

# 10 WEST PORT CREDIT

## PLANNING ADDENDUM

File No. OZ OPA 22-3

OCTOBER 2022



**URBAN  
STRATEGIES  
INC**



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# 1.

# INTRODUCTION

This planning addendum has been prepared by Urban Strategies Inc. on behalf of 10 WEST GO GP Inc (the Owner) in support of an Official Plan and Zoning By-law amendment resubmission. The Proposal envisions the redevelopment of the site located at 17 & 19 Ann Street, 84 & 90 High Street East, and 91 Park Street East. The Proposed Development envisions the construction of a 23 storey mixed-use building, a new public park, and the retention of two heritage buildings.

This addendum addresses changes to the application made since the first submission on January 4, 2022. It builds on the Planning Rationale Report submitted with the original submission of a combined Official Plan Amendment (OPA), Zoning By-law Amendment (ZBA) application.

While a number of design refinements have been made to the proposal, the key components of the original application have not changed. Accordingly, much of the Planning Rationale submitted with the original application remains relevant and can continue to be relied upon.

This addendum focuses on the key changes introduced to the development since the previous submission, including responses to feedback received on the application from City of Mississauga staff, the Mississauga Urban Design Review Panel, and other commenting agencies. The refinements which have been made also consider feedback and discussions with City of Mississauga staff and the local community, including the Town of Port Credit Association (TOPCA) and the Port Credit Business Improvement Area.

This planning addendum concludes that the Proposed Development is appropriate and continues to represent good planning. The Proposed Development supports the aims and objectives of the prevailing planning policy framework, namely the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the City of Mississauga Official Plan, including the Port Credit Local Area Plan and the Port Credit GO Station Area Master Plan. The Revised Proposal contributes towards the creation of a complete community; supports intensification and infill around a major transit hub; promotes the efficient use of land, infrastructure and transit services; and is compatible with the existing and planned context.

## Contents of this Report

This addendum report includes the following sections:

- A review of the Original Proposal and recent community and stakeholder engagement;
- A summary of key planning and urban design comments received to date;
- An overview of the revisions to the Proposal;
- A discussion of how the Revised Proposal responds to key issues raised; and,
- A summary planning opinion

This report should be read in conjunction with other resubmission materials, including the updated architectural drawings package prepared by CORE Architects, the revised landscape package prepared by Baker Turner Landscape Architects, and the updated transportation and parking memo prepared by BA Group.

## Proposal Overview

The original application was submitted in January of 2022. The key elements of the Proposal include the following:

- Development of a 23 storey mixed-use residential building (including one mezzanine level) within the northwest corner of the site;
- Creation of new housing, including grade-related townhouse units and a mix of one and two-bedroom apartment units;
- Provision of commercial/retail space at grade;
- The creation of a new public park along Hurontario Street and along High Street East;
- Retention of the two existing heritage buildings along High Street; and,
- An emphasis on high-quality architecture and design excellence.

The key components of the Original Proposal and the associated community-building benefits have been carried forward in this resubmission, as detailed on the following pages.

## Recent Engagement

Extensive engagement has taken place throughout the duration of the project. The Owner and their development team have met on numerous occasions with City staff, stakeholders and the local City Councillor.

A summary of the key consultation milestones which took place prior to the submission of the original application can be found in the December 2021 Planning Rationale Report. More recently, in June of 2022, the Owner met with City staff from Urban Design, Community Services, Planning and Landscape divisions to review comments and present adjustments to the built form, landscaping and design.

The project, along with a staff Information Report, was also presented to Mississauga's Planning and Development Committee on July 5, 2022. At that meeting, members of Council expressed their support for the project.

## 2.

# SUMMARY OF PLANNING COMMENTS

Comments on the application were provided by various City divisions, including City Planning, Urban Design and Housing staff, the Mississauga Urban Design Review Panel (MUDRP), and other agencies. The following is a summary of the key planning and urban design comments received to date with respect to the original application:

### Heritage Considerations

A number of comments provided focused on the design response to the heritage buildings. Requests for greater separation between the proposed tower and 84 High Street were made. In addition, the original 2.0 metre pedestrian mews along north edge of 84 High Street was regarded as too narrow a connection. Staff and the MUDRP requested that the design be refined to allow for more a more spacious pedestrian mews within this area.

