

December 10, 2018

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Dear David,

**Re: 55 Port Street
Official Plan Amendment & Rezoning Application Resubmission**

Urban Strategies Inc. has been engaged by Fram Building Group (“FRAM”) to provide planning services in support of an Official Plan Amendment (OPA) & Rezoning Application resubmission for 55 Port Street, Port Credit. The OPA and rezoning proposal contemplates the development of a ten storey, 34 dwelling building and associated landscaping.

The original Official Plan Amendment & Rezoning Application was submitted to the City of Mississauga in March 2018. Following a review of the application, a number of City of Mississauga departments and other public agencies have provided comments seeking further information and clarification on the application. A number of submissions were also provided to the City of Mississauga from surrounding neighbours, highlighting areas of interest in the application. City staff have considered these submissions, and provided requests for clarification and consideration where necessary.

This letter provides an addendum to the original Planning Rationale and Urban Design Analysis prepared by Urban Strategies and dates March 2018. The letter describes the key changes to the revised proposal, highlighting the enhancements made since the original submission in light of City staffs comments. Importantly, the refinements that have been made result in an improved outcome, and the proposal continues to conform to, and is consistent with, the overarching strategic planning goals and objectives for the Port Credit Community Node, namely contributing to the intensification and efficient land use policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the City of Peel Official Plan and the Mississauga Official Plan.

The proposed revisions do not generally raise any additional assessment concerns that have not already been considered and addressed in the original Planning Rationale. Where additional assessment is required given the refinements, and in light of City staff comments, supporting material has been provided with this resubmission and addressed in this letter.

The Revised Proposal

Through design development and in response to comments received from City staff, a range of design refinements have been made to the proposed massing and built form. These refinements have resulted in a number of minor changes to the project statistics which have been reflect in an update to the proposed zoning by-law amendment. A revised proposed zoning by-law amendment is provided with this resubmission.

The following amendments have been made to the proposal:

- General sculpting and refinement of the building form, creating a more curved presentation of the building and greater articulation of the various building elements.
- Greater setback provided to the mechanical penthouse.
- Increased underground setback from Helene Street South to 1.5 metres.
- Reduction in the floor plate size by 4% to 712 square metres.
- Internal amendments to all levels and the arrangement of dwellings, including on the ground floor where greater activation is provided to the corner of Port Street East and Helene Street South.
- Reduction of one dwelling, resulting in a total 34 dwellings proposed.
- Increase of landscaped open space by 5% to 41 square metres.
- Slight increase in Gross Floor Area (GFA) by 124 square metres to 6,316 square metres, resulting in a minor increase of 16 square metres in the GFA sought for the zoning by-law.
- Introduction of a ramp from Port Street East given the inability to share access with the adjoining Regatta complex.
- General updates to the landscaping scheme to provide a more cohesive presentation to both Port Street East and Helene Street South.

The above revisions have largely been driven by a refinement to the proposed massing of the building, and an endeavor to create a more visually responsive building along the important Port Credit waterfront. The external built form revisions have prompted a number of minor internal refinements, such as the reduction of a single dwelling and a slight increase in GFA given realized efficiencies.

A comparison of the roof plan as submitted and the revised roof plan is provided in **Figure 1**. This comparison illustrates the more curved form of the proposed building and the relocation of the mechanical penthouse at the uppermost level. A diagrammatic illustration of the submitted and revised floor plate is also provided at **Figure 2** to illustrate the enhancements which have occurred to the building massing.

