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August 29, 2017

*HAND DELIVERED*

Mayor Bonnie Crombie and Members of Council  
City of Mississauga  
300 City Centre Drive  
Mississauga, Ontario, L5B 3C1

Attention: Ben Phillips, Planner, City of Mississauga

**Re: Application for Official Plan Amendment, Zoning By-Law Amendment,  
and Draft Plan of Subdivision  
The West Village (70 Mississauga Road South & 181 Lakeshore Road West)**

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The Port Credit West Village Partners Inc. (“WVP”) represents the partnership that is collectively developing the former Imperial Oil lands, municipally known as 70 Mississauga Road South and 181 Lakeshore Road West (“the Site”). WVP, consisting of Diamond Corp., DREAM Unlimited, Kilmer Van Nostrand Co. Limited and FRAM + Slokker, is pleased to submit an application for Official Plan Amendment (OPA), Zoning By-law Amendment (ZBA), and Draft Plan of Subdivision for the Site. The submission also includes the final Master Plan.

The Site is 72 acres (29 hectares) and is bound to the north by Lakeshore Road West, to the east by Mississauga Road South, to the south by a strip of waterfront land not subject to this application adjacent to Lake Ontario, and to the west by the Cranberry Cove residential neighbourhood. Currently the Site is predominantly vacant except for one service building from former uses and a recently decommissioned gas station at the corner of Mississauga Road South and Lakeshore Road West.

WVP acquired the Site in March 2017, with the team’s involvement beginning in 2015 during the Imperial Oil bid qualification process. Throughout the entire process, WVP has been closely engaged with the City, local community and other key stakeholders to develop the Master Plan, initially submitted in March 2017, which has been informed by Inspiration Port Credit, local aspirations, and the Site’s own unique characteristics, that create both challenges and opportunities for its development.

The *Port Credit West Village* proposal presents an opportunity to remediate and redevelop the former Imperial Oil lands, which have sat vacant since 1985. With its long history of industrial land uses, the Site requires significant environmental remediation and restoration to permit the redevelopment of more sensitive land uses. In this light, the proposed development responds to site-specific environmental conditions by aligning appropriate built form with the remedial strategy.

WVP is committed to creating a true live-work-play master planned community in Port Credit by setting a high standard for community design, liveability, sustainability and connectivity. The Site will be transformed from its industrial past into an urban waterfront destination, embracing and reflecting the community's vision and city building initiatives. The proposed development builds on the City's *Inspiration Port Credit* principles and addresses the priorities identified by the City and Port Credit's various stakeholders, including urban design, environmental and ecological revitalization, appropriate scale and residential density, commercial job creation, community amenities and programming, mobility, and parks and publically accessible open spaces. The proposed development includes a variety of building typologies – all striving for architectural excellence. WVP has retained some of the best architects, urban designers, planners and engineers in the Greater Toronto Area to help bring this world class mixed-use community to life.

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 proposed development plan delivers approximately 2,500 new residential units in a mix of housing forms, including approximately 540 townhouses and horizontal multiple dwellings, and approximately 1,960 apartments units (in condominium tenure) in both mid-rise and taller buildings. These residential uses are supported by approximately 13,820 m<sup>2</sup> of retail, approximately 22,750 m<sup>2</sup> of commercial (inclusive of campus / institutional uses), and approximately 14.5 acres of parkland and publically accessible open space. The overall density of the proposal is 1.78 FSI.

## **Community and Stakeholder Consultation**

Numerous consultation meetings have been held with Ratepayer and community groups, including the Town of Port Credit Association (TOPCA), the Port Credit Cranberry Cove Ratepayer Association (PCCRA), and the Port Credit Business Improvement Association (PCBIA), to discuss, in general terms, their respective visions for the Site. WVP has also been engaged in ongoing dialogue with the City of Mississauga, the Region of Peel, and Credit Valley Conservation Authority (CVCA) to better understand the key issues surrounding redevelopment.

