

Official Plan Amendment: Port Credit West Village

Purpose

The purpose of this Amendment is to enable the transformation of the Vacant Former Refinery Precinct as part of the Port Credit Neighbourhood Character Area into the Port Credit West Village Precinct, as outlined in the Port Credit Local Area Plan. This amendment implements the policies directing the revitalization of the vacant refinery site in the Port Credit Local Area Plan as well as the development framework of the Port Credit West Village Master Plan based on Inspiration Port Credit – Charting the Future Course: 70 Mississauga Road South Master Planning Framework. The amendment includes a special site policy to be incorporated within the City of Mississauga Official Plan as well as precinct and special site policies to be incorporated within the Port Credit Local Area Plan.

Location

The lands affected by this Amendment are located in the Port Credit Neighbourhood Character Area and are municipally known as 70 Mississauga Road South and 181 Lakeshore Road West. The lands are generally bounded by Lakeshore Road West to the north; Mississauga Road South to the east; existing waterfront trail, adjacent lands not subject to this application, and Lake Ontario to the south; and the Cranberry Cove South Residential Neighbourhood Precinct to the west.

Basis

The subject lands are located in the Port Credit Neighbourhood Character Area in the Port Credit Local Area Plan, and while they have an underlying Neighbourhood designation in the City of Mississauga Official Plan they are also designated as “Special Waterfront” (and a small portion in the northeastern corner is designated Motor Vehicle Commercial) in both the Mississauga Official Plan and the Port Credit Local Area Plan. Policy 12.9 of the Port Credit Local Area Plan states that a comprehensive master plan will be carried out to determine the use of the lands. The Port Credit West Village Master Plan satisfies this policy and details the development framework of the subject lands.

The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

- The following Official Plan Amendment implements the Port Credit West Village Master Plan that builds upon the Inspiration Port Credit – Charting the Future Course: 70 Mississauga Road South Master Planning Framework.
- As a result, the OPA meets the following key considerations outlined in Inspiration Port Credit:
 - o The Amendment will ensure that any development in the Port Credit West Village has appropriate form and scale in relation to the surrounding neighbourhood context, Port Credit, and the overall city urban structure;
 - o The Amendment indicates that development will incorporate a multi-modal network, mixed uses, and community infrastructure including community cultural uses, parks and open spaces, and a high-quality public realm; and
 - o The Amendment outlines the need for effective and extensive remediation that is both sustainable and cost effective. Any corresponding development will need to integrate remediation considerations.

This Official Plan Amendment is organized into the following sections:

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- The first section (p.2) covers amendments to the City of Mississauga Official Plan, pertaining specifically to the Port Credit neighbourhood section in Chapter 16; and
- The second section (p.3) addresses the amendment to the Port Credit Local Area Plan. The vacant former refinery precinct is amended to become the Port Credit West Village Precinct. Site specific policies for the Port Credit West Village Precinct are also included to describe the delineation of the Site as sub-precincts. These changes ensure consistency between the policies and the Port Credit West Village Master Plan.

Please note that minor revisions or amendments to the policies are outlined so that deleted text is shown as ~~strikeouts~~ and new text is **bolded**.

1. Amendment to City of Mississauga Official Plan

Chapter 16 – Neighbourhoods

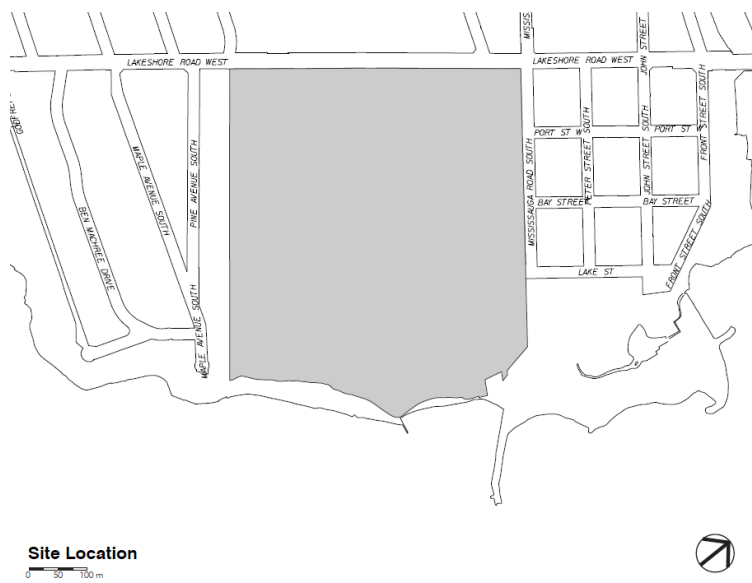
Section 16.20 of the City of Mississauga Official Plan is proposed to be removed and replaced with the following:

16.20 Port Credit

Official Plan policies for lands within the Port Credit Neighbourhood Character Area are contained in the Port Credit Local Area Plan.

16.20.1 There are sites within the Character Area that merit special attention and are subject to the following policies.

16.20.1.1 Site 1



16.20.1.1.1 The lands identified as Special Site 1 are municipally known as 70 Mississauga Road South and 181 Lakeshore Road West, bounded by existing waterfront trail, adjacent lands not subject to this application, and Lake Ontario to the south; Mississauga Road South to the east; Lakeshore Road West to the north; and the Cranberry Cove South Residential Neighbourhood precinct to the west (Schedule 1 Port Credit Local Area Plan). Special Site 1 is herein referred to as Port Credit West Village.

