

Inspiration Port Credit

Charting the Future Course: A Strategic Comprehensive Master Plan and Implementation Guide

DECEMBER 06, 2013



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The Corporation of the City of Mississauga



Charting the Future Course: A Strategic Comprehensive Master Plan And Implementation Guide

Final Draft December 06, 2013

Stoss Landscape Urbanism

TEAM LEAD + CONCEPT/VISION LANDSCAPE ARCHITECTURE + PLANNING + COMMUNITY ENGAGEMENT

Dillon Consulting Limited

LOCAL PARTNER + TECHNICAL EXPERTISE ENVIRONMENTAL PLANNING + NATURAL/AQUATIC AND CULTURAL HERITAGE + REMEDIATION ACTION PLANS + TRANSPORTATION PLANNING + INFRASTRUCTURE PLANNING + COMMUNITY ENGAGEMENT

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Woods Hole Group MARINA + COASTAL ENGINEERING

Soil-Mat Engineers & Consultants Ltd. GEOTECHNICAL ENGINEERING



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II. Executive Summary

Inspiration Port Credit (IPC) marks an important moment in time for Port Credit and the city of Mississauga. As the primary waterfront community in Mississauga, Port Credit is full of opportunity. It possesses incredible natural beauty, is part of the growing economic engine of the Greater Toronto Area (GTA), and benefits from years of good planning in the City of Mississauga. Few places can boast this incredible set of assets. In addition, two fantastic waterfront properties that have been long left underutilized are opening up for potential future development. With these changes coming, Port Credit is well positioned to capitalize on its natural beauty and to "own" its identity as one of the most attractive public places at the water's edge in the city and perhaps all of the Greater Toronto Area. Inspiration Port Credit recognizes the importance of this incredible moment and the need to think now about the future of these sites as opportunities for Port Credit and Mississauga's waterfront.

Change is happening in Port Credit

As part of the Greater Toronto Area, the growing engine of Canada's economy, both Port Credit and the City of Mississauga (City) are experiencing positive economic growth and significant development pressures. This growth has inspired a great deal of planning and policy work in the City in order to help guide this change and make it a positive process for the City for years to come. As part of this trend, a number of initiatives and studies that will have tremendous impact on the future of Port Credit have already begun or are about to begin, including the Hurontario-Main Light Rail Transit (LRT) study, an environmental site assessment on the Imperial Oil Limited (IOL) lands, and an owner-led master planning process on the Canada Lands Company's (CLC) Port Credit Harbour Marina (PCHM) site. These exciting events and future changes are already bringing new ideas and new opportunities to the city and to Port Credit in particular.

Inspiration Port Credit was undertaken to coordinate these efforts, to put a broader frame on the future aspirations for this area, and to help shape Port Credit as a model sustainable waterfront community that takes advantage of its inherent natural assets: Lake Ontario, the Credit River, and the landscapes that provide access to them. Inspiration Port Credit focuses on two unique waterfront properties, the IOL lands and the CLC site, but extends its planning goals to the greater Port Credit area. IPC addresses future landscape and open spaces, mobility networks, land uses, urban form, and public/recreational uses in the region. It recognizes and enhances Port Credit's role as a current and future regional destination for recreation, culture, urban living, work, learning, making, and play. And it looks to create vibrant, healthy, landscape-based neighbourhoods and urban districts that both acknowledge the Port's natural and cultural legacies and establish new foundations for the future. Importantly, it puts forward the idea that this unique blend of conditions—at the confluence of river and lake, and at the intersection of the north-south Hurontario Street and east-west Lakeshore Road transit and development corridors—establishes Port Credit as the city's central waterfront for many generations to come.

Planning for a sustainable central waterfront

Inspiration Port Credit recognizes the immensely valuable asset to the city that Port Credit and its unique waterfront properties represent and provides planning guidelines that can help manage the redevelopment of these unique waterfront properties within Port Credit as well as their connection to Port Credit, the City of Mississauga, and the Greater Toronto Area. IPC stands on the shoulders of significant planning work that has occurred to date in Port Credit and the City of Mississauga; including the City's Official Plan and the draft Port Credit Local Area Plan (draft PC LAP). IPC builds on this excellent planning work and the planning principles defined through it. In particular The 5 Pillars outlined in the City of Mississauga Strategic Plan; Move, Belong, Connect, Prosper and Green, serve as the backbone upon which the IPC planning is built. These 5 pillars provided inspiration for many of the IPC foundations and guiding principles discussed below.

This document, represents the culmination of this work and lays out a framework for planning along the Port Credit waterfront and the creation of a model sustainable waterfront community that incorporates new development on the CLC site and the IOL lands. Included in this is a framework for a master plan for the IOL lands and a master plan for the CLC site culminating from a peer review of the One Port Street Master Plan document submitted to the City of Mississauga in April 2013. While the Port Credit draft Local Area Plan (LAP) calls for the development of a master plan document for the IOL lands, the IPC team has decided that the creation of a full master plan at this time is not prudent given the incomplete knowledge of contamination levels on the IOL lands. This document therefore lays out a framework for reaching a master plan, provides a conceptual plan for the IOL lands and determines the critical next steps and policy directions that will need to be completed in order to embark on the development of a Comprehensive Master Plan document and eventually a new community for the IOL lands in the future.

The Big Picture: Port Credit, the GTA, and the regional economy

The Greater Toronto Area has been undergoing tremendous growth and currently acts as the driver for Canada's economy. The City of Mississauga and Port Credit, situated within the GTA, are therefore at a crossroads; with projected regional growth and the need to plan for consequent development pressures comes the need to protect significant cultural and natural heritage assets, in particular waterfront areas such as Port Credit. The IOL lands and CLC site are expected to be focal points of increased development in Mississauga in years to come due to their waterfront location. This development, if properly planned, is a significant opportunity for place-making and the provision of highquality urban living close to nature.

Port Credit's unique waterfront location combined with access to the Port Credit GO station and the proposed Hurontario-Main Light Rail Transit extension will drive market demand from those considering Mississauga as a place to live, work, learn, make and play. This gives Port Credit a market advantage over inland areas if planning for Port Credit includes critical access to high quality jobs, a range of affordability and opportunities for recreation and leisure such as fishing, boating and simply relaxing along the waterfront. The City seeks to leverage these locational and community attributes to attract new investment in commercial office, hotel, retail, institutional, and / or other economically sustainable, job-generating uses. As such, the City has identified as a matter of public policy the need to increase the demand within Port Credit for space to accommodate commercial office, academic institutional, and other job-generating uses. Central to this goal is the development of a robust parks programming effort, building a consortium of creative talent to successfully plan and execute a diverse array of cultural, recreational and family-oriented entertainment programming in and around a dramatic new public place on the lakefront.

IPC Foundations: Guiding Principles for Change

IPC recognizes the history of planning in the region and is built upon this strong foundation. Also, IPC emphasizes the importance of Port Credit as the central waterfront for Mississauga. Having established the significance of its role as a central waterfront, IPC establishes 7 guiding principles that help direct the following Port Credit Framework for Change, CLC Master Plan and IOL lands Framework for a Master Plan. These include:

- Embrace the water
- Celebrate Port Credit's waterfront heritage
- Live green + blue
- Create an economically sustainable waterfront
- Connect land + water
- Balance development + embrace regional context
- Activate early and often

In addition to these guiding principles, case studies of waterfronts around the globe provide precedents of world-class waterfronts from which Port Credit can learn and take inspiration. To ensure the success of this waterfront development, the IPC team has looked to these examples from around the world as precedents and adapted the lessons learned based on knowledge gained from local citizens and city planners.

This coming change is an excellent opportunity to define Port Credit's role as the central waterfront for the City of Mississauga, to build on its assets, amplifying and expanding its potential as a regional destination; a vibrant community in which one can live, work, make, learn and play. The unique waterfront location of Port Credit creates opportunities that are not possible in other locations; opportunities such as the creation of a marine-oriented marketplace and marine-focused academic and research institutions. The waterfront character also makes Port Credit a desirable place to live. The benefits of living along the water should be central to any new development in Port Credit and drive the development of landscape-infused neighbourhoods and urban districts that preserve and enhance physical access and views to the water and lake-related resources.

The concept of sustainability lies at the core of each of the IPC guiding principles. Sustainability means more than just the application of a few 'green' practices, it is the creation of complete communities that are economically viable over the long term, offer a mixture of uses, are transit oriented, socially diverse, inclusive of cultural heritage and planned for with consideration of the everyday experience of the environment in mind and the creation of a light, green, lush and active urban realm. Economic sustainability also means balancing development across the region, ensuring that the urban environment is productive, cohesive and culturally rich.

Inspiration Port Credit takes into consideration uses along the Lake including developments at Lakeview and the potential for a re-configuration of marina operations within Port Credit. These considerations are important to maintain the character of Port Credit while expanding on and enhancing its assets and developing the Port Credit waterfront as a new, distinct, sustainable community for the people of Port Credit that can be enjoyed by residents and visitors alike and become a positive asset for the economic vitality of the Greater Toronto Area.

Local Context and Characterization

As waterfront properties both the IOL lands and the CLC site represent tremendous potential opportunities for investment in the future of Port Credit as a model sustainable waterfront community. Their context within Port Credit, the City of Mississauga and the Greater Toronto Area is critically important to their successful development and informs the development potential of each. Of greatest importance is the immediate context of the Port Credit Village, the Old Port Credit Village Heritage Conservation District, and the history of water-based recreation such as salmon

IOL CLC

Extensive lake frontage Landscape-based urban districts Mixed-use including employment Mixed density Full public access Academic/Institutional/Water-based sports Mid-scale street and boulevards Large scale landmark waterfront spaces New boat launch + small harbour New mobility connections Successful marina + harbour Urban waterfront village Mixed-use including employment Mixed density Full public access Artisan + specialty fabrication Small to mid scale streets Landmark waterfront spaces Deep water protected harbour Improved mobility connections



Figure 1 Existing Context + Characterization Source: Stoss fishing, recreational and charter boats, kayaking, canoeing, paddle boarding and waterfront festivities. These activities are reflective of the extraordinary lifestyle and existing conditions in Port Credit, conditions that set up the potential for future unique opportunities on the IOL and CLC properties as outlined in figure 1.

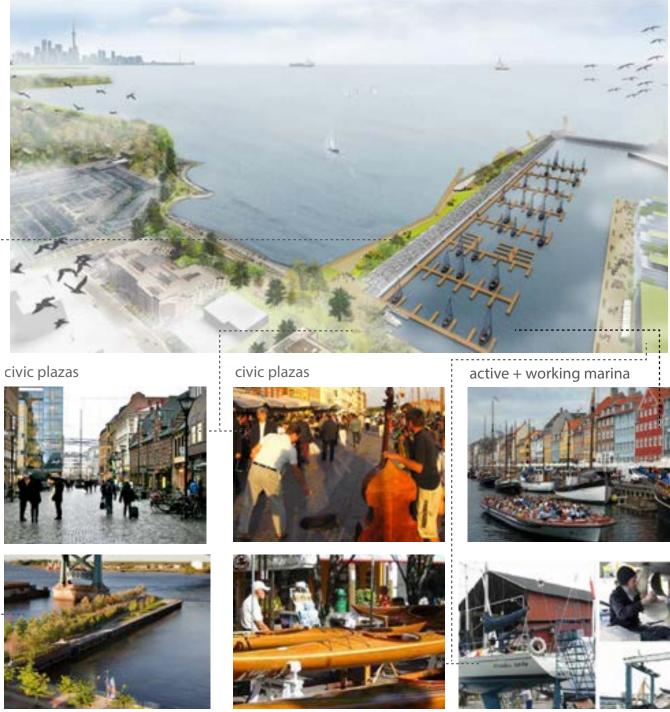
The IPC Study Area includes these two key waterfront sites, but also identifies an Area of Influence that encompasses the rest of the Port Credit Community. The mandate for IPC was to focus on the Study Area, as well as to address high level strategic opportunities and constraints within the larger Area of Influence. The Area of Influence is bounded by the lands north to the C.N. Railway corridor, east to Seneca Avenue and Adamson Estate, south to Lake Ontario and west to the boundary of Breuckner Rhododendron Park. This Area of Influence has important emotional, physical, bio-physical and planning connections to the existing fabric of the City of Mississauga. It also contains critical linkages that connect Port Credit to bordering districts, cities, and the Greater Toronto Area. These linkages are a critical component of the regional planning efforts of IPC, reflected in the Port Credit Framework for Change.

The Port Credit Framework for Change

The Port Credit framework for change provides guidelines and aspirations for planning across Port Credit in coordination with the creation of a Master Plan for CLC and a framework for a future comprehensive master plan for the IOL lands. It puts the IOL lands and CLC site in context, emphasizing mobility, landscape and the preservation and enhancement of water-based activity. The framework promotes a landscape-based organization of future development in which land use and built form are informed and supported by a rich network of open space, stormwater collection corridors and lightoriented urban blocks. A key element of the framework is the creation of a fully connected, continuous and contiguous waterfront parks system that includes the completion of the Waterfront Trail as a continuous recreational trail along the Port Credit shoreline. In conjunction with this connected waterfront an increase in quality and quantity and diversity of waterfront parks that promote recreation and tourism while protecting natural and cultural heritage is recommended. With this landscape as a foundation, the framework supports compact, complete, connected transit-oriented communities that promote diversity, sustainability and the preservation of the existing historic district and other cultural landmarks.

Increased connectivity and mobility options are critical to the creation of the landscape-based compact communities envisioned by the IPC team. At the heart of a future connectivity network is the proposed Hurontario-Main Light Rail Transit connection to Port Credit. The framework supports this extension as an important component for developing compact transitoriented communities. Additionally, bringing LRT to Port Credit with stops on both sides of the Credit River serves as a first step in reducing existing congestion along the Lakeshore Road corridor. And, it will help to alleviate future increases in congestion that would result from increased development in Port Credit.

In addition to the LRT line, a menu of transportation options is provided that includes guidelines for increasing active transportation and reducing congestion along the Lakeshore Road corridor. These options include increased bicycle and pedestrian networks as well as potential future additional crossings of the Credit River for vehicles, bicycles and pedestrians. The full menu of options developed alongside a final master plan will need to account for final proposed land uses and should be



expanded public access pier

marina marketplace

live-work/artisanal studios

Figure 2

CLC: Marina marketplace at the foot of downtown Port Credit Source: Stoss

phased accordingly.

All guidelines presented in the framework reinforce goals of sustainability and the promotion of high quality waterfront environments with extensive parkland and recreation opportunities, employment opportunities and a mix of high quality housing options as a foundational principle for development in Port Credit. An improved active transportation network is central to these goals.

CLC Master Plan: A marina marketplace at the foot of downtown Port Credit

The master plan for CLC's Port Credit Harbour Marina presented by Inspiration Port Credit builds on the One Port Master Plan submitted to the City in April of 2013 and adapts it to reflect the IPC team's recommendations for the future of the CLC site. As with the framework for change for Port Credit, the Master Plan for CLC incorporates built form and block structures that are informed by the landscape, most importantly in this case waterfront quality of the CLC site; its history as an active port and working marina; unique views of the confluence of Lake Ontario and the Credit River; visual access to the cultural heritage of the Ridgetown. Importantly, the master plan calls for a development that keeps the 'port' in Port Credit, emphasizing the importance of the marina as cultural heritage and a recreational asset. (figure 2)

IPC embraces the important opportunity created by the completion of the Waterfront Trail around the existing pier structure and builds on this opportunity to increase waterfront public open space through addition of an extended public promenade and open space built off the existing eastern breakwater. This promenade increases the public open space along the waterfront, providing physical and visual access to the lake. It preserves and enhances the unrivaled views out into Lake Ontario, close-range views of the Ridgetown, and views east to the skyline of Toronto.

The addition of this open space helps to support the relatively intimate blocks recommended on the CLC site. The IPC team recommends an overall block structure on the CLC site that allows for continued views north to south and east to west across the site and that utilizes stepbacks and a variation in building heights to maintain visual access to the water and allow light to permeate the site. A gradient of building heights is recommended with the highest buildings located along the Port Street corridor and the lowest along the waterfront. Taller buildings are limited to Port Street and are not to exceed the height of the Waterside Inn. Outside of these taller elements, a ratio of buildings heights including 30% 3-6 storey, 50% 4-6 storey and 20% 6 storey is recommended. These heights should be implemented in keeping with the general principles of stepping down to the waterfront and maintaining views.

Density is important to the creation of a vibrant waterfront community at the CLC site, however, this density should be implemented with respect to existing activities such as marine operations and the preservation of the waterfront as a public amenity and inspirational resource for all of Port Credit. For this reason a mixed-use development approach is recommended that allows for commercial-retail and marina-based uses at the ground floor and residential uses in the upper storeys. These proposed land uses aim to provide for a residential population of 2280-2850 and the creation of ~ 300 jobs, increasing the total employment on site from the current number of 100 to 400 at a minimum, more if the market allows.

Also important to the CLC Master Plan are the reformulation of J.J. Plaus Park that would occur alongside development, and the creation of a street network that is multi-use and scaled for pedestrian activity. Economic and Environmental sustainability are critical components of the master plan. Programming through the creation of marketplaces, artisanal work spaces, retail spaces and live-work housing options promote economic vibrancy. In addition, the CLC site should demonstrate leading edge and comprehensive approaches to sustainability that include the implementation of mobility networks that support active transportation and a pedestrian scale development, as well as the implementation of Low Impact Development practices and the creation of an economically diverse community.

IOL Framework: A lakefront district of landscapes, plazas, living, and learning

The framework for the IOL lands provides a foundation for planning for the IOL lands, planning that will be an ongoing project in Port Credit for many years to come. With the completion of the environmental site assessment currently underway on the IOL lands, the City will be able to take this framework and move forward with it toward the creation of a comprehensive master plan.

Much like the Port Credit framework for change presented in Chapter VI, the framework for the IOL lands presents a landscape-based development strategy for this significant waterfront property. The waterfront opportunities at the IOL lands are guite different than those at the CLC site; the scale of the IOL lands is significantly greater, allowing for greater diversity of waterfront experiences but also requiring more intentional activation of the waterfront and the provision of ways to access the water both physically and visually along the full extent of the IOL property. The landscape-based framework establishes key connections North to South and along the waterfront; these connections link extensive waterfront open space to the urban blocks and a proposed waterfront campus and a new marina and cultural institution built on an extended/enhanced jetty.

With large waterfront open space at its foundation, a block structure is developed that is responsive to local environmental conditions. These blocks inform the creation an urban waterfront village with a mix of land uses, compact pedestrian and cycling friendly urban forms, and a significant public realm. Preservation of natural and cultural heritage are significant factors in the guidelines for urban development. For example, preservation of the Old Port Credit Village Historic District and visual and physical access to the waterfront is promoted through the creation of a gradient of density (lower buildings on the edges and higher buildings in the center of the site) that responds to adjacent open space and neighbourhood character as well as the creation of a large waterfront park and publicly accessible beach along the Lake Ontario shoreline. (figure 3 + 4)

Overall density on the site remains to be determined precisely through the creation of a comprehensive master plan document. Ultimately, density will be a result of:

- environmental conditions (i.e... contamination levels),
- planning goals (i.e...population and employment goals for Port Credit)
- economic conditions (i.e...land value + housing costs) at the time of the creation of a comprehensive master plan

The density gradient mentioned above, should follow rules of decreased height at the waterfront, increasing toward the Lakeshore Road commercial corridor and decreasing again at the eastern and western edges where the IOL lands abut existing neighbourhoods. Protection of existing character is therefore balanced with the creation of a dense, vibrant mixed-use development that should be developed as a transit-oriented place to live, work, make, learn and play.

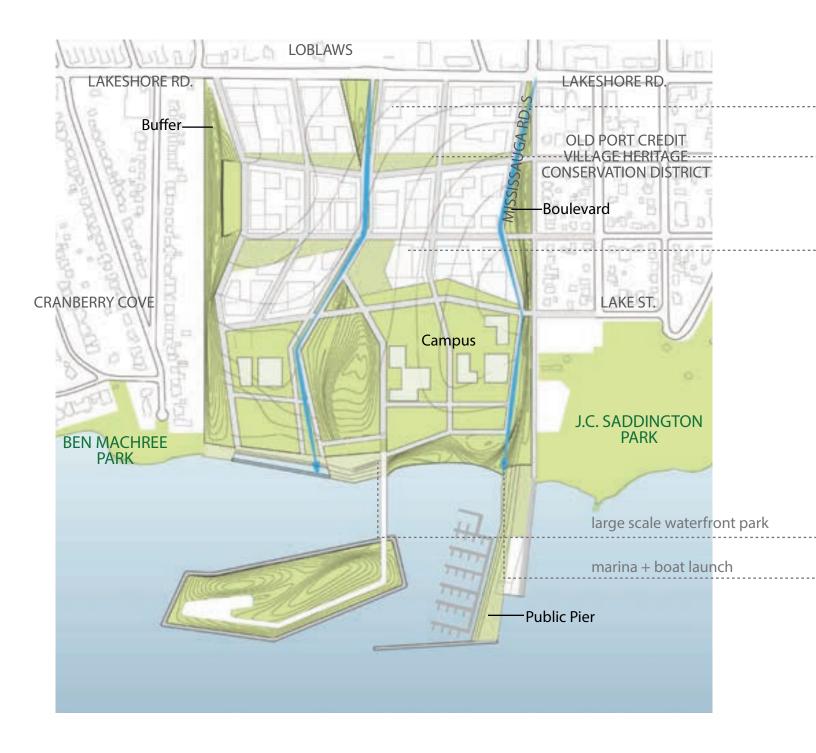


Figure 3

IOL Conceptual Development: A lakefront district of landscapes, plazas, living, and learning

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Figure 4

IOL Conceptual Development: A lakefront district of landscapes, plazas, living, and learning Source: Stoss



Moving Forward: Implementation Guidelines and Actions

IPC presents guidelines and identifies issues that require further discussion regarding the IOL lands, the CLC site and mobility and connectivity in Port Credit. The implementation of this work will happen over time and involve additional studies and actions by City staff and others to continue the progression of planning for change. The implementation guide highlights the next steps and actions to guide the development of the IOL lands, CLC site and Port Credit mobility over the next 20-30 years. The recommended actions follow. Specific means for completion of these actions are included in the Implementation Guide, Chapter IX.

Actions: Landscape + Public Realm

Enhance the Waterfront parks network

- Explore options for new governance and funding structures for ongoing parks operations, maintenance, programming and special events. This may warrant creating a "Friends of" with a high capacity board and staff, supported with funding from new sources of earned income, the City, business, philanthropy and individual donors
- Advance conceptual planning and design for public realm improvements at locations where better pedestrian connections can be made between Port Credit's network of waterfront parks and open spaces. An early focus should be to integrate J.J. Plaus Park with the new n-s street and CLC development to the Park's immediate east.
- Initiate discussions with Waterfront Regeneration Trust, landowners, stakeholders, and other partners to create a continuous and contiguous Waterfront Trails through Port Credit

Increase Water-based recreational opportunities

 Explore additional and cultivate current partnerships with community groups and stakeholders to increase water-based recreational opportunities in Port Credit

Explore opportunities to foster arts and culture

- Initiate discussions with IOL, CLC to explore opportunities to foster arts and culture within the developments, including the creation and design of meeting spaces for the immediate community as well as larger event spaces. These conversations should be carried within the context of the current Future Directions Master Plans. Agreements should be incorporated in future revisions of the Future Directions Master Plans
- Art/food trucks: allow vendors to sell food and art at major nodes in Port Credit, especially on high visitation weekends, and throughout the city

Support Restoration of Natural Heritage and wildlife connectivity

 Include naturalization and restoration of Port Credit's Natural Heritage as part of the implementation of Mississauga's Million Trees planting program

Generate Public Awareness and environmental stewardship

 Develop a program to create greater public awareness and advocacy for environmental stewardship. Waterfront parks and other locations should include programs and education/discovery centres that help residents, particularly area youth, and visitors better understand the significant ecological and environmental resources in and around Port Credit, the need to protect and nurture them, and the role that each of us can play in achieving these objectives

Complete Waterfront Trail along CLC site shoreline

 Conduct coastal engineering processes studies to understand opportunities and potential challenges or risks to completion of the Waterfront Trail along the shoreline at the CLC site and the extension of and allowance for public access along the pier

Enhance JJ Plaus Park

 Undertake an Environmental Assessment to study the need for improvements services for the / renovation and enhancement of J.J. Plaus Park considering the development at the CLC site.

Confirm Open Space Goals for IOL lands

 Ongoing discussions are required to confirm the amount of open space the City desires on the IOL lands considering cost and ongoing maintenance requirements. The results of this discussion are required as input to the IOL master plan

Assess Support for a Habitat Island

 City to further investigate the support for an island through ongoing discussions with approval agencies, IOL and stakeholders

Expand Port Credit's Cultural Footprint

- Collaborate with cultural arts groups, foundations and other potential funders to explore creating a destination cultural arts facility within the waterfront park at the IOL lands
- If necessary, update / revise zoning, building code and license regulations to encourage artist live/work/retail/coworking/incubator spaces
- Use Tax Increment Financing (TIF) funds towards affordable artist housing and live/work spaces
- Provide funding to BIA for affordable portable equipment rental service to transform space for performances

Actions: Land Use + Built Form

Amend the City's Official Plan and Port Credit Local Area Plan

- Once City is satisfied with the CLC Master Plan, amend the site specific policies for the CLC site in the Port Credit Local Area Plan
- Once a Master Plan for the IOL lands is complete, prepare an amendment to the City's Official Plan and Port Credit Local Area Plan to reflect the recommended master plan for the IOL lands. Amendments may also be required to protect for future transportation connections. Amendments should include Official Plan Schedules (i.e. Schedule 4 – Parks and Open Spaces, Schedule 8 – Long Term Road Network)

Reassess development concept

 Reassess the proposed development concept based on the results of the environmental site assessment on the IOL property

Review City's Urban Structure

The City should continue discussions on the urban structure of Port Credit as it relates to the IOL site in the context of other community nodes. The results of this discussion, and possible amendment to the urban structure in the Official Plan, are a fundamental input to the IOL master plan

Prepare IOL Master Plan

City should continue to work with IOL and revisit the concept plan once the environmental site assessment is complete and risk assessment measures are understood as part of the development of a comprehensive master plan.

Investigate Affordable Housing Opportunities

City should work with the Region of Peel to understand the need and opportunity to incorporate affordable housing on the IOL site **71**

Explore Institutional Opportunities

 Continue to explore opportunities for institutional uses such as an academic campus, research facility and/or regional cultural destination. Initiate discussion with appropriate educational, research and/or cultural institutions

Enhance educational opportunities

 Collaborate with educational and environmental groups to establish a publicly-accessible marine science education and "discovery" center along the central waterfront. This could start with floating docks at a public site to catch and discovery aquatic species, and/ or to set up a fish hatchery

Identify community infrastructure opportunity

 Review Future Directions in the context of the additional population for the IOL lands and CLC site to determine the need for a community centre or other community infrastructure. If needed consider incorporating on the IOL lands

Explore the establishment of an urban agricultural centre

 Work with community groups and agricultural organizations to establish an urban agricultural center ("farm") on the IOL lands. This could be established on a temporary basis as a shared produce garden run by a not for profit organization using community volunteers and should only include raised beds protected from contamination if created on soil that is not fully remediated to ensure food products are suitable for consumption

Complete coastal processes study

 A thorough analysis of all breakwalls, piers and harbour facilities should be done in order to understand the coastal processes, engineering conditions, potential habitat implications, timeline of required upgrades, and potential for additional public access created during upgrades. These studies will also be required in order to implement any changes to shoreline that might impact alongshore water flow and aquatic habitat. New erosion control structures may require completion of a Municipal Class Environmental Assessment and Conservation Authority approval)

Study winter boat storage alternatives

 Undertake a study to assess the need for winter boat storage and consider appropriate locations

Assess Marina configuration

 Undertake a Marina study to understand demand and opportunities across the Mississauga waterfront. It should include consideration of marina slips, launching facilities, parking, marina services and boat storage. This information will be valuable to the IOL master plan as well as helping to inform the ongoing discussions related to conflict between boating uses and growth in Port Credit. The assessment should include a phasing plan for changes to marina configuration

Study Jetty Extension feasibility

 Study feasibility of jetty extension on the IOL lands in accordance with CVC, Region of Peel and coastal process engineering specialists

Undertake a marina needs assessment

 This assessment should including slips, launching, parking and boat storage to inform the ongoing discussion related to the marina

Complete a shoreline processes engineering assessment

 This assessment will be required to determine possibility of implementing a marina at this location

Actions: Mobility

Diversify Transportation Modes

- Implement recommended cycling facilities to the Port Credit GO Station identified in the 2010 Mississauga Cycling Master Plan (Ann Street, Helene Street, Stavebank Road and Park Street)
- Identify area for bike storage in proximity to the GO Station and revise City policy documents to encourage/require bike parking standards
- Investigate opportunities for a bike sharing system. This could evolve as a City initiative or a private initiative with City encouragement
- Investigate fare structure opportunities with Metrolinx / GO Transit to improve reverse flow travel to the Clarkson GO Station
- Implement MiWay shuttle bus service and/or encourage private service once the IOL lands, or phases of it, are developed. MiWay should identify opportunities as part of its upcoming 2013 Transit service review and in future reviews. City can encourage as part of development agreements for the IOL lands (based on higher density land uses on site)
- Establish a cross department working group to continue dialogues regarding the inter-related discussions on mobility and development in Port Credit

Address Congestion on Lakeshore and Long Term Transportation Options

- Review Port Credit development applications to ensure they do not preclude transportation choices
- Undertake a Lakeshore Road Transportation Master Plan that will guide the planning of the future multimodal corridor. Lakeshore Road is a constrained corridor that requires a context sensitive design approach. Tradeoffs will be required to accommodate the envisioned multi-modal function of the

corridor. It would build on placemaking initiatives that would promote the animation of the corridor and focus on the design of pedestrian and cycling facilities, while recognizing the role of the road as a significant vehicular corridor. The study will consider the menu of transportation options outlined previously including new crossing(s) of the Credit River for vehicles, cyclists, pedestrians and potentially LRT as well as striving to develop a fine grain road network and connection to the Port Credit Go Station. The Master Plan would also include focus along the corridor of other key areas including Clarkson and Lakeview.

Encourage Transit Supportive Land Use

- Encourage transit-supportive density, mixed use and design that supports transit ridership growth through specific policy for the IOL lands and CLC site and/ or the development of city-wide transitsupportive development guidelines for intensification corridors and nodes
- Review site plan applications for IOL lands and CLC site against the new policy and/or guidelines

Confirm Parking

- Adopt residential parking requirements based upon the parking study for Port Credit and in context of public commitment to new transit investments connecting Port Credit with regional job centers. Lower required ratios of parking would significantly reduce development costs and enhance the urban design and character of street life
- Assess parking needs and opportunities for the CLC property to confirm that there is sufficient space to accommodate residential, commercial/retail, marine and visitor use. Consider adopting reduced parking requirements for the CLC site based upon the ongoing parking

study of the Port Credit district needs and in context of public commitment to new transit investments connecting Port Credit with regional job centers. The adoption of reduced parking requirements for the IOL lands will depend upon major transit investments to bring LRT to the lands.

Enhance the Lakeshore Road Experience

- Include improvements to Lakeshore Road, including extended sidewalks, sufficient space for street tree roots, and stormwater collection and polishing systems (i.e. Bioswales), as part of programmed infrastructure upgrades (e.g. upgrades to water and wastewater mains)
- Continue discussions in the community on trade-offs associated with Lakeshore Road east of the Credit River
- Protect for the ability to incorporate all uses within the Lakeshore Road corridor west of the Credit River through the review of all development applications on Lakeshore Road to ensure they incorporate the 5.6 metre setback as recommended in the draft Port Credit Built Form Guide

Consider Long Term LRT Opportunities

- Review the final LRT plans to ensure they do not preclude future opportunities to provide service to the IOL lands
- The City will be completing the Hurontario LRT-Main Transportation Project Assessment Process with the final station on Port Street and the associated dedicated right-of-way. Discussion on the optimal location for this station should continue during detailed design. If it is determined that the station location and/or dedicated right-of-way should be adjusted an addendum to the Environmental Project Report can be prepared
- Complete a study to understand potential benefits and costs of extending LRT service to the IOL lands

Add Marine Transportation

 Continue to investigate partnership opportunities for the delivery of marine transportation such as water taxis.
 Study should include the potential to implement Water Taxi and/or ferry service to Toronto City Airport and/or downtown Toronto and an investigation of potential partnerships to support this implementation

Identify need for intersection improvements

• Work with CLC to confirm the need for intersection improvements to accommodate the anticipated population and employment for this site.

Actions: Municipal Services

Provide updated population and employment

- Provide updated population and employment that includes IOL lands and CLC site to the Region of Peel in time for the next water and wastewater master plan
- Monitor and ensure the Region has accounted for the populations within the updates. "Confirmation of capacity" could be requested of the Region to begin this exercise
- Once the CLC Master Plan is adopted, the population and employment estimates and the projected phasing plan for the site should be circulated to the Region in order to feed into the Water Servicing Master Plan review. Regarding the IOL lands, similar information should be sent to the Region once a comprehensive master plan has been completed for this area

Actions: Sustainability

Develop sustainable development guidelines for the IOL lands and CLC sites

 Develop sustainable development guidelines specific for the IOL lands and CLC site. For the IOL lands the guidelines would require the exploration of District Energy for heating and cooling and the use of renewable energy at both the site and building level

Study the feasibility of a District Energy for the IOL lands

 City should work with IOL and study the feasibility for an area-wide energy approach such as District Energy for the IOL lands as part of the Comprehensive Master Plan

Actions: Contamination

Continue partnership with IOL

 Continue to work with IOL to understand the extent of contamination and remediation opportunities

Increase understanding of Risk Management

 Initiate internal discussions and liaison with Ministry of the Environment (MOE) to establish the City's comfort level with Risk Management options

Review proposed remediation action plan(s) for the IOL lands, when available

 Continue to work closely with IOL to obtain the proposed remediation action plans for an independent review

Explore incentives for Brownfield development and the development of a community improvement plan (CIP)

 Establish a working group to create a strategy to assist in Brownfield Development and explore the incentives associated with a CIP and the Federation of Canadian Municipalities (FCM) Green Municipal Fund

Actions: Economics

Maximize public benefits from redevelopment of IOL lands and CLC site

 Identify strategic investments of early patient public capital funds in great streets, parks and core infrastructure to create economic value and new places around which private investment will organize

- Strengthen connections between waterfront parks and adjacent upland private uses including retail, cafes and restaurants
- Support Port Credit BIA and others' efforts to expand visitation and shift perception about the area's seasonality by preparing a marketing and programming initiative focused on Port Credit as a fun, family-friendly year-round outdoor destination
- Work with CLC to determine the feasibility of establishing a destination Public Market (modeled after Pike Place or Granville Island) adjacent to and / or within the proposed Promontory Park at the CLC site

Adopt A Flexible Development Framework

 Adopt a flexible Development Framework that balances need for densities to offset extraordinary IOL lands costs with contextual urban design controls



I.INTRODUCTION

1

II. Introduction

A. Why Inspiration Port Credit?

Port Credit is a unique and valuable asset to the City of Mississauga (City). Council has long recognized the importance of the city's waterfront and worked to establish guiding principles that help protect and enhance this important area. Recent developments in this planning process have made it clear that the opportunity to provide strategic leadership on the Port Credit waterfront is at hand. On November 26, 2008, Council approved Recommendation PDC-0082-2008 to receive the report titled "Waterfront as a Premier Destination: Update and Action Plan" from the Commissioner of Planning and Building. This report documented a number of significant events across the waterfront such as change in land use on prior industrial sites, including the Imperial Oil Limited (IOL) lands in Port Credit and the Ontario Power Generation (OPG) site in Lakeview, the development of the 2009 Mississauga Strategic Plan and the 2008 Waterfront Parks Strategy. It also highlighted the need for clear and decisive action to protect the future of the city's waterfront, specifically in regards to three important waterfront sites, the IOL lands, the Port Credit Harbour Marina and the OPG site. With this report, the City initiated a process of review of these three key waterfront sites, investigation into opportunities to maximize public benefits, and the implementation of community engagements, all of which have increased interest in waterfront developments and helped guide the City toward their goal of creating a model sustainable community on the waterfront.

In addition to the creation of new visioning policies, specific events acted as triggers for the initiation of Inspiration Port Credit (IPC). In the fall of 2010, a public process of envisioning the future of the OPG site in Lakeview began. In June 2011, the City of Mississauga, the Province of Ontario and OPG signed a Memorandum of Understanding (MOU) to work together on a shared vision for the future of the Lakeview lands. On March 18, 2011 the Canada Lands Company (CLC) purchased the Port Credit Harbour Marina (PCHM) site, beginning a process of change on this important waterfront property. And lastly, in the fall of 2012, Imperial Oil Limited began and an environmental site assessment of their lands on the Port Credit waterfront.

The draft Port Credit Local Area Plan (LAP), received by Planning and Development Committee (PDC) on February 27, 2012, continued the momentum of prior planning efforts. It identifies the need for a comprehensive Master Plan for the former Imperial Oil Limited refinery lands and the Port Credit Harbour Marina site to guide land use planning and any future redevelopment efforts. The draft Port Credit LAP supports the protection and enhancement of a number of attributes that make a complete community which Port Credit already contains, including:

- high quality waterfront open space
- a compact urban form that is walkable
- a range of housing options with a
- mixture of housing forms and densitiescultural resources such as heritage
- buildings and landscapes
- opportunities for people to engage in community life

Inspiration Port Credit is needed to take these attributes and apply them in a master planning exercise that will help manage the redevelopment of the IOL lands and CLC site while maximizing the strategic value of the properties as prime waterfront locations. Inspiration Port Credit's mandate, to translate the LAP 'Vision' for Port Credit as an urban waterfront village, as it affects the IOL lands and the CLC site has come as the result of tremendous effort and focus on the current and future quality of life in Mississauga and Port Credit.

B. The Process

The Inspiration Port Credit (IPC) Project officially began in September 2012 and continued through June 2013. During this time it engaged a four stage process outlined below.

- Stage 1: Reconnect develop engagement strategy
- Stage 2: Synthesize analyze and understand existing conditions
- Stage 3: Test develop and test alternative conceptual plans
- Stage 4: Define refine preferred option and develop implementation strategy

While the majority of the work during these four stages was focused on the future development options for the IOL lands and larger connectivity context for Port Credit, embedded within this work is a peer review of the CLC One Port Street Master Plan by the Inspiration Port Credit consulting team. The goal of this peer review is to help ensure that development on the CLC site fits within the policy and planning goals of the city.

IPC builds from the extensive community outreach that the City of Mississauga led for the Lakeview and Port Credit District Policies Review and for the creation of the draft Port Credit LAP. This work began in 2007 with the District Policies Review Public Engagement Process, which included stakeholder interviews, visioning sessions, place making workshops, youth outreach exercises and an open house.

After the official kickoff of IPC on November 1, 2012 the involvement of the public continued and played a critical role in the identification of key opportunities and issues for Port Credit, the creation of conceptual plans and a preferred option for the IOL lands, and a peer review of the One Port Street Master Plan.

IPC included multiple modes of outreach to create opportunities for public input. These began with a Culture Days event, an Inspiration Port Credit Café, held on September 29th, 2012. A little more than a month later, the IPC team held a 'kick - off' event on November 1, 2012 that included a meet & greet, presentations from a representative of IOL and IPC team members Chris Reed of Stoss Landscape Urbanism and Mark Sterling of Sweeny, Sterling Finlayson & CO. On November 29-December 1, 2012 a three day 'ideas workshop' was held. This included focus group discussions, walks & talks throughout the village, a bus tour of the study area, drop in discussion times and presentations from Chris Reed and economics consultant James Lima held during a "lunch and learn", and interactive workshop. The input from these initial events was utilized by the team as a core element



in the creation of conceptual options for the site. Two options for the IOL lands as well as ideas pertaining to the future of transportation and mobility in Port Credit were presented to the public at a third outreach session, 'Exploring The Options' held on March 26, 2013. In addition to these events, numerous stakeholders meetings were held and in October 2012 a community engagement website dedicated to IPC was launched. The website has served as a 24 hour 7 days a week online community meeting. Survey questions, prioritization exercised and discussion questions have provided a range of feedback.

Website use through April 17, 2013 has included

- 19,584 site visits by 6,331 visitors
- 7,020 document downloads
- 176 registered participants
- 142 visitors have taken polls
- 1,655 visitors have downloaded documents

Facebook and Twitter were utilized as a means of reaching the public and advertising upcoming events and information about the project. From November 2012 through April 2013 34,430 people were reached via Facebook and 111,613 via Twitter.

In addition to public input, technical analysis, policy reviews, stakeholder meetings and

extensive conversations with local agencies and city staff have informed the IPC planning process, eventually leading to the refinement of the conceptual options for the IOL lands into one preferred option and a peer review of the One Port Street Master Plan informing the Comprehensive Strategic Master Plan encompassing both sites and the related City and community priorities.

This Comprehensive Strategic Master Plan and Implementation Guide and Action Plan are the culmination of this work and create a framework for future action on these two important and the connections and linkages between the sites.

C. Building on Strong Foundations

i. The Vision

Inspirational, dynamic and beautiful, global, creative and innovative, vibrant, safe, connected, diverse – these are some of the key descriptors in Mississauga's Vision for the Future. The City's Strategic Plan which includes the Vision, Strategic Pillars for change, and an Action Plan, sets the future direction for all of Mississauga. Embedded in the Strategic Plan document is the transformative action of creating a model, sustainable and creative waterfront community. Port Credit is aspiring to be this community.





Described as an urban waterfront village in the draft PC LAP, Port Credit is envisioned as a bright, dynamic, vibrant and sustainable community. Inspiration Port Credit is fine tuning this vision, including highlighting Port Credit as Mississauga's Central Waterfront. IPC will help Port Credit continue to:

- be the home, playground and workplace of a diverse community and at the same time attract visitors from the surrounding neighbourhoods, the wider City and other parts of the Greater Toronto Area
- provide multiple opportunities for public access to the waterfront, a mix of residential and employment uses, an exciting commercial strip along Lakeshore Road, a wide range of waterand-land-based recreational activities, an enhanced natural and cultural heritage, and an array of active transportation and transit connections within and through the community
- evolve as a place for culture, celebration and creation, a place with activities day and night and throughout the four seasons, and a place where people of all ages, income and physical abilities can call their home or their place to play.

Inspiration Port Credit is a key step in realizing the vision for Port Credit, focusing on the IOL lands and CLC site as places to live, work, make learn and play.

ii. The Opportunities

On February 25, 2013 a background report providing a comprehensive summary of the IPC team's research including policy review, technical analysis and public input to date was released. The report lays out key matters that are of importance to the development of the two sites. These are organized into 6 categories; Land Use + Urban Design, Environment + Parks, Harbour + Shoreline, Mobility, Utilities + Infrastructure and Economy. Through each of these lenses the future of the sites is evaluated and important questions are asked.

Each chapter of the report provides a summary of the key considerations and opportunities perceived to be most important to the future planning for Port Credit, the IOL lands and CLC site. These opportunities and issues are important to the process moving forward and have been taken into consideration in development of options for the IOL lands, the review of the One Port Street Mater Plan and options for the future of transportation and mobility in Port Credit. The complete report can be found on the IPC community engagement website: inspirationportcredit.com.

The Executive Summary from the Background Report can be found in the appendix of this document.





Key opportunities

A summary outline of key opportunities identified within the background report pertaining to each of the 6 presented categories follows. Precedent images from around the world accompany this summary and provide visual examples of these ideas and communities in which they have successfully been implemented. These precedents serve as guides for the development of the IOL lands and CLC site.

Land Use + Urban Design (fig. 5+6)

- Creation of compact, transit-oriented communities
- Enhance the existing natural and cultural heritage and parks and open spaces
- Improve opportunities for mixed-uses
 and for a wide demographic spectrum
- Creation of vibrant and complete communities
- Create sustainable neighbourhoods

Environment + Parks (fig. 7 +8 + 15)

- Enhance Port Credit as a recreation node (both land and water-based recreation)
- Create new parkland + enhance waterfront access, usage + views
- Establish new/improved connections to the trail system
- Improvements to water/marine recreation
- Create buffer zones between IOL lands
 and adjacent neighbourhoods
- Re-develop according to appropriate environmental regulation
- Enhance the natural heritage connectivity
- Enhance the natural environment through sustainable development
- Create new naturalized areas



Source: http://www.panoramio.com/

Figure 5



Figure 6



Louisville Waterfront Park - Kentucky source: http://www.metropolismag.com/



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Harbour + Shoreline fig. 9 + 10 + 15)

- PCHM Reconfiguration and Boat Slip Diversification
- Public Access and Recreational Opportunities on East or West Breakwater
- Additional Marina Access Points
- Public Launch Ramp
- Improved Recreational Opportunities
- (J.J. Plaus Park Seawall + Training wall)
- Waterfront Trail Enhancement
- Improved Recreational Opportunities + Access to Jetty
- Potential Development of Pocket Beach Between Groyne and Jetty



Figure 9



Figure10

Mobility (figure 11)

- Create well connected communities with an efficient road system
- Enhance multi-modal transportation connectivity on Lakeshore Road
- Create communities that are pedestrian and cycling friendly
- Develop Port Street as a complete street
- Create communities that are transit supportive
- Connect new development to existing mobility hubs, ie.. the Port Credit GO Station
- Implement Transit Demand Management
- Create opportunities for marine transportation
- Provide improved and efficient parking opportunities



Figure 11

Utilities + Infrastructure (figure 12)

- Enhance the natural environment through sustainable infrastructure
- Efficient use of the existing and planned infrastructure

Economy (figure 13 + 14)

- Create long-term economic stability + economically sustainable development
- Increase educational opportunities
- Create affordable housing options

Chapter Summary

Inspiration Port Credit recognizes the immensely valuable asset to the City of Mississauga that Port Credit and its remarkable waterfront properties represent and provides planning guidelines for Port Credit, the IOL lands and the CLC site. IPC stands on the shoulders of significant planning work that has occurred to date in Port Credit and the City of Mississauga. It builds on this excellent planning and the principles defined through it, applying them in a master planning exercise that can help manage the redevelopment of waterfront properties within Port Credit as well as their connection to Port Credit, the City of Mississauga, and the Greater Toronto Area. IPC helps to promote the planning goals of the City of Mississauga as defined by the Official Plan and the LAP. Among the most important of these being sustainability and the creation of vibrant, transit oriented urban areas that promote the preservation of Port Credit's natural and cultural heritage.



Figure 12





Figure 14



III. THE BIG PICTURE CONTEXT FOR PORT CREDIT

III. The Big Picture Context For Port Credit

The Big Picture Context

In projecting the economic future for Mississauga, and Port Credit specifically, one must do so by placing them within their larger regional context. The Greater Toronto Area (GTA), within which the City of Mississauga (City) is situated, is the engine that drives Canada's economy. The GTA is both the third largest central business district and the fastest growing region in North America. The GTA is a commercial, distribution, financial and economic centre, generating one fifth of the GDP of Canada, or \$323 billion. It is home to 40% of Canada's business headquarters.

Mississauga hosts Toronto Pearson International Airport, Canada's busiest passenger and cargo airport and one of the world's largest air transportation hubs. The GTA is well served by excellent highway connections to vast markets in Canada and the U.S. For both logistical and tax policy reasons, it serves as the principle gateway to U.S. trade and investment. The presence of numerous world-class academic and research institutions as well as a highly educated, diverse and growing workforce contribute to the GTA's consistent ranking as among the top global regional centres for business and quality of life.

A recent Toronto Dominion (TD) Economics report notes that in order for the GTA to sustain the forward economic momentum it has experienced over the past five or more years, the business and public leadership collectively must address what it describes as the critically important longer-term challenges to growth and prosperity within the GTA; these include long-range transportation investments (the report argues strongly for implementing the proposed BIG MOVE transit plan); greater commitment at the provincial government level to core infrastructure investments despite the current fiscal and regulatory hurdles that may threaten such investments; challenges to retain the region's cost competitiveness for business; need for affordable housing and greater housing choices; and addressing significant drop in Toronto's status as destination of choice for new immigrants into Canada (down to 34% share in 2011 from 44% in 2006).

