

Port Credit Local Advisory Panel

Minutes of Sixth Meeting

Tuesday, April 20, 2010 @ 7.00 p.m.
FRAM Sales Centre, 141 Lakeshore Road East

Attendees: Ten (10) members of the Panel were present. Two (2) Policy Planning Staff attended in support of the Panel. There were five (5) guests.

Local Politicians: *regrets:* Councillor Carmen Corbasson; *regrets:* MPP Charles Sousa

Community Groups: Judy Smith; Mark Searle; Don McVie; Boran Hrelja,
Deb Greenfield; Dorothy Tomiuk; *regrets:* Leonard Walsh

Business: Marion Morewood; Robert Cutmore; Frank Giannone; Jonathan James

Policy Planning Staff: Susan Tanabe; Paul Stewart

Guest Staff: **Angela Dietrich**, Manager, Policy Planning Division, Planning Dept.
Marianne Cassin, Planner, Policy Planning Division
Matthew Williams, Team Leader, Transportation and Works Dept.
Mark Saraiva, Management Consultant, Office of the City Manager

Guest: **Ron Miller**, Planning Consultant

1. Introductions

Robert Cutmore announced he would be the Chair of the meeting in the absence of Councillor Corbasson. He stated that the Councillor had added an item on the Agenda for local developer Frank Giannone to make a 15 minute presentation to the Panel at the end of the Official Plan presentation. Susan Tanabe then introduced the City staff present and indicated that former City staff member Ron Miller was now a consultant and a guest for this meeting.

2. Draft Mississauga Official Plan

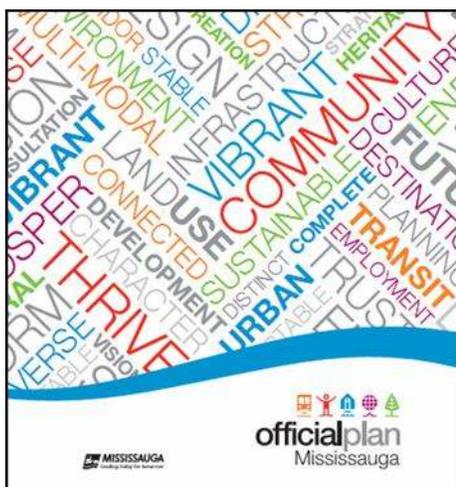
BACKGROUND

Angela Dietrich began by distributing complete copies of the Draft Official Plan, including four supplemental local area plan documents (including the Port Credit Local Area Plan), along with the Executive Summary document.

Note from Secretary & Staff: All the Draft OP documents are accessible at:
<http://www.mississauga.ca/portal/residents/draftmississaugaofficialplan>

Note from Staff: The Port Credit Local Area Plan distributed to the Panel basically comprises the existing Port Credit District Plan policies reformatted to fit the structure of the new Official Plan. A copy of this document is accessible at: http://www.mississauga.ca/file/COM/NewProp_OP_Port_Credit_Map_C.pdf. The Port Credit Local Area Plan document distributed at the meeting will be replaced with the new policies that the City is currently preparing.

Note from Secretary & Staff: The link to the Draft Official Plan presentation shown to the PCLAP on April 20, 2011 will be posted online with the Minutes at: http://www.mississauga.ca/portal/residents/lakeviewportcreditreview?paf_gear_id=9700018&itemId=104802855n



Angela pointed out that the colour palette and design of the Draft OP are meant to echo the City's new Strategic Plan artwork (*both shown above*) and illustrate the continuum between the two. The words on the OP cover are meant to convey the complexity of a large City like Mississauga and again echo key themes of the Strategic Plan, e.g. Vibrant, Multi-modal, Thrive, Complete, Innovation, Community, Distinct, Development, Culture.

This is the City's 4th Official Plan. The original Plan was created in the 1970s when planning dealt mostly with greenfield development and Mississauga was a new suburban community.

The 1981 Plan was also suburban in nature and this philosophy did not change in the next two Plans which followed.

Mississauga is not a bedroom community anymore and the new provincial Growth Plan is good for Mississauga's future development.

Note from Secretary & Staff: Click on the following link to view the Growth Plan: https://www.placestogrow.ca/index.php?option=com_content&task=view&id=9&Itemid=14

The citizens' strategic visioning which took place in 2007 provided a buy-in for the new Draft OP which is designed for the next 20-30 year framework. Mississauga is one of the first communities to have a new OP which reflects the provincial Growth Plan.

