

November 2, 2018

HAND DELIVERED

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

Dear Mr. Phillips:

**Re: Application for Official Plan Amendment, Zoning By-Law Amendment, and Draft Plan of Subdivision: Resubmission #2
The West Village (70 Mississauga Road South & 181 Lakeshore Road West)
Application #: OZ/OPA 17 12 and 21T-M 17004**

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

On August 29, 2017, WVP submitted applications to the City of Mississauga, (the "City"), for an Official Plan Amendment, a Zoning By-law Amendment and a Draft Plan of Subdivision, together with a Master Plan, (the "Applications") for the Site. Since the filing of the Applications, WVP has been engaged in frequent bi-weekly discussions with City staff to refine the proposal. The Applications were formally resubmitted on March 9, 2018, which incorporated modifications to the plan and responding to the formal comments received from the City staff and external agencies, as well as from the community. On June 18, 2018 a public meeting was held before the Planning and Development Committee and a City staff Information Report was received by the Committee on the Applications.

Since that time, the City and WVP have been working closely through continued dialogue and meetings to address a number of key comments and concerns from staff. Additionally, WVP has been engaged in ongoing discussions with the Region of Peel and the Peel District School Board to address formal comments received on the Applications. WVP continues to engage with the community throughout the process, through several meetings and dialogue with the residents and ratepayer groups and executives, and the Port Credit BIA.

Significant progress has been made from the March 2018 resubmission incorporating modifications to the Applications to align the visions of WVP and the priorities of City staff. The intent of the Master Plan remains the same – to revitalize an under-utilized brownfield site into a complete community supporting a range of housing types, a mix of uses, activation of the built form along Lakeshore Road West, a network of open spaces, and an innovative and interactive campus space – with the ultimate goal of creating a legacy for future generations.

Revisions to the Applications

The modifications to the proposed development would allow for approximately 2,995 new residential units in a mix of housing forms, including approximately 537 townhouses (in condominium tenure) including stacked, back-to-back and standard townhouses, and approximately 2458 apartments units (in condominium tenure) in

both mid-rise and taller buildings. These residential uses are supported by approximately 36,937 square metres (sm) of non-residential gross floor area (inclusive of campus / institutional uses), and approximately 7.05 hectares of combined parkland and publicly accessible open space. The overall density of the proposal is 1.43 FSI of the gross site area.

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

Table 1: Project Statistics

	Original Submission (August 29, 2017)	Resubmission (March 9, 2018)	Resubmission #2 (November 2, 2018)
Site Area (square metres)	291,379	291,379	291,379
Parks and Open Space (hectares)	5.87	7	7.05
Total Unit Count	2,500	2,969	2995
Townhouses	440	359	329
Stacked & Back to Back Townhouses	98	146	208
Apartments	1,962	2,464	2458
Residential GFA (square metres)	329,268	365,922	380,527
Non-Residential GFA (square metres)	36,570	36,937	36,937
TOTAL GFA (square metres)	365,832	402,859	417,464

An update on the key issues and the modifications to the proposed Master Plan through the refinement of the Applications is outlined below and are reflected in the enclosed submission materials.

Right-of-Way (ROW) Sections

Comments on the proposed ROW Package that was submitted by WVP on June 9, 2018, were received on September 21, 2018 from Staff. On October 4, 2018 WVP provided a working document in response to the City's ROW comments. Additional comments were provided to WVP on October 11, 2018. In finalizing the Master Plan for the resubmission of the Applications, the WVP team has addressed the majority of the City's comments and have ensured that all ROWs and the road network meet the City's intent, while also contributing to WVP's vision for a successful community.

The revised ROW approach for the West Village mirrors the City's response with respect to cycling by removing bike lanes from Street 'C' and 'E', while maintaining bike lanes along the Mews and Street 'G' as an important east-west connection throughout the site.

Further, as per the City's feedback, sidewalks have been revised to be 2m wide across the Site, except where utilities need to be accommodated below grade and in those instances, sidewalks are widened to 2.2m to meet the demands of the applicable utility companies.

