

PORT CREDIT WEST VILLAGE PARTNERS
DIAMOND CORP
DREAM
FRAM + SLOKKER BUILDING GROUP
KILMER VAN NOSTRAND

Port Credit West Village Planning Justification Addendum and Master Plan Update

March 1, 2018

PREPARED BY:
Urban Strategies Inc.



All renderings are artistic concepts intended to convey building massing.
They do not reflect final architecture or landscape design.



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Consultant Team

- Urban Strategies Inc. Planning & Urban Design
- Stantec: Environmental Remediation
- Giannone Petricone Associates: Architecture & Urban Design
- Urban Tech: Civic Engineering / Servicing
- Public Work: Landscape & Public Realm
- Shoreplan: Shore Restoration
- BA Group: Mobility / Transportation
- Bruce Tree: Arborist
- Urban Equation: Sustainability
- ERA Architects: Heritage
- Altus: Economic Impact
- Gradient Wind Engineering: Wind
- Valcoustics: Noise



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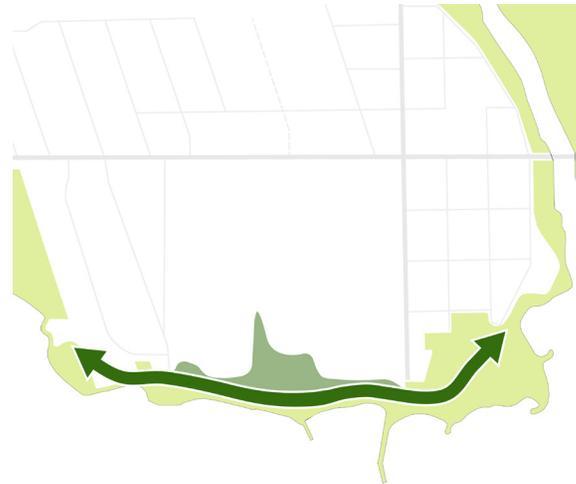
Overview

In August 2017, the Port Credit West Village Partnership submitted an application for an Official Plan Amendment, Zoning Bylaw Amendment, and Draft Plan of Subdivision to the City of Mississauga for the vacant former refinery, 72-acre site, municipally known as 70 Mississauga Road South and 181 Lakeshore Road West (the “Site”). The submission was based on a comprehensive Master Plan, Urban Design Study & Planning Justification Report submitted at the time. The foundation of the plan is to transform the brownfield Site into a vibrant, urban village that:

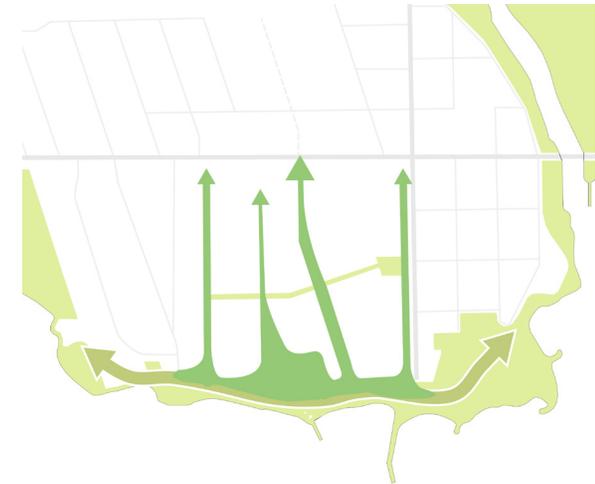
- Promotes connectivity within and beyond the Site;
- Emphasizes urban design and architectural excellence;
- Fosters a high quality public realm and landscape design;
- Realizes community gathering and place making spaces; and
- Integrates a series of green parks and open spaces – all of which collectively contribute to the vibrant Mississauga Waterfront experience.

The Master Plan revolves around five structuring moves aimed at translating the vision and principles of the Inspiration Port Credit planning framework for the Site into an in-depth plan as contemplated in the framework. The five structuring moves are as follows:

1. Enhance the waterfront connection;
2. Establish green corridors that connect the Waterfront to Lakeshore Road West;
3. Incorporate a fine-grain street and block pattern that complements the surrounding context;
4. Establish a tandem of catalysts linked by a green boulevard; and
5. Create distinct sub-precincts to diversify the range of land uses and built forms.



1 Enhance Waterfront Connection



2 Green Corridors



3 Street & Blocks



4 Dual Catalysts



5 Sub-precincts

Since the original submission in August 2017, the Master Plan has evolved in response to feedback received from the City of Mississauga, other agencies, and the public including striking committees with the local ratepayer groups. Numerous meetings with City staff have occurred over the past 6 months where we have workshopped evolved designs, where City of Mississauga staff have presented alternative concepts, and where we have collaborated on various elements of the Master Plan. The revised Master Plan reflects this evolution. The intent of the Master Plan remains the same – to revitalize a brownfield site into a vibrant and complete community supporting a range of housing types, a mix of uses, activation of the built form along Lakeshore Road W, and a leading edge, innovative campus space – with the ultimate goal of creating a legacy for future generations. The five structuring moves have not changed in principle 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 includes $\pm 2,969$ new residential units in a variety of housing forms providing ± 15 live/work dwellings, ± 490 townhouses, and $\pm 2,464$ apartment units. The Port Credit West Village encompasses approximately $14,525\text{m}^2$ ($156,347\text{ft}^2$) of retail and public amenity building areas, approximately $22,412\text{m}^2$ ($241,237\text{ft}^2$) of commercial building areas, and approximately 12.4 acres of dedicated parkland. In addition to the 12.4 acres of dedicated parkland (72% of all open space), the Port Credit West Village also incorporates approximately 4.9 acres of privately owned publicly accessible spaces – achieving a total of 17.3 acres of publicly accessible parks and open space. The campus contains $14,503\text{m}^2$ ($156,111\text{ft}^2$) of the total commercial, retail, and public amenity building areas. The overall density of the revised Master Plan is 1.38 times FSI (gross) or 2.09 times FSI (net). The total GFA is approximately $402,859\text{m}^2$ ($4,336,369\text{m}^2$) with a residential GFA of approximately $365,922\text{m}^2$ ($3,938,784\text{ft}^2$) and a non-residential GFA of approximately $36,937\text{m}^2$ ($397,584\text{ft}^2$). The projected population for the Port Credit West Village is 6,340 people.¹

¹ Projected Population is based on PPU provided in the [City of Mississauga 2014 Development Charges Study](#) (3.48/rows and other multiples and 1.86/apartment)

Note: A drawing package has been submitted as part of this application.

Please refer to this package for a set of diagrams and plans illustrating the revised Master Plan.





The City's vision along the shoreline and waterfront lands are included for illustrative purposes only. These lands are not subject to this application.

Section 1

What we heard from the Public

The first community meeting for the Port Credit West Village development, post-application submission, was held at the Waterside Inn in Port Credit on November 21st, 2017. Approximately 180 attendees came to the community meeting, hosted by the late Councillor Jim Tovey and the City of Mississauga. The meeting consisted of an introduction from the late Councillor Tovey, a presentation by City of Mississauga Planner, Ben Phillips, a presentation by Urban Strategies Partner, Pino Di Mascio, and round table, workbook-based discussions. Participants completed and discussed workbooks comprised of 10 questions centred around the following three themes:

1. Open Space & Green Corridors;
2. Land Use & Programming; and
3. Built Form & Urban Design.

89 participants submitted their workbooks to the West Village Partnership which were provided to the City of Mississauga. The workbooks included merits and improvements regarding the Port Credit West Village Master Plan. The merits and improvements outlined by the public have played a focal role in the evolution of the Port Credit West Village Master Plan. The revised Master Plan generally addresses the concerns highlighted within these workbooks and at the community meeting.



Figure 1



Port Credit West Village Community meeting - November 21st, 2017
Residents participating in breakout sessions to answer a series of questions on the three themes.

THEME 1:

Open Space and Green Corridors

The first theme sought feedback from the community on the open space network as a whole with specific questions related to the Public Park, green corridors, and community parks. Participants noted key highlights pertaining to the parks and open spaces system proposed in the Master Plan including: the connections between the proposed Public Park, J.C. Saddington Park, and Ben Machree Park; the access to the water and shoreline; and the multiple pedestrian routes throughout the Site such as the Central Green Promenade.

In terms of improvements, workbook respondents identified a desire for more parkland and open space (particularly close to the lake in the Public Park) and a desire to foster a tourist destination at the Public Park and Campus, while also ensuring a safe, quiet, and comfortable natural corridor adjacent to the Cranberry Cove neighbourhood.

THEME 2:

Land Use and Programming

The second theme focused on the mix of uses within the Site, the retail experience along Lakeshore Road West, and the Campus. When answering questions about this theme, participants reacted positively towards the emphasis on four-season usage within the Site, the inclusion of a community centre, and the achievement of a mixed-use community.

The improvements provided for this theme included support for a range of housing types including affordable housing, a desire to define the campus, support for jobs and employment, and the need to address traffic concerns.

THEME 3:

Built Form and Urban Design

The Built Form and Urban Design theme focused on the density, heights, built form, the pedestrian experience, and mobility. Participants found the network of public and condominium roads to be aesthetically pleasing and practical. They highlighted the underground parking and focus on the pedestrian as good components of the Plan.

In regard to improvements to the Master Plan, the community identified the following concerns and changes: to move the taller buildings farther away from the water and closer toward the centre of the property; to minimize the impact on Mississauga Road South and the adjacent Old Port Credit Heritage Conservation District (HCD), and to move the campus closer to Lakeshore Road West.

Section 2

What we heard from the City of Mississauga & Commenting Agencies

Since the August 2017 submission for the Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision, the West Village Partners have met with City of Mississauga staff on numerous occasions to discuss the Port Credit West Village Master Plan.

In addition to meetings to discuss concerns and improvements to the Port Credit West Village Master Plan, the City of Mississauga and associated agencies provided official, written comments. A chart outlining the official comments and the Port Credit West Village Partnership's responses is provided as part of this resubmission.

The following list identifies the meetings that have occurred since the August 2017 submission with the City of Mississauga, community groups, and associated agencies.

Key Meetings

August 2017 - Present Bi-weekly Meetings with City Staff

September 19th, 2017 Stakeholder Advisory Group Meeting

September 22nd, 2017 Meeting with City of Mississauga Heritage Staff

October 13th, 2017 Meeting with City Staff on Master Plan

October 18th, 2017 Site Tour with City of Mississauga Staff

October 24th, 2017 Meeting with the late Councillor Tovey

October 30th, 2017 Transportation Working Group Meeting (#1)

November 9th, 2017 Presentation at the TOPCA AGM

November 14th, 2017 Presentation at the Cranberry Cove AGM

November 21st, 2017 Community meeting

December 11th, 2017 Parks and Open Space Meeting with City Staff and the Commissioner of Community Services

- January 11th, 2018** Transportation Working Group Meeting (#2)
- January 15th, 2018** Meeting with City of Mississauga Legal to discuss waterfront matters
- January 18th, 2018** Meeting with City Staff to discuss environmental matters and the remedial approach
- January 26th, 2018** Meeting with the Region of Peel
- January 30th, 2018** Meeting with the Peel Region District School Board
- February 1st, 2018** Campus Think Tank Meeting (#1)
- February 2nd, 2018** Parks and Open Space Meeting with City Staff and the Commissioner of Community Services
- February 21st, 2018** Stakeholder Advisory Group Meeting
- February 26th, 2018** Meeting with City Commissioners and Directors
- March 7th, 2018** Meeting with the City Leadership Team

On October 13th, 2017, City of Mississauga Staff presented alternative concepts for the Port Credit West Village Master Plan, identifying major structural concerns centred around four themes:

- 1.** The connectivity of the Street and Block Pattern;
- 2.** The location and size of the parks and open spaces;
- 3.** The distribution of built form; and
- 4.** The functioning of the Campus.

The bi-weekly meetings between the Port Credit West Village Partners and City Staff have provided opportunities to collaborate on these concerns. Section 3 of this Planning Justification Addendum and Master Plan Update details the feedback provided by City of Mississauga staff and how this feedback has been addressed.

Section 3

Major Changes

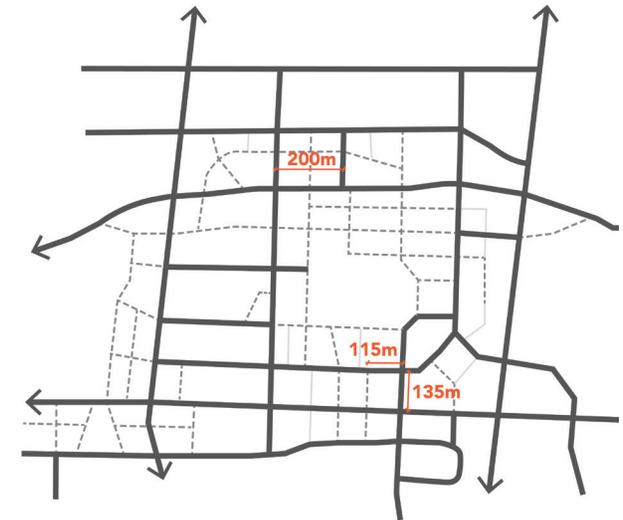
The revised Master Plan comprises major changes focused around four key themes:

1. Street Network;
2. Parks and Open Spaces;
3. Height and Built Form; and
4. The Campus.

The major changes maintain the intent of the original Master Plan – to revitalize a brownfield property to create a mixed-use, vibrant community - while responding to the feedback provided by the City of Mississauga, the community, and other stakeholders.

