

Port Credit Local Advisory Panel

Minutes of Third Meeting

Tuesday, October 20, 2009 @ 7.00 p.m.

Port Credit Library, Texaco Room

Attendees: Eleven (11) members of the Panel were present. Two (2) Policy Planning Staff attended in support of the Panel. There were six (6) guests.

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

Community Groups: Chris Mackie, Mark Searle, Leonard Walsh, Don McVie, Lori Ellis, Deb Greenfield, Dorothy Tomiuk

Business: Marion Morewood, Robert Cutmore, Frank Giannone; *Absent:* Jonathan James

Policy Planning Staff: Susan Tanabe, Paul Stewart

Guests: **Joshua Engel-Yan**, Transportation Policy Planning, Metrolinx
Norm Hibbert, Senior Urban Designer/Planner, MMM
Pam Foster, Transportation Project Planner, MMM
Robert Wanless, Vice-president, Transportation Planning, MMM

Jason Wu, Development and Design, City of Mississauga

Matthew Williams, Project Leader (Hurontario Study), City of Mississauga

Bob Cutmore chaired the meeting, after stating that Carmen Corbasson was unable to attend, and began by asking for a roll-call for purposes of recording attendance. He then turned the meeting over to Planning staff.

1. Overview, Introductions and Meeting materials

Susan Tanabe introduced the guests in attendance (*listed above*) and explained the concept of the meeting, which would focus on components of Port Credit's status as a transportation node centred at the GO Station, with future connection to rapid transit on Hurontario Street.

Updates for the Panel members' binders were distributed and reviewed, including aerial views of the Port Credit Mobility Hub within an 800m radius of the GO Station, and the potential areas near the GO Station for the proposed multi-level parking structure. Further handouts were received in the course of the following presentations.

2. Hurontario Main Street Study

Matthew Williams distributed the Spring 2009 (vol. 2) "Connect 10" newsletter which provides background information on the study.

Note from Secretary: The "Connect 10" newsletters and updated information on the Hurontario rapid transit study are available at: www.hurontario-main.ca

Matthew described how Port Credit has been a long-term mobility hub (even before the term was coined), with a high level of pedestrianization and use of transit. The #10 rapid transit study is all about extending this lifestyle beyond Port Credit, and to have mobility choice to go further north, or come south to Port Credit. This kind of mobility can't be achieved everywhere in the City, but Port Credit is a great place to start as it is possible to maximize the opportunities here.

Brampton and Mississauga are working together to do the #10 study which goes beyond a transit feasibility study to look at land use and urban design as well.

The Provincial Places to Grow policy has projected where the growth will go in the Greater Golden Horseshoe area. The City has designated City Centre as an Urban Growth Centre, which is along the #10 corridor, as identified in the provincial policy.

The corridor has been identified by Metrolinx in their Regional Transportation Plan as one of the top fifteen priority rapid transit projects. Matthew noted that this project is still unfunded and that this may be a private sector opportunity.

In Mississauga, the #10 study is being coordinated with other internal studies including Downtown 21, the Urban Growth Plan and Official Plan changes including the District Policies for Port Credit and Lakeview. All the studies are considering the impacts on the #10 corridor.

There are opportunities that come from the adoption of the City's new Strategic Plan. Congestion and the need for transit were identified as the City's no. 1 issue. The Strategic Plan looks at city-building, and accommodating a lot of people along the #10 corridor. There is already strong ridership today along the #10 corridor - there are 28,000 riders per day. This compares to the 25,000 threshold in Toronto for moving to high-level transit: the route already meets the criteria.

The Vision for the Hurontario Corridor has three components:

- Transit needs to be a choice, and to be competitive with other choices (e.g. driving) it needs to be fast, convenient and easy to use.
- There is a need to create beautiful places and destinations such as Port Credit where people both live and visit
- The thirteen (13) character areas along the corridor need to all interrelate, e.g. the Mineola area, the industrial areas: some will stay the same and some will grow and change

Matthew discussed the Port Credit Character Area, which is already a vibrant, community-oriented destination, and more transit-oriented compared to other areas. Port Credit shares its waterfront with all parts of the City, including City Centre which will be connected with the rapid transit line on #10.

The deliverables of the #10 study include identification of a preferred route, with some diversions, for example at City Centre where a loop may be made to link with the bus terminal located west of #10. Another decision to be made is whether to use buses or a rail-based solution. Additionally, cycling opportunities need to be included.