Following the initial public consultation, WVP submitted the *Port Credit West Village Draft Master Plan* ("Draft Master Plan") to the City of Mississauga on March 16<sup>th</sup>, 2017, for preliminary review. The Draft Master Plan was revealed at a Public Meeting in Port Credit on June 8<sup>th</sup> 2017, was presented by the WVP to the Mississauga Urban Design Advisory Panel on June 20<sup>th</sup> 2017, and was received for information at the Planning and Development Committee ("PDC") meeting on June 26<sup>th</sup> 2017.

WVP had its pre-application meeting with the Development Application Review Committee (“DARC”) on July 5<sup>th</sup> 2017, and hosted a Site Visit with the Ministry of Natural Resources and Forestry (MNRF) and CVCA on August 9<sup>th</sup> 2017. Following the above mentioned public consultations and meetings with the City and various regulatory stakeholders, this OPA, ZBA, Draft Plan of Subdivision and Final Master Plan application represents the next phase in the development process for the Site.

## **Changes to the Master Plan**

Since the submission of the Draft Master Plan in March 2017, WVP has continued to engage the City, the Region, the local community and other stakeholders including CVCA, MNRF, the Ministry of Tourism, Culture and Sport (MOTCS) and the Ministry of Environment and Climate Change (MOECC) to understand the various aspirations, considerations and issues involved in redevelopment of the Site. Through this engagement, five key changes have been made to the current Master Plan submission:

### *Accommodating Open Space Provisions*

While the Draft Master Plan contemplated approximately 11.0 acres of parkland, the current submission proposes a total of 14.5 acres, comprising 23% of the site area in the form of parkland, publically accessible private open spaces and publically accessible hazard lands. The Public Park that WVP is conveying to the City is located in the most desirable and prominent location in the development with access to the waterfront and surrounding park system. Further, the adjacent waterfront Crown lands located south of the Site may have the opportunity to be incorporated into the design of the new Public Park. WVP welcomes the City engaging with the Province surrounding additional improvements to these lands and WVP looks forward to participating in those discussions.

### *An Evolved Design for the Village Square*

The Draft Master Plan imagined the Village Square as a gathering space situated at the terminus of the Promenade (Street B), at the rear of the commercial buildings fronting onto Lakeshore Road West. By way of setbacks on both the eastern and western edges of the street, a Square, bisected by Street B, was established. Owing to the City’s concerns that the Square’s design would create negative interactions between pedestrians and vehicles, the Square has been redesigned with a generous setback on the eastern flank of Street B, centralized to the east of the street rather than straddling it. The redesign of the Square will provide a greater opportunity to create a sense of place and become a setting for a variety of uses. The Square is imagined to provide a vibrant open space and maintaining the same essence of a central gathering space for the community while the redesign ensures the space is more useable.

### *An Evolved Design for 'Street B'(The Promenade)*

The Draft Master Plan did not provide details on the design of Street B, which suggested that it would not be distinguished from other streets despite its importance as a central north-south spine through the Site. In response to City concerns, Street B has been redesigned with an asymmetrical street section, accommodating a wider landscape zone on the east side of the street, reinforcing its role as a north-south green corridor and establishing a linear landscape from Lakeshore Road West towards the Campus at the southern end of the Site.

### *An Evolved Design for the Campus*

The Draft Master Plan illustrated a woonerf allowing vehicular traffic through the Campus and adjacent to the Public Park. Removing this vehicular road in the current submission allows for the extension of meadows and green space into the Campus, as well as for the creation of plaza spaces south towards the water and a more significant terminus of the Street B promenade. The porous nature of the Campus enhances the connectivity to the waterfront and surrounding neighbourhoods, as well as extends the Public Park into an urban condition. While a large market space near the potential community centre draws people in, water features through the Campus encourage community gathering spaces.

### *The Redeployment of Height and Density*

To address the comments received to date from the City at DARC and the community about the height and density near the waterfront, WVP has given a thoughtful analysis to redistributing the height. The location of the tallest tower has been pushed away from the water and has shifted towards the interior of the Site, just north of the Campus sub-precinct. The massing within the Campus has been redeployed to ensure appropriate transitions to all adjacencies including the Public Park and the lands south of the existing Waterfront Trail. Rotations and shifting of the tall building elements along with the adjusted heights create a more striking massing composition. Concentrating the height and tallest elements in the centre of the Site with terracing down allows for a more respectful transition in height towards the adjacent low-rise neighbourhoods.

