

**May 5, 2017**

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 Ruth Marland, Strategic Leader, Inspiration Port Credit, City of Mississauga  
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 Jim Tovey, Councillor (Ward 1)  
 James Cox, Director of Real Estate, Canada Lands Company (CLC)  
 Sven Spengemann, MP Mississauga-Lakeshore  
 Hon. Charles Sousa, MPP Mississauga South  
 Mumtaz Alikhan, Clerk, Planning & Development Committee, City of Mississauga (*for circulation*)



**COMMENTARY RE: Official Plan Amendment (OPA) for One Port Street (Marina Lands, Port Credit)**

**INTRODUCTION:** Since May 2012, the TOPCA Executive has provided considerable input concerning the future of the Port Credit Marina Lands at One Port Street. While the site is owned by Canada Lands Company (CLC), future development is to be guided by the Official Plan of the City of Mississauga. Separate processes have been conducted by CLC, and by the City under the Inspiration Port Credit (IPC) project banner. TOPCA has participated fully. Over the past year the focus has been on the Official Plan Amendment (OPA) to codify the future use and design parameters for the Marina Lands site.

We appreciate meeting with staff (Ruth Marland; Shahada Khan) on April 13, 2017 concerning the status of this OPA process, prior to submitting expedited commentary on April 27, 2017 as an e-mail. This commentary has now been formatted for broader circulation, with only minor corrections.

We understand a revised version of the Marina Lands OPA will be on the Agenda at the City's Planning and Development Committee (PDC) on **June 12, 2017**.

**Documents TOPCA has published concerning the Marina Lands OPA (including this Commentary):**

**D-1.** TOPCA's Deputation re the OPA, at PDC on May 30, 2016

[http://topca.net/development/Marina\\_Lands/TOPCA\\_Deputation\\_PDC\\_Port\\_Credit\\_Marina\\_Lands\\_May\\_30\\_2016.pdf](http://topca.net/development/Marina_Lands/TOPCA_Deputation_PDC_Port_Credit_Marina_Lands_May_30_2016.pdf)

**D-2.** TOPCA's follow-up Deputation re the OPA, at PDC on Sept. 6, 2016

(references the lack of a Marina Action Plan, and funding)

[http://topca.net/development/Marina\\_Lands/TOPCA\\_Deputation\\_PDC\\_Port\\_Credit\\_Marina\\_Lands\\_Sept\\_6\\_2016.pdf](http://topca.net/development/Marina_Lands/TOPCA_Deputation_PDC_Port_Credit_Marina_Lands_Sept_6_2016.pdf)

**D-3.** POSTER for TOPCA Town Hall on Sept 20, 2016 -- 'Have We Missed the Boat?'

[http://topca.net/development/Marina\\_Lands/Marina\\_Lands\\_TOPCA\\_Town\\_Hall\\_Meeting\\_Sept\\_20\\_2016\\_POSTER\\_L.jpg](http://topca.net/development/Marina_Lands/Marina_Lands_TOPCA_Town_Hall_Meeting_Sept_20_2016_POSTER_L.jpg)

**D-4.** 30-slide Power Point presentation at the TOPCA Town Hall meeting, which was well-received and affirmed our above positions. NOTE: Slide 28 is TOPCA's draft "Notwithstanding" clause.

[http://topca.net/development/Marina\\_Lands/TOPCA\\_Marina\\_Lands\\_OPA\\_Town\\_Hall\\_PRESENTATION\\_Sept\\_20\\_2016.pdf](http://topca.net/development/Marina_Lands/TOPCA_Marina_Lands_OPA_Town_Hall_PRESENTATION_Sept_20_2016.pdf)

**D-5.** Accurate *Mississauga News* article concerning TOPCA's Town Hall meeting

<http://www.mississauga.com/blogs/post/6875133-residents-see-more-public-parkland-in-marina-reboat/>

**D-6.** TOPCA Commentary re: OPA for One Port Street (Marina Lands, Port Credit), submitted May 5, 2017

[http://topca.net/development/Marina\\_Lands/TOPCA\\_Commentary\\_re\\_Port\\_Credit\\_Marina\\_Lands\\_OPA\\_May\\_5\\_2017.pdf](http://topca.net/development/Marina_Lands/TOPCA_Commentary_re_Port_Credit_Marina_Lands_OPA_May_5_2017.pdf)

