

URBAN DESIGN BRIEF

170 Lakeshore Road East

Lightpoint (170 Lakeshore
Road East Port Credit) Inc.
170 Lakeshore Road East
City of Mississauga
October 2021



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1 \ INTRODUCTION

This Urban Design Brief ('Brief') has been prepared in support of Official Plan Amendment and Zoning By-law Amendment applications for the lands municipally known as 170 Lakeshore Road East, in Port Credit, in the City of Mississauga (the 'Subject Lands') and is a companion document to the Planning Justification Report, prepared by Glen Schnarr & Associates Inc., dated October 2021, which sets out the planning rationale for the proposed development applications.

The proposed development contemplates redevelopment of the Subject Lands with a fifteen (15)-storey mixed-use structure, grade-related non-residential uses, on-site parking and amenity areas. The proposed structure is to rise above a six (6)-storey podium which is to provide for direct pedestrian connections to individual non-residential units.

This Brief provides information on the design rationale and strategy that has been applied to ensure the proposed development will create an attractive and viable mixed-use development that can be effectively integrated into the existing and evolving context of the Port Credit community. This Brief has been prepared in accordance with the City of Mississauga's Terms of Reference for Urban Design Briefs, dated January 15, 2019.

The Urban Design Brief has been prepared in collaboration with IBI Group and Glen Schnarr & Associates Inc.



1.1 \ GOALS & OBJECTIVES

The goal of the proposed development is to advance the City of Mississauga's vision of creating a desirable urban city and contribute to the goals and objectives of the Port Credit Local Area Plan. The key urban design objectives that have guided the proposed development include:

- Transit-oriented development to support existing and future transit services;
- High-quality, sophisticated architectural design that contributes to place-making;
- A mixture of compatible, complementary uses to encourage Port Credit residents and visitors to live, work, shop and play in the community;
- Grade-related non-residential uses that have a direct connection to the Lakeshore Road East public realm and contribute to a safe, comfortable and enjoyable active streetscape; and,
- Pedestrian-oriented development that supports the street network as well as walking, cycling and transit as convenient forms of transportation