The TD report cites global recognition of the GTA's regional economic strength and stability during the recent global fiscal crisis. In particular, it notes that gains in employment and living standards have far outstripped those of most competing large North American city-regions.

Nowhere to Go But Up

In planning for future economic and population growth in Mississauga and the means by which to accommodate such growth, one needs to consider several factors that significantly influence land use, settlement patterns and mobility within the GTA. First, the existing GTA urban growth boundaries are achieving their intended effect in limiting further expansion of new development into less developed outlying areas. Meanwhile, the city of Mississauga has matured as a developed city, having largely built-out its neighbourhoods with a range of low-density, large-floorplate industrial and commercial uses as well as relatively suburban-style residential districts, and medium to high density urban centres such as Centre City. These factors are creating ever-increasing real estate development pressures for Mississauga.

The City is rightly focusing on the opportunities for smart growth, that is, densification of existing centres in ways that leverage and expand the City's current and planned transit infrastructure. In the face of projected sustained regional growth in the GTA (albeit tepid growth in the near term due to softened US demand for Canadian exports and a softening housing market within the GTA, the City and its regional partners have identified a number of public policy goals and objectives intended to help enhance Mississauga's near- and long-term competitive position regionally, nationally and globally as an attractive place to invest, do business, live, study, and visit. These measures include a series of proposed investments in core infrastructure, in particular transit, workforce training, new and enhanced parks, great streets and other investments in quality of life amenities for a growing population.

Implications of Regional Growth for Port Credit

Port Credit is at an important crossroads. Regional growth is projected to continue and will impose development pressures on Port Credit. The City and the Port Credit community must proactively plan to manage this projected growth. The opportunity exists today to create a model sustainable, creative waterfront community that is well-served by transit and leverages the value of Port Credit's locational attributes, neighbourhood character, and community amenities. Unique among Mississauga's lakefront communities, Port Credit offers walkable urbanism, a vibrancy of shops, neighbourhood services, restaurants and entertainment, housing choices, and an immediate adjacency to a network of natural environments along the Lake and the Credit River Valley for relaxation, recreation and discovery.

Increasingly, real estate developers and investors are attracted to the opportunities for new relatively high-density, mixed-use development along or near the Port Credit lakefront, some (but not all) of which is within walking distance of the Port Credit GO train station, and at points in between the two. Two large waterfront properties in Port Credit, the Imperial Oil Limited lands and Canada Lands Company site, each in single ownership, and both currently vacant or largely underdeveloped, are expected to be the focus of increased development interest at densities that are relatively higher compared with much of the central Port Credit waterfront. The cumulative size and scale of potential new construction on these two sites represent both opportunities and challenges to Port Credit.

This scale of development along the central waterfront in Port Credit, if properly planned, is a significant opportunity for quality public place-making in a partnership between public and private sectors; expansion of locally-based economic opportunities including small business growth, academic or other institutional campus development and increased regional tourism; protection of historic districts; as well as increased housing choices at broader ranges of affordability. This scale is also an important factor in motivating private developers and their investment partners to assume the cost and risk of extraordinary site improvements, required public amenities, structured parking and other project elements deemed to be of public benefit. Large-scale development, particularly along waterfronts and on former industrial sites, comes with inordinately high upfront costs for remediation, infrastructure and other improvements, which require patient upfront capital investment. Recovering such costs takes many years and assumes that those early investments and others will increase market values over the phases of development such that upfront cost recovery is achieved from the higher development profit margins of those later phases.

Of course, without proper planning and a clear development framework to guide future phases of development, this scale of potential development is also a serious threat to Port Credit's unique and revered quality of life and neighbourhood character, and arguable, to the ability to achieve Port Credit's untapped economic potential. Access to employment (transit), land use and urban design controls (building heights and bulk), creation and protection of publicly accessible waterfront areas and other open spaces, and economic sustainability must be properly planned and accounted for to avoid unintended adverse impacts on the local community from such development over time. Again, the most critical need is for investments in an expanded transit network to service these significant new concentrations of development along the Port Credit waterfront.

Well-crafted planning and development controls for higher-density, multi-phased development tend to increase the odds that what will be created are places where people want to spend time. This greater resulting consumer demand has direct positive economic and fiscal implications for public and private participants.

Fortunately for Port Credit, where preservation of neighbourhood character remains a paramount concern within the community, much of the forecasted future economic expansion, population growth and real estate development in the city of Mississauga that is noted above will occur outside of the Port Credit area. Port Credit does not have the locational advantages for business, logistics and mobility that other inland areas of the city offer. It is this attribute of not being a convenient regional "pass-through" district, and historically not being a centre for large-scale development, but rather being a smaller-scaled, lessintensively developed downtown village along the waterfront that accounts for Port Credit's consumer appeal.

Port Credit's unique waterfront and water view attributes, and its attractive parks network, will continue to drive market demand from those considering Mississauga as a place to live, work, study, visit. Port Credit's relatively high housing prices, compared with other areas of the city, reflect this market demand. In these respects, Port Credit holds a competitive advantage over inland areas. And yet, as the regional and local population grows, more people will choose locations based on criteria that include convenient access to job centres, local quality of life amenities, and housing choices and price points. Port Credit can capture future regional growth if it can compete with other locations in the GTA and within Mississauga that currently offer better access to employment centres, and a more affordable and diverse range of housing options.

Chapter Summary

The Greater Toronto Area has been undergoing tremendous growth and currently acts as the driver for Canada's economy. The City of Mississauga and Port Credit, situated within the GTA, are therefore at a crossroads; with projected regional growth and the need to plan for consequent development pressures comes the need to protect significant cultural and natural heritage assets, in particular waterfront areas such as Port Credit. The IOL lands and CLC site are expected to be focal points of increased development in Mississauga in years to come. This development, if properly planned, is a significant opportunity placemaking and the provision of high-quality urban living close to nature. Port Credit's unique waterfront location combined with access to the Port Credit GO Station and the proposed Hurontario-Main Light Rail extension will drive market demand from those considering Mississauga as a place to live, work, make and play. This gives Port Credit a market advantage over inland areas if planning for Port Credit includes critical access to high quality jobs, a range of affordability and opportunities for recreation and leisure such as fishing, boating and simply relaxing along the waterfront. These economic factors are critical to the successful development of Port Credit and provide a founding principle for the guidelines for development provided by the IPC team.

IV. INSPIRATION PORT CREDIT FOUNDATIONS + PRINCIPLES

IV. Inspiration Port Credit Foundations + Principles

A. A History of Change

Change has been happening in Port Credit for many years and will continue to happen into the future. Effective management and planning for this future change is a central focus of the Inspiration Port Credit (IPC) process. Looking back at history places Inspiration Port Credit within a larger framework of development, change and growth, and frames the current process as one important step within a much larger continuum of change.

The Port Credit area has a long history of occupation, with the first settlers being native people that were attracted to the Credit River Valley thousands of years ago.

Port Credit went through major commercial expansion and economic growth in the mid-1800's, becoming a thriving harbour community. After a period of decline Port Credit's economy was revived in part by the addition of the St. Lawrence Starch Company and Port Credit Brickyard. Even with this change, for much of the early 20th century it remained a relatively quiet lakefront town with a beautiful waterway running through it. In 1949, (figure 16)) none of the lakefront parks and promenades or the buildings in existence today were present.

Port Credit underwent infrastructure improvements in the early 20th Century, and was amalgamated into the City of Mississauga in 1974. Over this same period of time the current Imperial Oil Limited

lands changed hands a number of times. By 1935 the site had become the largest independent oil refinery in Canada. These operations on the IOL lands created a strong employment base and brought many people to Port Credit to work. Aerial photography from 1976, (fig. 17) shows the thriving refinery on the IOL lands and, when compared with the 1949 image, reveals the dramatic change in the shoreline and density of Port Credit that occurred in less than 25 years. This incredible change was not limited to the IOL lands. During the 1950s the Port Credit Harbour Marina was built to accommodate industrial vessels, initiating the Port Credit harbour as an important working port.

The refinery operations at the IOL refinery shut down in 1978, and in 1985, petrochemical operations ceased and the dismantling of the production facilities was initiated. In 1974, the Port Credit harbour was transitioned from a container terminal to recreational boating purposes.

The past century has been one of significant change. Based on projected population growth and Port Credit's position within the greater Toronto area, this change will continue. The questions IPC seeks to answer are; how do we direct and inform that change? How can we make that change fit what is appropriate for Port Credit moving forward? And, what are the guiding principles that can help to ensure that planning efforts are effective and in line with the greater goals of the City and the community?

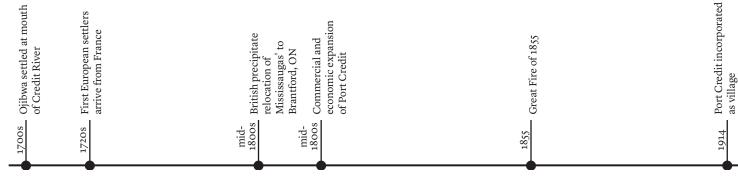


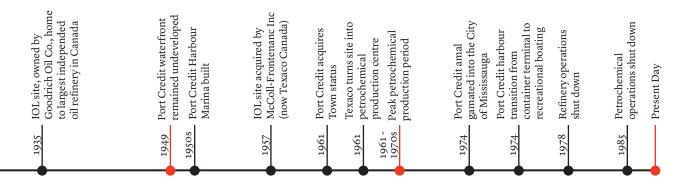


Figure 16. 1949



Source: City of Mississauga Figure 17. 1970s





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B. Port Credit As Mississauga's Central Waterfront

Port Credit is Mississauga's central waterfront. It is perfectly situated at the mouth of the Credit River where it empties into Lake Ontario and where the civic spine of Hurontario Street meets Lakeshore Road, a confluence that links Mississauga to Port Credit and both to the Greater Toronto Area (figure 19). Port Credit has long been the centre of waterfront-based commerce, some of the City's industry, community and city festivals, water-based and waterfront recreation, urban waterfront village living and public investment in waterfront parks and community infrastructure. Despite having operated as Mississauga's central waterfront for hundreds of years, Port Credit has never officially been recognized as such. Moving forward, such a recognition provides focus for planning, investment and programming that enforces Port Credit's important role in Mississauga.

Distinguishing Port Credit as Mississauga's central waterfront sets the context for the waterfront to become a highly activated, public space where people thrive, where they flock to and where a variety of uses are able to co-exist. Determining the appropriate scale of this development and the level of activity that it can handle has been an important part of this study. A central waterfront for Mississauga will be of a very different scale and character than the central waterfront of Toronto, Boston, Manhattan, or other large waterfront cities. It is important to understand this difference and protect the character of Port Credit while enhancing and building upon its assets.

The creation of a great waterfront that is fully accessible to the public and improves urban quality of life is a challenge faced by communities around the world. The combination of recreation and industry that is often desired at waterfront sites is difficult to accommodate. Successful examples from cities around the world have helped to guide the visioning process for the Port Credit waterfront. Descriptions of these case studies and exemplary images of each can be found on the following pages.

In Copenhagen full public access to the river is created through public amenities such as a swimming facility, the Copenhagen Harbour Baths. This facility is supported by the surrounding compact mixed-use community, with old and new buildings of a variety of heights and uses. (figure 20)

In the community of Nyhavn, also in Copenhagen, low to mid-rise development in combination with maritime uses plays on the city's maritime history while allowing for new uses such as waterfront cafés, promenades, arts festivals and retail space. (figure 21 + 22)

A central waterfront creates the opportunity for very high-quality public spaces that allow for formal and informal gatherings of a large number of people. At Nyhavn and at Hammarby Sjöstad, Stockholm (figure 23) and Hafencity, Hamburg (figure 24) highquality riverfront space allows people to enjoy leisure activities in close proximity to places to live and work.

The idea of living close to nature or close to natural resources is an important component of a central waterfront. Equally important is the idea that a civic or cultural institution can be a draw for people regionally and create its own set of opportunities to get right down to the water and to celebrate an area's cultural and natural resources simultaneously. The opera house at Oslo provides a great example of this type of development. (figure 25)

In Louisville, Kentucky, a large waterfront park with capacity for both civic and recreational uses provides an excellent case study of the opportunity for waterfront



Figure 19 Port Credit: Mississauga's Central Waterfront Source: Stoss



High quality waterfront access supported by multi-use, varied density urban realm

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Copenhagen Harbour Baths Copenhagen., Denmark Source: http://www.panoramio.com/user/169792 spaces of a larger scale to be implemented immediately adjacent to new development on the IOL lands. (figure 26)

Environmental quality and protection of the valuable resource of the waterfront are also important to the creation of an active and sustainable waterfront. A strong network of interstitial spaces within the urban fabric that promote walking and cycling increases quality of life and reduces environmental impact. The implementation of green infrastructure elements embedded in these interstitial spaces further promotes sustainability through collection and cleaning of runoff. (figure 12)

Together, these qualities and characteristics add up to a vibrant central waterfront. They should be at the heart of Port Credit's plans for future development in the area and specifically on the IOL lands and CLC site.

C. Guiding Principles

The vision for Port Credit outlined in the draft Port Credit Local Area Plan is that of a signature urban waterfront village with a mixture of land uses, a variety of densities, compact pedestrian and cycling friendly transit-supportive urban forms, a significant public realm, public access to the waterfront and development that incorporates high quality built form. With this vision as a foundation, a set of 7 guiding principles for Inspiration Port Credit have been established. These guiding principles are important for the planning process and serve as a gauge by which development on the two properties, IOL lands and CLC site, should be measured. These principles have emerged out of past planning work and the IPC process and have been deeply informed by the feedback received in public engagement meetings, walking tours and input from City and regional agency staff.

Embrace the Water

First and foremost, Port Credit must embrace the fantastic resources it possesses in the Credit River and Lake Ontario. The water, both the lakefront and the river, is what distinguishes Port Credit from other areas of Mississauga. It is therefore critical to protect and enhance the waterfront as a public resource through physical and visual connectivity, as well as diversification of waterfront uses. Equally important is protection of the water's ecological value through increased water quality and the protection of habitat.



Hammerby, Sjostad, Stockholm Source: http://jessljung.wordpress.com Figure 23



Figure 21

Arts + Entertainment in an urban marketplace

ii

Nyhaven, Copenhagen Source: http://mw2.google.com/mw-panoramio/photos/medium/22725164.jpg

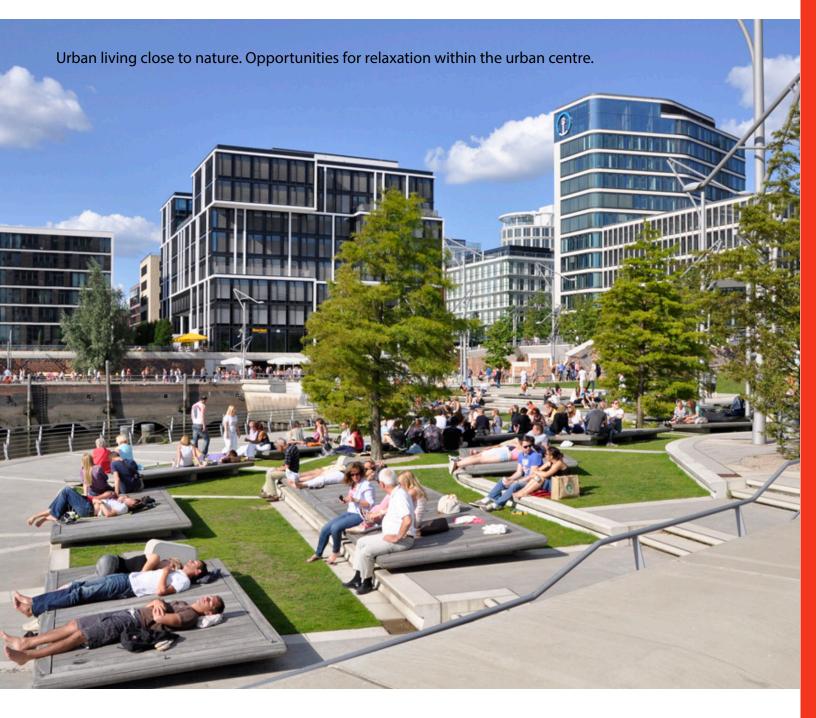


Figure 24 Hafencity, Hamburg Source: http://www.hafencity.com

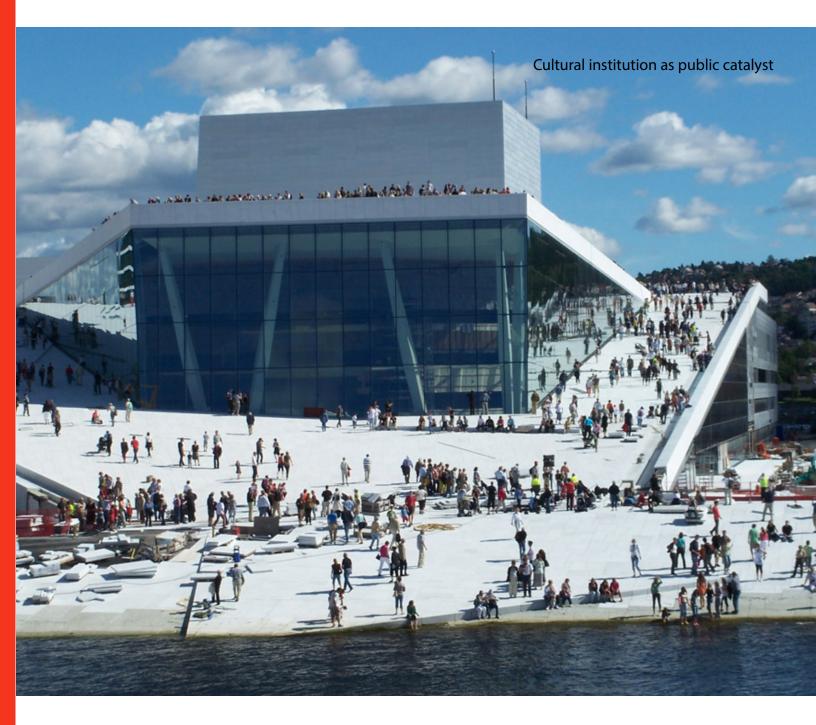


Figure 25 Oslo Opera House Source:http://www.archdaily.com



Celebrate Port Credit's Waterfront Heritage

Protecting the Old Port Credit Village Heritage Conservation District and the village Main Street as well as traditional activities such as boating and fishing along the Credit River is absolutely essential to guiding change in Port Credit. This is a foundational piece of Port Credit's character and must be part of any planning for the future.

Living Green and Blue

Maximizing open space in Port Credit is an important means of expanding outdoor lifestyles and recreational opportunities. These open spaces and the urban fabric should be created with the highest standards of sustainability, including green infrastructure for storm water treatment and management of pollutants on these sites.

Create an Economically Sustainable Waterfront

Sustainability should be a part of all aspects of new development. Economic sustainability is critical to the creation of a thriving community with a high quality of life. Affordable housing, employment, transportation and new business opportunities in Port Credit are fundamental to this goal.

Connect Land + Water

Opportunities to enhance the waterfront and connect it to the community should be priority. Extending the Waterfront Trail as well as upgrading piers and breakwaters that might provide public access into the water will increase the quality and accessibility of the Port Credit waterfront. In addition, establishing new linkages from Lakeshore Road to the lake will draw people in and reinforce the character of Port Credit.



Balance Development + Embrace Regional Context

IPC is one piece in a larger development context. This development must be balanced with other regional developments such as Inspiration Lakeview and City initiatives including the extension of the Light Rail Transit along Hurontario Street.

Together, these principles guided the team and lead to an overarching goal of making Port Credit a place to live, work, make, learn and play, a place where people thrive now and into the future. This focus on the quality and sustainability of Port Credit will be carried forward into all future planning work.

Activate Early + Often

Creating excitement about future changes to come is an important component of successful development. In Port Credit activation of existing public open spaces to draw attention to waterfront amenities and increase activity along the waterfront and the two waterfront sites undergoing development will help to build enthusiasm and support for future change. Continued programming even after completion of the developments helps to provide social and financial support for new urban developments and public open spaces.

Chapter Summary

IPC recognizes the history of planning in the region and is built upon the strength of this previous visioning. Upon this foundation, IPC emphasizes the importance of Port Credit as the central waterfront for Mississauga and the need to continue to plan for development that enhances and protects this valuable resource. Having established the significance of its role as a central waterfront, IPC establishes 7 guiding principles that help direct the following Port Credit Framework for Change, CLC Master Plan and IOL lands Master Plan. These include:

- Embrace the water
- Celebrate Port Credit's waterfront heritage
- Living green and blue
- Create an economically sustainable waterfront
- Connect land + water
- Balance development + embrace regional context
- Activate early + Often

In addition the these guiding principles, case studies of waterfronts around the globe provide precedents of world-class waterfronts from which Port Credit can learn and take inspiration.

V. CONTEXT + CHARACTERIZATION

V. Context + Characterization

A. Context and Characterization

The Inspiration Port Credit (IPC) Study Area includes the two key waterfront sites, Imperial Oil Limited (IOL) lands and the Canada Lands Company (CLC) site, but also identifies an Area of Influence that encompasses the rest of the Port Credit Community. The mandate for IPC was to focus on the Study Area, as well as addressing high-level strategic opportunities and constraints within the larger Area of Influence.

i. Study Area

The estimated cumulative land area of the IOL lands and CLC site is 42 ha (103 ac) with an impressive 1.3 km (approximate) of Lake Ontario shoreline extending over 26% of Port Credit's waterfront. The City estimates that the area of the IOL lands is 36 ha (88 ac) including the Lake Ontario shoreline portion of lands currently used for the extension of the public Waterfront Trail. The CLC site is estimated at 6 ha (15 ac) with an approximate waterlot of 22 ha (55 ac). The CLC site lies within the Port Credit community node while the IOL lands are outside of this node. Both the IOL lands and the CLC site are designated as special sites in the draft Port Credit Local Area Plan.

ii. Area of Influence

The Area of Influence is bounded by the lands North to the C.N.. Railway corridor to the north, east to Seneca Avenue and Adamson Estate to the east, south to Lake Ontario to the south and west to the westerly boundary of Breuckner Rhododendron Park to the west. This Area of Influence has important emotional, physical, bio-physical and planning connections to the existing fabric of the City of Mississauga that must be taken into consideration. The linkages to the existing major streets, the Port Credit Mobility Hub and connections to future high order transit corridors, Port Credit's existing neighbourhoods (including the Old Port Credit Village Heritage Conservation District), parks and open space connections to other Mississauga parks demonstrates that the study area has city-wide significance from a cultural, social, economic and environmental perspective. The Port Credit Mobility Hub is located within the Area of Influence.

Figure 27 shows the study area outlined in red within the larger area of influence.

iii. Character + Context

Port Credit is an incredible place to begin any planning project. It is a distinct waterfront community made up of a diverse mix of neighbourhoods and public spaces. This existing character informs the IPC planning work, setting a strong foundation on which future planning can build. IPC seeks to preserve this character while laying the groundwork for future change that will need to integrate into this context and ideally enhance the quality of life in Port Credit that its community members enjoy today. Some of the most significant characteristics of the Area of Influence are:

- Active waterfront with full public access
- Iconic village + mainstreet
- Salmon fishing + boating
- Abundant parks
- Well-connected open space
- Unique views + vistas
- Village Main Street
- Heritage District
- Water focused recreation rowing, paddling, canoeing and kayaking
- Sense of place



Figure 27 Area Of Influence + Study Area Source: Stoss



B. Two Unique Waterfront Sites

The IOL lands and the CLC site offer opportunities to create waterfront neighbourhoods that enhance and complement the essential characteristics of Port Credit. Their similarities and differences help to guide the kinds of development that are recommended on each of the two sites.

i. Similarities and differences

As two unique waterfront sites, the IOL lands and the CLC site have certain inherent similarities. Both are landmark waterfront spaces closely tied to nature and to existing development and transit. However, there are a number of differences in the sites that point to different development opportunities. The CLC site covers a much smaller land area than the IOL lands and it is closer to downtown Port Credit. It has a successful marina and deep water harbour. Improved mobility connections are already being discussed such as the Light Rail Transit (LRT) along Hurontario Street. The opportunity for mixed density with full public access is very important and the opportunity for artisanal uses and specialty fabrication, to complement marina activities and operations seems very appropriate. The smaller land area lends itself to developing a grid of small and mid-scale streets with landmark spaces and a mixed use development including new types of employment.

In contrast, the IOL lands are much bigger, making it possible to create landscapebased urban districts and neighbourhoods. Mixed use again is very important with employment, mixed density and full public access. However, in addition to these uses, the larger land area of IOL and its distance from the Port Credit downtown create a great opportunity to implement academic and institutional uses, cultural facilities or even water-based sports activities. The larger land area also creates the opportunity to build mid-scale streets and boulevards with large scale landmark waterfront spaces and potentially even a new harbour and boat launch. Mobility connections here will need to be all new and therefore create the need and opportunity to rethink mobility across the Area of Influence.

Distinguishing the sites from one another is important to understanding the different opportunities and scales of operation that are suitable to each one. These similarities and differences are summarized in the following table. (figure 28)

Studies of other successful waterfront cities from around the world have informed the Inspiration Port Credit process. Learning from these examples is an important component of understanding the potential of Port Credit and the types of uses that are most likely to be successfully employed on the IOL lands and the CLC site. The series of images on the following pages (figures 29-32) offers visual examples of the types of built form and open space opportunities that are well suited for the two properties.

Chapter Summary

As waterfront properties, both the IOL lands and the CLC site represent tremendous potential opportunities for investment in the future of Port Credit as a model sustainable waterfront community. Understanding their similarities and differences helps to guide development across both in order to ensure future diversity along the waterfront and to ensure the protection of existing cultural heritage. IPC takes inspiration from world class waterfronts as well as the unique characteristics of the IOL lands and CLC site to help guide the master plan for CLC, the framework for a master plan for IOL and a framework that guides planning and change within Port Credit.

IOL CLC

Extensive lake frontage Landscape-based urban districts Mixed-use including employment Mixed density Full public access Academic/Institutional/Water-based sports Mid-scale street and boulevards Large scale landmark waterfront spaces New boat launch + small harbour New mobility connections

Successful marina + harbour Urban waterfront village Mixed-use including employment Mixed density Full public access Artisan + specialty fabrication Small to mid scale streets Landmark waterfront spaces Deep water protected harbour Improved mobility connections



Imperial Oil Limited Lands Source: Stoss



CLC Port Credit Harbour Marina Source: Stoss

Figure 28 Two Unique Waterfront Sites: Different opportunities Source: Stoss A landscape based urban fabric suitable for the IOL lands is contrasted with more intimately scaled urban streetscape more suited to the CLC site. (fig 25 IOL, fig 26 CLC)

Hammarby Sjöst Source: http://wv

giastrait.org

Malmö, Sweden Source: http://www.onedreamtravel.com

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 High-quality generous open space suitable for the IOL lands (fig. 27) Intimate waterfront promenades and cafés that fit the character and intimacy of CLC. (fig 28)

Havencity, Hamburg Source: http://www.panoramio.com/photo/13928481



VI. PORT CREDIT FRAMEWORK FOR CHANGE

VI. Port Credit Framework For Change

As outlined in the Introduction of this document, (Section II) change is coming to Port Credit. The expectation of this change initiated Inspiration Port Credit (IPC) and lies at the heart of the IPC goals of creating a framework for positively directing this change. This report provides three levels of planning for this change. The Port Credit Framework For Change is the first of these and provides recommendations that incorporate the entire Area of Influence. Specific planning projects on the Imperial Oil Limited (IOL) lands and Canada Lands Company (CLC) site should fit within this framework, helping to enhance the broader goals of Port Credit and the City of Mississauga.

A. Landscape + Public Realm

Port Credit is characterized by a wealth of open space and natural resources. These include the Lake Ontario waterfront, the Credit River, the Waterfront Trail and an extensive parks system. Its unique waterfront location and proximity to downtown Mississauga as well as easy access to public transportation to Toronto make it an area of recreational and cultural significance for the City of Mississauga. Existing policies recognize these assets and seek to build on them as resources that add ecological, economic and cultural value to the area. Importantly, The City of Mississauga Strategic Plan (2009) identifies the environment as one of the five strategic pillars for change: GREEN – Promote a Green Culture. Specific to Inspiration Port Credit, the Strategic Plan includes the goal "to lead a change in behaviour to support a more responsible and sustainable approach to the environment that will minimize our impact on the environment and contribute to reversing climate change". IPC uses existing parks, open space, recreation and culture policies as a foundation and builds upon them, taking advantage of opportunities to advance strategic goals and actions and to

integrate future development in the Study Area with developments already planned within the Area of Influence. Figure 33 outlines the extensive parks systems built upon by the IPC.

i. Parks and Open Space

Within the Inspiration Port Credit Study Area there exists an extensive parks and open space system along Lake Ontario and the Credit River as well as the nationally significant Waterfront Trail along Lake Ontario. Inspiration Port Credit (IPC) recommends that the City take advantage of opportunities to provide additional public park lands, access to the waterfront, and improved connectivity of the Waterfront Trail and adjacent parks in conjunction with future development of the IOL and CLC properties. Public access to the waterfront on the CLC site has previously been limited, creating a break in the Waterfront Trail. Completing this trail is part of a national effort and has been an instrumental part of Lake Ontario's regeneration.

The Waterfront Parks Strategy designates the study area as within the Urban Waterfront Centre which currently includes 7 waterfront parks in the vicinity of Port Credit and the IOL Waterfront Trail extension. Each of these parks plays an important role in the Waterfront Parks System and together they form its core. Currently these parks are relatively well connected. Future development on the IOL lands and CLC site presents the opportunity to increase waterfront parkland and connectivity across all waterfront parks, enhance connections to the water and waterfront activities as well as increase the diversity of options of public open space along the waterfront. These may include spaces for passive and active recreational activities, civic plazas and marketplaces, festival areas, and places to physically access the water.

The IOL lands represent one of the few remaining waterfront spaces within walking distance of downtown Port Credit in which large scale park lands could be implemented and made contiguous with the Waterfront Trail. High quality park space on these lands can tie into the existing J.C. Saddington Park, adding both continuity and diversity to the waterfront parks system.

The development of the IOL lands and CLC site should take advantage of these opportunities while building on planned improvements to the Port Credit parks system such as the focus on the Port Credit Harbour West Parks (Memorial Park (West), Marina Park and J.C. Saddington Parks). These plans reflect The City of Mississauga's commitment to quality open space and parks systems and serve as a larger parks and open space framework for the new developments on the CLC site and IOL lands.

Land Use Guidelines

VI. A1

Create an interconnected parks and open space system:

 Developments should create new public parkland while enhancing the waterfront, offering public access, and integrating with existing natural features, parks, open spaces, trail system, and the neighbouring areas. New parkland should offer enhanced connections to the waterfront and protect views to Lake Ontario. Developments should also improve the Waterfront Trail and parkland along the waterfront and provide for vegetation and naturalized areas that enhance the natural heritage of Port Credit

VI. A2

Create a continuous and contiguous Waterfront Trail through Port Credit:

 Continue the Waterfront Trail along the CLC site (see CLC site Master Plan, Chapter VII)

- Eliminate missing connections along the Waterfront Trail where possible through land purchase, creation of public rights of way, re-organization of parking facilities, or the implementation of floating walkways. Priority locations would be between the Rhododendron Gardens and Ben Machree Park and along the Credit River at Marina Park West below Lakeshore Road
- Improve Connectivity of Waterfront Trail along IOL lands (see IOL Lands Framework, Chapter VIII.)
- Increase connectivity of cycling, jogging and walking networks through a continuous Waterfront Trail

VI. A3

Increase quantity and quality of waterfront park space in Port Credit:

- Create waterfront parklands providing for a diversity of activity on the waterfront IOL lands (see IOL Lands Framework, Chapter VIII.)
- Increase public access on CLC site (see CLC site Master Plan, Chapter VII)

Implementation Actions

Enhance the Waterfront parks Network:

- Action #1. Explore options for new governance and funding structures for ongoing parks operations, maintenance, programming and special events. This may warrant creating a "Friends of" with a high capacity board and staff, supported with funding from new sources of earned income, the City, business, philanthropy and individual donors
- Action #2. Advance conceptual planning and design for public realm improvements at locations where better pedestrian connections can be made between Port Credit's network of waterfront parks and open spaces. An early focus should be to integrate J.J. Plaus Park with the new n-s street and CLC development to the Park's immediate east

 Action #3. Initiate discussions with Waterfront Regeneration Trust, landowners, stakeholders, and other partners to create a continuous and contiguous Waterfront Trail through Port Credit.

ii. Recreation + Culture

The extensive parks system in Port Credit supports a wide range of recreational uses as does the Port Credit Harbour Marina and the Credit River. Water and land based activities are part of a long history of waterfront living. Some of the more popular activities today include:

- Fishing
- Boating
- Canoeing
- Rowing
- Cycling
- Jogging and Walking
- Skating
- Picnicking

The waterfront is a public amenity and important cultural asset for Port Credit and should be made accessible and enjoyable for all regardless of age, ability or income. Many of the shore protection systems need to be upgraded, presenting an opportunity to create new points of access to the water and provide passive water-oriented activities.

Land Use Guidelines

VI. A4

Increase Water-based recreational opportunities:

- Support Port Credit's role as Mississauga's Central Waterfront and provide for a diversity of activities that allow access to the water for a greater range of ages and incomes
- Promote diversification of harbours and marinas (see water plan, Section C)
- Develop passive water-oriented

recreation. For example through the upgrade of and allowance for public access along breakwater structures, increased presence of cafés and waterfront entertainment, and waterfront parks with ample opportunity for seating and relaxation

VI. A5

Diversify Marina uses:

 Create an open public waterfront alongside a working marina (at CLC) allowing for increased awareness of marine heritage and new recreation, tourism, economic and employment opportunities related to marina operations (see CLC site Master Plan, Chapter VII). Create new opportunities for marina/marine uses at IOL. (See IOL Framework Chapter VIII.)

VI. A6

Foster arts and culture:

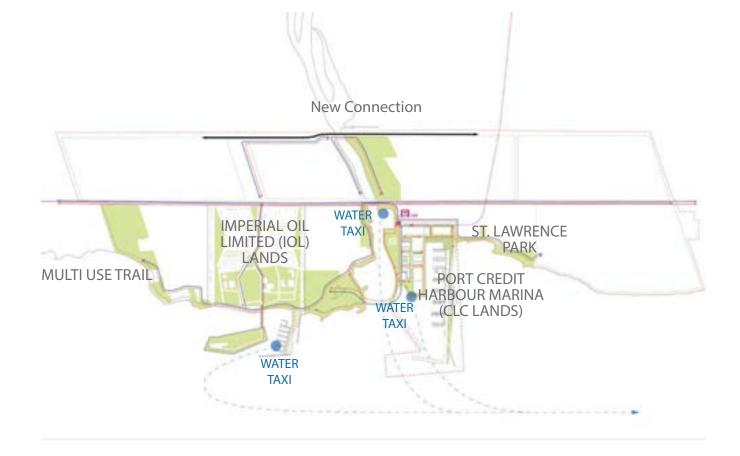
 Developments should build from and enhance the cultural vibrancy already present in Port Credit. Developments should provide for outdoor public meeting spaces for the immediate community as well as larger event spaces that support the city's cultural events and festivals year-round. Developments should also support cultural resources in Port Credit, through the provision of affordable work-live spaces for the creative economy. In addition, developments should integrate arts into the public realm

Urban Design Guidelines

VI. A7

Ensure continued and improved visual and physical access to the waterfront:

 Structures should be built in such a way as to improve and/or preserve views to the waterfront and cultural heritage along the waterfront such as the Ridgetown



Area of Influence

Figure 33 Extensive parks built upon by IPC Source: Stoss

Implementation Actions

Increase Water-based recreational opportunities:

 Action #4. Explore additional and cultivate current partnerships with community groups and stakeholders to increase water-based recreational opportunities in Port Credit

Explore opportunities to foster arts and culture:

- Action #5. Initiate discussions with IOL, CLC to explore opportunities to foster arts and culture within the developments, including the creation and design of meeting spaces for the immediate community as well as larger event spaces. These conversations should be carried within the context of the current Future Directions Master Plans. Agreements should be incorporated in future revisions of the Future Directions Master Plans.
- Action #6. Art/food trucks: allow vendors to sell food and art at major nodes in Port Credit, especially on high visitation weekends, and throughout the city.

iii. Natural Heritage

Protection of the natural heritage of Mississauga is a critical issue. Recent policies have been focused on balancing new development with conservation of important ecological resources. The City of Mississauga initiated a Natural Heritage & Urban Forest Strategy (NH&UFS) in April 2012. This study is expected to be completed by December 2013. The purpose of the NH&UFS is to develop a strategy to guide City programs and activities for the protection, enhancement, restoration and expansion of natural areas and the urban forest across Mississauga. Although there are no natural areas or urban forest identified within the IOL lands and CLC site in the Official Plan Schedule 3 Natural System, the

areas along the Lake Ontario Shoreline are identified as Natural Hazard. In addition, lands located adjacent to the Credit River, north of Lakeshore Road West, are identified as Natural Areas. Consequently, the recommendations and implementation tool from the NH&UFS study might affect future policies for the IOL lands and CLC site.

As the natural landscapes on both the IOL lands and the CLC site have been significantly altered by human activity and commercial development, the presence of native flora and fauna has been greatly reduced. In addition to this, contamination has impacted the quality of soils, in particular on the IOL lands. Current data pertaining to the degree of contamination and the presence of species on the IOL lands and CLC site are limited. An environmental site assessment is currently underway on the IOL lands. The results of this assessment will be of tremendous importance in the future development of the site and will be germane to land use decisions and will help direct the city in implementation of efforts to improve the natural heritage on the IOL lands and the CLC site.

Guidelines

VI. A8

Support restoration of Port Credit's Natural Heritage:

- Sustainable development design should be implemented and focused on restoration of natural heritage along the shoreline including water quality improvements
- improve quality and quantity of terrestrial vegetation + habitat
- establish native vegetation along the shoreline+ improve coastal habitat
- minimize impervious pavement
- enhance existing natural heritage connectivity between parks located at either side of both CLC site and IOL lands.

VI. A9

Increase connectivity of open space with consideration of wildlife movement:

 Focus on East-West corridors that allow wildlife to move alongshore and North-South corridors only in areas in which animals are less likely to come into conflict with the Lakeshore Road corridor

VI. A10

Improve quality of shoreline habitat:

- Implement soft infrastructure that utilizes native species adapted to this function where possible
- Implement water quality measures
- Remediate contaminated areas
- Increase presence of native hydrophilic species along shoreline

Implementation Actions

Support Restoration of Natural Heritage and wildlife connectivity:

 Action # 7. Include naturalization and restoration of Port Credit's Natural Heritage as part of the implementation of Mississauga's Million Trees planting program

Public Awareness and environmental stewardship:

 Action #8. Develop a program to create greater public awareness and advocacy for environmental stewardship. Waterfront parks and other locations should include programs and education/ discovery centres that help residents, particularly area youth, and visitors better understand the significant ecological and environmental resources in and around Port Credit, the need to protect and nurture them, and the role that each person can play in achieving these objectives

B. Land Use, Built Form + Urban Design

The current policies articulated in the Official Plan, draft PC LAP, and other key policy documents such as the Waterfront Parks Strategy and the Old Port Credit Village Heritage Conservation District Plan help define the "look and feel" of Port Credit. The draft Port Credit LAP identifies Port Credit as a Community Node (within which sits the CLC site) and a series of Neighbourhoods (within which sits the IOL lands) and the respective policies provide insight into the desired character of these areas.

The desired urban form in the Community Node:

- enhances the identity of Port Credit as a vibrant and memorable urban place
- focuses height and density in proximity to higher order transit (e.g. Port Credit GO station and proposed LRT stops)
- effectively transitions between the areas of greater height and density and the existing neighbourhoods and Lake Ontario
- recognizes the importance of the waterfront as a public amenity
- promotes a village mainstreet character with high quality public realm along Lakeshore Road

The desired urban form in Neighbourhoods:

- preserves stable residential areas, ensuring that development is sensitive to existing low rise context
- includes Lakeshore Road as a key spine to connect the neighbourhoods and provides active transportation opportunities
- recognizes the Old Port Credit Village Heritage Conservation District

In recognition of their unique nature, the IOL lands and CLC site are identified as special sites within the Mississauga Official Plan and draft PC LAP given their unique qualities and significant waterfront, city and village locations. Looking carefully at the two, the Inspiration Port Credit project must balance the planning principles embedded in existing policies for Port Credit with the opportunities and realities associated with the redevelopment of these sites.

Both sites will likely come with challenges to policy details such as heights, setbacks, densities- these challenges are typical for most development scenarios. However, the IOL lands in particular do not present a typical development scenario. The large size of the IOL lands, 36 ha (88ac), and their prior usage as an oil refinery present unique challenges for the planning of the site within existing Port Credit planning frameworks. Mirroring the single family home character of neighbourhoods east and west of the IOL lands is not an option due to the history of site contamination. Nor is it desirable, as it would likely result in homes economically out of reach for many people and miss out on an opportunity to enhance the diversity and vibrancy that makes Port Credit Mississauga's central waterfront. Additionally creating a residential-only neighbourhood on this site would exacerbate the predominantly one-way commuting along Lakeshore Road.

A delicate balance must be met between the desired characteristics of sustainability (ecologic, economic and cultural), a vibrant urban realm, waterfront access with ample open space and the challenges and costs of cleaning up existing contamination. The amount of development that this balance results in may be out of character with its current designation of a Neighbourhood Character Area. As a better understanding of the IOL lands is realized, the City will need to determine whether it is reasonable to expand the Community Node to incorporate the IOL lands or to designate the IOL lands as a Special Purpose Area. These two options would lay the foundations for achieving the

vibrant community vision outlined in the draft PC LAP.

In keeping with the vision laid out by the draft PC LAP, Inspiration Port Credit promotes land use, built form and urban design strategies that drive Port Credit toward its vision for the future. The vision of Port Credit as a model sustainable waterfront village that can be the home, playground and workplace for a diverse community embraces a holistic approach to sustainability, not only 'green' techniques such as stormwater capture, recycling and renewable energy. Sustainability needs to be part of every decision regarding the future built form; it should address transportation, active neighbourhood development, the quality of streetscapes, views, and overall community health including the creation of community spaces that engage people of all ages. These principles of sustainability and the creation of high quality communities that support a diverse population and a variety of uses; living, working, making, learning and playing should be the first principle for land use, built form and urban design in Port Credit.

Land Use Guidelines

VI. B1

Create compact, complete and connected communities:

 Developments should create compact communities, provide for mixed-uses that include places to live, work and play, and provide for ample opportunities for internal and external connections for autos, pedestrians, and cyclists. Developments should integrate with the Port Credit street grid and provide for an enhanced pedestrian and cycling environment

VI. B2

Create transit-oriented communities:

• Developments should be transitoriented, which are walkable, compact and diverse and have the appropriate density to support frequent transit service. The developments should provide for multi-mode connections, including pedestrian, cycling, transit and automobile. The feasibility to extend the LRT service to the IOL lands should be explored by the City, the Province and the stakeholders

VI. B3

Healthy neighbourhoods:

- Developments should provide for a range of housing options and tenures, and for the provision of community facilities and recreation spaces.
- Development should provide for ample opportunities for creating active communities through the provision of a well-connected street network, pedestrian and cycling friendly environments, parks and open spaces that cater to both active and passive recreation, and connections to transit
- Opportunities for urban agriculture (e.g. rooftop gardens and boxed gardens) should be provided.
- Developments should be responsive to the needs of Port Credit's aging population while attracting young families

VI. B4

Sustainable Waste Management:

 Developments are encouraged to use green building materials and use of best practices of proper disposal and or/ recycling of construction waste material. Whenever possible, existing buildings should be renovated and adaptively reused rather than demolished to make way for new construction.

Urban Design Guidelines

VI. B5

Variety of built form, scales and views:

- Developments should generate vibrant communities with year-round activities, by the provision of a variety of built form and scales (low and midrise development with select higher buildings) and land uses
- Developments should provide for a variety of views and connections to the waterfront

VI. B6

High-quality streetscapes and placemaking:

 Developments should create highquality streetscapes that support active transportation while enhancing the natural environment. Streetscaping should include street trees and landscaping that provide shade during the summer, offer wind protection during the winter and reduce the heat island effect. In addition, developments should create placemaking opportunities on Lakeshore Road (mainstreet), at the LRT station and other transit stations, and on community gathering places

VI. B7

Complement character of surrounding neighbourhoods and support the preservation of cultural heritage:

Developments should enhance the "Village" character of Port Credit, reinforce the vibrancy of the Lakeshore Road mainstreet corridor and support the preservation of the Old Port Credit Village Heritage Conservation District. Developments should be sensitive to adjacent stable, mature neighbourhoods and provide for appropriate buffers and transitions (at either side of the IOL lands)

VI. B8

Energy conservation and green design:

- Developments should achieve high standards of environmental design
- Design low energy consumption buildings and neighbourhoods that also use alternative energy sources (e.g. solar, wind, thermal energy). Buildings should

take advantage of passive solar gain that provides advantages for warming in the winter and cooling in the summer

- Create naturalized areas and increase the tree coverage in Port Credit which would reduce the heat island effect while minimizing the stormwater runoff
- Use the City's Green Development Standards at the neighbourhood and site level and incorporate the Stage One Standard Requirements, as appropriate
- Pursue LEED-ND credits to achieve the highest level of certification possible

C. The Water Plan

The waterfront is one of Port Credit's most valued assets and makes it a unique district within the City of Mississauga. Alterations in land use on the IOL lands and CLC site have the potential to open up public access to the waterfront creating significant change in the usage of the Lake Ontario waterfront including increased recreational activity and increased tourism in downtown Port Credit, along the Port Credit Harbour Marina (PCHM) and along the Waterfront Trail. The draft Port Credit LAP articulates Mississauga's goals pertaining to the Port Credit waterfront. Among these is support for the continuation and improvement of water dependent activities such as marinas, facilities in support of recreational boating and sport fishing, as well as commercial and recreational uses which benefit from proximity to the shoreline and the Waterfront Trail and allow for public access. These policies all fit within the context of the Living Green pillar outlined in the City's strategic plan. (Policies 8.5.1, 8.5.2). As mentioned in the landscape and public realm section of this chapter (VII. B), upgrades to shoreline protection systems such as the East and West Breakwater, Jetty, Groyne and the armoured shoreline will be required in the future. Upgrades to the Port Credit Harbour Marina are also likely to be required in the near future. These upgrades present outstanding opportunities for

increasing public access, and rethinking the configuration of Port Credit's Marinas and Launch Ramps.

i. Harbour + Shoreline

Proposed changes on the CLC site and IOL lands provide the opportunity to improve the existing shoreline conditions, allowing for increased shoreline protection, increased public access to valuable waterfront lands and revitalized habitat and natural heritage conditions These improvements can help Port Credit and the City of Mississauga to meet the goals set out by the Mississauga Official Plan, Mississauga's Strategic Plan, draft Port Credit LAP, Waterfront Parks Strategy and the LOISS study. Section 6.3.2.4 of the Mississauga Official Plan provides clear guidelines for waterfront development with regard to the Lake Ontario shoreline. Key elements of these guidelines include:

- Providing diverse public access
- Protecting and creating habitat
- Restoring of natural features, areas and linkages
- Limiting erosion and sediment impacts
- Enhancing existing view corridors to Lake
 Ontario

The proposed extension of waterfront parks and completion of a continuous Waterfront Trail discussed in the Landscape and Public Realm section above (VII. B) is in line with these guidelines. Incorporating habitat improvement into any shoreline changes will work toward an overall improvement to natural heritage in Port Credit. It is important to note that all development along the shoreline, including upgrades to shoreline protection systems and flexibility to extend the public realm further onto these protection systems need to be studied in depth with regard to their feasibility and impact on ecological and cultural systems.

Guidelines

VI. C1

Increase visual waterfront access:

 The shoreline/skyline along IOL lands and CLC site are an important amenity. Wherever possible views and physical access should be enhanced including views to downtown Toronto and the Ridgetown

VI. C2

Increase physical waterfront access:

The IOL lands and CLC site should be developed with waterfront access as a central goal driving land use and urban design decisions

VI. C3

Increase aquatic and terrestrial habitat along the shoreline:

 Native vegetation well adapted to aquatic and terrestrial conditions along the shoreline should be supported. Attention should be paid to the type and location of this vegetation in support of management of geese populations along the shore.

