



Corporate Report

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DATE: February 13, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: February 25, 2013

FROM: Gary Kent
Director, City Strategy and Innovations

SUBJECT: **Inspiration Port Credit – Background Report, Public Comments
and Next Steps
(Ward 1)**

- RECOMMENDATIONS:**
1. That the report entitled "*Inspiration Port Credit – Background Report, Public Comments and Next Steps*" dated February 13, 2013 from the Director, City Strategy and Innovations be received for information; and
 2. That the Strategic Community Initiatives section proceed with the stakeholder and public engagement with respect to the Master Plan options and report back to the Planning and Development Committee with the recommended Master Plan, implementation guide and action plan.

**REPORT
HIGHLIGHTS:**

- Council endorsed the launch of the Inspiration Port Credit project on May 9, 2012;
- Inspiration Port Credit conducted several community and stakeholder meetings and workshop sessions to gain insight with respect to the envisioned futures for the Master Plan area;
- The Inspiration Port Credit Team continues to connect with the landowners of the subject lands (Canada Lands Company (CLC) and Imperial Oil Limited (IOL)) to maintain an open line of communication and to coordinate public communications;

- The Inspiration Port Credit Team has completed a background report on the existing conditions, opportunities, issues and implications for future land use, built form and transportation, among other matters; and
- The next steps include further stakeholder and community engagement on Master Plan options; which will subsequently be refined to a recommended option. The recommended option including a Master Plan, implementation guide and action plan will be brought back to the Planning and Development Committee for consideration.

BACKGROUND:

Through the approval of the General Committee recommendation GC-0315-2012, Council endorsed the launch of the Inspiration Port Credit project on May 9, 2012. This project advances the City's strategic goal to create a model sustainable creative community on the waterfront, as identified in the City's Strategic Plan in the visionary action for the "Prosper" Strategic Pillar for Change.

The Inspiration Port Credit (IPC) project objectives are:

1. To establish a comprehensive Master Plan and implementation plan to guide the realization of the IOL's lands and the CLC's Port Credit Harbour Marina (PCHM) as strategic waterfront sites;
2. To understand the impact of both of these key strategic sites on the overall area including City assets and operations;
3. To weave together the various Port Credit initiatives and unite stakeholders towards achieving the vision articulated in the draft Port Credit Local Area Plan; and
4. To foster sustainable partnerships between the City, landowners and stakeholders.

The project study area, being the IOL and CLC sites and an identified area of influence as the balance of the Port Credit community is depicted on Appendix 1.

The project has been designed in four phases; Reconnect, Synthesize, Test and Define, with anticipated project completion before the summer of 2013. IPC is currently in the "Test" phase. The following describes the work completed to date:

The **Reconnect** phase saw the IPC team “reconnect” with the stakeholders and community to advise of the City’s role with regard to the IOL and CLC sites and to initiate a discussion with the community with respect to City and community priorities for the sites and Port Credit’s waterfront. This outreach took the form of an “Inspiration Port Credit Café” held at the City’s Credit Village Marina on September 29, 2012. The community was introduced to the project and was welcomed to share their ideas on waterfront priorities while enjoying lemonade, music and art. In cooperation with the PCHM, the City lead tours of the CLC site. This event complemented the concurrent Culture Days activities in the community and was attended by approximately 150 people.

The IPC Team has connected with the landowners of the subject lands (CLC and IOL) to maintain an open line of communication and to coordinate public communications. Cooperative discussions have been maintained on a continued basis.

As an extension of the **Reconnect** and initiating the **Synthesize** phases, the IPC team hosted a formal project “launch”, “Realizing the Possibilities”, which was held on November 1, 2012 with over 180 people in attendance. The evening was about “realizing possibilities” as the IPC team experts, Chris Reed of Stoss Landscape Urbanism and Mark Sterling of Sweeny Sterling Finlayson & Co, depicted insightful international and local examples of innovative waterfront and brownfield redevelopment. An IOL representative shared with the audience that the company supports the City’s Master Planning process. IOL indicated that they have initiated the process for an environmental site assessment on their estimated 75 acre (30 ha) waterfront parcel which will take approximately one year and will inform the future options for the site. Representatives from CLC were also in attendance to share the status of their ongoing master planning work to date on the PCHM site.

