



PORT CREDIT WEST VILLAGE PARTNERS  
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DREAM  
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November 2, 2018

# Port Credit West Village Master Plan & Urban Design Document

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Aerial image of the site (2017)



## SECTION 1

# Overview

## 1.1 Background

In August 2017, the Port Credit West Village Partners submitted an application for an Official Plan Amendment, Zoning By-law 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 Site is bound to the north by Lakeshore Road West, to the east by Mississauga Road South, to the west by a residential neighbourhood, and to the south by the existing waterfront trail, adjacent lands not subject to this application, and Lake Ontario.

The initial submission was based on a comprehensive Master Plan, Urban Design Study & Planning Justification Report submitted at the time. 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. Numerous meetings with City staff have occurred over the past 15 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 Master Plan and Urban Design document reflects this collaborative process and the corresponding evolution of the Port Credit West Village.

The Master Plan and Urban Design document presents a comprehensive framework for the realization of the Port Credit West Village, reinforcing and celebrating the Site’s unique geographical position on Mississauga’s Central Waterfront. The Master Plan and Urban Design document implements the Inspiration Port Credit (IPC) master planning framework and addresses the policies within the Port Credit Local Area Plan directing the development of a comprehensive Master Plan for the “Vacant Former Refinery”.

## 1.2 Purpose

The Master Plan and Urban Design document is a companion to the other submission materials for the rezoning of the Site, and provides details on the overall vision, the precinct’s design, and specific treatment standards. This document is intended to act as a guide for future site plan approval, minor variance, and rezoning applications. Where quantitative standards are outlined, those shall serve as a general guide for the development of the Port Credit West Village.

THEN



FORMER SITE USES  
Port Credit Brick Company, 1907



FORMER SITE USES  
Port Credit Aerial Shot, 1978



FORMER SITE USES  
Texaco Refinery Tanks, 1980



FORMER SITE USES  
Texaco Refinery Tower, 1985

### 1.3 Area Context

Changes or revisions to this document must be agreed upon through individual site plan approvals. Such changes will be deemed to be consistent with this Master Plan and Urban Design document provided they meet the general intent of the vision and corresponding guidelines, contained within this document.

70 Mississauga Road South has an extensive industrial history – first as a brick manufacturing facility followed by an oil refinery and storage facility until it was decommissioned in 1990. After almost 30 years of vacancy, this document establishes the transformation of the Site into a vibrant, mixed-use community. Given the contamination resulting from the Site's industrial past, remediation efforts play a key role in influencing the Master Plan for the Port Credit West Village.

## NOW

The Port Credit West Village is located within the Port Credit Local Area in the neighbourhood to the west of the Port Credit Community Node. The land uses surrounding the Site encompass residential, institutional, mixed use, retail/commercial, and open spaces. A number of community services and facilities are located close to the Port Credit West Village including grocery stores, schools, daycares, libraries, fire stations, arenas, and marinas.

Immediately to the north of the Port Credit West Village is Lakeshore Road West, a prominent mainstreet in the local area. The buildings fronting onto the mainstreet are primarily comprised of commercial and retail uses. Beyond Lakeshore Road West to the north is a residential neighbourhood and railway tracks.

These images were taken in Summer 2018.





SITE AFTER COMMENCING REMEDIATION WORK IN JANUARY 2018  
Internal portion of the Port Credit West Village facing west



SITE AFTER COMMENCING REMEDIATION WORK IN JANUARY 2018  
Internal portion of the Port Credit West Village



SITE AFTER COMMENCING REMEDIATION WORK IN JANUARY 2018  
Internal portion of the Port Credit West Village

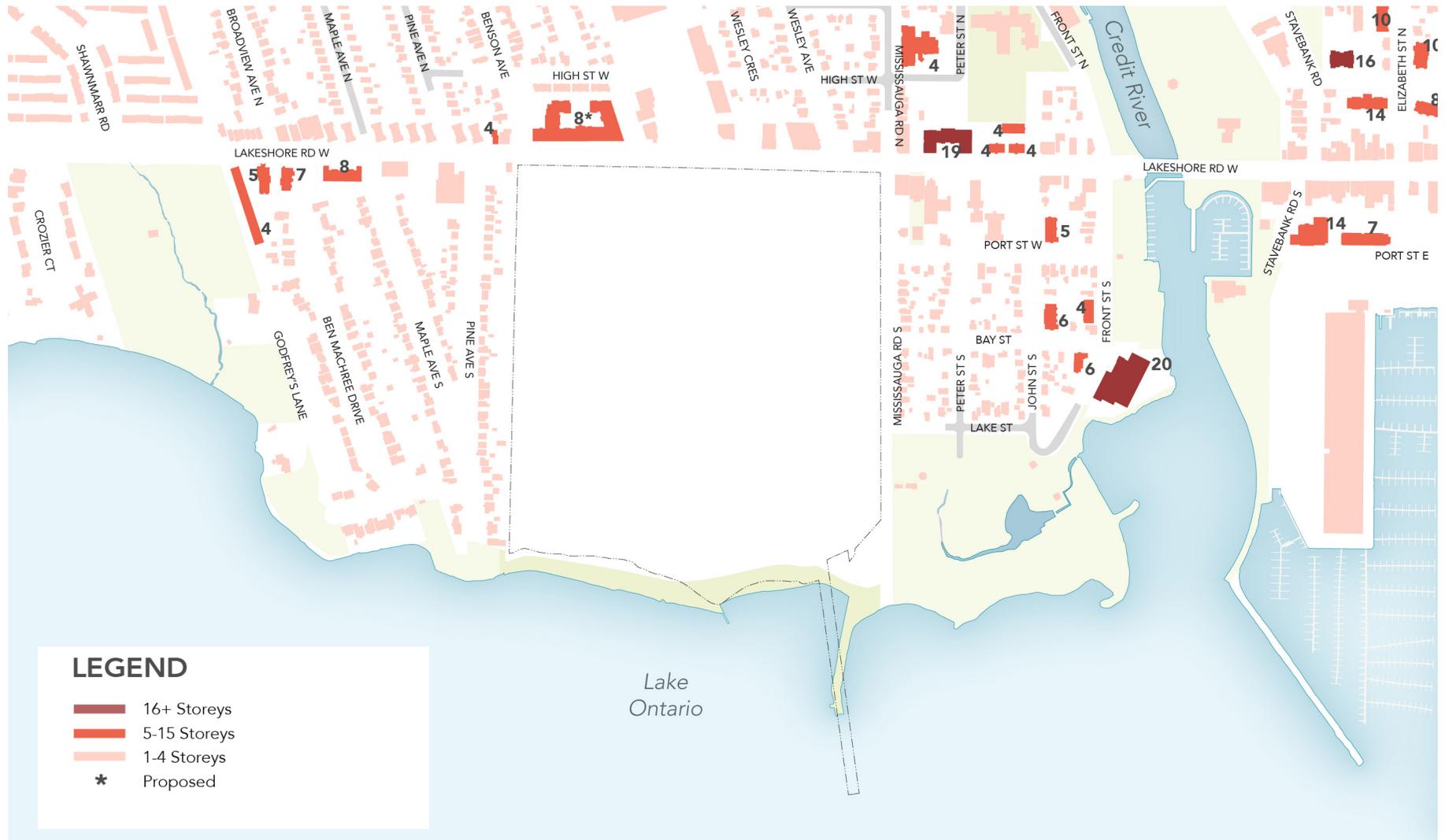


Residential communities characterize the adjacent areas to the east and west of the Port Credit West Village. The Old Port Credit Heritage Conservation District to the east of the Site includes a mix of housing forms such as detached, semi-detached, townhouse, and apartment dwellings.

The Cranberry Cove neighbourhood, situated to the west of the Site, is characterized by estate housing, predominantly detached dwellings, as well as small pockets of more intense infilling comprised of townhouses and apartments.

A variety of parks are situated within the Port Credit Local Area and include school, destination, community, and Greenland parks. The Waterfront Trail and adjacent

lands under separate ownership are located to the south of the Site. The Waterfront Trail connects J.C Saddington to the east of Port Credit West Village and to Ben Machree Park within the Cranberry Cove neighbourhood to the west.



A variety of building heights surround the Port Credit West Village. Majority of the buildings immediately adjacent to the Port Credit West Village are low-rise. The Port Credit Community Node Character Area, to the east of Credit River, includes buildings

with heights up to 27 storeys. Two tall apartment building with heights at 19 and 20 storeys punctuate the neighbourhoods to the north and east of the site.



All renderings are artistic concepts intended to convey only building massing. They do not reflect final architecture or landscape design. Landscape shown for context only: final landscape to be determined during park design process. The City's vision along the shoreline and waterfront lands are included for illustrative purposes only. These lands are not subject to this application. Source: *Giannone Petricone Associates*



## 1.4 Vision

The intent of the Master Plan and Urban Design document is to revitalize a brownfield site into a vibrant 21st century urban community supporting a range of housing types, a mix of uses, activation of the built form along Lakeshore Road West, and a leading edge, innovative campus space – with the ultimate goal of creating a legacy for future generations.

## 1.5 Planning Principles

The foundation of the Master Plan is to transform the brownfield Site into a mixed use, urban village comprised of five distinct sub-precincts where people can live, work, shop, learn, make, and play.

The Port Credit West Village responds to contexts of both the Site and the surroundings in order to:

- Promote connectivity within and beyond the Site through a fine-grain street network that balances mobility choices;
- Emphasize urban design and architectural excellence;
- Foster a high quality public realm and landscape design;
- Realize community gathering and place-making spaces;
- Promote sustainability and healthy living; and
- Integrate a series of parks and open spaces – all of which collectively contribute to the vibrant Mississauga Waterfront experience.

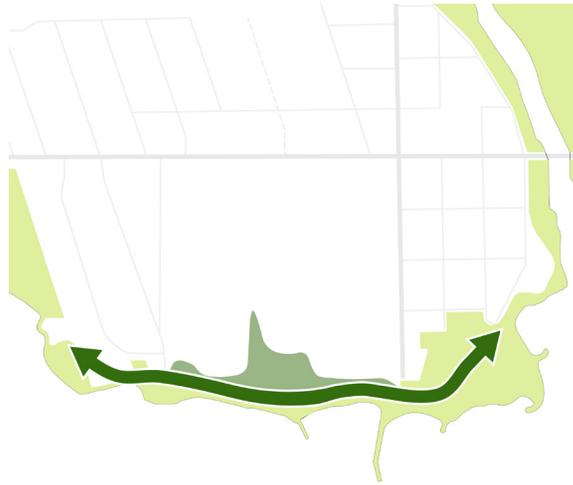


All renderings are artistic concepts intended to convey only building massing. They do not reflect final architecture or landscape design. Landscape shown for context only: final landscape to be determined during park design process.  
Source: Giannone Petricone Associates



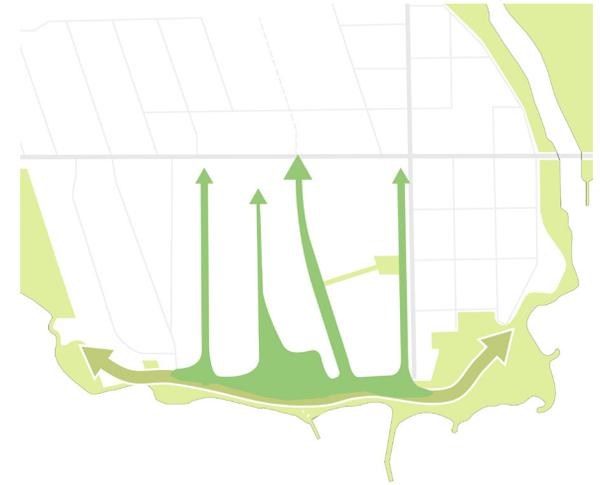
## 1.6 Structuring Moves

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. The five structuring moves are as follows:



### 1. Enhance the waterfront connection:

Create a continuous green edge that stitches the Site to the broader waterfront context. 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 Waterfront Park.



### 2. Ecological corridors:

Integrate green and blue corridors that connect the Waterfront to Lakeshore Road West. The parks and open space system permeates throughout the Port Credit West Village through four green corridors – each with their own identity and function – that connect the Waterfront Park to the mainstreet on Lakeshore Road West. A series of water features (e.g., low impact development (LID)) are integrated throughout the Site that further embraces the relationship of Port Credit West Village to Lake Ontario.



### 3. Streets and blocks:

Incorporate a fine-grained street and block pattern that supports all forms of mobility, including active transportation. The street and block network within the Master Plan strives to integrate the Site within Port Credit, complementing the surrounding context.



### 4. Dual catalysts:

Establish a tandem of catalysts linked by a green boulevard. Two catalysts - the West Village Square and the Campus - incite movement into the Site and define the Port Credit West Village. The West Village Square sub-precinct extends the mainstreet fabric on the south side of Lakeshore Road West drawing people into the Site towards the Campus - an active and animated space that anchors the Site and blends into the Waterfront Park.



### 5. Sub-precincts:

Create distinct sub-precincts to diversify the range of land uses and built forms. Five sub-precincts make up the Port Credit West Village – each with their own distinct set of building typologies and open spaces that respond to adjacent conditions and contribute to the vibrancy of the community.

## SECTION 2

# The Master Plan

## 2.1 Site Plan Overview

The Port Credit West Village includes approximately 2,995 new residential units in a variety of housing forms including 15 live/work townhouses, 522 townhouses, and 2,458 apartment units. In addition to the 5.47 ha (13.6 acres) of parkland (77% of all open space), the Port Credit West Village also incorporates approximately 1.58 ha (4.0 acres) of privately owned publicly accessible spaces (POPS) – achieving a total of 7.05 ha (17.6 acres) of publicly accessible parks and open space. The Campus contains 14,503m<sup>2</sup> (156,109ft<sup>2</sup>) of the total commercial, retail, and public amenity building areas.

The overall density of the Master Plan is 1.43 times FSI (gross) or 2.19 times FSI (net). The total gross floor area (GFA) is approximately 417,464m<sup>2</sup> (4,493,549ft<sup>2</sup>) with a residential GFA of approximately 380,527m<sup>2</sup> (4,095,962 ft<sup>2</sup>) and a non-residential GFA of approximately 36,937m<sup>2</sup> (397,587 ft<sup>2</sup>). The projected population for the Port Credit West Village is 6,441 people<sup>1</sup>.

<sup>1</sup> 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)



The City's vision along the shoreline and waterfront lands are included for illustrative purposes only. These lands are not subject to this application.  
Source: Giannone Petricone Associates & Public Work



## Sustainability in Port Credit West Village

The HCG identifies two main areas of consideration for the sustainability of the Port Credit West Village community:

1. Energy Conservation Strategies and
2. Promotion of Low Impact Development

### Energy Conservation Strategy

Energy conservation strategies within Port Credit West Village aim at promoting holistic energy planning, encouraging energy efficient buildings, and considering new low carbon energy sources to reduce carbon emissions.

To encourage energy efficiency in buildings, the Port Credit West Village team is exploring the feasibility of EnergyStar certifications and select LEED certifications.

The Port Credit team is also conducting a thorough feasibility analysis of geothermal energy for mid-rise and high-rise buildings and photovoltaic cells for commercial and low-rise residential building types. If implemented, this would be one of the largest mixed-use communities in Mississauga to boast these levels of energy conservation.

Other contemplated energy conservation objectives include the following measures:

- Mitigation of heat island effects; and
- Minimization of light pollution and their impacts on buildings.

### Low Impact Development

Low Impact Development (LID) and Best Management Practices (BMPs) are stormwater management (SWM) strategies that seek to mitigate the impacts of increased runoff and stormwater pollution. LID practices emphasize naturalized features on-site to maintain stormwater quality and effectively manage runoff.

LID Feature	Method proposed in HCG
Rainwater harvesting	Cistern, rain barrel
Green roofs	Green roofs
Bioretention	Tree pits
Vegetated filter strips	Vegetated filter strips
Other	Vegetated swales

## Connectivity

### Champion mobility

The West Village commits to providing well-connected mobility options to residents and neighbours. Ultimately, Port Credit's highly walkable streetscape will extend into the West Village community. The introduction of a network of pedestrian-friendly sidewalks, roads, dedicated cycling paths, pedestrian trails, and waterfront footpaths will galvanize the West Village from within. This will allow the flow through of prioritized active travel between the community and its adjacent neighbourhoods with ease.

A community transit stop will allow MiWay to tie the street network to the existing public transportation network Mississauga offers. Further, the project will provide car share options, as well as plan for dedicated spaces for bicycle parking and storage.

### Draw residents and visitors to the waterfront

A key highlight of the West Village is its new waterfront park amenity which will be connected to the existing network of Mississauga waterfront parks, making it a destination for all Mississauga residents and visitors alike.

## Foster inclusive placemaking

The introduction of a public square as a community gathering place, as well as a possible elementary school and YMCA within the community, will activate programming and the ability for future community engagement.

## Build on a robust network

The West Village recognizes the importance of working with the local utilities to create the infrastructure to support future connection needs.

The very definition of community is a feeling of fellowship, of being connected with others. The development plan of the West Village incorporates fundamental attributes that will enable the master plan to become a vibrant new community. The West Village will benefit from a region with already great culture relevance and will strive to not only add to the Port Credit community, but ultimately redefine it.

## Health and Wellbeing

Health and Wellbeing creates a focus on the end users of the community - its residences, businesses, and visitors. Understanding that a healthy community is an active community leads to a purposeful direction of creating focus points through the planning and design stages of the community.

A successful health and wellbeing strategy will incorporate the following features:

- Community gathering places with future programming
- Uses that support residents within the community as well as create destination desire such as restaurants, seating areas, patio spaces, as well as public and private amenities;
- Promotion of active transportation via a cycling network and private programming; and
- Embracing green spaces that promote social and physical connectivity.

Port Credit West Village will strive to create a complete community that not only establishes its own identity but ties into the rich history of Port Credit.



## 2.3 Parks and Open Spaces

The parks and open spaces network in the Port Credit West Village realizes a series of diverse and connected landscapes and experiences. Three main elements make up the foundation for the parks and open spaces system:

1. Public Parks;
2. Privately-owned Publicly Accessible Spaces (POPS); and
3. Common Outdoor Amenity Areas.

The intricate and activated parks and open spaces network is comprised of both destination and local areas which seek to:

- Protect and enhance the Site's natural heritage system;
- Incorporate recreational options for all ages in all seasons; and
- Provide a diversity of green spaces that reinforce the identity of the West Village and contribute to Mississauga's waterfront experience.

The parks and open space system within the Port Credit West Village strives to contribute to Mississauga's waterfront system. In embracing the Site's waterfront identity, water is a key element in the design of the Port Credit West Village public realm through integrated stormwater features and public access to Lake Ontario.



**Parks and Open Spaces Network**  
Source: Public Work

## Public Parks

Five distinct parks characterize the publicly owned portion of the Port Credit West Village open space system. The new parks serve to reinforce and connect the existing Public Park System in Port Credit. In combination with the POPS and amenity areas, the parks form the backbone of the plan, establishing a variety of scales and activities, creating opportunities for formal and informal programming, and envisioning a complementary mix of textures and landscapes. The public parks identified within the Port Credit West Village will be conveyed to the City of Mississauga. As a result, the implementation of the programming and design encouraged in this Master Plan and Urban Design document is dependent on the direction of the City of Mississauga. The following section identifies potential programming and features that could be included in the Port Credit West Village parks.

The parks have the potential to provide a diverse array of neighbourhood amenities appealing to all ages and demographics. Meadows and aquatic habitat gardens could enhance the green spaces, containing tree and shrub species and planting node areas.

The parks are reinforced by the streets, mews, and POPS to achieve a complete and connected system through the Site, to the waterfront, and between the neighbouring communities.



### Port Credit Waterfront Public Park System

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



The West Village

JC Saddington Park

JJ Plaus Park

St. Lawrence Park

Source: Public Work

## Waterfront Park

The Waterfront Park extends the park system and expands upon the waterfront trail along Lake Ontario and the Credit River – effectively providing the missing link to create one large, seamless park. The Waterfront Park is not a standalone green space but rather an expansion of the 5.67 ha (14 acre) J.C. Saddington Park, creating a 12.6 ha (31.3 acre) waterfront green space extending from the Credit River to Cranberry Cove and Ben Machree Park. The Waterfront Park itself is 5.1 ha (12.6 acres) including the regulated lands (subject to Credit Valley Conservation Area regulations) as well as the shoreline lands located to the south of the Site which are not part of the application.

The existing Waterfront Trail as well as the Lake Ontario shoreline are located immediately south of the Port Credit West Village but are not under the ownership of the Port Credit West Village Partnership and thus, are not part of this application. In order to fulfill the vision for the Waterfront Park, the lands to the south of the Site will need to be transferred from the Crown to the City of Mississauga.

The Waterfront Park extends into the Site providing a buffer between the Lake Ontario shoreline and the built form. The Waterfront Park blends into the open spaces within the Campus, which acts as the catalytic anchor of the Port Credit West Village.

A public road (Street A) intersects the Waterfront Park and one of the community parks (described further below) connecting to Lake Street to the east. The road will facilitate access to the Waterfront Park while also providing views to Lake Ontario.

The Waterfront Park could provide a number of recreational and natural elements including a public beach, picnic terraces, sculpted landforms, ecological gardens, and water features. There is the potential to create ecological or aquatic gardens, fed by rainwater overflow. Drawing inspiration from the historic mouth of the Credit River shoreline with multiple smaller tributaries, the gardens could contribute habitat to the West Village park programming.