The Official Plan is a regulatory document to control land use, as mandated for all municipalities by the *Ontario Planning Act*. It needs to be defensible at the Ontario Municipal Board (OMB). It is a document which seeks to guide the next stage of growth with a clear vision and a logical format, with introductory statements, illustrations and captions. It is written in plain English. While detailed, it is easy to read.

The Official Plan is a policy document – it doesn't "do" anything. It guides the physical development of the City and is a communication tool and a decision-making tool. It stands as a statement of commitment. It is a legally-binding document and affects land values by specifying what can be built.

The Official Plan is organized as follows:

Part 1: Introduction and Policy Context

Part 2: City Wide Policies

Part 3: Land Use Designations

Part 4: Implementation and Glossary

Schedules & Appendices

Local Area Plans (which must reflect #2 and #3) [*including Port Credit*]

MAJOR POLICY CHANGES

The Official Plan integrates land use, transportation, environment and design. This OP marks the end of "silos" and provides a holistic approach needed to achieve the Strategic Plan.

The OP defines a New Urban System comprised of an underlying Green System (natural infrastructure), the City Structure (which requires a growth management strategy) and Corridors (arterial roads) which have development potential and are important elements in the public realm.

Within the City Structure, there is an Urban Hierarchy, from the highest density to the lowest, which sets up the growth management plan for the City:

- Downtown
- Major Nodes
- Community Nodes (e.g. Port Credit is one of 12 such nodes in the City)
- Corporate Centres (there are 4 of these in the City; the City's Office Strategy is the a background piece)
- Neighbourhoods (lowest density)
- Employment Areas
- Special Purpose Areas (e.g. UTM campus, the airport).

Special purpose areas don't fit into the hierarchy elsewhere. Key waterfront sites may be added to this category. These special purpose areas have their own policy structure.

Staff Note: The approach for dealing with the three key waterfront sites (Ontario Power Generation (OPG) property, Port Credit Marina lands and former refinery property) has not been concluded upon.

Growth will be directed to defined Intensification Areas:

- Downtown
- Major Nodes
- Community Nodes
- Corporate Centres
- Intensification Corridors (e.g. Dundas, Highway 10)
- Major Transit Station Areas (e.g. Port Credit GO Station)

The OP supports development of a multi-modal Transportation System which recognizes walking and cycling as legitimate modes of transportation:

- Shift From automobile-focused policy
- Transit is a priority
- Active transportation is more than recreational (e.g. includes commuting)
- Multi-modal network that is connected
- Context Sensitive Design (i.e. not every street can be a “complete street”; it needs to be decided which street, based on a land use context, e.g. residential)

The Draft OP includes recognition of the importance of “soft” infrastructure required to create Complete Communities. This includes community and cultural infrastructure (per the Culture Master Plan) and would be directed to nodes, (e.g. Downtown, Major Nodes, Community Nodes). It also includes policies regarding providing a range of housing options that will be further updated when the Affordable Housing Strategy is completed. It was noted that such “soft” infrastructure may be achieved through Community Bonusing tools currently under development. These tools would enable attainment of desirable community infrastructure in exchange for density bonusing, for instance.

The Draft OP places a greater emphasis on Urban Design, as relates to:

- City Structure
- Qualitative vs. quantitative approach
- Focus on compatibility of built form
- Support for transit and active transportation
- Green development
- Public realm

Density requirements (ranges) have been added to the Draft OP per Provincial directive, as defined by PPJ (People (residents) + Jobs per Hectare):

