



BRIGHTWATER BLOCKS P, Q, AND U PROPOSAL HIA ADDENDUM

Subject: HERITAGE IMPACT ASSESSMENT ADDENDUM

Issued To: John Dunlop
Supervisor, Heritage Planning
Mississauga City Hall, Suite 202
201 City Centre Drive
Mississauga, ON L5B 4E4
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Project: 70 Mississauga Rd S & 181 Lakeshore Rd W **Project #:** 16-206-03

Prepared By: GS/SH/BM/MA **Issued:** March 25, 2024

Dear Mr. Dunlop,

This Heritage Impact Assessment ('HIA') Addendum has been prepared by ERA Architects Inc ('ERA'), on behalf of Port Credit West Village Partners Inc. ('PCWVP Inc.') ('the applicant') as part of an Official Plan Amendment (OPA) for the property municipally known as 70 Mississauga Road South and 181 Lakeshore Road West in the City of Mississauga ('the Site').

It considers the impact of the revised development scheme for Blocks P, Q, and U, part of the Revised Master Site Plan for the Site issued by Giannone Petricone Architects (Appendix A) on the Mississauga Road Scenic Route Cultural Landscape (CL) as well as the adjacent Old Port Credit Village Heritage Conservation District (HCD).

Heritage Recognition

The Site is listed on the City of Mississauga Heritage Register as it forms part of the Mississauga Road Scenic Route Cultural Landscape (70 Mississauga Road South & 181 Lakeshore Road West) and for its historical/associative value (70 Mississauga Road South) found in its long-standing role as a site of industrial activity. The Site is considered adjacent, as defined in the Provincial Policy Statement (2020), to the western boundary of the Old Port Credit Village Heritage Conservation District ('the HCD').

Development Context

A combined Zoning By-law Amendment ('ZBA') and Official Plan Amendment ('OPA'), and Draft Plan of Subdivision application was submitted in August 2017; ERA prepared an HIA for the Site as part of this application, dated August 25, 2017 (the '2017 HIA'). In March 2018, the applicant resubmitted the ZBA/OPA, and Draft Plan of Subdivision applications for the Site, which was further revised and resubmitted in November 2018; ERA prepared a revised HIA (the 'Revised HIA') for the Site, dated November 2, 2018.

In 2018, the applicant appealed the ZBA/OPA and Draft Plan of Subdivision applications to the Local Planning Appeal Tribunal ('LPAT') due to City Council's failure to make a decision. The settlement proposal, as outlined in a Staff Report dated July 29, 2019, was adopted by City Council on July 31, 2019. The LPAT Order, including a series of conditions, was issued on November 15, 2019.

Following the ZBA/OPA approval in 2019, another HIA Addendum was prepared in April 2020 to reflect the final settlement master plan as part of a condition of approval. Following the conveyance of Block D to the Region of Peel for Affordable Housing, an HIA Addendum dated April 28, 2022 (the '2022 HIA Addendum') was prepared by ERA as part



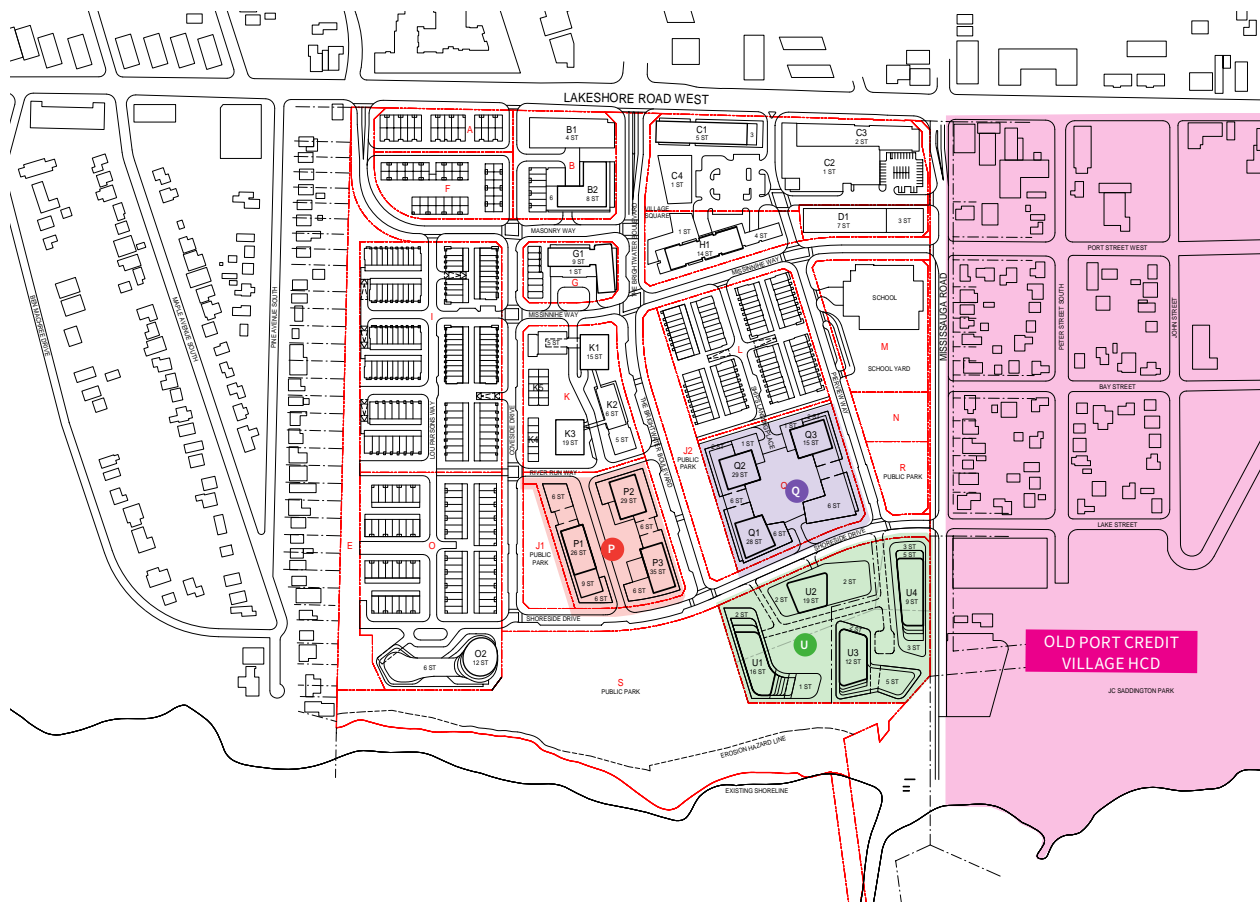
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of the detailed design (Site Plan) phase associated with that block given its adjacency to Mississauga Road S.

This HIA Addendum is intended to be read in conjunction with the initial HIA prepared by ERA dated August 15, 2017, and the Revised HIA dated November 2, 2018, as well as the HIA Addendums noted above (combined and attached to this Addendum as Appendix D).

Revised Development Description for Blocks P, Q, and U

The proposal relates to built form changes located within Blocks P, Q, U at the southeast corner of the site. The proposed changes are within the existing and approved site wide GFA. Detailed descriptions of the proposed revisions by Block are provided below. The Revised Master Plan for the Site, issued by Giannone Petricone Architects is included in Appendix A. The Shadow Study for Blocks P, Q, and U issued by Urban Strategies is included as Appendix B. Updated site context photographs taken by ERA have been provided in Appendix C.



