PORT CREDIT WEST VILLAGE PARTNERS
DIAMOND CORP
DREAM
FRAM + SLOKKER BUILDING GROUP
KILMER VAN NOSTRAND

Port Credit West Village

Master Plan, Urban Design Study & Planning Justification Report

August 29, 2017

PREPARED BY:
Urban Strategies Inc.
Giannone Petricone Associates
Public Work
BA Group

This document has been prepared in support of Official Plan Amendment, Zoning By-Law Amendment, and Draft Plan of Subdivision applications for the lands municipally known as 70 Mississauga Road South and 181 Lakeshore Road West. This document consolidates four application requirements: an updated Master Plan, an Urban Design Study, a Streetscape Feasibility Study and a Planning Justification Report.

Port Credit West Village

Master Plan, Urban Design Study & Planning Justification Report

August 29, 2017

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

Table of Contents

Executive Summary i

1.0 Introduction and Site Overview 1

2.0 Process and Design Evolution 27

3.0 Master Plan and Urban Design Study 43
- 3.1 The Vision 45
- 3.2 Structuring Moves 46
- 3.3 Parks and Open Spaces 49
- 3.4 Streets and Blocks 69
- 3.5 Land Uses, Built Form and Urban Design 83
- 3.6 Sustainability 111
- 3.7 Conceptual Phasing 129

4.0 Planning Policy Review 133

5.0 Summary of Planning Issues and Justification 155

6.0 Next Steps 177

Appendix A: Lakeshore Road Streetscape Feasibility Study

All renderings are artistic concepts intended to convey building massing. They do not reflect final architecture or landscape design.
The City's vision along the shoreline and waterfront lands are included for illustrative purposes only. These lands are not subject to this application.

Executive Summary

The Port Credit West Village Partnership (the "WVP") has developed a Master Plan ("Master Plan") for the vacant former refinery 72-acre site municipally known as 70 Mississauga Road South and 181 Lakeshore Road West (the "Site") . 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 structuring moves that translate the vision and principles of Inspiration Port Credit into a comprehensive planning framework for the Site: 1) enhance waterfront connection; 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 ± 540 townhouses and ± 1,960 condominium units in mid-rise and tall building forms. These residential uses are supported by approximately 13,820 m^2 (148,760 ft^2) of retail and public amenity building areas, and approximately 22,750 m^2 (244,880 ft^2) of commercial building areas, (inclusive of approximately 16,700 m^2 (180,000 ft^2) of campus uses), and an approximate 14.5 acres of parkland comprising approximately 23% of the Site. The overall density of the proposal is 1.26 times FSI (gross) or 1.78 times FSI (net).

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, activation of the built form along Lakeshore Road West, campus uses, and a fine-grain street network that balances mobility choices.

The Master Plan aspires to...

Deliver a varied network of public open spaces

The landscape plan establishes a rich network of 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 will animate the Waterfront at all times of the day and throughout the year, and provide a porous public realm with connections to the Waterfront.

The Master Plan aspires to...

Respond to the Site's context

The Master Plan responds to its surrounding context. The cranked street and block pattern of adjacent neighbourhoods is emulated and the mainstreet condition on Lakeshore Road West is extended into the Site.

The Master Plan aspires to...

Protect the Site's Natural Heritage System

The Master Plan seeks to protect and enhance the site's natural heritage system through building setbacks, buffers, and restoration measures as outlined in the Environmental Impact Study.

The Master Plan aspires to...

Deliver sustainability and innovation

Cutting edge campus uses and remediation efforts will be explored. Further, the Plan will be inspired by the 10 Principles of One Planet Living™, exceeding municipal objectives and striving to serve as a model for complete, healthy, sustainable, connected and productive neighbourhoods.

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

Extent & Interpretation of this Document

As directed by City staff, the **Master Plan, Urban Design Study, Planning Justification, and Streetscape Feasibility Studies** have been incorporated into this document.

The **Master Plan and Urban Design Study** 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 established by the Zoning Bylaw amendment.

The **Planning Policy Review** provides a comprehensive examination of existing Provincial, Regional, and Municipal plans, guidelines, and studies, and details how the Master Plan is supported by, and conforms to, the polices set out in each.

The **Planning Justification Report** identifies a series of planning issues, and provides summaries and justifications for each.

Chapter 1

Introduction & Site Overview

In addition to introducing the Port Credit West Village Partners (WVP) and their consultation team, Chapter 1 traces the Site's industrial history from its origins as a brickyard to its current vacant condition following the decommissioning of oil operations. It provides an overview of the current environmental conditions, and describes how required remediation activities will drive the redevelopment of the Site. The chapter concludes with a summary of existing land uses, and the key considerations and opportunities informing the Master Plan.

Chapter 1 Takeaways

- For nearly a full century, the site was subject to industrial activities, including brick manufacturing, oil refining, and petrochemical storage.
- In 1985, oil-refining operations were ceased and the site was decommissioned in 1990.
- In 2012, the Inspiration Port Credit Master Planning Framework project was endorsed by City Council.
- Remediation activities are a necessary precursor to development owing to contamination from the Site's industrial past.
- Redevelopment of the Site will repair disconnections between Lakeshore Road West and the Waterfront, remediate a brownfield site, establish a mainstreet condition on Lakeshore Road West, enhance public accessibility throughout the site, and establish appropriate transitions to adjacent low-rise neighbourhoods.

Chapter 2

Design Evolution

The supporting materials submitted alongside the Zoning By-law Amendment and Official Plan Amendment applications have gone through an iterative process that began with the endorsement of the Inspiration Port Credit Master Planning Framework in 2012. Chapter 2 provides an overview of the consultation and engagement process from 2012 to today, and outlines how these conversations culminated in five key changes to the Master Plan.

Chapter 2 Takeaways

- The amount of parkland and open space created by way of the Master Plan has increased from 11 to 14.5 acres. The amount of parkland now equates to 23% of the Site area.
- The Village Square has been redesigned to concentrate pedestrian activity along the eastern flank of Street 'B' (The Promenade) to create a more useable public space.
- Street 'B' has been redesigned with an asymmetrical street, with a wider landscape zone on the eastern side of the street.
- The design of the Campus has been altered in order to remove vehicular traffic as proposed in the March 2017 submission in order to create a more porous, urban condition.
- The tallest building has been relocated from the Campus Sub-precinct to north of New Lake Street in order to establish a more respectful transition in height towards the waterfront.

Chapter 3

Master Plan & Urban Design Study

Chapter 3 describes the framework components of the Master Plan, including parks and open spaces, streets and blocks, land uses, built form, and urban design. This interplay is illustrated in the descriptions of each of the five unique sub-precincts, chiefly through discussion on built form, streets, and open spaces. The Chapter concludes with an overview of microclimate considerations, the Sustainability Framework, and the conceptual Phasing Plan.

Chapter 3 Takeaways

- The Master Plan is predicated on five structuring moves: enhance waterfront connectivity, introduce green corridors, establish a fine-grain street and block pattern, introduce two catalysts, and create distinct sub-precincts.
- The Master Plan delivers 14.5 acres of public open space comprising parkland, publicly accessible private open spaces, and hazard lands.
- The fine-grain, cranked street network facilitates multi-modal movement with a focus on active transportation and higher-order transit.
- Land uses and built form typologies align with the remediation strategy, resulting in a predominantly low-rise form with taller buildings concentrated in those parts of the site where the deepest excavation is required to support remediation.
- Built form standards have been established to guide future development, including maximum floor plate sizes and minimum separation distances, step backs, and setbacks.
- The Sustainability Framework aims to create a community in which people enjoy happy, healthy lives within their fair share of the earth's resources, leaving space for nature.
- The phasing plan is divided into five phases that reflect a combination of environmental, market and civil/servicing considerations.

All renderings are artistic concepts intended to convey building massing. They do not reflect final architecture or landscape design.
The City's vision along the shoreline and waterfront lands are included for illustrative purposes only. These lands are not subject to this application.

Chapter 4

Planning Policy Review

Chapter 4 examines the prevailing planning policy framework, and how the proposed Master Plan both supports and conforms to Provincial and Municipal policy documents, including the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, Region of Peel Official Plan, Mississauga Strategic and Official Plans, Port Credit Local Area Plan, and Inspiration Port Credit.

Chapter 4 Takeaways

- The proposed Master Plan is consistent with the Provincial Policy Statement, and supports its vision for strong communities supported by the efficient use of land, resources, and infrastructure.
- The proposed Master Plan supports the Growth Plan's direction to develop complete communities with diverse land uses, multimodal transportation infrastructure, parks and open spaces, and a vibrant public realm.
- The proposed Master Plan conforms to the Region of Peel Official Plan developing a complete community that provides a diverse range of residential, commercial, retail, and institutional uses supported by a multimodal transportation network.
- The proposed Master Plan makes a significant contribution to achieving the goals, vision, and policies of the Mississauga Official Plan.
- While the proposed Master Plan is consistent with the policy direction contained within the LAP, an OP amendment has been included in the submission package to update the LAP's land use and intensification policies for the precinct as per section 12.9.
- The proposed Master Plan implements the vision and guiding principles established by Inspiration Port Credit.

Chapter 5

Planning Issues & Justification

Chapter 5 provides a summary of planning issues identified through discussions with City staff, and offers justification for, and in-depth explanations of, decision-making around design, land use, and sustainability. The summary opinions for each issue identify relevant planning policies, chiefly the Mississauga Official Plan, Port Credit Local Area Plan, and Inspiration Port Credit. Chapter 5 also provides summary descriptions of the technical studies prepared in support of this submission.

Chapter 5 Takeaways

- Redeveloping the Imperial Oil site is an appropriate example of brownfield regeneration and intensification.
- The proposed Master Plan conforms to the vision and objectives of the Inspiration Port Credit framework through its consideration of the interface between land and water, cultural and natural heritage, sustainable design interventions, and development within a regional context.
- The proposed campus uses conform with the Official Plan's vision for a waterfront that supports recreation, tourism, and economic development activities.
- The public realm plan conforms to the Official Plan's complete community and urban form policies.
- The Master Plan is generally consistent with the intent of IPC policies on heights and has, for the most part, provided built form that is consistent with the IPC Planning Framework.
- The street and block pattern, as submitted, will create a fine-grain network that appropriately accommodates mobility choices.

Chapter 6

Next Steps

As described in Chapters 4 and 5, the Master Plan is consistent with the vision, spirit and intent of the existing planning framework for the Site. However, to facilitate implementation of the Master Plan, applications for Official Plan and Zoning By-law amendments and a Plan of Subdivision are required. This chapter describes why these applications are necessary, and provides a proposed timeline for the approvals process that will accompany their submission.

Chapter 6 Takeaways

- 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; therefore, an Official Plan Amendment is required.
- 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.
- 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.

Aerial image of existing site (2017)

01 Introduction & Site Overview

1.1

Introducing Port Credit West Village Partners

The Port Credit West Village Partners (WVP) purchased the Site from Imperial Oil in March 2017. Using Inspiration Port Credit (IPC) as a foundation, coupled with ongoing stakeholder and community consultation processes, the WVP is committed to creating a vision for the Site that will not only achieve all aspects of complete communities, but will be a legacy to the City of Mississauga, the Port Credit community, and the WVP.

KILMER VAN NOSTRAND CO. LIMITED

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 for its investments and brings an entrepreneurial and solutions driven approach to project delivery.

FRAM + Slokker

FRAM + Slokker Building Group ("Fram"), a Port Credit, Mississauga-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.

dream
building better communities

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 Europe.

Diamondcorp

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. The company has a proven track record in planning and real estate development, with an expertise in achieving rezoning approvals for complicated sites.

1.2

Introducing the Consultant Team

The WVP has assembled the following consultant team to employ their extensive expertise and experience for this legacy master-planned development.

Urban Strategies Inc.	Planning & Urban Design
Giannone Petricone Associates	Architecture & Urban Design
Public Work	Landscape & Public Realm
BA Group	Mobility / Transportation
Stantec	Environmental Remediation
Urban Tech	Civic Engineering / Servicing
Shoreplan	Shore Restoration
Bruce Tree	Arborist
ERA Architects	Heritage
Gradient Wind Engineering	Wind
JD Barnes	Surveyors
Urban Equation	Sustainability
Valcoustics	Noise

Singapore, Greater Waterfront

Inspiration Lakeview

Toronto Port Lands

Nola

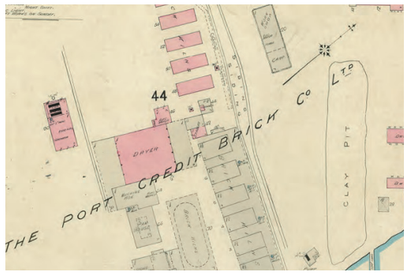
1.3

The Site

The Site is comprised of the currently vacant, the 72 Acre (29 hectare) property municipally known as 70 Mississauga Road South and 181 Lakeshore Road West. The Site is bound to the north by Lakeshore Road West, to the east by Mississauga Road South, to the west by a residential neighbourhood, and to the south by a strip of lands that are under separate ownership and not subject to this application. In this document, “waterfront” refers to the lands within the Site’s boundaries.

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 & Storage Facility

The Site 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 harbour inlet that is currently backfilled.

1985 - Today

Decommissioned & Vacant Site

Oil refining operations ceased in 1985 and the Site was decommissioned in 1990. The Site has remained vacant since then.

2012 - 2015

Re-imagining Future Opportunities

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 Site, and the Port Credit Harbour Marina.

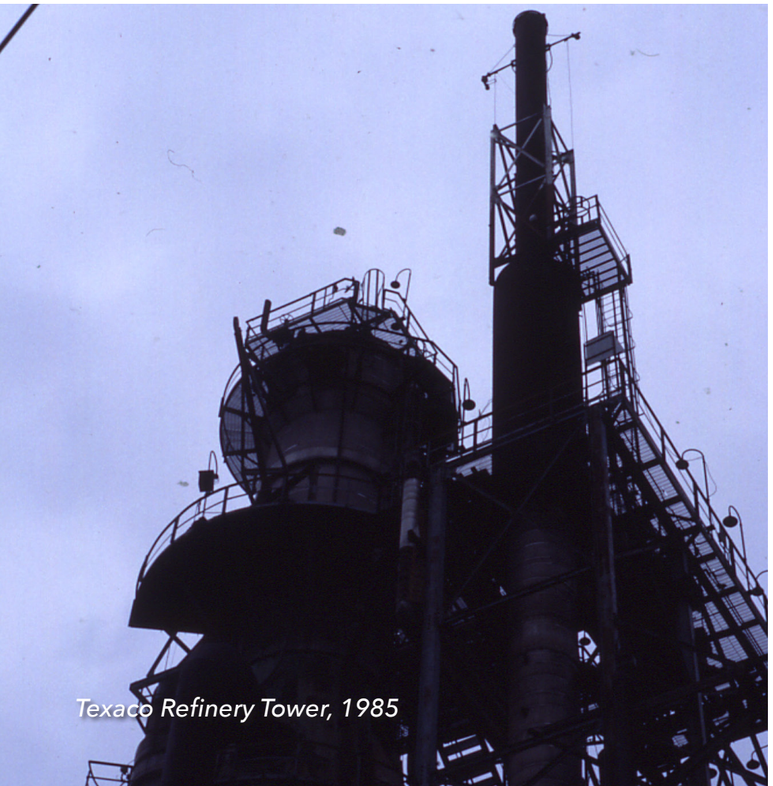
Lakeshore Road W
Maple Avenue S
Pine Avenue S
Mississauga Road S
Port Street W
Front Street S
Bay Street W
Lake St
The Site
N

The Site | Then

Port Credit Brick Company, 1907

Port Credit Aerial Shot, 1978

Texaco Refinery Tanks, 1980



Texaco Refinery Tower, 1985

The Site | Today

Internal portion of the Port Credit West Village facing north.

View of Lake Ontario from the southern edge of the site.

Green corridor connecting the waterfront to Lakeshore Rd W along the western edge of the Site.

The Site, circa 1966

1.4

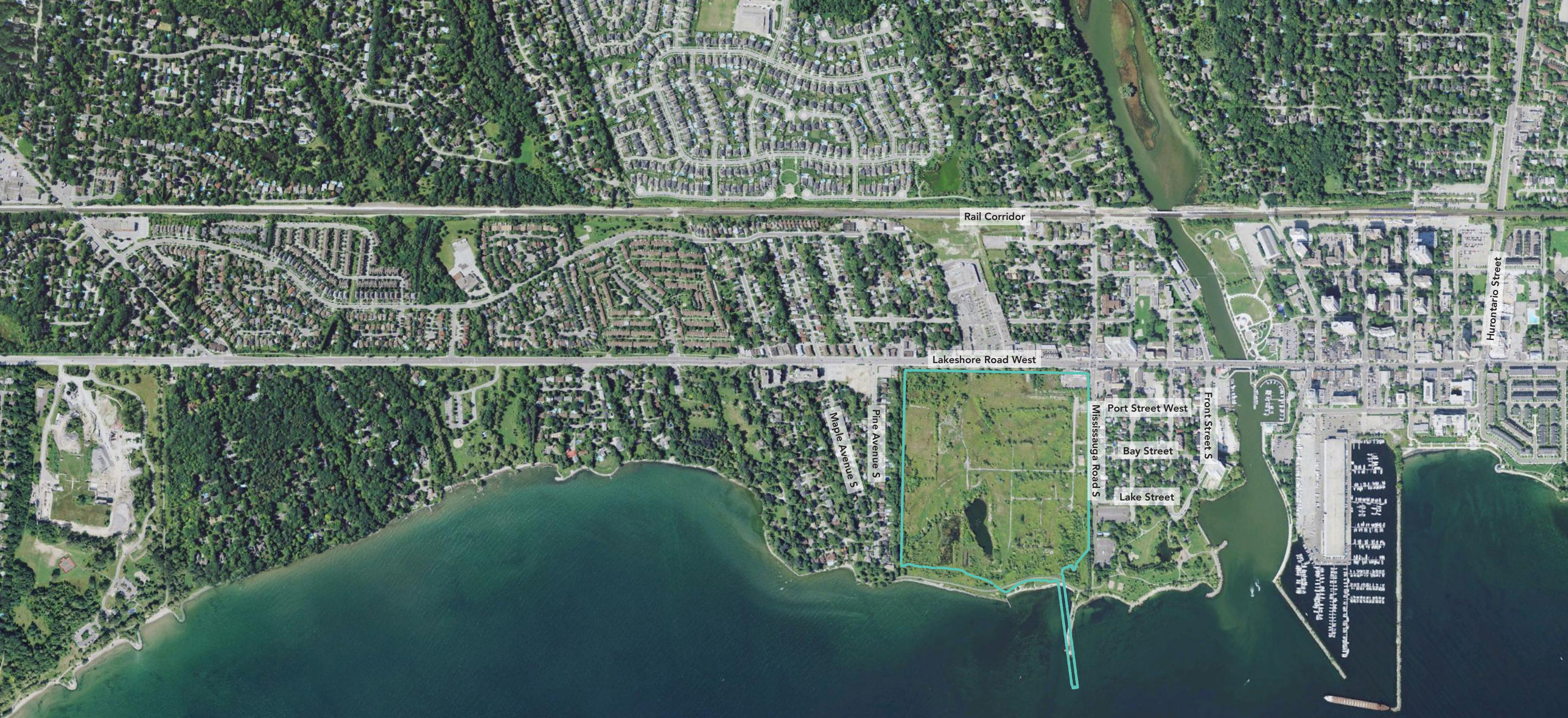
The Site's Existing Environmental Condition

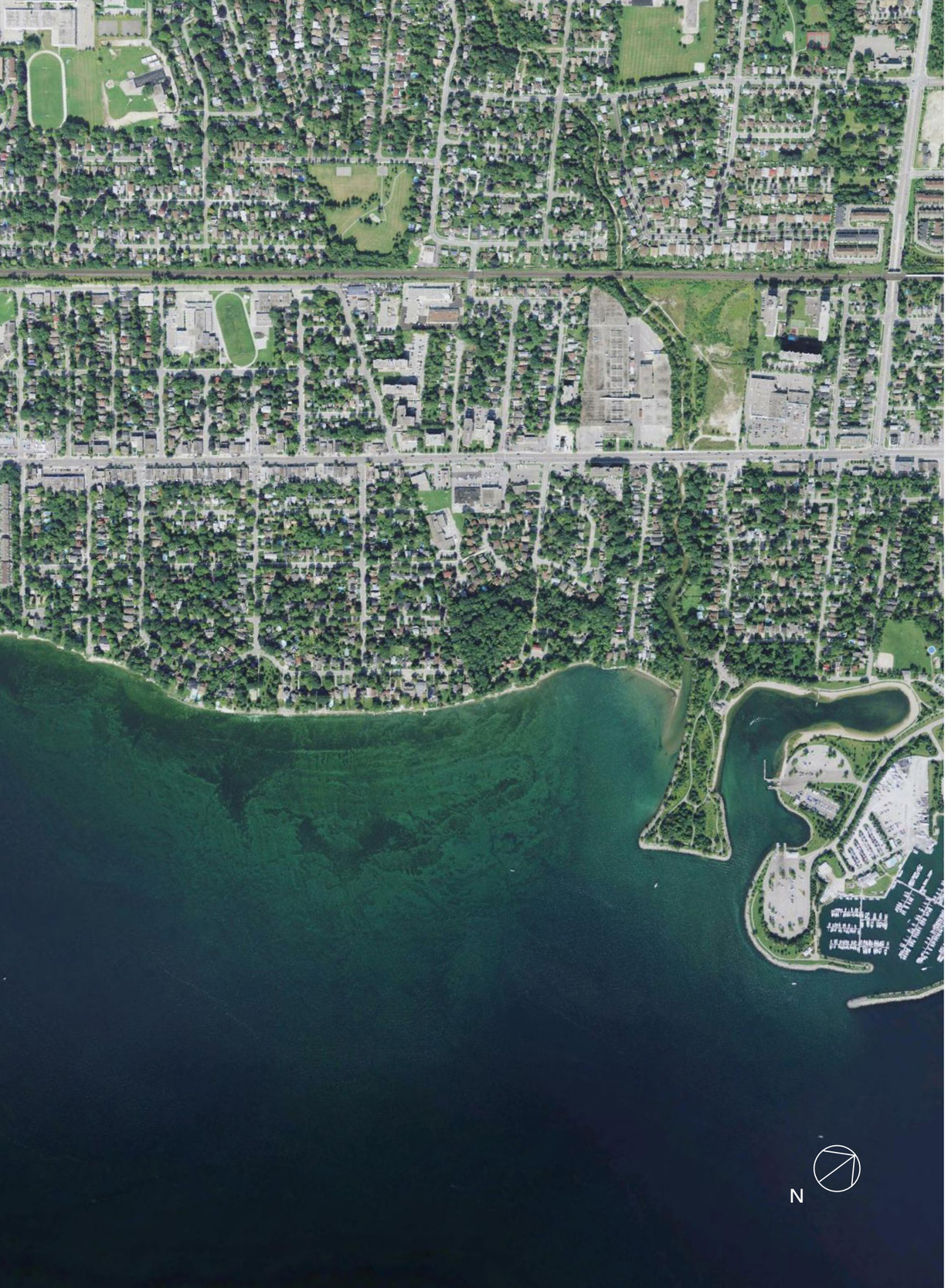
Given the long history of industrial land uses on the Site, the nature of subsurface impacts at this former refinery site are predominantly petroleum hydrocarbons, typically located in the upper 3 metres of soil.

Soil and groundwater characterization completed at the Site indicates that approximately 325,000 to 385,000 m^3 of impacted soil will require excavation and off-site disposal as part of the targeted remedial excavation program.

Other significant site features resulting from the historical industrial operations include the shale pond (former shale pit) in the south-central portion of the Site and a former harbour inlet located in the southeast corner of the Site.

Given the current conditions of the Site, the redevelopment must be driven by an economically viable remedial strategy that informs all parts of the Master Plan, including land uses, built form, and the deployment of density. This approach to redevelopment is endorsed by the Inspiration Port Credit Master Planning Framework, which states that the appropriate form of development will be assessed in accordance with site conditions and remediation strategies (a more fulsome discussion on the relationship between remediation and heights and density can be found in Chapter 5: Summary of Planning Issues and Justification).


Rail Corridor
Lakeshore Road West
Huron Ontario Street
Maple Avenue S
Pine Avenue S
Mississauga Road S
Port Street West
Bay Street
Lake Street
Front Street S
The Site



1.3

Site Context

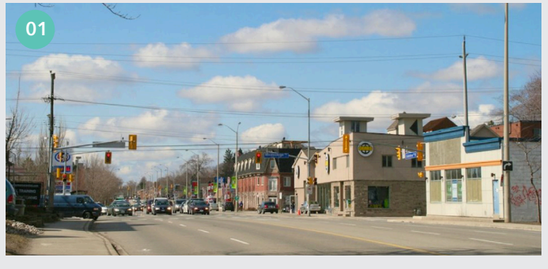
The Site is located within the Port Credit Local Area. The following pages summarize the surrounding physical context, including existing land uses, buildings heights, recent development activity, park amenities, and community facilities and services.

North: Adjacent to the Site is Lakeshore Road West which is a prominent main street in the Port Credit local area. The buildings along the mainstreet are predominantly comprised of commercial and retail uses. A residential neighbourhood is situated on the northern side of Lakeshore Road West.

East: Immediately east of the Site is the Old Port Credit Heritage Conservation District comprised of a mix of housing forms including detached, townhouse, and apartment dwellings. J.C. Saddington Park is also located to the east of the Site. Further east on the other side of the Credit River are the Port Credit Community Node and the Port Credit East Neighbourhood Character Area.

South: The Waterfront Trail and adjacent lands under separate ownership are situated to the south of the site. The Waterfront Trail connects J.C. Saddington Park to Ben Machree Park on the west along Lake Ontario.

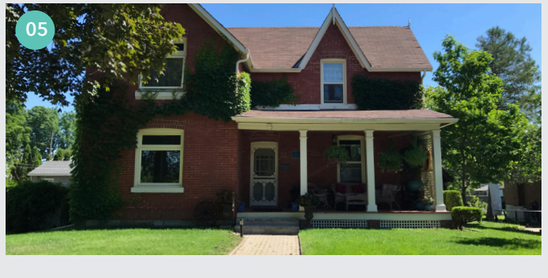
West: The Cranberry Cove neighbourhood is situated to the west of the Site. Cranberry Cove is characterized by estate housing, predominantly detached dwellings, as well as small pockets of more intense infilling comprised of townhouses. Ben Machree Park is located within the Cranberry Cove neighbourhood along Lake Ontario.


01

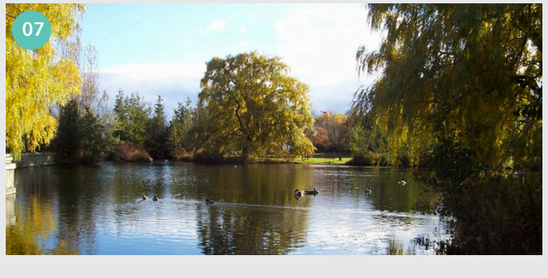
02
Loblaws
Great food
ALL CHECKOUTS OPEN

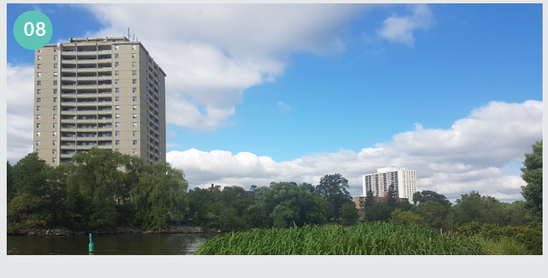
03
NOW AVAILABLE FOR SALE
Phase 1
Adult-Lifestyle Condominium Townhomes
Call: 905 812-5280
Or Register

04

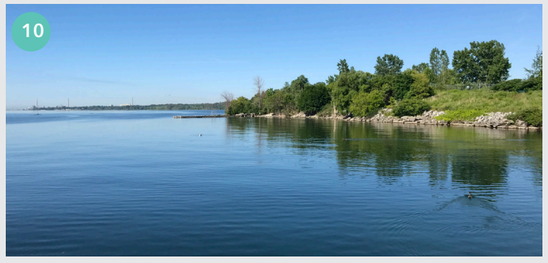

05

06


07


08

09


10

11

12

13

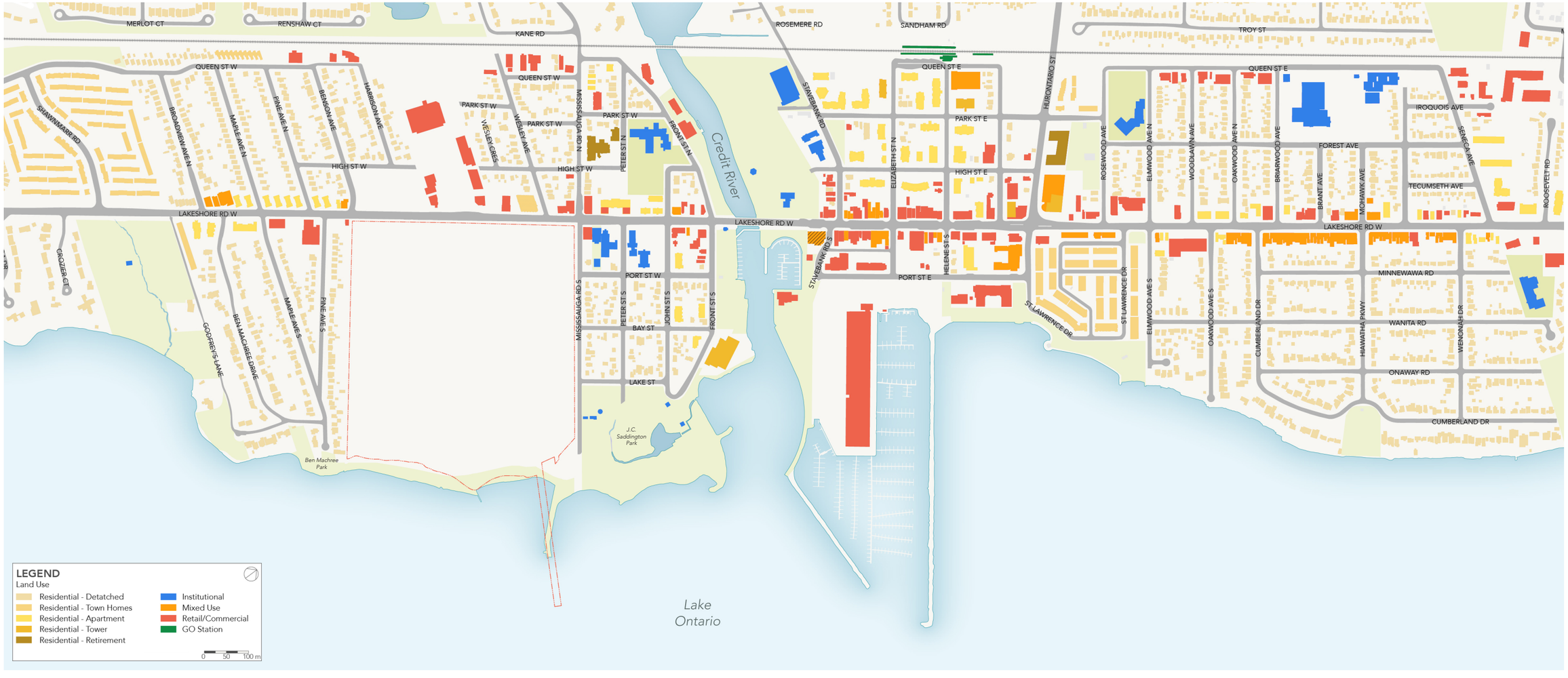
14

15

16

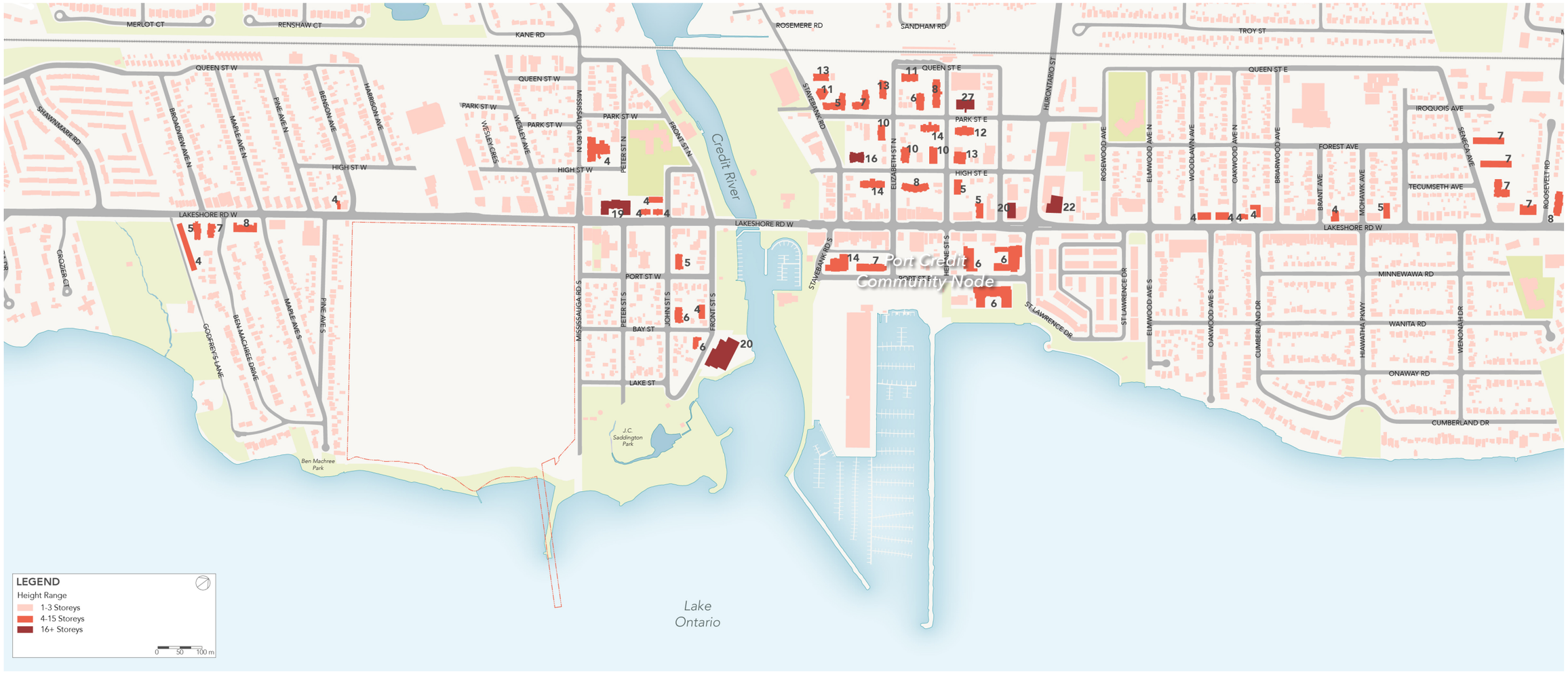
Existing Land Uses

The land uses surrounding the Port Credit West Village include residential, institutional, mixed use, retail/commercial and open spaces. In the immediate surrounding context, predominantly low-rise residential uses surround the site. The majority of the nearby retail/commercial, institutional, and mixed uses are situated along the Lakeshore Road West mainstreet.



Existing Heights

Heights in the area surrounding Port Credit West Village are ranging and diverse. Predominantly low-rise buildings surround the Site. The Port Credit Community Node Character Area to the east of Credit River includes buildings of ranging heights up to 27-storeys. Two tall apartment buildings, up to 20-storeys, punctuate the neighbourhoods to the north and east of the site.