- Downtown – minimum 200 by 2031; strive for 300 to 400

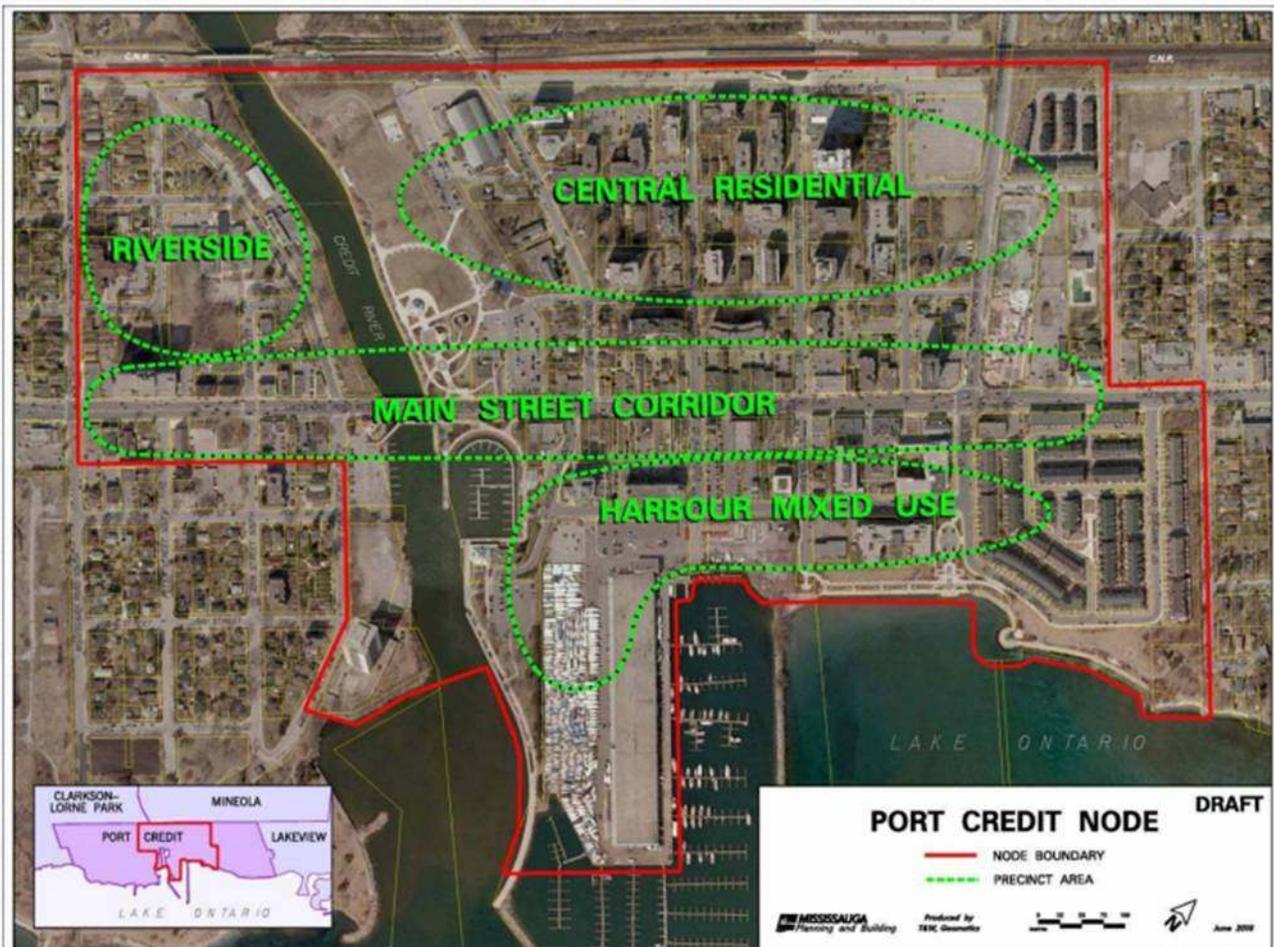
- Major Nodes – 200 to 300
- Community Nodes – 100 to 200 (e.g. in Port Credit; it was noted there may need to be a cap placed on development in Port Credit should the density in the node approach the upper limit of 200 persons plus jobs per hectare)
- Designated Greenfield – minimum 50

By way of example, the Churchill Meadows neighbourhood has a PPJ of 80.

Staff Note: Our most recent estimate indicates that the Port Credit Node has a density of 114 PPJ which is within the 100 – 200 range, and could allow for some additional growth in the node if it represents good planning. Please note that the PPJ applies only to the Node and possibly the redevelopment of the former refinery site, but does not apply to the broader Port Credit Neighbourhoods.

