

**Social and Environmental Sustainability in Waterfront Redevelopment:
A Case Study of Inspiration Lakeview**

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ABSTRACT

This paper is a case study of the Inspiration Lakeview Master Plan in Port Credit, Mississauga. This paper speaks to the history of urban waterfronts and examines the evolution of urban waterfront (re)development in urban port cities from previously industrial eras to now modern-day planning. This paper is divided into sections focusing on social and environmental sustainability measures that are identified in the Master Plan. Social sustainability is analyzed in terms of housing and built form, employment, the notion of complete communities and public health, as well as transit. Environmental sustainability indicators focus on greenspace, stormwater management and waste management. This paper analyzes how social and environmental sustainability is accounted for and critiques the measures identified in the Master Plan to evaluate if what is being presented is adequate or if more robust measures should be implemented.

FOREWORD

The purpose of this paper is to gain an understanding of contemporary land-use planning. It specifically seeks to gain a good knowledge of land use planning in Canada to understand planning concepts and the processes of (re)development. This focus relates to how development can occur based on policy documents and how they co-relate to one another to achieve approvals. Inspiration Lakeview as a case study has helped to understand the particular planning conditions in the redevelopment of the Port Credit Waterfront in Mississauga, to better understand local social, economic, and environmental impacts created through waterfront redevelopment.

The purpose of this paper is to gain a strong understanding of the different factors that go into waterfront redevelopment to better understand the benefits and limitations of such developments. Specifically, this paper demonstrates a good knowledge of the relationship between waterfront redevelopment and social and environmental sustainability in relation to themes associated with gentrification of neighborhoods.

Lastly, this paper demonstrates a good understanding of urban politics, and how the public sector works with the private sector. This paper demonstrates a good understanding of the role of economics in development and how that relates to overall sustainability goals and measures. This paper demonstrates a good understanding of the different factors that limit how sustainability can be implemented in land use planning and on specific developments.

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1. INTRODUCTION

The urban waterfront is a most unique space in the city where land meets water. No two are alike, and that in itself creates a “spectacle” in relation to the surrounding built form of a city. As such, planners and developers have the ability to plan these spaces in a unique way that both protects/preserves the existing features while planning for the future. The value of a waterfront to a city is significantly higher in comparison to other lands in the rest of a city. How designated officials go about planning these waterfront areas is entirely subjective, yet the values of economic, social, and environmental sustainability are common themes throughout the planning process. As a result of previous planning regimes and industry, urban waterfronts have slowly emerged as spaces susceptible to increased attention and investment both from the general public and private developers. Through globalization, a city’s unique interpretation of waterfront lands to reflect municipally driven goals has been presented on a worldwide level for other municipalities to implement or learn from in their own planning practice. Urban waterfronts are symbol of the “interweaving of nature and society” and are reflective of different eras in a city’s history. Desfor and Laidley (2011:16) contend that “the production of space and the production of nature cannot be independently analyzed; nature and society, particularly in an urban setting, are locked in a dialectic relationship that facilitates dynamic processes of capitalist accumulation and influences the social relationship by which ‘things’ are produced”. At the water’s edge, we see many such ‘things’ that are the products of a historical interweaving of nature and society.

Jauhiainen (1995), citing van der Knaap and Pinder (1992), explains the history of development of waterfront spaces in cities, breaking them into four general periods. The first period is one of clearance and reconstruction (1950-1970), where waterfronts were subject to economic, technological and functional aging and when only in rare instances any recovery of waterfronts occurred (Jauhiainen 1995: 6). The second period of rehabilitation and renovation (1970-1980) saw the emphasis on the improvement of social structure in declining port areas, but often employment was reduced further (Jauhiainen 1995: 6). The third period of urban management (1980-1986) saw the same social structure policy maintained but the severity of socio-economic problems in waterfront districts was recognized (Jauhiainen 1995: 6). At this time, different policies emerged with the aim to improve existing social structures while promoting economic development and conserving employment in waterfront neighborhoods (Jauhiainen 1995: 6). However, both social and economic agendas would often be seen as impossible due to the severity of global restructuring of industry and port activities (Jauhiainen 1995). The final period of waterfront redevelopment and city management and marketing began in the mid-1980s and emphasized the need to improve city economies as a whole (Jauhiainen 1995: 6). Responsibility was put on the municipal state level, and the role of private investors became more important through the rapid growth of public-private partnerships. This managerial approach to waterfront planning gave rise to entrepreneurialism, making the waterfront an important focus for potential investors (Jauhiainen 1995: 6).

The evolution of society from an industrial to a post-industrial city has changed contemporary planning practices of urban waterfront redevelopment. These once vibrant industrial spaces are now rendered disaffected lands due to industrial and technological changes, and as such municipal governments are looking to repurpose port-land spaces to reestablish the waterfront as a vibrant, desirable and profitable space. In this new regime of waterfront planning there is an emphasis on providing spaces that are not dependent on a sole function and incorporate the underlying principles and goals that are common in all land-use developments. Policy frameworks are in place to guide how development and redevelopment can protect people and the environment in the short and long term. Bunce (2008) makes reference to this framework in Toronto, where Waterfront Toronto has focused on the concept of sustainability as a guiding policy for institutional organization and waterfront development since 2004. Ultimately, sustainable planning in waterfront projects is based on an “ecosystem approach”. As Laidley (2007: 259) explains,

“The ‘ecosystem approach’, as it was called, promised to bring together in one development model ‘the long-term promise of a healthy environment, economic recovery and sustainability, and maintaining a livable community. Ecosystem planning, it was said, produces more effective and creative solutions than traditional planning due to its concentration on understanding the interactions in ecosystems, its long-term view of change, its focus on diversity, heritage, environmental capacity, flexibility, and its inclusionary mode of decision-making.”

Waterfront redevelopment has also benefited from a planning shift from urban sprawl to urban intensification as enacted in *Places to Grow Act* of 2005, a program identifying development areas to support economic growth (Ontario Ministry of Municipal Affairs 2005). Intensification in and around waterfronts has been promoted as

a way to revitalize the city and when possible its housing stock while also ensuring that there are more people to support and generate more economic activity. Intensification, as presented by Desfor et al. (2006), has become a strategic tool that cities use to direct and manage growth. Desfor et al. (2006: 139) references the City of Toronto in their implementation of the new Official Plan “which aims to promote urban intensification and discretionary, design-focused planning to facilitate real estate investments in strategic locations.” The shift to directing growth through urban intensification results in focusing development activity in specific, attractive and lucrative locations.

A major concern in urban waterfront redevelopment is the resulting gentrification that might occur. Reinvestment and desirability of these new developments increases the value of adjacent and surrounding properties which are typically occupied by lower income residents (due to the land previously being affordable). A significant problem with waterfront redevelopment is that gentrification is the underlying factor to its proposed change. An example of this gentrifying effect is the waterfront redevelopment in Baltimore, Maryland. Merrifield (1993) explains that the unequivocal goal of redevelopment of the Baltimore waterfront was commercial development in order to attract tourists, higher income shoppers, and service sector employment. Baltimore waterfront redevelopment included an aquarium, a science center, marinas, promenades and shopping arcades known as Harborplace. These new attractions were intended to augment the city’s tax base and lure the middle classes back downtown while stemming the continuing suburban ‘white flight’ by making city living attractive (Merrifield 1993: 105).