### **Matters for Ongoing Discussions**

WVP has identified some matters for ongoing discussion with the City and other Stakeholders while the OPA, ZBA, and Draft Plan of Subdivision are being processed. As these issues are critical for the creation of a successful development, WVP would like to establish an ongoing meeting schedule at the outset, to address these matters.

### *Environmental Remediation / City's Environmental Policy*

The City's "Applications for Development of Contaminated or Potentially Contaminated Sites", Corporate Policy # 09-08-02 would require an MOECC-acknowledged Record of Site Condition as a typical condition for clearance in both Draft Plan of Subdivision and Rezoning applications. Based on this policy, without an MOECC acknowledged RSC(s) both a Plan of Subdivision and a Rezoning would not be approved. As this Site is unique and requires extensive remediation to run concurrently with the municipal approvals process and site servicing, we will need to work with the City to allow for site servicing and the issuance of a Building Permit (or at minimum a Conditional Building Permit) to occur prior to MOECC-acknowledged RSCs.

### *Pre-Servicing Agreement*

In 2016 the City of Mississauga removed the Pre-Servicing Agreement that allowed developers to proceed with site municipal servicing ahead of Draft Plan Approval and Plan of Subdivision Registration. Currently the City packages everything into a Development Agreement. WVP will need to request a Pre-Servicing Agreement from Transportation and Works in order to allow some components of site remediation to be completed at the time of site servicing. The integration of remediation and site servicing will allow for efficiencies in site activities and therefore facilitate a more sustainable remedial program. This integrated site activity will also require public land conveyance (future roads and parkland) to occur on a phased basis.

### *Shoreline*

Since the initial submission of the Draft Master Plan, WVP and the City have determined that there are ownership issues along the waterfront. The bulk of the shoreline is owned by the Crown in right of the Province of Ontario. These lands have been improved in recent years and now provide an east/west linkage connecting two existing components of the Waterfront Trail. While WVP does not own most of this land, we support the improvement of these lands in conjunction with the development proposal provided any financial contribution towards same is duly accounted for. WVP welcomes the City engaging with the Province surrounding additional improvements to these lands and WVP looks forward to participating in those discussions. The manner in which these discussions will unfold should be the subject of a meeting in the near future to map out a strategy that will result in achieving the improvements to the trail and shoreline that the City desires. In particular the City may want to examine the relatively recent process used for the negotiations of the Lakeview lands with the Province.

### *Affordable Housing*

WVP believes in strong communities and healthy living. Those neighbourhoods are built around diversity, which includes a variety of home styles, sizes and price ranges suited for almost all demographic profiles and age groups. We are very supportive of the principles embedded in the

City of Mississauga's draft housing strategy for "Making Room in the Middle", and look forward to working with staff to achieve elements of this in West Village and exploring funding opportunities.

WVP has worked diligently to provide a strong variety of homes in support of affordability. Our proposed unit sizes are in some cases atypical (550-800 sq. ft.) when compared with the current Port Credit market (1200-1800 sq. ft.). In addition, we are working to provide a range of options, from a designated site for stacked town homes affordable by lower income individuals or families, to a potential long term care facility working with Trillium Health Partners. We have taken special care to ensure that our designated development block (for example Block D) have dimensions that are flexible and would reflect final discussions with City staff through the process, leading to final proposed built form. Finally, we are also prepared to work creatively with City and Region staff to arrive at potential mutually supported turn-key solutions, if funding is available.

#### *City Involvement with the YMCA and Other Possible Institutions*

WVP is excited to have the opportunity to potentially partner with the YMCA in exploring an interactive, educational community hub within the Campus District. The opportunity to involve this anchor community use and other potential institutions to deliver community infrastructure and programming within the development will require the City's involvement and support in exploring various financial tools, including allocation of future DC's, TIF's, and possibly Section 37. WVP and the City have been engaged in preliminary discussions to advance the Campus uses and reach out to potential partners. To date, what is of interest includes a sport-focused use that interfaces with the water (a rowing club, for example), a culinary school, and/or an incubation space for tech or Fortune 500 companies. WVP is working closely with City staff and is in discussion with the Ministry of Tourism, Culture and Sport to explore opportunities to deliver a transformative waterfront campus.