WVP has also revised plans and sections in accordance with the City of Mississauga's suggested revisions for accommodating curbside activities. On the two priority streets, being Streets 'A' and 'B', the revised ROWs have augmented the City's lay-by strategy with Low Impact Developments ("LID") in the bulb-outs. The LIDs represent a natural synergy with layby parking, in the instances where parking is not possible due to minimum distances from intersections, resulting in the benefit of adding green infrastructure while at the same time ensuring that layby parking does not visually overwhelm these special streets.

As such, the following technical changes have been made since the previous submission to each street below that are reflected in the current Master Plan:

- **Street 'A':** Increased ROW from 18m to 20m, and introduced lay-by parking on the south side of street with intermittent LIDs where parking is not appropriate.
- **Street 'B':** Increased ROW from 18m to 22m, and introduced lay-by parking on the west side of street with intermittent LIDs where parking is not appropriate.
- **Street 'C':** Increased ROW from 18m to 20m, and introduced an LID as a splash pad between the road and the sidewalk.
- **Street 'D' & 'F':** Increased ROW from 18m to 19m, expanding the lane widths to accommodate temporary parking. Where the City had requested public ROW extensions of these streets between Lakeshore Road and Street C, these remain as private in the Applications due to development efficiencies and functionalities in the design of the retail and underground parking garages between the adjacent blocks; although the design of these components and cross sections are in line with the general intent from City staff.
- **Street 'E':** Decreased the ROW as requested by the City from 22m to 20m, and included a bus bay for potential future transit.
- **Street 'G':** Introduced a private street with a width of~15m between Blocks P and K, and maintained the eastern portion as a 12.5m wide pedestrian/cycling Mews.
- **Mississauga Rd S:** Increased the ROW from 20m to 22m, and introduced a two-way bike path, wider travel lanes for temporary parking, and an LID feature as a splash pad.

LID measures are advocated for, and supported by, the Credit Valley Conservation Authority. WVP's goal of the proposed Master Plan is to implement stormwater management measures that are more sustainable, provide a higher level of environmental benefit, and reduce lifecycle cost and maintenance requirements.

Road Network

WVP and the City are generally aligned on the road network. Discussions with the City on the overall road network have progressed since the last resubmission and general alignment on the direction has been achieved.

The Master Plan continues to include a pedestrian and cycling mews that extends west across the site to the Promenade linear park, however, at the request of the City, a vehicular road (Street 'G') between Blocks P & K, has been introduced. Street G will remain a private road but generally feel like a municipal street to meet the intent of the City. Street G will then continue as a connection to the western edge of the Site towards the 'Benson Trail' ecological corridor.

A traffic analysis has been completed to ensure that there is no significant traffic impact to maintaining the pedestrian friendly mews in lieu of a vehicular access corridor through the eastern portion of the Site. Please refer to the BA Group letter dated November 2, 2018.

Given that the extensions of Street 'D' and Street 'F', Street C and north towards Lakeshore Road W are adjacent to commercial and retail blocks, it is WVP's intention to maintain these streets as private roads but design them to maintain the general experience of a municipal street, meeting the intent of City staff. Specifically, it is intended that there be public access in perpetuity over these private streets in the form of easements in favour of the City to be registered on title.

The result of the foregoing is a multi-modal network that has been designed to minimize traffic impacts and enable a thriving destination that prioritizes active transportation and promotes safety and accessibility of cyclists, pedestrians, and vehicles alike.

Parking Strategy

A Parking Review memo was received from the City on October 1, 2018, and was read in conjunction with the ROW/Road Network comments. WVP has addressed the comments from this memo in the revised Master Plan herein. In addition to the abovementioned changes referenced in the ROW section, it is important to highlight that WVP incorporated the City's priority for on-street parking and layby parking, with approximately 75 new parking spaces provided at grade.

Built Form (including Campus)

The proposed built form incorporates a diverse range of housing types while maintaining compatibility with the existing low-rise built form in the adjacent neighbourhoods. The built form throughout the Site has been amended as a result of addressing a number of issues raised by the City including the revisions made to the Master Plan to reflect the new ROW dimensions and road network, as well as the need to address additional urban design comments provided by the City that support the redeployment of density as previously proposed.