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The Port Credit West Village policies are contained within the Port Credit Local Area Plan. They elaborate on, or provide exceptions to the policies or schedules of this Plan. In the event of conflict with the Plan, the Port Credit West Village policies take precedence.

Schedules in the Mississauga Official Plan

That Schedule 1A – Urban System – Green System be amended (see attached).

That Schedule 4 – Parks and Open Spaces be amended (see attached).

That Schedule 5 – Long Term Road Network be amended (see attached).

2. Amendment to Port Credit Local Area Plan

2.0 Historical Context

That section 2.0 Historical Context, second paragraph, second sentence be amended as follows:

Significant historical uses formed the Port Credit Village including a port (now predominately a marina and charter fishing centre), an oil refinery (~~currently a vacant brownfield site~~ **Port Credit West Village Precinct**)...

3.0 Current Context

That section 3.0 Current Context, paragraph 9, be removed:

~~Most of the lands are developed with the exception of the vacant Imperial Oil (formerly Texaco) lands west of Mississauga Road. Given historic and current uses, there is potential for contamination issues on some areas within the site.~~

5.2.3 Neighbourhoods

That section 5.3.2 Neighbourhoods, third paragraph, second sentence be amended as follows:

In addition, this Neighbourhood also includes a former refinery site ~~which is vacant and represents a significant brownfield redevelopment opportunity~~ **which is herein referred to as the Port Credit West Village Precinct. The Port Credit West Village Precinct presents a unique and significant brownfield redevelopment opportunity which is envisioned through the Port Credit West Village Master Plan and implemented through the policies outlined in this Area Plan.**

6.2 Neighbourhood Character Areas (East and West

That policy 6.2.1 be amended as follows:

Intensification will occur through modest infilling or redevelopment along Lakeshore Road Corridor, commercial plazas, or ~~on the vacant former refinery site~~ **the Port Credit West Village Precinct.**

10.0 Desirable Urban Form

That Section 10.0 Desirable Urban Form, b), be amended as follows:

This Character Area has been further subdivided into the following precincts:

- Old Port Credit Village Heritage Conservation District;
- ~~Vacant Former Refinery~~ **Port Credit West Village;**
- North Residential Neighbourhood;
- South Residential Neighbourhood; and
- Mainstreet Neighbourhood.

The locations of these precincts are shown on Schedule 1.

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That Section 10.1.2 be amended as follows:

Heights in excess of the limits identified on Schedules 2A and 2B within the Community Node precincts, Mainstreet Neighbourhood precinct, and **Port Credit West Village precinct** may be considered through a site specific Official Plan Amendment application...

10.3 Neighbourhood Character Area

That Section 10.3, first paragraph, last sentence, be amended as follows:

Where development occurs, it will generally be through modest infilling or development within the Lakeshore Road (east and west) Mainstreet Neighbourhood Precinct, the existing commercial plaza or the ~~vacant former refinery site~~ **Port Credit West Village Precinct**.

That Section 10.3, second paragraph, be amended as follows:

The Neighbourhood Character Area is not uniform and contains unique issues that are addressed through various precincts (e.g. heritage conservation district, proximity to railway and existing employment uses, ~~large vacant brownfield site~~ **large, brownfield site**).

That Section 10.3, third paragraph, fourth bullet, be amended as follows:

- To recognize the former refinery site as an important location along the waterfront that requires special attention ~~and further study~~; and

That Section 10.3.2.2 be removed:

~~Mississauga will encourage landscape screening along the west side of Mississauga Road South to buffer the adjacent vacant former refinery site.~~

Section 10.3.3 of the Port Credit Local Area Plan is proposed to be removed and replaced with the following:

10.3.3 Port Credit West Village Precinct

This precinct will consist of a revitalized brownfield property, formerly used as a refinery that will be transformed into a complete community supporting a range of housing types, a mix of uses, activation of the built form along Lakeshore Road W, and an innovative campus space.

Inspiration Port Credit & the Port Credit West Village Master Plan

The Port Credit West Village Precinct policies implement the Port Credit West Village Master Plan, which builds upon the framework outlined in Inspiration Port Credit. The Master Plan establishes a comprehensive framework that reinforces and celebrates the Port Credit West Village's unique geographical position on Mississauga's Central Waterfront.

Historical Context

The Port Credit West Village Precinct, formerly known as 70 Mississauga Road South and 181 Lakeshore Road West, was the location of a variety of industrial uses since the late 1800s. Beginning as a brick manufacturing facility, the Site then became an oil refinery and petrochemical storage facility. In 1985, the refining operations were discontinued and the area has remained vacant since 1990. As a result of the Port Credit West Village's industrial past, the area requires extensive remediation to significantly improve environmental conditions, including soil and groundwater quality. New development will need to recognize and support an appropriate remediation strategy.

