



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 - DRAFT

To/Attention	Notes to File	Date	September 13, 2015
From	Amy Shepherd	Project No	37342
Subject	Port Credit GO Station Area Master Plan Advisory Panel Meeting #3 (held June 10, 2015 - 7:00 to 9:00 pm)		

Present

IBI Group: Amy Shepherd, Peter Richards and David Ashbourne
City of Mississauga: Councillor Jim Tovey and Paul Stewart
Metrolinx: Li Dong and Martin Keen
Office of MPP (Honorable Charles Sousa): Kevin Draper
Village Inspired Vision Alliance: Dorothy Tomiuk
Credit Reserve Association: Alan McBride, Brian Holtham, Doug Watson and Teodor Kochmar
Port Credit Village Association & Port Credit Community Foundation: Rod Male and Don McVie
Town of Port Credit Association: Mary Simpson

Distribution Meeting Attendees and Public Posting on City of Mississauga's Website
(www.mississauga.ca/portal/residents/pcgomasterplan)

Item Discussed

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1 Photographs of GO Transit Parking Structures

- An Advisory Panel member shared photos of the GO Transit parking structures recently built in Oakville and Mississauga (Clarkson) pointing out concerns with shadow impact and the building design.

Amy Shepherd noted how the context of the Clarkson and Oakville GO Transit parking facilities is quite different to that of the Port Credit GO Station and surrounding area. She suggested that Metrolinx is aware the community's concerns with respecting the character of the Port Credit area and the expectations for special design consideration.

- The Panel member also showed photos of the Metrolinx southeast parking lot in Port Credit and the surrounding area, pointing out the proximity of adjacent properties/land uses (e.g. residential) and the need for future development to be sensitive to the character of the community.

Item Discussed

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2 Recap on Metrolinx Development Plans

- Amy provided a recap on Metrolinx's plans to build an 800-space GO Transit parking structure on the southeast parking lot at the Port Credit GO Station (adding 400 net new spaces) and transit-supportive development (TOD).
- Amy reiterated that for operational, safety and cost reasons the majority of the GO Transit parking would likely be provided for above-grade (e.g. 6 storeys). She explained that it will be Metrolinx's future development partner who will be responsible for designing and constructing the parking structure but how test concepts prepared by IBI Group show up to 6 levels of above-grade parking may be required. IBI Group's concept plans do assume that parking for the TOD will be provided for below-grade.
- A Panel member asked how Metrolinx determined the need for 800 parking spaces. Amy reminded the group how at the 2nd Advisory Panel meeting Metrolinx had explained that the requirement for an additional 400 parking spaces was based on the results of the GO Transit Rail Parking and Station Access Strategy undertaken in 2013 and customer and parking surveys. The southeast parking lot currently has approximately 400 parking spaces so a new 800-space garage would replace those plus accommodate an additional 400 spaces.
- A Panel member suggested she would like to see the Metrolinx RFP be written to challenge developers to accommodate the necessary GO parking in less than 6 levels (above-grade).
- Amy explained that the Master Plan is intended to provide guidance on appropriate land use, built form and design and that it is first stage in a comprehensive process for future development, which will involve amendments to the Official Plan and Zoning By-law and Site Plan Approval. Paul Stewart also noted that all development proposals are brought forth to the Mississauga Urban Design Panel for their review and comment.
- A Panel member suggested that the community lacks a tool that gives incentives to developers to build something that is actually good for the community. Another Panel member suggested that at the end of the day, architecture often suffers.

Amy to provide website link for the GO Transit Rail Parking and Station Access Strategy:

http://www.metrolinx.com/en/regionalplanning/projectevaluation/studies/GO_Transit_Rail_Parking_and_Station_Access_Plan_EN.pdf

3 Examples of Parking Structures

- Speaking to a series of slides (attached), Amy showed a number of examples of above-grade parking structures that do not necessarily look like parking structures and which contain features such as public art, ground floor retail, interesting architecture and sustainable/eco-friendly features.
- The Panel members provided a number of comments on the examples they had seen and what features of a parking

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structure are desirable for the Port Credit site, such as good architecture, building step backs to reduce shadow impact, visual interest at street level, convenience retail, maintaining the nature landscaped berm, green roofs and discrete venting.

- A Panel member suggested that input is required from the area residents to see how well the design can integrate with the existing housing.