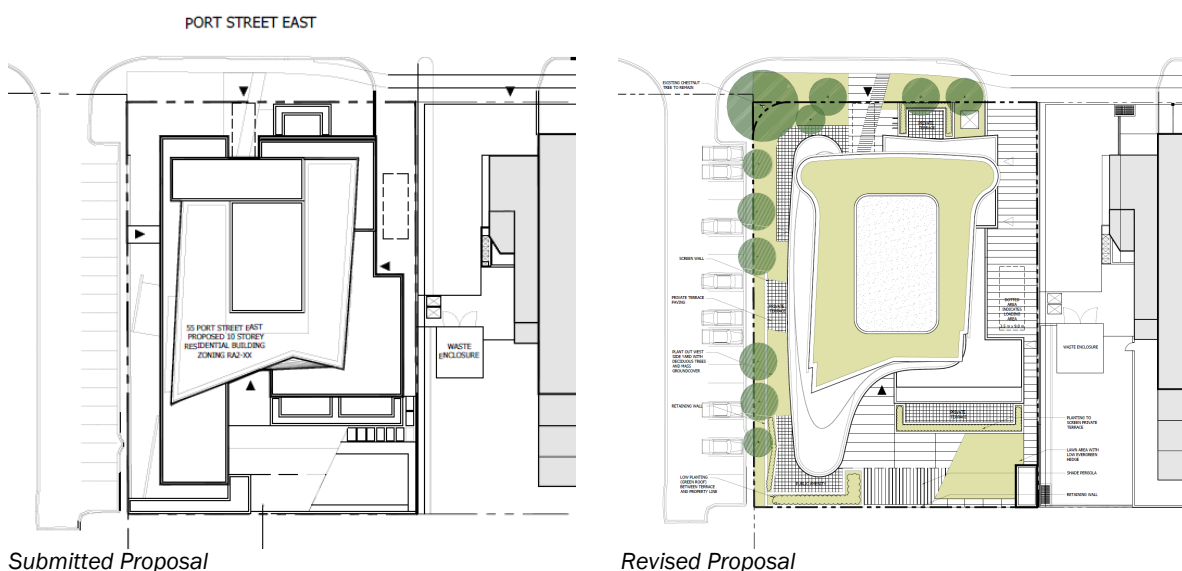


Figure 1: Comparison of roof plan

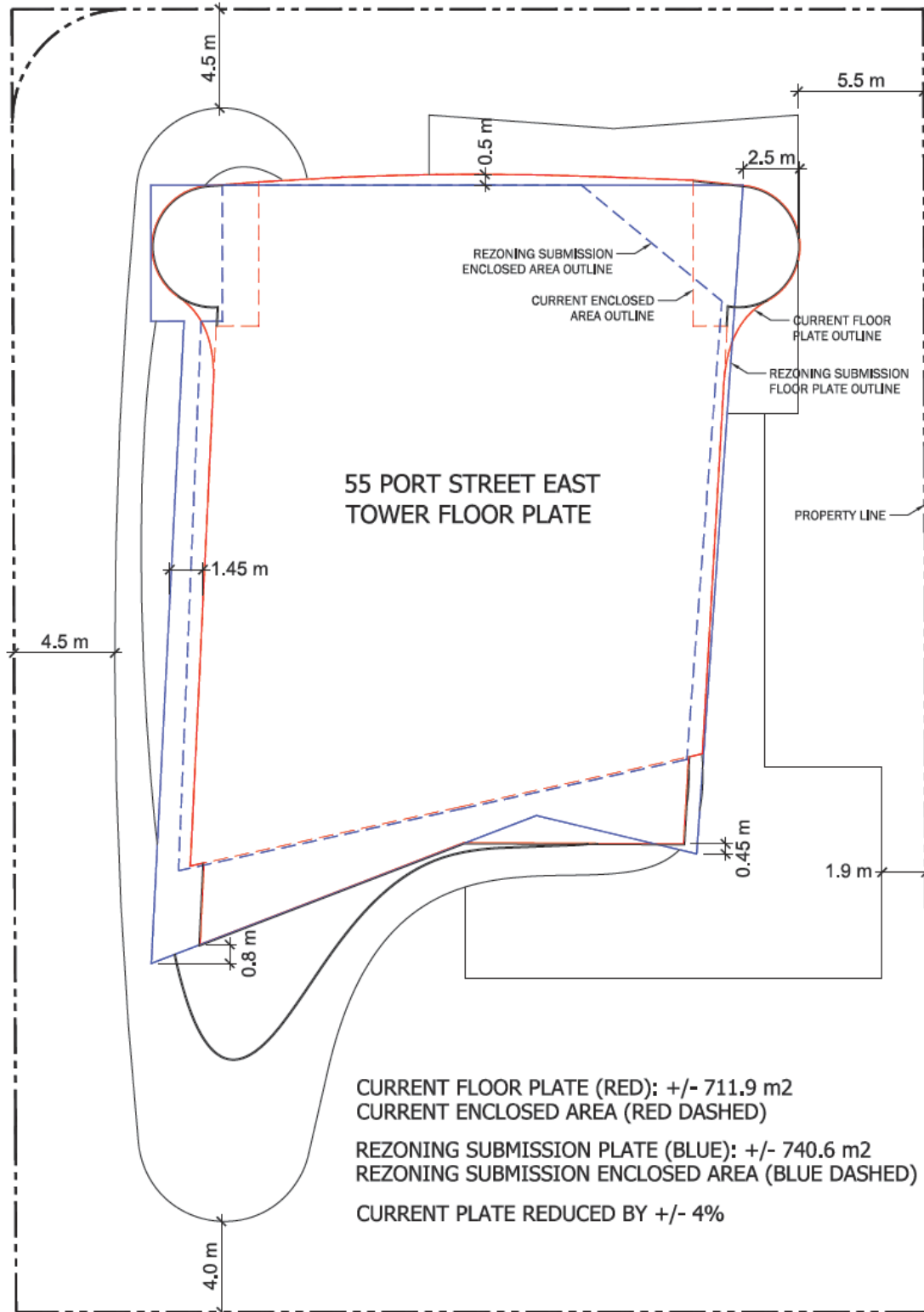


Figure 2: Comparison of the submitted and revised floor plate design

Assessment of Key Matters

The comments received from City staff identified a number of matters for resolution, some clarifications of particular elements, while others related to further considerations of design features. A detailed comment tracking table has been provided as part of this resubmission addressing each individual comment received, but where necessary, further elaboration has been provided in this letter on key matters.

Views

The submitted Planning Rationale outlined the opportunities provided by the proposed design to achieve greater view sharing in the immediate vicinity of the site. Given the amendments proposed to the building form and massing, an updated view study has been prepared by GPA Inc. Architects and is provided with this resubmission.

Importantly, the view study has compared the as-of-right massing to the revised proposal, illustrating the improved outcome which will be achieved through a more sculptured built form that moves massing away from the waterfront. The as-of-right massing is utilized as the 'base case' for comparison given it is the built form currently permitted in the City's zoning by-law. The existing built form on the site, being a low scale commercial building, is an underutilization of the site, and not a true reflection of the built form which is currently capable of being provided under the zoning by-law.

As per the original view study, three views have been examined, including:

- A view from a mid-level balcony of 70 Port Street East (opposite the site).
- A view from a higher-level balcony of 65 Port Street East (immediately adjacent the site on Port Street East).
- A view from Helene Street South.

