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*Port Credit Local Advisory Panel  
October 20<sup>th</sup> Meeting*

## Focus Of This Evening's Meeting:

- 1. Hurontario Main Street  
Higher Order Transit Study
  
- 2. Port Credit Mobility Hub & GO Station  
Parking Structure Study

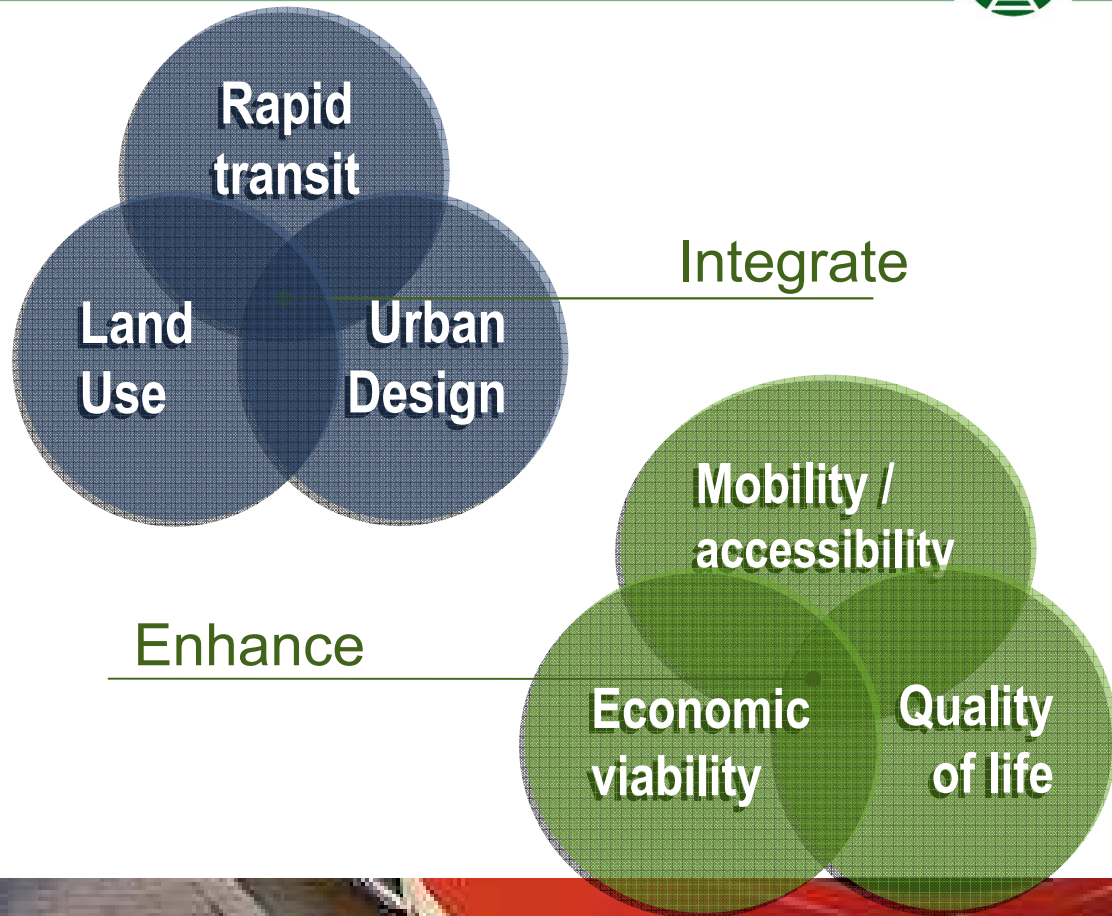
## Tonight's Attendees Include Representatives From

- Metrolinx (Provincial Agency which includes GO Transit)
- MMM (consultants retained to undertake studies)
- City Staff (Transportation & Works, Development & Design, Community Policy Planning)

## AGENDA

- Hurontario Main Street Study Presentation
- Metrolinx, Mobility Hub & GO Parking Structure Overview
- Mobility Hub Study For Port Credit
- Discussion On:
  - Mobility Hubs
  - GO Station Design
  - GO Station Parking Structure Design
- Summary & Next Steps

