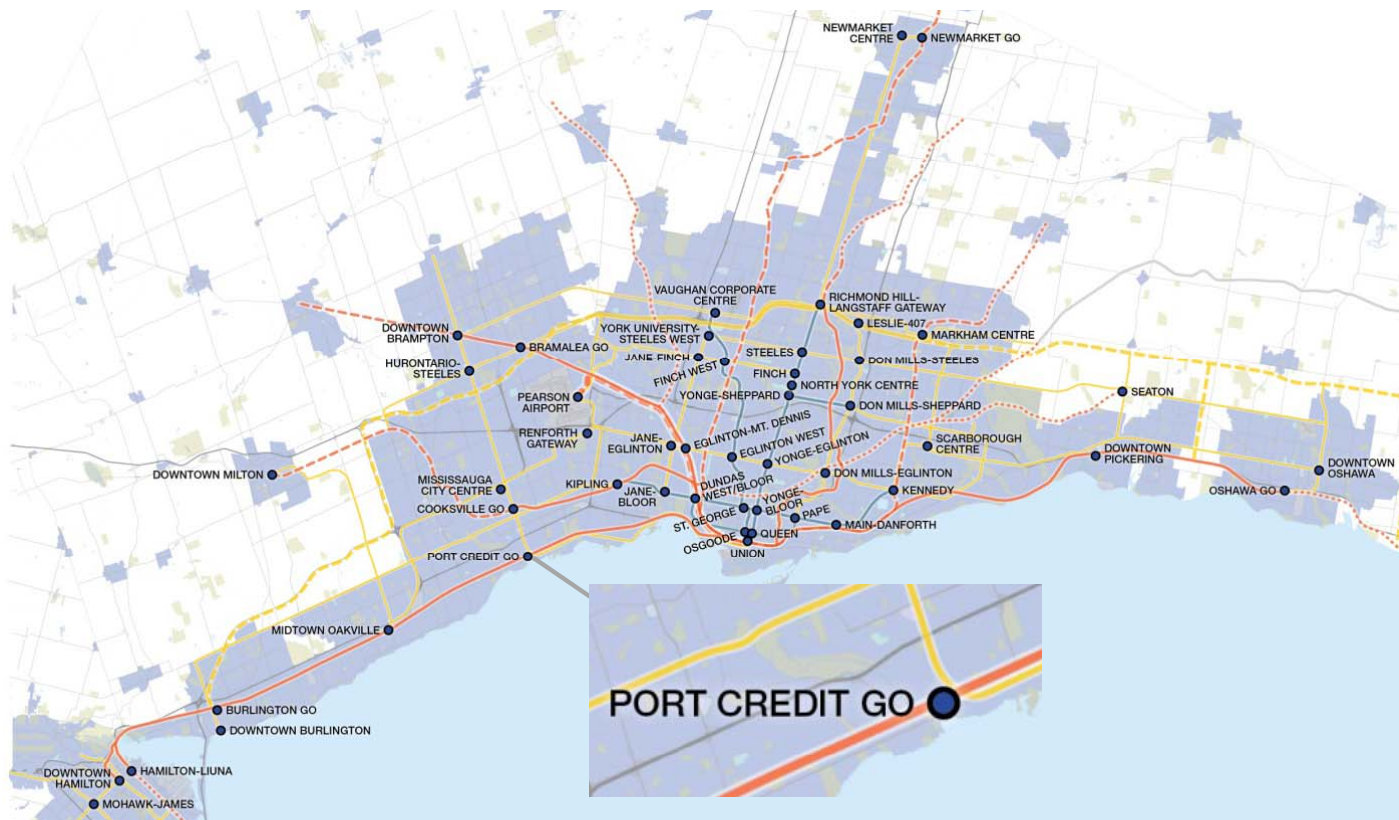
- Background on Metrolinx, the Port Credit Mobility Hub and Transit Improvements Planned for Port Credit.
- Purpose and Objectives of the Port Credit GO Station Area Master Plan Study.
- Study Process and Project Timeline.
- Work Undertaken To-Date and Draft Findings:
 - Built Form
 - Heritage Resources
 - Land Use
 - Traffic
- Next Steps

Metrolinx and The Big Move

- Metrolinx was created in 2006 to improve the coordination of all modes of transportation in the Greater Toronto and Hamilton Area (GTHA) and provide residents and businesses with modern, efficient and integrated service.
- In 2008, *The Big Move Regional Transportation Plan* was released, which:
 - Is a 25-year, \$50 billion plan for transforming transportation in the GTHA.
 - Contains close to 100 priority actions and supporting policies.
 - Identifies 51 Mobility Hubs across the GTHA.



