

An aerial photograph of the Port Credit West Village area, showing a mix of residential streets, green spaces, and a large body of water (Lake Ontario) to the east. The map is color-coded with various shades of brown, green, and blue to represent different land uses and water bodies.

**PORT CREDIT WEST VILLAGE PARTNERS**

DIAMOND CORP

DREAM

FRAM BUILDING GROUP

KILMER VAN NOSTRAND

# Port Credit West Village Draft Master Plan

March 14, 2017

**URBAN  
STRATEGIES  
INC .**



**Port Credit West Village**

# **Draft Master Plan**

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# Table of Contents

<b>Executive Summary</b>	<b>iii</b>	<b>4.0 Implementation Strategy</b>	<b>79</b>
		4.1 Phasing Strategy	80
		4.2 Remediation Strategy & Approach	82
<b>1.0 Introduction and Overview</b>	<b>1</b>	<b>5.0 Planning Rationale</b>	<b>87</b>
1.1 Site & Team Overview	2	<b>6.0 Supporting Studies</b>	<b>101</b>
1.2 West Village Partners	4	<b>7.0 Next Steps</b>	<b>109</b>
1.3 Consultant Team	8	7.1 Key Emerging Issues	110
1.4 Process to Date	12	7.2 Master Plan Implementation Process	112
		7.3 Proposed Timeline	113
<b>2.0 Site &amp; Area Context</b>	<b>15</b>		
2.1 Mississauga's Evolving Waterfront	17		
2.2 The Site Today	19		
2.3 Site History	20		
2.4 Key Considerations and Opportunities	22		
<b>3.0 The Master Plan</b>	<b>25</b>		
3.1 The Vision	27		
3.2 Structuring Moves	28		
3.3 The Master Plan	30		
3.5 Parks and Open Spaces	35		
3.6 Mobility and Connections	55		
3.7 Land Uses, Built Form & Urban Design	61		







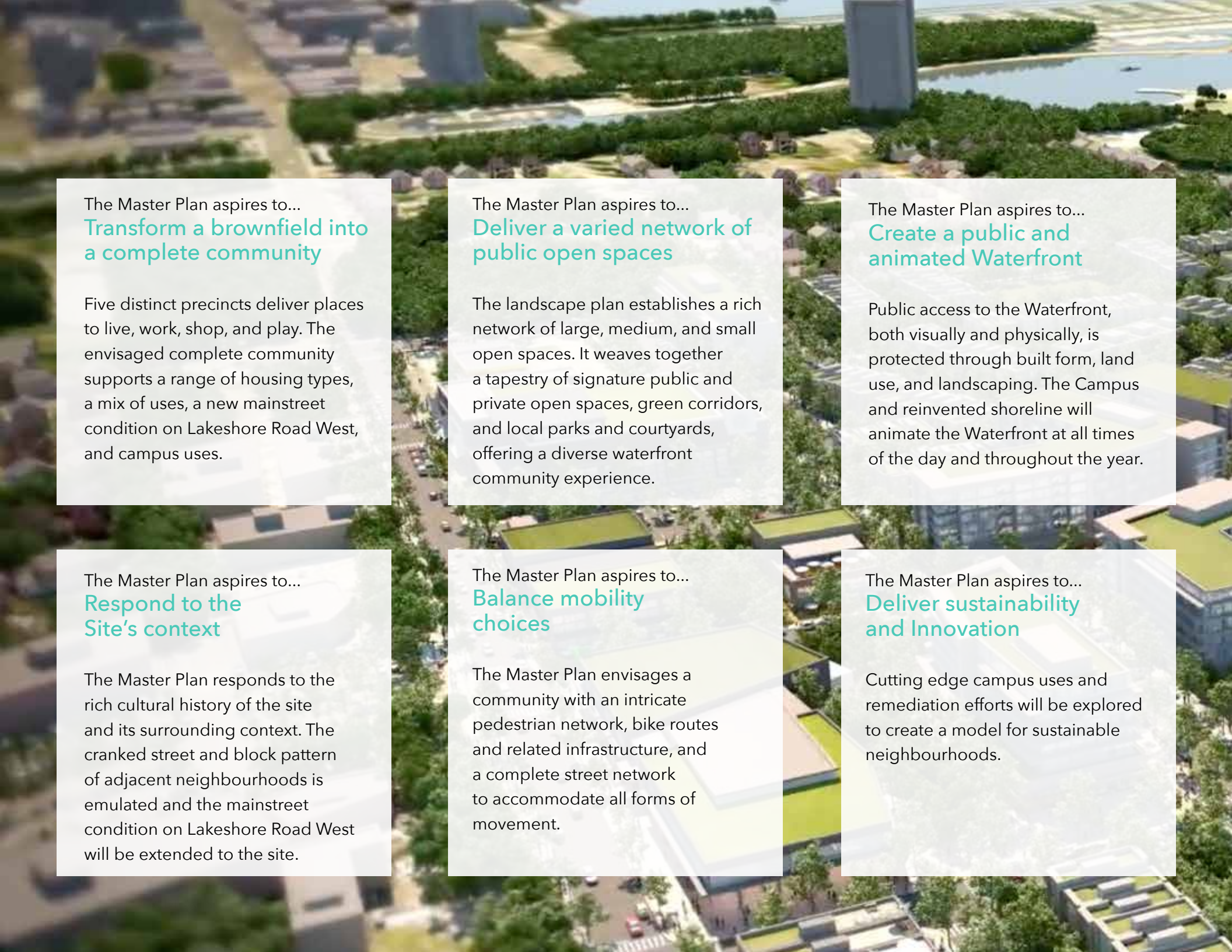
# Executive Summary

The Port Credit West Village Partnership (WVP) has produced a Draft Master Plan ("Master Plan") for the vacant former refinery site at 70 Mississauga Road South informed by the vision generated by the Inspiration Port Credit Project. The Master Plan establishes a comprehensive framework that reinforces and celebrates the Site's unique geographical position on Mississauga's Central Waterfront. It envisages a vibrant, mixed-use community that emphasizes architectural excellence, connectivity, a high quality public realm, community gathering spaces, and a series of green parks and open spaces that collectively enhance the Mississauga Waterfront experience.

This Master Plan is based on five key structural moves that translate the vision and principles of Inspiration Port Credit into a comprehensive planning framework for the site: 1) deliver a continuous waterfront; 2) establish green corridors that connect the Waterfront to Lakeshore Road West; 3) introduce a new cranked street and block pattern that mimics the surrounding street pattern; 4) establish dual catalysts (a Campus and a neighbourhood Village Square) to incite movement into the site; and 5) divide the site into five distinct character precincts.

The Master Plan delivers approximately 2,500 new residential units, in a mix of housing forms including  $\pm 530$  townhouses and  $\pm 2,000$  condominium units. These residential uses are supported by  $\pm 13,750\text{m}^2$  ( $146,500\text{ft}^2$ ) of retail space,  $\pm 20,000\text{m}^2$  ( $215,000\text{ft}^2$ ) of commercial space, (including  $15,750\text{m}^2$  [ $170,00\text{ft}^2$ ] of campus uses), and a parkland dedication of approximately 16% of the Site.





The Master Plan aspires to...

### Transform a brownfield into a complete community

Five distinct precincts deliver places to live, work, shop, and play. The envisaged complete community supports a range of housing types, a mix of uses, a new mainstreet condition on Lakeshore Road West, and campus uses.

The Master Plan aspires to...

### Deliver a varied network of public open spaces

The landscape plan establishes a rich network of large, medium, and small open spaces. It weaves together a tapestry of signature public and private open spaces, green corridors, and local parks and courtyards, offering a diverse waterfront community experience.

The Master Plan aspires to...

### Create a public and animated Waterfront

Public access to the Waterfront, both visually and physically, is protected through built form, land use, and landscaping. The Campus and reinvented shoreline will animate the Waterfront at all times of the day and throughout the year.

The Master Plan aspires to...

### Respond to the Site's context

The Master Plan responds to the rich cultural history of the site and its surrounding context. The cranked street and block pattern of adjacent neighbourhoods is emulated and the mainstreet condition on Lakeshore Road West will be extended to the site.

The Master Plan aspires to...

### Balance mobility choices

The Master Plan envisages a community with an intricate pedestrian network, bike routes and related infrastructure, and a complete street network to accommodate all forms of movement.

The Master Plan aspires to...

### Deliver sustainability and Innovation

Cutting edge campus uses and remediation efforts will be explored to create a model for sustainable neighbourhoods.







## Purpose & Extent of the Draft Master Plan

The intent of this Master Plan document is to move from the vision established by the Inspiration Port Credit Planning Framework to a development framework that can form the foundation for Official Plan (OPA) and Zoning By-law amendment (ZBA) applications. This is the first draft of the Master Plan. Through discussions with City staff and agencies, the intention is to collaboratively refine, finalize and have the Master Plan approved by the summer of 2017, which will overlap with the start of the OPA, ZBA, and Plan of Subdivision processes.

The Master Plan sets out a development framework for the parcel of land referred to by the Port Credit Local Area Plan as the Vacant Former Refinery Site, comprising the collective municipal lands at 70 Mississauga Road South. The Site is generally bounded to the north by Lakeshore Road West, to the east by Mississauga Road South, to the south by Lake Ontario, and to the west by residential neighbourhoods. While the Master Plan considers the Site's relationship to its boundary uses, the development framework only applies to the lands that fall within the boundary described above.





## Structure of the Report

**Chapter 1** introduces the project and project team, and the process that has been undertaken to date.

**Chapter 2** offers an analysis of the site and area context, including the Mississauga Waterfront, Port Credit, and subject Site. It traces the industrial history of the Site, and concludes with an overview of the key considerations and opportunities that have influenced the Master Plan.

**Chapter 3** forms the bulk of this report. It describes the vision and structuring moves that underpin the Master Plan, including a breakdown of the proposed open spaces and public realm elements, the new system of streets and blocks, the distribution of land uses, the built form strategy, and the definition of precinct areas.

**Chapter 4** describes the site remediation and the long-term phasing strategies to achieve the full build-out of the Master Plan, including how the remedial approach informs land uses.

**Chapter 5** describes how the Master Plan responds to and is in conformity with the prevailing Provincial and Municipal planning policies including the Provincial Policy Statement, Mississauga's Strategic and Official Plans, the Port Credit Local Area Plan, and the prevailing Zoning By-law. It concludes with a summary of Inspiration Port Credit, and a robust analysis of how the Master Plan aligns with the Inspiration Port Credit Guiding Principles and Directions.

**Chapter 6** provides an overview of the initial technical studies that have been undertaken to support the Draft Master Plan.

**Chapter 7** outlines the expected next steps for City endorsement of the Master Plan, as well as the anticipated timing for submitting formal applications for the Official Plan Amendment, Rezoning, and Plan of Subdivision. It also outlines emerging key issues and items of the project that require City support.

## Interpretation of the Master Plan

This Master Plan should be interpreted as a guiding document meant to provide a flexible framework within which to achieve the vision set out by Inspiration Port Credit. It is not a static plan, but a description of the vision, structuring ideas, and opportunities for the Site. Exact standards related to the development of buildings, including building heights and street right-of-ways, will be set out in subsequent development approval processes. It should be noted that based on discussions with staff, this document is being submitted in draft status to encourage early dialogue. The Master Plan will be refined over the next few months and finalized for approval in Summer 2017.







# 01 Introduction & Overview

# Site & Team Overview

The Site was home to an oil refinery and petrochemical storage facility until it was decommissioned in 1985. In the 32 years since, the site has sat largely vacant, save for a waterfront trail along its southern extent.

## Port Credit West Village Partners

Port Credit West Village Partners (WVP) represents the development partnership that is collectively redeveloping 70 Mississauga Road South (the “Site”). The team consists of Diamond Corp, DREAM Unlimited, FRAM Building Group, and Kilmer Van Nostrand.

WVP entered into an agreement of purchase and sale with Imperial Oil in December of 2016. WVP has been working on its vision for the Site, and meeting with key stakeholders since Imperial Oil initiated the bid process in 2015, with the objective of creating a world class, cutting edge community that enhances Mississauga’s Central Waterfront Experience. This process will be facilitated by extensive site remediation to transform what is currently a brownfield site into a jewel on the shores of Lake Ontario.

## The Project Team

WVP has assembled a recognized and celebrated Project Team comprised of firms with international experience and innovative thinking that puts them at the forefront of contemporary city building. Together, WVP and the Project Team have developed a detailed Master Plan to implement the Inspiration Port Credit Vision and Planning Framework for the Site. The Project Team is comprised of:

<b>Urban Strategies Inc.</b>	Planning & Urban Design
<b>Giannone Petricone Associates</b>	Architecture & Urban Design
<b>Public Work</b>	Landscape & Public Realm
<b>BA Group</b>	Mobility
<b>Stantec</b>	Environmental Remediation
<b>Urban Tech</b>	Servicing
<b>Savanta</b>	Natural Heritage
<b>Shoreplan</b>	Shore Restoration







## 1.2

# West Village Partners

The West Village Partners bring unparalleled experience and skills in creating vibrant, large-scale mixed-use urban developments and communities. Across the team, there is successful and award-winning experience and expertise for developments in the local market of Port Credit and Mississauga, for projects requiring significant environmental remediation, and for large-scale legacy revitalization communities.