1. Revised site plan for the proposed development (Source: Giannone and Petricone Associates, annotated by ERA).

- - - SITE BOUNDARY
- OLD PORT CREDIT VILLAGE HCD
- BLOCK P
- BLOCK Q
- BLOCK U
- WATER



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Block P

Block P consists of 3 of towers. Tower 1, will maintain its approved height of 26-storeys. Tower 2, approved to be 23-storeys, has been increased to a height of 29-storeys. Tower 3, approved to be 29-storeys, has been increased to a height of 35-storeys. The proposed towers are arranged around an interior courtyard and maintain the same siting as the previous proposal.

Block Q

Block Q consists of 3 of towers. Tower 1, approved to be 25-storeys, has been increased to a height of 28-storeys. The 2.5-storey townhouses approved for the Block have been revised to include two towers: Tower 2, 29-storeys and; Tower 3, with a maximum height of 15-storeys. The proposed towers are arranged around an interior courtyard. In relation to the courtyard, Tower 1 will be located to the southwest, Tower 2 will be located to the northwest, and Tower 3 will be located to the northeast.

Block U

Block U consists of 4 of towers. Tower 1, approved to be 15-storeys, has been increased to a height of 16-storeys. Tower 2, approved to be 15-storeys, has been increased to a height of 19-storeys. Tower 3, approved to be 8-storeys, has been increased to a height of 12-storeys. Tower 4, approved to be 8-storeys, has been increased to a height of 9-storeys. The height of Tower 4 accomodates grading-changes across the Block and, as such, one storey is partially below-grade. The proposed towers are arranged around an interior courtyard and maintain the same siting as the previous proposal.

Impact of the Proposed Plan for Blocks P, Q, and U

ERA has assessed the current design and finds that the proposed development for Brightwater Blocks P, Q, and U is substantially in accordance with the design parameters outlined in the 2020 HIA Addendum.

On Site Impacts

70 Mississauga Road

While redevelopment of the formerly vacant brownfield continues to modify the Site's historical use, as stated in previous HIAs and subsequent Addendums, the Site is absent of any historic built form and its cultural heritage value is generally intangible and related to its former industrial uses. The revised development scheme continues to create a new complete community on vacant post-industrial lands and the revised design of Blocks P, Q and U will not negatively impact the intangible cultural heritage value of the Site.

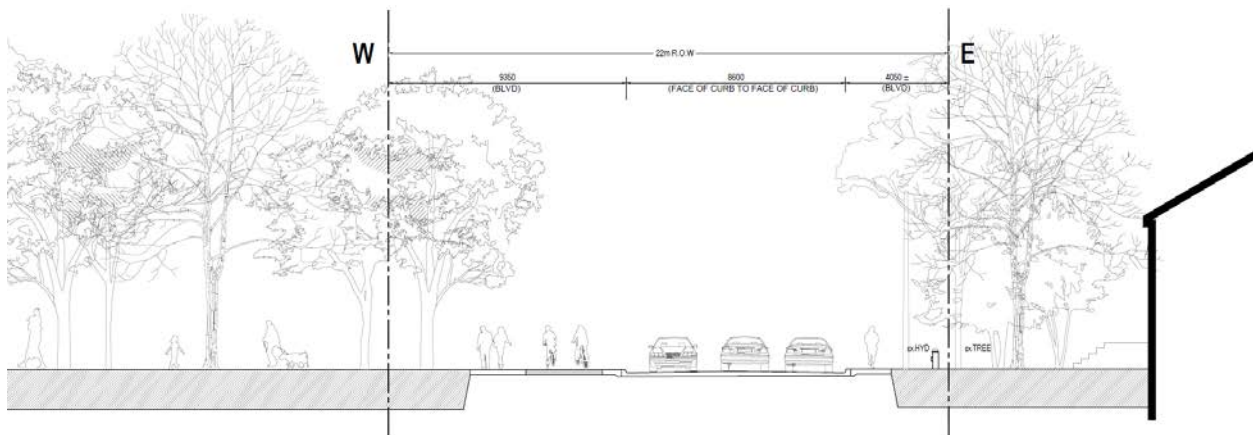
Mississauga Scenic Route Cultural Landscape

Mississauga Road is recognized as a Cultural Landscape (CL), as it is one of the City's oldest and most picturesque thoroughfares. The Cultural Landscape contains notable scenic quality, traversing a variety of topography and varying land uses, from old established residential neighbourhoods to new industrial and commercial areas. The road also includes some of the city's most interesting architecture and landscape features. The road's pioneer history and its function as a link between Mississauga's early communities, makes it an important part of the City's heritage.

The portion of the Mississauga Scenic Route Cultural Landscape (MSRCL) near the Site has significantly evolved over time from a primarily industrial landscape into a series of residential neighbourhoods; the proposed development is in-keeping with this evolution and will contribute a number of community amenities and public realm improvements. Interim works and public realm improvements completed since the initial proposal include improvements to



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3. Cross section showing the ROW and public realm improvements along Mississauga Road South (Source: Urban Strategies).

Mississauga Road (see Figures 3-4), an enhancement of the tree canopy, increased sidewalk widths, additional bike lanes, and the inclusion of sensitive materials such as wooden utility poles in favour of standard concrete. Further, mitigation measures have been taken to limit tree damage and ensure the landscape character of the Mississauga Scenic Route is conserved and enhanced.

The revised development schemes for Blocks P, Q, and U have been designed to have a negligible impact on the identified cultural heritage value of the MSRCL. The revised proposal continues to provide a generous buffer between the proposed towers and Mississauga Road that includes plans for a public school on Block M, a sports field in Block N, and a large landscaped park in Block R. In addition to the buffer between the Site and the adjacent Old Port Credit HCD provided by the public realm improvements outlined above, the landscape buffer at Blocks N and R ensure the proposed density is pulled away from, and will have a negligible visual impact on, the MSRCL. Additionally, the revised tower with frontage along Mississauga Road (Tower 4 of Block U) has been sited at the south end of the MSRCL, and will continue to include setbacks and referential datum lines along the east and north elevations (fronting the public right-of-way), to ensure it does not impact or encroach upon the alignment or terminus view of the MSRCL.



4. Built form context looking northwest from the intersection of Mississauga Rd and Lake St. Note the low-rise built form and the mature trees along the east side of Mississauga Rd in the Old Port Credit Village HCD, as well as the completed ROW improvements (Source: ERA).



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Adjacent Impacts

Old Port Credit Village HCD

Old Port Credit Village HCD is characterized by a number of historic house-form buildings, institutional landmarks and churches, and open spaces, all dating from the nineteenth to mid-twentieth centuries. The low-rise single-family homes have landscaped front yards, a few of which have been converted to commercial use. While the revised proposal will continue to change the surrounding context west of the Old Port Credit Village HCD and add additional density to Blocks P, Q, and U, the open green space, proposed school and community amenities located in Blocks M, N and R provide a generous buffer and appropriate transition in setting, scale and massing between the proposed towers and the low-rise residential character of the HCD. Further, Tower 4 of Block U, with the closest proximity to the HCD, has been limited to a height of 9 storeys and its massing tiered through the inclusion of setbacks and stepbacks so as to minimize visual impact on the MSRCL and adjacent HCD.