A critical part of the project development has been the IPC team’s review of the existing conditions and assessment of implications for the possible futures for the study area. This review and assessment has culminated in the Background Report which has now been completed and is one of the subjects of this report.

On November 29, 30 and December 1, 2012, the community and stakeholders invested over 1,000 hours in an IPC community engagement event, “Imagining the Future”, held to explore challenges,

dreams, realities and opportunities for the IOL and PCHM sites in the context of the Port Credit village. This three day event included stakeholder meetings; focus group discussions, family coffee hour, “walk and talks”, bus tour, a “lunch and learn”, Idea Workshop and a “wrap up” session.

A new channel for IPC public engagement has been the project website at www.inspirationportcredit.com. This has provided an on-line and two-way communication opportunity with the community. There have been 3,917 “unique” site visitors to the project website to be part of the City’s first on-line community meeting available 24 hours / 7 days per week / 365 days of the year. Visitors have been able to view videos from community meetings; download documents; participate in “quick polls” and share their thoughts and respond to each other in a real-time platform; read project updates and review upcoming events.

This report will highlight the findings of the Background Report, the public comments and identify the project’s next steps.

COMMENTS:**Background Report**

The Inspiration Port Credit Background Report – Executive Summary is attached in Appendix 2. In the interest of being environmentally friendly, the full report has not been appended to this report and is available on the project website at: www.inspirationportcredit.com and will be available through the City’s Library System.

The research, analysis, and community input, presented in the Background Report lays the foundation for the development of Master Plan options in the next phase of the project embraced by the five strategic pillars for change of the City of Mississauga Strategic Plan (2009). The option development will be framed by key considerations and opportunities that will have a bearing on the future planning for two sites.

For the purposes of the Background Report and flowing from the policy, regulatory and physical context and conditions of the study area and area of influence documented in the Report, these key considerations and opportunities are organized into the following six categories for discussion:

- Land Use and Urban Design
- Environment and Parks

- Harbour and Shoreline
- Mobility
- Utilities and Infrastructure
- Economy

Through each of these lenses the future of the sites is evaluated and important questions are asked. Some of the highlights include:

Land Use and Urban Design

- Considerations include: CLC site is located in the Community Node Character Area, within the Harbour Mixed-Use Precinct of the draft Port Credit Local Area Plan. Subject to the required Master Plan and addressing soil contamination among other matters, the site has the potential for intensification and is intended to contain a mixture of uses (including employment) and densities; IOL site is located within the Vacant Former Refinery and Mainstreet Precincts of the draft Port Credit Local Area Plan. Subject to the required Master Plan and addressing soil contamination among other matters, the opportunity exists to create vibrant areas that can enhance the existing community and offer increased public access to the waterfront. The portion of the site within the Mainstreet Precinct (along Lakeshore Road) is intended to contain a mixture of uses and street related commercial uses with closely spaced storefronts to encourage and foster an active pedestrian street; and
- Opportunities include: Compact development providing a range of amenities within short walking distance, a mix of uses and housing forms; affordable housing to attract more diverse residents; new kinds of neighbourhoods that integrate sustainability at multiple scales to create new forms of waterfront living; appropriate land use, heights, density, and built form given existing and planned context; appropriate transitions between sites, adjacent neighbourhoods, and waterfront; historic marine heritage and marina functions.

Environment and Parks

- Considerations include: the city currently enjoys a robust waterfront park network and a connected Waterfront Trail (both on and off-road); balance of the functional needs of recreational activities, public parkland, trails and marina uses;

the level of contamination and associated remediation costs will impact development costs and land use options; the amount of soil removed is a key factor in cost; the amount of soil removed depends on depth to bedrock and decision about whether to use targeted remediation or remove/treat all contaminated materials; much of Port Credit's shoreline has been created through landfilling processes over time; and

- Opportunities include: Enhance the existing natural heritage; protection and enhancement of views to Lake Ontario and the Credit River; maximize physical and visual public access to the water's edge and provide additional waterfront parkland; there may be opportunities to rely on targeted remediation rather than full removal of contaminants across the whole site (if a "risk based clean-up" is considered); areas of original shoreline can more easily support redevelopment.