Legacy master-planned developments are created when an inspiring vision is at its core. The West Village Partners have created such communities throughout their histories, as will be demonstrated throughout this document. Using Inspiration Port Credit (IPC) as a foundation, and with further stakeholder and community consultation processes, the West Village Partners are committed to creating a vision for this Property that will not only achieve all aspects of complete communities, but will be a legacy to the City of Mississauga, our team, and Imperial Oil.



**Kilmer Van Nostrand Co. Limited** is a privately-held Toronto based investment holding company of Canadian business leader and philanthropist, Larry Tanenbaum O.C. With investments in real estate and infrastructure, sports, entertainment and media, and private equity, Kilmer has a long-term horizon of vision for its investments and brings an entrepreneurial and solutions driven approach to project delivery. Over its forty plus year history, Kilmer has actively built or helped to build a number of leading Canadian businesses in such areas as construction and building products, commercial aggregate operations, sports and media, cable operations, electronics manufacturing, textile manufacturing, publishing, food processing, charitable gaming and environmental rehabilitation. Through Kilmer's investment in Maple Leaf Sports and Entertainment, the company has also been a part of developing the Air Canada Centre and the related adjacent real estate, and partnering with the City of Toronto on the operation of BMO Field and the Ricoh Coliseum.

Fostered by the historical experience it has had building roads, bridges, dams, tunnels, transit guideways, subways, and manufacturing concrete, aggregates, asphalt and other construction materials, Kilmer continues to maintain a focus on the infrastructure sector. In 2006, Kilmer established the first private equity fund in Canada dedicated exclusively to the redevelopment of brownfields. In 2011, Kilmer partnered with Dream to design, build, and finance the 2015 Pan Am/Para Pan Am Games Athletes' Village in the West Don Lands.

**Dream Unlimited Corp.** ("Dream") is one of Canada's leading real estate companies. Founded in 1996 and headquartered in Toronto, Dream is an innovative real estate developer and manager primarily focused on the residential and commercial sectors in Canada, the United States and Germany.

Dream manages 54 Million square feet of commercial properties across three publically listed REIT's, one publicly listed hard asset fund and third party real estate funds. Dream's diversified development business includes development of over 10,000 acres of land in Western Canada including housing, mixed-use communities and retail centres.

In eastern Canada, Dream has development operations in Toronto and Ottawa with over 6,500 condominium units and one million square feet of commercial at various stages of development. A few examples of their developments include Toronto's Distillery Historic District and the Canary District as well as Ottawa's Zibi development. All three projects are large mixed-use, multi-phased brownfield developments.

**FRAM Building Group** (“Fram”), a Toronto-based developer and builder, is known for its innovation, quality and community building experience. Since 1981, Fram has been developing, building, and project managing in the Greater Toronto Area, Southern Ontario, Alberta and select markets in the United States, and has been at the forefront of developing unique, sustainable, mixed-use neighbourhoods. Harnessing a highly motivated management and construction team, Fram has successfully built over 13,000 residences from custom homes to exceptional single family, multi-family, condominium and rental apartments, in addition to large mixed-used developments, affordable housing, and student housing.

Fram is a proven innovator of sustainable community developments, particularly focusing on energy efficiency and environmental sustainability. The award-winning Port Credit Village project in Mississauga is recognized worldwide for its sustainable urban form as well as being a successful transit-oriented development (TOD). This project is the subject of numerous tours, articles & case studies, and was a finalist in the 2006 Awards for Excellence for projects in the Americas by the global Urban Land Institute.

Fram has the in-house capabilities and expertise to act as both developer and builder, including its large-scale mixed-use developments such as Port Credit Village, Shops at Don Mills and Allenbury Gardens.

**Diamond Corp.** is a Toronto-based real estate development company which maintains a strong commitment to developing high-quality, innovative and award-winning residential and mixed use projects. Diamond Corp. has established itself as a leader in progressive city building in the Greater Toronto Area. Diamond Corp. is committed to building on the legacy created by the late A.E. Diamond. The company has a proven track record in planning and real estate development, with an expertise in achieving rezoning approvals for complicated sites.

Diamond Corp. has established itself as a leader in the development industry with a focus on projects that add value to the communities in which they work. With over 14 million square feet of Gross Floor Area (not including the recently acquired 70 Mississauga Road South site), projects range from high rise mixed-use development to high density low rise residential projects. Notable large-scale projects in the Diamond Corp. portfolio include The Well, an office, retail and residential hub in downtown Toronto on the former Globe and Mail Lands, and Wynford Green, a new live-work neighbourhood on the Eglinton Crosstown at Don Mills.

Diamond Corp. embraces challenging development opportunities, and partners with leading public and private sector organizations. Working together with the local councillor and community, Diamond Corp. is able to achieve their land use goals, creating a development that is sensitive to the surrounding community and achieves key city objectives.







### 1.3

## Consultant Team

The success of 70 Mississauga Road South will be achieved through the careful execution of an inspiring vision and innovative planning. In assembling the team best suited for the development, experience and expertise across the spectrum of environmental remediation, design excellence, local experience, and value creation was the priority.

WVP has supplemented their own specializations for this submission, with the exclusive expertise of several key consultants. In preparing the overall development master site plan and our RFP submission, WVP's consultant team completed investigative studies, met with various municipal and approval authorities, and community stakeholders, and prepared strategic reports which were used to drive the proposed development. The work completed to date and a summary of their findings are summarized below.



**Giannone Petricone Associates (GPAIA)**  
*Architecture and Urban Design Consultant*

Giannone Petricone Associates Architects (GPAIA) is a multi-award winning firm. With GPAIA's extensive experience in Port Credit, WVP has been able to create a master planned, mixed use development that fits within the existing community and responds to the existing site constraints. In addition to working closely with WVP, GPAIA has also played a prominent role in WVP's preliminary discussions with residents' groups. GPAIA's significant participation in resident group meetings held to date has established an open dialogue that residents and WVP rely on to create a community that fits into the surrounding context. GPAIA's experience in designing large-scale mixed-use projects of all forms and tenures ensures that the design will result in a well-integrated mixed-use community.

**Urban Strategies Inc. (USI)**  
*Planning and Urban Design Consultant*

USI is recognized internationally as a leader in strategic city building, having prepared successful master plans for large and small projects in city centres around the world. Taking a design-based approach, USI seamlessly integrates new buildings, spaces and places into existing urban fabric.

USI has also directed the revitalization of riverfronts, harbours, and ports throughout Canada, the United States, the Caribbean and the United Kingdom. The company's more than two decades of experience has resulted in waterfront plans that balance the preservation of history and existing character with opportunities for reinvestment; residential, commercial and industrial growth; and increased tourism and park space.

**Public Work**  
*Landscape Architect Consultant*

Public Work has been selected as the Landscape Architect for the Project to bring their experience and approach to developing a vision for 70 Mississauga Road South that is focused on waterfront revitalization, sustainability, and the creation of high quality streetscapes and public spaces. Public Work is an urban design and landscape architecture firm based in Toronto, Ontario. The practice of Public Work begins with the understanding that every project has a responsibility to improve the quality and experience of public life in the city. Using landscape as their primary medium, their projects aim to enhance the hidden qualities of a site to produce a transformed experience of even the most familiar places. The company has extensive experience with waterfront revitalization projects and has worked on portions of East Bayfront with Waterfront Toronto. Public Work is currently undertaking a study of the Port Lands (400 hectares) in downtown Toronto as lead urban designer.

## BA Group

### *Transportation Consultant*

BA Group provides transportation planning and engineering services to public and private organizations. The company provides thoughtful plans for the movement of people and goods in urban environments. The focus of BA Group is on sustainable urban land development and the legal, functional, social, and economic implications of various transportation systems. Any facility that attracts traffic – pedestrian, bicycle, transit, or car – requires expert care in planning and design. BA Group works with clients and colleagues around the globe to analyze and improve existing systems and to get new projects approved, designed, and developed efficiently, with the public's interest in mind. BA Group focuses purely on transportation issues in support of high quality urban environments, and specializes in sustainable planning, multi-modal transportation infrastructure, impact studies, site audits, parking facilities, concept design, and expert testimony.

## Stantec Consulting (Stantec)

### *Environmental, Geotechnical and Soil Management Engineer*

Stantec Inc. (Stantec) has been retained by WVP for their environmental, geotechnical and soil management expertise. Members of WVP have worked with Stantec extensively in the past on sites with similar challenges and they are known to deliver expert consultation on matters which affect the lands at 70 Mississauga Road South. Stantec spent significant efforts in reviewing all environmental reports provided by Imperial, and have summarized their findings, understanding and strategy included in Section 4, Remediation Approach.

## Urbantech Consulting (Urbantech)

### *Civil Engineer*

Urbantech has been retained by WVP as the Civil Engineer consultant. Urbantech is a consulting engineering firm in the Greater Toronto Area specializing in land development engineering. Urbantech has years of experience in the development industry within the GTA and has been involved in numerous site plan applications, commercial/industrial developments, and large residential developments. Through the company's experience working in various GTA municipalities, Urbantech has developed strong working relationships with the key staff members at the municipal and regional levels, as well as within the various conservation authorities. Urbantech is a leader in the land development industry, and their record of successful project delivery is a result of professional experience and expertise, resource planning and commitment to quality.



### Shoreplan Engineering (Shoreplan)

#### *Shore Restoration Consultant*

Shoreplan has been retained to provide consultation on coastal engineering and shoreline protection. The firm offers expertise in shoreline management, impact assessment of waterfront development, approval process, marina and wharf design and the implementation of waterfront projects. The range of services offered includes site investigations, feasibility and master planning studies, research, numerical\ modelling, expert testimony, detailed design, preparation of construction drawings, project management and construction review. These services are offered with respect to coasts, harbours, marinas, estuaries, rivers and canals.

### Savanta Inc (Savanta)

#### *Natural Heritage Consultant*

Savanta has been retained by WVP to provide information on the existing natural heritage character of the lands, constraints and opportunities presented by perceived species on site, and potential habitat creation concepts. Savanta applies highly specialized technical knowledge and expertise in the areas of the natural sciences and environmental planning. Many of Savanta's experts are considered thought leaders in their areas of specialization. In that regard, Savanta brings an understanding of current and emerging science together with substantial practical experience in domestic and international markets. Recognizing that environmental issues tend to be intricate, often involving many competing and complex interests and stakeholders, Savanta seeks to develop practical and efficient solutions with positive outcomes.

## Process to Date

WVP has been engaged with the community since 2015 to understand the local aspirations for the Site. Meetings were held with the Town of Port Credit Association (TOPCA), the Port Credit Cranberry Cove Ratepayer Association (PCCCRA), and the Port Credit Business Improvement Association (PCBIA) to discuss, in general terms, their respective visions for the Site. WVP has also engaged in several preliminary meetings with the Region of Peel and City staff and agencies to understand the key issues surrounding redevelopment.