Public Park  
**0.8ac**

Ben Machree  
Park  
**0.7ac**

Waterfront  
Park  
**8.8ac**

Campus  
Grounds  
**3.2ac**

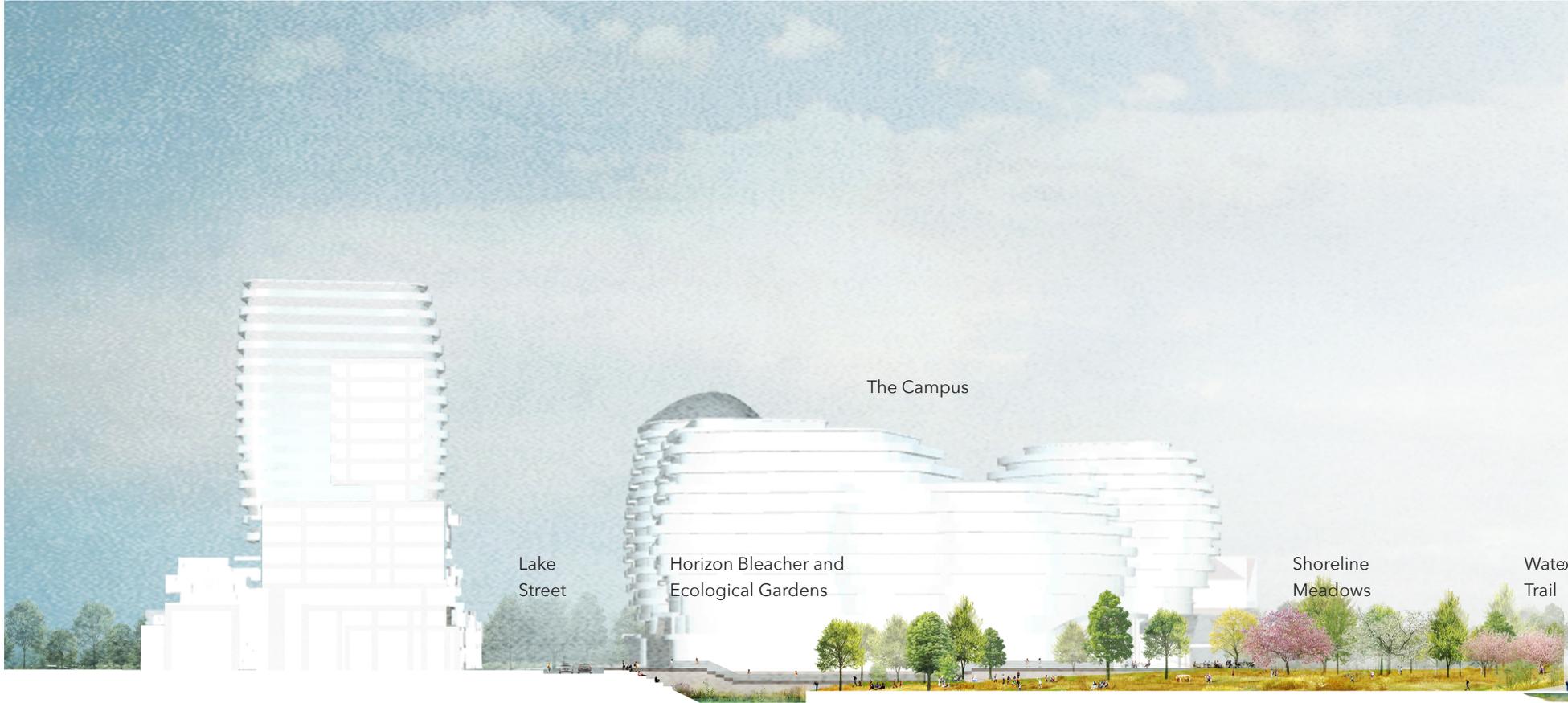
JC Saddington  
Park  
**14ac**

Shoreline  
**3.8ac**

**31.3ac**

Total Waterfront Open Space

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



Destination Park Conceptual Section View

The Waterfront Park features a diversity of landscapes that blend into the open spaces in the Campus.



nt  
Park Pavilion,  
Terrace and  
Footbridge

The Beach

The Point

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

Source: Public Work



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Source: Public Work

## The Promenade and Linear Park

The Promenade is the vibrant, focal spine of the Port Credit West Village. The street – described further in Section 2.4 – incorporates three distinct and connected parts – the public square, the linear park, and the Campus – each scaled to suit the community uses that will front onto it. The linear park is a 25m wide linear (total of 1.4 acres) expanse of green space located within the Promenade or Street B between Street A and C.

The linear 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 open space system and anchors the Port Credit West Village.

The linear park is immediately adjacent to entrances to residential townhouses and is across the Promenade right-of-way from apartment buildings. At a width of 25 metres, the park has the potential to serve as a tree-lined corridor complete with active and passive programming including gathering spaces, play areas, and active transportation paths.

## Community Parks

The Port Credit West Village includes two community parks providing the opportunity for multi-functional gathering spaces serving the residents living within the neighbourhood. The two parks are connected by a cycling and pedestrian connection directly through the middle of the Site.

The southwest community park is a triangular shape that expands toward the Waterfront Park, facilitating a view corridor to Lake Ontario. The southwest park is intended to provide a fluid connection to the Waterfront Park through a series of paths and the positioning of trees.

Located on the edge of the Site in the middle of the Old Port Transition Sub-precinct, the northeast community park is the terminus of the privately owned publicly accessible mews. The park could feature a playground and gathering space that serves the local community.

The community parks are evenly distributed across the different precincts so that they are within walking distance of residences.



Source: Public Work

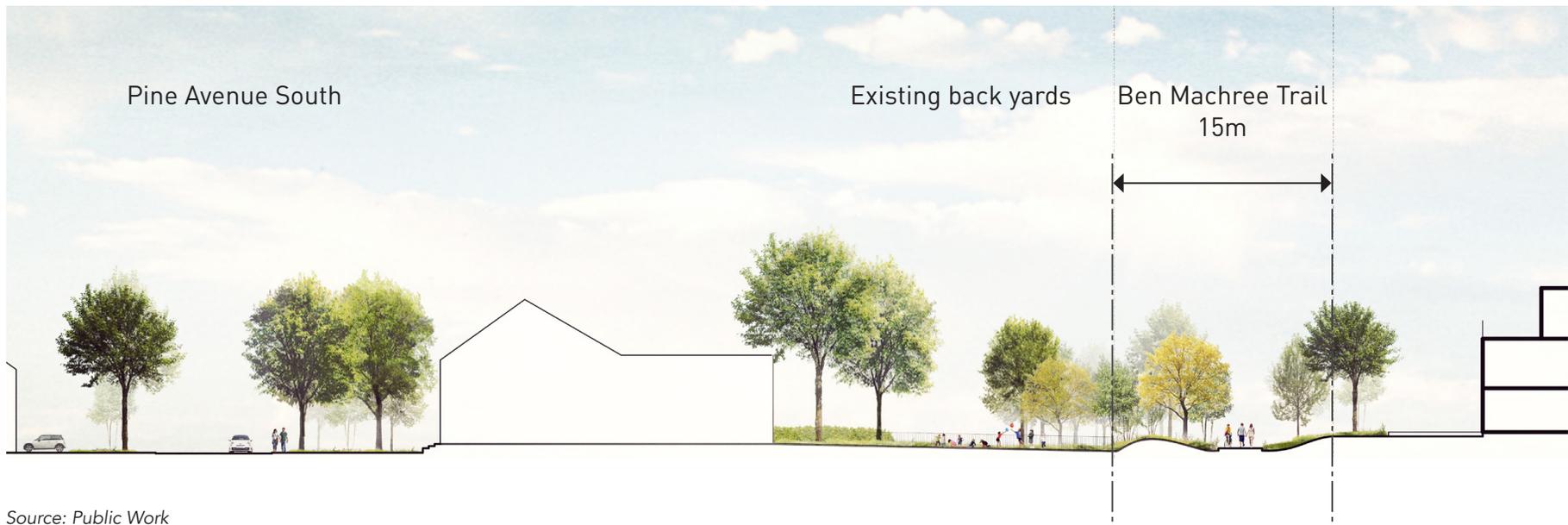
## Benson Trail

The Benson Trail is the green corridor on the western edge of the Port Credit West Village, creating a naturalized buffer between the Site and the adjacent Cranberry Cove neighbourhood. Characterized by soft edges, the Trail will enhance the pre-development corridor of mature trees, reimagining an informal community connection that links Lakeshore Road West to the water's edge. The winding, recreational trail beginning at Street E provides an opportunity for an ecological interpretive experience opening to the Waterfront Park.

The trail is envisioned as an active transportation route that meets the Waterfront Trail System.

The proposed design of Benson Trail provides privacy to adjacent residents while also ensuring safety and security for users of the trail. The planting on the Trail is intended to be deep and lush to ensure privacy for the existing rear facing homes along the western edge in the Cranberry Cove neighbourhood. A number of mid-block paths will connect the trail to the new neighbourhood from east to west.

The trail as well as the mid-block paths will use lighting to create a visible and welcoming condition during the evening. The townhouses are situated so that their side windows have a view to the trail which increases the number of eyes on the park space, making it safe and comfortable for all users.



Source: Public Work



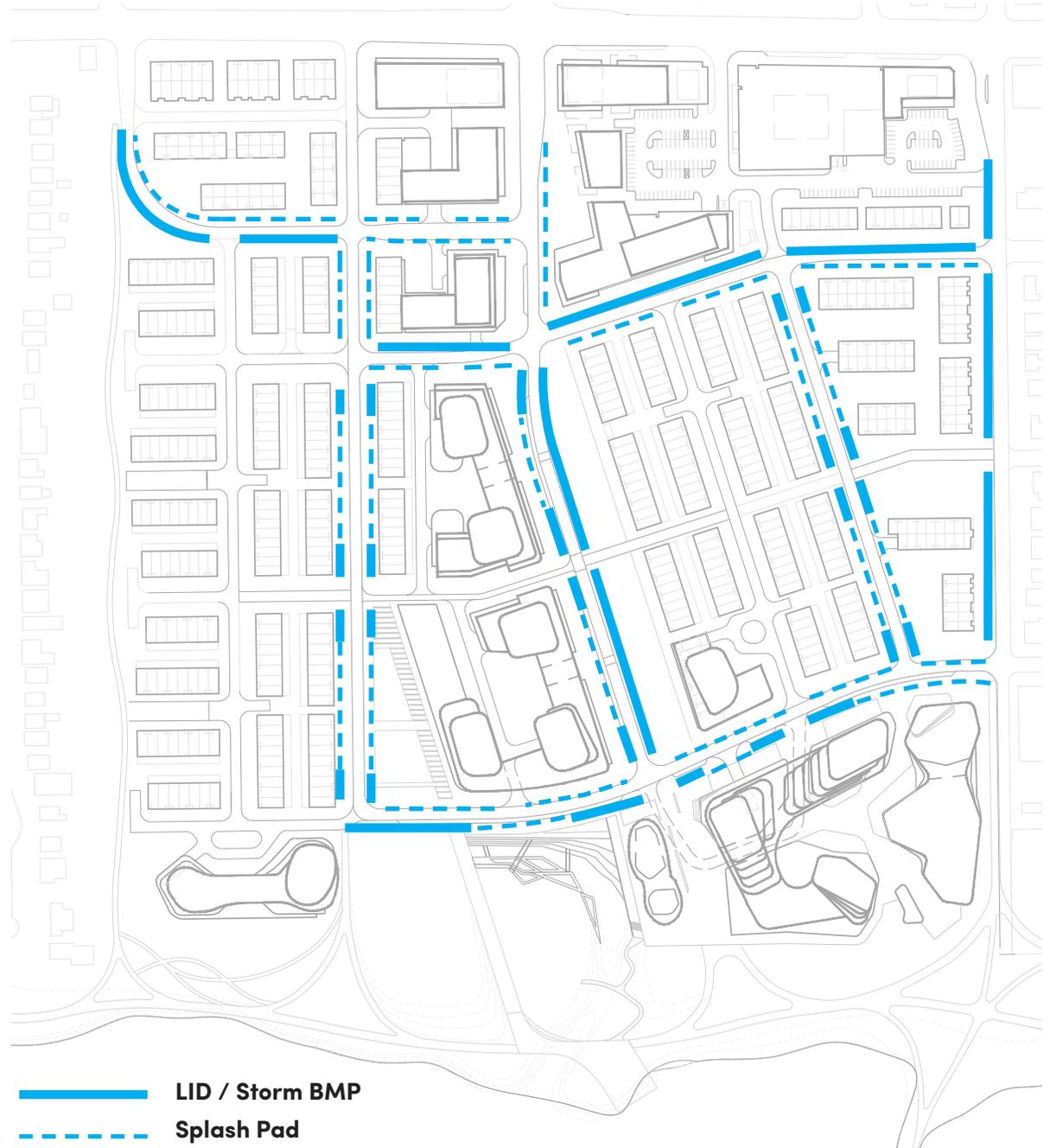
Source: Public Work

## Ecology and Natural Heritage

The plan envisions a series of connected parks, open spaces and unique streetscapes that promote sustainable storm water practices, habitat restoration and dynamic ecologies. The open space plan celebrates and enhances the presence of water.

LID water features are intended to be integrated within the streets and parks and support a diversity of plant life and provide wildlife corridors.

The plan envisions a regenerated shoreline of meadow communities that draws the shoreline experience deep into the park. The preservation of natural and rare plant species will play a significant role in re-establishing a shoreline ecosystem that showcases the native textures of this unique location at the Mouth of the Credit. This expanded shoreline corridor will provide migratory routes and support pollinator habitat.



### Water Features

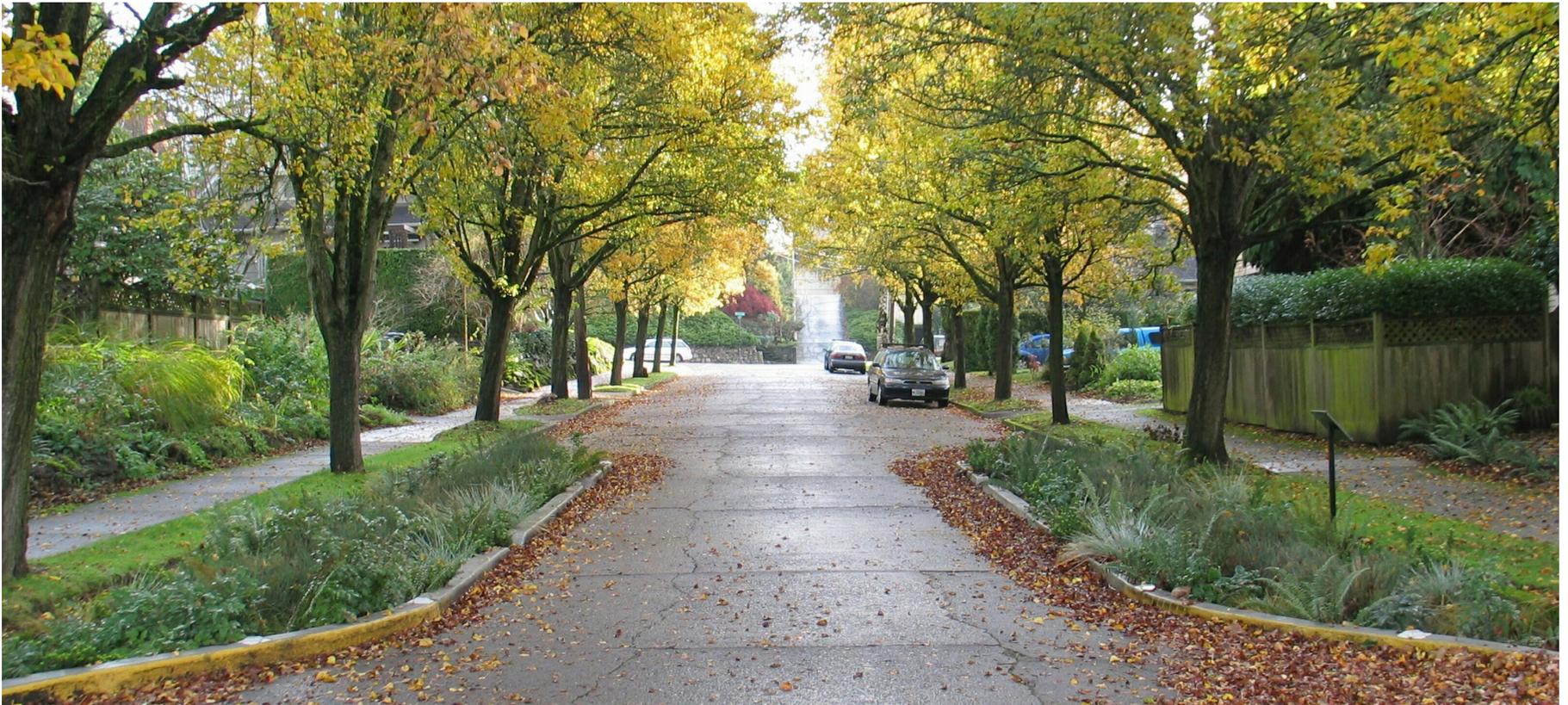
Source: Public Work



Curb Bump-Out Rain Garden, Source: DC Green Infrastructure



NE Siskiyou Green Street, Portland, Oregon, Source: Kevin Robert Perry, American Society of Landscape Architects



NE Siskiyou Green Street, Portland, Oregon, Source: Kevin Robert Perry, American Society of Landscape Architects

## Trees

Trees will be accommodated on both sides of most streets (except street 'B', which features other public realm trees) in a 2m wide zone where feasible. In order to get bigger and longer lived trees, they are proposed to be located next to the garden setbacks, where they can leverage the wide, typically less compacted soil reserves in the adjacent private gardens.

Trees are proposed to be planted outside of LIDs to avoid issues related to salt during winter maintenance.

-  ROW street trees (public)
-  Other public realm trees (Subdivision street/ garden trees not shown for clarity)



### Tree Locations

Source: Public Work

## Privately-Owned Publicly Accessible Spaces

The privately-owned publicly accessible spaces (POPS) in the Port Credit West Village fuse with the parkland to create an accessible, intricate, and extensive network of open spaces. While these open spaces are privately-owned, they are inclusive and welcoming spaces. Together, the Campus, the Village Square, and the Bay St. connection or the mews comprise 1.58 ha (4.0 acres) of privately-owned publicly accessible spaces.

- POPS
- Property line
- Erosion hazard limit
- Existing shoreline



Source: Public Work

## Square

At its entry point, at Lakeshore Road West, the Promenade draws the mainstreet condition into the heart of the neighbourhood through a public square. The 0.14 ha (0.4 acre) public square is located beyond the buildings fronting Lakeshore Road West on the east side of the Promenade.

The surrounding built form contributes to the vibrant, inviting, and comfortable pedestrian plaza through human scaled ground floors featuring active and animated retail and commercial uses.



Square  
0.14 ha (0.4 acre)



All renderings are artistic concepts intended to convey only building massing.  
They do not reflect final architecture or landscape design  
Landscape shown for context only: final landscape to be determined during  
park design process  
Source: Giannone Petricone Associates





Campus court view

All renderings are artistic concepts intended to convey only building massing. They do not reflect final architecture or landscape design.  
Landscape shown for context only: final landscape to be determined during park design process  
Source: Giannone Petricone Associates

## Campus

The Campus marks the terminus of the Promenade and the interface between the Port Credit West Village and the shoreline experience. The fine-grained street network provides a number of entry points into the curated sequence of buildings and intimate open spaces.

The Campus is a year-round destination – a catalyst to activate and support the shoreline park system. The Campus will not be disconnected from the Waterfront Park. Although it is privately-owned, the Campus will have the look and feel of a public space. The public accessibility of the Campus coupled with the significant open spaces and the ground floor animated uses within the buildings all serve to enhance the Waterfront Park as a destination.



The Campus is porous featuring unique programs and experiences that play a symbiotic role in fueling the broader waterfront park system. The POPS proposes a flexible and programmable deck surface suspended over the landscape with apertures allowing the shoreline landscape to burst through – giving way to a broad view of the diverse waterfront.

The design of the open spaces within the Campus draws inspiration from the historic, naturalized shoreline – imitating the wild and textured landscape through a series of courtyards, plazas, and pedestrian connections.

## Mews (Bay St. Connection)

The mews is a multi-functional connection through the West Village connecting to Bay Street through the northeast community park. The mews has an intimate scale and can only be used by active transportation users. As a result, it is pedestrian- and child-friendly while also seeking to minimize traffic impacts on the Old Port Credit Heritage Conservation District to the east.

To some extent, the mews is an expansion of the linear park which also seeks to connect the public spaces in the Site. The mews is intended to act as a gathering space for the neighbourhood in and of itself while also providing a safe and relaxing pathway between the linear park and the north east community park.

The mews could include a variety of trees that once mature will provide ample shade. Appropriate lighting may also line the active transportation connection facilitating a warm and friendly atmosphere.



Place D'Youville, Montreal



Sherbourne Commons, Toronto



Sønder Boulevard, Copenhagen, Denmark



Bauchplan Pedestrian Zone, Böblingen, Germany



Kensington Street, Chippendale, Sydney

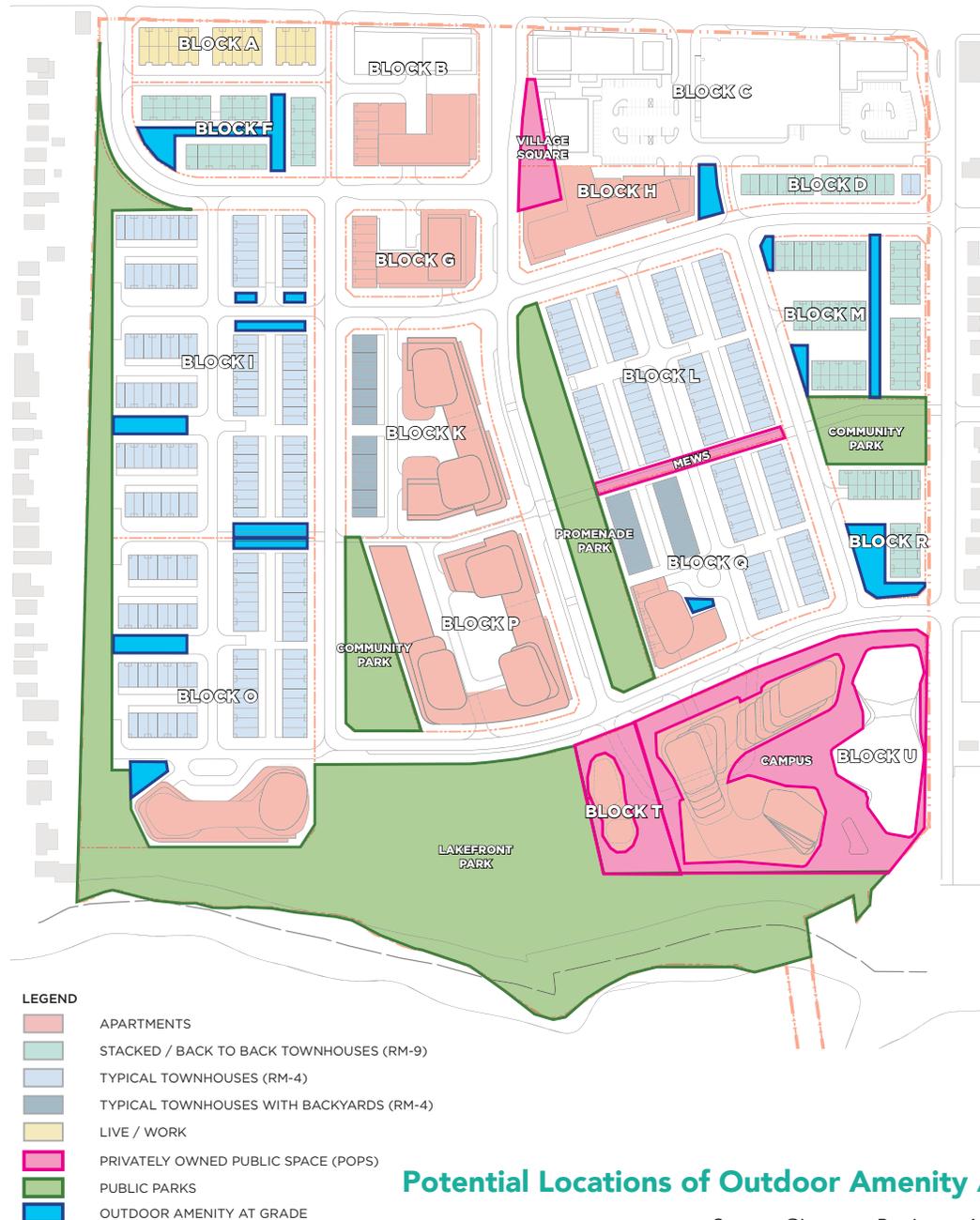


Charenton-le-Pont Town Centre, France

## Communal Outdoor Amenity Areas

While the parkland and the POPS comprise the publicly accessible open spaces within the Port Credit West Village, the development will also incorporate private outdoor amenity areas within housing blocks. The outdoor amenity areas provide an added layer to the open space and park network. Residents of the Port Credit West Village community can access nearby amenity areas which are dispersed throughout the Site. They may include a variety of programming such as play spaces, barbecue patios, and Lake Ontario viewpoints.