4 Revised Draft Built Form Concept

- Amy explained that based on the input received at the second Advisory Panel meeting and further site and technical analysis, IBI Group had made some revisions to the preliminary draft concept plans and massing model presented at the 2nd Advisory Panel meeting (e.g. introduction of covered pedestrian walkway at the north end of Block 1, extension of a wide sidewalk southward to Block 2 and some reconfiguration of potential building massing).
- Amy noted how at the last Advisory Panel meeting a Panel member had requested information on the height of existing buildings within proximity of the Study Area - in meters/feet not storeys. She explained that IBI Group had looked into this and that the City of Mississauga did not have available data and therefore for the Master Plan exercise the following approximate floor to ceiling heights would be assumed:
 - Existing residential buildings: 3.3 metres;
 - New residential buildings: 3 metres;
 - GO Transit parking structure: 3.2 metres; and
 - Office: 3.65 metres.
- A Panel member asked if Metrolinx would consider phasing the construction of the levels of the garage over time and build some now and some later. Amy explained that there are technical (construction) and financial drawbacks and challenges to such an approach.
- A Panel member suggested that the illustrative concept plan and massing model is misleading, as it is showing full land assembly/redevelopment of the blocks. The member suggested that it should show what they consider to be a best case scenario with less development. Amy explained that for the purpose of testing potential impacts (e.g. traffic and shadow) a full development scenario had to be analyzed.
- A Panel member asked what the FSI is for Block 1. Amy indicated it was around 5.5, including the GO parking structure. She explained that as per the provisions of the Official Plan and Zoning By-law, parking is not normally considered as part of an FSI calculation.

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- A Panel member reiterated a concern with the need to provide interim parking for GO Transit customers while the GO parking structure is being built.
- A Panel member asked if a streetscape study had been prepared for Hurontario Street. Paul explained that as part of the HMLRT Environmental Project Report that streetscape guidelines had been prepared. A Panel member expressed concern that the walkway within the 15 metre setback for the HMLRT may not happen.
- A Panel member noted that there has been no discussion about the GO Transit parking lot north of the rail tracks and asked if Metrolinx is looking at the opportunity to develop these lands. Paul explained that there are Official Plan policies in place to protect the low-density residential neighbourhood to the north and pointed out natural heritage/environmental constraints (i.e. Mary Fix Creek) impacting the north parking lot. Amy noted that the Port Credit Mobility Hub Master Plan Study undertaken in 2011 had considered the redevelopment potential of the north parking lot lands and concluded that the southeast parking lot was the preferred location for a new parking structure and TOD.

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5 Traffic

- Speaking to a series of slides, Peter Richards from IBI Group provided an overview of the traffic analysis undertaken to-date and the preliminary findings (see attached).
- A Panel member suggested that the ABCDEF system used to illustrate level of service (LOS) at intersections is not easy to understand and requested that IBI Group prepare figures that illustrate traffic change by percentage.
- A Panel member suggested that traffic flow during non-peak hours needs to be done as well.
- Concerns with traffic volumes along Lakeshore Road and Hurontario were raised. One Panel member suggested that people choose to go along Queen to Stavebank as an alternative.
- A Panel member asked if IBI Group had tested how constructing a pedestrian bridge over the Credit River would impact traffic and the amount of required parking. IBI Group indicated it had not undertaken analysis assuming a new bridge.
- A Panel member suggested that GO Transit customers have to arrive early at the station in order to get a seat on the train and a parking spot; the fact that people are arriving earlier should be reflected in the traffic study.

IBI Group to prepare information boards for the Open House that illustrate potential changes to intersection operations both in as LOS and by percentage.

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- A Panel member asked if there are fewer people coming to Port Credit from outside of the area now that the Clarkson GO Transit parking garage has been built. Metrolinx noted it was reviewing this.
- A Panel member suggested that the traffic study should recognize a person's travel time before they get to Port Credit.
- The concern of what will happen to traffic during construction of the GO Transit parking structure and other development was raised.

6 Public Open House

- Amy reminded the group that a Public Open House for the Master Plan Study was being held at Clarke Hall on June 16, 2015 (6:30 to 8:30 pm). She requested that the various neighbourhood associations help spread the word and post the meeting details on their websites.

7 Other

- A Panel member asked that IBI Group include the following comments in the minutes:
 1. Ensure disability access from north lot when GO station building is moved. Currently people must go around to Hurontario and on to the south entrance of the station. Ensure all paths from LRT to GO station are accessible.
 2. Credit Reserve Association (CRA) opposes a height greater than that of a standards 22 storey commercial/residential building. We ask that you ensure total height does not exceed that of a regular 22 storey commercial/residential building. With the increased height required by the parking levels, reduce storeys to maintain height equivalent.
 3. PCLAP requires height decrease towards the lake. Ensure the second tower south end of the parking lot is lower than the north one, and that, if a tower is built across that street on Ann Street that it also is lower once again.
 4. CRA would support a wider foot plan and maintaining the density if the number of floors can be lessened.
 5. Encourage design to NOT resemble a box tower. Step changes on floor size, etc.

**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