A review of the updated shadow studies (see Appendix B) indicate that the proposed built form modifications at Blocks Q and U create minimal new net shadows on the adjacent HCD. While new net shadows will be cast on the southernmost block of the HCD (bounded by Mississauga Road to the southwest, Bay Street to the northwest, Peter Street South to the northeast, and Lake Street to the southeast), the impact is limited to the winter months (beginning in December) from roughly 9:19AM to 3:15PM and a short pass in late September between 5:12 PM to 5:48PM.

The HCD Plan does not address shadow impacts from adjacent lands, however, ***front yards that consist of maintained landscaping of lawns and ornamental gardens with a variety of deciduous and coniferous specimen trees*** are identified as an attribute of the District. Given that new net shadows will be limited to the winter months with additional net shadow (roughly 40 minutes from 5:12PM-5:48PM in September) on a small portion of the southeast corner of the District at the end of the growing season, and overlap with existing shadow impacts from built form within the District, the proposed development will not significantly impact the identified cultural heritage value or attributes of the Old Port Credit Village HCD.

Together, these design considerations ensure the revised proposal continues to conserve the cultural heritage value and integrity of the adjacent HCD.



5. Built form context looking southeast from the intersection of Mississauga Rd and Port St W, near Lakeshore Rd W. Note that existing views to the Credit River and Lake Ontario will not be significantly impacted by the revised development scheme (Source: ERA).



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Mitigation Measures

Based on the review of in-force and emerging policies, the following design considerations are intended to mitigate potential impacts on the Mississauga Scenic Route Cultural Landscape and the adjacent Old Port Credit Village HCD:

- The proposed development features a height transition in massing and form from the towers in Blocks Q and U down to the park and school located in Blocks M, N, and R. This responds to the established low-rise residential built-form character of the adjacent Old Port Credit Village HCD and the open green space of JC Saddington Park along the east side of Mississauga Road South;
- The proposed park and school yard along the eastern edge of the Site creates a visual buffer between the Mississauga Scenic Route Cultural Landscape and the proposed development on Blocks P and Q, mitigating the visual impact of the proposed development on the Old Port Credit Village HCD.
- The proposed development features landscaped lawns and ornamental gardens with non-uniform planting patterns, trees on the west side of Mississauga Road, and a mixture of grasses and shrubbery, referencing the existing character of front-yard gardens within the adjacent HCD, the character of JC Saddington Park, and more broadly of the Mississauga Scenic Route Cultural Landscape;
- The east elevation of Block Q and the north elevation of Block U in the proposed development fronts onto Blocks M, N, and R and features connections to the sidewalk, activating the west side of the proposed open green space and school with pedestrian activity; and,
- Despite the additional height on Blocks P, Q, and U, the proposed development will not adversely impact views of the Credit River and Lake Ontario from Lakeshore Road West as they currently exist (see photos 17, 19, 20, 22, and 23 in Appendix C). Additional height of the proposed development will provide new views of the river and valley when looking north and east as well as a large extent of the cultural landscape when looking north.

Conclusion

In summary, the revised proposal introduces a complete community on previously vacant industrial lands, stitching together the neighbourhoods to the east and west of the site in a manner that minimizes impacts to the adjacent heritage resources. As described in the previous sections, the proposed revisions to Blocks P, Q, and U do not adversely impact the identified cultural heritage value or attributes of the Site, the MSRCL, or the adjacent Old Port Credit Village HCD. As such, the proposed revisions are substantially in accordance with the findings and conclusion of the 2018 Revised HIA and subsequent HIA Addendums prepared by ERA and dated February 4, 2020, and April 28, 2022.

We trust that the information contained within this HIA addendum sufficiently addresses issues of potential impact on recognized heritage resources on and adjacent to the Site. Please do not hesitate to contact us if you require further information or wish to discuss the contents of this letter.

Sincerely,

Graeme Stewart, Principal

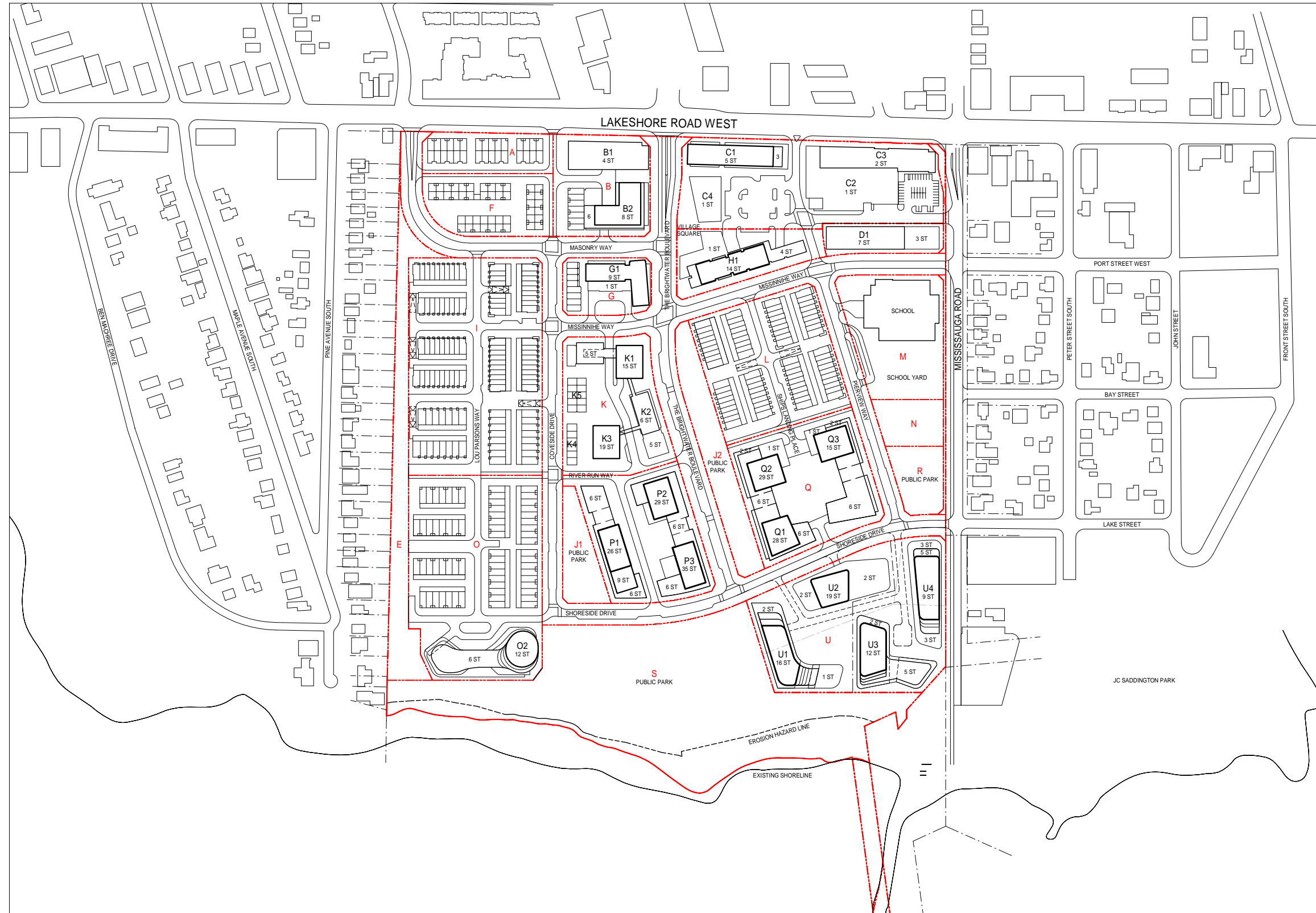
E.R.A. Architects Inc.