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Vision

Building on the vision for Port Credit, the vision for the Port Credit West Village Precinct strives to realize a vibrant, mixed-use community that:

- **Addresses the need for extensive site remediation;**
- **Enhances connectivity with existing parkland while creating new open space and parkland as part of a regional waterfront destination;**
- **Encourages multi-modal mobility;**
- **Emphasizes architectural and design excellence;**
- **Prioritizes the four pillars of sustainability (cultural vibrancy, economic prosperity, environmental responsibility, and social justice);**
- **Ensures access and linkages with existing open spaces and neighbourhoods;**
- **Realizes a high quality public realm and community gathering spaces;**
- **Pursues place-making;**
- **Builds innovative infrastructure;**
- **Fosters the development of a complete community with a dynamic range of uses including residential, commercial, cultural, and recreational; and**
- **Creates a legacy for future generations.**

Temporary Uses

The Port Credit West Village will be developed as a phased project over several years. In order to promote the active revitalization and use of the site, as development phasing occurs, temporary uses that are not otherwise permitted in the Zoning By-law shall be considered through the Minor Variance process.

General Provisions

The Port Credit West Village Precinct is designated as Special Waterfront in Schedule 10 Land Use Designations. The Special Site policies (13.1.3) provide additional direction regarding the uses of the Special Waterfront Area by sub-precinct.

10.3.3.1 Intensification in the Port Credit West Village Precinct will address the following considerations:

- **Transform a brownfield site into a complete community;**
- **Deliver a varied network of public open spaces;**
- **Create a public, vibrant, and animated Waterfront;**
- **Provide a diversity in built form and housing type considering a range of housing for all ages and incomes;**
- **Balance mobility choices ensuring the community is transit-supportive and is comprised of an intricate active transportation network;**
- **Respond to the rich cultural history of the Site and its surrounding context; and**
- **Foster innovation and sustainability through the design and intended uses of the sub-precincts.**

10.3.3.2 Land uses, built form and public spaces will provide an appropriate transition to the adjacent South Residential and Old Port Credit Heritage Conservation District Precincts.

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10.3.3.3 Development will provide view corridors to the lake, where appropriate.

10.3.3.4 Any development in the Port Credit West Village Precinct will ensure that extensive remediation has been completed. The nature and character of development in the precinct will account for and accommodate the required remediation processes.

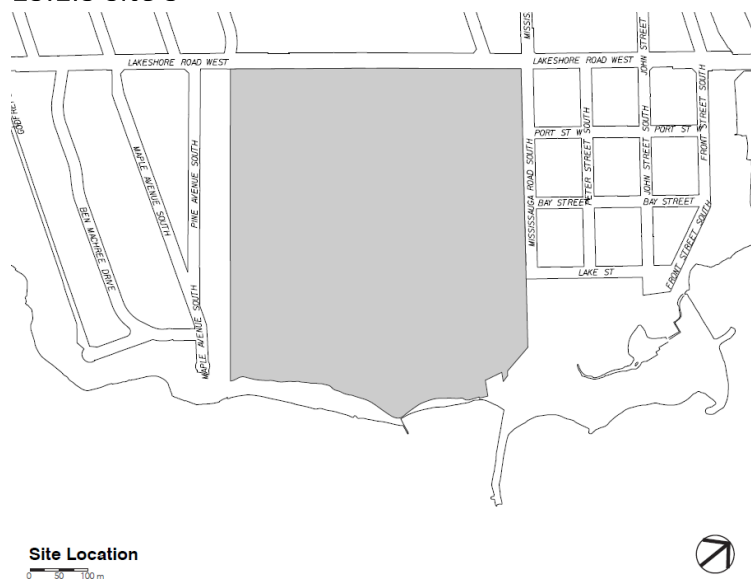
12.9 Special Waterfront

That policy 12.9 be amended as follows:

~~A comprehensive master plan will be carried out to determine the use of the lands, following which this Area Plan will be appropriately amended~~ **The Port Credit West Village Master Plan provides the development framework for the lands designated as Special Waterfront. Sections 10.3.3 and 13.1.3 outline the provisions that implement the master plan.**

Section 13.1.3 of the Port Credit Local Area Plan is proposed to be removed and replaced with the following:

13.1.3 Site 3



13.1.3.1 The lands identified as Special Site 3 are municipally known as 70 Mississauga Road South and 181 Lakeshore Road West, bounded by the existing waterfront trail, adjacent lands not subject to this application, and Lake Ontario to the south; Mississauga Road South to the east; Lakeshore Road West to the north; and the Cranberry Cove South Residential Neighbourhood precinct (Schedule 1) to the west. Special Site 3 is herein referred to as the Port Credit West Village Precinct.

The Special Site Policies outlined in Section 13.1.3 expand upon the general provisions of the Port Credit Local Area Plan as well as the general policies for the Port Credit West Village Precinct (10.3.3). In the event of conflict with the policies outlined in the Mississauga Official Plan or the general provisions of the Port Credit Local Area Plan, the Port Credit West Village policies take precedence.

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13.1.3.2 Street and Block Pattern

The street and block pattern established in the Port Credit West Village Precinct will mimic the surrounding context ensuring that it matches the character of the adjacent neighbourhoods while also enhancing connectivity to the site.

The street and block pattern will be situated so that it connects Lakeshore Road W to Lake Ontario. The primary access to Port Credit West Village will be on Lakeshore Road West.

The design of the site will facilitate a multi-modal transportation network. The network will seek to limit auto-dependency, maximize transit usage, and enable active transportation. Development in the Port Credit West Village will integrate a high-quality, pedestrian focused public realm focused on walkability.

A variety of street types will be incorporated within the precinct including major collectors, minor collectors, condominium roads, and waterfront streets. The street and block pattern for each sub-precinct will reflect the specific land uses and built form typologies in that area while also accommodating a range of users and mobility options.