3.1 Street Network

The revised Master Plan's street and block pattern strives to acknowledge and complement the surrounding context within Port Credit and Mississauga as a whole. The fine-grained, porous nature of the street network within Port Credit West Village is comparable to other areas within Mississauga including Mississauga City Centre, Inspiration Lakeview, and the Central Port Credit Community Node.



Mississauga City Centre

Figure 2

Comparison of Street and Block Patterns

Note: The block network diagrams are illustrated at the same scale.



Inspiration Lakeview



Central Port Credit



Port Credit West Village

The scaled diagrams indicate that the Port Credit West Village's street and block pattern aligns with the detailed network of Central Port Credit. The condominium roads (dotted lines) coupled with the public roads creates an even more intricate street network aiming to connect the various sub-precincts within the Site as well as to integrate the Port Credit West Village within the greater Port Credit area.

In the October 13th, 2017 meeting with City of Mississauga staff, alternative components of the street network were presented, proposing to:

- Connect a public road to Benson Avenue on the north side of Lakeshore Road West;
- Extend Bay Street within the Old Port Credit Heritage Conservation District through the Site; and
- Provide a street that wraps around the Campus to the west and south.

The revised Master Plan’s street and block network incorporates municipal and condominium streets, pedestrian connections, and cycling connections. As part of the major changes to the Master Plan, Street A is now reoriented so that it aligns with Benson Avenue to the north of Lakeshore Road West. A signalized intersection at Street E and Lakeshore Road West is not functionally nor technically needed for this development but it is desirable for the City of Mississauga to achieve this connection. This alignment responds to the City of Mississauga’s suggestion and allows for greater integration with the surrounding neighbourhood, as recommended by City Staff.

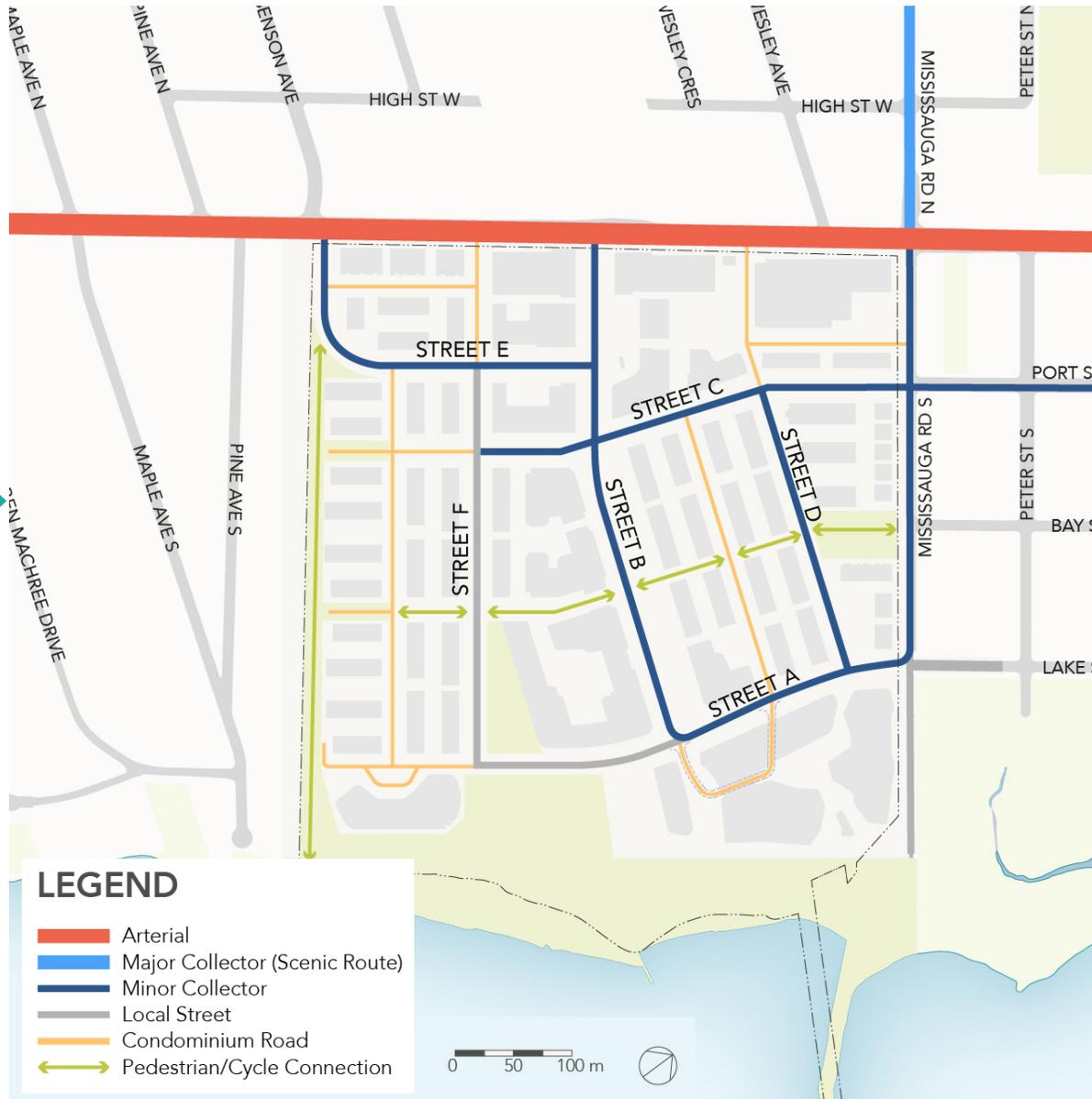
Figure 3

Before: Street Network in the August 2017 Submission Master Plan



Figure 4

After: Street Network in the Revised Master Plan



The community, City of Mississauga staff, and the late Councillor Tovey have raised the issue of the Port Credit West Village’s relationship with the Old Port Credit Heritage Conservation District to the east. As a result, various changes have been made with regard to the relationship between the Site and the heritage character and context of the neighbouring community.

With regard to the street network, 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. The distance between these two streets from north-south is 245m or a 3 minute walk along Mississauga Road South. Instead of providing a third automobile connection in between these streets to Bay Street, the revised Master Plan includes a pedestrian mews that extends across the whole Site from the natural corridor on the western edge through to the community park along Mississauga Road South on the eastern edge.

The reasoning behind the inclusion of a pedestrian connection as opposed to an additional automobile connection to the adjacent Old Port Credit heritage neighbourhood is twofold. First, the Port Credit West Village has a robust pedestrian network made up of sidewalks, walking paths, pedestrian connections, and plazas. The pleasant pedestrian experience within the Port Credit West Village was identified as a highlight by the public and plays a pertinent role in the vibrancy of the neighbourhood. Second, the community has expressed concerns regarding the impact of traffic on the adjacent Heritage Conservation District. The Bay Street connection is not needed for vehicular circulation. The pedestrian connection to Bay Street establishes a central, mid-block corridor providing access between the two communities while minimizing the magnitude of traffic within the Old Port Credit Heritage Conservation District.

Figure 5

Revised Pedestrian Network



The southern portion of Street A has also been re-situated so that it has a larger frontage along the Public Park. As discussed in Section 2.2, the proposed Public Park is intended to be an extension of J.C. Saddington Park. This park expansion will function as a continuous but varied waterfront park experience. Similarly, Street A is intended to be an extension of Lake St. The Port Credit West Village street network helps establish a strong parkside public road frontage extending from the Credit River to the Cranberry Cove

neighbourhood and only broken purposely by a publicly accessible Campus meant to function as part of the open space system.

The revised Master Plan positions the Campus to the south of Street A providing a fabric of plazas, open spaces, and amenity areas that complement the programming and functioning of the green space. As such, the Campus is an extension of the Park that should not be disconnected by a public road. The Campus is further discussed on pg. 37.

In order to gain a better understanding about transportation in the community, the Port Credit West Village Partners have organized a Transportation Working Group. The purpose of the Working Group is to proactively discuss opportunities and challenges arising from the Port Credit West Village development and its integration within the existing transportation framework in Port Credit. There have been 2 meetings with the Working Group so far and discussions will continue as the development progresses.

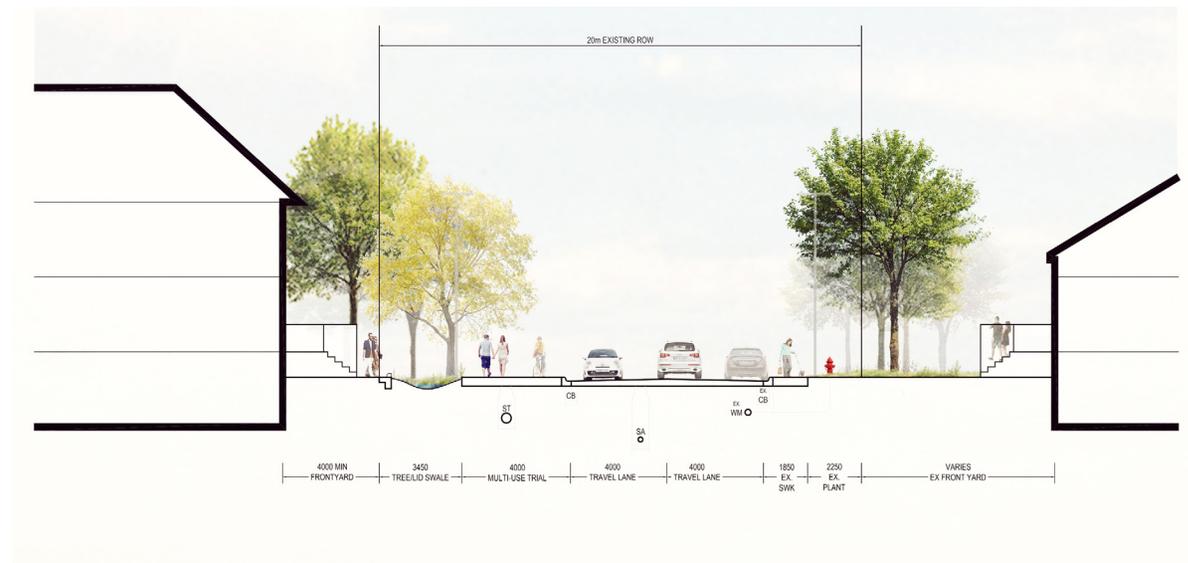


Figure 6

Mississauga Road South Cross-section

Source: Public Work





LEGEND

- Public Road along Public Park and Open Space
- Public Road connection to Lakeshore Road West

The revised Master Plan presents a street and block pattern that does not cater to one specific mode but rather aims to implement a future-forward, multi-modal network. This multi-modal network is designed to minimize traffic impacts and enable a thriving destination. Looking forward, the revised Master Plan anticipates potential transit access on the Site. Through the provision of on-road bicycle lane routes and off-road multi-use trails, the Port Credit West Village Master Plan facilitates the use of active transportation for various needs whether it be commuting, short errands, or recreational endeavors.