The Block Plans – outlined in Section 3 – as well as the diagram in the Appendix highlight the amount of at-grade and above-grade outdoor amenity areas that will be included in each block. The conceptual diagram to the right illustrates the potential locations of these spaces.

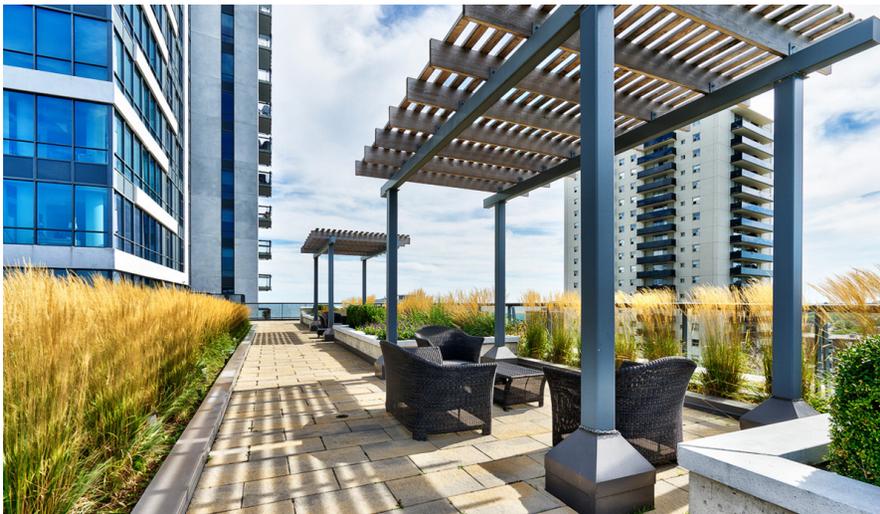


## Potential Locations of Outdoor Amenity Areas

Source: Giannone Petricone Associates



Rooftop amenity space at the Verve Lofts, 120 Homewood Ave, Toronto. Source: Royal LePage.



Rooftop amenity space at North Shore Condos, 1 Hurontario St, Mississauga. Source: Ivan Real Estate.



A privately-owned public park, the Musée Parkette at the Musée Condos, 525 Adelaide St W, Toronto. Source Jack Landau.



A privately-owned public park featuring a series of sculptures called The Pasture at the Toronto-Dominion Centre, 79 Wellington St W, Toronto. Source Shaun Merritt.



Pedestrian mews, Batavia, Chicago



Pedestrian mews, Kensington Street, Sydney, Australia

## 2.4 Transportation and Servicing

The street network in the West Village looks to create a close and connected grid of walkable streets and lanes to foster pedestrian activity and an activated public realm. Starting from Lakeshore Road, a series of diverse connections is envisioned to encourage walking as a primary mode of transport within the community.

The mix of residential, retail and employment uses will encourage pedestrian commuting, allowing people to potentially live and work within the district, and thereby reducing new private vehicle demand onto Lakeshore Road. For those who may commute further afield, streets are future proofed to work with a bus network in and out of the community, along with room for a future transit turnaround loop off Lakeshore. In the interim, a shuttle service will be considered to bring people to the Port Credit Mobility Hub and GO station.

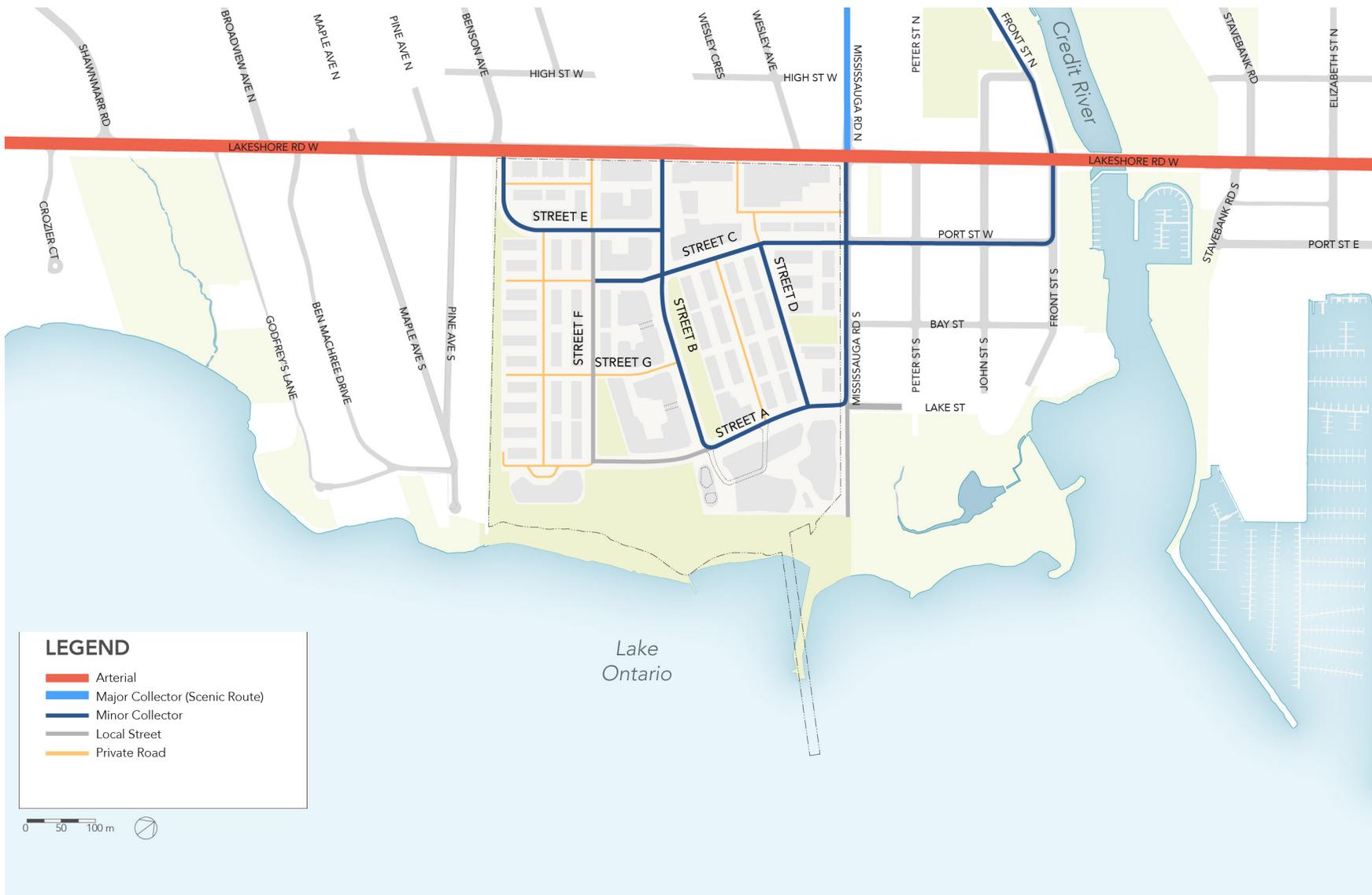


### Street Network

The street network on the site is composed of a mix of minor collector, local streets, and private roads. Minor collectors provide vehicular access through the site and are complemented by local streets and private roads, which provide access to residences.

Lakeshore Road West is the only arterial near the site and is an east-west spine just to the north of the site. As Mississauga Road continues north of Lakeshore Road West, it transforms into a major collector (scenic route).

The relationship between the streets and the blocks has been carefully considered: a Central Promenade at the linear park defines the eastern side of Street B. LIDs punctuate many of the streets, such as Street B, where they alternate with parking laybys on the west side of the street.



**LEGEND**

- Arterial
- Major Collector (Scenic Route)
- Minor Collector
- Local Street
- Private Road

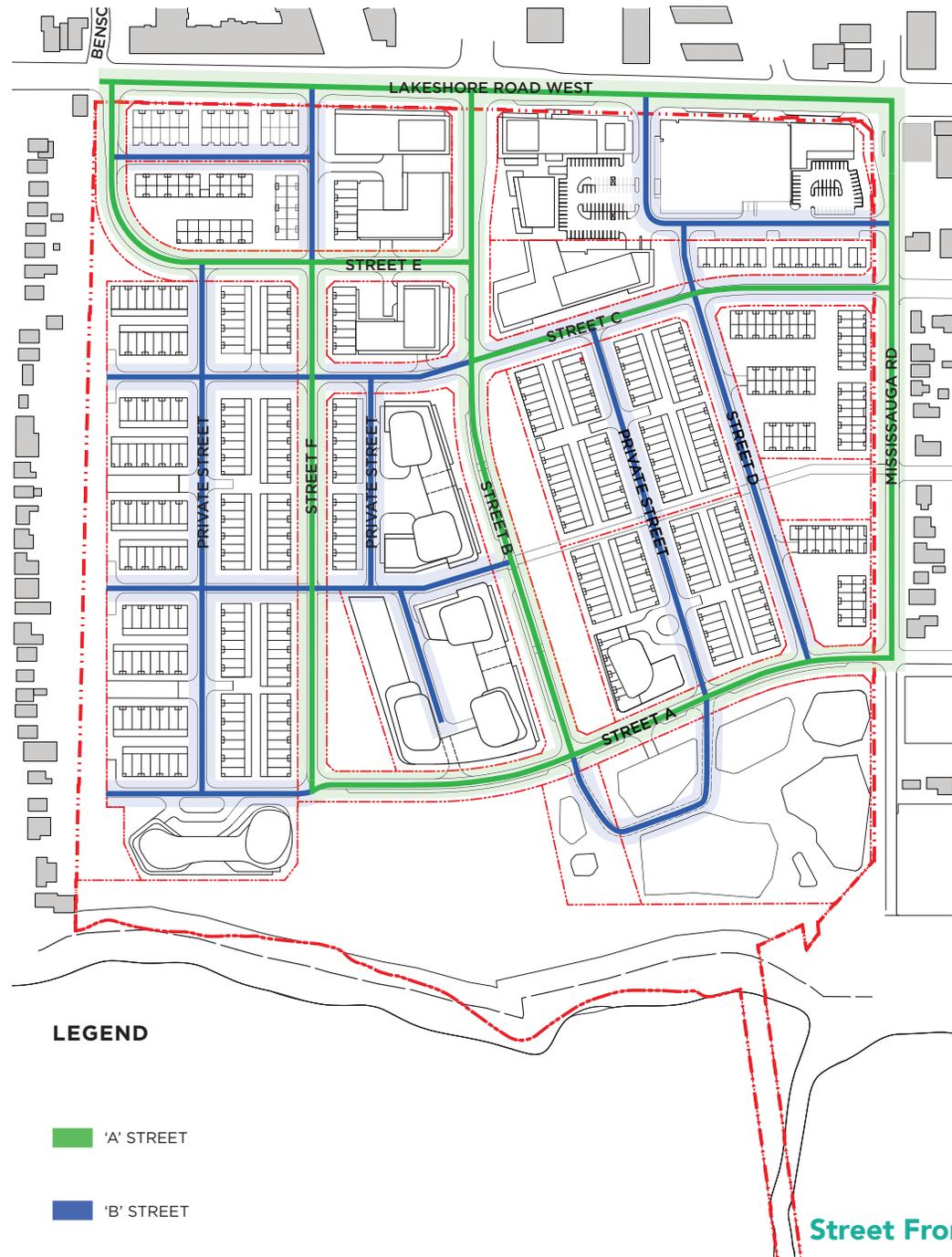


## Street Frontage Plan

The street network encompasses a range of street typologies. The City of Mississauga's Downtown Core Built Form Standards identify two types of streets: those with 'A' and 'B' frontages.

'A' street frontages "require the highest attention to urban design, having a cohesive built form to achieve character and a vibrant pedestrian environment." They are the most important in ensuring animation and character and providing a comfortable pedestrian environment that permits access to sunlight and sky views, street activity, and vibrancy.

'B' street frontages are "designed to ensure a quality pedestrian environment and high standard of built form, but provide defined locations for necessary access, delivery, service, loading and parking facilities serving development blocks." Generally, 'B' street frontages connect 'A' street frontages to one another. The composition of the blocks permit access for deliveries, garbage pick-up, servicing and loading, and vehicles, such as for parking.



## Street Frontage Plan

Source: Giannone Petricone Associates

The streets on the Site are multi-functional and perform a range of roles throughout their length. Streets are allocated as follows:

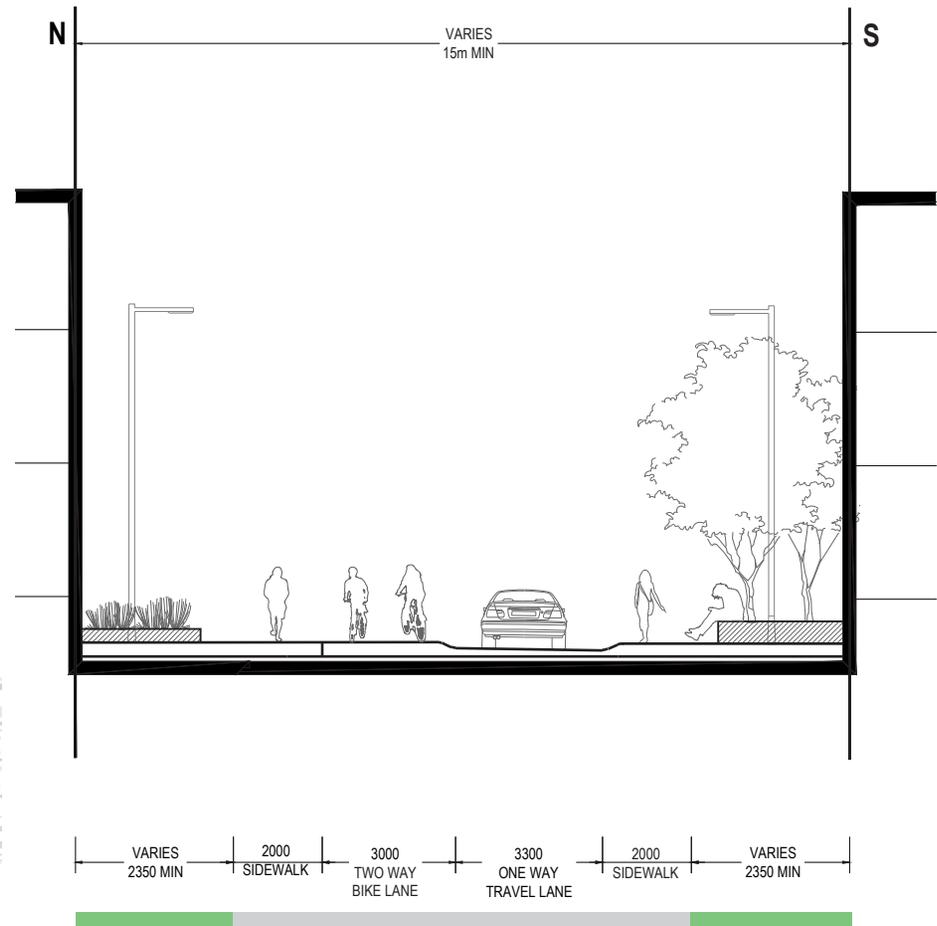
- 'A' street frontages: Street E, F, B, A, Mississauga Road South, Lakeshore Road West, and majority of the Campus woonerf
- 'B' street frontages: Street D, the various private streets throughout the Site, as well as a portion of the Campus woonerf

## Private Streets

Select private streets are proposed as one component of the street network. They are generally intended to look and feel like municipal streets.

Private streets (as labelled in the diagram on pg. 47) are proposed on Street G between Street F and B, as well as the extensions of streets D and F to Lakeshore Road West from Street C. Street G provides vehicular access to the surrounding apartment buildings on the south side of Block K and the north side of Block P.

East of Street B, Street G transforms into the Mews, supporting pedestrian and cyclist movement.



Private street: Street G between Streets F and B

## Cycling Network

The bicycle network have been carefully considered and designed so as to provide safe and convenient routes through the Port Credit West Village. For all streets, the bicycle and pedestrian rights of way are grade separated from the vehicular rights of way.

Cycle tracks are envisioned on Street B to provide a safe and direct north-south spine through the city and to connect to the Waterfront Trail to the south. A two-way cycle track is also proposed for the west side of Mississauga Road and on Street

G between the Benson Trail and Street B. On the Mews, between Street B and Mississauga Road, a shared pedestrian and cycling mews is proposed to link Benson Trail to the west and Mississauga Road to the east.



## Pedestrian Network

The pedestrian network is envisioned as a continuous series of interconnected routes across the Port Credit West Village. Of all the modes of transportation, the pedestrian network permeates the Site the most. On all streets, the bicycle and pedestrian rights of way are grade separated from the vehicular rights of way.

On all streets throughout the site, a minimum 2.0 m sidewalk is provided. On some streets, such as Street A, the sidewalk will have a width of 2.2 m. The relationship between the sidewalk and cycling facilities varies depending on the street: on Street B, a tree planting zone separates the two rights-of-way on the west side of the street, whereas on the east side, they are adjacent.

On Mississauga Road, the sidewalk and bike path are adjacent to one another and are separated from vehicular movement by an LID and a grade change. The Mews is proposed as a shared space for the bicycle and pedestrian network.



## Transit Network

Lakeshore Road West is anticipated to host an express bus, as envisioned in the City of Mississauga's Lakeshore Connecting Communities planning consultation. Currently, there is a bus that serves the area and is accessible via two stops on the south side of Lakeshore Road W and three stops on the north side of Lakeshore Rd W.

It is anticipated that an express bus will serve the Port Credit West Village at the intersection of Mississauga Road and between Benson Avenue and Wesley Avenue.

Public transit is anticipated to serve the Site via Street E and Street B. A transit shelter is planned on Street E between Street F and B. The bus would access the Site via the western intersection of Street E and Lakeshore Road West.

A transit route could also serve the site, using Street B, Street A, and Mississauga Road as a loop.



## On-Street Parking

Parking is predominantly anticipated as being located underground, with some additional parking permitted above-grade. On-street parking is proposed for the east side of Street F and D, the west side of Street B and Mississauga Road South, and the south side of Street A.



— Parking on Street

## Proposed Parking Scheme

Source: Public Work

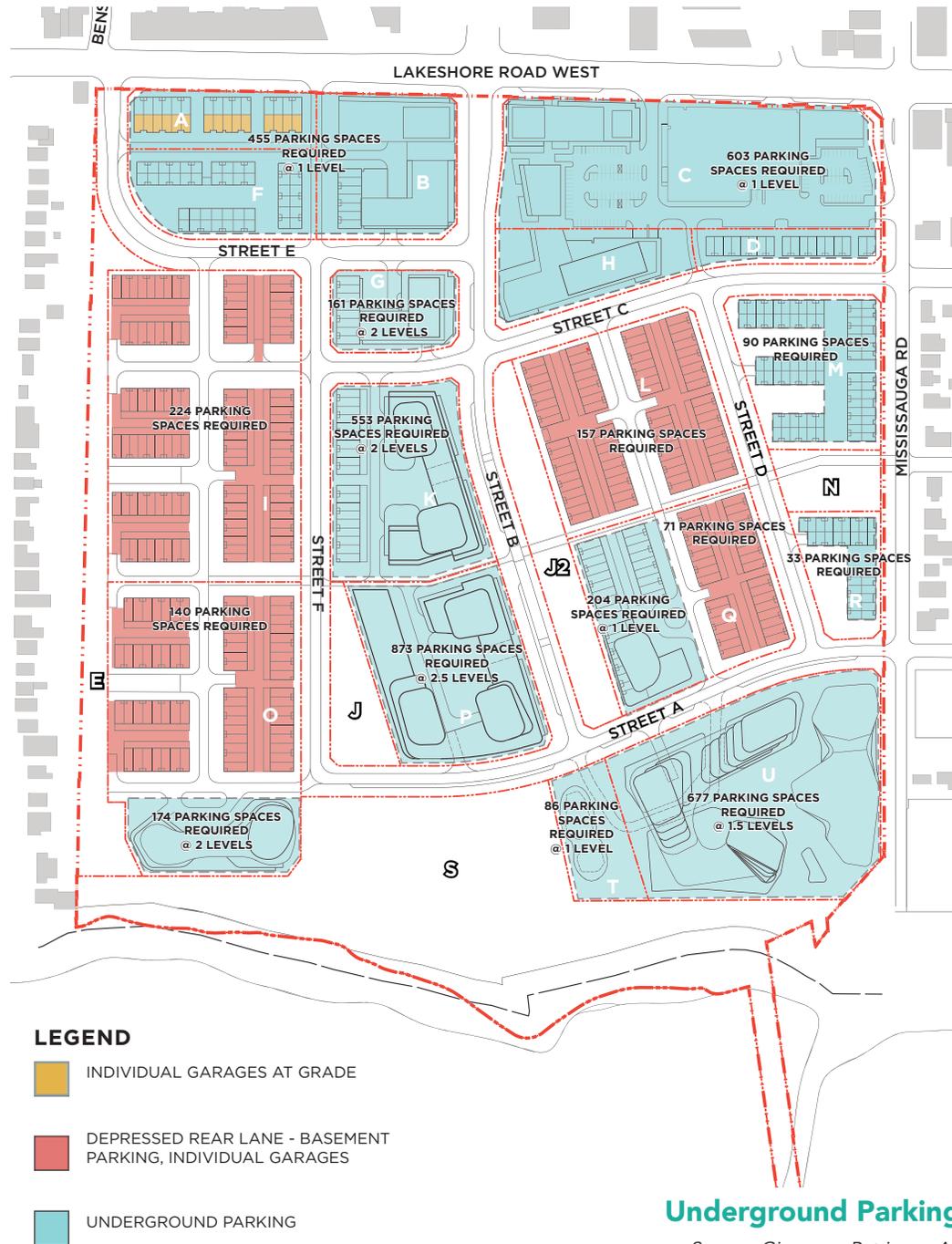
Exact configuration of parking to be determined in detail design, with consideration of driveways, turning movements and LID's

## Underground Parking

Underground parking is proposed to service multiple blocks to improve efficiency. Underground parking is shared in the following locations:

- Blocks A, B, and F;
- Blocks C, H, and D;
- Block G;
- Block K;
- Block P;
- Block Q for building Q1;
- Block M;
- Block R; and
- Block U.