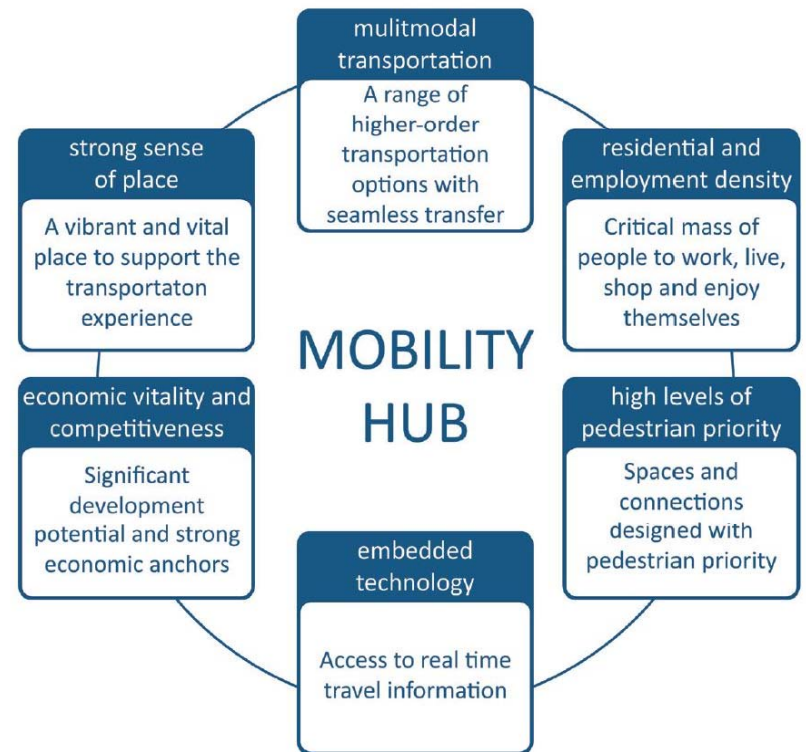
Mobility Hubs within the GTHA



What Are Mobility Hubs?

- Mobility Hubs consist of major transit stations and the surrounding area. They serve a critical function in the regional transportation system as the origin, destination, or transfer point for a significant portion of trips.

They are places of connectivity where different modes of transportation - from walking to biking to riding transit - come together seamlessly and where there is an intensive concentration of working, living, shopping and/or playing.



Mobility Hub Objectives

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



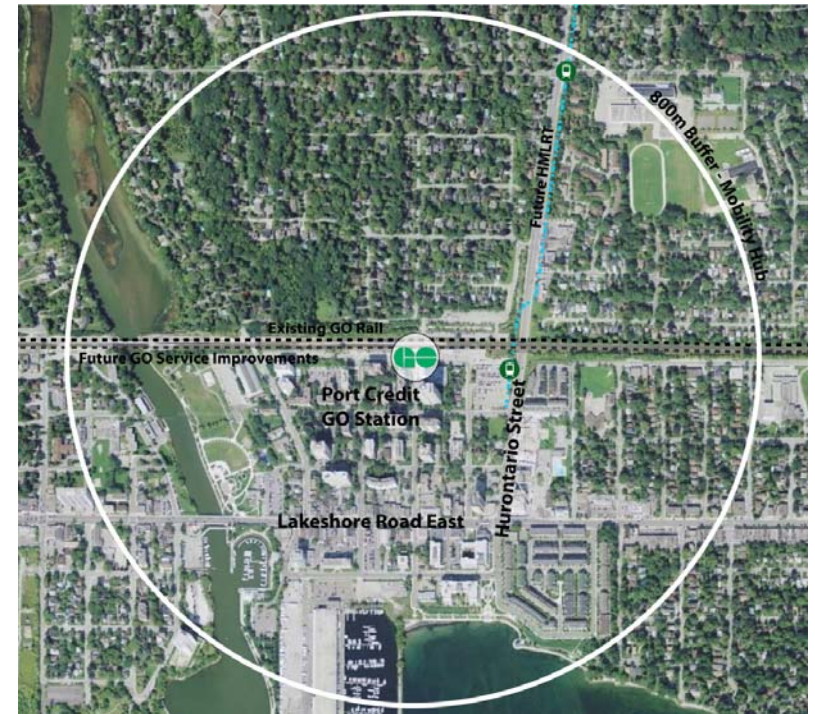
Flexible planning to accommodate growth and change