## Enclosures

WVP met with DARC on July 5<sup>th</sup> 2017 to identify the required submission materials for this OPA, ZBA, and Draft Plan of Subdivision application. WVP also had several discussions after the DARC meeting to further scope the submission requirements. In support of this application and pursuant to those discussions, we are enclosing the materials listed below. Please note that where indicated in parentheses below, several of the required studies and reports identified in the Submission Requirements Checklist have been consolidated into standalone reports that address multiple submission items.

1. Thirty-five (35) copies of the Context Plan, prepared by Giannone Petricone Associates, dated August 25, 2017;
2. Thirty-five (35) copies of the Concept / Site Plan, prepared by Giannone Petricone Associates, dated August 25, 2017;
3. Thirty-five (35) 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 August 2017;
4. Thirty-five (35) copies of the Plan of Survey, prepared by J.D. Barnes, dated March 15, 2017;
5. Fifty (50) copies of the Draft Plan of Subdivision, prepared by J.D. Barnes, dated August 25, 2017;
6. Three (3) copies of the Draft Official Plan Amendment, prepared by Urban Strategies;
7. Three (3) copies of the Draft Zoning By-law Amendment, prepared by Urban Strategies;
8. One (1) copy of the Draft Notice Sign Mock-up;
9. One (1) copy of the 3D Model in SketchUp (digital file on USB memory stick), prepared by Giannone Petricone Associates, dated August 17, 2017;
10. Seven (7) copies of the Master Plan (including the Urban Design Study, Planning Justification Report, Streetscape Feasibility Study prepared by Urban Strategies, dated August 29, 2017;
11. Seven (7) copies of the Shadow Study, prepared by Giannone Petricone Associates, dated August 25, 2017;
12. Seven (7) copies of the Pedestrian Wind Study, prepared by Gradient Wind Engineering Inc., dated August 25, 2017;

13. Seven (7) copies of the Environmental Noise Feasibility Study, prepared by Valcoustics, dated August 25, 2017;
14. Seven (7) copies of the Arborist Report (including the Tree Protection Plan), prepared by Bruce Tree, dated August 17, 2017;
15. 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 August 25, 2017;
16. Seven (7) copies of the Functional Servicing and Storm Drainage Report (including the Functional Storm Drainage Report, the Storm Water Management Study, and the List of Low Impact Design Features for Site and Building), prepared by Urbantech, dated August 25, 2017;
17. Seven (7) copies of the Environmental Impact Study, prepared by Savanta, dated August 2017;
18. Seven (7) copies of the Natural Hazards Summaries, prepared by Shoreplan, Part 1 dated June 30, 2017 and Part 2 dated July 21, 2017;
19. Seven (7) copies of the Phase 1 Environmental Site Assessment, prepared by Stantec, dated August 18, 2017;
20. Seven (7) copies of the Heritage Impact Statement, prepared by ERA Architects, dated August 25, 2017;
21. Seven (7) copies of the Stage 1 Archaeological Assessment, prepared by A.M. Archaeological Associates, dated August 21, 2017;
22. One (1) copy of the Region of Peel Healthy Development Assessment (Large-Scale);
23. One (1) Cover Letter (including the Easements / Restrictions on Title);
24. The completed Application Form;
25. Two (2) Memory Sticks of all aforementioned required documents;
26. Two (2) cheques; one cheque in the sum of the amount of \$368,627.70 for the City of Mississauga, and one cheque in the sum of the amount of \$32,000 for the Region of Peel. Note: a cheque in the sum of an amount to be decided for Credit Valley Conservation will be issued at a later date.



We trust that the submission materials meet your requirements for a complete application. We look forward to working with the City, the local community, and area stakeholders on this exciting project as we proceed through the review process.

If you have any questions regarding the enclosed submission, please contact us 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:

Jim Tovey, Councillor, Ward 1, City of Mississauga  
Ed Sajecki, Commissioner of Planning and Building, City of Mississauga  
Jim Doran, Strategic Leader Development Liaison, City of Mississauga  
Ruth Marland, Strategic Leader, City of Mississauga