# Hurontario Main Street Study



# Opportunities

## Planning framework

### Places to Grow / The BIG MOVE

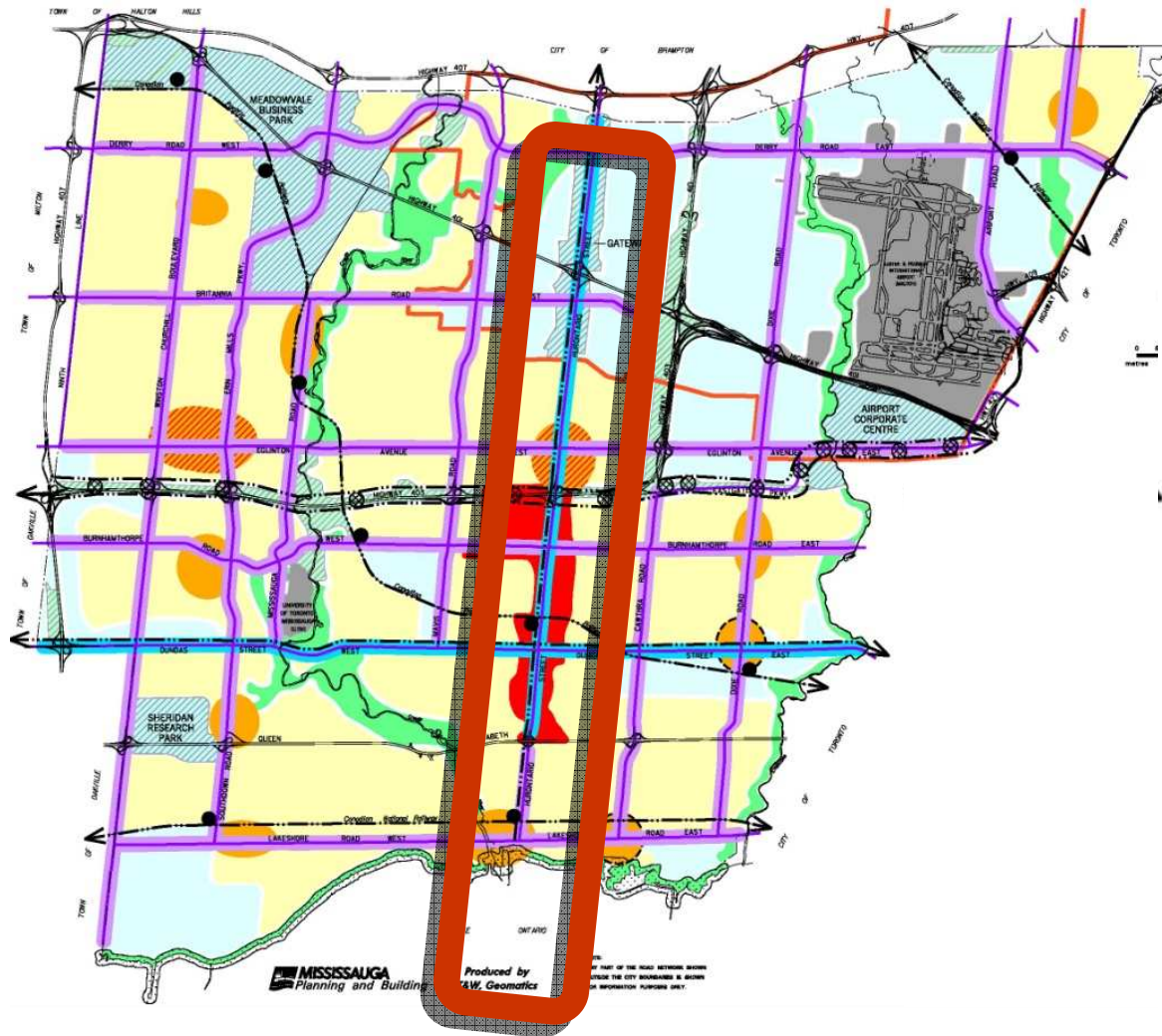


- Investment in transit is cited as the highest priority
- Identified as a Metrolinx “Top 15” priority project

# Opportunities

## Municipal planning framework

### Downtown 21, Growth Management, Official Plan



### Growth Management Strategy Proposed Long Term City Structure Concept

#### ELEMENTS

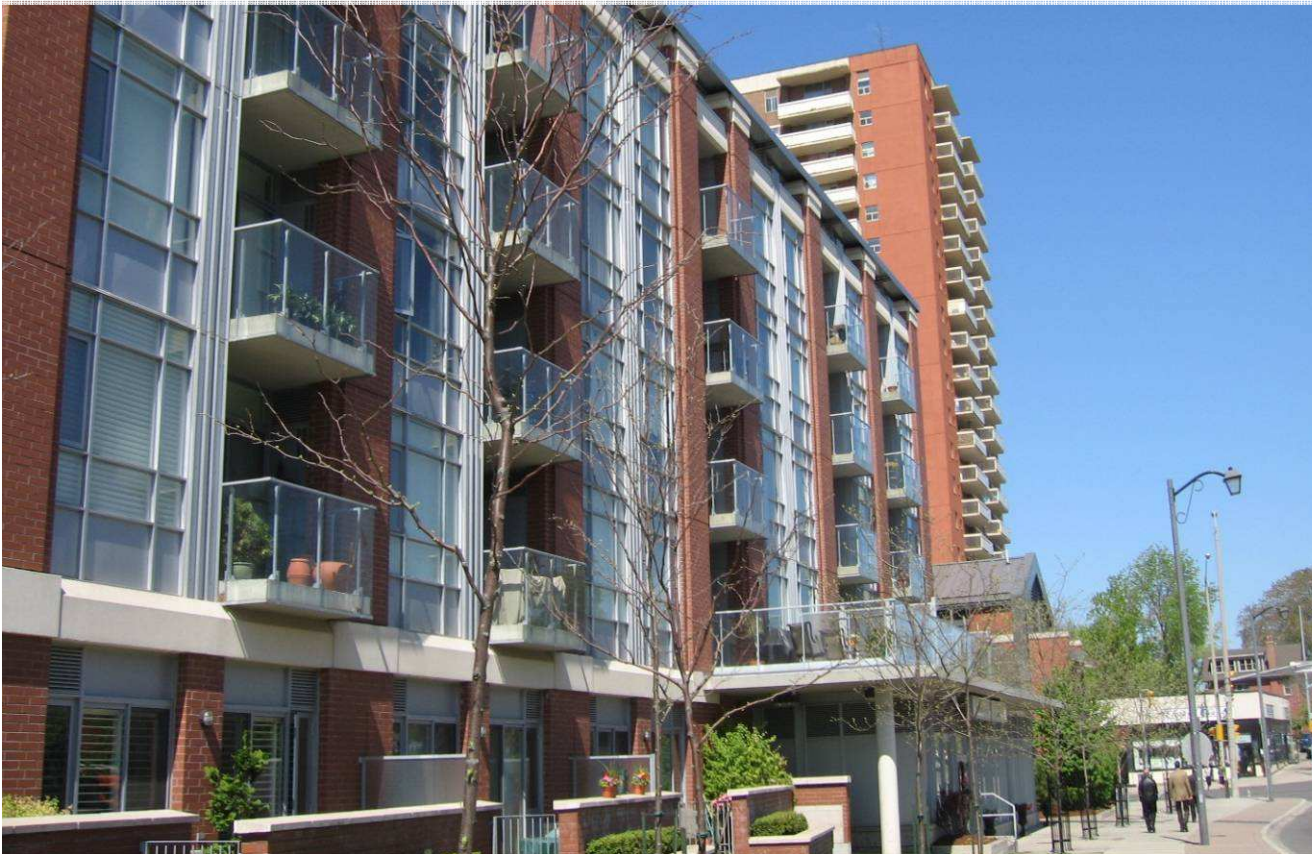
- Urban Growth Centre
- Major Node
- Community Node
- New Community Node
- Stable Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area
- Parkway Belt West
- Intensification Corridor
- Urban Corridor
- Major Open Space System
- Waterfront
- Higher Order Transit
- Existing Higher Order Transit Station
- Proposed Higher Order Transit Station
- Provincial Highway and Interchange
- LBPIA Operating Area Boundary