Figure 7
The Parkside Public Road Frontage

Figure 8

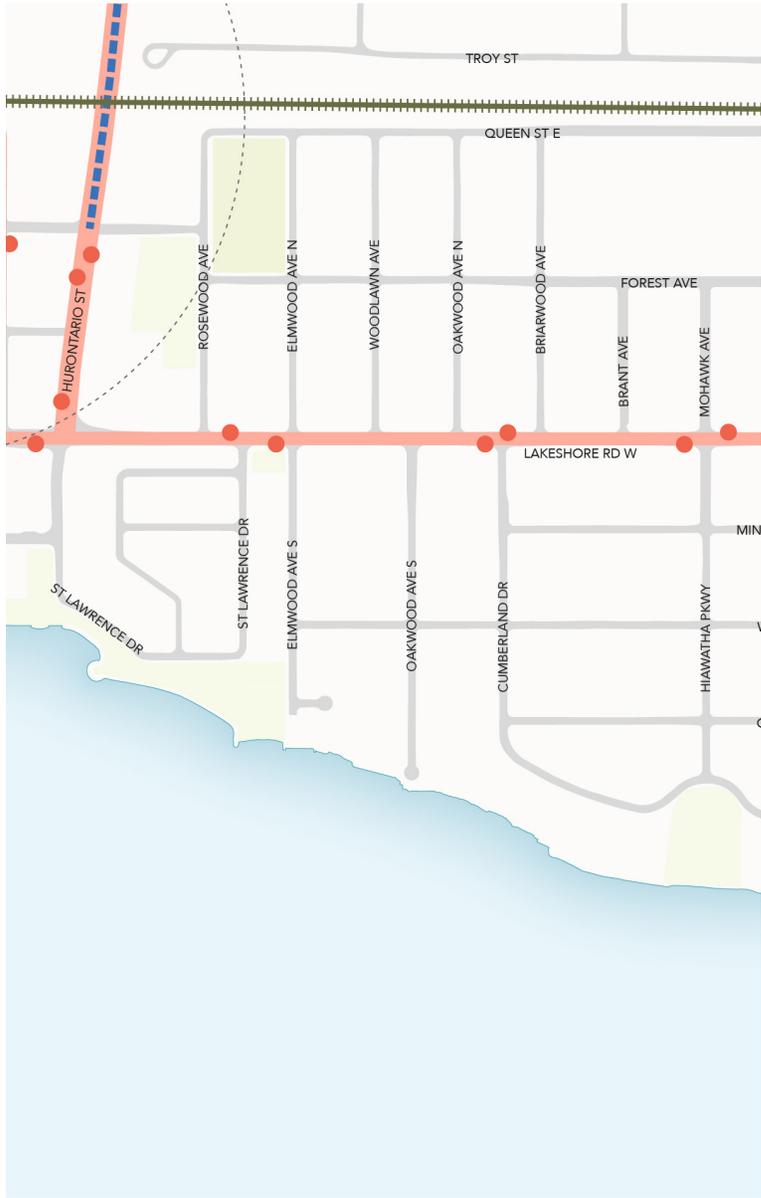
Revised Conceptual Transit Network

PORT CREDIT WEST VILLAGE



Figure 9

Revised Cycling Network



3.2 Parks and Open Spaces

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 – highlighted by both the City of Mississauga and the community - for more parks and open spaces particularly along the water. The August 2017 submission of the Master Plan included 11.4 acres of public parkland, primarily located within the Public Park, the telescoping green, the community park on the eastern edge of the Site, and the natural corridor on the western edge of the Site. The revised Master Plan includes 12.4 acres of public parkland (72% of the Site's total open space), featuring two major changes:

- The reconfiguration of the Public Park; and
- The creation of a linear park along the Central Green Promenade.

The parks and open space system within the Port Credit West Village strives to contribute to Mississauga's waterfront system - effectively providing the missing link to create one large, seamless park comprised of J.C. Saddington Park, Ben Machree Park, and the proposed Public Park.

The revised Master Plan features a larger park along the waterfront, removing the telescoping green and reorienting the built form with the goal of creating a destination to be enjoyed by all of Mississauga. The Public Park, including the shoreline and the Campus (both of which are discussed further below), comprises a ± 15 acre area. The Public Park extends into the Site providing a buffer between the Lake Ontario shoreline and the built form. It ranges in width from 46m – 173m. In comparison, the distance between Lake Ontario and the built form at the Regatta in Port Credit is 31m. The Public Park is not intended to be a standalone green space; it is viewed as an expansion of J.C. Saddington Park, creating a 29.5 acre waterfront green space extending from the Credit River to Cranberry Cove and Ben Machree Park.

Figure 10

Large Waterfront Destination Park



Public Park
7.5ac

Shoreline
4.5ac

Campus
Grounds
2.8ac

JC Saddington
Park
14ac

The City's vision along the shoreline and waterfront lands are included for illustrative purposes only. These lands are not subject to this application.

29.5ac
Total Park Space

The telescoping green from the August 2017 submission Master Plan is replaced by a community park which serves the local community and provides a transition towards the destination park along the water. A road intersects the community park and the Public Park. The road which connects to Lake St to the east is situated to provide accessibility, parking, and views to Lake Ontario along the expanded park. It is our opinion that the Campus does not need to be separated from the Public Park by a public road and, in fact, is better situated within the overall parks and open spaces system. While privately owned, the Campus will have the look and feel of a public space. The public accessibility of the Campus, the significant open spaces, and the ground floor animation the Campus will provide all serve to enhance the waterfront park as a destination.

Figure 11

Before: Open Spaces in the August 2017 Submission Master Plan



Source: Public Work

Figure 12

After: Open Spaces in the Revised Master Plan



Source: Public Work

The revised Master Plan also incorporates changes to the Central Green Promenade, the vibrant spine connecting the Campus and Public Park to Lakeshore Road West. The tree-lined corridor functioning as a linear urban park, as presented in the August 2017 submission, has transformed. The revised Master Plan features a 25m wide green space in the portion of the Promenade or Street B between Street A and Street C. The expanded linear urban park bridges the gap between the two catalysts within the Site – the pedestrian, human scaled Village Square that draws people into the Site and the dynamic Campus that activates the park system and anchors the Port Credit West Village.

Figure 13

Before: Cross-section of the Promenade in the August 2017 Submission Master Plan

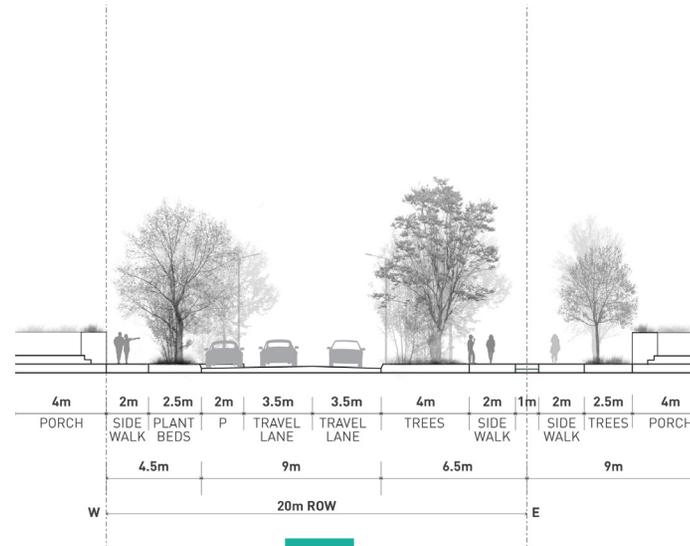


Figure 14

After: Cross-section of the Promenade in the Revised Master Plan



Source: Public Work

Privately-owned publicly accessible space (POPS) completes the Port Credit West Village's parks and open spaces system. It is the 4.9 acres of POPS in the form of the Campus, the Village Square, and the Bay St. pedestrian connection that fuses with the parkland to create an accessible, intricate, and extensive network of open spaces. The August 2017 submission included 4.5 acres of POPS.

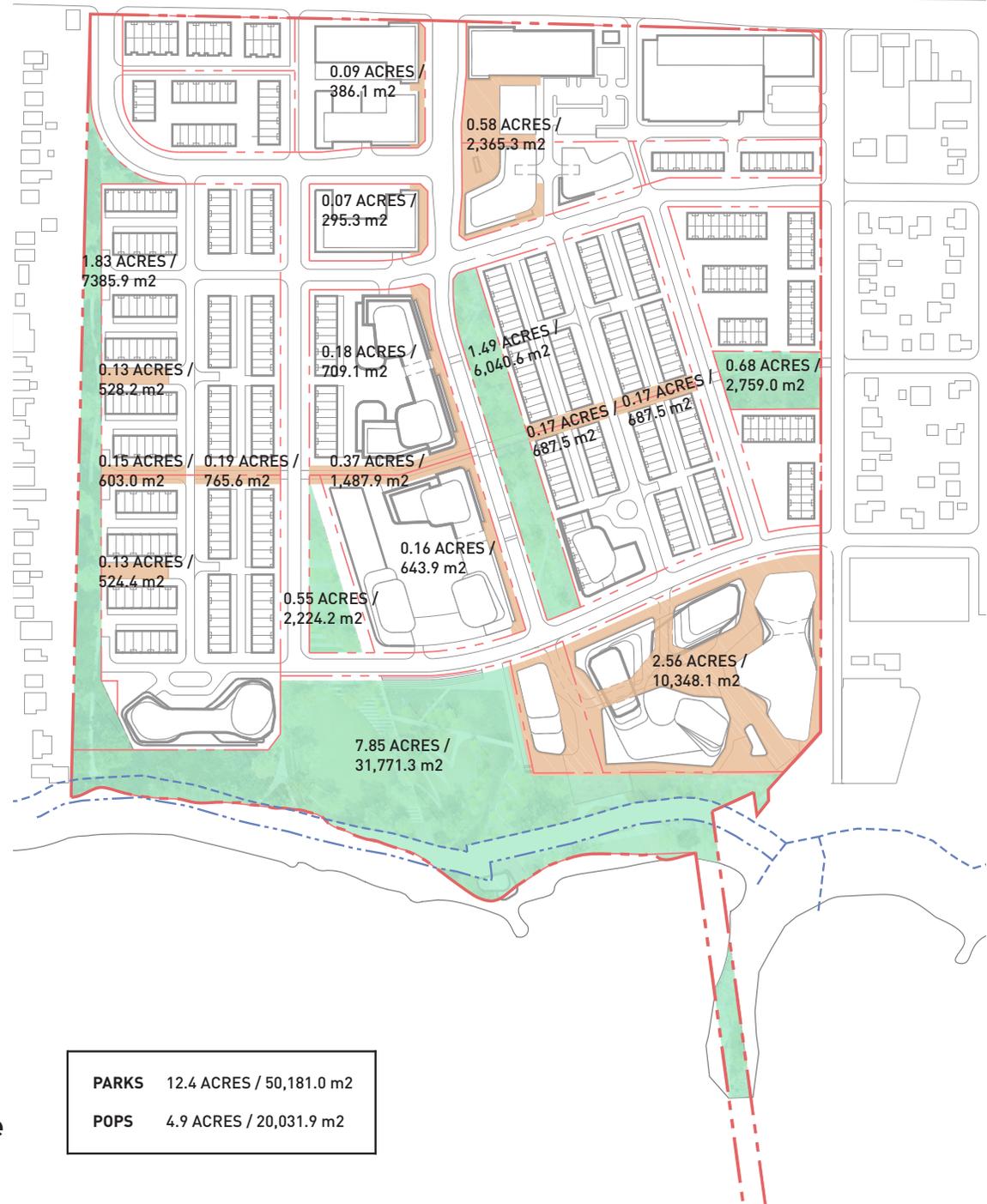


Figure 15
Parkland and POPS within the Revised Master Plan by Size

Source: Public Work

3.3 Height and Built Form

The built form in the Port Credit West Village incorporates a diverse range of housing types while maintaining a predominantly low-rise form. Two major changes have transformed the built form within the revised Master Plan:

- The movement of the tallest building heights away from Lake Ontario and northwards on the Site;
- The inclusion of apartment buildings along the Central Green Promenade spine; and
- The design of the built form on the west side of Mississauga Road South in a manner that better respects the heritage attributes of the Old Port Credit Heritage Conservation District.