The #10 study process is now at the stage of examining alternatives (*per above*) and the transportation nodes, and will produce a draft Master Plan by early 2010. Special Mobility Hubs studies are underway for Port Credit and Cooksville.

A panelist asked if current development approvals and building permits along the corridor are perpetuating the status quo, for example: at the intersection of Hurontario and Dundas Streets in Cooksville. Places along the corridor currently don't match the vision.

Matthew replied that the City will try to anticipate the future transit line with the developments that will go in now. The corridor will be designed for more people, but not for more cars.

A panelist noted that the Northshore development at #10 and Lakeshore Road East had to give up land along #10 to provide for future transit.

It was pointed out that north of the Q.E.W. there are six (6) traffic lanes to work with, but south of the Q.E.W. space is tight, especially at the section entering Port Credit under the CNR bridge.

A panelist asked which is presently the preferred option for the transit master plan?

Matthew replied the predominant preference is for rail, but there needs to be a financial case. Transit doesn't make money, but the City must look to the most cost-efficient mode of delivery.

A panelist asked about a "turnaround" in Port Credit to enable rail-based transit vehicles to make the return trip north.

Matthew replied that double-ended vehicles would be used in this instance, but two (2) sets of rails would still be required to allow vehicles to run both ways simultaneously.

A panelist asked if the approach used in Vancouver, where some of the rapid transit sections were buried, would be considered here, for example: under the Q.E.W.

Matthew's reply was that burying or elevating transit always costs more, and that keeping the transit line on the ground may be a better urban design approach, to keep life on the street.

A panelist commented that perhaps an interim control bylaw is needed to preclude inappropriate development and protect what is needed to support the future transit vision.

3. Metrolinx, Mobility Hub & GO Parking Structure

Joshua Engel-Yan told the Panel that Metrolinx is relatively new, having been created in 2006. Formerly it was known as the Greater Toronto Transportation Authority (GTTA). Metrolinx takes a holistic regional approach, with a view to:

- Deliver rapid transit improvements
- Make up for a lost generation of rapid transit investment
- Lay foundation for future investment

The Regional Transportation Plan, called the "The Big Move" started in 2007 with a Board composed of regional mayors approving the plan in December 2008. In May 2009, Metrolinx and GO Transit merged and a new Board was created.

The Big Move has many components, including:

- Doubling of regional transit use from 40% to 80%
- Tripling the number of rapid transit lines
- Despite population growth, ensure commuting times are not increased (the population will grow from 6M to 9M over the next 25 years)

A brochure on The Big Move was handed out to the Panel, which outlines nine (9) transformative action items. Big Move #7 - "A system of connected mobility hubs" is what the Panel is asked to consider at this meeting, and an in-depth handout on this topic was distributed to the attendees.

Note from Secretary: Information about Metrolinx and The Big Move (including the brochure and following presentation) can be found at www.metrolinx.com

What is a Mobility Hub? This defines where transit and land use come together - it is a place with focus on the "customer" and the transit experience. A mobility hub supports more intense development that provides the people to justify the transit.

Mobility Hubs create a strong sense of place. PLACE + PROXIMITY + PURPOSE = VALUE. Mobility hubs are easily accessed by multiple modes. This increases the land value, and both the private and the public sector should take advantage of that.

There are 51 mobility hubs in the area. Port Credit and Cooksville are two (2) hubs that Metrolinx and the City are currently examining and will be the subject of the most comprehensive studies Metrolinx has done thus far. The studies are examining

where there is development potential, and how transit can be developed in conjunction, with a parking strategy, cycling and pedestrian amenities and a low-impact footprint for sustainability.

These reflect key initiatives for Port Credit. For the proposed parking structure at the GO Station, the service date is 2012-2013. There is funding allotted now, with the design and location still to be determined. By Fall 2010 the third track will be completed along the GO rail line between Aldershot and Mimico stations, which will improve service along the Lakeshore West corridor.

Within the GO system, there is parking for 50,000 cars. GO Transit is the largest parking authority in southern Ontario. The goal is to provide safe, sufficient and accessible parking as well as embrace alternate modes of travel.

GO Transit's 2020 vision is to double daily ridership from 80,000 to 160,000 while only requiring a 50% increase in the parking supply.

