

City of Mississauga  
**Corporate Report**



<p>Date: November 17, 2015</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Edward R. Sajecki, Commissioner of Planning and Building</p>	<p>Originator's file: CD.21.POR</p> <hr/> <p>Meeting date: December 7, 2015</p>
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## Subject

Inspiration Port Credit - Master Planning Framework for 70 Mississauga Road South

## Recommendation

That the report dated November 17, 2015 from the Commissioner of Planning and Building, titled "Inspiration Port Credit - Master Planning Framework for 70 Mississauga Road South", and the accompanying Master Planning Framework - 70 Mississauga Road South, be approved to provide guidance to the future master plan for 70 Mississauga Road South.

### Report Highlights

- As part of the Inspiration Port Credit terms of reference, a master planning framework for the 70 Mississauga Road site is required.
- Imperial Oil Limited (Imperial), owners of the site, advise they intend to move forward with redevelopment of the land since recent environmental tests show there are no physical site conditions that preclude development once it is remediated.
- The framework outlines the required approach to complete a future master plan with regard to sustainability, open space, mobility, land use and built form.
- This framework will provide guidance to Imperial as they seek a proponent to revitalize their site at 70 Mississauga Road South.

## Background

Under the banner of Inspiration Port Credit (IPC) staff led a community engagement process and obtained technical expertise to develop a:

- Framework for a future master plan for 70 Mississauga Road South - the former Texaco refinery lands owned by Imperial; and
- A master plan for 1 Port Street East - the Port Credit Harbour Marina site owned by Canada Lands Company.

Throughout this project, the City and landowners have conducted a number of studies to inform the creation of these plans. Residents have been engaged in a series of information sessions, workshops and online tools.

To date IPC has run public engagement events and reported to Council on both sites concurrently, given their significance on the Port Credit waterfront and their shared context. However, the requirement for a full master plan for 1 Port Street means this process will not be completed until early next year. In the meantime, Imperial has told staff they wish to move forward with the redevelopment of their land.

Imperial advises that the environmental site assessment work on 70 Mississauga Road South is complete. They report there are no physical site conditions that preclude development such as residential, commercial or open space, once the site is remediated. They also confirm that the required documentation will be submitted to the City and the Ministry of the Environment and Climate Change for review and approval.

Consequently, earlier this summer, Imperial launched a request for qualifications to seek out a partner with a view to ultimately conveying the lands for revitalization. Imperial will follow this process with a request for proposals anticipated to occur early in 2016. Given this timing, it is now prudent to finalize the master planning framework for 70 Mississauga Road South. The framework will guide the preparation of a future master plan for the site.

## Present Status

On June 9, 2015, staff hosted a community meeting to review the draft master planning framework and receive input. In addition, staff met with stakeholders at their request and circulated the draft to key agencies for comment. The master planning framework was finalized after considering these inputs.

## Comments

The purpose of the master planning framework is to set out the requirements for a future master plan. The future master plan will be completed by the redevelopment proponent. The plan must include strategies for site remediation.

The master planning framework (Appendix 1) consists of the following components:

- Guiding Principles, Key Considerations, Vision and Drivers;
- Directions for sustainability; parks, open space, public realm and natural heritage; mobility; land use; and built form.

The guiding principles for the framework are structured around the original six guiding principles for IPC established with the community. Along with these principles, the overall context of the site

must be considered. This includes its location outside the boundary of the Port Credit Community Node, on the west side of the Credit River, as well as its industrial history. Consequently, the following key considerations are critical to the framework and will be the foundations of the future master plan:

- The appropriate form and scale of development within the context of the immediate neighbourhoods, Port Credit and overall city urban structure;
- The required municipal services, transportation and community infrastructure; and
- Sustainable, cost effective and appropriate site remediation strategies.

Based on community input, the overall vision created for 70 Mississauga Road South is:

*A lakefront urban neighbourhood of landscapes, meeting places, living, working, learning and drawing people to the water's edge to play.*

In order to realize this vision, there are primary drivers that influence the structure of the master planning framework.

- **Big Site, Big Legacy:** The large size of the site affords a unique opportunity to create a complete urban waterfront neighbourhood where people live, work, learn and play. It will trigger opportunities for sustainable strategies including district energy and innovative green infrastructure. It will enable a rich social, cultural, economic and environmentally focused community. Opportunities for a campus type use will generate jobs while blending private open space with the public waterfront.
- **Lakefront Park Destination:** A destination park along the shore of Lake Ontario is critical to celebrate the importance of the water for residents and visitors alike.
- **Converging New with Old:** The surrounding residential neighbourhoods, the Old Port Credit Heritage Conservation District and the Lakeshore Road "main street" present sensitive areas to be carefully considered, respected and integrated.
- **Connections:** Visual and physical connections through the site to the lake are imperative to establish complete waterfront access.
- **Transit Integration:** The ability for people to easily travel to and from the site will be critical. Transit will be part of an effective mobility solution.

