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March 9, 2018

HAND DELIVERED

Ben Phillips, Planner
City of Mississauga
300 City Centre Drive
Mississauga, Ontario, L5B 3C1

Dear Mr. Phillips:

**Re: Application for Official Plan Amendment, Zoning By-Law Amendment, and Draft Plan of Subdivision: Resubmission
The West Village (70 Mississauga Road South & 181 Lakeshore Road West)
Application #: OZ/OPA 17 12 and 21T-M 17004**

The Port Credit West Village Partners Inc. ("WVP") represents a partnership, consisting of Diamond Corp., DREAM Unlimited, Kilmer Van Nostrand Co. Limited and FRAM + Slokker that is collectively developing the former Imperial Oil lands, municipally known as 70 Mississauga Road South and 181 Lakeshore Road West ("the Site").

On August 29, 2017, WVP submitted applications to the City of Mississauga, (the "City"), for an Official Plan Amendment, a Zoning By-law Amendment and a Draft Plan of Subdivision, together with a Master Plan, (the "**Applications**") for the Site. Since the filing of the Applications, WVP has been engaged in bi-weekly discussions with City staff to refine the proposal.

In addition to these bi-weekly meetings, WVP has met with other key City staff to workshop different aspects of the Master Plan. City staff also presented an alternative master plan that included suggested modifications to the submitted Master Plan, and WVP feels strongly that the revised Master Plan meets the City's expressed direction.

In addition to working with City staff, there have been discussions with other interested agencies including Region of Peel Staff and Peel District School Board staff.

Finally, there has been ongoing community outreach throughout the process which includes several meetings that have been held with residents and ratepayer groups. This community outreach includes:

- a) ongoing workshops with the Ratepayer Transportation Committee Working Group established in the fall of 2017 to explore possible traffic mitigation solutions;
- b) presentation of the project to both the Cranberry Cove and TOPCA AGMs November 2017;
- c) Community Meeting held on November 21, 2017
- d) Ongoing meetings with the Ratepayer Steering Committee to update on progress with respect to the Applications and ongoing site works.

Furthermore it should be noted that WVP has corresponded with the Mississaugas of New Credit on several occasions to keep them apprised of the application.

Flowing from the consideration of comments and feedback received, WVP has made modifications to the Applications to address the comments received for consideration by City staff. These modifications are outlined below and are reflected in the enclosed submission materials.

Revisions to the Applications

The Port Credit West Village proposal is an inspirational mixed-use and multi-phase project that will further transform Port Credit into a vibrant, inclusionary waterfront community. The modifications to the proposed development would allow for approximately 2,969 new residential units in a mix of housing forms, including approximately 505 townhouses including stacked and back to back, and approximately 2,464 apartments units (in condominium tenure) in both mid-rise and taller buildings. These residential uses are supported by approximately 14,525 m² of retail, approximately 22,412 m² of commercial (inclusive of campus / institutional uses), and approximately 17.3 acres of parkland and publicly accessible open space. The overall density of the proposal is 1.38 FSI of the gross site area.

Key project statistics are summarized below in **Table 1** to highlight the changes from the original submission.

Table 1: Project Statistics

	Original Submission (August 29, 2017)	Resubmission (March 9, 2018)
Site Area (square metres)	291,379	291,379
Parks and Open Space (acres)	14.5	17.3
Total Unit Count	2,500	2,969
Townhouses	440	359
Stacked & Back to Back Townhouses	98	146
Apartments	1,962	2,464
Residential GFA (square metres)	329,268	365,922
Retail GFA (square metres)	13,820	14,525
Commercial GFA (square metres)	22,750	22,412
TOTAL GFA	365,832	402,859

Following the discussions with City staff, agencies, and the community since the filing of the Applications, significant progress has been made on the Master Plan. The intent of the Master Plan remains the same – to revitalize a brownfield site into a complete community supporting a range of housing types, a mix of uses, activation of the built form along Lakeshore Road West, and an innovative campus space – with the ultimate goal of creating a legacy for future generations. The five structuring moves of the original Master Plan, as defined by Inspiration Port Credit, have not changed, but rather, specific elements of the structuring moves have evolved to realize an enhanced Master Plan with improved connectivity, more dynamic public spaces, and better integration with the surrounding context. The revised Master Plan comprises major changes focused around four key themes:

