

City of Mississauga
Corporate Report



Date: 2016/05/10	Originator's files: CD.21.POR
To: Chair and Members of Planning and Development Committee	Meeting date: 2016/05/30
From: Edward R. Sajecki, Commissioner of Planning and Building	

Subject

Master Plan for 1 Port Street East (Ward 1)

Recommendation

1. That the report titled "Inspiration Port Credit – Master Plan for 1 Port Street East" from the Commissioner of Planning and Building, dated May 10, 2016, be approved.
2. That a public meeting be held to consider the amendments to the Mississauga Official Plan as recommended in the report titled "Inspiration Port Credit – Master Plan for 1 Port Street East" from the Commissioner of Planning and Building, dated May 10, 2016.

Report Highlights

- Canada Lands Company (CLC) intends to redevelop their lands at 1 Port Street East.
- The City has completed a comprehensive master plan for the site with input from the community, approval agencies and CLC.
- The plan is built around a community vision for the site and seven guiding principles.
- The master plan envisions a vibrant, mixed use neighbourhood, with a full service marina and public open spaces providing access throughout the site to the water's edge.
- An Official Plan Amendment (OPA) has also been drafted.
- Future approval of an OPA implementing the master plan will be requested once there is an agreement with CLC to protect for the continued use of a portion of the site and harbour for a marina.

Background

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

- Master plan for 1 Port Street East, owned by Canada Lands Company (CLC) and currently operating as the Port Credit Harbour Marina (PCHM); and
- Framework for a future master plan for 70 Mississauga Road South, the former Texaco refinery site owned by Imperial Oil Limited (Imperial).

The framework for a future master plan for the Imperial site was approved by Council in December 2015. This report presents the master plan for 1 Port Street East.

CLC acquired 1 Port Street East from the Department of Fisheries and Oceans in late 2011. They engaged the community and prepared a master plan for a mixed use waterfront neighbourhood for this site. Their plan was submitted to the City in 2013. City Council directed staff to conduct a peer review of the CLC master plan, including further public and stakeholder consultation. As part of this process, additional technical information was completed:

- Peer Review of Employment Considerations assessed the proposed employment uses and related planning policies (Cushman & Wakefield, The Planning Partnership).
- Preliminary Review of the Potential for a Public Market at 1 Port Street East (Coriolis Consulting Corp.).
- Recreational Boating Study informed the role of the marina at 1 Port Street East relative to local recreational boating needs (Touristics, Shoreplan Engineering Limited).
- Marina Business Case for a Future Marina at 1 Port Street East informed the land use and business planning (Touristics, Shoreplan Engineering Limited, The Planning Partnership).
- A scan of other winter cities regarding all season use of public open space.
- A review of Maker and Innovation spaces within the GTHA supported the concept of creative and collaborative work spaces.

The community was actively engaged throughout the IPC process. People participated in various activities including walk-about, bus tours, lunch and learn opportunities, and workshops. Input was solicited through public meetings. In addition, a web site provided access to all materials and links to give feedback.

The Planning Partnership (TPP) was retained to review the feedback and various ideas received for this site. This review included the master plan prepared by CLC. This culminated in a two-day workshop in December 2015. At the workshop, the similarities and differences of all proposed options for the development of the site were reviewed by stakeholders and the public. Parameters for the master plan were created and an emerging concept was developed. This resulted in the draft master plan which was presented to the community in February 2016.

Comments

“Charting the Future Course – 1 Port Street East Comprehensive Master Plan” was prepared by TPP in conjunction with Cushman & Wakefield, Shoreplan Engineering and Touristics (Appendix 1). It is structured around a vision and guiding principles.

Vision

“It is the City’s vision to ensure that an iconic and vibrant waterfront neighbourhood and destination with a full service marina is developed at the 1 Port Street East site that:

- Is woven into the fabric of Port Credit and the city;
- Supports the overall vision of Port Credit as an evolving waterfront village;
- Celebrates the site’s unique urban waterfront context;
- Promotes development that is financially viable and economically sustainable;
- Links the marine and cultural histories of the site together; and
- Draws people to the water’s edge to live, work, learn, shop and play.”

Guiding Principles

1. Create a Logical and Efficient Street and Block Pattern.
2. Put Pedestrians First! A Connected Pedestrian Realm Network.
3. Be a Complete and Healthy Neighbourhood.
4. Protect and Enhance Natural and Cultural Heritage.
5. Represent World Class Design Quality.
6. Promote Innovative Infrastructure.
7. Ensure Coordinated Implementation.

These principles reflect the Port Credit Local Area Plan policy objectives.

The Master Plan

Together, the vision and guiding principles provide a framework for a vibrant waterfront neighbourhood.

The streets and blocks will have an efficient and realistic scale. Stavebank Road will be extended to the end of the pier to provide public access to the site and the Destination Park. A north-south right of way will provide internal access, with the potential to convert it into a pedestrian piazza. Additional east-west “shared” streets create smaller, walkable blocks. Together, with the proposed public open spaces, these create a variety of view corridors throughout the site. This includes the impressive, panoramic views of the lake at the south end of the pier.

A connected pedestrian realm network will augment the street system and strengthen community ties to the water’s edge. The public is clear that they do not want this site to become a private enclave of condominiums with no access to the water. An estimated 25 percent of the site will be urban parks and a waterfront promenade. This includes an Arrival Park at Port and Elizabeth Streets and the Destination Park at the end of the pier. The parks will be programmed

to encourage year round activities. The promenade is envisioned to be 15 metres wide (49 ft.) to accommodate both pedestrians and cyclists.