Figure 16

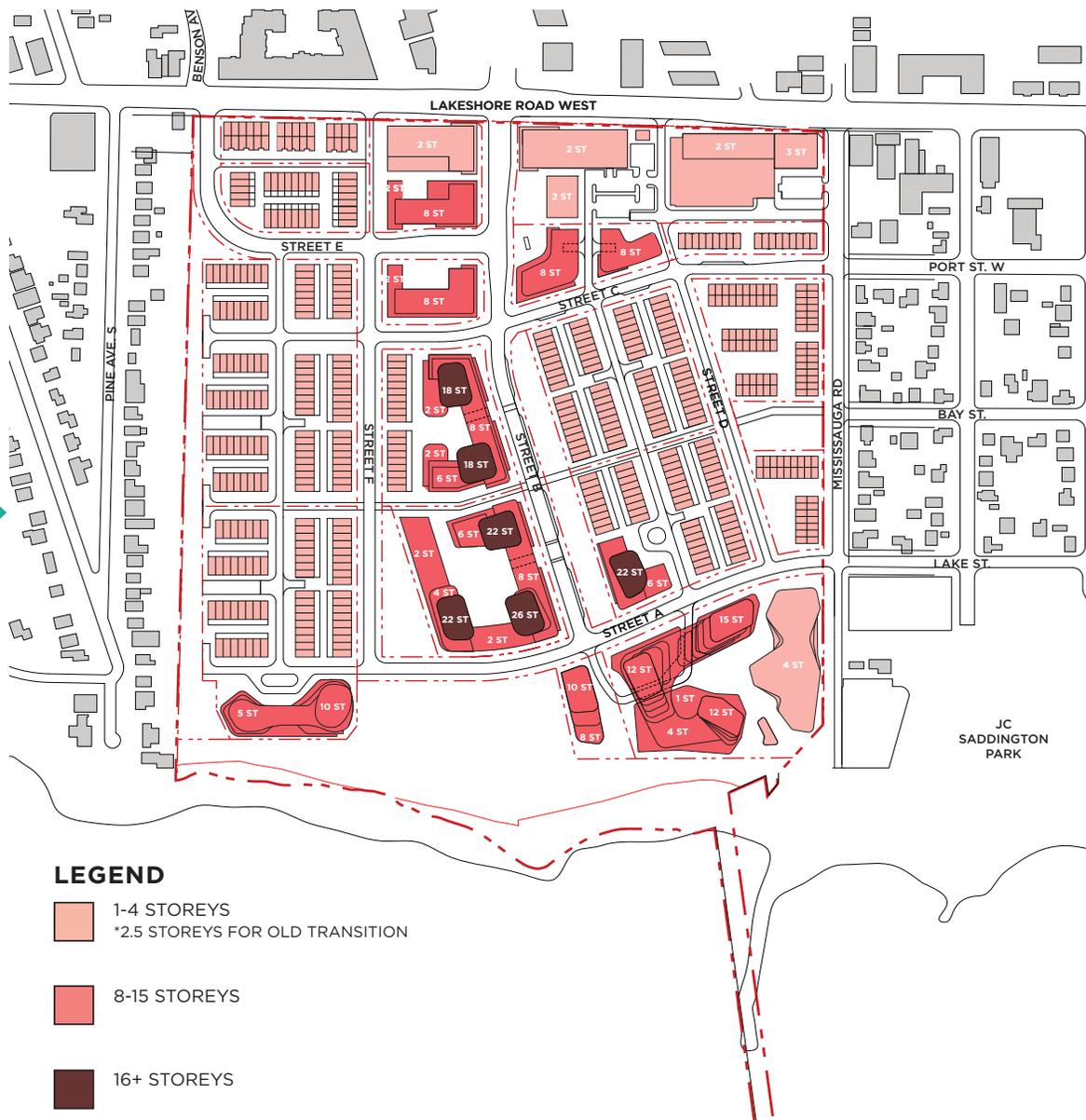
Before: Building Heights in August 2017 Master Plan Submission



Source: Giannone Petricone Associates

Figure 17

After: Building Heights in the Revised Master Plan



Source: Giannone Petricone Associates

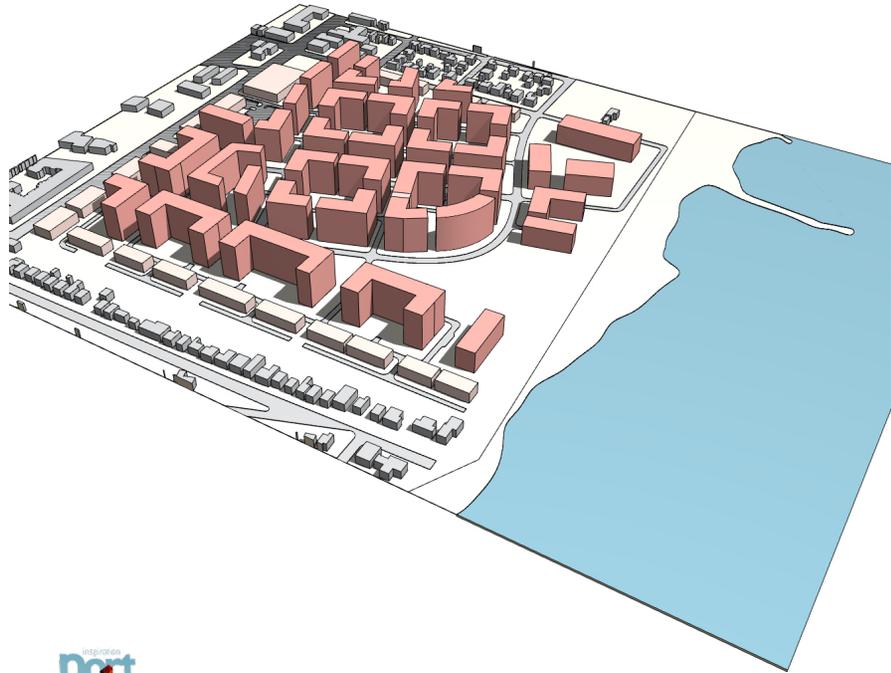
The tallest building heights of 18, 22, and 26 storeys have now been moved northward, within the Promenade sub-precinct. The trajectory of heights in the revised Master Plan gradually increases from Lakeshore Road West southward and then decreases towards the Campus and the waterfront. The heights then step down to the east and west where the Site meets the two existing neighbourhoods: the Cranberry Cove neighbourhood and the Old Port Credit Heritage Conservation District.

The revised Master Plan includes more apartment units, specifically located along the Central Green Promenade spine, as requested by the City of Mississauga. The thoughtful placement of the tallest building heights towards the centre of the Port Credit West Village within the Promenade sub-precinct ensures a gradual and respectful transition to all edges of the Site.

The tallest building within the Campus sub-precinct, located at the northern edge, reaches a height of 15-storeys. All buildings within the Campus sub-precinct terrace down towards the water.

Figure 17 depicts the range of heights across the Site and the revised location of the tallest buildings.

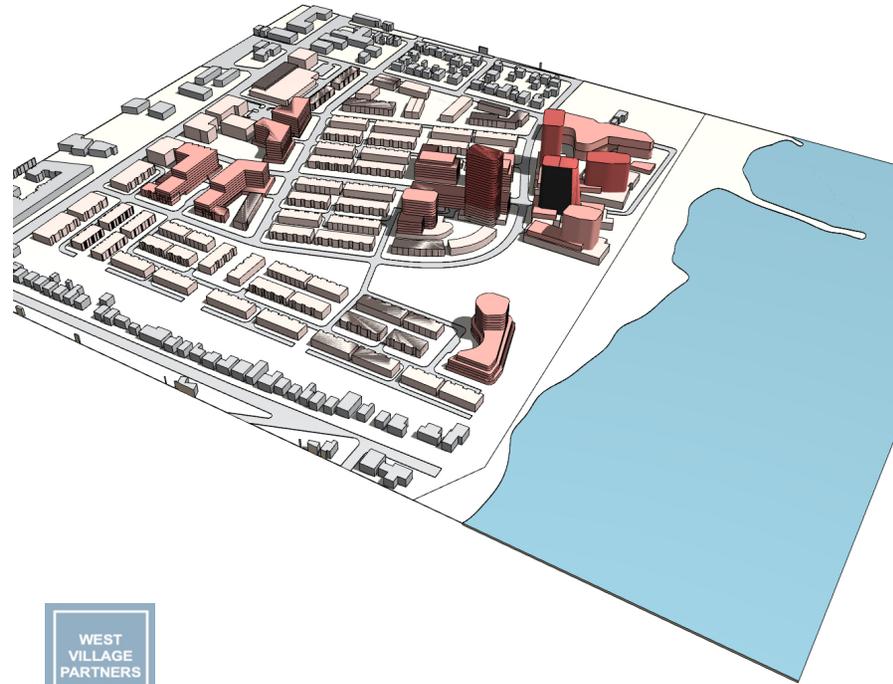
The Inspiration Port Credit (IPC) master planning framework deploys density through a predominantly 12-storey building form, with 4-storey low-rise buildings acting as a transitional buffer to the established neighbourhoods to the east and west of the Site. The revised Master Plan includes 6 buildings over the height of the 12-storey form proposed in the IPC framework.



IPC Master Planning Framework

Figure 18

Source: Giannone Petricone Associates



August 2017 Master Plan

Figure 19

One 15-storey building is located on the northern edge of the Campus sub-precinct and two 18-storey buildings, two 22-storey buildings, and one 26-storey building are located within the Promenade sub-precinct. The thoughtful placement of these five buildings will minimize any impacts on the surrounding residential neighbourhoods. The tallest buildings are also now situated along the Central Green Promenade spine and farther away from the Public Park.



Revised Master Plan

Figure 20

Source: Giannone Petricone Associates

The seven buildings with heights ranging from 15-26 storeys will be sculpted and articulated to form point towers and terraced podiums that minimize adverse impacts such as shadowing and overlook on the surrounding sub-precincts and neighbourhoods.

While the August 2017 submission Master Plan also ensured a low-rise transition towards the adjacent residential neighbourhoods, the revised Master Plan illustrates a revised built form along the eastern edge of the Site that more carefully responds to the character and context of the Old Port Credit Heritage Conservation District (HCD).

As part of the revised Master Plan design, the dwellings along the eastern edge of the Site are now restricted to a maximum

height of 2.5 storeys to respect the 1.5-2.5 storey detached dwellings within the Old Port Credit Heritage District.

Additionally, townhouses proposed on the west side of Mississauga Road South will feature frontages whereby the façade facing Mississauga Road South will have a similar design to the main entrance frontage, resembling the built form of the houses facing Mississauga Road South on the east side of the street.

As a Scenic Route Cultural Landscape, there are certain characteristics attributed to Mississauga Road South such as a

Figure 21

Conceptual drawing of Mississauga Road South



All renderings are artistic concepts intended to convey building massing. They do not reflect final architecture or landscape design.

Source: Public Work

consistent scale of buildings, tree plantings, and landscaping.

The West Village Partnership has retained ERA Architects to prepare a revised combined Heritage Impact Assessment and Cultural Landscape Heritage Impact Assessment, as part of this submission. ERA Architects determined that the revised Master Plan responds to the scale of the Old Port Credit Village HCD as well as the direction contained within the proposed

HCD Plan. In their report, ERA Architects further notes that the revised Master Plan encompasses design and mitigation measures that preserve the cultural heritage value of the Old Port Credit HCD, the Mississauga Road Scenic Route Cultural Landscape, and the adjacent designated properties at 37 Mississauga Road South and 305 Lakeshore Road West.

Figure 22

Mississauga Road South Frontage



All renderings are artistic concepts intended to convey building massing. They do not reflect final architecture or landscape design.

Source: *Giannone Petricone Associates*





All renderings are artistic concepts intended to convey building massing. They do not reflect final architecture or landscape design.

3.4 The Campus

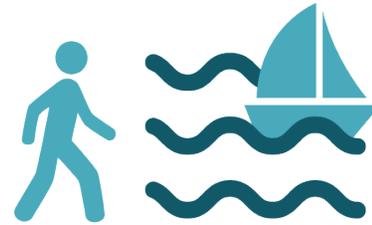
The Campus acts as the southern catalyst within the Port Credit West Village aiming to activate the Site and attract residents from far and wide. In the August 2017 submission for the Port Credit West Village, the Master Plan described the Campus broadly as a dynamic, original, and all-season mix of uses including residential, retail, and community cultural uses as well as potential innovative partnerships.

Since the first submission, the Port Credit West Village Partnership has investigated the role and definition for the Campus. As part of the Campus dialogue, the Port Credit West Village Partnership is working with the City of Mississauga in a three-part workshop series to determine the best approach and vision for the Campus.

The Campus Objectives



- 1 Optimize the non-residential uses to the greatest extent possible



- 2 Animate the waterfront with uses and spaces that are accessible to the public



- 3 Enhance the overall public realm and complement the public park



- 4 Include built form and architecture that provides an interesting, visual aesthetic

The concept of the Campus in the Port Credit West Village originated from the Inspiration Port Credit framework. The IPC framework notes that

“A cultural, academic, research, institutional, community facilities, or campus use has the potential to landmark the site within this urban waterfront setting”.

In the Dictionary of Urbanism, Robert Cowan defines a campus as:

“An area with buildings laid out in a park-like setting.”

Given the context of the Campus adjacent to J.C. Saddington Park and the proposed Public Park, the first part of this definition is well suited. This definition does not constrain the Campus to one specific use. Instead, it allows for a shift in focus to creating a hub with a diversity of uses that fosters a sense of place, draws upon the local historic context, and embraces the waterfront. The four objectives - outlined above - frame the intention of the Campus and are needed to effectively landmark the Site as a destination.