# Opportunities

## Leveraging the potential

### City Building / “Coming of age”

- Public consultation (including the 21 Century Conversation):
  - Transit, transit, transit
  - Emphasis on “walkability”
  - Desire for an “urban” character



# Opportunities

## Leveraging the potential

existing demand for transit

- Over 28,000 riders use the corridor each day ... already!



The Vision:

A 21<sup>st</sup> Century Main Street

Provide easy, reliable, frequent, comfortable and convenient rapid transit service throughout the corridor, with effective connections to other links in the inter-regional transit network.

BRT - Bus Rapid Transit



LRT – Light Rail Transit



The Vision:

A 21<sup>st</sup> Century Main Street

Create a beautiful street, with attractive “places” along the corridor featuring expanded mobility, vibrant economic activity, and livable, connected, mixed-use neighbourhoods, integrated with the transportation infrastructure.



The Vision:

## A 21<sup>st</sup> Century Main Street

Recognize and reinforce the Regional Urban System and the planned urban structure of each City, and accordingly, encourage mixed-use, compact, intensified TOD directed along the corridor, customized to suit the varying and distinct nature of each existing community and sensitive to the presence of adjacent stable neighbourhoods.



## Character Areas:

## Port Credit



Build on the existing vibrancy and pedestrian-oriented neighbourhood by:

- Encouraging land uses that create a lively streetscape and support pedestrian activity;
- Promoting transit-oriented and pedestrian scaled development;
- Providing connections to GO Transit, local transit service and the proposed Lakeshore higher-order transit system; and
- Strengthen links to the waterfront and other cultural amenities.



# Deliverables

## ...forming a comprehensive master plan for the corridor

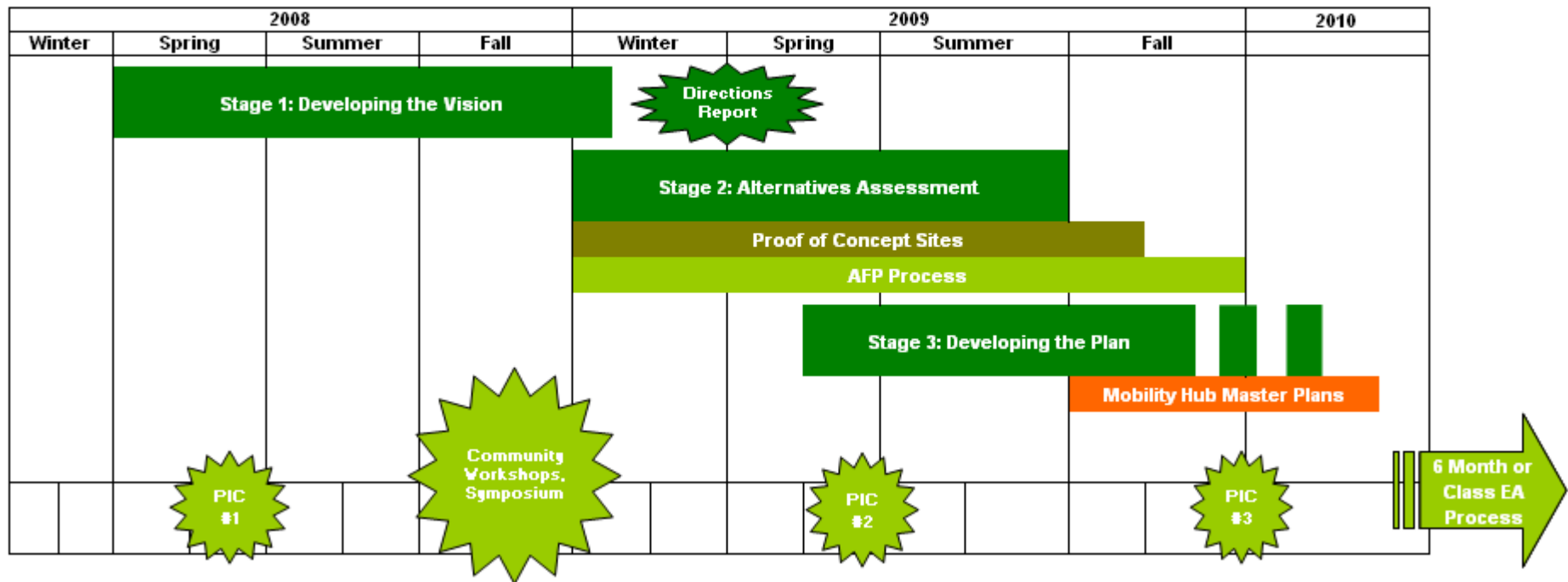
- Preferred route and technology for rapid transit
- Supporting land use and urban design policies
- Community improvement plans
- Cost estimate / business case
- Interim transit service plan
- Assessing cycling network opportunities
- Implementation plan
- Urban design guidelines
- Framework for proceeding with next stage of the EA process