Effective partnerships and incentives for increased public and private investment

Improved Rapid Transit Service for Port Credit

- Port Credit GO is identified as a **Gateway Mobility Hub**, as it is a major transit station area with two or more current or planned regional rapid transit lines:
 - Existing GO Lakeshore West Rail Line, connecting Hamilton to Toronto, to be upgraded through future GO service improvements to provide minimum 15 minute two-way all-day service.
 - Future Hurontario/Main Light Rapid Transit (HMLRT) line, connecting Port Credit GO to Brampton GO.



GO Service Improvements (including Lakeshore West)

- Metrolinx's plans to reduce gridlock and commute times include a regional rail system with:
 - The introduction of 15-minute, two-way, all day service in core areas over the next 10 years.
 - Four times the number of train trips outside of rush hour and on weekends, and twice the number of trips during rush hour.
 - Electrification of most of the network, which can reduce travel times by up to 20%.
 - New infrastructure to enable expanded service, including additional track where necessary, new road underpasses and overpasses, expansion of existing stations and potentially additional stations.



Existing Parking at the Port Credit GO Station

- Metrolinx owns approximately 6 acres of land at the Port Credit GO Station (excluding the rail corridor lands), which currently accommodates:
 - Approximately 900 parking spaces for GO customers on 3 surface parking lots.
 - A GO station building.
 - A bus bay/bus loop.
 - A passenger pick up and drop off area.



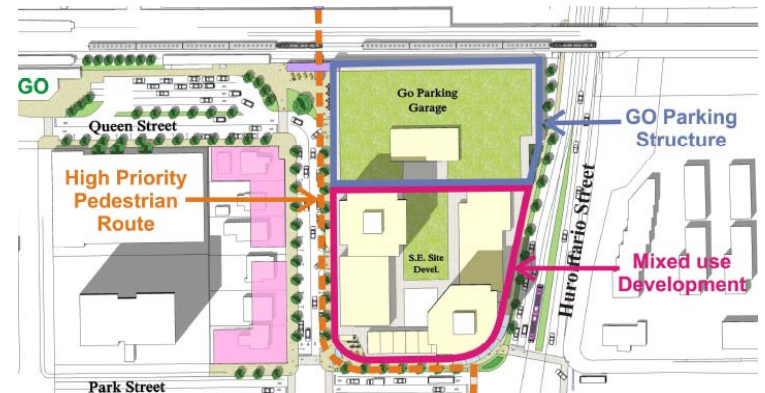
Port Credit Mobility Hub Study

- A Mobility Hub Study for Port Credit was completed in 2011 for Metrolinx and the City of Mississauga that investigated opportunities for:
 - Improving connectivity, place making and mobility.
 - Infill development that respects existing built form.
 - Redevelopment of Metrolinx lands to provide:
 - Additional commuter parking in the form of a multi-level parking structure; and
 - Transit-oriented development (TOD).



Port Credit GO Station Parking Expansion

- The Port Credit GO Station does not have enough parking to meet current or future GO customer demand:
- The 2011 *Port Credit Mobility Hub Master Plan Study* recommended that 300 to 500 additional parking spaces be provided within a 700 to 900 space parking structure on the southeast lot.
- The 2013 *GO Transit Rail Parking and Station Access Strategy* identified the need for 200 to 600 additional spaces.



Port Credit GO Station Parking Expansion Cont.

- Through a proposal call process, Metrolinx intends to select a developer to design and build an 800 space parking structure for GO customers (providing 400 additional spaces) and transit-oriented development on the southeast parking lot that:
 - Has enhanced connectivity and customer experience.
 - Creates a mixed-use community that benefits from enhanced transit access.
 - Achieves design excellence.



Existing Southeast GO Parking Lot and Proposed Redevelopment Site.