Implementation Actions

Complete coastal processes study

Action # 9. A thorough analysis of all breakwalls, piers and harbour facilities should be done in order to understand the coastal processes, engineering conditions, potential habitat implications, timeline of required upgrades, and potential for additional public access created during upgrades. These studies will also be required in order to implement any changes to shoreline that might impact alongshore water flow and aquatic habitat. New erosion control structures may require completion of a Municipal Class Environmental Assessment and Conservation Authority approval

ii. Marina + Launch Ramp

The Port Credit Harbour Marina on the CLC site has long been defining feature of the waterfront skyline of Port Credit and, as such, is an important aspect of Port Credit's waterfront character and cultural heritage. The marina includes a sheltered harbour area with approximately 800 boat slips. On land facilities supporting the harbour include; a warehouse/terminal building with offices, a retail store, restaurant and exterior boat storage facilities. In early 2011 the Canada Lands Company acquired Port Credit Harbour Marina from the Department of Fisheries and Oceans (DFO). Currently the PCHM is under lease to Centre City Capital Ltd. until 2023. With the proposed changes to the CLC site in the One Port Street Master Plan and the upcoming lease end date within 10 years, questions about future ownership, marina operations at the PCHM, and the ideal configuration of marinas and boat launches across Port Credit are of great importance to the City. The PCHM's current character as a "working" marina (including repair facilities, winter storage, and a travel lift) may not all physically fit with CLC's future plans for the site. Long term transition in ownership and function/character must therefore be considered. (figure 34)

The key issue around the future of maritimerelated uses at the CLC site is whether the continuation of such uses is in the greater public's interest. This involves consideration of economic, land use and cultural considerations, which are discussed below.

The PCHM operations on the CLC site provide employment to local and area residents. The number of full-time and full-time-equivalent jobs at PCHM has been estimated to be around 100 by PCHM. These jobs relate to onsite boat repair services, boat and marine equipment sales, boatyard operations and other marina related activities.

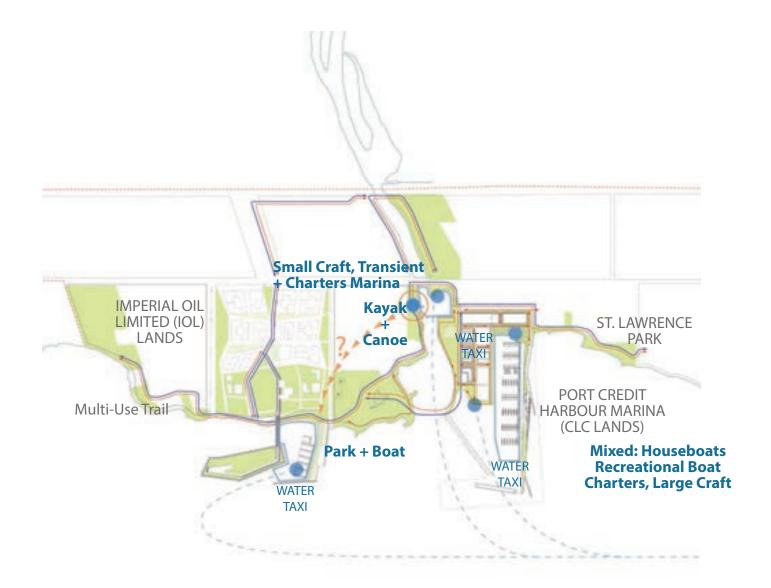


Figure 34 The Water Plan: Diversification + Consolidation of Marinas Source: Stoss

The two predominant land uses of this large private waterfront site-- dedicated surface car parking during the relatively short peak boating season (June-August) and extensive outdoor on-land boat storage—represent, from land use and real estate points of view, an underutilization of Port Credit's most central section of waterfront.

CLC representatives have indicated that revenues from boat storage are significant. However, putting preferred future land use consideration aside, the fundamentals of land use and real estate investment make clear that this marina-related revenue is considerably lower than what is achievable were the CLC site redeveloped with a range of medium density residential and commercial uses comparable to other recent waterfront development within Port Credit. Thus, CLC is seeking to redevelop the site with a higher density mix of uses, which are expected to provide greater returns on investment than the site's current use.

The challenge is to find a balance between the two things that the City and local community have stated they support at this site, namely 1) retaining local jobs and maritime uses that are a part of Port Credit heritage; and 2) unlocking the value of this central waterfront's development potential to create new housing, tax revenues, funds to create and / or improve public access to the waterfront and improve parks, and to conceal car parking in above or below grade structures.

The question has been raised as to whether the City may want to seek ownership of the marina in time. The existing marina is privately operated and the property owner has expressed its intention to continue to arrange for the private operation of marina and marina-related facilities at the CLC site. There does not seem at this time to be a compelling public purpose for the City to assume an ownership position in the CLC site's marina facility, nor does there appear to be a rationale for the City to assume the operations and maintenance for a marina facility at what is currently a privately owned and operated property. Marinas present considerable risk management issues for their owners and operators, particularly due to their vulnerability to damage from severe storms as well as the risks involved with vessel traffic moving in and out of docking and other marina facilities.

Peer review by this consulting team of CLC's redevelopment plans has focused on opportunities to "thicken" the program of light industrial and other maritime-related activities that service and support the adjacent recreational marina, boat launch and boat repair operations and that must be located onsite to effectively support those activities. In addition, this peer review has sought to identify which land-intensive uses by PCHM, such as winter boat storage and surface car parking, can be relocated offsite with limited or no negative economic effect to marina and boatyard operations.

CLC has cited other examples of marina operations where there is no on-premises winter boat storage. And they have cited examples where there is limited or no surface parking provided within the marina facilities. There are numerous such examples across North America in more land-constrained communities. Both the availability of on-site winter storage and surface parking adjacent to docks are highly desirable amenities for recreational marina operations, not functional necessities. Their absence, however, would likely result in a lesser amount of rent that a marina operator would be willing to pay to the land owner, versus at an otherwise comparable facility and location that provided proximate parking and / or on-premises areas for winter boat storage.

In the case of parking, where there is no parking provided adjacent to boat docking and / or boat launch facilities, there is typically a drop-off area to allow boat equipment and provisions to be delivered close to the docking facilities as occurs in central Toronto. This should be investigated for the PCHM site.

Implications for Real Estate Development Values

Regarding boat hauling and storage facilities, two examples of compact international destination waterfronts that attract both luxury yacht transient visitors and the local family boater community to wateroriented restaurants, bars and shops are the harbors at Newport RI and Sag Harbor, NY. Their most central dock and marina areas do not include TravelLift or similar equipment that haul boats in and out of the water. Boat storage and hauling is limited to more peripheral locations within the harbor, allowing for safer public use of the central waterfront for recreation, leisure and entertainment. As a result, these areas are an important economic engine for the City of Newport and Village of Sag Harbor, attracting international, national and local repeat visitors with considerable discretionary spending potential.

As can be expected at the PCHM's property fronting along Lake Ontario, land values at the centre of Newport Harbor have been consistently among the highest in the City, attributable to the achievable revenues from destination uses that cater to its many visitors year-round.

On the question of value creation associated with adjacency to marina and boating facilities, there are many examples of increased assessed real property values directly attributable to their proximity to and view of publicly accessible and attractively designed waterfronts, to marina and boating facilities, and the expansive views across the waterways themselves. Therefore, the continued operation of the recreational marina at the CLC site is highly desirable both from the perspective of providing a water-oriented amenity for the community and from a real estate valuation perspective.

Whether or not such proximate marina facilities and / or public waterfronts provide for surface car parking onsite is likely irrelevant to the consideration of real estate values upland from such waterfront amenities. Winter boat storage would not be considered a real estate value-creating adjacent use given that it results in large blocks of inactive land areas for many months at a time and the densely packed covered vessels tend to block views out to the waterfront from upland areas.

The boating season, while an essential part of this community's history and sense of place, is a relatively short one. The challenge will be finding the right balance between accommodating this seasonal in-demand water-oriented leisure activity (and the other uses that it attracts) and a new more densely configured mix of uses that unlocks more of the intrinsic value of Port Credit's premier central waterfront land.

Marina Reconfiguration in Port Credit

As development happens on the CLC site and the IOL lands, it may be desirable to re-distribute boating activities across the waterfront, taking advantage of the opportunity to implement a marina at the IOL lands. This approach would diversify waterfront usage across Port Credit and unclog areas that are prone to conflicts of use. Overall it would increase the clarity of waterfront usage. With the challenges and economic incentives stated above in mind, the IPC team has generated one potential scenario for the reconfiguration of the marinas and boat launches in Port Credit. This marina reconfiguration option is described in greater depth in Chapter VIII. Framework for a Master Plan for Imperial Oil Limited Lands.

Implementation Actions

Study winter boat storage alternatives:

 Action #10: Undertake a study to assess the need for winter boat storage and consider appropriate locations

Assess Marina Configuration:

 Action #11: Undertake a Marina study to understand demand and opportunities across the Mississauga waterfront. It should include consideration of marina slips, launching facilities, parking, marina services and boat storage. This information will be valuable to the IOL master plan as well as helping to inform the ongoing discussions related to conflict between boating uses and growth in Port Credit. The assessment should include a phasing plan for changes to physical and operational marina configuration

D. Mobility

i. Transportation Overview

Exciting transportation changes are in the works for Port Credit including the planned development of the Hurontario Light Rail Transit (LRT) and the transformation of the Port Credit GO station into a Mobility Hub. Interest in living and working in Port Credit will increase as these transit facilities and nodes are put in place. A key factor in the evolution of the Port Credit community will be the enhancement of sustainable mobility options for residents, employees and visitors.

There is no doubt that future development of the IOL lands and CLC site will result in a significant increase in travel needs within, to, and through the Port Credit community and thus the development of these may become the catalyst for future transportation improvements. Input from the public has identified congestion on Lakeshore Road, particularly in the eastbound direction during the peak morning period and westbound direction during the peak afternoon period, as a problem today and a key concern looking into a future.

This perspective is supported by a transportation review of Lakeshore Road completed in 2010 that identifies capacity issues between John Street and Hurontario Street, particularly during the AM and PM peak periods, by 2031. This work was based on information available at the time the report was prepared and does not include consideration of traffic from the additional people and jobs associated with development of the IOL lands or the full development of the CLC site. This means that there is limited ability for Lakeshore Road to accommodate additional peak period, peak direction traffic volume.

As the only crossing of Credit River south of the Queen Elizabeth Way (QEW), Lakeshore Road is used for local traffic as well as through traffic, with a significant number of trips starting in the surrounding area (e.g., Clarkson, Park Royal, west Port Credit) Since there is little extra capacity during the peaks on the QEW, a number of motorists use Lakeshore Road via Mississauga Road as a detour, particularly if there is an incident on the highway.

With no alternative east-west corridor outside of an already congested QEW, there is limited opportunity to divert through traffic onto alternative routes if further local traffic from the IOL lands and CLC site along with other developments in Port Credit (e.g. intensification at the Port Credit Mobility Hub) were added to the network. The network is further constrained by limited ability to add automobile capacity to the north-south corridors (Mississauga Road and Hurontario Street) that connect Lakeshore Road to the QEW.



Figure 35 Port Credit Mobility: A menu of transportation options Source: Stoss

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The opening of the Hurontario LRT with a stop at the Port Credit GO station and on Port Street will help reduce the volume of local traffic along Lakeshore Road within Port Credit, particularly for trips that originate or are destined within a 500 to 1,000 metre radius of these stations. However, it is not anticipated to fully alleviate future congestion on Lakeshore Road. Maintaining effective travel within and through Port Credit will require a shift to more sustainable transportation choices that minimize the impact of peak period, peak direction volume on the road network. Providing opportunities for more sustainable transportation choices will give people healthy lifestyle options.

A menu of transportation infrastructure, service, and program/policy options are presented below to be considered as development increases in Port Credit. These options will all help mitigate congestion issues and provide sustainable transportation choices to residents/ employees and visitors of Port Credit, leading to other community benefits (e.g. improved health and accessibility). It is important to note that while changes to transportation options can be immediate, change in travel behaviour takes time. To better understand the impact of future development on traffic and travel patterns, as well as the need for timing of any new transportation infrastructure a detailed transportation assessment is required. This will also help assess the viability of transportation options presented in the following guidelines and in figure 35.

The following represents the menu of transportation options the City should consider to maintain transportation choice in and through Port Credit:

Guidelines (menu of transportation options)

Complete the Active Transportation Network:

- Active transportation forms a key part of the waterfront providing both utilitarian and recreational travel opportunities. Walking is popular in the area and cycling demand in Port Credit is among the highest in the city due to its active transportation friendly environment and its location along the waterfront Trail. The 2010 Mississauga Cycling Plan has identified improvements to the overall connectivity of the network which includes a primary on-road route on Lakeshore Road and Hurontario Street, proposed secondary routes along Port Street and Mississauga Road north of Lakeshore Road, on-road shared use lanes on Front Street South and Mississauga Road south of Lakeshore Road, and off-road multi-use trails along the Waterfront Trail and across the Credit River
- Add a dedicated off-road cycling route along a portion west of Front Street leading past the IOL lands. This portion is currently a combination of an on-road shared use lane and an off-road multi-use trail
- Provide a strong active transportation connection to the Port Credit GO station and LRT by enhancing the pedestrian and cycling experience and access along Helene and Ann Streets as recommended in the Hurontario/Main Street Corridor Master Plan Report (2010)
- Include a north-south connection from the Waterfront Trail to Lakeshore Road through the IOL lands
- Encourage/require bike parking standards in City's policy documents and Include bike storage facilities in proximity of the Port Credit GO station

Promote the Use of Bike Sharing Systems:

In addition to improvements in the cycling network, demand strategies such as the promotion of bike sharing systems should be considered. These could be located at the Port Credit Mobility Hub and other higher density residential/employment areas in Port Credit including the IOL lands and CLC site. Having this option available would enhance the connectivity between these three sites by providing an active transportation option (coupled with an improved network to cycle on). This will help reduce short-distance automobile trips on Lakeshore Road

Investigate potential for a new automobile crossing North of Lakeshore Road:

 Alleviating congestion along Lakeshore Road via the creation of a secondary location to cross the Credit River should be considered. A new crossing for automobiles, pedestrians and cyclists should be considered to help promote active transportation. A crossing adjacent to the existing rail line may be possible and should be considered

Investigate Travel Demand Management Solutions:

 During the AM Peak period, there is additional capacity on the network in the westbound direction. It is expected that a number of GO Train passengers living between the Port Credit and Clarkson GO Station travel east to Port Credit due to the cheaper passenger fare (GO Transit uses a fare by distance formula). As congestion builds on Lakeshore Road, GO Train passengers may be encouraged to travel west to the Clarkson GO Station to avoid the congestion issues heading eastbound (natural diversion). For those who are price sensitive, the City could consider approaching Metrolinx (GO Transit) about changing the fare policy at these two stations and making it an equal fare for PRESTO Card users. This would eliminate the incentive to travel east and use valuable roadway capacity

Promote Transit/Shuttle Bus Connections:

In addition to enhancements to the existing MiWay network, alternative transit service delivery strategies could be explored to enhance ridership and increase transit's mode share. A shuttle bus strategy from the IOL lands and other surrounding neighbourhoods to the Port Credit Mobility Hub could help reduce traffic volumes across Lakeshore Road by providing sustainable mobility options for residents and employees. Shuttle buses could be provided by MiWay or could be contracted by employers or condominium corporations within the IOL lands. MiWay currently operates three GO Shuttle routes to the Cooksville GO Station and this concept could be replicated in Port Credit. Privately sponsored shuttles are also common in many employment, institutional and high density residential areas and are permitted as long as a passenger fare is not charged. There may be an opportunity to incorporate these as a condition of development

Implementation Actions

Diversifying Transportation Modes:

- Action #12. Implement recommended cycling facilities to the Port Credit GO Station identified in the 2010 Mississauga Cycling Master Plan (Ann Street, Helene Street, Stavebank Road and Park Street)
- Action #13. Identify area for bike storage in proximity to the GO Station and revise City policy documents to encourage/ require bike parking standards
- Action #14. Investigate opportunities for a bike sharing system. This could evolve as a City initiative or a private initiative with City encouragement

- Action #15. Investigate fare structure opportunities with Metrolinx / GO Transit to improve reverse flow travel to the Clarkson GO Station
- Action #16. Implement MiWay shuttle bus service and/or encourage private service once the IOL lands, or phases of it, are developed. MiWay should identify opportunities as part of its upcoming 2013 Transit service review and in future reviews. City can encourage as part of development agreements for the IOL lands (based on higher density land uses on site)
- Action #17. Establish a cross department working group to continue dialogues regarding the inter-related discussions on mobility and development in Port Credit.

Addressing Congestion on Lakeshore and Long Term Transportation Options:

- Action #18. Review Port Credit development applications to ensure they do not preclude possible transportation choices.
- Action #19. Undertake a Lakeshore Road Transportation Master Plan that will guide the planning of the future multimodal corridors. The study will consider the menu of transportation options outlined previously including new crossing(s) of the Credit River for vehicles, cyclists, pedestrians and potentially LRT as well as striving to develop a fine grain road network and connection to the Port Credit Mobility Hub. The Master Plan would also include focus along the corridor of other key areas including Clarkson and Lakeview

Encourage Transit Supportive Land Use:

 Action #20. Encourage transit-supportive density, mixed use and design that supports transit ridership growth through specific policy for the IOL lands and CLC site and/or the development of city-wide transit-supportive development guidelines for intensification corridors and nodes Action #21. Review site plan applications for IOL lands and CLC site against the new policy and/or guidelines

Confirm Parking:

 Action #22. Adopt residential parking requirements based upon the parking study for Port Credit and in context of public commitment to new transit investments connecting Port Credit with regional job centers. Lower required ratios of parking would significantly reduce development costs and enhance the urban design and character of street life

ii. Lakeshore Road

Lakeshore Road currently serves many functions in the Port Credit community including a road for local and through traffic, a vibrant business area and a future on-road cycle route. As travel demand increases with additional development in Port Credit there is potential for these valued functions to conflict. Maintaining Lakeshore Road as a four lane roadway and accommodating a reasonable rate of flow during peak travel times is both a transportation priority and important to the economic vitality of the area. The community has also expressed their desire to see Lakeshore Road as a 'complete street' including a variety of transit modes, vibrant social uses such as cafés, and improved landscape features. With a fixed right-of-way, accommodating all the desires for this road will continue to be a challenge that requires consideration of the menu of transportation options to improve infrastructure and divert automobile trips to other more sustainable transportation modes. The evolution to a more complete street will happen over time and require discussions about opportunities, consequences and compromises. Through the Inspiration Port Credit process potential cross sections for Lakeshore Road were developed and tested and are presented here as a starting point for on-going discussion.

The existing conditions on Lakeshore Road east and west of the Credit River create different opportunities for future development. Clear challenges with regard to available space exist, particularly east of the river, which will need to be discussed and priorities established as design details are developed. For example, the addition of cycling lanes and extended sidewalks creates challenges with regard to parking and the number of lanes dedicated to travel. Two different options for bike lanes, one larger lane along one side of the roadway or two narrower lanes on each side are presented. (figure 37 + 39a) The addition of street trees along Lakeshore Road is important to improve the pedestrian experience however the location of these trees is limited by the presence of below ground utilities. The planned upgrade to the existing watermain under Lakeshore Road scheduled for 2016 should be viewed as an opportunity to consolidate utilities to provide flexibility for enhanced landscaping.

Urban Design Guidelines

VI. D1

Develop Lakeshore road as a 'Complete Street' over time:

- Consider the opportunity to implement improvements to the corridor through a variety of measures including through future developments/redevelopments along the corridor and in conjunction with future road rehabilitation and infrastructure works. Take advantage of infrastructure upgrades to re-organize Lakeshore Road, allowing for extended sidewalks, sufficient space for street tree roots and, where possible, stormwater collection and cleaning systems, i.e. bioswale, in the roadway
- When approving new development along Lakeshore Road including adjacent to the IOL lands, apply the mixed use setback of 5.6 metres from the sidewalk curb to building face as recommended in the Draft Port Credit Build Form

Guide (draft January 2012) to facilitate a vibrant mainstreet including extended sidewalks, patios, cafes and landscaping/ streetscaping

- Lakeshore Road East (figure 36 + 37) In the short term small café bumpouts similar to those that currently exist along the roadway should be promoted in order to bring activity to the street. These bump-outs would take up space that is currently given to parking. The solution to this could be to limit parking along Lakeshore Road East to off-peak hours and use one of the existing lanes of travel to accommodate this parking. This option is shown in the section. Limiting parking to off-peak hours within the travel lane limits conflicts between cyclists in the bike lane and autos pulling in and out of parking spaces along the roadway. Additionally it allows for a more extensive sidewalk for pedestrian movement and increased activity as well as more continuous vegetative cover. Consolidation of the utilities into the centre of the roadway would provide space for tree roots along the extended sidewalk.
- Lakeshore Road West (figure 38 39) Along Lakeshore Road West utilities will also need to be upgraded in time. The limited number of left hand turn options off Lakeshore Road West allows for the consolidation of infrastructure on each side of the roadway and the creation of a stormwater collection system in the centre of the road creating a landscape boulevard with active retail-oriented edges. A turn lane would then need to be cut into the stormwater median at a few intervals in order to allow for left hand turning.

Implementation Actions

Enhance the Lakeshore Road Experience:

 Action #23. Protect for the ability to incorporate a variety of uses within the Lakeshore Road corridor west of the Credit River through the review of all development applications on Lakeshore Road to ensure they incorporate the 5.6 metre setback as recommended in the draft Port Credit Built Form Guide. (see also action # 19)

iii. Light Rail Transit (LRT)

The City's Strategic Plan highlights transit as the 'preferred, affordable and accessible choice' and Port Credit as a Mobility Hub is a focus for the full integration of transit and other modes of travel. The Hurontario-Main LRT will provide a high speed, high capacity light rail service on Hurontario Street connecting a number of key nodes such as downtown Brampton, the Mississauga City Centre and the Port Credit GO Station to a southern terminus on Port Street next to the CLC site. The decision to bring LRT to Port Credit plays an important role in the opportunity for the Port Credit waterfront to become a new, active, central waterfront for the entire City of Mississauga. With higher order transit access, the Port Credit waterfront can:

- become a more regional amenity accessible to not only those who live in Port Credit but others throughout Mississauga.
- focus less on accommodating vehicles and parking allowing room for more public realm and open space.
- encourage commercial and retail opportunities knowing transit provides a wide customer base and thus enhancing activity and vitality.
- be a model of sustainability in keeping with the vision for the area.

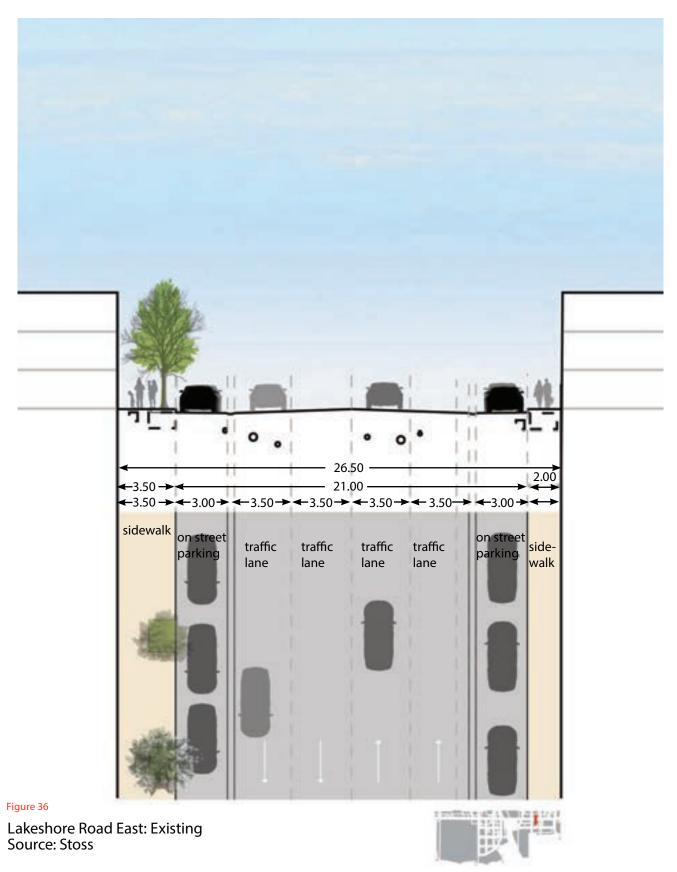
The Hurontario-Main LRT plans currently end at a station on Port Street within a dedicated right-of-way. The location of the LRT station and the configuration of the LRT lanes along Port Street can have significant positive impact on the nature and vibrancy of that waterfront. CLC has proposed that the station be shifted to Stavebank Road to allow for transit to end dramatically at the water and the associated public realm. There are advantages and disadvantages with both transit station locations. Ongoing discussions are required and any change to the Port Street location can be addressed through an addendum to the LRT Transit Project Assessment Process.

With the development of the IOL lands consideration should be given to a future extension of the Hurontario LRT across the Credit River. From a planning perspective, this extension to the IOL lands would increase the accessibility of the LRT corridor to southwest Mississauga, providing connection opportunities to other MiWay routes and further increasing transit's mode share. The most significant increase in mode share would likely occur in the IOL lands, where an opportunity exists to plan and design a transit-supportive development around a future LRT station. This consideration should be included in the menu of transportation options studied through a Transportation Master Plan for Port Credit

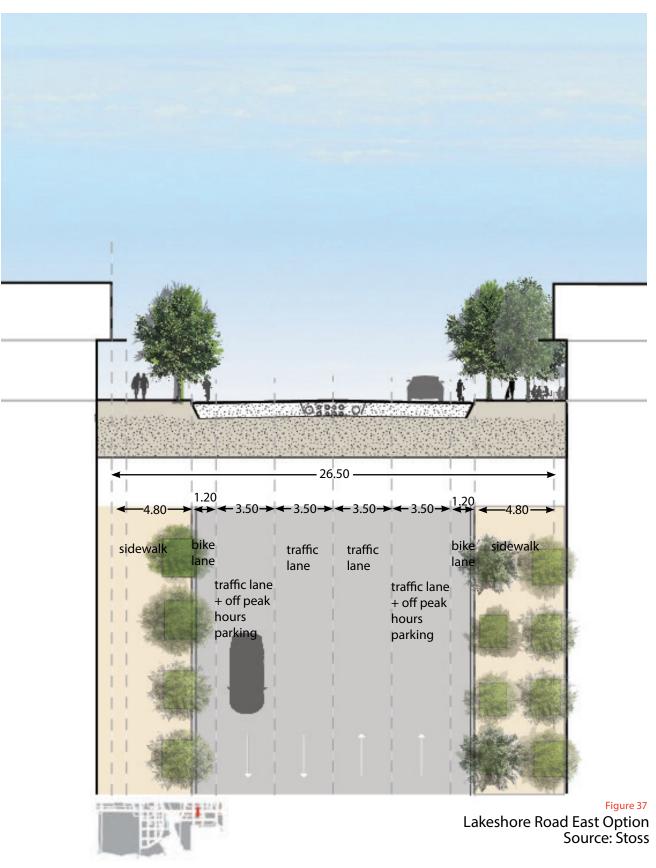
Implementation Actions

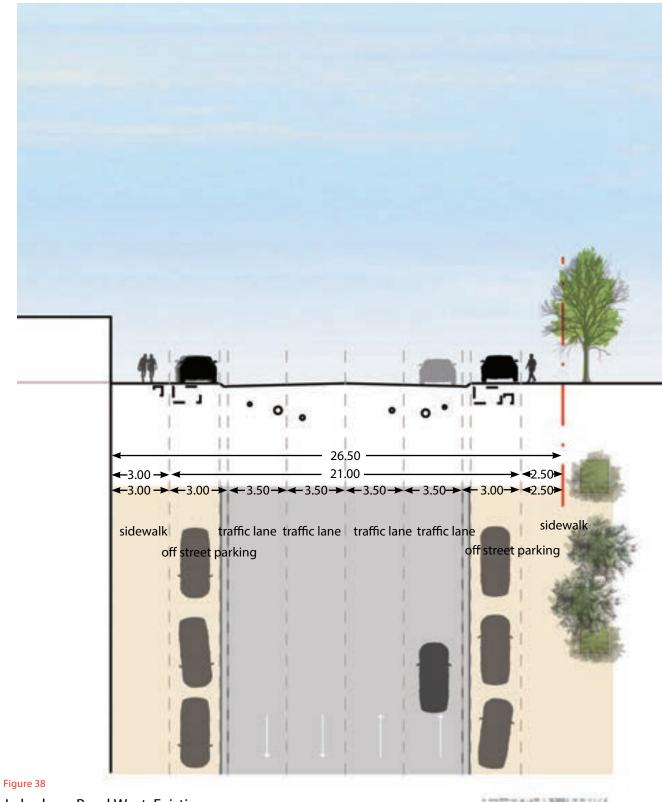
Consider Long Term LRT Opportunities

- Action #24. Review the final LRT plans to ensure they do not preclude future opportunities to provide service to the IOL lands
- Action #25. The City will be completing the Hurontario LRT-Main Transportation Project Assessment Process with the final station on Port Street and the associated dedicated right-of-way. Discussion on the optimal location for this station



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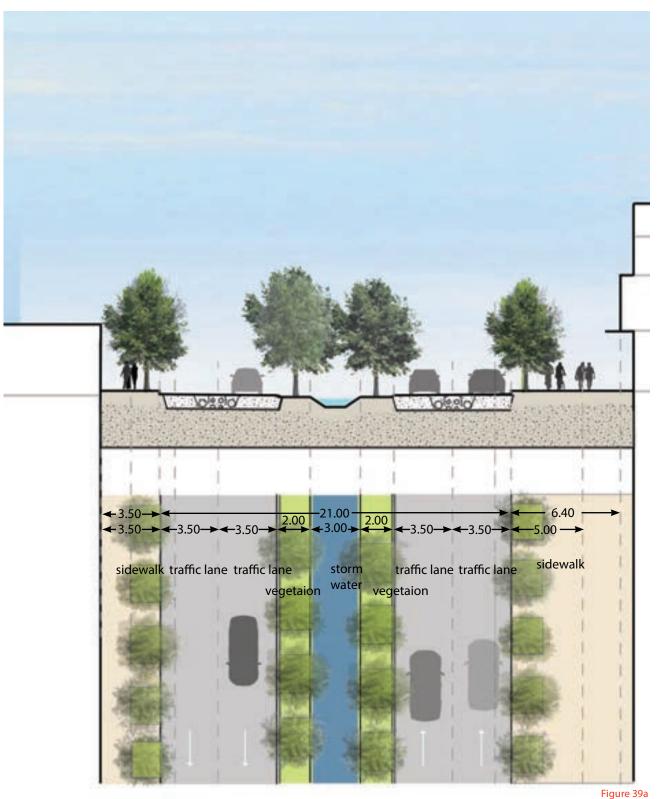


Lakeshore Road West: Existing Source:Stoss

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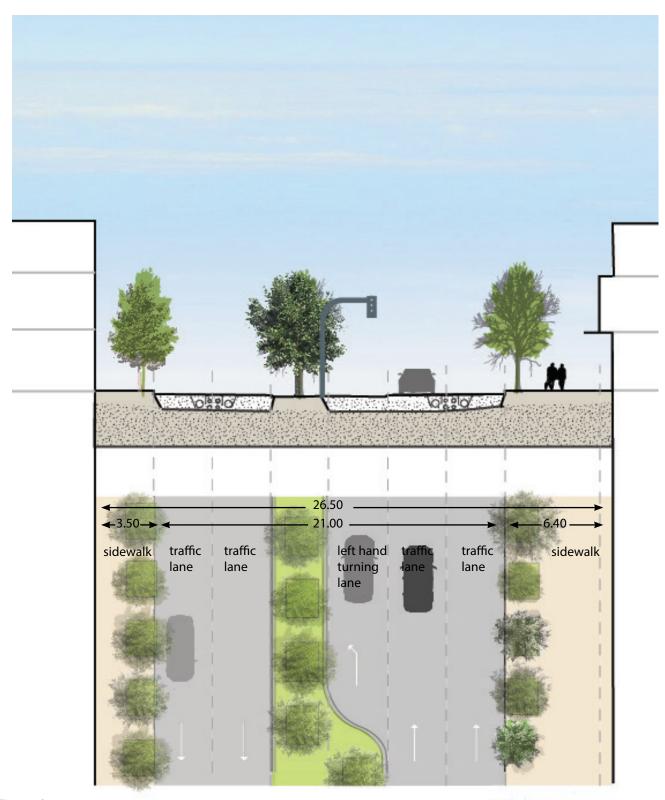


Lakeshore Road East: Existing





Lakeshore Road West: Stormwater boulevard Source: Stoss





Lakeshore Road West: Left-hand turning Source: Stoss



should continue during detailed design. If it is determined that the station location and/or dedicated right-of-way should be adjusted an addendum to the Environmental Project Report can be prepared

v. Marine Transportation

The extension of LRT to the CLC site and the proposed increase in commercial and office usage on this site as well as the proposed increase in population and activity on the IOL lands create the possibility that marine transportation options may be desirable and economically viable. Arriving at or leaving a city by the water is a unique and memorable experience. Marine transportation to and from Port Credit could serve to enhance the experience of visiting or living in a waterfront community, increasing the awareness of the water and its powerful influence on everyday life in Port Credit. The question is whether there is sufficient potential market demand for a transportation alternative to current modes of transport, namely private vehicular travel, GO train service, bus or other landbased transportation from Port Credit.

Initiating new water-borne transportation service (high-speed ferries, water taxis and the like) is an extremely challenging proposition. The experience in recent years of New York City transportation and economic development officials and the NY regional ferry transportation companies provides a useful lesson in the challenging economics of establishing new ferry routes and building a critical mass of sustained ridership. Despite having a population of more than 8 million residents within city boundaries, some 15 million people in the New York metro region, and thousands of new residential units being built in the past decade on formerly industrial waterfront areas of the City, water taxi and other ferry service that connects the enormous employment centers of Midtown Manhattan

and Wall Street in Lower Manhattan have not been able to sustain themselves without governmental subsidies. Ferry service has been started and discontinued numerous times along seemingly profitable routes due to the high cost of waterborne transportation operations and the relatively low volume of user demand. Where such transportation service has been most successful is where there are no other reasonably good land-based transportation options for commuters who live and / or work proximate to waterfront places. In the case of Port Credit and the rest of Mississauga, there do appear to be reasonably good options available currently that provide access to the region's job centers and Island airport. If the problem that the consideration of waterborne transit is trying to address is increased connectedness between Port Credit and the region's economic center, it would seem to be more cost efficient to increase the level of service on existing transit such as the GO train. With this in mind, the City may find it desirable to implement marine transportation options in which case exploration of possible opportunities and partnerships that could increase demand and reduce costs could help to aid in the success of the endeavor.

Implementation Actions

Assess the feasibility of Marine Transportation:

Action #26. Continue to investigate partnership opportunities for the delivery of marine transportation such as water taxis. Study should include the potential to implement Water Taxi and/or ferry service to Toronto City Airport and/or downtown Toronto and an investigation of potential partnerships with private business and tourism based enterprises to support this implementation

E. Municipal Services

The potential need for improvements to municipal services to accommodate development is an important consideration. According to discussions with the Regional staff, Peel Region continuously monitors development approvals and Official Plan changes and update the Water and Wastewater Master Plan accordingly. The Region provides information regarding servicing capacity in the individual water pressure districts or sewage catchment areas at the development application stage. Approval of future development should be deferred or phased until appropriate servicing is put in place.

i. Wastewater Servicing

Port Credit and the IOL lands and CLC site are serviced by the Region of Peel through the Lakeshore Road West wastewater system and ultimately the G.E. Booth Wastewater Treatment Plant in Lakeview. Generally, treatment plant capacity can be relatively easily upgraded to treat additional sewage; it is the trunk mains and pumping stations that are often a greater challenge for development. The Region is currently updating their Water and Wastewater Master Plan for lake-based systems to the year 2031 and considering long term servicing needs for growth beyond 2013 and can incorporate these demand estimates where appropriate. In the shorter term the Region is currently in the process of upgrading the Beechwood Street Sewage Pumping Station which is key to moving sewage through the trunk sewer system. The Region has considered the population and employment projections for approved and conditional approved developments in the area for the upgrade of this pumping station and it is aware that there are a number of properties in the catchment area that have potential for some form of intensification/redevelopment. However, the Region includes population and employment projections for specific sites into the Master Plan if there is a formal

development application process being followed before the City.

Further improvements to the wastewater system might be required to accommodate the full build out potential of the IOL lands and CLC site. This development will however be implemented over a long period of time and improvements may not be required immediately. The Region's Wastewater Master Plan should be updated to accommodate developments. Projected demand estimates will assist the Region in making any adjustments to the design of this pumping station to account for the initial phases of development on the IOL lands and CLC site. Once the City has adopted the Master Plan for the CLC site, the City and developer need to make sure that population and employment estimates for the CLC site are included in the next revision of the Region's Wastewater Master Plan and Official Plan to facilitate any needed upgrades to the wastewater infrastructure. Regarding IOL lands, estimates for population and employment should be included in the Region's Master Plan once a comprehensive master plan has been completed (and adopted) for this area

Implementation Actions

Provide updated population and employment:

Action #27. .Provide updated population and employment that includes IOL lands and CLC site to the Region of Peel in time for the next wastewater master plan. Monitor and ensure the Region has accounted for the populations within the updates. "Confirmation of capacity" could be requested of the Region to begin this exercise

ii. Water Servicing

The Region of Peel supplies potable water to Port Credit from the Lakeview Water Treatment Plant via the Lakeshore Road West watermain system. The Region has plans for a construction of a new watermain from Wesley Avenue to Enola Avenue in 2016.. The population and employment projections for the IOL lands and the CLC site should be provided to the Region when available at the development application process stage so that they can account for this growth in the future watermain improvements.

Guidelines

VI. E1 Water conservation and wastewater efficiency:

- Developments should incorporate water consumption reduction strategies and the use of water efficient fixtures
- Developments should also use low-water landscaping through the use of drought resistant / low-maintenance landscaping that requires little irrigation and use native species

Implementation Actions

Provide updated population and employment:

 Action #28. Once the CLC Master Plan is adopted, the population and employment estimates and the projected phasing plan for the site should be circulated to the Region in order to feed into the Water Servicing Master Plan review. Regarding the IOL lands, similar information should be sent to the Region once a comprehensive master plan has been completed for this area

iii. Stormwater

Stormwater from roads and properties in Port Credit is collected via storm sewers within the road allowances and conveyed to Lake Ontario. There is no additional capacity within these storm sewers for stormwater from the IOL lands and CLC site so stormwater from this site must be managed on-site. Sustainable stormwater management techniques should be considered provided they are appropriate given the 'brownfield' characteristics of the two sites.

Guidelines

VI. E2

Utilize Stormwater Management and Low Impact Development (LID):

- **Developments should incorporate** innovative techniques for stormwater management, including the use of the Green Development Standards and the CVC guidelines for stormwater management, landscaping and LID. Developments should incorporate measures such as green roofs, rain water harvesting, and rain gardens on individual lots, in combination with the use of techniques such as bio-filters, bio-swales, and grassed channels along right-of-ways and landscaped areas. The stormwater management features need should be developed considering the urban design guidelines
- To the highest degree possible utilize wetland and other soft infrastructures to clean water prior to entry into Lake Ontario
- Stormwater capture and conveyance may be implemented along portions of Lakeshore Road as infrastructure improvements are made

F. Sustainability

Development on the CLC site and IOL lands is intended to achieve the "Living Green" goals of the City of Mississauga's Strategic Plan and has the opportunity to become a model of social, economic and environmental sustainability. There are multiple opportunities to achieve sustainable development at the neighbourhood and building level in the CLC site and IOL lands, and to help "Green" Port Credit as part of the development process. Developments should achieve high standards of sustainability and green living principles already established in the City's Strategic Plan, Official Plan, draft Port Credit LAP, Green Living Master Plan, and Green Development Strategy and

Standards. Sustainability is therefore a part of every aspect of Inspiration Port Credit and will be achieved through the application of innovative urban design, building design, mobility networks and landscape systems in the two sites as well as in Port Credit as a whole.

Key sustainable development principles to be achieved in the two sites have been discussed in sections A-E of this chapter. These are as follows:

Land Use, Built Form + Urban Design

- Compact, complete and connected communities
- Healthy neighbourhoods
- Transit-oriented communities
- Variety of built form, scales and views
- High-quality streetscapes and placemaking
- Complement character of surrounding neighbourhoods
- Energy conservation and green design for buildings

Landscape and Public Realm

- Foster arts and culture
- Interconnected parks and open space system
- Create greater public awareness and advocacy for environmental stewardship
- Enhance the natural environment
- Energy conservation and green design

Municipal Services

- Stormwater Management and Low
 Impact Development (LID)
- Water conservation and wastewater efficiency
- Waste Management + Materials Recycling

Implementation Actions

Develop sustainable development guidelines for the IOL lands and CLC sites: Action #29. Develop sustainable

development guidelines specific for the IOL

lands and CLC site. For the IOL lands the guidelines would require the exploration of District Energy for heating and cooling and the use of renewable energy at both the site and building level. The Sustainable Development Guidelines for the IOL lands may be a consulting assignment with Staff time to develop RFP and to manage the assignment. Alternatively, the guidelines could be prepared as part of the future IOL Master Plan

G. Business Case + Economic Analysis

Port Credit is today a neighbourhood of choice in which to live, work and play. Numerous real estate development and investment firms are actively engaged in private residential, retail, office and open space development to capture this market demand for space within the Port Credit market. Looking forward, given the unique Lakefront location and limited land availability in comparable locations within the city, and to the extent that the cost of land for new development (including extraordinary site costs) is within the range of what the Port Credit market can support, it is highly likely that there will continue to be demonstrable private market demand for medium and higher density mixed use development, predominantly residential in use along the Port Credit waterfront.

Economic Growth Hinges on Transit Investment

This projected continuing market demand for new residential and commercial uses in Port Credit represents perhaps Port Credit's greatest threat. Additional real estate development demand along the Port Credit waterfront can be expected to result in meaningful growth in residential, worker and visitor populations over the next 5-10 years, exacerbating the already serious traffic and mobility issues which confront Port Credit, as discussed in detail elsewhere in this report. There is general agreement around the need for transportation and transit investments that directly address the issues of limited vehicular capacity on Port Credit's only east-west thoroughfare, Lakeshore Road. However, the options for improving capacity and levels of service on Lakeshore Road are extremely limited. The City of Mississauga and regional transportation leadership, therefore, must continue to work to identify strategic LRT station locations and levels of service to 1) shift current modal splits on Lakeshore Road and throughout Port Credit away from passenger vehicles toward greater transit use and 2) consider expanding LRT infrastructure investment to support large scale development poised to occur over time on the IOL lands in order to prevent development pressures from seriously diminishing the quality of life attributes that help drive market demand at this unique location in the region. In addition to transit investments, land use decisions should emphasize walkable developments with diverse employment opportunities in order to help reduce the overall number of vehicle trips across Port Credit.

Benefiting from Growth as a Regional Destination

Port Credit also serves as a citywide and to some extent regional destination for food, entertainment and shopping. Further, it serves the unique role as one of the very few public waterfronts within the city of Mississauga. Properly planned with a sequence of attractive, pedestrian-friendly and actively programmed water-oriented civic spaces around which retail, food and beverage, entertainment, and other uses are organized at street-level, Port Credit has enormous potential to leverage its position as a regional destination, grow its visitor economy, capture greater tax revenues and support an increasing number of jobgenerating small business enterprises within the district.

The Economics of Placemaking: Establishing a Development Framework

So the fundamentals that drive "consumer demand" for preferred places to live, work, study and visit appear to be in place. But a partnership of public and private interests that are committed to advancing economic growth in Port Credit must be established. And a range of interventions must be undertaken in order to "unlock" the potential for economic growth, vibrancy and sustainability in Port Credit. It is in this context, of Port Credit's dual role within the city and the region and the recognition of the area's untapped potential, that a development framework for change has been envisioned for Port Credit's central waterfront.

A broadly supported Development Framework must be put in place to guide growth and provide predictability. The Framework establishes the ground rules for what the public planning and regulatory agencies will require in terms of land use, built form, a range of public amenities, transit, parking treatment, activated streetscapes, etc.. This framework answers many questions that are often areas of risk for prospective investors and developers considering particular real estate development opportunities. The Framework will act as a strategic business tool that both protects the public interest and encourages private investment.

A Development Framework that will create real estate value and unlock Port Credit's economic potential should establish a series of public-private partnerships whereby the public sector has at its disposal its powers of zoning and land use planning, the availability of low-cost municipal financing and other incentives, and the potential to enhance and better connect and relate its network of publicly owned streets and parks with adjacent private development parcels on which private owners and developers similarly commit to a series of public benefit improvements as outlined in the Framework. The Framework may call upon the public and private parties to:

- Create and protect an ambitious and memorable public realm first
- Stitch together Port Credit's disparate parks and waterfront places: the sum will be greater than its parts
- Undertake transit improvement and other mitigation measures that offset traffic gridlock in and around Port Credit
- Increase the historically important maritime and marina experience while shrinking its upland footprint
- Blur the boundaries between waterfront parks and upland private development/ ground floor uses to enhance the public realm experience
- Commit to affordable housing, live/make spaces in order to advance creative and economically sustainable community objectives

Proven Models for Economic Growth

Throughout North America and around the world, governments, in partnership with quasi-public, private and philanthropic partners are working strategically together to create economic and community growth strategies that benefit from the contributions that each of these parties can bring to the table. Typically, the public sector takes early financial risk, offering patient capital investment in core infrastructure, for example, funded through municipal bonds. These improvements often include transit, utilities, roadways and parks improvements.

Increasingly, a significant stimulative economic effect is achieved through the creation and implementation of plans for compelling public parks and open space. Examples include the Barcelona waterfront, the ambitious Porto Maravilha plan in downtown Rio de Janeiro, or the High Line and Hudson River Park in New York City. Each has succeeded by committing to early capital investments in the public realm, paired with zoning strategies that both enhance those public places and are informed by what the private real estate development market wants to invest in, broad consensus around a Development Framework, and setting up the organizational capacity and expertise to implement these improvements over time.

As a matter of public policy and as part of the City of Mississauga's toolkit for creating jobs, strengthening the City's tax base and increasing Port Credit's competitiveness as a community of choice, commitments to quality placemaking investments must be seen for their proven capacity to drive economic development, and to create significant new private real estate value. As proven with the projects noted above and many others worldwide, investments in creating high quality parks and public waterfronts have the potential to "unlock" tremendous economic and real estate value.

The development on the CLC site and IOL lands will be more profitable for those developing and investing in these properties if there is proximity to transit, great streets and parks. And just as park and public realm design should create an attractive "front door" address that enhances the desirability (and thus value) of adjacent private properties, private development must enhance the adjacent public realm, not strain or diminish it in its design, siting, scale, configuration and mix of uses, particularly at street level.

One of the most effective ways to capture prospective business growth on development sites in Port Credit is to make commercial development sites "shovel ready." Businesses are looking for certainty when they consider locations for establishing offices. The extent to which the City and the land owners of IOL lands and the CLC site can work together to improve roadway and utilities, streamline the construction permitting process, and establish a sufficient critical mass of the new "place" (parks and other amenities and services) that is envisioned for these sites will have a significant effect on how prospective businesses, investors, retail tenants and others rank Port Credit against competing business locations elsewhere. It is important to demonstrate to prospective businesses and investors considering Port Credit that there is leadership, authority and the staffing and financial resources available within the public and private sector partnership to undertake building new buildings and creating whole new environments that will be highly attractive new mixed-use places. The public benefits from creating greater economic activity, increased tax revenues to the municipality, and new jobs through public private partnerships in real estate development and investments in the public realm are obvious. Perhaps less obvious, yet of great importance as well, is the opportunity to capture some of that real estate and economic value attributable to new investments in parks, open space and transit such as those possible at the CLC site and IOL lands. Elsewhere in this report is a discussion of how the City might establish structures that allow the City to re-direct value created back into public amenities such as a dedicated operations and maintenance fund for parks and open space in Port Credit.