Development Activity

The following reviews development activity in the surrounding area.

1 5-7 Benson Ave; 264-294 Lakeshore Rd W; 125-143 High St W

Withheld/Proposed

The development at 5-7 Benson Ave, 264-294 Lakeshore Rd W, and 125-143 High St W is located directly north of the Site. The proposed development includes an 8-storey apartment building, an 8-storey rental retirement apartment building, 3-storey townhouses, and at-grade commercial uses. The FSI for the proposed development is 2.26. Rezoning and Site Plan applications have been submitted and are currently under review by the City of Mississauga. The rezoning application currently under review by the City of Mississauga is to remove the "H" holding provision to permit the two 8-storey apartments, retail uses, and townhouses.

2 1 Port St E

OPA Approved / Proposed

A City-initiated Official Plan Amendment was recently approved for 1 Port St E which implements the Site's Master Plan outlining the re-purposing of the existing underutilized marina site. A Master Plan for the 6.3 hectare Site was completed in 2016. The Site is intended to be a mixed use development with commercial office, residential, and other non-residential uses. A marina and public parks are also proposed. The proposed building heights range from 6 to10-storeys with the potential for a landmark building of up to 22-storeys. The Official Plan Amendment notes that the overall FSI will be between 2.0 and 2.5.

3 8 Ann St, 77 & 81 High St E (formerly 6, 8, 10 Ann St)

Rezoning Approved / SPA Withheld

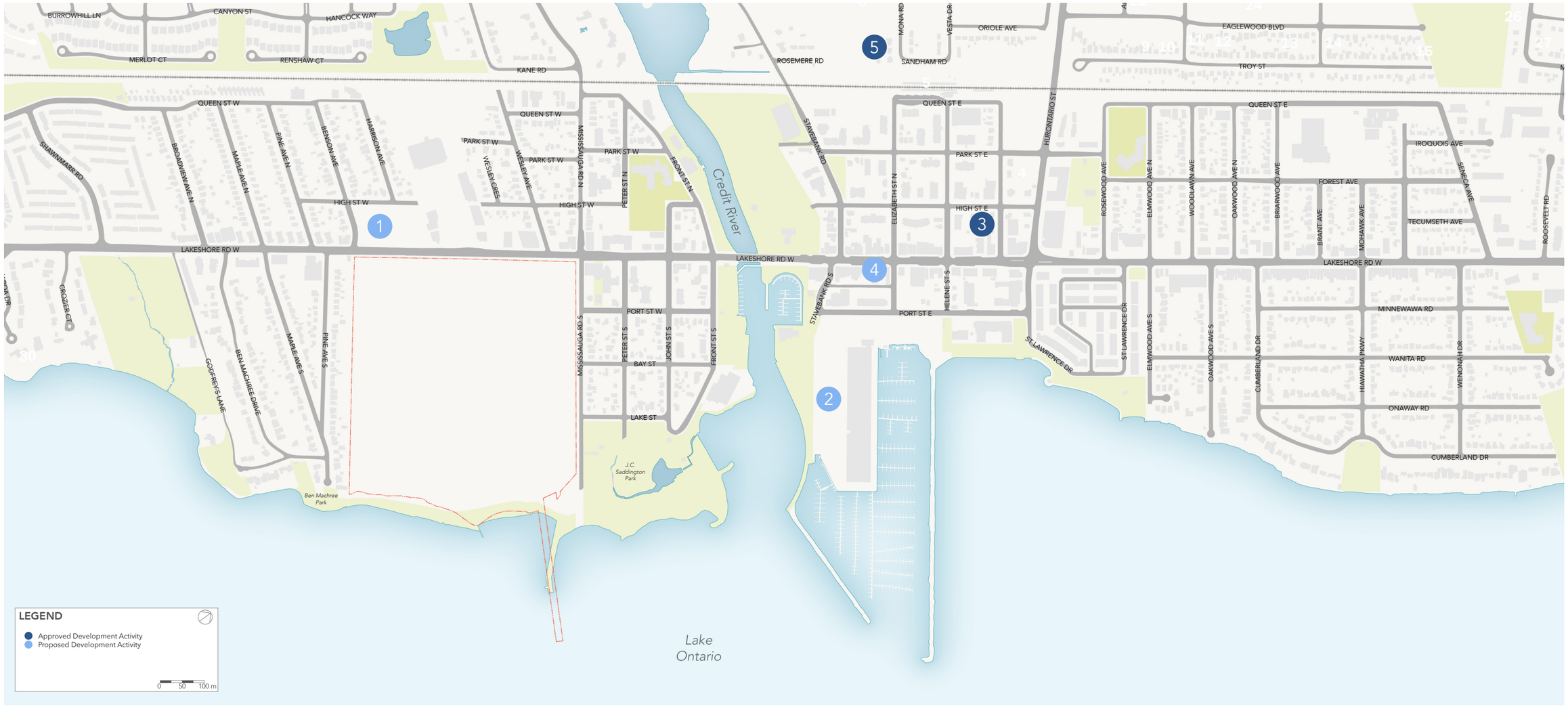
The proposed development at 8 Ann St, 77 & 81 High St E includes a 15-storey residential building and two 3-storey semi-detached units. The original submission was completed in 2011 and included a 22-storey condominium with commercial uses at-grade and surface parking. The FSI for the proposed development is 4.26. The rezoning application was approved in June 2017. The site plan application is currently under consideration given a status of 'withheld' by the City of Mississauga.

4 91-93 and 99 Lakeshore Road E and 42 Port St E

Rezoning and OPA Approved

The proposed development at 91-93 & 99 Lakeshore Road E and 42 Port St E is a 10-storey condominium with retail at-grade and a 4-storey retail commercial/office building. The Montgomery House heritage building is included in the development with the proposal to retain it for commercial uses. An internal courtyard is also proposed. The Official Plan Amendment and Zoning By-law Amendment was passed by Council on February 12, 2014. The Zoning By-law Amendment outlines a 14,650m^2 maximum total gross floor area for the site.

#	Address	Height	Application	Status
1	5-7 Benson Ave; 264-294 Lakeshore Rd W; 125-143 High St W	8, 8 & 3	Site Plan & Rezoning: Removal of "H" holding symbol to permit development of residential & retail uses.	Withheld/ Proposed
2	1 Port St E	Up to 6, 8 or 10 with a potential landmark building of up to 22	City-Initiated Official Plan Amendment: Redevelopment of marina site allowing for non-residential & residential uses.	OPA Approved/Proposed
3	8 Ann St, 77 & 81 High St E (formerly 6, 8, 10 Ann St)	15, 3, & 3	Rezoning & Site Plan: 15-storey residential condominium & 2 semi-detached units.	Rezoning Approved/ SPA Withheld
4	91-93 and 99 Lakeshore Rd E and 42 Port St E	10 & 4	Official Plan Amendment & Rezoning: 10-storey condominium with retail at-grade, 4-storey retail commercial/office building, & the retention of the Montgomery House heritage building.	Approved
5	1142 Mona Rd	Unknown	Rezoning: 1 detached home & 17 townhouse units.	Approved



Existing Parks

A variety of parks are situated within the Port Credit Local Area and include school, destination, community, and greenlands parks. A waterfront trail is located along the southern edge of the site. There are also a number of destination parks in the immediate surrounding area of the Port Credit West Village including J.C. Saddington Park and Brueckner Rhododendron Gardens.

School Parks

8. Riverside Public School
18. Forest Avenue Public School
22. Saint James Elementary School

Greenlands Parks

12. Credit River Flats

Destination Parks

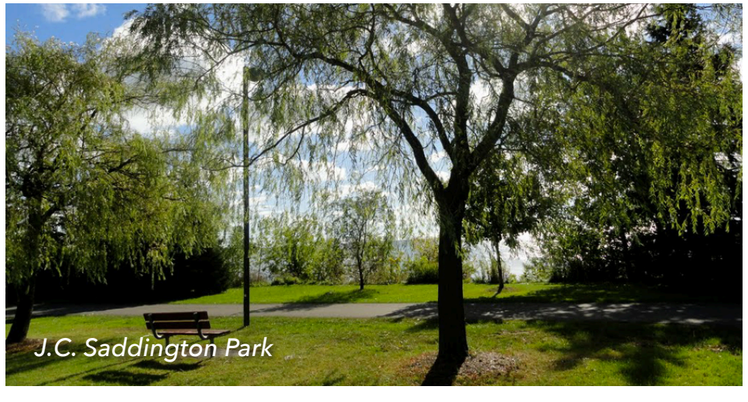
3. Brueckner Rhododendron Gardens
4. Brueckner Rhododendron Gardens
6. J.C. Saddington Park
10. Marina Park
11. J.J Plaus Park
15. St. Lawrence Park
23. Adamson Estate

Community Parks

1. Shawnmarr Park
2. Palette Park
5. Ben Machree Park
7. Clarke Hall Grounds
9. Port Credit Memorial Park
13. Port Credit Memorial Park
14. Cenotaph Park
16. Tall Oaks Park
17. Harold E. Kennedy Park
19. *[not yet named]*
20. Hawatha Park
21. Spruce Park

Waterfront Trail

Ben Machree Park


J.C. Saddington Park

Marina Park

Existing Community Facilities & Services

There is a wide variety of community services and facilities surrounding the Site. Located to the north and east of the Site, nearby community services and facilities include grocery stores, school, daycares, libraries, fire stations, arenas, and marinas.

Public Schools
1. Riverside Public School
2. Forest Avenue Public School
3. St. James Elementary School

Private Schools
4. Mentor College - JK to Grade 4
5. Mentor College - Grades 5 to 12

Daycares
1. Prince Edward Motntessori
2. Applewood Rainbow Montessori

Libraries
1. Port Credit Library

Fire Stations
1. Mississauga Fire Station 104

Arenas
1. Port Credit Arena

Grocery Stores
1. Loblaws
2. Rabba Fine Foods
3. Planet Organic Market

Marinas
1. Credit Village Marina
2. Port Credit Harbour Marina

Mississauga Fire Station 104

Port Credit Arena

Port Credit Public Library

Forest Avenue Public School

1.4

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 to the east border of the Site, and Ben Machree Park terminates at the west border of the Site. There is an opportunity to enhance public access along the waterfront (01), opening up new recreational and ecological opportunities.

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 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).

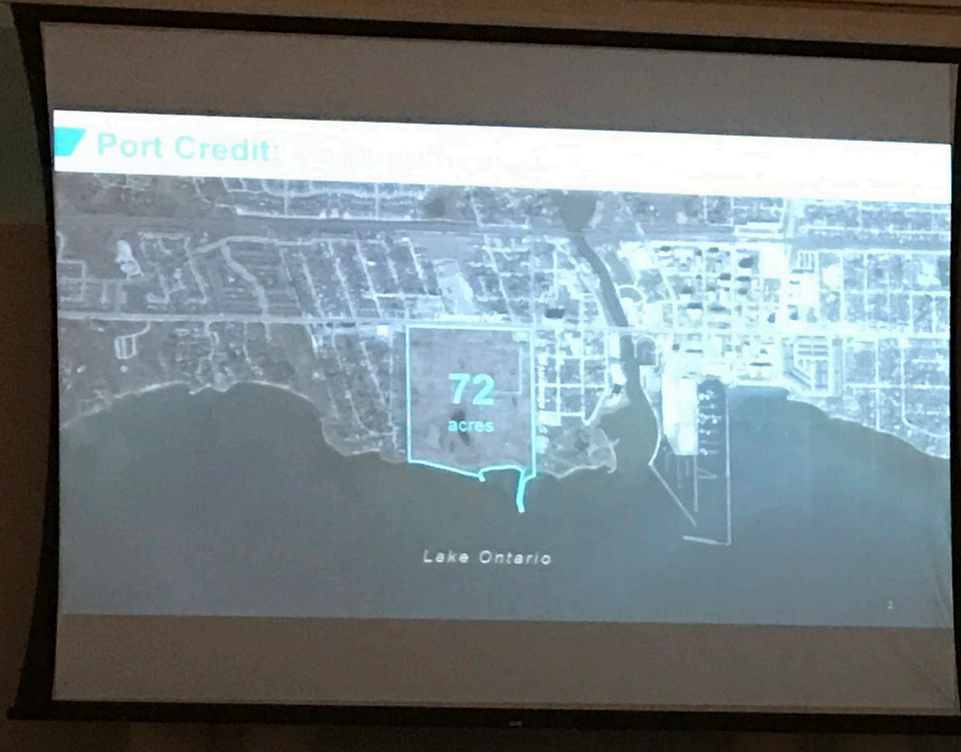
Publicly Accessible Site

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.

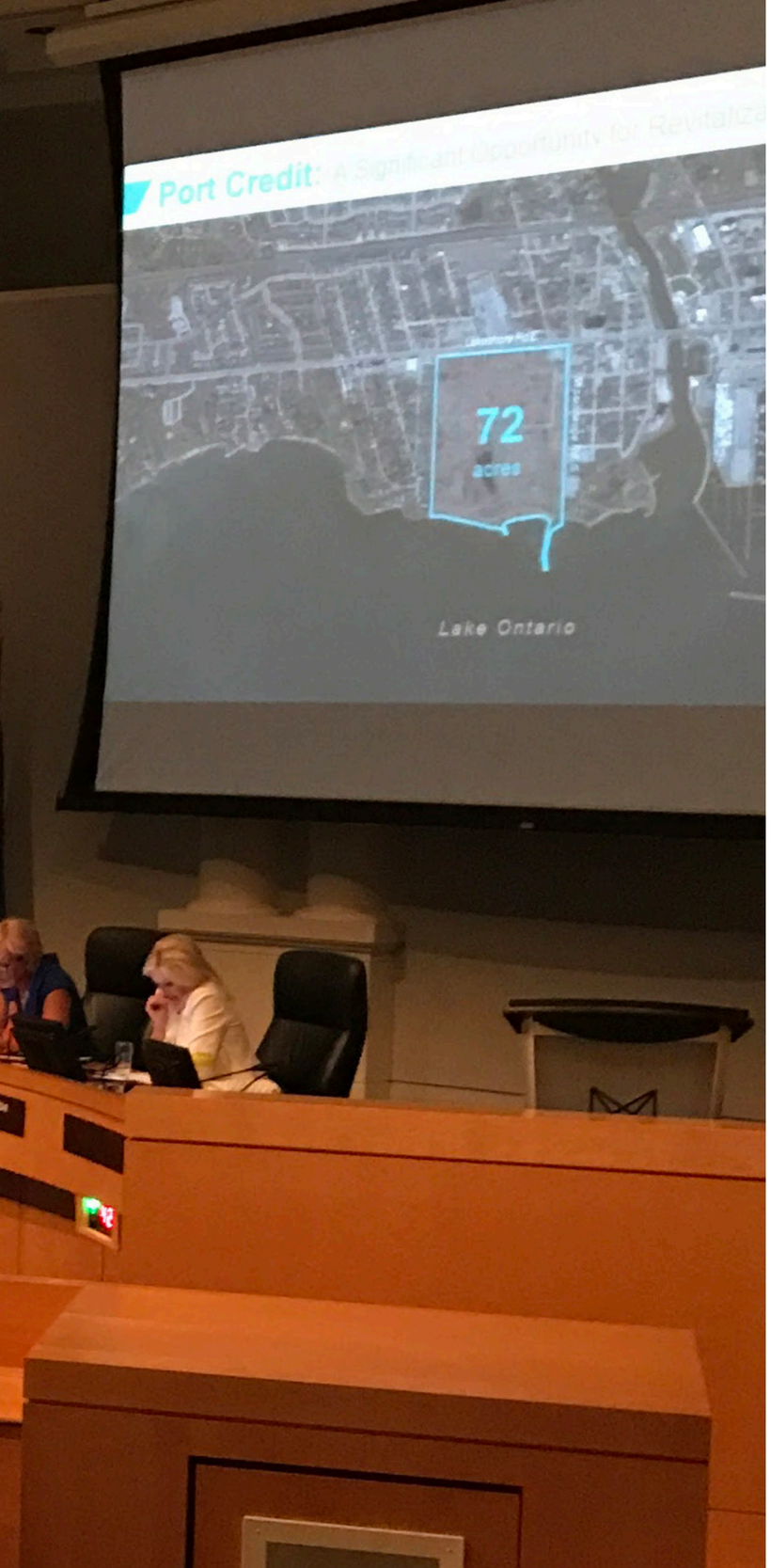
Appropriate Transitions

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.

Rail Corridor
Mississauga Road
Credit River
Memorial Park
03
Lakeshore Road West
Pine Avenue South
04
05
05
02
01
Old Port Credit Village Heritage Conservation District
Port Credit East Village
J.J. Plaus Park
J.C. Saddington Park
Lake Ontario
The Site


Port Credit
72
acres
Lake Ontario

Jim Tovey
Ward 1
Chris Fonseca
Ward 3
John Kovac
Ward 4
Carolyn Parrish
Ward 5
Ron Starr
Ward 6
George Carlson
Ward 11
Nando Iannicca
Ward 7
Matt Mahoney
Ward 8
Pat Saito
Ward 9
Sue McFadden
Ward 10
421
421



02 Process & Design Evolution

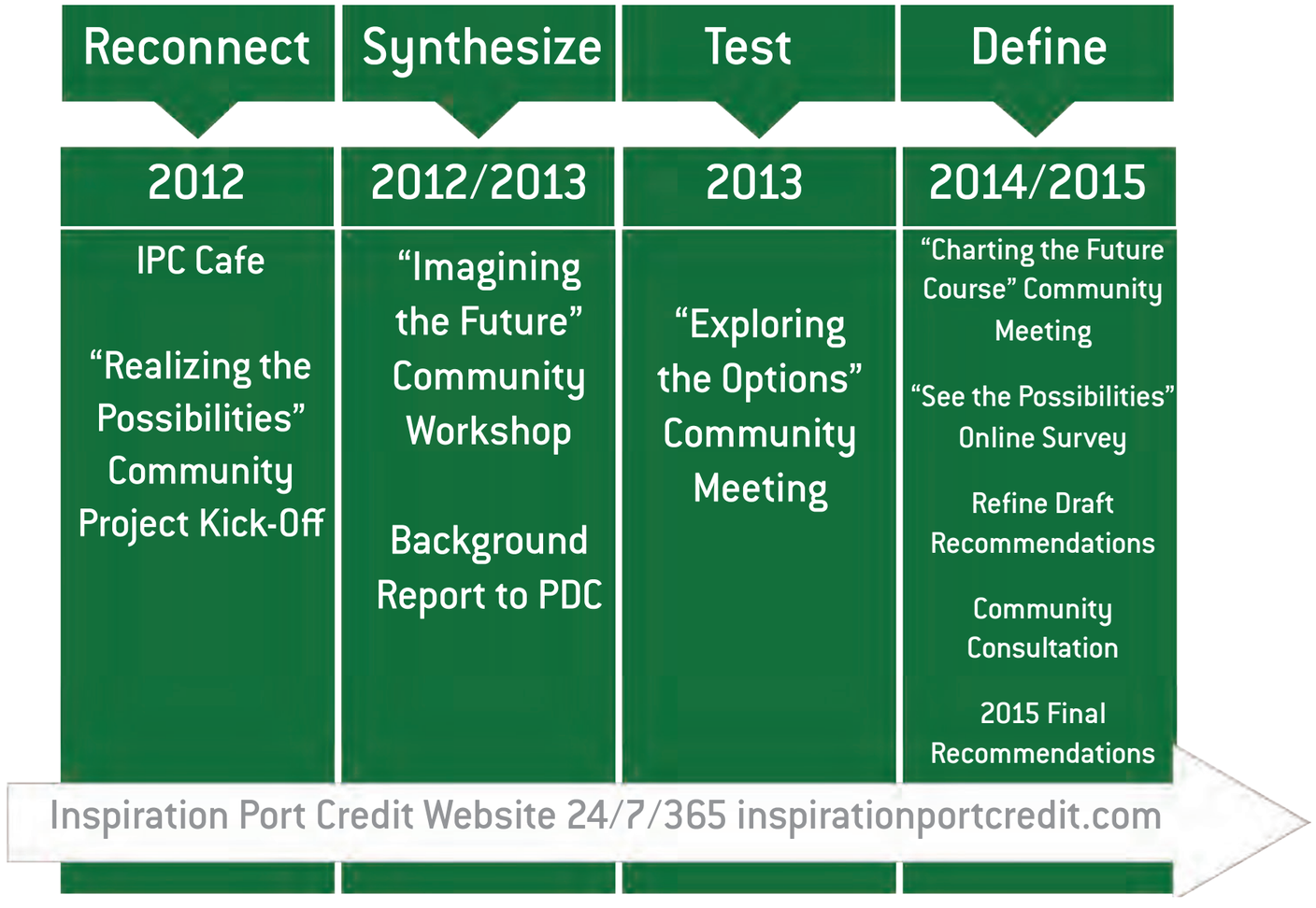
2.1

Inspiration Port Credit: Beginning the Dialogue

The City of Mississauga initiated the conversation about the redevelopment of the Site in 2012, through the Inspiration Port Credit Project.

Over the span of three years, the City led an extensive community engagement program to collectively explore opportunities, build excitement, and foster mutual understanding amongst key stakeholders. The engagement program involved a mix of traditional meet-and-greet opportunities, interactive workshop events, and strong online and social media platforms.

This feedback was considered in the City's creation of the final master planning framework and implementation guide for the site in November 2015.



Inspiration Port Credit Public Engagement at Clarke Hall, December 2012

Clarke Hall Engagement, April 2014

Cafe Culture Days, 2012

Clarke Hall Engagement, June 2015

Inspiration Port Credit Public Engagement at Clarke Hall, December 2012

2.2

West Village Partners: Continuing the Conversation

Since the culmination of the IPC project, WVP has continued to engage the City, the Region and the local community, to understand the various aspirations, considerations and issues involved in the redevelopment of the Site.

Regular meetings have been established 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 the redevelopment of the Site. WVP has also engaged in several ongoing meetings with the Region of Peel, City of Mississauga, and agencies, including CVCA. A Public Open House and Community Meeting, and a meeting with the Urban Design Advisory Panel were held in June 2017. A meeting with the Development Application Review Committee was held in July 2017. The following is a comprehensive list of meetings that have taken place to date.

2015

August 20, 2015
Meeting with CAO of Credit Valley Conservation

September 4, 2015
Meeting with Commissioner of Community Services

September 9, 2015
Meeting with YMCA

September 11, 2015
Meeting with Jim Doran (City of Mississauga)

2016

March 2, 2016
Meeting with Mayor Crombie

March 9, 2016
Meeting with Development Services (City of Mississauga)

March 18, 2016
Meeting with Ruth Marland (City of Mississauga)

April 26, 2016
Meeting with Port Credit Cranberry Cover Ratepayers (PCCCRA)

April 26, 2016
Meeting with Town of Port Credit Association (TOPCA)

May 5, 2016
Meeting with Councillor Tovey

May 16, 2016
Info Session with City of Mississauga

May 18, 2016
Meeting with Port Credit BIA

May 19, 2016
Meeting with Susan Burt (City of Mississauga)

May 19, 2016
Meeting with YMCA

June 14, 2016
Joint Meeting with TOPCA and PCCCRA

November 15, 2016
Meeting with Jim Doran (City of Mississauga)

November 30, 2016
Meeting with TOPCA

December 2016
WVP Purchases the Imperial Oil Property

December 1, 2016
Meeting with Port Credit BIA, TOPCA and PCCCRA

December 6, 2016
Meeting with Ed Sajecki (City of Mississauga)

December 7, 2016
Meeting with Transportation Staff (City of Mississauga)

December 12, 2016
Meeting with Mayor Crombie

December 13, 2016

Meeting with Development Engineering Region of Peel

December 22, 2016

Meeting with Development Services (City of Mississauga)

2017

January 24, 2017

Meeting with Evergreen

January 24, 2017

Meeting with Credit Valley Conservation

January 25, 2017

Meeting with Councillor Tovey and Ed Sajecki (City of Mississauga)

February 1, 2017

Meeting with Port Credit BIA, TOPCA and PCCCRA re Economics

February 10, 2017

Meeting with CVC and Consultants

February 21, 2017

Meeting with Councillor Tovey

February 23, 2017

Meeting with Planning Staff (City of Mississauga)

February 28, 2017

Meeting with Port Credit BIA, TOPCA and PCCCRA re Environmental Remediation

March 2, 2017

Meeting with City of Mississauga Leadership Team

March 7, 2017

Meeting with Port Credit BIA, TOPCA and PCCCRA re Commercial and Retail

March 9, 2017

Launch Meeting with Mississauga City Staff and Agencies

March 14, 2017

Draft Master Plan Submitted

April 3, 2017

Presentation of Draft Master Plan to TOPCA, PCCCRA and Guests

April 5, 2017

Presentation of Draft Master Plan to Port Credit BIA and guests

May 23, 2017

Presentation of Draft Master Plan at TOPCA's Waterfront Town Hall Meeting

May 29, 2017

Meeting with Credit Valley Conservation

May 31, 2017

Meeting with Ministry of the Environment and Climate Change, Halton-Peel District Office

June 8, 2017

Public Open House & Community Meeting

June 20, 2017

Presentation of Draft Master Plan to Mississauga Urban Design Advisory Panel

June 23, 2017

Meeting with the Region of Peel and the City of Mississauga Servicing Departments

June 26, 2017

Port Credit West Village Draft Master Plan at Planning and Development Committee

June 27, 2017

Meeting with the Commissioner of Community Services

July 5, 2017

Meeting with the Development Application Review Committee

July 27, 2017

Meeting with Ministry of the Environment and Climate Change, Standards Development Branch

August 9, 2017

Site tour with Credit Valley Conservation Authority, Ministry of Natural Resources and City of Mississauga

The following summarizes the various meetings and public consultation events hosted by WVP.

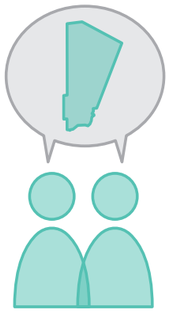
18 meetings

1 info session

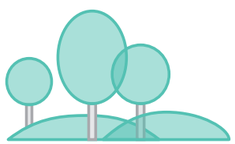
with **the City**

5 meetings with **elected officials**

3 meetings with **partners**[iii]



2 meetings with the **Region of Peel**



7 meetings with **agencies**[i]

9 meetings

3 presentations of draft master plan

to **public/ stakeholders**[ii]

[i] agencies = Credit Valley Conservation Authority
[ii] public/stakeholders = TOPCA; ratepayers; PCCCRA; PCBIA
[iii] partners = YMCA; other potential campus partners

2.3

What We Heard

In consultation with the City, the Region and the community, WVP developed a Draft Master Plan in March 2017. A range of strengths and further considerations have been provided in response.

Areas of Strength

- Provision of access to the waterfront
- Creation of new connections to J.C. Saddington and Ben Machree Parks
- Development of a new waterfront neighbourhood
- Introduction of density to support retail and existing community services and facilities
- Clustered approach to taller buildings coordinated with remediation strategy
- Provision of a range of low-rise and taller buildings
- Introduction of community uses, including the YMCA

Areas for Further Consideration

- Creating a fine-grain street and block network
- Ensuring remediation activity does not negatively impact adjacent neighbourhoods
- Incorporating additional sustainability measures
- Ensuring the campus public realm is porous, providing access to the waterfront
- Redesigning the West Village Square to enhance pedestrian safety and create a gateway condition into the Site
- Deployment of heights and densities

2.2

Key Changes to the Plan

Five key changes have been made to the master plan:

1. Accommodating Open Space Provisions
2. An Evolved Design for the West Village Square
3. An Evolved Design for Street ‘B’ (The Promenade)
4. An Evolved Design for the Campus
5. The Redeployment of Height and Density

Accommodating Open Space Provisions

The City has the authority to request up to one hectare of parkland per 300 residential units. With the residential units currently proposed, this equates to a maximum requirement of 20.5 acres.

In the first submission, approximately 11 acres of parkland was accommodated. In the revised submission, approximately 14.5 acres of parkland is accommodated in the form of parkland, private open spaces, and hazard lands. This equates to a parkland dedication of approximately 23% of the site (net of public roads), which is an appropriate contribution for a redevelopment of this size.

Further, the City envisions the adjacent lands to the south of the Site as parkland. These lands will further contribute to the expansion of parkland in the area.

Key Changes to the Plan

An Evolved Design for the West Village Square

March 2017

Draft Master Plan Proposal

August 2017

Revised Proposal

In the first submission, the Village Square was imagined as a gathering space situated at the terminus of Street 'B'. The Square was established by way of setbacks on both the eastern and western edges of the street.

Owing to concerns that the Village Square's design would create negative interactions between pedestrians and vehicles, the Square has been redesigned with a generous setback on the eastern flank of Street 'B', while maintaining the same essence of a central gathering space. By removing the western setback, and deepening it on the east, a more useable, functional square is established.

An Evolved Design for Street ‘B’ (The Promenade)

March 2017

Draft Master Plan Proposal

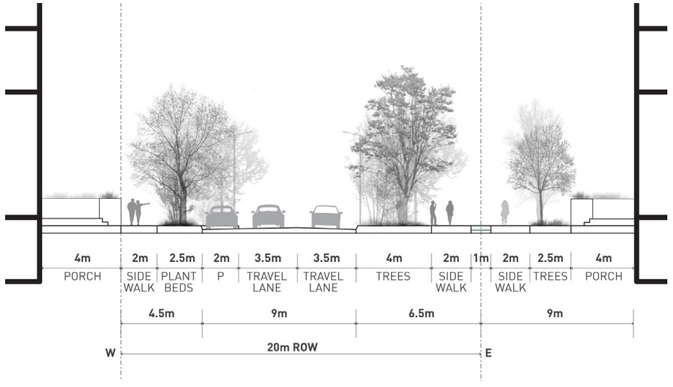
August 2017

Revised Proposal

The original Master Plan did not provide details on the design of Street ‘B’, which suggested that it would not be distinguished from other streets despite its importance as a central north-south spine through the site.

In response to City concerns, Street ‘B’ (the Promenade) has been redesigned with an asymmetrical street section, accommodating a wider landscape zone on the east side of the street, reinforcing its role as a linear landscape. WVP is also proposing an urban right-of-way, which will require ongoing conversations with City staff.

Section A



Key Changes to the Plan

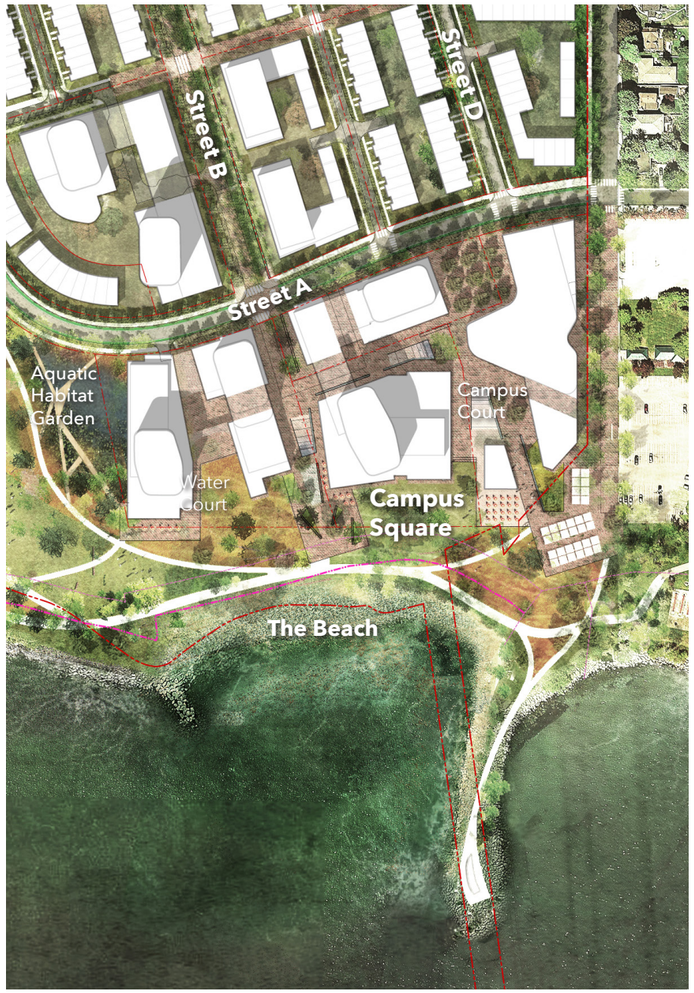
An Evolved Design for the Campus

March 2017

Draft Master Plan Proposal

August 2017

Revised Proposal



The first submission of the Master Plan illustrated a woonerf allowing vehicular traffic through the campus and adjacent to the Park.

By removing the vehicular traffic, meadows can extend into the campus, plaza spaces south to the water and a more significant terminus of the promenade is created. A large market space near the community centre draws in the neighborhood from Mississauga Road South and water features through the campus encourage gathering and playing. The porous nature of the Campus enhances the connectivity to the Waterfront and extends the public park into an urban condition.

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

Key Changes to the Plan

Redeployment of Height

March 2017

Draft Master Plan Proposal

August 2017

Revised Proposal

To address DARC's and the City's concerns about the tallest heights by the waterfront, the location of the tallest tower has been moved internal to the site, just north of the Campus sub-precinct. The massing within the Campus sub-precinct has also redistributed to ensure appropriate transitions to all adjacencies including the Public Park and the lands south of the existing Waterfront Trail. Minor rotations and shifting of the tall building elements along with the adjusted heights create more striking massing composition .

The Revised Proposal

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

Lakeshore Road West

Village Square

Mississauga Road

Port Street

Street C

Natural Corridor

Community Park

Bay Street

Street A

Lake Street

Telescoping Green

Sculpted Landforms and Lawns

Ben Machree Park

Meadows

Public Park

Campus Square

J.C. Saddington Park

The Beach

Lake Ontario

The Point

Lake Lookout

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

03 Master Plan & Urban Design Study

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

3.1

The Vision

Much like a tapestry of interwoven landscapes, squares, and building forms, the Master Plan envisages a community that restores a brownfield site to reconnect existing parkland and adjacent neighbourhoods, while enhancing Lakeshore Road West and developing opportunities for new residential, retail and amenities, commercial, cultural and recreational uses.

The broader waterfront context is stitched to Lakeshore Road West by green corridors that support active transportation, 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 Sub-precincts, creating a heterogeneous program of built form and parks that respects the character of existing neighbourhoods.

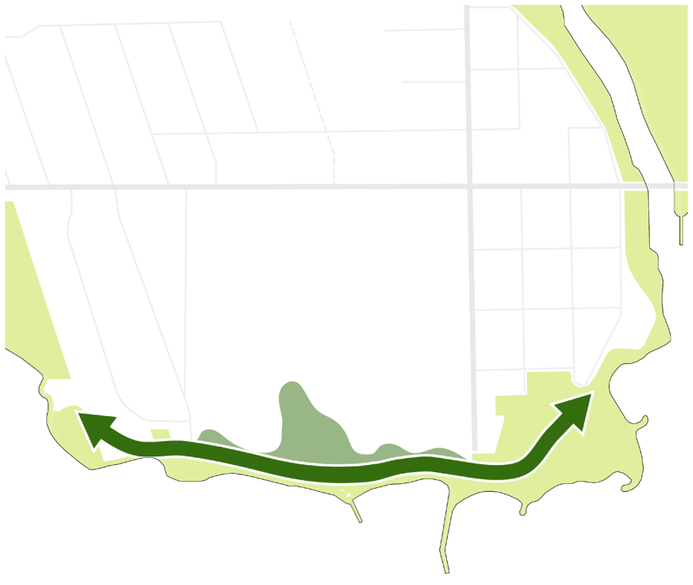
3.2

Structuring Moves

Five major structuring moves organize the Site in a way that responds to the existing and planned context of Port Credit and its surrounding land uses.