1. Meeting with CAO of Credit Valley Conservation, August 20, 2015
2. Meeting with Commissioner of Community Services, September 4, 2015
3. Meeting with YMCA, September 9, 2015
4. Meeting with Jim Doran (City of Mississauga), September 11, 2015
5. Meeting with Mayor Crombie, March 2, 2016
6. Meeting with Development Services (City of Mississauga), March 9, 2016
7. Meeting with Ruth Marland (City of Mississauga), March 18, 2016
8. Meeting with Councillor Tovey, May 5, 2016
9. Info Session with City of Mississauga, May 16, 2016
10. Meeting with Susan Burt (City of Mississauga), May 19, 2016
11. Meeting with YMCA, May 19, 2016
12. Meeting with Port Credit Cranberry Cove Ratepayers, June 14, 2016
13. IOL Lands Community Engagement Meeting, July 11, 2016
14. IOL Community Engagement Meeting, July 13, 2016
15. Meeting with Jim Doran (City of Mississauga), November 15, 2016
16. Meeting with Mississauga Ratepayers, December 1, 2016
17. Meeting with Ed Sajecki (City of Mississauga), December 6, 2016
18. Meeting with Transportation Staff (City of Mississauga), December 7, 2016
19. Meeting with Mayor Crombie, December 12, 2016



20. Meeting with Development Engineering Region of Peel, December 13, 2016
21. Meeting with Development Services (City of Mississauga), December 22, 2016
22. Meeting with Evergreen, January 24, 2017
23. Meeting with Credit Valley Conservation, January 24, 2017
24. Meeting with Councillor Tovey and Ed Sajecki (City of Mississauga), January 25, 2017
25. Meeting with Stakeholder Group re Economics, February 1, 2017
26. Meeting with CVC and Consultants, February 10, 2017
27. Meeting with Councillor Tovey, February 21, 2017
28. Meeting with Planning Staff (City of Mississauga), February 23, 2017
29. Meeting with Stakeholder Group re Environmental Remediation, February 28, 2017
30. Meeting with City of Mississauga Leadership Team, March 2, 2017
31. Meeting with Stakeholders Group re Commercial and Retail, March 7, 2017
32. Launch Meeting with Mississauga City Staff and Agencies, March 9, 2017



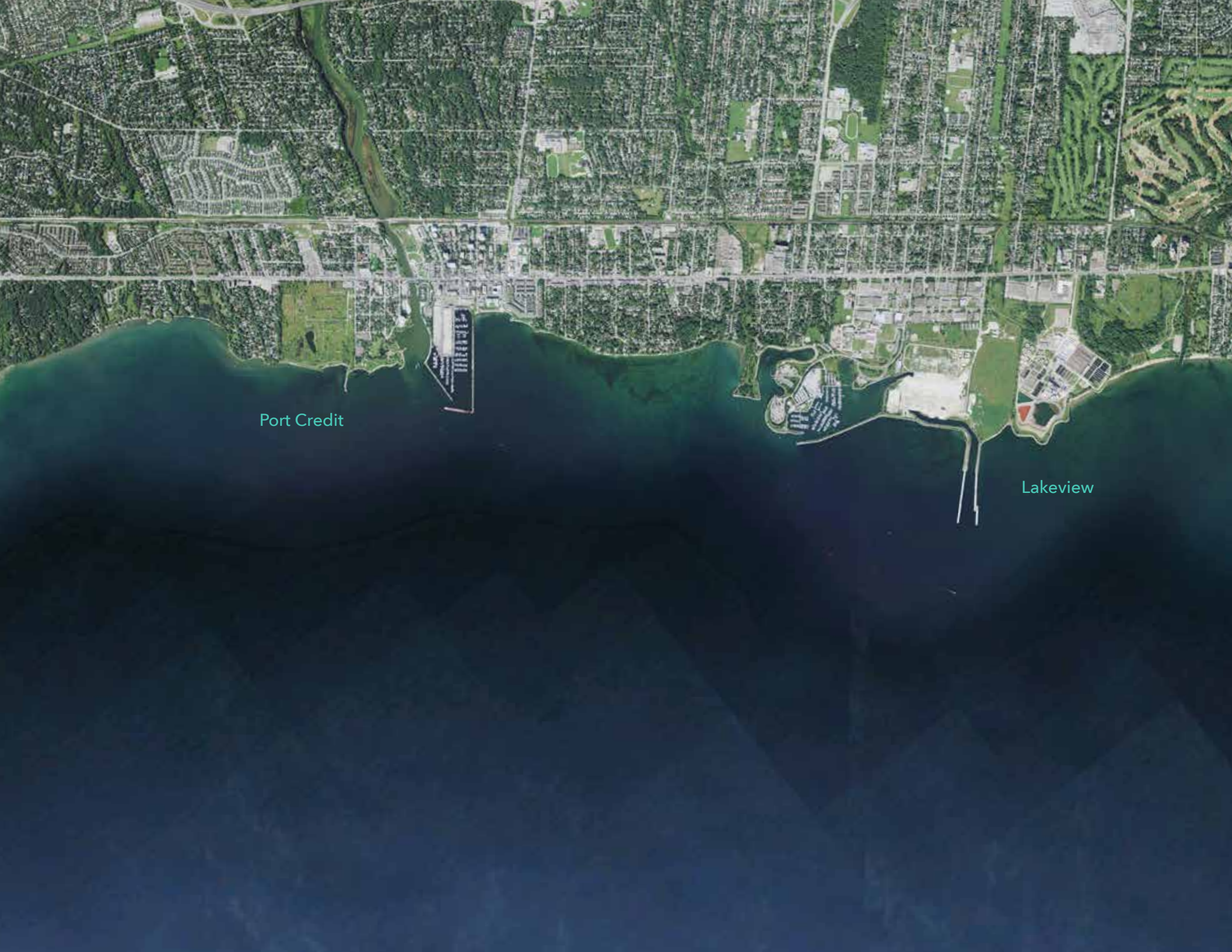








# 02 Site & Area Context



Port Credit

Lakeview





## 2.1

# Mississauga's Evolving Waterfront

Lake Ontario's waterfront comprises a rich yet varied landscape, characteristic of a geography in the midst of transformation. While comprehensive initiatives to revitalize the waterfront are underway, a series of decommissioned industrial sites remain, pockmarking the interface between water and land with vestiges of an industrial past.

There are two significant underutilized brownfield waterfront parcels in the City of Mississauga: Lakeview and the Site. Through its Strategic Community Initiatives Division, the City has been studying how to reclaim these underutilized waterfront parcels, culminating in the development of two separate projects: Inspiration Lakeview and Inspiration Port Credit. These Master Planning Framework documents share a similar vision - to reconnect the waterfront to the city in a manner that retains public access to Lake Ontario's shoreline, considers historical industrial uses, and respects the fabric of adjacent neighbourhoods.

In its current condition, Port Credit is a neighbourhood in halves. The East Village is largely built up, characterized by its urban street and block pattern and mainstreet condition. The western portion of Port Credit, located on the opposite side of the Credit River channel, is largely defined by the vacant Imperial Oil lands, recognized as a strategic site by the Inspiration Port Credit framework. The Imperial Oil lands represents an important and untapped opportunity to continue the process of revitalization along Mississauga's Central Waterfront, and comprise the subject site of this Master Plan.





## The Site Today

The Site is located at the edge of Lake Ontario on Mississauga's evolving waterfront. Currently vacant, the 72 Acre (29 hectare) Site is bound to the north by Lakeshore Road West, to the east by Mississauga Road South, to the south by Lake Ontario, and to the west by a residential neighbourhood. The Site sits in close proximity to the confluence point of Lake Ontario and Credit River, symbolic of its own synergistic relationship to abutting land uses, including the Old Port Credit Village Heritage Conservation District to its east, stable neighbourhood to its west, mainstreet commercial activity to its north, and the natural heritage of the waterfront to its south. These edge conditions have informed how the Site has evolved over time, and will continue to influence this most recent iteration of transformation.

The Site is served by a multi-modal transit network. The Port Credit GO Station, a transportation hub situated just north of Port Credit East Village, is accessible by MiWay bus service on Lakeshore Road West with stops at Mississauga Road South, Benson Avenue, and Maple Avenue South. The Site is also well connected to the broader regional road network, with Lakeshore Road West providing the only east-west passage across the Credit River south of the QEW. North-south movement is facilitated by Hurontario Street, identified as a higher order transit corridor in Mississauga's Official Plan, where a planned 23 kilometre light rail transit (LRT) corridor will extend from Brampton to Mississauga, terminating at the Port Credit GO Station. The transformation of the Site must consider its relationship to the transit network, in addition to a series of other opportunities and constraints.

## 2.3

# Site History

The Site has experienced a number of evolutions across its history, from brick manufacturing, to industrial uses, to its planned transformation into a complete community.

**Late 1800s - 1933**  
**Port Credit  
Brick Company**



A brick manufacturing facility operated at the Site from the late 1800s to 1933.

**1933 - 1985**  
**Oil Refinery & Petrochemical  
Storage Facility**



The Site was operated under various owners as an oil refinery and petrochemical storage facility. The facility consisted of three large tank farms, a refinery processing area, office and administration buildings, a large shale pit and a harbor inlet that is currently backfilled.



**1985 - Today**  
Decommissioned &  
Vacant Site



Refining operations ceased in 1985 and Site was decommissioned in 1990. The Site has remained vacant since 1990.

**2012 - 2015**  
Re-imagining Future  
Opportunities for the Site



In 2012, City Council endorsed the Inspiration Port Credit Project. The ambition of the project was to develop a Master Planning Framework to guide renewal of the the Site, and the Port Credit Harbour Marina.

## Key Considerations and Opportunities

The Site offers a unique opportunity for revitalization. Key considerations and opportunities for the Site include:

### Connected Waterfront

In its current condition, J.C. Saddington Park terminates at the border of the Site. There is an opportunity to continue access along the waterfront (01), opening up new recreational and ecological uses.

### Remediated Brownfield Site

The Site constitutes a large brownfield site (02) that has remained vacant for over 35 years. There is an opportunity to complete extensive remediation to significantly improve environmental conditions, including soil and groundwater quality, while reconnecting the Site to its adjacent context.

### Mainstreet Condition on Lakeshore Road West

In its current condition, Lakeshore Road West supports single-sided retail that disrupts the mainstreet fabric to its east and west. There is an opportunity to repair this condition by drawing retail uses onto the southern portion of Lakeshore Road West, and into the northern

fringe of the Site (03).

### Publicly Accessible Site

Port Credit West Village is a large site without any public roads, impeding public movement and shoreline access. There is an opportunity to create a new street system that mimics the adjacent street and block pattern (04), offering new access points to the waterfront while unlocking its development potential.

### Appropriate Transitions

The Old Port Credit neighbourhood (05) is representative of the historical underpinnings of the waterfront. The transformation of the Site offers an opportunity to respect the history of this key neighbourhood through edge treatments that appropriately transition to the historic fabric.













# 03 The Master Plan





### 3.1

## The Vision

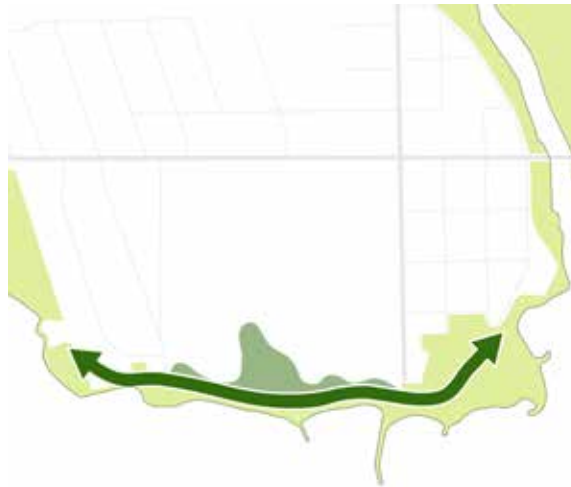
Much like a tapestry of interwoven landscapes, squares, and building fabric, the Master Plan envisages a community that reconnects existing parkland and adjacent neighbourhoods, while fortifying Lakeshore Road West and developing opportunities for new residential, commercial, cultural and recreational uses.

The waterfront is stitched to Lakeshore Road West by green corridors that support movement and ecological integrity, establishing soft edges that hug a new 'cranked' street and block pattern. The Site is animated by the Village Square and Campus, acting as dual catalysts to incite movement into, and throughout the Site. Finally, the Site is carved into five discreet precincts, creating a heterogeneous program of built form and parks that respects the character of existing neighbourhoods.

## Structuring Moves

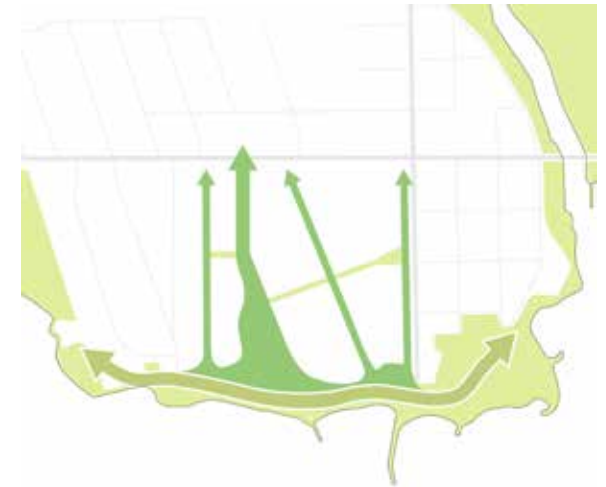
Five major structuring moves have been developed to implement the Master Planning principles. They define a series of moves that comprehensively organize the site in a way that responds to the existing and planned context of Port Credit and its surrounding land uses.

### 01 Continuous Waterfront



**Create a continuous shoreline edge that stitches the Site to the broader waterfront context.** The waterfront and shoreline edge will be protected as an important east-west open space, anchored by a new waterfront park.

### 02 Green Corridors



**Introduce four green corridors that link the waterfront to Lakeshore Road West.** The Site, and by extension, the waterfront will be made more porous through the introduction of four green corridors, each with its own unique identity and function.



## 03

### Streets & Blocks



**Organize a street and block pattern that mimics its surrounding context.** The Master Plan draws inspiration from the adjacent urban fabric, characterized by its 'cranked' streets. This street and block orientation will be replicated throughout the Site.

## 04

### Dual Catalysts



**Establish a tandem of catalysts linked by a new green boulevard.** By reconnecting the mainstreet fabric on the south side of Lakeshore Road West, and developing a Campus abutting the waterfront, the Master Plan catalyzes entry into the site.