Guidelines

VI. G1

Establish new retail uses:

 New retail uses should relate to the sites' waterfront locations, meet needs of locals, workers, and visitors but not compete against Lakeshore Road retail. Specific uses would be the subject of a retail study performed by the IOL site developer during the application process

VI. G2

Strengthen urban ties to waterfront parks:

 Informed by global best practices in urban design, strengthen connections between waterfront parks and adjacent upland private uses including retail, cafes and restaurants. This is best represented in the potential integration of J.J.
 Plaus Park with its CLC context to the immediate east of the Park

VI. G3

Attract business development:

 Make commercial development sites "shovel ready" in order to create more attractive sites for business establishment. Promote a sense of investment and available resources that will encourage investors and business tenants to choose Port Credit

Implementation Actions

Maximize public benefits from redevelopment of IOL lands and CLC site:

- Action #30. Identify strategic investments of early patient public capital funds in great streets, parks and core infrastructure to create economic value and new places around which private investment will organize
- Action #31. Strengthen connections between waterfront parks and adjacent upland private uses including retail, cafes and restaurants
- Action #32. Support Port Credit BIA and others' efforts to expand visitation and shift perception about the area's seasonality through their preparation of a marketing and programming initiative focused on Port Credit as a fun, familyfriendly year-round outdoor destination

Chapter Summary

The Port Credit Framework for change provides guidelines and aspirations for planning across Port Credit in coordination with the creation of a Master Plan for CLC and a framework for a future comprehensive master plan for the IOL lands. The framework promotes a landscape-based organization of future development in which land use and built form are informed and supported by a rich network of open space. As such, a key element of the framework is the creation of a fully connected, continuous and contiguous waterfront parks system that includes the completion of the Waterfront Trail as a continuous recreational trail along the Port Credit shoreline. In conjunction with this connected waterfront an increase in guality and guantity of waterfront parks that promote recreation and tourism while protecting natural and cultural heritage is recommended. With this landscape as a foundation, the framework supports compact, complete, connected transitoriented communities that promote diversity, sustainability and the preservation of the existing historic district and other cultural landmarks. Increased connectivity and mobility options are critical to the creation of the landscape-based compact communities supported in the framework. At the heart of a future connectivity network is the proposed extension of the Hurontario-Main LRT to Port Credit. The framework supports this extension as an important component for developing compact transitoriented communities. In addition to the extended LRT line, a menu of transportation options is provided that includes guidelines for increasing active transportation and reducing congestion along the Lakeshore Road corridor. All guidelines presented in the framework promote sustainability and the promotion of high quality waterfront environments as a foundational principle for development in Port Credit.

FOR CANADA FOR CANADA LANDS COMPANYS PORT CREDIT HARBOUR MARINA

VII. MASTER PLAN FOR CLC

A. Master Plan Process

The One Port Street Master Plan provided to the city by Canada Lands Company Limited (CLC) presents a tremendous citybuilding effort, taking advantage of a unique waterfront site and reinforcing the future of Port Credit as the central waterfront for Mississauga. The One Port Street Master Plan provides a range of new public spaces, public access and connectivity all focused on the development of the CLC site as a place to live, work, make and play. As part of the Master Plan process, CLC and the One Port Street team collaborated with Inspiration Port Credit (IPC), its consultant team and City officials to ensure the required level of detail was met and that there was integration of the One Port Street Master Plan into the planning goals of the City of Mississauga (City). The IPC team and the City have provided input on the One Port Street Master Plan throughout its creation. In addition, community outreach sessions were held in which local residents and stakeholders were able to comment on the plan as it was in progress. Presented here is the One Port Street Master Plan adapted to include recommendations from the IPC team and site-specific policy directions that will need to be in place in order to implement a master plan for the CLC site.

The creation of site-specific Local Area Plan policies for One Port Street will be the eventual outcome of this collaborative effort between the City, the community and CLC. These policies will provide a framework for development of the site while allowing flexibility for future designers and builders

B. Size + Scale Comparisons

The importance of the waterfront nature of the CLC site has been central to planning for its future. For this reason, precedent research into the nature of recognizable and successful waterfronts around the world was an important part of the planning process for the CLC site. As part of this precedent research, a number of these developments were overlaid onto One Port Street at a 1-to1 scale. These overlays help to demonstrate the public realm and built form capacity and potential for the site.

Overlays of Granville Island, Seattle and Port Vell, Barcelona are shown in figures 40 + 41.

C. Baseline Contamination

The Master Plan for CLC includes the review of soil and groundwater information available for the site and indicates that contamination has been identified on the site within the surface layers; however the naturally occurring sediments in the site remain largely uncontaminated. This contamination might have been caused due to the nature of the fill used to construct the wharf and the historic uses that have used chemicals associated with boat repair and refueling. The review identified concentrations of metals and inorganic contaminants, and hydrocarbons, which exceed the current applicable Ministry of Environment (MOE) standards for more sensitive land uses (eq. residential, parkland). Regarding groundwater, there were no chemical contaminants observed which would exceed the applicable MOE standards. Mississauga Official Plan indicates that approval of amendments to the Official Plan for sites with confirmed contamination require a remedial action plan in accordance with Provincial regulations. Recommendations contained within the plan will be implemented by way of conditions to development approval.

The appropriate environmental management approach to mitigate the potential contamination impacts and to prepare the site for more sensitive uses will be determined according to the development strategy. Section VIII C. of this report includes an overview of the remediation and risk management options and their regulatory implications.

Guidelines

VII. C1

Develop an appropriate environmental management approach:

- Inclusion of remediation, risk assessment, generic removal or a combination of those methods will be required to mitigate the identified soil contamination and to prepared the site for future more sensitive land uses
- A mandatory MOE Record of Site Condition (RSC) must be completed before changing the land use of the site to a more sensitive land use, such as residential or parkland. The RSC documentation must demonstrate, once a remedial strategy is complete, that the soil and groundwater on the site meet generic and/or risk-based standards for more sensitive land uses. If the RSC is filed based on a risk assessment approach, the specific risk management measures applicable to the RSC would be specified in a Certificate of Property Use (CPU)

D. Landscape and Public Realm

The CLC site benefits tremendously from its central location in Port Credit and the abundant open space resources that surround it on 3 sides. Few urban locations can boast the degree of open space and landscape connectivity that the CLC site can. Of primary importance in planning for the site, therefore, is the preservation and enhancement of these open spaces and connections. The Master Plan for CLC includes three primary objectives with regard to landscape and the public realm:

• the extension of the community to the waterfront

- reinforcing views to Lake Ontario and the Credit River (figure 42)
- the creation of pedestrian-scaled public open space including the Waterfront Trail, active marine plaza and urban parks linked to adjacent public open space

These strategies, in addition to the maintenance and integration of active marina functions and marine uses (discussed further in section VII. E. The Water Plan) focus on the creation of a lively public realm defined by its unique waterfront site opportunities

i. Parks and Open Space

The CLC site can play a unique role in enhancing the waterfront experience and allowing for a different type of waterfront experience than that of the Credit River shoreline or the IOL lands. The primary focus for the parks and open space on the CLC site is the development of an active public realm that links to existing adjacent parks and open space and strengthens the physical and visual connections between the community and the water. High quality contemporary public spaces with strong waterfront character that are sensitive to the marine history and Port Credit's urban village identity should be encouraged. (figure 40)

A vibrant waterfront edge with variable uses provides amenities for residents and visitors to the site. Open spaces that support artisanal uses, dining, arts and entertainment are critical to the creation of a place where people can live, work, make and play. Attracting people to the waterfront on foot or bike is a priority and will create a feeling of the entire site as an open recreational destination with a unique urban and waterfront character and identity. The following recommendations should be employed to achieve these goals and should be implemented early in the development of the CLC site in order to establish and build upon its waterfront identity.



- High quality public space Large scale marina with private operator Destination waterfront

Figure 40 CLC Site scale comparison: Port Vell, Barcelona Source: Stoss

106



- •
- Festival marketplace Working waterfront with housing + mixed uses Successful regional destination
- •

Figure 41 CLC Site scale comparison: Granville Island Source: Stoss



Land Use Guidelines

VII. D1 Enhance Views:

- North to South views through the site are currently of good quality and should be maintained and, where possible, enhanced. East-West views are currently obscured by the presence of a fence and existing structures. Opening up these views through landscape and built form strategies is an important component of strengthening the connectivity between the city and the waterfronts along the lake and river. Where possible, panoramic views should maintained or created.
- Protect and enhance the existing North

 South street view corridors. Built form strategies of aligning blocks, streets, midblocks should avoid new impeding visual connections between Helene Street, Elizabeth Street, and/or Stavebank Road and the waterfront
- Encourage the creation of open spaces, seating areas, access to the water and public spaces such as open markets or viewing platforms along the above mentioned view corridors and at the juncture between the water and these street extensions
- Establish new East-West view corridor of an 18m (59 ft) minimum that aligns with the Waterfront Trail, allowing for its extension through the site to J.J. Plaus Park
- Establish additional East-West view corridors. Exact location of corridors will be determined during design detail stage of development, but should take into consideration existing adjacent parks such as J.J. Plaus and optimize connections where possible
- The street network should be designed in such a way to promote views through the site to Lake Ontario and the Credit River

VII. D2 Complete the Waterfront Trail:

The continuation of the Waterfront Trail along the water's edge of the CLC site provides public benefit both on local residents and for the region through the completion of a missing link in this important trail system. The focus of the trail should be on multi-use pedestrian and cycling scale access that includes fishing, boating, outdoor dining and entertainment. Legibility of the trail as a continuous system through material choices and formal character should be considered during design detail stages. The CLC Master Plan breaks this trail into 3 distinct 'character areas' the North Promontory, South Promontory and Wharfside. These are characterized as follows: (figure 43, 44)

North Promontory

- Should provide an open east-west view through the site to align with the existing Waterfront Trail
- Should incorporate vegetation that creates a cohesive green link to J.J. Plaus Park to the west and to St. Lawrence Park to the east

South Promontory

- Should take advantage of its location as the southernmost point of land on the site with views over Lake Ontario and Toronto
- Should incorporate vegetation that creates a cohesive green link to J.J. Plaus Park to the west
- Wharfside
- Should create a linkage between first floor commercial uses, active marine uses and pedestrian and cycling uses
- In addition to these specific character areas. General recommendations for the design of the trail are as follows:
 - Trail should be a minimum of 10-15 metres (32.8– 50 ft.)wide. Greater

width or other design strategies to minimize congestion along the trail should be employed.

- Trail should include a variety of yearround activities
- Trail should allow for continuous public access in combination with marine and related uses

VII. D3

Connect to adjacent parks and plazas:

- The CLC site is bounded to the West by J.J. Plaus Park and to the East by St. Lawrence Park. The completion of the Waterfront Trail along the CLC site should connect these two parks to create a contiguous open space network along the waterfront from the Credit River to Tall Oaks Park
- Connections across the site east to west should be made through pedestrian scale mixed-use streets along the IOL lands in addition to links to Lakeshore Road where cyclists may choose a faster route across the Credit River

VII. D4

Create new waterfront parks and open spaces:

The City's Official Plan suggests a standard of 1.2 ha(3 ac) of parkland per every 1000 population. The Provincial Planning Act requires a standard of 1 hectare for every 300 dwelling units. The inclusion of 3 new parks on the CLC site, an enhanced publicly accessible breakwater (described below) and the continuation of the Waterfront Trail along the site provide 1.5 ha (3.7ac) of parkland for a population of approximately 2280 – 2850. This is below the City and provincial standard, however, the desired character of the CLC site as part of a vibrant central waterfront and its close proximity to an abundance of existing parkland warrants a slightly more dense area. Nonetheless,

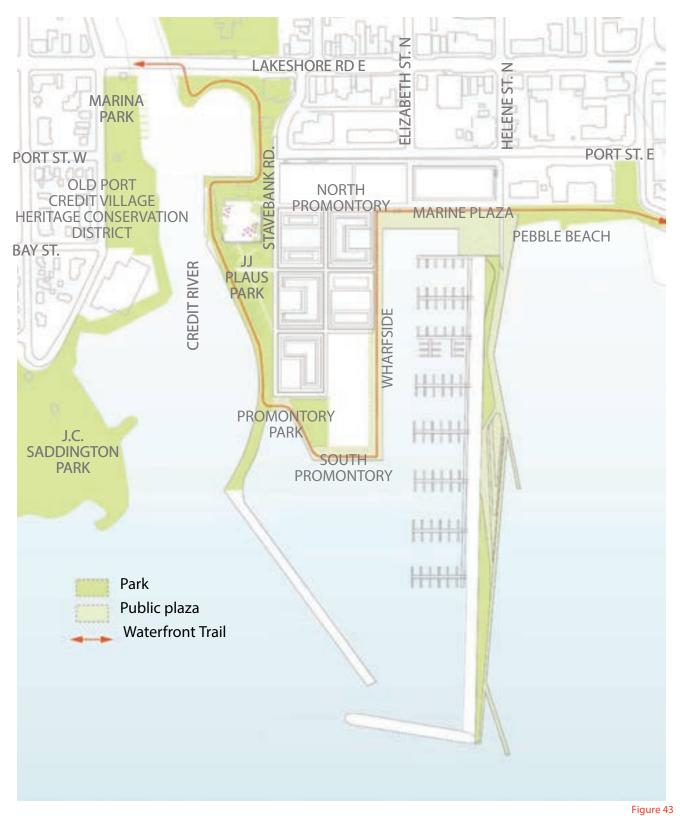
efforts to increase the overall open space should be made where possible including seeking opportunities to create additional water-based recreational space and private open spaces within the urban structure such as interior plazas and accessible green roofs. Urban streets should also be intimately scaled and act as public promenade, increasing public open space within the urban realm. Suggested public open spaces to be created follow:

- Marine Plaza: the location of a marine plaza between the pier at the end of Helene Street and the Southern end of Elizabeth Street will mark the meeting point of the city and the water. The 'Eastern Marina Variant' of this plaza is preferred as it creates a much thicker, recognizable edge between the city and the waterfront. This plaza should have a distinctly marina-oriented character and could possibly share some active marina uses. Should these uses be shared further, circulation studies and land use compatibility will need to be intensively studied. Active ground floor uses surrounding this site are important to activate and animate the edges while the interior of the plaza should be flexible enough to accommodate a wide range of future public uses
- Helene Point/Pebble Beach: locate a public open space at the southern end of Helene Street where it joins with the Waterfront Trail. The opportunity to create physical access to the water should be taken advantage of through the implementation of steps or terraces that allow access to a cobble shoreline. This site creates the potential for a public 'gateway' to the CLC site. Coordination of this beach



Figure 42

Master Plan: Views Source: Stoss



Master Plan: Public open space Source: Stoss along with the larger marine plaza in the 'Eastern Marina Variant' should be considered

- Promontory Park: locate an urbanscaled public park at the Southern end of the CLC site. In contrast to Helene Point and Marine Plaza this park should have a softer, 'greener' character and a width of at least 25metres (82ft) to create a link to J.J. Plaus Park. Views out to the water and linkages to ground floor retail uses should be prioritized
- Breakwater Promenade: The Eastern breakwater that currently acts to protect the Port Credit Harbour Marina from strong wave action will need to be evaluated in the course of the development of the CLC site. As part of this evaluation the creation of an increased public realm should be considered as part of any future enhancement of the pier. Creating a public access promenade would provide increased public open space on the CLC site and add to the waterfront identity of Port Credit. The unique views back to Toronto and close-up views of the Ridgetown that would be gained would be a tremendous asset to Port Credit
- The seawall along J.J. Plaus Park and the Training wall south of that seawall may present other opportunities to create public access along the waterfront. All of these opportunities should be fully considered only after completion of a coastal engineering processes study

VII. D5

Enhance J.J. Plaus Park: (figure 43, 45 + 46)

 As part of the redevelopment of the CLC site, J.J. Plaus Park should be renovated and enhanced. This presents a tremendous opportunity to transition this park from a passive park with a thick buffer along the eastern edge to an active urban park that links public activity on the CLC site such as a public market, restaurants, cafes, offices and residences, to the Credit River and Lake Ontario, creating more activity throughout the park instead of limiting it to the edges as is currently the case

Implementation Actions

Completion of Waterfront Trail along CLC site shoreline:

 Action #33. Conduct coastal engineering processes studies to understand opportunities and potential challenges or risks to completion of the Waterfront Trail along the shoreline at the CLC site and the extension of and allowance for public access along the pier

Enhancements to J.J. Plaus Park:

 Action #34. Undertake an Environmental Assessment to study the need for improvements and renovation and enhancement of J.J. Plaus Park considering the development at the CLC site

ii. Recreation and Culture

The previously described goals of increasing public open space along the CLC site contribute to enhanced recreational activities such as cycling, walking and fishing. The core approach of the open space plan, extending the community to the water, is a critical component of increased recreational opportunities. The following considerations will enhance the recreation and culture opportunities in the area.

Land Use Guidelines

VII. D6

- Integrate parks and urban fabric::
- Ground floor uses such as dining, outdoor picnicking, retail, arts and entertainment should be encouraged and tied to adjacent parks and open space uses

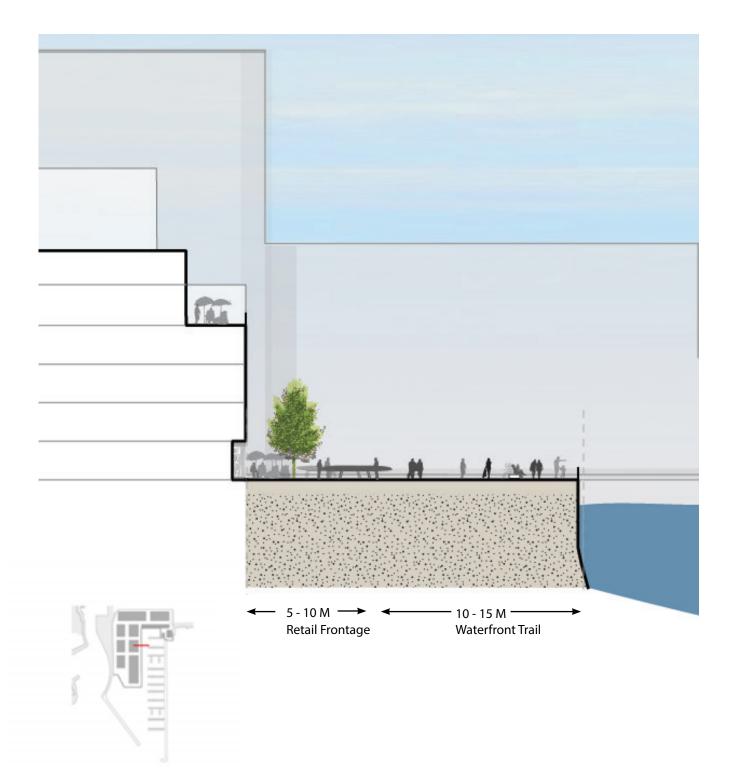


Figure 44

Master Plan: Waterfront Trail + Retail Frontage Source: Stoss



Figure 45 Master Plan: J.J. Plaus Park, Existing Source: Stoss



Figure 46 Master Plan: J.J. Plaus Park. Existing + proposed (with LRT option) Source: Stoss





VII. D7

Create opportunities for physical access to water:

 Where possible steps, terraces and cobble beach should be implemented in order to promote physical access to the water

iii. Natural Heritage

The natural heritage of the CLC site has been dramatically altered through human interventions. Opportunities to restore the natural heritage of the area are limited due to the hard infrastructure and storm surge protection required for boat docking and shoreline protection. With this in mind, the creation of cobble beach at Helene Point and the possibility of extending public access along the Eastern Breakwater, J.J. Plaus Park Seawall and Training wall may provide some opportunity to increase aquatic habitat along the shore. As with the creation of public access along these structures, alteration of their material and configuration should only be considered after the conclusion of a complete coastal processes engineering study.

The completion of the Waterfront Trail may help to provide an east-west corridor for animal movement along the shoreline. Additional vegetation implemented along this corridor and within the interior streets may also be of benefit. Species selection should be made with impact upon natural heritage in mind.

Guidelines

VII. D8

Increase habitat potential:

 Where possible increasing habitat potential in open spaces and along the shoreline should be taken advantage of. Management of goose population should also be considered in the design and vegetation of waterfront parks

- Feasibility of improving habitat during scheduled improvements of the breakwalls and jetty should be studied. Vegetation that increases aquatic habitat and restores natural heritage should be considered where possible as should structural changes below shoreline that may improve aquatic habitat for flora and fauna
- Increase vegetation along the Waterfront Trail . Species should be selected that restore natural heritage and which provide habitat for birds and/or other critical species where possible
- Street trees should be abundant, well placed for optimal growth and management. Species selected should be in accordance with existing urban forest policies and support regeneration of natural heritage to the degree possible within the urban environment

E. Land Use, Built Form + Urban Design

Built form on the CLC site should support the creation of a unique waterfront experience that complements Port Credit's Urban Village character and promotes architectural innovation. Diversity in land uses, affordability and community amenities should be implemented to create a lively urban realm. Great waterfronts are places of mixed-use and require this diversity as well as the development of activity through the day and year. One Port Street should therefore be a complete community, extending and complementing the existing character of the marina and the urban village. (figure 52)

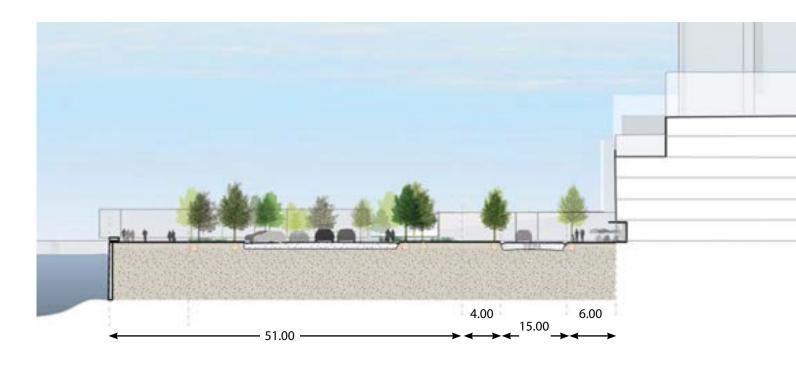
An expanded discussion of the business attributes and limits of Port Credit which help to guide built form can be found in Chapter III, The Big Picture Context For Port Credit, page 40. Marinas can improve the waterfront experience by functioning as a point of interest and visual amenity while supporting water-based recreation. Preservation of the marina as an operating marina is therefore an important aspect of land use in the redevelopment of the CLC site. Many of the existing marine-related businesses could be adapted to new spaces such as street front retail as they occupy relatively small footprints and are able to utilize ground floor spaces. These uses would add character to the site and aid in activation of the urban realm. Some storage lease agreements are an exception to this and would need to be considered on a more individual basis. Retaining boat repair on site is supported, however, would need to be studied with regard to potential conflicts with other uses.

Block Pattern

The 'L' shape of the site creates two distinct areas, each with particular constraints and opportunities for block size and street patterns. These areas are the Port Street frontage blocks and the Wharf blocks. The frontage street and block pattern can optimize access while defining a strong edge to Port Street and the water. The width and linearity of the Wharf blocks dictates a northsouth orientation for this area. The block pattern is informed by the peninsular nature of the site, allowing the streets to be part of the open space and public realm rather than serving merely as transportation networks. Emphasis on these through-ways is on connectivity through from Port Street and the creation of a permeable network that emphasizes visual and physical connections to the water.

Height Transition / Variety

Currently the majority of the CLC site is zoned a site specific Mainstreet Commercial (C4-18), while the land at the foot of Helene Street and the breakwaters are zoned Greenbelt-Natural Hazards (G1). The minimum building height under the current zoning is 2 storeys, and the maximum building height is 3 storeys.



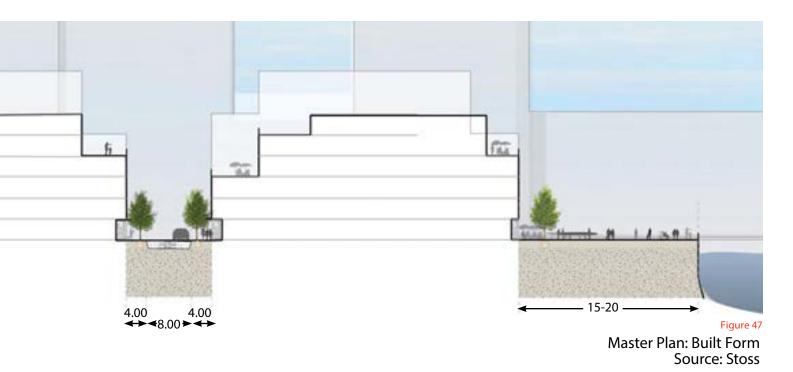
The CLC plan proposes a general overall height increase to 6 storeys stepping down to 3 and 4 storeys towards the water and the internal streets. The 4 storey street wall is a compatible height with neighbouring uses and provides a human-scaled street enclosure that allows sunlight to access the internal street. The IPC team recommends that the CLC plan be altered to adopt a greater variation in building heights from 3 storeys to 6 storeys. The following ratio of height variations should be considered block by block in the six southernmost blocks: 30% 3 storey, 50% 4 storey and 20% 6 storey. Due to the tight streets and waterfront edges stepbacks at 3 storeys of 2-3m (6.5 - 9.8 ft) minimum should be employed. These step backs will ensure that the area will be perceived as 4 storeys. The southern-most block is exposed on three sides and is adjacent to the proposed Promontory Park this building should be considered a feature building and have a lower height limit due to its exposure.

This predominantly mid-rise built form with varied heights will frame and define the public realm while allowing sufficient light to penetrate. This built form will also allow for enough density on the site to support the variety of uses from residential to commercial to marine that are needed to activate the site.

Taller Buildings

While the majority of the site should be developed with the mid-rise building mix outlined above, taller building forms, up to the height of the Waterside Inn are appropriate along Port Street given its proximity to the commercial core and existing higher buildings.

Buildings heights should lessen as they approach the water. The existing context has water on the west, south and east sides of the site. A 14 storey tower and a 7 storey slab can be found along the northern edge of Port Street East. Just to the east on the No-Frills site a new 10 storey tower that steps





down to 4 storeys along Port Street East has been recently approved. Along the length of Port Street East the height from west to east is 14 to 10 storeys in tower form and 7 storeys to 4 storeys in podium form. Thus the proposed 4-6 storey proposed podium heights in the CLC development seem appropriate to their context whereas select taller elements might be more appropriate in the 8-12 storey range along Port Street stepping down from the Waterside Inn to the east. In order to minimize the impact of these proposed heights it is necessary to ensure appropriate building step backs and separation distances between taller buildings.

Land Use Compatibility

The inclusion of a mixture of land uses, including residential, recreational, commercial, and marine uses has the potential to create land use compatibility issues. Marine operations, including boat repair and maintenance, fuel docks and associated fuel storage tank, and other marine ancillary uses have the potential of having emissions that affect the air quality, noise, and water quality of the site and surrounding areas. However, these emissions can be controlled and the effects mitigated through design and monitoring. When properly designed and emissions controlled, marine type operations have a minimum potential to impact human health.

Land use compatibility regarding environment, air quality and noise needs to be addressed as part of the development application and zoning process. The Ontario Ministry of Environment (MOE) requires the submission of an Environmental Compliance Application for business operations that have the potential to produce air, noise, and waste emissions above the Provincial standards. For those business with small sources/emissions can instead register on the Environmental Activity and Sector Registry (EASR) In addition, the City of Mississauga Official Plan, section 19.4 Development Applications, contains a provision indicating a set of studies that may be required as part of a complete application submission for an official plan amendment, rezoning, draft plan of subdivision or condominium consent application. Among the listed studies are an Air Quality Analysis and a Vibration Analysis.

In case of the location of industrial type uses within the CLC site, including activities such as artisan studies, boat manufacturing, and ancillary marine activities, development shall ensure that the MOE Land Use Compatibility guidelines are followed. These guidelines (D1 to D6) intend to assist in solving compatibility issues when developing industrial operations near sensitive uses (e.g. residential and recreational uses). The MOE classifies industrial facilities from Class I to Class III, with the first one having limited potential to cause off-site impacts. The guidelines suggests that Class I facilities have an influence or impact zone of 70 m (230 ft), and recommends a minimum separation distance of 20 m (65 ft). According to the guidelines, sensitive land uses can be located within industry influence zones as long as it can be demonstrated through appropriate air quality studies that potential impacts and exposures are minimized.

Land Use Guidelines

VII. E1

Mix of Land Uses: (figure 48 + 49)

Land uses should support a diverse mix of activities and allow for flexibility of use across the site, including expanding and integrating marine operations in conjunction with residential, retail, commercial, recreational and cultural facilities. A residential population will ensure life throughout the day, night and various seasons while sources of public attraction such as recreation, shops, restaurants, a marketplace, active industry, employment, gathering places, exercise and relaxation help to create a complete, vibrant urban waterfront. The marina will be encouraged to remain on site but in the long term, boat storage may be relocated to an off-site location in order to facilitate a greater diversity of marina operations across Port Credit and to minimize conflicts of use

VII. E2

Establish distinctive character areas:

- Generally, the site is divided into 3 distinct 'character areas'. Each allows for different types of ground floor uses to be emphasized
 - Port Street: retail or office uses that animate the street should be emphasized
 - Park Edge: cafés, restaurants and leisure-based commercial that capitalizes on the sunset and afternoon sun should be considered
 - Wharfside: Marine-based uses that serve as an extension of the marina such as small craft manufacturing, marine retail or other cultural uses should be encouraged

VII. E3

Include employment uses:

Existing employment uses will be encouraged to be retained on site and integrated into the new built form and new employment opportunities will be encouraged and provided through various uses including retail, restaurant, office, overnight accommodation, cultural, community and workshop space. Retail establishments, excluding existing marina related operations, should be of small scale to reflect the urban scale of development and support the proposed built form. The development should work towards helping the City to meet the target for the Port Credit Community Node of at least 2 residents per job (population and employment ratio of 2:1) The City's overall employment goal is achievable when new development in the entire community node is considered - i.e. CLC lands in addition to the IOL site

VII. E4

Include compatible ancillary marine activities:

- Ancillary marine activities (those beyond a recreational marina) should include the following limitations:
 - Emissions of dust and/or odour that are infrequent and not intense (either through scale of operation or through appropriate facility design)
 - No outside storage of materials or supplies that can emit
 - Any processes are contained within a building that is designed to minimize fugitive emissions
 - (i.e. emissions through doors and windows)
 - Daytime operations only, with infrequent movement of materials and heavy trucks
 - Any specific proposal for a specific use that may cause nuisance impacts (i.e. odour, dust, and/or noise) as contemplated through future development applications, should undertake both an air quality study and a noise study to determine compatibility with both existing and future proposed development
 - Fuel dock(s) and associated fuel storage tank(s), including their locations, shall be subject to provincial regulations and the Technical Standards and Safety Authority's Liquid Fuels Handling Code standards

VII. E5

Include compatible commercial/industrial activities:

 Given the limited size of the CLC site, industrial and commercial activities should be limited to Class 1 type operations. Marine operations, including fuelling and minor repair can be accommodated under a Class I facility, given appropriate design



Figure 48 Master Plan: Land Use. Lower Storeys Source: Stoss

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Figure 49 Master Plan: Land Use. Upper Storeys Source: Stoss

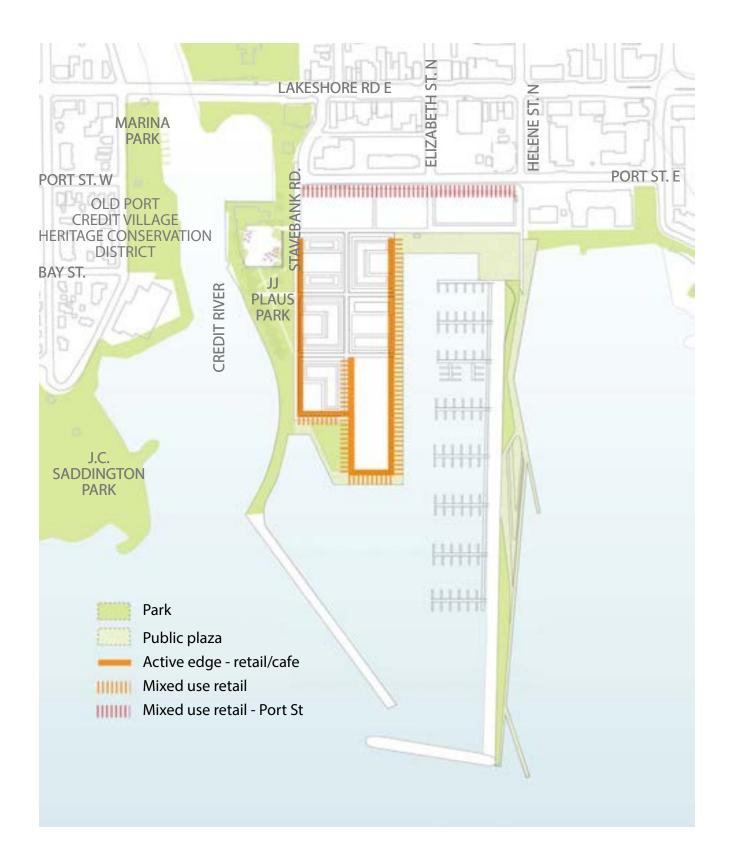


Figure 50 Master Plan: Active Edges Source: Stoss

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Figure 51 Master Plan: Active Edges Source: Stoss



expanded public access pier

active + working marina

civic plazas









live-work/artisanal studios

Figure 52 Master Plan: A lakefront district of landscapes, plazas, living, and learning Source: Stoss

VII. E6 Environmental approvals:

 Ensure all emitting sources obtain appropriate MOE's ECA approval, or that smaller facilities have registered their equipment on the EASR if an ECA is not required

VII. E7

Air quality study:

- An air quality study confirming all MOE criteria are met and emissions are approvable must be part of the development application submission. It also must demonstrate that compliance can be maintained with proposed future development as well (for example elevated residential uses and parks)
- Prior to any development approvals, the City will require that an air quality report be submitted to the City for review. The report must include, but not limited, to the following:
 - Identification of the equipment and processes to be utilized including confirmation that the Best Available Technology is proposed
 - Identification of all potential contaminant emissions to air, including odour
 - Air dispersion modeling of the contaminant emission, including consideration of existing ambient air quality, worst case scenarios and existing and potential sensitive receptors
 - Identification of impacts to air quality for all contaminants, including odour, at all sensitive receptors and on ambient air quality
 - Identification of all mitigation measures required to address any air quality impacts

VII. E8 Vibration analysis and acoustic assessment:

 A vibration analysis and an acoustic assessment confirming MOE noise criteria are met and approvable must be part of the development application submission. It also must demonstrate that compliance can be maintained with proposed future development as well

Urban Design Guidelines

VII. E9

Urban design standards:

 Development at the CLC site should exhibit high standards of urban design, be integrated with the existing community and provide a suitable relationship with the waterfront and the adjacent J.J. Plaus Park. It will also enhance the urban village form and character, animate the streetscape and encourage pedestrian activity

VII. E10

Connect to the Water:

- The block structure should emphasize the waterfront character of the site.
- Establish a build-to-line a minimum of 25 m (82ft) from the southern dock wall to provide sufficient space to create a park connection between J.J. Plaus Park and Promontory Park. Development should provide a north south connection through the buildings that front on Port Street East

VII. E11

Promote Phasing:

 The block pattern should facilitate the phased implementation of the redevelopment

VII. E12

Create an interconnected street network:

 Development should avoid cul-de-sacs and dead-end-streets by providing an interconnected network of streets through the blocks

VII. E13 Building Heights:

- Building heights should generally be a maximum of 6 storeys with building setbacks from the main façade above the third floor. Buildings should have a minimum height of 2 functional storeys. Building heights should step down as they reach the waterfront. Additional height may be appropriate in certain key locations along the south side of Port Street in the 8-12 storey range.
- For taller buildings, it must be demonstrated that appropriate massing, addressing setbacks, building articulation, floor plate size, at grade conditions, sky views, sunlight access and compatibility with adjacent development will be achieved

VII. E14

Variation in height: (figure 47)

 The following ratio of height variations should be considered block by block in the six southernmost blocks: 30% 3 storey, 50% 4 storey and 20% 6 storey. These heights should be implemented in keeping with the general principles of stepping down to the waterfront and street edges outlined above

VII. E15

Limit the height east of z vvPark:

 The block directly east of Promontory Park should provide a transition to the water and allow views from the upper stories of northern blocks

VII. E16

Floor Space Index:

 The Floor Space Index should be no more than 2.5 averaged across the entire site. The maximum densities will be determined at the time of zoning by-law amendment

VII. E17 Create distance he

Create distance between towers:

- Towers should be separated from one another with respect to views, existing structures and environmental conditions
- The western-most tower should be positioned so that it is not directly in front of the Waterside Inn in order to protect views
- Towers should be separated by a minimum of 40m (131.2 ft) to minimize shadow impact on Port Street East and maximize views and light access

VII. E18

Limit tower footprint and height:

 Taller elements above the sixth storey should be limited to a maximum footprint of 750m2 and should only be located along the Northern retail corridor surrounding the Waterside Inn as described above. A single tall tower near the Waterside Inn cannot exceed the height of the Waterside Inn

VII. E19

Create generous step backs:

 Step backs on the eastern end of the Port Street block should be 4 storeys with a 6m step back to 6 storeys then 4 m (13.1 ft) to the 8+ storey taller elements to transition down toward the east

VII. E20

Create active edges: (figure 50 + 51)

Include programmatic elements that amplify the site and foster a lively and safe environment. Frame and animate the neighbourhood streets, parks, urban squares and the Waterfront Trail by encouraging active uses on the ground floors including retail, office, and other employment. Creating multiple building entries will aid in activation of the edges and ground floor

VII. E21 Flexible ground floor:

 Design ground floor spaces as flexible and capable of adapting to commercial, retail, institutional, residential or community uses. Floor to ceiling heights of a minimum 4.5 m (14.8ft) accommodate a range of active uses with larger window/display areas and entrances

VII. E22

Support diverse residential types:

 Diverse residential options create a more vibrant urban realm. Opportunities for a wide range of housing options that encourage affordable rental and ownership as well as live-work studios should be encouraged

Implementation Actions

Amend the City's Official Plan and Port Credit Local Area Plan:

 Action #35: Once City is satisfied with the CLC Master Plan, amend the site specific policies for the CLC site in the Port Credit Local Area Plan

F. The Water Plan

The Port Credit Harbour Marina (PCHM) is one of the largest private marinas in the Greater Toronto Area. The PCHM includes a sheltered harbour area with approximately 800 boat slips, a warehouse, a terminal building with offices, a retail store, a service dock, a launch ramp, exterior boat storage facilities and a restaurant. This marina is the largest and deepest operating marina on Lake Ontario. Boats from across Canada and the US make use of it. The site currently hosts 40 boat residents and provides roughly 100 jobs through the presence of 21 companies making it an active, working marina. The character of the PCHM as a working marina is critical to the vision of keeping the 'Port' in Port Credit. The One Port Street Master Plan takes this as a foundational principal and seeks to maintain the PCHM as an active Port while integrating these viable marine functions into recreational, residential and tourism uses as part of an overall mixeduse waterfront neighbourhood. The future of the PCHM is envisioned as a 'Marina Marketplace', a working marina mixed with commercial and residential uses that create a vibrant water-based community. The PCHM should be a place to live, work, make and play and build upon the rich history and unique location and structure of the site.

The One Port Street Master Plan presents two potential marina configurations: a central marina and an eastern marina. The eastern variant is preferable due to the larger marine plaza presence along the waterfront and proximity of the launch to roadway access from Helene Street. These benefits, however, are not necessarily dependent upon the configuration of the boat slips. The best configuration of slips for marine operations should be determined with the input of the future marina operator.

Land Use Guidelines

VII. F1

Create a Marina Marketplace:

A Port Credit Public Market at CLC would anchor the most central waterfront place, provide year round destination uses / activity, create new "pride of place", and relate to the site's maritime heritage, and as with cultural / other programming, burnish the image of Port Credit as a creative community

VII. F2

Encourage marine-related commercial activity:

 A full range of commercial services that support the marina and charter boat function and other marina related uses including maintenance & fuel should be retained on the CLC site

 Encourage marine-related businesses within the ground floors of new buildings

VII. F3

Provide Gas Dock & Marine Services Facilities:

 Sewage pump-out, showers, laundry, gas and boat service facilities are important amenities for PCHM boaters. These do not provide significant income for a marina operator, however, from an environmental perspective providing these services, in particular a gas dock, is likely to deter boaters from bringing their own smaller containers for gas and handling their own fuel. This can help minimize spillage on site

VII. F4

Expand public access to waterfront:

As stated in Parks + Open Space (Section D. i.) the need to update the existing breakwater structures creates an opportunity to expand public access to the waterfront. The plan recognizes the opportunity presented by the Eastern Breakwater to become a publicly accessible promenade that would provide increased public open space on the CLC site and add to the waterfront identity of Port Credit. Lakefill should also be considered at the base of Elizabeth Street and Helene Street to improve public waterfront access and marina functions after detailed environmental studies to assess the impacts have been carried out to the satisfaction of the City in consultation with Credit Valley Conservation

VII. F5

Seek alternatives for winter boat storage:

 Winter boat storage is currently provided within the shed building on the site and outdoors across the large paved area.
 Winter storage at PCHM serves the larger number of PCHM seasonal vessels as well as boats from other marinas across Lake Ontario. Many boaters from other locations throughout the GTA currently choose the PCHM as a winter storage area for their boat despite not having a summer docking location at PCHM. From a market perspective, on-site winter storage is important and of interest to boaters, but not a driving factor in summer occupancy rates. This suggests that should alternative winter storage be found in the region summer occupancy at PCHM would likely not be impacted. The benefits of moving the storage out of PCHM are important to the creation of a viable public realm on the site

VII. F6

Maintain & expand marine infrastructure:

- The CLC site currently has 4 primary shoreline protection systems, the eastern breakwater, western breakwater, the Ridgetown and the credit river jetty/ training wall. These structures will require maintenance within the next 50 years and should be monitored for required maintenance. A schedule of maintenance inspection should be arranged with a coastal engineering specialist. Should upgrades need to occur, expansion of public access should be given consideration at that time. Financial and technical analysis would need to be undertaken to confirm if public access is desired and feasible. The following standards are currently recommended for flood hazard:
- 15 m (49 ft) default on the central wharf
- 15m (49 ft) along the North shore

Implementation Actions

 See Action #9 'study winter boat storage alternatives' in section VI. Port Credit Framework for Change. This action is repeated here

G. Mobility

The CLC site is well situated for transitoriented development as they are within the Community Node and a walkable distance to the Port Credit GO station along with the closer future Hurontario Light Rail Transit Station (LRT). Encouraging active transportation, transit and other nonauto opportunities will facilitate a healthy community and help reduce vehicular pressure of Lakeshore Road. The CLC site connects to the Port Credit community via Port Street as the face of the development and Stavebank Road, Elizabeth Street and Helene Street as the key north-south routes. The character and treatment of north-south routes in particular is important in the encouragement of residents to walk to local destinations along Lakeshore Road or up to the Port Credit GO station.

Within the development a finer pedestrian scale street network will help promote active transportation. It will be important to ensure that the streets are wide enough to accommodate pedestrians, cyclists, utilities, street trees, and some on-street parking as well as key uses such as emergency vehicles, supply vehicles and marina uses (e.g. boats and trailers). The character of the streets must also encourage the public into the development rather than leaving a feeling that it is a private area with minimal public access. Bringing the Waterfront Trail to the water will improve the experience of users as well as making the CLC site feel more publically accessible.

One of the key mobility challenges associated with this development is the effective integration of the Hurontario LRT with vehicular, pedestrian and cycling uses along Port Street. Providing an intimate urban and pedestrian friendly environment along Port Street is in keeping with the LAP.

The Master Plan for CLC includes the following principles related to mobility that

will be used to guide the redevelopment of One Port Street:

- Design the waterfront to have an active pedestrian boulevard, lined by street tree planting and supportive building frontages
- Incorporate a fine-grained pedestrianscaled network of streets and blocks, extending the grid of the urban village
- Fully leverage and capitalize on available existing and planned transit facilities and adopt strategies to minimize autodependent travel and maximize transit usage and provide and environment that encourages pedestrians and cycling uses
- Utilize and enhance connections to surrounding neighbourhoods using a fine grained pedestrian network of internal street, an extension of the Waterfront Trail and high quality open spaces
- Respond to area traffic conditions through a distribution of new development traffic across the Port Credit Road Network
- Establish appropriate and reduced parking supply standards for residential land uses that reflect the transit accessibility
- Provide adequate levels of parking for marina and commercial uses that offer suitable levels of access and convenience for boaters, business patrons and visitors on a shared basis.

Urban Design Guidelines

VII. G1

Port Street:

- Port Street defines the northern most edge of the CLC site and its redevelopment will create a new public face in this location
- Allow maximum visual permeability and pedestrian access through the site to the water along Stavebank Road, Elizabeth Street and Helene Street
- Provide a sense of pedestrian scale and allow sunlight onto the sidewalks

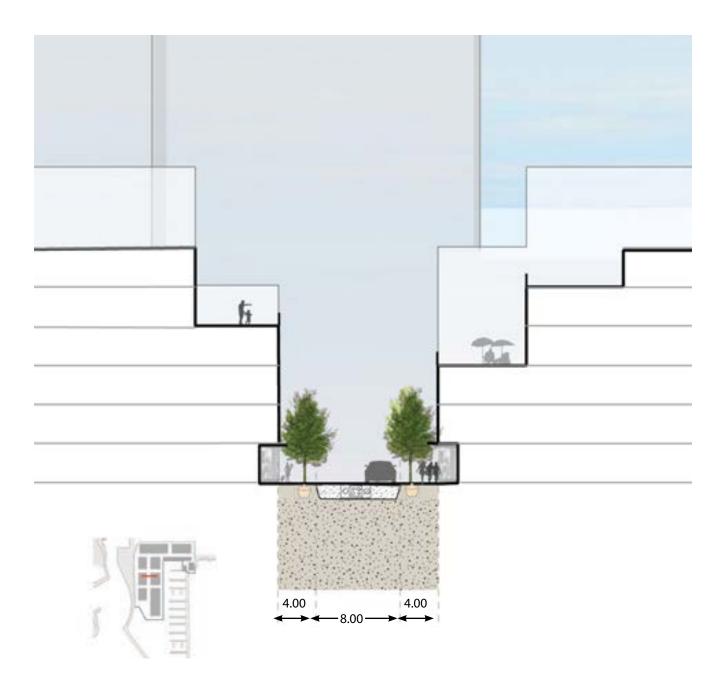


Figure 53 Internal + Local Roads Source: Stoss



- Activate the pedestrian realm to draw people into the site and down to the waterfront
- Plan for retail and commercial uses on the ground floor to further activate the street and enliven the pedestrian experience
- Establish a build-to line that provides a 5.6 m (18 ft) boulevard from curb to building face to permit the installation and retention of street trees and space for a range of pedestrian activities

VII. G2

Streets and Blocks: (figure 53 - 55) A grid of interconnected local streets and small blocks creates a superior pedestrian environment. These interconnected streets will provide public access through the development connecting to Lakeshore Road, J.J. Plaus Park and the water's edge. It is envisioned that the streets become viewed as part of the public open space rather than just transportation corridors

- Establish a street and block pattern that functions as a network performing multiple functions including hubs for activity, ease of movement, access, servicing and reinforcing views
- Design streets to be attractive, narrow, intimate and of shared character allowing cars and people to mingle.
- Design streetscapes to be flexible to support the variation of mixed uses and accommodate the access requirements for private development
- Provide multiple main points of access to the development from Port Street, at Stavebank Street and possible at Elizabeth and Helene Street. Development should not have multiple access points/ driveways along short blocks
- Provide a main east-west street aligned with the existing Waterfront Trail to enable east-west views and movement. If the Central Marina Variant is chosen for development, this east-west connection should at minimum have a public

easement across it to ensure permanent access across the site for emergency purposes. Realign and extend Stavebank Road into the site to activate the edge of J.J. Plaus Park and offer access to the site

- Design local/internal streets to have an intimate character with a minimum of 16 m (52.4 ft) building face to building face. Street design must meet the needs of emergency vehicles. Encourage a woonerf approach, where appropriate, with surface treatment that highlights the area as primarily pedestrian with minimal grade separation for sidewalks
- Design boulevards with an appropriate width to generate a lively pedestrian culture, ensure accessibility and support street trees
- Design street and block pattern to facilitate phased implementation
- Avoid cul-de-sacs and dead end streets by providing an interconnected network
- Establish a build-to line minimum of 25 m (82 ft) from the southern dock wall to create park connection with J.J. Plaus Park and Promontory Park
- Encourage on-street parking stall designs that allow for conversion to public space
- Provide an attractive and comfortable streetscape by incorporating plantings and high quality surface materials
- Provide public roads that allow public access
- Develop all street cross-sections
 considering utility location requirements

VII. G3

Transit:

- Residents and visitors to the CLC site will have the benefit of transportation options that include transit. The result is that there is potential for a mode-split for this development that is higher than the 20-25% (weekday commuter travel) achieved currently in Port Credit
- Development should have a transit supportive design and fully leverage the accessibility afforded by the Hurontario LRT and other transit services in Port Credit

- Integrate and plan for a terminus station at the CLC site on Port Street and provide amenities, connections and facilities that will support and enhance the station environment
- Promote the use of transit through the introduction of travel demand management

VII. G4

Cycling and Pedestrians: (figure 55)

- Quality active transportation is important to emphasize public access to the waterfront at the CLC site and to encourage non-auto choices
- Facilitate an extension of the Waterfront Trail and other bicycle connections by providing secondary bike connections
- Provide continuous cycling and pedestrian access to the water's edge through the CLC site and move the Waterfront Trail to the water's edge along the CLC site
- Integrate bicycle features that support the location of the LRT station
- Integrate a high quality, pedestrian focused public realm throughout the site, emphasizing walkability and pedestrian scale

VII. G5

Vehicular Travel:

- Additional traffic from the CLC site will impact existing congestion on Lakeshore Road although to a lesser extent given the convenient transit options. It will be important to distribute the traffic to minimize its impact and to make improvements to Lakeshore Road intersections to accommodate the additional vehicles
- Facilitate the distribution of traffic via Port Street, directing traffic through Port Street to enable site traffic to reach Hurontario Street, and use multiple linkages focused on reducing impacts at any one location
- An intersection realignment and extension of Stavebank Road, extension of Elizabeth Street and the extension

of the active transportation network north on Elizabeth and Helene to provide improved GO access are likely improvements needed to support this development. Further study is required to confirm the impact of development on specific intersections to identify the need for improvements relative to different land uses proposed

VII. G6

Vehicular Access: (figure 54)

- Vehicular Access within the site needs to be balanced with the importance of public spaces. Cars, bikes and pedestrians will need to share the travel corridors on the site in order to meet all needs in the relatively confined CLC site
- Provide multiple points of vehicular access to and from the site at appropriate locations. This is best accomplished through the eastern variant. Access to individual driveways/parking lots should be provided along the internal streets, as possible
- Provide linkages within the property that facilitate parking garage access
- Adopt a system of public streets within the property that respond to the public realm vision and provide for access to underground parking
- Provide appropriate circulation for residential and non-residential building service vehicles, City maintenance vehicles and emergency vehicles as well as, for marina uses
- Vehicular access should be designed to support the efficient flow of people and reduce potential conflicts with turning movements and pedestrian/cycling routes. The access points of adjacent developments should be consolidated and/or aligned.