Specifically, the incorporation of the City's suggested ROW changes (i.e. widening in all but one street), resulted in less buildable area and the loss of 7,136 square metres of GFA as well as 32 standard townhouses from the March 2018 proposal, necessitating the redeployment of this density elsewhere on the Site. Additionally, City requested modifications to the Campus massing was also a large part of the redevelopment strategy.

The revision to the Applications therefore incorporates a significant number of changes to the built form, as follows:

- **Block B:** More substantial commercial offering in the form of a 4-storey standalone office building. The revised size and scale will better define the gateway entrance into the community on the west side of Street B and contribute to generating a healthy daytime population required to support the success of the adjacent retail.
- **Block C:** The revision to this block results from refining the retail and second/third storey office to more appropriately align with the surrounding environment and market demand projections. Drive aisles and parking configurations have been revised in some areas to maximize efficiency and improve traffic flow. Buildings near the Village Square were slightly modified to enable additional opportunities for activation and programming. The revised plan continues to promote the Village Square as a means to activate the first phase of development. This 0.14 hectares of publicly accessible private open space will anchor both office users during the day and resident users in the evening.
- **Block D:** To respect the adjacent Heritage Conservation District, these units were revised to townhouses with a height of 2.5 storeys.
- **Block F:** These units were changed from standard townhouses to stacked townhouses to provide a further range of housing options and affordability.
- **Block G:** Rather than maintain one 8-storey building with a large footprint, this building has now increased to 9 storeys on the eastern edge with a 6-storey podium along the southern and western edges to respect the adjacent podiums and low-rise built form.
- **Block H:** The previous two buildings on this block have been combined into one building with a 14-storey tower on a 6-storey podium.
- **Block K:** As per the City's request, podiums have decreased from 8 storeys to 6 storeys on these buildings, as well as a decrease of the tower height of the northmost building on the block to 15 storeys to respect the lower heights of the built form towards Lakeshore Road W.
- **Block L:** Removed one townhouse unit to accommodate waste collection requirements.

- **Block O:** Both the podium height and the tower height of this building has increased by one-storey to 6- and 11-storeys respectively to accommodate a redistribution of density (specifically from the Campus).
- **Block P:** As per the City's request, the podiums of the buildings in this block have both increased and decreased in certain areas to a consistent 6 storeys, and two of the three tower heights have increased – one from 22 to 24 storeys and another from 26 to 29 storeys – to accommodate density redistribution resulting from ROW revisions.
- **Block Q:** As per the City's request, the podium height was reduced to 6 storeys, and the tower height has also been decreased from 22 to 19 storeys to reduce shadow impacts on surrounding low-rise built form and adjacent promenade park; townhouses decreased in number to accommodate the increased ROW.
- **Block R:** Decrease of townhouse units to accommodate the increased ROW.
- **Block T:** Building T has been redesigned with a much smaller footprint and 360 degree design to allow for better viewpoints towards the waterfront park and the lake;
- **Block U:** As per the City's request, the height of the southern-most building in the Campus has been decreased from 12 storeys to 8 storeys, terracing down to 4 storeys to further allow for a more pedestrian-scale environment by the waterfront; the density has been redeployed to the northern building which increased to 15 storeys from 12 storeys, as well as elsewhere within the site including Block O. As per discussions with the Peel District School Board, WVP has incorporated an urban and compact elementary school within the site, proposed to be co-located with a potential YMCA in a 4-storey building on the eastern edge of the Campus, with an exclusive playground on the rooftop. Discussions between the YMCA and the School Board continue to evolve on this front. WVP will continue to work with the City of Mississauga to determine the program and design of the Campus with the intention of creating a mix of uses that animate and activate the space day and night throughout the year.

Heritage

The proposed Master Plan and associated mitigation measures address the concerns of Heritage Planning and conserves cultural heritage value of the Old Port Credit Village HCD, the Mississauga Road Scenic Route Cultural Landscape and adjacent designated properties at 37 Mississauga Road South and 305 Lakeshore Road West.

