

APPENDIX A.

**Summary of Responses to
Stakeholder and Community Input**

Appendix A. Summary of How the Port Credit GO Station Southeast Area Master Plan Addresses Stakeholder and Community Questions, Comments and Concerns

As part of the Port Credit GO Station Southeast Area Master Plan, the Study Team consulted with stakeholders and the general public through:

- Individual landowner meetings;
- Master Plan Study Advisory Panel meetings;
- City of Mississauga Interdepartmental meetings;
- Public Open House (question and answer period and comment forms); and
- A presentation to the City of Mississauga Urban Design Panel.

Through the study consultation processes, a range of comments, questions and concerns were raised. The following provides a summary of the input received and how it was addressed by the Port Credit GO Station Southeast Area Master Plan. Full meeting minutes and comment form submissions can be found on the City's website: www.mississauga.ca/portal/residents/pcgomasterplan.

Stakeholder and Community Input	How the Master Plan Addresses Stakeholder and Community Input	
	Reference / Recommendation	Section
Additional GO Transit Parking		
<ul style="list-style-type: none"> • Why are 400 additional parking spaces required at Port Credit GO Station for GO Transit customers? • Do not build a GO Transit parking structure / do not provide any more GO Transit parking. • More GO Transit parking is required. 	Customer surveys and monitoring show a current shortage of parking at the Port Credit GO Station. Some customers are using parking lots at local community facilities, which are not intended for such purposes. A 26% increase in the number of Lakeshore West line customers who use the Port Credit GO Station is expected by 2031, with an even greater increase in customer volume occurring once Regional Express Rail is introduced. The GO Transit Rail Parking and Station Access Study (2013) determined that between 200 and 600 additional parking spaces are required at the Port Credit GO Station to meet current and future GO Transit customer demand. Further physical and market analysis concluded an additional 400 parking spaces should be provided.	3 & 4
<ul style="list-style-type: none"> • Providing more parking encourages the use of cars, not transit. 	The Province and the City of Mississauga are making significant investments to transit and cycling infrastructure in order to reduce automobile dependency. It is a priority of Metrolinx to increase the proportion of customers who arrive to the Port Credit GO Station by walking, cycling or transit, but some of the new 1,000 plus daily customers will drive and require parking.	3 & 4
<ul style="list-style-type: none"> • What happens if an additional 400 spaces ends up not being required for GO Transit customers. 	The Master Plan includes a guideline that where feasible, the design and construction of large parking structures should allow for future modifications (e.g. expansion of retail, commercial or other uses, full or partial adaptive reuse). It also encourages shared parking.	6 & 8
<ul style="list-style-type: none"> • GO Transit parking should not be free, it discourages the use of public transit. 	Through its Mobility Hub Guidelines, Metrolinx has identified exploring commuter parking pricing.	8

Stakeholder and Community Input	How the Master Plan Addresses Stakeholder and Community Input	
	Reference / Recommendation	Section
<ul style="list-style-type: none"> Can spaces be reserved for electric vehicles and charging stations provided? 	Metrolinx has a program called smart commute, and they are looking at car sharing, green options, etc.	8
<ul style="list-style-type: none"> Why can't the new GO Transit parking structure be below-grade? 	For safety, operational and financial reasons, it is the preference of Metrolinx and its customers that commuter parking be provided for above-grade.	4
<ul style="list-style-type: none"> Where will GO Transit customers park while the southeast parking lot is under construction? 	Depending on the configuration and phasing of the redevelopment of the southeast GO Transit parking lot, up to 400 parking spaces may be lost during construction of the new parking structure. Metrolinx is working closely with the City of Mississauga and other area landowners on an interim parking strategy.	
Traffic Impacts		
<ul style="list-style-type: none"> Traffic is currently bad, new development will make it worse. Oakville is a good example of traffic issues caused by commuters leaving the GO Station. Thru traffic is a problem in Mineola. Mineloa Road needs to have access to be able to turn north on Hurontario Street due to schools and no sidewalks on some streets. With the replacement of Hurontario buses with the LRT, can the existing bus bay be reduced in size? 	As part of the Master Plan Study process, a detailed transportation assessment was undertaken. An assessment of a 'worst case' scenario found that the local road network can accommodate the proposed additional 400 GO Transit parking spaces, full build-out of the Port Credit GO Station Southeast Area, as well as a considerable amount of redevelopment elsewhere within the Port Credit Community Node. Mitigation measures are identified to improve intersection operations, including delay times for Miway buses accessing the Port Credit GO Station bus loop. Further study is required to determine the ultimate size and configuration of the bus loop once the HMLRT is running and when the fourth rail track is implemented. As part of the rezoning process, all future development applications within the Master Plan Study Area must be supported by a detailed Traffic Impact Assessment.	8 & Appendix D
<ul style="list-style-type: none"> New developments should be allowed to provide a reduced level of parking. 	The Master Plan includes a policy recommendation that reduced transit-supportive parking standards be encouraged for new developments within the Port Credit GO Station Southeast Area.	8
Pedestrian and Cyclist Infrastructure and Connections		
<ul style="list-style-type: none"> Direct access to and from the east end of the GO platforms to Hurontario Street is needed. 	The provision of a direct connection from Hurontario Street and the future HMLRT stop to the GO Station is proposed.	7
<ul style="list-style-type: none"> More options for cyclists and pedestrians are required, including bridges or tunnels (paths) (e.g. over the Credit River and the rail tracks) 	A number of new cycling routes within proximity to the Port Credit GO Station are being contemplated by Metrolinx and the City of Mississauga. A key principle of the Master Plan is to promote multi-modes of transportation, with pedestrian priority, and an attractive public realm to encourage walking and cycling.	4 & 7