Road Network Modification

The revised Master Plan's street and block network incorporates municipal and condominium streets, pedestrian connections, and cycling connections. As part of the revisions to the Master Plan, Street A is now reoriented so that it aligns with Benson Avenue to the north of Lakeshore Road West. This alignment responds to the City of Mississauga's suggestion and allows for greater integration with the surrounding neighbourhood. The revised Master Plan continues to provide two automobile connections to the Old Port Credit Heritage Conservation District: Street C connecting to Port St. West and Street A connecting to Lake St. Instead of providing a third automobile connection in between these streets to Bay Street, the revisions includes a pedestrian mews that extends across the whole Site from the natural corridor on the western edge through to the proposed community park along Mississauga Road South on the eastern edge. At the City's request, the southern portion of Street A has also been re-situated so that it has a larger frontage along the waterfront park to the south. This multi-modal network is designed to minimize traffic impacts and enable a thriving destination.

Redeployment of Height and Density

The proposed built form incorporates a diverse range of housing types while maintaining compatibility with the existing low-rise built form in the adjacent neighbourhoods. Two changes have transformed the built form within the revised Master Plan. Firstly, the relocation of the tallest building heights towards the centre of the Site. Both the City and the community have identified the placement of the tallest heights within the Campus as a prominent concern. To address the comments received to date about the height and density near the waterfront, the locations of the taller buildings have been moved away from the water to the interior of the Site along the Promenade. Concentrating the height and tallest elements in the centre of the Site with appropriate terracing down toward the periphery of the Site allows for a more respectful transition towards the adjacent low-rise neighbourhoods. Secondly, the design of the built form on the west side of Mississauga Road South has changed in a manner that better respects the heritage attributes of the Old Port Credit Heritage Conservation District. The dwellings along the eastern edge of the Site are now proposed to be restricted to a maximum height of 2.5 storeys to respect the 1 - 2.5 storey detached dwellings in the neighbourhood to the east.

Parks and Open Spaces

On February 2, 2018, WVP met with Commissioner Paul Mitcham and other staff to discuss the parks and open space strategy. The revised Master Plan presents an intricate and activated parks and open space system building upon the previous Master Plan while responding to the need for more parks and open spaces particularly along the water, as highlighted by both the City and the community. The revised Master Plan includes 12.4 acres of parkland and 4.9 acres of publicly accessible open spaces, featuring two changes that include the reconfiguration of the Public Park as well as the creation of a linear park along the Central Green Promenade. In response to City comments, the revised Master Plan features a larger park along the waterfront, removing the telescoping green and reorienting the built form. Further, the Promenade has been redesigned, accommodating a 25 metre wide linear park on the east side of the street, reinforcing its role as a north-south green corridor and establishing an urban linear landscape from Lakeshore Road West towards the Campus at the southern end of the Site.

Campus Design

Since the submission of the Applications, and the Master Plan, WVP has been dedicated to investigating the role and definition for the Campus. As part of the Campus dialogue, WVP is working with the City of Mississauga in a three-part workshop Campus Think Tank series (the first of which was hosted on February 1, 2018) to determine the best approach and vision for the Campus. Based off the City's initial comments on the Campus, the evolved Master Plan features a slightly smaller campus than what was proposed in the first submission, allowing for a larger park on the waterfront. The evolved Campus now features three buildings with a maximum height of 15 storeys. The 15-storey tower is located farthest away from the waterfront. The remaining buildings within the Campus are 12-storeys or lower in keeping with the 4-12 storey general height range suggested in the Inspiration Port Credit framework. WVP will continue to work with the City of Mississauga to determine the program and design of the Campus with the intention of creating a mix of uses that animate and activate the space throughout the day and in all seasons.

Matters for Ongoing Discussion

WVP has identified additional matters for ongoing discussion with the City and other Stakeholders while the revisions to the Applications are being considered. As these issues are critical for the creation of a successful development, it is our expectation that the bi-weekly meetings previously established will be continued to address these matters, to arrive at a development that all interested stakeholders can support. These matters include discussions regarding:

- The timing of the issuance of permits for site servicing and building permits, and land conveyance to the City of Mississauga vis a vis MOECC acknowledged Record of Site Condition;
- Shoreline land strategy;

- Affordable housing strategy;
- Sustainability strategy;
- Community partnerships within the Campus Precinct;
- The applicability of section 37 of the *Planning Act*.