Purpose of the Master Plan Study

- Policies of the recently approved Mississauga Official require that a Master Plan be prepared for the lands south of the GO Station (Site 12).
- The majority of the lands are designated as 'Mixed-Use' (the southwest parcel is designated as 'Utility') and currently contain a range of uses:
 - Metrolinx: Southeast GO commuter parking lot
 - City: Vacant land (former Lawn Bowling Site)
 - Bell Canada: Parking lot
 - Multiple Ownership: Detached housing (one dwelling functioning as a business office)

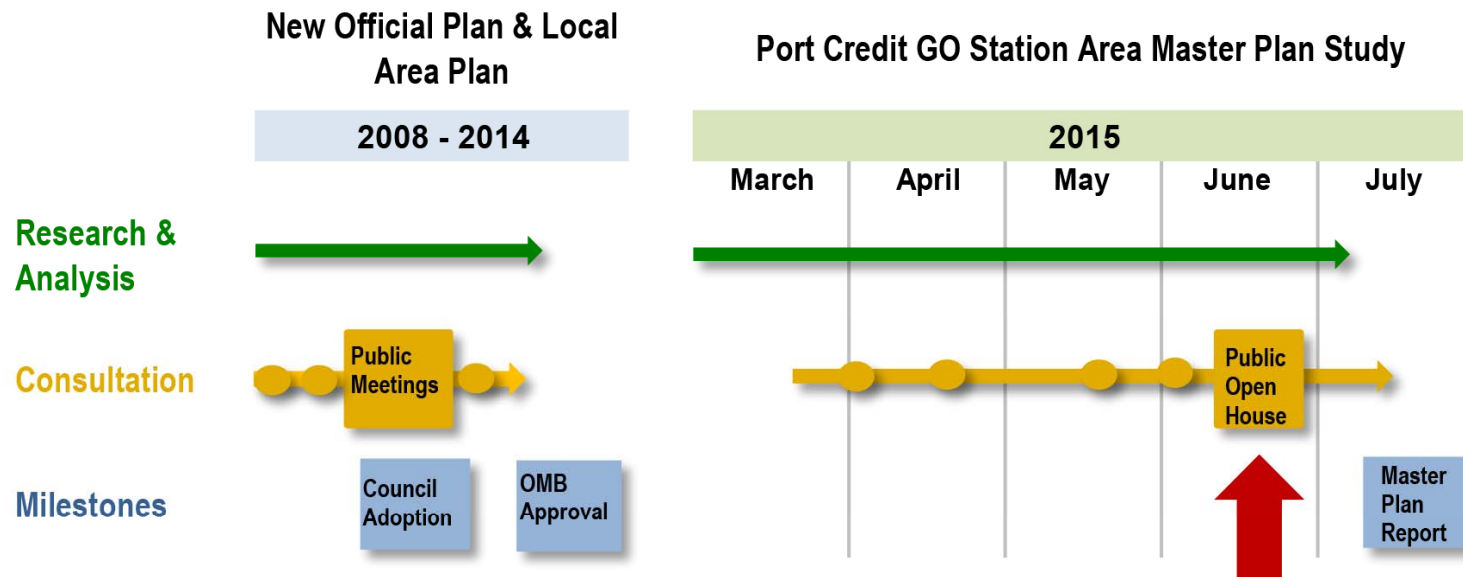


Purpose of the Master Plan Study Cont.

- The Master Plan is to provide further direction on appropriate redevelopment, addressing land use, built form, transportation and heritage resources.
- The Master Plan must be prepared before new development can occur on any of the 11 properties comprising Site 12:
 - At this time, Metrolinx is the only known property owner to have an active development proposal within the Master Plan Study Area.
 - As part of this study, the redevelopment potential for all properties must be tested, but the Master Plan is not recommending (and not requiring) that development occur.
- The Master Plan must be flexible, to address market opportunities and to allow for design creativity. It is the first stage in a comprehensive design and planning and approvals process.