VII. G7

Parking:

Parking needs to be provided for the many uses on the site including



Figure 54 Vehicular Circulation Source: Stoss

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Figure 55 Pedestrian + Cycling Circulation Source: Stoss residences, commercial/retail uses, marina and visitors. It is recommended that the existing parking at J.J. Plaus Park also be incorporated. With limited space, most of the parking will be in below grade or at-grade structures

- Meet parking requirements of the future development through a combination of below grade and limited street parking
- Adopt appropriate parking standards as part of the rezoning, reflecting the enhanced accessibility to transit, City's policies, and demand. Further study is required to assess whether adequate space is available to accommodate parking required given the site's constraints
- Provide non-residential and residential visitor parking in a non-exclusive, "pooled" parking facility, encouraging a sharing of parking between different uses. Further study is required to assess the non-residential and residential visitor parking spaces required to confirm sufficient opportunity to accommodate these spaces can be made available
- Provide access to parking from the north-south internal streets to minimize interruptions along Port Street
- Encourage the consolidation of vehicular parking entrances in order to minimize the number of interruptions of the public realm, and to reduce conflicts with pedestrians and cyclists
- On-street parking should be limited but may be provided to promote street activity and enliven public spaces

Implementation Actions

Confirm parking:

 Action #36. Assess parking needs and opportunities for the CLC property to confirm that there is sufficient space to accommodate residential, commercial/retail, marine and visitor use. Consider adopting reduced parking requirements for the CLC site based upon the ongoing parking study of the Port Credit district needs and in context of public commitment to new transit investments connecting Port Credit with regional job centres. The adoption of reduced parking requirements for the IOL lands will depend upon major transit investments to bring rapid transit to the lands

Identify need for intersection improvements:

• Action #37. Work with CLC to confirm the need for intersection improvements to accommodate the anticipated population and employment for this site

H. Municipal Services

The Master Plan for CLC includes the following principle related to servicing that will be used to guide the redevelopment of One Port Street:

• Provide municipal services to the site in a way which best utilizes existing infrastructure and minimizes impact on the environment in order to remain sustainable well into the future.

Development of the CLC site will include connection of residential, retail, commercial and other employment uses to the existing municipal water and sewer servicing. Details on the on-site municipal servicing for the CLC site will depend on the ultimate extent and layout of development and the resulting population and employment. Proposed population is 2200-2900 with an approximate 400 jobs provided on site.

Guidelines

Stormwater:

VII. H1 Stormwater Management:

 As indicated in Section VI.E, there is no additional capacity within the existing storm sewers in Port Credit to collect stormwater from the CLC site. Stormwater runoff from the future development must be managed on-site and is expected to be directed to Lake Ontario without the need for quantity controls. Pumping stormwater runoff may be required to accommodate building foundation drains or areas lowered below the Lake Ontario elevation and will depend on the ultimate development proposal

VII. H2

Incorporate Low Impact Development (LID) techniques:

 The Functional Servicing Report should study the feasibility of LID techniques, including the use of bioretention swales, rain gardens, grass swales, permeable paving and green roofs, among other techniques as recommended in the City's Green Development Standards and the CVC guidelines for stormwater management, landscaping and LID

Wastewater Servicing:

VII. H3

Incorporate needed improvements into Region of Peel planning documents:

 Based on the current capacity of the wastewater system, improvements may be required to accommodate future development of the CLC site. Once the CLC Master Plan is adopted by the City, the Region of Peel should be engaged to make sure that the population and employment estimates for the full build out of the CLC site are included in the next revision of the Region's Wastewater Master Plan and Official Plan and that any needed improvements to the sewer system are incorporated into the Region's capital planning

VII. H3

Prepare a Functional Servicing Report:

 A Functional Servicing Report should be prepared in support of the future rezoning application addressing the details of the proposed sanitary sewer system within the CLC site. The report(s) will present a servicing layout that address water, wastewater and stormwater needs and can also be used to further refine a probable opinion of cost. The conceptual servicing layout can then be used as a guidance document when completing the detailed servicing design. This work will likely be undertaken by the landowner/developer with City input and review

Water Servicing:

VII. H4

Ensure improvements can accommodate development:

 Once the CLC Master Plan is adopted by the City, the Region of Peel should be engaged to make sure that the watermain improvements planned in 2016 (from Wesley Avenue to Enola Avenue) are designed to accommodate the proposed population and employment. These estimates should be provided to the Region to be fed into the future Water Servicing Master Plan review

VII. H5

Prepare a Functional Servicing Report:

 This report should include domestic and fire protection analysis to support of the future rezoning application and redevelopment of the CLC site

VII. H6

Evaluate Flow requirements:

 It will need to be determined if internal boosting is required to meet domestic and fire flow requirements once each building type is finalized and uses known at the development approval stage

I. Sustainability

The Master Plan for CLC includes the following principle related to sustainable development that will be used to guide the redevelopment of One Port Street:

 Demonstrate leading edge and comprehensive approaches to economic, social/cultural and environmental sustainability.

The Master Plan proposes adaptability and flexibility of built form, land uses and public realm configurations, ensuring the three pillars of sustainability (economic, social/ cultural and environmental sustainability) are achieved. The marina is proposed to act as a gateway to the City and as an opportunity to introduce features, services and activities that service the community while also attracting visitors.

Guidelines

VII. I1

Address the City's Green Development Strategy and Stage One Green Development Standards:

 This should be done at the time of planning and zoning approvals

VII. 12

Accommodate a balanced mix of uses and variety of activities:

 Emphasis should be placed on public realm and community amenities that will complement the village feel of Port Credit

VII. 13

Enhance physical connections:

 Links between the site and the rest of the community should be enhanced so residents, employees and visitors of the CLC site are able to walk or cycle to/from a wide range of activities. Also, opening up the site to the community will allow the rest of the Port Credit community to come and/or traverse the site through a comprehensive active transportation network

VII. 14

Provide a range of housing and employment options:

 These options should be in accordance with the LAP principles and policies, including day and night activities and throughout the four seasons

VII. 15

Provide improved waterfront circulation:

 The marina should be linked to the surrounding community to promote community and city-building

VII. 16

Improve water quality:

 To the highest degree possible, the use of Low Impact Development for stormwater management should be employed

VII. 17

Increase vegetation:

 These should include street trees and new parkland area

VII. 18

Reduce the use of non-renewable resources:

 Reduction of use should be engaged along with an exploration of the feasibility of using renewable energy such as solar power, for both infrastructure and building use

VII. 19

Incorporate energy conservation:

 Buildings and public realm should use green building design principles

J. Business Case + Economic Analysis

The CLC site is a large developable assemblage at the very centre of Port Credit's waterfront, at the point where the mouth of the Credit River meets the northerly shore of Lake Ontario. It is within walking distance of the Port Credit GO station and is proximate to major arterial roadways and is therefore well -connected to the region's job centres. The surrounding land use and neighbourhood context are an appealing mix of homeownership units, residential rentals, small professional offices, community facilities, hotel and banquet uses, and a sizable amount of ground floor neighbourhood retail services, entertainment and food and beverage establishments, all within a mix of low and mid-rise buildings. In addition, the CLC site is adjacent to a network of high quality waterfront parks that add to Port Credit's appeal as a place to live, work and visit.

Over the past decade, new mixed use, low to medium density development has occurred in close proximity to the CLC site. These developments have been predominantly residential, a mix of ownership and rental product. By all accounts, each has been financially successful, demonstrating market demand for residential and retail uses along Port Credit's waterfront and in its transit-proximate neighbourhoods. The proposed redevelopment of the CLC site seeks to continue development of residential, retail and other ancillary uses consistent with recent past projects such as the FRAM Slokker Development to the east of the PCHM, at perhaps Port Credit's most desirable real estate location.

The redevelopment plan places an emphasis on quality urban design principles, integrating an expanded network of parks, open spaces, "complete streets, " a new terminus for the proposed LRT as well as subsurface parking structures into a multi-phased development. It uses attractive new waterfront parks, public promenades and tree-lined streets to organize a series of buildings that are primarily residential over ground-floor retail. In addition, a large, public market should be considered at the Southeast corner of the CLC site, in place of the existing marina shed, as a destination activity and a source of economic development.

As noted in Section VII, the owners of the CLC site are considering various options concerning how best to maintain existing marina and maritime-related uses on the site in the future, and how maintaining certain of those uses can benefit both the CLC development itself and the great public interests.

It is not the intent of this report to address the economic viability of the type and scale of mixed-use development proposed by the developer of this privately owned property. To do so would require information regarding the real property acquisition costs, pre-development costs and likely site remediation costs, none of which are available at this time. Rather, this report has attempted to provide a basis for comparison with comparable recent past developments within the Port Credit market area, and in the context of projected real estate market trends, to suggest whether it appears financially feasible to privately finance in the near future a series of private mixed-use buildings as well as new public improvements including parks, streets, waterfront promenades, structured parking and the like on the CLC site.

At this time, it would appear that the mix of uses, the percentage of each use proposed, the scale of development and height and massing of the proposed development are both appropriate to the existing local built context in Port Credit and sufficient in scale and density in order to incentivize private investment in the development. The latter point, the project's economic viability, is dependent upon the cost to the current owner of acquiring the land and obtaining building approvals for it, and the cost of public benefit improvements required as an obligation of the CLC development over its phased build-out.

To the extent that the redevelopment of the CLC site will require discretionary land use and / or other approvals from the City of Mississauga in order to be implemented, the City will have the opportunity to condition any such approval on the satisfactory inclusion into that redevelopment plan of public benefit improvements including parks, streets, public parking facilities, public waterfront improvements and / or any other such contribution with a nexus to the CLC site development and deemed to be in the public interest. The City may at that future time engage with the CLC site owners in a review of the specific public benefit improvements that the City wishes to see included in the project and the estimated costs associated with such privately funded improvements. The CLC site developer will then have the opportunity to indicate whether the requested public improvements can be carried as a project expenditure while still allowing for a reasonable return on private investment by the owners of the CLC site. Should the scale and associated costs of such requested public improvements be determined by the CLC site owners to make the project economically infeasible, then a discussion about the costs of public benefit improvements that can in fact be carried by the privately financed development will need to be determined between the City and the owner.

Implementation Actions

Maximize public benefits from redevelopment of CLC site:

 Action #38. Work with CLC to determine the feasibility of establishing a destination Public Market (modeled after Pike Place or Granville Island) adjacent to and / or within the proposed Promontory Park at the CLC site

Chapter Summary

The master plan for CLC's Port Credit Harbour Marina presented by Inspiration Port Credit builds off of the One Port Master Plan submitted to the City in June of 2012 and adapts it to reflect the IPC team's recommendations for the future of the CLC site. As with the framework for change for Port Credit, the Master Plan for CLC incorporates built form and block structures that are informed by the landscape, most importantly in this case the unique waterfront qualities of the CLC site and the completion of the Waterfront Trail around the existing pier structure. Central to the IPC team's revision of the One Port Master Plan is the addition of an extended public promenade and open space built off the existing eastern breakwater. This promenade increases the public open space along the waterfront, providing unrivaled views out into Lake Ontario, close-range views of the Ridgetown, and East to the skyline of Toronto. The addition of this open space helps to support the relatively densely built blocks recommended on the CLC site. Density is important to the creation of a vibrant waterfront community at the CLC site, however, this density should be implemented with respect to existing activities such as marine operations and the preservation of the waterfront as a public amenity and inspirational resource for all of Port Credit. Economic and Environmental sustainability are critical components of the master plan. The CLC site should demonstrate leading edge and

comprehensive approaches to sustainability that include the implementation of mobility networks that support active transportation and a pedestrian scale development, as well as the implementation of Low Impact Development practices and the creation of an economically diverse connected community.

VII. FRAMEWORK FOR IMPERIAL OIL LIMITED LANDS

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VIII. Framework For IOL Lands

A. Framework For Master Plan Process

The IPC process has identified the IOL lands as a significant opportunity to enhance and define Port Credit's role as Mississauga's Central Waterfront and provide a variety of benefits that will serve the broader community. The IOL lands have the potential to become a place to live, work, learn, make, and play. They have the potential to create a vibrant, mixed-use, compact, transit-oriented community in a prime location that on one side has a waterfront with magnificent views and on the other side is connected to Lakeshore Road, a vibrant mainstreet. The vast size of the IOL lands, their prime location on the waterfront, proximity to the vibrant Port Credit Community Node, proximity to local transit and attractive real estate market attributes, and to one of Port Credit's most significant historic resources, the Old Port Credit Village Heritage Conservation District, suggests that these lands have greater opportunity to accommodate intensification than typically found elsewhere along the City's waterfront. The site can also be designed to incorporate intensification in a high quality development that is sensitive to the character of the surrounding areas.

The challenge lies in the extent of growth that should be allowed on this site. The IOL lands are located in a Neighbourhood character area as identified in the draft Local Area Plan (LAP). Characterized as physically stable areas that are to be protected in the Official Plan and LAP, Neighbourhoods are not intended as areas for significant intensification. The concept plan prepared by the IPC team, while still to be refined and finalized through a full master plan process, shows a mixed use community that would include housing and jobs with a corresponding height and density greater than what is envisioned in the City's policy documents.

The key rationale for the extent of development ultimately decided upon should center on the opportunity this site presents to help Port Credit fulfill its vision for the future as outlined in the Strategic Plan. Specifically these lands present the opportunity to build on Port Credit's role as an urban waterfront village and Mississauga's central waterfront.

The application of the strategic pillars for change to the development of these lands provides more specific policy direction and serves as the backbone for the IPC framework plan. Site specific realities also play a part in determining the level of development and must be considered as the concept plan is refined in subsequent studies. As specific densities are decided upon during future stages of planning for the IOL lands, the City of Mississauga will need to review and update its Urban Structures policy in order to appropriate reflect the future potential for this waterfront property. Possible changes to policy could include designation of the IOL lands as a special use area or the extension of the community node to include the IOL lands. Currently, it is recommended that the City consider a special use area designation in order to facilitate the development of this significant brownfield site and to achieve the highest benefit for the community.

Planning + Urban Design Rationale: 5 Strategic Pillars For Change

The 5 strategic pillars for change developed in the City of Mississauga Strategic Plan support and define the planning rationale for the IOL lands Framework Plan. These pillars are as follows:

- Move: Developing a Transit-Oriented City
- Belong: Ensuring Youth, Older Adults and New Immigrants Thrive
- Connect: Completing Our Neighbourhoods

- Prosper: Cultivating Creative and Innovative Businesses
- Green: Living Green

Specific ways in which the IOL Framework is developed from and supports these pillars and the impact of these planning decisions on density and building heights on the IOL lands are outlined below. The strategic pillar from which each of these refers is listed at the end in parentheses.

- Prioritization of the waterfront is of tremendous importance for Port Credit and a central tenant of the 'living green' pillar. The IPC project supports this through the emphasis on Port Credit as the central waterfront for Mississauga through its focus on 3 important areas - CLC site, IOL lands and the Port Credit Village. Each of these areas should support Port Credit as a central waterfront while providing a different waterfront character and recreational/ cultural opportunities. The IOL Framework plan in particular contributes to the central waterfront through the provision of a large waterfront park that allows for physical and visual access to Lake Ontario. The size of this public open space may influence building heights as the cost of preserving this parkland can be offset through development. Should this parkland be supported via other means, resultant overall building heights and density may be adjusted. (Living green)
- The desire for abundant high quality landscape and open space has been made clear through public input sessions and is in keeping with the 'living green' pillar. In addition to the large open public park described above a great deal of open space is accounted for within the block structure. This open space is important to the overall landscaping on site, but also plays a role in the creation of a varied and vibrant urban realm. In

addition it provides for increased light and vegetation within the urban realm, improving the quality of the space within the more urban areas of the plan and reducing the heat island effect (which is generated due the location of continuous hard surfaces). As with the waterfront park, the provision of this open, light urban realm has an impact on building heights given an overall footprint required to make up the cost of developing the area. (Living green)

- The Framework for IOL prioritizes the creation of a community in which people can live, work, make, learn and play. Inclusion of a diverse range of housing types is critical to successfully achieving this goal. The provision of a range of housing types and costs has an impact on the density of the site as a developer will be required to provide more units in order to accommodate different levels of affordability. (Belong, Connect)
- Diverse employment opportunities are encouraged in the IOL Framework plan, supporting a range of incomes and employment needs. In keeping with the Prosper pillar, the creation of creative and innovative business opportunities is particularly encouraged. The presence of an academic campus on the IOL lands and the inclusion of live-work spaces within the urban fabric are important components of achieving this goal. These employment opportunities in conjunction with retail employment options should be prioritized in the development of the IOL lands and will impact building heights and density. (Prosper)
- The development is pedestrian and cycling friendly. The clustering of the urban blocks at the Northern end of the site both supports abundant open space and creates a close-knit community tied to the Lakeshore corridor which further reduces the need for driving to access

shopping, dining and entertainment. This clustering impacts building heights as total density must be located within a given footprint. Clustering also helps to create a transit-friendly development, which will be important to support any major transportation improvements including potentially bringing rapid transit to the site should it be warranted. (Move)

Respecting the nature of the existing historic district and adjacent neighbourhoods is important for the integration of development on IOL into the existing community. For this reason a gradient of building heights has been employed that places lower rise units along the eastern and western edges and along the Lakeshore Road mainstreet and builds height and density as it moves toward the centre of the development. This planning approach allows for a greater mix of heights and places higher buildings along the retail corridor and the open plazas and parks at the centre of the development. While this height could be spread out across the area, lowering the highest buildings, this would force higher rise buildings to be adjacent to existing very low-rise residential areas. (Connect, Belong)

Framework Process

The mandate for Inspiration Port Credit (IPC) has been to create a Comprehensive Strategic Master Plan for the Imperial Oil Limited (IOL) lands and the Canada Lands Company (CLC) site as called for in the draft Port Credit Local Area Plan (draft PC LAP), received by Planning and Development Committee on February 27, 2012. However, as there is not a full understanding of the extent, type and exact location of contamination on the IOL lands, a master plan cannot be completed. Presented in this document, then, is a Framework to guide the

preparation of a comprehensive master plan after the completion of the environmental site assessment currently being undertaken by IOL. This proposed framework is derived from the foundational principles of Inspiration Port Credit (IPC) and is conceived with the goal of fulfilling the vision of the creation of a sustainable creative waterfront community. This goal is fulfilled through a complete embrace of landscape systems as the driving force behind urban development, the implementation of urban form that responds to environmental conditions, use of low impact development measures and a focus on creating a culturally and economically diverse community.

B. Size/Scale Comparisons

The IOL lands have been inaccessible since the mid 1980's when the refinery closed and was decommissioned. Therefore, understanding the size and providing a context for the intensity and type of development that could fit on the property was an important step in the IPC process. A series of scalar comparisons were made showing familiar sites in the Greater Toronto Area (GTA) overlaid onto the IOL lands. The most revealing scale comparison made was to downtown Port Credit. As can be seen in figure 57, nearly 20 square blocks of downtown Port Credit, from the Port Credit GO Station to the Waterside Inn, can fit into the IOL lands. A second useful comparison is that of the IOL lands to the University of Toronto. Academic and other institutional uses have been discussed as one option for the IOL lands. This comparison shows that a fairly large piece of the University of Toronto campus can fit on the IOL lands. While such a large scale campus is not under consideration for these lands it is helpful to enhance understanding of what level of institutional uses could fit there. (figure 58)

C. Baseline Contamination

The environmental site assessment of the IOL lands is underway. Given that the property may possibly transfer in land use from industrial to residential/ commercial/institutional, at least one Record of Site Condition (RSC) will be required for the property by the Ontario Ministry of Environment (MOE) and, the City of Mississauga as part of the planning approvals process. Separate RSCs may be desired for different land use types and to recognize that the site will likely be developed in different phases.

The historical review of reports relating to the IOL lands would suggest that contamination is likely petroleum hydrocarbons, and possibly fuel additives (e.g. MTBE, Lead) and other associated contaminants and that likely vary in extent and intensity over the site.

Remediation of the site will depend upon the end use, development plans, the economics of the development, and requirements to protect existing and future users and the environment. Therefore, the ultimate remediation plan cannot be determined until all the site investigation data is available and development plans have been



prepared. However, it is quite likely that the IOL lands may require a combination of source removal (soil and/or groundwater) or in-situ treatment to get the "hot-spots" of contamination to acceptable levels, in accordance with the regulation. In other parts of the site it may be possible to provide a hard or soft cap to act as a protective barrier. Remediation of the site may have to meet the generic site condition standards and/or standards developed based on a risk assessment. Ultimately, what must be achieved is to eliminate the potential of exposure to elevated contamination levels for existing and future users of the site.

Understanding the proposed development is integral to the remediation/risk management decision:

- if underground parking is required, removal of soil/groundwater will be required and could correspond to removal and/or relocation of contaminated soil.
- if areas of open space are included, landscaping may provide a suitable "soft" cap.
- if larger areas of surface parking are needed, this could comprise a "hard" cap;
- if commercial/institutional areas are proposed, longer-term in-situ remediation might be an option.

Overview of Remediation/Risk Management Options

Generic Removal: This process involves removing soils, trucking them to landfill and replacing with clean soils. On larger sites such as the IOL lands, considering its proximity to the urban core of Port Credit, the costs of removing the soil and addressing any potential groundwater impacts are likely to be high (e.g. >\$50 million). In-Situ: This process involves physically, biologically or chemically treating the contamination over a longer period of time to reduce it to acceptable concentrations.



Figure 57

Scale Comparison: Downtown Port Credit Source: Stoss

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Figure 58 Scale Comparison: University of Toronto Source: Stoss This type of treatment is less expensive than generic removal and does not involve significant truck traffic through the community.

Risk Management: The risk management options typically involve installation of a hard cap (e.g. roads, parking lots, basements) or soft cap (e.g. landscape/parkland) as a barrier above the contamination to prevent human health or ecological exposure to the contaminants. Landscape techniques of creating topography with contaminated soils and capping with clean soils are commonly used throughout the world and are safe ways to handle minimally contaminated soils in place.

Regulatory Implications

The determination of remediation type has differing regulatory implications:

Remediation to Generic Standards

Remediation to generic standards would require a RSC where the land use is changing to a more sensitive land use (e.g., residential, parkland). The active remediation process proposed (e.g. bioremediation, chemical oxidation, soil vapour extraction) and contractor used would need to be operated under a Certificate of Approval (CofA) or Environmental Compliance Approval (ECA).

Generic Removal

Removal of impacted soil/groundwater offsite does not require prior approval from the MOE. However, the removal process does need to be documented so that a record is available to show that the impacted soil/ groundwater has been deposited at an appropriately licensed waste disposal facility.

Risk Management

The risk management measures applicable to the future development on the site need to be defined in a risk assessment completed in accordance with Ontario Regulation 153/04 and acknowledged by the MOE. Once the risk assessment has been acknowledged by MOE Standards Development Branch, the RSC can then be filed with the MOE Environmental Assessment and Approvals Branch. The specific risk management measures applicable to each RSC would be specified in a Certificate of Property Use (CPU) that is developed by the MOE District Engineer responsible for the property (Halton-Peel District Office). The CPU, and associated risk management measures, would need to be posted on the environmental site registry for public review, prior to final acceptance and implementation. It is likely that the risk management measures proposed for the future developments would require a period of monitoring, maintenance and reporting to verify compliance with the CPU. It should be noted that, for a large area such as the IOL lands with possible various land uses (e.g. roads, commercial, institutional, residential) multiple RSCs would likely be filed and each RSC would probably have varying risk management measures.

Implementation Actions

Continue partnership with IOL:

 Action #39. Continue to work with IOL to understand the extent of contamination and remediation opportunities

Increase understanding of Risk Management:

 Action #40. Initiate internal discussions and liaison with Ministry of the Environment (MOE) to establish the City's comfort level with Risk Management options

Review proposed remediation action plan(s) for the IOL lands, when available:

 Action #41. Continue to work closely with IOL to obtain the proposed remediation action plans for an independent review

Explore incentives for Brownfield development and the development of a Community Improvement Plan (CIP):

• Action #42. Establish a working group to

create a strategy to assist in Brownfield Development and explore the incentives associated with a CIP and the Federation of Canadian Municipalities (FCM) Green Municipal Fund

D. Block Development: Neighbourhood + Environmental Factors

The structure of the streets and blocks on the IOL lands is designed to:

- Establish landscape as an organizer for future development
- Reflect existing development patterns
- Create a grid pattern of compact blocks
- be responsive to environmental factors such as sun, wind and water
- increase sustainability overall through reduction in resource use needed for heat + cooling and
- maximize conservation of water

Community feedback received during the IPC process strongly suggested that any new development on IOL lands should complement the overall character of Port Credit. Therefore, the first steps of the process involved the development of a block structure derived from the surrounding neighbourhoods. This block structure was oriented toward Lake Ontario then adapted to respond to some of the environmental factors and resource pressures unique to the IOL lands. A basic grid was extracted from typical blocks in the surrounding neighbourhoods then adjusted to reflect drainage patterns and allow light into the urban fabric. (figure 59 + 60) This grid overlaid with the assumptions made regarding the location of contamination on the site, provides a baseline for understanding where higher density could be placed to off-set higher remediation costs or where landscape strategies for cleanup of

contaminated material such as on-site relocation and capping might be employed. These strategies are used around the world and can create a safe environment for future uses while also limiting the cost and environmental impacts of trucking the waste off site.

E. Landscape And Public Realm

A landscape-based strategy for development is the fundamental core of the Framework for IOL. This strategy focuses on the creation of high-quality public open spaces and the incorporation of sustainability practices such as storm-water capture, increased access to light within the urban fabric and the creation and/or protection of habitat in places where conflicts with human settlements do not occur. The development of the urban structures is derived from this landscape strategy allowing for the experience of urban living while never far from nature. In addition to these strategies, utilization of landscape-based remediation strategies are promoted. For example, onsite relocation and capping of contamination allows for the creation of topographic variation and landscape buffers along roadways. On-site relocation and capping should be utilized only where it does not compromise public or environmental health and should be completed according to the guidelines stated in Section C. Baseline Contamination. Retention of certain fill on site in contaminated areas is an accepted worldwide practice and if done correctly can reduce costs of clean up and generate new site features such as topographic features.

i. Parks and Open Space

A hierarchy of parks and open spaces are proposed for the IOL lands including a signature public open space (large destination waterfront park), smaller public open spaces (including plazas and smaller community parks), publicly accessible private open space (courtyards in buildings,

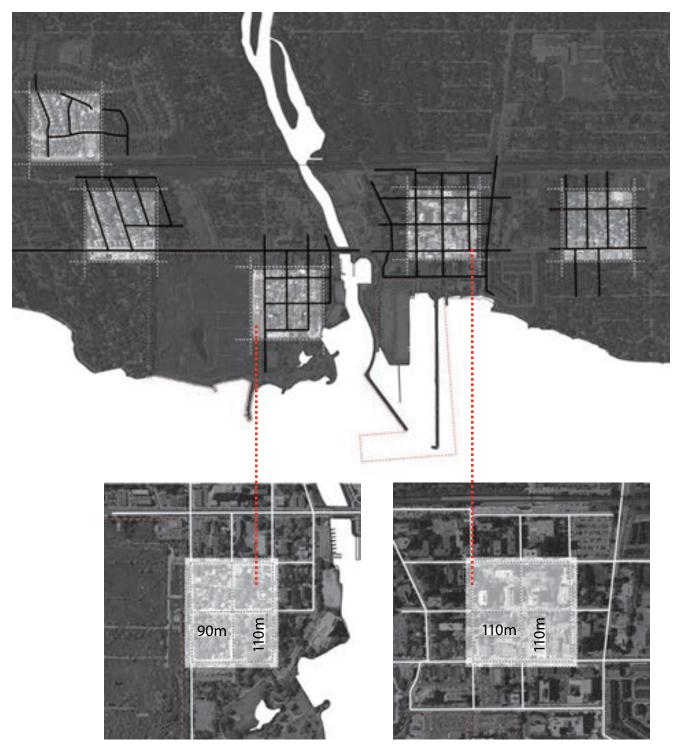
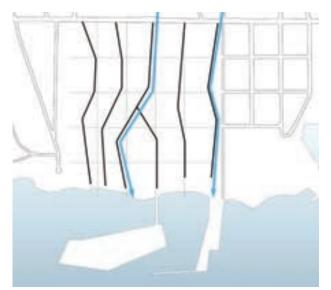
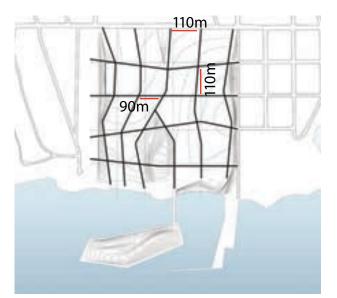


Figure 59

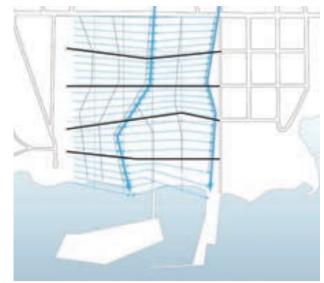
Block Development: Surrounding neighbourhoods Source: Stoss



establish primary drainage



translate to street grid



establish cross drainage



establish connective landscape

Figure 60 Block development: Environmentally responsive Source: Stoss



civic plazas, academic campus), stormwater collection and polishing corridors, boulevards, and vegetated streetscapes and buffers between new development and existing neighbourhoods. All parks and open spaces shown are subject to review during the development approval process and detailed park concept plans will be developed in conjunction with stakeholders to identify programming, use, facilities, and detailed design. While public open space is promoted as optimal, some smaller parks may be private, in particular, areas such as courtyards within blocks that are left as open space. Open space on IOL lands may be publicly or privately owned according to the optimal arrangement for city and landowners, and will not be recommended in this framework plan, however, the maintenance of these lands as publicly accessible regardless of ownership should be prioritized. The proposed parks and open spaces network represents a significant proportion of the site (approximately 45%) and a much higher rate than the required minimum city-wide parkland provision in the Official Plan of 1.2 ha (2.9 ac) per 1,000 population as well as the 1 ha (2.47 ac) per 300 units. (This concept well exceeds the Official Plan policy of locating parks within 800 metres of the residential dwellings and will provide a great access for the area's residents and employees to parks. (figure 61)

Land Use Guidelines

VIII. E1

Create a large destination park (waterfront park):

 The largest open space proposed for the IOL lands is a public waterfront park extending the full length of the IOL lands shoreline and extending well inland. This park should be designed taking into consideration an appropriate integration to the adjacent JC Saddington Park to the east and the existing Waterfront Trail along the shoreline. It should also include a gateway feature such as an overlook that celebrates the waterfront and enhances the connection to the rest of the Waterfront Trail on the west side of the lands. The proposed features for this waterfront park include:

- Flexible use open-space
- Multi-use civic space
- Water's edge seating
- Water's edge promenade + cycling path
- Physical + visual access to water
- Fishing
- Wildlife habitat
- Enhanced Jetty/ Pier (allowing public access) + public destination
- Boat launch facilities
- Naturalized beaches
- Seasonal festivals/events
- Winter shelter
- Shoreline/Hazard protection
- Native/naturalized vegetation
- Exact location of park features will need to be determined by a complete survey of existing shoreline conditions and features. Any changes to the shoreline and/or areas that may impact aquatic habitat will require approval by Credit Valley Conservation and the Ministry of the Environment, and will need to be compliant with the development constraints laid out in Waterfront Parks Strategy with particular attention paid to the following:
 - Flood Hazard Limit
 - Erosion Hazard Limit
 - Dynamic Beach Hazard
 - Regional Storm Floodplain
- Where possible it is recommended that improvements to the shoreline incorporate techniques for naturalization, and increased aquatic and terrestrial habitat as well as improving human access directly to the water. Techniques

including stepped, planted edges extending below the shoreline should be explored and adapted to site conditions.

VIII. E2

Provide a diversity of public open spaces:

- As part of the public open space network, a number of small to medium scale open spaces provide opportunity for a wide variety of public activities that might require hardscape surface or are best served by the presence of a vibrant urban realm. These public open spaces can support a wide variety of activities including:
 - Farmers markets
 - Arts festivals + artisanal fairs
 - Music Events
 - Outdoor dining
 - Ice Skating
 - Winter-time fire pits
- The character of these plazas should be carefully considered so as to balance the quantity and types of existing spaces and activities within Port Credit. Plazas closer to the waterfront and to Lakeshore Road can provide a greater diversity of activities catering to tourists and visitors from Mississauga and the GTA while smaller plazas within the blocks should provide more intimate open spaces for residents and local shops

VIII. E3

Provide community parks:

 As part of the public open space network, small to medium sized community parks within the more densely developed blocks provide an opening in the urban fabric, allowing light into the lower levels of the buildings while also providing for access to open space within a short walking distance for all residents. These parks provide for more intimately scaled recreational activities than the large waterfront park including playgrounds and sports such as tennis or basketball as well as contemplative spaces and community gatherings as desired by residents. Potential options for the organization of these parks inside the blocks are shown in figure 61.

VIII. E4

Promote the creation of publicly accessible private open space:

 As part of the open space network, publicly accessible private open spaces such as interior courtyards should be promoted throughout the block structure

VIII. E5

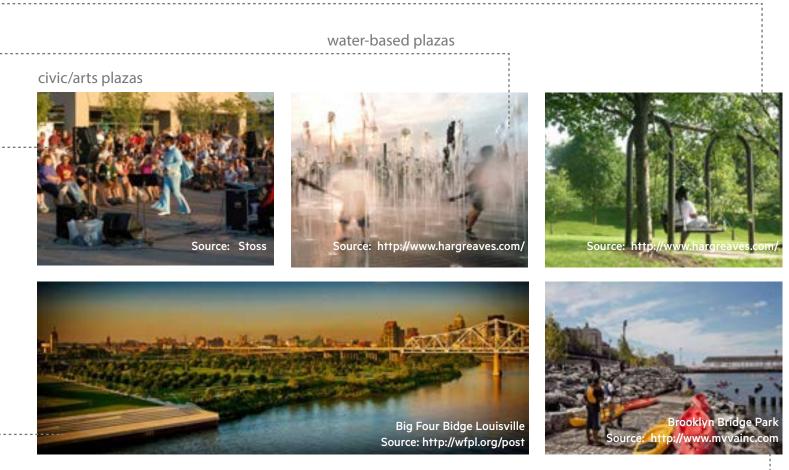
Encourage vegetated streetscapes:

- The street grid within any new development on the IOL lands is an important opportunity for the inclusion of everyday high-quality public space. The proposed master plan for the IOL lands includes a hierarchy of streets including:
 - major collectors
 - minor collectors
 - local roads
 - Sidewalks/multi-use trails for active transportation
- Roadways should be scaled according to the city road classification as described under mobility, section H, with vegetation serving slightly different functions on each roadway type.
- Larger shade trees + bioswales or other stormwater collection and polishing practices according to level of contamination should be included major collectors
- Street trees should be included along minor collectors and local roads where possible
- Roadways running east to west should be asymmetrically shaded by trees in order to allow for sunlight during late afternoon hours



Figure 61 IOL Development: A landscape-based urban waterfront development Source: Stoss

neighbourhood parks



- Pedestrian pathways should include trees that allow for shade as well as protection against winds during winter months to encourage usage throughout the year.
- Street tree species and exact locations should be chosen according to City standards

VIII. E6 Enhance views to the Lake from Lakeshore Road:

 Where possible these views should be enhanced through design of open space and built form (figure 62)

ii. Recreation + Culture

The parks and open space recommended by the Framework for IOL would support a broad range of recreational activities from large public activities such as festivals and sports to smaller, more intimate activities such as walking, cycling or fishing. The strong maritime and artisanal heritage of Port Credit should be supported through the programming of these open spaces and include artists markets and activities such as fishing and boating that have long been part of the cultural identity of Port Credit. Cultural development would also be supported through the inclusion of affordable artist housing and live/work spaces and artist incubator spaces. These spaces may be encouraged through the implementation of Tax Increment Financing (TIF) and activation should be coordinated with existing Festivals Strategy.

Land Use Guidelines

VIII. E7 Enhance opportunities for waterfront recreation:

 Waterfront and marine activities are very important aspects of recreational and cultural life in Port Credit. Specific waterbased activities and opportunities are described in greater detail in The Water Plan (section G)

VIII. E8

Include opportunities to expand Port Credit's cultural footprint:

Port Credit is considered a cultural node and is the focus of an extensive programming of City sponsored events. The network of parks and open spaces, particularly the destination (waterfront) park and the civic plazas could be used to host cultural events and festivals that would draw both residents and tourists. Such events would be coordinated with the existing Festivals Strategy. A destination cultural facility could be located within the waterfront park at the IOL lands. In addition, the development should encourage the location of artist live/work/retail/co-working/incubator spaces

iii. Natural Heritage

The landscape-based approach to development of the IOL lands is well suited to the protection and enhancement of the natural heritage of Port Credit and Lake Ontario. This plan recognizes the role that the IOL lands play as a link in a much larger landscape system that supports terrestrial and aquatic wildlife. Many of the open space strategies already mentioned support enhanced natural connections and improved quality of habitat on the IOL lands. In particular, the implementation of storm water collection, polishing and re-cycling strategies across the developed areas, the extensive open space preserved along the waterfront and the recommendation of re-naturalization of the shoreline where possible. These strategies all aid in achieving conservation goals through development of buffer zones, erosion control, pollution reduction and the creation of habitat linkages. As mentioned in section VII. Port Credit Framework For Change, there are opportunities to create linkages between the proposed naturalized pond in JC Saddington Park and the naturalized areas in

the IOL lands. In addition to these strategies, allowance for wildlife movement is an important aspect of a regional landscape planning approach to development.

The inclusion of an offshore island was tested with the community through the IPC process. The island has the potential to provide additional wildlife habitat, in particular habitat supporting both aquatic and terrestrial migratory birds, and to allow for a larger area of the existing shoreline to be treated with soft infrastructure strategies such as cobble beach due to the reduced wave action as a result of buffering from the island. This island would need to be evaluated to ensure that the water quality and circulation landward of the island remains adequate. Sediment transport, shoreline stability and impact on storm damage protection systems such as coastal armouring would also need to be evaluated. General rules of thumb are provided in the guidelines below, however, it is important to note that these rules need to be supported by in depth study of shoreline processes.

All changes to the shoreline and new habitat considered should be designed and implemented in consultation with several agencies, which may include the City, the Region of Peel, Credit Valley Conservation, Department of Fisheries and Oceans. Appropriate permits and approvals would need to be obtained from these agencies. Further environmental studies are required to assess the feasibility of the island concept including, but not limited to, modeling of wind and wave action, assessment of shoreline conditions, assessment of the impact on fish and fish habitat, assessment of impact in navigable waters, and assessment of the impact of changing water levels and potential increase in severity of winter storms due to climate change.

Land Use Guidelines

VIII. E9

Support shoreline naturalization wherever possible:

- Reduce armouring and increase presence of 'naturalized' shoreline typologies such as cobble beaches where wave action allows
- Increased planting of native shoreline affiliated species should be supported

VIII. E10 Support wildlife movement corridors:

- The creation of a large area of parkland at the waterfront as well as smaller E-W connections to allow for movement of terrestrial animals along the shore should be adopted
- To minimize concerns with wildlife heading north and across Lakeshore Road, the Central Park running north to south through the development should narrow in the centre before opening up again along Lakeshore Road
- Encourage planting of terrestrial native species in accordance with The City of Mississauga Natural Heritage & Urban Forest Strategy (NH&UFS)

VIII. E11

Create a 'habitat island':

- Design of the island should prioritize the creation of fantastic views and a unique off-shore experience
- Habitat creation on this island should be focused on low 'meadow-like' habitat that is not suitable to Cormorants and other common problem species and instead would provide needed habitat for migrant species or other species whose shoreline habitat has largely been degraded
- The design of this island habitat should be completed in accordance with existing practices of goose management
- To preserve natural heritage it is recommended that the island have limited access with only pedestrian or cycling access from the mainland.

Access would be created through the construction of a pedestrian bridge.

 Water quality, sedimentation and other environmental impacts should be avoided by compliance with the following rules of thumb in coordination with advanced coastal studies. The length of the island (alongshore) should not be greater than 0.5 to 0.7 times its distance from the shore to reduce the formation of a salient. At maximum the length should be less than 1.3 times its distance to shore to avoid the formation of a complete connection to the shoreline

VIII. E12

Support Shoreline Naturalization:

 Complete a coastal processes engineering survey to determine potential for naturalization along the shoreline and the habitat island. The development application process shall include the attainment of appropriate permits and approvals from relevant agencies, including the Region of Peel, Credit Valley Conservation, Department of Fisheries and Oceans and Transport Canada. Development application shall complete any required environmental impact studies as required by the above listed agencies

Implementation Actions

Confirm Open Space Goals for IOL lands:

 Action #43.Ongoing discussions are required to confirm the amount of open space the City desires on the IOL lands considering cost and ongoing maintenance requirements. The results of this discussion are required as input to the IOL master plan

Assess feasibility of a habitat island:

 Action #44. City to further investigate the feasibility of an island through ongoing discussions with approval agencies, IOL and stakeholders

Expand Port Credit's Cultural Footprint:

- Action #45. Collaborate with cultural arts groups, foundations and other potential funders to explore creating a destination cultural arts facility within the waterfront park at the IOL lands
- Action #46. If necessary, update / revise zoning, building code and license regulations to encourage artist live/work/ retail/co-working/incubator spaces
- Action #47. Use Tax Increment Financing (TIF) funds towards affordable artist housing and live/work spaces
- Action #48. Provide funding to BIA for affordable portable equipment rental service to transform space for performances

F. Land Use, Built Form + Urban Design

The landscape-based approach to development deeply informs land-use, built form and urban design strategies in the framework plan for IOL. The landscape and public realm goals described above along with the desire for a complete and compact community define the block structure. Within this structure a gradient of building heights is implemented according to context and planning goals of a mixed-use vibrant urban realm that sensitively fits into the adjacent neighbourhoods and the Lakeshore Road commercial corridor.

The built form and urban design for the IOL lands is founded in the IPC guiding principles and the vision of Port Credit as an urban waterfront village with a mixture of land uses, a variety of densities, compact pedestrian and cycling friendly transitsupportive urban forms, a significant public realm, public access to the waterfront and development that incorporates high quality built form outlined in the draft Port Credit Local Area Plan (LAP). These principles, as outlined in Chapter IV. Foundations + Principles, are as follows:

- Embrace the water
- Celebrate Port Credit's waterfront heritage
- Living green and blue
- Create an economically sustainable waterfront
- Connect land + water
- Balance development + embrace regional context
- Activate early + Often

In addition, development in the IOL lands should follow the built form and urban design strategies for Port Credit described in Chapter IV:

- Create compact, complete, vibrant, and connected communities, including the provision of mixed-uses and employment opportunities
- Create transit-oriented communities
- Include a variety of built form, scales and views
- Provide a high-quality built form, streetscapes and placemaking
- Complement character of surrounding neighbourhoods and provide appropriate transitions
- Create sustainable and healthy neighbourhoods, including a range of housing options and tenures, community facilities and recreation spaces.
- Energy conservation and green design and sustainable waste management

As well, the development should support the following set of priorities, derived from and supportive of the foundations + principles named above:

- Preservation of physical and visual access to the water
- Creation of a mixed-use vibrant urban realm that is active day and night
- Enhancing economic and social diversity

- Providing spaces to live, work, make, learn and play
- Creating a unique urban waterfront that is in balance with regional developments such as Lakeview and the Port Credit community node

A thoughtful roadway network, density that responds to its context and allows for mixeduses, and block types that allow for diversity and an active public realm with visual and physical access to the water and open space build on this foundation and further the successful implementation of the IPC guiding principles on the IOL lands.

Roadway Network

A diversity of roadways link Lakeshore Road to the waterfront and create east-west traffic flow through the IOL lands. Three northsouth boulevards create the skeleton of the roadway network, helping to build landscape buffers between existing neighbourhoods and new development while creating connectivity and permeability. Importantly, these boulevards include stormwater collection systems and operate as a green infrastructure system for the IOL lands.

Each of these boulevards has a distinct character derived from the existing context:

- East Boulevard: Acts as a major collector and creates an attractive extension of scenic Mississauga Road leading travelers into the waterfront parks system via a lush, green boulevard ending with a remarkable view of Lake Ontario and opportunity to get right to the water; a sort of exclamation mark at the end of an already fantastic roadway
- Centré Boulevard: Acts as a minor collector and connects the Lakeshore Road Mainstreet through the new development creating an opportunity for a vibrant commercial zone in the centre of the site

• West Boulevard: Creates a landscape buffer between the new development on IOL lands and the existing neighbourhoods to the West utilizing both landform and trees. Active recreation such as sport facilities can be incorporated into the boulevard at points adjacent to urban development

These boulevards and the east-west roads define the block structure. This network is described more completely under mobility, section VIII. H. (figure 80-87)

Land Use + Urban Design

IOL lands are envisioned as having a mixture of land uses, and compact and transit-oriented development. The exact proportion of uses and distribution will need to be determined through the master plan at the time of development by further studies and consideration of the City's priorities, vision and planning framework, calculations of market opportunities, results from contamination studies, cost of remediation and types of remediation used, institutional use opportunities, population and employment growth projections, economic stability of Port Credit, Mississauga and the GTA, and the future of transit options. Each of these impact the detail design decisions and densities at which development on the IOL lands will be successful economically, environmentally, and socially.