13.1.3.3 Open Space

The Port Credit West Village Precinct will incorporate a diverse array of destination and local open spaces, providing a rich variety of landscapes that strive to connect the urban built form with the area's natural heritage. The green system network will incorporate linkages within the Port Credit West Village Precinct as well as to surrounding parks and open spaces. The network will include parks, trails, privately-owned publicly accessible spaces (POPS), and natural hazard lands.

A public park will be incorporated adjacent to the Campus, Parkside, and Promenade sub-precincts. The park will build upon the existing waterfront trail and link the parks and open space to the east and west of the Port Credit West Village Precinct. The public park will contribute to the formation of a regional waterfront destination, incorporating ecological habitats and programmable space.

Additional open spaces, parks, squares, and privately-owned publicly accessible spaces will be located within various sub-precincts in Port Credit West Village. They will include a mix of natural heritage features and community gathering places in a variety of sizes. A landscaped buffer will be maintained between the precinct and the adjacent residential neighbourhoods to the west and east.

13.1.3.4 Parkland Dedication

Parkland dedication for the subject lands shall consist of a combination of parkland conveyance to the City, secured privately-owned publicly accessible open spaces, secured and protected hazard lands, and/or cash-in-lieu.

13.1.3.5 Sub-Precincts

The Port Credit West Village Precinct is further distinguished by sub-precincts that account for distinctions in character and planned function. The five sub-precincts are: The West Village Square; The Promenade; The Campus; Old Port Transition; and Parkside – as shown on Schedule 4.

The sub-precincts are made up of a mix of uses including residential, commercial, parks and open spaces, and institutional. The area surrounding Lakeshore Road West forms the retail core and

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gateway to Port Credit West Village. This area also includes a live/work component. The Campus area, situated next to the public park is predominantly mixed-use with non-residential uses occurring at-grade. Educational and institutional uses will also be concentrated in the Campus area. In general, the remainder of the Precinct is largely characterized by residential uses. The sub-precincts, further described below, identify the character and intent of their respective areas and outline provisions for general height ranges and land uses.

The Port Credit West Village Precinct will include low-rise, mid-rise, and high-rise buildings. Low-rise buildings will generally range from 1 to 4 storeys, mid-rise buildings will generally range from 4 to 15 storeys, and tall buildings will generally range from 16 to 26 storeys. Actual height limits will be identified in the Zoning By-law. Minor adjustments to these height ranges will not require an amendment to the Official Plan.

13.1.3.5.1 The West Village Square

The West Village Square sub-precinct is the active gateway to the Port Credit West Village serving as the primary access point to the area. A prominent feature of the West Village Square will be a vibrant, multi-seasonal public square that will act as a communal gathering space for residents of all ages and abilities. The West Village Square leverages the vitality of Lakeshore Road West featuring articulated facades and activated neighbourhood retail and amenities in a pedestrian village square setting.

As a community hub, the West Village Square sub-precinct will include commercial and retail uses as well as community services and facilities. A retail and amenities mainstreet with associated live/work spaces will be established along Lakeshore Road West. Apart from the live/work spaces and limited residential use, the remainder of the West Village Square sub-precinct is comprised of non-residential uses. Traffic and parking impacts will be minimized so that they do not hinder residential areas within the sub-precincts as well as the neighbourhoods adjacent to Port Credit West Village. Parks and open space in the form of community parks/open spaces and privately-owned publicly accessible spaces will also be permitted. The West Village Square sub-precinct will be characterized by low-rise buildings that animate Lakeshore Rd W and provide an intimate, enclosed village square. Mid-rise buildings in this sub-precinct will be permitted along the central boulevard, hugging the street and generating a pedestrian scale that supports walkability and livability.

13.1.3.5.2 The Promenade

The Promenade is the sub-precinct located in the centre of the Port Credit West Village Precinct. This sub-precinct will be characterized by a robust tree canopy, soft edges transitioning to the surrounding sub-precincts, and a diverse built form. The sub-precinct concentrates around a central public street leading from Lakeshore Road West to the Campus sub-precinct by the public park. The public street features generous sidewalk widths and a high-quality public realm.

The Promenade will be comprised of residential uses in a range of housing forms. Parks and open space in the form of community parks/open spaces and privately-owned publicly accessible spaces will also be permitted. Given the internal location of the Promenade sub-precinct, this area will feature high-rise, mid-rise, and low-rise development.

13.1.3.5.3 The Campus

The Campus is situated adjacent to the existing waterfront trail, which is on lands which are not subject to this amendment, and Lake Ontario overlooking the public park. Similar to the West Village

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Square sub-precinct, the Campus will act as a catalyst to incite movement into, and through the Port Credit West Village. This sub-precinct will incorporate a dynamic range of amenities and activities inviting residents from near and far to live, work, and play along Mississauga's waterfront. The public realm of the Campus will ensure the public park is functional all day and in all seasons.

Development in the Campus will be mixed use featuring high-rise, mid-rise, and low-rise development. Non-residential uses will include retail, office, community cultural, and educational/institutional uses. Traffic and parking impacts will be minimized so that they do not hinder residential areas within the sub-precincts as well as the neighbourhoods adjacent to Port Credit West Village. The uses and built form typologies in the Campus will manage the transition and interaction of private and public space. The use of the sub-precinct throughout the day and in all seasons will be enabled through public uses and ground floor spaces. Parks and open space in the form of community parks/open spaces and privately-owned publicly accessible spaces will also be permitted.