### Park and Open Space

Additional articulation and clarity was requested to better address the interface between the park, the condominium building, and private outdoor amenity spaces. Further detail regarding the privacy wall and the entrance to the building from the public park was requested. More information was also requested to illustrate the interface along the south portion of the building, involving a cross section of 84 High Street, the proposed POPS/pedestrian mews, and the proposed building.

The relationship between the POPS, the park and the residential component required more detail, with the pedestrian connections between the POPS and the park requiring further improvement. Staff specifically requested a clear delineation within the POPS through framing of spaces and the creation of more comfortable edges.

### Building Height

Upon review, City staff indicated that the Original Proposal is a 23 storey building because the mezzanine level is considered as a full storey as per the Mississauga zoning by-law. Staff raised concerns that the proposed 23 storey building was not in keeping with the established height permission of 22 storeys within the Port Credit Local Area Plan. Further clarity was also requested on how the building footprint reflected the Port Credit Local Area Plan height schedule, including a request for a drawing which overlays the height map onto the master plan.

### Affordable Housing

Comments from City staff emphasized the desire for the Proposal to deliver a range of housing options for residents, including affordable housing. The City targets the delivery of 10% affordable middle income housing as part of new developments. Staff commented that the Original Proposal did not include the provision of affordable middle income housing.

### Proposed OPA and ZBA

Concerns were raised regarding the draft planning instruments, including the draft Official Plan Amendment and the draft Zoning By-law Amendment. Staff expressed a desire to ensure that the land use designations and zoning by-law reflect the proposed land uses. Staff requested an alternative approach to the draft planning instruments that is more responsive to the various parcels within the block development.

# 3.

# THE REVISED PROPOSAL

Based on feedback received from City staff, stakeholders, the MUDRP and the public, refinements to the Proposed Development have been made. The revisions encompassed in this resubmission are intended to address concerns raised, as discussed on the following pages.

The revised design results in a number of improvements to the Proposal. The changes include massing refinements and additional building setbacks to improve the interface with 84 High Street; adjustments to the building articulation to reduce projections at key corners and expand building separation; revised public realm design to improve the relationships between the different parcels and open spaces on the block and to better delineate between the private and public spaces; and the relocation of amenity spaces and ancillary uses to provide better harmony within the tower and ground floor layout.

The table below summarizes the changes made between the first submission and this resubmission. Key revisions contained in this resubmission are described in further detail in the following section.

	Original Submission (January 2022)	Revised Submission (October 2022)
Total Gross Floor Area (GFA)	25,061 m <sup>2</sup>	23,904 m <sup>2</sup>
Residential GFA	24,752 m <sup>2</sup>	24,412 m <sup>2</sup>
Non-Residential GFA	309.5 m <sup>2</sup>	319.90 m <sup>2</sup>
Building Height	23 storeys (including 1 mezzanine level)	23 storeys (including 1 mezzanine level)
Floor Space Index (FSI)	7.64	7.55
New Residential Units	359 units	363 units
Indoor Amenity Space	880 m <sup>2</sup>	743.93 m <sup>2</sup>
Outdoor Amenity Space	795 m <sup>2</sup>	775 m <sup>2</sup>
Public Parkland	2,492 m <sup>2</sup>	2,449.5 m <sup>2</sup>
Publicly Accessible Open Space	n/a	178.10 m <sup>2</sup>
Total Vehicle Parking Spaces	283	319
Bicycle Parking Spaces	287*	237*
Retained Rental Units	6	6
Affordable Housing Units	0	5

\*Note: The Original Proposal provided more bicycle parking than required under the City's Zoning By-law. The Revised Proposal continues to meet the minimum number of bicycle parking spaces required by the Zoning By-law.

# Response To Key Issues

The following section discusses how the Revised Proposal responds to key planning and design issues raised to date.