These views collectively illustrate that there is an enhanced sharing of both private and public views as a result of the revised proposal. Private views are enhanced for both 70 Port Street East and 65 Port Street East compared to the as-of-right scenario, as a greater quantity of water and sky views will be achieved. **Figures 3 and 4** illustrate the view comparisons between the as-of-right scenario, the submitted proposal, and the revised proposal.

The views from 70 Port Street East are generally improved with greater lake and sky views created. The view corridor is maintained from the as-of-right scenario to the revised proposal, but given the shift of massing from the waterfront to higher levels in the future building, the proposed building depth is shortened, in turn creating greater opportunities for water and sky to be viewed past the tower form. The lower podium form of the proposed massing also ensures that greater opportunities are available for lake views from 70 Port Street East.

Consistent with submitted proposal, the views from 65 Port Street East are enhanced with greater lake and sky visible. The revised proposal continues to maintain improved view sharing for private residents, importantly creating wider views to important natural features. Importantly, as both 65 and 70 Port Street East are six storeys in height, the additional height on the proposal does not limit views of Lake Ontario.

In regard to public views, the view from Helene Street South demonstrates that a slightly greater quantity of sky view will be achieved through the revised proposal compared to the submitted proposal. Given the enhanced floor plate design of the revised proposal, an additional amount of additional sky would be visible from Helene Street South.

Both the submitted and revised proposal views demonstrate that the proposed design is a much improved outcome for the public view in this location as density is shifted from the waterfront to a more tower-like form. The shift of this density away from Lake Ontario ensures that the feeling of space and sky views closer to the waterfront are enhanced. This is an important public benefit given the significance of the Port Credit waterfront as a recreational anchor in the neighbourhood.