APPENDIX A: Revised Master Site Plan



MASTER SITE PLAN

PROPOSED SITE PLAN FOR OPA

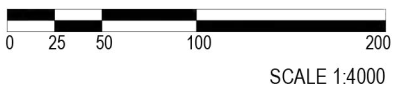





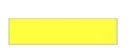




APPENDIX B: Shadow Study



Note¹
 Public Parks: (E, J1, J2, R, S)
 POPS: (Block U, Mews, Village Square)
 Amenity Space: *

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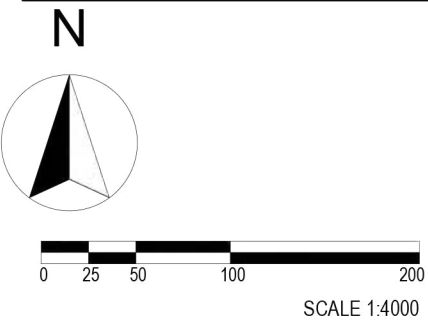



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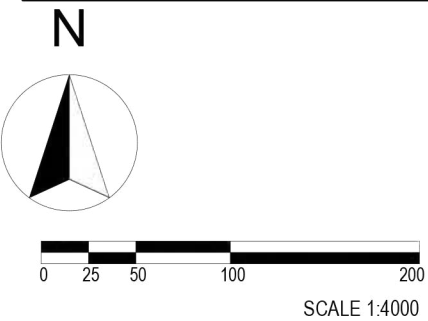
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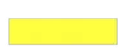


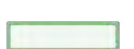
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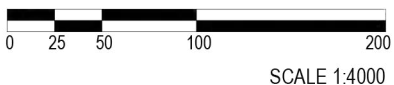
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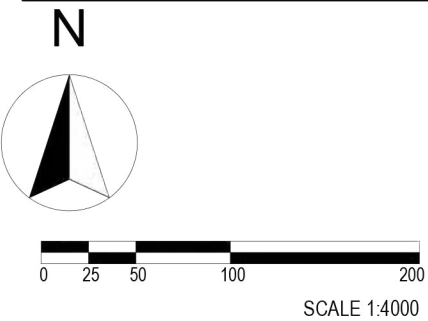





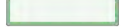


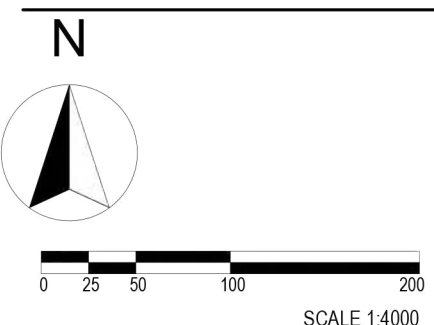
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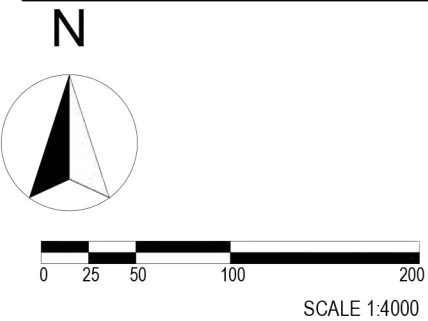



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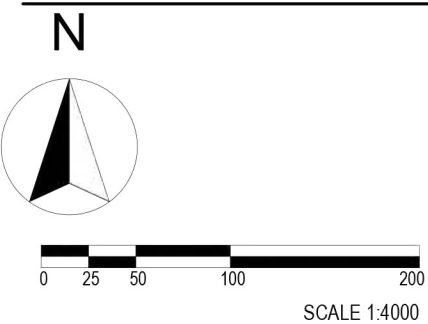










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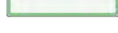


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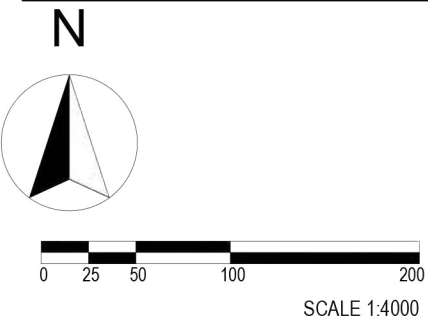







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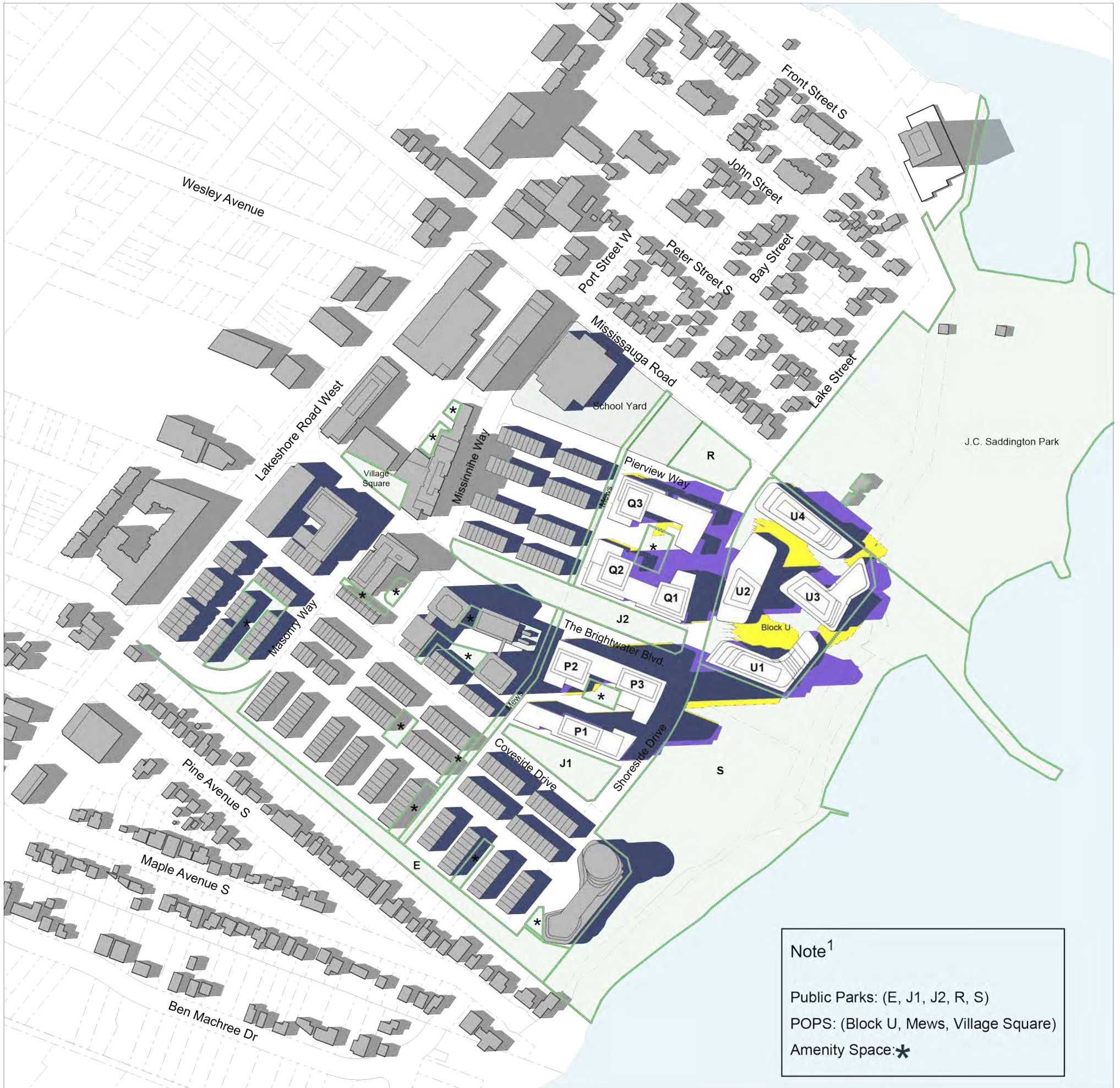


