



IBI GROUP
7th Floor – 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
tel 416 596 1930 fax 416 596 0644
ibigroup.com

Minutes

To/Attention Notes to File **Date** May 28, 2015
From Amy Shepherd **Project No** 37342
Subject Port Credit GO Station Area Master Plan Advisory Panel Meeting #1
(held April 23, 2015 - 7:00 to 9:00 pm)
Present
IBI Group: Amy Shepherd and David Ashbourne
City of Mississauga: Councillor Jim Tovey and Paul Stewart
Metrolinx: Kuda Saburi, Li Dong, Martin Keen and Ann Lehman-Allison
Port Credit BIA: Ellen Timms
Cranberry Cove: Chris Mackie and Hugh MacKenzie
Village Inspired Vision Alliance: Dorothy Tomiuk
Credit Reserve Association: Doug Watson, Alan McBride, Brian Holtham and Teodor Kochmar
Port Credit Village Association: Don McVie
Town of Port Credit Association: Deborah Greenfield and Mary Simpson
Distribution Meeting Attendees and Public Posting on City of Mississauga's Website
(www.mississauga.ca/portal/residents/pcgomasterplan)

Item Discussed	Action By
1 Introductions <ul style="list-style-type: none">Amy Shepherd (Planner and Project Manager with IBI Group) welcomed everyone and explained how a multi-disciplinary team from IBI Group has been retained by Metrolinx to prepare a Master Plan for the lands south of the Port Credit GO Station, in consultation with the City of Mississauga.Amy explained how representatives from community groups that sat on the Port Credit Local Advisory Panel (established by the City of Mississauga during the preparation of the new Local Area Plan) had been invited to form an Advisory Panel for the Port Credit GO Station Area Master Plan Study. She explained that the Advisory Panel is to act as a 'sounding board' for ideas brought forth by the study team on appropriate land use and built form.Paul Stewart (Planner with the City of Mississauga) introduced himself and explained how with input from the Advisory Panel, IBI Group and the City can ensure that materials for the Master Plan Study, which will be made available for public review on the City's website, are clear and easily understood.	

Item Discussed

- Councilor Tovey provided some opening remarks, explaining how the Province of Ontario had recently committed to fully fund the Hurontario-Main Light Rapid Transit (HMLRT). He noted how Metrolinx is going to be a great partner to the City of Mississauga by providing rapid transit service, additional commuter parking and new mixed-use development. The Councillor explained how more employment is required in Port Credit to improve the ratio of jobs to residents and how he is hoping to see 60,000 sq. ft. of new office space within the Metrolinx development.
- The Advisory Panel members introduced themselves and identified which community group or association they are involved with. Representatives from Metrolinx also introduced themselves.

Action By

Metrolinx has retained a commercial real estate brokerage firm to undertake an office market opportunities assessment. The findings will help inform the land use recommendations of the Master Plan.

2 Purpose of Master Plan

- Amy described how the study area for the Port Credit GO Station Area Master Plan was defined by the Port Credit Local Area Plan and how it is comprised of 11 properties and a portion of the municipally-owned Queen Street right-of-way (ROW).
- Amy noted that Metrolinx owns lands within the study area which currently function as the southeast commuter parking lot and has plans to redevelop the site with a new 800-space parking garage for GO Transit users and mixed-use development.

Metrolinx is an agency of the Government of Ontario that was created to improve the coordination and integration transportation in the within the Greater Toronto and Hamilton Area (GTHA). Metrolinx includes the divisions of GO Transit, Presto and Union Pearson Express.

- Amy described how the City requires a Master Plan be prepared for Special Site 12 before any development occurs. She explained that the purpose of the Master Plan is to determine appropriate development parameters and provide further direction on land use and built form.

Paul added that the Master Plan is also required to ensure that the City of Mississauga is comfortable incorporating the Queen Street right-of-way into a future development.

3 Planning Framework

- Speaking to a handout, Amy provided an overview of the current planning framework governing land use and development on the lands surrounding the Port Credit GO Station. The following provides a brief summary – **see attached handout for additional information:**

Item Discussed

Action By

Metrolinx Regional Transportation Plan, The Big Move:

- The Big Move has identified the Port Credit GO Station area as a Gateway Mobility Hub, where intensification is to occur.
- The Big Move includes plans to improve rapid transit in Port Credit, regional electric rail (RER) to provide 15-minute all-day service on the Lakeshore GO rail line and the HMLRT.

Mississauga Official Plan (MOP)

- Identifies the Port Credit GO Station area as a 'Community Node', 'Major Transit Station Area' and 'Mobility Hub'. Community Nodes are intensification areas that are to provide a similar mix of uses as Major Nodes, but with lower densities and heights.
- Lands south of the Port Credit GO Station that are in the Study Area are designated either as 'Mixed-Use' or 'Utility'.
- A panel member noted how there is a shortage of office space in Port Credit and as a result businesses have left.