## 05

### Precincts



**Create distinct precincts to diversify the range of land uses and building forms.** The Master Plan delineates five precincts, each characterized by a distinct set of building typologies and open space offerings that respond to adjacent conditions.

## The Master Plan

The Master Plan establishes a physical development framework that comprehensively guides the transformation of the Site.

The design begins with an extension of the **public realm** network along the waterfront from Port Credit and J.C. Saddington Park to the east through the site, creating new opportunities for open spaces through the site to both the existing waterfront areas to the west and Lakeshore Road West to the north. Landscape opportunities vary and allow for an improved shoreline trail linking J.C. Saddington Park, The Point, The Beach, Campus Court, the New Waterfront Park, Sculpted Landforms and Picnic Terraces, and the Ecological Gardens.

A **Campus** extends the landscape quality of the shoreline northward towards the new residential neighbourhood. Mixed-use campus buildings animate the waterfront open spaces and ensure a year-round and day-long use of the area. A small collection of iconic buildings within the campus district will help realize these uses quickly and provide for architectural landmarks.







Lakeshore Road West

Village Square

The West Village

Port Street West

Old Port Transition Precinct

Community Park

Ecological Trail Connection

The Promenade

Parkside

Edge Walk Promenade

Lake Street

Campus Square

Ecological Gardens

The Campus

J.C. Saddington Park

Sculpted Landforms Picnic Terraces

New Waterfront Park

Water Court

Campus Court

The Beach

The Point



The **street system** has been cranked at an angle to mimic the street network and residential fabric of the existing neighbourhood to the west and the north. This unique and local feature adds variety to the area while creating opportunities to open up views to the waterfront and new neighbourhood in an interesting and dynamic way. Key extensions of the existing streets provide an understandable street grid and allow for a major “loop” utilizing extensions of Mississauga Road South, Lake Street and a new north-south road to create an important opportunity for extending public transit into the site.

The **main residential neighbourhood** consists of low-rise and mid-rise buildings. A large portion of the Site will be dedicated to low-rise, grade-related housing (mostly in a townhouse form) that extends the existing residential fabric of Port Credit. Mid-rise buildings have been concentrated in the centre of the new neighbourhood and placed in a way to create opportunities for courtyard blocks that extend opportunities for new landscapes and family housing options. At the west of the site the woodlot has been preserved and townhouse opportunities provided to allow for sensitive treatment of this edge and consideration for the existing neighbourhood on the Site’s boundary.

Along Lakeshore Road West, the development plan maximizes **commercial** opportunities and creates for an extension of the Port Credit low-rise main-street commercial typology. Commercial opportunities include retail uses, live-work units and mixed-use buildings. The commercial centre has been extended south into the Site through the main north-south road and as it cranks, Village Square emerges, providing opportunities for commercial uses, including cafés and restaurants, to spill out onto this new urban community space.

The following subsections provide further detail on various components of The Master Plan. They include:

- Parks & Open Spaces
- Mobility & Connections
- Land Uses, Built Form & Urban Design









# Parks & Open Spaces

# Part of a Larger System of Open Spaces

The Master Plan takes a regional approach to providing parks and open spaces. Although Port Credit collectively functions as the terminus of Hurontario Avenue, the fabric of its constituent parts is unique. Port Credit East Village is characterized by its urban configuration, embodied in its grid street and block pattern. Conversely, the West Village Master Plan takes inspiration from Credit River - its soft, loose lines and inherent messiness will be translated into a suite of naturalized open spaces that add something new to Mississauga's existing portfolio of green spaces. Once completed, Port Credit will function as a unified whole, providing a rich variety of landscapes offering experiences rooted in interrelated notions of urbanity and naturalization.







Railway Corridor

Credit River

Lakeshore Road West

Port Credit  
East Village

Pine Avenue South

Mississauga Road

J.C. Saddington  
Park

Lake Ontario



# The Landscape Plan

The Master Plan provides a diverse variety of destination and local open spaces, organized around three scales.



## Large

Larger elements, including a **new waterfront park system**, will create a regional draw anchoring the Site and Mississauga's Central Waterfront more broadly. The shoreline and water's edge will be protected as an important east-west open space, providing multiple opportunities for access to the water and linkages to the east and west.



## Medium

Medium elements, including the **four green corridors to the lake**, are structural in their design. They will act as buffers between the neighbourhoods abutting the site, and as conduits to the shoreline from Lakeshore Road West. North-south green corridors provide opportunities for sustainable green infrastructure and smaller local parks and open spaces.



## Small

Smaller elements, or "**small greens**", comprise **courtyards, squares, private gardens, and community gardens**, providing points of relief throughout the site. These smaller gestures punctuating residential areas will enhance the overall system. Parks to the east and west of the property are shared with the existing neighbourhoods and will bring the community together.









# New Waterfront Park

The new waterfront park anchors the Site while offering a continuation of the east-west green program already established in Port Credit East Village.

This unique site provides an opportunity to diversify Port Credit's waterfront experience and connect an extensive new open space amenity deeper into the urban fabric of the Port Credit community. The legacy of the project is the completion of a fully connected system of waterfront parks, delivering the missing link from J.C. Saddington Park west to the Brueckner Rhododendron Gardens. The proposed waterfront open space system offers a 'kit' of parts that collectively celebrate Lake Ontario, including ecological gardens, picnic terraces, sculpted landforms, a Waterfront Park, a Beach, and Campus Courts. Whereas the courts are imbued with an urban sensibility, the larger green spaces adopt the soft, messy edges of Credit River and Lake Ontario.











# Ecological Trail Connection

The westernmost green corridor is characterized by its soft edges, creating a naturalized buffer between the Site and the adjacent neighbourhood. It celebrates the ecology of the area through naturalized plantings and interpretive interventions, while protecting wildlife habitat.

The existing corridor of mature trees at the western edge of the site acts as a natural buffer to the new development and can be enhanced and re-imagined as a new community connection that links Lakeshore Road West with the water's edge. Serpentine paths create a new recreational pathway as well as an opportunity for an ecological interpretive nature trail. A central node at the midpoint of the Ecological Corridor provides a more formally articulated community park space that establishes a green anchor for Port Street West at its westernmost terminus.











## Telescoping Green

This multifaceted green corridor begins as a green streetscape at its junction with Lakeshore Road West, spilling out into a larger waterfront park as it winds southward. Its gentle edges establish its porous character, while providing an informal structural spine for the Site.

This 'green aperture' draws the core waterfront park system north into the community to define a new experience of water in the landscape. The corridor has a 'telescoping' profile that enlarges as it extends southward. Beginning as a green streetscape from Lakeshore Road West to Port Street, it morphs into a linear park between Port and Bay, eventually widening to an expansive Waterfront Park beginning at Bay Street that stretches to the shoreline. The result is a sequence of waterfront park spaces that extend the atmosphere of the lakefront northward to Lakeshore. The Waterfront Park serves as a central landscape feature for the development, creating new residential addresses and providing open views to the Lake from multiple vantage points. The centerpiece of this new park is the Ecological Gardens, a new landscape feature that is adapted from the topography of the former quarry pit of the Port Credit Brickyard. Designed with a balance of formalized and naturalized plantings, the park includes a diversity of landscape areas. This Telescoping Green connection serves as the central green axis and contributes a vast new plantation of diverse trees to transform the existing site and establish a robust tree canopy for this new community.







Sculpted  
Landforms  
Picnic Terraces

New Waterfront  
Park

Edge Walk  
Promenade

Ecological  
Gardens

The Beach





# Central Street Promenade

Designed as the Site's vibrant central spine and promenade, a series of street squares will draw the mainstreet buzz of Lakeshore Road West down into the heart of the neighbourhood, ultimately connecting to the Lakeside Campus and the waterfront.

Functioning as a local street, the design and sensibility of the streetscape is conceived as a series of public squares in three distinct parts, each scaled to suit the community uses that will front it. At its northern extent, the surrounding built form will form a comfortably scaled pedestrian plaza, the Village Square, creating a central gathering point supporting the new retail hub. From Port Street to Lake Street, where blocks are fronted by primarily residential uses, the corridor functions as a linear park for strolling and sitting under generous tree canopy. Finally, the southern block forms a central spine to the new Lakeside Campus, animated by the future commercial/retail uses. From the Lakeside Campus, the street squares will lead to the heart of the waterfront park, a short stroll from the new beach.







**The  
Promenade**

Campus  
Square

Water  
Court

Campus  
Court

The Beach



# Mississauga Road Green Ribbon

Working in tandem with the Ecological Green Corridor, the Mississauga Road Green Ribbon bookends the site with a treatment that buffers the Site from the Old Port Credit Village Heritage Conservation District to its east. The widest of the north-south corridors, it is characterized by its generous sidewalk widths, tree canopy, and transit-supportive right-of-way.

Mississauga Road South will continue to serve the existing communities to the east as a main access street. It will be scaled as the widest north-south street, with room for comfortable sidewalks, and generous tree planting on the west side to match the mature trees of the gardens within the historic town blocks to the east. This major north-south spine will form a key connection north from the Credit Valley, through Lakeshore Road West, and south to the Waterfront Park and pedestrian pier. At its southern extent, visitors will be able to access the new YMCA and Evergreen, travel through the Lakeside Campus, and then loop around to return to Lakeshore via the central street and squares along the promenade.







The Beach

Campus  
Court



## Lakeshore Road West

The Master Plan will repair the condition of Lakeshore Road West to mirror the treatment east and west of the Site. A mainstreet condition will be established, punctuated with street trees and gathering spaces, drawing people into the Village Square centrally at the northern terminus of the 'Promenade to the Lake' green corridor.

The northern extent of the Site will take its cue from Lakeshore Road to the east of the Credit River, where an active main street culture has taken hold within Port Credit. Sidewalks will be scaled to support pedestrian activities, with large trees anchoring street corners and offering shade and colour. The streetscape's detail will mirror the Port Credit main street blocks, putting public seating clusters close to street corners where neighbours can gather in the shade of large trees and garden planters. As in Port Credit to the east, a seasonal timber patio strategy will be explored for strategic occupation of on-street parking spaces, further enhancing the dining experience and street life during the warmer months. Weather protection and outdoor heating will be explored to extend periods of occupation into shoulder seasons.









# Gardens & Small Greens

A series of gardens and small greens complement the larger components of the landscape plan, providing moments of relief for residents, workers, and visitors. These spaces have been strategically located, offshooting from the structural elements of the public realm, adding to the variety of parks and open spaces included in the landscape program.

## A Series of Community Parks

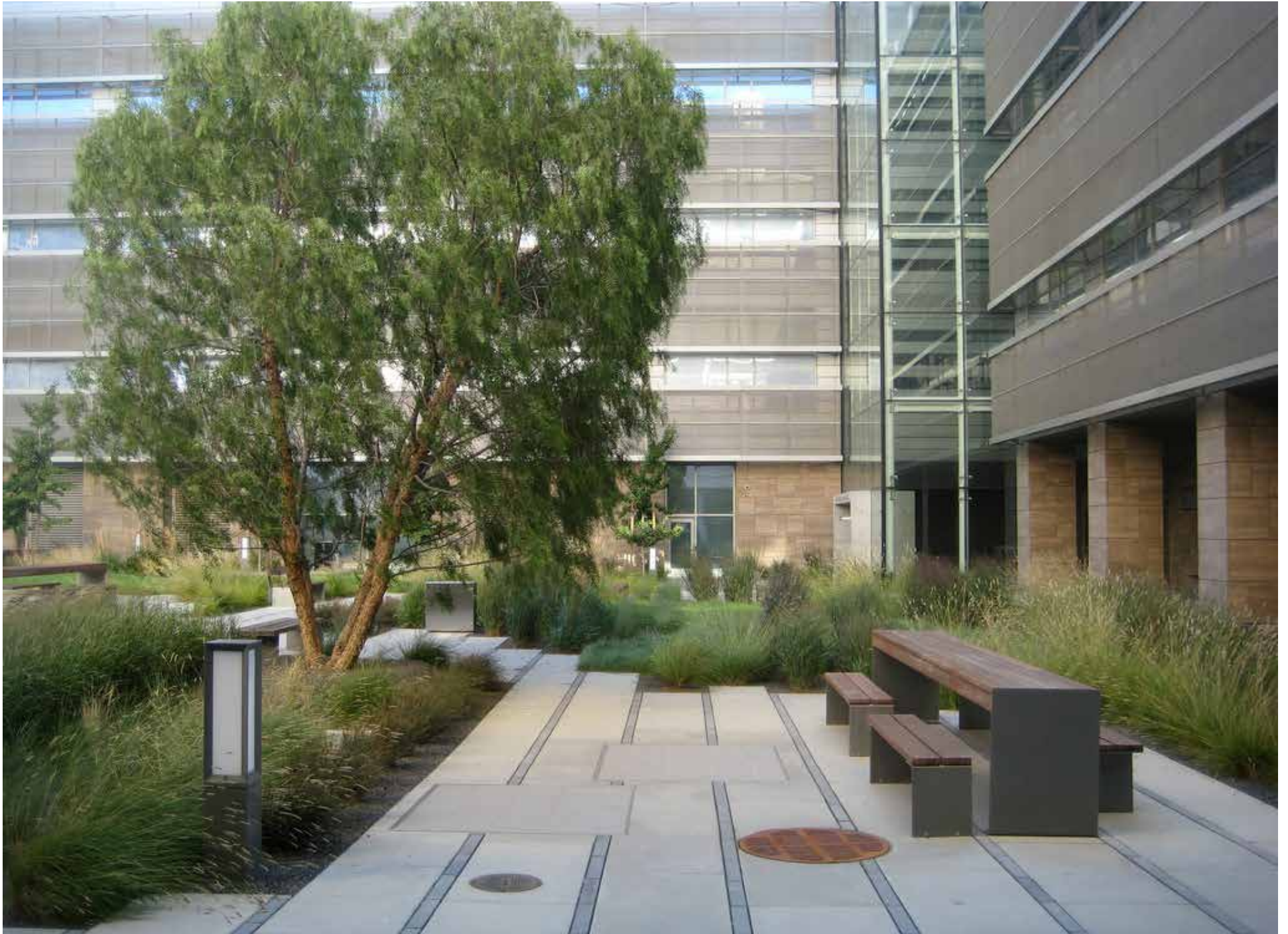
A series of key community parks offers community amenities, green infrastructure, diverse vegetation, play areas, and neighbourhood gathering and meeting points to create a vital, green community on the Lake.