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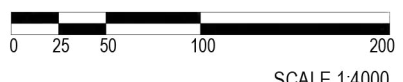
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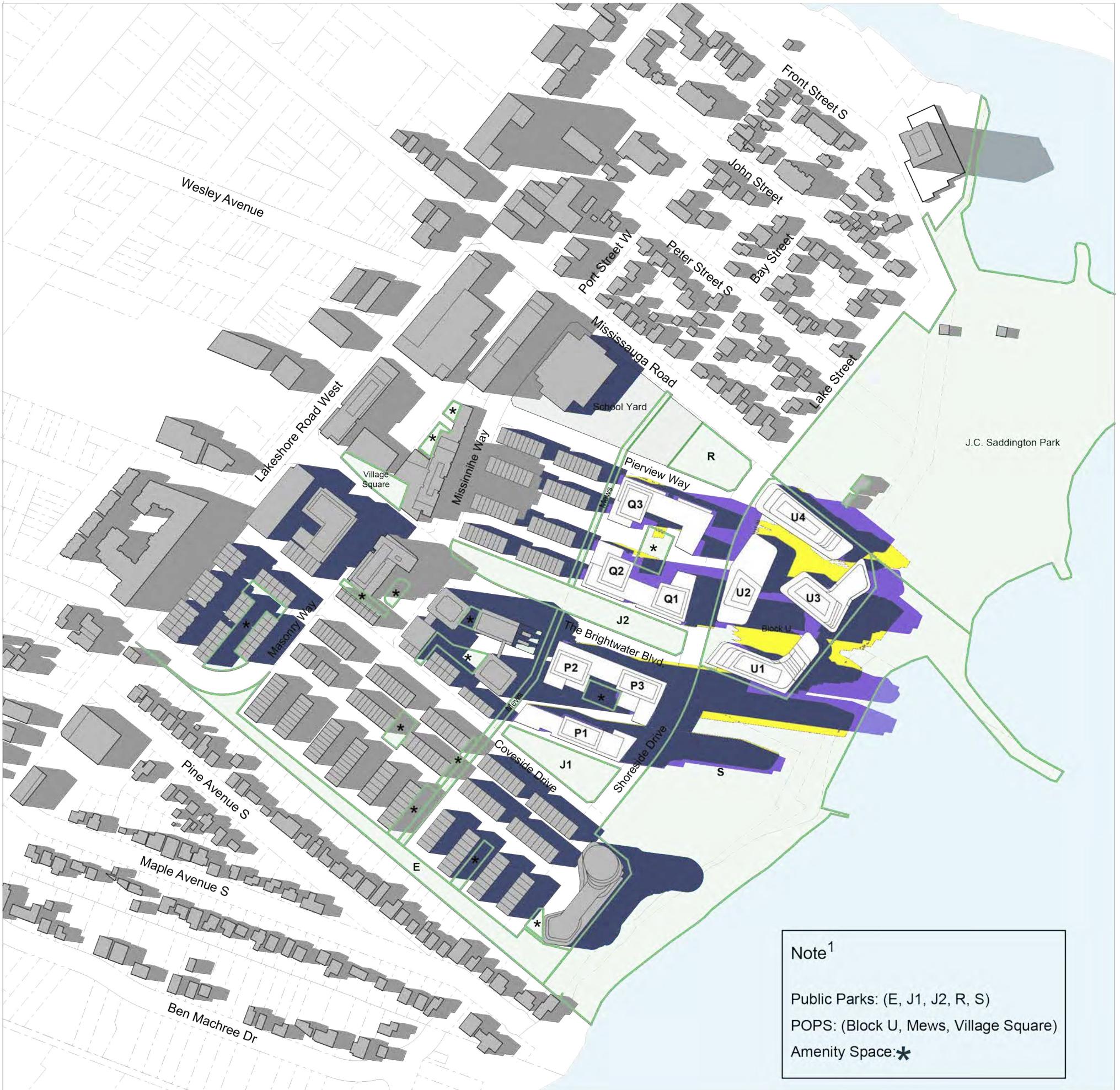


Note¹
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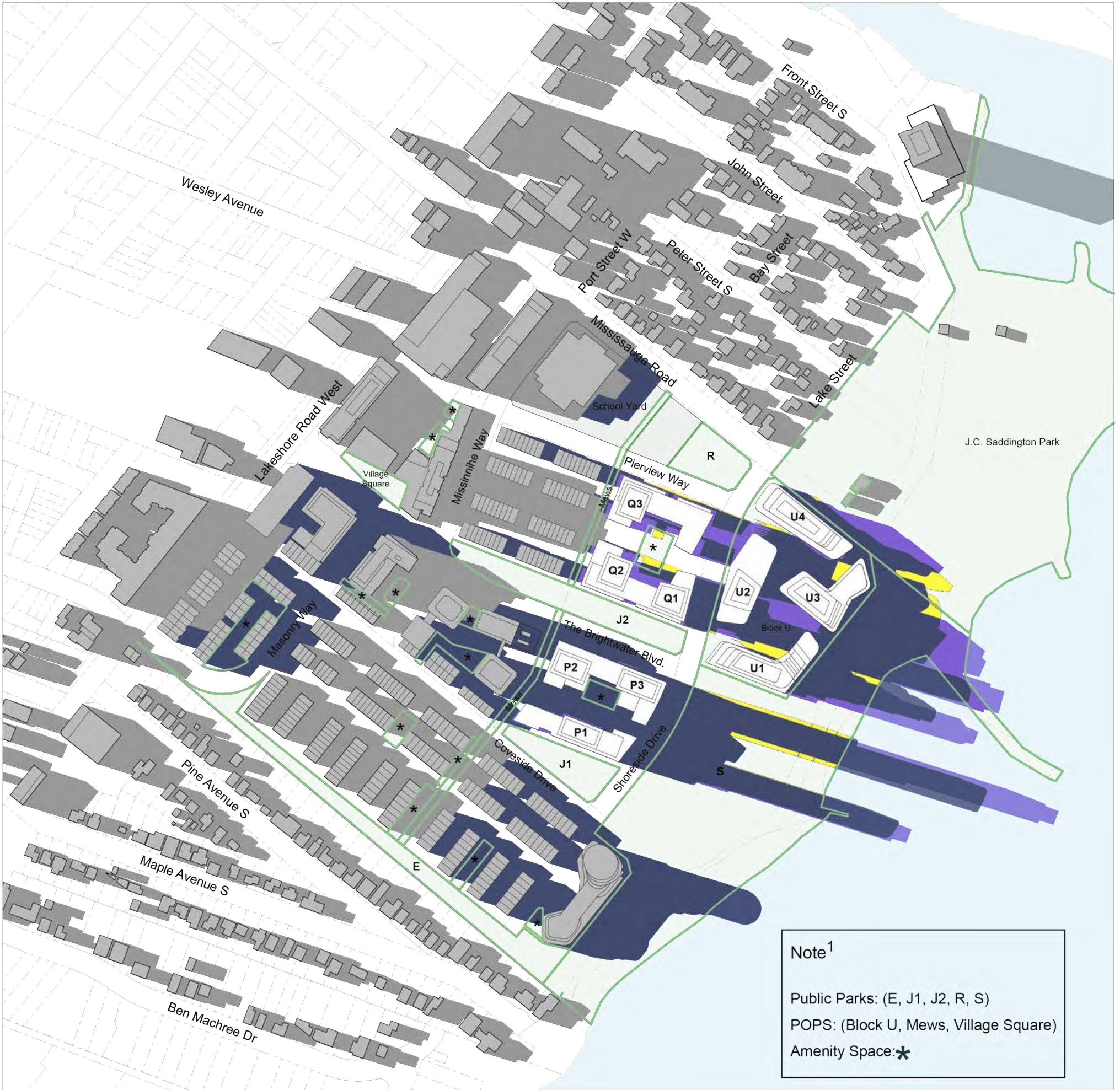