Below is an image of the Port Credit Node as contained in the document: “Port Credit Local Area Plan: Built Form Guidelines and Standards Draft”, posted online at: <http://www.mississauga.ca/file/COM/DraftBuiltFormGuidelines.pdf>

Port Credit Node Precincts



The Draft OP now defines Population to Employment Ratios, which is indicative of the desirability of mixed use development in the following areas:

- Downtown – 1:1
- Major Nodes – 2:1 to 1:2
- Community Nodes – 2:1 to 1:2 (e.g. in Port Credit)

Heights (Interim)*		
Element	Minimum	Maximum
Downtown	3	Not specified
Major Nodes	2	25
Community Nodes	2	4
Corporate Centres	2 along Corridors and in Major Transit Station Areas	Not specified
Neighbourhoods		4
Employment Areas	2 in Major Transit Station Areas	Not specified
Corridors	2 except in Employment Areas	As per City Structure Element
Major Transit Station Areas	2	As per City Structure Element

* Character Area policies may establish alternative heights

The Draft OP now defines minimum/maximum Height limits.

The interim chart (*at left*) appears in the Draft OP Executive Summary *which is posted online at the link given below.*

It was noted that these interim numbers provide a safety net for Council while the OP policies are completed, and that Character Areas (such as Port Credit) may establish alternative heights as defined in their Local Area Plans.

[http://www.mississauga.ca/file/COM/Official_Plan_Executive_Summary.pdf].

The Draft OP now promotes Employment and protection of jobs, with polices that:

- Continue to designate lands to protect them for employment uses
- New Office designation
- Employment ratio to ensure employment opportunities in the Downtown, Major Nodes and Community Nodes
- Policies prohibiting conversion of employment use without a municipal comprehensive review

Local Area Planning is an important element of the new OP regime, with:

- Character Areas bringing forward their own district policies
- Future planning studies to define geographic scope of LAPs based on issues and objectives
- Character Area Plans currently included under separate cover are:
 - Downtown Core
 - Lakeview
 - Port Credit
 - Southdown

It was noted that all designated intensification areas will warrant such Local Area Plans. Neighbourhoods will not warrant such LAPs. The new Port Credit LAP will look similar to the old (i.e. currently existing) policies.

There are Zoning Designation changes in the Draft OP as follows:

- New Office designation
- Residential Low Density I and II (e.g. single or semi-detached house)
- Residential Medium I, II and III are combined (e.g. townhouse)
- Residential High I and II are combined (e.g. apartment building)
- Mainstreet Commercial and General Commercial becomes Mixed Use

Special Sites and Exempt Sites are defined:

- Existing Official Plan has 294 special sites
- Special sites that are no longer required have been removed
- “Exempt site” policy was created to deem special sites that do not conform the Plan’s vision as conforming, therefore the OP can recognize sites as unique situations without undermining the Plan’s vision. Exempt sites can be zoned to recognize the use on site.

At this point in the presentation, there was discussion about how special and exempt sites would be defined/handled in Port Credit.

For example, the ‘Pioneer Gas’ site at 150 Lakeshore Road East in Port Credit is currently one of a number of ‘special sites’ along the Lakeshore Corridor.

A panelist asked what happens to the status of a site when it changes ownership through a sale? Staff replied that the land use stays, even while the ownership can change. The panelist mused whether designation would result in sites falling into disrepair, if the zoning would not allow the necessary renovations?

Staff Note: Some building renovations would not require a rezoning (e.g. repairing the shingles on a roof).

The challenge is to get special sites that no longer conform to the Plan’s vision to conform at some point. The need is to find a way to have a change in use. The City has to be careful not to take away existing rights. When an owner redevelops, they then have to conform. Rezoning will recognize existing use *and* show what is desirable when exempt sites are ready to redevelop. The City does not want to entrench the use if it does not conform. Staff indicated that Marina Park has some special site elements which will be addressed as part of its redevelopment per the Waterfront Parks Strategy.

Staff Note: The City will also be reviewing land use designations to determine whether additional uses should be permitted or some uses removed. For example, the appropriateness of having a Business Employment land use designation on land outside of Employment Districts will be reviewed.

Local Area Plans will inform the final zoning of the exempt and special sites in the area. The Official Plan provides policies that deal with issues across the City. There are times however, where City wide policies do not address all circumstances that are particular to a community such as Port Credit. The Local Area Plan addresses those planning matters that are unique in the community. When the Local Area Plan is adopted by Council it forms an amendment to the Official Plan.

Staff Note: There are always a number of Local Area Plan Reviews underway in the City which will require Official Plan Amendments (OPAs) once approved by Council. In addition, the City reviews development applications which may be different than what is permitted in the Official Plan and which also require OPAs.