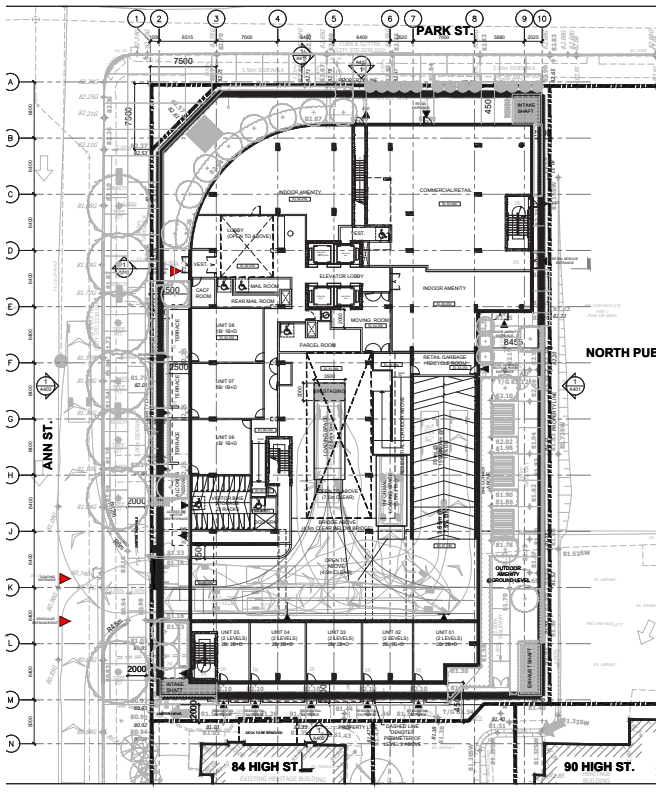
## 1. BUILDING DESIGN REFINEMENTS

Several refinements have been made to the design and interior layout of the building. Adjustments to the ground floor have been made to improve the functionality of the commercial space (see Figure 1). The ancillary space associated with the commercial use is now located directly behind the unit. In addition, retail patio areas are proposed along Park Street and along the east edge of the building, as illustrated in the updated landscape plan. The retail patio space along the east side of the building has been accommodated through the provision of larger setback at grade.

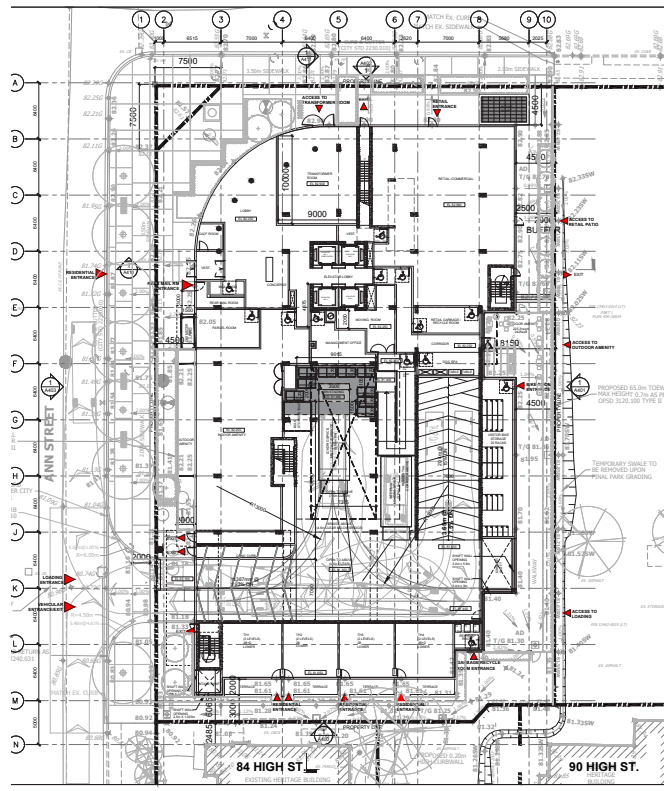
Also on the ground floor, the indoor and adjoining outdoor amenity spaces have been relocated to front onto Ann Street, replacing 3 residential units and their private terraces. Based on comments, this prime location was considered more suitable for an amenity space which all residents could benefit from. As a result of these adjustments, the lobby has increased in size and extends further north to help animate the northwest corner of the building.