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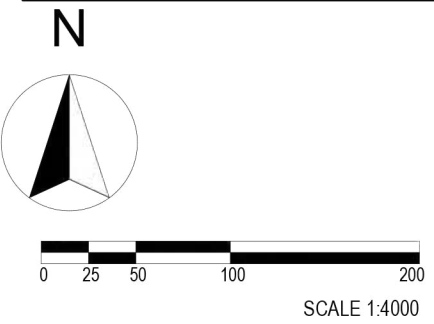
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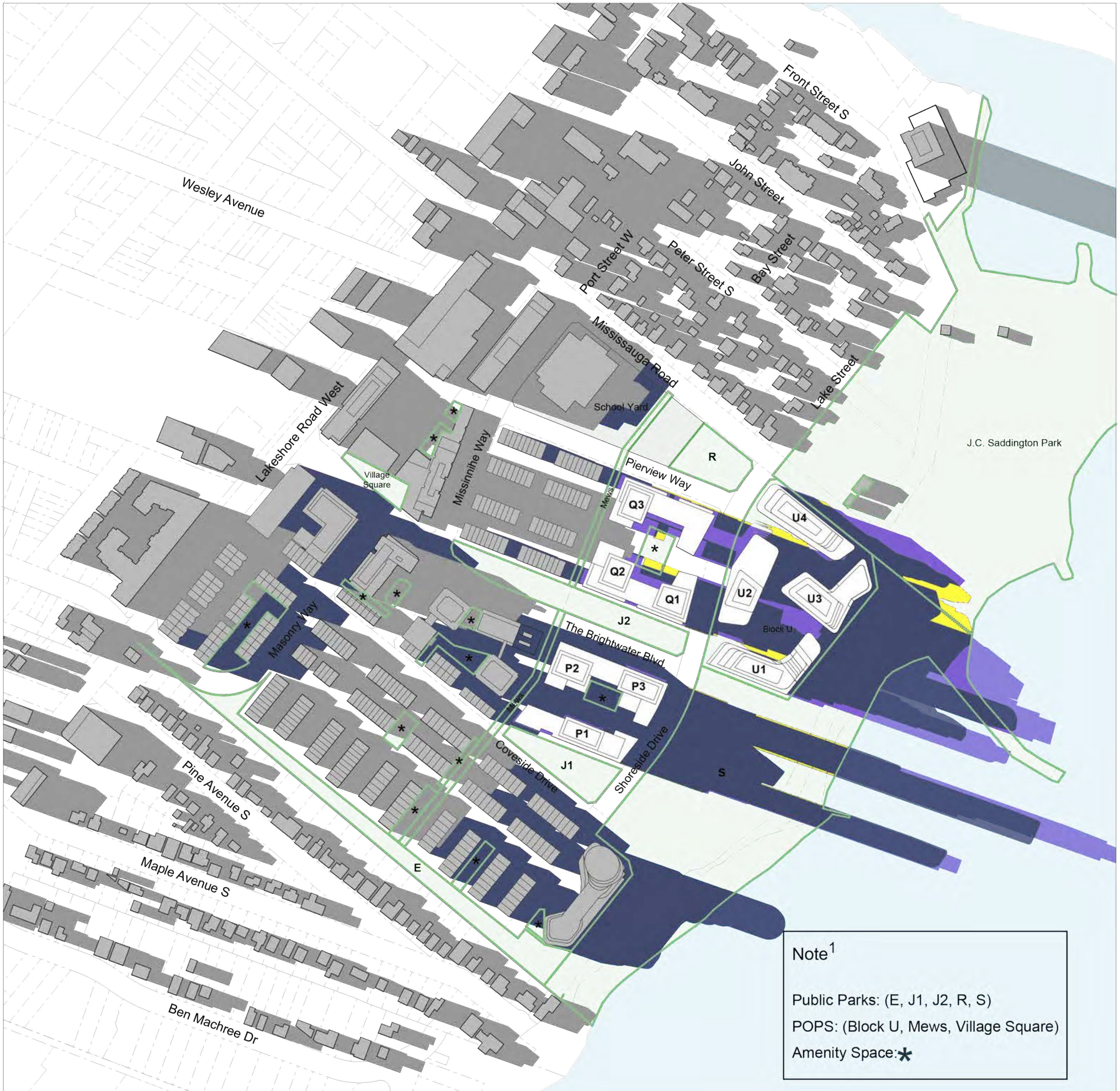