Harbour and Shoreline

- Considerations include: Potential coastal flooding levels and wave overtopping along pier and shoreline; and
- Opportunities include: Enhanced recreational activities including public access and beaches related to piers and breakwalls.

Mobility

- Considerations include: Lakeshore Road is the only east-west road that crosses the Credit River south of the QEW, limited north-south crossings across rail line exist for all modes; the local area is already well-served by transit; future Light Rapid Transit (LRT) design along Port Street needs to reflect "complete" street objectives; and
- Opportunities include: LRT will enhance Port Credit's regional accessibility and role as a waterfront destination; alternative parking considerations may provide opportunities for active transportation and Lakeshore Road; provide more access to the waterfront; Port Credit is identified as a mobility hub and includes a GO Station; vehicular access/connectivity is important to the economic vitality of the area; potential marine transportation.

Utilities and Infrastructure

- Considerations include: Development must be coordinated with regional infrastructure updates for water and wastewater; an overland flow route will need to be established throughout the developments to ensure that major storms are directed away from properties and into Lake Ontario; and
- Opportunities include: The use of Low Impact Development measures for address stormwater quantity and quality; the use of water consumption reduction strategies.

Economy

- Considerations include: Need to balance commercial, recreational and residential uses; increasing population will continue to have high demand for quality jobs; the existing ratio of residential / employment for the Port Credit Community Node is 3.2:1 residents/job while the target is 2:1 residents/job; location and type of any potential academic campus needs to be considered in relation to regional development; affordable housing may require densification sensitive to existing neighbourhoods; and
- Opportunities include: Create long term economic stability through attraction of creative industries to Port Credit and build on the history of live-work-make lifestyles in the region; develop an academic campus in Port Credit; enhancing the role of Port Credit in the regional economy as a waterfront destination; ensure that a sufficient customer base exists to support local businesses; attract a range of new businesses; create a year round destination, expand tourism through range of festivals and activities and potential winter activities; create diverse housing types.

Public Comments

A summary of the IPC public engagement to date is provided in the Background Report (Section VII. Public Comments).

Some of the key ideas and messages heard from the public and stakeholders were the following. These comments will be addressed and help shape the options in the next phase of the project:

- Keep the “port” in Port Credit from a “character” and economical perspective;

- Enhance Port Credit's vibrant village atmosphere and create places where people can live, work, play and relax;
- Enhance the walkability of the village;
- Public access to the waterfront is critical;
- Enhance Port Credit's existing character and reinforce its role as a regional waterfront destination;
- Waterfront provides a significant opportunity as a premiere location for waterfront entertainment, diverse and high quality dining options, shopping with huge tourism potential;
- Waterfront should not be over-commercialized and should be an "oasis" and not a destination;
- Concerns with redevelopment impacts related to more noise, traffic, light pollution;
- There should be more land-based and water-based recreational uses;
- The marina's economic value to Port Credit is significant and could be enhanced/expanded;
- Concerns about privatization of the waterfront with residential development and potential conflicts with a working marina;
- No taller buildings along the waterfront;
- The waterfront park system is very important to the life and heritage of Port Credit. Provide more waterfront public open space;
- Create a healthy, ecologically robust waterfront;
- Need to balance the multi-modes of transportation and pedestrians;
- Lakeshore Road: opportunities for cyclists and pedestrians could be enhanced;
- Most in favour of the LRT as they recognize the opportunity to create a distinct waterfront destination at the termination of the LRT, but a few were concerned with the impact on Port Street;
- Consider extending the LRT to IOL site to support any "large" use e.g. post-secondary campus;
- Consider north/south connections in village not only east/west; and
- Consider sustainable community design e.g. low impact development.

Next Steps

The next phase of the project is to 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 are being generated to fully explore, provoke and test exciting, leading edge possible futures for the study area and implications for the area of influence given the complex nature of the study area. 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 this report will be presented to PDC before the summer of 2013.

The IPC team continue to have an ongoing dialogue with CLC with respect to their Master Planning process. The IPC team have shared with CLC some of the evolving issues and comments in regards to their Master Plan as it unfolds with the community to ensure that it addresses the City and community priorities. Some of these priorities are creating a model, sustainable creative waterfront community; maximizing public access to the water, connections to and through the site; accommodation of the marina use; harbour and pier enhancements; multi-modal transportation integration; parking solutions; recognition of the cultural heritage; recreational opportunities and natural heritage enhancement and restoration.

