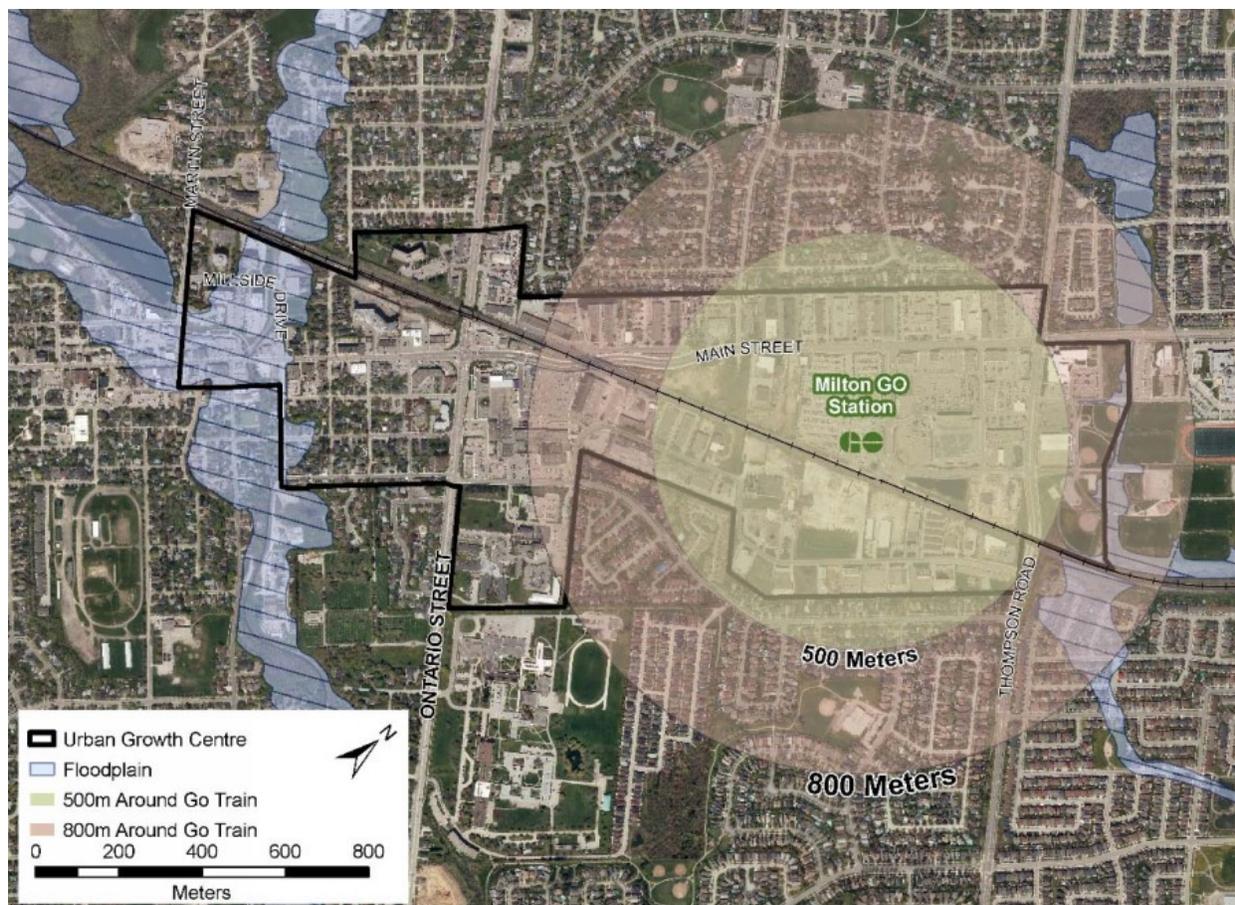


Milton Major Transit Station Area / Mobility Hub Study Public Open House/ Workshop #2 Summary

Tuesday December 4, 2018, 5:00 p.m. – 9:00 p.m.
Milton Room, 150 Mary St, Milton

Introduction

The Province has forecast Milton’s population and employment growth over the coming years. The Milton Mobility Hub is an area where an intensification of land uses can help to accommodate this future growth. The Milton Mobility Hub Study will determine how the area around the existing Milton GO station could be re-imagined. The study is considering the land use, urban design, transportation, community facility and servicing improvements necessary to support growth within the Study Area. The Study Area includes the Urban Growth Centre boundary, as well as the 800-meter radius around the Milton GO Station.





On Tuesday December 4th, 2018, the second of two public open houses and workshops was held for the Milton Major Transit Station Area / Mobility Hub Study. The purpose of the public open house and workshop was to provide an overview of the work completed for the Milton Mobility Hub Study to date, introduce the planning and development alternatives and guiding principles, and gather feedback on the alternatives and guiding principles to inform development of a preferred alternative. The open house and workshop were part of a larger Innovation & Future Development Fair hosted by the Town of Milton. A full program of the night's events is available in Appendix A.