# Study process:

# Next Steps

Hurontario Higher Order Transit, Land Use, Urban Design Feasibility / Master Plan Study Summary Schedule



[www.hurontario-main.ca](http://www.hurontario-main.ca)



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# **Port Credit Mobility Hub Context: The Big Move, Mobility Hubs, and Parking**

**Joshua Engel-Yan**  
**Transportation Policy and Planning**  
**Metrolinx**




**Port Credit Local Advisory Panel**  
**October 20, 2009**

# Outline

-  What is Metrolinx?
-  The Big Move – the Regional Transportation Plan
-  Mobility Hubs
-  GO Transit parking structures

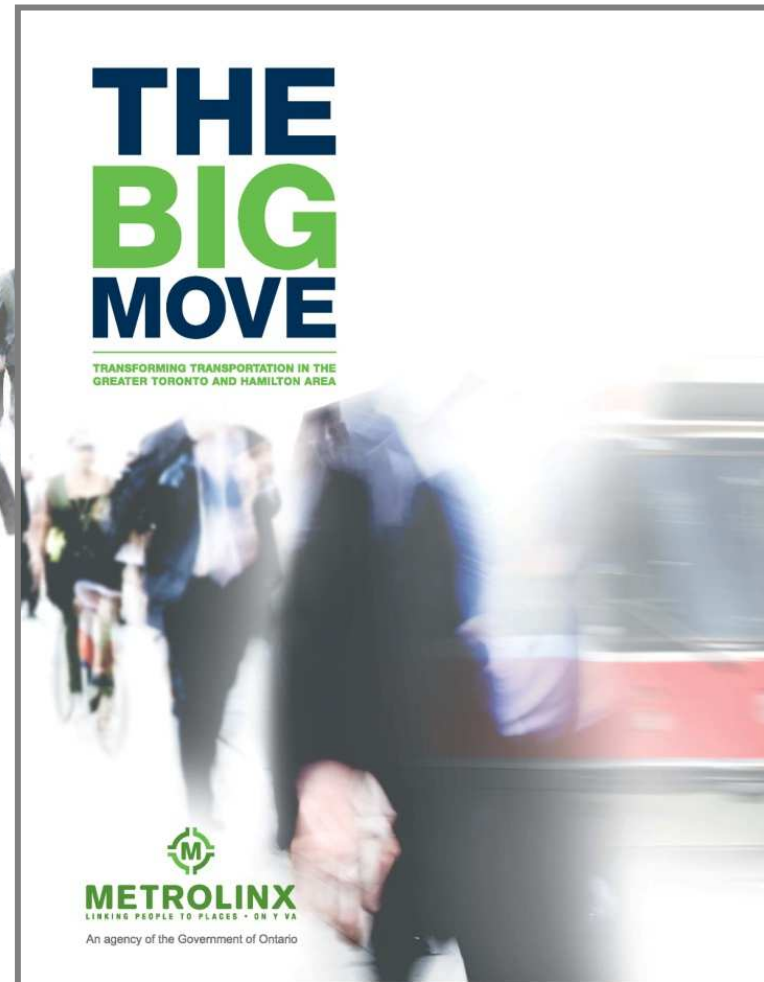


# Metrolinx Mission

-  Deliver rapid transit improvement
-  Make up for lost generation of rapid transit investment
-  Lay foundation for long-term sustainable strategy of investment in rapid transit