## Private Garden Within the Blocks

The quality and experience of the public realm is extended within the core of the private blocks as a complement to the public landscapes, adding to the tapestry of greenspace within the development as a whole.













# Mobility & Connections

# Mobility & Connections

The proposed Master Plan provides a fine grained network of streets and blocks, facilitating access by all modes of transportation by generally replicating the existing street network pattern north and west of the Site. The network includes both municipal streets and private streets to ensure a range of facilities are provided to accommodate the different needs of various parts of the site. Private roads are proposed in order to allow access using a shared street or “woonerf” concept in the campus area to facilitate the development of a pedestrian oriented precinct.



- MUNICIPAL STREET
- PRIVATE ROAD
- EXISTING PUBLIC STREET
- PEDESTRIAN CONNECTIO
- WATERFRONT TRAIL
- WOONERF ROAD
- BIKE ROUTE



## Street Network

It is important that any development plan established for the site does not rely upon a single point of access, to avoid a concentration of traffic at a single location, along with a consideration of limiting traffic volumes in the existing adjacent residential areas.

The adoption of multiple vehicular connections to Lakeshore Road West and Mississauga Road South, along with a network of private and municipal streets through the site will provide for vehicular circulation around the property, connections to on-site parking and loading facilities, and will enable a distribution of traffic activity on the area street system. With the exception of the campus area, the non-residential land uses are proposed to be generally focused on Lakeshore Road West, limiting the extent to which traffic and parking impacts may occur in residential areas within and adjacent to the site.

It is intended that Port Street West and Lake Street will be extended as municipal streets into the subject site, with a non-automobile connection along the alignment of Bay Street. The main site access will be on Lakeshore Road West at the location of the existing traffic control signal that serves the existing retail plaza on the north side of Lakeshore Road west of Mississauga Road South. In addition, right-in/right-out vehicle access points will be provided on Lakeshore Road West, east and west of the main signalized intersection.

## Public Transit

The proposed development plan will capitalize upon the available existing and planned transit facilities in Port Credit and adopt other strategies that seek to minimize auto-dependent travel, maximize transit usage and provide an environment that encourages pedestrian and cycling usage. This will include facilitating the introduction of a MiWay transit route into the site on a loop created by the proposed municipal roads, as well as planning for a transit supportive urban form, and a reduced parking provision to support the use of transit.

The transit strategy will also contemplate future provision of rapid transit on Lakeshore Road West (in a form to be determined through the City's Lakeshore Connecting Communities study).



## Active Transportation

Connections will be provided on the site that link to the existing Waterfront Trail along the site waterfront, with pedestrian and bicycle connections through the site that complement the primary bike route along Lakeshore Road West and support non-auto trip making for work and recreation. In terms of the City's Cycling Master Plan route network, the new cycling connections will provide a significant improvement in connectivity. Secure bicycle parking facilities will be provided for residents and employees of the development, along with bicycle parking facilities for visitors to the site.

The development plan will integrate a high quality, pedestrian focused public realm throughout the proposed development that emphasizes the walkability and pedestrian scale of the proposed development. The additional pedestrian connections, along with mixed-use and community components of the proposed development will provide an increased permeability and accessibility between Lakeshore Boulevard and the Lake Ontario shoreline.







# Land Uses, Built Form & Urban Design








# Land Use

**The Master Plan provides a land use strategy that respects adjacent neighbourhoods, celebrates the waterfront, creates a complete community, and supports the reinvention of Lakeshore Road West as an urban mainstreet.**

Starting at the north end of the site, mainstreet supportive land uses have been provided along Lakeshore Road West, including a mix of commercial and retail buildings anchored by a village square. Some live-work opportunities are also anticipated in this area. Moving southward, the majority of the site will be dedicated to residential uses in a mix of housing forms. Prior to reaching the water's edge, the residential uses will transition to a Lakeside Campus district where a variety of public uses will be secured at grade. The Lakeside Campus district will include unique major community amenity opportunities,

including the proposed YMCA and Evergreen operations. It will also include a small cluster of landmark residential buildings with public uses at grade to ensure that the Lakeside Campus is fully realized as quickly as possible. Finally, the south end of the site is dedicated as a major waterfront "Open Space" to support the broader revitalization of Mississauga's central waterfront.



-  RESIDENTIAL BACK TO BACK OR STACKED TOWNHOUSES 3 STOREYS
-  RESIDENTIAL TOWNHOUSES 3 STOREYS - 6M WIDTH
-  RESIDENTIAL TOWNHOUSES 3 STOREYS - 5.5M WIDTH
-  MIXED-USE RETAIL AT GRADE RES ABOVE
-  RETAIL/COMMERCIAL
-  LIVE/WORK
-  RESIDENTIAL MID RISE
-  RESIDENTIAL TOWER
-  CAMPUS
-  RESIDENTIAL TOWER (CAMPUS)



# Built Form

**The Master Plan's vision is articulated through a built form strategy that includes mainstreet commercial and mixed-use buildings, residential townhouses, mid-rise apartment and courtyard buildings, and strategically located tower elements extending from pavilion-type buildings. A range of built form typologies are considered by the Master Plan to generate a heterogeneous landscape with area-specific character. Importantly, The brownfield characteristics of the Site played a key consideration in the design of the built form, including the requirement to provide parking as "first use" beneath any sensitive land uses.**

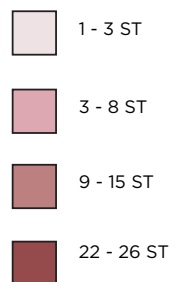
Mixed use buildings comprising the mainstreet treatment of Lakeshore Road West will mimic the small-scale, fine-grained condition established in Port Credit East Village. These buildings will support commercial and retail activity, and live/work arrangements that create a coherent mainstreet condition.

Along the central boulevard, a mix of mid- and low-rise buildings will hug the street, generating a pedestrian scale that supports walkability and livability. The midrise elements generally do not exceed 8 storeys and have been kept at the centre of the site so that the northern, western, and eastern edges can all appropriately transition to existing neighbourhoods.

Within the Lakeside Campus, the built form breaks traditional building typologies and allows for various pavilion-type and landmark buildings, punctuated by taller residential elements. These buildings will transition to the waterfront open spaces, providing appropriate public uses and ground floor spaces that animate the waterfront throughout the day and through different seasons. In this area, a small cluster of five taller elements are considered, all fully integrated with grade related public uses. This approach will allow the site to blend in with the surrounding area for the vast majority of the proposed development and yet still allow the opportunity for iconic architecture as the buildings meet the waterfront open spaces.

The remainder of the Site will contain low-rise buildings, comprising a variety of townhouse types including back-to-back and stacked typologies. It is envisaged that these buildings will reflect and respect the character of adjacent neighbourhoods, while still maintaining a high degree of design excellence.





# Precincts

The Master Plan carves the Site into five discrete precincts, each with a unique identity and character. Together, the precincts provide a range of land uses that articulate the vision of the Master Plan, while respecting the Site's surrounding context. The precincts are supported by, and embedded in the mobility network and the diverse array of green parks and open spaces.







The West  
Village

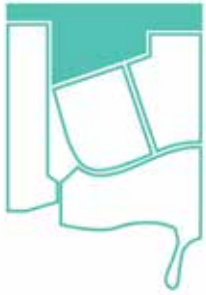
Old Port  
Transition  
Precinct

The  
Promenade

Parkside

The Campus





# The West Village

Defined by a distinct retail node and a vibrant multi-seasonal public square, The West Village will evolve into Port Credit's active gateway and primary address along Lakeshore Road West.

The West Village is characterized by the Village Square, a communal gathering space designed for old and new residents. It will support a range of retail amenities that establish a mainstreet condition, with associated live/work spaces along Lakeshore Road West. Strengthened by the addition of community services and facilities, the Square will act as a community hub for the Site and surrounding neighbourhoods.











# The Promenade

This predominantly low to mid-rise residential precinct overlooks the Telescoping Park. It also features the Central Street Promenade, which will provide a continuous, pedestrian oriented path leading from Lakeshore Road West to the water's edge.

The Promenade is characterized by its soft edges, robust tree canopy, diverse built form, and common treatment of brick paving. The Precinct contains the great concentration of mid-rise residential buildings given its location internal to the Site. The expected density is supported by a high-quality public realm, anchored by generous sidewalk widths along the Promenade to the Lake.







The Promenade



# The Campus

The Campus Precinct is situated along Lake Ontario, overlooking the Telescoping Park. With a new mix of community cultural uses, including a YMCA and Evergreen West, The Campus will provide a dynamic range of animation and activity inviting residents from near and far to enjoy Mississauga's waterfront.

The Campus Precinct follows through on the Master Plan's promise to manage the transition from private to public in its delivery of an accessible and animated waterfront. Nontraditional campus buildings with signature residential towers and a new waterfront park assert the Precinct's landmark quality, while ensuring the shoreline is functional all day, and in all seasons.









# Old Port Transition

The Old Port Transition Precinct will be a predominantly low-rise residential area that respects the Heritage neighbourhood to the east.

The Old Port Transition Precinct is named after its two primary functions: to embrace the Site's industrial history, and to provide a transitional buffer to the Old Port Credit Village Heritage Conservation District located adjacent to the Site. The Precinct's built form is predominantly low-rise to respect and respond to this Heritage Conservation District. This transition zone is further managed through the inclusion of a community parkette, offering a local open space amenity for new and old residents.









## Parkside

Parkside, a predominantly low-rise residential precinct, will be defined by its connections to the Telescopic Park and the Ecological Corridor.

Like the Old Port Transition Precinct, Parkside manages the transition to the adjacent neighbourhood through its landscaped edge condition and low-rise residential built form. These residential uses line and overlook the new Telescopic Park and the ecological corridor. The Precinct's low-rise form is punctuated at the waterfront by a signature taller element.















# 04 Implementation Strategy

# Phasing Strategy

The phasing plan has been strategically outlined into four phases that reflect a combination of environmental, market and civil/servicing considerations, with waterfront restoration being completed concurrently with construction within the development blocks. Municipal development approvals will be obtained concurrently with regulatory requirements for the environmental remediation. In the first 18 months WVP will process concurrent Official Plan, Zoning by-law and Draft Plan of Subdivision approvals in conjunction with WVP's site remediation program, which will commence with targeted remedial excavation in Q3 2017 (as described in further detail in Section 4.2).

## Phase 1



Phase One starts in the southwest area of the Site, then progresses north and east. It predominantly consists of townhouses along the western edge of the Site, and commercial/mixed-use buildings along Lakeshore Road West. This phase also includes mid-rise residential buildings south of the Lakeshore commercial buildings and also at the southwest area of the site

- Construction to commence Q2 of 2019

## Residential

- Total of approximately 900 new residential units.
- 250 Condominium townhouses with either one level underground parking or below grade parking at rear
- The first mid-rise buildings will also be a part of this first phase.

## Commercial

- Total of ~170,000 square feet of new commercial (both office and retail).

## Amenities

- A central portion of the Village Square will be developed as part of the first phase, creating an animated streetscape surrounded by retail tenants and cafes.



## Phase 2



Phase Two of development continues south along Mississauga Road South and will consist of townhouses, included back-to-back units.