13.1.3.5.4 Old Port Transition

The Old Port Transition sub-precinct marks the eastern edge of the Port Credit West Village. This sub-precinct will provide a transitional buffer to the Old Port Credit Village Heritage Conservation District. The transition zone to the Heritage Conservation District will include a community parkette that contains local open space amenities for new and old residents. The built form typologies in the Old Port Transition will appropriately integrate with the surrounding character and context of the existing neighbourhood.

The Old Port Transition will be comprised of low-rise residential uses. Parks and open space in the form of community parks/open spaces and privately-owned publicly accessible spaces will also be permitted. The heights in the Old Port Transition sub-precinct will ensure that any development has regard to the character and context of the adjacent Old Port Credit Village Heritage Conservation District.

13.1.3.5.5 Parkside

The Parkside sub-precinct is situated along the western edge of the Port Credit West Village. This sub-precinct will manage the transition to the adjacent neighbourhood through the built form as well as a landscaped edge condition. The built form typologies in the Parkside will appropriately integrate with the surrounding character and context of the existing neighbourhood.

The Parkside sub-precinct will contain residential uses. Connections to the surrounding parks and open spaces will be incorporated within the sub-precinct. Parks and open space in the form of community parks/open spaces and privately-owned publicly accessible spaces will be permitted. The Parkside sub-precinct will contain predominantly low-rise buildings. A mid-rise signature element will punctuate the low-rise form adjacent to the waterfront.

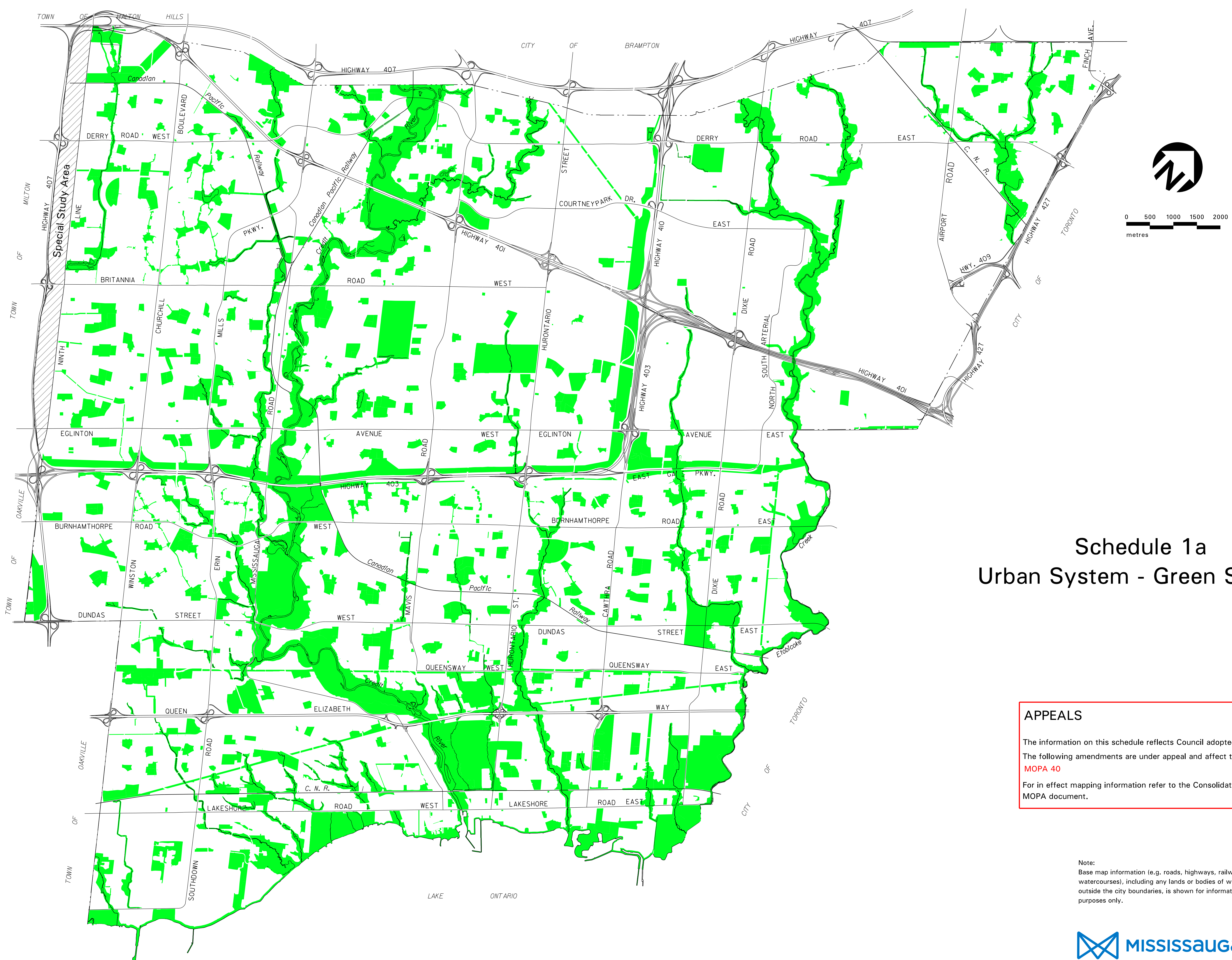
Schedules in the Port Credit Local Area Plan

That Schedule 1 – Port Credit Character Areas and Precincts be amended (see attached).