We will not repeat yet again the concerns we have expressed over the past year (*these still stand*), but wish make the following comments based what has happened (*or not happened*) since September 2016:

1. The TOPCA Town Hall '**Have We Missed the Boat?**' on September 20, 2016 at Clarke Hall affirmed the content of TOPCA's Deputation at PDC on September 6, 2016. We note the PDC meeting was held the day after Labour Day and was not seen as appropriate timing for soliciting community input; we felt a Town Hall meeting was required and so we held one. We have not received any City response to our specific elements/omissions of concern in the OPA and suggested improvements/additions (*per documents cited above*). We are unaware of how the Marina Lands OPA may have been revised since September 2016.
2. This is not a routine OPA. One Port Street is a large and complex site. The concept plan is not where the community wants it, as stated by the Ward 1 Councillor at PDC on both May 30, 2016 and September 6, 2016. Reservations expressed at those meetings by both citizens and PDC members re: transportation, site layout, density, public space and need for "forward thinking" have not been publicly addressed in the nearly eight (8) months since. We question how the OPA can move forward under these conditions?
3. We have outlined the rationale (in D-4, *above*; replicated *below*) for our proposed 'Notwithstanding Clause' which we believe should comprise part of the OPA text, and thus be embedded in the ongoing regulatory process. We have reviewed Mississauga Council Resolution #0048-2008 re: Lakeview (February 27, 2008), as sent to us by IPC staff as a possible model for enshrining the community's RIGHT to ongoing consultation and input regarding the future of the Marina Lands.

We believe this external resolution format and its general and aspirational content does not address TOPCA's specific concerns. Having the citizens' role clearly defined in the Marina Lands OPA is an important protection. We have received verbal assurance of ongoing public process from Canada Lands Company, but the OPA is a signal to the ultimate site developer that the citizens **must** be involved.

## PROPOSED "NOTWITHSTANDING" CLAUSE

### Citizen Engagement

"Notwithstanding the provisions in the One Port Street OPA based on the City's Master Plan (June 2016), the citizens shall be consulted at all stages of the implementation of the master plan, however long that may be into the future, to ensure that:

- the status and FUNDING of the transition of the Marina;
- the results of any appeals of the Official Plan or PC Local Area Plan;
- the results of the Environmental Assessment(s);
- the selection (by CLC) of a site development partner;
- the intermediate / ultimate ownership of the lands;
- changes in project staff leadership at the City or CLC;
- changes in political representation at any level of government;
- the waterfront best practices of the day;
- the evolution of the Port Credit village;

are weighed against the existing master plan and it be modified as necessary, per this community submission to the OPA process based on the Town Hall Meeting of September 20, 2016, and a Stakeholder Advisory Committee."

**4.** The Port Credit community has now had experience with West Village Partners (WVP), the winning proponent (announced December 2016) per the Imperial Oil RFP to develop their 73-acre brownfield site. The Port Credit community will benefit from the stated willingness of West Village Partners to consider residents and local groups as key stakeholders and provide them with a voice throughout the development process. For this reason TOPCA wrote a [Letter \(June 24, 2016\)](#), on the public record, regarding the significant public process which we expect to take place regarding the WVP master plan and development process. We will seek all mechanisms going forward to ensure this continues.

The community experience with the Imperial Oil RFP throughout 2016 is a good example of what the community will expect with future development sites. It serves as a counterpoint to the Marina Lands process, which would NOT go well if there is not a similar level of sustained community collaboration. To this end, we are pleased that Canada Lands has affirmed they will retain oversight for the entire development process (unlike Imperial Oil, which is no longer involved). Given the length of time involved (10 years?), and possible changes in CLC policy, we believe the community's interests require stronger commitment of continued, LONG-TERM involvement at One Port Street via regulation, regardless of the inclinations of the future developer.

**5.** As of this date, there is still no Marina Action Plan (promised in 2016) which is a critical and practical piece of the entire Marina Lands development scenario, and was promised to come first (*per* PDC, Sept. 6, 2016), prior to approval of the OPA. This delay suggests that there is difficulty (certainly complexity) in developing such a document, and the OPA should not go forward without such a Plan, supported by all parties including the Marina stakeholders.

**6.** The financial viability of a full service Marina is currently speculative -- the consultants' Marina Business Case (part of the Inspiration Port Credit project) indicates it can be, but until various parties come forward to fund the venture in a sustainable and equitable manner (including the City of Mississauga), the business plan for the Marina Lands is purely conceptual. It is recognized that there is a tremendous amount of up-front capital required (\$50-60 million is the working figure) prior to the achievement of a revenue stream and ultimate ROI.