#### COMMENTS RECEIVED

The following highlights the comments on the draft master planning framework as identified by the community, stakeholders and agencies. They were collected at the June 9, 2015 community meeting and from subsequent meetings and/or circulation to the Mississaugas of the New Credit First Nations, the Credit Valley Conservation and the Region of Peel. A summary of the comments is outlined below. Appendix 2 identifies and discusses the comments received in more detail.

#### KEY CONSIDERATIONS

One of the three key considerations speaks to site remediation informing land use. However, in some instances it may be preferable to use a specific remediation strategy in order to achieve a

desired land use. Consequently, there may be more than one remediation tactic required to develop this site. This key consideration is revised to reflect this intent.

### **SUSTAINABILITY**

Remediation strategies should be evaluated from a cost/benefit perspective and include both short and long term implementation, ongoing management, costs and restrictions. It will be important that remediation strategies are reasonable and do not impose difficult monitoring or maintenance needs. This will be studied through the master plan process.

### **PARKS, OPEN SPACE, PUBLIC REALM AND NATURAL HERITAGE**

Many of the comments received supported the intent of the directions for this component. There were requests for more active, destination uses along the lakefront. Staff have added that a mix of social, active and passive recreational and related uses compatible to the neighbourhood be permitted. Further, the importance of site accessibility and design was noted and added to describe public and private open spaces. The important function that parks and open spaces have within the natural heritage system was identified. In recognition of this, "natural heritage" was added to this component's title.

The Credit Valley Conservation (CVC) noted the importance of linking sustainable healthy community design and the natural heritage system. Staff agree and have included this.

### **MOBILITY**

There were many comments identifying concerns of increased traffic due to future growth and the needed transportation and transit infrastructure. Staff noted that the implications of growth on mobility along the Lakeshore Road corridor will be studied as part of the Lakeshore Road Transportation Master Plan. The implications of the growth on 70 Mississauga Road South site will be studied as part of the future master plan for the site. No changes were required to the framework as a result of these comments.

The Region of Peel (Region) has a priority to maximize active transportation trips as they benefit public health. Staff agree and have represented these benefits in the framework.

### **LAND USE BUILT FORM**

Future potential needs for a fire station, community centre, and library were raised. Community infrastructure will be identified based on the master plan population projections. Many comments received supported the concept of a range of uses provided that they are integrated into new and existing neighbourhoods. There were concerns regarding building heights and the need to see the sky and retain view corridors. The framework speaks to keeping views through the site to the lake, the need for the block structure to allow for sunlight and transition to, and be compatible with, the existing adjacent neighbourhoods. These factors will ensure that building heights are appropriate. It was noted that buildings should be iconic and diverse. Staff agree and have added an additional direction that design excellence honouring the water and the village is needed. These details will be developed further as part of the future master plan.

## NEXT STEPS

To ensure that the Inspiration Port Credit master planning framework guides the revitalization of 70 Mississauga Road South, the following next steps need to be completed:

- Approval of the master planning framework from City Council to guide the future planning including a master plan for the site.
- Preparation of a master plan by the owner/developer of 70 Mississauga Road South, in collaboration with staff, to determine the type and location of uses, streets etc. This master plan must be approved by the City Council and follow the master planning framework.
- Development and City Council approval of an Official Plan Amendment to implement the master plan.
- Redevelopment applications consistent with the approved master plan, including Zoning By-law Amendments and Subdivision Applications, would need to be approved by the City Council to permit future uses.
- Preparation of a plan by the owner/developer of 70 Mississauga Road South to remediate the property to permit future uses will require approval by the City and the Province of Ontario's Ministry of Environment and Climate Change.

## Strategic Plan

This project extends across all five Pillars for Change of the Strategic Plan as well as a number of the Plan's actions. Specifically it addresses the visionary action of the Prosper pillar to create a model sustainable community on the waterfront.

## Financial Impact

There is no financial impact at this time. Any required funding for implementation will be identified through future business plans and budget.

## Conclusion

As part of the Inspiration Port Credit project, a master planning framework for the Imperial Oil Limited Lands at 70 Mississauga Road South has been prepared and refined after receiving community, stakeholder and agency input.

The master planning framework for 70 Mississauga Road South draws on the Guiding Principles of Inspiration Port Credit, the context and the community vision for the site. Based on these, the framework outlines the required approach to sustainability, open space, mobility, land use and built form.

This framework will provide Imperial with the important guidance as they complete their process later this year to seek a proponent to revitalize the lands.

## Attachments

Appendix 1: 70 Mississauga Road South – Master Planning Framework

Appendix 2: Response to Public, Stakeholder and Agency Comments



Edward R. Sajecki,  
Commissioner of Planning and Building

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