Desfor et al. (2006) identify Toronto's waterfront redevelopment as a particularly visible example of gentrification as a result of urban intensification. They argue that in the absence of effective regional planning and controls on the displacing effects of central city property-market inflation, urban intensification is, paradoxically, a safe recipe for continued urban decentralization (Desfor et al. 2006: 139). In this sense, reurbanization in the new Toronto is best understood as a new phase in the "embourgeoisement" of central Toronto, building as it does on three decades of gentrification and the more recent condominium and loft boom (Desfor et al. 2006: 139). These successive waves of gentrification and high-end urban renewal have replaced tens of thousands of low-income residents with managerial and professional new middle-class residents. The latter function as the social base for differential policies to promote sophisticated, so-called cultured and beautiful urban spaces were directed against "outdated" land uses and unwanted elements (Desfor et al. 2006: 139).

Bunce (2009) echoes Desfor et al. (2006) when arguing that recent discussions have pointed to the ways in which the built form intensification objectives of urban revitalization policies augment gentrification practices through their reliance on private sector involvement. Such objectives have also addressed the ways in which urban revitalization policies serve as discursive guises for gentrification practices through the use of seemingly progressive policy concepts such as urban regeneration, residential mixing, and urban sustainability (Bunce 2009: 5). This literature on policy-led gentrification is important for understanding how sustainability and intensification policies have become cornerstones of public urban policy agendas, and further, how the

focus of these agendas emphasizes a middle-to-upper income rehabilitation of existing city spaces (Bunce 2009: 5).

Another prevalent theme in urban waterfront redevelopment is the concept of diffusion. The concept of urban policy diffusion shows, according to Ward (1999), that urban planning is an integral part of a wider economic globalization. The key effect of reproducing the same ideas in different cities has been to homogenize planning and urban policy, at least in the more affluent parts of the world. Cities have adopted similar planning responses, apparently borrowing successful ideas and practices from elsewhere to attract highly mobile investment and consumption. The classic example is Baltimore waterfront regeneration inspired by the redevelopment of Battery Park in New York City (Ward 1999: 54). Jauhianen (1995) supports this theory, as she examines Barcelona waterfront redevelopment. Jauhianen (1995: 7) explains that the physical similarity of Baltimore and many European waterfront redevelopment projects share high value housing, heritage-related activities, water based leisure opportunities, retailing, office development, hotels catering for the leisure business and conference markets as the most popular functions for land uses in the redevelopment of European waterfronts.

A very important theme in contemporary waterfront redevelopment is the competing land interests between the public and private sectors. There are different ways that the public and private sector are intertwined in the land-use planning and development processes. However, each sector also has desires for the future redevelopment of the space which are typically not in sync with the other. Desfor and

Bunce (2007), in looking at the latest examples of urban waterfront redevelopment, explain that the introduction of new waterfront planning and development policies brings new complexity to the scale of the urban waterfront. The creation of new policy is “a political attempt at creating organizational coherence and stability for a new cycle of development on urban waterfronts, largely inspired by a need for “pump-priming” from private investment” (Desfor and Bunce 2007: 6). The role of the private sector helps facilitate development faster in a more cost-effective way for the public sector. However, in many instances, the private sector is only concerned with their infrastructure and financial return and it is the public sector (municipal government) that is responsible for ensuring that the master plan (with all its ideals) are secured and met.

“Inspiration Lakeview” (on the previously industrial Lakeview Lands in Port Credit Mississauga) is an example of a contemporary urban waterfront land use redevelopment project. However, what is unique about this project (in relation to other urban waterfront redevelopments of its kind) is that it began as a public led initiative to see a more vibrant and active waterfront. The project to date has been praised for its focus on social and environmental sustainability, exemplifying the potential that collaborative planning has in the land-use planning process. The Master Plan outlines the goals and vision of the new development and can be considered the first step in a subsequent comprehensive “Waterfront Refresh” along the Port Credit Waterfront.

There is a significant challenge in urban redevelopment to limit the impending gentrification of a neighborhood. The same holds true for urban waterfront redevelopment projects. The ripple effect of Inspiration Lakeview on the entirety of the

Port Credit Waterfront will see drastic changes from the existing context of the area. Inspiration Lakeview has unlocked several very large parcels of land for redevelopment (e.g. West Village) and is incorporated in other large-scale land use planning projects as a center piece for the future vision of the Port Credit Neighborhood (Port Credit GO and Dundas Connects). This large scale urban waterfront redevelopment project is meant to attract an influx of business capital and investment on developable lands. Couple this influx with the tourism aspect associated with a redeveloped urban waterfront and the end result will see a significant increase in overall land value and business in Port Credit.

There are, however, challenges in planning for sustainability. For example, sustainability as a term is popularly known for its multidimensional social, economic, and ecological aspects. However, it is an extremely challenging term as the indicators and interpretations are very attractive yet vague. Sustainability is extremely difficult to quantify. Its overall value is entirely predicated on an individual's personal assessment of what it means for something to be sustainable. The question then becomes how can a planner (who is responsible for varying population sizes on any project) plan for sustainability. Terri Peters (2016: 371) defines social sustainability as "a process for creating sustainable, successful places that promote well-being, by understanding what people need from the places they live and work." This definition clearly outlines the underlying framework for new development. It is especially important in waterfront planning because an urban waterfront is more remote and detached from the more

central areas of the city and the need for connectivity and the provision of adequate services is imperative for functionality.

This paper is a case study of the Inspiration Lakeview Master Plan in Port Credit, Mississauga and the particular social and environmental sustainability measures that are mobilized in the Master Plan. The paper analyzes in detail how both social and environmental sustainability is accounted for while also evaluating the measures identified in the Master Plan to determine if what is being presented is adequate or if more robust measures should be implemented. This research is based predominantly on a close review of planning documents and news-media articles. I also interviewed two planners at the City of Mississauga involved in the waterfront redevelopment for further insights on the assumptions and rationalizations of sustainability.

2. BACKGROUND AND CHRONOLOGY

The history of the Lakeview Legacy Project dates back to the mid 2000's, and has evolved from a locally driven desire for affordable housing along Mississauga's Port Credit waterfront to become an ambitious waterfront redevelopment project now known as "Inspiration Lakeview", that rivals port cities worldwide. The Master Plan envisions waterfront piazzas, a 1.5-kilometer beach, new lakefront lands the size of 48 football fields and mixed-use neighborhoods housing 20,000 people on 250 acres of reclaimed industrial land (Grewal 2016). The Lakeview site itself has an extensive history (dating back to the late 1800's) and is a reflection of how the role of industry shapes and

influences land-use planning and the functionality and use of waterfront lands specifically. Figure 1 shows the proposed redevelopment of the Lakeview Lands.



Figure 1: Inspiration Lakeview Master Plan (City of Mississauga 2016)

Late 1800's-1957

In 1891 Lakeview served as a site for instituted artillery ranges. In 1915, Canada's first airport, the Cutriss School of Aviation, was established on the grounds (City of Mississauga 2009). The administration building still exists on the site and is designated as a heritage building to preserve its legacy.

1958-2005

In 1958 the lands transitioned to an industrial focused use, as construction began to build the Lakeview Generating Station which opened in 1962 (City of Mississauga, 2009). The Generating Station was the largest coal generating facility in North America and provided 17 per cent of Ontario's power (Mississauga 2009). However, such production resulted in a significant amount of pollution in the area. The site was commonly referred to by residents and fishermen as "The Four Ugly Sisters" in reference to the four smoke stacks on site. The emissions from the site were so bad that in a 1995 study by Toronto's Medical Officer of Health determined that 50 percent of Sulphur dioxide emissions landing in Toronto came from the Lakeview site (Mississauga 2009). The plant was shut down in 2005 with the intention of replacing it with a 900-megawatt gas plant.