Figure 23

Before: Sub-Precinct Plan of the Campus in the August 2017 Master Plan Submission

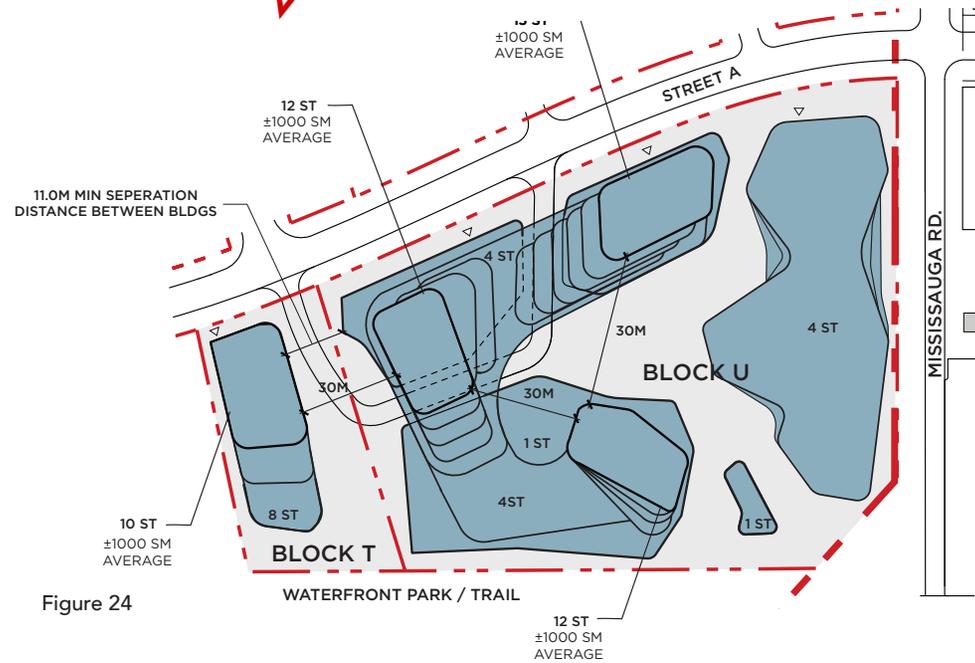
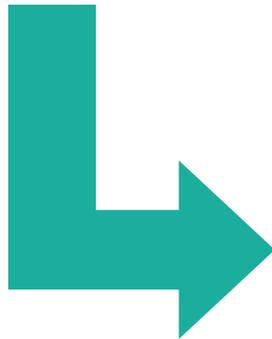


Figure 24

After: Sub-Precinct Plan of the Campus in the Revised Master Plan

Precinct Plans are for demonstration purposes only.
Actual layouts and dimensions may change.
Source: Giannone Petricone Associates

The revised Master Plan features a slightly smaller campus area than what was proposed in the August 2017 submission, in response to feedback from City of Mississauga Staff. The smaller campus allows for a larger Public Park and a more concentrated area of active public/campus uses.

The GFA within the Campus sub-precinct has also changed. The total GFA proposed in the August 2017 submission was 86,011m², comprised of 69,308m² residential GFA and 16,703m² non-residential GFA. The revised Master Plan proposes a reduced total GFA for the Campus sub-precinct of 72,108m², incorporating 57,605m² of residential GFA and 14,503m² of non-residential GFA.

The Campus sub-precinct in the August 2017 submission of the Master Plan contained the tallest heights within the Site. The revised Master Plan, in comparison, has shifted those heights northward outside the Campus in response to comments from both the City of Mississauga and the public. The revised Campus now features five buildings with a maximum height of 15

Figure 25

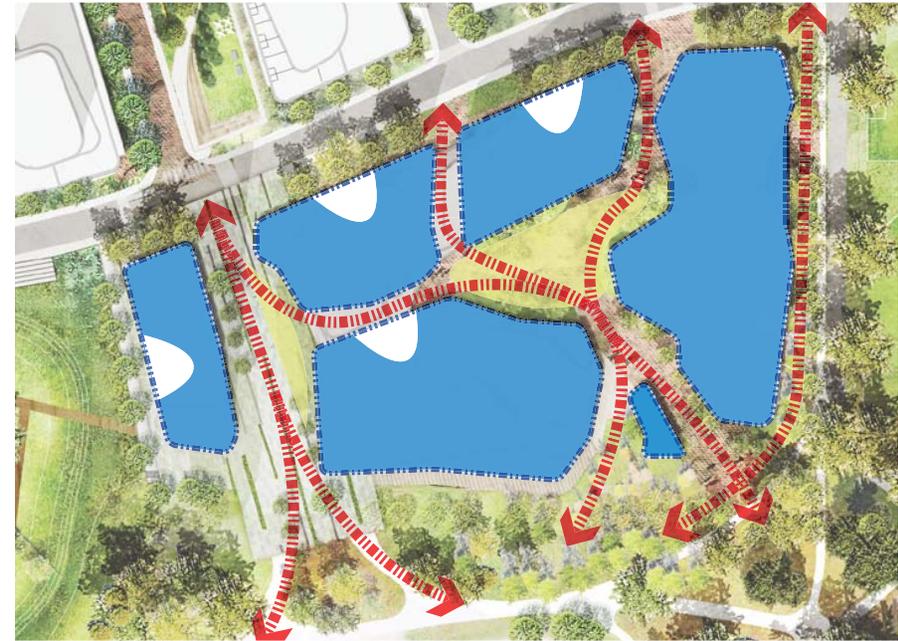
Layer 1: Open Space and Public Realm Network



Source: Public Work

Figure 26

Layer 2: Active Ground floors



■ ACTIVE / PUBLIC / NON-RESIDENTIAL USES AT GROUND FLOOR
 - - - - - PEDESTRIAN CONNECTIONS

Source: Giannone Petricone Associates

storeys. The 15-storey building is located farthest away from the waterfront. The remaining buildings within the Campus are 12-storeys or lower in keeping with the general height range suggested in the Inspiration Port Credit framework.

The four buildings in the Campus that reach heights taller than 4-storeys, terrace

downwards towards the Public Park and Lake Ontario. The use of stepbacks and articulation in the design of these buildings provides a transition towards the Public Park and contributes to the integration of the Campus within the open space and public realm network.

The Campus is best described through four layers:

1. Open space and public realm network;
2. Active ground floors;
3. Non-residential uses in the podiums; and
4. Residential floorplates.

Figure 27

Layer 3: Maximizing Non-residential Uses in the Podiums

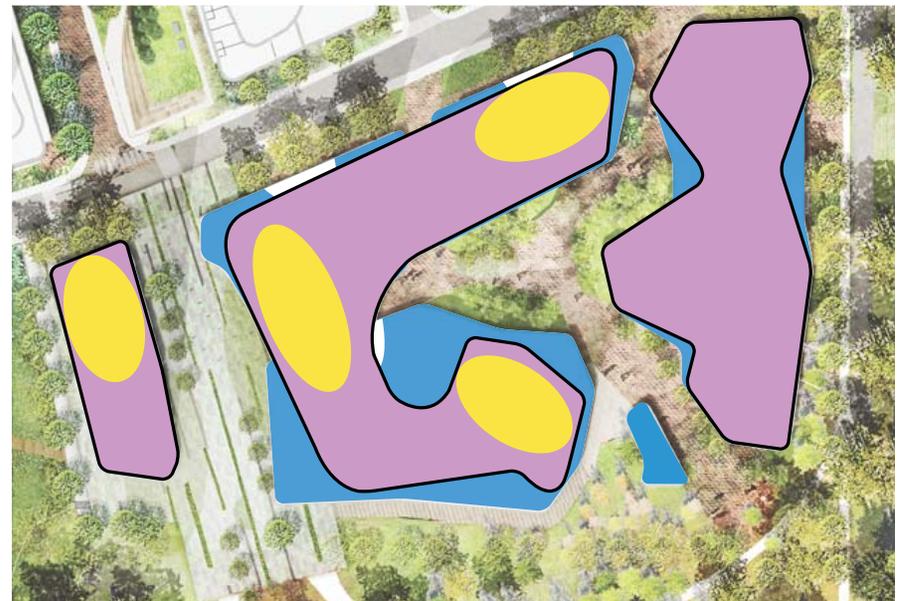


Source: Giannone Petricone Associates

MAXIMIZE NON-RESIDENTIAL OPPORTUNITIES IN PODIUMS

Figure 28

Layer 4: Residential Floorplates

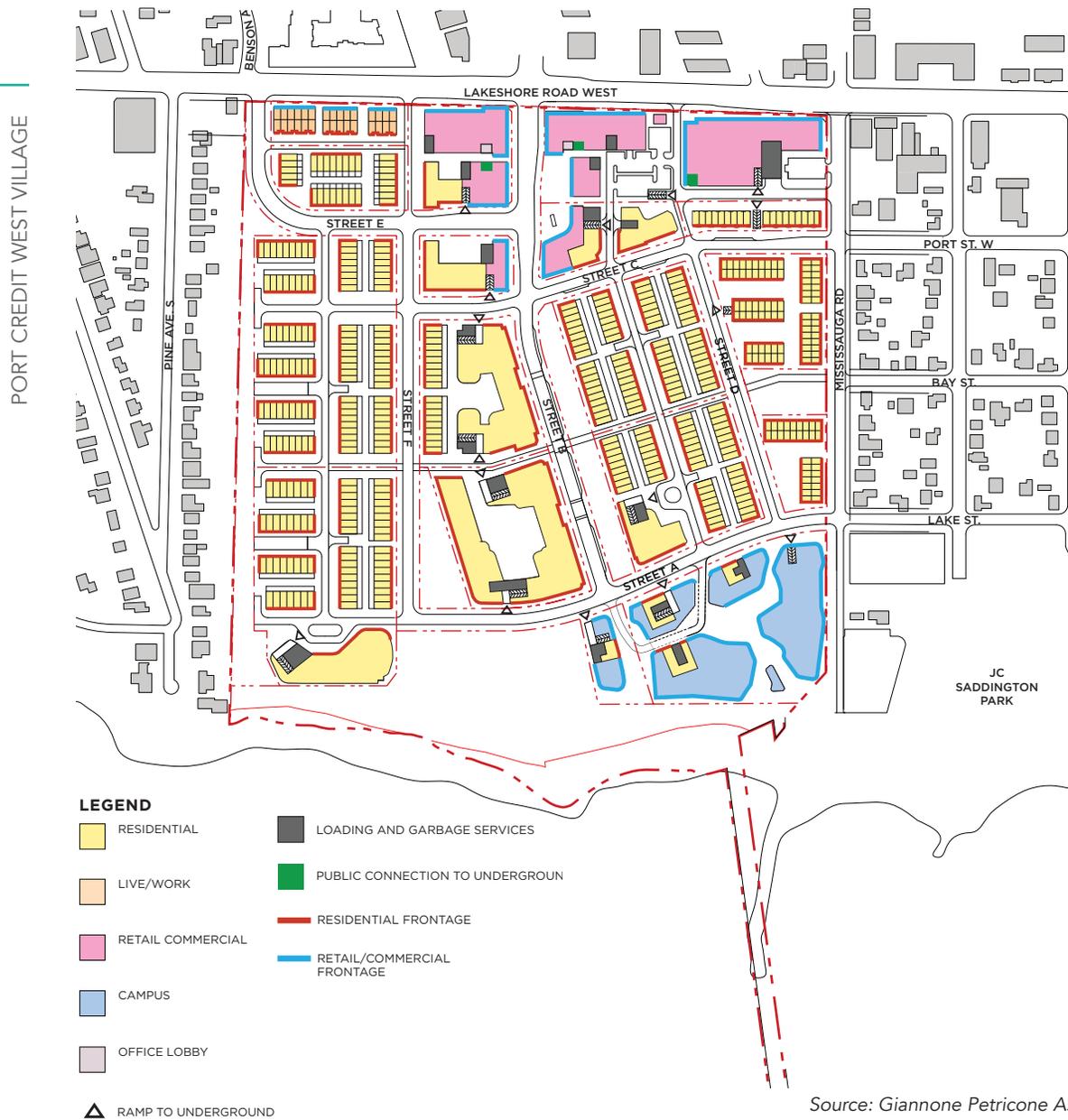


Source: Giannone Petricone Associates

LEVERAGE RESIDENTIAL USES TO ENSURE ECONOMIC VIABILITY AND GROUND FLOOR VITALITY AND ACTIVATION

Figure 29

At-Grade Uses in the Revised Master Plan



Source: Giannone Petricone Associates

The first layer of the sub-precinct, the open space and public realm network, blends and integrates with the Public Park (Figure 25). The Campus sub-precinct contains more than half of the privately-owned publicly accessible spaces (POPS) proposed throughout the Port Credit West Village. The approximately 2.84 acres of POPS within the revised Campus sub-precinct occupies all of the land at-grade that is not occupied by the five buildings.

The second layer is the active and public ground floors that draw residents from near and far to the Campus in all-seasons. The third layer pertains to the podiums of the five buildings which aim to maximize the provision of non-residential uses (Figures 26 and 27). The intention is that public and non-residential uses will locate on the first few floors of every building to facilitate communal, inclusive public/private spaces contributing to the activation of the public realm. Partnerships with YMCA and other innovative, leading-edge organizations are being considered within the Campus.

The fourth layer describes the residential portion of the Campus sub-precinct. Residential uses are incorporated within the upper floors of four of the five buildings within the Campus. These four buildings feature small floorplates at their tallest heights, achieved through a series of stepbacks. The smaller floorplates then reach heights of 10, 12, 12, and 15 storeys.

These residential uses, comprising the fourth layer of the Campus, will ensure all day and year-round activation of the space.