But there need to be City-wide policies done properly, first. Then, as in Port Credit, it is possible to deviate, for example in terms of height and density for future growth. The new Port Credit LAP still needs to reflect the framework of the OP.

ALIGNMENT WITH THE STRATEGIC PLAN

Angela Dietrich then continued the OP presentation by outlining how the OP specifically aligns with the pillars and related goals contained in the City's Strategic Plan.

Note from Secretary & Staff: Click for the Summary of the City's Strategic Plan: http://www.mississauga.ca/file/COM/ExecutiveSummaryBrochure04_08_2009.pdf

Below are the five pillars of the SP, with key goals which are reflected in the OP:

Move – Developing a Transit-Oriented City

- Integrates Land Use, Transportation and Urban Design
- Multi-Modal Transportation System
- Promotes Active Transportation and Transit
- Cycling Schedule

Belong – Ensuring Youth, Older Adults and New Immigrants Thrive

- Directing Growth to Nodes to Create Mixed Use Areas
- Provide Opportunities for:
 - range of housing
 - community and cultural venues
 - post-secondary institutions in a broader range of sites
- Support Aging-in-Place (nodes are well-suited for this)

Connect – Completing Our Neighbourhoods

- Create Mixed Use Nodes (similar to Port Credit) with:
 - fine grain street pattern
 - pedestrian friendly
 - squares and plazas
 - consolidated car access

- Density and Land Use Ratio Targets
- Importance of Public Realm Elevated
- Right Of Way for All Modes
 - lane width reductions
 - bicycle parking
 - TDM (Transportation Demand Management)

Prosper – Cultivating Creative and Innovative Businesses

- Protect a Variety Employment Land Options
- Employment Areas
- Corporate Centres
- Mixed Use Nodes
 - Population to Employment Ratios

Green – Living Green

- Green System is defined as part of the comprehensive Urban System
- Direct Growth to Mixed-use Transit Supportive Nodes
- Site Development to Utilize Best Sustainable Practices
- Protection of Natural Areas
- Green Development Standards
- Protect and Enhance The Urban Forest

NEXT STEPS

- Planning and Development Committee (PDC) – March 22, 2010
- Presentations (e.g., Lakeview and Port Credit Local Advisory Panels, ratepayer groups, various advisory committees, staff, agencies)
- Open Houses – April 13, 14 & 15; May 4 (Clarke Hall in Port Credit)
- Facilitated Workshop – April 26
- Statutory Public Meeting – May 3
- Planning and Development Committee – June 28
- Regional (Peel) Approval

Following this process, there are 3 years to update the Zoning By-law and bring it into conformity with the approved Official Plan.

GROUP DISCUSSION

A panelist stated that the provincial directive for intensification within an 800M radius from transit stations (i.e. Port Credit GO Station) will impact Port Credit if interpreted literally.

Staff responded that policies within these community/transit nodes are context-sensitive. Port Credit's additional designation as a mobility hub requires context as well.

The Port Credit Local Area Plan will reflect this, but staff noted the provincial Growth Plan talks about compatibility and doesn't force communities into specific heights and densities, e.g. in an employment area, 2 storeys could represent intensification.

A panelist asked how much of the structure and content of the Draft Official Plan represents original thinking? Staff replied it is a mix, with some of the OP reflecting current thinking among planning professionals and some uniquely "dreamed up" by staff on their own. It was reiterated that Mississauga is making the transition from Suburban to Urban.

The video "Retrofitting Suburbia" by Ellen Dunham-Jones was cited, online at: http://www.ted.com/talks/ellen_dunham_jones_retrofitting_suburbia.html [19:23]

Staff noted that many "community nodes" are old shopping centres at the heart of residential communities. They just need to transition to mixed-use with more walkability. The OP needs to encourage certain things to occur but cannot resolve all issues (e.g. in the Urban Design Policies staff wants to eliminate reverse frontage, but it exists and some will have to stay).

A panelist asked how we ensure that the area south of Lakeshore Road does not become overbuilt? Staff replied that the new policies recognize the unique identity of the waterfront and *also* "views and vistas" which are important to preserve in a waterfront setting. The Port Credit LAP will reinforce these concepts.

Another panelist questioned whether the OP was truly a regulatory document, or rather just guidelines? Staff replied that it is indeed regulatory.