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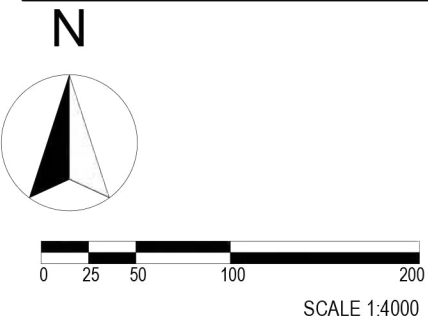
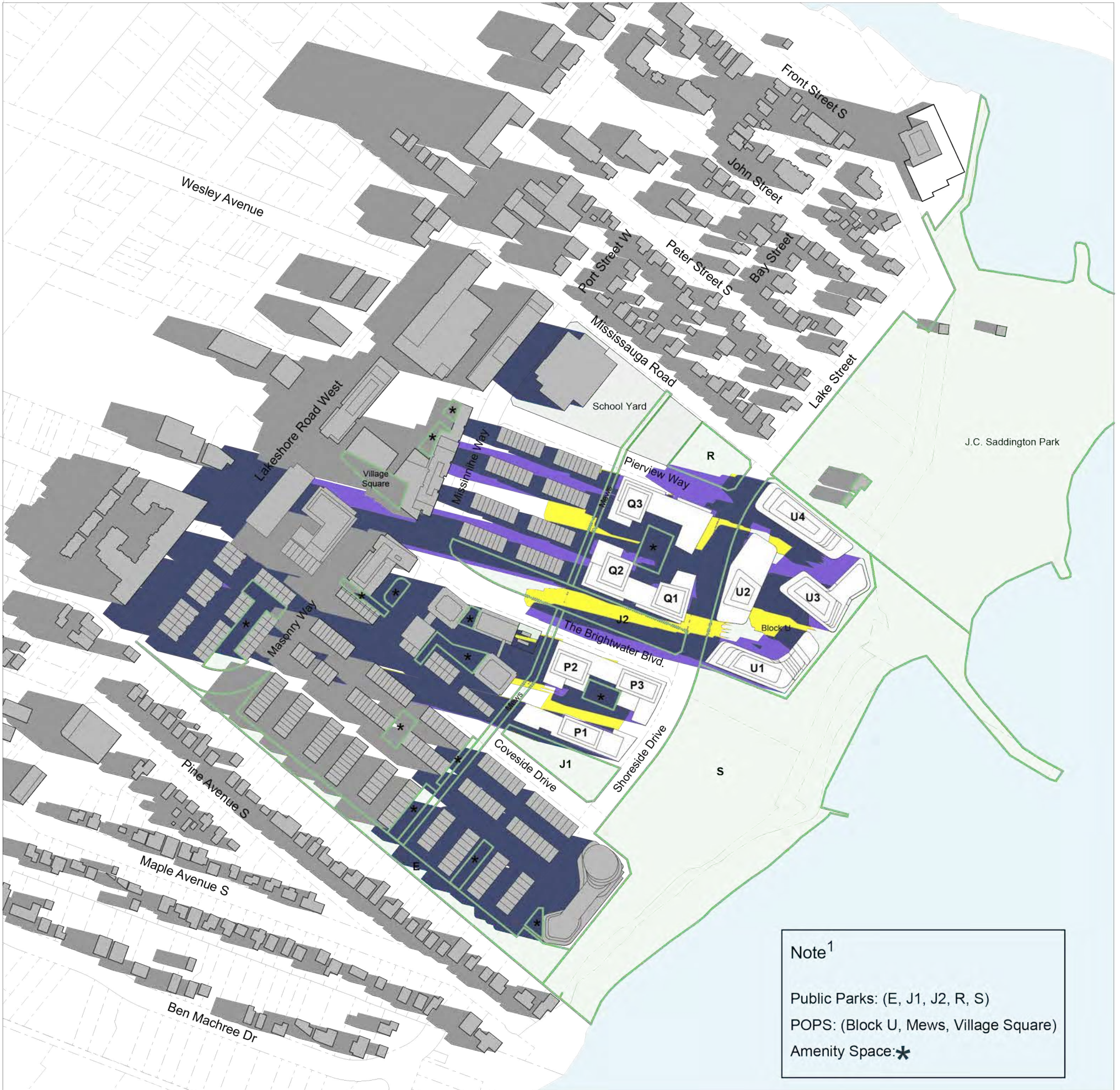
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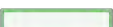


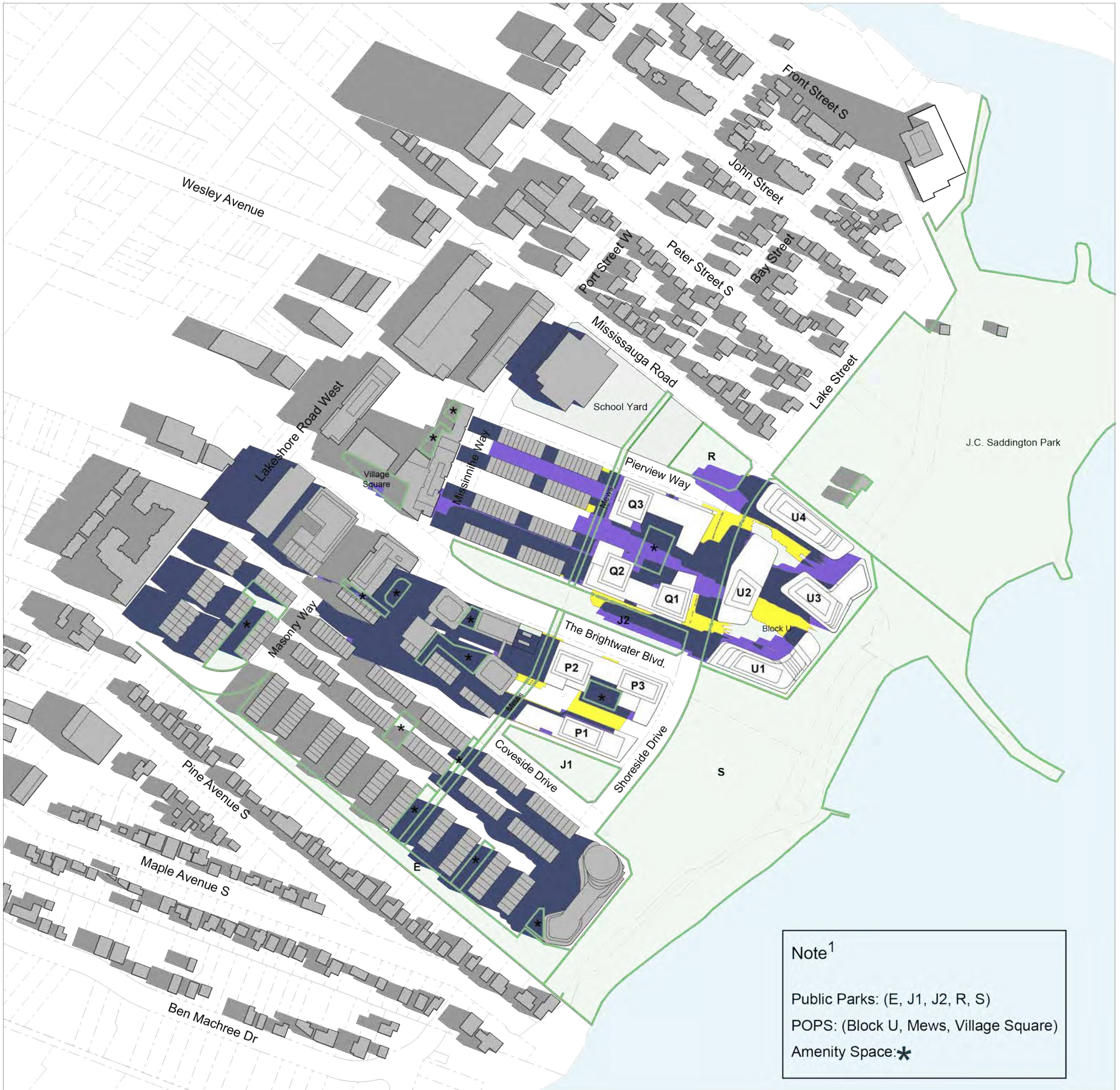
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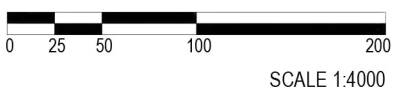