Master Plan Study Process and Timeline

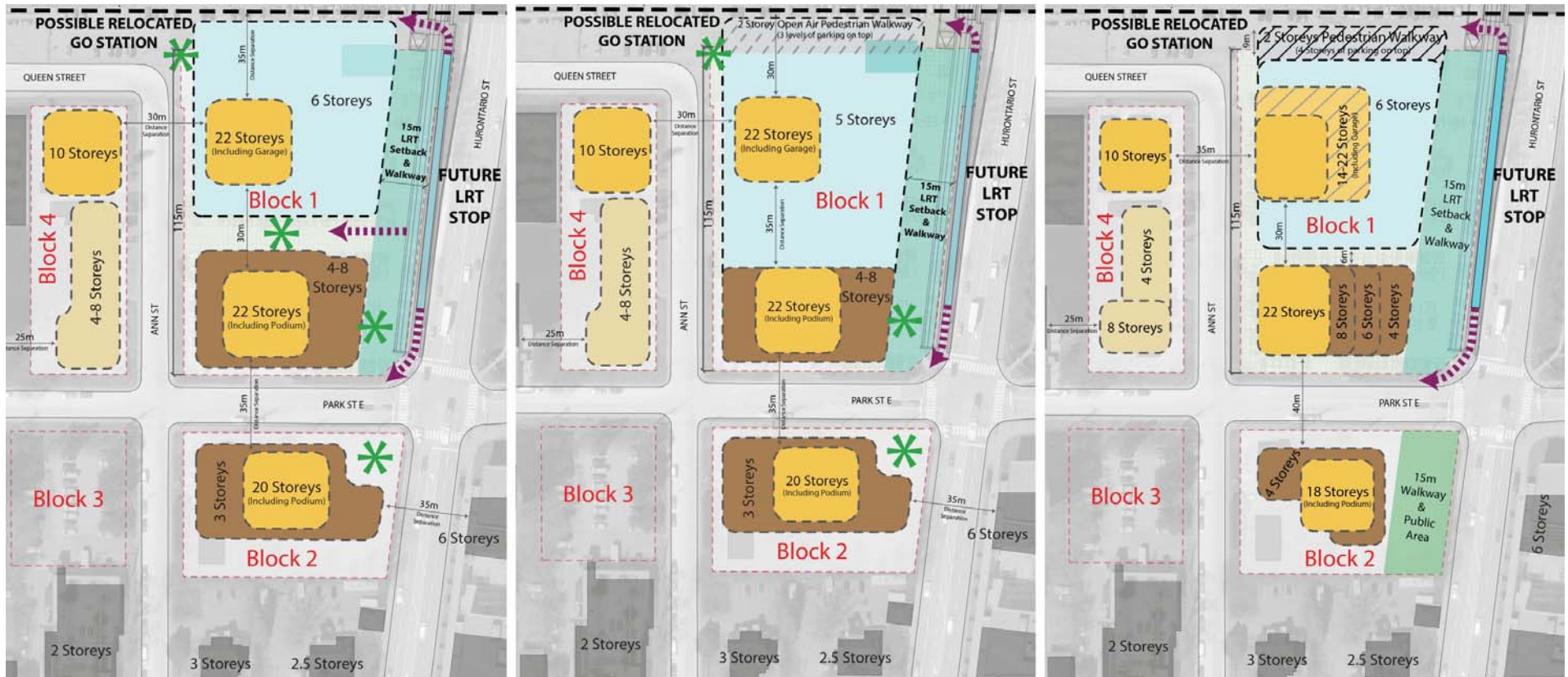
- IBI Group and Metrolinx are building upon the work undertaken for the Mississauga Official Plan and Port Credit Local Area Plan and working closely with the City of Mississauga and consulting with a Local Advisory Panel and area landowners.