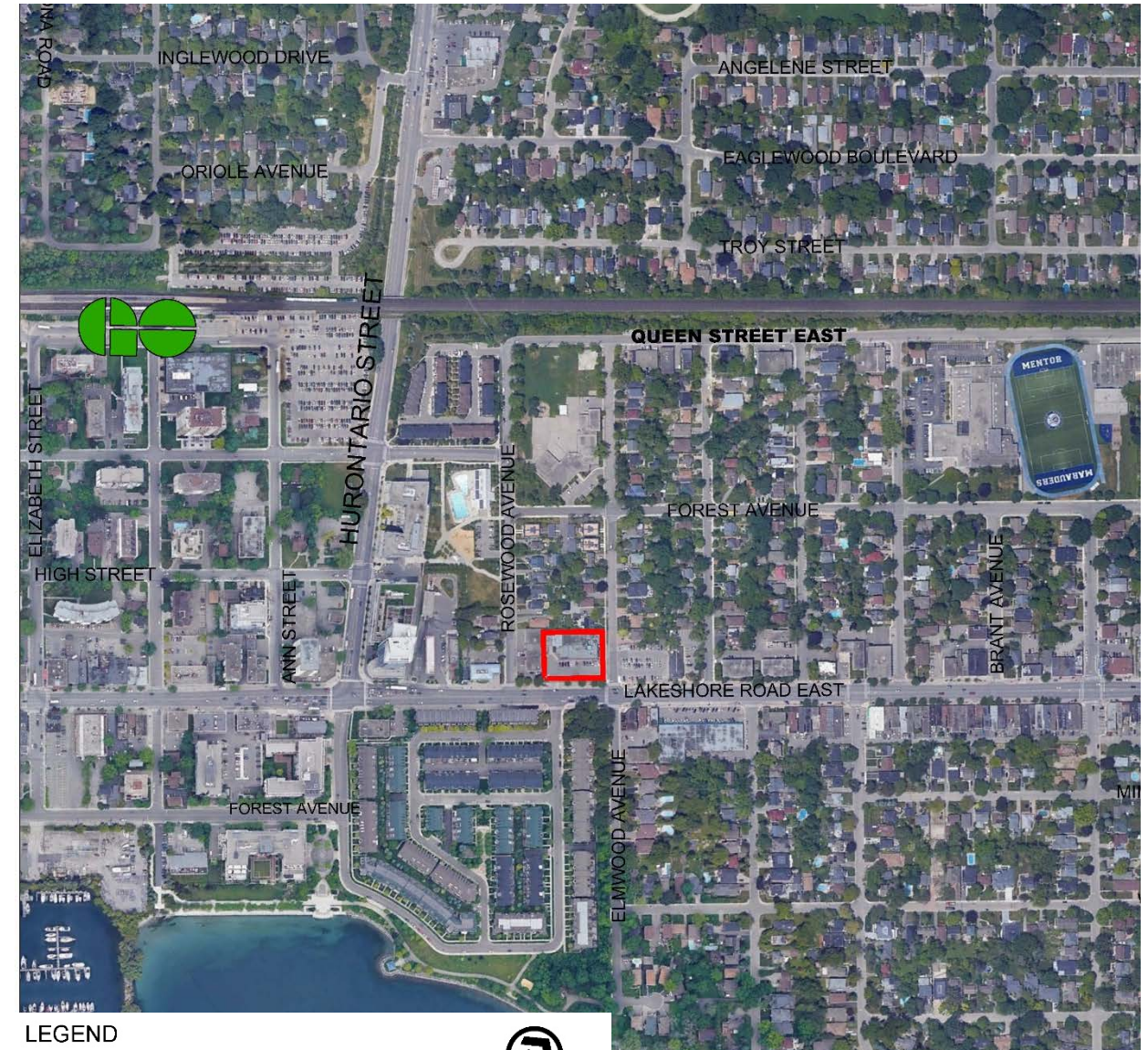


1.2 \ ANALYSIS OF THE SITE & NEIGHBOURHOOD


1.2.1 / SUBJECT LANDS

The Subject Lands are located on the north side of Lakeshore Road East, west of Elmwood Avenue North and east of Hurontario Street in the Port Credit community.

The Site is rectangular in shape, with an area of 0.29 hectares (0.7 acres). It has frontage along both Lakeshore Road East and Elmwood Avenue North. The Subject Lands are currently occupied by a local retail plaza comprised of a 1-storey, multi-tenant structure and surface parking area. Access is provided via a driveway off of Lakeshore Road East, a second driveway off of Elmwood Avenue North and drive aisles internal to the site. There also existing sidewalks along both Lakeshore Road East and Elmwood Avenue North.



LEGEND

 Subject Lands



Scale NTS
October 19, 2021

1.2.2 / NEIGHBOURHOOD CONTEXT

The Subject Lands are located within the Port Credit Neighbourhood Character Area as defined by the Mississauga Official Plan. In accordance with the Port Credit Local Area Plan, the Site is situated within the Mainstreet Neighbourhood Precinct. Overall, the Port Credit community has and continues to experience intensification. Many of the recently approved and ongoing development applications are seeking higher density, compact, ‘tall’ built forms.

In accordance with the Mississauga Official Plan, Neighbourhood areas are intended to accommodate a limited amount of growth and development through infill, at appropriate locations. More specifically, the Port Credit Neighbourhood Character Area is to become an attractive, vibrant, complete community that retains its established character and enables residents to live, work, shop and play within the community. Furthermore, development is to respect the Neighbourhood’s existing character and provide for appropriate transition to the surrounding context.

Port Credit is to be connected to key regional and City destinations by an efficient network of transportation and transit services. Transit connectivity is provided by the Lakeshore East GO Transit (Line 10) and various bus transit routes. This connectivity will be further enhanced by the planned Hurontario Light Rail Transit (‘HuLRT’) network and the planned introduction of higher order rapid transit services along the Lakeshore Road East corridor.

Mississauga Official Plan Neighbourhood Policies

- ‘5.3.5.2 Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.’*
- ‘5.3.5.3 Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.’*
- ‘5.3.5.5 Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plans.’*
- ‘5.3.5.6 Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.’*

The surrounding context is as follows:

NORTH

A segment of the non-conventional (e.g., not stable) residential Neighbourhood is immediately north. This segment of the Neighbourhood, which is situated south of the Metrolinx Rail Corridor, is comprised of 1- and 2-storey detached and semi-detached dwellings. Forest Avenue Public School and local commercial uses that front along Lakeshore Road East and along Queen Street East are interspersed.