# A Bold Plan



# The Big Move



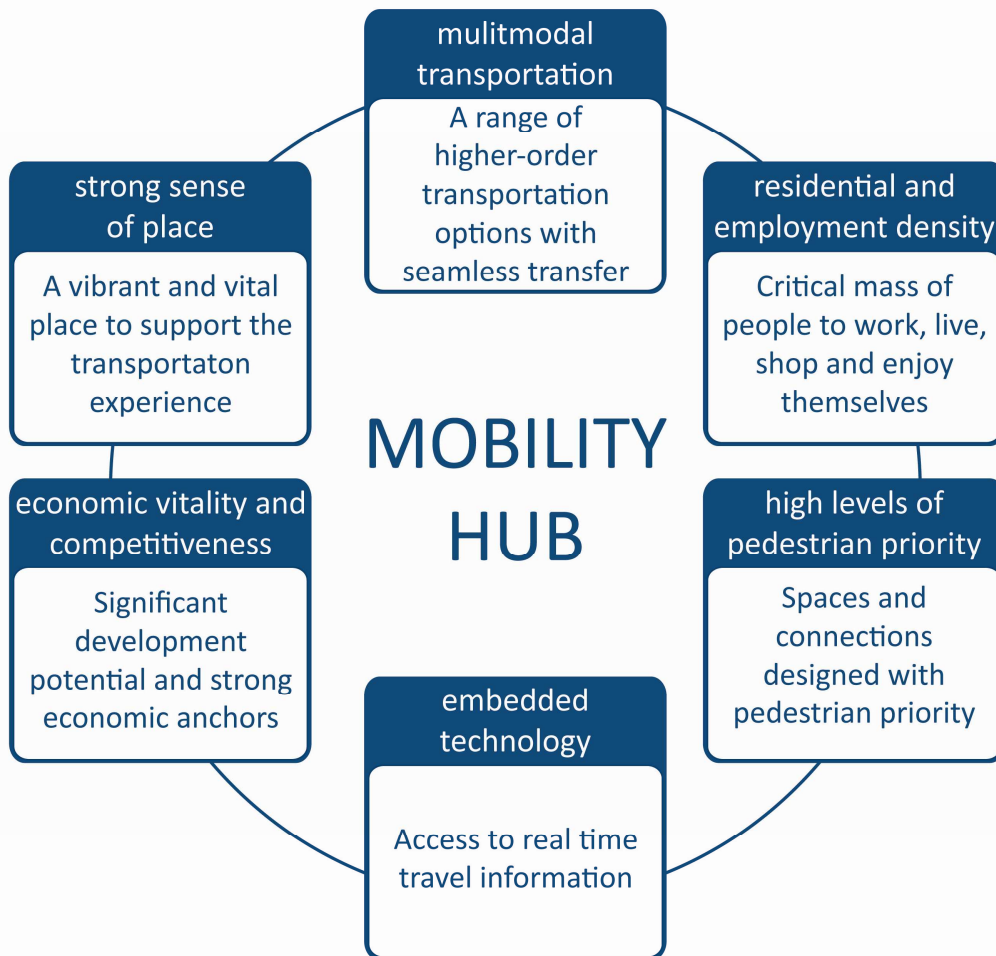
-  Regional transit service will double
-  Transit lines will triple in length
-  Despite growth, commuting times do not increase



# 9 Big Moves

- 1 A fast, frequent and expanded regional rapid transit network
- 2 High-order transit connectivity to the Pearson Airport District from all directions
- 3 An expanded Union Station - the heart of the GTHA's transportation system.
- 4 A complete walking and cycling network with bike-sharing programs
- 5 An information system for travellers, where and when they need it
- 6 A region-wide integrated transit fare system
- 7 A system of interconnected mobility hubs**
- 8 A comprehensive strategy for goods movement
- 9 An Investment Strategy to provide stable and predictable funding





# Mobility Hubs: A Bridge between Project Delivery + Customer Service

 **PLACE + PROXIMITY + PURPOSE = VALUE**

 Integrating the perspective of the passenger into project design by:

- Creating a sense of place/ a destination
- Well integrated customer amenities designed into the project – not after thoughts
- Easily accessed by multiple modes

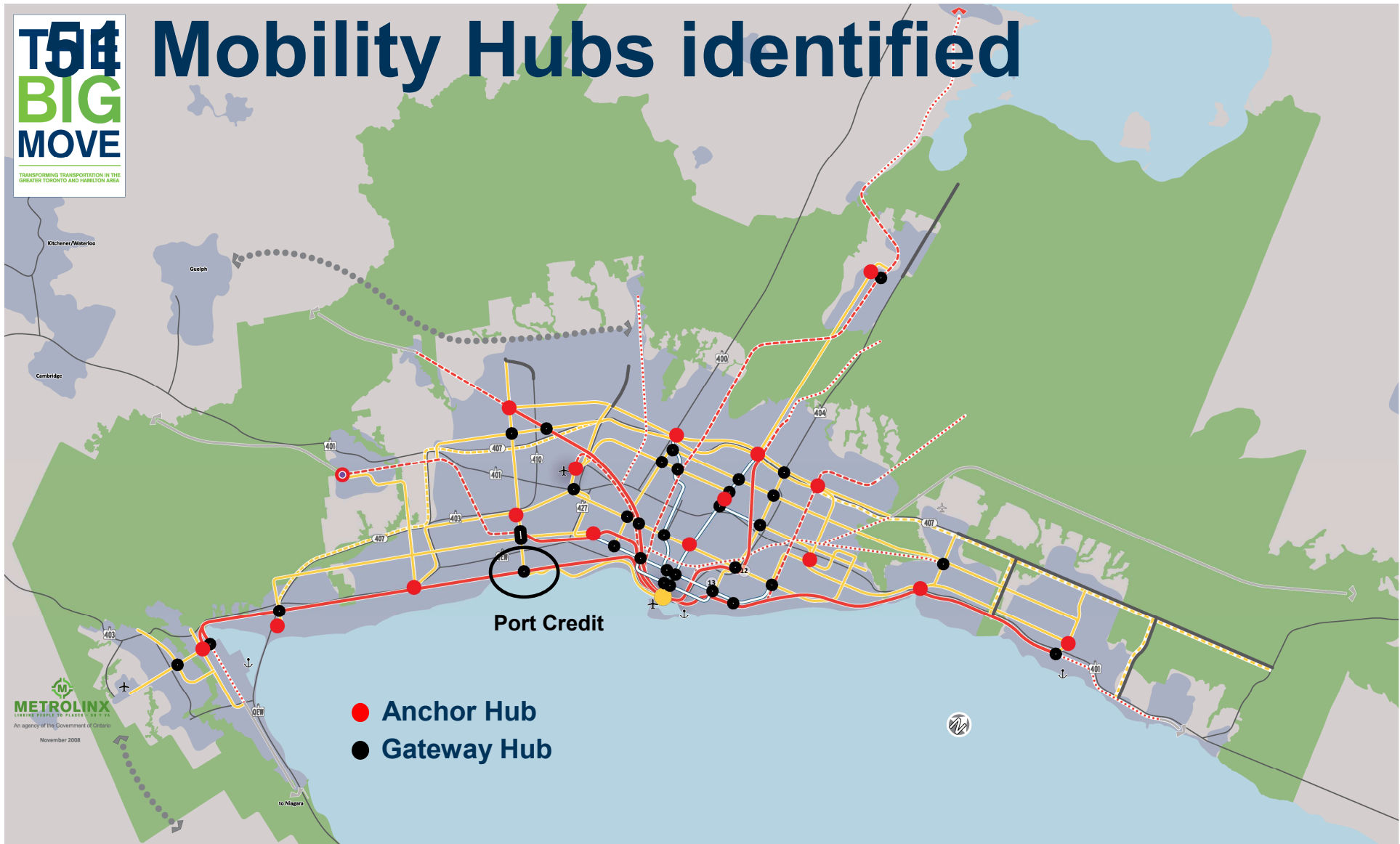
 Optimizing the development potential from the infrastructure investment