2006-Present

The controversy of replacing the previously abandoned power plant with another industrial plant sparked a shift in the way people would perceive the Port Credit waterfront forever. The Lakeview Ratepayers' Association (municipally recognized residents' association for the community of Lakeview in southeast Mississauga) had a vision for what they wanted "their" waterfront to look like, and partnered with five University of Toronto students enrolled in the Master of Science and Planning Program to develop a plan to transform Lakeview into a more vibrant, sustainable community

(Panjwani 2010). The students were to take a resident-generated master plan for revitalizing the area (known as the Lakeview Legacy Project) and come up with firm ideas (Panjwani 2010). Key features of the master plan were heritage structures as part of a sustainable, mixed-use waterfront community. Backed by ward Councilor Jim Tovey, the idea began to gain traction and support (by then Mayor Hazel McCallion), and on February 27, 2008 Mississauga Council unanimously requested Ontario to remove Lakeview for consideration for another power plant (City of Mississauga 2009).

After the kickoff event held in October 2010, the City of Mississauga worked towards formulating the Master Plan for the site. There have been multiple community update events and open houses taking place from 2013-2014 between the City of Mississauga, Urban Strategies (retained consultant on the project), and the residents. Lorenzo Ruffini (2017) explained that the original “kickoff session” hosted individuals who work on urban redevelopment in Sweden to share different methods to incorporate sustainability into planning and development. Inspiration Lakeview was inspired by the urban development project of Hammarby Sjöstad (Hammarby Lake City) which is advertised and viewed as a “new generation of sustainable urban eco-districts” (Ignatieva 2014).

Hammarby Lake City is an urban development project directly south of Stockholm’s South Island (Ignatieva 2014). Ignatieva (2014) explained that the original plan of Hammarby was to develop the former industrial area to an ecological sports arena and athlete’s village -- the aspiration being to develop the area for the Olympics in 2012. This draws a direct parallel to the City of Toronto, who used the Pan Am Olympic

Games to redevelop part of the City's waterfront into an athletes' village which has now the cornerstone for housing and redevelopment along the waterfront and the instant neighborhood of Canary District. After Stockholm lost the bid for the Olympic Games to London, plans were changed and instead the municipality, together with a number of developer and construction companies, decided to make this waterfront area the first Eco-city district in Stockholm (Ignatieva 2014). The Eco-city features technical, mobility, and communication infrastructure, as well as building infrastructure and green and blue infrastructure (Ignatieva 2014). The Eco-city is also renowned for the system of interconnected planning of physical flows of energy, water, and waste (Ignatieva 2014). Ignatieva (2014) explains that since its development, the development is now a reference point for sustainable green and blue planning worldwide (coined "The Hammarby Model") and can be seen in the Caofeidian Ecocity development in China, and Symbiocity in Brazil (Ignatieva, 2014). The Hammarby model includes energy conservation measures in which the goal is to reduce heat consumption by 50 percent and use electricity more efficiently compared to the Swedish average (Ignatieva, 2014). The model focuses predominantly on reusable waste, and large scale stormwater and wastewater harvest and filtration.

In June of 2014, after several modifications to the proposed Master Plan based on public input, the final version of the Lakeview Master Plan was unveiled to the public. The final Master Plan sees a 100-hectare mixed-use community housing 20,000 residents, featuring a mix of commercial, residential, and cultural buildings connected to

a human-made 26-hectare conservation area featuring meadows, a forest, wetlands, and trails (Grewal 2016).

3. SOCIAL SUSTAINABILITY

The Inspiration Lakeview Master Plan is very much a product of the current contemporary planning regime. The role of social sustainability in such a development project is imperative to an inclusionary, vibrant and accessible waterfront. The plan looks to primarily address the major concerns of the environment, public health, community building, employment, and accessibility. Each concern presents significant development challenges. For example, preservation of affordable housing is specifically identified in the master plan as something that is to be replaced on site or within the community but there is not a quantifiable number stated (City of Mississauga, 2016). Ultimately, the overall vision of the land is to be converted into a space for a major waterfront park designed with midrise and affordable housing, mixed-use development and a large academic or research campus (Bacaramurty 2016). The overall size of the land (99 hectares/245 acres) is the key element in this opportunity. Such a large-scale portion of land in a remote yet privileged location (i.e. on the water's edge leading into the commercial streetscape) allows for a continuity in planning a complete community and provides the dream landscape for any city and its planning team: a vast landscape of undeveloped land. The rejuvenated area is said, optimistically as plans would have it, to offer residents 7,000-9,000 new jobs and bring 15,000-20,000 people to the community once completed (Newport 2016).

Housing and Built Form

According to the Lakeview Master Plan the predominant built form in Lakeview will be at mid-rise scale, and opportunities for ground-related and family housing will be maximized (City of Mississauga 2016). The plan has been developed in conjunction with the affordable housing goals set forth by the City of Mississauga and the Region of Peel. This is apparent in The City of Mississauga Official Plan (2013) which specifically references section 7.2.2 stating;

“Mississauga will provide opportunities for:

- a. the development of a range of housing choices in terms of type, tenure, and price;
- b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and
- c. the production of housing for those with special needs, such as housing for the elderly and shelters”

The Lakeview Lands are divided into 6 proposed neighborhoods incorporating different housing types in each. Figure 2 outlines the proposed building typology distribution on the lands.

The overall breakdown of housing types proposed is 20 percent townhouse, 55 percent mid-rise, and 25 percent taller building elements (up to 15-storeys) (City of Mississauga 2016). The distribution of buildings based on the proposed network in Figure 2 complements the existing streetscape along Lakeshore Road (Northernmost East-West roadway of lands) and conforms with the Local Area Plan (LAN) for the Port Credit Waterfront. Placing the majority of mid-rise buildings along Lakeshore and the southernmost portion of the lands helps encourage the densest part of development

away from the center of the lands. The mid-rise development is along the internal road layout and along Lakeshore ensures that the majority of pedestrian activity occurs away from the pedestrian core. Further, the strategic location of the taller building elements on corners and isolated within mid-rise parcels of lands protects the lands from unnecessary shadowing, encouraging the protection of sky views and sunlight. The decision for building orientation and location specifically relate to the initiatives of the municipality to direct growth in Port Credit.



Figure 2: Inspiration Lakeview Building Typology Distribution (City of Mississauga 2016)

The lack of high-rise buildings in the Master Plan is not coincidence. It is a direct result of public outcry and lobbying councilors and City officials to avoid emulating Toronto and Toronto's waterfront. This desire was echoed by Lorenzo Ruffini, strategic leader for the plan within Mississauga's Planning and Development Department. Ruffini, in discussing the selection of different housing types on the Port Credit lands, explained that Toronto's downtown was the "anti-model" for development (cited in Wall 2016). According to Ruffini, "people were absolutely clear, 'we don't want to see what has happened in Toronto on our waterfront'. They did not want a wall of condominiums along Lakeshore Road, or a wall of condos along the waterfront" (cited in Wall 2016). This position shows the level of influence the public had in the formulation of the Master Plan.