Stakeholder and Community Input	How the Master Plan Addresses Stakeholder and Community Input	
	Reference / Recommendation	Section
Appearance of Parking Structures		
<ul style="list-style-type: none"> • Parking structures must be attractive and sensitive to the character of Port Credit. • We do not want the garage to look like what was recently built for GO Transit in Mississauga and Oakville. • A 6-storey parking structure is too high. • The design and facade treatment of the parking garage should consider how to reduce noise and light impacts on adjacent housing. • No huge GO signs facing housing to the east. • The location of the Metrolinx site lies at the entrance to Port Credit. No one wants to see a very large, block-long bare concrete structure at 'front door'. • Disguise an otherwise uninteresting and purely functional place for cars. The exterior could be softened by natural greenery, the effect would enhance the surroundings rather than detract from them. 	<p>The Master Plan recognizes the importance of ensuring that new above-grade parking structures are attractive and sensitive to the existing character of the area. A number of built form policies and guidelines are recommended which provide direction on appropriate building massing and facade articulation, building materials, the public realm and streetscape and roof treatments.</p> <p>A particularly important policy recommendation is that all elevations of a parking structure must provide for visual interest and elements that contribute to the streetscape, such as space for office, retail/commercial or community uses, services for transit users (e.g. ticketing, interactive information boards and service kiosks), building entrances, community display cases, public art, street furniture and landscape features.</p> <p>Photographic examples illustrate preferred design approaches/features.</p>	7
Tall Buildings		
<ul style="list-style-type: none"> • 22 storeys is too tall for new development. • Why should there be a height cap on tall buildings, why can't they be taller than 22 storeys? 	<p>The City's existing policy provisions and direction for where and what form future growth and intensification is to occur supports buildings of up to 22 storeys within the Master Plan Area. The technical analysis undertaken for the Master Plan Study concluded that tall buildings of up to 22 storeys can be physically accommodated, without significant shadow impacts. The Master Plan includes policies and guidelines to mitigate against shadow and wind impacts. Further study will be required as actual development proposals are brought forward and they go through rezoning and site plan approval processes.</p>	1 & 7 and Appendix B
<ul style="list-style-type: none"> • Maximum building heights should consider floor to ceiling heights, which are different for new and older residential buildings and for non-residential buildings. 	<p>The Master Plan includes a policy recommendation that recognizes the difference in floor to ceiling heights of various types of buildings/uses and limits the number of storeys for tall office or institutional buildings.</p>	7

Stakeholder and Community Input	How the Master Plan Addresses Stakeholder and Community Input	
	Reference / Recommendation	Section
Other		
<ul style="list-style-type: none"> Metrolinx or the City of Mississauga should expropriate land at Park Street and Ann Street to mitigate loss of property value. 	Neither Metrolinx nor the City of Mississauga currently have plans to expropriate any of the properties along Ann Street or Park Street. Provincial and municipal plans anticipate and support the intensification of low-density properties within proximity to Major Transit Station, with redevelopment occurring over time. The Master Plan includes policy and guideline recommendations to mitigate impacts new higher density development may have on existing low-density properties.	6 & 7
<ul style="list-style-type: none"> What can be done to secure the residential/park feel of Mineola? 	The City of Mississauga Official Plan does not contemplate any major changes or intensification occurring within the Mineola area. Through the Port Credit Mobility Hub Master Plan Study (2011), the boundaries of the Port Credit GO Mobility Hub were delineated to exclude the stable residential area of Mineola.	1 & 2