



## Minutes –DRAFT

**To/Attention** Notes to File **Date** September 10, 2015  
**From** Amy Shepherd **Project No** 37342  
**Subject** Port Credit GO Station Area Master Plan Advisory Panel Meeting #2  
(held May 26, 2015 - 7:00 to 9:00 pm)

### Present

**IBI Group:** Amy Shepherd, Trevor McIntyre, Ashish Ghate and David Ashbourne

**City of Mississauga:** Councillor Jim Tovey, Paul Stewart, Jason Wu and Ruth Marland

**Metrolinx:** Kuda Saburi, Chris Barré, Martin Keen, John Potter and Ann Lehman-Allison

**Office of MPP (Honorable Charles Sousa):** Kevin Draper

**Port Credit BIA:** Ellen Timms

**Village Inspired Vision Alliance:** Dorothy Tomiuk

**Credit Reserve Association:** Alan McBride and Brian Holtham

**Port Credit Village Association & Port Credit Community Foundation:** Rod Male

**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](http://www.mississauga.ca/portal/residents/pcgomasterplan))

### Item Discussed

### Action By

#### 1 Review / Adoption of Minutes from First Advisory Panel Meeting

- Amy Shepherd noted she had received and incorporated feedback from a few Panel members on the draft minutes that were circulated on May 21, 2015. The group indicated that no other changes or additions were required and it was concluded that the minutes from the first Advisory Panel meeting could be considered final and uploaded on the City's website.

#### 2 Draft Built Form Parameters

- Amy described a series of draft built form parameters that had been established for the purpose of testing height and density:
  - Maximum building height of 8 storeys along Hurontario;
  - Maximum building height of 22 storeys on the other lands;
  - Minimum distance separation between buildings over 6 storeys of 30 metres;

**Item Discussed**

- Maximum residential floor plates of 800 sq. m. for the upper floors of towers (i.e. 16<sup>th</sup> floor and higher);
- No development within a 15 metre setback along the west side of Hurontario Street, which has been identified necessary to accommodate the future HMLRT and will include a landscaped, pedestrian-friendly walkway; and
- The majority of the 800 GO parking spaces to be accommodated on the Metrolinx lands (400 net new spaces) will be provided for above-grade within a structure that is anticipated to be 5 to 6 storeys tall, with 1 or 2 levels below-grade.
- A Panel member noted that there is an issue with regulating height by storeys since a new 22 storey building is going to be taller than an older 22 storey building given that greater floor to ceiling heights. The difference in floor to ceiling heights by type of building (e.g. residential vs. parking garage or office) must also be considered.
- A Panel member asked what the Port Credit Built Form Guide recommends for separation distance between tall buildings. Amy noted that the Guide recommends 40 metres and she explained that while 40 metres may be appropriate in the lower density, residential areas of Port Credit, given the location of the Site 12 lands within a Major Transit Station Area IBI Group was recommending a minimum distance separation of 30 metres.

**Action By**

IBI Group to check if the City of Mississauga has data on the height of existing buildings within proximity of the Study Area (meters/feet) and to ensure its 3-D model reflects the typical floor to ceiling heights of new residential and office buildings and parking structures.

**3 Preliminary Draft Concept Plans**

- Amy reminded the group that the Master Plan Study must consider all 12 properties which comprise Site 12, even though at this time Metrolinx is the only landowner to have brought forth development plans to the City.
- Amy explained that for the purpose of analysis, the lands were being broken down into four Blocks:
  - Block 1 (northeast lands, owned by Metrolinx and the City (i.e. unopened Queen Street right-of-way);
  - Block 2 (southeast lands, owned by the City and two separate private landowners);
  - Block 3 (southwest lands, owned by Bell Canada); and
  - Block 4 (northwest lands, owned by six separate landowners).

**Item Discussed**

**Action By**

- Amy explained that following a policy and regulatory review and consideration to the fact that the Block 3 landowner (Bell Canada) has not expressed interest in relocating its facilities or redeveloping its lands, it was decided that the Master Plan would assume the continuation of the existing uses on Block 3 (i.e. a parking lot for Bell Canada).  
  