**T54**  
**BIG**  
**MOVE**

TRANSFORMING TRANSPORTATION IN THE  
GREATER TORONTO AND HAMILTON AREA

# Mobility Hubs identified



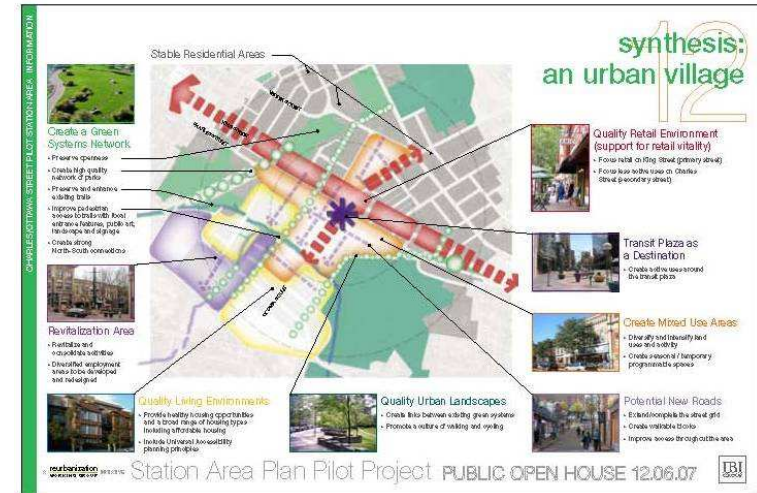
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November 2008

- Anchor Hub
- Gateway Hub



# Mobility Hub Master Planning

- Design and land use vision for the station and surrounding area
- Identify property in and around the station with high development potential
- Walking, cycling, and transit connections
- Station layout and design
- Strategies to manage parking efficiently and reduce surface parking
- Pedestrian-focused internal movement plan
- Design guidance to help achieve environmental sustainability objectives (e.g., LEED)



# Port Credit Mobility Hub

## Key Initiatives:

- 🚇 GO parking structure
  - 1,200 stalls
  - Service date 2012/2013
- 🚇 Third track construction
- 🚇 Hurontario Main Street Study
- 🚇 Port Credit District Review



# Parking at GO Transit



# The Ultimate Goal

To develop a comprehensive parking program that provides safe, sufficient, accessible parking, and embraces alternate modes of arrival.



# Projected Parking Supply/Ridership

- 🚇 2020 Vision: GO Transit will double its daily rail passengers with a 50% increase in parking supply
- 🚇 13 parking structures planned to open in the next five years
- 🚇 Over \$100M investment in 2010/2011 in parking



# Guiding Principles – Going Forward

- Ⓜ Mobility hub & station planning
- Ⓜ Prioritize pedestrians and cycling access in parking design
- Ⓜ Technology for improved customer service
- Ⓜ Implementing LEED engineering principles
- Ⓜ Structures are designed to 40 to 50 year Life Cycle
- Ⓜ Crime prevention through environmental design
- Ⓜ Integrate best practices and innovative features





# METROLINX

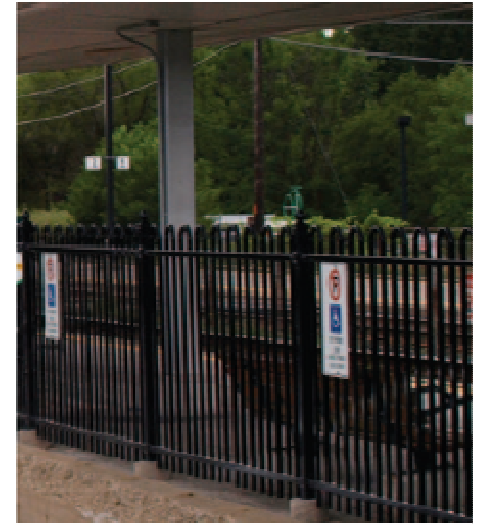
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[www.metrolinx.com](http://www.metrolinx.com)

[joshua.engel-yan@metrolinx.com](mailto:joshua.engel-yan@metrolinx.com)