Port Credit Local Area Plan (PCLAP)

- Identifies lands south of the Port Credit GO Station as 'Special Site 12' and requiring special attention, given they can further the development of the Port Credit mobility hub.
- The greatest heights and density are to be in close proximity to the GO station and future LRT stop at Hurontario and Park Street.
- Policies of PCLAP require that a Master Plan be completed for the lands, to the satisfaction of the City, to further define the appropriate types of development and to address land use, built form, transportation and heritage resources.
- Schedule 2B identifies height limits for the Port Credit Community Node but notes that additional study is required for the Site 12 lands to determine appropriate height.
- A panel member asked why the PCLAP allows 22 storey buildings south of the GO Station where two-storey detached houses exist and townhouses are located across the street (Hurontario Street). He expressed concern that if density is located all in one area there will be an imbalance of built form.

Paul explained that the PCLAP includes permissions for up to 22 storeys because the lands are located between a future LRT stop and a GO station. The City's Official Plan policies direct intensification to Major Transit Station Areas.
- A panel member noted that human scale needs to be considered, with a tiered height system for new buildings to protect the existing 3 storey townhouses on Hurontario Street.

Amy explained that IBI Group is looking at interface to existing development and the impact increased height would have on adjacent land uses (e.g. shadow impacts).

Item Discussed

Action By

4 Planned Redevelopment of the Metrolinx Site

- Amy explained that Metrolinx has initiated a two-stage competitive proposal call process (i.e. Request for Qualifications and Request for Proposal) to select a development partner to build a new parking structure for GO Transit users and mixed use development (e.g. residential, office and retail) on its lands.

Kuda Saburi (Manager of Land Development with Metrolinx) described the goal of creating of a stronger transit-oriented environment, while being sensitive to the existing context.

- Amy explained that the new GO Transit parking structure will have approximately 800 spaces for commuters, representing 400 net new spaces (the existing lot has approximately 400 spaces). She noted that for safety and operational purposes, it is Metrolinx's preference that the majority of the GO parking be provided for above-grade (e.g. within a 5 to 6 storey structure).
- A panel member raised a concern about the potential height of the parking structure. Another panel member noted they do not want to see the type of garage that was built at Clarkson.

Amy explained how the study will explore best practices for parking structures and bring forth guidelines for design. Paul noted how the City wants to see the principles of the Metrolinx Mobility Hub Guidelines achieved on the site.

http://www.metrolinx.com/en/projectsandprograms/mobilityhubs/mobility_hub_guidelines.aspx

- A panel member suggested GO customers are parking at the arena and the library because of a lack of parking at the station.
- The issue of how much commuter parking should be provided was discussed.

Some panel members feel that providing more parking will help facilitate transit use, but others believe it will counter-active and encourage automobile use.

A panel member suggested that the LRT will not necessarily reduce the need for commuter parking at the Port Credit GO Station, because many people will not walk half a km or more to an LRT stop.

- The issue of free parking at GO stations was raised. Some panel members believe that free parking discourages people from using other modes of transportation. Others feel that people would not use transit if they had to pay for parking.
- A panel member asked how many people use the Port Credit GO station daily. Metrolinx indicated it would have to get back to the group with specific statistics but noted that Port Credit is a very busy GO station and it has one of the highest walk in rates.

Metrolinx confirmed that based on a count undertaken in the fall of 2014, the daily rail passenger on-and-off count at Port Credit Station is 5,609 (representing 8% of the total passenger volume for the Lakeshore West Line). Approximately 25% of passengers access the Port Credit Station by walking, making it the 13th busiest GO station in the system (all rail lines) for walk-in traffic and the 7th highest for the Lakeshore line (which has 21 stops, including Union Station).