- Construction to commence Q4 of 2019
- Total of approximately 225 new residential units.
- Condominium townhouses
- Includes Community Park along Mississauga Road South

## Phase 3



Phase Three moves into the central Site, and includes a mix of townhouses and mid-rise residential buildings.

- Construction to commence Q3 of 2020
- Total of approximately 750 new residential units.
- Condominium townhouses with one level underground garage or below grade parking at rear.
- The remainder of the 8-storey mid-rise buildings will be completed
- Total of ~15,000 square feet of retail added
- Includes two 15-storey towers
- The Central Promenade will be developed, completing the link between the Village Square and the future Campus

## Phase 4



Phase Four, the final phase, consists of the Campus at the southeast portion of the site at the foot of Mississauga Road South, as well as the higher density residential towers at the south-central area of the site adjacent to the park and waterfront trail.

- Construction to commence Q3 2021
- Approximately 625 new residential units with the addition of ~13,000 square feet of grade related retail.
- Condominium townhouses with one level of underground garage.
- One high-rise condominium tower.
- The Lakeside Campus district includes at-grade commercial uses at the base of the residential condominium towers
- Approximately 160,000 square feet of campus uses, including approximately 80,000 square feet of potential space for YMCA, Evergreen, and other commercial, institutional, and retail uses.
- The public park adjacent to Lake Ontario, including the revitalized pond, will be completed in this phase, extending Port Credit's park system.

## 4.2

# Remediation Strategy & Approach

### Remedial Approach and Land Uses

The proposed development plan has been designed based on the Site's industrial history, environmental characteristics and subsurface conditions. Ultimately, the intended uses of the Site are embedded within the environmental management strategy.

The proposed Master Plan has been designed such that sensitive land uses, particularly residential uses, 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. The proposed residential buildings will be constructed with parking garages/commercial use beneath the residential footprint. By doing so, it is the non-sensitive land use that is in contact with subsurface soils and groundwater, which assists in managing any potential concerns associated with the remediation of petroleum hydrocarbons at the Site from the former refinery and storage operations. This is an integrated remedial strategy, where the built-form will act as a barrier to subsurface soils and remove any contaminant pathway (such as vapour intrusion). This strategy is recognized as an appropriate risk management measure (RMM) by the Ontario Ministry of the Environment and Climate Change (MOECC). In our experience, this also meets municipal urban design objectives of minimizing surface parking. Parks and road allowances/rights of way will include barrier caps (hard surface



or soil) that are incorporated into their design. Community and commercial buildings are generally less sensitive in nature; however, they will also incorporate RMMs into their design to assist with any possible concerns associated with the Site's former history and use.

In establishing the development and phasing strategy for the Site, the contaminant management and construction requirements



were considered to identify efficiencies permitting redevelopment to be completed on a realistic timeline, given all aspects of remediation effort to comply with the Environmental Protection Act, specifically the Record of Site Condition (RSC) regulation (O.Reg. 153/04). To facilitate redevelopment of the Site, impacted soil and groundwater will be managed using a combination of targeted remedial excavation with off-site disposal, risk assessment, risk management, and soil management during construction. Remedial objectives for soil and groundwater will be established by deriving Property Specific Standards (PSS) in multiple MOECC O.Reg. 153/04 Risk Assessments (RAs).

### Targeted Remedial Excavation

The nature of subsurface impacts at this former refinery site are predominantly petroleum hydrocarbons, typically located in the upper 3 metres of soil and within the development footprint of the proposed building structures.

Soil and groundwater characterization completed at the Site indicates that approximately 325,000 to 385,000 m<sup>3</sup> of impacted soil will require excavation and off-site disposal as part of the targeted remedial excavation program. It is expected that the targeted remedial excavation program will also address associated groundwater contamination. Following completion of the targeted excavation program, a groundwater verification program will be initiated.

It is anticipated that targeted remedial excavation and off-site disposal of soils will commence during summer 2017 and be completed by the end of the second quarter 2019. The timing of the targeted remedial excavation is expected to occur concurrently with the submission and review of the applications for Official Plan and Zoning By-law amendments. It is intended that groundwater verification will be completed prior to the initiation of any construction activities associated with the proposed development.

During construction, any remaining soil that exceeds the PSSs for the Site (estimated between 25,000 to 65,000 m<sup>3</sup>) that are within building footprints will be excavated and disposed off-site, and a soil verification program will be completed. Non-impacted soils generated through construction will be reused on-site or transported off-site for potential reuse elsewhere. This soil management program will follow the latest soil management policies of the MOECC. In our opinion, this remedial approach incorporates sustainability principles given the development objectives.

## Risk Assessments, Risk Management and Records of Site Condition

Up to five RAs will be prepared for the Site, consistent with the requirements of O.Reg. 153/04. These RAs will be initiated concurrently with the targeted remedial excavation program at the Site. Initial submissions to the MOECC are anticipated between the fourth quarter of 2017 to the second quarter of 2018. MOECC approval of the RAs is anticipated between the fourth quarter of 2019 to the third quarter of 2020.

A Risk Management Plan (RMP) will be developed as part of each RA. The RMPs will summarize required engineering or administrative controls necessary to reduce or eliminate risks to human health or ecological receptors from any remaining residual contaminants. Following MOECC approval of the RAs and

associated RMPs, liaison with the MOECC District Engineer will occur to prepare the individual Certificates of Property Use (CPUs). Each CPU will summarize required RMMs for each RA parcel and will outline any required monitoring, maintenance, submissions, and financial assurance (if any) that is required as part of the RMP. The CPUs will also outline conditions associated with elements of worker health and safety specific to residual contaminants, as well as any soil management requirements. The CPUs are expected to be in place for all areas of the Site by the end of the third quarter 2021.

It is anticipated that there will be six RSCs for the Site, which will be filed with the MOECC following construction of parking garages/building foundations once final soil verification has been completed. MOECC-acknowledgement of the RSCs is expected to be received between the second quarter of 2020 and the first quarter of 2022.

WVP will work in consultation with the municipality and the MOECC to achieve practical and more sustainable efficiencies in Site remediation, soil management, servicing and construction to facilitate the acknowledgement of various RSCs for the build-out of the proposed development.

## Site Servicing

It is anticipated that site servicing work will commence in early 2019, following targeted remedial excavation and groundwater verification.











# 05 Planning Rationale

## Provincial Policy Statement

The Provincial Policy Statement (PPS) sets out the Government's vision for Ontario's future, codified in policies regarding land use planning. It promotes strong communities, a strong economy, and a clean and healthy environment. The Planning Act mandates that all municipal Official Plans conform to the PPS.

The Master Plan is consistent with the Provincial Policy Statement. The Master Plan is representative of the land use patterns supported by the Provincial Policy Statement. The Proposal represents commercial and residential intensification supporting the objective of growth and urban vitality on a site that has adequate infrastructure. The development will be of a compact form with a mix of housing sizes and tenures, retail, employment, open spaces and civic/community uses.

## Growth Plan for the Greater Golden Horseshoe

The Growth Plan's authority is derived from the Places to Grow Act, 2005. The policies of the Plan guide decision-making about land development with the intention to create compact, vibrant, and complete communities that support a competitive economy, protect and conserve natural heritage assets, optimize existing and new infrastructure, recognize the diversity of communities in the Greater Golden Horseshoe, and promote collaboration among all sectors.

The Master Plan is in conformity with the Growth Plan for the Greater Golden Horseshoe. It establishes land uses designed to create a complete community organized in a compact urban form, and promotes sustainability and economic prosperity. The Master Plan will contribute to both residential and non-residential growth including new employment uses within a built-up area in support of the Province of Ontario's goals in the Growth Plan.



## Strategic Plan

Mississauga's Strategic Plan, initiated in 2009, establishes a 40-year vision for the City. The Strategic Plan sets forward over 100 priority actions to reinvent Mississauga into a collection of diverse, vibrant, connected, and innovative spaces that celebrate its history, villages, and waterfront location. The Plan's foundation is comprised of five strategic pillars: move, belong, connect, prosper, and green.

The Master Plan is consistent with the Mississauga Strategic Plan. The proposed mobility network links up with existing MiWay service, creating new transit connections to serve local and regional travel. The network of parks and open spaces, community hub in the heart of the Village Square, and affordable housing together ensure that all residents will thrive. The edge treatment of the Site ensures respectful connections to adjacent neighbourhoods, while the new north-south network of green corridors and streets connects Lakeshore Road West to the Central Waterfront. A Campus offers opportunities for innovative businesses, anchored by YMCA and Evergreen. Finally, the Master Plan is informed by notions of sustainability through the consideration of low-impact development infrastructure and parks and open spaces that enhance the Waterfront's ecological integrity, all of which is facilitated by a significant remedial program to redevelop this brownfield property.



## City of Mississauga Official Plan

Mississauga's Official Plan articulates a vision for the future of the City, codified in general and site-specific planning policies and directions. The Official Plan recognizes Port Credit as one of ten Community Nodes, which are meant to provide access to a multitude of uses that are required for daily living.

The Site is designated *Special Waterfront* as per the Official Plan Land Use 10. The Official Plan's Urban Structure Map, 1b, identifies the subject Site as Neighbourhood, while Map 9 designates the Site as a Character Area requiring a Local Area Plan.

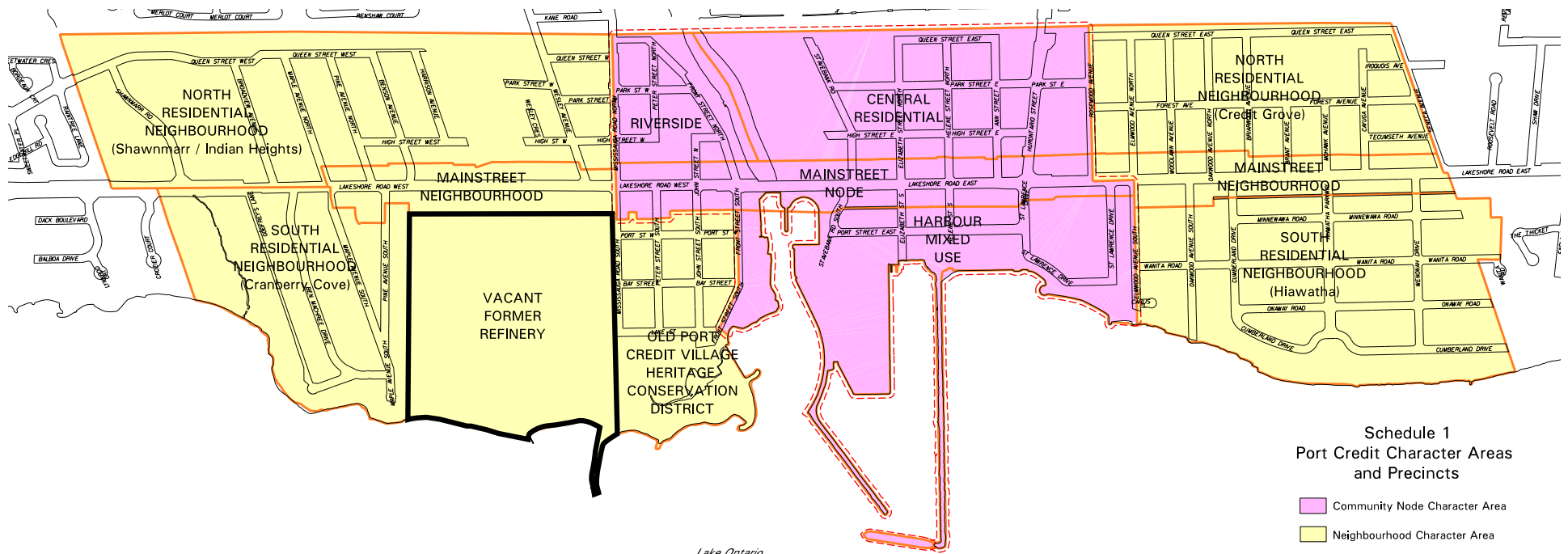
### Port Credit Local Area Plan

The Port Credit Local Area Plan (LAP) identifies the Site as the Vacant Former Refinery. Despite its designation as a *Neighbourhood Character Area*, Section 3.35 identifies the Site as having significant redevelopment potential. To this end, it defines six principles that should inform future development: protecting the neighbourhood's urban village character, supporting a distinct waterfront community, enhancing the public realm, preserving and enhancing the natural environment, directing intensification to the community node, Lakeshore Road West, and brownfield sites, and promoting a complete community.

While the LAP offers a high level vision for Port Credit, it says little about the actual subject site. Instead, it requires that a comprehensive master plan be prepared for the site to the City's satisfaction to address, among other matters, land use, built form and transportation. In addition, it specifies that the master plan have regard to municipal plans, including the Official Plan and the Lakeview and Port Credit District Policies Review and Public Engagement Process – Directions Report.