Other adjustments to the location of the indoor and outdoor amenity spaces have also been made. Further detailed design for the private amenity areas will be advanced through the site plan review process.

**JANUARY 2022 - ORIGINAL GROUND FLOOR PLAN**



**OCTOBER 2022 - REVISED GROUND FLOOR PLAN**



**Figure 1. Ground Floor Plan Comparison**



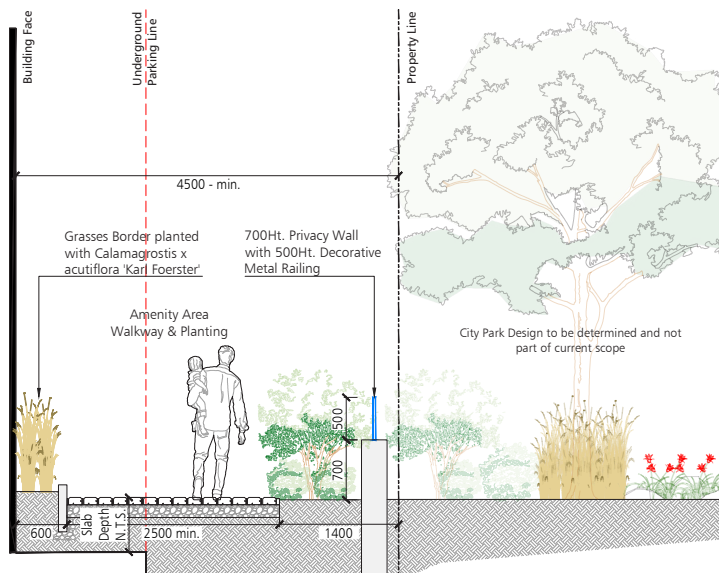
## 2. LANDSCAPE AND PUBLIC REALM DESIGN

The landscape plan has been adjusted to address concerns regarding the interface between the private outdoor amenity space along the east edge of the building. As illustrated in Figure 2 below, a 700mm high solid wall with an additional 500mm high decorative metal railing on top is now proposed, totaling 1.2 metres. Adjacent to the wall on the private amenity side, a row of shrubbery also helps create a clear distinction between the private amenity space and proposed public park to the east. On the northern half of the interface, a row of trees also helps create an additional natural barrier. It should be noted that the design of the public park will be advanced in the future by the Owner in conjunction with the City of Mississauga.

The proposed POPS/pedestrian mews along the south edge of the building has been revised to provide a consistent 3.0 metre walkway, as shown in Figure 3 below. It has also been expanded at the easterly corner to provide a larger space and enhanced access to the park.

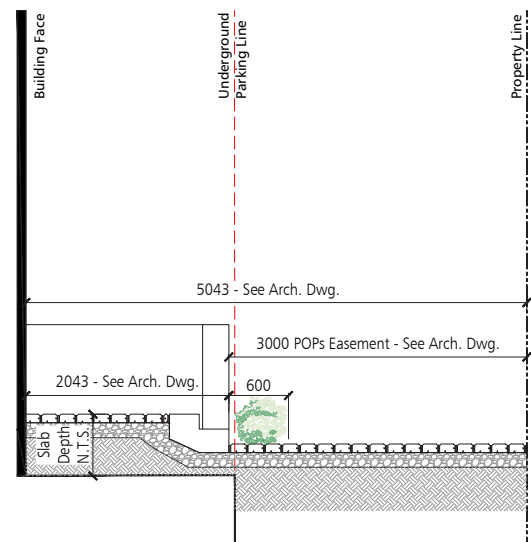
The ground level units and private patios facing the pedestrian mews are defined along the POPS edge by 1.2 metre high decorative walls matching the building façade, and buffer planting is provided along east and south building faces to soften those interfaces. The exhaust air shaft grills have been moved out of the POPS area and the previously proposed wall/fence between the POPS and the Parcel B Park has been removed to allow for better integration.

More detailed design of the parks and open spaces, including paving patterns, additional plantings, pedestrian furnishing, public art locations and interface between the parcels, are intended to be refined during Site Plan Application process.