The IPC options and community engagement process will test the CLC Master Plan with respect to the foregoing priorities.

The IPC Team will continue to connect with IOL and coordinate public communications with respect to the IPC project.

STRATEGIC PLAN:

Inspiration Port Credit will establish Master Plans for the IOL and PCHM lands and ensure that all other related initiatives are aligned to the visionary action for the “Prosper” Strategic Pillar for Change to “create a model sustainable creative community on the waterfront.” Effectively, this project extends across all five Strategic Pillars for Change of the Strategic Plan:

Move: The project offers opportunities to direct growth to promote transit, including integrating with the Light Rail Transit (LRT) initiative, as well as cycling and pedestrianism.

Belong: The project offers opportunities to “support aging in place” as this goal translates to the built form, pedestrian network and mix of uses.

Connect: The project offers opportunities to “nurture villages, build vibrant communities, create great spaces” as a complete community within the multi-faceted nature of Port Credit.

Prosper: The project offers opportunities to attract innovative business, create partnerships for innovation, to assist in the shaping of the resultant employment policies as well as advance the ongoing work lead by the Culture Division.

Green: The project offers opportunities to “conserve, enhance and connect natural environments” given the potential to connect natural heritage aquatic and terrestrial environments.

**FINANCIAL
IMPACT:**

Funding for this project is contained within the approved Budget.

CONCLUSION:

With the completion of the community and stakeholder engagement to date and the Background Report, the framework for the evolution of options for the IPC Master Plan has been set.

The IPC Team will continue to connect and engage with the stakeholders, public and landowners to work through the IPC forthcoming Master Plan options in order to take a recommended option to the Planning and Development Committee along with the implementation guide and action plan in June 2013.

ATTACHMENTS:

Appendix 1: Inspiration Port Credit Study Area

Appendix 2: Inspiration Port Credit Background Report –
Executive Summary



Gary Kent
Director, City Strategy and Innovations

Prepared By: Ruth M. Marland, MCIP, RPP, Strategic Leader

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 City 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.



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.”

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 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



IPC will build on planning and consultation work to-date and include additional public outreach

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.

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.”