Employment

This new era of land-use planning puts a strong emphasis on complete communities, i.e. communities where people can live, work, study, shop and recreate. A large factor in creating a complete community is being able to supply employment opportunities for the people you are building homes for. According to Rachel Williams (2016) of the Mississauga News, an additional 9,000 jobs will be created through the new development. Of the 245 acres of land, 86 acres will be designated as a 'business employment area' (City of Mississauga 2016). The Master Plan outlines that the employment area of the lands will be at the Season Place Innovation Corridor, intended to attract green technology, innovative office space, and research development type

jobs and create a population to employment ratio of 2 to 1 (City of Mississauga 2016). Season Place is located to the eastern extent of the site. The Corridor provides significant floor area for green technology, including clean energy, sustainable and innovative design and green building, office and light industrial employment (City of Mississauga 2016). By locating the corridor adjacent to the District Energy and future institutional facilities, this layout invites collaboration and partnership and provides a buffer between uses on the lands other than residential from residential space (City of Mississauga 2016). Figure 3 depicts the land uses and context of how the lands will be situated.

Lakeview waterfront lands are distinguished by type and separated from the residential to limit the amount of activity that takes place in the residential neighborhoods of the land. Moreover, there is access to the Season Place corridor via



Figure 3: Inspiration Lakeview Land Uses (City of Mississauga, 2016)

New Haig Boulevard (directly off of Lakeshore Road) to minimize all vehicular activity to the lands for employment purposes. Karin Phung (2017), a Policy Planner at the City of Mississauga, explains in an interview that the City is undertaking studies to identify the best type of employment to invoke in the neighborhood. Phung (2017) explains that there is an internal challenge to implore technology driven jobs to attract the creative class vs. attempting to intertwine business employment and industrial employment based on the preexisting built form. These are questions that are part of an ongoing “Innovation Corridor Study”.

The Innovation Corridor Study is a report summarizing the Market Analysis and Economic Feasibility Study of the lands in reference to the goals outlined in the Inspiration Lakeview Master Plan (Menezestrivardi 2017). The challenge, Phung (2017) explains, is that the goal of the Inspiration Lakeview Master Plan is to build an ideal community that would spawn development in adjacent lands without removing the existing fabric of the neighborhood. The shift from industry to technology-based work has changed the way contemporary workspaces look and are located. The current job market itself is very driven by technology-based companies/departments, which the current and younger generations are both adept to and attracted to working in. This shift presents a great opportunity to attract the younger ‘creative’ or technological class to the Port Credit Waterfront and sustain employment on the Lakeview Lands. It is also in sharp contrast to the current fabric of the neighborhood, which is surrounded by heavier industrial uses and could be retrofitted (into ‘creative’ office space) to better suit current employment trends.

Complete Communities/Public Health

Further to the need to employment on the new lands, there is an emphasis on building a 'complete community' for residents of Lakeview/Port Credit. The Master Plan identifies Ogden Avenue as the central spine of the neighborhood, and offers a pedestrian oriented street encouraging wide sidewalks, space for outdoor cafes and sitting areas, while also including attractive street furniture, vegetation and lighting (City of Mississauga 2016). Strategic Leader (a member of the City of Mississauga Planning Strategies Initiative), Lorenzo Ruffini (2017) was very vocal on the role the public played in the shaping of a public realm. In an interview, Ruffini (2017) explains that in the initial hearings and formulation of the Inspiration Lakeview Masters Plan, the two key things the public wanted was a strong public realm and space for activities.

As outlined in Figure 3, Ogden Avenue has access directly from Lakeshore Road and runs south through the entire parcel of land, ending at the residential roadways. The Master Plan also outlines the desire for at grade retail in mixed-use buildings and focusing density along Ogden Avenue to encourage pedestrian activity. The multitude of pedestrian friendly development in the Master Plan provides ample opportunity to combat public health issues through the built form. A unique feature of the Lakeview Lands that furthers this ability is the access to the urban waterfront. The Master Plan specifically identifies the waterfront, stating that there will be a waterfront trail connection along the water's edge and public access to the pier (Lakeview Master Plan, 2016). Both Ruffini (2017) and Phung (2017) explained that the formulation of the blocks and neighborhoods in the Master Plan came about in consultation with the

Region of Peel's Public Health Department utilizing the Healthy Development Assessment.

The Healthy Development Assessment is a guide created by the Region of Peel, incorporated into the City of Mississauga review process, that evaluates a development proposal based on six core elements (Region of Peel 2016: 1). The six core elements are: density, service proximity, land-use mix, street connectivity, streetscape characteristics, and efficient parking (Region of Peel 2016). The development proposal is measured by how well it addresses each of those elements and is given a final score. The higher the score the more community oriented and pedestrian friendly the development is. Ruffini (2017) also mentions the undertaking an amendment to the Master Cycling Plan to encourage more opportunity for cycling routes in new developments.

In looking at Figure 4, the Healthy Development Assessment Score sheet for Inspiration Lakeview by the Region of Peel it scored 51/60 for a total of 85 percent. This score is equivalent to "Gold" on the assessments scoring system. What this means it that based on the criteria of a sustainable (through public health) development, the Inspiration Lakeview Master Plan is ideal for meeting the outlined goals of providing a healthy, livable, and accessible community.

HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

DENSITY	5 /5	STREETScape CHARACTERISTICS	8 /12
Density targets	5 /5	Linear and nodal commercial development	1.5/2
(Tick correct box) <input checked="" type="checkbox"/> Greenfield targets		Sidewalks	0.5/1
<input type="checkbox"/> Urban Growth Centre targets		Street trees	1 /1
SERVICE PROXIMITY	14 /15	Transit Station amenities	1 /1
Transit proximity	2 /2	Connected bike network	0.5/1
Major Transit Station Area targets	1 /1	Proximity to bike network	1 /1
Safe & comfortable transit access	N/A	Lighting on residential/commercial streets	0.5/1
Proximity to neighbourhood public services	2 /2	Public outdoor lighting	0.5/1
Proximity to elementary school	1 /1	Traffic calming	1.5/3
Proximity to secondary school	0 /1	Traffic calming enhances comfort and safety	N/A
Proximity to park, square or natural space	2 /2	EFFICIENT PARKING	9 /10
Proximity to commercial retail	2 /2	Provide reduced parking ratios	1 /1
Convenience commercial in key locations	2 /2	Identify systems for shared parking spaces	1 /1
Proximity to employment or urban centre	2 /2	Unbundled parking	2 /2
LAND USE MIX	7 /8	Parking location (single-storey residential)	2 /2
Employment Lands	2 /2	Parking location (other)	2 /2
Housing diversity	2 /2	Above-ground parking design	1 /2
Special Housing	1 /1	TOTAL*:	51 / 60
Live-Work units and other employment uses	1 /2	GOLD:	80-100%
Retail uses on ground floor	1 /1	SILVER:	70-79%
STREET CONNECTIVITY	8 /10	BRONZE:	60-69%
Improved connectivity	1 /1	PASS:	50-59%
<input type="checkbox"/> Infill development			
<input checked="" type="checkbox"/> Greenfield development			
Non-grid streets avoided	2 /2		
Reverse-frontage streets avoided	1 /1		
Small residential blocks	2 /3		
Frequent intersections	2 /3		
Active transportation connectivity	N/A		

*Should certain standards not apply, the total score will be reduced accordingly.

Figure 4: Inspiration Lakeview Healthy Development Assessment Scorecard (Region of Peel 2016)

The Inspiration Lakeview Master Plan has also identified the desire for a post-secondary institution along the waterfront. The provision of housing, employment, access to commercial activity, and education, all while providing residents the opportunity to explore and engage in the community safely has (in the formulation of the Master Plan) created a complete community. In the Port Credit/Lakeshore Wards specifically, Phung (2017) points to educational institutions as a major need. Phung (2017) explains that the existing neighborhoods are not in reasonable distances from secondary schools and post-secondary institutions. There is a strong desire in the

Inspiration Lakeview development to provide an opportunity for higher level education closer to these neighborhoods (Phung 2017).