SOUTH

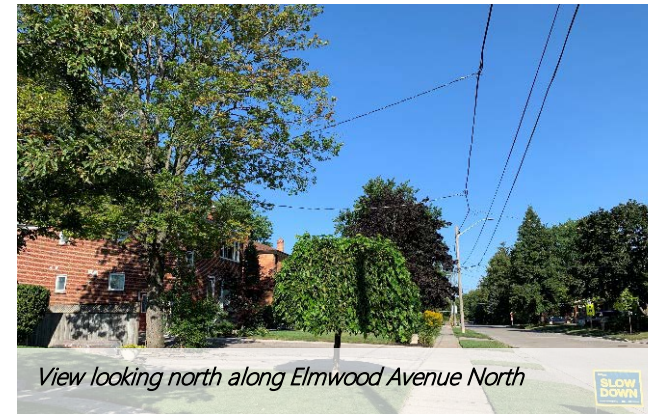
Lakeshore Road East is immediately south. Further south is a forested area and a low-rise, mixed-use development. This development is comprised of 3-storey live-work units fronting on Lakeshore Road East, 3-storey, stacked, back-to-back townhouses and 3-storey street townhouse dwellings. A 2-storey apartment structure, a 4-storey apartment structure and a local retail plaza comprised of a 2-storey, multi-tenant, mixed-use structure and surface parking areas are to the southwest.

WEST

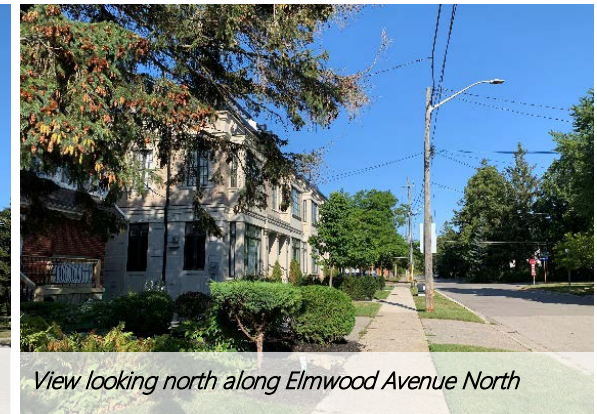
A 1-storey commercial structure and surface parking area is immediately west. Further west is Rosewood Avenue, a local retail plaza comprised of a financial institution, a gas bar, a car wash and surface parking areas. A 22-storey mixed-use structure is immediately east of the retail plaza, adjacent to Hurontario Street.

EAST

Elmwood Avenue North is immediately east. Further east is a local retail plaza comprised of a 1-storey commercial structure and surface parking areas.