## Mobility Hub Study For Port Credit

# Port Credit Local Advisory Panel

October 20, 2009






# Mobility Hubs Study Terms of Reference

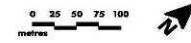
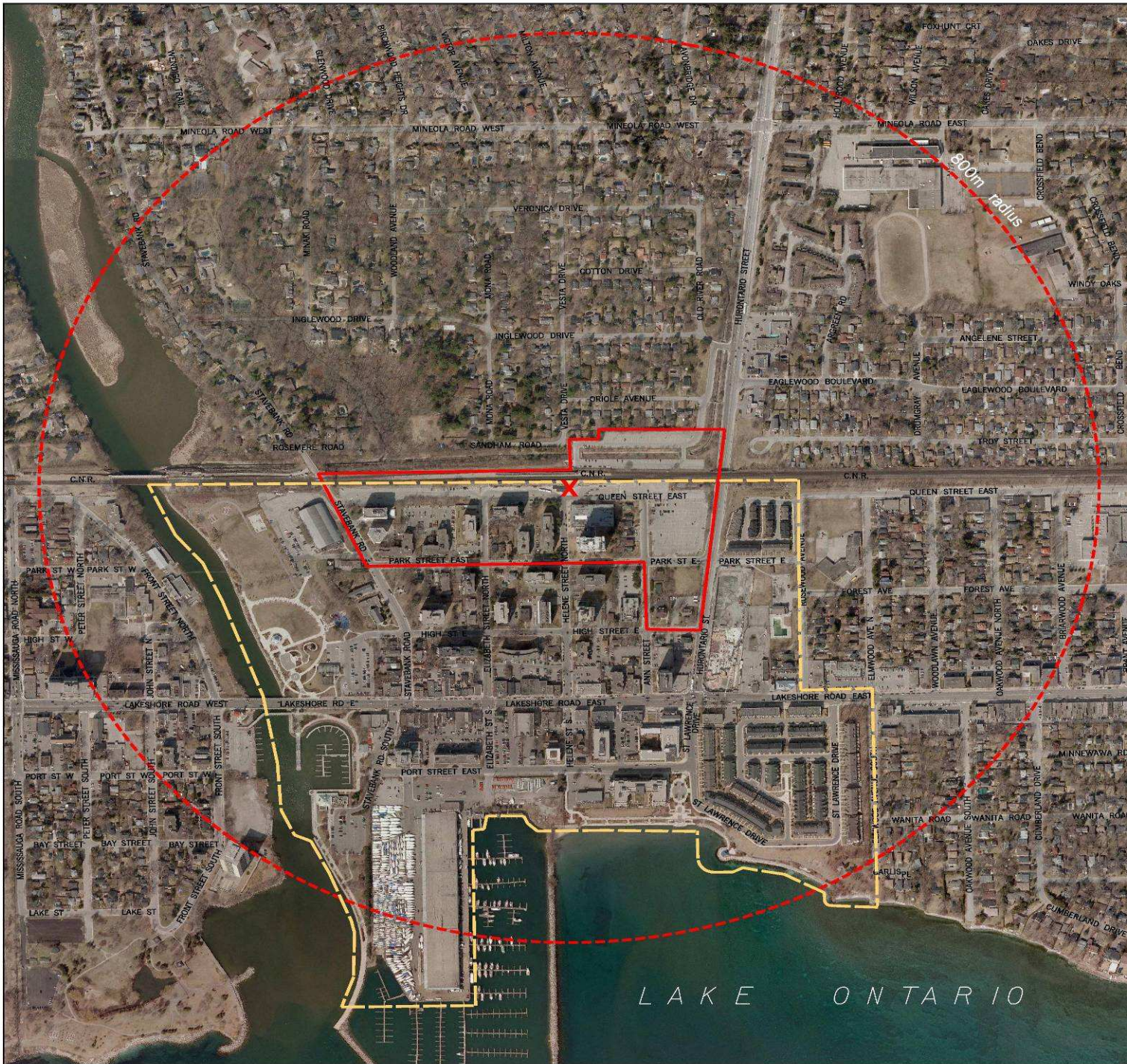
- Prepare mobility hub development plans for Port Credit
- Prepare design concepts for the station area and immediate vicinity
- Prepare a conceptual design for the proposed parking structure
  - Integrate existing and future transit services, ensuring multi-modal access to the station area
  - Respect the local characteristics and attributes

# Study Area Boundaries

- A concentrated zone of influence (i.e. Primary Zone), including GO station site and immediately adjacent lands
- The broader zone of influence (i.e. Secondary Zone) including other lands within comfortable walking distance of the station site
- Remaining lands within 800 metre radius of the site

# PORT CREDIT MOBILITY HUB

-  PRIMARY ZONE
-  SECONDARY ZONE  
(Port Credit Node  
East of Credit River)
-  MOBILITY HUB  
(800m Radius)




 July 2009  
 Produced by  
 T&W, Geomatics

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# Metrolinx Mobility Hub Requirements

- Conformity with the Growth Plan for the Greater Golden Horseshoe
- Design policies that help achieve environmental sustainability objectives
- Optimize trip-generation and modal split
- Minimize distances between transit stations and key destinations
- Give priority to transit, pedestrian and bicycle access over all other modes
- Provide amenities for travelers (retail uses, restrooms, community spaces)
- Provide secure convenient bicycle storage
- Transition from free surface parking to fairly priced, structured parking