Responses to City's Comments

Responses to the comments received to date from various departments are provided in the Comment Response Chart, provided as part of the resubmission. While WVP and the consultant team have made every effort to address all of the comments, for those comments made by the City that engage site plan level details, those additional details will be provided at the Site Plan Approvals stage.

Resubmission Materials

As discussed with City staff and required from the comments received to date, please find the following enclosed resubmission materials in support of the Applications:

1. Seven (7) copies of the Architectural Package, prepared by Giannone Petricone Associates, dated March 1, 2018;
2. Seven (7) copies of the Shadow Study, prepared by Giannone Petricone Associates, dated March 1, 2018;
3. Fifty (50) copies of the Context and Site Plan, prepared by Giannone Petricone Associates, dated March 1, 2018;
4. Twenty (20) copies of the Grading / Site Servicing Plan (including a Grading Plan, a Conceptual Storm Drainage Area Plan, a Conceptual Sanitary Drainage Area Plan, and a Conceptual Water Servicing Plan), prepared by Urbantech, dated March, 2018;
5. Sixty (60) copies of the Draft Plan of Subdivision, prepared by J.D. Barnes, dated March 6, 2018;
6. Seven (7) copies of the Parks and Open Spaces Design Brief, prepared by Public Work, dated March 1, 2018;
7. Seven (7) copies of the Streetscape Feasibility Study, prepared by Public Work, dated March 1, 2018;

8. Seven (7) copies of the Planning Justification Addendum, prepared by Urban Strategies, dated March 1, 2018;
9. Seven (7) copies of the Environmental Noise Feasibility Study Update, prepared by Valcoustics, dated March 7, 2018;
10. Seven (7) copies of the Urban Transportation Considerations (including the Traffic Impact Assessment, Transportation Demand Management Strategy, and Parking Utilization Study), prepared by BA Group, dated March 2018;
11. Seven (7) copies of the Functional Servicing and Storm Drainage Report (including the Functional Storm Drainage Report, the Storm Water Management Study, dated March 1, 2018; including the Geotechnical Study prepared by Stantec, dated prepared by Urbantech, dated March 1, 2018;
12. Seven (7) copies of the Environmental Impact Study, prepared by Savanta, dated March, 2018;
13. A digital copy of the Summary of Phase Two Environmental Site Assessment and Conceptual Site Model, 70 Mississauga Road South, prepared by Stantec, dated March 1, 2018;
14. Seven (7) copies of the Remedial Action Plan - 70 Mississauga Road, prepared by Stantec, dated March 1, 2018
15. Seven (7) copies of the Reliance – Environmental Reports, prepared by Stantec, dated March 1, 2018;
16. Seven (7) copies of the Heritage Impact Assessment and Cultural Landscape Heritage Impact Assessment, prepared by ERA Architects, dated March 1, 2018;
17. Three (3) copies of the Draft Official Plan Amendment, prepared by Urban Strategies;
18. Three (3) copies of the Draft Zoning By-law Amendment, prepared by Urban Strategies;
19. One (1) copy of the Comment Response Chart, dated March 9, 2018;
20. Two (2) USB keys with the submission material;
21. One (1) Cover Letter.

The contents of the resubmission reflect the submission requirements as discussed with City staff. We trust that the submission materials meet those requirements to move forward with consideration of the Applications. We look forward to continued discussions with staff, the local community and all stakeholders on this exciting project, in an effort to move this project forward in a timely manner, with a Preliminary Report at Planning and Development Committee targeted for June 2018.

If you have any questions regarding the enclosed submission, please contact the undersigned directly.

Yours truly,

A handwritten signature in black ink, appearing to read 'Bob Blazeovski', written in a cursive style.

Bob Blazeovski
Executive Vice President and COO
Diamond Corp.

Encls.

CC:

Dave Cook, Councillor, Ward 1, City of Mississauga
Ed Sajecki, Commissioner of Planning and Building, City of Mississauga
Lesley Pavan, Director of Development and Design, City of Mississauga
Andrew Whittemore, Director, Policy Planning, City of Mississauga
Ray Poitras, Manager, Development and Design, City of Mississauga
Ruth Marland, Manager, Community Relations, City of Mississauga