There are inevitably hurdles from a city-wide planning perspective that could impact institutional uses on the lands. Phung (2017) identifies the current timeline of the Inspiration Lakeview Project and compared it to the timeline of the West Village lands to the West, which are much further along in the development process. Phung (2017) explains that because the West Village project is also proposing a post-secondary institution, if they receive their approvals before the Inspiration Lakeview Master Plan is approved for subdivision, the plan would change drastically because it is not possible to have two post-secondary institutions in such a close context to one another (Phung 2017). The impact that it would have on transit and overall facilitation of people would not be functional given the existing restraints in the surrounding wards. Lastly, the inclusion of affordable housing in the development is in line with the City of Mississauga's affordable housing program, and the Region of Peel/Province of Ontario's Affordable Housing Plan. It remains to be seen how successful the community will be in terms of overall use and meeting the planned affordable housing demands, but it cannot be understated that the City of Mississauga is making a strong attempt to meet such need. The overall Master Plan from a public health and community oriented/serviced approach has the potential to build a functioning community along the water's edge.

Transit/Multi Modal City

As a development located along the Port Credit waterfront, transit and connectivity is a feature that is often lost in such isolated developments (from other transit networks within the City of Mississauga). The Lakeview Master Plan has been designed to encourage multi-modal transportation with an emphasis on transit and active transportation (City of Mississauga 2016). The timeline of the Inspiration Lakeview project falls in line with Metrolinx “The Big Move” project in Mississauga, focusing on connecting the Lakeview lands to the Port Credit GO Station. According to the Master Plan, the area will receive all day two-way GO Rail service, proposed high order transit

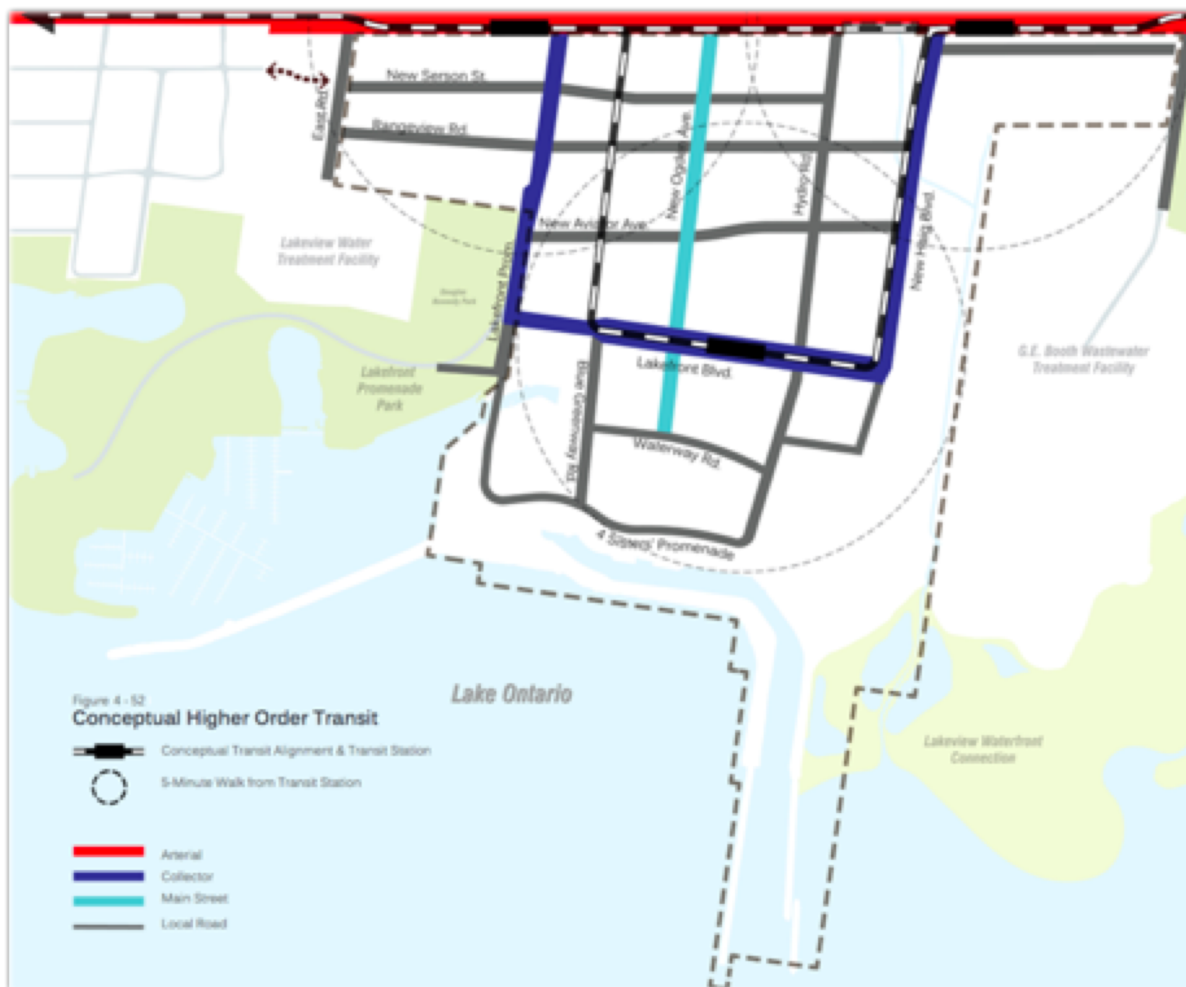


Figure 5: Inspiration Lakeview Conceptual High Order Transit (City of Mississauga 2016)

along Lakeshore Road, and enhanced transit facilities into the site for the future (City of Mississauga 2016). The overall supply of active transportation and connectivity via public transportation will help to realize viable alternatives to vehicular uses on the lands, which will help in addressing public health issues and shape development moving forward. Figure 5 outlines the proposed conceptual transit throughout the lands.

On Figure 5, the red line represents the arterial roadway (Lakeshore Road East), while the dark blue line denotes the collector roadway and light blue as the main street. There is an important distinction to be made between the terminology of these lines. The collector roadway is reference to the area that will encourage the majority of vehicular activity on the site, while the main street represents the central hub of activity and will supply more of a public realm area as opposed to another avenue for transit throughout. The transit network is very much in support of complete communities and public health, as all of the vehicular activity is designed to occur on one roadway and allowing local roadways for predominantly residential purposes. The very south lands are mixed residential which is in recognition of the location/proximity of the site to the waterfront.

This is further supported by the promenade as the most south local roadway, encouraging residents to the pier. The last thing of note is how the conceptual high order transit will work on site. The solid black line identifies the conceptual public transit route, while the broken circular line denotes the space where people will be within a 5-minute walk of a transit station. According to Figure 5 the entire site will be in proximity

of a transit station. This is a very strong indicator of the commitment the City of Mississauga has to public health and encouraging people to use public transit as there is ample space and opportunity to do so. This commitment becomes even more evident when considering the limited provision of parking on site.