The communication strategy created for this public event leveraged Town-owned assets and media channels, as well as traditional media outlets and community partnerships. Advertisements were posted throughout Town of Milton facilities for the weeks leading up to the event, event posters and digital signage was posted across Milton and at Town Hall. A promotional website banner and digital content was created to promote the event on the Town's website, digital engagement site (Let's Talk Milton) and an event listing was placed on Milton's online Community Event Calendar.

Two print advertisements were published in the local Milton Champion in the month leading up to the event. In addition, a digital advertisement was purchased and ran on the Town of Milton's social media channels. Invites and reminders were also delivered to stakeholders through the Planning and Development Department's project mailing lists.

The open house began with a drop-in session at 5:00 p.m. During this time, display boards for the Mobility Hub Study (and other Town projects) were set up in the Town Hall Lobby (main and second floor). Project staff were available throughout the open house to answer questions. Display boards are available in Appendix B.

From 7:30 p.m. to 9:00 p.m., members of the public could attend a presentation and workshop for the Milton Major Transit Station Area / Mobility Hub Study. The workshop began with opening remarks provided by David Twigg, Senior Planner, Policy, at the Town of Milton. David Sajecki, Partner, Sajecki Planning, and Chris Veres, Associate, DTAH, presented an overview presentation of the Milton Major Transit Station Area (MTSA) / Mobility Hub Study (Appendix C). This presentation included a project overview describing the study context, process, and objectives; explaining the purpose of a mobility hub; reviewing existing Study Area conditions; introducing the Milton Mobility Hub vision statement and guiding principles; explaining urban design focus areas including linkages and connections, public realm, built form, and providing a mix of uses; as well as introducing the two initial design alternatives for the Study Area.

Liz McHardy, CEO, Lura Consulting, introduced and explained the workshop format to participants. The workshop sought feedback on each of the two design alternatives, through the lens of the nine guiding principles. Participants were invited to attend two of three discussion tables to provide feedback on each proposed design alternative. Discussion at each table was guided by a facilitator and minutes were recorded by a note taker from the project team. Each station included a large Study Area map, markers, and sticky notes. The discussion questions posed at each table included the following:

Table 1: Seamless Mobility

- *Guiding Principle 1: Balanced, Safe and Efficient Mobility*
 - What would you do to improve connections throughout the Study Area (e.g. walking, biking, public transit, private automobiles)?
- *Guiding Principle 2: Strong Visual and Physical Connectivity*
 - How would you improve visual and physical connections throughout the Study Area (e.g. views, wayfinding, signage, gateways, entry points)?
- *Guiding Principle 3: Walkable and Inviting Streets, Parks and Open Spaces*
 - How would you make streets more walkable and inviting?
 - How would you improve parks and open spaces?

Table 2: Place Making

- *Guiding Principle 4: Intensification at an Appropriate Scale and Form*
 - Do you agree with the locations identified for low-rise, mid-rise, and tall buildings?
 - What would you change about the building intensification and heights?
- *Guiding Principle 5: Mix of Uses within the Primary and Secondary Zones*
 - What uses are important to include (residential, office, retail, community facilities, restaurants, cafes, etc.) and where should these uses be located?
- *Guiding Principle 6: Design Excellence*
 - What does design excellence mean to you?
 - How can we incorporate these features in the Study Area?

Table 3: Successful Implementation

- *Guiding Principle 7: Realistic and Achievable Plan for Growth*
 - As we develop our phasing plan, what infrastructure is needed to support the plan and enable this growth (e.g. daycares, traffic lights, EMS services, grocery stores, rail corridor crossings, etc.)?
- *Guiding Principle 8: Strategic and Holistic Approach to Parking Supply*
 - How do you access the GO Station today (e.g. walk, bike, transit, kiss and ride (passenger pick-up and drop-off), drive)?
 - How do you see yourself accessing the GO Station in the future?
 - Do you have any suggestions for innovative parking solutions (e.g. shared parking)?
- *Guiding Principle 9: Partnership and Innovative Solutions*
 - Do you agree with the public and private sector working together to provide infrastructure, such as parking, privately owned public spaces (POPS), community facilities, etc.?
 - Do you have any suggestions for ways in which partnerships can be innovative?

The session closed with the project team thanking participants for their valuable and thoughtful feedback throughout the workshop. A total of 17 people signed into the workshop.

Summary of Participant Feedback

A summary of the feedback obtained at the workshop is presented below. Feedback is organized by workshop table and question.

