



## SUMMARY OF QUESTION AND ANSWER PERIOD: PUBLIC OPEN HOUSE (JUNE 16, 2015)

**Question:** Metrolinx has identified the need for between 300 and 600 additional parking spaces at the Port Credit Go Station. Why do we have to support the construction of a multi-leveled indoor parking garage? While parking remains “free” at the GO Station, you’ll never satisfy the demand for parking and it discourages the use of Mississauga public transit. We should be encouraging the use of public transit, not the use of private cars.

**Answer (provided by a Metrolinx representative):** The Port Credit GO Station has not seen an increase in parking in almost a decade and customers have been requesting additional parking at this location. We are aware that when the GO Station parking lot is full customers are parking elsewhere in the local area. Metrolinx has moved forward on the basis of providing 400 additional parking spaces in order to satisfy existing and future customer demand.

**Question:** Do you have a cost estimate for a six storey parking garage?

**Answer (provided by a Metrolinx representative):** Metrolinx is not at that point yet and it will be preparing estimates in the coming months before we go to the market with the next stage of the procurement process.

**Question:** Is there any consideration to build a parking structure west of the station?

**Answer (provided by a Metrolinx representative):** This was explored in the 2011 Port Credit GO Station Mobility Hub Master Plan Study and a number of technical issues were identified. The property is quite narrow, which would not be an efficient way to set up a parking garage; also there is an existing residential building close to the property line. Metrolinx believes that the community and certainly the residents of that building would be concerned about the proximity of a structure next to them.

**Question:** What about the residents that live on Ann Street?

**Answer (provided by a Metrolinx representative):** Metrolinx is sensitive to the fact that traffic and built form will need to be carefully looked at.

**Statement:** Oakville is a good example of traffic issues caused by commuters leaving the GO Station. We need reduced parking standards, using a fifty percent or less parking requirement. We need to move local traffic. We need to focus more on the transit side and walkability.

**Answer (provided by an IBI representative):** As part of IBI Group’s assessment we assumed, and are recommending, reduced parking standards given the proximity of rapid and local transit and the existing high proportion of GO Transit customers who walk to the station.

**Question:** Who is looking at this overall development? How can ordinary citizens get a feel for the overall plan for the development and continued quality of life?

**Answer (provided by a City of Mississauga representative):** The City’s Official Plan gives us a broad idea of how we would like the city to grow. The Port Credit Local Area Plan gives direction on how we would like the community to grow. There are a few sites in Port Credit that the City felt needed more attention and to be looked at in further detail, such as the Imperial Oil site, the Marina site and the GO Station site. Part of planning is change and it’s about managing change and making sure that change fits the context of the area and fits how the City wants to grow.

**Question:** Is IBI on the City's staff?

**Answer (provided by an IBI representative):** No, IBI Group is a consulting firm that was hired by Metrolinx to prepare the Master Plan and to work in consultation with the City. The policies of the Local Area Plan require that a Master Plan be done before development can occur. Because Metrolinx is first of the land owners to show interest in redevelopment, they were the ones to initiate it.

**Statement:** There should be a service charge for parking at the GO lot, to help Miway and the traffic on Hurontario Street.

**Question:** Does the City own any land in the Master Plan Area?

**Answer (provided by an IBI representative):** The City owns a closed portion of the Queen Street right-of-way that is currently incorporated within the GO southeast parking lot. A long-term lease allows Metrolinx and its customers to park on the land. The City also owns a parcel at the corner of Park Street and Hurontario Street, formerly a lawn bowling site.

**Question:** With all the traffic on Hurontario, why couldn't the buses do a loop on Port Street to get some of the traffic off Lakeshore? When is this project going to be done?

**Answer (provided by an IBI representative):** The current objective of Metrolinx is to break ground in 2018 for the parking structure. The rest of the development on the Metrolinx property could be phased. Typically a parking structure takes about a year and a half to construct. Metrolinx aims to have the parking garage up and running by 2019 – 2020.