# Discussion Topics

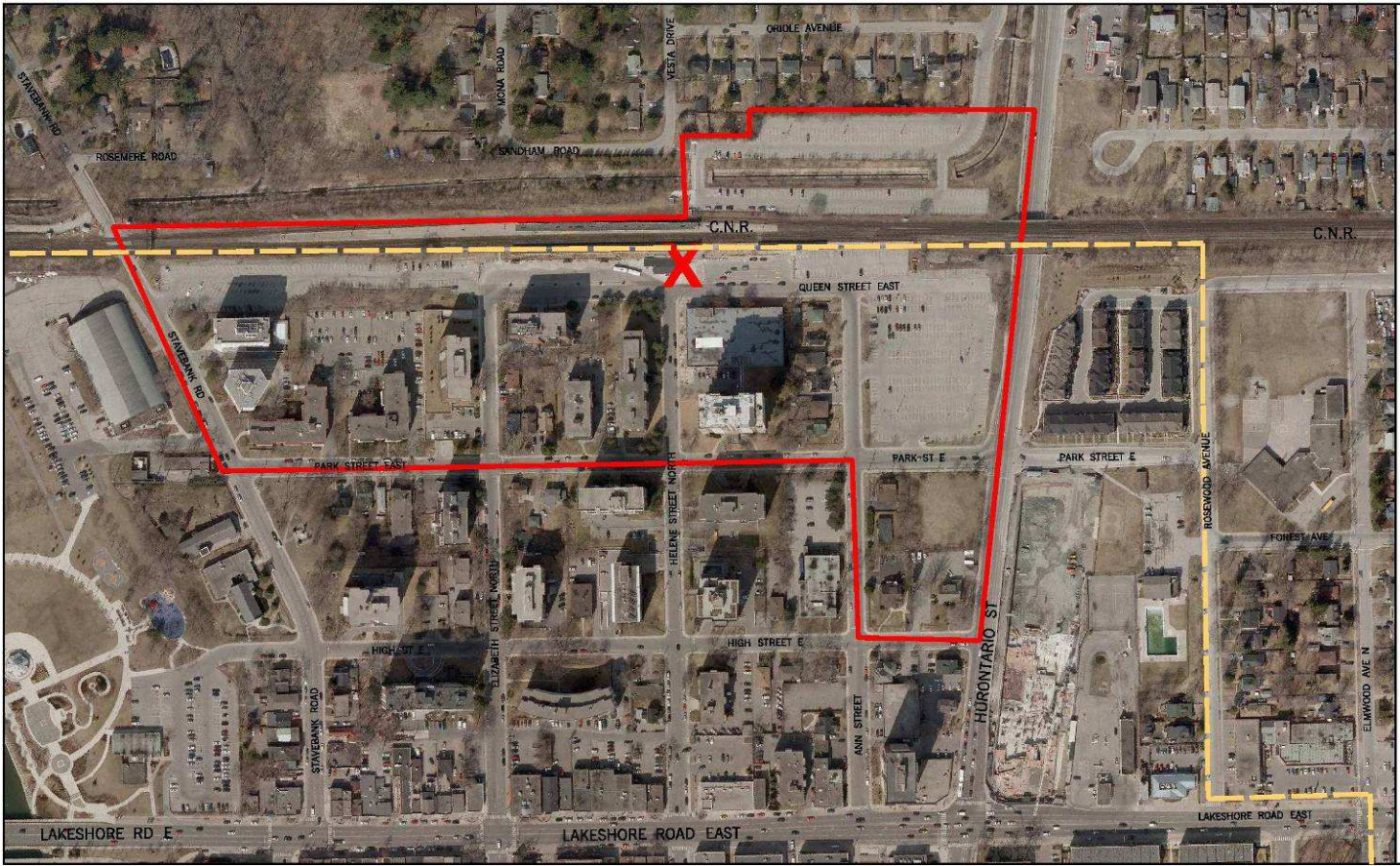
- Development
  - Transit-Oriented Development
  - Intensification
  - Land Uses
  - Urban Design

# Discussion Topics

- Access/Connectivity
  - Pedestrians
  - GO to/from future RT on Hurontario
  - Cycling
  - Buses
  - Auto – to Kiss and Ride and parking

# Discussion Topics

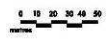
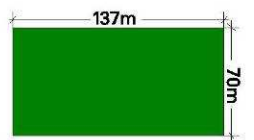
- GO Station site design
  - Kiss and Ride
  - Bus location
  - Location of platforms and pedestrian walkways
  - Parking – surface and proposed parking structure
  - Phasing



## PORT CREDIT MOBILITY HUB PROPOSED PARKING STRUCTURE

- PRIMARY ZONE
  
- SECONDARY ZONE  
(Port Credit Node  
East of Credit River)

PROPOSED PARKING  
STRUCTURE  
137m X 70m (approx)



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# Examples of Parking Structures



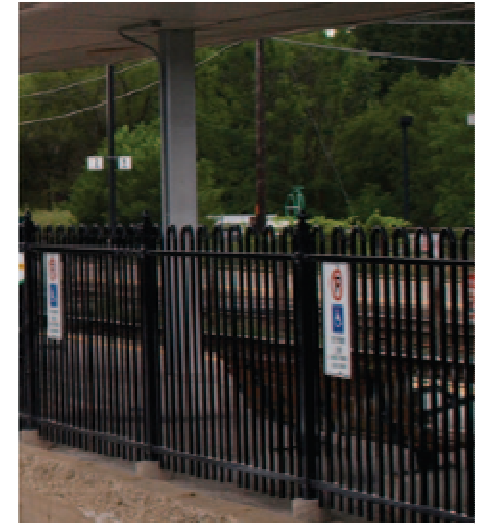












**Mobility Hub Study For Port Credit**