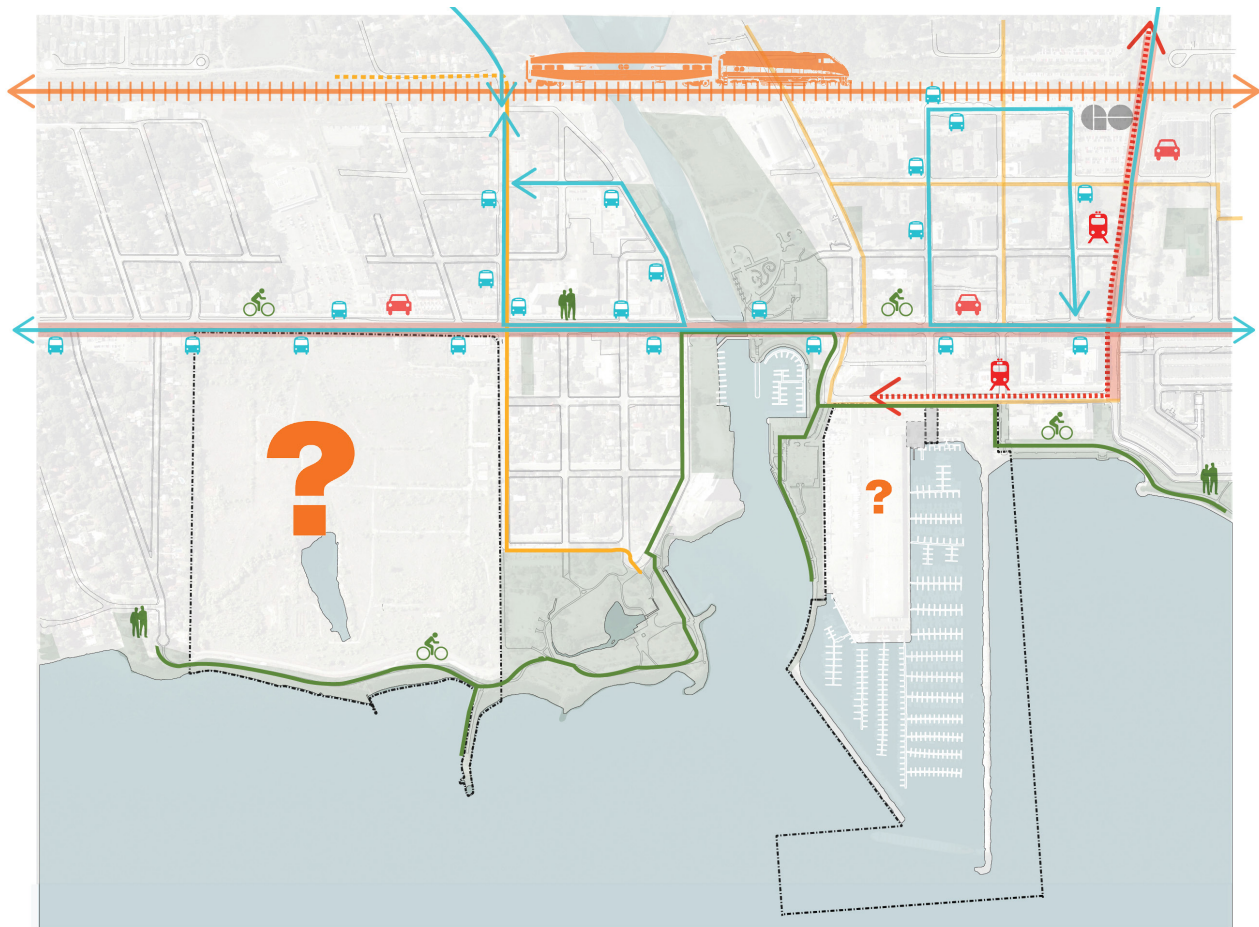
Specifically, the next phase of the project will test three Master Plan options with the stakeholders and public through various engagement opportunities including a community meeting in March.

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



move
developing a transit oriented city
















Source: Stoss, 2012

How do we accommodate vehicles?

How do we service the area with transit?

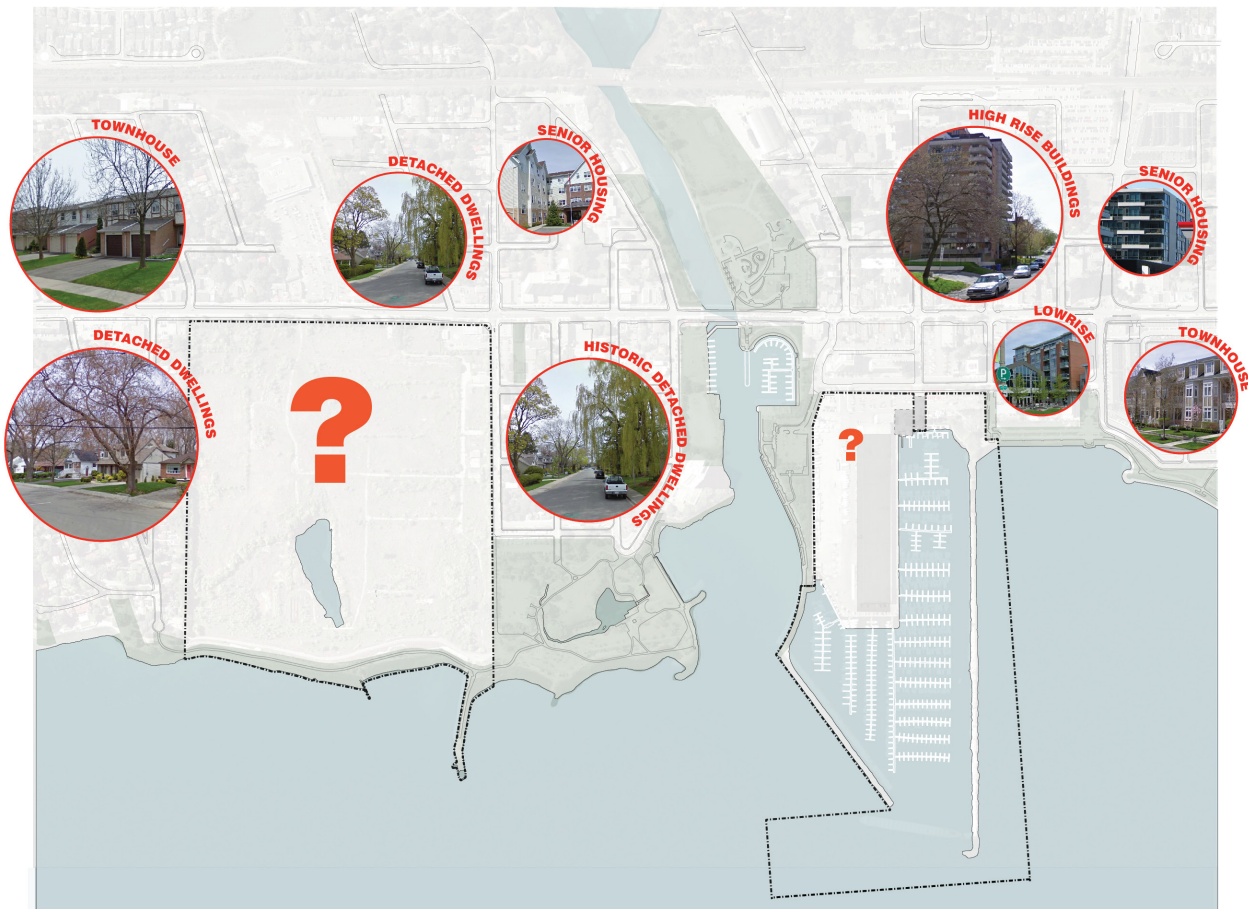
How do we accommodate cyclists and pedestrians?