GO will be building thirteen (13) parking structures in the next five (5) years. Over \$100M will be invested in parking in 2010-2011. The approach will be to consolidate surface parking, which will free up space for development. GO Transit is going forward with mobility hubs and station planning that will prioritize pedestrian and cycling access in the parking design, along with crime prevention. The infrastructure will have a 40-50 year life cycle.

Further to discussion at the September 15 meeting of the Panel, where parking issues in Port Credit were discussed in conjunction with constraints on redevelopment of older (heritage) properties, it was noted by a panelist that the community is ready for multi-level parking. Another panelist stated that it is often forgotten that there is already a multi-level structure immediately across the road from the GO Station entrance. There was brief discussion of possible use of public art, living walls and architectural design to mitigate the appearance of such structures.

4. Mobility Hub Study for Port Credit

Norm Hibbert is the Mobility Hubs Study consultant. The terms of reference of the study include:

- Development plans for Port Credit Mobility Hub
- Design concepts for the station area and the immediate vicinity
- Conceptual design for the parking structure, including a multi-modal approach

Norm reviewed the study area boundaries, using the aerial photographs which had been distributed to the Panel. The primary zone in immediate proximity to the GO Station, and the secondary (neighbourhood) zone is within a comfortable walking distance, The third zone is all within the 800m radius of the Station, which is a distance at which people will still walk.

Norm then reviewed the Mobility Hub Requirements, which were also handed out to the Panel in the form of a CD which covers most of the presentation. Essentially the requirements include:

- Conform with the provincial Growth Plan
- Improve trip generation
- Improve the modal split: go beyond 20% transit to 30-50%
- Bus and Train stations should be close together, and close to the destination (this is a challenge in Port Credit: should the rapid transit station (per the #10 line) be located beside the GO Station or at Lakeshore Road?)
- Transition from surface to structural parking (GO has money to do this in Port Credit now)

Discussion topics for the Mobility Hub Study include:

Development: transit oriented; intensification; land uses; urban design

The goal is to improve the pedestrian experience. Port Credit already is a mobility hub, and a lot more people will want to move here because of this. We need to maintain the high level of mobility that we have right now. Lakeshore Road is the main artery of the community: will transit along #10 cause a shift which will draw commercial activity from Lakeshore Road? This is presently unknown.

Access/Connectivity: pedestrian; cycling; buses; cars (including kiss 'n' ride and parking)

This also pertains to the connectivity between the GO Station and the rapid transit station which may need to be further away on #10.

GO Station site design: kiss 'n' ride area; bus locations; location of platforms and pedestrian walkways; parking (surface and proposed structure)

This is a question of phasing as the rapid transit will come in 5-10 years if the Province funds it. Some components (such as parking or platforms) need to anticipate placement for the future, or be planned as temporary.

The Panel was directed to the aerial map for the Port Credit Mobility Hub which included the representation of a footprint for a large parking structure (137m X 70m approx.) proposed by GO Transit elsewhere, which contained 1500 spaces over 5 floors. Although the Port Credit site will likely accommodate fewer spaces, the purpose of the footprint is to illustrate the general magnitude of the structure which might be necessary to accommodate future parking demand at the site, especially given possible repurposing of the lands presently used for surface parking.

5. Discussion of Mobility Hub Plan, GO Station Site Design and Parking Structure

Note from Staff: As a reminder to the reader, the purpose of the meeting was to generate broad discussion and provide the consultants with an initial impression regarding community thoughts and ideas pertaining to any Mobility Hub Plan.

Some of the ideas discussed by the Panel in these Minutes may have financial and engineering challenges or could be of concern to surrounding neighbours. Further review is required from the consultants, staff, the general public and Council before the Mobility Hub Plan is finalized and the implementation plan is developed.

A panelist asked about the number of new parking spots required at the Port Credit station given how busy it is. There are approximately 900 parking spaces on the GO station property and the proposed parking structure could potentially result in a net gain of another 1000 spaces. Norm indicated that Erindale Station in 2007 processed 2000 people during the morning rush period with 1500 parking spaces. Port Credit is currently at 2400 travelers during the rush hours, but there is a question if the parking needs are as great here, given it has the highest walk-to rate in the system (25%). Clarkson station has more parking spaces, for instance.