Table 1: Seamless Mobility

Guiding Principle 1: Balanced, Safe and Efficient Mobility

What would you do to improve connections throughout the Study Area (e.g. walking, biking, public transit, private automobiles)?

Issues relating to mobility within the Study Area that participants would like to see addressed include:

- Congestion within and around the GO Station parking lot:
 - Inadequate amount of parking spots around the GO Station.
 - Heavy traffic congestion along Ontario Street.
 - Heavy traffic along Thompson Road.
- Pedestrians feel unsafe within the Study Area due to traffic congestion and speeding vehicles.

Suggestions to improve connections through the study are include:

- Ensure transit connections are reliable and robust.
 - Coordinate transit schedules to conveniently fit standard work/school/other schedules.
- Create pedestrian/cycling connections through the Study Area:
 - Utilize existing or create new parks that serve as connections through the Study Area.
 - Create multiple pedestrian/bike crossings over the rail corridor.
 - Create additional tunnels under the rail corridor (the existing tunnel works well).
 - Ensure connections between the site and the surrounding residential areas (outside of the Study Area).
- Remove on-street parking from busy streets to reduce congestion.
 - Instead, relocate parking off-street, to dedicated areas that are safer and more space-efficient.
- Improve feelings of safety for pedestrians within the Study Area, as currently, pedestrians fear being hit by vehicles (especially along Ontario Street and Main Street), which prevents them from walking through the Study Area.
- Be cautious of adding traffic lights along, or through roads across, Main Street, as there is already a high amount of congestion in this area.

Additional suggestions include:

- Consider relocating the GO Station elsewhere, as traffic around the existing GO Station is very congested.
- Increase regulation and enforcement of traffic rules to improve road safety (e.g. reduce speeding in the Study Area).

Guiding Principle 2: Strong Visual and Physical Connectivity

How would you improve visual and physical connections throughout the Study Area (e.g. views, wayfinding, signage, gateways, entry points)?

Suggestions to improve visual and physical connections throughout the Study Area include:

- Create crossings over the rail corridor.
- Create more entry points into the Study Area.
- Create a gateway into the site at intersections along Main Street.
- Create internal connections by linking buildings within the Study Area.
- Increase transit service (both local transit and GO service).
- Create a walkway or trail that follows the rail corridor.

Guiding Principle 3: Walkable and Inviting Streets, Parks and Open Spaces

How would you make streets more walkable and inviting?

Suggestions to make streets more walkable and inviting include:

- Create spaces that can host community events in all seasons. (e.g. create a greenhouse space in the winter to host markets and events).
- Host more community events, in all seasons:
 - Host activities in the GO Station parking lot, when parking lot is not full (e.g. concerts, community events, farmers markets).
 - Provide frequent transit to and from the Study Area to encourage the community to attend activities and events within the Study Area.
- Increase density to create a more pedestrian friendly streetscape (more people make an area safer and more interesting).
- Build more sidewalks (e.g. on Nipissing Road).
- Improve pedestrian safety at road crossings, especially at night.

How would you improve parks and open spaces?

Suggestions to improve parks and open space include:

- Create a network of parks and green walkways to connect people through the Study Area (don't rely on Lion's Sports Park as the only park space).
 - While many participants noted they would be in favour of small parks and greenways throughout the site, one participant would prefer a large park over many small parks.
- One participant suggested replacing Lion's Sports Park with Fair Grounds.

Table 2: Place Making

Guiding Principle 4: Intensification at an Appropriate Scale and Form

Do you agree with the locations identified for low-rise, mid-rise, and tall buildings? What would you change about the building intensification and heights?

Participants provided the following feedback about intensification and height:

- Generally, participants support intensification along Main Street with taller buildings.

- However, one participant noted the proposed buildings along Main Street seem too tall.
- Generally, participants support intensification along Ontario Street with taller buildings.
- Generally, participants support for intensification along the rail corridor with taller buildings.
- Generally, participants prefer the “stepdown” of density between the Study Area and neighbouring residential communities. Participants noted that this softer transition from tall buildings to low rise residential communities should result in less impact on the neighbouring residential communities.
- Generally, support for increased height and density overall, as this will enable increased transit service in the area.
- One participant suggested combining both alternatives to create a hybrid of intensification patterns. This would include everything south of Main Street in Alternative 1, and everything north of Main Street in Alternative 2. Multiple participants agreed with this suggestion, as it allows for intensification along Main Street, the rail corridor, and Ontario Street.

Guiding Principle 5: Mix of Uses within the Primary and Secondary Zones

What uses are important to include (residential, office, retail, community facilities, restaurants, cafes, etc.) and where should these uses be located?