The parking standards outlined in this section may vary and serve as a general guide for the development of the Port Credit West Village.



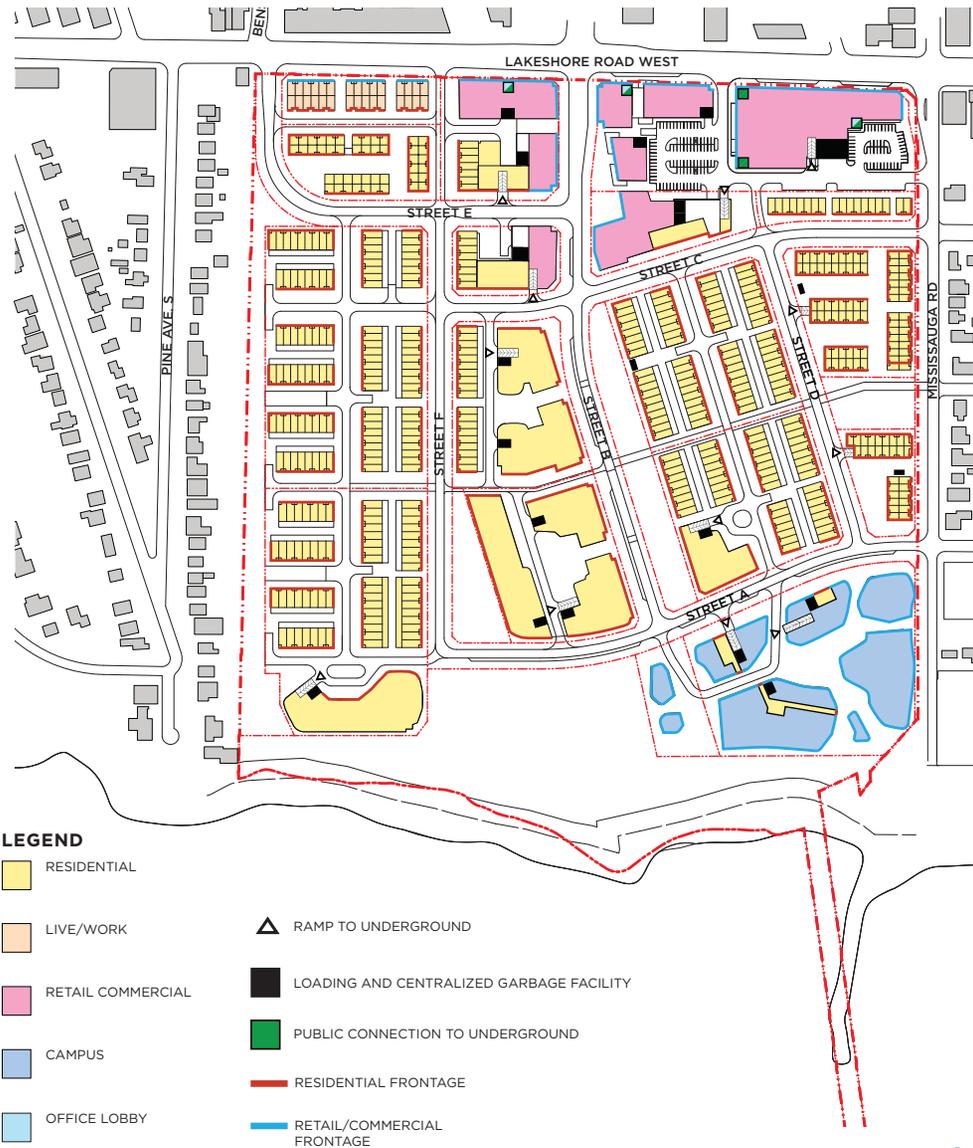
## Underground Parking Plan

Source: Giannone Petricone Associates

## Off-Street Access, Loading, and Servicing

Off-street access is provided via a network of public and private streets, laneways, and garages.

Apartment buildings provide loading and centralized facilities in each building. For townhouses, loading and servicing is provided off street and through laneways.



### LEGEND

- |   |  |
|---|--|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></span> RESIDENTIAL     | <span style="display: inline-block; width: 15px; height: 15px; background-color: black; border: 1px solid black; margin-right: 5px;"></span> LOADING AND CENTRALIZED GARBAGE FACILITY  |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: orange; border: 1px solid black; margin-right: 5px;"></span> LIVE/WORK       | <span style="display: inline-block; width: 15px; height: 15px; background-color: green; border: 1px solid black; margin-right: 5px;"></span> PUBLIC CONNECTION TO UNDERGROUND  |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: pink; border: 1px solid black; margin-right: 5px;"></span> RETAIL COMMERCIAL | <span style="display: inline-block; width: 15px; border-bottom: 2px solid red; margin-right: 5px;"></span> RESIDENTIAL FRONTAGE  |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: lightblue; border: 1px solid black; margin-right: 5px;"></span> CAMPUS       | <span style="display: inline-block; width: 15px; border-bottom: 2px solid blue; margin-right: 5px;"></span> RETAIL/COMMERCIAL FRONTAGE   |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: lightblue; border: 1px solid black; margin-right: 5px;"></span> OFFICE LOBBY | <span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px; position: relative;"> <span style="position: absolute; top: -5px; left: 50%; transform: translate(-50%, -50%); font-size: 10px;">▲</span> </span> RAMP TO UNDERGROUND |

**At-grade uses**

Source: Giannone Petricone Associates

## Garbage Collection

Garbage collection in the Port Credit West Village includes both public and private pickup. With the exception of the live/work townhouses in Block A, the buildings fronting on Lakeshore Road West are all serviced by private garbage pickup. Buildings on Block G, U, and T, as well as some buildings in Block H and B are serviced by a mix of public and private pickup.

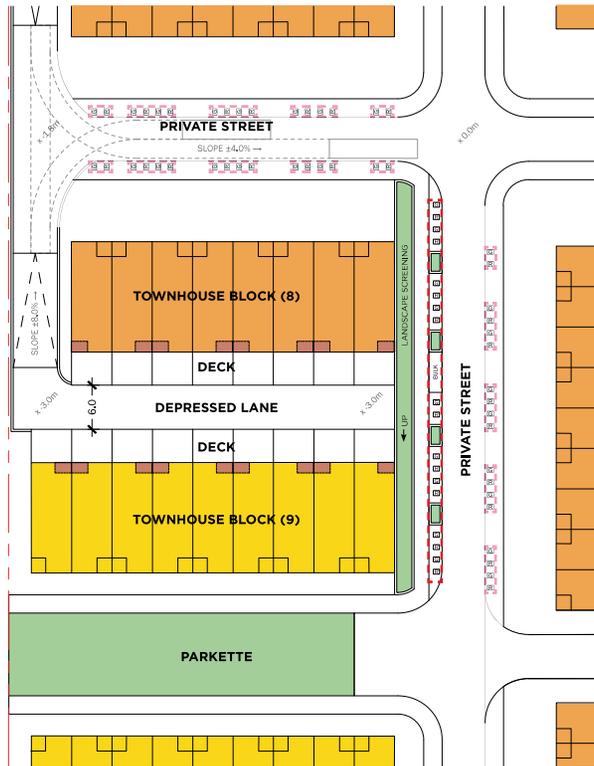
The apartment buildings on Block K, P, O, and Q all have public centralized pickup.

All townhouses are served by public garbage pickup, either at curbside, centralized, or with a common collection point. Further detail is shown on the opposite pages for Blocks I, O, and L.



## Waste Collection

Source: Giannone Petricone Associates



**LEGEND**

- TOWNS USING CURBSIDE PICKUP
- TOWNS USING COMMON COLLECTION POINT
- GARBAGE STORAGE LOCATION
- CURBSIDE PICKUP POINT
- COMMON CURBSIDE COLLECTION POINT

**NOTE**

- TOWNHOUSE UNITS HAVE GARBAGE STORAGE AT BASEMENT LEVEL, NEAR DEPRESSED LANE
- TOWNHOUSE UNITS SHADED ORANGE USE CURBSIDE PICKUP POINTS, ACCESSED WITH A RAMP
- TOWNHOUSE UNITS SHADED YELLOW USE A COMMON COLLECTION POINT NEAR PRIVATE STREET, ACCESSED WITH A RAMP



1:500

**Block I and O Waste Pickup Plan**

Source: Giannone Petricone Associates



**LEGEND**

- TOWNS USING CURBSIDE PICKUP
- TOWNS USING COMMON COLLECTION POINT
- GARBAGE STORAGE LOCATION
- CURBSIDE PICKUP POINT
- COMMON CURBSIDE COLLECTION POINT

**NOTE**

- TOWNHOUSE UNITS HAVE GARBAGE STORAGE AT BASEMENT LEVEL, NEAR DEPRESSED LANES
- TOWNHOUSE UNITS SHADED ORANGE USE CURBSIDE PICKUP POINTS, ACCESS WITH RAMPS
- TOWNHOUSE UNITS SHADED YELLOW USE A COMMON COLLECTION POINT AT THE END OF DEPRESSED LANE



1:500

**Block L Waste Pickup Plan**

Source: Giannone Petricone Associates

## 2.5 Built Form

### Deployment of Density

The Port Credit West Village includes a diverse range of housing types, predominantly apartments and townhouses. The range of built form typologies generate a varied landscape with area-specific character and a range of housing choices. The Site has a total gross FSI of 1.43 and a total net FSI of 2.19. The FSI per block ranges from 0.54 to 7.59.

The Port Credit West Village will be sensitive to and respectful of the surrounding context, providing appropriate transitions in use, built form, density, and scale. The heights within the Port Credit West Village range from 1-29 storeys. More specifically, the community includes five taller elements with heights of 16 storeys or greater and eight buildings at heights of 8-15 storeys. The tallest building heights - as can be seen in the Port Credit West Village model on the next page - are located within the centre of the Site in order to minimize impacts on the adjacent stable neighbourhoods while also ensuring the density does not encroach upon the waterfront destination experience.

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

Landscape shown for context only: final landscape to be determined during park design process



Source: Giannone Petricone Associates



## Master Plan

Source: Giannone Petricone Associates

## General Built Form Guidelines

The General Built Form Guidelines identify parameters for the low-rise buildings, mid-rise buildings, and taller elements in the Port Credit West Village. These guidelines apply to development across the whole Site. Parameters that speak to development in specific Sub-precincts or blocks are identified in Section 3.

### Floor Plates

Buildings within the Port Credit West Village will have the following floor plate sizes, identified based on height:

- A maximum floor plate of 1,500 m<sup>2</sup> for the portion of a building between 8-10 storeys;
- A maximum floor plate of 1,200 m<sup>2</sup> for the portion of a building between 11-15 storeys; and
- A maximum floor plate of 800 m<sup>2</sup> for the portion of a building between 16-29 storeys.

### Separation Distances

A minimum separation distance of 30 m will be maintained between building elements at or above 16 storeys, to ensure a sufficient degree of privacy.

Any portion of a building above 6 storeys will be at least 14 m apart from the portions of adjacent buildings above 6 storeys.

### Podiums

All of the taller elements within the Port Credit West Village - greater than 16 storeys - must include a podium as part of their built form design. Podiums will have a maximum height of 6 storeys and will then step-back to towers that align with the floor plate size requirements described above.

### Step-backs

Mid-rise and taller elements will incorporate step backs to ensure a pedestrian oriented public realm is established and protected.

The taller elements will step back a minimum of 2.5 m from the 6th floor of the podium to the first floor of the tower.

### Remediation

Historical industrial activities generated impacts to the subsurface across the Site. As a result, sensitive land uses, particularly habitable spaces, shall be restricted from being located at or below-grade in the absence of a parking and/or storage garage or an equivalent risk management measure such as commercial use. This strategy is recognized as an appropriate risk management measure (RMM) by the Ontario Ministry of the Environment and Climate change (MOECC). The remediation of the Site plays a role in the design and phasing of the redevelopment.



### Building Heights

Source: Giannone Petricone Associates

## Building Typologies

For the purposes of this Master Plan and Urban Design document, the building typologies are defined as follows:

**Taller Elements:** means a building having a height at or greater than 16 storeys

**Mid-rise Buildings:** means a building having a height ranging from 5 to 15 storeys

**Low-rise Buildings:** means a building having a height ranging from 1 to 4 storeys

## Taller Elements

The trajectory of heights within the Port Credit West Village gradually increases from Lakeshore Road West southward to the centre of the Site, and then decreases towards the Campus and the waterfront. The five taller elements are located in the centre of the Site, within the Promenade Sub-precinct, to ensure a gradual and respectful transition to all edges of the Site.

The Inspiration Port Credit (IPC) Master Planning Framework deploys a density through a predominantly 12-storey built form, with 4-storey low-rise buildings acting as a transitional buffer to the established neighbourhoods to the east and west of the Site. This Master Plan and Urban Design document provides an updated density deployment strategy allowing for nine

buildings over the height of the 12-storey form proposed in the IPC framework.

The five buildings ranging from 16-29 storeys are sculpted and articulated to form towers and terraced podiums. The design of these buildings will minimize adverse impacts such as shadowing and overlook on the surrounding Sub-precincts and neighbourhoods.

## Mid-Rise Buildings

Mid-rise buildings are located within the West Village Square, Promenade, Parkside, and Campus Sub-precincts. At-grade uses vary depending on the Sub-precinct. The ground floor uses are outlined further in the At-grade uses plan on pg. 55.

There are nine mid-rise buildings within the Port Credit West Village with heights of 6, 8, 9, 10, 11, 14, 15, 15, and 15 storeys. The 6, 9 and 14 storey mid-rise buildings are located in the West Village Square sub-precinct just south of Lakeshore Road West.

The 8 storey building, 10 storey building, and two of the 15 storey buildings are located in the Campus Sub-precinct. All buildings within the Campus Sub-precinct are sculpted to terrace down towards the water.

The positioning of the buildings within the Campus strives to maintain outdoor comfort and an intimate feel. The 10-storey building assists in the transition from the two 15-storey buildings within the Campus sub-precinct to the Waterfront Park.

The Parkside sub-precinct features a signature mid-rise element that reaches a height of 11-storeys. The mid-rise building then steps down to 6-storeys in the portion of the building adjacent to the existing Cranberry Cove residential neighbourhood.



**LEGEND**

- LIVE/WORK
- RESIDENTIAL (BACK TO BACK OR STACKED TOWNHOUSES)
- RESIDENTIAL (TOWNHOUSES)
- RESIDENTIAL (APARTMENTS)
- RETAIL COMMERCIAL
- MIXED-USE (RETAIL AT GRADE/RES ABOVE)
- CAMPUS
- PUBLIC PARK
- PRIVATELY-OWNED PUBLIC SPACE

**Land Uses**

Source: Giannone Petricone Associates

## Low-Rise Buildings

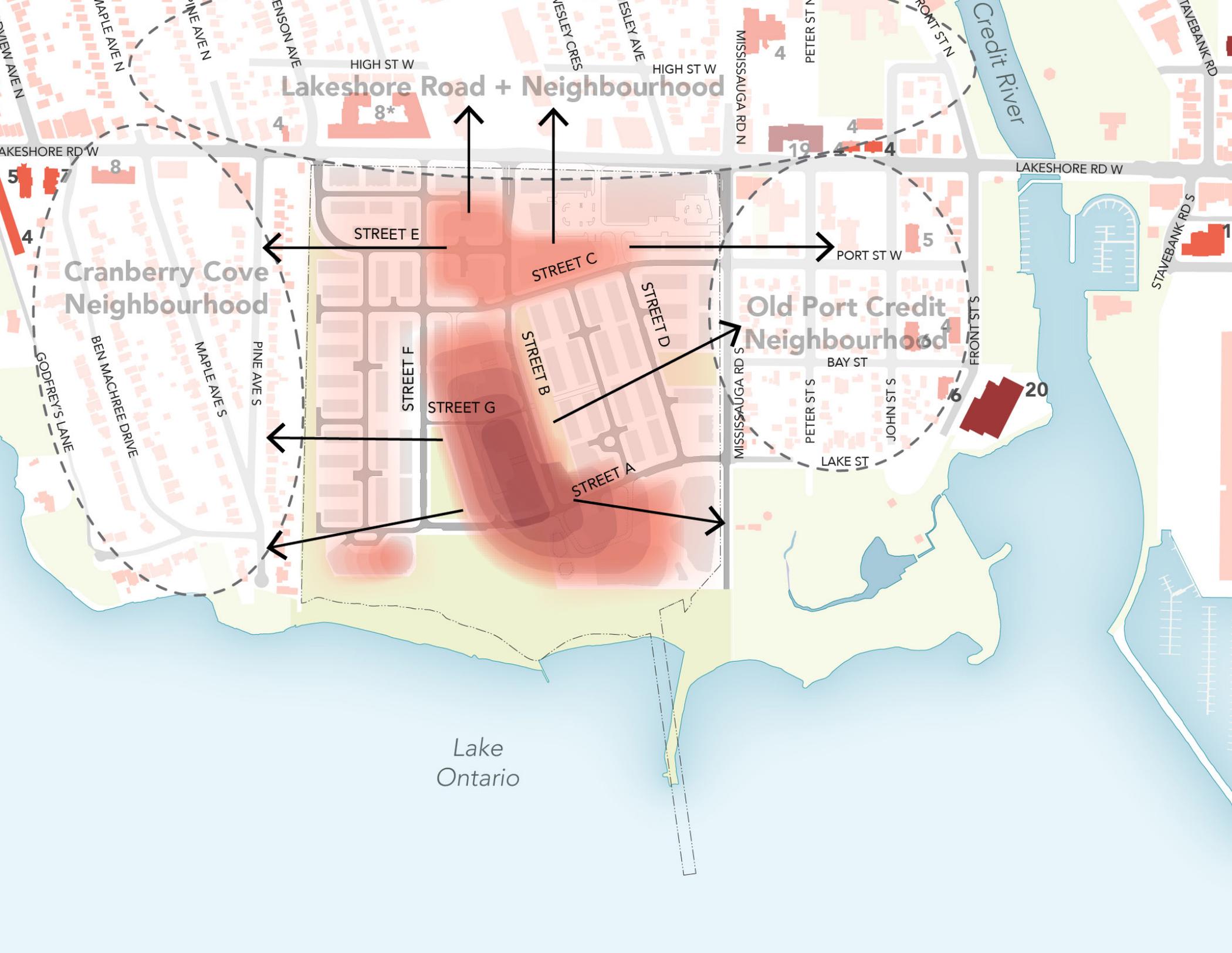
Low-rise townhouses are proposed for majority of the Site, reaching a maximum height of 4-storeys. The townhouses include walk-ups with backyards, walk-ups with rear decks, stacked, back-to-back, and live/work typologies.

## Transition

A fundamental component of the design of Port Credit West Village is ensuring the appropriate transition to the surrounding context. The heights in the new community step down to the east and west where the Site meets the two existing neighbourhoods: Cranberry Cove neighbourhood and the Old Port Credit Heritage Conservation District. Moreover, the buildings immediately adjacent to the surrounding neighbourhoods will not be taller than 4 storeys, apart from one exception. The 11 storey mid-rise building at the southern edge of the Parkside Sub-precinct is 6 storeys in the portion closest to the edge of the Site.

The Parkside and Old Port Transition Sub-precincts feature the lowest density and height of buildings throughout the entire Site. The predominantly low-rise buildings on the eastern and western edges of the Port Credit West Village will be further separated from the sensitive residential uses, in the adjacent Cranberry Cove and Old Port Credit Heritage Conservation District neighbourhoods, through landscaped buffers. The Benson Trail on the western edge and the landscaped treatment along Mississauga Road South as part of the Scenic Route Cultural Landscape provide additional separation between the redevelopment and the existing residential areas. The Waterfront Park at the southern edge of the Site provides a transition towards the shoreline and Lake Ontario.

The eastern edge of the Port Credit West Village will carefully respond to the character and context of the Old Port Credit Heritage Conservation District. Dwellings along the eastern edge of the Site in the Old Port Transition Sub-precinct are 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 Conservation District. The design of the built form along Mississauga Road South is outlined further within the Sub-Precinct and Block Plans (Section 3).



# Lakeshore Road + Neighbourhood

## Cranberry Cove Neighbourhood

## Old Port Credit Neighbourhood

Lake Ontario

Credit River

STREET E

STREET C

PORT ST W

STREET D

STREET F

STREET B

STREET G

STREET A

BAY ST

LAKE ST

PINE AVE S

MAPLE AVE S

BEN MACHREE DRIVE

GODFREY'S LANE

HIGH ST W

HIGH ST W

MISSISSAUGA RD N

PETER ST N

FRONT ST N

LAKESHORE RD W

STAVEBANK RD S

LAKESHORE RD W

NEW AVE N

MAPLE AVE N

PINE AVE N

ENSON AVE

WESLEY CRES

ESSEY AVE

STAVEBANK RD

8\*

4

4

4

4

19

4

5

4

7

8

5

6

20

1

## SECTION 3

# Sub-Precinct and Block Plans

## 3.1 Port Credit West Village Precinct

Through an Official Plan Amendment, the Port Credit West Village Precinct replaces the Vacant Former Refinery Precinct in the Port Credit Local Area Plan. The redevelopment of the Site transforms the Vacant Former Refinery Precinct – a brownfield, inactive area – into an urban, mixed-use community with a diversity of experiences that contribute to the vitality of the Port Credit neighbourhood as well as the City of Mississauga. The Port Credit West Village Precinct comprises the whole of distinct yet complementary parts: 5 sub-precincts and 21 blocks. The tables on the following page outline the size of each sub-precinct and block.

The Port Credit West Village is 29.14 ha (72 acres) in its entirety - including the 5 sub-precincts, the park blocks, and the streets. The redevelopment has a maximum gross floor area of 417,464 m<sup>2</sup> and a maximum unit count of 2,995 units. This Section of the Master Plan and Urban Design document provides specific details for each sub-precinct and the associated blocks. Any individual block may exceed the density outlined in the sub-precinct and block plans by 10%, provided the built form controls are adhered to and the maximum GFA (listed above) for the Site as a whole is not exceeded.



Source: Giannone Petricone Associates



All renderings are artistic concepts intended to convey only building massing. They do not reflect final architecture or landscape design. Landscape shown for context only: final landscape to be determined during the park design process.

Source: Giannone Petricone Associates

## 3.2 Parkside

### General Description

The Parkside Sub-precinct makes up majority of the western edge of the Port Credit West Village. The sub-precinct manages the transition to the adjacent residential neighbourhood through the built form as well as a landscaped edge condition. As a result, the built form typologies in Parkside will appropriately integrate with the surrounding character and context of the existing neighbourhood. Parkside also provides connections to the Benson Trail and the Waterfront Park.