-  Go Rail
-  LRT
-  Bus
-  Waterfront Trail
-  Proposed Primary on-road routes
-  Proposed Secondary Bicycle routes
-  Existing on-road shared use lane
-  Existing off-road multi-use trail
-  Bus Stops
-  Bike Routes
-  Pedestrian Routes
-  Primary Vehicular Routes
-  LRT



belong

ensuring youth, older adults and new immigrants thrive



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?



connect
completing our neighbourhoods



Source: Stoss, 2012

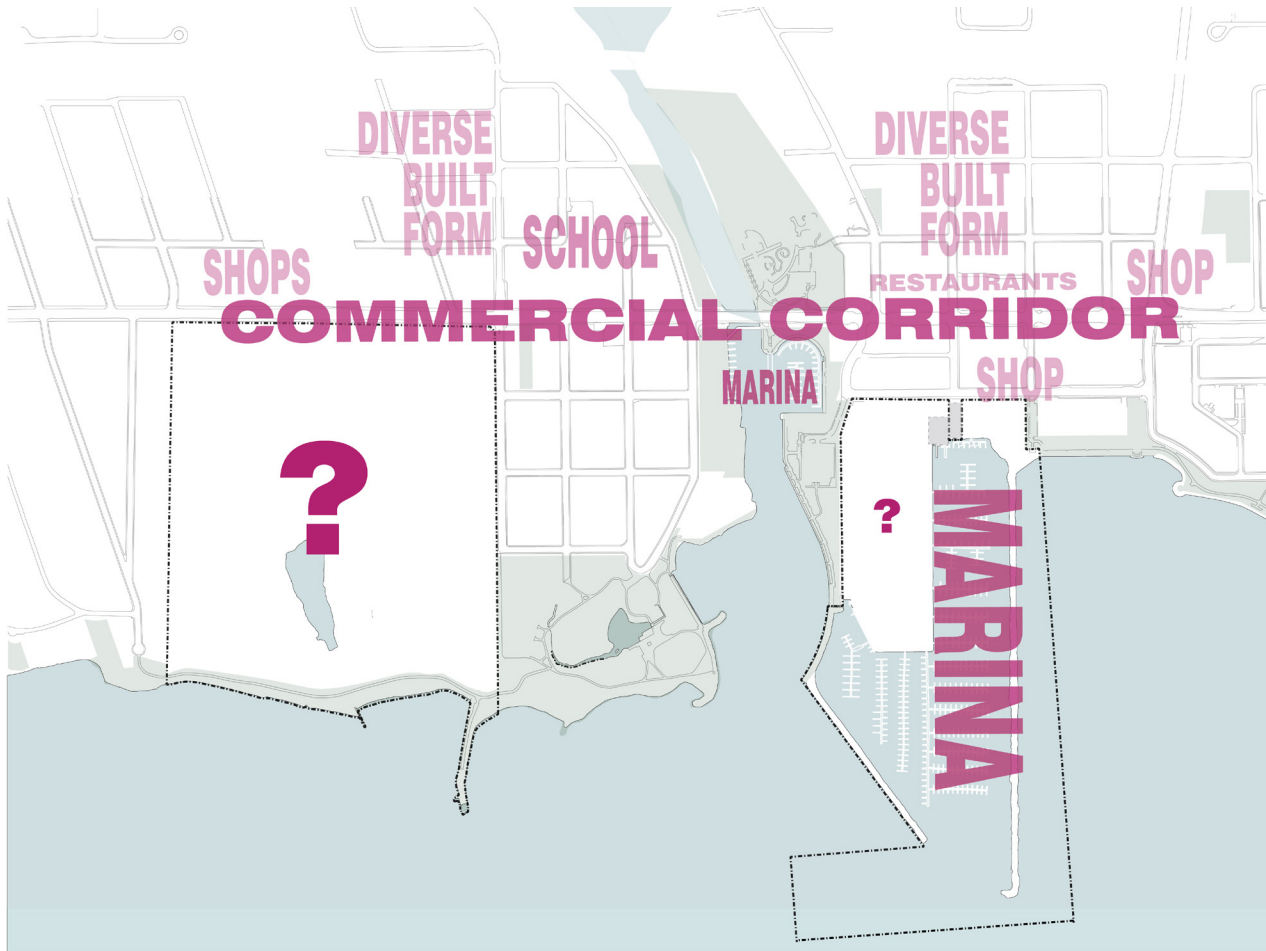
How do we enhance Port Credit's waterfront village character?