View looking north along Elmwood Avenue North



View looking north along Elmwood Avenue North



View looking southwest toward Lakeshore Road East



View looking west toward Hurontario Street along Lakeshore



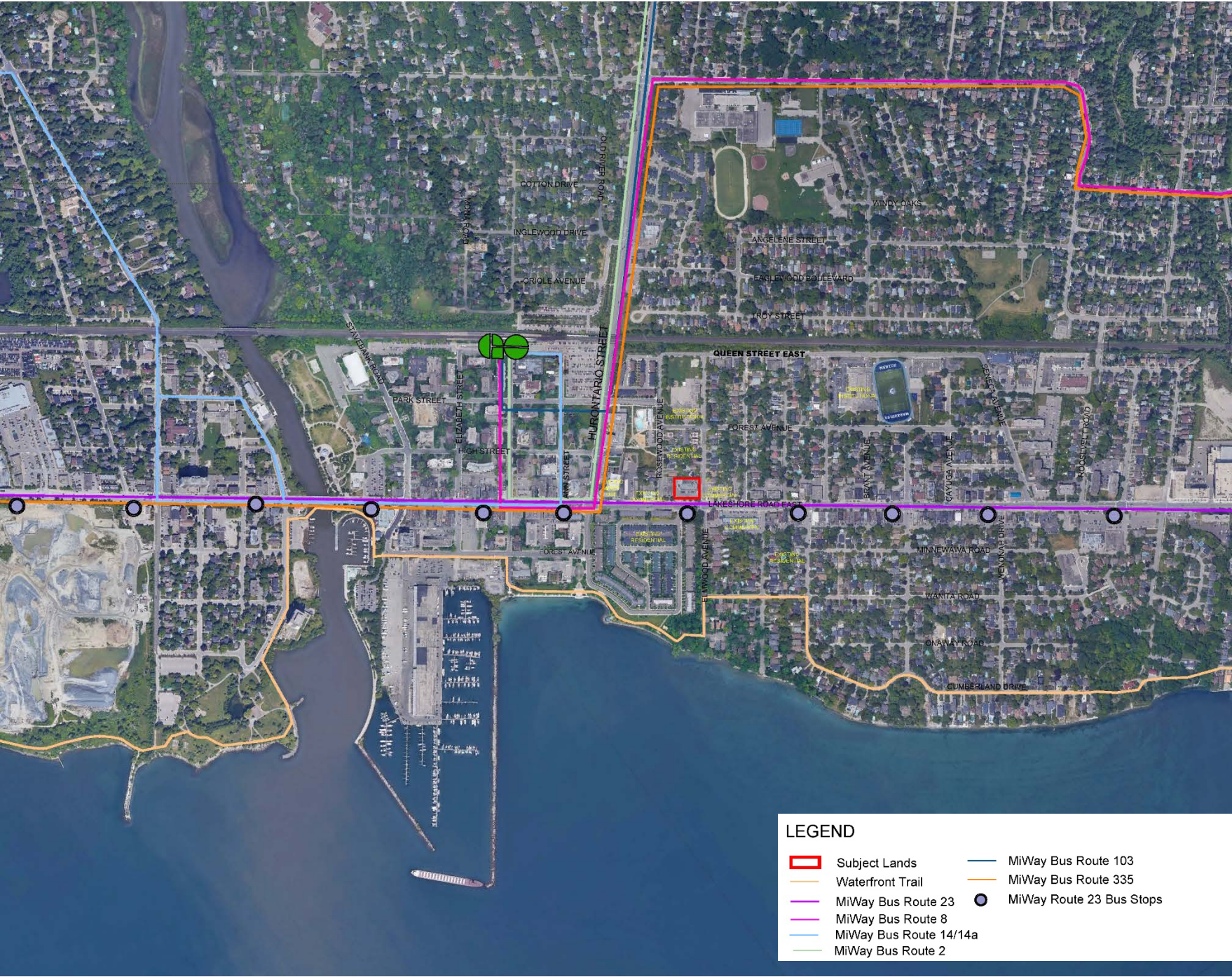
View looking west along Lakeshore at Woodlawn Avenue



View looking southwest at Woodlawn Avenue

1.2.3 / FACILITIES, SERVICES & TRANSPORTATION

The Subject Lands and surrounding area have easy access to a variety of community services and facilities and destinations – many within a comfortable 10 minute walking distance. As demonstrated in the figure on the right, the Subject Lands are well-served by a multitude of transit services.



As stated, the Subject Lands have frontage on Lakeshore Road East and Elmwood Avenue North. In accordance with Schedule 5, Long Term Road Network of the Mississauga Official Plan, Lakeshore Road East is classified as an 'Arterial Road', while Elmwood Avenue North is classified as a 'Local Road'. Lakeshore Road East has an ultimate Right-of-Way ('ROW') width of 26 metres. - Furthermore, Lakeshore Road East is identified as a 'Corridor' and a 'Higher Order Transit Corridor' by the Mississauga Official Plan.

As demonstrated by the figure on the page above, the Subject Lands are well-served by existing transit services including the Port Credit GO Station and Mississauga Transit ('MiWay') bus routes.

MiWay Route 23 (Lakeshore) operates along Lakeshore Road East between Long Branch GO Station and the Clarkson GO Station. The route has a service frequency of approximately 15 minutes daily. The route also services Port Credit GO Station, allowing residents to transfer and reach destinations across the City and beyond. There is an existing stop directly in front of the Subject Lands.