### Uses

Majority of the uses in the Parkside Sub-precinct are residential. Non-residential uses such as retail and amenity uses are permitted in the ground floor of the mid-rise building framing the southern edge of the sub-precinct.

### Heights and Massing

The Parkside Sub-precinct features predominantly low-rise residential dwellings. An 11-storey signature element will punctuate the low-rise residential form adjacent to the Waterfront Park. The 11-storey element terraces downwards towards the adjacent neighbourhood, reaching a height of 6 storeys.

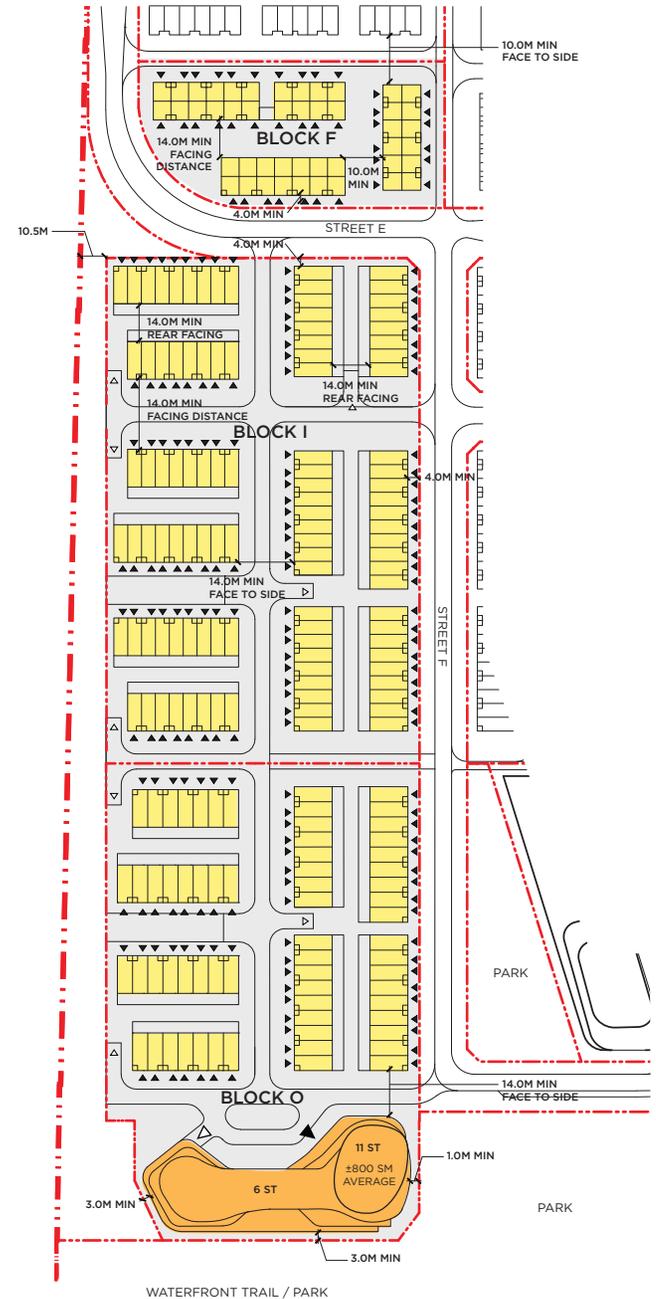
Key Characteristics	Total Area (m <sup>2</sup> )
Residential GFA	68,657 m <sup>2</sup>
Amenity Area (at and above grade)	3,990 m <sup>2</sup>

### Blocks F, I, and O

All frontages in the Parkside sub-precinct are residential (see the diagram on pg. 55). Buildings front on local streets and private roads. Loading and servicing is provided for the mid-rise building on the southern edge of the Sub-precinct.

These setback standards identified on the plan to the right provide guidance for the Site Plan Approval process. Any amendments through a Site Plan Approval, Minor Variance, or Rezoning application would supersede any numbers contained in this document.

Quantitative standards outlined in this section may vary and serve as a general guide for the development of the Port Credit West Village.



Source: Giannone Petricone Associates

# 3.3 The West Village Square



## General Description

The West Village Square Sub-precinct is the active gateway to the Port Credit West Village, serving as the primary access point to the area. The portion of the West Village Square Sub-precinct fronting on Lakeshore Road West will have a mainstreet condition, building upon the businesses and storefronts located within the Port Credit Community Node, and thus, integrating

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

Landscape shown for context only: final landscape to be determined during park design process

Source: Giannone Petricone

the Site with the existing commercial and retail uses. The Sub-precinct then leverages the vitality of Lakeshore Road West moving into the Site through articulated facades and activated neighbourhood retail and amenities in a pedestrian village square

Key Characteristics	Total Area (m <sup>2</sup> )
Residential GFA	47,431 m <sup>2</sup>
Non-Residential GFA	22,434 m <sup>2</sup>
Amenity Area (at and above grade)	3,013 m <sup>2</sup>

setting. The Sub-precinct will include a vibrant, multi-seasonal, intimate public square that will serve as a communal gathering space for residents of all ages and abilities.

## Uses

The West Village Square will act as a community hub that features commercial and retail uses and can support community services and facilities. The buildings fronting on Lakeshore Road West will contain mostly commercial and retail uses with a requirement for non-residential uses on the ground floor. Residential uses in the form of live/work units will be permitted in the western portion of the frontage on Lakeshore Road West (Block A). The buildings in the sub-precinct fronting onto Streets B and C (Block G, H, and the building in the southern portion of Block B) will contain residential uses with non-residential uses permitted on the ground floor. The majority of the non-residential uses within the Port Credit West Village will be located in the West Village Square as well as the Campus.

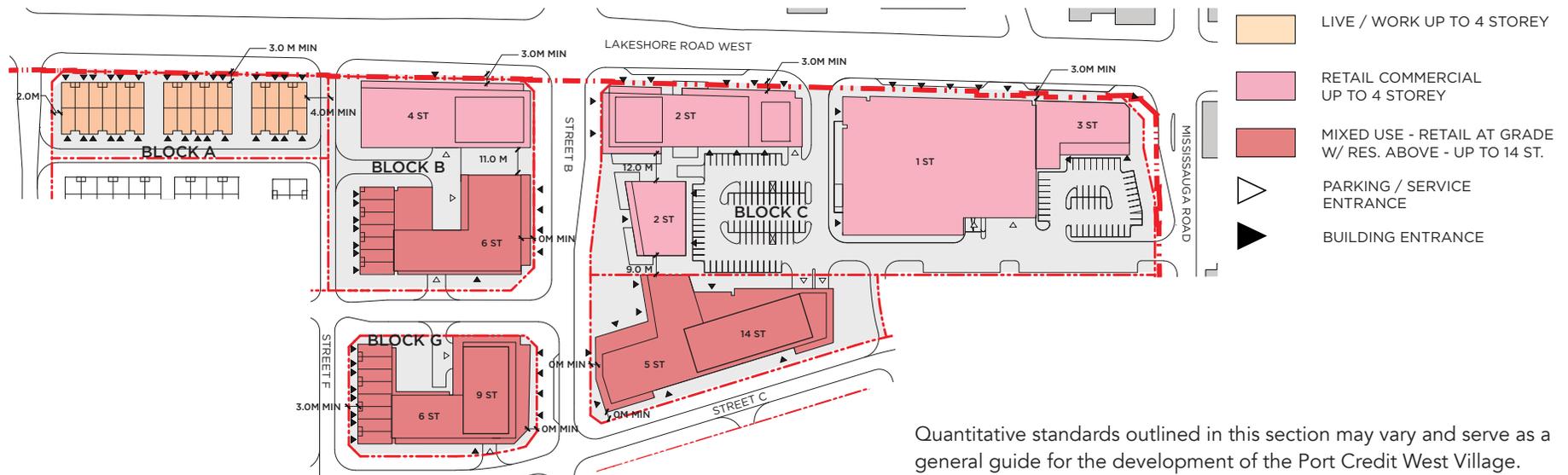
## Heights and Massing

Heights ranging from 1-14 storeys are permitted within the West Village Square sub-precinct. The mainstreet condition along Lakeshore Road West will incorporate low-rise buildings with a minimum height of 1 storeys and a maximum height of 4 storeys.\* The buildings closer to the centre of the Site - fronting onto Streets B and C - will have heights of 6, 9, and 14 storeys. These mid-rise buildings will feature designs that hug the street and generate a pedestrian scale that supports walkability and livability.

Ground floor heights of 6 metres are encouraged in the West Village Square Sub-precinct to allow for flexibility in the ground floor non-residential uses.

The western edge of the West Village Square is adjacent to a property designated under Part IV of the Ontario Heritage Act (OHA) at 305 Lakeshore Road West. The live/work buildings on the western edge of the Sub-precinct as well as the building at the corner of Mississauga Road South and Lakeshore Road West will be articulated in a manner that respectfully transitions to the designated heritage property at 305 Lakeshore Road West as well as the Old Port Credit Village Heritage Conservation District to the east of the Site.

\* Buildings with a height of 1 storey are permitted only in specific locations (shown in the Local Area Plan Schedule 2C) as long as they have a minimum height of 6 m and sufficiently allow for mezzanines and/or future convertibility to a 2nd storey.



Quantitative standards outlined in this section may vary and serve as a general guide for the development of the Port Credit West Village.

Source: Giannone Petricone Associates

## Blocks A, B, C, G, and H

Frontages are predominantly retail, with some residential frontages adjacent to the Parkside sub-precinct (see the diagram on pg. 55). Buildings front on local streets and private roads. Loading and centralized garbage facilities are provided in each of the retail commercial and mixed use buildings. The loading and servicing for the townhouses is provided at the curb.

The setback standards identified in the diagram on pg. 70 provide guidance for the Site Plan Approval process. Any amendments through a Site Plan Approval, Minor Variance, or Rezoning application would supersede any numbers contained in this document.

The mid-rise apartment buildings will provide amenity areas above-grade on the roofs of the buildings.

## Special Considerations

The Port Credit West Village is listed on the City of Mississauga Heritage Registrar, as 70 Mississauga Road South and 181 Lakeshore Road West form a part of the Mississauga Road Scenic Route Cultural Corridor.

181 Lakeshore Road West, located at the northeast corner of Lakeshore Road West and Mississauga Road, is a vacant 1 storey service station and commercial car wash. The proposed development contains a low-rise commercial building adjacent to the HCD. The building incorporates stepbacks that register the datum line established by properties within the HCD. The stepback responds to the general scale of the HCD, including the height and character, by breaking up the massing after the first storey.

The Site is considered adjacent to a Part IV designated property located at 305 Lakeshore Road West. The proposed roadway creates a buffer between the recognized heritage property and contemplated low-rise built form while the addition of live/work units helps create a consistent streetwall condition. This will visually integrate the designated property into the surrounding neighbourhood while enhancing the 'main street' retail character of Lakeshore Road West.

## 3.4 The Old Port Transition

### General Description

The Old Port Transition Sub-precinct comprises the middle portion of the eastern edge of the Port Credit West Village and acts as the transitional buffer to the Old Port Credit Village Heritage Conservation District (HCD). 37 Mississauga Road South - a property designated under Part IV of the Ontario Heritage Act - is located along the western boundary of the HCD across from this Sub-Precinct. The built form typologies in this sub-precinct will appropriately integrate with the surrounding character and context of the existing neighbourhood. A community park is also included in the transition zone that contains local open space amenities for new and old residents in the two adjacent neighbourhoods.

Key Characteristics	Area (m <sup>2</sup> )
Residential GFA	18,039 m <sup>2</sup>
Amenity Area (at and above grade)	772 m <sup>2</sup>

### Uses

The Old Port Transition Sub-precinct only includes residential uses in the form of stacked and back to back townhouses.

### Heights and Massing

Heights and built form will ensure that any development generally has regard to the character and context of the adjacent Old Port Credit Village Heritage Conservation District. While the Sub-precinct as a whole will have a maximum height of 4-storeys, the dwelling units fronting onto Mississauga Road South will have a maximum height of 2.5 storeys.



One Storey Datum

Source: Giannone Petricone Associates

## Mississauga Road Green Ribbon

The Port Credit West Village is listed on the City of Mississauga Heritage Register as it forms part of the Mississauga Road Scenic Route Cultural Landscape as well as for its historical/associative value. The Mississauga Road Green Ribbon will provide a buffer between the Site and the Old Port Credit Village HCD and is one of the four green corridors contributing to one of five structuring moves that form the foundation of the Port Credit West Village. The Green Ribbon is characterized by generous sidewalks, a tree canopy, and a transit supportive right-of-way.

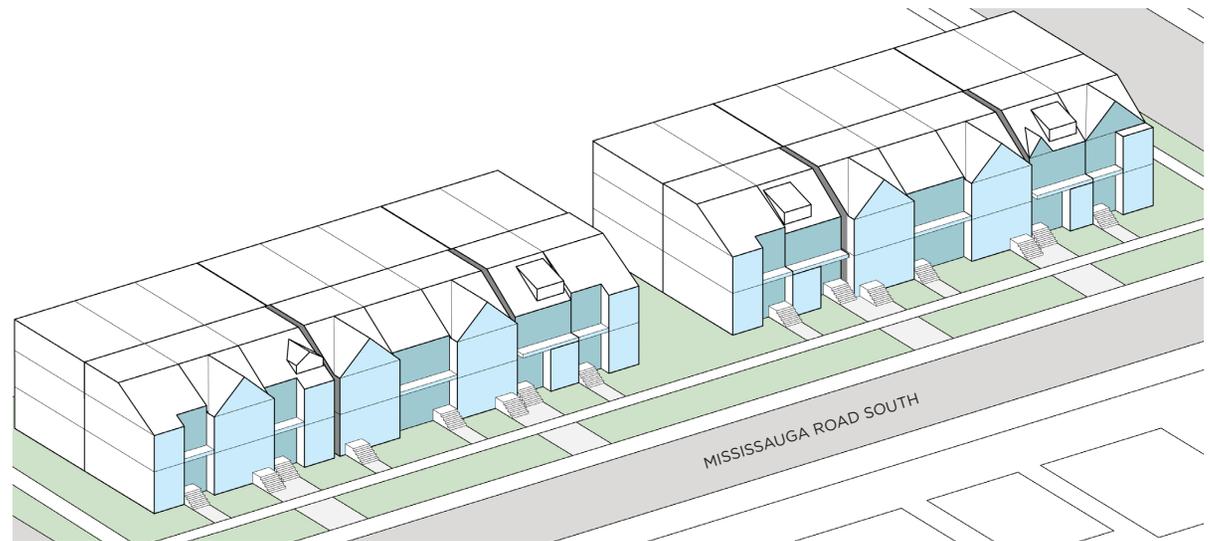
Mississauga Road South acts as a major north-south spine forming a key natural heritage connection from the Credit Valley through Lakeshore Road West to the Waterfront Park, pedestrian pier, and Lake Ontario shoreline. The road will continue to serve the existing community to the east as a main access street. As outlined in Section 2.4, two public streets within the Port Credit West Village will connect to Mississauga Road South.

Source: Giannone Petricone Associates

Note: diagrams illustrate intent only; detailed massing and materiality to be detailed at site plan stage

As a Scenic Route Cultural Landscape, there are certain characteristics attributed to Mississauga Road South such as a consistent scale of buildings, setbacks, tree plantings, and landscaping. The west side of Mississauga Road South marks the eastern boundary of the Port Credit West Village and will be scaled to incorporate room for a sidewalk, a multi-use trail, and generous tree plantings that will complement the mature trees and informal gardens within the historic town blocks to the east. The proposed landscape treatment continues the cultural landscape located to the north of Lakeshore Road West as well as responds to the heritage attributes of the Old Port Credit Village HCD.

A Heritage Impact Assessment (HIA) is available under another cover produced by ERA Architects. Information related to public realm materials and plant selection within the Mississauga Green Ribbon will be provided during the subsequent detailed design phase.



## Blocks D, M, and R

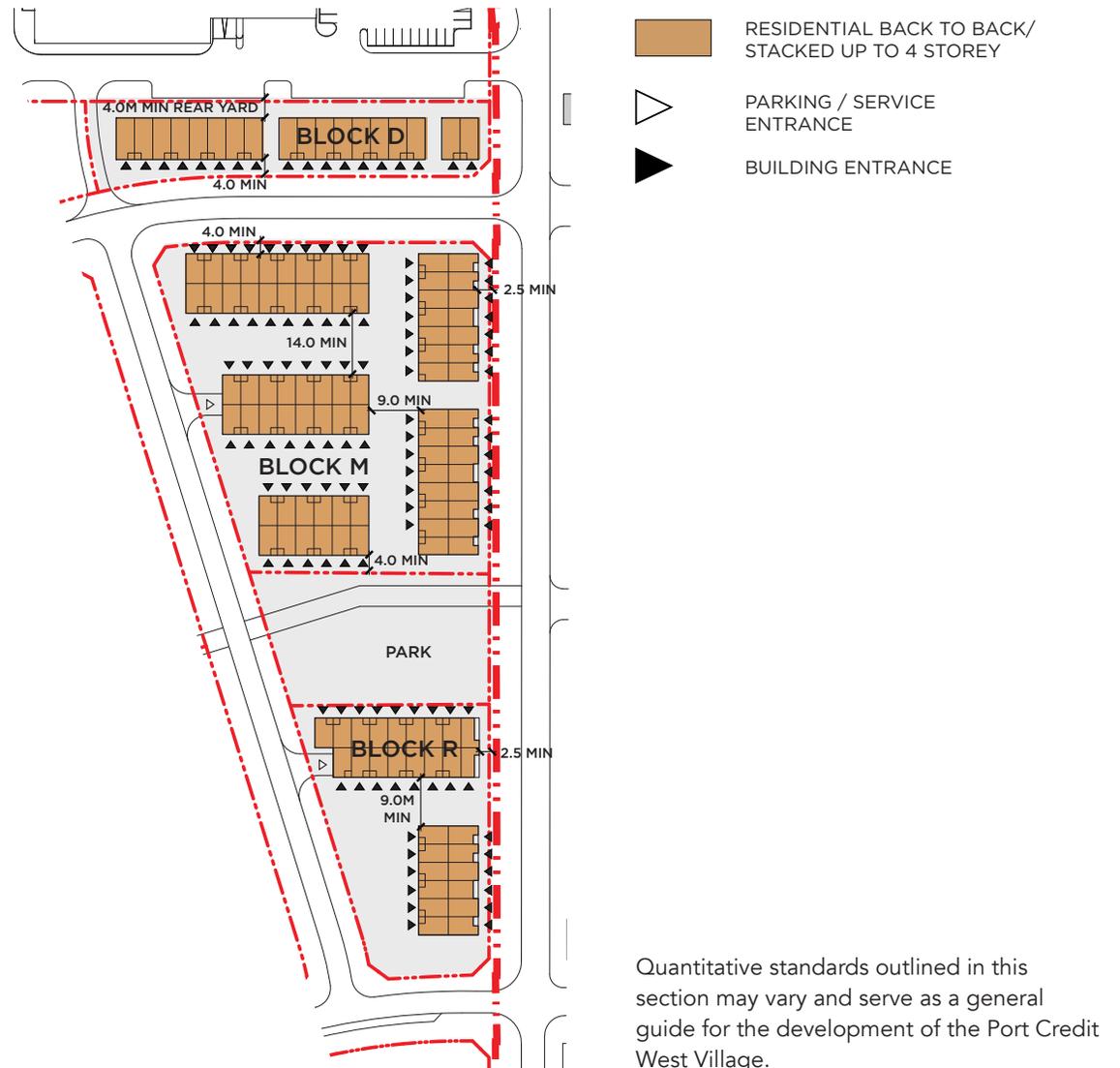
Frontages are residential (see the diagram on page 55). Buildings front on local streets and private roads. Servicing and loading is provided at the curb.

The setback standards identified on the diagram to the right provide guidance for the Site Plan Approval process. Any amendments through a Site Plan Approval, Minor Variance, or Rezoning application would supersede any numbers contained in this document.

The three blocks in the Old Port Transition Sub-precinct will include communal outdoor amenity areas for the stacked and back to back townhouses at-grade.

## Special Considerations

The townhouses feature staggered setbacks, which references varying front yards of the houses in the HCD.



Quantitative standards outlined in this section may vary and serve as a general guide for the development of the Port Credit West Village.

Source: Giannone Petricone Associates

# 3.5 The Promenade

## General Description

The Promenade Sub-precinct characterizes the centre of the Site with a diverse built form. The Promenade concentrates around the public linear park that connects the West Village Square Sub-precinct to the Campus Sub-precinct by the Waterfront Park. Described in detail in Section 2.2, the public linear park features programming and a high quality public realm framed by townhouses and an apartment building on the eastern edge and a public street (Street B) on the western edge. A robust tree canopy, green space, and low-rise buildings create soft edges along the Promenade that create a gradual transition to the surrounding sub-precincts.

## Uses

Majority of the Promenade Sub-precinct is comprised of residential uses. Non-residential ground floor uses are permitted in the apartment buildings fronting Street B and the linear park.



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

Source: Giannone Petricone Associates

Landscape shown for context only: final landscape to be determined during park design process

Key Characteristics	Area (m <sup>2</sup> )
Residential GFA	142,205 m <sup>2</sup>
Amenity Area (at and above grade)	8,189 m <sup>2</sup>

## Heights and Massing

The Promenade Sub-precinct contains the tallest heights. The five taller elements are located in this Sub-precinct with heights of 18, 19, 22, 24, and 29 storeys. There is also a 15 storey mid-rise building located on the northern edge of the Sub-precinct. The taller elements line the Promenade. The Sub-precinct also includes a number of low-rise units with a maximum height of 4-storeys. The Sub-precinct includes townhouses with backyards as well as townhouses that are served by communal outdoor amenity space.

## Blocks K, L, P, and Q

All frontages in the sub-precinct are residential, with retail permitted at-grade fronting Street B and the linear park (see the diagram on pg. 55). Buildings front on local streets and private roads. Loading and servicing is provided in a centralized location for the apartment buildings. The townhouses in Block K have public curbside pickup and servicing and the townhouses in Block L and Q are accessible via private streets and laneways.

The townhouses and the 19-storey apartment building fronting the linear park will be setback from the public space by 4 metres. The setback standards identified in the diagram to the right provide guidance for the Site Plan Approval process. Any amendments through a Site Plan Approval, Minor Variance, or Rezoning application would supersede any numbers contained in this document.

Common outdoor amenity areas will be provided for the apartment units in Blocks K, P, and Q on the rooftops.



Quantitative standards outlined in this section may vary and serve as a general guide for the development of the Port Credit West Village.

Source: *Giannone Petricone*

- RESIDENTIAL TOWNS UP TO 4 STOREY
- RESIDENTIAL UP TO 6 STOREY
- RESIDENTIAL UP TO 29 STOREY
- PARKING / SERVICE ENTRANCE
- BUILDING ENTRANCE

## 3.6 The Campus

### General Description

The Campus Sub-precinct is the southern catalyst within the Port Credit West Village aiming to activate the Site and attract residents from far and wide. This sub-precinct is adjacent to the Waterfront Park and the existing waterfront trail, overlooking Lake Ontario.