Planning for a diverse, vibrant public realm that is open, light, oriented toward the Lake Ontario waterfront, sensitive to context, active throughout the day and night and both economically feasible and economically sustainable is critical; it also shapes land use and density. Good planning practices for making a vibrant community are combined with the pragmatic aspects of remediation and are mutually reinforcing, directing development toward mixed-use midrise buildings with a variety of heights and density throughout. An important operating principle is the creation of a gradient of density that increases toward the centre of the site, away from adjacent low-rise residential areas. This gradient generates an area of greatest density along a central boulevard, creating a central spine for commercial activity mixed with office and residential uses. This central spine connects to the Lakeshore commercial area, creating a 'T' of economic activity lined by commercial properties on the first 1-2 storeys, with offices and residential above. Campus and institutional uses complement this central spine and extend the activity of the central core into the lakefront open space area.

Massing

The foundational principle of landscape and open space as driving forces for development continues into the massing strategy for the IOL lands. A variety of potential block typologies are shown as possible organizational tools. Each of these was derived from the basic block structure then altered based on access to sunlight and the ability to create courtyards or other small public or semi-private open spaces in the first few storeys. Buildings are built to the lot line, creating urban spaces with active edges. In place traditional setbacks, the massing strategy creates more public open spaces within the block and maximizes publicly accessibly private space, similar to the lower levels of the FRAM development.

Density

Density in the IOL development should encourage the foundational principles of IPC and the vision of a model sustainable waterfront community. As stated at the beginning of this chapter, exact numbers for the density of future development on the IOL lands will need to be determined based upon a series of factors including the completion of the environmental assessment on IOL lands, and review of the City of Mississauga urban structures policy.

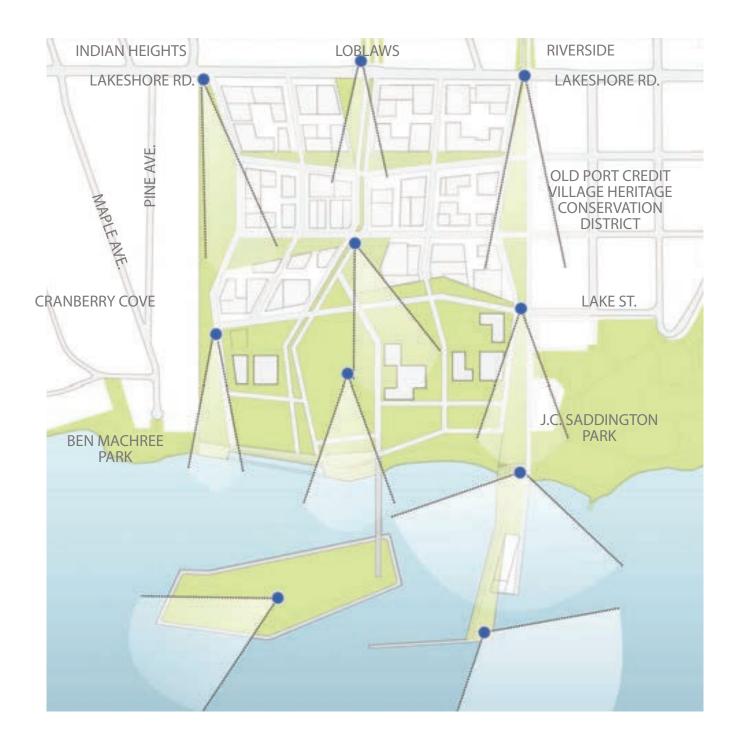


Figure 62 Land Use: Preserving + enhancing Lakeshore Road to Lake Ontario views Source: Stoss Figures 67 show a number of massing and density typologies that can be employed by the City in the creation of a Comprehensive Master Plan for the IOL lands. These typologies should be employed in a manner that creates diversity and variation along the roadway as well as within the blocks and should follow the urban design and land use guidelines outlined below. Exact heights and the final delineation of which typologies are to be employed in a given location should be determined at the time of development based on specific heights, densities and costs as required.

Land Use Guidelines

VIII. E13

Provide a mixture of uses: (figure 64-67)

 Development should include a diversity of land uses, including a combination of residential, commercial, retail, offices, institutional and parks and open spaces.

Residential

VIII. E14

Provide a mix of residential densities:

 Given the history of contamination, the costs implications of remediation, market conditions, and the vision for Port Credit as a compact urban village, low density residential (i.e. single detached, semidetached; town house and row houses) are not recommended.

VIII. E15

Encourage a variety of housing options:

 A variety of residential types should be supported from lower density, lower height units at the Eastern and Western edges and along Lakeshore Road with higher density residential in the upper storeys of the internal blocks

VIII. E16

Provide a mix of affordability options:

 In keeping with the Draft LAP principle of a complete community and the Strategic Plan goal of providing a range of housing options. It is recommended that the City and the Region work with the developer(s) to help the City achieve the Region of Peel Official Plan affordable housing targets. The City and the Region may explore implementing incentives to promote the development of affordable housing

Institutional

Institutional uses on this site provide a unique opportunity to create something that is not found elsewhere in Mississauga. A number of institutional opportunities could be explored that would enhance the diversity on the IOL lands, increase opportunity for employment and enhance the connection to and knowledge of the Lake Ontario shoreline

VIII. E17 Create a cultural centre:

• The need for a community centre has been brought forward by the community during the consultation events. The City should explore the benefits of locating a local community centre in the IOL lands as part of a future review of the Future Directions Master Plan

The extension of Mississauga Road to the lakefront is an opportunity to build on the scenic beauty of Mississauga Road and create a #1 Mississauga Road address on the IOL lands as a more regional destination. Community or cultural centre usage located at the end of an extended pier would place a punctuation mark at the end of Mississauga's namesake road and create an opportunity for recreation and community gathering right on the lake with views back to Port Credit, the Port Credit Harbour Marina, the Mississauga shoreline and downtown Toronto. Implementation of a cultural or institutional use at the end of the pier takes full advantage of the waterfront location, providing a memorable experience that

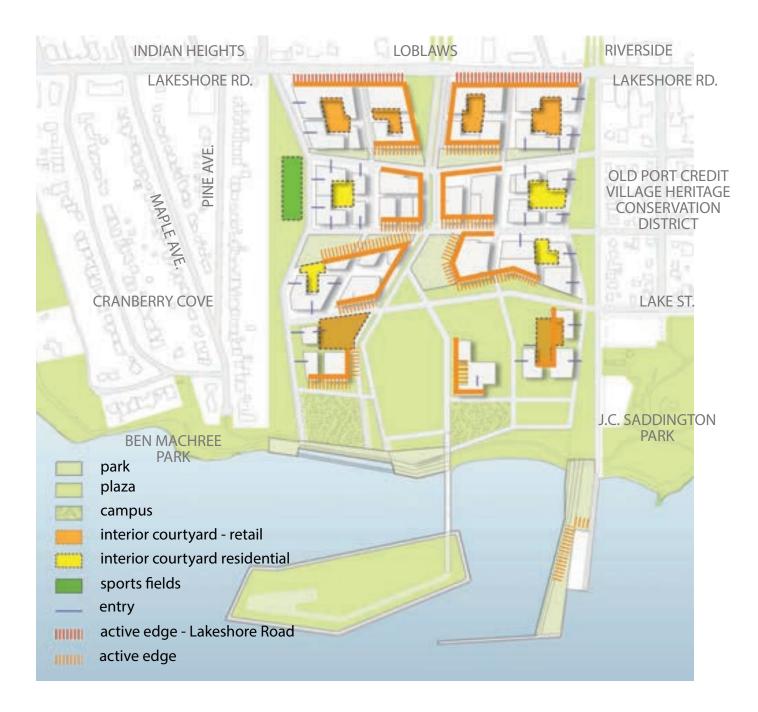


Figure 63 Land Use: Active edges Source: Stoss



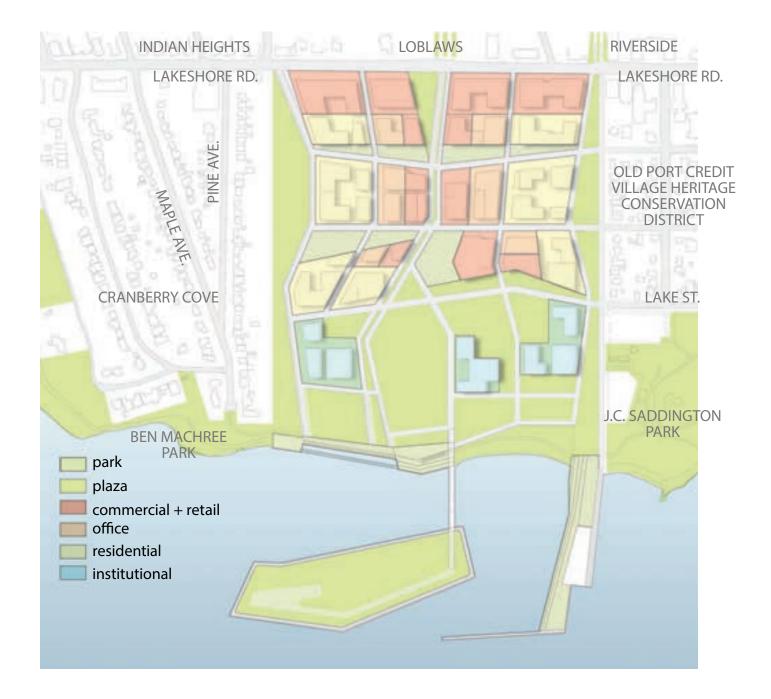


Figure 64

Land Use: Ground floor. Mixed-use commercial + residential + institutional Source: Stoss

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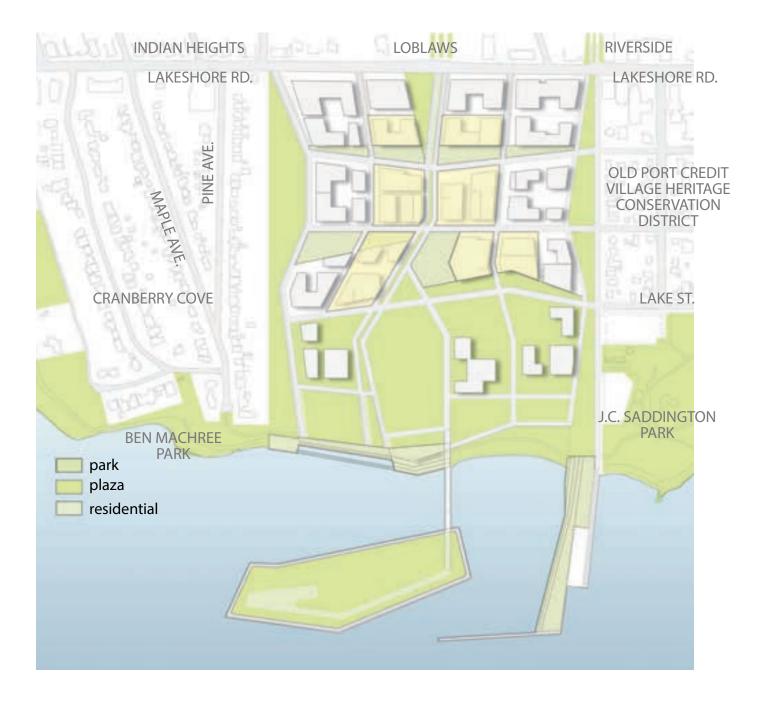


Figure 65 Land Use: Upper stories. Residential Source: Stoss



Figure 66

Land Use: Mixed-use blocks/change in usage Source: Stoss

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Figure 67 Land Use: Active edges + varied usage Source: Stoss



is unique to Port Credit and creates an important start and/or end to a scenic drive along Mississauga Road. In addition, such a centre could generate increased awareness and education regarding the remarkable natural resource of Lake Ontario. The exact program and size of this centre will need to be determined after completion of coastal processes studies and upon further understanding of the kinds of uses that would best benefit the community. These might include but are not limited to a public facility such as a museum or science centre focused on educating residents and visitors about the lake, a research institute with an aquatic focus, or a performance arts space that takes advantage of phenomenal views and outdoor spaces for events/ performances.

VIII. E18

Create an academic or research campus:

A regional campus type facility is recommended as an important economic and cultural asset and will help to diversify the population and create alternate commuting patterns that can contribute to alleviation of increased traffic along the Lakeshore Road corridor. An extension of existing campuses within the GTA should be considered. Campus facilities increase the diversity of economic opportunity in the area and diversify traffic patterns with students and academics often living within close range of campus facilities or commonly travelling at off-peak hours to and from campus. Institutional Campus facilities might include marine focused or other research facilities

VIII. E19 Provide space for Fire and Emergency Services:

 Mississauga Fire Master Plan and Emergency Services are interested in a new fire station located on the IOL lands that could replace station 104. These services provides community benefit and should be considered as an integrated entity into the development and likely are best suited for the Northern area closest to the Lakeshore Road corridor

Commercial - Retail

Commercial usage on the ground floor of the central spine of activity will support an active and vibrant urban realm and should consist of a diverse mix of neighbourhood service, retail, food and beverage, entertainment and leisure opportunities.

VIII. E19

Support a mix of ground floor commercial + retail space:

- Uses should be balanced to support daytime as well as nighttime activities, including, but not limited to personal services, restaurants, coffee shops, retail of goods and services, art galleries, and other commercial uses.
- In order to understand the appropriate proportion of commercial uses, the comprehensive master plan for the IOL lands should include a retail study. In consultation with stakeholders (e.g. Port Credit BIA, neighbourhood associations, chamber of commerce, and City, among others), the retail study should explore the current supply of commercial development in Port Credit, and particularly along Lakeshore Road mainstreet, and the demand for new retail and personal services. The study should also consider the impacts of the location of additional commercial uses within the IOL lands on the viability and vibrancy of the mainstreet

Commercial - Office

Office uses are recommended for the low to mid storeys of the central commercial spine. Office space should be developed with a high degree of flexibility with regard to potential office types that can occupy it.

VIII. E20

Support diverse economic markets:

 A variety of employment opportunities should be supported through the development from traditional office space to a variety of spaces that support creative class and entrepreneurial uses

VIII. E21

Promote employment uses through Built Form Design:

 Ground floor heights of 4 metres (13.1 ft) should be implemented throughout the commercial corridor to support commercial and retail usage

VIII. E22

Provide artisanal studio work spaces:

 The development should consider the provision of live/work uses and places to "make" (e.g. artisan shops). Places to "make" should be according to the Ministry of the Environment regulations for land use compatibility, air quality and noise. New commercial development in this site should be phased according to the residential development and the projected demand for this type of use

Urban Design Guidelines

VIII. E23

Urban Design Standards:

 Development on the IOL lands should exhibit high standards of urban design, be integrated with the existing community and provide a suitable relationship with the waterfront and the adjacent neighbourhoods. It should enhance the urban village form and character, animate the streetscape and encourage pedestrian activity

VIII. E24

Implement a gradient of height and density:

 A gradient of building heights should be created that supports the preservation of the character of adjacent neighbourhoods, views to Lake Ontario and the development of a rich and vibrant commercial core (via ground floor retail along the central, highest area of development) Specific directions for this gradient are given in the following 4 guidelines

VIII. E25

Develop a range of building heights:

- Building heights should vary across the site and according to the density gradients outlined above. As a general rule, heights should fall into three categories; low-rise, mid-rise, and highrise. Specific heights and the percentage of each category should be refined in accordance with the changes to policy developed and the results of the environmental assessment.
- North of Lake Street buildings should extend to lot lines/street edges except for openings for courtyards + pedestrian connections
- South of Lake Street buildings should be arranged in a campus-like manner (figure 68-69)

VIII. E26

Preserve character of adjacent neighbourhoods:

- The development on IOL lands should be sensitive to the character of existing adjacent neighbourhoods, in particular the Old Port Credit Village Heritage Conservation District. This should be achieved through the following urban design practices
- Create a gradient of building heights that is lowest at the edge of the property adjacent to existing neighbourhoods
- Create landscaped 'buffers' that help to visually separate new development from existing neighbourhoods. A buffer should be created to the West between existing backyards and the roadway. To the East, adjacent to the Old Port Credit Village Heritage District a landscape boulevard should create a wide, treelined buffer, preserving the character of the district and providing a scenic border alongside it

 Promote pedestrian friendly development that minimizes traffic through adjacent neighbourhoods

VIII. E27 Preserve and enhance views to Lake Ontario:

- From Bay street south, building heights should decrease from North to South, preserving views and maintaining a sense of open-ness along the waterfront
- Buildings should be placed with regard for preservation and enhancement of views to Lake Ontario and the shoreline East and West of the IOL lands

VIII. E28

Maximize Sun Exposure:

 Block massing distribution should allow for maximum sun exposure. Building heights should be limited to 4-6 storey where adjacent to and on the southern side of an open courtyard block. Taller buildings may be located at the Southeast corner of a block where not adjacent to an open courtyard

VIII. E29

Allow for differentiation of form:

 General building massing breakdown should allow for differentiation of form in compliance with general density and building height guidelines and courtyard distribution

VIII. E30

Maximize open space:

- Open space should be prioritized within the block. In place of lower density coverage of the entire block, increased height in a portion of the block will maximize open space and activity at the ground level, allowing for increased vegetation, reducing heat, minimizing runoff and creating public access
- Inner courtyards should accommodate publicly accessible playgrounds, (only in residential blocks) plazas and gardens. Setbacks should not be required in order

to allow for active and diverse urban street spaces and to maximize publicly accessible interior open spaces. Minimum suggested distance between buildings should not be smaller than 10m (32.8 ft) when buildings are taller. Towers should be placed in accordance with guidelines for density and maximization of sun exposure

VIII. E31

Support open space and commercial uses with density:

- The highest levels of density should be located at the center of the development along the commercial core that extends from the existing Lakeshore Road corridor
- Open spaces should be located in such a way that they both support and are supported by areas of more dense urban fabric. A variety of smaller open spaces (both public and publicly accessible private space) should be located in the core of urban blocks in order to increase activity, and create a safer, more vibrant community

VIII. E32

Implement a gradient of public to private uses:

 Public space should be maximized along the waterfront and the central commercial strip running North-South from Lakeshore Road to the waterfront, creating an upside down 'T' of activated public space. Private space should predominantly be residential areas and publicly accessible private spaces such as courtyards within residential and commercial blocks

Implementation Actions

Reassess development concept:

 Action #49. Reassess the proposed development concept based on the results of the environmental site assessment on the IOL property

Review City's Urban Structure:

 Action #50. The City should continue discussions on the urban structure of Port Credit as it relates to the IOL site in the context of other community nodes. The results of this discussion, and possible amendment to the urban structure in the Official Plan, are a fundamental input to the IOL master plan

Prepare IOL Master Plan:

 Action #51. City should continue to work with IOL and revisit the concept plan once the environmental site assessment is complete and risk assessment measures are understood as part of the development of a comprehensive master plan

Amend the City's Official Plan and Port Credit Local Area Plan:

 Action #52. Once a Master Plan for the IOL lands is complete, prepare an amendment to the City's Official Plan and Port Credit Local Area Plan to reflect the recommended master plan for the IOL lands. Amendments may also be required to protect for future transportation connections. Amendments should include Official Plan Schedules (i.e. Schedule 4 – Parks and Open Spaces, Schedule 8 – Long Term Road Network)

Investigate Affordable Housing Opportunities

 Action #53. City should work with the Region of Peel to understand the need and opportunity to incorporate affordable housing on the IOL lands

Explore Institutional Opportunities:

 Action #54. Continue to explore opportunities for institutional uses such as an academic campus, research facility and/or regional cultural destination. Initiate discussion with appropriate educational, research and/or cultural institutions

Enhance Educational Opportunities:

Action #55. Collaborate with educational and environmental groups to establish a publicly-accessible marine science education and "discovery" center along the central waterfront. This could start with floating docks at a public site to catch and discovery aquatic species, and/ or to set up a fish hatchery

Identify Cultural Centre Opportunity:

 Action #56. Review Future Directions in the context of the additional population for the IOL lands and CLC site to determine the need for a cultural centre. If needed consider incorporating on the IOL lands

Explore the Establishment of an Urban Agricultural Centre:

 Action #57. Work with community groups and agricultural organizations to establish an urban agricultural center ("farm") on the IOL lands. This could be established on a temporary basis as a shared produce garden run by a not for profit organization using community volunteers and should only include raised beds protected from contamination if created on soil that is not fully remediated to ensure food products are suitable for consumption

G. The Water Plan

i. Unique Waterfront Site Opportunities

The waterfront location of the IOL lands is one of the greatest assets of this valuable and unique property. Plans for development on these lands should respect the historic planning and focus on sustainable development of the Port Credit waterfront while increasing opportunities for enjoyment of this incredible asset. Planning for this site

Courtyard Block Typology

Courtyard typology should allow for cross-circulation and accomodation of retail, cafe and other active uses at the ground level. Within the residential zones courtyards should accomodate publicly accesible open spaces and playgrounds

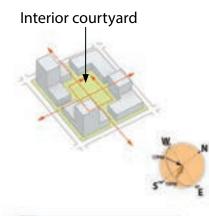
Cross-Cut Block Typology

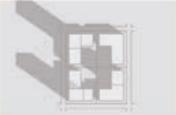
Cross-cut typology should allow for cross-circulation and accessibility to retail, cafe and other active uses at the ground level

Campus Block Typology

Campus typology should maximize accessibility to open space as well as block crosscirculation. This typology applies to street edges adjacent to parks or plazas. A strong street edge is held by built form

street edge at park or plaza



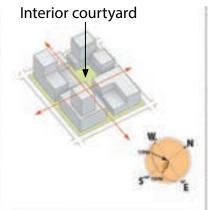


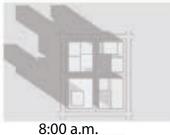
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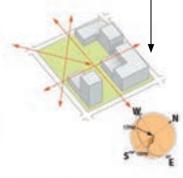






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Figure 68

Block Aggregation: Environmentally responsive courtyards Source: Stoss

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Figure 69 Land Use: Block types by area Source: Stoss should continue to consider how it fits into plans for Mississauga's entire waterfront with the goal of finding the most appropriate use for the IOL lands waterfront. Unique waterfront site opportunities exist here and can be enhanced through the previously mentioned waterfront open space that includes an extensive park and a cultural destination at #1 Mississauga Road in addition to potential alterations to the shoreline and water-based recreation and tourism opportunities that follow.

ii. Harbour + Shoreline

The concept for IOL lands involves changes to the existing shoreline to allow better connection to the water. The creation of an offshore island was discussed under Landscape and Public Realm (Section E). In addition to potential habitat creation benefits, the island formation could create added recreational possibilities in the inner shore due to the reduction of wave action between the island and the mainland. Activities such as stand up paddle boarding, kayaking and swimming could all potentially be supported by the creation of this island.

Changes to the shoreline edge along the IOL lands require further assessment including the completion of engineering, environmental assessment and shoreline and habitat studies and approval from Credit Valley Conservation and potentially from federal agencies such as Department of Fisheries and Oceans and Transport Canada. Remediation along the IOL waterfront has already been completed but will likely need to be revisited if changes are made to the shoreline.

Land Use Guidelines

VIII. G1 Encourage physical access to the water:

The waterfront area should incorporate a variety of uses from cycling and walking

along the Waterfront Trail to larger plaza-like spaces along the shore. Plaza steps down to the shore can double as a feature that provides shoreline protection in place of existing armouring while allowing for public access to the water. Steps can also allow for gathering and civic activities. Diversity and variety in experiences (boating, beach-going, recreating, lounging, etc.) should be prioritized

VIII. G2

Extend + Enhance existing jetty:

Development on the IOL lands creates the potential for the extension and enhancement of the existing jetty to create a new pier that includes #1 Mississauga Road address with recreational, cultural and/or community centre programming at the tip. The feasibility of these cultural/institutional uses on the new pier will need to be further explored with the regulatory agencies, as part of the comprehensive master plan for the IOL lands. The existing structure of the jetty would need to be upgraded; however, existing materials may be used to reconfigure the structure. The addition of a dogleg on the existing coastal jetty would reduce wave impacts but could also increase shoaling potential. Engineering studies would need to confirm the optimal length and width of the extended pier and dogleg

VIII. G3

Where possible encourage naturalization of shoreline:

 The proposed extension of the existing jetty at the east side of the property could create the opportunity to reduce armouring along the shoreline just west of the jetty where the new pier would reduce wave action allowing for a naturalized shoreline and cobble beach. Cobble beaches have been proposed along the eastern Lake Ontario edge of J.C. Saddington Park. This waterfront treatment has been well received by the public and Credit Valley Conservation as it provides a softer treatment and enhanced access to the water. In particular naturalization should be considered on the land-ward side of the island where it is protected from heavy wave action

iii. Marina + Launch Ramp

The protection afforded by and extended jetty allow for the implementation of a small marina and boat launch along the shoreline of the IOL lands presents the opportunity for added waterfront access to groups such as kayakers, sailboarders, recreational charters, local rowing clubs and stand up paddle boarders seeking alternatives to the Credit River. The implementation of a public launch at the IOL lands could be conceived as part of long term plans to remove the trailer parking and boat launch in Marina Park West, allowing that park to become a villageoriented waterfront park and removing conflicts with smaller non-motorized boats in the river. A marina and boat launch on the IOL lands could replace this existing launch, allowing for both some permanent boat parking as well as some day use. Trailer parking in the existing lot in J.C. Saddington Park could be studied as an option in combination with the implementation of this marina and launch ramp. (figure 70-71) The Waterfront Parks Strategy would require updating should this parking be kept for marina usage.

Implementation Actions

Jetty Extension Feasibility:

 Áction #58. Study feasibility of jetty extension on the IOL lands in accordance with CVC, Region of Peel and coastal process engineering specialists

Undertake a Marina needs assessment:

 Action #59. This assessment should including slip, launching, parking, opportunities for sharing parking (i.e..J.C. Saddington Park) and boat storage to inform the ongoing discussion related to the marina

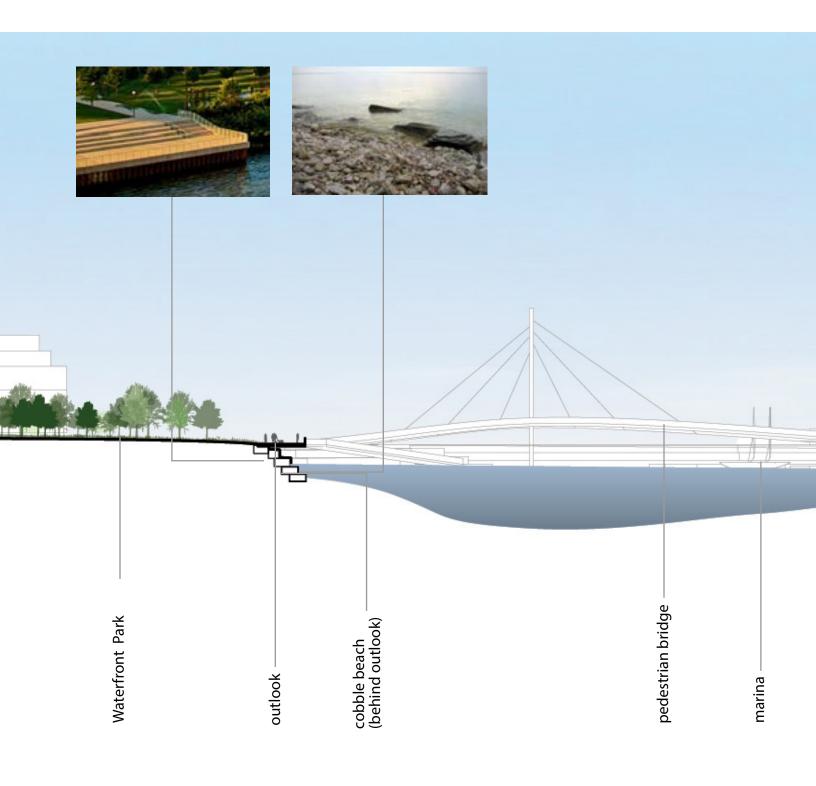
Complete a shoreline processes engineering assessment:

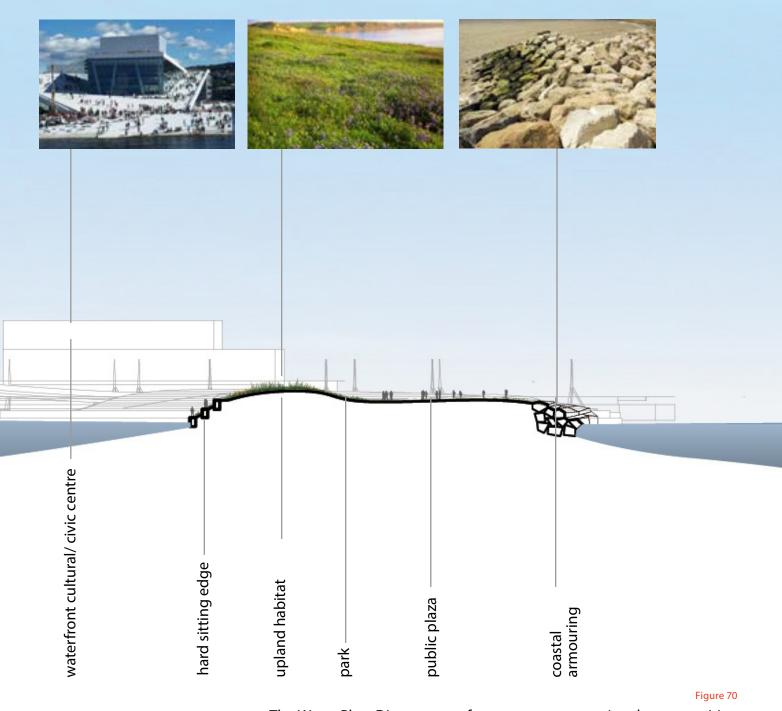
 Action #60. This assessment will be required to determine possibility of implementing a marina at this location

H. Mobility

Land use patterns, density and character of built form and public realm all influence mobility within the IOL lands. An active and attractive urban character with access to amenities makes walking and cycling choices for short trips more appealing. Focusing transit-supportive development around transit stops and stations will continue to reinforce non-auto travel. The concept plan for the IOL lands includes a diversity of multi-modal connections that link the Lakeshore Road to the waterfront and create east-west traffic flow through the lands as well as connections to the eastern neighbourhood. The road network includes north-south landscaped boulevards that include stormwater connection and green infrastructure systems. The concept includes a mid-block minor collector that aligns with the traffic lights at the existing commercial plaza located north of Lakeshore Road. It also enhances Mississauga Road as a major collector with a wide boulevard that performs many functions: provides buffer between the new development and the Old Port Credit Village Heritage Conservation District while providing public real, landscaping and stormwater management benefits. In addition, the concept includes a network of local roads that offer multiple internal connections. Land use planning and development will need to be phased in coordination with the future mobility network.

The concept plan for the IOL lands also includes an active transportation network





The Water Plan: Diverse waterfront access + recreational opportunities Source: Stoss



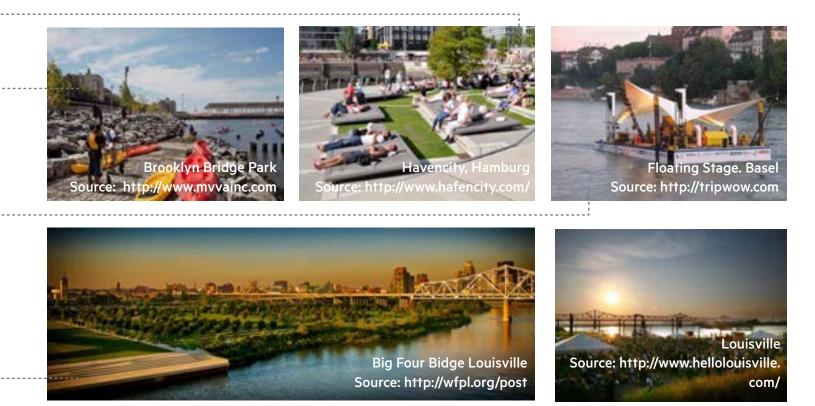


Figure 71 The Water Plan: Diverse waterfront access + recreational opportunities Source: Stoss

that provides for ample opportunities for pedestrian and cycling connections and maintains the Waterfront Trail as the key east-west connection. It also creates additional north-south and eastwest connections through an enhanced streetscape system and landscaped areas.

Urban Design Guidelines

Parking

VIII. H1 Adopt revised parking standards:

 The City's minimum parking requirements identified in the City of Mississauga Zoning By-law (Revised 2010 January 01) should be reviewed and potentially revisited to encourage rates that are more supportive of transit. For the IOL lands and other areas in the city that are identified as intensification corridors and nodes, this should include establishing a "Maximum" parking rate for land uses

VIII. H2

Provide preferential parking for bicycles and/or carshare vehicles:

 All developments should be encouraged to include safe and secure bicycle parking. A minimum parking standard for bikes should be developed in the City's Zoning By-law (as recommended in the Mississauga Cycling Master Plan) to encourage greater active transportation use

VIII. H3 Encourage shared parking:

 The potential to share parking spaces between non-competing uses should be considered where feasible. For example, a place of religious assembly with peak parking demands on a Sunday could share some parking demands with an office with peak parking demands during the daytime weekday period. This in turn can help reduce the overall space required for parking facilities

VIII. H4

Consider municipal parking lot on IOL lands:

 Depending on the nature of the development on the site, additional public parking may be desirable. The City should consider partnering to develop a municipal lot on the IOL lands. Future municipal parking on the IOL lands could be an opportunity to incorporate spaces for visitors to J.C. Saddington Park facilitating the reduction in the existing parking as suggested in the Waterfront Parks Strategy

VIII. H5

Above + Below grade parking:

 Remediation on site will require excavation of large amounts of soil. This allows for the creation of below ground parking to support the residential population and visitors. Below grade parking should be utilized and supported with a minimum of off-road parking adjacent to commercial-retail areas

Active Transportation

VIII. H6 Facilitate active transportation connections:

- Maintain the Waterfront Trail as the key east-west recreation route with a minimum width of 5 m. (14.8 ft)
- Port Street West, Bay Street and Lake Street should connect the IOL lands with the Old Port Credit Village Heritage Conservation District and the Credit River. Access for pedestrians and cyclists should be prioritized.
- Active transportation connections should be encouraged to the west along the Waterfront Trail and Lakeshore Road
- On-road shared use lanes are recommended in the Cycling Master Plan on Mississauga Road south of Lakeshore Road
- Encourage on-site bike share facilities to

foster cycling travel between the Port Credit GO Station and Port Street LRT Station and the IOL lands development

Internal Road Network

VIII. H7

Encourage 'landscape boulevards':

- Mississauga Road is a major collector with a 26 m (85 ft) right of way north of Lakeshore Road. This classification should be maintained from Lakeshore Road to the waterfront. Designation of this as a scenic route may also be considered. A wider road with an enhanced boulevard is envisioned to provide shared auto and cycling travel as well as visual connection to the lake and an appropriate public realm "statement" for this important corridor (figure 80-83)
- A mid-block minor collector should align with the traffic lights at the existing commercial plaza located north of Lakeshore Road. This road should be wider (i.e. 20-26 metres or 65 - 85 feet) to accommodate appropriate public realm, views to the lake and potential future transit access. If a Credit River crossing is considered just south of the rail corridor, this mid-block local road would align well with a potential north-south corridor adjacent to the existing commercial plaza that would connect to this new east-west crossing to the Port Credit Mobility Hub
- A wide boulevard along the western edge of the site will support views to the Lake, act as a minor collector (20-26 m/65 - 85 ft.) and as a buffer between existing neighbourhoods and new development on the IOL lands
- The remaining roads within the IOL lands should be classified as local with a rightof-way width of 17 to 22 metres (56-72 feet)

VIII. H8 Support connecti

Support connectivity options to downtown:

 Connections through the Old Port Credit Village Heritage Conservation District to the east should be made for vehicle access. Traffic calming measures as well as limiting travel times to offpeak hours should be investigated for implementation in order to preserve the character of the area

VIII. H9

Traffic calming:

 Consider traffic calming measures (e.g. narrow opening, chicanes, speed bumps, landscaping, etc.) at key locations.

VIII. H10

Connection to the West:

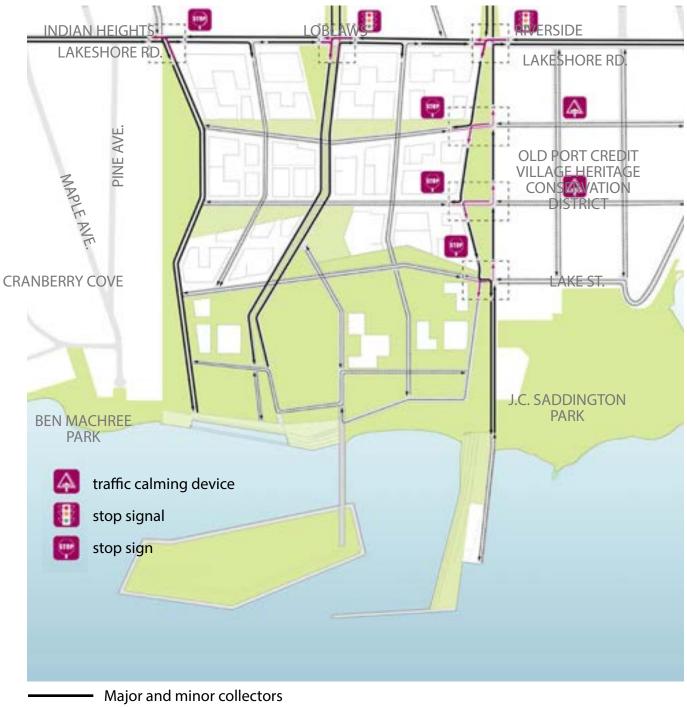
 This option should be considered and studied as potentially to be implemented over time. Such a connection would require acquisition of at least one property along the Western limit of the IOL lands. Possible options will need to be studied and planned for in the long term

Transit

VIII. H11

Support future potential transit connections:

- Development on the IOL lands should be supported by transit according to the ultimate scale of development. This will need to be planned for in conjunction with the creation of a Comprehensive Master Plan
- Allow for future transit on the lower east-west road as well as the mid-block corridor and Mississauga Road.
- Consider protecting lands for an LRT and bus connection in the event that there is a future decision to bring higher order transit to the IOL lands



Local Road

Figure 80

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Mobility: Vehicular circulation + traffic calming Source: Stoss

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Figure 81 Mobility: Cycling + pedestrian circulation Source: Stoss



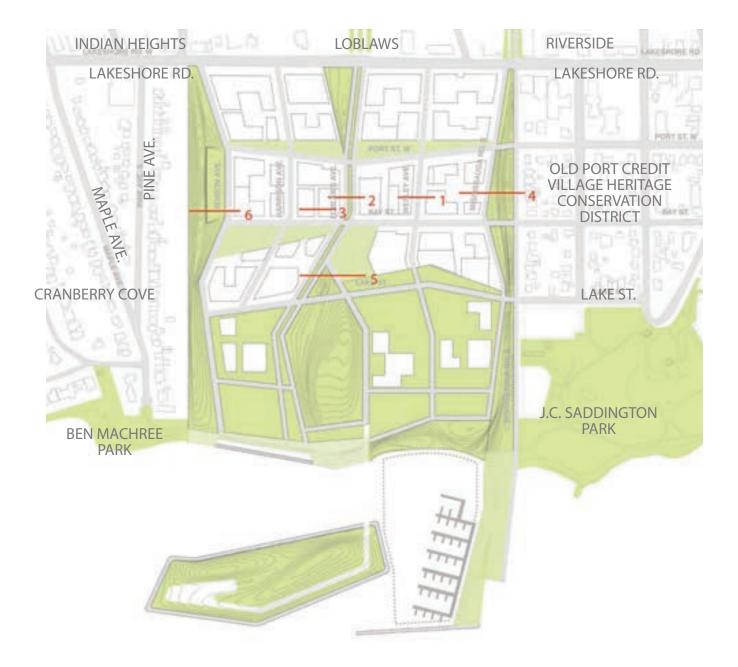
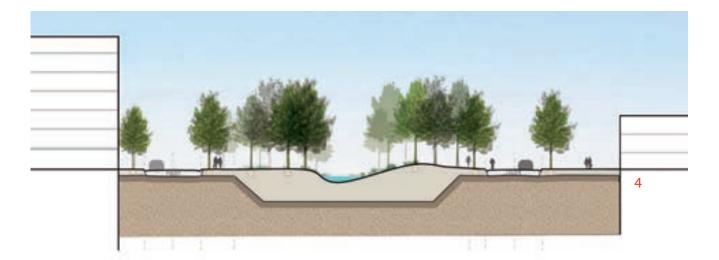
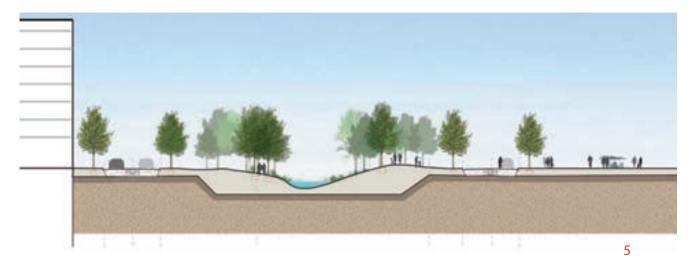
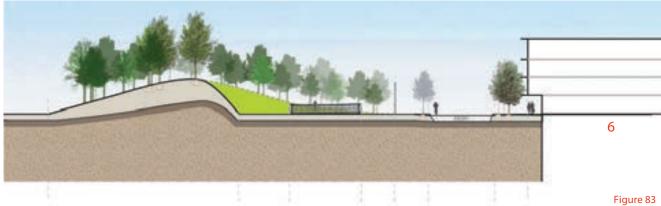


Figure 82 (see 83- 87 for related road sections) Mobility: Roadway network Source: Stoss

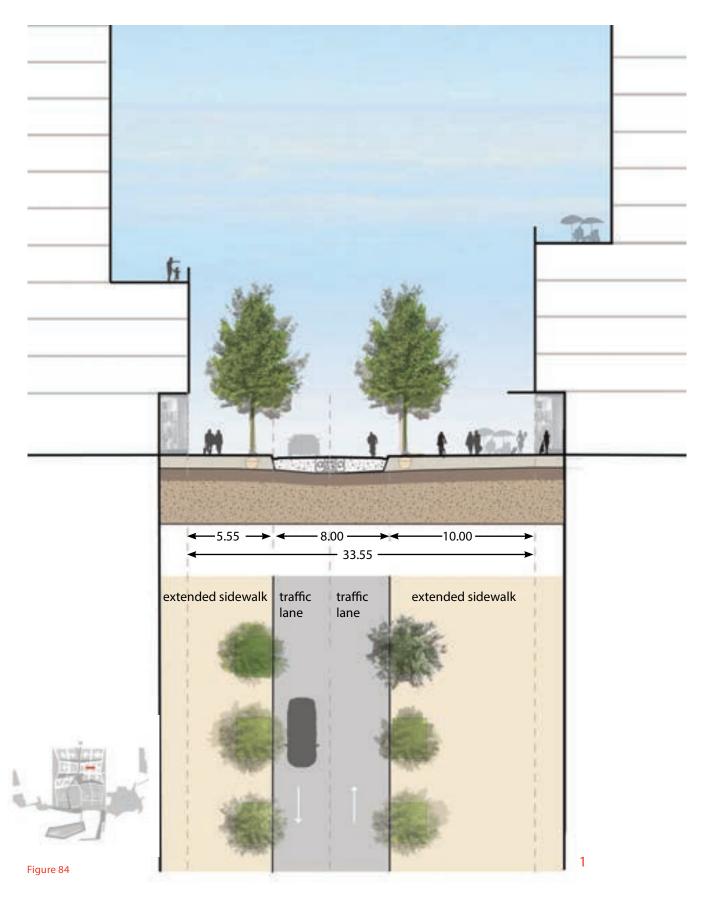


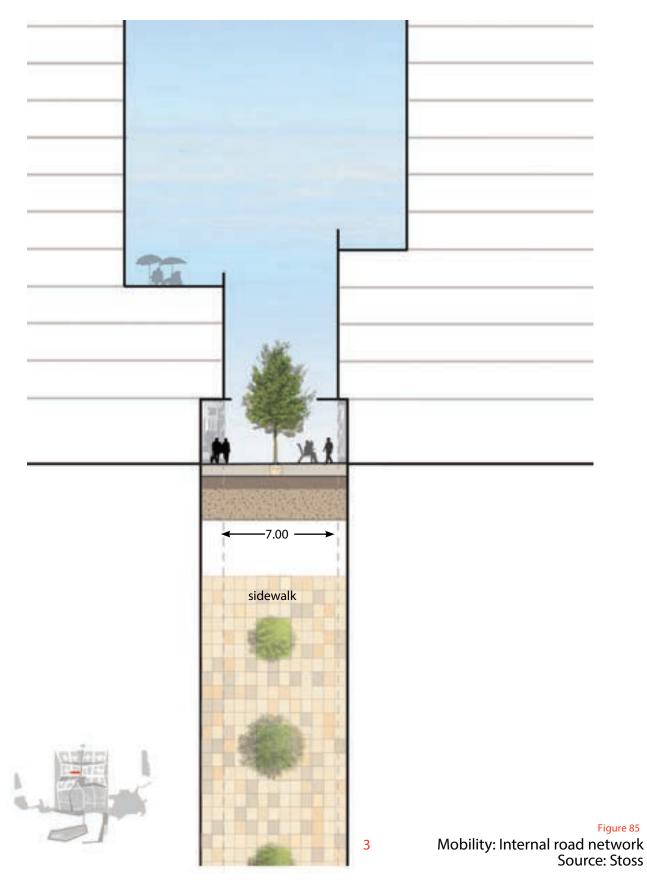




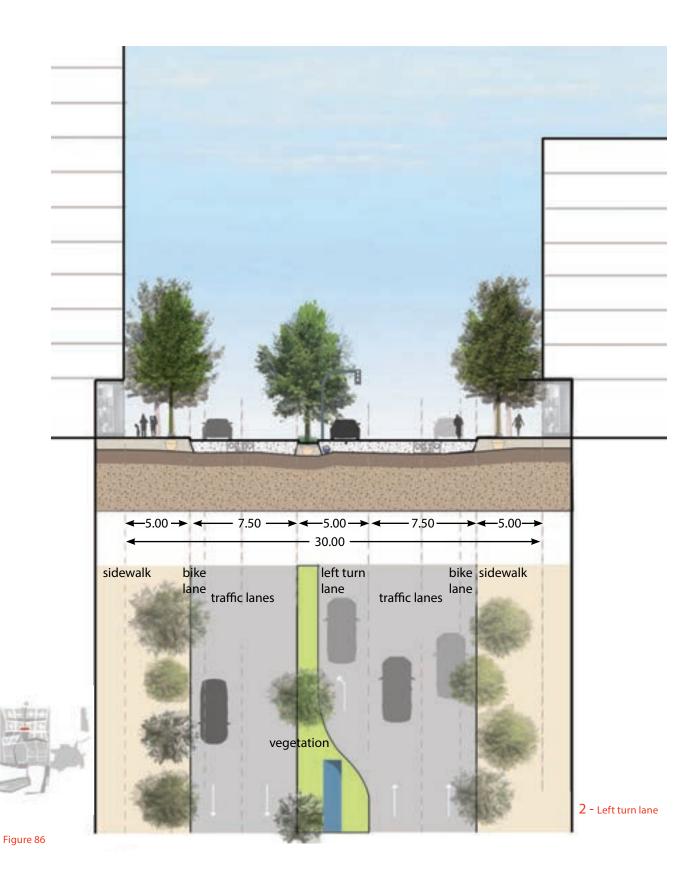
Mobility: Major collectors (landscape boulevards + buffers) Source: Stoss











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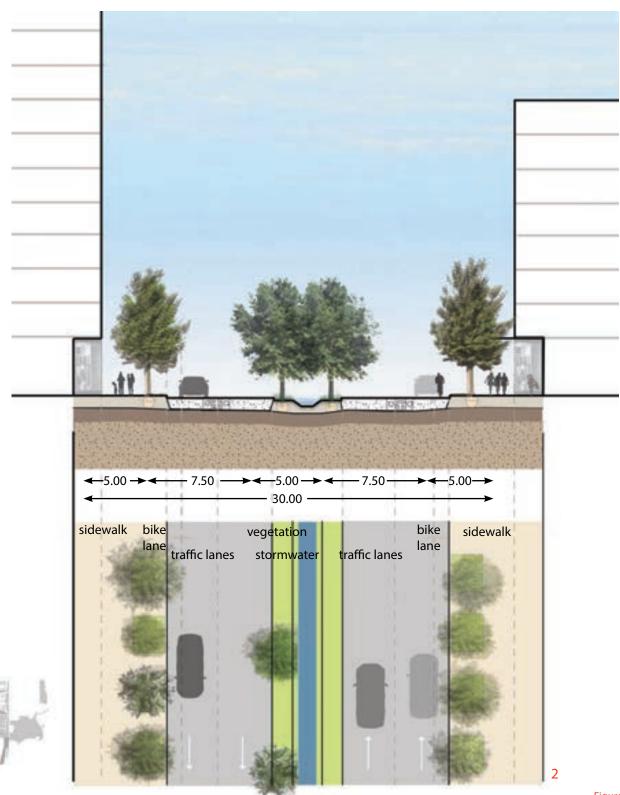


Figure 87 Mobility: Internal road network Source: Stoss

Implementation Actions

Consider Long Term LRT Opportunities:

- Action #61. Complete a study to understand potential benefits and costs of extending LRT service to the IOL lands
- See Action #25 in Section VI (Port Credit Framework for Change). This action applies here

I. Municipal Services

Development of the IOL lands will include connection of residential, institutional and employment uses to the water and sewer servicing that exists along Lakeshore Road. Details on the on-site municipal servicing for the IOL lands will depend on the ultimate extent and layout of development. The following provides some general parameters that should be applied to the IOL lands:

Wastewater Servicing

- Wastewater from properties within the development lands should be collected via sanitary sewers within the road allowances and conveyed to Lakeshore Road
- Sanitary sewers within the development will be sized, located and installed within the road right-of-ways per current City of Mississauga and Region of Peel design and construction standards as well as criteria set forth in standards developed through a risk management assessment
- A pump/lift station and forcemain system may be required at the south end of the development to collect and convey wastewater to the Lakeshore Road sanitary sewer system

Guidelines

Water Servicing

VIII. I1

Follow design standards:

 Watermain system within the site will be sized, located and installed within the road right-of-ways per City of Mississauga and Region of Peel design and construction standards. Design to ensure that enough pressure resides within the proposed watermains so as to provide domestic and fire protection to all blocks

Stormwater

VIII. 12

Encourage low impact development (LID) measures:

- The inclusion of innovative current sustainability practices for stormwater capture and management using landscaping and low impact development measures on the IOL lands is of great importance due to the unique waterfront location and the City's dedication to sustainable practices
- Stormwater capture from streets and buildings and the implementation of bioswales and other infiltration and water treatment techniques should be implemented in order to significantly reduce nutrient loading in the lake. In addition, such techniques can allow for re-use of water for irrigation in select places, allowing for the creation of lush landscapes with minimal maintenance requirements and added inputs that can cost the City money over time. These corridors can also support pedestrian and cycling networks while acting as connections through the urban fabric for wildlife

- Stormwater capture corridors are proposed along the major north to south Boulevards. The exact location and sizing of this green infrastructure will need to be determined based on detailed study of drainage, location and remediation of contaminants in the soil, and the projected need for capacity based on the developed area
- Additional Stormwater from roads and properties within the IOL lands development is to be collected via storm sewers within the road allowances and conveyed to Lake Ontario

VIII. 13

Provide adequate storm sewers:

- within the development storm sewers should be sized, located and installed within the right-of-ways per current City design and construction standards.
- Onsite quantity control is not required as storm flows will be directed to Lake Ontario, as is currently a practice in the area
- Quality control for the development right-of-ways will be required and can be achieved via a suitably sized oil/grit separator which will treat stormwater collected and conveyed by the subdivision storm sewers prior to being discharged into Lake Ontario via a single outlet. The oil/grit separator can be located within park or open space or potentially can be confined within the limits of a right-of-way
- Low Impact Development (LID) measures are to be provided throughout the development and are to be designed and installed per Credit Valley Conservation standards to the satisfaction of the City (refer to section IV.E.iii of the Framework for Change)
- All individual development blocks must provide controls per the current City Stormwater Management design criteria.