That Schedule 2A – Port Credit Neighbourhood Height Limits be amended (see attached).

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That Schedule 4 – Port Credit West Village Sub-precincts be created to depict the sub-precincts described within the site specific policies for the Port Credit West Village Precinct (13.1.3) (see attached).



Schedule 1a Urban System - Green System

APPEALS

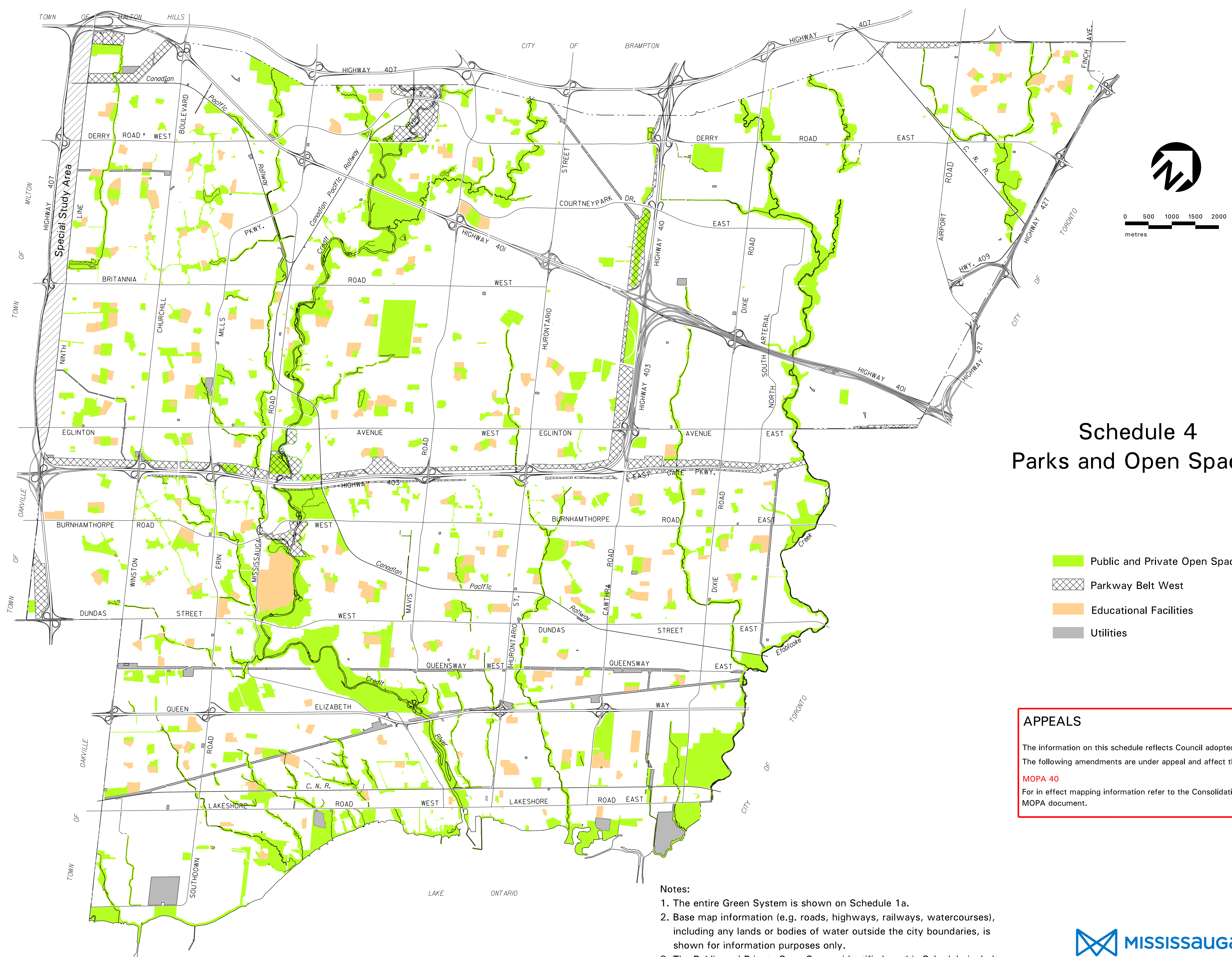
The information on this schedule reflects Council adopted amendments.