The concept of the Campus originated from the Inspiration Port Credit Master Planning 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."

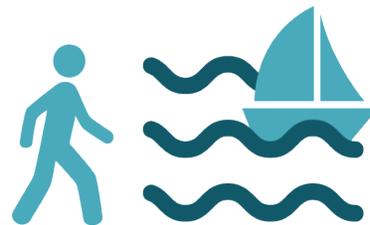
This Campus Sub-precinct in the Port Credit West Village is designed based on the following definition, "An area with buildings laid out in a park-like setting."<sup>1</sup>

The following four objectives frame the intention of the Campus and are needed to effectively landmark the Site as a destination:

Key Characteristics	Area (m <sup>2</sup> )
Residential GFA	55,404 m <sup>2</sup>
Non-Residential GFA	14,503 m <sup>2</sup>
Amenity Area (at and above grade)	2,517 m <sup>2</sup>



- 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

<sup>1</sup>This definition of a campus is defined by Robert Cowan in the Dictionary of Urbanism.

All renderings are artistic concepts intended to convey only building massing. They do not reflect final architecture or landscape design. Landscape shown for context only: final landscape to be determined during park design process  
Source: Giannone Petricone Associates



## Uses

The Campus features a dynamic, original, and all-season mix of uses including residential, retail, office and community cultural uses as well as potential innovative partnerships. The diversity of uses fosters a sense of place, draws upon the local historic context, and embraces the waterfront.

The campus will be thoughtfully curated, with the intention of public and non-residential uses to be located at grade-related floors of every building to facilitate communal, inclusive public/private spaces contributing to the activation of the public realm. The non-residential uses act as a guiding framework and will be distilled further during individual site plan approvals.

Residential uses are incorporated within the upper floors of the buildings within the Campus. The upper floors feature small floor plates at their tallest heights, reaching 8, 10, and 15 storeys, achieved through a series of stepbacks. These residential uses will ensure all-day and year-round activation of the Campus.

## Heights and Massing

The maximum permitted height in the Campus is 15 storeys. The tallest portions of the buildings within the Campus will be positioned closer to Street A. The tallest elements of the Campus will not border the adjacent Old Port Credit Village HCD.

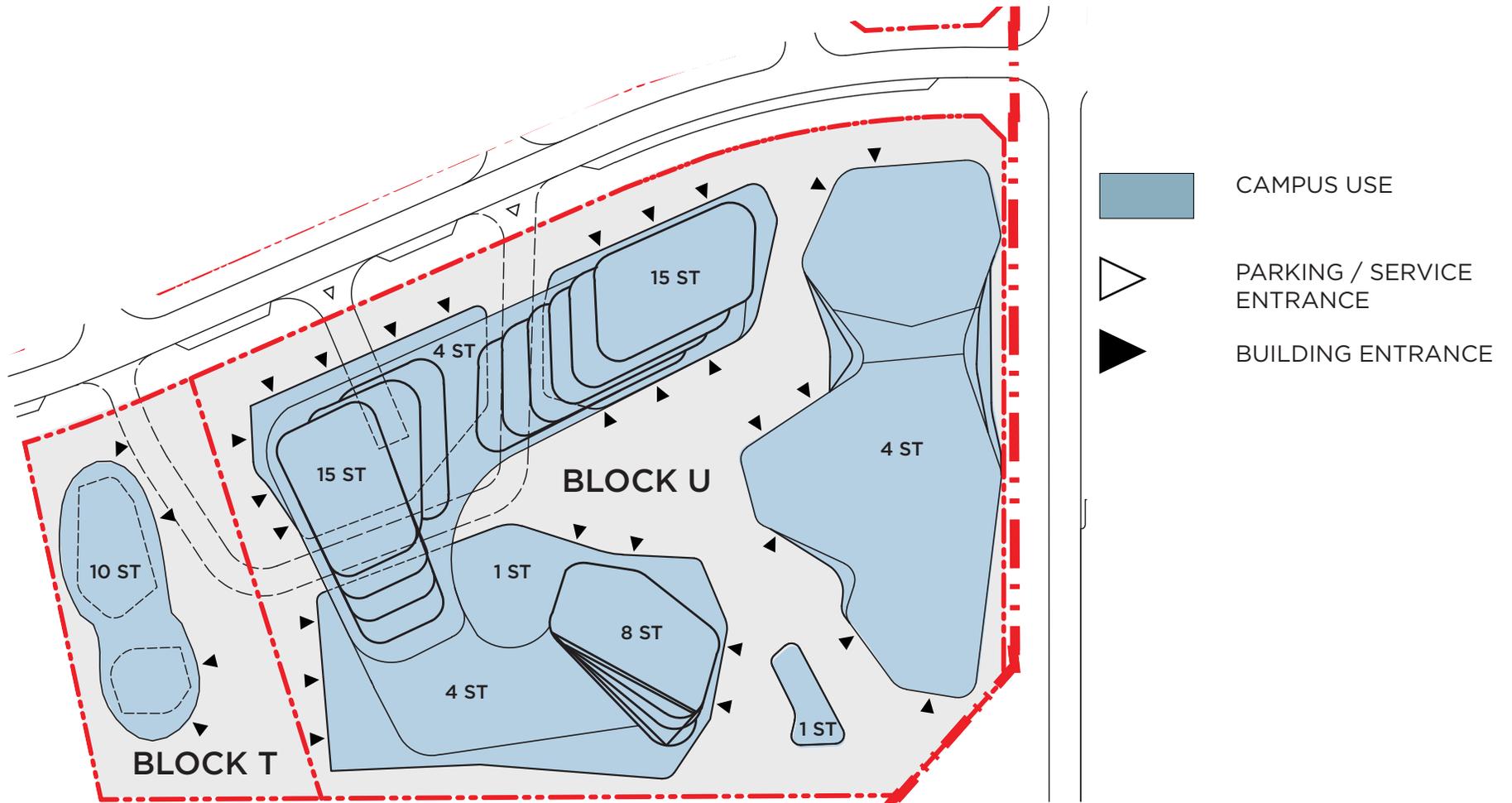
Public access to the Waterfront Park – both visually and physically – will be maintained through the positioning of the built form, the incorporation of active and animated uses, and the inclusion of a welcoming and inclusive public realm comprised of open spaces and landscaping. The Campus includes a porous public realm that connects to the Waterfront.

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 design of the stepbacks and articulation will also minimize adverse impacts on the Old Port Credit Village HCD including J.C. Saddington Park.

## Public Realm

The public realm plays a focal role in the Campus Sub-precinct. The Campus contains more than three quarters of the privately-owned publicly accessible spaces (POPS) proposed throughout the Port Credit West Village. The approximately 1.3 ha (3.2 acres) of POPS within the Campus occupies all of the land at-grade that is not occupied by the five buildings. The public realm in the Campus blends and integrates with the Waterfront Park, ensuring that the parks and open space network is functional all day and in all seasons. The built form is situated to maximize outdoor comfort and ensure that the adverse impacts of wind resulting from the proximity to Lake Ontario are minimized.

The Port Credit West Village Partnership will continue to work with the City of Mississauga to refine the program and design of the Campus with the goal of creating a mix of uses that animate and activate the space throughout the day and in all seasons. In general, 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.



Source: Giannone Petricone Associates

Quantitative standards outlined in this section may vary and serve as a general guide for the development of the Port Credit West Village.

## Blocks T and U

Frontages in the sub-precinct are predominantly commercial, with some residential frontages (see the diagram on pg. 55). Buildings front on local streets and private roads as well as the privately owned publicly accessible open spaces. Loading and servicing is provided in the taller buildings.

The setback standards identified on the diagram on pg. 80 provide guidance for the Site Plan Approval process. Any amendments through a Site Plan Approval, Minor Variance, or Rezoning application would supersede any numbers contained in this document.

Residents in the apartment buildings in the Campus will have access to outdoor amenity areas on the roofs of their apartment buildings. The ground level of the Campus will be publicly accessible open space.



View from Promenade looking south

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

Landscape shown for context only; final landscape to be determined during park design process

Source: *Giannone Petricone Associates*

## SECTION 4

# Additional Items

## 4.1 Microclimate

### Shadow Study

The Shadow Study finds that the proposed development does not cause undue shade on the subject lands or the surrounding context, including building facades, private and public outdoor amenity and open spaces, public parkland, sidewalks and other components of the public realm.

This Shadow Study builds on the previous shadow study that was submitted in March, 2018 as part of a resubmission package. The changes in this study reflect the changes to building layout and open space design.

The Shadow Study adheres to the following five criteria:

1. Adequate sunlight on residential private outdoor amenity spaces is maintained.
2. Adequate sunlight on communal outdoor amenity areas is maintained.
3. Adequate sunlight on the public realm is maintained.
4. Adequate sunlight on turf and flower gardens in public parks is maintained.
5. Adequate sunlight on building faces is maintained to allow for the possibility of using solar energy.

Future shadow studies will be required on a block by block basis during the site plan approval process.

## Wind Study

Gradient Wind Engineering Inc. has prepared a Preliminary Pedestrian Comfort Wind Study. The study is a detailed Pedestrian Level Wind Study, based on wind tunnel testing.

The existing conditions for the Site and surrounding area are predominantly windy. In the winter season, there are some areas which are uncomfortable for walking however, there are no uncomfortable conditions during the summer season. The Port Credit West Village development generally has a positive impact on the immediate study area and existing surrounding massing.

There are a few exceptions which are mostly local to the proposed taller buildings – most notably within the south half of the Site near Lake Ontario. Conditions during the summer season are mostly suitable for a mix of sitting and standing. As a result, overall conditions during the summer are suitable without mitigation. In the winter, windier conditions located at the corners of buildings P, U, C and T if entrances will be provided at these corner locations, as well as certain park areas if seating is desired in windier areas. These mitigations, if required, may take the form of recessed doorway entrances and/or wind barriers or canopies.

## Noise Feasibility Study

Valcoustics Canada Ltd. prepared an Environmental Noise Feasibility Study. The study found that the results are consistent with findings from previous reports. Mandatory air conditioning is required for most residential blocks. Other minor recommendations included in the Addendum letter.

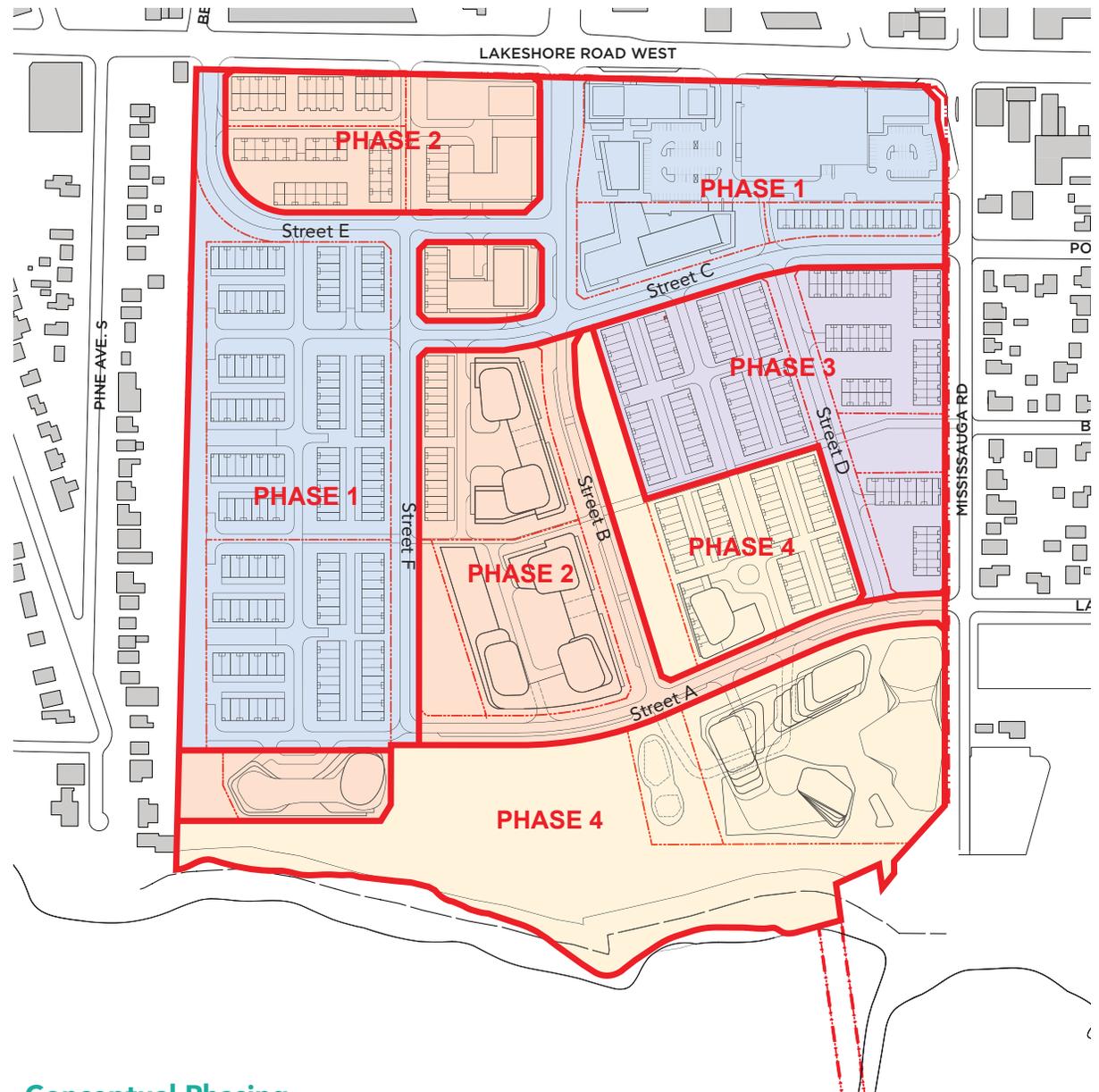
## 4.2 Phasing

The phasing outlined in this section provides a conceptual overview for the development of Port Credit West Village. Detailed phasing will come in the Draft Plan of Subdivision.

From a conveyance perspective, all public conveyances (roads and parks) will occur on a phased basis.

Conceptual phasing of roads and parks includes:

- Phase 1: Upper Strip of Promenade (Street B), Street C, E, F, Benson Trail (Block E), Village Square
- Phase 2: Central Strip of Promenade (Street B), Street A, Community Park (Block J)
- Phase 3: Community Park (Block N), Street D
- Phase 4: Linear Park (Block J2), Waterfront Park (Block S), Campus Development



Conceptual Phasing

Source: Giannone Petricone Associates

### 4.3 Affordable Housing

The Port Credit West Village includes 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 will enter into an agreement with the Region of Peel that outlines the obligations for affordable housing within the Site.

## SECTION 5

# Conclusion

The Master Plan outlines the scheme for the Port Credit West Village with 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. This document builds on the Inspiration Port Credit Master Planning Framework as well as the previous submissions for the redevelopment of 70 Mississauga Road South and 181 Lakeshore Road West to establish the foundation for the Port Credit West Village.

The Master Plan and Urban Design document will be used to guide future site plan approval, minor variance, and rezoning applications for the Port Credit West Village. The four sections – Overview, Master Plan, Sub-Precinct and Block Plans, and Additional Items – direct the development of the Site's parks and open spaces, transportation and servicing, and built form to ensure the realization of an urban community that incorporates a multi-modal network, a mix of uses, community infrastructure, and a high-quality public realm.

## SECTION 6

# Appendix – Master Plan Drawings

The following pages are full-size versions of all of the Master Plan drawings as submitted to the City of Mississauga on November 2nd, 2018.



Giannone Petricone Associates



Giannone Petricone Associates

MASTER SITE PLAN  
WEST VILLAGE LANDS



**LEGEND**

- █ Arterial
- █ Major Collector (Scenic Route)
- █ Minor Collector
- █ Local Street
- █ Private Road



**LEGEND**

-  Sidewalk
-  Walking path
-  Pedestrian Connection
-  Open Space



**LEGEND**

- Existing Off-Road Multi-Use Trail
- Existing On-Road Shared Use Lane
- Existing Boulevard Trail
- - - Future Cycling Infrastructure To Be Identified As Part of The Lakeshore Connecting Communities
- - - Proposed On-Public ROW Shared Use Lane
- · · · · Proposed Off-Public ROW Shared Use Lane
- Proposed Off-Public ROW Multi Use Trail
- Proposed On-Public ROW Bike Lane Route



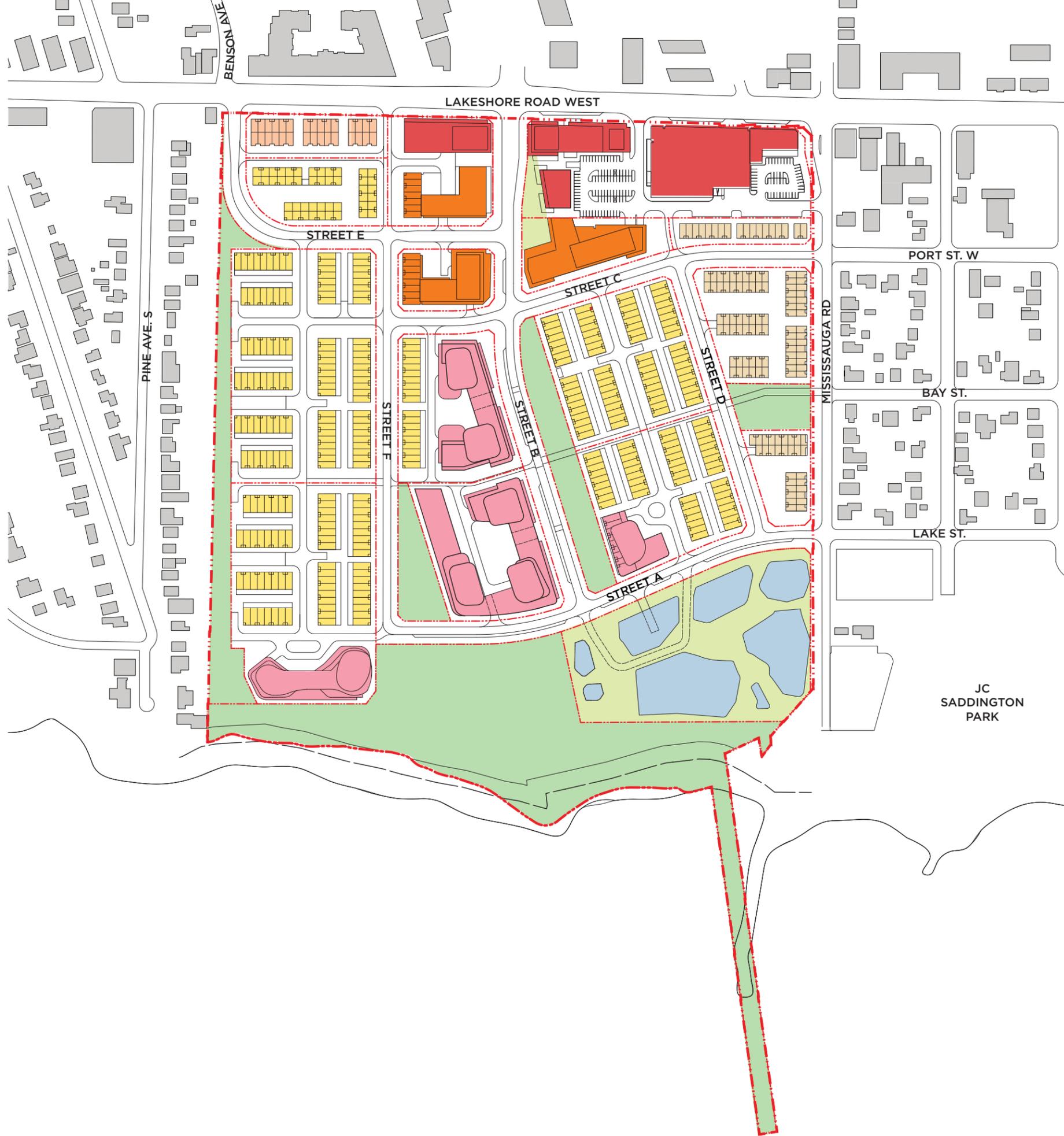
LEGEND			
	Existing Bus Route		Public School
	Existing Bus Stop		Private School
	Lakeshore West GO Train Route		Daycares
	Port Credit GO Station		Libraries
	400m Radius		Fire Stations
	Planned LRT Route		Arenas
	Potential Future Transit Route		Grocery Stores
	Potential Future Transit Stop		Marinas



**NOTE:** THE CITY'S VISION ALONG THE SHORELINE AND WATERFRONT LANDS ARE INCLUDED FOR ILLUSTRATIVE PURPOSES ONLY. THESE LANDS ARE NOT SUBJECT TO THIS APPLICATION.