Servicing can be phased to coincide with the subdivision build-out. It is important to note that the downstream outlets (the storm sewer outlet to Lake Ontario and the sanitary sewer outlet to the system along Lakeshore Road) and connections to existing servicing (watermain connection to Lakeshore Road) must be established before any internal servicing is constructed. Once internal servicing is constructed, block development can proceed as long as the new servicing in place has enough capacity to service the block being developed. In a subdivision scenario, the developer constructs all servicing within the designated right-of-ways. These rightof-ways, and the servicing contained within, are then assumed by the City and the Region of Peel after completion of all construction activities and a maintenance period (and the associated obligations) has been fulfilled by the developer

Other Servicing Considerations

District heating and cooling– The large undeveloped nature of the IOL lands allows for consideration of district heating and cooling opportunities at the beginning of development rather than as a retrofit. Plants can be located within building basements and the piping system can remain local (i.e. within the confines of the development limits) while using Lake Ontario as a source for water. There are examples of this type of district energy system within similarly sized neighbourhoods (for example, Regent Park located within downtown Toronto); therefore there is great potential to implement a system within the IOL lands Renewable energy – Renewable Energy opportunities such as solar power should be considered early in the site development and/or as an interim use

Implementation Actions

Study the feasibility of a District Energy for the IOL lands:

 Action #62. City should work with IOL and study the feasibility for an area-wide energy approach such as District Energy and use of renewable power for the IOL lands as part of the Comprehensive Master Plan

J. Sustainability

Sustainable development principles are presented in each of the above sections and are intended to encourage developers to build communities that meet the City's "Living Green" goals. With a new development at the scale of the IOL lands there are opportunities to plan for and implement sustainable technologies at the initiation of the development. Policy should be included in the Port Credit Local Area Plan directing developers to implement these sustainable development principles. In addition, the following opportunities have been identified for the IOL lands. These opportunities need to be considered and planned for at a site scale rather than for each specific development and thus require further discussion between the City and landowner to confirm how they will be incorporated in the master plan for the IOL lands:

- District heating
- Renewable energy
- Low impact development for stormwater management
- Community gardens (where possible depending on contamination)
- Connection to transit
- Block structures allowing for optimal light and passive heating

In addition to these features, planning for remediation and treatment of contaminated soil on site can have significant

environmental benefits, preventing contamination of a second site to which it would need to be shipped, eliminating carbon emissions and fuel created by shipping soils off-site. In addition to these benefits, lowered costs for treatment and development can result. These benefits should be taken into consideration in coordination with planned uses when planning for site-clean up.

K. Business Case + Economic Analysis

The "Economic Foundations" section of this report (Section V.A) notes the real estate development and investment interest in new mixed-use development opportunities along the central waterfront in Port Credit. To date, new developments have been predominantly residential with accessory retail and parking uses. In recent economic cycles, during which significant new development investment has occurred in Port Credit, the highest and best use of developable properties, particularly those within walking distance of the Port Credit GO station and along waterfront areas, has been residential use. The City has identified as a matter of public policy the need to increase the demand within Port Credit for space to accommodate commercial office, academic institutional, and other job-generating uses. This section will consider two areas for strategic investment and focus of resources by the City and its prospective partners that can help drive commercial market demand and grow the Port Credit economy.

As previously noted, Port Credit's role in the regional economy to some extent reflects its unique role as a public waterfront destination within the City of Mississauga. Much of the City's real estate along the lake is not publicly accessible. Port Credit's opportunity is to "own" the identity as one of the most attractive public places at the water's edge in the city and perhaps all of the GTA. It can and should seek to enhance its walkable village atmosphere with attractive, pedestrian-friendly civic and public waterfront spaces around which retail, restaurants, cultural and entertainment attractions, and other uses are organized along "complete streets." These attributes have proven to attract substantial new investment in high quality residential new construction with easy access to transit, the waterfront, and water views. The challenge going forward is to leverage these locational and community attributes to attract new investment in commercial office, hotel, retail, institutional, and / or other economically sustainable, job-generating uses.

The IOL lands have a number of attributes that make them a potentially attractive focus for new real estate development. At 36 hectares (88 ac), the site is enormous, relative to the scale of development that has occurred elsewhere in Port Credit. This presents some inherent risks around the extraordinary upfront costs for replacement infrastructure and other site work, but its scale offers the potential to control and shape the creation of a new submarket, a new place, and to capture the value created over time from early investment and risktaking in large-scale, phased development of the site. It is in single ownership, which helps mitigate risk during the predevelopment planning, entitlements, and remediation phases of development implementation. It has considerable linear frontage along Lake Ontario and sweeping water views. And it is vacant of structures and tenancies.

However, unlike other areas in Port Credit where multi-family and mixed-use new construction has occurred at relatively high densities in recent years, the IOL lands are not well served by transit or roadway networks, and thus poorly connected to regional centres of employment. The IOL lands are situated to the west of the Credit River and are approximately a 15-20 minute walk to the Port Credit GO station to the east. The level of service for passenger vehicles traveling east-west along Lakeshore Road, the only arterial connection for the IOL lands with the rest of the region, is considered poor in its current state and is expected to worsen with population growth and additional development in Port Credit.

Further, the vast undeveloped tract of the IOL lands has limited surrounding context into which it can integrate new development. The primary boundaries east and west are low-scale, residential-only districts, and the site's northerly boundary is a car-oriented suburban format commercial thoroughfare, unlike the finer-grained, pedestrian friendly stretches of Lakeshore Road to the east. In addition, the IOL lands are located within the Neighbourhood character area as per the LAP, which limits the amount and intensity of development that can be generated in this vast location.

Combined, the IOL lands current lack of mobility infrastructure, the current policy framework, and lack of any sense of place, present formidable challenges for redevelopment, particularly for attracting new commercial office redevelopment, for which there is already relatively weak market demand even in the more central, transitserved and amenitized areas of downtown Port Credit. And yet, this blank slate, scale of the site, extraordinary waterfront setting and proximity to the range of quality of life amenities of the Port Credit community suggest real possibilities for creative placemaking that leverages the assets that do exist and unlocks the potential value of the IOL lands for high quality, mixed-use development.

Described below are two areas of recommended focus by the City and its collaborators toward the goal of driving greater market demand for job-generating development on the privately-held IOL lands, and in doing so helping to achieve sustainable economy growth in Port Credit over the coming decade. One is a longrange, high-cost, high-reward investment; the other can be undertaken almost immediately in partnership with a range of collaborators in the creative community. The first involves making the case for an ambitious and visionary investment in transit infrastructure to serve new development on the IOL lands and protect community character. The second advocates for building a consortium of creative talent to successfully plan and execute a diverse array of cultural, recreational and family-oriented entertainment programming in and around a dramatic new public place on the lakefront at the IOL lands, one that guickly becomes a must-see regional destination, but serves the needs of Port Credit residents first and foremost.

Maximizing Economic Benefits from IOL Lands Redevelopment

In today's economy, the workforce has become increasingly mobile, and has many more options for where and how to work than ever before. And that labor force is choosing to live and work proximate to vibrant, cosmopolitan centres with cultural, recreational, educational amenities and other quality of life attributes. These factors are influencing where businesses choose to locate new offices, as these businesses are more likely to follow the talented and mobile labor pool than they are to expect that talent to follow business.

As such, the City has a choice to make. It can choose to advocate strenuously with the national and provincial governments for funding for transit infrastructure that can unlock potential economic value and real estate investment interest at the IOL lands and CLC site, reduce reliance on passenger vehicles and creation of greenhouse gas emissions, and ultimately produce solid returns on patient capital public investment from the economic activities attributed to such investment. Or it can allow these unprecedented developments to advance with a continued reliance on passenger vehicles as the predominant means of transportation for existing and new residents, workers, and visitors. In taking the latter course, the City will, in effect, limit the ambitions for future economic growth, job-creation and new housing choices in Port Credit to a scale that fits within a caroriented community context.

This report strongly recommends that the City choose the first option, investing in its transit infrastructure. Further, it is recommended that the City further investigate the feasibility and merits of an extension of the LRT or comparable transit network onto the IOL lands.

As a point of fact, according to a report by Steer Davies Gleave, the Hurontario LRT would reduce vehicle miles traveled by millions each year by 2031 and save commuters significant travel time each year. In addition the LRT would produce significant economic benefits to the City. This LRT report concluded that the monetized benefits to transit users and road users from the all-light rail "Option 1" of the LRT as measured in travel time savings would have a net present value of \$1.154 billion in 2008 dollars; auto cost savings would be \$569 million; and accident reductions would be worth \$56 million, for a total of \$1.779 billion in incremental transportation user benefits. Were the LRT network extended further West in Port Credit to include a transit stop on the IOL lands, where large-scale, urban density of mixed-use development is under consideration, the economic benefits to the City could be even greater.

The Steer Davies Gleave report concluded the following:

 Construction Benefits: Nearly 7,000 person-year jobs would be created during the construction phase. This activity would represent a GDP of \$270 million

- Long-Term Benefits: The LRT would create an estimated 575 permanent person-year jobs. The SDG report conservatively estimates a 2-4% land value increase directly attributable to LRT. However, these projections do not consider the value that other new development that is attributable to the transit investment can have on the local economies, which could be significant
- Environmental Benefits: LRT is projected to remove 13,000 tonnes per year of greenhouse gas emissions by 2021 and 22,000 tonnes per year by 2031
- Accessibility to desired destinations by customers and employees tends to play a major role in location decisions and, therefore, drives up the value of land in highly accessible locations. The following graphic illustrates the incremental value premium associated with proximity of real estate to transits stations in Northern New Jersey

Driving Market Demand with Robust Parks Programming

Where places are in need of more "feet on the street" to support retail and other small business enterprise or to activate new public spaces, distinctive destination programming has become the primary driver of demand. From temporary events and festivals, to regularly scheduled happenings like farmers market and outdoor music events, these programming initiatives have been produced by investors both public and private to bring people to downtowns or to emerging public waterfronts, and to cultivate a stable base of customers. As drivers of new demand, such programming, if sustained at a high level of quality over time, can contribute to higher real property values within close proximity to these programming activities. This value creation can become a potential source of funding for City park development by the private developers of these adjacent properties.

Local: Any programming initiative must serve local constituents first and foremost in this case, the nearly 43,000 residents and workers of Ward 1 in Mississauga. Program organizers recognize that although these users may be smaller in number, and sometimes purchasing power, they are the most frequent and reliable customer base. Their presence creates an aura of authenticity – that a particular program is of the community or neighbourhood in which it is produced. Once developed and stabilized, this local base of constituents for a given program or place help ensure its longterm vibrancy and sustainability. Regional: Where greater spending power is needed, cultural programming sponsors try to reach a more regional audience to bring them to the destination – in this case, residents throughout the City, and potential day-trippers from across the GTA. Although it is often more difficult to attract people in this user group, and they come to programs less frequently, their numbers are much larger and they generally spend substantially more per program visited. The City's Celebration Square is an example of a successful programming venue. Global: When programming is truly exceptional, its demand profile is expanded to visitors from across the country and throughout the world, as local and regional users bring their extended families, friends, and business partners to see their favorite hometown events and places. These out-oftowners are often prepared to spend even more than local or regional constituents and bring the added benefit of marketing the neighbourhood or project as they tell their friends at home about their trip. Successful public places and programs can attract up to one guarter of all visitors from these "global" constituents or more.

Mississauga has had success in leveraging its public spaces and City-owned land for public programming over the last decade, particularly in City Centre, where the City has helped expand this area's cultural arts and civic events footprint. City Centre is well served by transit.

People come to Port Credit to live and work and to visit because of the neighbourhood's unique orientation to its waterfront, its network of parks, vibrant walkable retail streets and housing choices. In particular, Port Credit distinguishes itself from its otherwise comparable neighbourhoods of choice because of its many cultural arts, food scene, and other creative activities that attract people from the neighbourhood, the city, and the region. Port Credit hosts numerous festivals and other special events, particularly in the warmer weather season. Cultural and other destination uses along an increasingly public waterfront in Port Credit will succeed in creating and capturing external demand the same way so many other vibrant waterfront communities have: by producing dynamic public programs that cater to local, regional, and global constituencies and providing an outlet for the spending potential generated by these programs.

Leading examples of comparable development projects focused on large-scale urban sites, public markets, and cultural programming venues include:

Public entities: Toronto's Harbourfront Centre was created as a Canadian Crown Corporation to produce public programming and cultural events on a 10-acre site on the Toronto waterfront to engender the area's economic development. Harbourfront's staff is heavily focused on producing high quality public programming, its core mission – the organization produces more than 4,000 events each year, including cultural, educational, and entertainment programs, as well as diverse regularly scheduled public markets. As a lessee of public land, the corporation has been successful in raising substantial earned income from events. Harbourfront is also a party to the recent York Quay Redevelopment, a real estate development project on adjacent land, in order to secure the proceeds of a new underground parking garage. It has also championed a major renovation to waterfront open spaces, improving the quality of the user experience. Harbourfront Centre's experience running public markets and ambitious cultural arts, family festival and other public programming within its urban waterfront district proves that such uses are very significant magnets for local, regional and destination visitors. These activities are successful in large part due to Harbourfront Centre's organizational capacity

Public-private not-for-profit: Friends of the High Line (FHL) led the conversion of the High Line, an abandoned elevated rail line on the west side of Manhattan, into a public park and venue for cultural programming. In its transition from a non-profit advocacy organization to a public space development and stewardship entity, FHL successfully negotiated an innovative neighbourhood rezoning that enables unusable development rights to be sold to nearby sites, led a major international design competition for the park, entered into a license agreement with the City to manage the park, and conducted significant fundraising for capital and operating needs. The organization has focused on park development and operations, advocacy and marketing, fundraising, and strategies for real estate development both on its licensed property and surrounding development parcels. FHL has achieved remarkable success in creating a vibrant urban space and a programmatic attraction that has added significant real estate values to the neighbourhood. The High Line attracted well over 2 million visitors in its opening

season, and is now one of New York's most celebrated historic preservation and economic development projects. This "Friends of" model has demonstrated that a public-private entity has greater flexibility and freedom in public space design, execution, management and programming. It can also place a greater emphasis on private fund-raising to support both capital and operating expenses.

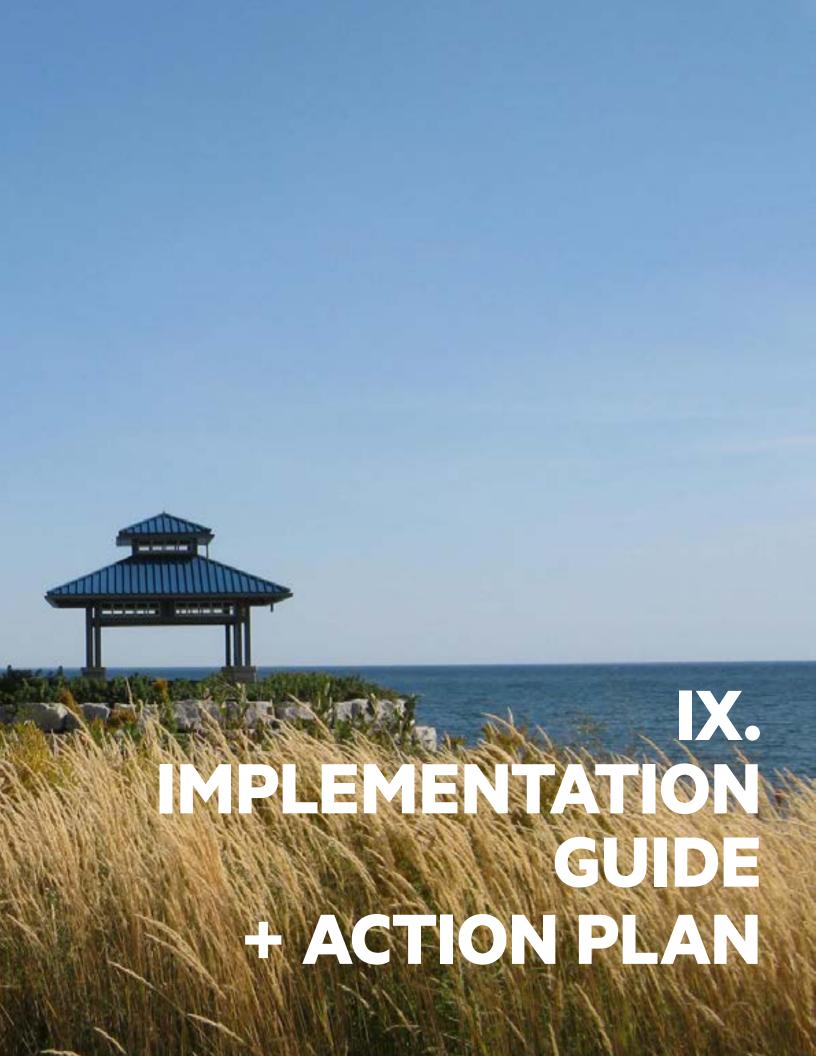
Implementation Actions

Adopt A Flexible Development Framework:

 Action # 63. Adopt a flexible development framework that balances need for densities to offset extraordinary IOL lands remediation costs and extensive parkland dedication with contextual urban design controls

Chapter Summary

The framework for IOL lands provides a foundation for planning for the IOL lands, planning that focuses on the valuable asset of the Lake Ontario shoreline and seeks to develop this asset in such a way that enhances lifestyle and economic wellbeing in Port Credit. This will be an ongoing project in Port Credit for years to come. With the completion of the environmental site assessment on the IOL lands, the City will be able to take this framework and move forward with it toward the creation of a comprehensive master plan. The framework for IOL, much like the Port Credit framework for change presented in Chapter VI, presents a landscape-based development strategy for this significant waterfront property. This landscape-based strategy begins with the assessment of the contamination and the development potential defined by required clean-up of different areas of the site. From here, block structures are developed that are responsive to local environmental conditions. These blocks inform the creation an urban waterfront village with a mix of land uses, a variety of densities, compact pedestrian and cycling friendly urban forms, and a significant public realm. Preservation of natural and cultural heritage are significant factors in the guidelines for urban development. For example, preservation of the Old Port Credit Village Historic District and visual and physical access to the waterfront is promoted through the creation of a gradient of density that responds to adjacent open space and neighbourhood character as well as the creation of a large waterfront park and publicly accessible beach along the Lake Ontario shoreline.



IX. Implementation Guide + Action Plan

A. Implementation Strategy Summary

IPC has made a number of recommendations and identified issues that require further discussion regarding the IOL lands, the CLC site and mobility and connectivity in Port Credit. The implementation of this work will happen over time and involve a number of additional studies and actions by City staff and others to continue the progression on planning for change. The Implementation Guide + Action Plan (section E) highlights the next steps and actions to guide the development of the IOL lands, CLC site and Port Credit Mobility over the next 20-30 years and subsequent sections provide further detail on specific studies, phasing and policy.

The implementation guide that follows summarizes the actions required to implement the Concept Plan for IOL lands and the Master Plan for the CLC site articulated in this report.

B. Key Additional Studies Required

During this study it became evident that among other actions, there is a need for additional information for five fundamental topics highlighted below. Additional studies have also been identified in the implementation guide table.

Urban Structure Review

The IOL lands are located in the West Port Credit Neighbourhood character area as identified in the draft LAP. The Official Plan indicates that the City's neighbourhoods are not appropriate areas for significant intensification and the development must imitate previous development patterns, be sensitive to the neighbourhoods existing and planned character, and limits the building heights to up to 4 storeys. In addition, the draft LAP directs intensification to the Community Node and the brownfield sites (i.e. IOL lands and CLC site) and away from the neighbourhood character areas (although the IOL lands are within a neighbourhood). Given the size, location, cost of remediation, and other attributes already described throughout this report, the IOL lands have greater opportunities to accommodate intensification than typically found elsewhere in the City. In order to facilitate the proper development of this significant brownfield site the City should consider review its urban structure configuration as part of its next five-year Official Plan Review and the Local Area Plan.

Transportation

Transportation is a critical issue for the Port Credit area. The City should undertake a Lakeshore Road Transportation Master Plan that will guide the planning of the future multi-modal corridor. Lakeshore Road is a constrained corridor that requires a context sensitive design approach. Trade-offs will be required to accommodate the envisioned multi-modal function of the corridor. It would build on placemaking initiatives that would promote the animation of the corridor and focus on the design of pedestrian and cycling facilities, while recognizing the role of the road as a significant vehicular corridor. The study will consider the menu of transportation options outlined previously including new crossing(s) of the Credit River for vehicles, cyclists, pedestrians and potentially LRT as well as striving to develop a fine grain road network. The Master Plan would also include focus along the corridor of other key areas including Clarkson and Lakeview. It is recommended that the study be undertaken in the near-term.

Marine Operations + Shoreline Alterations

As Port Credit continues to urbanize and land values near its waterfront continue to rise, there will be increased development pressure to relocate from the CLC site landintensive upland uses that currently relate to recreational marina operations on the CLC site. These upland uses represent an increasingly stark underutilization and privatization of Port Credit's central waterfront. There is an expressed desire among the local community to retain maritime-related uses at Port Credit's central waterfront as this is an important part of the community's heritage and culture. And there has been a City policy pronouncement that job retention and creation in Port Credit is a priority for the City. Therefore, further study is warranted to assess the extent to which other sites along the Mississauga lakefront, including the IOL waterfront, are viable alternative locations to accommodate some of the upland maritime uses that support the operations of a high quality recreational boating marina facility at the CLC site.

In addition, further study is needed of the engineering and configuration options for new marina facilities and shoreline changes along the IOL lands waterfront. A coastal processes engineering study as well as environmental assessment of these areas would be required as a first step to understanding the viability of any of these possible future changes. Specific studies that will be required would be determined by the outcome of these initial assessments.

Economics

The City should investigate options for locating an academic/research institutional use at the IOL lands in order to achieve the City's objectives for increased educational and economic opportunities for City residents and others. Are there institutions in the GTA or beyond that would be attracted by the opportunity to establish a lakefront campus in a potentially transitoriented, quality of urban life setting? What sort of institution is the right fit (a technical institute or a culinary school, or others) given what other institutions in the City and GTA currently offer? Under what conditions (financial, physical planning and design, mobility, legal and others) would the IOL lands be of interest to prospective institutions? Which among these conditions can the City and other stakeholders begin to address in order to capture these opportunities?

Site Remediation and Brownfield Development

The City (and Ontario Regulation) already requires one or more RSCs to be obtained as part of the site remediation and redevelopment. To assist the City in their approval decision-making process, it is recommended that proposed remedial action plan(s) be obtained for independent review. Where on-site remediation is proposed, it is recommended that the City obtain review of the applicable Environmental Compliance Approvals (ECAs) so that agreement on potential emissions and processes can be made.

With regard to facilitating the overall site decontamination and management, it is recommended that the City consider allowing the use of risk-based RSCs. For a development of this size, complete cleanup via dig and dump or on-site remediation would probably be cost-prohibitive. The use of risk assessment to derive property specific standards does not provide less protection of the City workers, public, future site users or ecological receptors. The regulation (O.Reg 153/04 Schedule C, Part I, Section 5 (2). 2) states that contaminant concentrations left on site must meet "the standards specified in the risk assessment report, the contaminants of concern are unlikely to pose a human health or ecological risk greater

than the level of risk that was intended in the development of the applicable full-depth site condition standards for those contaminants." Use of Site Specific Risk Assessment should be determined in accordance with the City's corporate policy and on a case-by-case basis.

Other support the City could provide to assist in the development of the site would relate to possible incentives associated with a community improvement plan (CIP) as supported by the Federation of Canadian Municipalities (FCM) Green Municipal Fund. Incentives could include development charges reductions, tax incentives, priority development application processing and reduced fees, and brownfield support. Through the FCM fund, and with the City working in partnership with the fund applicants, low costs loans and grants could possibly be obtained from the fund to help cover the costs of site assessment and remediation. The City could also benefit from obtaining funding to get the CIP developed.

C. What Do We Do First?

i. Interim Uses

Because the timeline for this project is long term, conceived of in phases of 0-10 years, 10-20 years and 20 + years and the start date for the first phases is unknown due to the need to complete the environmental site assessment at the IOL lands, it will be important to not lose the momentum and inspiration built by the IPC process during this time. Simple steps can be taken that build public interest in the future development, reshape opinions of it, and get people used to the idea that this is a place to go for recreation, culture and relaxation. Interim programming is one commonly used method in public parks and waterfront developments around the world. Programs like these create early public access to

development areas and can continue into the life of the project for years, building momentum and increasing publicity while often providing income from rentals or even sales of branded materials. They can also begin to build visual recognition and identity that is important for continued revenue, community involvement and financial support. Programs implemented should focus on fun, imaginative, memorable activities with recreational and cultural relevance. Activities such as ice skating, fashion shows, arts installations, food trucks, and the placement of chairs to relax in and take in the view have all been used successfully at other similar sites and should be considered here.

A number of possible interim programs could be taken on the IOL lands and the CLC site. Some initial ideas follow. These ideas could be initiated individually or in combination but all should be conceived of within a larger Port Credit Central Waterfront branding strategy. (figure 88-92)

Port Credit Branding Strategy

The first step to building support for the central waterfront and the new developments taking place is the creation of a professional branding strategy. This strategy should be created by a graphic design professional with experience creating identity for public lands, parks, and recreation areas and should become part of or work in conjunction with branding studies currently being undertaken by the city. This strategy could include items for sale such as T-shirts, bags and hats as well as wayfinding such as billboards and on-site signage. Shuttle buses, event signage and construction fences can all include these graphics creating a unified, vibrant identity for the area. In addition a few larger items could be created that utilize the brand and promote activity on site. These could include:

- Port Credit paddle boards
- Port Credit kayaks
- Port Credit 'waterfront' chairs in custom shades of blue
- Port Credit blue hammocks for parks
- Port Credit fire pits along waterfront

Waterfront Event Series

Public events that utilize the space before completion and incorporate the branding strategy build community support and promote new activity. A number of events could be held, including but not limited to the following:

- Light installations
- Floating stages for performance events
- Ice skating + hot cocoa at Marina Park
- Port Credit 'Waterfront Fire Pits'
- J.C. Saddington Park 'Summer Film Series'
- "Lunch on the Lawn' local restaurant series at J.J. Plaus Park
- Recreational Cruises launching from CLC site
- Port Credit paddle boards
- Port Credit kayaks
- Port Credit 'waterfront' chairs in custom shades of blue
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- Recreational Cruises launching from CLC site

IOL Interim Access

The IOL lands themselves can be the site of interim programming that makes use of the area and builds interest in and knowledge about the area's history and what is to come in the future. Some possible activities could include:

- Mobile solar installation
- Academic Research
- On-site 'Industrial Tours' via movable walkways

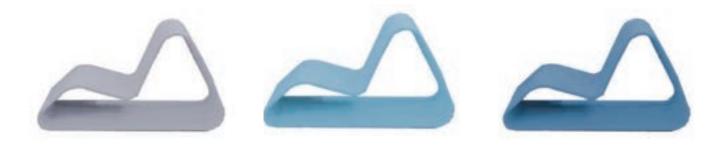


Figure 88 Interim Uses: Custom color waterfront chairs Source: http://escofet.com The Corporation of the City of Mississauga



Figure 89 Interim Uses: Casual lounging in parks Source: FatBoy Hammock



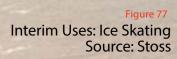




Figure 91 Interim Uses: Floating Swimming Pool Source: www.webpark.ru





Figure 92 Interim Uses: Floating Stage Source: http://tripwow.tripadvisor.com



D. Policy Directions

The City of Mississauga should revise its current land use policies in its Official Plan and Port Credit Local Area Plan to ensure that the CLC site and IOL lands are developed as envisioned by the community and the City through the Inspiration Port Credit process. The current permissions/ prohibitions in the Zoning By-law should be revised after detailed studies are completed as part of the development application process.

i. Policy Directions – Official Plan

Urban Structure: Re-evaluate + redefine

In order to facilitate the development of the IOL lands to achieve the highest benefit for the community and the City, the following is recommended:

The City should consider reviewing its urban structure as part of its next fiveyear Official Plan Review and the Local Area Plan. The current urban structure would not allow for the proposed framework for IOL to be implemented. It is recommended that the City undertake an urban structure study to understand the options for the IOL lands within the City's overall urban fabric and the opportunities and constraints of each option. At this time two preliminary options for amending the plan have emerged from the IPC process. One option is to extend the Community Node to include the IOL lands. The other option is to designate the IOL lands as a 'Special Purpose Area'. These options should be evaluated in light of further information with regard to the level of contamination, market values, employment and population demand with projections and overall community benefits that are envisioned to be achieved within these lands (i.e. magnitude of parkland and open spaces vs. residential/employment/ institutional development)

 A modification of the City's urban structure will further involve the amendment of several sections including section 16.20 (Port Credit Neighbourhood), Schedule 1 (Urban System), Schedule 1b (Urban System – City Structure), Schedule 2 (Intensification Areas), Schedule 9 (Character Areas), Schedule 10 Land Use Designations, and the specific sections dealing either with Port Credit Community Node or Special Purpose Area

Each of these options are briefly described below.

Extend the Community Node

- The extension of the Community Node to include the IOL lands could be considered as part of the natural growth of the Port Credit area. The City's urban structure, including the community nodes, is not static and tends to change over time. There have been dramatic changes in Port Credit and the whole City in the last four decades and more changes are expected as the growth pressures continue throughout the Greater Toronto Area. Provincial direction of focusing growth in the urban areas, and particularly in intensification areas, is anticipated to continue in the future. Changes in the urban structure are usually addressed during a comprehensive Official Plan Review.
- Development in the IOL lands has the potential of complementing and enhancing the existing character of the Port Credit Community Node, protecting the vibrancy of the Lakeshore mainstreet, and offering a diversity of uses.
- The Community Node already has an extensive amount of parks and open spaces which are very well used by the community and the rest of the City's residents. There is an opportunity to expand the great parks and open space network with the provision of a large amount of parks and public spaces along

the Lake Ontario waterfront.

- Extending the Community Node to the IOL Lands will require making a decision regarding the inclusion of the Port Credit Village Heritage Conservation District. Should the district be included, additional policies will be needed in order to protect the existing character of this heritage area and achieve the goals of the LAP and the Old Port Credit Village Heritage Conservation District Plan. Alternatively the Old Port Credit Village Heritage Conservation District and the western riverfront could be excluded from the community node.
- The IOL lands have the potential to accommodate a significant amount of population and employment, even beyond the current levels in Port Credit. Significant infrastructure improvements (e.g. need for additional vehicular and active transportation crossings along the Credit River) will be needed to facilitate the progressive development of these lands without compromising the quality of life of the rest of the community.

Designate IOL as a 'Special Purpose Area'

- The City currently has two other areas designated as Special Purpose Area – the Airport and the University of Toronto, which are unique destinations in the City. IOL lands could also become a unique destination considering that the significant institutional uses and park and open spaces, as proposed in this Framework, have the potential to attract a large amount of visitors. These uses have the opportunity to enhance Port Credit's position as Mississauga's Central Waterfront and one of the favorite destinations for City-sponsored events and cultural and recreational activities.
- There are opportunities to attract important institutional uses such as a regional campus, which might include marine focus or other research facilities. The City should explore engaging educational and research institutions

in order to explore this opportunities. Locating this type of institutional uses would make this area a unique destination in the City.

- The unique waterfront character of the IOL lands may additionally provide support for the idea of this area as a special purpose designation. Port Credit's vision as regional destination built on the unique confluence on the Credit River and Lake Ontario is supported by the development of large park lands along the waterfront on the IOL lands. In essence, the development on IOL lands supports the notion of Port Credit as the central waterfront for Mississauga.
- This option could be challenged given that the other two Special Purpose Areas in the City have a much more significant size and function that attract hundreds of people every day. The character of the IOL will have a smaller scale in both size and function, given its location surrounded by stable neighbourhoods, its size will not allow the creation of a major attractor, the transportation infrastructure constraints, and its distance to planned rapid transit.

Land Use Designation

It is recommended to retain the "To Be Determined" designation for the IOL lands until a comprehensive Master Plan is prepared, which should include information regarding the environmental site condition and the remediation strategy for the area

ii. Policy Directions: Port Credit Local Area Plan

Community Concept

Section 5.2.2 should be amended to include a discussion regarding the potential inclusion of the IOL lands (Vacant Former Refinery), which will be determined through an Official Plan Review

Special Sites & Exempt Sites - Site 3 IOL Lands

Section 13.1.3 should be amended to include policies that reflect the framework for development on the IOL lands as described in this document. The requirement for a comprehensive master plan to be prepared to the City's satisfaction should be maintained; however, Policy 13.1.3.3 should also refer to the framework for the development of a comprehensive Master Plan for the IOL lands as result of the Inspiration Port Credit process.

Vision

A new policy indicating that the comprehensive Master Plan shall be undertaken in general accordance with the principles listed in the IPC Framework should be included. Based on the IPC Framework process, the vision for the IOL lands is to become a place to live, work, make, learn and play that celebrates its waterfront location and the recreation and lifestyle opportunities the Lake Ontario waterfront provides. The development of the IOL lands will help Port Credit to be the home, playground and workplace of a diverse community and at the same time attract visitors from the surrounding neighbourhoods, the wider City and other parts of the Greater Toronto Area; to provide multiple opportunities for public access to the waterfront, a mix of residential and employment uses, an exciting commercial strip along Lakeshore Road, a wide range of water and land-based recreational activities, an enhanced natural and cultural heritage, and an array of active transportation and transit connections within and through the community; and, evolve as a place for culture, celebration and creation, a place with activities day and night and throughout the four seasons, and a place where people of all ages, income and physical abilities can call their home or their place to play.

Principles

The development of the IOL lands should follow the principles that emerged out of the IPC process as follows:

- Embrace the water –protect and enhance the valuable resource of the waterfront through physical and visual connectivity, increased water quality, and the habitat protection
- Celebrate Port Credit's Waterfront Heritage –protect the Old Port Credit Village Heritage Conservation District and the village Main Street as well as the waterfront heritage.
- Living Green and Blue –maximize the provision of open spaces, which shall be created with the highest standards of sustainability including green infrastructure for storm water treatment and management of pollutants on these sites
- Create an Economically Sustainable Waterfront – aim to create a thriving community with a high quality of life, including the provision of affordable housing, a variety of transportation options, employment and new business opportunities
- Connect Land + Water enhance the waterfront and extend the Waterfront Trail, as well as upgrade/provide piers and breakwaters that might improve public access into the water and increase the quality and accessibility of the waterfront
- Balance Development + Embrace Regional Context – incorporate and be in accordance to other City and Regional initiatives, including the extension of the Light Rail Transit (LRT) along Hurontario Street to Port Street

Contamination and Site Remediation

The comprehensive Master Plan shall include/consider the results of the environmental site assessment of the IOL lands, which is currently underway. Once the extent and nature of the contamination is confirmed, a remediation action plan should be completed according to the relevant regulations and submitted to the City as part of the planning approval process. The implementation of the remediation action plan shall be completed as a condition for development approval.

Block Development

The development of block structure should be undertaken in general accordance to the IPC Framework. Block structure should consider environmental factors such as sun, wind, and drainage patterns, in order to increase the sustainable design of the development. Block structure also should provide for a compact community, a street grid pattern, and transit supportive design.

Landscape and Public Realm

Development of the Master Plan for the IOL lands should generally follow the proposed concept plan in this Framework, which is a landscape-base strategy focusing on the creation of high-quality public open spaces, the incorporation of sustainability practices (i.e. Low Impact Development), and the creation and/or protection of natural habitat and naturalized corridors. The Master Plan should study the use of landscape-based remediation strategies for clean-up of contaminated areas.

The Master Plan should include a hierarchy of parks and open spaces, including a destination park (i.e. waterfront park) and community parks (-i.e. civic plazas and smaller internal parks), interconnected by corridors and vegetated streetscapes. The destination/waterfront park should extend the full length of the IOL lands shoreline and include opportunities for active and passive recreation, civic/event spaces, extensive active transportation network (i.e. for walking and cycling), natural habitat creation, and marine/ water-recreation uses. The active transportation network should offer connections to the Waterfront Trail; similarly, the open space system should be designed to integrate the adjacent J.C. Saddington Park, as possible.

The Master Plan should study the inclusion of an offshore island that will provide for additional natural and wildlife habitat, larger shoreline area, exceptional views, and additional recreational opportunities. The island should have only pedestrian or cycling access from the mainland. Study of the possibility of utilizing contaminated soil as a portion of the fill on this island should be considered at that time. The Master Plan should also study the inclusion of an enhanced pier to the western edge of the waterfront park adjacent to the J.C. Saddington Park. All changes to the shoreline and new habitat should be designed and implemented in consultation with the relevant regulatory agencies, stakeholders, and the community and after the completion of appropriate environmental and feasibility studies.

Land Use, Built Form and Urban Design

The land use configuration, built form and urban design should be inspired by the waterfront location of the IOL lands and should follow the principles presented in the IPC Framework. Development in the IOL lands should achieve the following goals:

- Create compact, complete, vibrant, and connected communities, including the provision of mixed-uses and employment opportunities
- Create transit-oriented communities
- Include a variety of built form, scales and views to Lake Ontario
- Provide a high-quality built form, streetscapes and placemaking
- Complement character of surrounding neighbourhoods and provide appropriate transitions
- Create sustainable and healthy neighbourhoods, including a range of housing options and tenures, community facilities and recreation spaces.

- Energy conservation and green design and sustainable waste management
- Preserve physical and visual access to the water
- Create a mixed-use vibrant urban realm that is active day and night
- Enhance economic and social diversity
- Provide spaces to live, work, make, learn and play
- Create a unique urban waterfront that is in balance with regional development

Land Use

The Master Plan shall include a diversity of land uses, including a combination of residential, commercial, retail, offices, institutional and parks and open spaces. Development should offer a gradient of densities and include mixed-use buildings and higher densities towards the middle of the lands (e.g. along a central spine), while residential uses and lower densities should be located towards the eastern and western sides of the lands located adjacent to the neighbourhoods.

Retail/commercial and office uses should be located in the ground floor and potentially second floor and concentrated towards the middle of the development (i.e. along a central spine) and along Lakeshore Road. Buildings along the central spine and along Lakeshore Road should generally be developed with a minimum ground floor height of 4.5 m to encourage non-residential uses at grade level. Where employment and residential uses are located in close proximity, land use compatibility issues including air quality, vibration and acoustic assessments will be addressed as part of the development application process.

Development along Lakeshore Road should respect the mainstreet character and offer street-related commercial uses with closely spaced store fronts and residential or office uses on the top floors. Development should meet the City's target for the Port Credit Community Node of at least 2 residents per job (population and employment ratio of 2:1).

The Master Plan should study the need and feasibility of locating institutional uses such as an academic campus, research facility, community facilities, and a civic or cultural centre. These uses, if feasible, should be located along the waterfront open space area.

The comprehensive master plan for the IOL lands should include a retail study to be developed in consultation with stakeholders and should explore the current supply of commercial development in Port Credit, and particularly along Lakeshore Road mainstreet, and the demand for new retail and personal services. The study should also consider the impacts of the location of additional commercial uses within the IOL lands on the viability and vibrancy of the mainstreet.

Built Form + Urban Design

Development in the IOL lands should have building heights and density that offer appropriate transitions to the adjacent neighbourhoods to the east and west of the lands, and towards the waterfront. Development should be sensitive to the Old Port Credit Village Heritage Conservation District and shall provide appropriate transitions, buffering and connections, as per the policies in the Local Area Plan and the Old Port Credit Village Heritage Conservation District Plan.

Residential development will provide a variety of opportunities to encourage diversity of built form and housing types. Development shall provide an interconnected network of streets through the blocks and avoid cul-de-sacs and dead-end-streets. The appropriate height and density will be determined after a comprehensive review of the City's urban structure undertaken as part of a comprehensive Official Plan Review, as mentioned at the beginning of this section.

The Master Plan should provide for high standards of urban design, improved streetscaping and urban amenity, maintain the urban waterfront village character and provide a suitable relationship with the Lakeshore mainstreet, the waterfront, the Waterfront Trail, and the J.C. Saddington Park. It should also provide for a vibrant and animated pedestrian and cycling friendly community.

The block structure should emphasize the waterfront character of the site and views to the lake.

Water Plan

The Master Plan for the IOL lands should consider the historic waterfront and marine uses in Port Credit and explore the opportunities for changes/improvements to the existing shoreline and the location of marine activities and boat launch. Planning for the IOL lands should consider the inclusion of water recreational uses, such as boating, kayaking, canoeing, and paddling, as part of the design of the offshore island and the pier. Planning for this site should consider adjacent marine uses and the opportunity for consolidate/reconfigure existing marine uses. As previously indicated, changes to the shoreline and new habitat should be designed and implemented in consultation with the relevant regulatory agencies, stakeholders, and the community and after the completion of appropriate environmental and feasibility studies.

Mobility

The Master Plan for the IOL lands should include a diversity of multi-modal

connections that link Lakeshore Road to the waterfront creating both north-south and east-west traffic flow through the IOL lands. The road network should include north-south landscaped boulevards that include stormwater connection and green infrastructure systems.

The plan should include a mid-block minor collector that should align with the traffic lights at the existing commercial plaza located north of Lakeshore Road. Mississauga Road should be classified as a major collector, including a wider road width and an enhanced boulevard. The remaining roads within the IOL lands should be classified as local as per the City's Official Plan standards. Development should consider at least one connection to the Old Port Credit Village Heritage Conservation District; however, the inclusion of traffic calming measures to preserve the character of the Old Port Credit Village Heritage Conservation District should be considered.

The Master Plan should consider the City's parking requirements and propose rates that are appropriate for a mixed-use community and that support transit-oriented design. Below ground parking and on-street parking should both be provided. The parking strategy should provide for bicycle parking and/or carshare vehicles and consider the potential to share parking spaces between non-competing uses, when feasible.

The Master Plan should include an active transportation network that provides for ample opportunities for pedestrian and cycling connections. Development should maintain the Waterfront Trail as the key east-west connection and create additional north-south and east-west connections. The plan should also include enhanced pedestrian and cycling amenities and facilities, according to the high-quality of streetscape, landscaping and public realm strategy. The Master Plan should allow for future transit on appropriate streets, enhance transit connections and encourage transit ridership through its design. It should explore the feasibility of extending the LRT line into the development.

Municipal Services

Municipal services should be planned in accordance to the City and Region of Peel's standards. Servicing should be phased to coincide with the subdivision build-out; however, downstream outlets (the storm sewer outlet to Lake Ontario and the sanitary sewer outlet to the system along Lakeshore Road) and connections to existing servicing (watermain connection to Lakeshore Road) must be established before any internal servicing is constructed. The Master Plan should include innovative practices for stormwater capture and management using landscaping and low impact development (LID) measures according to the recommendations of the IPC Framework and as per Credit Valley Conservation guidelines and the City's Green Development Standards.

Sustainability

The Master Plan should incorporate sustainable design principles to meet the City's "Living Green" goals. The plan should encourage the use of sustainable design practices such as green building and infrastructure design, use of renewable energy, explore the feasibility of district energy and/or geothermal technology for heating and cooling, use of water and wastewater efficiency and reduction practices, the extensive use of low impact development for stormwater management, the inclusion of community gardens, provision of connections to transit, provision of an extensive active transportation network, and a block design that allows for optimal light and passive heating.

Brownfield Development Strategy The Master Plan should explore potential incentives at the local, provincial, and federal levels for brownfield development. In addition, the City should consider the development of a community improvement plan (CIP), as supported by the Federation of Canadian Municipalities (FCM) Green Municipal Fund, to create incentives for the development of this brownfield land. The City should also explore additional incentives, such as development charges reductions, tax incentives, priority development application processing and reduced fees, and brownfield support.