Karin Phung (2017), however, specifies that these are proposed networks at this stage, and the City still requires studies to be undertaken to determine the best routes. Phung (2017) points to the Dundas Connects project, which is currently the highest priority transit project in the city. The result is the City's funding for transit studies directed towards the Dundas corridor to supply a higher order transit. The goals in the Master Plan are clear, and the provision of transit networks is identified though nothing is official. Phung (2017) highlights the question surrounding ridership and specifically states that "transportation is not riding with an empty bus." Her statement bears quite a bit of weight in reference to the transit debates in Toronto and the GTA. Cities call on a need for accessible transit to reduce car dependency and limit the influence of the automobile, but the provision of transit is meaningless if the ridership is only during peak periods. The City is attempting to get a better understanding of where citizens of Port Credit are commuting to and plan transit accordingly through the Lakeshore Connecting Communities Study (Phung 2017). Within the study are different proposed transit methods (i.e. rapid bus transit, light rail transit, etc.) to better facilitate movement along Lakeshore Road East.

4. ECOLOGICAL SUSTAINABILITY

The role of the environment in land use planning has grown exponentially in the past 20 years. There are many measures outlined in current policy documents stemming from provincial mandates (Provincial Policy Statement) to local plans (Municipal Official Plans) that ensure environmental protection. These measures include standards in the built form through minimum setbacks, as well as restrictions to specifically zoned areas in the City to protect for people and environment alike. Moreover, Mississauga ensures that any trees that are removed through development are accounted for and replaced through a tree inventory and tree preservation plan. There are also measures established in existing industry that are now standards to ensure environmental protection and health such as Low Impact Development measures [LID] and Leadership in Energy and Environmental Design [LEED] certification for buildings. Environmental planning has grown significantly and is increasingly accounted for in major land-use developments today (e.g., through impact assessments). The same can be seen along an urban waterfront, where environmental protection becomes more complex. The space at the water's edge is unique in the type of ecosystems, flora and wildlife that inhabit this space. Moreover, the previously predominant use of industrial work has further hindered flora and wildlife and degraded and at times destroyed what was originally there. Years of industrial activities have contaminated many waterfront lands to a point where sites cannot be remediated (dependent on type of industrial use and years of function). Decontamination is costly, recourses for "polluter pay" are very limited, and often decontamination strategy

privileged leaving contamination undisturbed hoping for time to do the remediation work. Planning for environmental sustainability along an urban waterfront where pollution and contamination were inherent to an industrial past has thus become increasingly difficult. The Lakeview Lands are a perfect example of applying current planning and industrial standards to remediate contaminated lands and foster environmental connections and present and future growth.

Urban planning increasingly attempts to combine economic sustainability, social sustainability, and environmental sustainability. Communities are no longer designed in a way that predominantly focuses on favoring only one element either economic gain, social gain, or environmental gain but instead strives to strike a balance. Policy frameworks that protect both people and the environment long term is recognized as “[t]he ecosystem approach” (Bunce 2008, Laidley 2007). This new approach to policy and urban design intensifies the ability to create a more sustainable city.

In looking at Inspiration Lakeview, the ecosystems approach was applied in the urban design of the land to help facilitate environmental corridors and combine with public health initiatives to design the perfect balance in urban form. The Master plan identifies 12 hectares of public parkland and denotes 1 of the “6 big moves” in the Inspiration Lakeview Master plan as a Blue-Green Network (City of Mississauga 2016). Within the move of a Blue Green Network, the Master Plan identifies open spaces and connectivity, an active shore line, the greenway, park connectors, stormwater management, and gardens as the key environmental features to be emphasized in Lakeview.

As seen in Figure 3 identifying the land uses in the Master Plan, there is a good provision of open space on the site. It is evident that there is a high level of interconnectivity with regards to greenspace throughout the lands. Lorenzo Ruffini (2017) explains that this was done on purpose. Ruffini (2017) reveals that the strategic location of the built form on the lands was done so to work with the environment and facilitate green corridors. There is also an understanding of the lack of existing green spaces along the waterfront lands and a conscious effort in new development proposals to facilitate strong east-west linkages of greenspace through the entire waterfront region in Mississauga. Ruffini (2017) explains that it is important to keep these corridors uninterrupted to protect ecosystems and ensure continuity to control wildlife as well. The establishment of corridors is also key to how the built form will incorporate public health initiatives including parks and pathways for people living on the lands, as well as those enjoying the waterfront (Ruffini 2017). In referring back to Laidley's (2007) definition of the ecosystem approach, the long-term view of change, focusing on diversity environmental capacity, flexibility, and the inclusionary mode of decision making are all apparent in the formulation of the Inspiration Lakeview Master Plan. By adopting an approach that plans to incorporate environmental growth and protection it has allowed for a coherent plan identifying boundary limits for transit and built form without compromising any of the anticipated population sizes or servicing features and still focuses on enhancing greenspace along the waterfront.

Stormwater Management

Another aspect of environmental sustainability that Lorenzo Ruffini (2017) identified as being critical to the layout of the Master Plan was stormwater management. Stormwater (and overall water management) is an emerging issue in land use planning due to the higher level of infill urban development. Some examples of stormwater management methods are ponds, culverts, ditch inlets, storm sewers, catchbasins, and manholes that all work to mitigate water on site (Town of Halton Hills, 2017). As parcels of land have been reduced in size, planners are challenged with finding ways to provide housing and opportunity for development on abstract parcels of land throughout the city. The ability to manage water while maximizing density on site has proven to be a difficult task. In reference to Inspiration Lakeview, Ruffini (2017) explains that because the parcel of land is the southernmost point before stormwater retention, drainage would have to take place on site (Ruffini 2017). Ruffini (2017) points to Sweden (who are leaders in stormwater management initiatives in urban planning) as an inspiration for how to design systems that mitigate and control stormwater and wastewater.

The Master Plan specifically outlines stormwater management and states that a series of north-south stormwater management spines dispersed through the site facilitate an innovative approach to stormwater management (City of Mississauga 2016). According to Pia Sjöholm (2013: 40) “sustainable urban water management is becoming increasingly dependent on the spatial planning because of technical solutions such as wetlands and infiltration techniques, it is natural to incorporate water management planning into the spatial planning process.” The Inspiration Lakeview

Master Plan includes a vast number of parks and open spaces that help mitigate stormwater and collect water runoff on site. Sjöholm (2013: 40-41) further explains that:

If the information and systemization can simplify the planning process and even create an economic benefit in the long run, it is reasonable to use the future system. As sustainable development is an investment in the future and as more resilient communities seem to be enhanced by these kinds of systems, the future system should for a start be evaluated by municipalities. If a demand for certified communities develops, consulting companies will gain on providing sustainable solutions, which will push further development and modification of the certification systems. These kinds of systems seem to be a good way to unify what sustainable planning is and in which direction to head.

Sjöholm (2013) identifies a key feature to sustainable planning. If there is economic benefit and incentive for the municipality to explore standardizing this approach it will also become standard for consultants. Many sustainable measures (such as LID measures) have grown to be a current standard in development. If the proper incentives are set in place (surrounding more sustainable means of development) then future land use planning projects would be even more environmentally sustainable than the current standards. The ripple effect economic gain vs. benefit has on the updating of official policy documents (such as municipal official plans) and education in the workplace would see a substantial increase in greener development.