As discussed further on pg. 46, the Port Credit West Village Partnership is working with the Peel District School Board to determine the feasibility and potential for an elementary school within the Campus. Such a school, if feasible, would be developed in a much more urban form than traditional elementary schools and with a strong desire to co-locate indoor and outdoor recreational facilities.

The Port Credit West Village Partnership 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. As a collection of buildings within a park-like setting, the Campus will be comprised entirely of privately-owned publicly accessible spaces intended to integrate with the waterfront creating an extensive and welcoming public realm.

Section 4

Additional Issues

The following section responds to four specific issues identified by City of Mississauga staff and associated agencies in comments regarding the Official Plan Amendment, Zoning By-law Amendment, and draft Plan of Subdivision application.

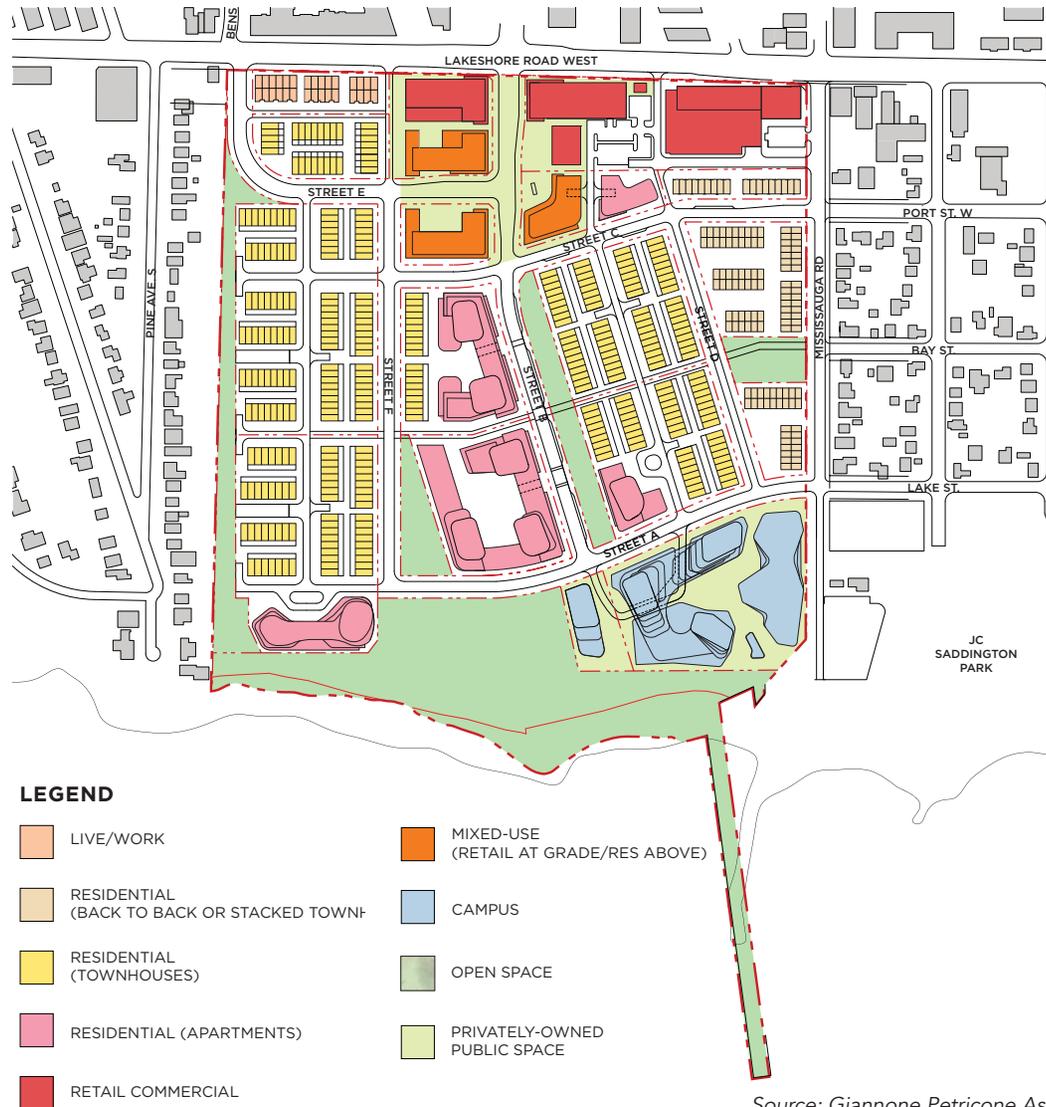
Employment Uses

An important objective of the Revised Master Plan continues to be to ensure an appropriate mix of uses on the Site in order to contribute and improve the ongoing development of Port Credit as a complete community where people live, work, learn, and recreate.

According to the Local Area Plan, the total residential population of Port Credit is 12,520 people and the total employment is 3,380 jobs, achieving a ratio of 3.7 residents per job. Within the Port Credit West Neighbourhood (where the Site is situated), the residential population is 3,130 people and 530 jobs, achieving a ratio of 5.9 residents to 1 job. The proposed development, as described below, will result in an improvement to these ratios.

Figure 30

Land uses in the Revised Master Plan



Source: Giannone Petricone Associates

The Revised Master Plan proposes up to 2,969 residential units and approximately 37,000 square metres of non-residential space. Based on City of Mississauga published person per unit ratios, the proposed residential units would result in a population of approximately 6,340 people*.

Altus Group has conducted an Economic Impact Analysis for the purposes of informing the Master Plan Consulting Team. The Analysis provides an estimate of the direct and indirect jobs created by the proposed development**. For the purposes of the analysis of City policies within this report, we have focused solely on the direct jobs identified by Altus Group. However, it is important to note that many of the indirect jobs determined by Altus Group

will be created within Port Credit and the City of Mississauga so that, above and beyond the benefits outlined below, the proposed development will help improve the residents to jobs ratios elsewhere in Port Credit and the City.

Altus Group identifies approximately 8,964 person years of Construction and Development direct jobs on the Site. Such jobs include both remediation and development activity that will take place over the next 10 plus years. While such jobs are not permanent, they are important to recognize as a significant long-term contributor to the local economy and jobs in Port Credit because they will exist over a lengthy period of time and contribute to further economic activity. Averaged out,

this activity will create up to approximately 900 annual jobs in Port Credit, resulting in significant economic activity and indirect job creation elsewhere in Port Credit.

Focusing on the permanent jobs, Altus Group identifies approximately 959 operational jobs on the Site related to the 37,000 square metres of non-residential space. It also identifies an additional 223 indirect jobs, many of which can be expected to be located in Port Credit. The 959 jobs are concentrated in the two economic catalyst areas within the Plan - the West Village Square sub-precinct and the Campus sub-precinct.

The West Village Square sub-precinct will have a residential population of 1,060 people and approximately 578 jobs. This represents a ratio of 1.83:1 residents to jobs. The Campus sub-precinct will have a residential population of 839 people and approximately 381 jobs. This represents a ratio of 2.2:1 residents to jobs. Combined, the two areas have a residents to jobs ratio of 1.98:1.

It is worth noting that according to the Local Area Plan, the Port Credit Community Node, where the majority of new employment is to be directed, has a current ratio of 3.2:1 residents to jobs and a target of 2:1 residents to jobs. Therefore,

Area	Population	Jobs	Ratio (Residents to Jobs)
West Village Square Sub-precinct	1,060*	578**	1.83:1
Campus Sub-precinct	839*	381**	2.2:1
Combined (West Village Square and Campus)	1,899*	959**	1.98:1
Port Credit Community Node	6,860	2,170	3.2:1
Port Credit West Neighbourhood	3,130	530	5.9:1
Port Credit	12,520	3,380	3.7:1

* Population data for the Port Credit West Village is based on the PPU values in the [City of Mississauga 2014 Development Charges Study](#): (3.48* 505 townhouses and 1.86*2464 apartments)

** Employment data cited in this report has been provided by Altus Group

while the Site is located outside of the Community Node (and therefore does not have an applicable residents to job ratio), the two economic catalyst areas identified on the Site will achieve a resident to job ratio that significantly exceeds the current ratio for the Node and is better than the targeted ratio for the Node.

In the review of the August 2017 Master Plan, City Staff requested that we clarify how the proposed mix of uses, within the Campus specifically, will help meet the intention within the IPC Framework to contribute to the jobs target of 2 people to 1 job. To be clear, the wording in the IPC Framework is: **“Development should contribute towards the City’s target for the Port Credit Community Node of at least 2 residents per job.”**

Since the Site is outside the Port Credit Community Node, the mix of uses on the Site will, strictly speaking, not change the residents per job ratio within the Community Node. However, as the numbers provided by Altus Group indicate, the proposed development will result in approximately 223 indirect jobs related to the operational jobs generated on the Site and 4,434 indirect jobs related to the construction and development jobs generated on the Site. It is common and expected that many of the jobs will be filled

by residents within the general area. As many of these indirect jobs are expected to be located within Port Credit and within the Community Node, this will result in a net positive impact on the residents per job ratio within the Community Node.

Based on this analysis it is our opinion that the Revised Master Plan and the proposed mix of uses on the Site is appropriate as it is in conformity with all employment policies contained in the City’s Official Plan, creates a proper ratio of residents to jobs, and in doing so, addresses the City’s stated objective, as contained in the IPC Framework, to, **“create opportunities to work, learn, make and plan, ensuring a diversity of activities on the Site to contribute to the economic sustainability of Port Credit as a complete community.”**

Elementary School

The Peel District School Board (PDSB) provided comments on the first submission for the Port Credit West Village development outlining a requirement for an elementary school located on the Site comprising an area of 2.43 hectares or 6 acres. This elementary school site size is the standard requirement for a 650 Ministry Rated Capacity School. The basis for the school requirement emanates from the

School Board’s growth projections for the larger surrounding area and not from the proposed development itself.

Given the anticipated risk management measures and built form restrictions to be imposed by a MOECC-issued certificate of property use as well as efforts to create an urban, compact community, alternative standards are required to accommodate a school within the Port Credit West Village. The Port Credit West Village Partnership is working with the Peel District School Board to find an appropriate location for an urban elementary school within the Site, deviating from the 6 acre site requirement. The PDSB has indicated a willingness and desire to pursue such a possibility. The West Village Partnership met with the Peel District School Board on January 30th, 2018 and will continue to meet with the School Board to determine the best approach for integrating a school within the community.

The Campus may be an appropriate location for the elementary school fulfilling the academic or educational aspect of the sub-precinct. The opportunity for co-location is also being explored whereby the elementary school would occupy the same building as a compatible use such as the community centre. Shared outdoor spaces

will be necessary and co-location of indoor spaces may be desired. This will be further discussed with the City of Mississauga and Region of Peel. In our opinion, if a new school is required for Port Credit, the development of such a facility, in a land-efficient manner, is appropriate in an urban setting designated for intensification.

Affordable Housing

The Region of Peel Official Plan and the City of Mississauga Official Plan do not contain policies requiring affordable housing on any specific sites or types of sites. As such, there is no specific affordable housing requirement for the Port Credit West Village.

With regard to creating and achieving affordable housing, the Region of Peel sets an objective to achieve annual minimum new housing unit targets for the Region in the Official Plan. The following are the minimum new housing unit targets for the City of Mississauga: 18% social housing, 3% affordable rental, 34% market rental affordable ownership, and 45% market ownership. The Region of Peel Official Plan states that the Regional Council will **“collaborate with the area municipalities to implement annual minimum new housing unit targets...”** (5.8.2.13). As part of the August

2017 submission, the Region of Peel provided a comment requesting further detail on the affordable housing proposed on the Site.

The Port Credit West Village will include an affordable housing component that contributes to the Mississauga-wide targets outlined in the Region of Peel Official Plan. The Port Credit West Village Partnership met with the City of Mississauga and the Region of Peel on January 26th, 2018 to discuss expectations and priorities for the provision of affordable housing on the Site. The Partnership will continue ongoing discussion with the City of Mississauga and the Region of Peel to determine the best approach to the Site’s affordable housing component.

As part of these ongoing discussions, the Port Credit West Village Partnership is developing an Affordable Housing Brief providing details on the number of affordable housing units, location on the Site, form, type, tenure, and affordability. The Affordable Housing Brief will be submitted separately. The implementation of the affordable housing strategy for the Port Credit West Village depends on the City of Mississauga and Region of Peel supporting and participating in the final approach.

It is our opinion that the proposed development is in conformity with the affordable housing policies of both the Region of Peel and City of Mississauga Official Plan.

Sustainability

The Master Plan, Planning Justification, and Urban Design Study as submitted in the August 2017 application included a chapter on the Port Credit West Village’s Sustainability Framework. The Port Credit West Village’s Sustainability Framework exceeds municipal and provincial policy including Our Future Mississauga: City’s Strategic Plan, Inspiration Port Credit, the Natural Heritage and Urban Forestry Strategy, Mississauga’s Green Development Standard (Stage 1), the Growth Plan for the Greater Golden Horseshoe, and the ON Climate Change Action Plan.