While the Master Plan conforms with the intent of the Official Plan, and makes a significant contribution toward realizing the goals vision and policies related to the public realm, parks, and community facilities and services, the main analysis of the Master Plan and any future Official Plan Amendment is the extent to which it furthers and enhances the Vision and Guiding Principles articulated in the Inspiration Port Credit Planning Framework (IPC).





Schedule 1  
Port Credit Character Areas  
and Precincts

- Community Node Character Area
- Neighbourhood Character Area
- Node Boundary
- Precinct Boundary

2012 January  
V = 1.000

## Inspiration Port Credit

In May 2012, Mississauga City Council endorsed the Inspiration Port Credit Project (IPC).

### Vision

The IPC project envisages a unified waterfront that seamlessly weaves together waterfront initiatives and stakeholders, including land owners and the local community. It is based on a vision for a lakefront urban neighbourhood of landscapes, meeting places, living, working, learning and drawing people to the water's edge to play.

### Guiding Principles

The IPC sets out six guiding principles: embracing the waterfront, visually, physically, emotionally, and aesthetically; celebrating the waterfront heritage and cultural footprint, including the Old Port Credit Village Heritage Conservation District; integrating green and blue through the inclusion of accessible open spaces that support outdoor lifestyles and recreation; connecting land and water by way of multi-modal links to the waterfront edge; creating an economically thriving, sustainable waterfront that facilitates the continued growth of Port Credit into a complete and healthy community; and balancing and catalyzing development that responds to the regional context.





## Drivers



### Big Site, Big Legacy

IPC recognizes Port Credit's inherent potential to become a complete community that promotes living, working, learning, and playing. Additionally, it calls on sustainable and civic planning and design interventions that incorporate green infrastructure, campus type uses, and the seamless injection of private open spaces that bleed into the public waterfront.



### Lakefront Park Destination

Port Credit's proximity to the shore of Lake Ontario should be celebrated through the inclusion of a destination waterfront park.



### Converging New with Old

Port Credit is steeped in an historical significance that should permeate its continued revitalization. This pulse should reverberate across any future development through the consideration, respect, and integration of the spirit of adjacent residential neighbourhoods, the Old Port Credit Village Heritage Conservation District, and the Lakeshore Road West mainstreet condition.



### Connections

The relationship between Port Credit and the waterfront will be enhanced through visual and physical connections through the site, creating walkable viewing corridors that celebrate the Site's rich natural and cultural assets.



### Transit Integration

As Mississauga's public transit portfolio expands, it is critical that Port Credit support and link up with future transit initiatives. To this end, public transit, including the MiWay system, should be considered when developing mobility networks.

## How the Master Plan Aligns with IPC's Vision and Guiding Principles

The Master Plan adheres to this vision by providing parks and open spaces, live/work opportunities, commercial, residential, and retail uses, and an expansive open space network that animates the waterfront. The IPC process also embraces each of the six guiding principle

### How the Master Plan Embraces the Water



The Master Plan seeks to bring a new community and new public spaces in direct contact with the waterfront and makes multiple symbolic and literal connections to the water itself. Improvements to the shoreline, a new beach and pedestrian access to the pier are among the various ways this principle will be realized.

### How the Master Plan Celebrates Heritage & Culture



The Master Plan aspires to establish a mainstreet condition on Lakeshore Road West, and strengthen and expand the low-rise residential fabric of the surrounding area. It also bolsters the Waterfront's natural heritage assets through new parks and open spaces.

### How the Master Plan Integrates Green & Blue



While the shoreline is the obvious opportunity to integrate Green and Blue, the Master Plan includes north-south green linkages that can sustainability managed for storm water management to further integrate the two important elements.



### **How the Master Plan Connects Land & Water**



The new beach and pier access seek to create new opportunities to connect land and water. Other opportunities to make connections along the shoreline will be explored during detailed design.

### **How the Master Plan Creates a Thriving Sustainable Waterfront**



A sustainable waterfront has a number of aspects. The most important is the creation of a compact, walkable and transit-supportive community where people live, work and play. Through the proposed built form and programming, the Master Plan seeks a sustainable approach. Retail opportunities along Lakeshore Road West will expand Port Credit's pedestrian-scaled commercial core while The Campus Precinct offers public uses such as a new YMCA and Evergreen West. In addition to the inherent sustainability of such a "complete community", the Master Plan explores options for green infrastructure and green building designs.

### **How the Master Plan Balances & Catalyzes Growth**



The Master Plan seeks to "balance intensification". While the site offers, in many ways, a blank canvas to create something new and exciting in Mississauga's central waterfront, that approach must be balanced with recognition of what makes the Mississauga waterfront and Port Credit unique. New development is balanced with significant open spaces. Destination spaces are balanced with local parks. Mid-rise buildings are balanced with low-rise housing. A small cluster of iconic buildings in The Campus Precinct is balanced with a significant low-rise residential fabric. The Master Plan seeks to create a significant and important contribution to the Mississauga waterfront that looks and feels like it belongs in Port Credit.

## How the Master Plan Aligns with IPC's Planning Framework

The Vision, Guiding Principles and Drivers are what inform the master planning framework directions described in the IPC. The following describes how this Master Plan aligns with the Inspiration Port Credit Master Planning Framework.

### Sustainability

The Master Plan aspires to revitalize the Site into a model sustainable and creative community, undergirded by economic, social, cultural, and environmental pillars. Economic opportunities are introduced along Lakeshore Road West, where a mainstreet condition will be established with related live/work spaces to support smaller entrepreneurial activity. The parks and open space network, Village Square, public realm, and Campus inject new opportunities for social interaction. The Campus also incorporates cultural uses informed by notions of innovation. Environmental sustainability is enhanced through a park network that protects and enhances the ecological integrity of the waterfront. The Master Plan is facilitated by a site remediation strategy that includes innovation and best-practices in remedial techniques to improving the Site's soil and ground water quality and support redevelopment for more sensitive land uses.

### Parks, Open Space, Public Realm and Natural Heritage

The Master Plan provides a variety of destination and local open spaces. The shoreline and water's edge have been protected as an important east-west open space and provides multiple opportunities for access to the water and linkages to the east and west. The Campus District separates this main open spaces from the main residential area and creates opportunities for public uses that further animate the waterfront and allow for extended use of the waterfront throughout the day and during all seasons.



## Mobility

The Master Plan will allow for the mobility principles articulated in the Master Planning Framework to be realized. A grid pattern of streets is proposed for the site that will allow for multiple opportunities for pedestrian, bicycles, cars and transit vehicles to move throughout the site and connect to the larger Port Credit transportation network. The main east-west streets in Port Credit are extended into the site and new north-south streets have been created that link Lakeshore Road West and the waterfront parks. Mississauga Road South, Lake Street and the central north-south street create a primary loop that will allow buses and transit routes to be extended into the site. In the short term, phased development and the loop network will allow for interim bus transit options along Lakeshore, linking to the Port Credit GO and connecting with Lakeview. In the longer-term, the Master Plan supports the provision of rapid transit service along Lakeshore (this options will be explored in more detail in the Master Planning stage, taking direction from the soon to be complete Lakeshore Road Transportation Master Plan). Internal streets will be designed to be pedestrian and cycling friendly and dedicated bike lanes will be identified in the Master Planning. The east-west shoreline trail will also be designed to link pedestrians and cyclists to areas both east and west of the site.

## Land Uses

The Master Plan builds on the conceptual land-use plan as identified in the IPC Master Planning Framework. Starting at the north-end of the site, “Mainstreet” land uses have been provided along Lakeshore Road West. The “Mainstreet” area will include a mix of retail buildings and mixed-use buildings with retail opportunities at grade. Some live-work opportunities are also anticipated in this area. Moving southward, the majority of the site will be dedicated to “Residential” uses, with townhouses and mid-rise/courtyard apartment buildings being the main typology. Provision for affordable housing has been provided in this area. Prior to reaching the water’s edge, the residential uses will transition to a “Campus” district where a variety of public uses will be secured at grade. The Campus District will include unique major opportunities such as the proposed YMCA and Evergreen West. It will also include a small cluster of iconic residential buildings with public uses at grade to ensure that the Campus District is fully realized as quickly as possible. Finally, the south end of the site is dedicated as a major waterfront “Open Space” as envisioned in the Master Planning Framework.

### Built Form

The overall built form principles as articulated in the Master Planning Framework have been generally applied in the proposed Master Plan. The Master Planning Framework calls for a variety of built forms that are generally in the 4- to 12-storey range. The Master Plan includes mainstreet commercial and mixed-use buildings, residential townhouses and mid-rise apartment and courtyard buildings that all implement this Vision. The mid-rise elements generally do not exceed 8-storeys and have been kept at the centre of the site so that the northern, western, and eastern edges can all appropriately transition to existing neighbourhoods. Within the Campus Precinct, the built form breaks traditional building typologies and allows for various pavilion-type and iconic buildings that can transition to the waterfront open spaces and provide for appropriate public uses and ground floor spaces that animate the waterfront throughout the day and through different seasons. In this area, a small cluster of up to 4 buildings are proposed that would exceed 12 storeys and be fully integrated with grade-related public uses. Consistent with the Master Planning Framework, this approach will allow the site to blend with surrounding area for the vast majority of proposed development and yet still allow

the opportunity for iconic architecture as the buildings meet the waterfront open spaces.

The overall massing of the proposed development is consistent with the Master Planning Framework, as described above, and is respectful of the surrounding community. Lakeshore Road throughout Port Credit and through most of its length in Mississauga has an established low-rise form that is being maintained and reinforced along the site's Lakeshore frontage. The lower rise massing allows for retail opportunities at grade and live-work opportunities above while still ensuring a pedestrian-scaled streetscape with generous skyviews and sunlight. Within the residential core of the development, the predominant massing typology is low-rise grade-related housing. This typology will not only meet a clearly established need for low-rise housing but will reinforce the general low-rise massing of the established residential areas to the east and west, albeit in a more dense form. The mid-rise buildings have been concentrated on Port Street and in along the central north-south spine as contemplated in the Master Planning Framework. The four taller buildings located in the Campus District have will have slender floorplates and have been strategically

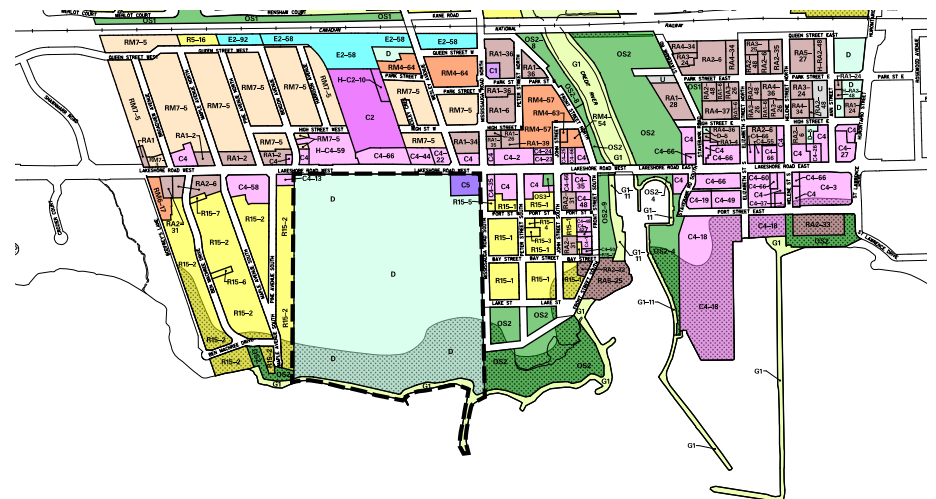


## Zoning By-law 0225-2007

located the furthest away from established neighbourhoods. In addition to facilitating the development of campus/cultural uses, these buildings will provide opportunities for iconic/special architecture that breaks from the massing to create a more interesting architectural aesthetic closer to the water's edge. The Campus District, shoreline open space and building architecture will all work together to create a new and exciting "waterfront postcard image" for the City.

The prevailing zoning by-law designates the Site as a D zone (Development), which recognizes vacant lands not yet developed and/or to permit the use that legally existed on the date of passing of this By-law, until such time as the lands are rezoned in conformity with Mississauga Official Plan.

The site must be rezoned to realize the Planning Framework established by Inspiration Port Credit, and codify detailed zoning provisions including uses, densities, heights, and parking requirements.









# 06 Supporting Studies

# Supporting Studies

## 6.1 Servicing Study

Storm servicing for the development will conform to City of Mississauga standards. Storm sewers will be designed to convey minor system flows for the 10-year storm event and outlet to Lake Ontario. Two separate outfalls are proposed to Lake Ontario. The western outfall will provide an outlet for the majority of the site. However, Mississauga Road South is low relative to the rest of the site grading, meaning that drainage naturally travels to the east, so not all drainage can be captured centrally within the site. A storm sewer is proposed along Mississauga Road South to capture this drainage, before spilling onto Mississauga Road South, and convey it to an eastern outfall to Lake Ontario. There is also an existing 1050mm storm sewer on Mississauga Road South (and an existing headwall at the shoreline). Accordingly, there may be an opportunity to combine these storm sewers and have one shared Mississauga Road South outfall to Lake Ontario.