The Glossary of the Draft OP draws on definitions from the Urban Growth documents of the Province – if the City accepted the definition, they went with it in the OP. And furthermore, on the language issue, the new OP frequently uses words like "must" up-front, and additionally "will". The word "encourage" is now expressed more strongly in many cases.

In answer to a question, Staff confirmed that where there is a conflict, the Local Area Plan will always trump the Official Plan principal document

Staff Note: The Local Area Plan must be read in conjunction with the Mississauga Official Plan principal document. Parts one to four, the schedules and the appendices of the principal document are applicable to the Port Credit area, unless modified by the Local Area Plan. Thus, for example, the policies of the Local Area Plan must be read in conjunction with the environmental, multi-modal, urban form and land use policies of parts two and three of the principal document. In the event of a conflict, the policies of the Local Area Plan will take precedence.

Staff then outlined the process to develop the Port Credit Local Area Plan, which will incorporate relevant ideas outlined in the Directions Report, and where appropriate, reflect input from the Port Credit Local Advisory Panel.

Note from Secretary & Staff: The Port Credit Directions Report is accessible online at: <http://www.mississauga.ca/portal/residents/lakeviewportcreditreview>

The Draft LAP will then be presented at a public meeting, which may include a facilitated workshop, in order that everyone in the community can comment. The Corporate Staff Report which then goes to Council will include all the public comments. Council can change or adopt the Port Credit LAP. There is then an appeal period for any property owners concerned about their rights. After expiration of the appeal period and resolution of any appeals, the LAP then becomes part of the Official Plan.

The goal is to have a Draft Port Credit LAP by September 2011. Staff have to work with the Draft Official Plan, the Lakeshore Corridor Study, Urban Design Guidelines, the Mobility Hub Study, and the Port Credit Parking Study.

The status of the Parking Study is as follows: the RFP (Request for Proposal) is with the City Procurements Dept. and going to tender. By the end of June, the Study work will commence. The Study will proceed over the summer. Staff is not going to wait for the Parking Study results to draft the Port Credit LAP. The resultant Parking Strategy will sit outside of the OP, but will have an impact. The Parking Study consultant will meet with the Port Credit Local Advisory Panel at a future meeting.

A panelist asked how we can build parking structures in Port Credit that don't look like parking structures? And how can we access Port Credit's PIL (Parking in Lieu) fund, which is up to almost \$2M, in order to start constructing more parking?

Staff Note: The acquisition of property and construction of structures is expensive and often requires contributions over a number of years to pay for the additional parking.

Staff instructed the Panel to look at **Section 7.4** (Parking Policies) of the Draft Official Plan, which was based in-part on recommendations made in the background study which was done.

Staff Note: For the background study, see "Parking Strategy for Mississauga City Centre: Final Report" [91p] dated January 2009 and posted at: http://www.mississauga.ca/file/COM/Mississauga_City_Centre_Pkg_Strategy_Jan_15_2009.pdf

Section 8.5.5 (Parking, Servicing and Loading) of the Draft Official Plan deals with this issue in the context of urban design.

As for the Mobility Hub Study and the Lakeshore Corridor Study, they are taking considerable staff time right now. In addition there is the Higher Order Transit (HOT) Study.

A panelist asked if the community was able to initiate projects right now and into the future, while staff does its studies and finds alignment for the new LAP?

Staff Note: Depending on the initiative the City will have to determine the appropriateness of continuing in advance of the Local Area Plan.

A panelist commented that we (the citizens) are trying to take responsibility for Port Credit's PPJ target as stated in the Local Area Plan (including a balanced composition ratio within the target), but this objective may run into bureaucracy, e.g. cases where the parking standard can't be met given the size of many infill lots, which may mean that uses which provide jobs can't be supported.

Recapping the figures given during the presentation of the Draft Official Plan (*above*), the PPJ target in the Port Credit Node is 100-200 People + Jobs per hectare, with a target Jobs-to-People ratio of 1:2 to 2:1 to achieve a balanced composition.

In closing, Angela Dietrich reiterated that Staff want to get the Draft Official Plan approved by Council on June 28, 2010. She noted that Planners from the Development Team South have participated in the Development Policy discussions for the new OP policies. On May 3, 2010 the Draft OP goes to the Planning and Development Committee (PDC) of Council for the official (statutory) public meeting to solicit public comment. Meanwhile, community level meetings and workshops are continuing. In Port Credit, a public workshop is still planned for May 4 at Clarke Hall.