Building on the Sustainability Framework, Healthy Community Guidelines for the proposed community will be submitted to the City of Mississauga separate from this submission. The Healthy Community Guidelines identify goals, performance targets, and strategies to achieve a Port Credit West Village that is healthy, livable, and sustainable.

Section 5

Request to Address Policy Issues

City staff, through formal comments on the original submission, have required further clarification and/or elaboration regarding specific policies. These policies and the rationale for the master plan, addressed against the evolved scheme, are explored below.





All renderings are artistic concepts intended to convey building massing.
They do not reflect final architecture or landscape design
Source: Giannone Petricone Associates

Planning Act Section 51 (Plan of Subdivision)

Section 51(24) of the Planning Act, R.S.O 1990 c.P.13 identifies the considerations for a draft plan of subdivision stating that regard shall be had

“to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality”

as well as 13 other matters. The proposed Port Credit West Village development conforms to Section 51(24) ensuring welfare and accessibility in the community as well as adhering to the other 13 matters, as identified in the following pages, as detailed below:

1. The proposed plan of subdivision adheres to matters of public interest such as (51(24)(a)):
 - Protecting the ecological system bearing in mind the impacts of a long history of industrial activity on the Site and the provincial requirements for remediation;
 - Promoting the efficient use and conservation of energy and water;
 - Ensuring the provision of services on the Site including communication, sewage, and water services;

Figure 31

Revised Block Plan



Source: Giannone Petricone Associates

- Minimizing waste;
 - Developing a complete community that is safe and healthy for all residents and visiting people;
 - Incorporating education, health, social, cultural and recreational facilities, where needed;
 - Providing a full range of housing, including affordable housing;
 - Including employment uses throughout the Site;
 - Intensifying a vacant Site within an established community;
 - Supporting a sustainable community with an emphasis on a multi-modal network; and
 - Creating an animated, high quality community comprised of a well designed, visually aesthetic built form and a safe, accessible, and vivid public realm.
2. The proposed subdivision is in the public interest (51(24)(b)). The refinery lands at 70 Mississauga Road South have been vacant since 1990 and require extensive remediation to

support redevelopment to a more sensitive land use. In its current state, the Site is a 72-acre unusable hole within the Port Credit neighbourhood. The Port Credit West Village would fill this gap creating a complete community that is integrated with the surrounding neighbourhoods.

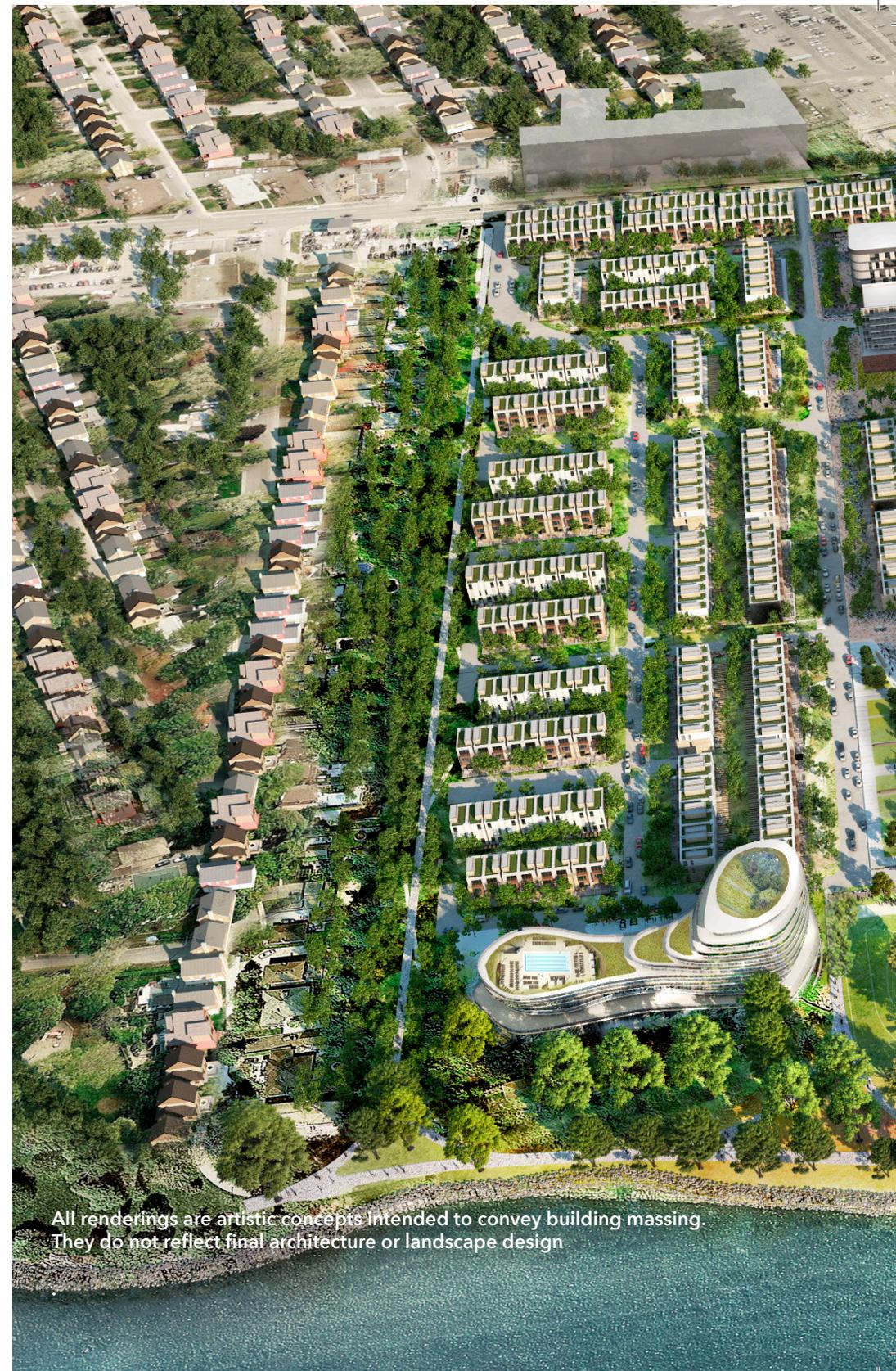
3. The revised Master Plan is consistent with the policies within the Region of Peel Official Plan and the Mississauga Official Plan, making a significant contribution to achieving the goals, vision, and policies of the Plans (51(24)(c)). An Official Plan Amendment is required to permit the redevelopment of the Site, only insofar as it is necessary to include a Special Site policy that identifies the Site by its municipal address, to indicate that policies for this Special Site are contained in the Local Area Plan, and to amend Schedules 1a (Urban System – Green System), 4 (Parks and Open Spaces), 5 (Long Term Road Network), and 10 (Land Use Designations).

4. The development incorporates an extensive remediation and Risk Assessment process, as per O.Reg 153/04, as amended, so that the Site is suitable for a complete community comprised of a mix of uses including residential, retail, cultural commercial, and educational uses (51(24)(d)). As discussed in Section 4, the West Village Partnership is working with the Region of Peel and City of Mississauga to develop an affordable housing strategy for the Port Credit West Village. (51(24)(d.1)).
5. The revised Master Plan contains a fine-grained transportation network that facilitates the use of multiple modes and is made up of public streets, private roads, pedestrian paths, and cycling lanes (51(24)(e)). The transportation network connects to the existing established transportation system to the north and west of the Site. The design of the street system in terms of the number, width, location, and proposed grades and elevations have been deemed adequate by BA Group and Urbantech.

6. The draft plan of subdivision incorporates 21 blocks comprised of lots with appropriate dimensions and shapes (51(24)(f)).
7. The Site is impacted from a century of industrial activity including brickworks and oil refining and storage. The impacts of this industrial activity on the Site restrict the land and the buildings and structures proposed to be erected on it (51(24)(g)). To facilitate redevelopment, a Remedial Action Plan has been prepared by Stantec, in accordance with the Ontario Ministry of the Environment and Climate Change (MOECC) Brownfield Regulation (O.Reg. 153/04, as amended), to appropriately and practically remediate the Site for residential and parkland uses. The Remedial Action Plan has been provided as part of this Master Plan submission. Considerations for how to feasibly restore and reprogram the Site are factored into all aspects of the remedial and redevelopment plans. As outlined in the Remedial Action Plan, the property will be risk assessed in accordance with O. Reg 153/04. The risk assessments, as approved by the MOECC, will result in Certificates of Property Use outlining restrictions to the proposed development built form and any possible ongoing monitoring of risk management measures, in response to anticipated environmental site conditions following remediation.
8. As part of the August 2017 submission, Savanta provided an Environmental Impact Study for the Site (51(24)(h)). The revised Environmental Impact Study incorporated in this submission strives to address the comments provided by the Credit Valley Conservation Authority in order to further strengthen the conservation of natural resources and flood control.
9. As part of the first submission, the following agencies provided comments noting the adequacy of utilities and municipal services for the proposed redevelopment of the Site: Alectra, Police, Enbridge, Fire Prevention, and Canada Post (51(24)(i)). Coordination with the City of Mississauga's Transportation and Works as well as other related agencies will continue to ensure the plan of subdivision supports the adequate supply of utilities and municipal services.
10. While the development itself doesn't create the need for a school, the Peel District School Board requires the provision of an elementary school within the Site to accommodate the projected number of students arising from existing growth in Port Credit and proposed developments throughout the community (51(24)(j)). There are ongoing discussions with the Peel District School Board about the location of an elementary school within the Site. The Campus sub-precinct within the Port Credit West Village has the potential to accommodate a school.
11. In the revised Master Plan, approximately 12.4 acres is to be dedicated as public parkland (51(24)(k)). This equates to 26% of the site (net of public roads) which is an appropriate contribution for a redevelopment of this size. An additional 4.9 acres is accommodated in the form of privately owned publicly accessible spaces.

12. The draft plan of subdivision supports the optimization of the available supply, means of supplying, efficient use, and conservation of energy (51(24)(l)).
13. Future site plan control for any development on the land will follow the design of the proposed plan of subdivision (51(24)(m)).

The proposed development of the Port Credit West Village is consistent with Section 51(24) of the Planning Act whereby the draft plan of subdivision accounts for the adequate provision and sufficient consideration of all of the matters listed above including the adequacy of school sites, the provision of affordable housing, and restrictions on the land proposed to be subdivided.



All renderings are artistic concepts intended to convey building massing. They do not reflect final architecture or landscape design

Official Plan

City of Mississauga staff identified three elements of the Official Plan where the revised Master Plan requires more detailed examination. The elements include Schedule 10 Land Use Designations, Section 5.3 City Structure, and Section 19.5 Criteria for Site Specific Official Plan Amendments.

Schedule 10 – Land Use Designations

The Official Plan Amendment accompanying this resubmission proposes the re-designation of 181 Lakeshore Road West – located in the northeastern corner of the Site – from “Motor Vehicle Commercial” to “Special Waterfront”. As a result, this application proposes to amend Schedule 10 Land Use Designations to reflect this change in designation and to conform to the written amendments outlined in the Official Plan Amendment.

Section 5.3 – City Structure

Section 5.3 of the City of Mississauga Official Plan outlines the City Structure and how this structure facilitates development. The Site is located within a Neighbourhood which is intended to accommodate the lowest densities and building heights, focusing on residential uses and associated services and facilities. The maximum height for the Neighbourhood City Structure is 4-storeys.