MiWay Routes 2 (Hurontario) and 8 (Cawthra), which operate along Hurontario Street, are approximately 187 metres west of the Site. Additionally, the Port Credit GO Station is approximately 275 metres northwest of the Subject Lands. The planned HuLRT and planned Lakeshore Bus Rapid Transit ('BRT') networks will provide further transit connections. The Subject Lands are located within 500 metres of the planned HuLRT Station at the intersection of Park Street East and Hurontario Street.

In accordance with Schedule 2 of the Mississauga Official Plan, the Subject Lands are located within a Major Transit Station Area concentrated on the Port Credit GO Station. The Region of Peel is currently delineating the Region's Major Transit Station Areas (MTSAs) as per A Place to Grow requirements. In accordance with the Region's ongoing MTSA Study, the Subject Lands are identified as being located adjacent to the Port Credit GO MTSA.

2 \ ANALYSIS OF THE PROPOSED DEVELOPMENT

This Section of the Brief provides a summary and analysis of the proposed development.

2.1 \ KEY COMPONENTS OF PROPOSED PLAN

The Owner wishes to redevelop the Subject Lands for a high-density, mixed-use development. The proposed development contemplates a 15-storey structure that rises above a 6-storey podium. The proposed podium includes stepbacks above Levels 1, 2, 3, 4 and 5 along the Elmwood Avenue North streetscape. The podium is to open onto and address the Site's Lakeshore Road East frontage. This is achieved by positioning a range of grade-related non-residential uses along the Lakeshore Road East streetscape. Direct pedestrian connections are to be provided to the non-residential units, allowing for safe, comfortable and accessible connections to the public sidewalk. A residential lobby, an office area, indoor amenity area and residential units are to be provided within the podium. Overall, the proposed development is to have a total gross floor area ('GFA') of 14,079.3 square metres (151,548.33 square feet), resulting in a density of 5.0 Floor Space Index ('FSI'). Of this, approximately 13,453.5 square metres (144,812.27 square feet) is to be residential GFA, while approximately 625.8 square metres (6,736.1 square feet) is to be non-residential GFA.

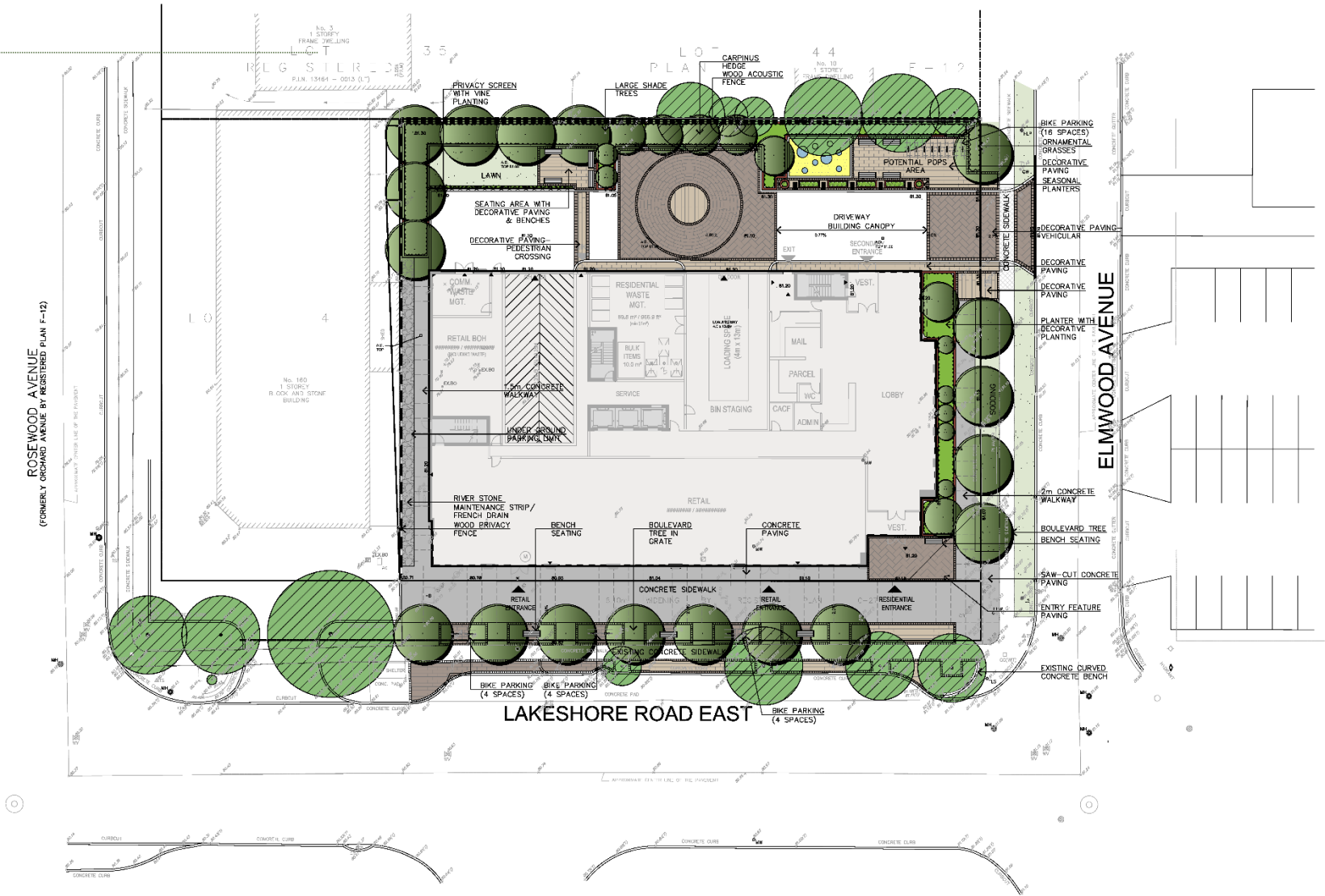
Rising above the podium, the point tower component has incorporated stepbacks above the 6th Level. More specifically, the point tower component has been oriented in a manner that provides for a terracing to facilitate a pedestrian-oriented built form, an appropriate transition to the surrounding area, maximize direct sunlight and no adverse shadow impacts. Furthermore, a further stepback is provided above the 15th Level to facilitate a rooftop outdoor amenity area that is directly visible and accessible from an indoor amenity space.