OUTDOOR AMENITY AREA & ILLUSTRATIVE PROPOSED PARK SECTION A-A'  
Scale 1:50

**Figure 2.** Section drawing showing the interface between the private walkway area along the east side of the building and the adjacent public park



POPS SECTION F-F'

Scale 1:50

**Figure 3.** Section drawing showing the design of the POPS/pedestrian mews along the south side of the building

### 3. HERITAGE CONSIDERATIONS

The massing of the Proposed Development where it interfaces 84 High Street has been revised to enlarge the space between the heritage building and the proposed building. The greater setback allows for a wider space between the two buildings which will improve pedestrian connectivity and increase safety.

In the previous submission, the setback from building face to property line was 4.5 metres. The setback at grade has now been revised to be 5.0 metres from building face to property line. The

setback at Levels 2-6 has also been increased from 2.4 to 5.8 metres, and the building massing has been adjusted to reflect the requests from Urban Design Staff (see Figure 4 below).

Along the south side of the building, the revised design features a reduced private terraces of 2 metres and a more generous 3 metre wide pedestrian POPS/mews. The additional open space increases the separation between the heritage building and the new building, and gives further prominence to the heritage building.



**Figure 4.** Rendering showing the more generous spacing between the proposed building and the retained heritage building at 84 High Street

#### 4. BUILDING HEIGHT

As discussed in the December 2021 Planning Rationale Report, the height permission established in the Local Area Plan is 22 storeys. The Original Proposal was described as being a 22 storey building plus a mezzanine level. Based on feedback received from City Buildings staff, the mezzanine level is considered to be a complete storey under the Zoning By-law. As such, the building is now being described as a 23 storey building, including the mezzanine level.

The proposed 23 storey building continues to be in keeping with the intent of the height policies established in the Local Area Plan. The mezzanine level has been accommodated within a taller ground floor level and does not contribute to the overall height of the building (see Figure 5 below). The first storey is approximately 7.8 metres high. The taller floor-to-ceiling height of the first storey supports the height clearances required for loading and servicing facilities, and also improves the quality of design of the retail space by allowing for higher ceilings within the commercial area. The mezzanine level is an important component of the building, as it allows for two-storey townhouses to be provided, and also accommodates additional residential units, amenity space, and locker room space.

It is also worth acknowledging that the Local Area Plan does not define a maximum height in metres of a 22 storey building. A review of other 22 storey buildings within the immediate area was undertaken to determine the comparative height of these buildings in metres.

A relevant comparable is the approved development located at 28 Ann Street. The site-specific zoning by-law for 28 Ann Street permits a building of up to 22 storeys and 76 metres in height, plus 6.0 metres for the mechanical penthouse. The Proposed Development at 10 West has a height of 76 metres, plus a 5.5 metre mechanical penthouse. In short, the Proposed Development is similar or less in height than an approved 22 storey building within the immediate area. The Proposed Development is therefore in keeping with the intent the Local Area Plan in terms of overall height.

Portions of the proposed tower encroach slightly into the 6-storey height zone which applies to the east half of the block along Hurontario Street, as identified in the Port Credit Local Area Plan. The encroachments result from the shifting and rotating floorplates of the building, as illustrated on Parcel Plan A103. However, the overall building form is consistent with the intent of the height map, which is to locate lower-rise building forms along Hurontario Street and taller building elements along the west half of the block. The provision of a public park along Hurontario Street, and the integration of building stepbacks along the east side of the building, effectively achieve the massing transition objectives in the LAP. A minor adjustment to the OPA height map will be needed to facilitate the proposed building design.