Draft Built Form Concepts

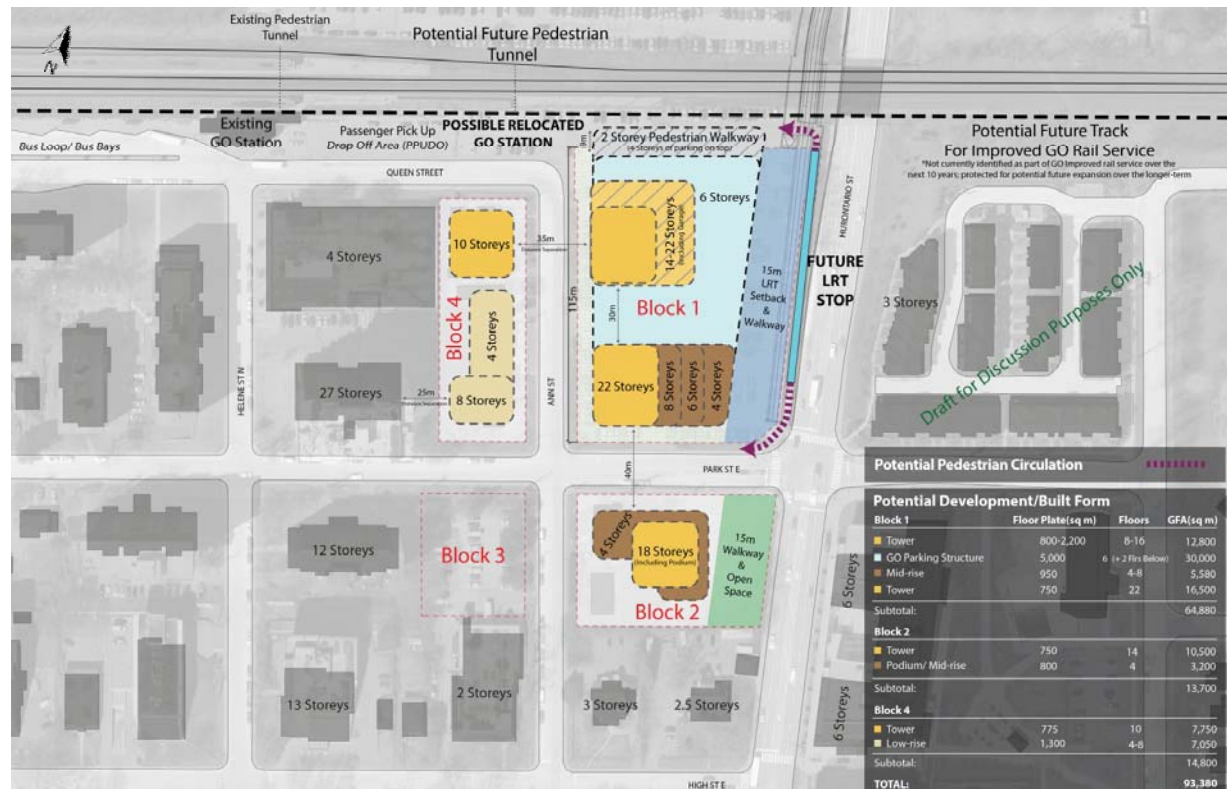
- With provincial, regional and municipal policies in mind, draft concepts were prepared by IBI Group to analyze the potential impacts of various built form, using the following parameters:
 - Maximum height of up to 8 storeys along Hurontario Street, with transitioning of heights (angular planes and setbacks) to respect low-rise development to the east.
 - Maximum height of up to 22 storeys on the remaining lands, with greatest heights closest to the GO Station / Light Rapid Transit (LRT) stop and variation in building heights.
 - 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 Hurontario/Main Light Rapid Transit setback.
 - The majority of the 800 GO parking spaces will be provided above-grade (likely within a 5 to 6 storey structure).

Evolution of Draft Built Form Concepts



Draft Built Form Concept Plan A1

- Shows 3 towers, mid-rise and low-rise buildings, which could accommodate residential non-residential uses.
- Provides a direct northern connection for transit users between the future Hurontario-Main Light Rail Transit stop and the GO station.
- Assumes full property assembly on Blocks 2 and 4, no heritage issues and redevelopment.
- Assumes no heritage issues
- Assumes continued 'Utility' use on Block 3.



Draft Built Form Concepts

- The Master Plan is not intended to design the GO parking structure, other buildings or the public realm and open spaces. The 3-D massing model is intended to illustrate potential building height and massing. The Master Plan will include guidelines and illustrative examples for building design and streetscape and landscaping treatment.
- To reiterate:
 - Through a two-phase proposal call process Metrolinx will select a development partner to design and construct a new parking structure and transit-oriented development on the Block 1 lands.
 - Redevelopment potential for the other two blocks is being tested (and shown in the draft concepts), but the Master Plan is not recommending (and not requiring) that development occur on the lands.
 - The Master Plan is the first stage in a comprehensive design and planning and approvals process, intended to provide further direction and guidelines.