Paul Stewart noted that this approach reflects the parameters set out by the recently adopted Mississauga Official Plan, as the 'Utility' designation on the block does not permit residential, office or retail uses. The land would need to be redesignated to allow for such uses. All the other Site 12 lands are designated as 'Mixed Use'.
- Speaking to a series of draft 2-D concept plans and 3-D massing images (attached), Amy explained that IBI Group had prepared a number of preliminary draft concept plans to illustrate potential redevelopment. The concepts are intended to help start a conversation with the Advisory Panel on potential built form and urban design.
- Amy noted that all the concepts assume a new 800-space GO Transit parking structure and two towers on Block 1, and that the main differences between the concepts are how connections between transit modes are provided (i.e. future HMLRT, GO Train and Miway) and how much development can be accommodated on Blocks 2 and 4:
  - Concept A: Main northern pedestrian connection on the Metrolinx lands (Block 1):
    - Version 1. Assumes full property assembly on Blocks 2 and 4 to allow for more intense redevelopment; and
    - Version 2. Assumes little or no property assembly on Blocks 2 and 4 and therefore moderate redevelopment/intensification.
  - Concept B: Northern and mid-block pedestrian connections on the Metrolinx lands (Block 1):
    - Version 1. Assumes full property assembly on Blocks 2 and 4 to allow for more intense redevelopment; and
    - Version 2. Assumes little or no property assembly on Blocks 2 and 4 and therefore moderate redevelopment/intensification.
- A Panel member suggested that lands adjacent to heritage buildings should be designated/zoned low-density. Paul explained that provincial and municipal policies direct greater heights and densities to Mobility Hubs and Major Transit Stations and through the recent update to the Official Plan the City determined that the lands south and east of the GO Station should be designated 'Mixed-Use-', including those which are adjacent to designated and listed heritage properties. He noted that future development proposals must be sensitive to and minimize impacts on heritage properties.

**Item Discussed**

**Action By**

- A Panel member suggested that there is nowhere to breathe in the draft built form concept and that the lands look over built. Another member suggested more permeability is needed on the blocks and cautioned about creating a wind tunnel effect.
- A Panel member suggested that building heights could be dropped with no reduction to density if the floorplate sizes were increased and the mid-block mews was removed.
- A Panel member suggested that the former lawn bowling site on Block 2 become a public park. Another member noted that the site is by the GO Station and it should be intensified and that public spaces and parks do not need to be big open fields.
- Trevor McIntyre explained how with the 15 metre setback on Hurontario for the future HMLRT, there is an opportunity to provide generous urban open space to accommodate pedestrians, cyclists and attractive landscaping and street furniture.
- A Panel member requested that future figures and analysis for the Master Plan Study include lands at least one street north of the railway tracks.
- A Panel member indicated that it was their understanding that Port Credit has met its density target and that additional density is not required.

Amy acknowledged that the Port Credit Local Area Plan does include a reference to the existing density being within the target range, but suggested the provision isn't intended to discourage or prevent additional intensification, but to ensure it is appropriate. She also noted that other provincial and municipal policies do specifically direct intensification to occur within Mobility Hubs and that higher densities are required to support the existing and planned transit infrastructure and investment within Port Credit.

Paul further noted that the City needs to make the most of the opportunity to intensify land within the Mobility Hub, and particularly around the GO Station and GO/HMLRT connection, and that IBI Group is to explore the best options and appropriate built form.

It was agreed Amy would provide clarification on the policies:

**Excerpts from the Port Credit Local Area Plan**

**6.0 Direct Growth**

**6.1 Community Node Character Area:**

With a gross density of 115 residents and jobs combined per hectare, Port Credit is within the targeted range for Community Nodes of between 100 and 200. As such, additional density is not required to meet the target, however, it is recognized that some infill and redevelopment will occur. This should focus on creating a more complete community and in particular employment opportunities. Increasing the gross density towards the upper limit of 200 residents and jobs combined per hectare is not sufficient planning justification on its own for approving amendments that permit additional height and density.

**Item Discussed**

**Action By**

**10.0 Desirable Urban Form**

**10.2 Community Node Character Area**

The Community Node Character Area will exhibit high standards of urban design that reinforce and enhance the identity of Port Credit as a vibrant and memorable urban place. Additional development is anticipated, however, the form and scale will vary within the node in accordance with the various precincts.