Participants generally support the provision of a mix of uses throughout the Study Area to create walkable communities where people can live, work, and play. Suggestions for uses within the area include:

- High end retail and entertainment along Main Street.
- Residences and employment spaces along main street.
- Amenities and services including doctors’ offices, daycares, grocery stores, and law offices throughout the site.

Some participants noted that they would like to see the areas directly adjacent to stable neighbourhoods remain mostly residential, with the provision of small employment units (e.g. medical offices).

Some participants are concerned about the potential relocation of existing businesses and industrial lands. Participants are concerned that there are no other/few other industrial lands within Milton that existing industrial businesses can relocate to.

Guiding Principle 6: Design Excellence

What does design excellence mean to you?

Participants provided the following definitions of design excellence:

- Design that is bold and unique, not mediocre:
 - An “Art on Main” feel that is modern and contemporary.
- Design that meets the all-season needs of residents (e.g. weather shelters).

How can we incorporate these features in the Study Area?

Participants provided the following suggestions for achieving design excellence in the Study Area:

- Incorporate environmentally sustainable design (e.g. green roofs and walls, increased tree canopy).
- Include gateway features that lead into the historic downtown and connect the Study Area to adjacent neighbourhoods (to both the east and west).
- Provide free WIFI throughout the Study Area.
- Build covered waiting areas and pathways throughout the site:
 - Create a covered pathway along the north side of main street for pedestrians, as this area is a wind tunnel (either along Main Street or behind the buildings on the north side of Main Street).
- Build additional pedestrian and cycling pathways throughout the site to improve connectivity:
 - Create multiple pedestrian only pathways between blocks on the north side of Main Street.

Table 3: Successful Implementation

Guiding Principle 7: Realistic and Achievable Plan for Growth

As we develop our phasing plan, what infrastructure is needed to support the plan and enable this growth (e.g. daycares, traffic lights, EMS services, grocery stores, rail corridor crossings, etc.)?

Participants would like to see the following infrastructure and services within the Study Area to support growth:

- Emergency services for seniors.
- A variety of nice restaurants along Main Street.
- Structures that beautify and reduce the noise emitted from the rail corridor.
- Public spaces, parks, and green corridors:
 - A public space for activities, gatherings, and celebrations (e.g. Mississauga's Celebration Square).
 - Public plazas and parks along Main Street (north side) to break up the blocks for pedestrians.
 - Parks south of rail corridor, near Ontario Street in the southwest corner.
 - A walking corridor along the rail corridor (e.g. a green trail).
- Improved road crossings throughout the site.

Guiding Principle 8: Strategic and Holistic Approach to Parking Supply

How do you access the GO Station today (e.g. walk, bike, transit, kiss and ride (passenger pick-up and drop-off), drive)?

The majority of participants drive to the GO Station, with one participant noting that they occasionally walk to the Station.

How do you see yourself accessing the GO Station in the future?

Multiple participants would like to walk, bike or take transit to the GO Station in the future, but noted that pedestrian and cycling routes would have to be safer and more welcoming (e.g. provide alternative east/west connections, other than Main Street), and that transit service would need to be more convenient in order for them to make transportation changes. Some participants noted that they will continue to drive to the GO Station because of their residential location, physical accessibility needs, or convenience.

Do you have any suggestions for innovative parking solutions (e.g. shared parking)?

Participants suggested the following parking solutions and adjustments:

- Use parking lots for community events when they are not full.
- Move parking off streets and into dedicated parking structures (e.g. underground structures).
- Add additional parking spaced to the GO Station parking lot.
- Add parking by the eastern portion of the Study Area to address future parking needs relating to the Community Centre and Arena (as existing parking lots for these amenities are often full due to the GO train commuters).

Guiding Principle 9: Partnership and Innovative Solutions

Do you agree with the public and private sector working together to provide infrastructure, such as parking, privately owned public spaces (POPS), community facilities, etc.?

Participants generally support the private sector and public sector working together to provide infrastructure. Participants were supportive of POPS, as long as spaces remain publicly accessible.

Do you have any suggestions for ways in which partnerships can be innovative?

Participants had no feedback in response to this question.

Other Comments

Participants provided the following additional comments:

- The design should maintain Milton's small-town feel.
- Though cycling should be promoted, it is difficult to cycle in bad weather and alternatives are required.



- Landowners are concerned that they have not been adequately engaged or consulted through the study process. They noted that landowners, particularly on the north side of Main Street had not been sent notice of the public meeting, or any previous landowner meetings.
 - Landowners on the north side of Main Street are concerned that the lot sizes along the north side of Main Street are too small to make intensification and development financially feasible.
- One participant noted that they are not in favour of the increased development and land use changes occurring in Milton.
- One participant would like to know what the plans are for the area east of the Study Area (around Lion's Park).
- One participant would like to see investment shared between this GO Station and the GO Station in the west end of Milton.