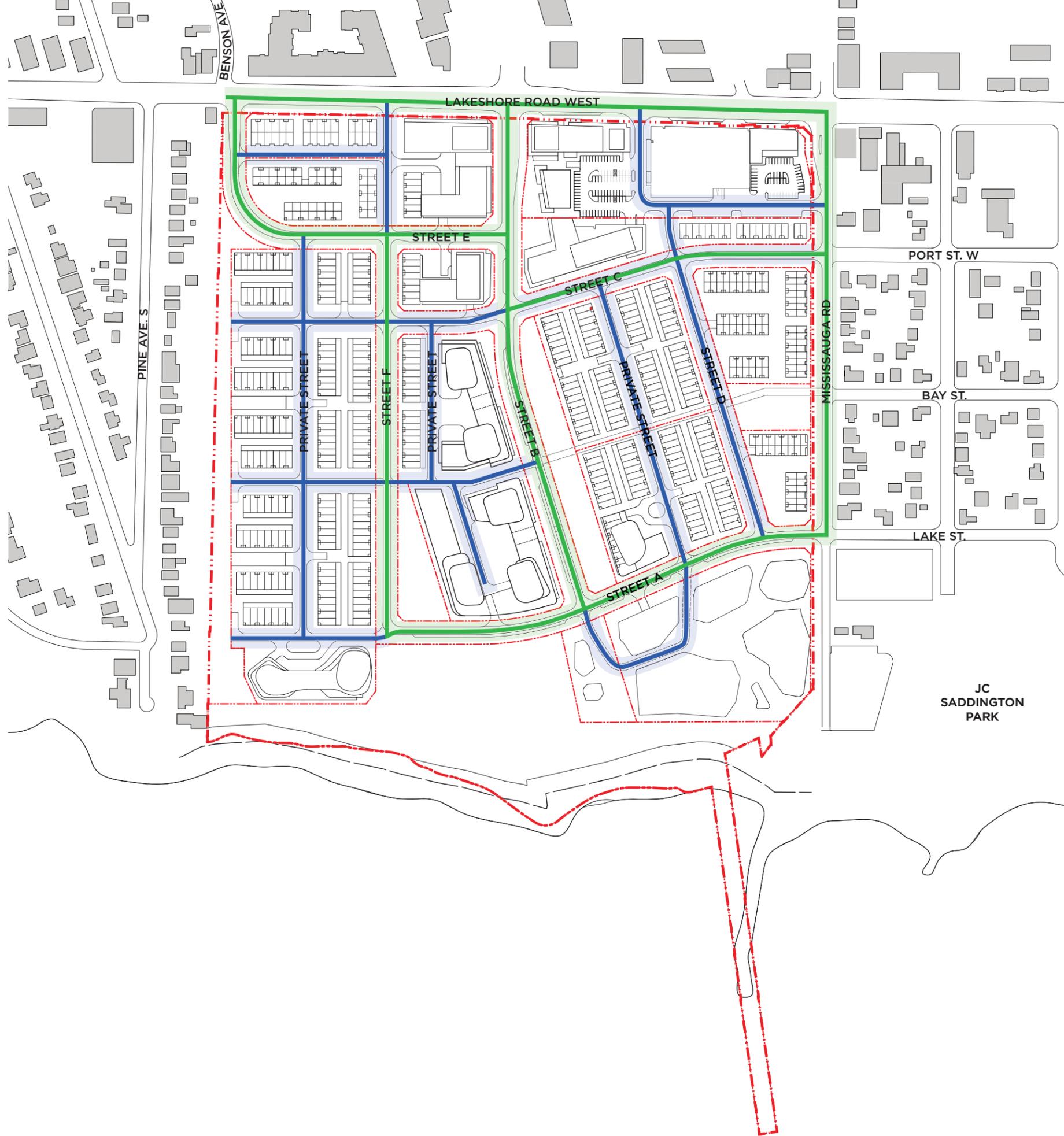
*Giannone Petricone Associates*

**BLOCK PLAN  
WEST VILLAGE LANDS**



**LEGEND**

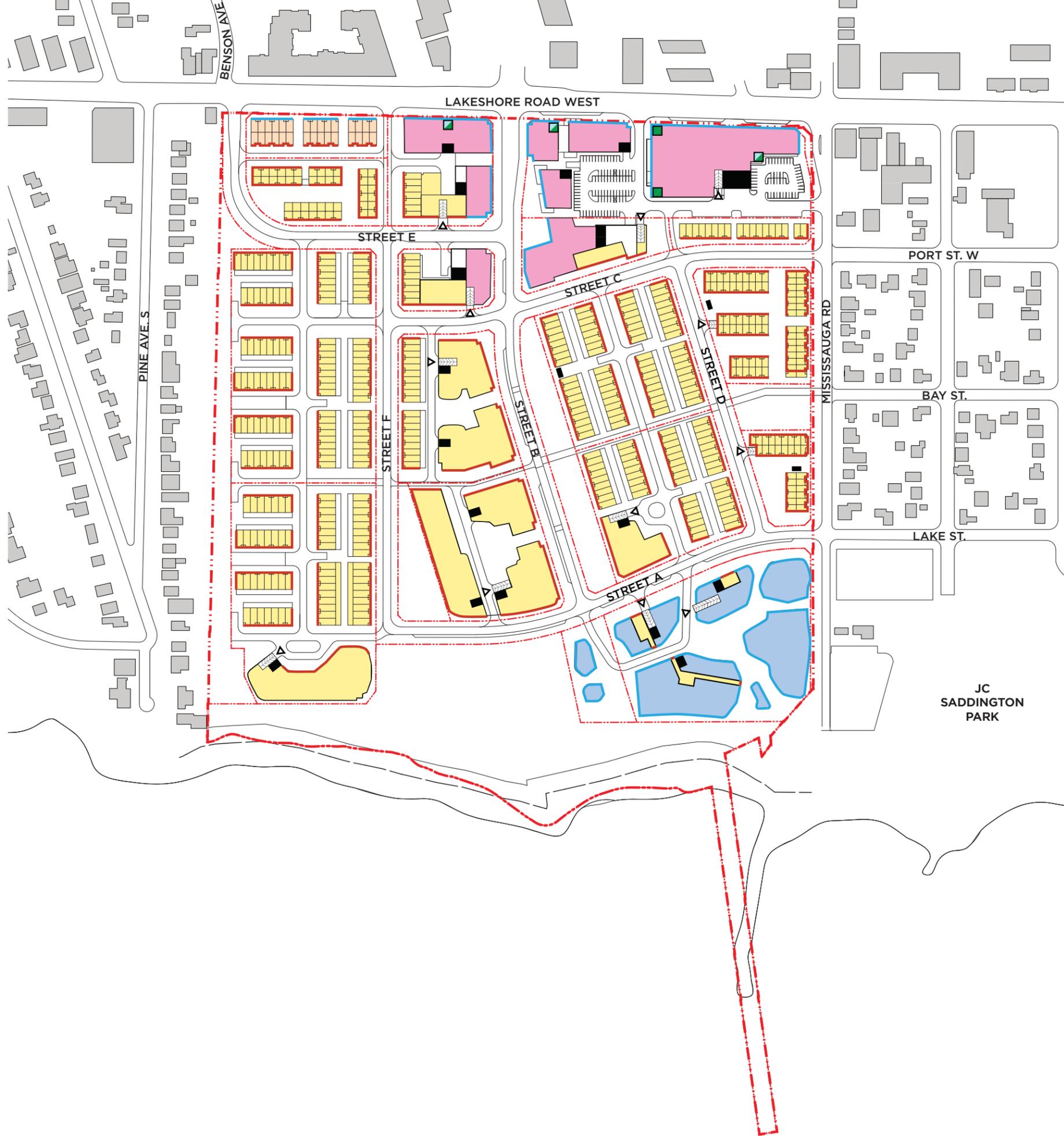
- LIVE/WORK
- RESIDENTIAL (BACK TO BACK OR STACKED TOWNHOUSES)
- RESIDENTIAL (TOWNHOUSES)
- RESIDENTIAL (APARTMENTS)
- RETAIL COMMERCIAL
- MIXED-USE (RETAIL AT GRADE/RES ABOVE)
- CAMPUS
- PUBLIC PARK
- PRIVATELY-OWNED PUBLIC SPACE



**LEGEND**

- █ 'A' STREET
- █ 'B' STREET

*Giannone Petricone Associates*

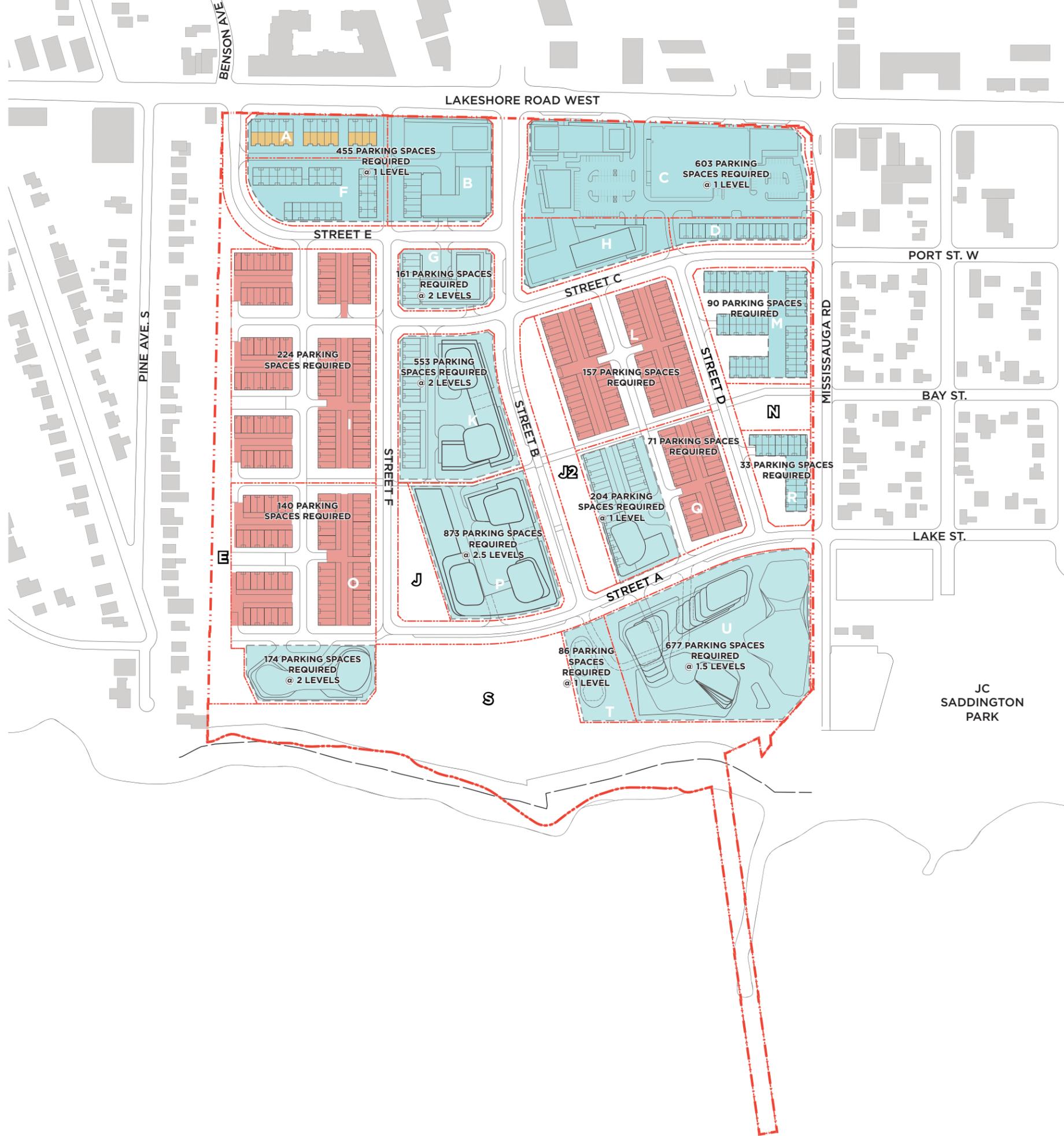


**LEGEND**

- RESIDENTIAL
- LIVE/WORK
- RETAIL COMMERCIAL
- CAMPUS
- OFFICE LOBBY
- RAMP TO UNDERGROUND
- LOADING AND CENTRALIZED GARBAGE FACILITY
- PUBLIC CONNECTION TO UNDERGROUND
- RESIDENTIAL FRONTAGE
- RETAIL/COMMERCIAL FRONTAGE

*Giannone Petricone Associates*

**AT GRADE USE, SERVICE, LOADING,  
AND STREET FRONTAGE  
WEST VILLAGE LANDS**



**LEGEND**

- INDIVIDUAL GARAGES AT GRADE
- DEPRESSED REAR LANE - BASEMENT PARKING, INDIVIDUAL GARAGES
- UNDERGROUND PARKING

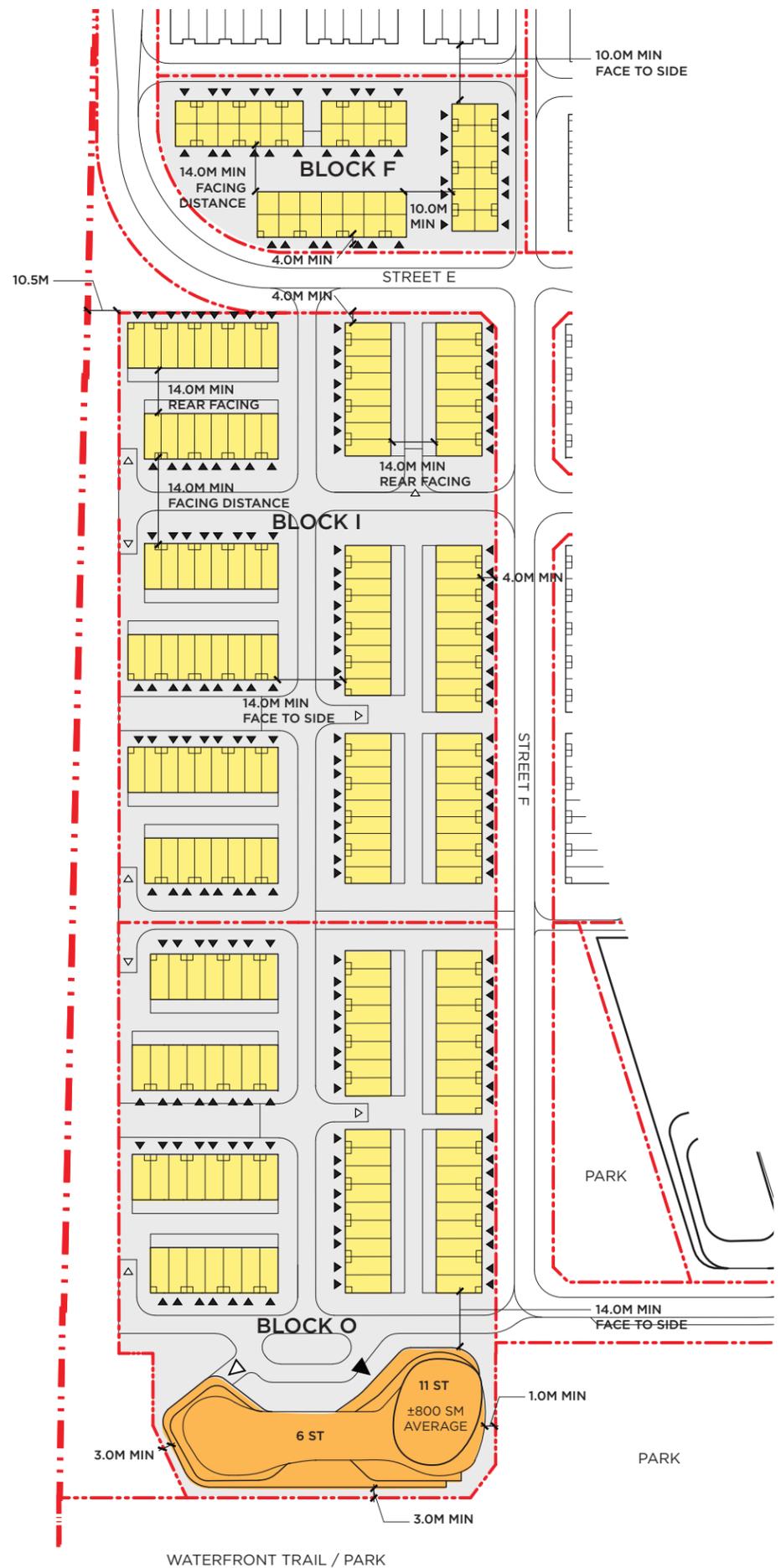
*Giannone Petricone Associates*





**NOTE:** THE CITY'S VISION ALONG THE SHORELINE AND WATERFRONT LANDS ARE INCLUDED FOR ILLUSTRATIVE PURPOSES ONLY. THESE LANDS ARE NOT SUBJECT TO THIS APPLICATION.

*Giannone Petricone Associates*



**NOTE:** SUB-PRECINCT PLANS ARE FOR DEMONSTRATION PURPOSES ONLY. ACTUAL LAYOUTS AND DIMENSIONS MAY CHANGE



- RESIDENTIAL TOWNS UP TO 4 STOREY
- RESIDENTIAL UP TO 11 STOREY

**BLOCKS F, I, O**                      **54,555 SM**  
**NET SITE AREA:**  
 (EXCLUDES PARKS)

**UNITS**

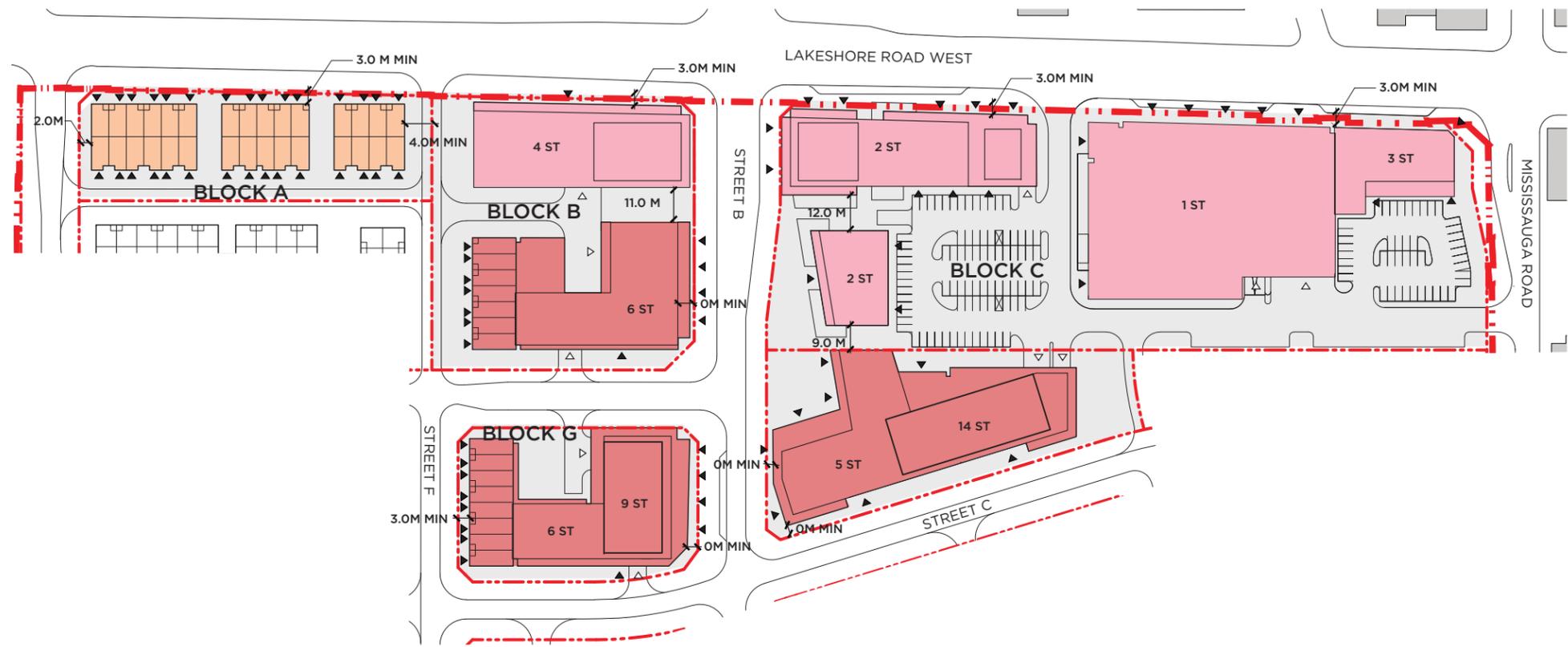
TOWNHOMES	237
APARTMENT	151
<b>TOTAL</b>	<b>388</b>

▷ PARKING / SERVICE ENTRANCE  
 ▲ BUILDING ENTRANCE

*Giannone Petricone Associates*

**THE PARKSIDE  
 CONCEPTUAL SUB-PRECINCT PLAN  
 WEST VILLAGE LANDS**



- LIVE / WORK UP TO 4 STOREY
- RETAIL COMMERCIAL UP TO 4 STOREY
- MIXED USE - RETAIL AT GRADE W/ RES. ABOVE - UP TO 14 ST.

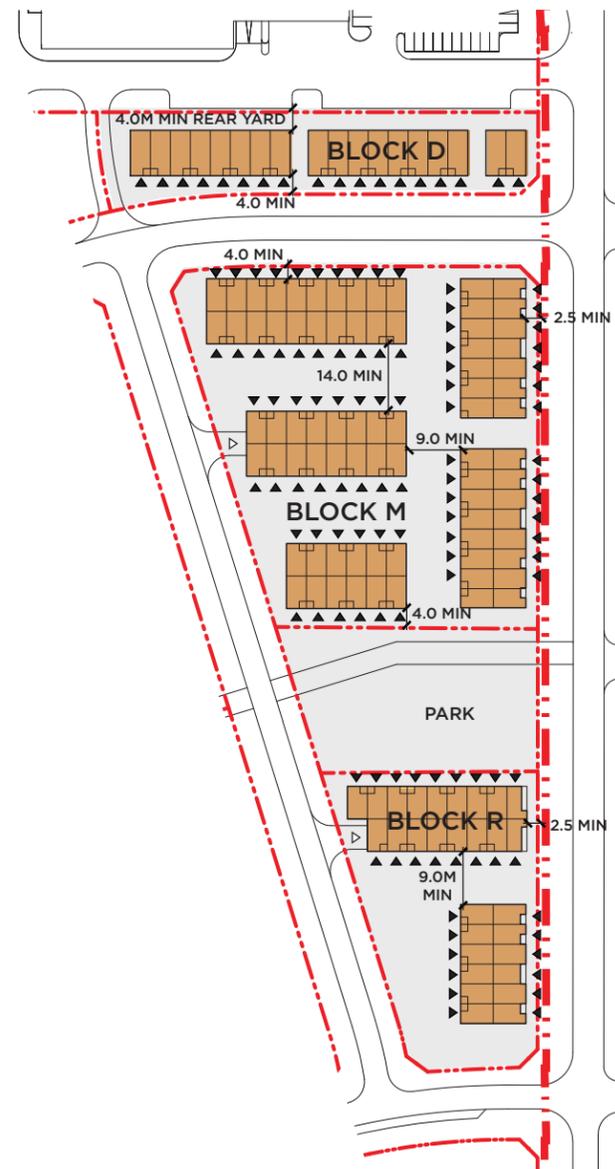
**BLOCKS A, B, C, G, H**     **43,095 SM**  
**NET SITE AREA:**