01
Enhance Waterfront Connection

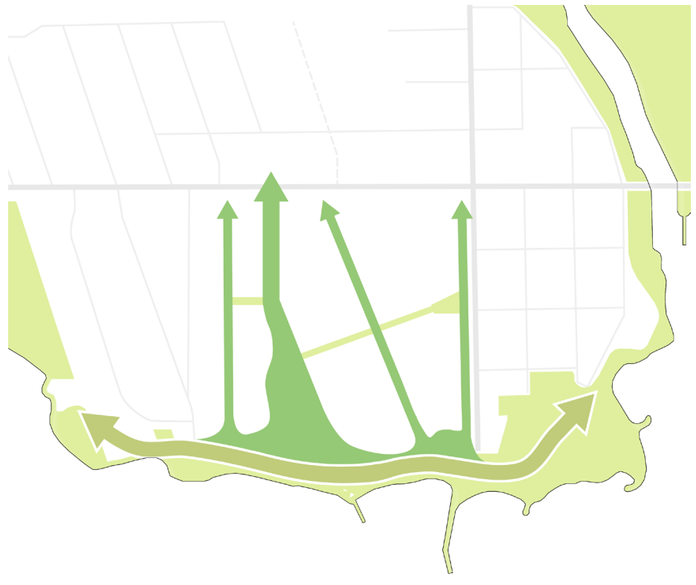
Create a continuous green edge that stitches the Site to the broader waterfront context.



The new Public Park will connect to the existing park network, including J.C. Saddington and Ben Machree Parks. Buildings will be appropriately set back to protect and enhance the natural heritage system.

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 fine-grain street and block pattern that mimics its surrounding context.

The Master Plan draws inspiration from the adjacent urban fabric, characterized by its 'cranked' streets. The street network will be fine-grain, supporting all forms of mobility, including active transportation.

04
Dual Catalysts

Establish a tandem of catalysts linked by a new green boulevard.

The Master Plan catalyzes entry into the Site by reconnecting the mainstreet fabric on the south side of Lakeshore Road West and developing a Campus abutting the waterfront. These uses are linked by a promenade with generous boulevards on its eastern flank.

05
Sub-precincts

Create distinct Sub-precincts to diversify the range of land uses and building forms.

The Master Plan delineates five Sub-precincts, each characterized by a distinct set of building typologies and open space offerings that respond to adjacent conditions.

Parks & Open Spaces

Parks and Open Spaces Plan

The Master Plan proposes a variety of destination and local open spaces, providing diverse landscapes and experiences. In total, approximately 14.5 acres of public open space is accommodated in the form of parkland, publicly accessible private open spaces, and hazard lands. This equates to a parkland dedication of approximately 23% of the site (net of public roads), which is an appropriate contribution for a redevelopment of this size.

Further, the City envisions the adjacent lands to the south of the Site, not subject as parkland. These lands will further contribute to the expansion of parkland in the area.

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

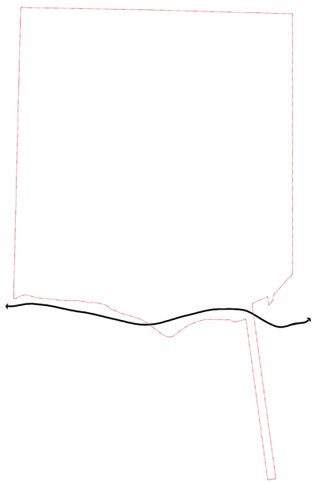
Public Realm Composition

The Master Plan extends the Park System along Lake Ontario and Port Credit River, connecting to J.C. Saddington Park to the east, and Ben Machree Park to the west.

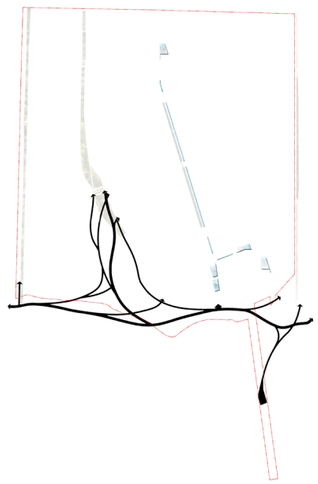
Port Credit Public Park System

Creating Connections to the Waterfront Trail

The current Waterfront Trail connects from Mississauga Road to Maple Avenue South. The new Public Park and trail system will increase the connection to the Waterfront Trail and enhance access to the waterfront. Water features and swales will bring water through the site, amplifying the waterfront identity of Port Credit West Village.



Existing Waterfront Trail

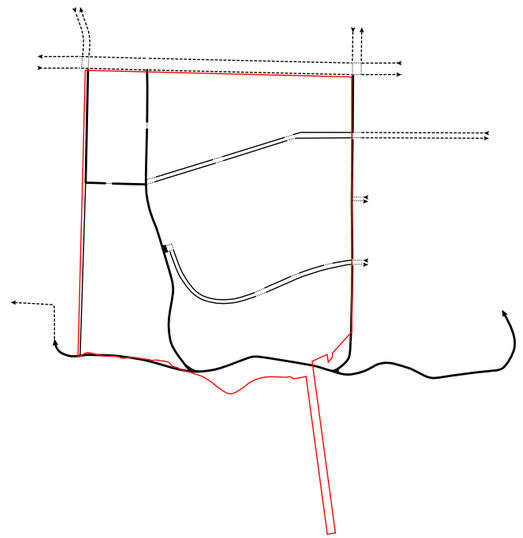


Proposed Waterfront Trail Connections

Movement Through the Site

Pedestrian and cyclist movement is prioritized on the Site with more of the right-of-way area dedicated to active transportation than private automobiles, and increased connectivity to the surrounding neighbourhoods.

Circulation - Pedestrian



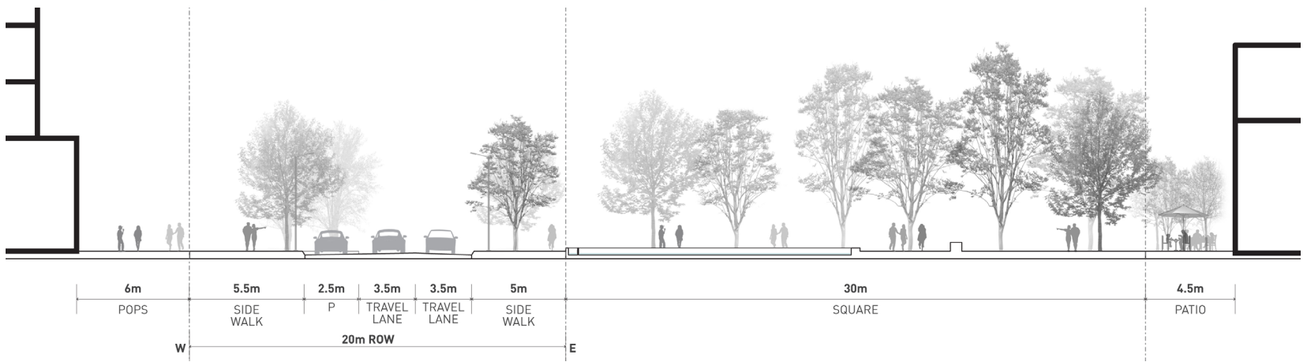
Circulation - Multi-Use Trails and Cycling

Central Green Promenade

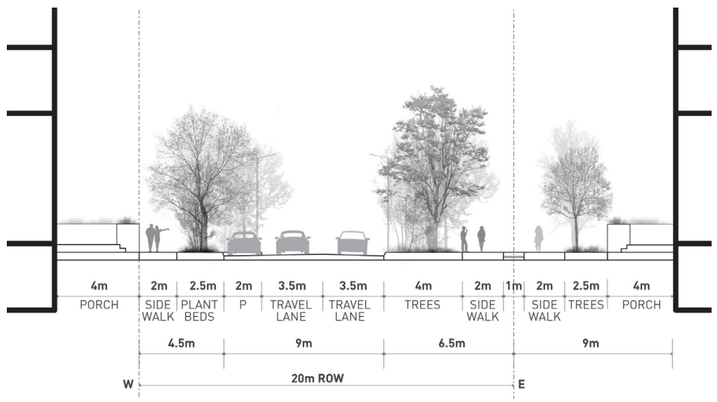
Designed as the Site's vibrant central spine, the Central Green Promenade (Street 'B') will draw the mainstreet buzz of Lakeshore Road West down into the heart of the neighbourhood, ultimately connecting to the Lakeside Campus and the waterfront.

The Central Green Promenade will function as a linear urban park. The design of the streetscape includes 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 create a human-scaled pedestrian plaza, the Village Square. From Street C to Street A, where blocks are primarily fronted by residential uses, the tree-lined corridor functions as a linear park for walking and sitting. Finally, the southern block provides access to the Campus. From the Campus, the street squares will lead to the new Public Park, and a short walk from the new beach.

Section A: The Village Square



Section B: Between Street C to Street A



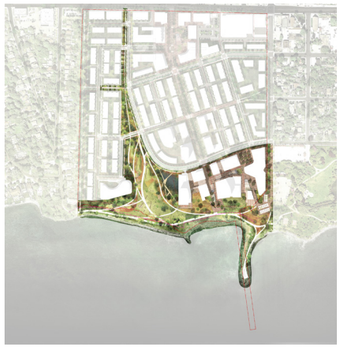
All renderings are artistic concepts intended to convey building massing. They do not reflect final architecture or landscape design.

Telescoping Green

This green corridor begins as a green streetscape at its junction with Lakeshore Road West, spilling out into a larger Public Park as the abutting street cranks eastward. Its edges create a porous condition, while providing an informal structural spine for the Site.

This 'green aperture' draws the core public 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 Street C, it transforms into a linear park eventually widening to an expansive Public Park that stretches to the south property limit. The result is a sequence of park spaces that extend the atmosphere of the lakefront northward to Lakeshore Road West. The Public Park serves as a central landscape feature for the development, creating new residential addresses and bringing the Public Park into the new neighbourhood. The centerpiece of this new park is the Aquatic Habitat 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 landscaped areas.

All renderings are artistic concepts intended to convey building massing. They do not reflect final architecture or landscape design.
The City's vision along the shoreline and waterfront lands are included for illustrative purposes only. These lands are not subject to this application.



New Public Park Future Vision

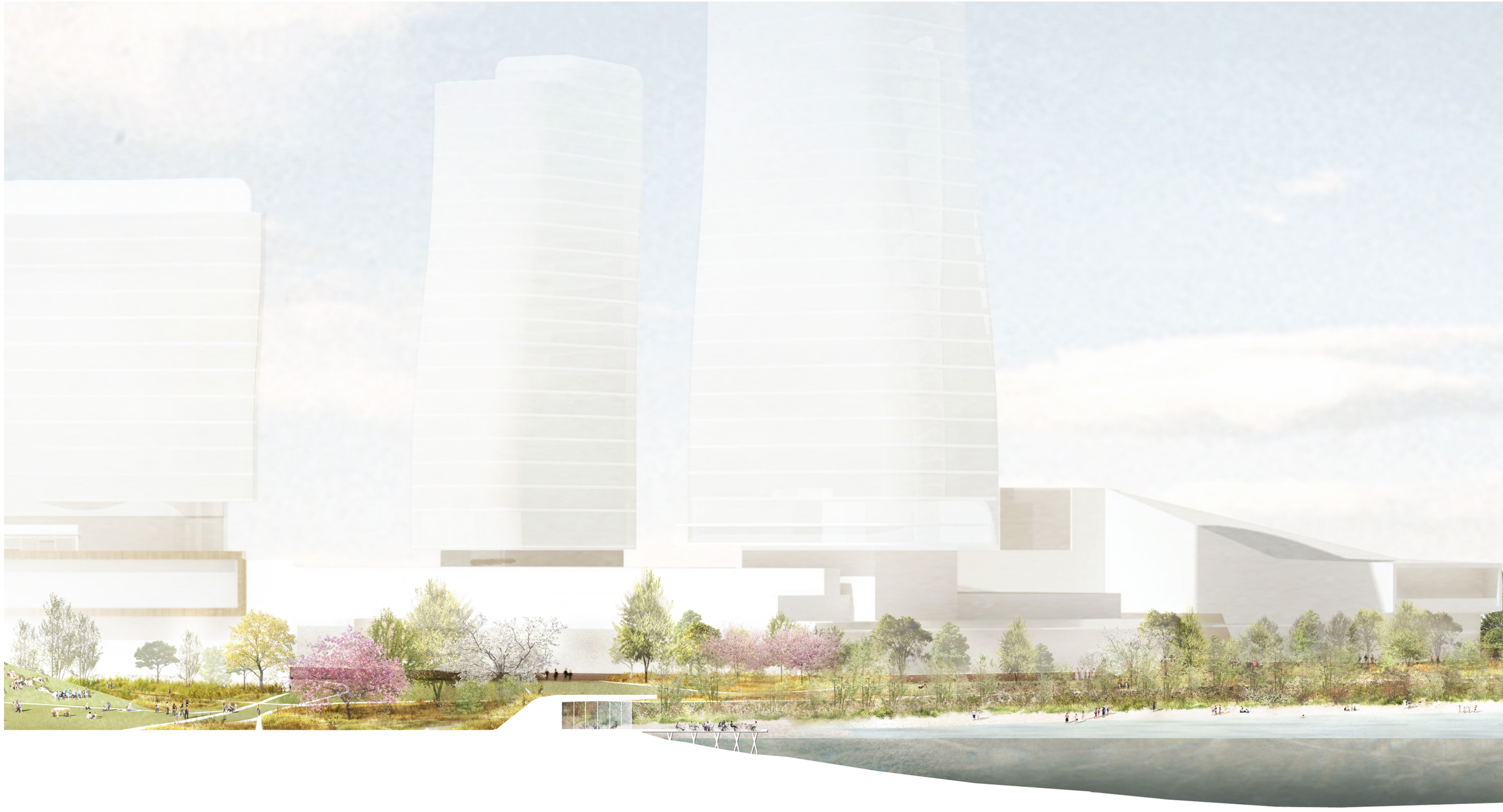
The new Public Park anchors the Site while offering a continuation of the east-west green program already established in Port Credit East Village.

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 Public Park will create a fully connected system of public parks, connecting to J.C. Saddington Park and Ben Machree Park. The proposed open space system celebrates Lake Ontario, including picnic terraces, sculpted landforms, a Public Park, and Campus Courts. Additionally, Aquatic Habitat Gardens will be established along the edge of the existing shale pit. Whereas the Campus is imbued with an urban sensibility, the larger green spaces take their cue from the fluid, textured edges of Credit River and Lake Ontario.

The new Public Park seamlessly connects to the J.C. Saddington Park neighbouring the site.

New Public
Park at West Village

J.C. Saddington
Park



All renderings are artistic concepts intended to convey building massing. They do not reflect final architecture or landscape design.
The City's vision along the shoreline and waterfront lands are included for illustrative purposes only. These lands are not subject to this application.

Lawns and Landforms

The new Public Park's landforms help establish the borders of the waterfront and builds anticipation of arrival at the Lake. The lawns invite the community to play as well as offering a picnic spot with a view to the Lake.

Landforms in the new Public Park create a varied horizon that builds anticipation to the view of the water. In the winter these landforms can offer opportunities for recreation, including sledding.

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

Meadows and Aquatic Habitat Garden

Wildlife meadows and an Aquatic Habitat Garden will provide the community with an opportunity to learn about native species and wildlife protection.

Meadows

Tree and shrub species and planting node areas on site will enhance the migratory corridor function for birds and butterflies. Mast and coniferous plantings, as well as specific fruit-bearing native shrubs, will provide a food source for wildlife, while native grasses and flowers will create habitat for bees and birds.

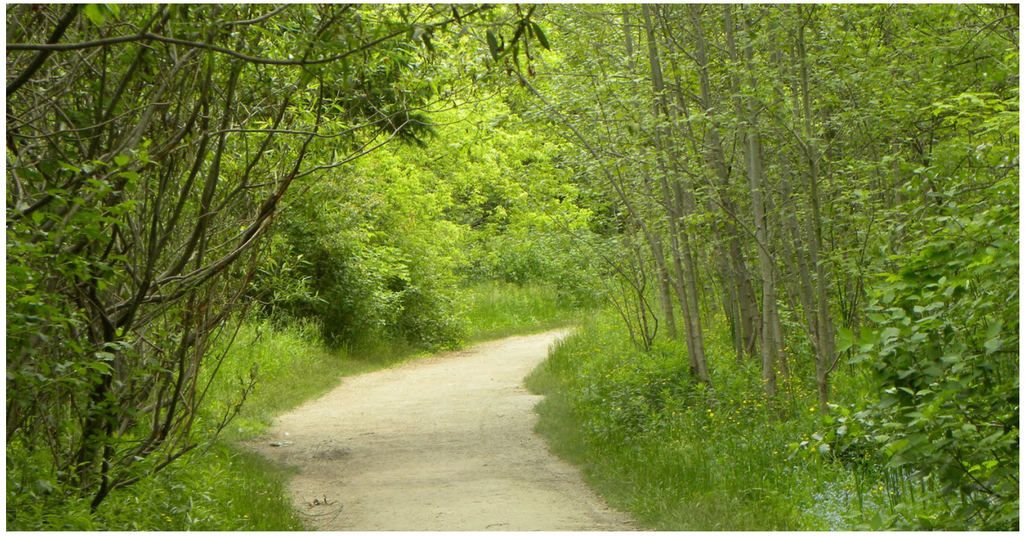
Aquatic Habitat Gardens

A demonstration garden could offer an educational experience to the community and help solidify the importance of water to the site. A boardwalk could extend across the Aquatic Habitat Garden for an immersive experience.

Natural Corridor

The westernmost green corridor is characterized by its soft edges, creating a naturalized buffer between the Site and the adjacent neighbourhood. It will accommodate a north-south active transportation route that connects Lakeshore Road West to the Waterfront Trail.

The existing corridor of mature trees at the western edge of the Site acts as a natural buffer to the new development and will be enhanced and re-imagined as a new community connection that links Lakeshore Road West with the southern boundary of the Site. Serpentine paths will create a new recreational pathway, primarily running north/south, with a number of midblock east/west paths connecting to the broader Site. The path design will incorporate lighting to create a safe pedestrian condition. Finally, a central node at the midpoint of the Natural Corridor provides a more formally articulated community park space that establishes a green anchor for Port Street West at its westernmost terminus.



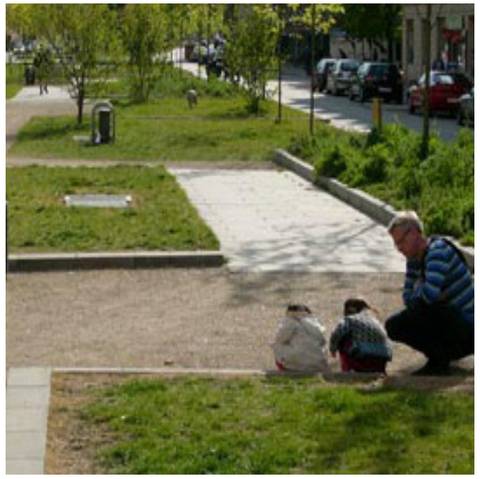
Section A

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

The Mississauga Road Green Ribbon

The Mississauga Road Green Ribbon buffers the Site from the Old Port Credit Village Heritage Conservation District to its east. 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 with room for wider sidewalks, a boulevard trail and generous tree planting on the west side to match the mature trees of the gardens within the historic town blocks to the east. Mississauga Road north of Lakeshore boasts a diversity of trees and link to the cultural and natural heritage. Mississauga Road will also provide a connection north from the Credit Valley, through Lakeshore Road West, and south to the Public Park and pedestrian pier. At its southern extent, visitors will be able to access the new YMCA and/or other innovative partners, travel through the Campus, and then loop around to return to Lakeshore Road West via the central street and squares along the Promenade.



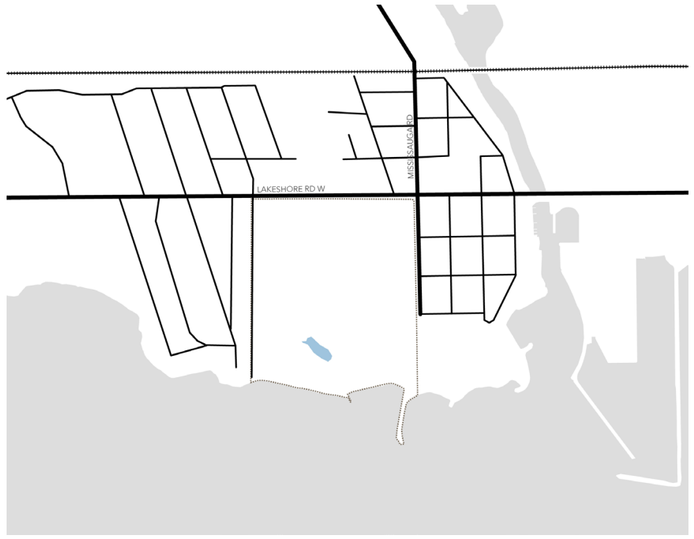
Mississauga Road: Existing Condition

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

Streets & Blocks

Street Network

The internal street network has been designed with a crank, continuing the historic fabric of the neighbourhood to the north, setting up view corridors to Lake Ontario, and opening up space for a new Public Park adjacent to the Site's southern boundary.

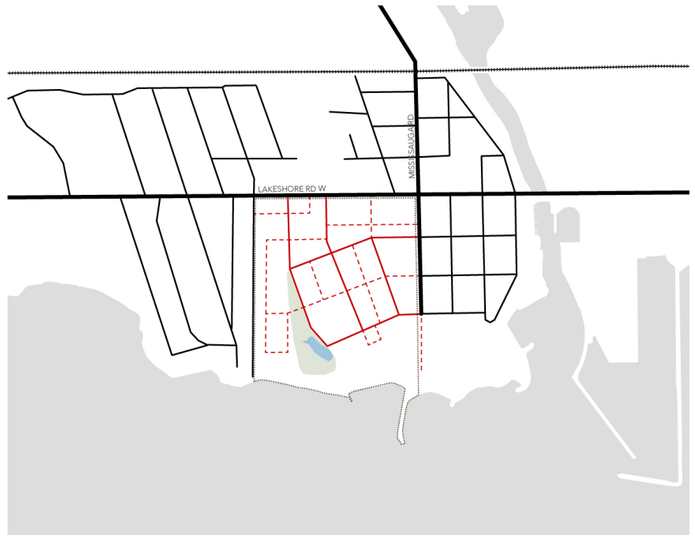


Current Street Context

Although no streets extend into the Site today, the diagram above illustrates the predominance of the historical cranked street orientation, particularly west of Mississauga Road and south of the rail corridor.

Crank

The Master Plan adopts the historic crank orientation, creating a recognizable street pattern that ensures unencumbered view corridors from the rail corridor to Lake Ontario. In addition, it creates a generous amount of open space that contributes to the telescopic green corridor.



Incorporate a Fine Grain Pattern of Local Streets

The fine-grain street network will comprise a series of local streets, private condominiumized streets, pedestrian and cycling connections and streets with wider right-of-ways to accommodate vehicular and public transit movement.

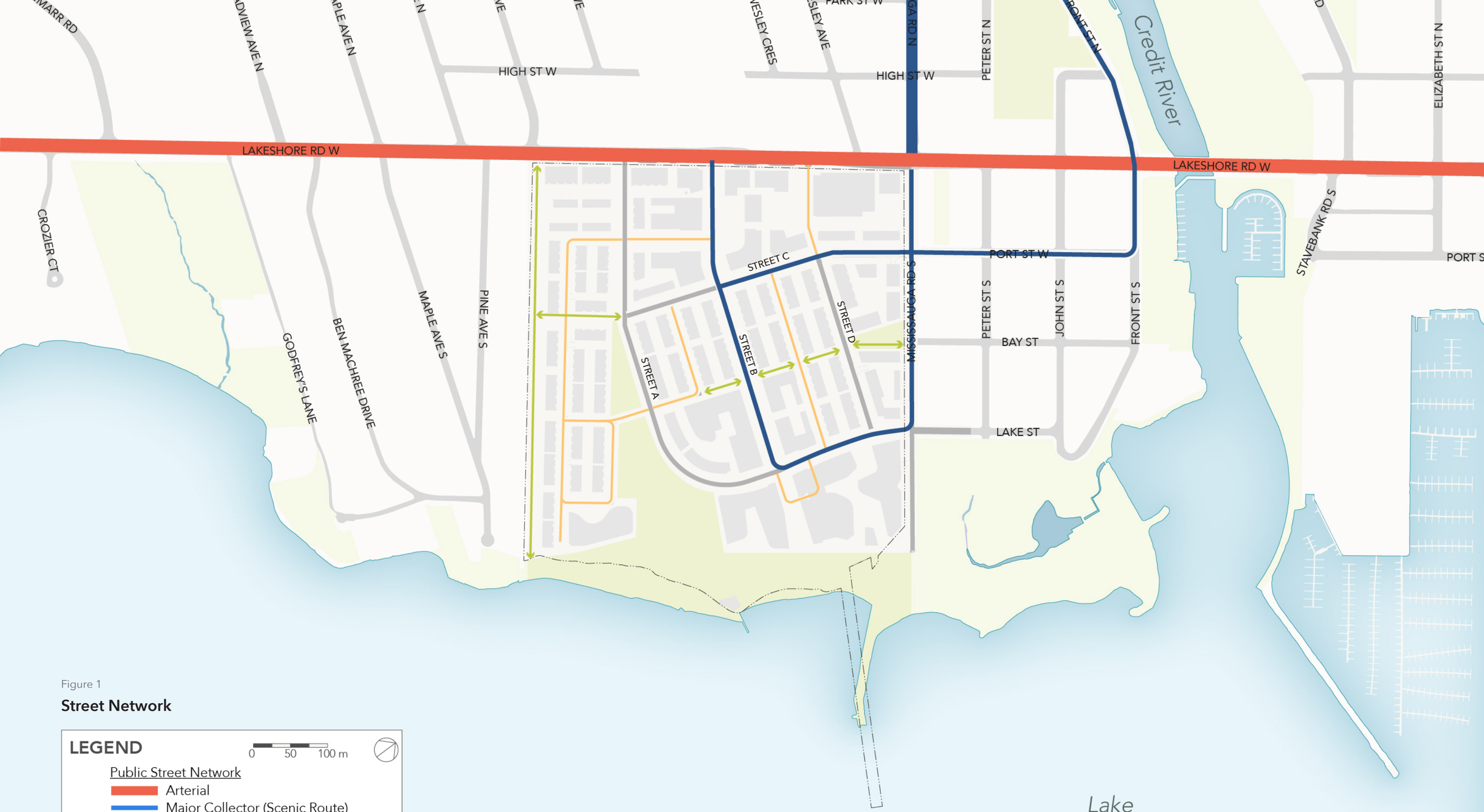


Figure 1

Street Network

LEGEND

0 50 100 m

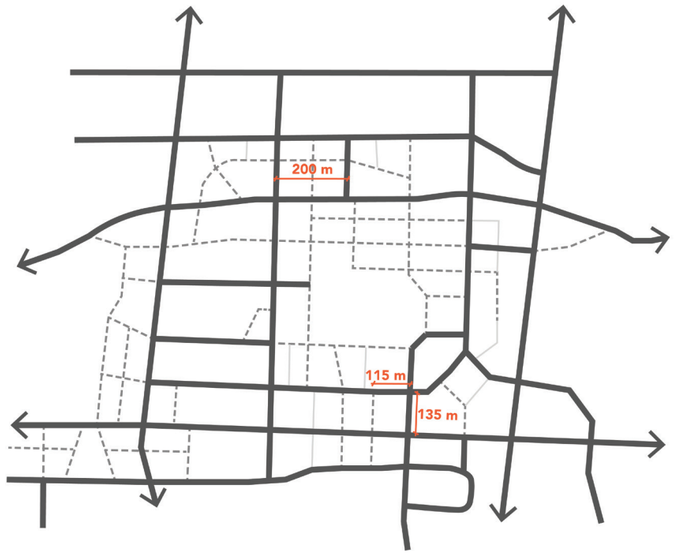
Public Street Network
- Arterial
- Major Collector (Scenic Route)
- Minor Collector
- Local Street

Private Street Network
- Condominium Road / Retail Driveway
- Pedestrian/Cycle Connection

Creating a Fine-Grain Street and Block Network

The Master Plan's street and block pattern aligns with Mississauga's ambition to create a fine-grain, porous urban fabric.

Mississauga City Centre



Note: The block network diagrams are illustrated at the same scale.

The City of Mississauga, through its Downtown 21 Master Plan, promotes a more porous street and block pattern in the City Centre. While existing block sizes are roughly 200 metres long, the introduction of new public and private streets, seen in dashed lines above, is helping to realize the vision of a porous, walkable urban fabric with average block sizes reduced to approximately 115 to 135 metres in length.

Inspiration Lakeview

Inspiration Lakeview is informed by a similar ambition to revitalize an existing brownfield site. The street and block network is more fine-grained in comparison to the existing City Centre block pattern, with average block sizes of approximately 120 to 200 metres.

Port Credit West Village

The street and block network in Port Credit West Village is considerably more porous and fine-grain than either the existing City Centre or Inspiration Lakeview block structure, with block sizes averaging 115 to 135 metres in length. The proposed fabric will create an urban condition that connects the various Sub-precincts within the community.

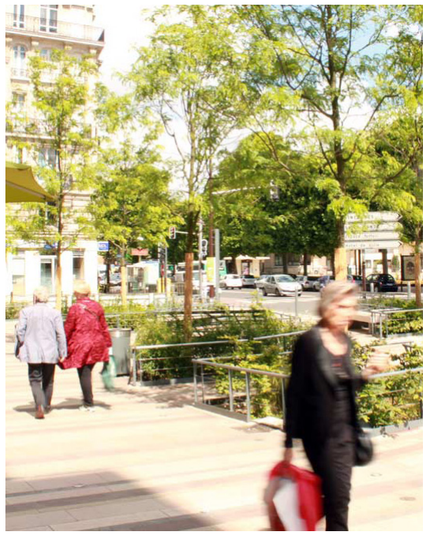
Figure 2

Block Plan

Pedestrian Network

The pedestrian network comprises a series of sidewalks, paths, pedestrian connections, and plazas. Together, the network ensures ease of movement across the entirety of the site, with north-south connections to the waterfront and Lakeshore Road West, and east-west connections across the centre of the site.

Sidewalks

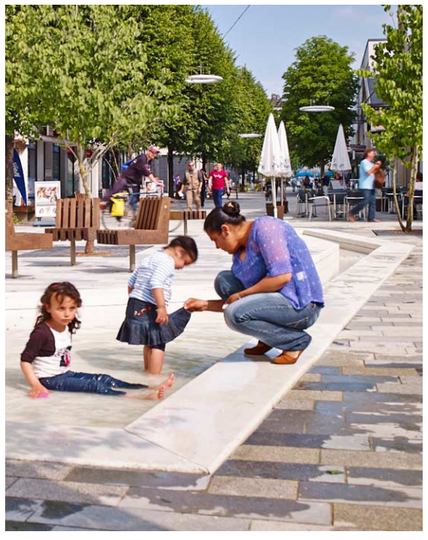


Sidewalks will be incorporated into the design of all public and condominiumized streets, supported by street lighting, vegetation, and pedestrian-scaled furniture.

Walking Paths

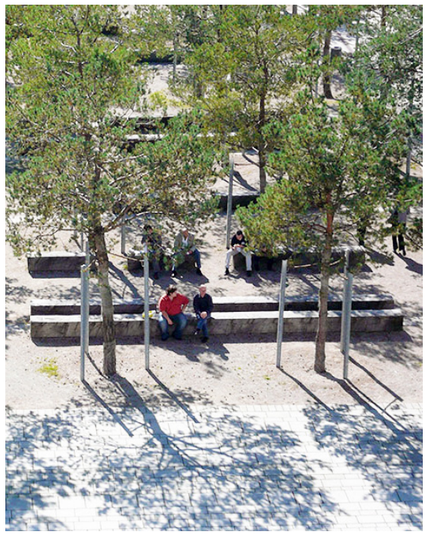
The formal sidewalk network will be complemented by a series of walking paths. These active transportation routes will contribute to the porosity of the site, ensuring pedestrian movement is convenient and safe.

Pedestrian Connections



The pedestrian connection establishes a central mid-block corridor, with east-west pedestrian connections to the Old Port Credit Village Heritage Conservation District, the Promenade, and the Telescoping Green.

Plazas



Plazas have been incorporated in the public realm design of the Village Square and Campus Sub-precinct. These pedestrian-oriented features will create safe and inviting areas for gathering.

Figure 3

Pedestrian Network

Cycling Network

An expanded cycling network will provide safe cycling paths to home, work and recreation spaces. Non-automobile connections will be provided on the site that link to the existing Waterfront Trail to the south, with pedestrian and bicycle connections throughout the site that complement the primary bike route along Lakeshore Road and support non-auto trip making for work and recreation.

On-Road Bike Lane Routes

A series of on-road bike lanes is proposed for Lake Street and Port Street West, connecting to the broader cycling network on Lakeshore Road West and Mississauga Road South as proposed by the City of Mississauga.

Boulevard Trails

Boulevard trails have been incorporated into the design of Mississauga Road South and New Lake Street north of the Port Street intersection. Boulevard trails will be separated from vehicular lanes, and will accommodate bi-directional cycle movement.

Off-Road Multi-Use Trails

Off-road multi-use trails are proposed, forming key cycling connections through the Public Park and the natural corridor.

Figure 4

Cycling Network

Note: The incorporation of a bike lane along Lakeshore Road East is subject to findings of the Lakeshore Connecting Communities Study.

Conceptual Transit Network

The Master Plan capitalizes upon the available existing and planned transit facilities and adopts other strategies to minimize auto-dependent travel. The plan contemplates the future provision of rapid transit on Lakeshore Road West, the introduction of MiWay transit access through the Site, as well as planning for a transit supportive urban form and reduced parking provisions to support the use of transit.

Existing Local Transit

The subject site currently benefits from good transit coverage, with most areas within 400 metres of a MiWay bus stop.

Potential To Expand Transit Network

The Master Plan contemplates augmenting the MiWay network to include stops within the Site, ensuring full transit coverage within a 400 metre walk. An option to introduce a shuttle service to transport people to and from the Port Credit GO Station will also be explored.

Multiple Options to Connect to Higher Order Transit

The proposed changes to the existing transit network will facilitate a number of different ways to connect to the Port Credit GO Station, and the proposed Hurontario Light Rail Transit corridor.