To respond to the scale of the adjacent HCD, the townhouses fronting Mississauga Road South were decreased in the previous submission to 2.5 storeys, and the Campus proposes low-rise built from along its eastern edge. The low-rise buildings fronting Lakeshore Road West are intended to feel like an extension of the 'main street' retail character of Lakeshore Road West found on either side of the Site. Further, to respond to the landscape attributes contained within the proposed Old Port Credit HCD Plan and offering a landscaped buffer between proposed built-form and adjacent heritage fabric, the new street sections submitted with this application show the addition of a sidewalk and new trees and plantings on the west side of Mississauga Road South. The contemplated improvements to the public realm along the west side of Mississauga Road South enhance the scenic and visual quality, horticultural interest, as well as landscape design of this Master Plan in the context of an adjacent established heritage neighbourhood.

Finally an appropriate transition has been incorporated along Lakeshore where the live-work units transition to the neighbouring adjacent heritage building at 305 Lakeshore Road W.

Waste Collection

WVP has met with the City on June 28, 2018 and the Region on July 23, 2018 on proposed solutions to waste collection details. Solutions were presented to staff on July 26·2018, and general design guidelines are now agreed upon. The Master Plan and road network has been designed to meet the Region's waste collection requirements. Final design for garbage service will be approved at through the Site Plan Approval process.

Master Plan / Phasing Agreement and Subdivision Process

The revised conceptual phasing plans are provided in the Master Plan and Urban Design Document submitted with this application. As noted in the August 16, 2018 meeting with City Legal and Planning, there will be multiple M-plans registered for this site. The site remedial program is currently underway, to address source remediation of soil and groundwater. At the time of construction of each building, final remediation will have already occurred with verification sampling completed, and Record(s) of Site Condition will be filed with the MOE. A detailed description of the remedial strategy was provided in the Remedial Action Plan which was submitted to the City and Region on March 7, 2018 for which WVP is still awaiting formal comments.

Affordable Housing

There continue to be ongoing discussions between WVP, the City and the Region of Peel on the Affordable Housing strategy for the Site. WVP suggest that under this proposal the midrise building would be located in the northern portion of the site, and would include both purpose built rental units and affordable housing units. The location of this building would ease access to retail/commercial areas, provide convenient access to transit, and provide connectivity to Lakeshore Road W.

Storm Sewer Outfall in Waterfront Park

WVP has presented the City with an engineering solution to a storm sewer outfall that incorporates a pipe under the waterfront park to Lake Ontario – the City has confirmed general acceptance of this proposal to move forward with submission for approvals. However, WVP has also provided the City with additional information on the storm outfall being able to function as an overland water feature. It is WVP's understanding that having such a feature must be part of a larger park design process, and we request to be part of these further discussions with the City to explore the storm channel, LIDs, grading, and park programming. WVP strongly believes in the opportunity for water to be a fundamental element woven throughout the plan and creating opportunities for interactive and educational components in the West Village community.

Elementary School

The Peel District School Board has expressed interest in acquiring land on the Site for an elementary school. There continue to be ongoing discussions between WVP and the School Board on a strategy to incorporate a school within the Site. WVP has been looking at the opportunity to co-locate an urban, compact school with a YMCA to which further discussions are required.

Sustainability

A meeting was held with Alelectra February 1, 2018 where the WVP learned that Alelectra themselves do not have in-house capabilities to deliver a communal geothermal network, but provided recommendations on other organizations that may be capable. WVP is currently exploring the feasibility, magnitude, and various types of "green" energy opportunities with Alelectra, which includes the review of PV and geothermal energy. These discussions combined with ongoing investigations of geothermal opportunities with other providers have progressed.

Common Amenity Areas

WVP presented the proposed common outdoor amenity area provisions at the July 26, 2018 bi-weekly meeting with the City. The provisions had been based on WVP's interpretation of both the zoning by-law for amenity area and Outdoor Amenity Area Design Reference Notes (2015). Staff agreed upon the general provisions and the approach to satisfy the requirements of the City. WVP's intent on satisfying this requirement will be further illustrated in this submission; refer to the Master Plan and Urban Design Document for further information on the size and location of the proposed common amenity areas.

