Port Credit Local Advisory Panel
October 20th 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
Integrate

Rapid transit

Land Use

Urban Design

Mobility / accessibility

Economic viability

Quality of life

Integrate

Enhance
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
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 21st 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
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 21st 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.
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**

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

- strong sense of place
  - A vibrant and vital place to support the transportation experience

- economic vitality and competitiveness
  - Significant development potential and strong economic anchors

- multimodal transportation
  - A range of higher-order transportation options with seamless transfer

- residential and employment density
  - Critical mass of people to work, live, shop and enjoy themselves

- high levels of pedestrian priority
  - Spaces and connections designed with pedestrian priority

- embedded technology
  - Access to real time travel information
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
Mobility Hubs identified

- 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
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
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
Examples of Parking Structures
Mobility Hub Study For Port Credit