18 Minutes

Walking

4 Minutes **8 Minutes**

Walking MiWay

5 Minutes

Cycling

5 Minutes

Shuttle Service

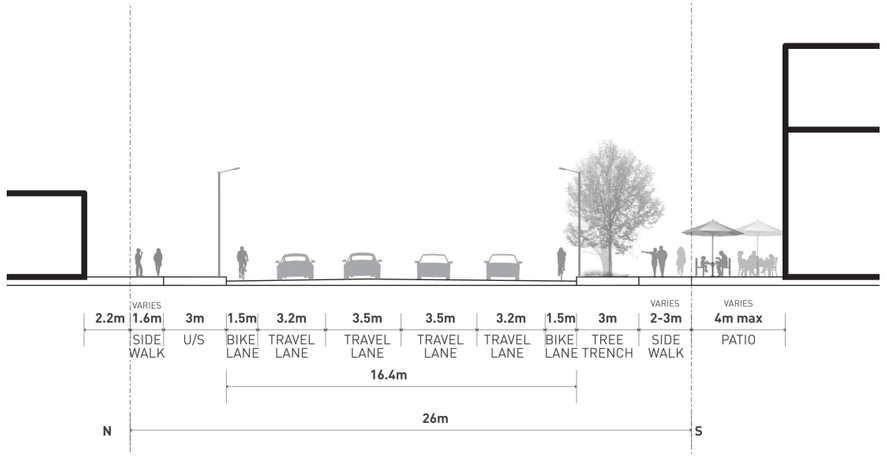
Figure 5

Conceptual Transit Network

Proposed Street Sections

Arterial: Lakeshore Rd. West

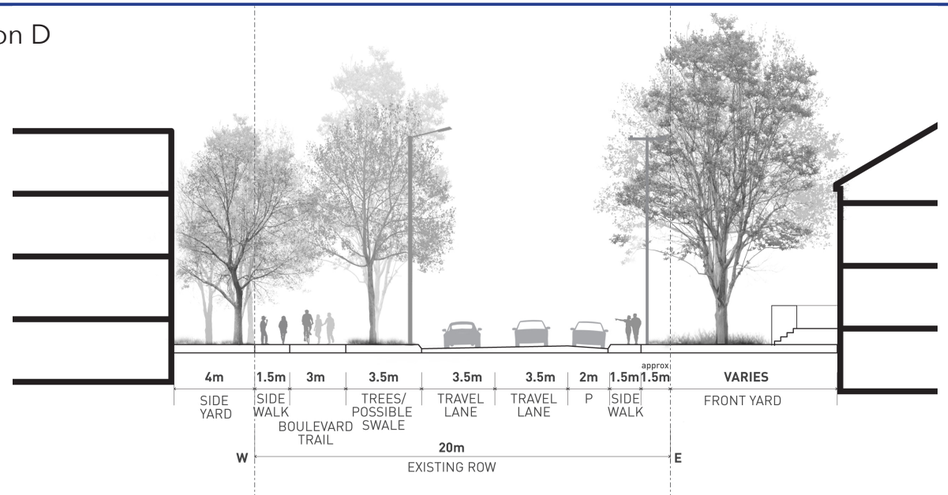
Section A



Note: The ultimate design of Lakeshore Road East, including roadway dimensions, the provision for bike lanes, and the required 2 metre by 2 metre trench, is subject to findings of the Lakeshore Connecting Communities Study.

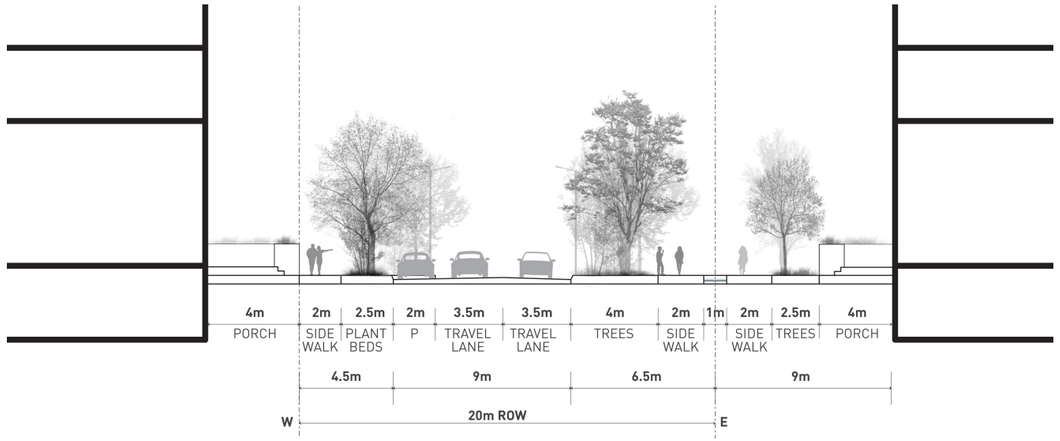
Minor Collector: Mississauga Rd. S

Section D



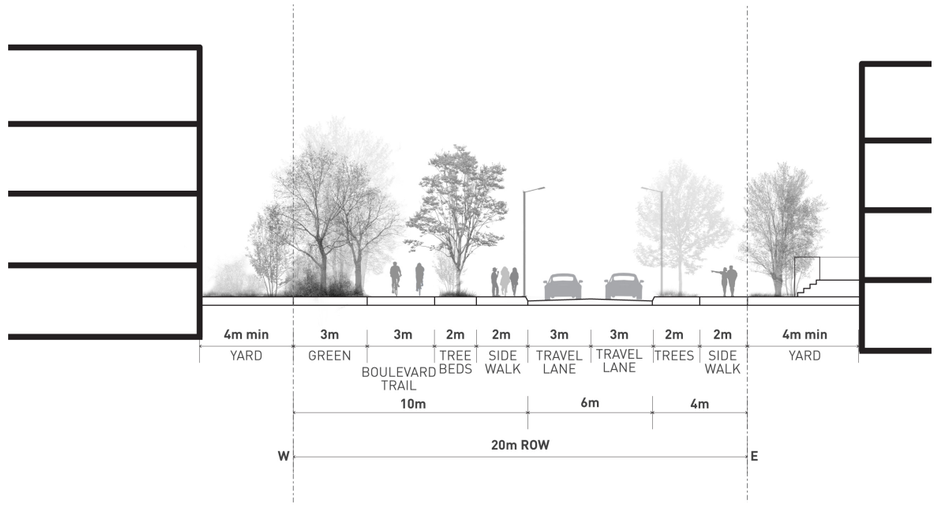
Minor Collector: Street B

Section B



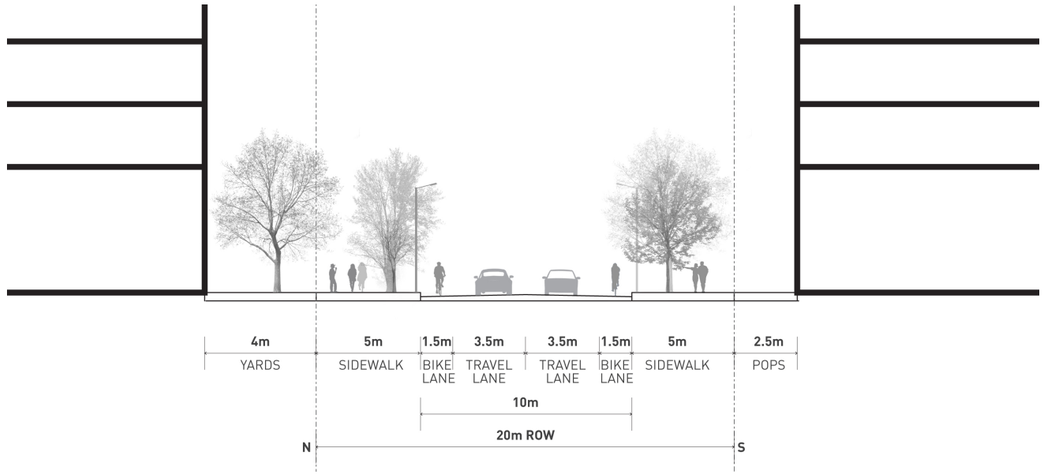
Local Street: Street A

Section E



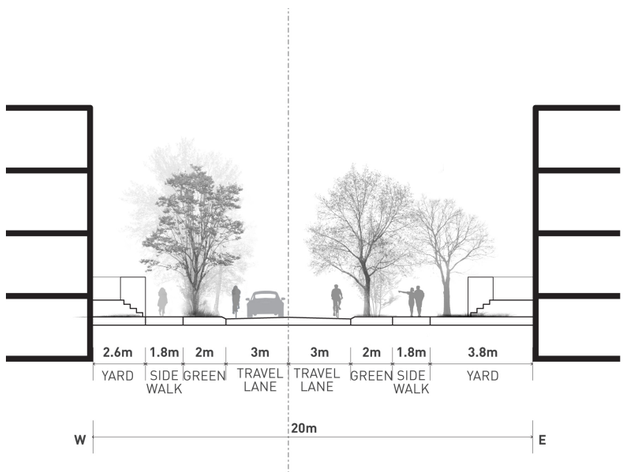
Minor Collector: Street A

Section C



Condominium Road

Section F



Land Uses, Built Form & Urban Design

Remediation Strategy Aligned with Redevelopment Plan

The remediation strategy forms the foundation of the redevelopment plan. Considerations for how to feasibly restore and reprogram the site inform the heights and densities, land uses, and built form typologies proposed by the Master Plan.

Height

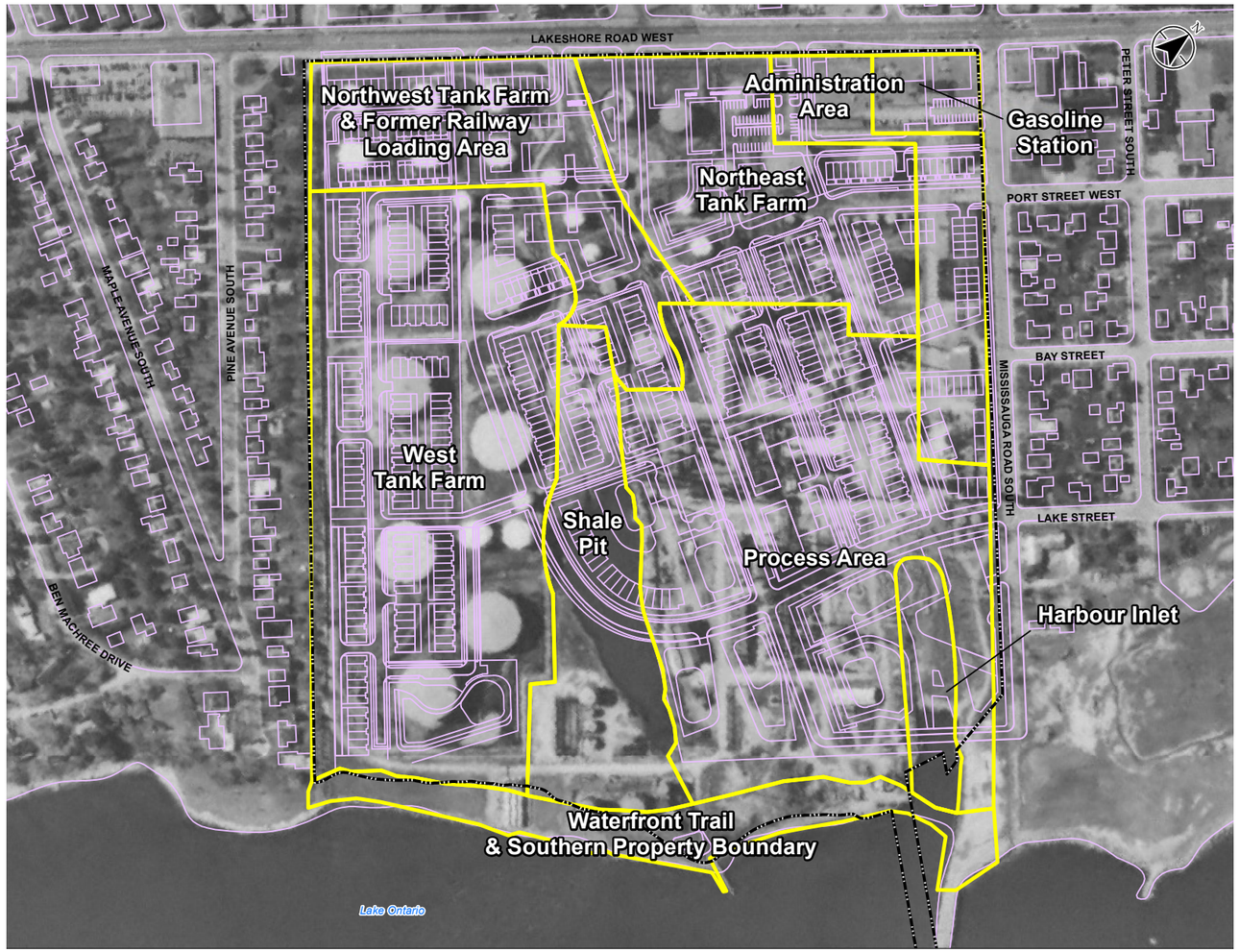
Historical industrial activities generated impacts to the subsurface across the Site. Ultimately, the intended land uses and design of the Site are embedded within the environmental management strategy. Where possible, taller elements and higher densities have generally been situated in areas of the Site requiring significant and/or the deepest excavation activities to complete required environmental restoration. For remediation and restoration purposes, deep excavations will be required in the following areas:

- Former harbour inlet: excavation to approximately 10 meters in depth
- Former shale pit: excavation to a minimum of 6 meters in depth

As excavation to support multiple levels of underground parking (minimum 2 levels) will be required in areas of higher density, our proposed Master Plan has located the highest density/height in areas where deep remedial excavation is also required.

Land Use

The proposed Master Plan has been designed such that sensitive land uses, particularly habitable 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.



Retail at-grade, residential above

Soft and Hard Surface Caps

Conceptual diagram of enclosed buildings with storage garage/ parking as "first use"

Building Typology

The proposed residential buildings will be constructed with parking garages/commercial uses 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 the WVP's 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.

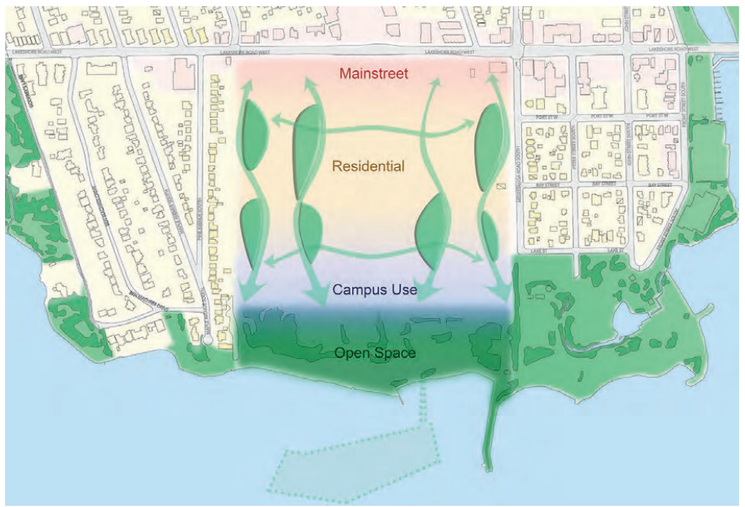
In establishing the development and phasing strategy for the Site, the contaminant management and construction requirements were considered to identify efficiencies permitting redevelopment to be completed on a realistic timeline, given all aspects of remediation effort to comply with the Environmental 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).

Land Uses

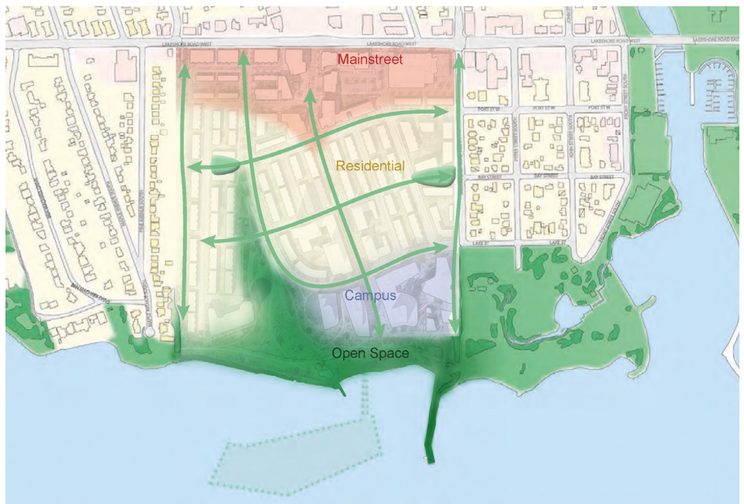
The Master Plan employs a land use strategy driven by the remediation requirements that respects adjacent neighbourhoods, celebrates the waterfront, creates a complete community, and supports the reinvention of Lakeshore Road West as an urban mainstreet.

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 and amenity buildings anchored by the Village Square. 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. Although predominantly ground-related townhouses, the Master Plan also includes mid- and high-rise buildings delivering a suite of unit sizes. Provisions for affordable housing are also included in the land use strategy. Prior to reaching the water's edge, the residential uses will transition to campus uses, including commercial and institutional, where a variety of public uses will be secured at grade.

The Campus will include residential uses as well as unique major community amenity and ancillary retail opportunities, including the proposed YMCA and/or other innovative partnerships. It will include a small cluster of landmark residential buildings with public uses at grade. Finally, the south end of the Site is dedicated to open spaces to support the broader revitalization of Mississauga's central waterfront. The land use strategy implements the same structure as IPC, with variations driven by remediation efforts.



Inspiration Port Credit Master Plan Framework



West Village Master Plan Framework

Figure 7

Land Uses

- LIVE/WORK
- RESIDENTIAL (BACK TO BACK STACKED TOWNHOUSES)
- RESIDENTIAL (TOWNHOUSES)
- RESIDENTIAL-MID RISE / HIGH RISE
- RETAIL COMMERCIAL
- MIXED-USE (RETAIL AT GRADE/RES ABOVE)
- CAMPUS
- OPEN SPACE

At-grade Uses, Services, Loading, and Frontages

The commercial program has been strategically designed to incite movement into the Site via the two catalytic Sub-precincts: The West Village Square and The Campus.

The West Village Square leverages the vitality of Lakeshore Road West, featuring articulated façades and activated neighbourhood retail and amenities in a pedestrian village square setting. The West Village Square signifies the preeminent entry point from Lakeshore Road West, and therefore will feature commercial activity that supports visiting, shopping and eating.

The Campus is also imagined to be a highly animated Sub-precinct and the primary entry point into the Site from the waterfront edge. Its interface with the waterfront edge is managed through commercial, cultural, and residential uses. However, the private, residential uses, including lobbies, will be consolidated so that the majority of at-grade activities are public. Strengthened by its public realm design, which achieves a high degree of porosity, the Campus will promote public access and connections to the waterfront.

Together, the non-residential and institutional uses concentrated in the West Village Square and The Campus, bookend the Central Street Promenade (Avenue B). All of the assumptions are subject to market confirmation to develop a plan that best integrates public realm and a commercially viable district.

Figure 8

At-grade uses

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

Parking Strategy

The Master Plan employs a three-pronged approach to vehicular parking on site: individual garages at grade, depressed rear lanes with basement parking and individual garages, and underground parking. All parking to be designed in accordance with the MOECC Risk Assessment.

Individual Garages

Individual vehicular parking garages are proposed in the northwestern corner of the site, located at the rear of commercial and retail related uses on Lakeshore Road West.

Rear Lane

Depressed rear lane parking in individual garages are proposed for all townhouses, save for those townhouse blocks parallel to Mississauga Road South. Access to parking within the townhouse blocks along the western edge of the site will be facilitated by condominium streets.

Underground

The majority of on-site parking will be accommodated by underground structures. The depths of these parking structures generally correspond to the degree of excavation required for remediation, ranging from 1.5 levels along parts of Lakeshore Road West, to 3 levels in select locations internal to the site. In total, ±2,350 underground parking spaces will be provided.

Figure 6

Parking Strategy

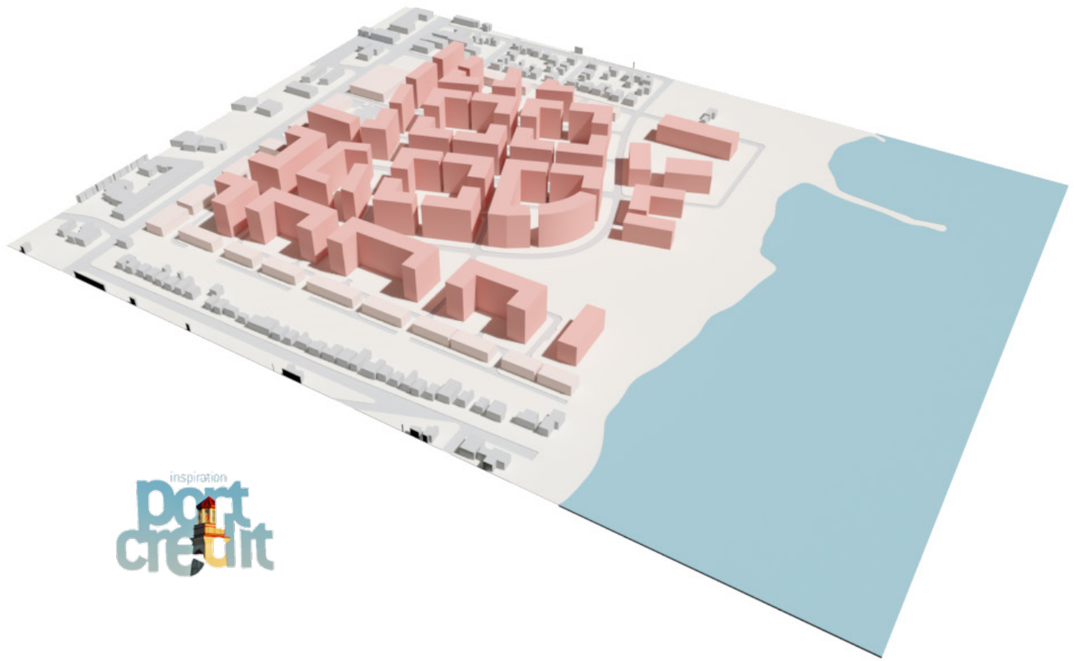
LEGEND

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

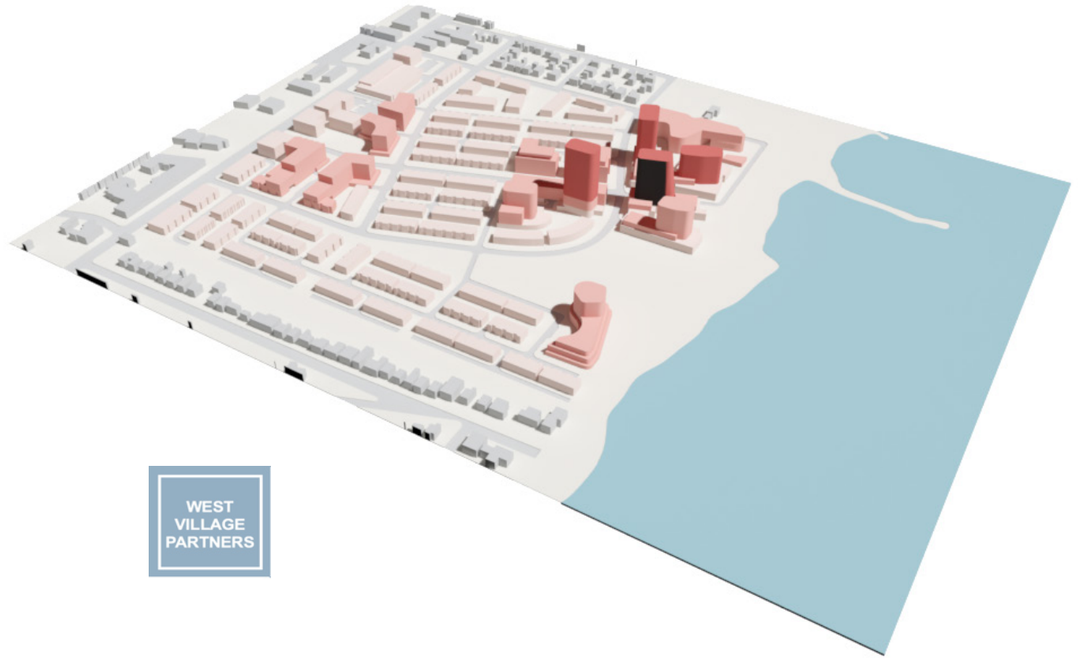
Note: All parking to be designed in accordance with the MOECC Risk Assessment

Deployment of Density

The range of built form typologies sets up a predominantly low-rise scheme with two areas of taller elements. The introduction of height, and its planned location, serves three purposes. First, concentrating the height in the centre of the Site allows for gentle transitions to the adjacent stable neighbourhoods. Second, the undulating pattern of heights creates two distinct areas: The Campus and The West Village Square. The deployment of height in this way is a placemaking move that highlights the catalytic functions of these two Sub-precincts. Third, the development plan was derived by giving consideration to the environmental site conditions, including the brownfield characteristics of the Site, and the remediation activities required to support redevelopment for more sensitive land uses.



The IPC framework deploys density through a predominantly 12-storey mid-rise form, with 4-storey low-rise buildings acting as a transitional buffer to the established neighbourhoods east and west of the site. This deployment of density accommodates a projected population of 5,000 new residents.



The Master Plan proposes to deploy density in a predominantly low-rise form, creating a condition that is more compatible with the existing Port Credit fabric. Tall buildings, up to 26-storeys, are generally concentrated in those parts of the site where deepest excavation is required to support remediation. Although the deployment of density varies from the IPC vision, it delivers the same project population of 5,000 new residents.

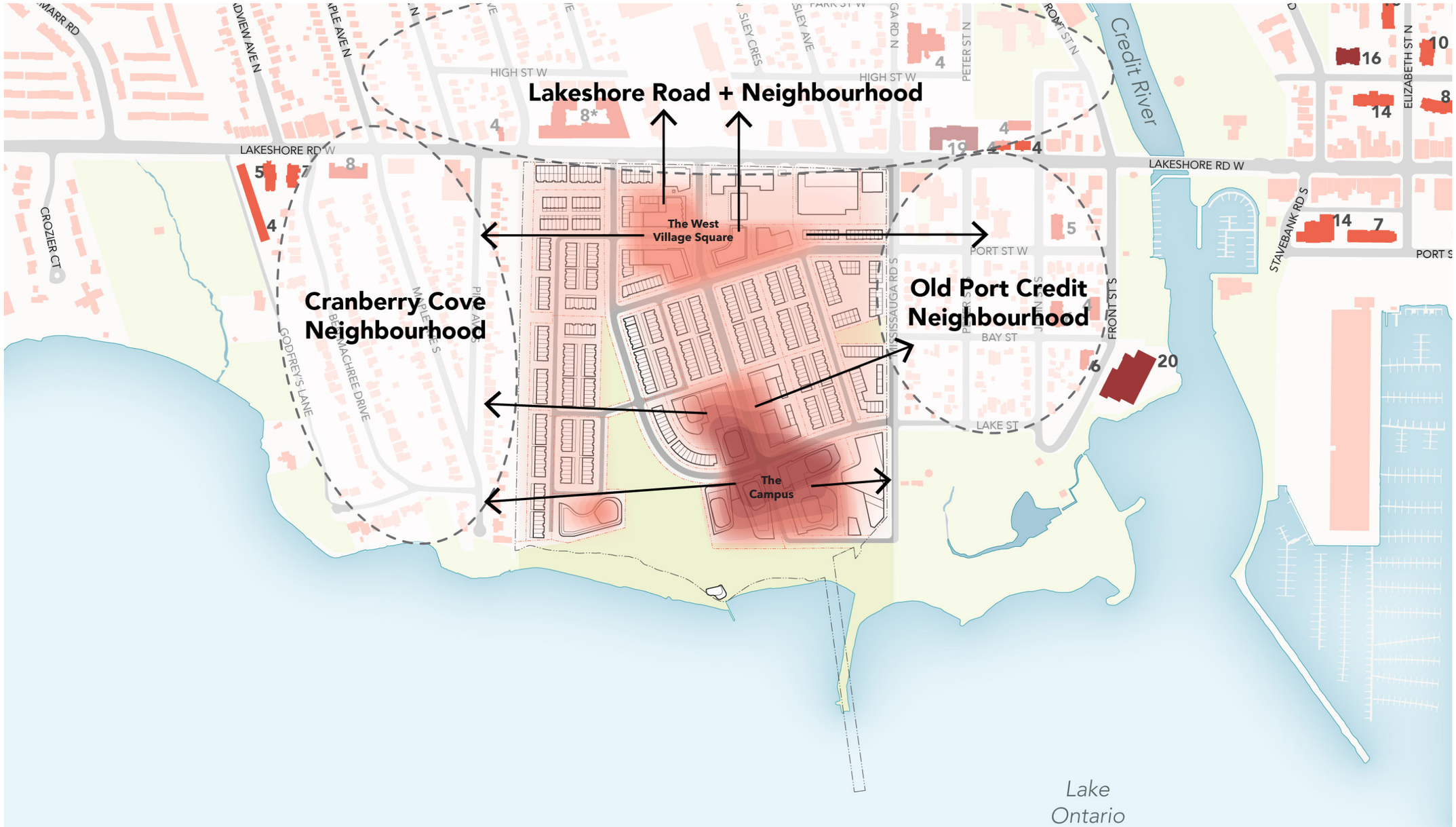


Figure 9

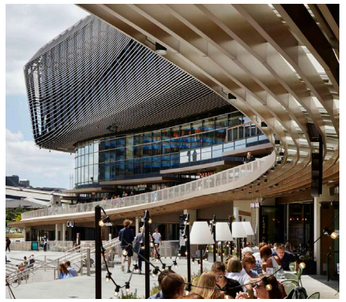
Deployment of Density

Building Typologies & Standards

A range of built form typologies are considered by the Master Plan to generate a varied landscape with area-specific character and a range of housing choices.

Bulding Typologies

Low-Rise
Low-rise townhouses are proposed for the majority of the site, reaching a maximum of 4-storeys.



Mid-Rise
Mid-rise buildings have been located in the West Village Square, Promenade, Parkside, and Campus Sub-precincts. At-grade uses vary depending on the Sub-precinct, with residential uses located in the Promenade and Parkside, and a combination of non-residential and residential uses in the West Village Square and Campus.

Tall Buildings
Tall buildings are clustered away from the water, in the Campus and Promenade Sub-precincts. This strategy is a response to the degree of the localized contamination and required remediation, and to not impact low-rise neighbourhoods. The thoughtful placement of heights towards the centre of the site will also negate any impacts to the low-rise neighbourhood and away from the water.

Built Form Standards

Floor Plates
The portion of the building from 11- to 15-storeys will have a maximum average floor plate area of 1,000 m^2. Building elements over 16-storeys will have a maximum floor plate average of 800 m^2.

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

Step Backs
Mid-rise and podium buildings will incorporate step backs to ensure a pedestrian-oriented public realm is established and protected.

Setbacks
The front yard setback in the West Village Residential zones will be 4 metres, except on the east side of Street 'B', where a minimum 9 metre setback is established. The rear yard setback within the Residential zones will be a minimum of 6 metres, while a 7.5 rear yard setback will be established along Lakeshore Road West.

Figure 10

Building Heights

- LOW RISE 1-4 STOREYS
- MID RISE 8-15 STOREYS
- HIGH RISE 16+ STOREYS

Sub-Precincts

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

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

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

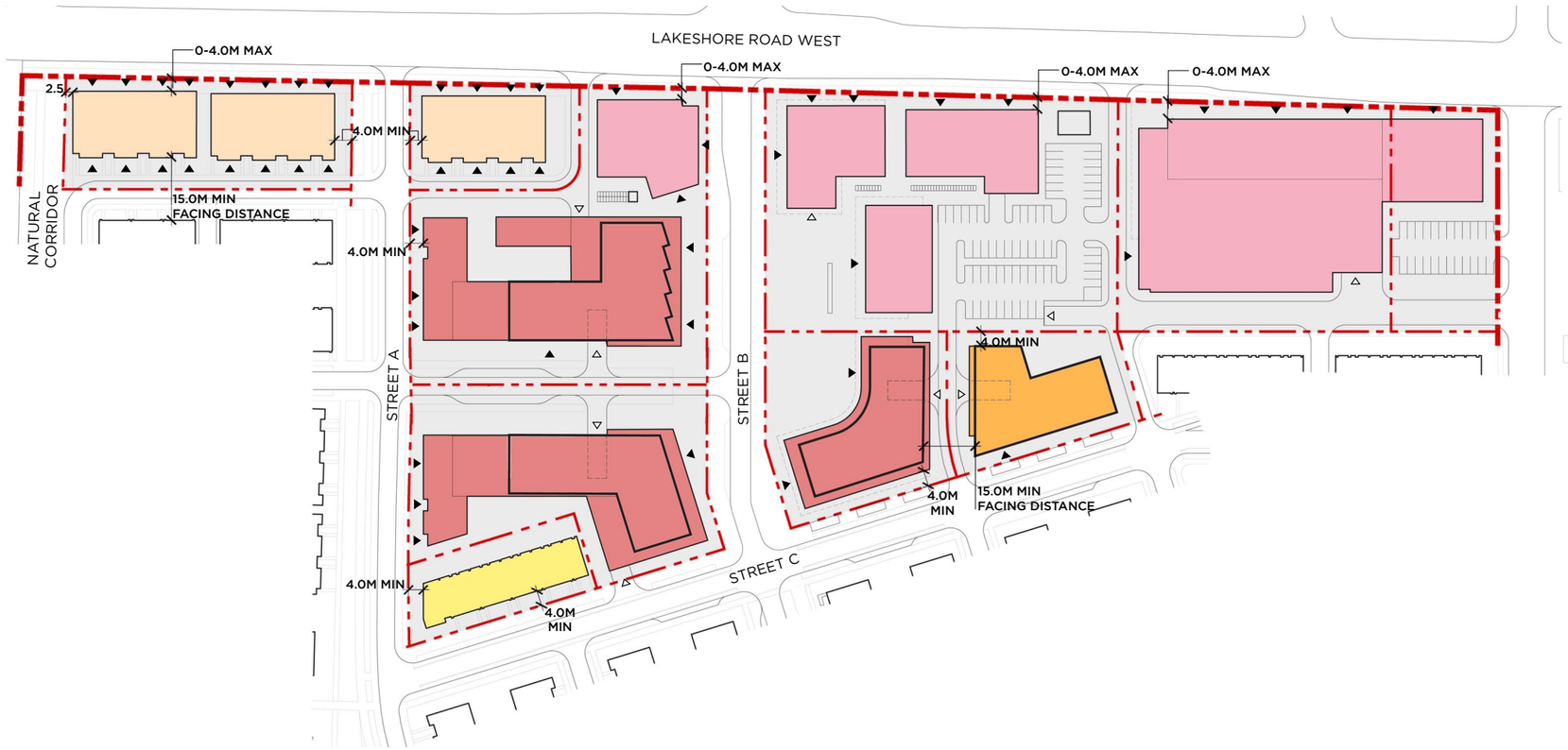
The West Village Square

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

The West Village Square 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 Square will accommodate spill-out patio and commercial spaces, contributing to its activation. The West Village Square will leverage the vitality of Lakeshore Road West, which features articulated facades and activated neighbourhood retail and amenities, in a pedestrian village square setting.

The West Village Square will be characterized by low-rise buildings that animate Lakeshore Road West and provide an intimate, enclosed village square. Mid-rise buildings in this Sub-precinct will be permitted along the central boulevard, abutting the street and generating a pedestrian scale that supports walkability and livability.

As a community hub, the West Village Square will include commercial and retail uses as well as community services and facilities. It will support a range of retail and amenities that establish a mainstreet condition, with an opportunity for live/work spaces along Lakeshore Road West. The majority of the non-residential land uses in Port Credit West Village will be located in the West Village Square as well as the Campus. Traffic and parking impacts will be minimized so that they do not hinder adjacent and nearby residential areas.