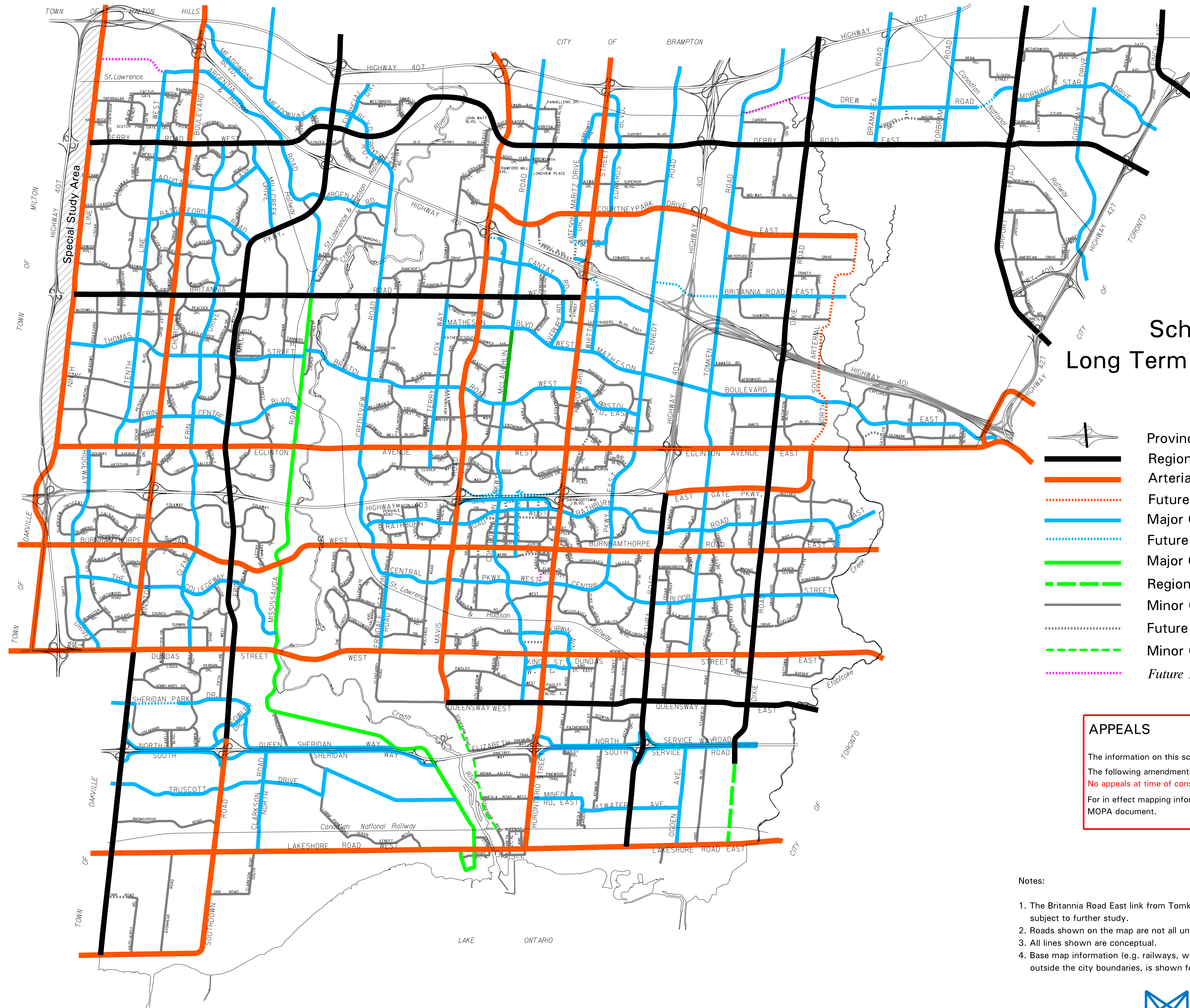
The following amendments are under appeal and affect this schedule:

MOPA 40

For in effect mapping information refer to the Consolidation Tables and MOPA document.

Note:
Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.





Schedule 5 Long Term Road Network

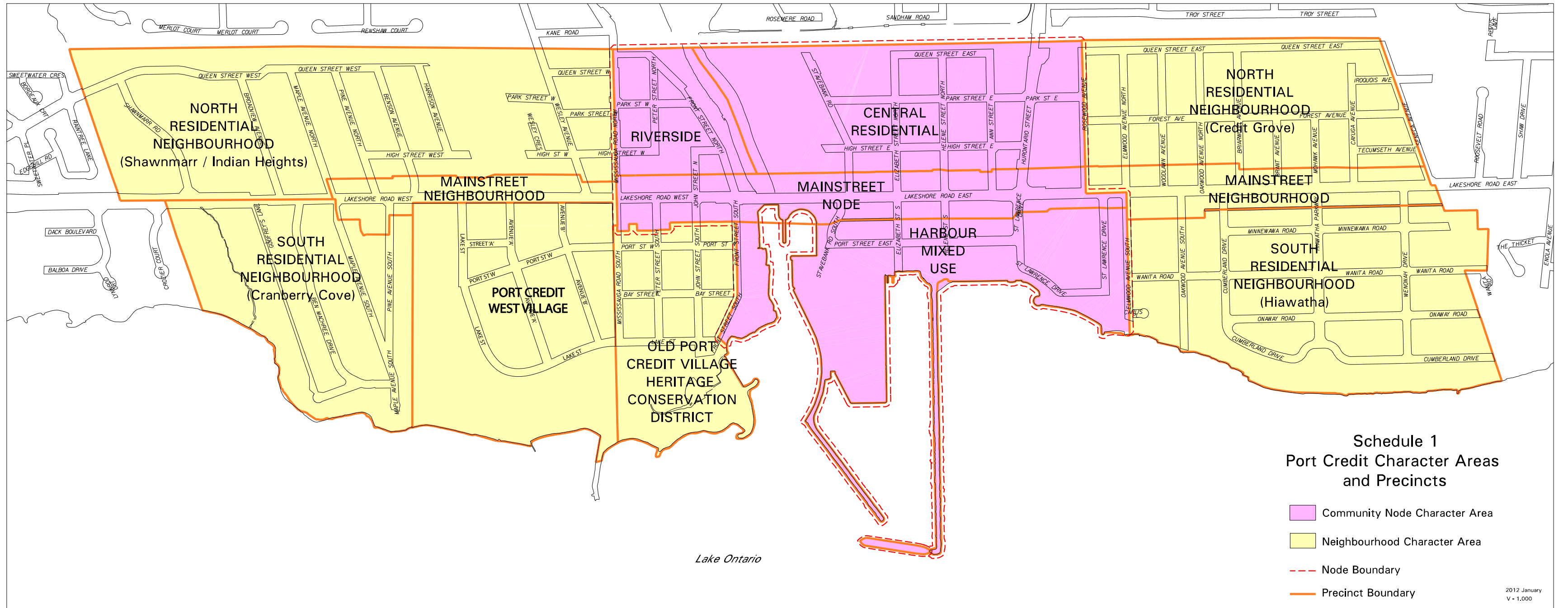
- Provincial Highway and Interchange
- Regional Arterial
- Arterial
- Future Arterial (conceptual)
- Major Collector
- Future Major Collector (conceptual)
- Major Collector (Scenic Route)
- Regional Major Collector (Scenic Route)
- Minor Collector
- Future Minor Collector
- Minor Collector (Scenic Route)
- Future Road Link to be added.