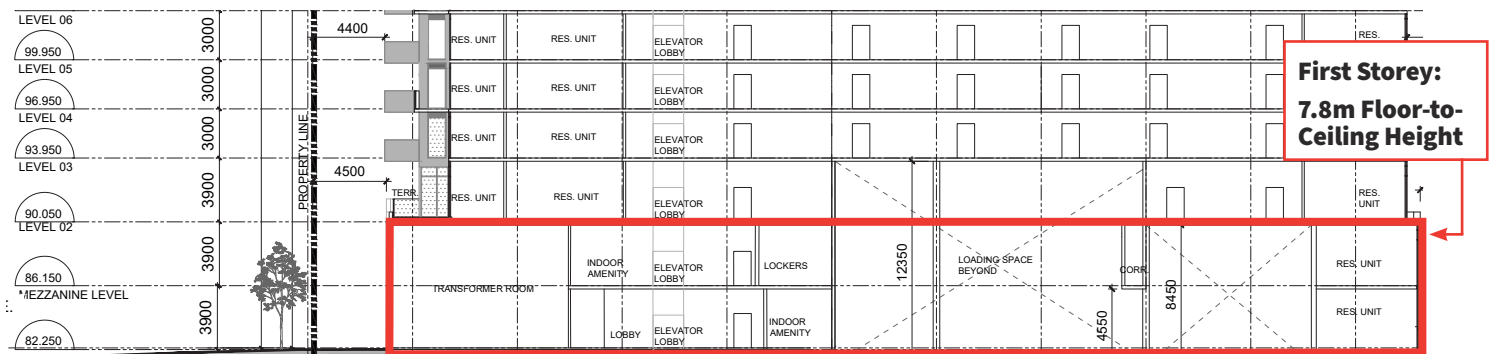
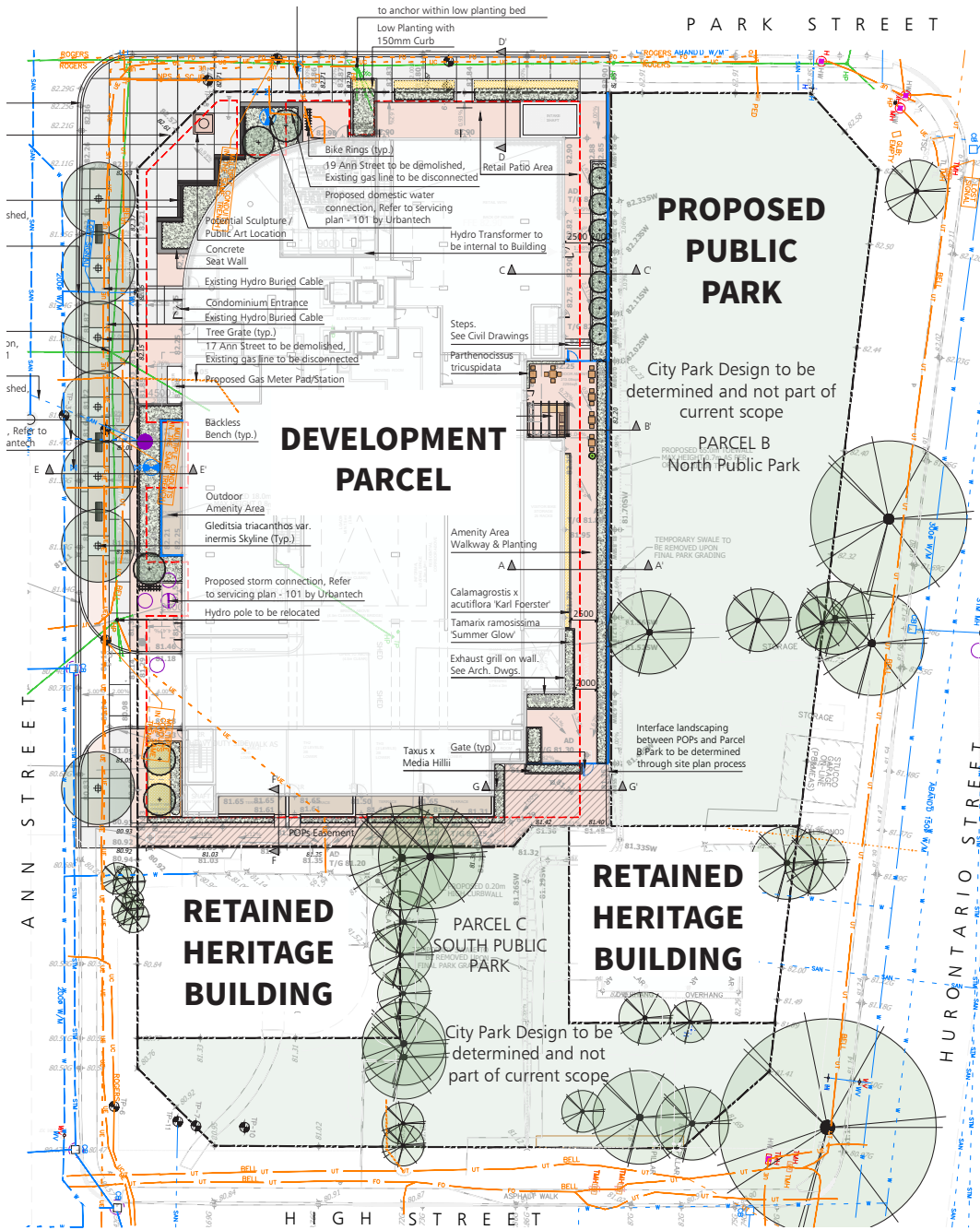