LIVE / WORK UP TO 4 STOREY

RETAIL COMMERCIAL
UP TO 4 STOREY

MIXED USE - RETAIL AT GRADE
W/ RES. ABOVE - 8 STOREY

RESIDENTIAL TOWNS
UP TO 4 STOREY

RESIDENTIAL - MID RISE
UP TO 8 STOREY

NET SITE AREA	**48 035 SM**
PROPOSED GFA	**76 306 SM**
RETAIL/COM GFA	**19 861 SM**
RESIDENTIAL GFA	**56 445 SM**

UNITS

LIVE/WORK	21
TOWNS	10
APARTMENT	666
TOTAL	**697**

PARKING / SERVICE
ENTRANCE

BUILDING ENTRNACE

Precinct Plans are for demonstration purposes only. Actual layout and dimensions may change.

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

The Campus

With a new mix of residential, retail and community cultural uses, including potential partnerships with YMCA and other innovative partnerships, the Campus will provide a dynamic range of animation and activity inviting residents from near and far to enjoy Mississauga's waterfront.

The Campus is situated at the south limit of the site overlooking the new Public Park. Similar to the West Village Square, the Campus will act as a catalyst to incite movement into, and through the Port Credit West Village. The public realm of the Campus will ensure access to the waterfront is functional and publicly accessible all day and in all seasons.

The Campus Sub-precinct features a mix of high-rise, mid-rise, and low-rise development. This Sub-precinct is characterized by pavilion-type landmark buildings, which comprise taller tower elements. The buildings within the Campus will transition to the waterfront open spaces. The buildings are envisioned to be non-traditional, comprised of signature residential towers and non-residential uses in at-grade podiums. The uses and high-quality built form typologies in the Campus will manage the transition from, and interaction between, private and public space. The use of the Campus throughout the day and in all seasons will be enabled through public uses and ground floor spaces, establishing access and connections to the waterfront.

CAMPUS USE

NET SITE AREA	**31 464 SM**
PROPOSED GFA	**86 011 SM**
RESIDENTIAL GFA	**69 308 SM**
CAMPUS (NON-RES) GFA	**16 703 SM**

UNITS	
	0
TOWNS	549
APARTMENT	**549**
TOTAL	

PARKING / SERVICE ENTRANCE

BUILDING ENTRNACE

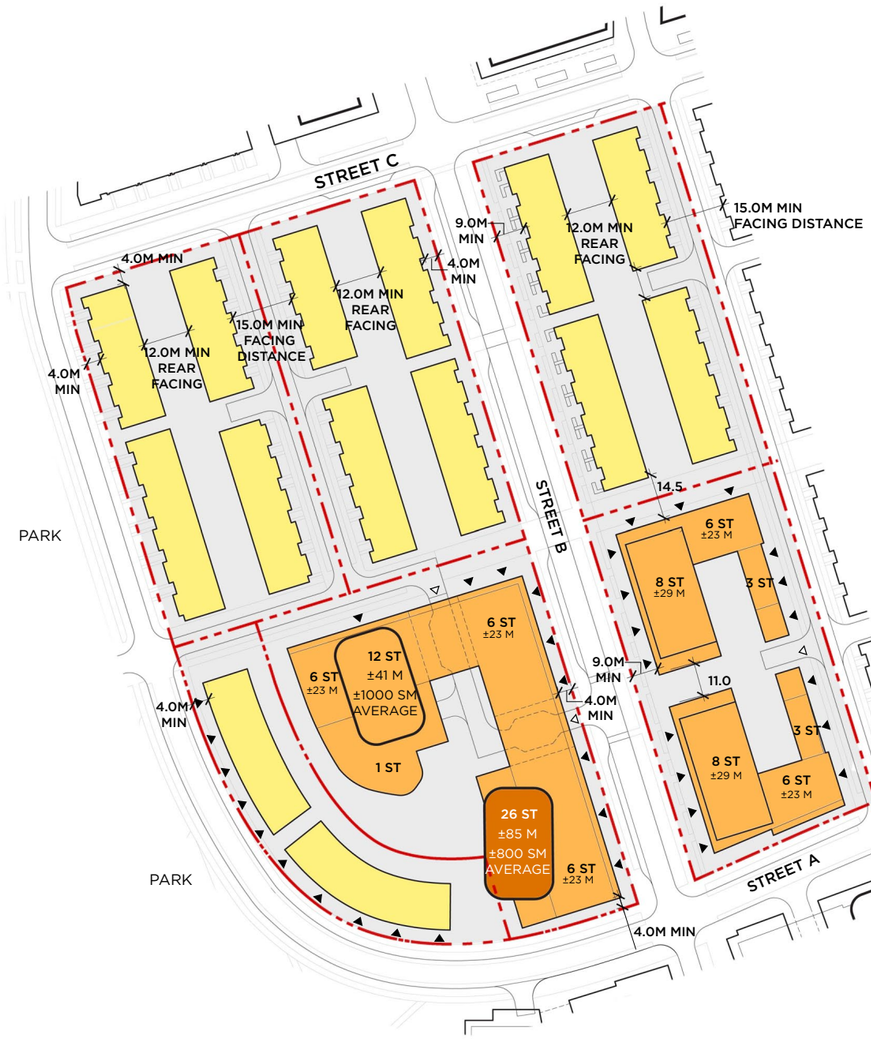
Precinct Plans are for demonstration purposes only. Actual layout and dimensions may change.

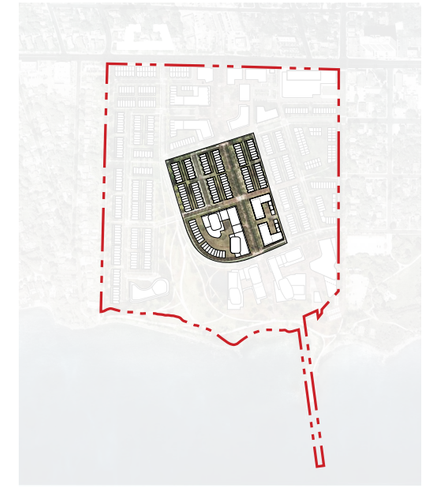
All renderings are artistic concepts intended to convey building massing. They do not reflect final architecture or landscape design.

The Promenade

This residential Sub-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 southern limit of the property.

The Promenade is characterized by its soft edges, tree canopy, diverse built form, and common treatment of brick paving. Given the internal location of the Promenade Sub-precinct, this area incorporates a mixture of low-rise, mid-rise and tall buildings. The expected density is supported by a high-quality public realm, anchored by generous sidewalk widths along Street ‘B’ (the Promenade) to the Lake.





RESIDENTIAL TOWNS
UP TO 4 STOREY

RESIDENTIAL - MID RISE
UP TO 15 STOREY

RESIDENTIAL - HIGH RISE
UP TO 26 STOREY

NET SITE AREA	**42 072 SM**
PROPOSED GFA	**101 439 SM**
RESIDENTIAL GFA	**101 439 SM**

UNITS

TOWNS	129
APARTMENT	619
TOTAL	**748**

PARKING / SERVICE ENTRANCE

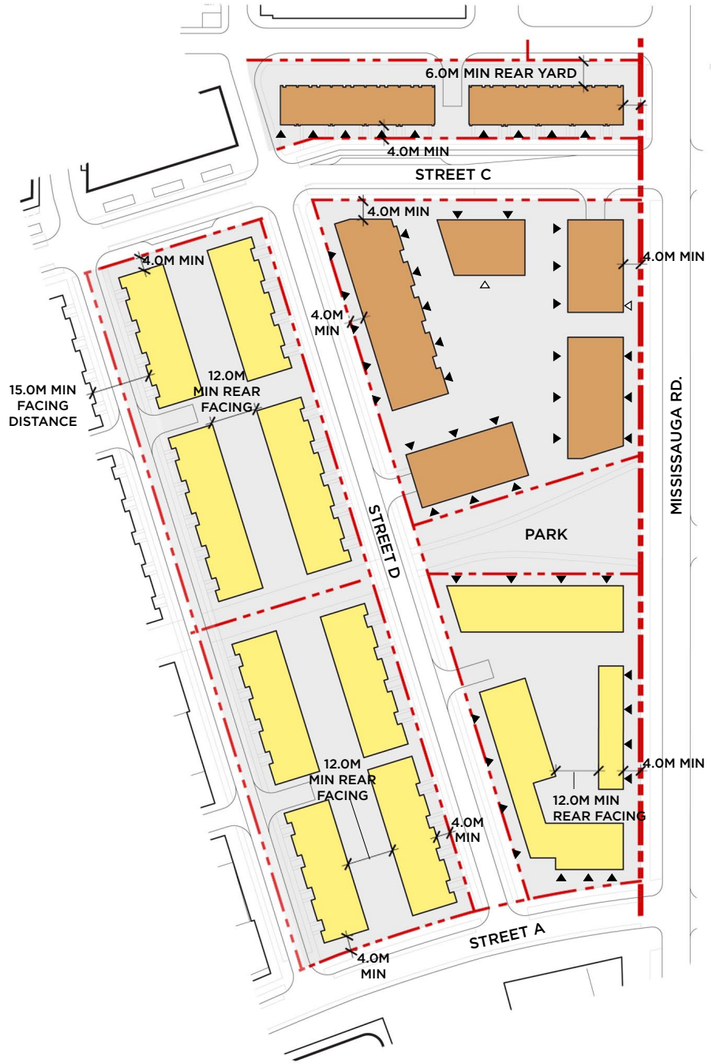
BUILDING ENTRNACE

Precinct Plans are for demonstration purposes only. Actual layout and dimensions may change.

Old Port Transition

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

The Old Port Transition Sub-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 Sub-precinct's built form is predominantly low-rise to respect and respond to this Heritage Conservation District. The built form typologies in the Old Port Transition Sub-precinct will appropriately integrate with the surrounding character and context of the existing neighbourhood. This transition zone is further managed through the inclusion of a community park, offering a local open space amenity for new and old residents.



RESIDENTIAL TOWNS UP TO 4 STOREY

RESIDENTIAL BACK TO BACK/ STACKED UP TO 4 STOREY

NET SITE AREA	**31 883 SM**
PROPOSED GFA	**37 705 SM**
RESIDENTIAL GFA	**37 705 SM**

UNITS

TOWNS	196
APARTMENT	0
TOTAL	**196**

PARKING / SERVICE ENTRANCE

BUILDING ENTRNACE

Precinct Plans are for demonstration purposes only. Actual layout and dimensions may change.

Parkside

Parkside will be defined by its connections to the Telescopic Park and the Natural Corridor.

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 Parkside Sub-precinct will contain predominantly low-rise residential buildings. A mid-rise signature element will punctuate the low-rise form at the waterfront. The built form typologies in the Parkside Sub-precinct will appropriately integrate with the surrounding character and context of the existing neighbourhood.

RESIDENTIAL TOWNS
UP TO 4 STOREY

RESIDENTIAL - MID RISE
UP TO 15 STOREY

NET SITE AREA	**52 414 SM**
PROPOSED GFA	**64 371 SM**
RESIDENTIAL GFA	**64 371 SM**

UNITS

TOWNHOMES	182
APARTMENT	128
TOTAL	**310**

PARKING / SERVICE ENTRANCE

BUILDING ENTRNACE

Precinct Plans are for demonstration purposes only. Actual layout and dimensions may change.

Micro-Climate

The Master Plan will manage micro-climate conditions to ensure a safe and comfortable pedestrian environment is maintained throughout all times and seasons.

Wind

The majority of grade-level areas within and surrounding the Site will be acceptable for pedestrian uses on a seasonal basis. Additionally, wind conditions across both the Site and surrounding developments will benefit significantly upon the introduction of the proposed development. The proposed massing will provide significant shielding as compared to existing conditions. Furthermore, no regions beyond the study site will experience conditions considered to be uncomfortable or dangerous upon the introduction of the proposed development.

Shadows

The preliminary Shadow Study demonstrates that adequate sunlight will be ensured on residential private outdoor amenity spaces, communal outdoor amenity areas, the public realm, and building faces. Notably, the new Public Park and lands to the south not subject to this application remain more than 50% sunlit during all times of the day on June 21, September 21, and December 21, consistent with criterion 3 of Mississauga's Shadow Study terms of reference. In fact, these lands remain nearly 100% sunlit during the test period on June 21 and September 21. Similarly, the Lakeshore Road West boulevard opposite the site remains unshadowed except 8:35 am on September 21 and between 9:19 and 10:17 am on December 21.

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

Sustainability

Sustainability is a key component of the Master Plan. The following section was completed by Urban Equation, a sustainability consultant retained to create a plan that ensures the redevelopment delivers a complete, healthy, sustainable, connected and productive community.

Port Credit West Village Sustainability Framework is Grounded in One Planet Living Principles

One Planet Living

Research has shown that North Americans are living, building, and consuming as if we have 5 planets worth of resources. We only have 1 planet and we need to act accordingly.

Port Credit West Village recognizes the goals of the Government of Canada, the Province of Ontario and the City of Mississauga to curb climate change and build a more sustainable, responsible, and low impact environment. Port Credit West Village is a unique opportunity to create a world-class community that would demonstrate Mississauga's ability to deliver on its climate change commitments and create a legacy for future generations.

Inspired by the 10 Principles of One Planet Living™, the Port Credit West Village Partnership Group is proposing a community that exceeds municipal objectives and could serve as a model community, a demonstration on how communities can be complete, healthy, sustainable, connected and productive.

Port Credit West Village Sustainability Framework

Port Credit West Village (PCWV) will create a community in which people enjoy happy, healthy lives within their fair share of the earth's resources, leaving space for nature. One Planet Living was used as a resource to define the PCWV Sustainability Framework. The framework includes 3 big green moves:

Low Carbon Living

Sustainable Transport
Low Carbon
Materials + Products

Green Infrastructure

Land Use + Nature
Sustainable Water
Reduce Waste

Healthy Living for All

Health + Happiness
Culture + Community
Local and Sustainable Food
Equity + Local Economy

Aligning with Mississauga's Green Vision

Our Future Mississauga

Move
developing a transit oriented city

Belong
ensuring youth, older adults and new immigrants thrive

Connect
completing our neighbourhoods

Prosper
cultivating creative and innovative businesses

Green
living green

Mississauga Green Development Standard

1. Protect, enhance and restore natural areas
2. Provide green space
3. Create effective urban structure
4. Reduce GHG emissions
5. Manage storm water

Living Green Master Plan

1. Lead and Encourage Environmentally Responsible Approaches
2. Conserve, Enhance and Connect Natural Environments
3. Promote a Green Culture

City of Mississauga's Visionary Action for Living Green

We will transform Mississauga into a "net-zero" carbon city to become a leader in green initiatives by reducing greenhouse gas emissions in our city.

Inspiration Port Credit

1. Embrace the water
2. Celebrate Port Credit's Waterfront Heritage and Cultural Footprint
3. Live Green and Blue (Maximizing open space)
4. Create an Economically Thriving, Sustainable Waterfront
5. Connect Land and Water
6. Balance and Embrace Regional Context
7. Activate early and often

The PCWV Sustainability Framework Supports and Expands the Goals of Our Future Mississauga

This diagram outlines the various focus areas included in the PCWV Sustainability Framework and each relates to and builds upon the 5 strategic pillars set out in the Strategic Plan: Our Future Mississauga.

Move
developing a transit oriented city

Belong
ensuring youth, older adults and new immigrants thrive

Connect
completing our neighbourhoods

Prosper
cultivating creative and innovative businesses

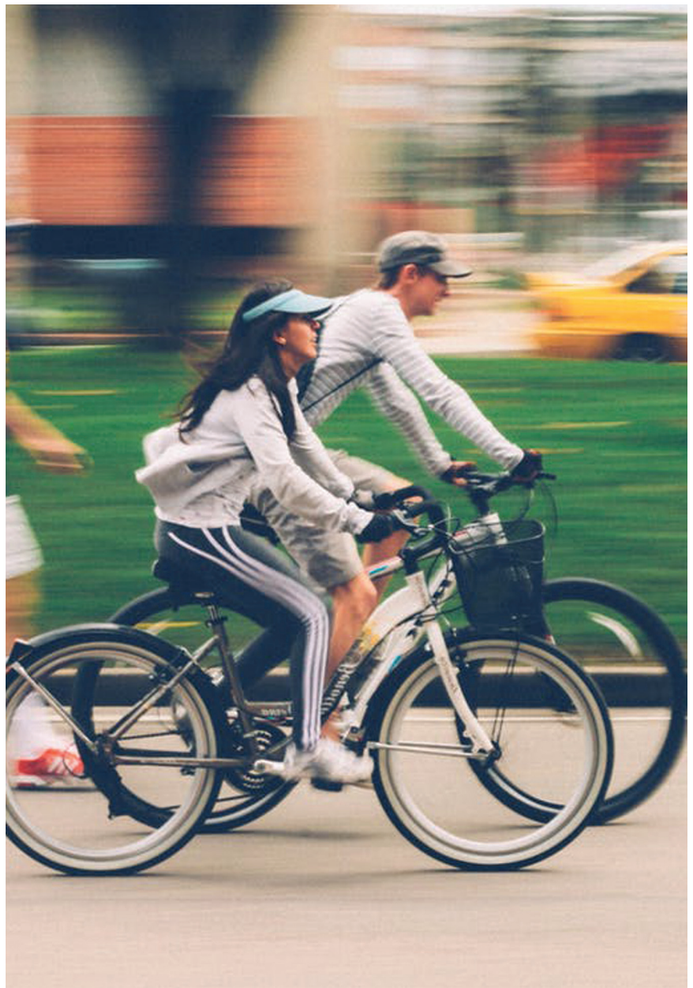
Green
living green

PCWV Sustainability Framework	Our Future Mississauga
Health and Happiness	
Equity and Local Economy	
Culture and Community	
Land Use and Wildlife	
Sustainable Water	
Local and Sustainable Food	
Materials and Products	
Travel and Transport	
Reduce Waste	
Low Carbon	

The PCWV Sustainability Framework Exceeds Municipal and Provincial Policy

	Our Future Mississauga	Inspiration Port Credit	Natural Heritage & Urban Forestry Strategy	Mississauga Green Development Standard		Growth Plan for Greater Golden Horseshoe (GGH)	ON Climate Change Action Plan
				LEED Silver	Stage 1		
Health and Happiness	✓	✓	✓				
Equity and Local Economy	✓	✓					
Culture and Community	✓	✓				✓	
Land Use and Wildlife	✓	✓	✓	✓	✓	✓	✓
Sustainable Water	✓	✓		✓	✓	✓	✓
Local and Sustainable Food						✓	
Materials and Products	✓			✓		✓	
Travel and Transport	✓	✓		✓	✓	✓	✓
Reduce Waste	✓			✓		✓	✓
Low Carbon	✓	✓		✓		✓	✓

Port Credit West Village Sustainability Framework – Defined



Port Credit West Village Sustainability Framework

Port Credit West Village will create a community in which people enjoy happy, healthy lives within their fair share of the earth's resources, leaving space for nature. One Planet Living was used as a resource to define the PCWV Sustainability Framework.

The framework includes 3 big green moves:

Low Carbon Living

Sustainable Transport
Low Carbon
Materials + Products

Green Infrastructure

Land Use + Nature
Sustainable Water
Reduce Waste

Healthy Living for All

Health + Happiness
Culture + Community
Local and Sustainable Food
Equity + Local Economy

Low Carbon Living

Port Credit West Village will include transportation options and building design that make it easy for residents to make healthy low carbon choices—reducing their impact on the environment and saving on monthly energy bills. Innovative partnerships and pilot projects will be considered.

Sustainable Transport

Reduce car dependence and the need for everyday travel by:

- Providing a mix of land uses and services on-site to support walkable community.
- Providing on-site shuttle to GO station.

Make it easy and attractive for people to walk and cycle by:

- Designing fine-grained streets and blocks, with connections to on-site and adjacent trails.
- Providing bicycle parking and bike share hubs with repair stations.

Promote low carbon transportation by:

- Providing on-site transit and shuttle stops, with travel information screens, and connections to future 15 minute GO Rail.
- Allocating on-site parking spaces for car share.

Low Carbon Living

Low Carbon

Promote holistic energy planning by:

- Performing community energy study including evaluation of load sharing, alternative utility partners and funding sources.
- Establishing Energy Use Intensity (EUI) targets by building type.

Encourage energy efficient buildings by considering:

- Implementing lower window-to-wall ratios, with improved window systems and building envelope performance, passive design strategies.
- Using efficient mechanical and electrical systems.

Consider low carbon energy sources such as:

- Geothermal and/or other renewables.
- On-site solar generation.

Low Carbon Living

Materials + Products

Select materials for their positive social and environmental benefit or for reduced negative impact and avoid toxic materials by:

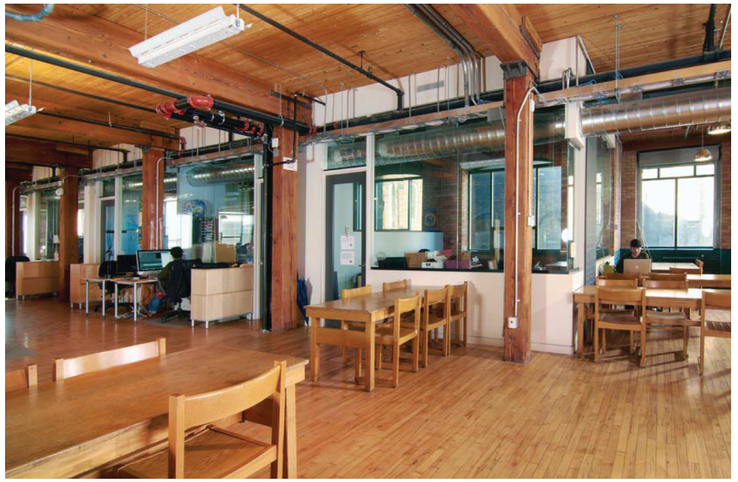
- Working with design team to specify material requirements and creating a list of materials that should not be used in the project.

Promote sustainable living by making it easy to share and reduce material consumption by:

- Considering ways to stimulate the sharing economy and collaboration through design.

Achieve a high percentage of recycled, reclaimed and local materials by:

- Developing performance specifications for contractors for waste diversion.



Green Infrastructure

Port Credit West Village will include innovative infrastructure made up of green and blue ways that house water management, safe walking and cycling and offer visible interaction with water, including excellence in water design management via low-impact design measures incorporated throughout the site.

Land Use + Nature

Create a positive net contribution to local biodiversity and sustainable agriculture by:

- Planting to attract pollinators with a diversity of trees and native/adaptive species.
- Maintaining tree canopy and re-using large caliber trees where viable.
- Considering creation of habitat/demonstration gardens.
- Designing for rooftop gardens, farmers markets and community group agriculture.

Provide clean water, clean air, and carbon sequestration by:

- Using Low Impact Design (LID) systems to clean/ retain storm water and supply green features.
- Designing urban canopy for carbon sequestration, low landscape maintenance.
- Promoting pedestrian and cycle community.

Engage people in recognizing the value of nature by:

- Providing space for landscape based rituals, citizen science and access to lake front for water based activities and connection to existing neighbouring parks.

Green Infrastructure

Sustainable Water

Contribute to sustainable water management and flood risk mitigation in the surrounding area by:

- Setting technical requirements for water quality, quantity and storage, use municipal infrastructure and LIDs (bio swales, enhanced boulevards, green streets).
- Reducing consumption in buildings (low-flow fixtures, rainwater harvesting, cisterns).
- Explore water reuse.
- Providing sufficient drainage to feed meadow habitat, aquatic garden and green features.

Engage the community by:

- Showing how water quality is better than typical with visual interactive infrastructure/ demonstration projects and education (treatment train).
- Providing community access to water, water fountains, etc.
- Considering opportunities to install LIDS along Mississauga Road where new storm sewers already require reinstating boulevards/ROWs.

Green Infrastructure

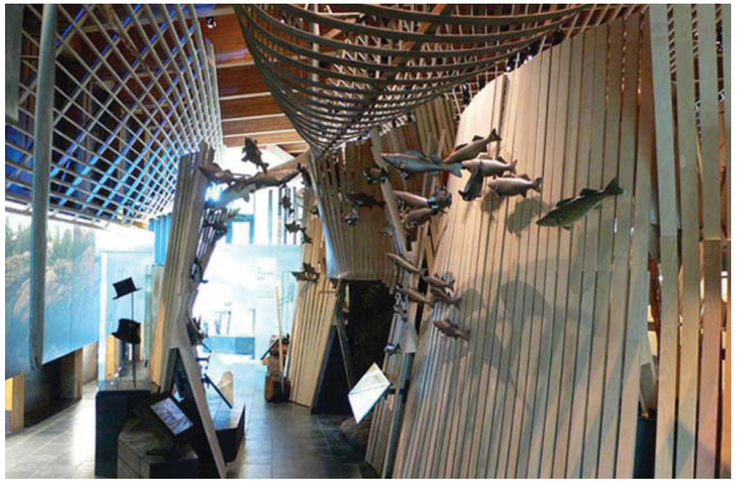
Reduce Waste

Reduce construction waste and future renovation waste by:

- Requiring design teams and contractors to prioritize construction materials that are low impact, durable, local and reclaimed.

Achieve high recycling and composting rates in operation with low waste to landfill by:

- Providing diversion infrastructure in buildings and in the public realm to collect and divert resources.
- Exploring opportunities for on-site collection of organics for composting and biofuel production.



Healthy Living for All

Port Credit West Village will include places that are inviting for children, families and seniors, inspire and encourage active living and promote mental and physical health, including a range of housing, retail and commercial opportunities.

Health + Happiness

Increase levels of happiness and contentment by:

- Invoking a sense of fun and imagination into the design of public open spaces and buildings.
- Designing green spaces, social gathering places and common spaces for residents and visitors throughout the community.

Increase levels of physical, social and mental health by:

- Designing a safe and accessible mobility framework to promote active transportation.
- Providing publicly accessible green space and indoor and outdoor recreation facilities to promote social, physical and mental health benefits.
- Incorporating services for residents such as a community medical clinic, retail, and restaurants as part of the design.
- Designing to CPTED (Crime Prevention Through Environmental Design) principles.

Healthy Living for All

Culture + Community

Foster a sense of belonging, enable social inclusion and encourage active citizenship by:

- Building vibrant public spaces to facilitate local community gatherings.
- Designing neighborhoods to be accessible by foot, to promote stronger, more tightly-knit communities.
- Providing a diversity of housing options for all people including children and those who wish to age in place.
- Creating naturalized gardens for residents to learn about ecology and foster a sense of stewardship.

Enhance local culture and heritage and nurture a new culture of sustainability by:

- Incorporating interactive design to create a sense of place.
- Investing in centres of discovery and learning.
- Showcasing the history of site and highlighting environmental features.
- Facilitate the investment in long-term operations and maintenance of community related facilities such as LIDs, public/private parks, open spaces, community learning and roof gardens.

Healthy Living for All

Local and Sustainable Food

Make it easy and attractive for people to enjoy fresh, local, seasonal, healthy produce and low carbon diets by:

- Creating a food-focused site design that integrates food retail and urban agriculture.
- Providing food growing space to residents through rooftop plots, urban agriculture and community planters.

Promote sustainable and ethical farming which supports biodiversity by:

- Engaging retailers or local farmers to increase access to local food in the community, which could include providing space for a local farmer's market.

Reduce or eliminate food waste by:

- Providing education and diversion infrastructure in all building types and public spaces.

Healthy Living for All

Equity + Local Economy

Promote diversity and equality of opportunity across gender, race, age and sexual orientation by:

- Creating public realms that host diverse programs/ events.
- Creating places for children to play and learn, for young adults to work, play or socialize, for elderly to live.
- Creating welcoming places of racial diversity.
- Ensuring individuals of all genders feel safe and empowered.
- Designing accessible and universal spaces.
- Seamless integration and access to both publicly and privately owned open spaces at grade.

Reduce rising income and wealth inequalities and create places where people from a range of incomes can live or work by:

- Allowing for wide range of housing typologies.
- Building mixed-use commercial buildings, creating a variety of retail opportunities, with commercial spaces and live/work options.
- Providing local work opportunities and training.
- Designing for business/tech incubator work spaces.

Mississauga Green Development Standards

Port Credit West Village Sustainability Framework incorporates strategies from the Green Development Standards.

On-Site Storm Water Retention Technologies

(maximize natural infiltration and retention)

- Bio-retention
- Rainwater Harvesting
- Permeable Paving
- Grass and Dry Swales
- Green Roofs

Soft Landscape Material

- New Trees (minimum soil volumes and shade trees on all street, open space and public walkways)
- Native vegetation (50% of proposed plantings are native)

Pedestrian and Cycling

- Pedestrian Walkways
- Pedestrian Comfort
- Bicycle Parking (50% of occupant parking in secure, weather protected area)

Exterior Building Design

- Bird Friendly Glazing
- Site and Building Lighting (no trespass and no up-lighting)

All renderings are artistic concepts intended to convey building massing. They do not reflect final architecture or landscape design.
The City's vision along the shoreline and waterfront lands are included for illustrative purposes only. These lands are not subject to this application.

Conceptual Phasing

Conceptual Phasing

The phasing plan has been strategically divided into five phases that reflect a combination of environmental, market and civil/servicing considerations.

	Phase One	Phase Two
Phase	Phase One consists of townhouses along the western edge of the Site, and commercial/ mixed-use buildings along Lakeshore Road West. This phase also includes a portion of the mid-rise residential buildings south of the Lakeshore commercial area and along the Lake Ontario.	Phase Two moves to the centre of the site. It consists of a mix of townhouses and mid-rise buildings south of the Lakeshore commercial area.
Timing	• Construction to commence Q3 of 2019	• Construction to commence Q3 of 2021
Residential	• Total of approximately ± 810 new residential units. • ± 210 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.	• Total of approximately ±390 new residential units. • ±140 Condominium townhouses • Includes Community Park along Mississauga Road South
Retail & Commercial	• Total of ±200,000 square feet of new commercial (both office and retail).	
Public Space	• The Lakeside Park will be developed as part of the first phase.	
Construction & Permanent Access	• Signalized access on Lakeshore Road West • Unsignalized west access on Lakeshore Road West • Unsignalized east access on Lakeshore Road West • Unsignalized access on Mississauga Road South	• Signalized access on Lakeshore Road West • Unsignalized west access on Lakeshore Road West • Unsignalized east access on Lakeshore Road West • Unsignalized access on Mississauga Road South

Phase Three delivers a portion of the Campus Sub-precinct and the townhouses along Mississauga Road.

- Approximately ±380 new residential units.
- Condominium townhouses with one level of underground garage.
- Two condominium towers.

- The Lakeside Campus district includes at-grade commercial uses at the base of the residential condominium towers
- Approximately ±150,000 square feet of campus uses, including approximately ± 80,000 square feet of potential space for YMCA and/or other innovative partners and other commercial, institutional, and retail uses.

- Signalized access on Lakeshore Road West
- Unsignalized west access on Lakeshore Road West
- Unsignalized east access on Lakeshore Road West
- Unsignalized access on Mississauga Road South
- Unsignalized south access on Mississauga Road South (future Lake Street extension)

Phase Four, developed the townhouses and mid-rise residential buildings north of the Campus Sub-precinct.

- Construction to commence Q2 of 2023
- Total of approximately ± 670 new residential units.
- Condominium townhouses with underground garage or below grade parking at rear.
- Includes a 12-storey residential building and a 26-storey residential building

- Signalized access on Lakeshore Road West
- Unsignalized west access on Lakeshore Road West
- Unsignalized east access on Lakeshore Road West
- Unsignalized access on Mississauga Road South
- Unsignalized south access on Mississauga Road South (future Lake Street extension)

Phase Five the final phase, completes the Campus Sub-precinct.

- Construction to commence Q2 of 2025
- Total of approximately ± 250 new residential units.
- Includes two buildings - 15- and 19-storeys respectively

- Remainder of campus completed with additional ±25,000 square feet of commercial, institutional, and retail uses.

- Signalized access on Lakeshore Road West
- Unsignalized west access on Lakeshore Road West
- Unsignalized east access on Lakeshore Road West
- Unsignalized access on Mississauga Road South
- Unsignalized south access on Mississauga Road South (future Lake Street extension)

FISH & CHIPS
STARBUCKS COFFEE
salmon strike
CHARTERS
416-464-0162

04 Planning Policy Review

4.1

Provincial Policy Statement

The Provincial Policy Statement (PPS) came into effect on April 30th, 2014, and provides policy direction on matters of Provincial Interest related to land use planning and development. The PPS supports the development of strong communities by promoting the efficient use of land, resources, and infrastructure. It encourages development patterns that establish strong, liveable, and healthy communities by endorsing intensification as an appropriate method to accommodate growth and increase urban vitality. The proposed Master Plan represents the land use patterns endorsed by the PPS. It is consistent with the entire PPS, and specific policies as described below.

Section 1.1

Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

The PPS supports healthy, liveable and safe communities that promote efficient development and land use patterns that accommodate a range and mix of residential, employment, institutional, recreation, parks and open spaces, and other uses to meet long-term needs (policy 1.1.1). It also directs planning authorities to identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (1.1.3.3). Where intensification is earmarked, the PPS supports compact form that mitigates risks to public health and safety.

The proposed development seeks to create a compact, healthy, liveable, and safe community supported by efficient development and land use patterns. Through intensification and redevelopment of a former brownfield site, it will introduce residential, retail, commercial, institutional, and recreational uses, with a 14.5 acre parkland dedication. In doing so, the Master Plan is consistent with Section 1.1.

Section 1.2

Coordination

The PPS encourages consultation with Aboriginal communities. As part of this application, the development proponents will provide the requested information and meet with appropriate First Nations groups that have identified an interest in the master planning process for these lands.

Section 1.4

Housing

The PPS supports the provision of an appropriate range and mix of housing types and densities to meet the projected requirements of current and future residents by promoting densities which efficiently use land, resources, infrastructure and public service facilities. It also encourages intensification and development that minimize the cost of housing and facilitate compact form (1.4.3).

The proposed development will provide a variety of housing types and tenures in a variety of building typologies, including townhouses, mid-rise, and tall buildings. Moreover, it will deliver opportunities for affordable housing for low and moderate income households. In doing so, the Master Plan is consistent with Section 1.4.

Section 1.5

Public Spaces, Recreation, Parks, Trails and Open Space

The PPS identifies the importance of public spaces, recreation, parks, trails, and open spaces to the development of healthy and active communities. Policy 1.5.1 promotes public streets, spaces, and facilities that are safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity. Additionally, where applicable, it encourages opportunities for public access to shorelines.

The Proposed Master Plan will establish a varied public realm experience comprising parks and open spaces, streets with wide boulevards, privately owned publicly accessible spaces, and shoreline connections. These spaces will provide opportunities for social interaction

and community connectivity, while creating safe conditions through eyes on the street. For this reason, the Master Plan is consistent with Section 1.5.

Section 1.6

Infrastructure and Public Service Facilities

The PPS promotes stormwater management techniques including exploring low impact development and maximizing the extent and function of vegetative and pervious surfaces (1.6.6.7). It also encourages land used patterns, densities, and uses that minimize the length and number of vehicle trips, and support current and future active transportation (1.6.7.4).

The proposed Master Plan takes a holistic approach to stormwater management, as outlined in the Functional Servicing Report. Additionally, its fine-grain network of streets and mix of uses will support active transportation. In doing so, the Master Plan is consistent with Section 1.6

Section 1.7

Long-Term Economic Prosperity

The PPS supports economic prosperity by encouraging economic development, a sense of place and considering the ecological benefits provided by nature (policy 1.7.1). Additionally, policy 1.7.1e specifically encourages brownfield redevelopment as a path towards long-term economic prosperity.

The Master Plan will introduce commercial and retail uses to create opportunities for economic development and community investment-readiness. It will also encourage a sense of place through unique architectural elements, strategically located taller elements, and publicly accessible parks and open spaces. As per the Environmental Impact Study, wildlife movement will also be accommodated on site. Finally, the redevelopment of a former brownfield site is consistent with the direction set out in section 1.7.