A variety of landscaped open spaces and amenity areas are to be provided. This includes a landscaped courtyard at the rear of the structure, landscaped open spaces along the property lines and rooftop outdoor amenity areas. Overall, the proposed development includes 913 square metres (9,827.45 square feet) of amenity areas. Of this, approximately 475 square metres (5,112.86 square feet) is outdoor amenity areas, while approximately 438 square metres (4,714.59 square feet) is to be indoor amenity areas. Landscaping and streetscape enhancements are to be provided. This includes streetscape treatments along the southern and eastern property lines so that a high-quality, inviting, pedestrian-oriented environment and active street frontages are provided. A network of pedestrian pathways is also to be provided to facilitate safe, comfortable and convenient access across the Site and beyond.

A total of 147 purpose-built rental dwelling units of varying size and configuration are to be provided. Access is to be provided via a full-moves driveway off of Elmwood Avenue North. A total of 170 parking spaces are to be provided in a 3-level below-grade parking structure. Additionally, access to the below-grade parking structure has been integrated into the structure and out of public view. A total of 160 secure bicycle parking spaces will also be provided. A summary of the proposed development is provided on the next page.

2.1.2 / CONCEPTUAL LANDSCAPE PLAN
& AMENITY AREAS

A Conceptual Landscape Plan (see figure on the right) has been prepared by Strybos Barron King Ltd. to demonstrate the landscaping and amenity area opportunities of the proposed development. Precedent images have been included on the following pages to visually demonstrate how the site can operate and function once implemented. We note that as part of a ‘complete’ application submission, a Landscape Plan were not required nor was a Landscape Plan prepared. As a result, further landscape opportunities may be identified during the detailed design phase.



The proposed development is to include 913 square metres (9,827.5 square feet) of amenity area. It is anticipated that the rooftop outdoor amenity area will provide opportunities for casual gathering and dining. The proposed at-grade outdoor amenity area may include a lounge area or a dining area. The programming of outdoor amenity areas will be further explored and determined during the detailed design phase.

In order to provide for safe, comfortable and enjoyable spaces, noise and wind mitigation features have been incorporated into the design of the rooftop outdoor amenity areas (see Section 2.5 of this Brief for further detail).

2.2 \ BUILT FORM & USES (ORIENTATION, MASSING & TRANSITION)

This Section provides an analysis and discussion of the built form and use components of the proposed development.