3. Other Matters

Robert Cutmore called upon Frank Giannone to make his presentation to the Advisory Panel, as arranged by Councillor Corbasson. There was discussion as to the appropriateness of the topic but it was decided to continue as it was arranged by the Councillor.

Frank stated he wanted to present his vision for the Port Credit GO Station lands at a series of "PCLAP workshops". This would be further to the previous presentation to PCLAP by Metrolinx & MMM about the planned GO parking garage and the Mobility Hub proposal/studies which took place on Oct. 20, 2009.

Note from Secretary & Staff: The Minutes of the previous meeting are posted at: http://www.mississauga.ca/file/COM/PortCreditMinutes_Oct_20_2009.pdf

He had a slide presentation of what he'd like to discuss in the PCLAP workshops. Frank asked how involved the reps wanted to be about driving empty land towards a certain use that the community can support? He stated it will be a public process for the GO lands, and there is no guarantee that he would ultimately be the developer. At the workshops he was proposing for the PCLAP reps, he would be wearing his community stakeholder hat. Stakeholders include the community, Metrolinx (which would participate in the workshops), the City (which would stand back during the workshops), and the developer.

A panelist asked: Shouldn't this be a public meeting? Frank said that what he was suggesting wouldn't be a formal public meeting (that would come later) but this would be a "preliminary workshop". Frank stated he did this effectively at the Northshore development. Frank suggested that since the City was using the Local Advisory Panel to discuss ideas regarding heights anyway, he could use this forum to talk about the GO station lands

The presentation outlined "Common Goals" which could be achieved through Frank's vision for the GO lands, including enhancing the Port Credit community, expanding residential and commercial density, dealing with parking and animating the street frontage.

One slide showed that this development would create value for the 4 stakeholder groups (*per above*) and mentioned Section 37 of the *Ontario Planning Act* concerning payment of a community benefit for exceedances in density.

Note from Secretary & Staff: View the *Ontario Planning Act* online at:
http://www.e-laws.gov.on.ca/html/statutes/english/elaws_statutes_90p13_e.htm

Frank stated Metrolinx is interested in increasing the amount of parking as discussed at the previous meeting on October 20, 2009 [*link to the Minutes is cited above*] -- this plan would accomplish that. Frank also suggested that the City could also receive a financial benefit for allowing density to be exceeded, which could be applied to the future LRT.

Frank also stated that Port Credit has higher land values, which permits the replacement of at-grade parking with structured parking, at densities lower than at City Centre.

For the purposes of having a general discussion about some potential ideas, Frank outlined 4 phases of development that could eliminate the surface parking and provide GO with a parking garage structure in exchange for density (650 residential units in total).

Phase 1: Construct a (temporary) 3-level 351-stall parking structure on the former "Bowling Green" property (south of the GO Station between Park and High Streets, west of Highway #10). This property is currently owned by the City. This parking structure could be used by GO patrons while construction proceeds elsewhere on the GO lands.

Phase 2: Develop a (permanent) 2-storey (+ 1 level underground) 590-stall GO parking structure north of the CNR tracks (currently owned by Metrolinx), to include a pedestrian bridge over Highway #10 and re-naturalization of the Mary Fix Creek

Phase 3: Phase 1 and 2 have now replicated parking currently in the Phase 3 area (just south of the GO Station between Queen and Park Streets, west of Highway #10). With Phase 3, the existing surface parking lot receives infill development to include a

(permanent) 3-storey 513-stall GO parking structure, 1-storey retail, a 6-storey prestige office building, 2 residential buildings with maximum 22 and 32 storeys, a maximum 6-storey residential building and a 2-storey residential parking structure.

Phase 4: Final infill of the "Bowling Green" site. Development would include 3-storey residential, 2 residential buildings with maximum 6 and 27 storeys, and a 3-level 351-stall residential parking structure (which was used for GO parking per Phase 1).

Staff Note: The above description is of a development concept presented by Frank Giannone on April 20, 2010 for the purposes of initiating discussion. It has not been endorsed by Metrolinx or the City. The development as presented at the meeting would require the submission of a number of studies, including but not limited to: traffic, planning, and urban design. The development concept and any associated benefits to GO or the community may be different from what is ultimately submitted by a developer and approved by the City.

Frank stated that he wanted the Port Credit Local Advisory Panel (PCLAP) to go through a workshop process which would discuss the following 4 items: why this plan would be desirable, common stakeholder goals, planning principles and the financial goals of the stakeholders.