Figure 5. Section drawing showing how the mezzanine level is integrated into a taller ground floor level

## 5. PROVISION OF NON-RESIDENTIAL SPACE

City staff have highlighted that the Original Proposal did not deliver the 1,400 square metres of non-residential space required by OPA 55. The Revised Proposal delivers a total of 320 square metres of new non-residential space, which represents a modest increase from the 310 square metres previously proposed. This space is in addition to the retained commercial space at 80 High Street.

There is limited potential to accommodate additional commercial space or expand the footprint of the proposed building. This is in part because the redevelopment will deliver two public parks and retain two historic buildings on site, features which occupy a large portion of the lands within the block (see Figure 6).



**Figure 6.** Master plan showing the components of the block, including the provision of new park space and the retention of the two heritage buildings, which limit the potential to deliver additional commercial space on the lands.

In addition, there is a lack of main street frontage available to support the provision of extensive commercial uses. The proposed park along Hurontario Street and Park Street is an important community asset, however it eliminates the potential to locate new buildings or commercial space along these prime street frontages. The viability of commercial or employment space along the abutting local streets (such as High Street or Ann Street) or further away from the GO Station or LRT stop is challenging.

It is our opinion that the provision of 320 square metres of commercial space, plus the retention and of the existing commercial space within the 80 High Street building, is adequate, particularly given the other community benefits which are being delivered with the Proposal.

## **6. AFFORDABLE HOUSING**

The City of Mississauga is working to increase its supply of affordable housing. The City's Housing Strategy aims to secure the provision of affordable middle income housing units at a minimum rate of 10% beyond the first 50 units.

The Original Proposal did not explicitly provide for affordable middle income units. In response to staff comments, the Revised Proposal commits to the provision of 5 affordable middle income units. The project also supports housing affordability by retaining the 6 existing rental units at 84 High Street, and also delivers a range of unit types which helps to increase the supply of housing within the City.

It should also be further noted that the Proposal delivers a range of other significant community benefits, including new public park space, heritage retention, and a new POPS. These components of the project will deliver benefit to the City, in conjunction with the 5 affordable middle income units that are proposed.

For more information regarding the provision of affordable middle income housing, please refer to the updated Housing Report, which has been included as part of this resubmission under separate cover.

## **7. DRAFT PLANNING INSTRUMENTS: OPA AND ZBA**

The project team is looking forward to addressing the City's comments with respect to the draft planning instruments through future working session. The revised planning instruments will be completed and submitted once an approach has been agreed upon and once the design of the building has been confirmed.



# 4.

## SUMMARY PLANNING OPINION

The Proposed Development seeks to revitalize a highly transit-oriented site within Port Credit, delivering new housing, small-scale commercial space, and new public green space. The Proposal achieves key provincial and municipal policies and design guidelines, is of appropriate scale within its context, creates two new public parks which support placemaking, and retains and enhances the existing heritage buildings on site, which help contribute to the character of the Port Credit community. Recent refinements to the Original Proposal have resulted in an improved application which continues to deliver significant community benefits and design excellence.

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