2.2.1 / LAYOUT & BUILDING SITING / ORIENTATION

The proposed development includes a podium / tower configuration that enables adverse wind conditions to be eliminated, prevents overlook concerns and maximizes sunlight (MOP, Policy 9.2.2.3). The proposed structure has been positioned along the Site's Lakeshore Road East and Elmwood Avenue North frontages in order to frame the street and provide for an attractive, pedestrian-oriented built form (MOP, Policy 9.2.2.6 and Policy 9.5.1.3). It also features a terraced design whereby the proposed podium includes a variety of stepbacks, particularly along the Elmwood Avenue North frontage in order to provide for an appropriate transition that respects the surrounding context (MOP, Policy 9.2.2.1). Overall, the proposed structure has been carefully designed and planned around a landscaped courtyard at the rear so that the structure frames the street, provides for an active streetscape and enables an appropriate transition to the Port Credit Neighbourhood to the north and south.

2.2.2 / HEIGHT & MASSING

The proposed podium with a height of 6-storeys contributes to a pedestrian-oriented development along the Lakeshore Road East and Elmwood Avenue North street edge. Non-intensification areas, such as the Subject Lands, are not a preferred location for tall buildings. The proposed development, with a height of 15 storeys, exclusive of a mechanical penthouse, is appropriate given the presence of similar and taller structures in the immediate surrounding neighbourhood. Furthermore, the proposal provides for a structure with an appropriate height given its proximity to transit services and multitude of surrounding destinations capable of meeting the daily needs of residents within a comfortable walking distance (MOP, Policy 9.3.1.4 and Policy 9.5.1.2).

The inclusion of stepbacks provides for appropriate transition in terms of built form and massing to the surrounding area. These stepbacks will facilitate a high-quality built form and a visual breaking up of the proposed massing. Furthermore, the proposed structure is slender in order to reduce shadowing, provide for sky views, prevent overlook and maximize direct sunlight (MOP, Policy 9.5.1.2 and Policy 9.5.1.9).

2.2.3 / BUILDING FAÇADE & ARCHITECTURAL ARTICULATION

Grade-related non-residential uses and a residential lobby will provide for a structure that opens onto and addresses the public realm. The proposed non-residential uses along the Site's Lakeshore Road East frontage will animate the streetscape and provide safe, comfortable, and accessible connections to the public realm. Specifically, it is anticipated that each non-residential unit will have a direct pedestrian connection to the public realm. A principal entrance to the residential lobby is also provided along the Lakeshore Road East frontage in order to provide a consistent, active streetwall condition.

As demonstrated on the right, the proposed podium is to stepback above the ground level. A further stepback is provided above the 6th Level. Additionally generous stepbacks are provided at the rear of the structure along the Elmwood Avenue North frontage in order to implement a terraced built form. Rooftop outdoor amenity areas are to be provided above the podium at Level 6 and an additional outdoor amenity area is provided at Level 16. Indoor amenity areas are to be provided on Level 6 and Level 16. Both of the indoor amenity areas have been positioned so that they open onto and are directly visible from the rooftop outdoor amenity areas.

Overall, the proposed development is to provide for a high-quality built form with architectural articulations and façade treatments that are complimentary to the physical character present in the surrounding area.

2.3 \ ACCESS, CIRCULATION, PARKING & SERVICE

Vehicular access to the proposed development is proposed via a driveway off of Elmwood Avenue North. The driveway is to terminate at a central landscaped circular courtyard. Access to an integrated loading area, secure bicycle parking area and the below-grade parking structure are provided off of this central courtyard. Separate non-residential and residential waste (staging) areas are provided.

A total of 160 secure bicycle parking spaces are provided on the mezzanine level of the podium to accommodate long-term and short-term cycling needs. A total of 170 shared parking spaces are to be provided in a 3-level below-grade parking structure.

In efforts to provide for an efficient site design and shield servicing areas from public view, the shared loading space, waste collection areas, bicycle parking area and access to the below-grade parking structure have been integrated into the proposed podium, at the rear of the structure. Furthermore, the proposed location of the ramp to the below-grade parking structure near the Site's western property line minimizes potential vehicular-pedestrian conflicts.