Steps would include a photo review, sketching, modeling and refining, rendering and resolution of the design principles so that a development application could be prepared.

Frank stated "the City would be thrilled for consensus from this group" (i.e. PCLAP). There would be a significant community contribution made by the developer in exchange for the density.

The PCLAP workshops would take place over 3-4 evenings or on a weekend. A panelist asked what the timing window was for this to take place?

Staff (Matt Williams) noted that at the next PCLAP meeting (May 18, 2010) we will be receiving an update on the Port Credit Mobility Hub Study. The timing re the parking structure is not as urgent as prior (per presentation at PCLAP on October 20, 2009) due to the financial situation. Metrolinx is presently concentrating on the Cooksville GO parking lot.

Staff indicated that improvements to the GO line are a Metrolinx responsibility. While the City and GO are working on a Mobility Hub Study that would inform planning for the area, any specific enhancement to the GO station including construction of additional parking would be initiated by Metrolinx.

A panelist stated that community consultation on the GO lands was the right thing to do and it was good to be pro-active, as might be possible with the developer's workshops.

A panelist asked what would be the new tax base from the proposed units, as compared to the defined tax base for this area? Considerable density is being proposed, instead of just a parking structure and possibly some density on existing surface parking as originally outlined by Metrolinx – isn't Frank's proposal "over-building"?

Frank stated if we don't consider this, someone else will; we shouldn't be afraid to consider this. He was concerned that if we don't act progressively on this opportunity, we could be facing an undesirable parking structure proposal.

A panelist stated that this was not about the number of storeys or units, but rather about a vision for the entire area.

Another panelist noted that the whole thing is about control and stated they would like to be involved in the proposed developer workshops.

A panelist stated they were excited about the possibility of the workshops.

Clarification was given by Staff that Councillor Corbasson had spoken to Frank Giannone and had agreed that he could present his workshop initiative at this PCLAP meeting, using the convenience of the forum to present his idea to several community groups at the same time.

A panelist stated that they would have to go back to their constituency (i.e. community group) which they represent, in order to be able to comment further on the workshop idea. We individually can't say here and now that we will participate.

It was affirmed by Staff that the Mobility Hub Study is a joint initiative between the City and Metrolinx to explore the possibilities for the GO lands (and again, a Study update will be given to PCLAP at the May 18, 2010 meeting).

Staff Note: A parking garage and potential additional uses on the GO station parking lot represent only a portion of what is being examined in the Mobility Hub Study. It is likely that implementing any redevelopment for the GO station parking lot lands would go beyond the scope of the current Local Area Plan process, and would likely have to be reviewed under a site specific development application including all relevant supporting studies.

The panelist then stated it was desirable to look at the overall density guidelines for the Port Credit LAP before discussing density (especially exceedances) at a particular site. Staff indicated that the Panel will be providing input on this in the future.

Staff indicated that the City does not and does not want to be seen as favouring one developer; staff wouldn't offer comments at the workshop as to what was appropriate for the site or not; however, PCLAP panelists could ask City staff for background information or questions about this site (GO lands) and see what Staff think.

Another panelist noted that the Port Credit study (policies review) still has to be completed. Staff stated that the whole purpose of the PCLAP is to identify concerns in the local planning policies.

An additional panelist said they didn't feel well-informed at this point to get involved in the proposed developer workshop. They would want to see the final Mobility Hub Study first. Another panelist immediately agreed.

Frank asked: Are we really happy with what's there now? Do we want to have someone tell us what to do?

It was left that Frank Giannone would contact the community groups individually and outside of the PCLAP context should he wish to pursue a focused workshop about his proposal for the GO lands.

<p>Staff Note: The GO Station and associated parking lot, along with the former Bowling Green are important sites in Port Credit. Redevelopment of these sites will undergo a significant review process including public consultation.</p>
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Future dates, locations, topics, etc.

The next PCLAP meeting is scheduled for **Tuesday, May 18, 2010** in a location TBA. At that time there will be an update on the Port Credit Mobility Hub Study.

The following PCLAP meeting is scheduled for **June 22, 2010**. Come the September meeting (which will be the first one after the summer), recommendations from some of the other studies will be on the PCLAP Agenda.

Meeting adjourned at 9:45 p.m.

Submitted by: Dorothy Tomiuk, Secretary