Special Sites & Exempt Sites - Site 8 CLC Site

The City should work with CLC to finalize the Master Plan for the Port Credit Harbour Marina site at the City's satisfaction and move forward with an Official Plan Amendment that includes the objectives and development policies established in the Master Plan. The development policies should enforce the following objectives for the site:

- Contribute to a sustainable community
- Provide a public road system that enhances the context
- Enhance the urban village character
- Bring year-round life and activity
- Be transit supportive and encourage active transportation
- Consider marine transportation as an option
- Establish an attractive public realm
- Provide mixed use development at an appropriate built form
- Maintain a marina function and the marina heritage
- Provide opportunities for employment
- Respond to the context
- Improve outdoor comfort and interest at the waterfront
- Provide a range of housing opportunities
- Provide public access to the waterfront

Contamination and Site Remediation

Land to be developed for residential purposes may be subject to an environmental remediation carried out to the satisfaction of the Ministry of Environment (MOE). If contamination is confirmed, completion of remediation, risk assessment, generic removal or a combination of those methods to mitigate the identified soil contamination and to prepare the site for future more sensitive land uses should be required as a condition of development approval. If required, a mandatory MOE Record of Site Condition (RSC) must be completed before changing the land use of the site to a more sensitive land use, such as residential or parkland. The RSC documentation must demonstrate, once a remedial strategy is complete, that the soil and groundwater on the site meet generic and/or risk-based standards for more sensitive land uses. This RSC must be submitted to the city upon completion of the remediation of the site.

Landscape and Public Realm

Development will provide an interconnected variety of public parks and open spaces which include a destination park (i.e. waterfront park), the Waterfront Trail, public access points to the water and marina functions, urban squares/plazas, as well as private public spaces. These public and private open spaces will create recreational and leisure opportunities, waterfront views, improved internal and external connectivity and an inviting public realm. A waterfront park should be located to the southeast of the site, adjacent to the J.J. Plaus Park. The enhancement of the eastern breakwater as a promenade with public access should be studied.

Public parkland dedication shall include the Waterfront Trail and wharf side promenade

as well as waterfront parks which are connected to these pathways. The public Waterfront Trail should offer connections to the Waterfront Trail; similarly, the open space system should be designed to integrate to and enhance the adjacent J.J. Plaus Park, as possible.

The public Waterfront Trail will ultimately be provided around the perimeter of the site although future technical and financial analysis will be required to determine if public access will be permitted along any portion of the breakwaters. The public Waterfront Trail shall be a minimum width varying from 8 to 15 m (26.2 - 49.2 ft.) and shall be appropriately landscaped to ensure user comfort and safety. The shoreline access will provide for a continuation of the Waterfront Trail and the design should respond to the various edge conditions throughout the site, including both the shoreline and the built-form edges. Where feasible, opportunities for physical access to water should be offered.

Where possible, the development should increase habitat potential in open spaces and along the shoreline and increase street trees and vegetation along the Waterfront Trail . The development should explore the feasibility of improving habitat and naturalization along the shoreline, depending upon shoreline studies and compatibility with marine uses. Development on the CLC site will explore enhancements to the eastern breakwater in terms of improvements to shoreline circulation and benefits to aquatic habitat.

Land Uses

Land uses should support a diverse mix of activities and allow for flexibility of use across the site, including expanding and integrating marine operations in conjunction with residential, retail, commercial, recreational and cultural facilities. Notwithstanding the provisions of the Mixed Use and Greenbelt designations and the Desirable Urban Form policies, marina, boat repair, service and storage will be permitted. The marina will be encouraged to remain on site but in the long term, boat storage may be relocated to an off-site location.

Where employment and residential uses are located in close proximity, land use compatibility issues including air quality, vibration and acoustic assessments will be addressed as part of the development application process. In addition to the requirements in section 19.4 of the Official Plan, an Environmental Compliance Approval (ECA) addressing the boat repair, service and related operations' emissions, discharges, and wastes, shall be pursued in accordance to the Environmental Protection Act and the Ontario Water Resources Act. For smaller facilities with limited emissions, the City should require their registration on the **Environmental Activity and Sector Registry** (EASR) if an ECA is not required.

Existing employment uses will be encouraged to be retained on site and integrated into the new built form and new employment opportunities will be encouraged and provided through various uses including retail, restaurant, office, overnight accommodation, cultural, community and workshop space. Given the limited size of the CLC site, industrial and commercial activities should be limited to Class 1 type operations. Development should work towards helping the City to meet the target for the Port Credit Community Node of at least 2 residents per job (population and employment ration of 2:1).

Retail establishments, excluding existing marina related operations, shall be limited to a size which reflects an urban scale of development and supports the proposed built form. The site will generally be developed with a minimum ground floor height of 4.5 m to encourage non-residential uses at ground floor level. Development should encourage the location of active uses on the ground floor, including retail, office and other employment uses with residential uses on the top floors.

Residential development will provide a variety of opportunities to encourage diversity of built form and housing types.

Built Form and Urban Design

All new development should exhibit high standards of urban design, be integrated with the existing community and provide a suitable relationship with the waterfront and the adjacent J.J. Plaus Park. It will also enhance the urban village form and character, animate the streetscape and encourage pedestrian activity. Development should have a transit supportive design.

Building heights should generally be a maximum of 6 storeys with building setbacks from the main façade above the third/ fourth floor. A variation in building heights is encouraged. The following ratio of height variations should be considered block by block in the six southernmost blocks: 30% 3-6 storey, 50% 4-6 storey and 20% 6 storey. These heights should be implemented in keeping with the general principles of stepping down to the waterfront and street edges. The ratios of floors stated in the CLC Master Plan should be implemented in keeping with the principle of setbacks and stepping down to the waterfront, meaning the highest floors will be located at the northern end and at the center of each block.

Given the location in the vicinity of planned Light Rail Transit, the existing built form context, and the provision of new public waterfront access on site, additional height may be permitted in certain key locations along the south side of Port Street up to a maximum of 12 storeys subject to demonstrating appropriate massing which will address setbacks, building articulation, floor plate size, at grade conditions, sky views, sunlight access and compatibility with adjacent development.

New buildings, except those associated with the marina function, shall have a minimum height of 2 functional storeys, will face the street and will provide an appropriate scale, form and pedestrian orientation to enhance the public realm.

The maximum densities shall be determined at the time of zoning by-law amendment in conjunction with the preparation of more detailed development concepts and technical analysis.

The block structure should emphasize the waterfront character of the site and views to the lake. Building towers should be separated from one another in order to protect views, minimize shadow impact on Port Street, maximize light access, and create appropriate massing.

Water Plan

Development should retain the existing marina and improve its functionality, as needed. Gas Dock & Marine Services Facilities should be provided to service boaters.

Development should expand public access to waterfront and the existing breakwater should be retained and expanded to create an opportunity to expand public access and to protect the harbour area for the marina.

Mobility

New streets will be designed to continue the existing road and block pattern and to allow for appropriate penetration into the site. Development should provide multiple points of access, preferably at Port Street, at Stavebank Street and possible at Elizabeth and Helene Street. Nevertheless, development should not have multiple access points/ driveways along short blocks. Access to individual driveways/ parking lots should be provided along the internal streets, as possible. Access to the site should achieve north/south and east/ west view corridors to the water, good pedestrian accessibility and safety, multi modal movement opportunities and access to marina facilities and parking.

Development shall provide an interconnected network of streets through the blocks and avoid cul-de-sacs and deadend-streets. Streets should be designed as pedestrian and cycling friendly with an appropriate width to generate a lively pedestrian culture, ensure accessibility and support street trees. Design local/internal streets to have an intimate character with a minimum of 17 m (56 ft) building face to building face. Internal streets should be designed to create a sense of enclosure which will aid in traffic calming and help to animate the streetscape.

Port Street has been identified as a higher order transit corridor for future Light Rail Transit and development along Port Street will support multi-modal transportation options. Development should integrate and plan for a terminus station at the CLC site on Port Street and provide amenities, connections and facilities that will support and enhance the station environment.

Design must provide a continuous cycling and pedestrian network which includes access to the water's edge through the site and expand the Waterfront Trail at the water's edge along the site.

Street network shall provide for appropriate circulation for residential and non-residential building service vehicles, City maintenance vehicles and emergency vehicles, and for marina uses.

Parking needs shall be provided for the many uses on the site including residences, commercial/retail uses, marina and visitors. Parking requirements will take advantage of the mixed use form of development and recognize the availability of higher order transit. Parking will generally be located underground or in screened parking structures but on-street parking may be provided to promote street activity and enliven public spaces.

Municipal Services

Municipal services should be planned in accordance to the City and Region of Peel's standards. Servicing should be phased to coincide with the subdivision build-out; however, downstream outlets (the storm sewer outlet to Lake Ontario and the sanitary sewer outlet to the system along Lakeshore Road) and connections to existing servicing (watermain connection to Lakeshore Road) must be established before any internal servicing is constructed. The Master Plan should include innovative practices for stormwater capture and management using landscaping and low impact development (LID) measures according to the recommendations of the IPC Framework and as per Credit Valley Conservation guidelines and the City's Green Development Standards.

Sustainability

The Master Plan should incorporate sustainable design principles to meet the City's "Living Green" goals. The plan should encourage the use of sustainable design practices such as green building and infrastructure design, use of renewable energy, explore the feasibility of district energy and/or geothermal technology for heating and cooling, use of water and wastewater efficiency and reduction practices, the extensive use of low impact development for stormwater management, the inclusion of community gardens, provision of connections to transit, provision of an extensive active transportation network, and a block design that allows for optimal light and passive heating.

Chapter Summary

IPC presents guidelines and identifies issues that require further discussion regarding the IOL lands, the CLC site and mobility and connectivity in Port Credit. The implementation of this work will happen over time and involve additional studies and actions by City staff and others to continue the progression of planning for change and making the most of Port Credit's remarkable waterfront lands. The implementation guide highlights the next steps and actions to guide the development of the IOL lands, CLC site and Port Credit Mobility over the next 20-30 years. Policy Directions provide guidance for the future creation of a comprehensive master plan for the IOL lands.

E. Implementation Guide + Action Plan

The following Implementation Guide is a planning tool to be used in conjunction with the Inspiration Port Credit Charting the Future Course: A Strategic Comprehensive Master Plan (2013). The actions are grouped into eight (8) categories: Landscape + Public Realm; Land Use + Built Form; Water Plan; Mobility; Municipal Services; Sustainability; Contamination; and Economics. Elements of the Implementation Guide include:

Implementation Triggers/ Approximate Timing

The Implementation Guide refers to the factors that should be considered prior to initiating the actions.

Time Frame

The Implementation Guide refers to the time frame that implementation of an action should commence. For the purpose of this guide, three time frames are used: 1-5 years; 6-10 years; and 10 years and beyond.

Expected Involvement and Responsibility

The Implementation Guide identifies the department that will lead an action and the potential partners.

Cost Factors

The Implementation Guide identifies cost factors such as order of magnitude study, capital and operating costs. These costs are in 2013 dollars and are considered preliminary estimates subject to change given, among other things, future market conditions; program design; and regulatory policies.

Please refer to the full document for comments and context on these actions. Section numbers have been added at the end of each action in the below table for easier reference.

Implementation Guide + Action Plan

Topic Area	Action #	Action(s)
Landscape + Public Realm		
Enhance the Waterfront parks network	1	Explore options for new governance and funding structures for ongoing parks operations, maintenance, programming and special events. This may warrant creating a "Friends of" with a high capacity board and staff, supported with funding from new sources of earned income, the City, business, philanthropy and individual donors. (Section VI, A, i)
	2	Advance conceptual planning and design for public realm improvements at locations where better pedestrian connections can be made between Port Credit's network of waterfront parks and open spaces. An early focus should l to integrate JJ. Plaus Park with the new n-s street and CLC development to the Park's immediate east. (Section VI, A, i)
	3	Initiate discussions with Waterfront Regeneration Trust, landowners, stakeholders and other partners to create a continuous and contiguous Waterfront Trails through Port Credit (Section VI, A, i)
Increase Water-based recreational opportunities	4	Explore additional and cultivate current partnerships with community groups and stakeholders to increase water-based recreational opportunities in Port Credit (Section VI, A, ii)
Explore opportunities to foster arts and culture	5	Initiate discussions with IOL, CLC to explore opportunities to foster arts and culture within the developments, including the creation and design of meeting spaces for the immediate community as well as larger event spaces. Thes conversations should be carried within the context of the current Future Directions Master

Implementation Triggers/Approxim ate Timing	Time Frame			Expected Involvement and Responsibility (Lead & Partners)	Cost Factors (e.g. order of magnitude study, capital and operating costs)
	1-5	6-10	10+		
	yrs	yrs	yrs		
Ongoing	*			Lead: Community Services	\$60,000 for feasibility consultant
Short- term, Initiate concurrent to development application review on CLC	*			Lead: Community Services Partners: City Manager's Department	\$75,000
Short-term, Initiate concurrent to development application review on CLC	*			Lead: Community Services Partners: City Manager's Department	
Short-term, Initiate concurrent to 2015 Pan Am Games preparations	*			Lead: Community Services	
Short-term	*	*		Lead: Community Services	

Topic Area	Action #	Action(s)
		Plans. Agreements should be incorporated in future revisions of the Future Directions Master
	6	Plans (Section VI, A, ii) Art/food trucks: allow vendors to sell food and art at major nodes in Port Credit, especially on high visitation weekends, and throughout the city. (Section VI, A, ii)
Support Restoration of Natural Heritage and wildlife connectivity	7	Include naturalization and restoration of Port Credit's Natural Heritage as part of the implementation of Mississauga's Million Trees planting program (Section VI, A, iii)
Public Awareness and environmental stewardship	8	Develop a program to create greater public awareness and advocacy for environmental stewardship. Waterfront parks and other locations should include programs and education/discovery centres that help residents, particularly area youth, and visitors better understand the significant ecological and environmental resources in and around Port Credit, the need to protect and nurture them, and the role that each person can play in achieving these objectives. (Section VI, A, iii)
Completion of Waterfront Trail along CLC site shoreline	33	Conduct coastal engineering processes studies to understand opportunities and potential challenges or risks to completion of the waterfront trail along the shoreline at the CLC site and the extension of and allowance for public access along the pier. (Section VII, D, i)
Enhancements to J.J. Plaus Park	34	Undertake an Environmental Assessment to study the need for improvements services for the / renovation and enhancement of J.J. Plaus Park considering the development at the CLC site. (Section VII, D, i)
Confirm Open Space Goals for IOL lands	43	Ongoing discussions are required to confirm the amount of open space the City desires on the IOL lands considering cost and ongoing maintenance

Implementation Triggers/Approxim ate Timing	Time Frame			Expected Involvement and Responsibility (Lead & Partners)	Cost Factors (e.g. order of magnitude study, capital and operating costs)
	1-5	6-10	10+		
	yrs	yrs	yrs		
Immediate	*			Lead: Community Services	Staff time
Short-term	*			Lead: Community Services Partners: City Manager's Department	As part of the City of Mississauga's Million Trees planting program
Short/Mid term	*			Lead: Community Services Partners: Credit Valley Conservation (CVC), Credit River Anglers Association	
CLC site development application	*			Lead: CLC Partners: Federal Government, Community Services, Transportation & Works, CVC	\$100,000 approximate cost for coastal engineering study.
CLC site development application	*			Lead: Community Services Partners: CLC, CVC	\$250,000
Immediate	*			Lead: City Manager's Department Partners: Community Services	

Topic Area	Action #	Action(s)
		requirements. The results of this discussion are required as input to the IOL master plan.
Assess Feasibility for a Habitat Island	44	(Section VIII, E, iii) City to further investigate the feasibility of an island through ongoing discussions with approval agencies, IOL and stakeholders (Section VIII, E, iii)
Expand Port Credit's Cultural Footprint	45	Collaborate with cultural arts groups, foundations and other potential funders to explore creating a destination cultural arts facility within the waterfront park at the IOL lands. (Section VIII, E, iii)
	46	If necessary, update / revise zoning, building code and license regulations to encourage artist live/work/retail/co-working/incubator spaces. (Section VIII, E, iii)
	47	Use Tax Increment Financing (TIF) funds towards affordable artist housing and live/work spaces. (Section VIII, E, iii)
	48	Provide funding to BIA for affordable portable equipment rental service to transform space for performances. (Section VIII, E, iii)
Land Use + Built Form		
Amend the City's Official Plan and Port Credit Local Area Plan	35	Once City is satisfied with the CLC Master Plan, amend the site specific policies for the CLC site in the Port Credit Local Area Plan. (Section VII, E)
	52	Once a Master Plan for the IOL lands is complete, prepare an amendment to the City's Official Plan and Port Credit Local Area Plan to reflect the recommended master plan for the IOL lands. Amendments may also be required to protect for future transportation connections. Amendments should include Official Plan Schedules (i.e, Schedule 4 – Parks and Open

Implementation Triggers/Approxim ate Timing	Time Frame			Expected Involvement and Responsibility (Lead & Partners)	Cost Factors (e.g. order of magnitude study, capital and operating costs)
	1-5	6-10	10+		
	yrs	yrs	yrs		
Short/Mid term	*			Lead: Community Services Partners: Imperial Oil Limited (IOL), City Manager's Department, Planning and Building	
Once the Master		*		Lead: Community	Possibly fees
Plan for the IOL				Partners: Local Councillor,	for a cultural
lands is completed				Community Services, Planning	consulting firm -
and development				and Building	\$50,000
application process is initiated					
Short-term	*				Staff time
Short-term	*				\$250 K - \$1M
Short-term					3230 K - 3 ™
Immediate	*				\$5,000
Completion of the Inspiration Port	*			Lead: City Manager's	
Credit Process				Department Partners: Planning and	
				Building, Transportation and Works, Community Services	
Completion of the	*		1	Lead: Planning and Building	
IOL Master Plan				Partners: City Manager's Department, Transportation and Works, Community Services	

Topic Area	Action #	Action(s)
		Spaces, Schedule 8 – Long Term Road Network)
		(Section VIII, F)
Reassess development concept	49	Reassess the proposed development concept based on the results of the environmental site assessment on the IOL property. (Section VIII, F)
Review City's Urban Structure	50	The City should continue discussions on the urban structure of Port Credit as it relates to the IOL site in the context of other community nodes. The results of this discussion, and possible amendment to the urban structure in the Official Plan, are a fundamental input to the IOL master plan. (Section VIII, F)
Prepare IOL Master Plan	51	City should continue to work with IOL and revisit the concept plan once the environmental site assessment is complete and risk assessment measures are understood as part of the development of a comprehensive master plan. (Section VIII, F)
Investigate Affordable Housing Opportunities	53	City should work with the Region of Peel to understand the need and opportunity to incorporate affordable housing on the IOL site. (Section VIII, F)
Explore Institutional Opportunities	54	Continue to explore opportunities for institutional uses such as an academic campus, research facility and/or regional cultural destination. Initiate discussion with appropriate educational, research and/or cultural institutions. (Section VIII, F)
Enhance educational opportunities	55	Collaborate with educational and environmental groups to establish a publicly-accessible marine science education and "discovery" center along the central waterfront. This could start with floating docks at a public site to catch and discovery aquatic species, and/ or to set up a fish hatchery. (Section VIII, F)
ldentify cultural centre opportunity	56	Review Future Directions in the context of the additional population for the IOL lands and CLC

Implementation Triggers/Approxim ate Timing	Time Frame			Expected Involvement and Responsibility (Lead & Partners)	Cost Factors (e.g. order of magnitude study, capital and operating costs)
	1-5	6-10	10+		
	yrs	yrs	yrs		
Completion of the environmental site assessment	*			Lead: City Manager's Department Partners: All Departments, IOL	
Immediate	*			Lead: City Manager's Department Partners: Planning and Building	
Completion of the environmental site assessment	*			Lead: City Manager's Department Partners: All Departments, IOL, Credit Valley Conservation	
Ongoing	*			Lead: City Manager's Department Partners: Planning and Building, Region of Peel	
Ongoing	*	*		Lead: City Manager's Department Partners: Local Councillor, Community Services	
Short-term	*				\$150,000
Once population and employment is	*	*		Lead: Community Services Partners: Planning and	Staff time

Topic Area	Action #	Action(s)
		site to determine the need for a cultural centre.
		If needed consider incorporating on the IOL lands. (Section VIII, F)
Explore the establishment of an urban agricultural centre	57	Work with community groups and agricultural organizations to establish an urban agricultural center ("farm") on the IOL lands. This could be established on a temporary basis as a shared produce garden run by a not for profit organization using community volunteers and should only include raised beds protected from contamination if created on soil that is not fully remediated to ensure food products are suitable for consumption. (Section VIII, F)
Water Plan		
Complete coastal processes study	9	A thorough analysis of all breakwalls, piers and harbour facilities should be done in order to understand the coastal processes, engineering conditions, potential habitat implications, timeline of required upgrades, and potential for additional public access created during upgrades. These studies will also be required in order to implement any changes to shoreline that might impact alongshore water flow and aquatic habitat. New erosion control structures may require completion of a Municipal Class Environmental Assessment and Conservation Authority approval). (Section VI, C, i)
Study winter boat storage alternatives	10	Undertake a study to assess the need for winter boat storage and consider appropriate locations. (Section VI, C, ii)
Assess Marina configuration	11	Undertake a Marina study to understand demand and opportunities across the Mississauga waterfront. It should include consideration of marina slips, launching

Implementation Triggers/Approxim ate Timing	Time Frame			Expected Involvement and Responsibility (Lead & Partners)	Cost Factors (e.g. order of magnitude study, capital and operating costs)
	1-5	6-10	10+		
	yrs	yrs	yrs	De l'Alle e	
confirmed				Building	
Short-term	*			Lead: Community Services	
	<u> </u>	<u> </u>	1		
Following completion of Master Plans; Prior to any on-shore development at the waterfront				Lead: Community Services Partners: Credit Valley Conservation	Study Costs: dependant on which sections of shoreline are included and whether completed by City or landowners/ developers
Following the initiation of development on the CLC site or a development		*		Lead: Community Services Partners: CLC, City Manager's Department	Potential consulting fee: \$30,000
application Immediate	*			Lead: City Manager's Department Partners: Community Services	\$60 - 75,000

Topic Area	Action #	Action(s)
		facilities, parking, marina services and boat storage. This information will be valuable to the IOL master plan as well as helping to inform the ongoing discussions related to conflict between boating uses and growth in Port Credit. The assessment should include a phasing plan for changes to marina configuration. (Section VI, C, ii)
Jetty Extension feasibility	58	Study feasibility of jetty extension on the IOL lands in accordance with CVC, Region of Peel and coastal process engineering specialists. (Section VIII, I, iii)
Undertake a marina needs assessment	59	This assessment should including slips, launching, parking and boat storage to inform the ongoing discussion related to the marina. (Section VIII, I, iii)
Complete a shoreline processes engineering assessment	60	This assessment will be required to determine possibility of implementing a marina at this location. (Section VIII, I, iii)
Mobility		·
Diversifying Transportation Modes	12	Implement recommended cycling facilities to the Port Credit GO Station identified in 2010 Mississauga Cycling Master Plan (Ann Street, Helene Street, Stavebank Road and Park Street). (Section VI, D, i)
	13	Identify area for bike storage in proximity to the GO Station and revise City policy documents to encourage/require bike parking standards. (Section VI, D, i)
	14	Investigate opportunities for a bike sharing system. This could evolve as a City initiative or a private initiative with City encouragement. (Section VI, D, i)

Implementation Triggers/Approxim ate Timing	Time Frame			Expected Involvement and Responsibility (Lead & Partners)	Cost Factors (e.g. order of magnitude study, capital and operating costs)
	1-5 yrs	6-10 yrs	10+ yrs		
		1.0			
Following	*			Lead: IOL	
completion of the IOL Master Plan; prior to any on- shore development at the waterfront				Partners: City Manager's Department	
Included as part of the Port Credit Mobility Hub development		*		Lead: Transportation and Works	Capital cost – to be added from Cycling master plan
Ongoing				Lead: Planning and Building Partners: Metrolinx	
Development of CLC site and/or IOL lands		*		Lead: Transportation and Works	

Topic Area	Action #	Action(s)
	15	Investigate fare structure opportunities with Metrolinx / GO Transit to improve reverse flow travel to the Clarkson GO Station. (Section VI, D, i)
	16	Implement MiWay shuttle bus service and/or encourage private service once the IOL lands, or phases of it, are developed. MiWay should identify opportunities as part of its upcoming 2013 Transit service review and in future reviews. City can encourage as part of development agreements for the IOL lands (based on higher density land uses on site). (Section VI, D, i)
	17	Establish a cross department working group to continue dialogues regarding the inter-related discussions on mobility and development in Port Credit. (Section VI, D, i)
Addressing congestion on Lakeshore Road and long term transportation options	18	Review Port Credit development applications to ensure they do not preclude transportation choices. (Section VI, D, i)
	19	Undertake a Lakeshore Road Transportation Master Plan that will guide the planning of the future multi-modal corridor relative to proposed land uses at IOL and CLC. The study will consider the menu of transportation options outlined previously including new crossing(s) of the Credit River for vehicles, cyclists, pedestrians and potentially LRT as well as striving to develop a fine grain road network and connection to the Port Credit Mobility Hub The Master Plan would also include focus along the corridor of other key areas including Clarkson and Lakeview. (Section VI, D, i)
	20	Encourage transit-supportive density, mixed use and design that supports transit ridership growth through specific policy for the IOL lands

Implementation Triggers/Approxim ate Timing	Time Frame		-	Expected Involvement and Responsibility (Lead & Partners)	Cost Factors (e.g. order of magnitude study, capital and operating costs)
	1-5	6-10	10+		
• •	yrs *	yrs	yrs		
Ongoing				Lead: Transportation and Works Partners: Metrolinx	
Development of IOL		*		Lead: Mississauga Transit	Capital cost:
lands				Partners: Planning and	May require
				Building	fleet purchase of smaller medium-duty buses (\$150,000 each)
Ongoing	*			Lead: City Manager's	
				Department	
				Partners: Transportation and	
				Works, Planning and Building,	
				Community Services	
Ongoing	*			Lead: Planning and Building	
According to Peel	*	*		Lead: Transportation and	
Region/City of				Works	
Mississauga public				Partners: Planning and	
works programming				Building, Peel Region	
Immediate	*			Lead: Planning and Building	Consulting fee
				Partners: Mississauga Transit,	for transit
				Transportation and Works	supportive

Topic Area	Action #	Action(s)
		and CLC site and/or the development of city- wide transit-supportive development guidelines for intensification corridors and nodes. (Section VI, D, i)
	21	Review site plan applications for IOL lands and CLC site against the new policy and/or guidelines. (Section VI, D, i)
Confirm Parking	22	Adopt residential parking requirements based upon the parking study for Port Credit and in context of public commitment to new transit investments connecting Port Credit with regional job centers. Lower required ratios of parking would significantly reduce development costs and enhance the urban design and character of street life. (Section VI, D, i)
	36	Assess parking needs and opportunities for the CLC property to confirm that there is sufficient space to accommodate residential, commercial/retail, marine and visitor use. Consider adopting reduced parking requirements for the CLC site based upon the ongoing parking study of the Port Credit district needs and in context of public commitment to new transit investments connecting Port Credit with regional job centers. The adoption of reduced parking requirements for the IOL lands will depend upon major transit investments to bring LRT to the lands.(Section VII, G)
Enhance the Lakeshore Road Experience	23	Protect for the ability to incorporate all uses within the Lakeshore Road corridor west of the Credit River through the review of all development applications on Lakeshore Road to ensure they incorporate the 5.6 metre setback as recommended in the draft Port Credit Built Form Guide. (Section VI, D, ii)
Consider Long Term LRT Opportunities	24	Review the final LRT plans to ensure they do not preclude future opportunities to provide service to the IOL lands. (Section VI, D, iii)

Implementation Triggers/Approxim ate Timing	Time Frame			Expected Involvement and Responsibility (Lead & Partners)	Cost Factors (e.g. order of magnitude study, capital and operating costs)
	1-5	6-10	10+		
	yrs	yrs	yrs		
					development guidelines –
					Approx.
					\$50,000
Development application stage		*	*		
				Lead: Transportation and Works Partner: Planning and Building	
Immediate	*			Lead: CLC Partners: Transportation and Works, Planning and Building	
Ongoing	*	*	*	Lead: Planning and Building	
Immediate	*			Lead: City Manager's Department Partners; Planning and	

Topic Area	Action #	Action(s)
	25	The City will be completing the Hurontario LRT- Main Transportation Project Assessment Process with the final station on Port Street and the associated dedicated right-of-way. Discussion on the optimal location for this station should continue during detailed design. If it is determined that the station location and/or dedicated right-of-way should be adjusted an addendum to the Environmental Project Report can be prepared. (Section VI, D, iii)
	61	Complete a study to understand potential benefits and costs of extending LRT service to the IOL lands. (Section VIII, H)
Adding Marine Transportation	26	Continue to investigate partnership opportunities for the delivery of marine transportation such as water taxis. Study should include the potential to implement Water Taxi and/or ferry service to Toronto City Airport and/or downtown Toronto and an investigation of potential partnerships to support this implementation. (Section VI, D, v)
Identify need for intersection improvements	37	Work with CLC to confirm the need for intersection improvements to accommodate the anticipated population and employment for this site. (Section VII, G)
Municipal Services		· · · · · · · · · · · · · · · · · · ·
Provide updated population and employment	27	Provide updated population and employment that includes IOL lands and CLC site to the Region of Peel in time for the next water and wastewater master plan. Monitor and ensure the Region has accounted for the populations within the updates. "Confirmation of capacity" could be requested

Implementation Triggers/Approxim ate Timing	ggers/Approxim		Expected Involvement and Responsibility (Lead & Partners)	Cost Factors (e.g. order of magnitude study, capital and operating costs)	
	1-5	6-10	10+		
	yrs	yrs	yrs		
				Building, Transportation and Works	
Ongoing	*			Lead: City Manager's	
ongoing				Department	
				Partners: Transportation and	
				Works, Planning and Building	
Development of IOL		*		Lead: Transportation and	Consulting fee
lands				Works	for study
				Partners: Planning and	
				Building, City Manager's Office	
Following			*	Lead: Transportation and	
development of IOL lands and CLC site				Works Partners: City Manager's Department,	
idnus anu CLC sile				Community Services, Province	
				of Ontario, City of Toronto	
				······································	
Immediate	*			Lead: CLC	
				Partner: Transportation and	
				Works, Planning and Building	
	I		1		<u> </u>
As soon as definite	*			Lead: Planning and Building	
population numbers				Partners: Region of Peel	
are known for each					
development sites					

Topic Area	Action #	Action(s)
		of the Region to begin this exercise. (Section VI, E, i)
	28	Once the CLC Master Plan is adopted, the population and employment estimates and the projected phasing plan for the site should be circulated to the Region in order to feed into the Water Servicing Master Plan review. Regarding the IOL lands, similar information should be sent to the Region once a comprehensive master plan has been completed for this area. (Section VI, E, ii)
Sustainability		
Develop sustainable development guidelines for the IOL lands and CLC sites	29	Develop sustainable development guidelines specific for the IOL lands and CLC site. For the IOL lands the guidelines would require the exploration of District Energy for heating and cooling and the use of renewable energy at both the site and building level. The Sustainable Development Guidelines for the IOL lands may be a consulting assignment with Staff time to develop RFP and to manage the assignment. Alternatively, the guidelines could be prepared as part of the future IOL Master Plan. (Section VI, F)
Study the feasibility of a District Energy for the IOL lands	62	City should work with IOL and study the feasibility for an area-wide energy approach such as District Energy for the IOL lands as part of the Comprehensive Master Plan. (Section VIII, I)
Contamination	I	
Continue partnership with IOL	39	Continue to work with IOL to understand the extent of contamination and remediation opportunities. (Section VIII, C)
Increase understanding of Risk Management	40	Initiate internal discussions and liaison with Ministry of the Environment (MOE) to establish the City's comfort level with Risk Management

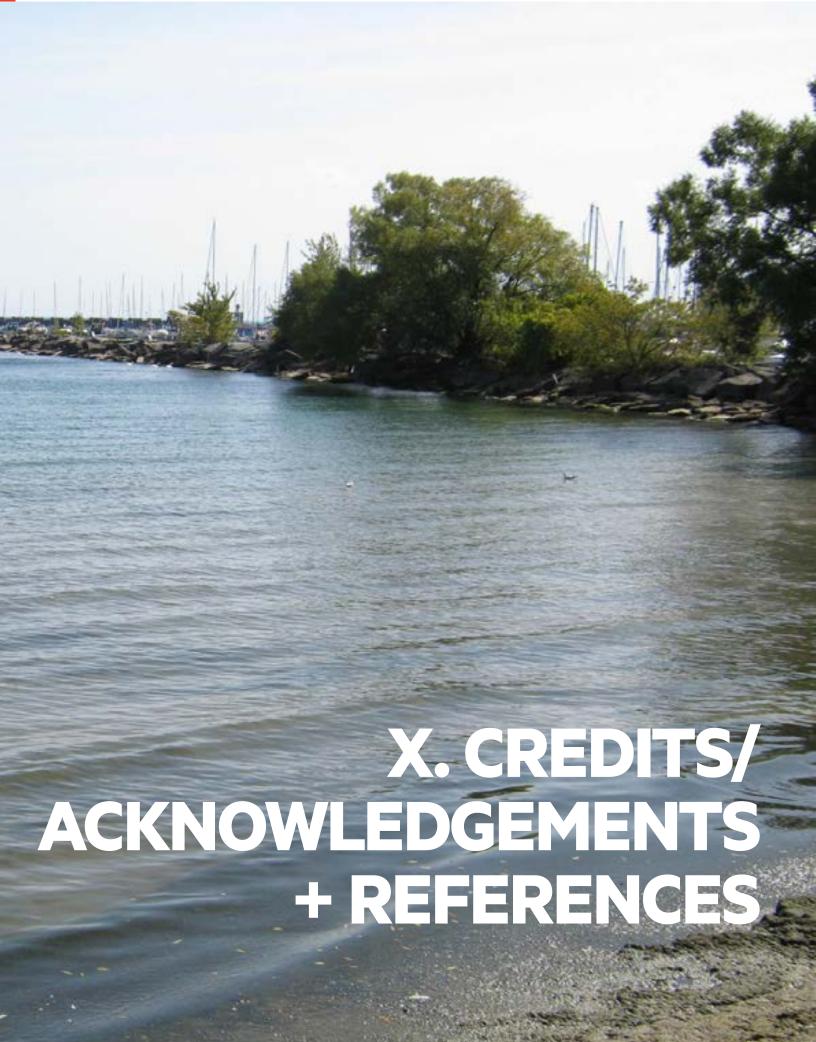
Implementation Triggers/Approxim ate Timing	Time Frame			Expected Involvement and Responsibility (Lead & Partners)	Cost Factors (e.g. order of magnitude study, capital and operating costs)
	1-5	6-10	10+		
	yrs	yrs	yrs		
As soon as definite population numbers are known for each development sites	*			Lead: Planning and Building Partners: Region of Peel	
	*	*			
Following the amendment to the Official Plan and the Local Area Plan to reflect the Master Plans	•			Lead: City Manager's Department Partners: Planning and Building, Transportation and Works, Community Services, Credit Valley Conservation, IOL	Potential consulting fee for sustainable development guidelines – Approx. \$20,000
Development of the IOL lands		*		Lead: Landowner/Developer Partners: City Manager's Department	
	I	1			
Ongoing	*			Lead: City Manager's Department Partners: Transportation and Works, Planning and Building	
Immediate	*			Lead: City Manager's Department Partners: Transportation and	Minor cost for technical expert advice

Topic Area	Action #	Action(s)
		options. (Section VIII, C)
Review proposed remediation action plan(s) for the IOL lands, when available	41	Continue to work closely with IOL to obtain the proposed remediation action plans for an independent review. (Section VIII, C)
Explore incentives for Brownfield development and the development of a community improvement plan (CIP)	42	Establish a working group to create a strategy to assist in Brownfield Development and explore the incentives associated with a CIP and the Federation of Canadian Municipalities (FCM) Green Municipal Fund. (Section VIII, C)
Economics		
Maximize public benefits from redevelopment of IOL lands and CLC site	30	Identify strategic investments of early patient public capital funds in great streets, parks and core infrastructure to create economic value and new places around which private investment will organize. (Section VI, G)
	31	Strengthen connections between waterfront parks and adjacent upland private uses including retail, cafes and restaurants. (Section VI, G)
	32	Support Port Credit BIA and others' efforts to expand visitation and shift perception about the area's seasonality through their preparation of a marketing and programming initiative focused on Port Credit as a fun, family-friendly year- round outdoor destination. (Section VI, G)
Maximize public benefits from redevelopment of CLC site	38	Work with CLC to determine the feasibility of establishing a destination Public Market (modeled after Pike Place or Granville Island) adjacent to and / or within the proposed Promontory Park at the CLC site. (Section VII, J)

Implementation Triggers/Approxim ate Timing	Time Frame			Expected Involvement and Responsibility (Lead & Partners)	Cost Factors (e.g. order of magnitude study, capital and operating costs)
	1-5	6-10	10+		
	yrs	yrs	yrs		
Development of the IOL lands		*		Works Lead: Transportation and Works Partners: Planning and Building, City Manager's Department	
Concurrent to IPC process	*			Lead: City Manager's Department Partners: Economic Development, Transportation and Works, Planning and Building	
Short-term	*			Loode City Monogor's	
Short-term				Lead: City Manager's Department Partners: Planning and Building, Economic Development, Transportation and Works	
Short-term	*				\$3-8 Million
Immediate	*			Lead: Community Services	\$20,000
Immediately – Short Term, Conclusion of Public Market	*			Lead: City Manager's Department	
Opportunity Study in Downtown					

Topic Area	Action #	Action(s)		
Flexible Development Framework	63	Adopt a flexible Development Framework that balances need for densities to offset extraordinary IOL lands costs with contextual urban design controls. (Section VIII, K)		

Implementation Triggers/Approxim ate Timing	Time Frame			Expected Involvement and Responsibility (Lead & Partners)	Cost Factors (e.g. order of magnitude study, capital and operating costs)
	1-5 yrs	6-10 yrs	10+ yrs		
Short-term	*			Lead: Planning and Building Partner's: City Manager's Department	Staff Time



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B. Credits & Acknowledgements

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PROJECT RESOURCE TEAM

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COMMUNITY MEMBERS AND STAKEHOLDERS

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LANDOWNERS

CANADA LANDS COMPANY IMPERIAL OIL LIMITED

APPENDIX

See 1

IPC Background Report Executive Summary

Inspiration Port Credit will plan for two large, waterfront sites

Inspiration Port Credit (IPC) is about envisioning a bright, new future for the Port Credit waterfront with a focus on two specific sites while embracing the important history and achievements of Port Credit. These two sites; the Port Credit Harbour Marina, owned by Canada Lands Company, (CLC) and the Imperial Oil Limited (IOL) lands to the west present tremendous opportunity for the creation of a model, sustainable creative community on the waterfront. Although the City of Mississauga (City) does not own either of these two sites, it is of great importance to the Citv to ensure that the future redevelopment of the sites will best enhance the Village. IPC was therefore initiated by the City. It is meant to be a process of deep connection with the community, research into historic, existing and potential future conditions. It has already and will continue to involve close coordination and discussion with both IOL and CLC and will balance their interests and desires with the needs of the community. CLC is currently developing a master plan for the Port Credit Harbour Marina site. Their plan, One Port Street, is scheduled for completion in 2013. Imperial Oil Limited likewise is thinking about their property. The former Texaco refinery site has sat

vacant for more than 25 years, but this fall, Imperial Oil announced they were beginning an environmental site assessment. An environmental site assessment will establish current contamination levels on the site. This process is required before a contaminated site can be redeveloped to a more sensitive land use like commercial, residential, or park land. The environmental site assessment will take approximately one year to complete and indicates that Imperial Oil Limited is thinking seriously about a productive future for their site.

Given the work underway at both sites, now is an appropriate and important time for the City of Mississauga to undertake Inspiration Port Credit and provide a framework to map the future.

Primary Objectives

The IPC project's primary objective is to establish a comprehensive strategic Master Plan and implementation plan to guide the future of IOL's former refinery site and CLC's Port Credit Harbour Marina (PCHM). These sites are critical elements in the City of Mississauga's transformative action to realize a model sustainable creative community on the waterfront. The Master Plan will work towards achieving the Port Credit vision in the draft Port Credit Local Area Plan for these sites, blending the needs of the



IPC will plan for two sites while considering their larger local, city, and regional context

Source: Stoss, 2012

Inspiration Port Credit is about enhancing the area and creating a "model sustainable creative community on the waterfront."

community with the needs of the owners of the land. The targeted end result is to successfully weave together the various City, public and private Port Credit initiatives to foster sustainable partnerships between the City, landowners, community partners and stakeholders.

Connections are Key

The primary focus is on the two specific sites, but the plan must also consider how these sites relate to the project's "area of influence," the larger Port Credit community. Connections between the sites and the study area are important to consider. How can these sites improve the larger community? What are the infrastructure and transportation links required between these sites and Port Credit? What are the City and community priorities for these sites? City and regional links will be key as well. The plan for the sites should help distinguish Port Credit's place as a vibrant waterfront destination within the City of Mississauga, the Greater Toronto area, and beyond.

Balancing many factors + building on work and outreach already completed

Inspiration Port Credit (IPC) is visionary, and creative, but it will also be grounded in economic and environmental realities to ensure that the final plan can be implemented. IPC will build upon the extensive planning and outreach work that has occurred in Port Credit and Mississauga over the past decade. Over the past four months, the Inspiration Port Credit team has been reviewing existing planning documents; mapping and analyzing economic, environmental, and other data: talking with City and approval agency staff, landowners and other stakeholders; and learning from the Port Credit community. All of this information will be used in the creation of options for the future of the IOL lands, the City and community priorities related to the CLC site, area of influence, along with a peer review of the CLC One Port Street master plan.



IPC will build on planning and consultation work to-date and include additional public outreach

Purpose of this document

This document provides a comprehensive summary of the research, analysis, and community input that has been done to date. It begins with an embrace of the 5 Strategic Pillars for Change set out by the City of Mississauga Strategic Plan (2009). With these as a foundation, and framed by the research, analysis, and community input, it lays out key considerations and opportunities that will impact the future planning for the two sites.

These considerations and opportunities are depicted in the following pages and are organized into the following 6 categories for discussion in the report:

- Land Use + Urban Design
- Environment + Parks
- Harbour + Shoreline
- · Mobility
- Utilities + Infrastructure
- Economy

Through each of these lenses the future of the sites is evaluated and important questions asked such as; what types of development can spur sustainable economic growth and remain sensitive to the existing character of Port Credit? How can we ensure water quality and an enhanced shoreline? What might the future of transportation in Port Credit be? And how might we combine marina operations with other uses?

Next Steps

These key considerations and opportunities will guide the development of alternatives in the next phase of the project and help advance the vision of Port Credit as a "model sustainable creative community on the waterfront."

Specifically, the next phase of the project will test three Master Plan options with the stakeholders and public through various engagement opportunities including a community meeting in March. The Master Plan options will set out various scenarios for land uses, built form, street and multi-modal transportation networks, park and trails systems within the village context. Three options will be generated to fully explore, test exciting, leading edge possible futures for the study area and implications for the area of influence. The Master Plan options will be refined to one option for the purposes of reporting back to the stakeholders and public prior to taking the recommended option to the Planning and Development Committee (PDC), along with the implementation guide and action plan. It is anticipated that the recommended option will be presented to PDC before the summer of 2013 for consideration for approval.

Key Considerations



How do we accommodate vehicles? How do we service the area with transit? How do we accommodate cyclists and pedestrians?

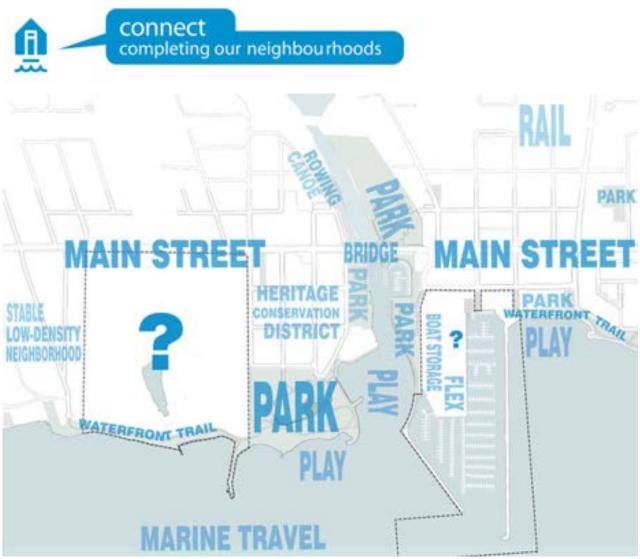
Go Rail LRT Bus Waterfront Trail Proposed Primary on-road routes Proposed Secondary Bicycle routes Existing off-road multi-use trail Existing off-road multi-use trail Bus Stops Bike Routes Bike Routes Pedestrian Routes Primary Vehicular Routes LRT



Source: Stoss, 2012 How do we support our current population, which is expected to age?

How do we attract new populations?

How do we create homes that are affordable?



Source: Stoss, 2012

How do we enhance Port Credit's waterfront village character? How do we maximize the potential of Planned LRT? How can we increase public waterfront access and views?





Source: Stoss, 2012

How can we ensure that development is economically sustainable?

How can we increase employment and housing choice in Port Credit?

How do we expand tourism, educational, cultural and service sector uses to distinguish Port Credit's role in the regional economy?

How do we ensure new development complements rather than competes with existing businesses?



Source: Stoss, 2012

How can we complete gaps in waterfront access?

Can we ensure the plan accommodates likely contamination?

How will the history of landfill and previous industrial uses impact development costs and feasibility?

How can we improve water quality and enhance shoreline?

How can we enhance the natural heritage?

Key Opportunities

MOVING MORE PEOPLE WITH TRANSIT



- Provide fast, efficient and reliable transit.
- Provide the city with access to the Waterfront and Port Credit.
- Reduce greenhouse gas emissions.
- Support tourism.



INCREASE LOCAL EMPLOYMENT



- Enhance Port Credit's role in regional economy.
- Attract creative industries
- Foster arts and culture.
- Potential to expand tourism, educational, cultural, and service
- Attract office employment.



ENHANCE MULTI-MODAL TRANSPORTATION CONNECTIVITY



- Balance Lakeshore's dual function as community main street with its important role in east-west connectivity.
- Alternative parking considerations may provide opportunities for active transportation along Lakeshore Road.
- Providing additional network for better connectivity for cars, cyclists and pedestrians.



CREATE YEAR-ROUND ACTIVITY



• Build on successful events by increasing winter cultural offerings.



INCREASE VIBRANCY OF PORT STREET



- Mixed-use street with LRT, pedestrian, and bicycle areas.
- Improved streetscape.



IMPROVE WATERFRONT ACCESS, VIEWS, AND PARK NETWORK



- Opportunities for additional public access within CLC and IOL sites.
- Enhanced breakwall infrastructure may create opportunities for increased public water access.







DIVERSIFY TRANSPORTATION OPPORTUNITIES



- Marine transportation.
- Improved cycling and pedestrian connections.



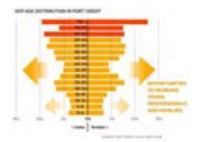
CREATE DEVELOPMENT THAT SUPPORTS CURRENT + ATTRACTS NEW RESIDENTS



- Compact development puts amenities and services within walking distance for all ages.
- Range of cultural and recreation facilities for all ages.



INCREASE DIVERSITY OF POPULATION



More families.

More young professionals.



CREATE NEW KINDS OF SUSTAINABLE DEVELOPMENT



- Create new kinds of neighborhoods that integrate sustainability at multiple scales to create new forms of waterfront living.
- Promote walkable, compact diverse development with a mix of uses and housing forms.



USE GREEN INFRASTRUCTURE TO MANAGE STORMWATER



- Slow and treat stormwater: improve water quality before entering Lake Ontario.
- Provide habitat for local wildlife.
- Use green infrastructure to structure sustainable urban form



CAPITALIZE ON LAKE + ENHANCE WATERFRONT CHARACTER AND CONNECTIONS



- Lake is a key opportunity to establish a model, sustainable, creative waterfront community.
- Opportunities for increased waterfront open space.
- Opportunities for increased access + views to the water.
- Opportunities for water-uses.



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