The policies are intended to reflect a number of objectives, including among other things:

- to ensure that the greatest height and density will be in close proximity to the GO station and future LRT transit stop at Hurontario Street and Park Street;
- to ensure building heights will reflect an appropriate transition towards the Credit River, Lake Ontario Shoreline, the mainstreet area, and surrounding neighbourhoods.

**Schedule 2B**

Allows for building heights of up to 22 storeys on the majority of the Site 12 lands, subject to further study (i.e. the Master Plan Study).

- A Panel member asked if the public will have a say in the design of future buildings. Paul explained that the Master Plan will be used to update Official Plan policies and that it will provide guidance during the preparation and review of development proposals (Metrolinx will attach it to the Request for Proposals (RFP) being issued to select a development partner). He noted that through the rezoning process there will be opportunity for public input and that development applications will also go through the Site Plan Approval process, during which there is limited opportunity for public input.
- A Panel member asked if the future development on Block 1 will pay for the parking garage. Kuda explained that the sale or lease of the land for future transit-oriented development (TOD) may cover some of the costs, but not full cost recovery.
- Timing of the construction on Block 1 was discussed, with Amy noting that Metrolinx aims to have the GO parking structure complete by late 2018/2019 and that the TOD may be built concurrently or as part of a latter phase. It was confirmed that Metrolinx intends to select the same development team to design and construct the GO parking structure and the TOD.
- It was confirmed that Metrolinx intends to keep the western (Stavebank) GO parking lot and that it has no plans to develop the northern GO parking lot.

**4 Transportation**

- Amy noted that approximately 2,500 GO Lakeshore West rail line customers currently use the Port Credit GO Station in the AM peak period and that in the future 2,000 HLRT customers are expected to board or alight (deboard) at the Port Credit LRT stop in the AM peak period.

**Item Discussed**

**Action By**

- A Panel member noted there is significant bus traffic at the Port Credit GO Station and asked how many buses would be eliminated with the introduction of the HMLRT.
- A Panel member suggested that by providing more parking people are being encouraged to use their cars instead of taking transit. Kuda explained that through the GO Transit Rail Parking and Station Access Strategy (2013) and analysis of existing and future parking requirements it was determined that an additional 400 spaces are necessary at the Port Credit Station.
- A Panel member noted that transit users currently have to wait outside sometimes when the GO Station building is too full.
- A Panel member suggested the need to couple development at the GO Station with community benefits (e.g. Section 37 and parkland dedication). Another member suggested that a bridge beside the rail tracks (over the Credit River) for bikes and pedestrians could be funded through Section 37 and it should be a priority.

It was agreed IBI Group would provide Metrolinx with a high-level estimates of the potential cost to construct a pedestrian bridge over the Credit River. Land acquisition costs (should privately owned land need to be acquired) and access/easement issues would need to be taken into consideration.

IBI Group or the City will try and obtain information from MiWay on which bus routes may be eliminated with the introduction of the HMLRT.

**5 Next Steps of Development Analysis**

- Amy explained that as part of the next stage of development analysis, IBI Group would be undertaking additional design analysis (e.g. articulation of building expression, drafting guidelines and shadow impact analysis), as well as evaluating land use mix and traffic impacts.
- A Panel member asked if there is potential to build office or retail on Block 1, perhaps as part of the parking structure, suggesting that there is tremendous potential for people exiting transit to shop in an urban environment and turn a dead zone into something meaningful. Amy explained that policies of the Mississauga Official Plan and Port Credit Local Area Plan require a variety of uses within the 'Mixed Use' designation.
- A Panel member suggested that employment numbers are staying the same while the amount of office space per worker is decreasing because people have more options for flexible employment (e.g. work from home and hoteling space at offices) and that in the future transit ridership may be more dispersed throughout the day.

**Item Discussed**

- Amy explained that a Public Open House is scheduled for June 16<sup>th</sup> at Clarke Hall and that the meeting will be advertised in the local newspaper and on the City's website. She requested that the Panel members pass on the information to their friends, neighbours and colleagues.
- A Panel member suggested that posters advertising the Public Open House be posted at the GO Station and that Metrolinx email its customers.

**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**

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**Item Discussed**

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