3-D Demonstration Massing Model - Bird's Eye View

Potential Southwest View



3-D Demonstration Massing Model - Bird's Eye View

Potential North View



3-D Demonstration Massing Model - Bird's Eye View

Potential South View



3-D Demonstration Rendering - Streetview

Potential South View from West Side of Hurontario (just south of the bridge)



Examples of Contextually Sensitive Parking Structures

Albert Street Parkade, Brisbane

9-storey parking podium covered with art installation, ground floor retail and office tower.



The Rise, Vancouver

6-storey mixed-use development with enclosed delivery and servicing area.



Examples of Contextually Sensitive Parking Structures

Market Wharf, Toronto

8-storey parking podium with ground floor retail and residential tower.



Fourth Street Parking Garage, San Jose

8-storey parking structure with ground floor retail and rooftop banquet centre.



Methodology for Traffic Analysis

- A worst case scenario for future traffic is being analyzed, which assumes background growth, full redevelopment of the Master Plan Study Area (Concept A1) and intensification of 9 potential redevelopment sites within the Community Node by 2031.



Preliminary Traffic Findings – 2020 Conditions

- The traffic volumes assumed for the 2020 Traffic Scenario include:
 - Traffic growth originating from developments outside of the Port Credit Community Node.
 - Full build-out of 2 sites within the Port Credit Community Node that have approved zoning and an active development application.
 - The proposed GO Station parking garage (a net increase of 400 parking spaces).
- Under this scenario, the preliminary analysis indicates in general during the busiest hour in the morning and the afternoon (AM and PM peak periods) that intersections will operate under capacity, without lengthy delays.
 - The biggest impacted traffic movements are the eastbound through movement at Lakeshore / Stavebank and eastbound traffic on Lakeshore. Most of the volume changes on Lakeshore are associated with background traffic growth originating from west of Port Credit.
 - The delay for left hand turn movements at Eaglewood and Hurontario will increase from the current 35 to 50 seconds to over 50 seconds and the delay for left hand turn movements at Stavebank and Lakeshore will increase from the current 55 to 80 seconds to over 80 seconds. Some minor improvements through signal re-timing can help mitigate these delays.

Preliminary Traffic Findings – 2031 Conditions

- The traffic volumes assumed for the 2031 Traffic Scenario include:
 - Traffic growth originating from developments outside of the Port Credit Community Node.
 - Build-out of 9 potential redevelopment sites identified in the Port Credit Community Node.
 - Full build-out of the Master Plan lands with transit-oriented office, residential and retail development and a GO parking garage (a net of 400 parking spaces).
- Under this worst case scenario, the preliminary analysis indicates in general that in the busiest hour in the morning and the afternoon (AM and PM peak periods) intersections will operate under capacity without lengthy delays, with a few exceptions:
 - Eastbound left-turn at Hurontario/Park (AM & PM) based on GO parking demand and lack of an advanced eastbound left turn phase. Mitigation measures are possible.
 - The shared eastbound thru-left at Stavebank/Lakeshore (PM).
 - AM movements at Park/Ann (AM) and Hurontario/Lakeshore.

Next Steps for the Master Plan Study and Beyond

- June - July, 2015: IBI Group will finalize its analysis and submit a Master Plan Report to the City of Mississauga (and make a presentation to the Mississauga Urban Design Advisory Panel).
- Summer, 2015: City staff will review the IBI Group Master Plan Report and prepare its own Planning Report (recommendations).
- Fall 2015: Investigation of Station Access Improvements (Public Survey) by Metrolinx and the IBI Group Master Plan and City Planning Report brought forward to Council and the Planning and Development Committee (open to the public).
- With Council Endorsement of the Master Plan proposed policy changes will be brought forth at a public meeting.
 - Winter - Spring 2016: Official Plan Amendment.
 - 2016 onward: Other required approvals (e.g. Zoning By-law Amendment with supporting studies, Site Plan Approval and Building Permits).

Format for the Remainder of the Open House

- Staff from IBI Group, Metrolinx and the City of Mississauga are here to answer questions about the Master Plan Study.
- Please provide feedback on the information presented tonight by:
 - Speaking to Study Team members at the display stations.
 - Completing a Comment Sheet (available at the display stations and sign-in table).
 - Contacting:

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- Please sign-in at the front table and check the City's website for updates:
www.mississauga.ca/pcgomasterplan.

Questions?