Waste Production and Disposal

Waste production and disposal is something that is often overlooked in the overall development process and design of a conceptual and master plan, but has a significant bearing on orientation of buildings and situation of specific features. In Mississauga, the tier-2 municipality Region of Peel is responsible for waste collection. The framework for

waste collection is laid out by a single policy document, the Waste Design Standards Manual. The Manual presents the requirements that development must adhere to in order to allow proper waste collection. The Manual touches on several key features including road widths, turning radii, and sufficient building setbacks. The Region of Peel also has an effect on the types of waste collection available to residents. Currently, the Region only offers front-end (apartment buildings) and curbside (residential) collection. This has a strong impact on the Inspiration Lakeview Master Plan because the layout of the housing and road networks had to be designed to adhere to this norm. Ruffini (2017) however feels that this constraint affected the potential of what Inspiration Lakeview could be in terms of sustainability.

Ruffini (2017) explains that initially the City of Mississauga approached the Region of Peel with the desire for suction waste collection. Suction garbage collection (also known as pneumatic refuse system) is defined by Giovanna Mangialardi (2016) as a technical system for waste separated collection by an automated vacuum system that allows for transporting waste at high speed through underground tubes to a collection plant where it is compacted and sealed in containers. The system represents a high-tech strategy to optimize the smart waste management and it could be integrated in public space, in new district projects, and in new and existing buildings (Mangialardi 2016). Ruffini (2017) stated that the idea would be to have suction garbage in the entirety of Inspiration Lakeview and utilize the existing industry infrastructure as hubs to collect the garbage and allow collection to take place off site. Moreover, Ruffini (2017) spoke to internal discussions with planners and officials about the opportunity to use

suction waste collection and convert it on site to facilitate district energy for Lakeview. Ultimately, this idea was rejected due to the potential for a blackout and the City of Mississauga not being able to provide service.

The Region of Peel also objected to the idea of suction waste collection as their collection vehicles are not designed to collect suction waste, and their facilities would not dispose of the material the same way they could for front end and curbside collection (Ruffini 2017). Ruffini (2017) also points to the lack of background research in support of suction waste and the lack of desirability to explore further. Due to the lack of interest (at the moment) for suction waste collection, the City of Mississauga and Region of Peel are unwilling to allocate funding for such collection (Ruffini 2017). Further, the lack of public desire for suction waste does not elicit any pressure to commit to this type of waste collection (Ruffini 2017). Ruffini's (2017) summation of waste collection is very interesting from a planning perspective. It is clear that there is a desire and intention from the City of Mississauga to make Inspiration Lakeview an example of sustainable living through built form design and facilitation methods. The role of the public on where funding is spent in terms of City led initiatives clearly presents a challenge to designing for sustainability.

5. MASTER PLAN AND IMPLEMENTATION CHALLENGES

The Inspiration Lakeview Master Plan is an example of an urban land use redevelopment project utilizing environmental and social sustainability as the guiding principles. The Master Plan of this large waterfront site takes many different sustainability measures and methods into consideration, insisting on affordable housing and built form, employment, public health, transit, greenspace, stormwater management, and waste production and disposal. The project mimics the urban waterfront redevelopment in Hammarby Lake City in Stockholm, Sweden, which is a renowned redevelopment centering on sustainable living practices (predominantly in reference to waste and stormwater management), showing the power of Ward's (1999) concept of "diffusion". Diffusion in this sense is the ability to implement planning practices that focus on sustainability from countries around the world and apply them locally. The ability to understand how Hammarby Lake City was able to incorporate environmental and social sustainability practices into the built form afforded the City of Mississauga to adopt similar practices on the Inspiration Lakeview lands. It is important to note that these lands previously were used solely for industrial purposes, and as such are entirely abandoned and unimpeded. This is a major factor in allowing a large-scale community development to be planned and implemented without compensating for uneven and previously developed lands while also not infringing on them.

The strong role the public played in the project speaks to the power of collaborative planning and the idea social sustainability have in land use development.

The shift from heavier industry along the Port Credit waterfront has led to an end result being a completely different vision than previously imagined. The Lakeview Legacy Project has spawned several other redevelopment projects along Lakeshore Road that seek to cement the environmental and socially sustainable desires that Inspiration Lakeview draws upon. Moreover, the gold score that the project received through the Region of Peel's Healthy Development Assessment has set an industrial standard for developers in looking at how development should be undertaken in the Region of Peel for projects of this scale and magnitude. The residual effect of such developments has also led to policy enhancements in the City of Mississauga who are currently undertaking a review of their Waterfront Parks Strategy. However, though the ideas and conceptual framework of Inspiration Lakeview is seen as a successful approach to social and environmental sustainability, there are several key issues that are potential hurdles and hindrances to its fruition -- and ultimately its implementation.

Ruffini (2017) and Phung (2017) both made it clear that though these are the intentions outlined in the Master Plan, they are linked directly to land use planning in the City of Mississauga as a whole, not a separate case. Ruffini (2017) explains that there is a lot of negotiating to be done between the City of Mississauga and the private sector which could infringe on the overall "sustainability" of the Master Plan. Both Ruffini (2017) and Phung (2017) made a point to note that there is the intention for LID measures and LEED certified buildings on site, but were unable to commit to a quantifiable number. This is due to the pushback from construction companies against LID and LEED certified materials because of their cost. The important influence of

economy to a sustainability project is something that is very understated in the Inspiration Lakeview Master Plan. Developers are trying to save money where applicable, and sustainability measures are initially an expensive cost that impacts fiscal budgets and negotiations on both sides. Ruffini (2017) and Phung (2017) also pointed to another key issue that has limited the implementation of the original sustainable vision of the site being where we, the Greater Toronto Area, are in respect to other cities worldwide.

The focal point of land use planning issues in the GTA are around transportation and transit specifically. Phung (2017) points to Toronto and their desire for a stronger transportation network to facilitate the movement of people in the city. She identifies York Region and the effect the subway and current expansion has had on transportation system. The key distinction of Hammarby Lake City and other cities around the world is that a strong transportation grid already existed. Such integrated transit network facilitates better planning because public transit stations and routes were already established and redevelopment projects simply added to the existing network. This is not the case in the GTA and as such it limits how effective large-scale redevelopment projects will be in relation to sustainability measures. Phung (2017) adds that this lack of integrated transit infrastructure also has an effect on funding and what is deemed priority funding. The City of Mississauga is currently undergoing several studies in relation to transportation and facilitation of people through transit, while also implementing Metrolinx “The Big Move” and Dundas Connects (both projects focusing on public transit). These projects have garnered the most funding from municipal and

provincial levels and have received more attention in terms of supplementary studies. This focus on specific projects has a correlation to how much funding is left for sustainability studies and implementing city-wide measures.

During our interview, Ruffini (2017) blatantly states that “the City of Mississauga is not in the sustainability business.” Ruffini (2017) explains that the priority (as of today) is not centered on sustainability. There is also not a strong enough public appetite for sustainability as there are other issues in land use planning that dictate where the municipality directs its attention (Ruffini 2017). The subsidiary effect leads to a reliance on the private sector to undertake feasibility studies, which then has an effect on negotiations with developers and investors.

The final issue relating to sustainability and the implementation of the Inspiration Lakeview Master Plan is competing developments and timeframes. Though the Inspiration Lakeview Master Plan has been established, the lands have not been sold and there has not been a formal application for development submitted (subdivision, Official Plan Amendment and rezoning) so far. These processes must be undertaken to affirm and cement the vision of the development. As such, competing developers (should they apply ahead of Lakeview) would receive approvals before, leading to a shift in what is permitted on site (Ruffini, 2017). Ruffini (2017) points to West Village, and explains that since the lands have been sold and an application is expected to be submitted prior to 2018, The developers of the site would potentially receive approvals prior to the Lakeview lands. The problem lies in what is being proposed on other adjacent lands in context to the Inspiration Lakeview project. Given that both sites are

competing for a post-secondary institution, subsidiary studies could restrict the ability for a post-secondary institution to one site (Ruffini 2017). This scenario could result in the Inspiration Lakeview Master Plan having to be reworked to remove the post-secondary institution and unlocking a large portion of land that is currently planned for.