Section 1.8

Energy Conservation, Air Quality and Climate Change

Policy 1.8.1 directs planning authorities to promote energy efficiency and improved air quality through land use and development patterns that seek to improve the mix of employment and housing choices to shorten commute journeys, and promote compact forms of development.

The Master Plan seeks to create a compact, complete community incorporating a mix of residential, retail, commercial, and institutional uses. These land uses, in conjunction with a fine-grain street network, will help establish a walkable condition that shortens daily journeys. A number of sustainability measures are also being explored, as outlined in section 3. For these reasons, the Master Plan is consistent with Section 1.8.

Summary Opinion

The proposed Master Plan is consistent with the PPS, and supports its vision for strong communities supported by the efficient use of land, resources, and infrastructure. The incorporation of a mix of uses, a fine grain network of streets and blocks, and a diverse public realm will ensure that the development is compact, walkable, safe, and connected. The redevelopment of a brownfield site will deliver a new waterfront destination with associated investment and tourism activity, enhancing Mississauga's long term economic prosperity.

4.2

Growth Plan for the Greater Golden Horseshoe

The 2017 Growth Plan for the Greater Golden Horseshoe ("Growth Plan") is a provincial plan that directs how growth in the Greater Golden Horseshoe should be managed until 2041. The Growth Plan provides policies that address housing, transportation, infrastructure, land use planning, urban form, and natural heritage protection at a regional scale. Together, these policies provide an instructive basis on which to achieve the vision of a region that offers a wide variety of choices for living, ease of mobility, a healthy natural environment, and resilience and adaptability to a changing climate. The proposed master plan conforms with, and supports, the vision of the Growth Plan, including the specific policies outlined below.

Chapter 2
Where and How to Grow

The Growth Plan directs mixed-use intensification within strategic growth areas, including brownfield sites. It supports mixed-use, complete communities that better use land and existing infrastructure and accommodate forecasted growth in the region. These communities should be compact and efficient, while adaptable to changes in the economy, climate, and demography.

Section 2.2
Policies for Where and How to Grow

The proposed Master Plan will redevelop a brownfield site into a complete community that features a diverse mix of land uses, including residential and employment uses, while providing convenient access to local stores, services and public service facilities. The deployment of residential uses will establish a diverse range of housing options in close proximity to retail, commercial, and institutional uses. The compact, complete community will be supported by a range of transportation choices, a significant open space and park system, a vibrant public realm, and opportunities for co-located public service facilities. In this way, the proposed Master Plan in consistent with the policies of section 2.2, specifically 2.2.1, 2.2.2, and 2.2.6.

Chapter 3
Infrastructure to Support Growth

Section 3.2
Policies for Infrastructure to Support Growth

The proposed Master Plan is consistent with, and supports, the policies set out in section 3.2.2 Transportation – General, specifically 3.2.2.2 and 3.2.2.4. The proposed transportation system will enhance connectivity through a site that is currently inaccessible from Lakeshore Road West, while providing a range of transportation choices that will reduce reliance on the automobile. The street network has been designed with pedestrian and cycling infrastructure to promote active transportation. Additionally, accommodations for a potential MiWay route through the site or a shuttle to and from the Port Credit GO Station is considered. This will provide additional intermodal linkages to the nearby Port Credit GO Station, consistent with policy 3.2.5.1(e)(ii).

The proposed Master Plan is also consistent with the stormwater management policies set out in section 3.2.7, as outlined in the Functional Servicing Report.

Chapter 4
Protecting What is Valuable

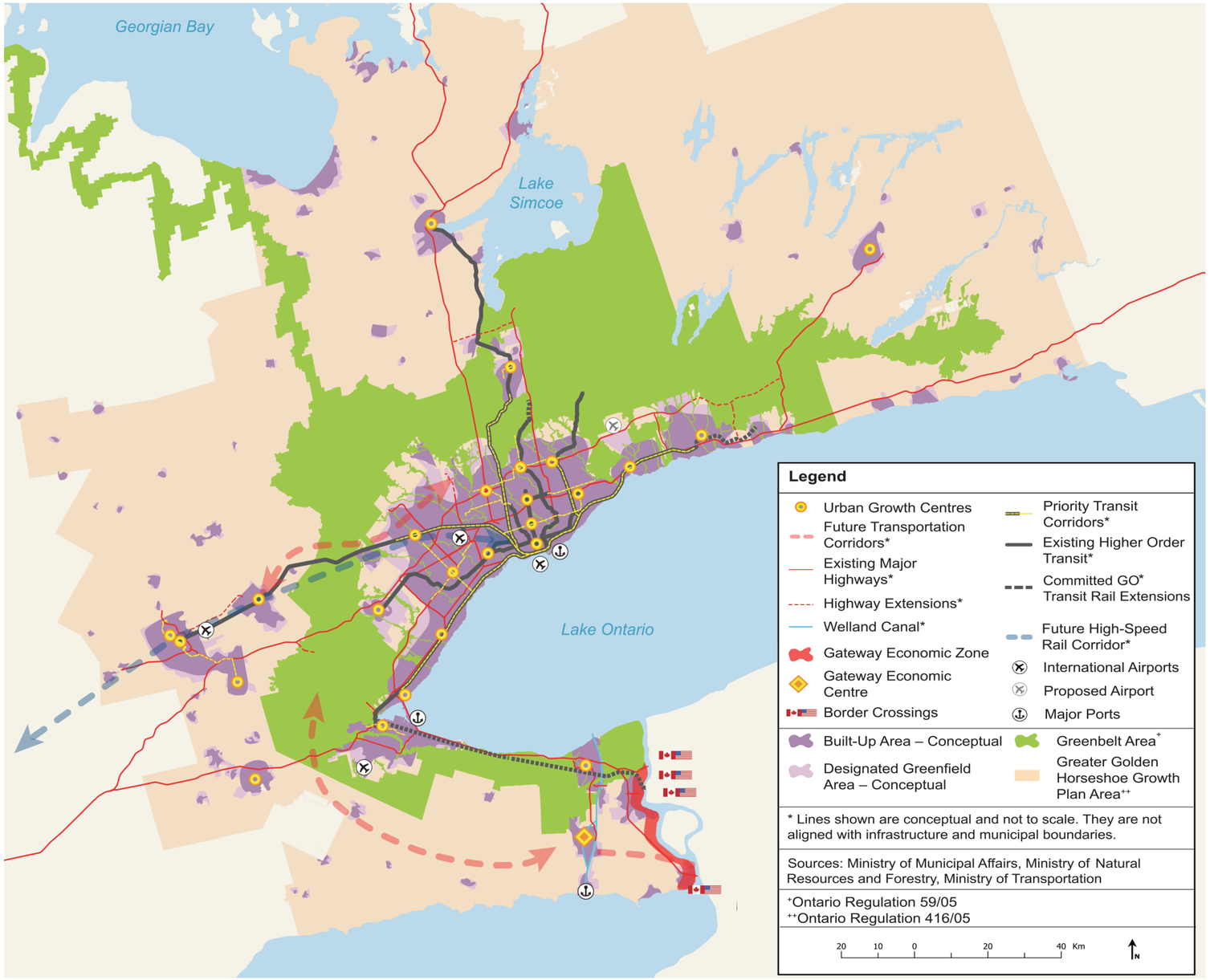
Section 4.2
Policies for Protecting What is Valuable

The proposed Master Plan is consistent with section 4.2 of the Growth Plan. It supports the Province's direction to provide publicly accessible parkland and trails in shoreline areas with clear demarcations between public and private access. The Public Park is based on a coordinated approach to trail planning, strengthening the existing connections between J.C. Saddington Park and Ben Machree Park (policy 4.2.5.1). The built form has been deployed to manage a respectful transition to the Old Port Credit

Neighbourhood Heritage Conservation District to the east of the site, conforming to policy 4.2.7.1. Finally, the proposed Master Plan takes on board the Growth Plan's direction to instill a culture of conservation, particularly through its land use and urban design approach. The compact built form, efficient use of land, public and active transportation considerations, stormwater management approach, and remediation of a contaminated site are consistent with policy 4.2.9.1, and will contribute to helping the Region of Peel to reduce its overall greenhouse gas emissions.

Summary Opinion

The proposed Master Plan conforms to the Growth Plan. It supports the Growth Plan's direction to develop complete communities with diverse land uses, multimodal transportation infrastructure, parks and open spaces, and a vibrant public realm. In addition, the proposed densities will assist the Region of Peel in accommodating its forecasted growth within a delineated built-up area.



4.3

Region of Peel Official Plan (2014) and ROPA 27

The Region of Peel Official Plan ("OP") is a long-term plan developed in accordance with the Ontario Planning Act. The OP provides a policy framework to assist the Region in managing growth and development in a manner that protects the environment, manages resources, and respects the regional structure. Relevant Official Plan policies supporting the proposed Master Plan are detailed below.

ROPA 27

The Regional Official Plan Amendment 27 (ROPA 27) was introduced in 2017 to achieve conformity to Provincial initiatives around health and the built environment, age-friendly planning, and technical and administrative updates. ROPA 27 recognizes the importance of healthy and age-friendly built environments to achieving active and healthy communities, reflected in Region's Term of Council Priority to promote mobility, walkability, and various modes of transportation. ROPA 27 provides new policy directives for the Region and its municipalities to make manifest this agenda.

The proposed Master Plan is consistent with this new policy direction, including the new objectives introduced in Chapters 6 and 7. The proposed zoning by-law amendment makes provisions for hospice, long-term care, and retirement dwelling uses, conforming to objective 6.3.1.2. Furthermore, the provision of commercial, retail, and institutional uses will support these residential uses, consistent with objective 6.3.1.4. The proposed Master Plan also conforms to the policy direction set out in the amended chapter 7. Section 7.4 codifies the Region's commitment to creating pedestrian, cyclist, and transit supportive infrastructure, noted for its combined contribution to developing healthy communities. ROPA 27 requires municipalities to incorporate the Healthy Development Framework into their official plans. The proposed Master Plan supports the intent of this Framework, chiefly through its density deployment, provision of services, compact and diverse land use plan, fine-grain street and block network, and green, active streetscape design.

It is our opinion that the Master Plan will deliver an age-friendly community that promotes and facilitates physical activity and optimizes the health promoting potential of communities.

Chapter 2

The Natural Environment

Chapter 2 sets out a broad range of policies to protect Peel's natural environment. The goal, as specified in policy 2.1.2, is to create and maintain a system of environmental features to ensure a resilient and self-sustaining natural environment. Policies 2.2.5 and 2.2.6 provide direction on protecting the integrity of large environmental systems through groundwater management and remediation activities along Lake Ontario's shoreline. The proposed Master Plan conforms to both policies by way of extensive remediation plans and ground and stormwater management. Section 2.5 provides policies that promote a wide range of environmental enhancement and restoration activities. The redevelopment of a former oil refinery site, and the remediation of contaminated soils is consistent with this direction.

Chapter 3

Resources

The Region of Peel uses Chapter 3 to set out policies to protect its natural and cultural resources. Notably, it promotes supporting initiatives of the Waterfront Regeneration Trust including the Lake Ontario Waterfront Trail (3.5.2.5), the preservation of cultural heritage resources (3.6.1), and energy efficient land use and development patterns (3.7.1.1 and 3.7.2.1). The proposed Master Plan conforms to these policies by way of a new Public Park, linkages to the Waterfront Trail, a respectful transition in scale to the neighbouring Old Port Credit Neighbourhood Heritage Conservation District, and a development pattern characterized by compact built form and efficient land use.

Chapter 5
Regional Structure

Chapter 5, Regional Structure, provides policy direction for, among other things, growth management, housing, and transportation. The Region of Peel's goal for growth and development is articulated in policy 5.1.2:

To provide a diversity of healthy complete communities for those living and working in Peel Region, offering a wide range and mix of housing, employment, and recreational and cultural activities. These communities will be served and connected by a multi-modal transportation system and provide an efficient use of land, public services, finances and infrastructure, while respecting the natural environment, hazards and resources, and the characteristics of existing communities in Peel.

The proposed Master Plan achieves various policies in chapter 5 by:

- Remediating a contaminated brownfield site according to provincial standards (5.1.3.3)
- Redeveloping a site within the Urban System (5.3.2.2; 5.5.1.1)
- Establishing a complete community that is compact, well-designed and transit oriented while offering a diverse mix of transportation and housing options (5.5.2.1; 5.8.1.1; 5.9.2.2(a)(b)(c)(e))
- Contributing to Mississauga's required residential development within the built-up area (5.5.3.2.4)
- Providing a range of housing types and tenures, including affordable housing options and live/work spaces (5.8.1.4; 5.8.2.3; 5.8.3.1.1)
- Reducing auto dependency through the provision of active transportation infrastructure and facilities (5.9.9.1.1; 5.9.9.2.1(a); 5.9.10.1.2)
- Introducing non-residential uses and housing to reduce the need for long distance commuting (5.9.9.2.1(c))
- Providing active transportation, potential MiWay or shuttle service linkages to the Port Credit GO station (5.9.10.2.1(b))
- Creating a compact built form with a diverse range of land uses to foster and support the use of active transportation (5.9.10.2.4)

Summary Opinion

The proposed Master Plan conforms to the Region of Peel Official Plan by protecting and enhancing the integrity of the subject site's environmental conditions, managing natural and cultural resources, and developing a complete community that provides a diverse range of residential, commercial, retail, and institutional uses supported by a multi-modal transportation network.

4.4
Mississauga Strategic Plan

Mississauga's Strategic Plan 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.

Summary Opinion

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 and community hub in the heart of the Village Square 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, tourism activity, and institutional and community-oriented services and facilities. Finally, the Master Plan is informed by a Sustainability Framework, as outlined in Chapter 3.

4.5

Mississauga Official Plan

In 2010, the City of Mississauga adopted its new Official Plan ("OP"), a document that guides growth and development in the city to the year 2031. The OP provides an urban hierarchy and urban system to guide growth, in addition to policies that promote valuing the environment, developing complete communities supported by a multimodal transportation network, building a desirable urban form, and fostering a strong economy. The OP does not provide specific policies for the Port Credit Neighbourhood. Instead, as laid out in chapter 16, OP policies for lands within the Port Credit Neighbourhood are contained in the Port Credit Local Area Plan. That notwithstanding, many of the general OP policies support the proposed Master Plan as outlined in the following sections.

Chapter 4

Vision

Chapter 4 of the Mississauga OP codifies the direction of the Region of Peel Official Plan by establishing a vision for Mississauga as a sustainable city that protects its natural and cultural heritage resources, including the Lake Ontario waterfront and its established, stable neighbourhoods. As set out in section 4.5, the vision will be achieved by valuing the environment, supporting the development of complete communities, creating a multimodal city, building a desirable urban form, and fostering a strong economy.

The proposed Master Plan contributes to the vision articulated in Chapter 4 through its mobility, public realm, and built form frameworks.

Chapter 5

Direct Growth

The Urban System in Mississauga is comprised of the Green System, City Structure, and Corridors. The OP directs forecasted growth to particular areas as informed by these layers to ensure that resources and assets are managed in a sustainable manner (5.1.3).

Generally, the OP supports growth that maintains the City's natural, environmental, and cultural resources, and creates compact, mixed use development that is transit supportive (5.1.5 and 5.1.6). The proposed Master Plan is consistent with both policies.

The subject site is designated *Neighbourhoods* in section 5.3 City Structure, and *Special Waterfront* in Schedule 10. Chapter 16 – *Neighbourhoods* recognizes the subject site as part of the larger Port Credit Neighbourhood Character Area, and notes that OP policies for these lands are contained in the Port Credit Local Area Plan. In this way, the OP delineates the subject site as a *neighbourhood character area* requiring specific policies that go beyond the general policies contained in section 5.3.5 *Neighbourhoods*. An Official Plan amendment has been submitted with this application to identify the subject site as a Special Site referred to as Port Credit West Village.

Chapter 6

Environment

Chapter 6 establishes the City of Mississauga's direction for protecting its environment, including the *green system, water, air*, and *soil*.

Section 6.3
Green System

Section 6.3 provides policy direction for the City's Natural Heritage System, Urban Forest, Natural Hazard Lands, and Parks and Open Spaces. The Green System is recognized as part of a broader urban ecosystem that includes other green infrastructure, including trees on boulevards and landscaping on private property. The proposed Master Plan conforms to the policies in section 6.3 by:

- Respecting a development setback from the hazardous lands adjacent to the Lake Ontario shoreline, as demarcated in Schedule 3 (6.3.59)
- Designing parks and open spaces that meet the recreational, cultural, educational, and social needs of residents (6.3.64)
- Incorporating a variety of complementary activities through interconnections of pathways and multi-use recreational trails designed to accommodate clear sightlines and openness (6.3.66)
- Designing parks and open spaces with opportunities for sedentary, passive uses (6.3.67)
- Creating a seamless interface with the waterfront green system, as delineated in Schedule 1a, offering opportunities for enjoyment, appreciation, and protection of nature (6.3.76)

Section 6.4
Water

Section 6.4 Water sets out policies that require water conservation measures to be implemented in development (6.4.1.2). The Functional Servicing Report submitted with this application outlines how water will be conserved.

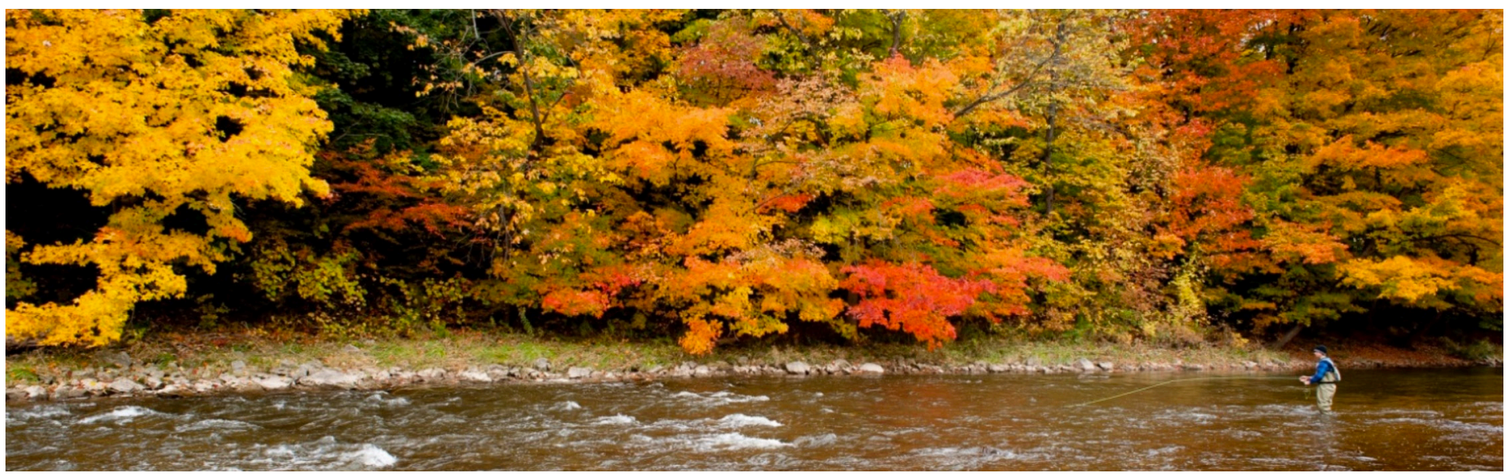
Section 6.5
Air Quality

The policies contained within section 6.5 generally support the proposed Master Plan, particularly policy 6.5.1 which states that Mississauga will promote transit, cycling, and walking (a), give preference to compact, mixed use development (b), and encourage a balance of housing and jobs to provide opportunities for shorter commutes and active transportation modes (d).

Section 6.7
Brownfield Sites

Section 6.7 provides policies for the redevelopment of brownfield sites. As per policy 6.7.4, the City of Mississauga actively promotes the redevelopment and clean up of brownfield sites. The proposed Master Plan conforms to the policies of 6.7 by:

- Considering all potential sources of contamination through the preparation of a detailed Phase One Environmental Assessment, as per Provincial Regulations (O. Reg 153/4, as amended) (6.7.1(a); (6.7.1(c))
- Developing and implementing a remedial action plan in accordance with Provincial Regulations (O. Reg 153/4 as amended) (6.7.1d))



Chapter 7

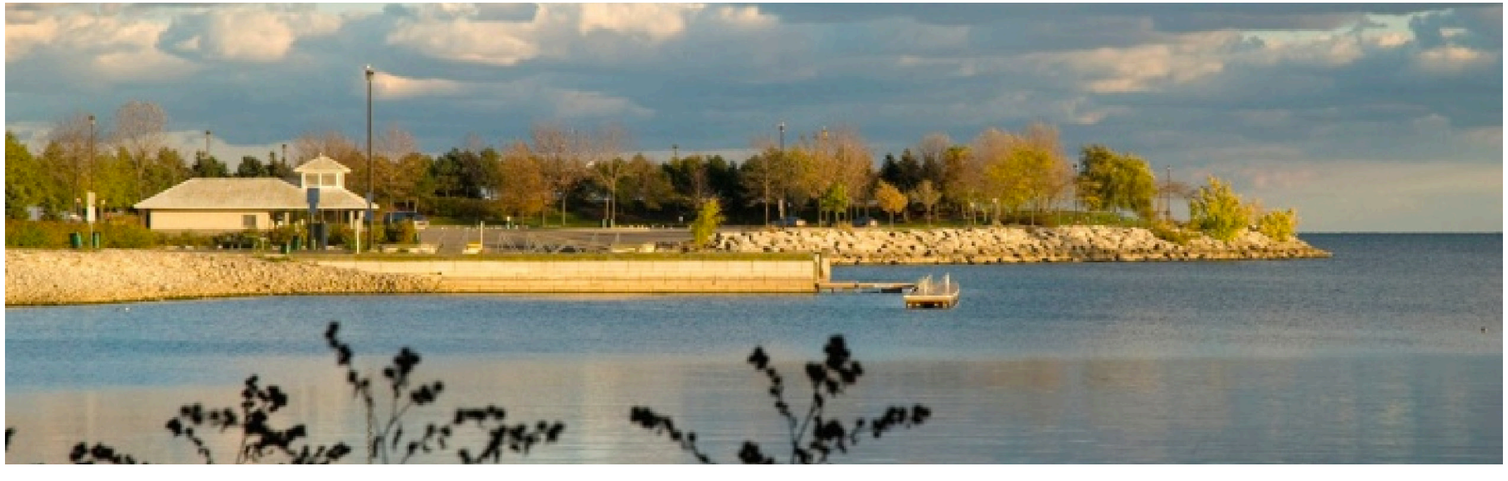
Complete Communities

The OP encourages complete communities with built environments that support public health. Per policy 7.1.3, the City encourages compact, mixed-use developments with streets that facilitate alternative modes of transportation including public transit, cycling, and walking. In addition, this policy encourages environments that foster incidental and recreational activities, and land use planning conducive to good public health. Chapter 7 provides policy direction to reach this end.

Section 7.2

Housing

The proposed Master Plan achieves the policy direction in section 7.2 through the provision of a range of housing choices in terms of type, tenure, and price (7.2.2(a)), affordable dwelling units (7.2.2(b)), and housing opportunities for people of all ages and abilities (7.2.2(c)).



Section 7.3

Community Infrastructure

Section 7.3 articulates the importance of meeting a community's social, cultural, educational, and recreational needs, and provides policy direction for the provision of community infrastructure in new developments. The proposed Master Plan achieves the policies in section 7.3 by:

- Providing a Campus with community supportive uses (7.3.1)
- Enhancing connections between the Campus to the Waterfront Trail (7.3.5(c))
- Designing the scale, layout, and configuration of the Campus in a manner that is visually compatible with surrounding neighbourhoods (7.3.7)

Section 7.6

Distinct Identities

Section 7.6 recognizes the importance of the Lake Ontario waterfront shoreline to the Mississauga Natural Heritage System, and its role as a major public destination. Per policy 7.6.2.1, the City will permit and promote a range of uses that recognize the waterfront as a focus for recreation, tourism, and economic activities. The proposed Master Plan achieves the policies in section 7.6 by:

- Providing public views and view corridors of the lake throughout the development (7.6.2.4(a)(b))
- Providing public access to the waterfront trail system (7.6.2.4(d); 7.6.2.5)
- Developing a Public Park that connects to J.C. Saddington and Ben Machree Parks (7.6.2.4(e))
- Providing a mix of institutional, recreational, residential, and commercial uses (7.6.2.4(m))
- Designing the Public Park in a way that clearly demonstrates that it is publicly accessible (7.6.2.4(o))
- Providing a Campus use with recreational, retail, and tourism activities that enhance and promote

the image of Mississauga as a waterfront city (7.6.2.6)

Chapter 8

Create a Multi-Modal City

The OP recognizes the importance of developing a multi-modal transportation system to reduce auto dependence and support multiple ways of moving throughout the city (8.1.1). Chapter 8 provides a policy framework to ensure the city's transportation system evolves in a manner that supports active transportation and public transit, in addition to private automobile use. The proposed Master Plan is consistent with these polices, as described in the following sections.

Section 8.2

Multi-Modal Network

Section 8.2 sets out the road network and associated classifications, and provides policy direction to ensure the network meets the needs of all users. The proposed Master Plan conforms to these policies by:

- Introducing road enhancements to Mississauga Road South, designated a major collector in the OP, to provide new active transportation connections (8.2.2.1 (b))
- Delivering a road network that provides mobility and accessibility to all users and introducing new pedestrian and cycling access and routes (8.2.2.2)
- Establishing a fine-grain road pattern that accommodates all users and uses (8.2.2.4)
- Exploring bus movement through the site (8.2.3.1)
- Designing all new roads with sidewalks and in some cases, multi-use trails (8.2.4.5)

Section 8.3

Transportation Infrastructure

Through section 8.3, the OP provides policy directions for the design of roads with the aim of establishing safe, comfortable roads that complement and minimize impacts to adjacent land uses and communities (8.3.1). The proposed Master Plan achieves this direction by:

- Incorporating streetscaping elements, including trees and pedestrian supportive furniture, in the design of new roads to reduce the apparent width of right-of-ways (8.3.1.2 (b))
- Reducing conflicts between private automobiles and sidewalks and cycling facilities (8.3.1.2 (c))
- Establishing safe road crossings from pedestrians and cyclists (8.3.1.2 (d))
- Providing dedicated bicycle lanes on some internal streets (8.3.3.1 (a)(b)(c)(d))
- Establishing new pedestrian connections to transit stops on Lakeshore Road West, which connect further afield to the Port Credit GO station (8.3.3.3)

Chapter 9

Build a Desirable Urban Form

The OP envisages a sustainable urban form with high quality design and a strong sense of place based on the Urban System (9.1.1), that respects the existing and planned character within neighbourhoods (9.1.3), and enhances Corridors while providing appropriate transitions to neighbouring uses (9.1.5). The proposed Master Plan is consistent with these policies, in

addition to those contained in the following sections.

Section 9.2

City Pattern

The OP provides policy direction for urban form for Intensification Areas, Non-Intensification Areas, the Green System, and Cultural Heritage. Although the built form guidelines for the subject site are contained within the Port Credit Local Area Plan, as amended through by the OPA submitted as part of this application package, the proposed Master Plan generally conforms to the policies in section 9.2 by:

- Respecting the scale and character of the surrounding area (9.2.2.3 (c))
- Minimizing overshadowing and overlook on adjacent neighbourhoods (9.2.2.3 (d))
- Exploring stormwater best management practices (9.2.2.3 (e))
- Respecting the existing scale, massing, and character of the surrounding area (9.2.2.3 (g))
- Orienting new development on Lakeshore Road West towards the street (9.2.2.6 (b))
- Framing Lakeshore Road West with a continuous street wall (9.2.2.6 (d))
- Orienting entrances and transparent windows onto Lakeshore Road West (9.2.2.6 (e))
- Consolidating access points from Lakeshore Road West into the Site (9.2.2.3 (g))
- Ensuring that Natural Heritage Systems are protected (9.2.3.1)
- Exploring sustainable design practices (9.2.3.2)
- Designing high quality open spaces that are usable and physically and visually linked to streets, parks, pedestrian routes, and in some cases, the waterfront (9.2.3.4)

Section 9.3

Public Realm

The OP defines the public realm as the land comprising streets and boulevards, public open spaces, squares, and civic buildings. Section 9.3 sets out policies specific to each of these components. The proposed Master Plan generally conforms to these policies by:

- Connecting the new street network to adjacent streets and neighbourhoods (9.3.1.4 (d))
- Establishing an attractive, safe, and walkable street network that is pedestrian scaled and transit supportive (9.3.1.4 (g)(h)
- Developing a fine-grained system of streets and blocks (9.3.1.5 (a))
- Providing community infrastructure (9.3.3.3)
- Maintaining view corridors by orienting north/south streets on a crank, replicating the pattern established north of the subject site (9.3.3.7)
- Developing connections between the new Public Park and the existing Waterfront Trail (9.3.5.3 (b))
- Establishing connections from the Public Park to J.C. Saddington and Ben Machree Parks (9.3.5.3 (c))
- Orienting new uses, buildings, and structures onto the proposed parks and open space network (9.3.5.3 (e))
- Introducing a diverse mix of parks and open spaces to meet the needs of the community, including a public square and promenade (9.3.5.3 (f))
- Planning a public realm that promotes healthy, active communities (9.3.5.4 (g))

Section 9.4

Movement

Section 9.4 provides policy direction to ensure that people and places are connected through coordinated urban design, land use, and transportation planning. Policy 9.4.1.1 articulates this vision, requiring that the design of all development foster the improvement of connections and accessibility for transit users and promote active transportation modes. The proposed Master Plan conforms to the policies of section 9.4 by:

- Locating buildings along Lakeshore Road West at the street edge, with doors that open onto the street (9.4.1.3 (a)(b))
- Designing building facades that promote street animation (9.4.1.3 (c))
- Providing bicycle parking in strategic locations within the Site (9.4.1.3 (g))
- Ensuring that the design of streets fosters a safe and comfortable walking environment (9.4.1.4)

Section 9.5

Site Development and Buildings

While the specific built form guidelines for the subject site are contained in the Port Credit Local Area Plan, the proposed Master Plan generally conforms to the policies set out in section 9.5 by:

- Providing appropriate transitions to adjacent neighbourhoods, with particular attention given to street and block patterns, the size and distribution of building mass and height, views and sunlight, and privacy and overlook (9.5.1.2)
- Siting and massing buildings to contribute to a safe and comfortable pedestrian environment (9.5.2.2)
- Developing an active transportation network that facilitates pedestrian circulation throughout the site (9.5.2.3)
- Designing the lower portion of taller buildings to achieve street frontage and at grade relationships to support a pedestrian oriented environment (9.5.3.10)
- Creating a street edge condition that enhances public streets and the open space system (9.5.4.1)
- Locating the majority of parking underground (9.5.5.1)

Chapter 16

Neighbourhoods

Section 16.20 Port Credit identifies that policies for the lands within the Port Credit Neighbourhood, including the subject site, are contained in the Port Credit Local Area Plan.

Chapter 19

Implementation

Section 19.5 provides the criteria for Site Specific Official Plan Amendments. The application package submitted alongside this document includes studies and reports that demonstrate that the lands are suitable for the proposed uses (19.5.1 (c)), land use compatibility with existing and future uses of surrounding lands (d), and the adequacy of engineering services, community infrastructure, and multi-modal transportation systems to support the proposed application (e). Furthermore, this document includes a Planning Policy Review and a Planning Justification Report setting out the merits of the proposed amendment (19.5.1 (c)).

Summary Opinion

The proposed Master Plan conforms to the Mississauga Official Plan by making a significant contribution to achieving the goals, vision, and policies of the Plan. Site specific policies for the Port Credit Neighbourhood are contained within the Port Credit Neighbourhood Local Area Plan (as described on the following page). An Official Plan Amendment is required to permit the redevelopment of the subject site, only insofar as it is necessary to include a Special Site Policy that identifies the subject site by its municipal address, to indicate that policies for this Special Site are contained in the Local Area Plan, and to amend Schedules 1A, 4, and 5.

4.6

Port Credit Local Area Plan

Per section 16.20 of the Mississauga Official Plan, policies for the lands within the Port Credit Neighbourhood, including the subject site, are contained in the Port Credit Local Area Plan ("LAP"). The policies contained in the LAP elaborate on, or provide exceptions to, the policies or schedules of the Mississauga Official Plan. Where there are conflicts between the Mississauga OP and the LAP, the policies of the LAP take precedence. The proposed Master Plan achieves the policy directions of the LAP, particularly the polices described below.

Chapter 6

The proposed Master Plan represents modest infill and redevelopment, consistent with policy 6.2.1. The proposed redevelopment is sensitive to the adjacent neighbourhoods flanking its eastern and western edges, and establishes a mainstreet condition on Lakeshore Road West, achieving the intent of policy 6.2.2.

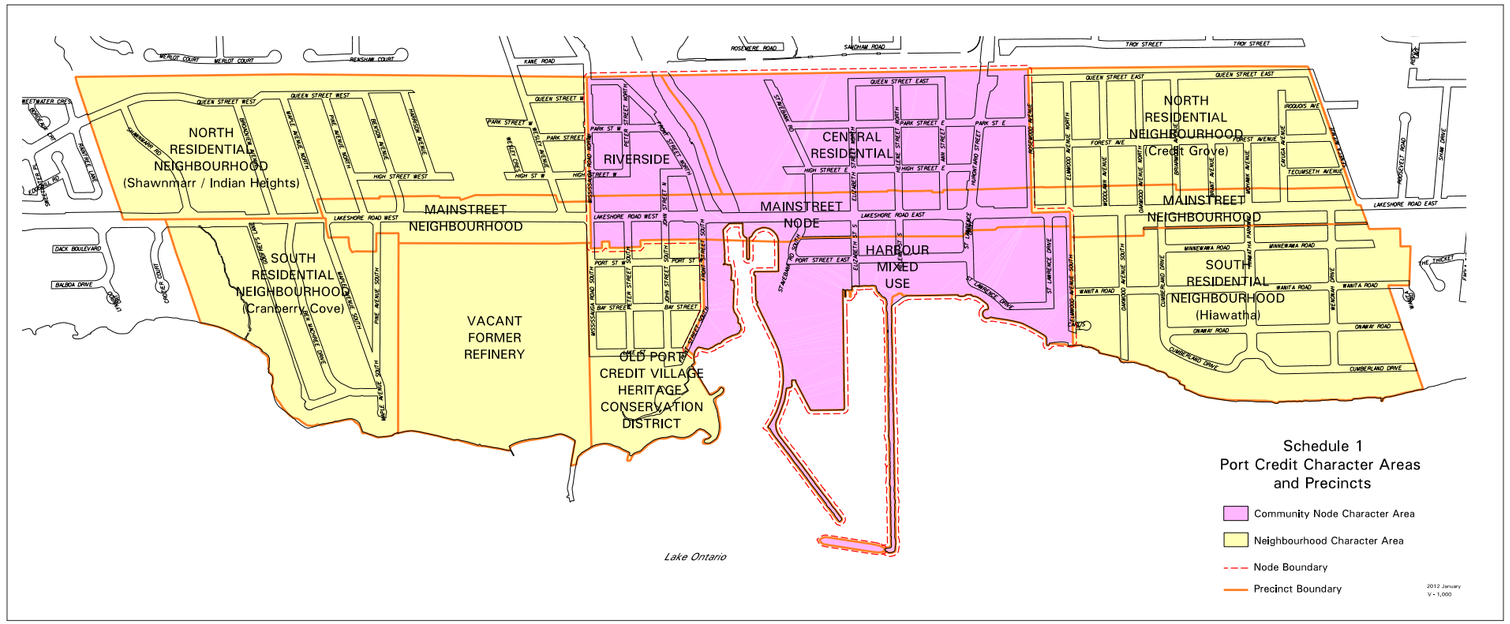
Chapter 7

Chapter 7 sets out policy directions to value the environment. The proposed Master Plan is consistent with these policies by protecting and preserving the existing natural systems in the waterfront parks system (7.1.2), enhancing the tree canopy of the urban forest through treed right-of-ways (7.2.2), including Lakeshore Road West (7.2.3), and exploring sustainable development practices in the design of parks and open spaces, the mobility network, and built form (7.3.2).