Sanitary servicing will be provided by the existing Front Street SPS and the construction of a new sanitary sewer outfall from the subject site, easterly along Port Street and north along Front Street to the Front Street SPS. The use of low impact development (LID) practices to provide quality and erosion control will be investigated, but no quantity control measures are required for stormwater management due to the close proximity to Lake Ontario.

## 6.2 Transportation Study

From a road connectivity perspective, Port Credit is served by four major corridors: Lakeshore Road which runs east-west through Port Credit, Mississauga Road South which runs north from Lakeshore Road West at the east boundary of the subject site, the Queen Elizabeth Way (Q.E.W.) highway, and Hurontario Street which runs north from central Port Credit.

Currently, traffic conditions along the Lakeshore Road West corridor can become congested at times, particularly on left turn movements at signalized intersections, during the weekday peak hours due to the relatively high traffic volumes carried during these periods. However, the City's Official Plan and other policy documents promote the use of higher order transit and a focus on multi-modal transportation as a key means of accommodating future travel demands.

There are a number of roadway related policies contained within the Port Credit Local Area Plan (March 2016) that affect modifications that can be made to the area road network in Port Credit. A selection of these policies is reproduced below:

9.1.4 Hurontario Street and Lakeshore Road (east and west), including the Credit River Bridge, will not be built in excess



of four lanes, excluding turning lanes, bus bays, space for bicycles, space for higher order transit and parking, unless it can be demonstrated that additional lanes will not result in a major deterioration of the neighbouring residential or retail commercial environment or public realm...

9.1.5 Lakeshore Road (east and west) will be planned to accommodate, to the extent possible, all modes of transportation, including, pedestrian facilities, cycling facilities and higher order transit facilities.

9.1.12 A Transportation Master Plan for Lakeshore Road (between the east and west City limits) and Port Credit may be undertaken that addresses improving current mobility for all modes of transportation, the implications of future growth on the network and considers placemaking initiatives that would promote the animation of the corridor. The Plan may assess improvements to the Port Credit road network, including additional pedestrian, cyclists and vehicle crossings of the Credit River as well as review the higher order transit needs in the Port Credit area.

A review of Lakeshore Road West was conducted by HDR iTrans on behalf of the City of Mississauga in 2010 but its recommendations were not adopted. A second study was initiated in 2016 (the "Lakeshore Connecting Communities" study) to investigate transportation alternatives for the corridor between Lake Ontario and the CN rail corridor. The study is expected to be completed in early 2018 and will make recommendations on (amongst other things) rapid transit options within the corridor, and potential new crossings of the Credit River.

The Regional Transportation Plan for the Greater Toronto and Hamilton Area (GTHA), otherwise known as "The Big Move", identifies Port Credit as a Mobility Hub. Mobility hubs are identified as major transfer points between all types of modes (transit, walk, cycle, drive) that provide connections to regional transportation systems and support intensification and centres of attraction at each hub.

Regional rail service is provided from the Port Credit GO Station located west of Hurontario Street, which is an approximately 1200 metre walk from the eastern boundary of the site. There are also

three bus routes operated by Mississauga Transit that loop around the central area of Port Credit providing connections between the GO Station and other areas of Mississauga.

In June 2013, Metrolinx introduced a 30 minute or better all-day two-way service on the Lakeshore West line between Aldershot and Union stations with more frequent services during peak periods. On weekdays, six trains serve Hamilton directly in the morning and the evening rush hour; four at Hamilton GO Centre, and two at West Harbour GO Station. Prior to June 2013, service on the Lakeshore West line operated hourly during off-peak periods with more frequent services during peak periods.

As part of Metrolinx's Regional Express Rail (RER) project, a 15-minute two-way all-day service is planned for five GO rail lines including the Lakeshore West line. This service is expected to be in place once electrification of the GO network is completed by around the year 2024.

Further, the City of Mississauga and the City of Brampton are planning to construct a light rail transit (LRT) facility - called the Hurontario-Main LRT - running primarily within an exclusive transit right-of-way along the Hurontario Street corridor between the two municipalities. This LRT connection would provide convenient

north-south transit connections between the Port Credit GO Station and Brampton GO Station. Extension of the LRT south and west of the Port Credit GO Station has been contemplated by the City and would be of great benefit to the subject site.

With the exception of the Waterfront Trail, there is limited cycling specific infrastructure in place within Port Credit. For example, there is no convenient, bicycle specific connections providing for commuter access to / from the Port Credit GO Station. There are plans, both at the municipal level and as part of the Mobility Hub strategy, to considerably improve and enhance the formal facilities provided within Port Credit to provide safe and convenient linkages for cyclists and encourage non-automobile travel.

The City of Mississauga is planning significant improvements to cycling and pedestrian infrastructure in the Port Credit area extending across the Lake Ontario waterfront and, significantly, to the Port Credit GO Station. In particular, Lakeshore Road West is identified as a primary on-road cycling route in the Official Plan.



## 6.4 Natural Heritage Study

The Site, while disturbed by decades of industrial use, presents a series of opportunities to add benefits to the local natural heritage system. The Lake Ontario shoreline location near the mouth of the Credit River contributes to some importance of migratory stopover functions for migratory birds and insects. The Lake Ontario shoreline also provides habitat for local and transient fish communities, and winter concentrations of waterfowl. Natural heritage will contribute to the design and development of urban uses by considering:

- 1) Habitat enhancement and naturalized landscaping to support some ongoing migratory bird and insect stopover functions;
- 2) The design of connecting, natural linkages with adjacent areas;
- 3) Opportunities for natural habitat incorporation within water management aspects of the design;
- 4) The ability to use design and materials to avoid or mitigate impacts on migrating species (e.g., “bird-friendly” buildings and lighting); and
- 5) Fish and riparian habitat enhancements along the Lake Ontario shoreline to enhance the complexity and habitat function of the existing open coast shoreline.

Overall, implementation of the proposed development, including the proposed environmental remediation works and natural heritage enhancements, is anticipated to result in environmental and ecological benefits to the overall area.

## 6.5 Shoreline Design Study

The PCWV shore protection plan includes improvements/reconstruction of the existing pier near the east side of the property, provision of a pebble beach, and reconstruction or replacement of the existing armour stone revetment and seawall along most of the shoreline. The rebuilt pier will be constructed to provide safe public access and the pebble beach will provide access into the water. Aquatic habitat improvements will be constructed along the shoreline as an integral part of the protection works, both along the pier and along the onshore seawalls and revetments.

Starting at the east side of the site and proceeding west, the existing shoreline protection structure immediately west of J.C. Saddington Park will be disassembled and replaced with an armour stone revetment. The structure will connect to the existing storm sewer outfalls on the east side and the pier on the west side.

The existing pier will be slightly shortened and reconstructed to provide public access. The shore protection will be constructed of armour stone over a core material. The top of the structure will have a reinforced concrete deck and an enhanced lookout area. Photo 2 shows an example of a pier with a concrete deck.

The beach will be a pebble beach backed by an armour stone structure at the approximate location of the existing bank. The

structure at the back of the beach will be constructed of armour stone and will provide additional protection during extreme storm events when the pebble beach is overtopped. Access stairways and ramps will be incorporated into the shore structure to provide access from the pathway to the beach. Photo 3 shows an example of an access stairway in a revetment structure.

The beach will be anchored on the west side by an armour stone groyne. This groyne structure will incorporate the existing groyne in its core and will be modified to enhance its stability and function. Two submerged reefs are proposed as extensions of the groynes on the east and west sides to increase the stability of the beach material and enhance aquatic habitat diversity.

A new revetment will replace the existing revetment west of the beach and will be constructed of armour stone over rip rap. A similar structure can be seen in Photo 6. The existing stacked armour stone wall at the west side of the site will be provided with minor improvements along its crest to accommodate a walkway and public access. Aquatic habitat improvements will be provided along its toe.











# 07 Next Steps

## Key Emerging Issues

WVP has identified the following emerging key issues at this point in time. The team looks forward to ongoing regular dialogue with the City and other key stakeholders which will allow for early discussion of any future issues as they emerge.

### City's Environmental Policy

The City's "Applications for Development of Contaminated or Potentially Contaminated Sites", Corporate Policy # 09-08-02 would require an MOECC-acknowledged Record of Site Condition as a typical condition for clearance in both Draft Plan of Subdivision and Rezoning applications. Based on this policy, without an MOECC-acknowledged RSC(s) both a Plan of Subdivision and a Rezoning would not be approved.

As this site is a unique and requires extensive remediation to run concurrently with the municipal approvals process and site servicing we will need to work with the City to allow for issuance of a Building Permit, or at minimum a Conditional Building Permit, to occur prior to MOECC-acknowledged RSCs.

### Pre-Servicing Agreement

In 2016 the City of Mississauga removed the Pre-Servicing Agreement that allowed developers to proceed with site municipal servicing ahead of Draft Plan Approval and Plan of Subdivision Registration. Currently the City packages everything into a Development Agreement. The Partnership will need to request a Pre-Servicing Agreement from Transportation and Works in order to meet our timelines for site servicing (and to allow site remediation to integrate with site servicing) in order to maximize efficiencies in site activities (remedial and servicing work).

### Sales Office

The former service station located at the corner of Lakeshore Road and Mississauga Road South forms part of the development parcel. The service station was recently decommissioned. The Partnership proposes to use the existing buildings as a temporary sales offices/ administrative office associated with development of the site. Although not a permitted land use under the current zoning by-law, the Partnership intends to seek approval of this use through an application for Minor Variance. We would require the City's support to pursue this.



### Affordable Housing

WVP is proposing to dedicate land (Block D) within the subject site to the City for the purposes of developing new affordable housing units and assistance to the City in facilitating partnerships with non-profit organizations or other partners to help build affordable housing units. WVP anticipates further discussion on how to achieve the City's affordable housing objectives in this community and discussing funding options for affordable homeownership.

### City Involvement with the YMCA, Evergreen and other possible institutions

WVP is excited to have the opportunity to partner with the YMCA and Evergreen in exploring an interactive, educational community hub within the Campus District. The opportunities to involve these community agencies and other potential institutions to deliver community infrastructure and programming within the development, will require the City's involvement, support and exploring various financial means, including allocation of future DC's, TIF's, and Section 37.

### Timing and Sequence of Master Plan, OPA/ZBA, Subdivision

As discussed throughout this Draft Master Plan document and based on preliminary discussions with the City, it is our intention that the OPA, ZBA and subdivision applications will be submitted in summer 2017 which will overlap with the approval of the Master Plan. The Partnership would suggest further discussions with the City on this proposed sequencing.

## Process to Implement the Master Plan

As described in Section 6, the Master Plan is consistent with the vision, spirit and intent of the existing planning framework for the site. However to facilitate the Master Plan, the following planning processes are required.

### Master Plan

As outlined in the Inspiration Port Credit Vision and Planning Framework document, before the Site can be revitalized, the submission of a Master Plan is required by the owner/developer, to determine the mix and site organization of land uses. This Draft Master Plan submission represents the first step in the Master Planning process. WVP will continue working with the City and its agencies to refine the content of the Master Plan. A sustainability consultant will be retained to explore possible interventions that promote sustainability. Their conclusions and recommendations will be summarized in the Final Master Plan document. The final document submission is anticipated in the coming months with final approval targeted in the summer of 2017, overlapping with the OPA, ZBA, and Plan of Subdivision submissions.

### Official Plan Amendment

The Master Plan aligns with the vision established by the Port Credit Local Area Plan. It also makes significant contributions to realizing the goals, vision and drivers established in the Inspiration Port

Credit Planning Framework. However, since the Official Plan and Port Credit Local Area Plans do not currently reflect the Master Plan's detailed design parameters, including the organization of streets, public open spaces, and land uses, an Official Plan Amendment is required.

### Zoning By-law Amendment

The Site is currently zoned D, which recognizes vacant lands not yet developed. The site must be rezoned to realize the Planning Framework established by Inspiration Port Credit, and codify detailed zoning provisions including uses, densities, heights, and parking requirements.

### Plan of Subdivision

The Master Plan envisages dividing the site into multiple development parcels. As such, Section 51 of the Planning Act requires a registered plan of subdivision that shows the exact boundaries and dimensions of the lots, the location, width and names of street, and parkland sites.



## 7.3

# Proposed Timeline

We anticipate submitting the Port Credit West Village Master Plan and supporting studies and drawings in March 2017. We will work with the City to host a community consultation meeting for the project. This public consultation event is anticipated to occur in the spring of 2017. Following the City's review of the Master Plan submission materials, formal Official Plan and Zoning By-law amendments and a Draft Plan of Subdivision will be prepared and submitted. We anticipate submitting the OPA, ZBA, and Plan of Subdivision applications in the summer of 2017.