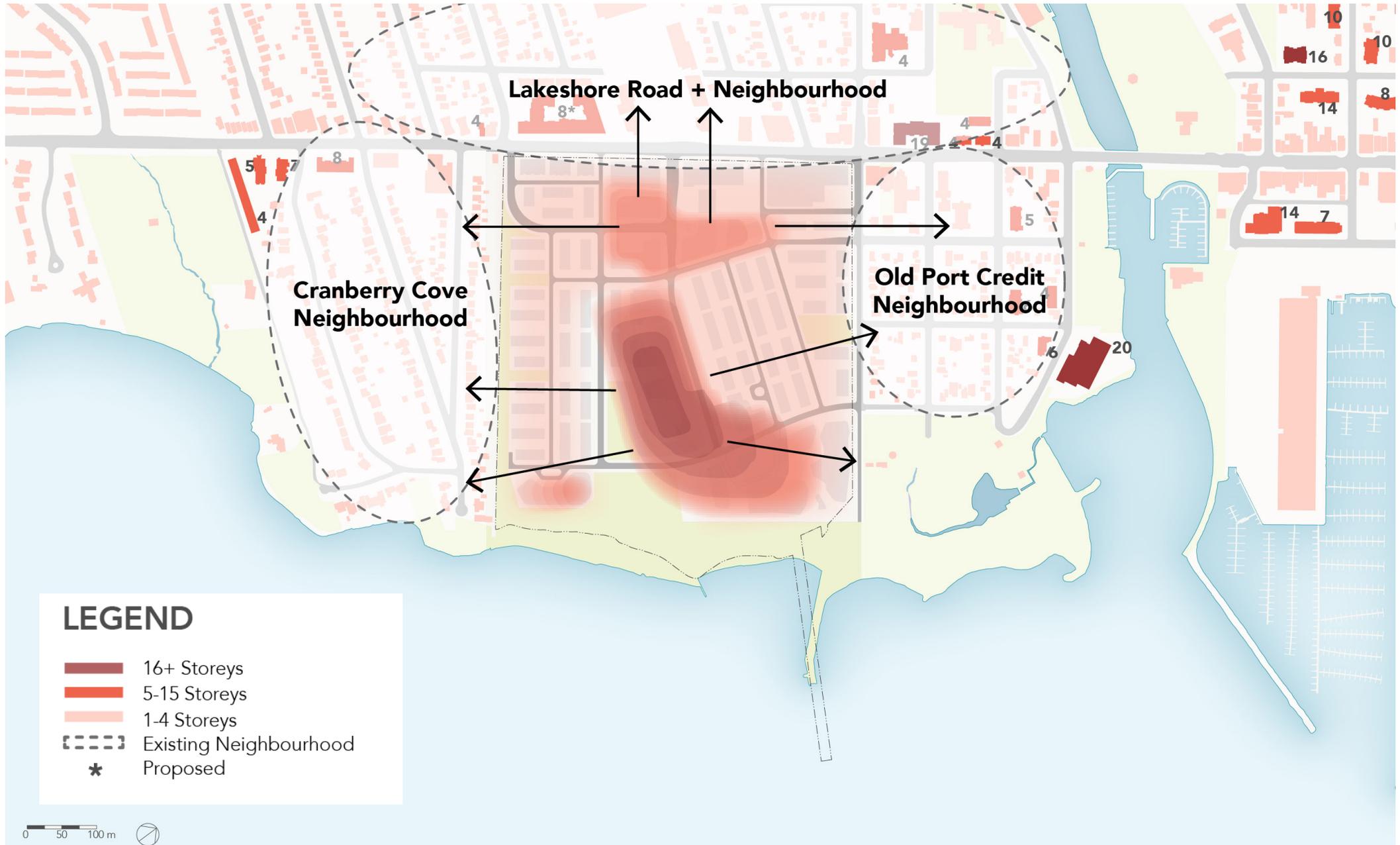
Section 5.3.5 outlines the policies specific to the Neighbourhood City Structure. The Port Credit West Village proposes the revitalization of the vacant former refinery site responding directly to the Inspiration Port Credit master planning framework. The revised Master Plan ensures the preservation of the existing character of the surrounding stable residential areas (5.3.5.1) and proposes residential intensification through the infilling of a previously industrial site into a mixed-use area (5.3.5.2).

The revised Master Plan strives to be sensitive and respectful of the surrounding context, providing appropriate transitions in use, built form, density, and scale (5.3.5.6). The transition of the revised Master Plan to both the Cranberry Cove neighbourhood to the west and the Old Port Credit Heritage Conservation District to the east features the lowest density and height of buildings throughout the entire Site. The Parkside and Old Port Credit sub-precincts adjacent to the existing neighbourhoods are comprised of only residential uses apart from one signature mixed-use element at the southern edge of the Parkside sub-precinct.

Further, landscaped treatment meeting the objectives of the Mississauga Road Scenic Route Cultural Landscape and a landscaped buffer in the form of a natural corridor along the western edge of the Site provide additional separation between the redevelopment and the existing residential areas.

Figure 32

Transition of Heights in the Revised Master Plan



The revised Master Plan prioritizes a multi-modal network in the design of streets and transportation features (5.3.5.7). Active transportation modes will be facilitated through pedestrian pathways, a linear urban park adjacent to Street B, on-road cycle lanes, and off-road multi-purpose trails.

While Policy 5.3.5.1 notes that **“Neighbourhoods will not be the focus for intensification”**, Policy 5.3.5.3 states that **“where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.”**

The Site is located in the Port Credit Neighbourhood Character Area within the Port Credit Local Area Plan. While the Site has an underlying Neighbourhood designation in the City of Mississauga Official Plan, the Site is also designated as “Special Waterfront” in both the Mississauga Official Plan and the Port Credit Local Area Plan.

The Port Credit Local Area Plan or the local area review states that lands designated as “Special Waterfront” require a comprehensive master plan to determine their use (12.9). The Inspiration Port Credit document establishes the foundation for the master plan highlighting the priorities for the Site. Inspiration Port Credit notes that the appropriate scale and form of development on the Site will be determined considering various factors such as remediation processes, the surrounding context, transportation, community and municipal infrastructure, and design excellence. The IPC master planning framework envisions a mid-rise community where the tallest buildings are located within the centre of the Site transitioning downwards to the existing stable neighbourhoods to the east and west as well as to Lake Ontario.

Similarly, Policy 5.3.5.5 of the City of Mississauga Official Plan indicates that intensification is possible **“where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development, and is consistent with the policies of this Plan.”**

It is evident in the IPC master planning framework that heights and densities greater than the surrounding neighbourhoods are anticipated for the Site. The revised Master Plan has many more low-rise, up to 4-storey buildings than taller elements. The revised Master Plan proposes 6 buildings that are taller than what is outlined in the IPC framework. These taller buildings are positioned towards the centre of the Site and transition downwards towards the east, west, and south. Townhouses and low-rise buildings frame the edges of the Port Credit West Village ensuring the effective integration of the Site with the adjacent neighbourhood context.

Section 19.5 – Criteria for Site Specific Official Plan Amendments

Section 19.5 of the City of Mississauga Official Plan describes the criteria for an OPA. The Master Plan, Urban Design Study & Planning Justification Report created as part of the August 2017 submission outlines the rationale for the official plan amendment for the Port Credit West Village. The Official Plan Amendment enables the transformation of the Vacant Former Refinery Precinct as part of the Port Credit Neighbourhood Character Area into the Port Credit West Village Precinct, as outlined in the Port Credit Local Area Plan.

An Official Plan Amendment is required to achieve the policies of the Mississauga Official Plan and the Port Credit Local Area Plan for the “Special Waterfront” designation. The Official Plan Amendment for the Port Credit West Village responds

to the policies directing the revitalization of the vacant refinery site in the Port Credit Local Area Plan and implements the development framework of the Port Credit West Village Master Plan based on Inspiration Port Credit – Charting the Future Course: 70 Mississauga Road South Master Planning Framework.

Apart from the minor redesignation of the Motor Vehicle Commercial portion of the Port Credit West Village, amended to create a cohesive Site, the Official Plan Amendment does not include a land use redesignation. The Official Plan Amendment will not adversely impact or destabilize the overarching intent, goals, objectives, and policies of the Official Plan. Nor will the development of the Port Credit West Village adversely impact or destabilize the development or functioning of neighbouring lands (19.5.1.a). The proposed Official Plan Amendment does not require a municipal comprehensive review or a five year review (19.5.1.b).

Given that the revised Master Plan strives to implement the IPC master planning framework – completed for the City of Mississauga with extensive community input, the vacant refinery lands are suitable for the proposed mixed-use community comprised of five sub-precincts and a large Public Park (19.5.1.c).

The merits for the proposed use of the Site as well as the official plan amendment are outlined in the August 2017 submission’s Master Plan, Urban Design Study & Planning Justification Report. The report evaluates the Master Plan against policies within the City of Mississauga Official Plan as well as a suite of additional policies including the Provincial Policy Statement Growth Plan, the Region of Peel Official Plan, and the Port Credit Local Area Plan.

The land uses proposed in the revised Master Plan are compatible with the existing and future uses of surrounding lands (19.5.1.d). The northern edge of Port Credit West Village features a village square and mainstreet condition, extending the retail along Lakeshore Road West and thus integrating with the existing commercial and retail uses. The eastern and western edges of the Port Credit West Village are comprised of low-rise residential areas, with the exception of the one four-storey building in the campus adjacent to J.C. Saddington Park and the mixed use, 5-10 storey signature element on the southern edge of the Parkside sub-precinct. The sensitive uses proposed on the eastern and western edges of the Port Credit West Village are further separated from the adjacent Cranberry Cove and Old Port Credit Heritage Conservation District neighbourhoods through landscaped buffers. The southern edge of the Site protects the waterfront through the Public Park.

The revised Master Plan for the Port Credit West Village incorporates adequate engineering services, community infrastructure, and multi-modal transportation systems (19.5.1.e). This resubmission includes revised reports from Stantec, Urbantech, and BA Group pertaining to parking, urban transportation, drainage, functional servicing, stormwater management, grading, site servicing, public road design, and geotechnical feasibility. The Port Credit West Village is well supported by surrounding community infrastructure such as a parks system, daycare, fire station, arena, grocery store, and library. The Port Credit West Village will also incorporate community infrastructure within the Site allowing for retail, cultural commercial, institutional, and educational uses.

The Port Credit West Village development makes a significant contribution to the vision, goals, objectives, and policies of the Mississauga Official Plan. The revised Master Plan strives to meet the objectives of the Neighbourhood City Structure while also acknowledging the Site's unique designation, as Special Waterfront, and background, as outlined in the Port Credit Local Area Plan and IPC master planning framework.

Port Credit Local Area Plan

Section 10.3.3 of the Port Credit Local Area Plan (PCLAP) identifies three policies for the Vacant Former Refinery Precinct – proposed to be amended, as part of this application, to the Port Credit West Village Precinct. The PCLAP indicates that the precinct is a large property along Lake Ontario that has the potential to build “vibrant areas of interest” that can improve the surrounding, existing community and facilitate enhanced public access to Lake Ontario. The Local Area Plan also notes that any development within the vacant former refinery lands should be compatible with the existing community and will not **“detract from the planned function of the Community Node”**.

The revised Master Plan for the Port Credit West Village is consistent with the intention for the Precinct highlighted in the description of the precinct in Section 10.3.3. The Site’s frontage on Lakeshore Road West is planned to be an extension of the mainstreet retail to the east of the Site as part of the community node. The Lakeshore Road frontage as well as the other non-residential uses throughout the Site, particularly in the Campus, will support but not detract from the vitality of the Port Credit community node.

The Port Credit West Village also accounts for the special site policies providing additional direction on certain issues whereby:

1. The building heights proposed for the Site transition to the South Residential and Old Port Credit Heritage Conservation District Precincts (10.3.3.1). The heights transition to a maximum of 4-storeys to the west adjacent to the South Residential Precinct and transition to a maximum of 2.5 storeys to the east adjacent to the Mississauga Road Scenic Route Cultural Landscape and the Old Port Credit Heritage Conservation District Precinct.
2. A public road extending Lake St from the east separates the majority of the new development from the Public Park which acts as an expansion of J.C. Saddington Park and the waterfront trail (10.3.3.2). As discussed in Section 3.4 above, the Campus is intended to be a public realm that seamlessly connects to the Public Park and the existing J.C. Saddington Park, creating a destination where residents can live, work, learn, make, play, and enjoy the Waterfront experience. Thus, the public road bounds the northern edge of the campus in keeping with this intent to provide a continuous waterfront open space. The public road does not cross

through the Parkside sub-precinct into the Cranberry Cove neighbourhood given the location of the existing detached houses and park space.

3. The natural corridor will act as the landscaped buffer between the Parkside sub-precinct on the western edge of the Site and the South Residential Precinct (10.3.3.3).

While the revised Master Plan is consistent with the policy direction pertaining to the vacant precinct within the PCLAP, an Official Plan Amendment has been submitted as part of this application to provide specific land use and density policies for the Port Credit West Village Precinct, as per Section 12.9 of the PCLAP.

In addition to examining the evolved scheme for the Port Credit West Village against select policies at the specific request from staff, the revised scheme was also reviewed against the entire regulatory framework outlined in the August 2017 submission Master Plan, Urban Design Study, and Planning Justification Report. All opinions, not highlighted in this Planning Report Addendum, have not been impacted and thus, still stand.

Summary

This Planning Justification Addendum and Master Plan Update describes the evolved Port Credit West Village and addresses comments pertaining to the original submission.

The revised Master Plan presents an updated scheme for the Port Credit West Village maintaining the goal of revitalizing a brownfield Site into a complete community offering a mix of uses for residents to live, learn, make, work, play, and enjoy. The revised Master Plan presents four major changes that strive to:

1. Increase connectivity through a fine-grained street and block pattern;
2. Foster a waterfront destination through a seamless parks and open space network;
3. Transition appropriately to surrounding uses through a series of diverse sub-precincts; and
4. Anchor the Port Credit West Village through an active and animated Campus.





The City's vision along the shoreline and waterfront lands are included for illustrative purposes only. These lands are not subject to this application.