**Statement:** Hurontario will be a nightmare with all the construction going on.

**Question:** Can you tell me more about the reinstated track?

**Answer (provided by a Metrolinx representative):** Currently the most southern track is not being used and in the future it may be reinstated to facilitate service improvements. The fourth track is a service track and it is not contemplated that trains could run on it. If the fourth track is reinstated the current platforms and other station infrastructure would need to be reconfigured and some Metrolinx's land will be lost to the south.

**Statement:** We were talking about walkability, on one of the renders it shows a nice connection between the LRT and the GO Station, and what I see on the diagrams is more a passage way rather than an open space. I suggest people walking in from Hurontario Street or getting off the LRT should have direct access to the GO Station.

**Question:** From my understanding soon we will have driverless cars, what is going to be the effect of the way cars are going to be used and driven?

**Answer (provided by an IBI representative):** That is not something IBI Group has looked in-to.

**Question:** Is the 400 parking spots a done deal?

**Answer (provided by a Metrolinx representative):** Providing an additional 400 parking spaces is one of Metrolinx's primary parameters as far as the upcoming RFP is concerned.

**Question:** With the implementation of the LRT and the construction of an additional 400 parking spots, what is the City going to do to mitigate the amount of traffic on local streets?

**Answer (provided by a City of Mississauga representative):** Please submit your comment and we can try and get back to you.

**Question:** The additional track that Metrolinx is proposing, is the idea that Metrolinx is going to run an express train from downtown Toronto to Port Credit? I understand the need for a garage at a station like Clarkson where an express train goes, and it makes sense that the train is going to draw in a lot of traffic from the surrounding area. Is the idea over the long term that there will be an express train from downtown to Port Credit?

**Answer (provided by a Metrolinx representative):** In terms of service like what is provided at Clarkson, I don't believe that is in the plan, the rapid service on the Lakeshore West line will be faster and more reliable, but with respect to service from Union to Oakville or Clarkson, that is not currently contemplated for this location. However, more information will become available over time.

**Statement:** Mineola Road West, you can turn if you are coming south, but you cannot come out and turn to go back north. That means that traffic gets backed up on that street. Someone must take a serious look at allowing cars to turn right.

**Question:** We are encouraged to buy electric cars, in the future would it be possible to have the garage's first floor reserved for electric vehicles, and give the opportunity to charge the vehicles while you are at work.

**Answer (provided by a Metrolinx representative):** Metrolinx has a program called smart commute, and they are looking at car sharing, green options, etc.

**Question:** Under your worst case scenario, what level of intensification is proposed for all of these buildings? i.e. Number of residential units. Is there any plan for a shared LRT track so people can turn left and right? Mature trees should be saved along Hurontario Street.

**Answer (provided by an IBI representative):** If the properties were completely developed the estimates are 420 residential units, which is about 800 to 1,000 residents and a significant amount of office and some retail uses. A significant amount office was assumed for the purpose of testing traffic impacts, because office will have a greater impact than residential or commercial uses. In terms of a shared LRT, the next phase of planning and development is underway, they have done 30% drawing and there is still 70% to go. I am not sure if they are testing a shared LRT.

**Statement:** There is an issue with the building massing. We need to consider shadowing and wind. Twenty-two storeys has the effect of a needle as it moves, a five or six storey building is different. The second major issue is wind tunneling. I know traffic is important, but traffic is not a winnable or losable issue. I agree traffic is important, but it isn't everything.

**Question:** You mentioned mitigation, with regard to traffic, what we are hearing tonight is that people want to walk. We should be putting money into crossing the Credit River and bike paths.

**Answer (provided by an IBI representative):** IBI Group was using the word mitigation in an operational traffic sense, but you make a very good point on linkages. As part of this Master Plan exercise we are not expressly looking at a crossing over the Credit River.