The public is unaware of the status of any negotiations for funding for the Marina relocation and continued operation on a full-service basis. It is acknowledged that all three levels of government plus possible private investors need to collaborate. We believe the possibilities should be made public and reviewed. For instance, what scenarios could be employed requiring less funding up-front, or broader investment?

**7.** An Environmental Assessment (EA) concerning the Marina Lands appears to be many (3-4 +) years away. The EA process can't even start until there is a formal development application which would require it. The Marina relocation relies on a successful EA outcome; this is a significant unknown. The TOPCA "Notwithstanding Clause" includes this issue, among many others, and would provide a safeguard against any such uncertain outcomes as the process moves forward.

**8.** Any MOU (Memorandum of Understanding) discussions which have taken place between the City of Mississauga and Canada Lands Co. to guarantee provision of the Marina have been *in camera* (i.e. not public). The Port Credit community needs to understand the nature of these discussions, and what is being agreed to, prior to final comment on, or possible support of, the OPA, given the present conditional relationship between the two instruments. Clarity is required.

**9.** Potential development on the rest of the One Port Street site (excluding the Marina) is paralyzed from moving forward via the issuance of an RFP by CLC. It is expected that the OPA would be attached to such an RFP. But there is dependency on successful resolution of the Marina issue first. TOPCA doesn't see this as the time to let the pressure up on achieving resolution; but, we would note that the 'all or nothing' scenario put forth by the City at the public meetings -- with no public updates meantime -- has resulted in a process which is stymied and fast becoming unacceptable. This is an engaged community ready to move forward 'On Our Watch'.

**10.** Our goal as community stakeholders is to determine how to transition the One Port Street site productively, rather than doom the marina operation to continued deterioration and uncertainty while the process drags on. We need to get the existing marina on more than life support in the interim, and get the community re-engaged in the development planning process to ensure long-term public value at the site (which a viable marina provides, as but *one* aspect). We are not happy with drifting, or waiting out the marina lease. The Harbour Marina needs repair and rejuvenation now. The OPA process should reflect this urgency and impel the community goal.

**11.** The first **Marina Lands Round Table** was held by TOPCA on May 26, 2016 at the Port Credit Arena, prior to the TOPCA Deputation at PDC on May 30, 2016. The community has had a year of experience since then which should help inform the future of the Marina Lands. By way of an example to restart discussion: Could Canada Lands donate/lease/lend or otherwise furnish land at One Port Street to the City of Mississauga solely for the marina use? Would this relieve the present impasse/paralysis and provide benefits and reassurance to all parties concerned?

It has been suggested by some of the parties that another Round Table discussion take place at this time concerning all these matters, and we would welcome that.

**12.** TOPCA is holding a Town Hall meeting: '**On Our Watch**' on May 23, 2017 regarding the two major waterfront sites in Port Credit – the 73-acre brownfield owned by WVP, and the Marina Lands which by comparison are not keeping pace with Port Credit's evolution. The above points form the core of what will be transmitted to the community at the Town Hall. All levels of government will be represented, so the matter of marina funding/resolution will be addressed directly. The TOPCA Executive will utilize input from our May 23rd Town Hall meeting in our Deputation at the PDC meeting on June 12, 2017, should the OPA still be on the Agenda.

**CONCLUSION:** As citizens we want to spark excitement and demonstrate community support that will inspire developers and attract world-class bids for the Marina Lands project. Currently the future of the site is bound up in an opaque OPA/MOU/funding process which has wound around its own axle. We should be dreaming about site design including the public spaces between the buildings, but the current plan appears to be a placeholder at best, in need of far greater community collaboration before it forms part of the City's Official Plan and the Canada Lands RFP.

On behalf of the TOPCA Executive,

Mary Simpson, President  
Dorothy Tomiuk, Vice President

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*WHO WE ARE:* The Town of Port Credit Association (TOPCA) is the municipally recognized residents' association for the entire Port Credit District, located in Ward 1. TOPCA is an all-volunteer, non-profit group. We are affiliated with the City of Mississauga through the Community Group Support Program. TOPCA was established in November 2006 with a view to foster open discussion on issues of importance to Port Credit residents, and to be a representative voice for our views with the City of Mississauga and other levels of government.