Norm stated that GO Transit will increase service substantially over the next 25 years. In Mississauga, every GO Station is at capacity, and so there is a need to turn to parking structures, which need to be integrated into the surrounding community.

A panelist expressed concern about security, stating that mixed use is needed with these parking structures to ensure there are always people around.

Another panelist questioned GO Transit's overall parking policy, asking if all 50,000 spaces are free? Norm answered that there are a small number of premium spaces which are charged. It will cost \$100M over two (2) years to build these structures, which would become a huge untapped revenue source. A nominal fee mitigates for getting people to walk, cycle or use transit to get to the GO Station and avoid the charge for daily parking. He expects that there will be a nominal fee in the future.

Joshua stated that there is a balance between free parking and walking that needs to be achieved: currently both pay the same price for a ticket. Free parking keeps people using the GO system, on the other hand – if they had to pay, they might drive.

The panelist stated that a nominal fee would eliminate the need for so much parking. He also noted that one wouldn't want to pay for parking and then find that the train was delayed and one needed to drive.

A panelist noted that it costs \$25,000 a spot to raise or bury the parking, and the parking issue is a blight on this area.

Norm revisited the rapid transit line on Hurontario, suggesting it could go all the way down to Lakeshore Road, or even further south to the Port lands (at the present

Marina), although the route alignment and type of technology to be used on Hurontario is the subject of a different study not yet concluded.

The panelist referred to the issue of citizen-generated RFPs, which gives time to talk before deals are entrenched in order to achieve a good design. Norm responded that the City and retailers need to do a deal with GO Transit for a parking structure incorporating ground floor retail and upper floors that look like a regular building, perhaps with living walls on the outside.

Staff asked a developer if he had anything to add: is it reasonable that someone would put 1000 spaces underground and a condo above? The answer was that it would be disappointing if all the community gets is a parking structure.

The developer suggested looking at ways that the large surface parking lot for the GO station (located at the corner of Hurontario St and Park St.) could be redeveloped to accommodate more than just parking. Why waste a big site with a parking structure that will occupy the site for decades when the community could have a mixed-use retail and residential development on the property? The developer noted that porosity would be needed through such a large site by having more height and going underground as well.

Norm asked the developer how many people would be needed to make this mixed (retail) use successful, and how will it fit with the Lakeshore Road (mainstreet) retail? The answer was that it would be a challenge, and that an office use should be put in as well - then there would be people traveling both ways.

A panelist stated that Port Credit was more than a mainstreet, and that a viable community will have more than one shopping area, but that the BIA may need to be sold on this.

Another panelist stated that the community could support retail on Ann Street down to Lakeshore Road, forming an "L-shape" of urban design with a flow of retail and transit. This would result in a circular flow instead of a linear pattern.

Another panelist referred to the former Texaco property [now a 75-acre brownfield owned by Imperial Oil]. If developed (along with other intensification in the area), the increased density would require bus corridors, and there would be a need for a busway over the Credit River to move people to the GO Station.

A panelist who commutes frequently noted that for commuters to pay for using parking, GO and the TTC (in Toronto) was an expensive package and some would rather drive instead.

Staff asked if there were any comments about putting the proposed parking structure north of the CNR tracks, abutting the Mineola neighbourhood (there is presently a GO surface parking lot at that location).

A panelist commented that it may be possible if the structure were designed properly (e.g. one (1) level down and two (2) levels up) in order to reduce any impacts to the community. This structure could actually help with soundproofing the neighbourhood from rail traffic noise.

Another panelist asked if there could be a walkway over the CNR tracks to connect a possible north-site structure to the south, GO Station side?

Norm replied that it might be possible to connect parking over the tracks to a similar structure on the south side. Using the north and south parking lots, it might be desirable to build two (2) smaller structures, thus connected. On the north site, a smaller structure could allow for enhancement of the creek and wetlands.

A panelist noted that the 100 foot right-of-way north of the CNR tracks was wasted space.

Another panelist stated this north site could be the location of a possible rapid transit (LRT) station, which would be as close to the GO station as could be achieved, but there could still be parking on top or under the GO/LRT Station.

Norm noted that the rapid transit (LRT) should run right to Lakeshore Road, and further to the Lake. The same panelist then ask if the LRT could run underground from the GO Station to Lakeshore?