Item Discussed	Action By
<p>A panel member asked if Metrolinx was building a parking garage at Long Branch. Kuda explained how Long Branch has a limited amount of land area that restricts development of an economical parking garage and that he would provide additional information on the parking strategy for the Long Branch Station.</p> <ul style="list-style-type: none"> A panel member asked if Metrolinx has a preconceived plan for its lands and if design has already occurred. <p>Amy clarified that there are no preconceived plans for the Metrolinx lands and how Metrolinx is looking to potential development partners to bring forth proposals. Amy explained that a mobility hub study was done in 2011 that explored what could fit on the property, but how since that time there have been changes to the City's planning policies and less land is now available due to the planned HMLRT and 4th rail track.</p> <p>http://www.metrolinx.com/en/projectsandprograms/mobilityhubs/mobility_hubs_PortCredit.aspx</p> <ul style="list-style-type: none"> Amy explained that for the HMLRT IBI Group is assuming the preliminary plans and requirements set out in the 2013 Environmental Project Report (e.g. at-grade LRT stop on the west side of Hurontario St. between the bridge and Park St. and a 15m setback on the Metrolinx property to accommodate a multi-purpose path and access ramp to GO Station). 	<p>The 2013 GO Transit Station Parking and Access Strategy recommended securing up to 200 additional stalls in a parking structure at the Long Branch Station, through joint development.</p>
<h2>5 Testing of Redevelopment Scenarios</h2> <ul style="list-style-type: none"> Amy explained that IBI Group will be testing various built form and land use scenarios for the different parcels comprising the Special Site 12. For the two blocks comprised of multiple properties currently under separate ownership, one scenario will assume land assembly which would be necessary to facilitate higher density development. Amy noted that four of the houses within the Study Area that are listed on the City's Heritage Registry. Paul explained that the Master Plan is not intended to determine whether or not the listed houses should be designated, but to consider potential impacts development within the Study Area may have on these properties. A panel member asked that information on traffic for the GO station and new development be provided at the next meeting. A panel member suggested that Mississauga has struggled to capture the live, work, play idea. He suggested that economic viability and lack of incentives for developer are a challenge. <p>Amy noted land use mix and how to attract employment will be explored, including potential incentives (e.g. density transfers, reduced parking requirements, Section 37 bonusing).</p>	<p>IBI Group to bring mapping with an overlay of the HLRT and stop location to the next Advisory Panel meeting.</p> <p>IBI Group to provide an overview of existing traffic conditions and potential future traffic conditions at the next Advisory Panel meeting, with more detailed analysis on the impacts of future development to be provided in early June.</p>

Item Discussed	Action By
<ul style="list-style-type: none"> A panel member suggested the need to couple development at the GO Station with community benefits (e.g. Section 37 and parkland dedication). A bridge beside the rail tracks (over the Credit River) for bikes and pedestrians was cited as being a priority. However, it was also noted that to be eligible for Section 37 benefits the proposed development must constitute good planning. A panel member noted that the sense of place within the Community Node must be maintained and that new developments attract families. A panel member inquired about the process and planning framework for Mimico. http://www1.toronto.ca/City%20Of%20Toronto/City%20Planning/Community%20Planning/Files/pdf/M/Mimico-Judson_Regeneration_Area_Study_Final_Report.pdf A panel member suggested that the City-owned property at Park Street and Hurontario Street (known as 'the lawn bowling site') be turned into a parkette. Paul explained that the City had redesignated the site for mixed-use development and it was his understanding that through the preparation of the PCLAP that the site was determined not to be required as open space. He noted that this Master Plan study can comment on how the site can be developed to enhance the public realm through public art, landscaping and built form. A panel member noted there is already a park nearby (i.e. Harold Kennedy Park on Rosewood). A panel member asked what is planned for the north side of the rail track. Amy explained that the Master Plan Study is not contemplating any development north of the track but that IBI Group will be considering how future development within the Master Plan Study Area may impact surrounding lands (e.g. shadows, views, traffic, etc.). A panel member suggested that future study materials show an impact area of at least 500 m surrounding the study area. 	<p>IBI Group to provide a high-level estimate of potential costs to construct a pedestrian bridge over the Credit River.</p> <p>IBI Group and the City to review the context and approach taken for Mimico.</p> <p>The Mimico-Judson Regeneration Area Study (April 2015) recommended two tall podium point towers of 27 storeys and 22 storeys at the Mimico GO Station, mid-rise of up to 8 storeys on adjacent lands and 4 storeys beyond.</p>
6 Timing	
<ul style="list-style-type: none"> Speaking to a handout (attached), Amy provided an overview of the anticipated timing for the Master Plan Study, amendments to the City's Official Plan and the Metrolinx development: <ul style="list-style-type: none"> Master Plan Study: The next Advisory Panel meeting (a design workshop) will be held May 26th. A public open house will take place on June 16th where IBI Group will present its preliminary findings and obtain feedback from the public. IBI Group will deliver a final report to the City in July and in the fall of 2015 the City will bring forth its own report and recommendations to City Council and the Planning and Development Committee (PDC). 	

Item Discussed

Action By

- Official Plan Amendment: A process to amend the MOP and PCLAP may commence in the fall of 2015 to incorporate findings and recommendations from IBI Group and City Planning Staff.
- Development on the Metrolinx Site: Metrolinx anticipates selecting a development partner by mid 2016. The goal is to initiate construction of the GO parking structure by 2018, with a completion date of no later than 2019, with the mixed-use development occurring concurrently or as part of a second phase.

Please report any errors or omissions in the minutes to Amy Shepherd of IBI Group:

ashepherd@ibigroup.com

Tel: 416 596-1930, ext. 61248 Fax: 416 596-0644