The site must accommodate a range and mix of residential, commercial, cultural, maker and community land uses and spaces. This includes a full service marina and affordable housing opportunities. It is estimated that 2000 people could live here along with over 800 people working in offices, at the marina, and other retail commercial businesses.

Development will be compatible with the broader Port Credit community. It will also showcase sustainable design and green building technologies. Building heights range from 3 to 10 storeys along Port Street East, decreasing to a maximum of 6 storeys along the end of the pier. The desired pedestrian scale at the street will be enhanced by the use of 4 storey podiums and step backs for any additional height. A landmark or iconic building is proposed for the tip of the pier to a maximum height of 22 storeys. This building must have a destination use and satisfy a number of criteria outlined in the plan, including an international design competition.

Development must protect and enhance the site's natural and cultural heritage resources. This includes important views, the marina function and heritage attributes.

Development of the site must be phased appropriately. In the plan, the marina is relocated from the pier to the east part of the site, including the breakwall. The plan permits a full service marina and related uses including marina-inspired shops, restaurants, public markets and other tourism amenities. As outlined in the marina business case, the master plan addresses the importance of staff developing a Marina Action Plan to determine the future ownership and operation of this facility. Staff will continue to work with CLC to protect for a future marina.

Taken together, these components create a master plan that will transform the site into an exceptional, high quality waterfront community for future generations. It opens the site for the first time in many years to the public and allows all residents and visitors to enjoy the water any day of the year. In order to make the master plan a reality, an implementing Official Plan Amendment (OPA) will be required. The draft OPA is attached for information (Appendix 2).

Comments Received

The master plan was reviewed by staff from City departments, the Region and Credit Valley Conservation. Their comments were considered and addressed. The public response was generally supportive of this plan when it was unveiled in February. Their feedback was reviewed and is summarized below. Appendix 3, Response to Public Comments, provides additional details on the public feedback received.

Streets and Mobility – Views to the water and multi-modal (particularly cycling and pedestrian) access through the site are priorities for the community. The east/west and north/south streets open the site for pedestrians, cyclists, and vehicles and offer a variety of views to the water. Elimination of all cars from the site was requested. This would be a challenge given the range of uses proposed and accessibility needs. A "shared" street approach for all modes of transport is seen as the most appropriate solution.

Parks and Open Space – The community expressed concerns about the amount of public space available. Staff believe that providing 25% of the site for these uses addresses this.

Marina - The public is emphatic that the "Port" be kept in Port Credit. The master plan permits for a full service marina. It identifies an area of the site for the marina facilities and speaks to the potential for lakefill on an expanded breakwall to support this. Additionally, the plan outlines

the components of a Marina Action Plan to identify marina operational, funding, layout and implementation strategies.

To further protect for a future marina, it is recommended that Council consider approval of the implementing Official Plan Amendment once the City has an agreement with CLC for the continued use of a portion of the site for a marina.

Built Form – There is some concern from the community regarding the 10 storeys along Port Street East and potential for a 22 storey landmark building. Consistent with the Port Credit Local Area Plan, this master plan establishes a gradation of heights down to the water from Port Street East. This strategy, in combination with a requirement for 4 storey podiums and stepping back of additional storeys, will keep the desired human scale at the street level.

The potential landmark building up to 22 storeys at the southern tip of the pier is subject to a number of criteria including having a destination use, an international design competition and meeting the tests of compatibility.

In addition, once the City's Affordable Housing Policies are established, future development will need to conform.

Development Permit System

Staff are investigating the use of the Development Permit System (DPS) for this site. The DPS combines zoning, minor variances and site plan together and adds conditions of approval. The development standards are established initially in consultation with the community, stakeholders and the landowners. Staff will continue to explore the process and benefits of a DPS. Any implementation of this option would follow approval of the Official Plan Amendment.

Next Steps

After Council approves the master plan, the following steps are required prior to any development rights being released for the site:

- Circulation of the Draft Official Plan Amendment for comment.
- Statutory Public Meeting to receive comments on the Draft OPA.
- Continued work with CLC to identify mechanisms to protect for the future marina.
- Report to Council on the satisfactory arrangements for the continuation of a marina at this site prior to recommending approval of the OPA.
- Staff continue to investigate the possible use of a Development Permit System.
- Staff continue to explore partners, funding and mechanisms for affordable housing on this site.
- Detailed phasing plan, site plan and development applications will be submitted to the City for evaluation.

Strategic Plan

This project addresses the visionary action of the Prosper pillar to create a model sustainable community on the waterfront.

Financial Impact

There is no financial impact at this time. Existing staff resources will continue to work with CLC and the community to implement the next steps.

Conclusion

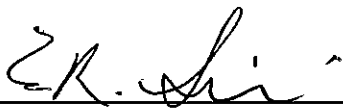
Water defines this community. This master plan for 1 Port Street East reconnects residents and visitors to the water where previously there was no access. It celebrates this connection in the form of views and physical public realm connections. It keeps the "Port" in Port Credit by protecting for a future marina. The master plan directs for a model sustainable and creative waterfront community. Redevelopment of this site will leave a legacy for future generations.

There is more work to do. Further arrangements for the protection of the marina need to be secured prior to releasing any development rights. A phasing plan will be needed to carefully guide protection for the marina and generate the critical office jobs. Further development approvals will be required.

Council's approval of the master plan enables this additional work towards achieving this vibrant waterfront redevelopment.

Attachments

- Appendix 1: Charting the Future Course – 1 Port Street East Comprehensive Master Plan" prepared by The Planning Partnership
- Appendix 2: Draft Official Plan Amendment
- Appendix 3: Response to Public Comments



Edward R. Sajecki, Commissioner of Planning and Building

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