Charles Sousa stated that we would need both stops in order to connect the #10 LRT to a future Lakeshore Road LRT line. A stop at both the Port Credit GO Station *and* Lakeshore Road would be required.

Another panelist stated that the #10 LRT could shift west to the GO Station if it was then to be underground south to Lakeshore Road – it could then run parallel to #10. There should be a platform at #10 along the GO line.

A panelist noted the Harbour lands (at the present Marina) will be developed in the next twenty (20) years and will need a station, perhaps at Port and Elizabeth Streets.

A panelist suggested that the GO stop be on #10 just north of the CNR bridge, but it was pointed out that there was a problem with grade at that location.

A panelist stated that there is consensus that the eventual configuration has to be “flow-friendly” so that it is easy for people to get in and out of the station. Another panelist followed up by stating that it is important to bring transit directly to the people, and asked about the maximum distance recommended for walkability?

Norm replied that 500m is the standard for lower-order transit stations, and 800m for GO stations: studies have shown that 4 in 10 people will walk that distance. If the distance is 100m, 10 out of 10 will walk.

It was suggested that the GO Station be enclosed to abate noise and climate issues.

A panelist suggested that a Credit River crossing for pedestrians and cyclists at the CNR tracks could help stop the gridlock of cars on Lakeshore Road driving to the Port Credit GO Station from the west side of the river. The right-of-way could be used, and this would be part of a holistic plan to reduce cars and the need for parking, while promoting active transportation as stated in the objectives for connectivity and multi-modal support through the Mobility Hubs Study.

Note from Staff: As a reminder to the reader, some of the ideas discussed in these Minutes may have financial and engineering challenges or could be of concern to surrounding neighbours. The purpose of the meeting was to generate broad discussion and provide the consultants preparing the Master Plan with an initial impression of how the broad community may respond to any recommendations.

Staff asked if there was anything else at the GO Station that the Panel would like to see?

A panelist who is also a frequent commuter stated that there needed to be room on the platform for riders to stand, with shelters and sufficient washrooms for winter comfort.

Staff asked if there were any areas that would be suitable for intensification?

A panelist stated that none of the tall buildings near the GO Station will come down in our lifetimes, and the existing 2-3 storey structures are easily replaced.

Another panelist questioned if the existing high-rise rental buildings might be converted to condominiums, which would cause displacement of current residents? There was discussion of the regulatory aspects of such conversions. It was suggested that it would make an interesting study to determine what the rental/condo blend of units in Port Credit actually is.

It was stated by a panelist that citizen groups who collaborated on VIVA Port Credit's 'White Paper' in Spring 2008 had identified the neighbourhood immediately south of the GO Station as an appropriate area for further intensification and an opportunity for additional high-rise buildings.

Note from Secretary: The citizen 'White Paper' as referenced above is located at http://www.vivaportcredit.ca/VIVA_PC/White_Paper.pdf. The section in question is 6.6 Density, on p15 of the document.

A panelist addressed the issue of naturalizing the storm water channel (creek) just north of the CNR tracks, and was in favour of including this component in any development of this area. There is an opportunity to allow for natural filtration before it reaches the Credit River.

6. Summary and Next Steps

Matthew Williamson was asked about the status of the #10 study, and he replied that it should be completed in the next 4-5 months, with a public meeting in early December 2009.

A panelist commented that this was all very important information and that the Panel needs another meeting on these related topics. Another panelist agreed on the need to revisit these issues.

Staff agreed to provide an update on a future Agenda.

Matthew Williamson reminded the Panel that the big issue currently is the parking structure.

Staff stated they need to take away all the Panel's comments and integrate them with their Policy Planning work. Panelists may send additional comments to Paul Stewart to be included in this process.

Bob Cutmore thanked the Panel and the Guests for their participation.

<p>Note from Staff: There will be additional opportunities for the general public to learn more and/or provide comments on the Hurontario Main Street Study and the Port Credit Mobility Hub study.</p>
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7. Next meeting(s)

The next meeting is scheduled for Tuesday, November 17th in the Port Credit Library.

The Panel will receive a presentation on the Lakeshore Road Transportation Study and discuss the issue of a cycling/transit right-of-way.

There was a question as to whether there should be a meeting in December. This will be decided at the November meeting.

Meeting adjourned at 9:00 p.m.

Submitted by: Dorothy Tomiuk, Secretary