2.4 \ PEDESTRIAN CIRCULATION

A network of pedestrian pathways and public sidewalks is to be provided to facilitate safe, comfortable and convenience access across the Site and beyond. This includes a 3.0 metre pedestrian pathway along the western property line, the landscaped open space along the rear property line and public sidewalks along the Site's Lakeshore Road East and Elmwood Avenue North frontages. The proposed development also includes streetscape treatment along the southern and eastern property lines to provide for a high-quality, inviting, pedestrian-oriented environment and active street frontages.

Further streetscape enhancements may be identified during the detailed design stage, given a wide sidewalk zone is to be provided along Lakeshore Road East. Overall, the proposed development has been planned and designed to provide for pedestrian-oriented streetscapes that are safe, attractive, compact and transit supportive.

2.5 \ SUPPORTING STUDIES

In order to ensure the proposed development fully addresses all policy and technical requirements, a number of supporting studies have been completed. Those studies which support the proposed development's ability to minimize adverse microclimatic impacts on the public realm and private amenity areas are summarized below.

2.5.1 / SUN / SHADOW STUDY

A Sun / Shadow Study ('Study') has been prepared by IBI Group and is provided under separate cover in support of this proposal. The Study, dated October, 2021, evaluated the shadowing that the proposed development would create for the Subject Lands and surrounding lands. The Study analyzed shadowing caused by the proposed development on three (3) dates – December 21st, March 21st and June 21st. These dates were used in compliance with the City of Mississauga's Terms of Reference as it is anticipated that these dates will have the largest amount of shadow impact on the surrounding area. Overall, the Study found that the proposal meets the shadow impact criteria for all existing amenity areas and public spaces. Those spaces that do not meet the shadow impact criteria are located on-site and at-grade. Effort has been made to improve the shadow impact by maintaining a slender tower floorplate and by situating the outdoor amenity areas to have maximum sun exposure.

2.5.2 / NOISE FEASIBILITY STUDY

A Noise Feasibility Study ('Study') has been prepared by Howe Gastmeier Chapnik Limited and is provided under separate cover in support of this proposal. The Study, dated October 7, 2021, was undertaken to assess potential noise sources that may impact the proposed development and recommend mitigation measures. Overall, the Study found that the proposed development is feasible with the integration of noise control measures. These measures include equipping all dwelling units with central air conditioning, installation of glazed exterior doors between dwelling units and outdoor terraces, and installation of an acoustical barrier around the perimeter of the outdoor amenity area on the 6th Level.

In addition to the identified noise controls, noise warning clauses are required for dwelling units. The required noise warning clauses are to inform future residents of the noise traffic (including future rapid transit along Lakeshore Road East), rail traffic along the Metrolinx Rail Corridor and sound level exceedances due to proximity to non-residential uses.

3 \ SUMMARY & CONCLUSIONS

The proposed development provides for an appropriate approach to intensification of an underutilized site. Additionally, the proposed development is to provide for an attractive and viable

development which includes grade-related non-residential uses that open onto and address the public realm. Overall, the proposed development has been planned and designed to enable an appropriate integration into the existing context and surrounding community. With a proposed height of 15-storeys and a density of 5.0 Floor Space Index ('FSI'), the proposal is at an appropriate location, at an appropriate density, to provide for a compact, pedestrian-oriented and transit-supportive development. Furthermore, the Subject Lands are extremely well-served by surrounding destinations, facilities and existing and planned transit services.

Based on our review of the Mississauga Official Plan urban design policies, it is our opinion that the proposed development satisfies the following design objectives:

- It will improve and contribute to the City's vision for Lakeshore Road East as a safe, comfortable, pedestrian-oriented streetscape;
- It will provide and support pedestrian and cycling connections that link the proposed development to the surrounding context;
- It has a proposed height and built form that offers an appropriate connection and transition to the surrounding context;
- It is a suitable addition to the Port Credit community;
- It complies with the City's development vision for lands along a Corridor; and,
- It offers a high-quality, attractive, refined architectural design that will contribute to the City's skyline that is also pedestrian-oriented.

goals and urban design objectives of the Port Credit area established by the Mississauga Official Plan.

This Urban Design Brief concludes that the proposed development embodies an appropriate reinvestment and improvement of the existing site. Additionally, the proposal contributes to the