Chapter 8

Chapter 8 codifies the importance of complete communities, having regard for housing, cultural heritage, community and cultural infrastructure, a distinct identity and character, and Lake Ontario's waterfront. The proposed Master Plan conforms to the policies set out in chapter 8.0 by:

- Developing a range of housing choices (8.1.1)
- Providing affordable housing options (8.1.2)
- Conserving the historical character of the Old Port Credit Village Heritage Conservation District through respectful transitions in scale (8.2)
- Establishing a urban waterfront village through the introduction of cultural infrastructure (8.3.2)
- Introducing a mainstreet condition on Lakeshore Road West that will establish a sense of place (8.4.2)
- Incorporating recreational activities that will benefit and enhance the waterfront shoreline, parks, and Waterfront Trail (8.5.1)



Chapter 9

Chapter 9 provides a policy framework to guide transportation planning in the Port Credit Character Area. The intent of these policies is to establish a multi-modal network that supports public transit and active transportation. The proposed Master Plan achieves the intent of the policies in chapter 9.0 by:

- Designing streets to accommodate the needs of all users (9.1.1)
- Providing minimum sidewalk widths of 1.6 metres on Lakeshore Road West (9.1.5)
- Introducing new public connections to the Lake Ontario shoreline by way of pedestrian and cycling pathways, green corridors, and connections through the Campus precinct (9.1.8)
- Assisting with the Transportation Master Plan for Lakeshore Road West (9.1.12)
- Submitting a Traffic Impact Study (9.1.14)

In addition to providing policies for the development of Port Credit, the LAP contains a Built Form Guide that offers direction for urban form and land use planning. The Built Form Guide organizes the Character Area into five precincts, including the subject site, referred therein as the Vacant Former Refinery Precinct. Section 10.3.3 recognizes the Vacant Former Refinery Precinct as a significant property along Lake Ontario that has redevelopment potential. The proposed Master Plan achieves the intent of section 10.3.3 by establishing a respectful transition in scale to adjacent established neighbourhoods (10.3.3.1) and maintaining a landscaped buffer between the precinct and the residential neighbourhood to the west (10.3.3.3).

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* 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, following which the LAP will be appropriately amended.

Summary Opinion

While the proposed Master Plan is consistent with the policy direction contained within the LAP, an OP amendment has been included in the submission package to update the LAP's land use and intensification policies for the precinct as per section 12.9.

4.7

Inspiration Port Credit

In May 2012, Mississauga City Council endorsed the Inspiration Port Credit Project (IPC). The IPC project envisages a unified waterfront that seamlessly weaves together waterfront initiatives and stakeholders, including landowners and the local community. In 2015, after three years of consultation, the IPC Master Planning Framework ("the Framework") was released for the subject site lands. The Planning Framework 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. The policy direction provided by IPC was developed to guide the comprehensive master plan required by the Port Credit Local Area Plan prior to the redevelopment of the subject site. The proposed Master Plan generally implements the vision of Inspiration Port Credit, including specific policies as described below.

4.1
Guiding Principles

The Framework is informed by six guiding principles developed through the consultation process: embrace the water, celebrate the waterfront heritage and cultural footprint, integrate blue and green, connect land and water, create an economically thriving, sustainable waterfront, and balance and catalyze development within the regional context.

The proposed Master Plan embraces the guiding principles put forward by the Framework. First, it 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. It also aspires to establish a mainstreet condition on Lakeshore Road West, and strengthen and expand the low-rise residential fabric of the surrounding area. Additionally, it bolsters the Waterfront's natural heritage assets through new parks and open spaces. While the shoreline is the obvious opportunity to integrate green and blue, the Master Plan includes north-south green linkages that can sustainably manage stormwater. Finally, The Master Plan seeks to "balance intensification". 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. In this way, 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.

4.2
Key Considerations for 70 Mississauga Road South

Given the subject site's location outside the Port Credit Community Node and its industrial history, the Framework has identified three key considerations that will shape the site's development and become the foundation of any future master plan:

1. The appropriate form and scale of development within the context of the immediate neighbourhoods, Port Credit and the overall city urban structure;

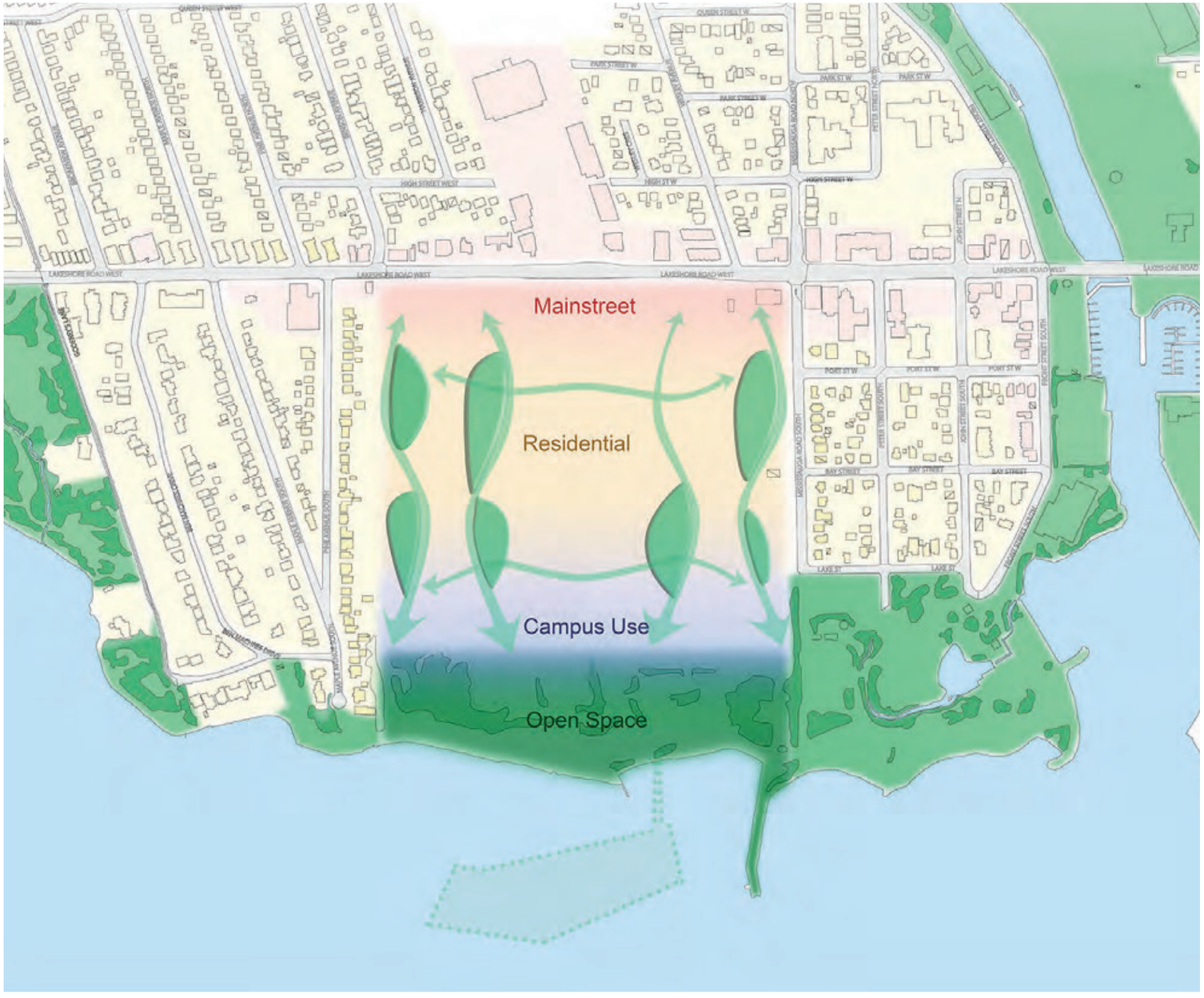
2. The required municipal services, transportation and community infrastructure; and

3. Sustainable, cost effective, and appropriate site remediation strategies.

The foundation of the proposed Master Plan is informed by all three of the Framework's key considerations. The deployment of height and density respects the low-rise character of the adjacent stable neighbourhoods, including the Old Port Credit Village Heritage Conservation District. Furthermore, the overall form and scale has been designed to ensure that the development seamlessly fits within the existing Port Credit experience.

4.3
Vision

The proposed Master Plan embraces the vision set out in IPC, chiefly through the inclusion of urban neighbourhood landscapes, a varied public realm with meeting places, a mix of uses that support living, working, and learning, and an animated water's edge that will encourage play.



4.4

Drivers

Five drivers influence the structure of the master planning framework established by IPC: big site, big legacy; lakefront park destination; converging new with old; connections; and transit integration.

The proposed Master Plan meets the intent of these drivers by:

- Creating a sustainable, complete waterfront community (Big Site, Big Legacy)
- Introducing a Public Park that manages public access to the shoreline (Lakefront Park Destination)
- Managing a respectful transition in scale to the Old Port Credit Village Heritage Conservation District, and establishing a mainstreet condition along Lakeshore Road West (Converging New with Old)
- Preserving view corridors between Lakeshore Road West and the waterfront, and protecting public access to the waterfront (Connections)
- Exploring bus movement through the site (Transit Integration)

4.5

Framework Directions

The guiding principles, key considerations, vision, and drivers inform the master planning framework directions as set out section 4.5. These directions coalesce around the themes of sustainability, open space, mobility, land use, and built form. The proposed Master Plan implements the general intent of these framework directions as described below.

4.5.1 Sustainability

The proposed Master Plan will revitalize the subject site into a sustainable and creative community, informed by economic, social, cultural, and environmental pillars. Economic opportunities will be 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, West Village Square, public realm, and Campus will meet the social and recreational needs of residents, workers, and visitors to the site (4.5.1.i). Environmental sustainability will be enhanced through a park network that protects and enhances the ecological integrity of the waterfront (4.5.1.iv). Finally, the proposed Master Plan is predicated on a site remediation strategy that includes innovation and best practices in remedial techniques to improving the subject site's soil and ground water quality and support redevelopment for more sensitive land uses (4.5.1.ii; 4.5.1.iv; 4.5.1.v).

4.5.2 Parks, Open Spaces, Public Realm, and Natural Heritage

IPC articulates the importance of a landscape-based strategy for site revitalization, noting that is forms the fundamental core of the Framework for the subject site. The proposed Master Plan achieves the directions set out in section 4.5.2 by:

- Designing a parks and open space network that provides year round, diverse, and accessible public and private open spaces connected by multi-use trails, including the Waterfront Trail (4.5.2.i; 4.5.2.iv)
- Introducing a Public Park that offers a diverse range of uses and integrates the adjacent J.C. Saddington and Ben Machree Parks (4.5.2.ii), while establishing an important east/west wildlife movement corridor (4.5.2.iii)
- Enhancing the urban tree canopy by incorporating street trees on streets (4.5.2.v)
- Maintaining views to Lake Ontario through the design and location of parks, open space, and the public realm (4.5.2.vi)

4.5.3 Mobility

The proposed Master Plan will allow for the mobility principles articulated in the Master Planning Framework to be realized. A fine-grain 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 (4.5.3.ii; 4.5.3.iii; 4.5.3.iv). 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 proposed waterfront park. Mississauga Road South, Lake Street and the central north-south Street will accommodate buses and related transit routes within the site. In the short term, phased development 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 option will be explored in more detail, taking direction from the soon to be complete Lakeshore Road Transportation Master Plan) (4.5.3.i). Internal streets will be designed to be pedestrian and cycling friendly and dedicated bike lanes will be provided as identified in the Master Plan (4.5.3.v).

4.5.4 Land Use

The proposed Master Plan builds on the conceptual land-use plan as identified in section 4.5.4. Mainstreet land uses have been provided along Lakeshore Road West (4.5.4.vii). The mainstreet area will include a mix of retail buildings and mixed-use buildings with retail opportunities at grade. Live-work units are also proposed in this area (4.5.4.vii). The proposed Master Plan also provides provisions for affordable housing (4.5.4.iv).

The majority of the site will be dedicated to residential uses, with townhouses and mid-rise/courtyard apartment buildings being the main typology. Prior to reaching the water's edge, the residential uses will transition to a Campus Sub-precinct with a public

realm plan that offers privately owned publicly accessible spaces (4.5.4.v). The Campus Sub-precinct will include unique opportunities for partnership with public and private sector organizations, and support cultural, academic, and/or institutional campus uses (4.5.4.ix).

4.5.5 Built Form

The overall built form principles as articulated in section 4.5.5 have been generally applied in the proposed Master Plan, and in accordance with the direction that remediation activities will impact heights, densities, scales, and the location of massing. The IPC Master Planning Framework calls for a variety of built forms that are generally in the 4- to 12-storey range (4.5.5.i). The proposed Master Plan includes mainstreet commercial and mixed-use buildings, residential townhouses, and mid-rise apartment buildings that all implement this Vision (4.5.5.ii). The mid-rise elements generally do not exceed 15-storeys and have been kept internal to the site so that the northern, western, and eastern edges can all appropriately transition to existing neighbourhoods (4.5.5.ii). The three tall buildings are located in the Promenade and Campus Sub-precincts, with the tallest in the former. 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 buildings are proposed that would exceed 16-storeys and be fully integrated with grade-related public uses. Consistent with the IPC Master Planning Framework, this approach will allow the site to blend with the 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, both along the northern edge of the subject site and 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 views to Lake Ontario and mitigated shadow impacts. 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 in the Promenade, Campus, and West Village Square Sub-precincts, while the three tall buildings are located in the Campus and Promenade Sub-precincts. These tall buildings will have slender floorplates and have been strategically 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 (4.5.5.vi).

Summary Opinion

The proposed Master Plan implements the vision and guiding principles established by IPC, whereby it established an urban lakefront neighbourhood of landscapes, meeting places, living, working, learning and drawing people to the water's edge to play. The redevelopment adheres to the Framework Directions through its sustainable community design, diverse and human scaled parks, open spaces, and public realm, fine grained multi-modal network of streets, diverse land uses, and built form.

Although the proposed Master Plan deploys density in a predominantly low-rise built form, deviating from the Framework Directions, section 4.5.5 of IPC notes that additional studies will be required to assess the appropriate scale and form of development given site conditions and remediation strategies. The built form proposed in the Master Plan is predicated on the remediation efforts required to restore the site in a practical and appropriate manner (see section 5.6 of the Planning Justification Report for additional explanation).

By implementing the intent of IPC, the proposed Master Plan satisfies policy 12.9 of the Port Credit Local Area Plan, thus conforming to the Mississauga Official Plan.

4.8

Lakeshore Connecting Communities

The Lakeshore Connecting Communities, currently underway, is a master plan study to determine how to best connect the communities of Clarkson, Port Credit, and Lakeview in a manner that preserves the unique character of each community. The study will deliver a transportation study and conceptual design for Lakeshore Road that supports all modes of transportation and connects people to places. The study supports Mississauga's Strategic Plan objectives. The proposed Master Plan will establish a mainstreet condition along the southern edge of Lakeshore Road West between Mississauga Road South and Benson Avenue, adding to the unique character of Port Credit. The live/work, retail, and commercial uses along Lakeshore Road West will contribute to prosperity for local businesses. The design of the street will introduce vibrant public spaces, improve quality of life, and accommodate all ages and abilities. The proposed Master Plan also supports the provision of rapid transit service along Lakeshore, which will be explored in more detail following the completion of the Transportation Master Plan.

Summary Opinion

The proposed Master Plan supports the Lakeshore Connecting Communities study purpose by establishing a mainstreet condition that enhances the unique character of Port Credit. It also supports long-term goal of providing rapid transit service along Lakeshore Road West, while accommodating local MiWay service in the short term. See the Master Plan Mobility section for a more detailed explanation of the proposed design for Lakeshore Road West.

4.9

Healthy Development Assessment

The Healthy Development Assessment ("HDA") is a Region of Peel initiative to create healthy, supportive environments that promote "the health-promoting potential of communities." The HDA defines a healthy and complete community as one that is "compact, pedestrian-friendly, and transit supportive; contains a mix of uses that support daily living; and enables physical activity through active transportation." The HDA considers six core built environment elements: density, service proximity, land use mix, street connectivity, streetscape characteristics, and efficient parking. The proposed Master Plan supports the creation of healthy communities by redeveloping the subject site into a compact, pedestrian-friendly, and transit supportive community. It will establish a diverse mix of uses that will provide opportunities for living, working, and playing, and provides active transportation infrastructure.

Summary Opinion

The proposed Master Plan supports the Region of Peel's commitment to create healthy communities. As part of this application package, an HDA for large-scale development proposals has been completed to demonstrate how the Master Plan meets the standards for each core element. Please refer to the completed HDA for more information.

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

05 Summary of Planning Issues and Justification

5.1

Regenerating a Brownfield Site

The Site is impacted from a century of industrial activity, including brickworks and oil refining and storage. As per policy 6.7.4 of the Mississauga Official Plan, the City of Mississauga actively promotes the redevelopment of brownfield sites. Further, policy 5.1.5 of the Local Area Plan specifically delineates the Imperial Oil lands as an appropriate site for intensification in a way that balances growth with the existing character of the area. Finally, the IPC Planning Framework delineates sustainable, cost effective, and appropriate site remediation strategies as a key consideration of any redevelopment. In order to achieve the brownfield policies set out in the Official and Local Area Plans, and deliver a new mixed-use community along this stretch of centrally located Mississauga waterfront, remediation efforts will be required. In keeping with policy 6.7.1 of the Mississauga Official Plan, the direction contained within Inspiration Port Credit, and to support redevelopment for sensitive land uses, significant site investigations have been completed, including soil and groundwater assessments to characterize the site conditions. To facilitate redevelopment, a Remedial Approach has been prepared, in accordance with the Ontario Ministry of the Environment and Climate Change (MOECC) Brownfield Regulation (O. Reg. 153/04, as amended), to appropriately and practically remediate the site for residential and parkland uses. Considerations for how to feasibly restore and reprogram the Site are factored into all aspects of the remedial and redevelopment plans.

Remediation and Land Use

The proposed Master Plan has been designed such that sensitive land uses, particularly habitable spaces, shall be restricted from being located at or below-grade in the absence of a parking and/or storage garage or an equivalent risk management measure such as commercial use.

Remediation and Distribution of Built Form

Historical industrial activities have impacted the subsurface across the Site. Ultimately, the intended land uses and design of the Site are embedded within the environmental management strategy. Where possible, taller elements and higher densities have generally been situated in areas of the Site requiring significant and/or the deepest excavation activities to complete required environmental restoration. For remediation and restoration purposes, deep

excavations will be required in the following areas:

- Former harbour inlet: excavation to 10 meters in depth
- Former shale pit: excavation to a minimum of 6 meters in depth

As excavation to support multiple levels of underground parking (minimum 2 levels) will be required in areas of higher density, our proposed master plan has located the highest density/height in areas where deep remedial excavation is also required, particularly Blocks O3, P, T and U.

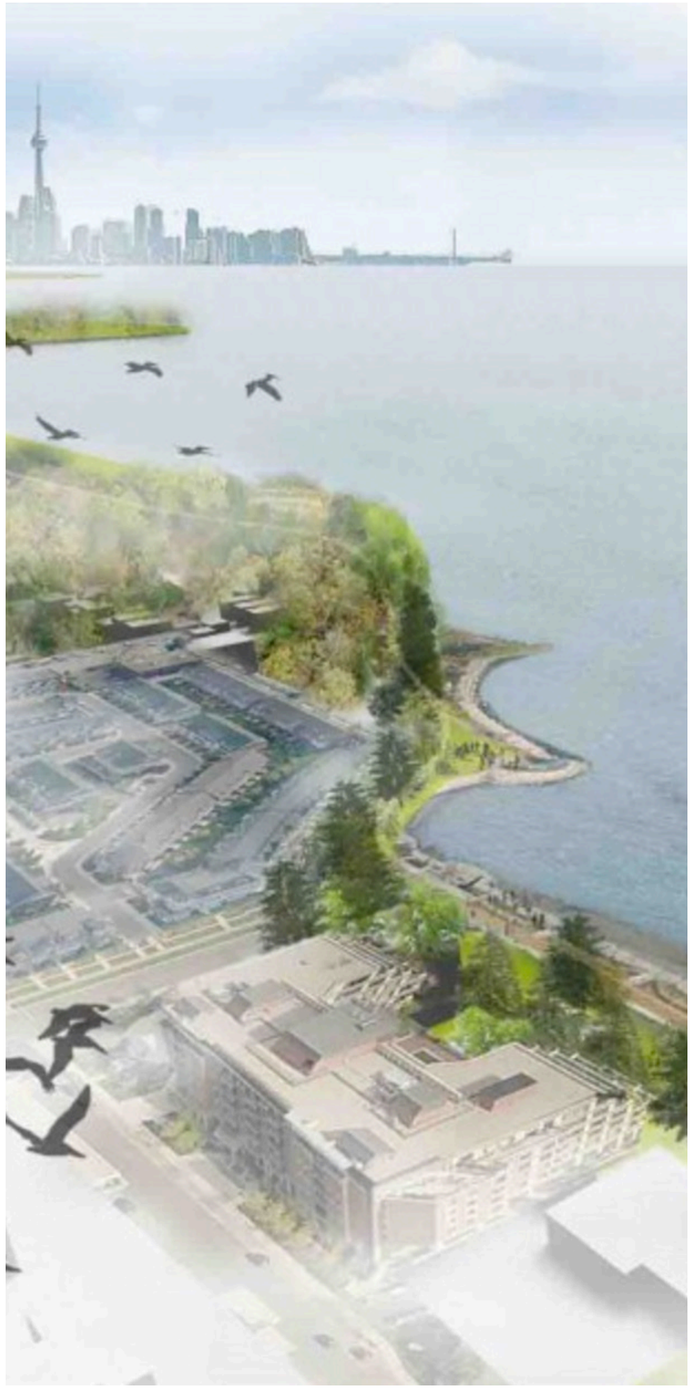
Remediation and Building Typologies

The proposed residential buildings will be constructed with parking garages and/or commercial uses beneath the residential footprint. By doing so, the Master Plan ensures sensitive land uses are not 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 the WVP's 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.

Summary Opinion

It is our opinion that redeveloping the Imperial Oil site is an appropriate example of brownfield regeneration and intensification. Further, we believe that it is good planning to allow the remediation strategy to inform the deployment of height, density, built form, and land uses as described above.



5.2

Implementing Inspiration Port Credit

The Inspiration Port Credit (IPC) project provides a master planning framework and implementation guide for the redevelopment of the Site. It is based on a vision for an urban lakefront neighbourhood of landscapes, meeting places, living, working, learning and drawing people to the water's edge to play. The Master Plan implements this vision for a special waterfront community by drawing on IPC's drivers. The proposed Master Plan meets the intent of the drivers by creating a sustainable, complete waterfront community, introducing a destination Public Park that manages public access to the shoreline, managing a respectful transition in scale to the Old Port Credit Village Heritage Conservation District, and establishing a mainstreet condition along Lakeshore Road West. The Master Plan also meets the intent of the 6 Guiding Principles: 1. embrace the water; 2. celebrate the waterfront heritage and cultural footprint; 3. integrate green and blue; 4. connect land and water; 5. create an economically thriving and sustainable waterfront; and 6. balance and catalyze development within the regional context.

Guiding Principle 1

The Master Plan will bring a new community and new public spaces in direct contact with the waterfront, and make multiple symbolic and literal connections to the waterfront itself.

Guiding Principle 2

The Master Plan will 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 the delivery of new parks and open spaces.

Guiding Principle 3

The Master Plan includes north-south and east-west green linkages that both elide with the lake's edge and provide opportunities for stormwater management. In this way, the Master Plan supports the symbiotic relationship between blue and green networks and ensures they work in tandem with one another.

Guiding Principle 4

The Master Plan vision includes a vibrant campus that provides access to the waterfront. Other opportunities to make connections along the shoreline will be explored during the detailed design phase.

Guiding Principle 5

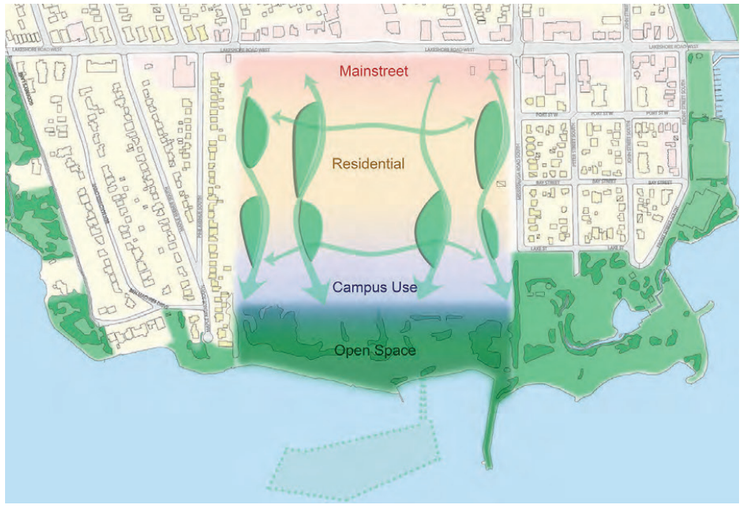
The Master Plan's foundation is rooted in remediation and sustainability, chiefly through regenerating a brownfield site into a compact, walkable, and transit-supportive community. It will also result in job creation through commercial and retail uses, in addition to condominium management.

Guiding Principle 6

The Master Plan will make a significant and important contribution to the Mississauga waterfront that looks and feels like it belongs in Port Credit by balancing built form and open spaces, catalytic destinations and local parks, high, mid and low densities, and low-rise residential and institutional uses.

Summary Opinion

It is our opinion that the proposed Master Plan conforms to the vision and objectives of the Inspiration Port Credit framework through its consideration of the interface between land and water, cultural and natural heritage, sustainable design interventions, and development within a regional context. As the illustration below demonstrates, the proposed development is an elaboration and evolution of the IPC Master Plan Framework, reflective of the more detailed site-specific analysis undertaken through the PCWV Master Plan.



Inspiration Port Credit Master Plan Framework

West Village Master Plan Framework

All renderings are artistic concepts intended to convey building massing. They do not reflect final architecture or landscape design.
The City's vision along the shoreline and waterfront lands are included for illustrative purposes only. These lands are not subject to this application.

5.3

Delivering a Waterfront Campus Experience

As part of the waterfront program, the proposed Master Plan delivers waterfront campus and commercial uses totaling ±180,000 square feet, conforming with policy 4.5.4 (ix) of the IPC Planning Framework. The proposed Campus will landmark the site within the urban waterfront setting through its provision of cultural, academic, institutional, and community facility uses. These uses will be delivered by way of partnerships with community-oriented organizations, co-locating community uses, and a porous public realm design. The porous design of the Campus will facilitate access and provide connections to the waterfront, creating a key gateway to the shores of Lake Ontario.

Partnerships

In order to deliver the required cultural and community facility needs within the Campus district, potential partnerships with community-oriented organizations, including the YMCA, are being explored. The WVP has been meeting with City staff and potential partners on exploring these partnerships. The intent is to provide a number of community-supportive uses, including recreational and institutional spaces. The inclusion of an anchor institution will provide a campus experience that generates economic, tourism, and recreational activities, conforming to policy 7.6.2.1 of Mississauga's Official Plan.

The potential to deliver an urban format school in partnership with the Peel District School Board (PDSB) can be explored through the application processing phase. PDSB enrolment data for schools in the area demonstrate that existing schools are under capacity, and without new development enrolment will continue to decline. Although the enrolment data provided by PDSB suggests that the Port Credit West Village development will not justify or require a new elementary or high school, further discussions may be had to determine whether or not an urban format school is appropriate for this site.

Public Realm

The Official Plan and Zoning By-law amendments will secure a minimum amount of public realm within the Campus Sub-precinct. The ground floor uses will be public and active, with private residential grade uses (e.g. lobbies) to be minimized. In this way, the ground floor establishes a seamless integration of indoor and outdoor publicly accessible spaces.

The design of the public realm will create a porous condition that promotes movement from the Campus

to the Promenade to the north, and the waterfront to the south, contributing to the redevelopment's active transportation network.

Finally, the public interface managed at grade will help support an active, animated public realm condition that contributes to the Campus' sense of place, reinforcing its role as a waterfront landmark.

Built Form

The Campus' buildings will be nontraditional by design, with signature residential towers that break from the architectural style and design characterizing the rest of the site. The height of the towers is primarily a response to the intense remediation required in this portion of the site, but also serves a place making function that supports the Campus' role as a waterfront landmark that is activated year round.

All renderings are artistic concepts intended to convey building massing. They do not reflect final architecture or landscape design. The City's vision along the shoreline and waterfront lands are included for illustrative purposes only. These lands are not subject to this application.

Summary Opinion

It is our opinion that the proposed campus uses conform with the Official Plan's vision for a waterfront that supports recreation, tourism, and economic development activities. Its location and ground plane design will assist in mediating the transition from the public shoreline to private residential Sub-precincts, while providing active transportation connections to the Waterfront Trail and Promenade. Moreover, the anticipated combination of cultural, community, academic, and institutional uses will help to fulfill the vision of the IPC Planning Framework, which envisages a waterfront landmark with less intense traffic peaks at different times of the day than typical office uses. Finally, the potential for partnerships and co-located community facilities and services will contribute to the creation of a complete community that serves residents, workers, and visitors.

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

5.4

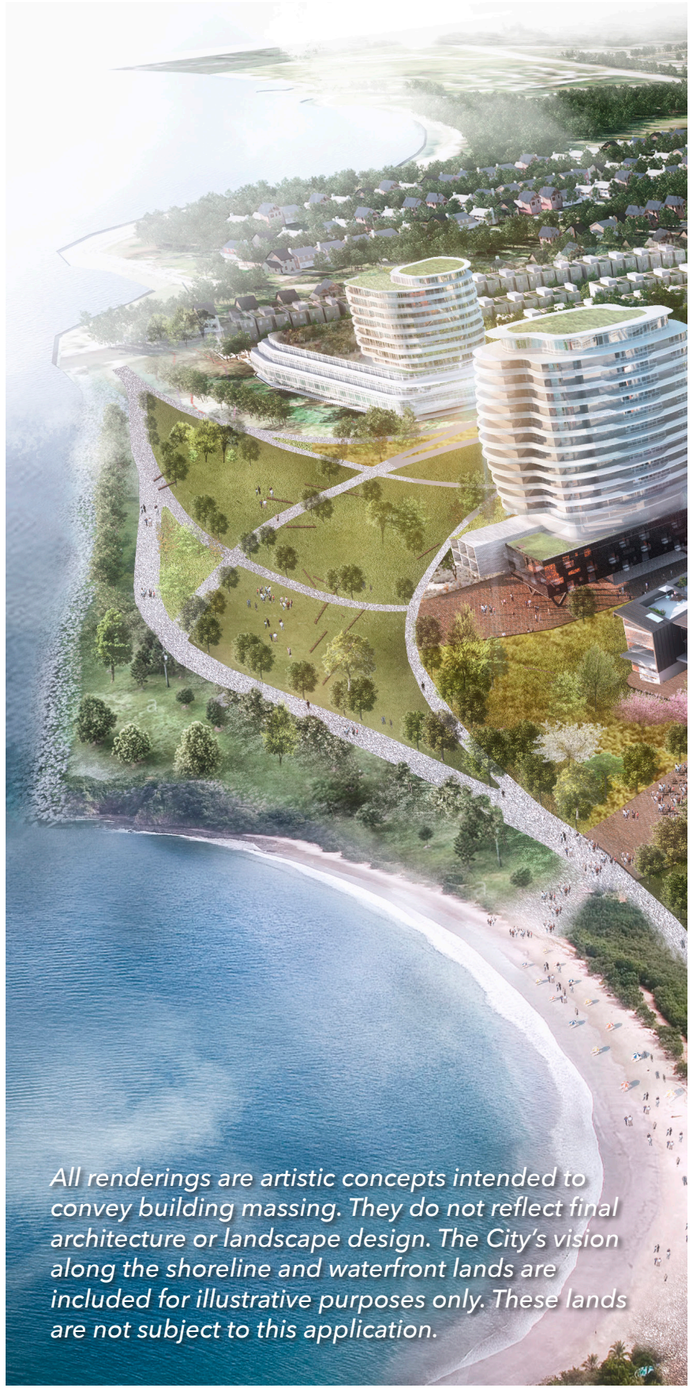
Providing a Varied Public Realm Experience

The Master Plan provides a diverse public realm network, representing approximately 33% of the total site area, comprising parks, open spaces, streets, and streetscapes. This significant expansion of publicly accessible space will contribute to the emerging vitality of Mississauga's waterfront. Importantly, a significant component of the public realm (13.5 acres of the site), is dedicated to parkland, privately owned publicly accessible spaces, and hazard lands.

Informed by IPC, the Master Plan will introduce a destination Public Park which will be conveyed to the City as park space in order to implement this important public policy objective. The public realm will also provide shoreline access for water recreation, views to Lake Ontario, a natural heritage corridor, community parks for neighbourhood uses, tree-lined streets, and privately owned publicly accessible spaces embedded throughout all Sub-precincts. The public realm strategy also conforms to the intent of policy 7.6.2.1 of the Mississauga Official Plan by providing, among other things, public views of Lake Ontario, public access to the water's edge, connections to existing trail systems, a mix of uses, and opportunities for nature appreciation. Finally, the proposed suite of open space and park sizes conforms to policy 9.3.5.3 of the Mississauga Official Plan by meeting the future recreational needs of the community.

Summary Opinion

It is our opinion that the public realm plan conforms to the Official Plan's complete community and urban form policies. The public realm represents approximately 33% of the total site area, including parks, open spaces, streets, and squares. The public realm strategy will ensure that residents, workers, and visitors will always be within a 5-minute walk or less of a park or open space. In response to City staff's concerns, it is our belief that the natural corridor on the western Site boundary represents an appropriate edge condition, helping to provide a buffer between the Site and the adjacent low-rise neighbourhood. Furthermore, it is our opinion that the telescoping green represents an appropriate north-south connection from Lakeshore Road West to Lake Ontario. In addition to contributing to the overall porosity of the site, the telescoping green will provide an important active transportation linkage from Lakeshore Road West to the waterfront, a requirement of the IPC Planning Framework.



All renderings are artistic concepts intended to convey building massing. They do not reflect final architecture or landscape design. The City's vision along the shoreline and waterfront lands are included for illustrative purposes only. These lands are not subject to this application.

5.5

Reestablishing Connections to Mississauga's Waterfront

The proposed Master Plan will establish new connections from Lakeshore Road West to the waterfront through a multi-modal mobility network. The proposed development will support pedestrian, cycling, and vehicular access to the Crown-owned waterfront through north-south oriented pathways and trails, green corridors, and public and condominiumized streets.

East-west connections will be primarily facilitated by way of the new Public Park, extending to the southernmost boundary of the Site. The Park will connect to J.C. Saddington and Ben Machree Parks, contributing to the existing east/west oriented green network. Importantly, the Park will contribute to the City's larger vision for a waterfront park that integrates the shorelands not subject to this application, including portions of the Waterfront Trail.