Another important item that was missed in the Inspiration Lakeview Master Plan is flood protection. The Master Plan does not identify specifically how the site will deal with the potential of flooding or the hazards associated with a site on the water's edge. Planners have not considered the worst potential outcomes and formulated a strategy (through urban design and other) to avoid and limit flooding. Ruffini (2017) and Phung (2017) also point out that ultimately the change in land use is different from the norm in the Port Credit Neighborhood. There has been a strong pushback by local business owners who are afraid of the effect that construction and the ultimate future land use will have on their business (Ruffini 2017, Phung 2017).

CONCLUSION

The Inspiration Lakeview Master Plan presents sound goals of social and environmental sustainability on site, attuned to the existing local area context of surrounding lands on the Port Credit Waterfront. The proposed project appears to meet the present and future needs of the area with its vision of complete and integrated communities. The Master Plan shows a strong commitment to create fully connected cities that operate in relation to one another, as opposed to individual projects. Should the goals of the Inspiration

Lakeview Master Plan and overall proposed network remain intact, the result should be an integrated community facilitating the flows of people not only to the Port Credit waterfront in Mississauga, but also to other municipalities in the GTA through supplementary developments. However, sustainability is not yet on the top of the agenda of developers who often drive the machine of redevelopment. However, the fact that sound principles of sustainability are being proposed and incorporated in development applications by the City of Mississauga might give planners and the very few developers seeking a more sustainable city a little hope. The idiom “the devil remains in the details” remains.

Inspiration Lakeview is also an example of how the dynamic and narrative of waterfront planning has shifted. Reflecting on the evolution of shipping transportation, the original intent for use along an urban port has since been rendered both redundant and obsolete. What has come as a result is an opportunity to redefine what takes place on an urban waterfront. It also provides the opportunity to preserve, enhance, and celebrate the uniqueness of the land and water edge. Remediating previously industrial lands has unlocked entire parcels of land for redevelopment. This affords local government, planners and developers the opportunity of unimpeded spaces to implement new desired goals and does not limit the scope of development. The magnitude of this opportunity will profoundly change and reshape waterfront planning for both the present and future. In this new trend of waterfront planning, there is an emphasis on providing spaces that are not dependent on a sole function and incorporate the underlying principles and goals that are common in all land-use

developments. Policy frameworks are in place to guide how development and redevelopment can protect people and the environment in the short and long term. The knowledge and understanding of building “complete communities” that provide all individuals the ability to live, work, and play in a redeveloped neighborhood is increasingly becoming important. These ideologies are further reflected in the City of Mississauga’s “Waterfront Strategy Refresh” currently being undertaken, in order to meet the changes taking place in Port Credit to help standardize these requirements. This also helps to allow for sustainability (in terms of several different uses on site as opposed to a singular use driving the economy of the area) as well as protecting through policy framework that development must adhere to.

What time will ultimately show is how successful these large scale waterfront redevelopments will be. The intentions of complete communities along the waterfront are commendable and exciting, but the space after the land that meets the water’s edge has already been established and inhabited/functioning for many years. The influx of the quantity of people to the site puts a significant strain on established transportation networks and increases the level of noise activity on surrounding ecological spaces. Moreover (as Ruffini and Phung alluded to), the influx of people creates a need for not only transportation but also for the provision of accessible food, amenity spaces, and schooling which would have to be incorporated on site. Though employment opportunities are intended to be provided on site as well, jobs are specific to the type of employment being provided. It remains to be seen if there will be multiple types of industry in these new developments or if they are directed to a certain skillset (i.e.

technology). Such specialization would limit the true availability of employment on site. It was very telling listening to Ruffini (2017) and Phung (2017) identifying the challenges of implementing sustainability measures as a public corporation. Though well intentioned, the demand from the public and vision of councilors and elected officials is ultimately what shapes and directs growth. Public figures are tied to fixing the ailing issues of today without truly planning for tomorrow. That as a result lessens the power of sustainability measures being enforced and incorporated city-wide.

Today, transportation is the most pressing planning issue in Ontario (as it relates to land use development projects). This is reflected through Metrolinx “The Big Move” and other transportation projects looking to facilitate the movement of people safely, quickly, and effectively to reduce automobile dependency (such as “Dundas Connects” in Mississauga). Politicians such as Toronto’s Mayor John Tory have used this issue as the driving force behind election campaigns and made transit the priority of their tenure in office. This has an impact on directing funding and influencing the priority on what/where public money is being allocated and ultimately spent. Yet, the time it takes to realize these visions is typically longer than those elected into office. Ultimately, this ties public dollars to projects longer than the originally anticipated budgets and timelines and lessens the opportunities for moneys to be invested elsewhere. The public sector plays a strong role in this regard, as they have the power to conduct their own studies and incorporate sustainable measures into their own design framework on particular projects. Public involvement is increasingly a strong element of the planning process. Public pressure is something that directs local officials to push for a certain objective.

This is reflected through both local area ward councilors and higher-level officials alike. This shows the complexity and ultimate paradox of planning for the utopian-esque city long term, and planning for the issues of the day-to-day.

These issues also reflect the role power that the public has towards influencing planning in general. The public has the power to implement change through vocal demands which can lead to exuding pressure. Inspiration Lakeview is a result of the public taking pride in where they live, and advocating for a vision they see fit for their own waterfront. The pressure the public put on Councilor Jim Tovey initially, refuting the idea for another industrial building along the waterfront has seen (on paper) a revolutionary change to how the public will view the Port Credit waterfront in the long term. It speaks to the power the public has in the planning process, and shows what can possibly come about through collaborative planning as opposed to simply planning for people. Citizen participation is essential to a well-functioning space (and city) because the citizens are the ones who live in these areas on a day to day. Working collaboratively with people living in the area being planned to identify particular needs and desires helps planners achieve something greater. Sustainability has been identified in sectors (employment, environmental protection, housing), and it is now at a point where the public has a better understanding of sustainability goals being implemented into policy frameworks to guide development.

Another major concern to monitor in this new wave of urban waterfront redevelopment is the resulting gentrification that can occur. Reinvestment and desirability of these new developments increases the value of adjacent and surrounding

properties which are typically occupied by lower income residents (due to the land previously being affordable). A significant problem with waterfront redevelopment is that gentrification is the underlying factor to its proposed change. Merrifield (1993) identified this in the redevelopment of the Baltimore Waterfront, where that the unequivocal goal of redevelopment was commercial development in order to attracting tourists, higher income shoppers, and service sector employment. Though Inspiration Lakeview makes note of the provision of affordable housing it does not specify the quantity of affordable housing or the location on site. There is also a correlation to value of land based on the success and popularity of the area in the future. Assuming Inspiration Lakeview has the anticipated effect of reimagining the Port Credit Waterfront, the property value of homes in the area will likely increase. The end result could see an increase in both rent and housing prices that forces the exclusion or displacement of the lower and potentially middle class. So while Inspiration Lakeview appears to be a good example of the potential that urban waterfront redevelopment planning has to create a sustainable use where the land meets the water, its implementation and success moving forward is yet to be determined and it is not without its criticisms.

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