AS OF RIGHT SCHEME - VIEW CORRIDOR FROM 70 PORT STREET EAST

PREVIOUS SCHEME - VIEW CORRIDOR FROM 70 PORT STREET EAST

CURRENT SCHEME - VIEW CORRIDOR FROM 70 PORT STREET EAST

Figure 3: Comparison of as-of-right scenario, submitted and revised proposal view from 70 Port Street East



AS OF RIGHT SCHEME - VIEW CORRIDOR FROM 65 PORT STREET EAST

PREVIOUS SCHEME - VIEW CORRIDOR FROM 65 PORT STREET EAST

CURRENT SCHEME - VIEW CORRIDOR FROM 65 PORT STREET EAST

Figure 4: Comparison of as-of-right scenario, submitted and revised proposal view from 65 Port Street East



AS OF RIGHT SCHEME - VIEW CORRIDOR FROM HELENE STREET SOUTH

PREVIOUS SCHEME - VIEW CORRIDOR FROM HELENE STREET SOUTH

CURRENT SCHEME - VIEW CORRIDOR FROM HELENE STREET SOUTH

Figure 5: Comparison of as-of-right scenario, submitted and revised proposal view from Helene Street South

Massing

A number of comments were received from City staff regarding the height and massing of the proposed building form. City staff have highlighted a number of elements to be considered in de-emphasizing the height and reducing the appearance of height given the immediate surrounding context. It was also recommended that shadows be considered.

With these comments, the design team has revised the proposal as set out in this letter and the supporting material. A number of key moves have been made to reduce the perceived massing and height of the building, including:

- Setting back the mechanical penthouse so this element is not perceived from street level, reducing the perceived height of the building.
- Further sculpting the building form, importantly introducing a curved expression to enhance view corridors and minimize the presence of the tower form.
- Accentuating the base building through materiality and setbacks, reinforcing the lower scale of the massing along both Port Street East and Helene Street South.
- De-emphasizing the upper portion of the building above the base by providing a high level of glazing, reducing the perceived massing and providing a comparison to the strong masonry base.

The combination of these key moves results in a form which presents a more refined and sculpted building, and an overall height that is less perceptible from street level. Greater opportunities for view sharing of important features such as Lake Ontario are also offered with this revised massing compared to the as-of-right scenario. An updated render view of the proposal from the Lake Ontario waterfront is illustrated in **Figure 6**.



Figure 6: Render of the revised proposal, viewed from the waterfront

As highlighted by City staff, the immediate nearby buildings on Port Street East are six storeys in height, while greater diversity of height is apparent across the entire Port Credit neighbourhood. As outlined in the submitted Planning Rationale, the eclectic mix of building heights in Port Credit is a contributing factor to the vibrancy of the neighbourhood, and along the waterfront it has been recognized that a variety of heights are achievable to capitalize on the locational opportunities. The nearby One Port Street development has a range of building heights approved, including buildings up to 22 storeys, and a range of heights from 3-10 storeys along a stretch of Port Street East. The proposed building form at ten storeys will accord with the new development on the One Port Street site and will contribute to the variation of heights along the waterfront, adding interest to the Port Credit skyline.

The beneficial qualities of the proposal, such as greater view sharing, coupled with the high quality architectural design of the building, will ensure an interesting and unique building is achieved. This building will importantly contribute to the Port Credit skyline, and will provide a point of differentiation along the waterfront. Importantly, the revised proposal will deliver 34 dwellings, capitalizing on the locational attributes of the site, being close to transit, day-to-day services and facilities, and the natural beauty of the Lake Ontario waterfront. This intensification is important to achieve both Provincial and Municipal planning policies, but is most appropriate given the quality building form and architecture which will be achieved through the proposed revisions.

A comparison between the submitted and revised rendered view of the building from Port Street East is provided at **Figure 7** to allow for an assessment of the revisions. This comparison illustrates the outcome of the key moves described above, demonstrating that the perceived height of the building has been clearly reduced, both through shifting the mechanical penthouse from the building edge and through the more sculptured curved form of the building design. Also contributing to a more contextually appropriate form is the base of building design, with a combination of step backs and materiality ensuring that a relationship is created to the surrounding buildings, and a street-level perception of a consistent street wall height is maintained.