The proposed north-south and east-west connections will open up new possibilities and opportunities for getting to and experiencing the waterfront. In doing so, the Master Plan manages a seamless interface between land and water in the local context, while linking the site to the broader Port Credit waterfront experience.

Summary Opinion

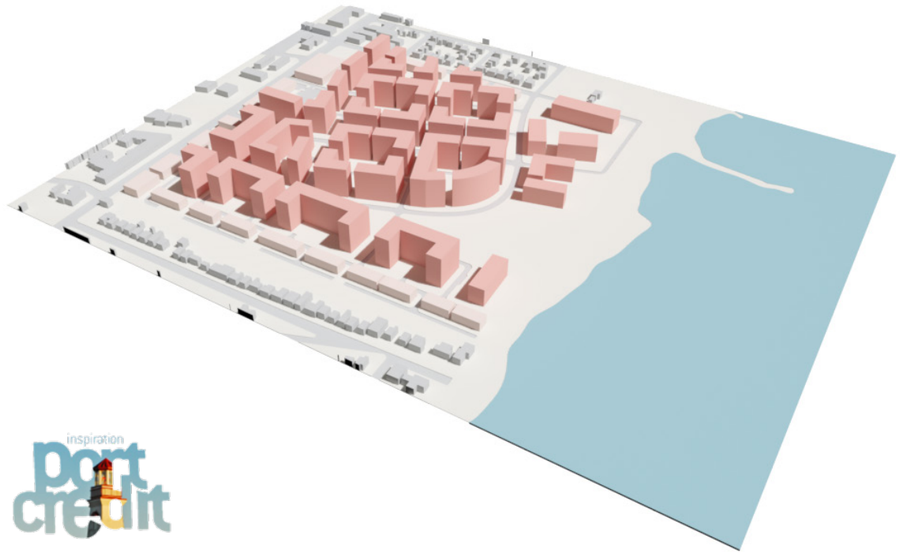
In our opinion, the Master Plan offers an appropriate variety of north-south and east-west waterfront connections, conforming to the Official Plan's Growth, Environmental, and Complete Community policies, the vision of the Port Credit Local Area Plan, and the IPC Planning Framework Drivers. The east-west oriented Public Park, proposed within the Site, will enhance the existing waterfront experience established by J.C. Saddington and Ben Machree Parks. Operating as a unified whole, these three, interconnected parks will provide a regional waterfront destination supported by the Waterfront Trail and a suite of active and passive programming opportunities. Importantly, the east-west orientation of the park will also serve a natural heritage function by providing a wildlife movement corridor.

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

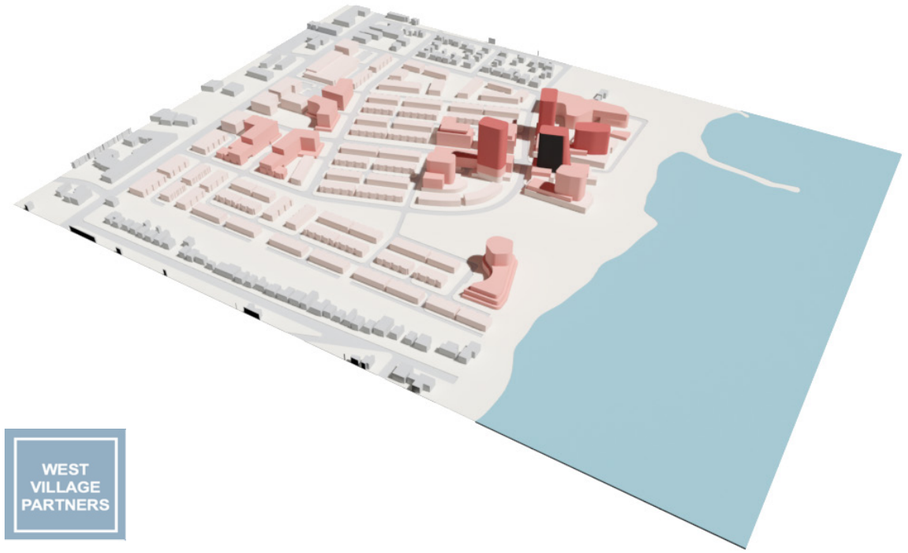
5.6

A More Responsive Deployment of Height and Density

The Master Plan achieves the same projected population (5,000, or 80 units per hectare) as prescribed by Inspiration Port Credit, albeit through a different deployment of height and density. The Master Plan delivers a variety of built form typologies in order to create a diverse experience for residents, workers, and visitors. This strategy aligns with the intent of policy 4.5.5 of IPC, which also states that the most appropriate configuration of development on the site will evolve based on studies around remediation and infrastructure. The range of built form typologies sets up a predominantly low to mid-rise scheme with two areas of taller elements. The proposed deployment of height and density is guided by two primary objectives. First, the development plan was derived by giving consideration to the environmental site conditions, including the brownfield characteristics of the Site, and the remediation activities required to support redevelopment. Second, the provision of high, mid, and low-rise buildings allows for a respectful and gentle transition in scale to the surrounding residential neighbourhoods while still achieving the density imagined by the IPC framework.



The rendering above shows IPC's vision for the subject site, consisting of mostly 12-storey mid-rise buildings, with 4-storey buildings towards the edges of the site. This deployment of height and density delivers a projected population of 5,000 people.



The rendering above shows WVP's proposed vision for the subject site, consisting mostly of low-rise townhouses, a small proportion of mid-rise buildings, and six taller buildings. This deployment of height and density delivers the same population projected by IPC: 5,000 people.

Summary Opinion

The Master Plan is generally consistent with the intent of IPC policies on heights and has, for the most part, provided built form that is consistent with the IPC Planning Framework. The relatively low percentage of land area with buildings above 18 storeys responds to the remedial approach, and results in a major positive trade off through more low-rise development elsewhere on the site that better respects and reinforces the built form character of the historic village and Cranberry Cove. It is our opinion that this varied height regime will achieve a gentler transition in scale, ensuring conformity with policy 9.5.1.2 of the Official Plan, while at the same time achieving the same densities as envisaged in IPC.

In response to City staff concerns about the low-rise townhouse forms along the Promenade, it is our opinion that the proposed townhouses, in conjunction with the adjacent West Village Square, better respect the existing built form and character of adjacent established neighbourhoods, while also providing eyes on the street. The provision of low-rise, grade-related housing will also contribute to Mississauga's family housing stock, important given the difficulty of bringing this type of housing to a market that predominantly delivers apartment units in taller buildings. Finally, we believe that locating the tallest building in the Promenade Sub-precinct will create a more respectful transition in scale moving south towards the waterfront.

5.7

Achieving a Sensitive Neighbourhood Transition

The proposed master plan will provide edge conditions along the eastern and western boundaries that respect the existing low-rise character of adjacent residential communities. This transition will be managed through the deployment of built form that scales down towards the eastern and western boundaries. The proposed transition strategy conforms to the requirements of the IPC, including policy 4.5.5 (i) which requires any Master Plan to demonstrate appropriate transitions to the existing residential communities on the west and east of the site, and the lake to the south. The swathe of low-rise built form running east to west through the centre of the site further respects and reinforces the character of the adjacent established neighbourhoods, further contributing to the transition in scale.

Summary Opinion

It is our opinion that the Master Plan respects the existing low-rise neighbourhood fabric along the Site's eastern and western boundaries. The predominantly low-rise built form, in conjunction with a landscaped buffer along the western boundary, ensures that the whole plan works well within its surroundings. The limited and strategic placement of several tall buildings at the south end of the site provides for a positive and appropriate transition against the waterfront and has no adverse impact on adjacent neighbourhoods.

All renderings are artistic concepts intended to convey building massing. They do not reflect final architecture or landscape design. The City's vision along the shoreline and waterfront lands are included for illustrative purposes only. These lands are not subject to this application.

5.8

Delivering a Range of Housing Types and Tenures

The proposed Master Plan will provide approximately 2,500 new residential units in a mix of housing types and tenures including live/work units, townhouses, condominium apartments in mid-rise and tall buildings forms, and rental housing options. The Master Plan also provides affordable housing options, primarily located in the West Village Sub-precinct. The provision of diverse housing types and tenures conforms to the Official Plan's Complete Community policies (7.1.6), the Local Area Plan's Vision (5.1.6) and IPC's Framework Directions (4.5.4 iii).

Summary Opinion

It is our opinion that the mix of housing choices will accommodate people with diverse housing preferences and socioeconomic characteristics and needs. Moreover, it will support the Official Plan's vision for complete communities, whereby housing will support the population living and working in Mississauga.

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

5.9

Providing Diverse Retail and Commercial Opportunities

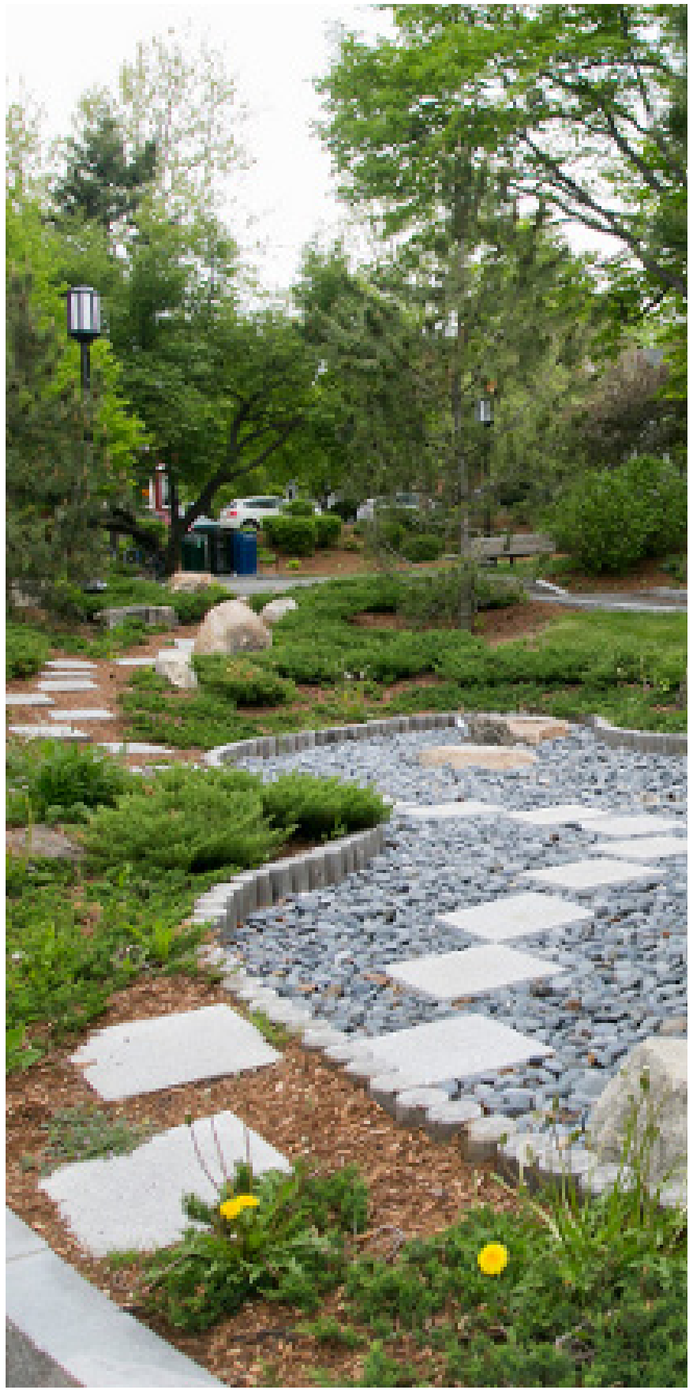
The proposed Master Plan includes approximately 22,750 m^2 of retail and commercial uses, primarily located within the West Village Sub-precinct. Lakeshore Road West will accommodate mainstreet retail spaces replicating the pattern already established east of the Credit River. West Village Square, located internal to the site and accessible from Lakeshore Road West via Street 'B' (the Promenade), will be surrounded by a range of retail and commercial uses. Select base buildings within the Campus Sub-precinct will provide additional commercial services, contributing to the Port Credit Local Area Plan's vision for a 1 to 2 job to resident ratio.

The provision of retail and commercial uses, and related employment opportunities, conforms to the Official Plan's complete community policies, which requires communities to provide easy access to a range of uses and services required to meet all or most of the daily needs of residents through all stages of their lives.

Summary Opinion

It is our opinion that the retail and commercial strategy conforms to the intent of the IPC Planning Framework. The proposed mainstreet condition along Lakeshore Road West meets the intent of policy 4.5.4 (viii), which envisages street-related commercial uses with closely spaced store fronts that mimic the existing scale. By extending this condition into and near the West Village Square, the Master Plan provides community supportive amenities that meet the intent of the vision for the site as a place to live, work, learn, and play. We also believe that the campus use will generate significant foot traffic at the south end of the site, owing to its location near the waterfront and architectural quality, which will animate and support its commercial and residential uses.

It is also our opinion that the addition of non-residential uses will contribute to the Local Area Plan's goal of one job for every two residents. Employment opportunities will be created in the retail areas along Lakeshore Road West and the Village Square, through the institutional and commercial uses within the Campus Sub-precinct, and condominium management and maintenance. In addition, the ten-year construction period will provide opportunity for short- and medium-term jobs. The proponents of the development will work with the City to track job creation.



5.10

Creating a Sustainable and Resilient Community

Sustainability and resiliency are important cornerstones of the proposed Master Plan. The Master Plan's sustainability framework will deliver a community in which people enjoy happy, healthy lives within their fair share of the earth's resources, leaving space for nature. The framework coalesces around three themes identified by the One Planet Living initiative: low carbon living, green infrastructure, and happy living for all. The sustainability framework will inform all phases of development, from design to construction.

The proposed Master Plan incorporates active transportation infrastructure, efficient and compact built form, and an urban tree canopy. As the redevelopment moves into the detailed design phase, additional green infrastructure will be explored, including district energy, on-site solar production, LIDs, and diversion infrastructure in buildings and in the public realm to collect and divert resources. Green construction techniques will also be explored, including sourcing materials that provide environmental and social benefits, waste diversion, and bird-friendly window glazing.

Summary Opinion

It is our opinion that the sustainability and resiliency measures introduced at this juncture in the master planning process are consistent with the direction set forward by section 1.8 of the Provincial Policy Statement, Chapters 4, 5, and 9 of the Mississauga Official Plan, and section 4.2 of the Inspiration Port Credit Master Planning Framework. Furthermore, we believe that the One Planet Living initiative, incorporated into the Sustainability Framework, is an appropriate tool to guide a sustainable development process, from master planning to construction. We also believe that the sustainable design and construction practices identified for exploration as the process moves towards the detail design phase are appropriate for a site of this scale.

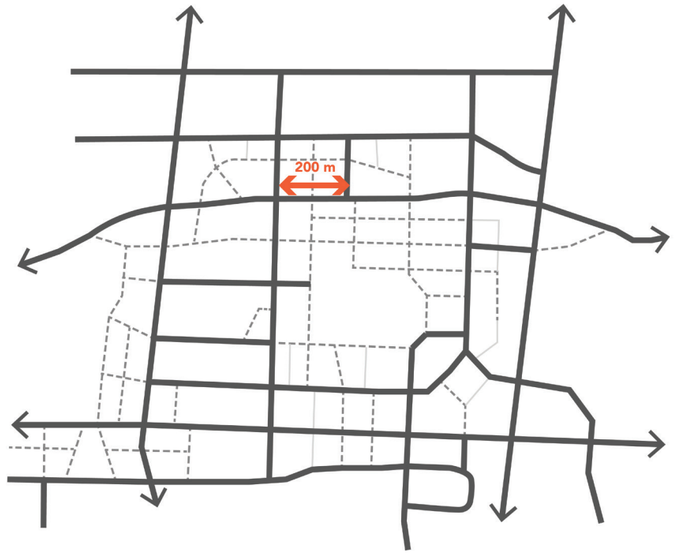
It is our opinon that these measures adhere to the City's goal of creating sustainable communitiesm and will contribute to the Growth Plan's direction to reduce overall greenhouse gas emissions.

5.11

Establishing a Fine-Grain Street and Block Structure

The proposed Master Plan provides a fine-grain network of streets and blocks, facilitating access by all modes of transportation by generally replicating the existing street network north and west of the site. The network includes municipal and condominiumized streets, woonerfs, pedestrian connections and cycling connections, and the Waterfront Trail. The public streets, comprised of Lake Street West, Port Street, the Promenade, and Street A provide the primary connections into the site from Lakeshore Road West and Mississauga Road. Importantly, City staff have indicated a desire for the introduction of additional public streets, extending from Bay Street on the east and Benson Avenue from the north. The condominiumized streets, roughly located in the Parkside Sub-precinct and interior to townhouse blocks in the Promenade District, will be publicly accessible and adhere to Mississauga's street design standards and provide street addresses and servicing access. Finally, the suite of pathways, trails, and boulevards will help establish a pedestrian-oriented environment.

Mississauga City Centre



Inspiration Lakeview

Port Credit West Village

Summary Opinion

It is our opinion that the street and block pattern, as submitted, will create a fine-grain network that appropriately accommodates all forms of mobility. As demonstrated in the diagrams, the block structure is more fine-grained than Lakeview or the City Centre. We believe that the block pattern conforms to policy 7.1.3 of the Official Plan, which encourages compact development and street design that facilitates alternative modes of transportation. Additionally, it adheres to the IPC Planning Framework's direction to develop compact and walkable grid street patterns.

In response to City staff concerns, we believe that extending Bay Street and Benson Avenue would detract from the overall function of the mobility network. Extending Bay Street into the site would displace a small, neighbourhood scale park that provides cycling and pedestrian connections to Mississauga Road, while having a negligible impact on traffic efficiency. Moreover, it is our belief that replicating the scale of the Old Port Credit Village Heritage Conservation District would be out of step with the urban format envisaged for the site, one that is already of a smaller scale than other master planned communities in Mississauga, including Lakeview and City Centre. Similarly, it is our opinion that extending Benson Avenue into the site is inappropriate, given that it would create a backlotted condition on the western edge of the site.

5.12

Creating Built Form Standards

The Master Plan's proposed built form will adhere to the built form standards introduced in Chapter 3: Master Plan & Urban Design Study. The intent of the built form standards is to ensure that the build out of the Port Credit West Village results in an urban, compact form.

Maximum floor plate dimensions have been delineated for all parts of mid-rise and tall buildings (save for the podium element) to ensure appropriate scales, minimum shadow impacts, and skyviews are achieved and maintained. Similarly, a minimum separation distance of 30 metres has been established to maintain a graceful skyline that preserves views and enhances privacy.

Minimum front- (4 metres) and rear-yard setbacks (6-7.5 metres) have been established to ensure an appropriate transition from public to private space is achieved, and to allow sufficient space for residential front-yards.

Minimum step backs are encouraged to create a pedestrian-oriented public realm, mitigate the impacts of wind, and encourage building articulation that results in more interesting facades.

Together, these built form standards will deliver an urban, compact community characterized by its pedestrian-oriented public realm, graceful skyline, coherent interface between public and private uses.

Summary Opinion

It is our opinion that the built form standards introduced by the Master Plan are appropriate for the vision of an urban waterfront community. The maximum floor plate dimensions will generate appropriately scaled buildings that are slender rather than bulky. Moreover, a 30 metre separation distance between building elements taller than 16 storeys will ensure privacy between facing residential and commercial units. It is also our opinion that the minimum setbacks will create an urban fabric that delivers consistent streetwalls and appropriate transitions between public and private spaces. Finally, building step backs, as encouraged by the proponents, will mitigate wind impacts, establish appropriate height transitions, and create a pedestrian-scaled public realm.

It is our opinion that these standards adhere to the policies of IPC, specifically 4.5.5.ii and 4.5.5.vi, and the overarching direction of the chapter 9 of the Mississauga Official Plan, including policy 9.1.1, which promotes a desirable urban form.

5.13

Summary of Technical Studies

Shadow Study

The preliminary Shadow Study demonstrates that adequate sunlight will be ensured on residential private outdoor amenity spaces, communal outdoor amenity areas, the public realm, and building faces. Notably, the new Public Park and lands to the south not subject to this application remain more than 50% sunlit during all times of the day on June 21, September 21, and December 21, consistent with criterion 3 of Mississauga's Shadow Study terms of reference. In fact, these lands remain nearly 100% sunlit during the test period on June 21 and September 21. Similarly, the Lakeshore Road West boulevard opposite the site remains unshadowed except 8:35 am on September 21 and between 9:19 and 10:17 am on December 21.

Wind Study

The majority of grade-level areas within and surrounding the development site will be acceptable for the intended pedestrian uses (i.e., sitting and standing) on a seasonal basis.

Wind conditions across both the study site and surrounding developments will benefit significantly upon the introduction of the proposed development. The proposed massing will provide significant shielding as compared to existing conditions. Furthermore, no regions beyond the study site were found to experience conditions considered to be uncomfortable or dangerous upon the introduction of the proposed development.

Traffic Impact Study

The Transportation Study carried out for the subject site represents the first part of a two-stage submission, and provides a multimodal assessment that focuses on the existing characteristics of the Lakeshore Road corridor. In consultation with City staff, a second more detailed submission will also be provided that assesses future travel conditions using the microsimulation model developed as part of the City's study of the Lakeshore Corridor (the "Lakeshore Connecting Communities" study). Given the context of the ongoing Lakeshore Connecting Communities study, for which recommendations have not yet been developed, the additional transportation analysis and review for the subject site will be undertaken in a collaborative manner with the City

The first phase of the analysis proposes a range of measures to reduce vehicular travel demands, including reduced and shared parking provisions between the various uses on the site, shared loading facilities, bicycle parking, and car share facilities. New vehicular traffic volumes generated by the development can be appropriately accommodated on the immediate local network.

Storm Water Management and Functional Servicing Report

The proposed Port Credit West Village Partners Inc. development can be adequately serviced through a combination of existing and proposed municipal infrastructure.

Sanitary Servicing will be accomplished by the extension of a new municipal sanitary sewer from the existing Lake Street SPS to the subject lands and the construction of local sanitary sewers. Water servicing

for domestic potable and fire protection will be through connections to the existing system and the construction of local watermains. The Region of Peel's proposed 600mm watermain is not required to service the subject lands.

Storm drainage will include the construction of local storm sewers designed to convey the 10 year flow. Sections of storm sewer in close proximity to Lake Ontario and down Mississauga Road will be designed for the 100 year in order to prevent overland flow across the existing Lakefront Trail and to mitigate any potential concerns with directing drainage to Mississauga Road. Stormwater quantity control is not required due to the closer proximity to Lake Ontario. Major system flows will be captured in sewers directly upstream of the outlet pipe. Quality control will be provided through a treatment train approach to be further explored as the concept develops.

Heritage Impact Statement

The combined Heritage Impact Assessment (HIA) and Cultural Landscape Heritage Impact Assessment (HIA) finds that the proposed development plan conserves the described cultural heritage value of the Old Port Credit Village HCD, the Mississauga Road Scenic Route Cultural Landscape and the adjacent designated properties at 37 Mississauga Road South and 305 Lakeshore Road West. The arrangement of low-rise built-form along Mississauga Road South responds to the scale of adjacent heritage fabric while the contemplated road network creates a compatible block pattern with that of the Old Port Credit Village HCD. Proposed public realm improvements along Mississauga Road South offer a generous landscaped buffer between the proposed development and the adjacent HCD while providing ample room for new plantings. These improvements offer a visual continuity that is currently absent from the portion of the Mississauga Scenic Route Cultural Landscape south of Lakeshore Road West, enhancing its landscape design as well as its scenic and visual quality.

Archaeological Assessment

A Stage 1 Archaeological Assessment was conducted for the Site by A.M. Archaeological Associates. The proximity to a small creek and Lake Ontario may have indicated the potential for precontact prior to twentieth-century disturbances. There may also have been potential for late nineteenth-century archaeological remains related to the early period of the Nightingale Pressed Brick Company. However, the detailed documentary research and site visit (on June 7, 2017), indicate that archaeological potential has been removed from the entire Site by intensive and extensive disturbance from the historical uses on the Site. The report concludes that the Site does not have archaeological potential, and recommends that no further archaeological assessment is required.

Environmental Impact Study

An Environmental Impact Study (EIS) was prepared to assess the potential impacts of the proposed development on the natural heritage features and associated functions on and adjacent to the Subject Lands, in accordance with the requirements of the City of Mississauga Official Plan and the Provincial Policy Statement and supporting technical guidelines. A comprehensive suite of ecological investigations were undertaken on the Subject Lands in 2017 to identify the features and functions present and the data were analyzed to identify those parts of the Subject Lands or adjacent lands (i.e. within 120 m of the Subject Lands) meeting the requirements for inclusion in the City's Natural Heritage System. No endangered or threatened species were confirmed, breeding on site. It was concluded that Fish Habitat was present on the Subject Lands (in the Shale Pond) and in the adjacent Lake Ontario. Fish will be removed from the Shale Pond during remediation to prevent construction-related mortality. Standard construction site best management practices will prevent negative impacts on fish habitat in Lake Ontario. The Lake Ontario shoreline corridor, is an important Linkage corridor for migratory birds and butterflies. An open space corridor will be maintained on the southern portion of the Subject Lands to continue to provide an important linkage function post-development. Overall, the EIS concluded that implementation of the proposed development will not have any net negative impact on the function of the important natural heritage features on the Subject Lands.

Phase 1 Environmental Site Assessment

Stantec completed a Phase One Environmental Site Assessment (ESA) for the Site in accordance with Ontario Regulation 153/04 (O.Reg.153/04) to support the future filing of Records of Site Condition.

The purpose of the Phase One ESA was to identify Potentially Contaminating Activities (PCAs) within 250 m of the Site and assess if these activities have contributed to Areas of Potential Environmental Concern (APECs) on the Phase One Property. The Site was historically occupied by a gasoline service station (northeast corner), a brickworks between the late 1800s and early 1930s (southeast area), and an oil refinery and petrochemical facility on the majority of the Site between 1933 and 1985. The Site is currently vacant, with a portion of the Mississauga Waterfront Trail occupying areas adjacent to Lake Ontario. Very little infrastructure associated with the former refinery operations remain at the Site. Vacant buildings are limited to those associated with the former gasoline station, and a former fire hall. Known soil and groundwater impacts associated primarily with the historical refining operations were identified on the Site during environmental investigations. The completed 2017 Phase One ESA identified APECs on the Site associated with the historical use of the Site, as well as the current and historical uses of adjoining and neighbouring properties. Generally the identified APECs have been investigated through the completion of Phase Two ESAs completed by the former owner. However, the known soil and groundwater impacts at the Site as well as the identified APECS will be further assessed by a Phase Two ESA, and will subsequently be managed through completion of targeted remediation and O.Reg. 153/04 risk assessments prior to the filing of Records of Site Conditions.

Acoustical Feasibility Study

Valcoustics Canada Ltd. was retained to prepare an Environmental Noise Feasibility Study for the proposed development to assess the potential noise impact from the existing noise environment. Based on the predicted sound levels, all residential towers require mandatory air conditioning and all low-rise townhouse blocks adjacent to Avenue A (also known as Street 'B') and Mississauga Road South require only the provision for adding air conditioning at a future date. Upgraded wall and window construction may be required in high rise residential towers. For all low rise residential dwellings, the minimum non-acoustical requirement of the Ontario Building Code for walls and windows are sufficient to meet the indoor noise criteria. The analysis should be reviewed once more detailed information becomes available.

Arborist Report

Bruce Tree completed a tree inventory and assessment of all bylaw-protected trees located on and adjacent to the site between May 7 and July 14, 2017. A total of 1057 trees were individually assessed. As a result of the development plans, 755 trees are proposed for removal. More specifically, 665 live trees and 82 dead trees located on the subject site are proposed for removal and 7 live and 1 dead tree located on adjacent municipal property are proposed for removal. Tree protection measures have been specified for trees that are to be protected. A tree removal permit will be submitted under separate application to City of Mississauga Forestry to facilitate the remedial program schedule.

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

06 Next Steps

Process to Implement the Master Plan

As described in Chapters 4 and 5, the Master Plan is consistent with the vision, spirit and intent of the existing planning framework for the Site. However, to facilitate implementation of the Master Plan, the following planning applications have been submitted.

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

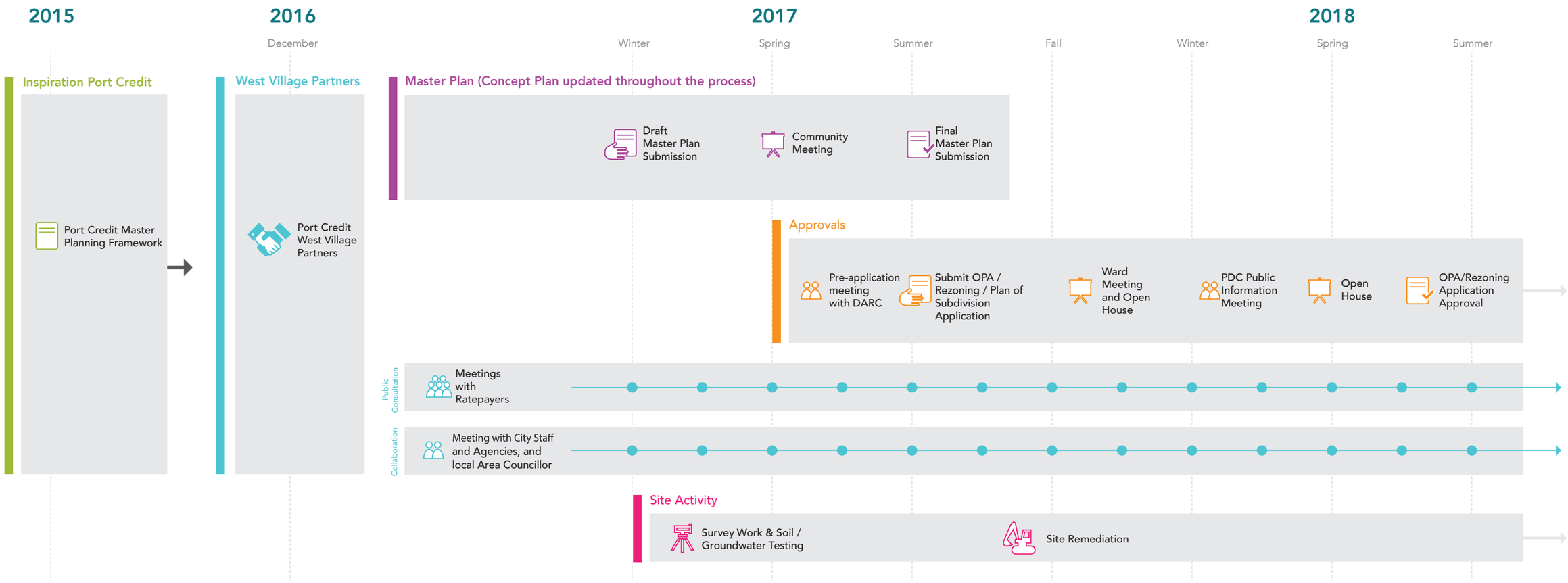
The Site is currently zoned D, which recognizes vacant lands not yet developed. The Site must be rezoned to realize the Planning Framework established by Inspiration Port Credit, and codify detailed zoning provisions including uses, heights, and parking requirements.

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.

Proposed Timeline

This document, containing the Master Plan, Urban Design Study, Planning Policy Review, and Planning Justification Report, is submitted in support of the Official Plan amendment, Zoning By-law amendment, and Draft Plan of Subdivision applications. The Master Plan reflects the comments received from City staff following the first draft Master Plan submission in March, 2017. Similar to the Urban Design Study, Planning Policy Review, and Planning Justification Report, it also reflects the comments received in the DARC meeting held July 5th. Following this submission, the project team intends to continue to consult with relevant stakeholders, partake in the City's engagement process, and work with the City to refine the submission materials.



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

Appendix A

Appendix A

Lakeshore Streetscape Feasibility Study (Preliminary)

Purpose of the Lakeshore Streetscape Feasibility Study

A Streetscape Feasibility Study is required for Lakeshore Road. The purpose of this study is to confirm that a 2 metre by 2 metre trench can be accommodated within the public right-of-way, within a minimum of 0.75 metres from the back of the municipal curb and sited parallel to the property line for the length of the development.

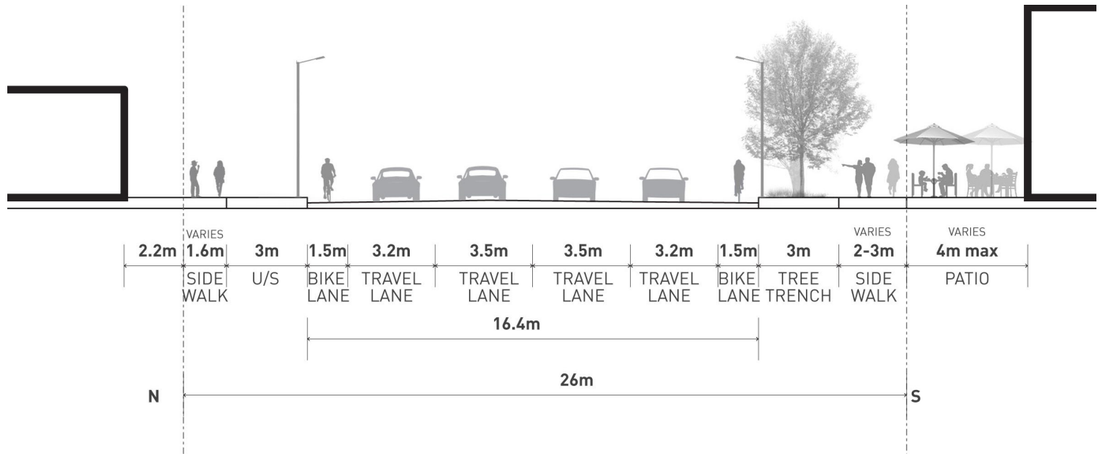
Lakeshore Connecting Communities Study

The City of Mississauga is currently undertaking a Transportation Master Plan study along the Lakeshore Road corridor named Lakeshore Connecting Communities. The purpose of this study is to develop a comprehensive vision for the Lakeshore Road corridor, and to establish an implementation plan to make the vision a reality. The study will deliver a transportation study and conceptual design for Lakeshore Road between Southdown Road and the east City limit and Royal Windsor Drive between the west City limit and Southdown Road.

The Site is situated within the boundaries of the Lakeshore Connecting Communities Study. Preliminary recommendations for the Lakeshore Road corridor are expected to be published in the fall of 2017.

Demonstration that the Master Plan meets the Streetscape Feasibility Study Requirements

In advance of the Lakeshore Connecting Communities study being completed, we have prepared a conceptual street section for Lakeshore Road. Without altering the roadway dimensions, the street section accommodates a 3 metre tree trench, adjacent to the back of the municipal curb, within the public right-of-way. Further, we are proposing to setback the buildings along Lakeshore Road up to 4 metres. Combined, it is our opinion that the conceptual design for Lakeshore Road adequately reserves sufficient space to accommodate the required 2 metre by 2 metre trench.



Note: The ultimate design of Lakeshore Road East, including roadway dimensions, the provision for bike lanes, and the required 2 metre by 2 metre trench, is subject to findings of the Lakeshore Connecting Communities Study.

Recognizing that the conceptual street section for Lakeshore Road needs to be coordinated with the Lakeshore Connecting Communities Study, we intend to revise the proposed Lakeshore Road street section in subsequent submission materials to coordinated with the directions for the Lakeshore Connecting Communities study, and coordinate the tree trench with above and below grade utilities. This will be accomplished through coordination with the City, Utilities, the Region, and consultants following the submission of this application package.