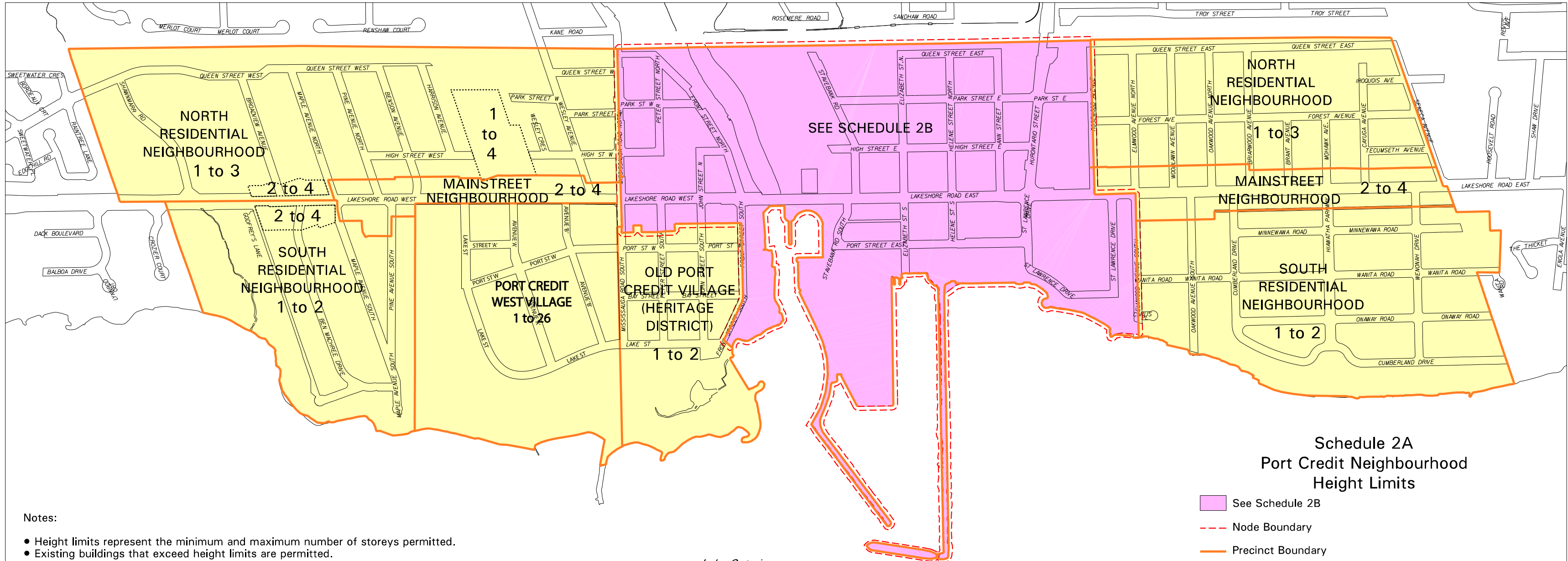
APPEALS

The information on this schedule reflects Council adopted amendments. The following amendments are under appeal and affect this schedule:
No appeals at time of consolidation.
For in effect mapping information refer to the Consolidation Tables and MOPA document.

Notes:

1. The Britannia Road East link from Tomken Road to Kennedy Road is conceptual and is subject to further study.
2. Roads shown on the map are not all under Mississauga jurisdiction.
3. All lines shown are conceptual.
4. Base map information (e.g. railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.





- Notes:
- Height limits represent the minimum and maximum number of storeys permitted.
 - Existing buildings that exceed height limits are permitted.
 - In order to achieve maximum permitted height development must demonstrate compatibility with adjacent properties.
 - Building heights, as measured in metres, are regulated through the zoning by-law

Schedule 2A
Port Credit Neighbourhood
Height Limits

- See Schedule 2B
- Node Boundary
- Precinct Boundary
- Special Area Boundary where additional height permitted.
- * Subject to Special Site policies that require studies to determine appropriate development including building heights.



Schedule 4
Port Credit West Village Sub-precincts

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