Responses to City's Comments

Responses to the comments received to date from various departments are provided in the Comment Response Chart, provided as part of this resubmission. While WVP and the consultant team have made every effort to address all of the comments, some comments made by the City suggest they are better suited at site

plan level details, of which the request for those additional details are acknowledged and will be provided at the Site Plan Application and Approval stage.

Further, additional feedback was received by the City on October 11, 2018, which due to the timing of receipt have not been fully incorporated into the revised Applications as they are still under review by WVP and its consulting team. It is our intention to continue to work with staff through those comments through this resubmission process to arrive at a mutually supportable development on the Site.

Resubmission Materials

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

1. Fifteen (15) copies of the Master Plan and Urban Design Document, prepared by Urban Strategies Inc.including the Master Plan Drawings prepared by Giannone Petricone Associates Inc. Architects, dated November 2, 2018;
2. Seven (7) copies of the Shadow Study, prepared by Giannone Petricone Associates Inc. Architects, dated November 2, 2018;
3. Fifteen (15) copies of the Right-of-Way Package (including the Streetscape Feasibility Plan), prepared by Public Work and Urbantech, dated November 2, 2018;
4. Thirty (30) copies of the Draft Plan of Subdivision, prepared by J.D. Barnes, dated November 2, 2018;
5. Seven (7) copies of the Environmental Noise Feasibility Study Update Addendum, prepared by Valcoustics, dated November 2, 2018;
6. Three (3) copies of a Quantitative Wind Tunnel Study Report, prepared by Gradient Wind Engineering, dated November 2, 2018;
7. Four (4) copies of a Transportation Update Memo, prepared by BA Group, dated November 2, 2018;
8. Three (3) copies of the Heritage Impact Assessment and Cultural Landscape Heritage Impact Assessment Addendum, prepared by ERA Architects, dated November 2, 2018;
9. Eleven (11) copies of the Environmental Impact Assessment Addendum Letter (with survey results and analysis), prepared by Savanta, dated November 2, 2018;
10. Three (3) copies of the Tree Compensation Concept Plan, prepared by Public Work, dated November 2, 2018;
11. Four (4) copies of the Draft Official Plan Amendment, prepared by Urban Strategies;
12. Four (4) copies of the Draft Zoning By-law Amendment, prepared by Urban Strategies;
13. Twelve (12) copies of the Comment Response Chart, dated November 2, 2018;
14. Two (2) USB keys with the submission material.

As discussed with Planning staff, the following two items will follow shortly after this resubmission:

- Eighteen (18) copies of Civil Engineering Plans (including a Grading and Servicing Plan, a Conceptual Storm Drainage Area Plan, a Conceptual Sanitary Drainage Area Plan, a Conceptual Water Servicing Plan, a Low Impact Development Plan, and a Preliminary Road Profile Plan), prepared by Urbantech;
- Nine (9) copies of the Functional Servicing and Storm Drainage Report (including the Functional Storm Drainage Report and the Storm Water Management Study).

The contents of the resubmission of the Applications reflect the submission requirements as discussed with City staff.

We trust that the submission materials meet those requirements to move forward with consideration of the Applications. We look forward to continued discussions with staff, the local community and all stakeholders on this exciting project, in an effort to finalize the Applications, with approvals targeted for Spring 2019.

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

Yours truly,


Bob Blazevski
Executive Vice President and COO
Diamond Corp.

Encls.

Cover Letter to:

Bonnie Crombie, Mayor, City of Mississauga
David Cook, Councillor, Ward 1, City of Mississauga
Stephen Dasko, Councillor Elect, Ward 1, City of Mississauga
Andrew Whittemore, Commissioner of Planning and Building, City of Mississauga
Lesley Pavan, Director of Development and Design, City of Mississauga
Hugh Lynch, Manager of Development and Design, City of Mississauga