**UNITS**

LIVE/WORK	15
TOWNS	0
APARTMENT	507
<b>TOTAL</b>	<b>522</b>

- PARKING / SERVICE ENTRANCE
- BUILDING ENTRANCE

**NOTE:** SUB-PRECINCT PLANS ARE FOR DEMONSTRATION PURPOSES ONLY. ACTUAL LAYOUTS AND DIMENSIONS MAY CHANGE



 RESIDENTIAL BACK TO BACK/  
STACKED UP TO 4 STOREY

**BLOCKS D, M, R**                      **15,359 SM**  
**NET SITE AREA:**  
**(EXCLUDES PARKS)**

**UNITS**

TOWNS	141
APARTMENT	0
<b>TOTAL</b>	<b>141</b>

 PARKING / SERVICE  
ENTRANCE  
 BUILDING ENTRANCE

**NOTE:** SUB-PRECINCT PLANS ARE FOR DEMONSTRATION PURPOSES ONLY.  
ACTUAL LAYOUTS AND DIMENSIONS MAY CHANGE



- RESIDENTIAL TOWNS  
UP TO 4 STOREY
- RESIDENTIAL  
UP TO 6 STOREY
- RESIDENTIAL  
UP TO 29 STOREY

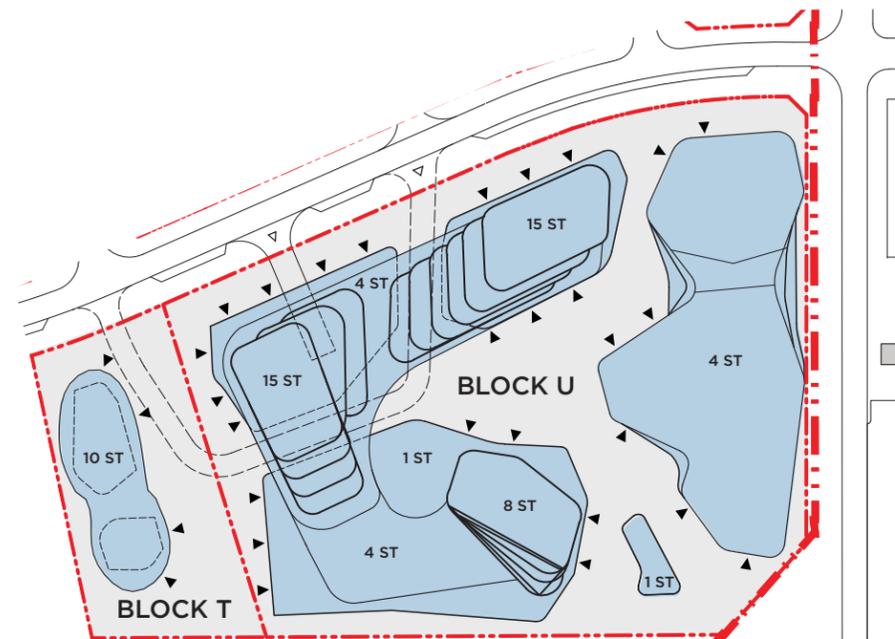
**BLOCKS K, L, P, Q**      **52,449 SM**  
**NET SITE AREA:**  
**(EXCLUDES PARKS)**

**UNITS**

TOWNS	143
APARTMENT	1380
<b>TOTAL</b>	<b>1523</b>

- PARKING / SERVICE  
ENTRANCE
- BUILDING ENTRANCE

**NOTE:** SUB-PRECINCT PLANS ARE FOR DEMONSTRATION PURPOSES ONLY.  
 ACTUAL LAYOUTS AND DIMENSIONS MAY CHANGE



 CAMPUS USE

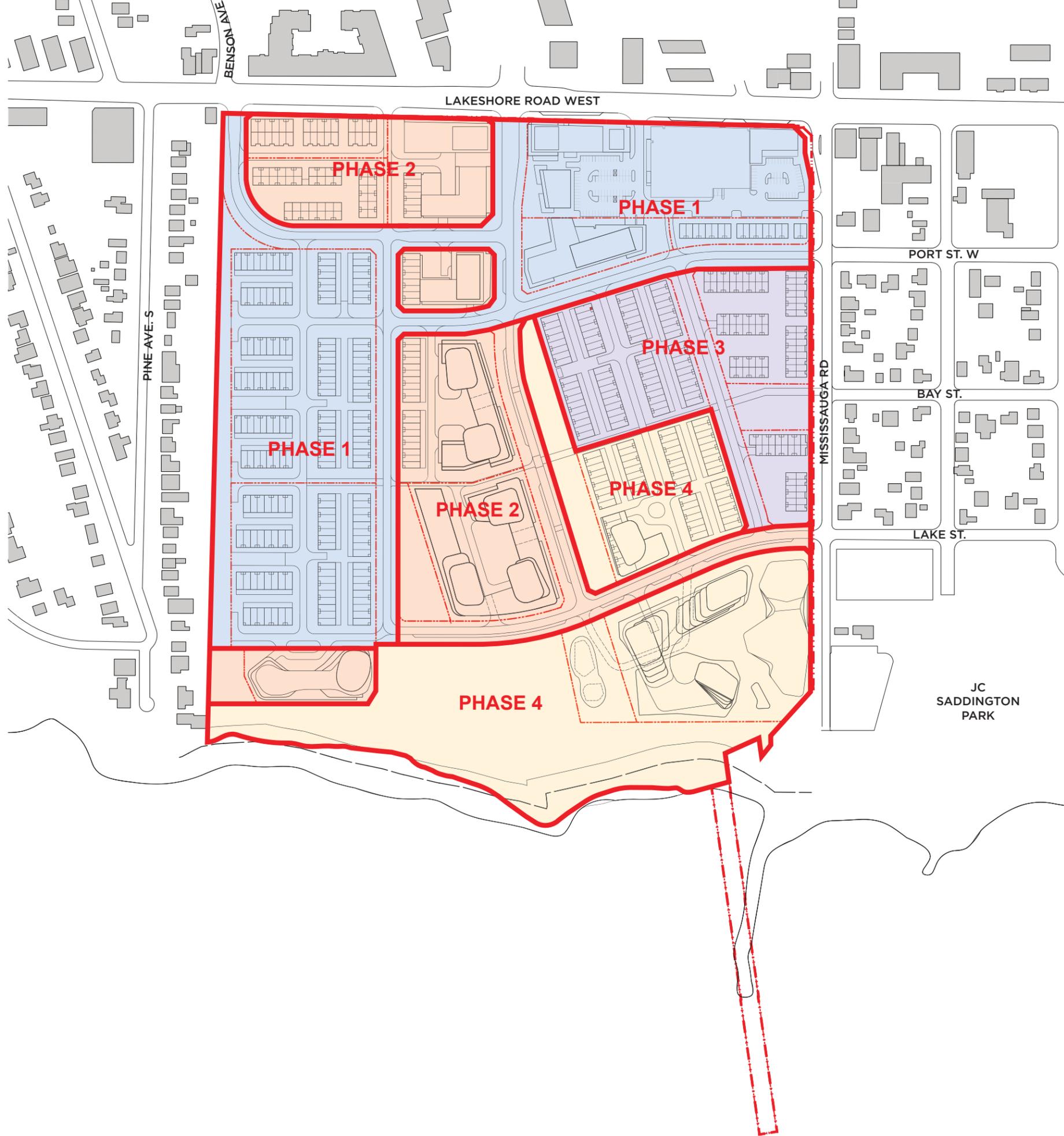
**BLOCK T & U**                      **24,803 SM**  
**NET SITE AREA:**  
 (EXCLUDES PARKS)

**UNITS**

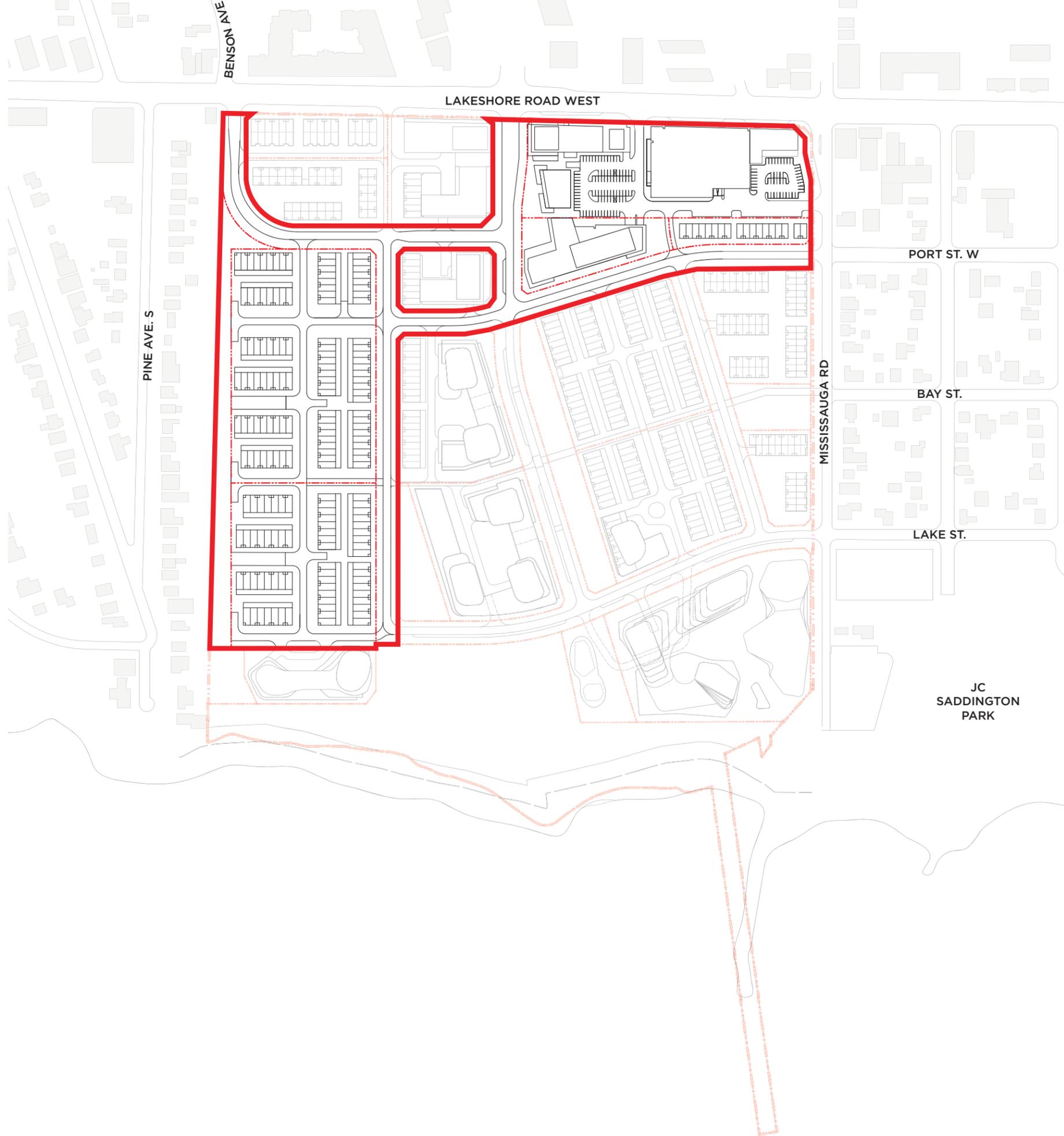
TOWNS	0
APARTMENT	420
<b>TOTAL</b>	<b>420</b>

 PARKING / SERVICE ENTRANCE  
 BUILDING ENTRANCE

**NOTE:** SUB-PRECINCT PLANS ARE FOR DEMONSTRATION PURPOSES ONLY.  
 ACTUAL LAYOUTS AND DIMENSIONS MAY CHANGE



Giannone Petricone Associates



Giannone Petricone Associates

PHASE 1  
WEST VILLAGE LANDS

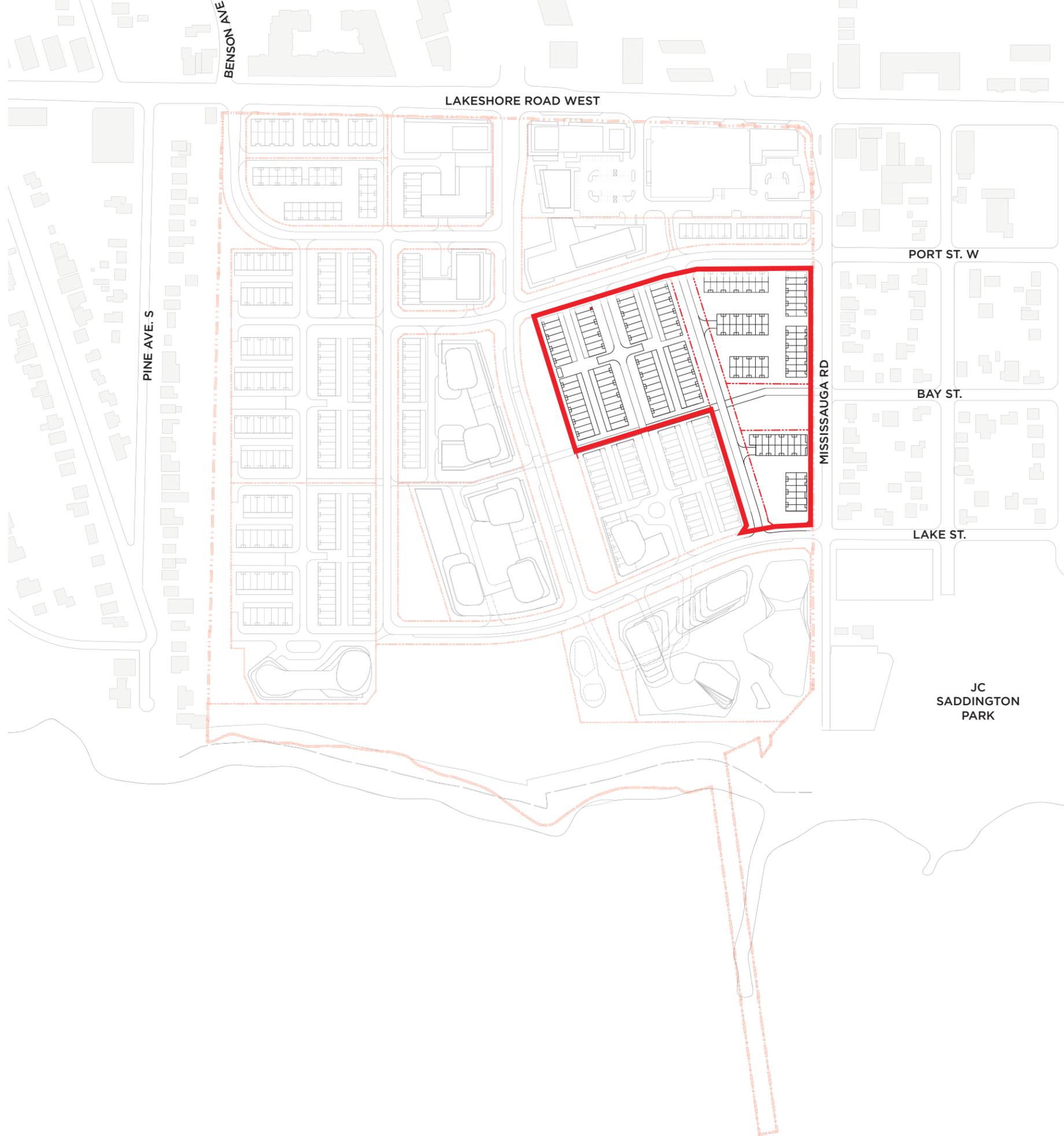
20

2018-11-02



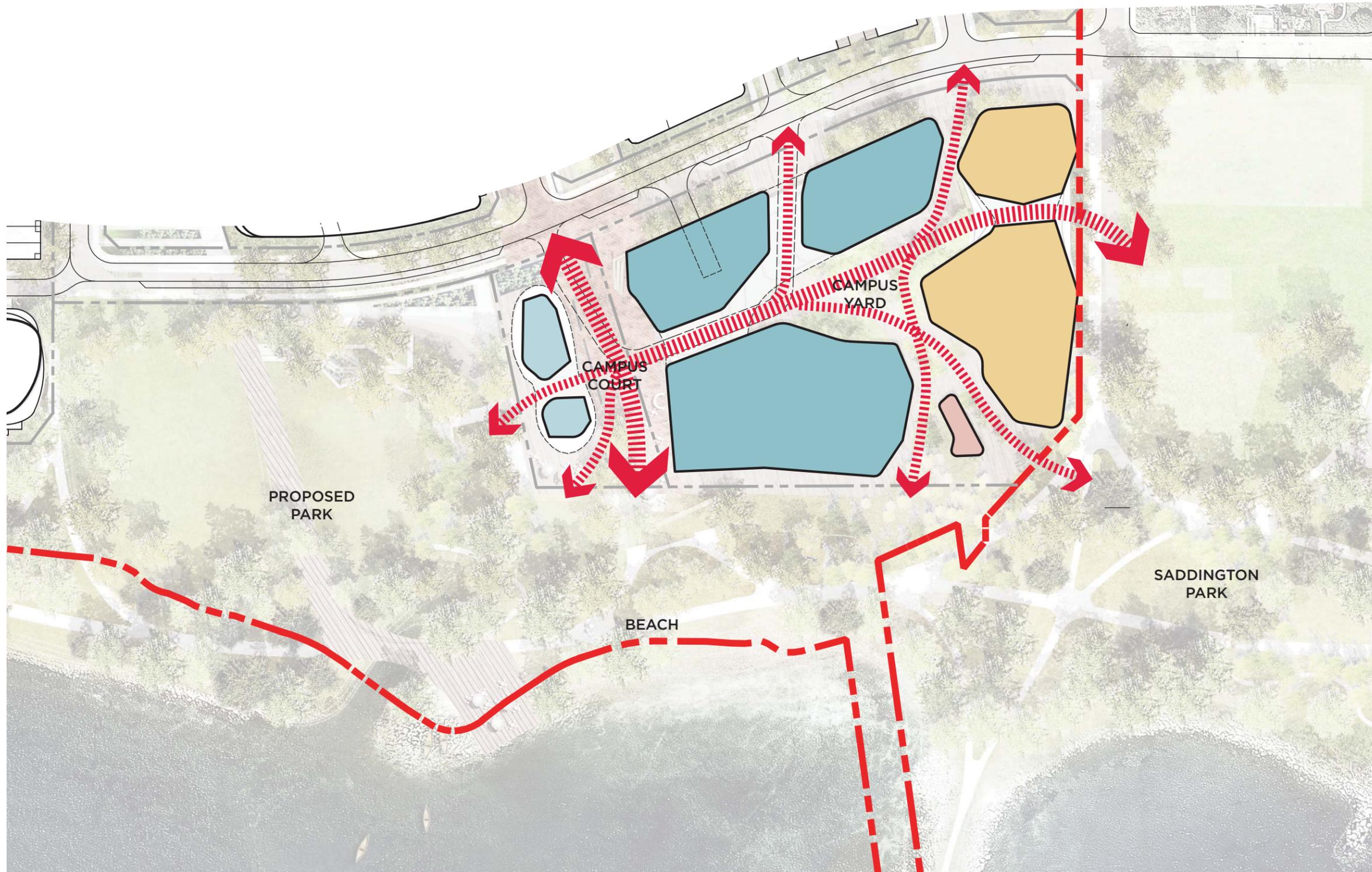
Giannone Petricone Associates

PHASE 2  
WEST VILLAGE LANDS



Giannone Petricone Associates





- RETAIL & RESIDENTIAL MIXED USE
- INSTITUTIONAL/ RESIDENTIAL & MIXED USE
- YMCA & SCHOOL
- PEDESTRIAN CONNECTIONS

*Giannone Petricone Associates*



		OUTDOOR AMENITY REQUIRED				OUTDOOR AMENITY PROVIDED		
		BASED ON LOT AREA	BASED ON UNIT COUNT	REQUIRED TOTAL	REQUIRED AT GRADE	PROVIDED AT GRADE	PROVIDED ABOVE GRADE	PROVIDED TOTAL
A	15 TOWNHOUSES	0 SM	0 SM	0 SM	0 SM	0 SM	0 SM	0 SM
B	119 APARTMENTS	±841 SM	±665 SM	±841 SM	±420 SM	0 SM	±841 SM **	±841 SM
D	32 STACK 2 TOWNHOUSES	±141 SM	±101 SM	±141 SM	±141 SM	±141 SM *	0 SM	±141 SM
F	69 B2B	±334 SM	±194 SM	±334 SM	±334 SM	±334 SM	0 SM	±334 SM
G	125 APARTMENTS	±428 SM	±700 SM	±700 SM	±350 SM	0 SM	±700 SM **	±700 SM
H	263 APARTMENTS	±605 SM	±1,472 SM	±1,472 SM	±736 SM	0 SM	±1,472 SM **	±1,472 SM
I	104 TOWNHOUSES	±2,499 SM	±582 SM	±2,499 SM	±2,499 SM	±1,366 SM	0 SM	±1,366 SM
K	459 APARTMENTS 19 TOWNHOUSES (W/ BACKYARD)	±1,171 SM ± 2,570 SM	±2,570 SM	±2,570 SM	±1,285 SM	0 SM	±2,570 SM **	±2,570 SM
L	73 TOWNHOUSES	±1,475 SM	±409 SM	±1,475 SM	±1,475 SM	0 SM	0 SM	0 SM
M	78 STACK / B2B	±437 SM	±219 SM	±437 SM	±437 SM	±437 SM	0 SM	±437 SM
O	151 APARTMENTS 65 TOWNHOUSES	±2,290 SM	±1,209 SM	±2,290 SM	±1,145 SM	±364 SM	±1,926 SM **	±2,290 SM
P	759 APARTMENTS	±1,222 SM	±4,250 SM	±4,250 SM	±2,125 SM	0 SM	±4,250 SM **	±4,250 SM
Q	159 APARTMENTS 33 TOWNHOUSES 51 TOWNHOUSES (W/ BACKYARD)	±1,371 SM	±1,076 SM	±1,371 SM	±685 SM	±138 SM	±1,231 SM	±1,369 SM
R	29 STACK / B2B	±194 SM	±82 SM	±194 SM	±194 SM	±194 SM	0 SM	±194 SM
T	74 APARTMENTS	±315 SM	±415 SM	±415 SM	±208 SM	0 SM	±415 SM **	±415 SM
U	346 APARTMENTS	±2,102 SM	±1,938 SM	±2,102 SM	±1,051 SM	0 SM	±2,102 SM **	±2,102 SM
<b>TOTAL</b>				±21,091 SM	±13,085 SM	±2,974 SM	±15,507 SM	±18,481 SM

\* UNITS IN BLOCK D SHARE AT GRADE OUTDOOR AMENITY WITH ADJACENT BLOCK.  
 \*\* 100% OF OUTDOOR AMENITY SPACE FOR APARTMENT DWELLINGS COULD BE PROVIDED ABOVE GRADE AS DISCUSSED WITH CITY ON JULY 26TH, 2018

**NOTES**

- OUTDOOR AMENITY AREA FOR APARTMENTS AND TOWNHOUSES MORE THAN 20 UNITS IS TO BE THE GREATER OF 5.6 SM / UNIT OR 10% OF THE LOT AREA. 50% OF THIS AREA MUST BE PROVIDED IN ONE CONTIGUOUS AREA AND 55 SM MUST BE PROVIDED OUTSIDE AT GRADE.

- OUTDOOR AMENITY AREA FOR STACKED AND B2B TOWNHOUSES IS TO BE THE GREATER OF 2.8 SM / UNIT OR 5% OF THE LOT AREA.

- OUTDOOR AMENITY AREA IS NOT REQUIRED FOR TOWNHOUSES WITH BACK YARDS (RM4).

**LEGEND**

- APARTMENTS
- STACKED / BACK TO BACK TOWNHOUSES (RM-9)
- TYPICAL TOWNHOUSES (RM-4)
- TYPICAL TOWNHOUSES WITH BACKYARDS (RM-4)
- LIVE / WORK
- PRIVATELY OWNED PUBLIC SPACE (POPS)
- PUBLIC PARKS
- OUTDOOR AMENITY AT GRADE

*Giannone Petricone Associates*

