

## **1 PORT STREET – TRANSPORTATION INFORMATION SHEET**

### **The 1 Port Street Property**

The 1 Port Street property is located on the Lake Ontario waterfront in the central area of the Village of Port Credit in Mississauga.

The property is located on the south side of Port Street – an east-west orientated street – to the east of the Credit River estuary and extends between JJ Plaus Park in the west and opposite Helene Street South at its eastern extent.

### **Transportation Context**

Port Credit is located on the northern shore of Lake Ontario at the mouth of the Credit River and has excellent transit and automobile connectivity to other areas within Mississauga and across the Greater Toronto Area.

### **Port Credit Area Context**

Regional GO Transit rail service is provided from the Port Credit station located just west of Hurontario Street. There are also a number of bus routes operated by Mississauga Transit that loop around the central area of Port Credit providing connections between the GO station and other areas of Mississauga.

A significant proportion (approximately 25%) of weekday peak period resident travel (i.e. to / from work) is undertaken without the use of a car.

From a road connectivity perspective, Port Credit is served by four major corridors: Lakeshore Road which runs east-west through the heart of Port Credit, the Queen Elizabeth Way (Q.E.W) highway, Hurontario Street which runs northwards from central Port Credit and Mississauga Road which also runs northwards from Lakeshore Road west of the Credit River.

### **Port Credit Mobility Hub**

The Regional Transportation Plan for the Greater Toronto and Hamilton Area (GTHA), otherwise known as “The Big Move”, identifies Port Credit as a mobility hub.

Mobility hubs are identified as major transfer points between all types of modes (transit, walk, cycle, drive) that provide connections to regional transportation systems and support intensification and centres of attraction at each hub. The Port Credit mobility hub facilitates an increase in the attractiveness of transit and the interconnections provided between local and regional services, which is beneficial in terms of promoting non-auto travel and would be supportive of intensification of the area.

## Hurontario Street Light Rail Transit

### *Hurontario LRT*



The City of Mississauga and the City of Brampton are planning to introduce an LRT facility running primarily within an exclusive transit right-of-way on Hurontario Street between the two municipalities.

This LRT connection would provide convenient north-south transit connections between the Brampton and Port Credit GO stations and the Port Credit Lake Ontario Waterfront. The LRT is planned to terminate at its southerly extent at a new terminus station located on Port Street at Elizabeth Street. This will provide a significant level of transit connectivity to the 1 Port Street property.

Design work is commencing on the Hurontario LRT facility and a community consultation programme started in Spring 2012 to address detailed design options for the LRT.

## Cycling and Pedestrians

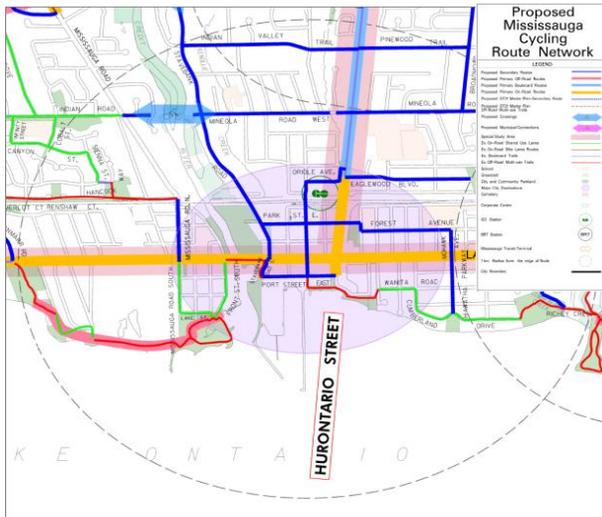
### *Waterfront Trail*



Several cycling and pedestrian routes are proposed for the Port Credit area including the Waterfront Trail.

The improved linkages planned across Port Credit – particularly those providing high quality connections to the Port Credit GO Station – will provide excellent cycling opportunities for residents and visitors in the area and is supportive of non-automobile travel.

## Proposed Cycling Routes



The redevelopment of the 1 Port Street property provides the opportunity to complete sections of the planned Waterfront recreational pedestrian and commuter bicycle network.

## Parking

The 1 Port Street property is currently occupied by surface parking facilities serving the Waterside Inn (65 spaces) and the marina (150 general use spaces and parking for over 150 more vehicles within a secure area).

Parking for any new development on the property would be provided on-site although water table and other site conditions may limit underground parking opportunities with parking being provided, for the most part, at or above grade.

Opportunities to share parking between complimentary uses on the site (e.g. marina and residential visitor parking for instance) for which parking demands peak at different times will also be explored to maximize the efficient use of parking provided, to reduce the overall amount of parking that needs to be provided, and to avoid the provision of unnecessary parking that would, without sharing, be used only on occasion.