In respect of shadows, the above amendments have reduced the overall shadowing effects of the future building. The shadow on Port Street East in September has been reduced by 33%, providing greater direct sunlight during the midday hours. On both June 21 and September 21, shadows are not cast by the proposal on the adjoining waterfront park until after 4:00pm, ensuring that the open space and waterfront are in direct sunlight for the majority of the day. The greatest additional shadow cast at any time by the proposal on the waterfront is during the later hours of June 21, where shadow is most sought given the warmer climate experience. Given the lack of additional shadow compared to the as-of-right scenario, and the reasonable nature of additional shadows given the time in which they fall, the proposed massing is appropriate.

Overall, a significantly enhanced building form will be achieved compared to the as-of-right scenario. The key moves forming the revised proposal will ensure a positive relationship is created at street level to surrounding buildings; will minimize the perception of height from the street level; and will overall reduce the perceived massing of the building through a more sculptured, curved building design. With the proposed revisions, a high quality building will be delivered, contributing to the eclectic mix of buildings in Port Credit and locating housing close to transit, day-to-day services and facilities, and natural amenities.



Submitted Proposal



Revised Proposal

Figure 7: Comparison of the submitted and revised proposal

Land Use

City staff have encouraged the applicant to '*consider the inclusion of a non-residential component*'. Staff have stated that a mix of residential and non-residential uses are essential in Port Credit to achieve a vibrant character. As outlined in Section 4.5 of the submitted Planning Rationale, a non-residential use in this location is not desirable and the site characteristics are not conducive to a wide range of non-residential uses. As such, a single use residential building is still proposed.

It is acknowledged that Port Credit is a diverse, and mixed use neighbourhood, with a healthy mix of commercial, retail, service uses, and residential uses. This is reinforced by a number of Official Plan policies, such as Policy 11.2.6.2 which encourages buildings to contain a mix of permitted uses. Achieving a mix of uses in all buildings, however, is not always feasible or appropriate. This is acknowledged in Official Plan Policy 11.2.6.6 which permits single use residential buildings, as proposed in this instance.

The subject site is comparatively small, at 2,312.1m², and has limited street frontage. The Port Street East frontage is the most prominent, while the Helene Street South frontage is a secondary frontage. Helene Street South is a no-through road which is currently used for vehicle parking and has limited exposure to passing traffic.

Given the site characteristics, the Port Street East frontage is the only reasonable location for non-residential uses, but this frontage is limited in length at only approximately 40 metres. Along Port Street East, functional elements are required to be accommodated for the building, such as the driveway to the underground parking, the electrical room, and the lobby. This only leaves a single opportunity for a non-residential tenancy, which is currently provided as a single residential unit.

A single non-residential tenancy is not considered feasible or appropriate for the site. Already the site is isolated, with no non-residential uses in close proximity along Port Street East. Providing a single non-residential tenancy would not encourage a healthy mix of uses, with the tenancy likely to be left vacant given the isolated nature of the site. As recommended in the submitted Planning Rationale, non-residential uses are more appropriately located in areas such as existing focused areas, such as along Lakeshore Road, or in planned locations such as the One Port Street site.

Summary

As a result of comments received from City staff, and through further design development, revisions have been made to the proposal. These revisions are minor in nature, and have been made to reduce the perceived height and massing of the future building, while maintaining the opportunities to be achieved through the proposal and ensuring a high quality building is delivered. Important design moves have been made in the revised proposal to ensure a more sculptured, refined and progressive building form is achieved.

Importantly, these changes do not change the conclusions of the original assessment provided in the submitted Planning Rationale. Namely, the proposal still conforms to, and is consistent with, Provincial and Municipal planning policies, and will ensure an appropriate intensification of land is achieved on a site that is well-located in walking distance of transit, within immediate proximity of many day-to-day services and facilities, and has immediate access to natural amenities along Lake Ontario.

Should you require any additional information or further clarification on particular matters, please do not hesitate to contact the undersigned.

Yours truly,
URBAN STRATEGIES INC.



Pino DiMascio
Partner, MCIP, RPP

cc: Bennet MacNeil, FRAM Building Group