How do we maximize the potential of Planned LRT?

How can we increase public waterfront access and views?



prosper
cultivating creative and innovative businesses



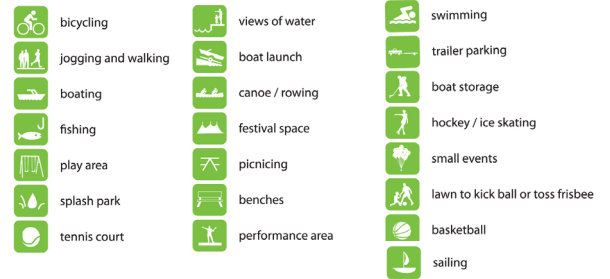
Source: Stoss, 2012

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.



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.



INCREASE VIBRANCY OF PORT STREET



- Mixed-use street with LRT, pedestrian, and bicycle areas.
- Improved streetscape.



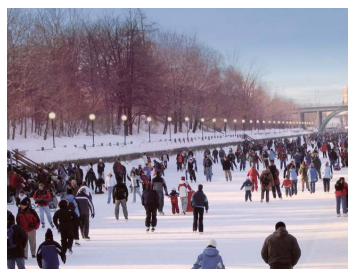
INCREASE LOCAL EMPLOYMENT



- 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.



CREATE YEAR-ROUND ACTIVITY



- Build on successful events by increasing winter cultural offerings.



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.





move



belong



connect



prosper



green

DIVERSIFY TRANSPORTATION OPPORTUNITIES



- Marine transportation.
- Improved cycling and pedestrian connections.



CREATE DEVELOPMENT THAT SUPPORTS CURRENT + ATTRACTS NEW RESIDENTS

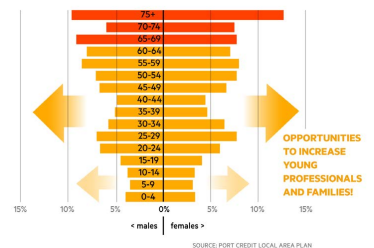


- Compact development puts amenities and services within walking distance for all ages.
- Range of cultural and recreation facilities for all ages.



INCREASE DIVERSITY OF POPULATION

2031 AGE DISTRIBUTION IN PORT CREDIT



- 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.