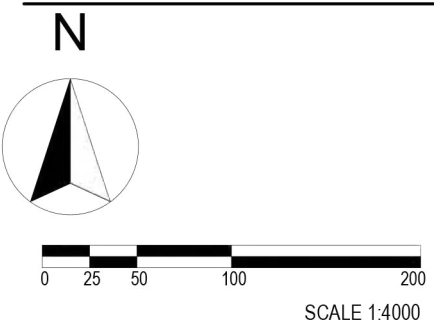
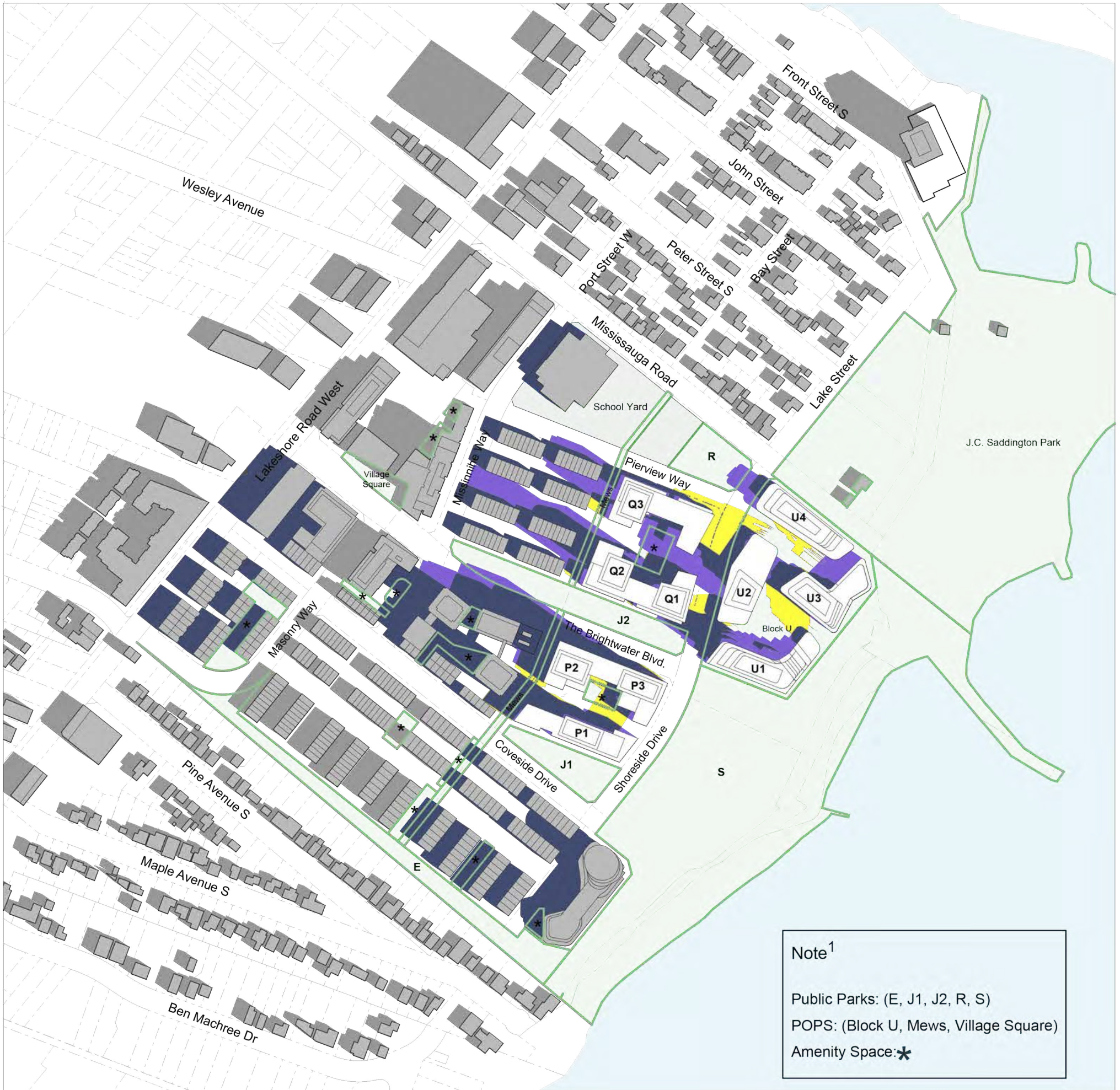
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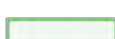


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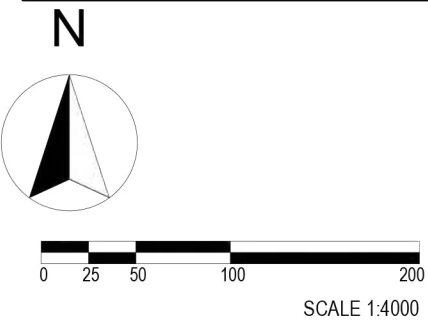


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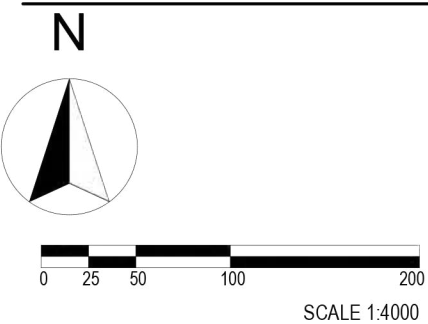
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|---|-----------------------|--|--|
|  | Existing Buildings |  | Existing Shadow |
|  | 2019 Approved Shadows |  | Sun Gain |
|  | Proposed Development |  | Proposed Development
Net New Shadow |
|  | Property Lines |  | Open Space or Amenity Space ¹ |




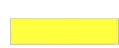






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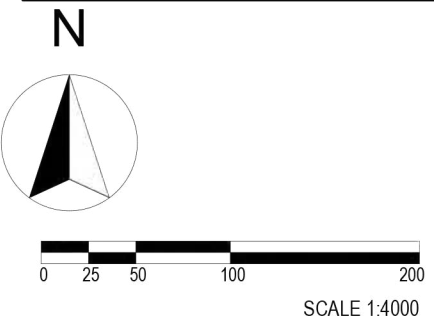
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| Existing Buildings | Existing Shadow |
| 2019 Approved Shadows | Sun Gain |
| Proposed Development | Proposed Development Net New Shadow |
| Property Lines | Open Space or Amenity Space ¹ |



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|---|-----------------------|--|--|
|  | Existing Buildings |  | Existing Shadow |
|  | 2019 Approved Shadows |  | Sun Gain |
|  | Proposed Development |  | Proposed Development Net New Shadow |
|  | Property Lines |  | Open Space or Amenity Space ¹ |



Note¹
 Public Parks: (E, J1, J2, R, S)
 POPS: (Block U, Mews, Village Square)
 Amenity Space: *

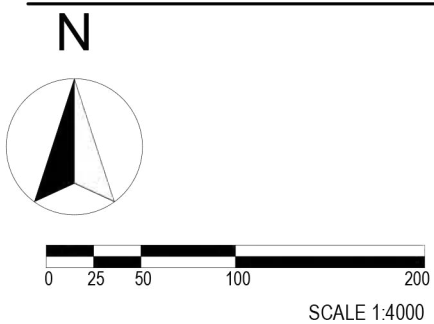


- Existing Buildings
- Existing Shadow
- 2019 Approved Shadows
- Sun Gain
- Proposed Development
- Proposed Development Net New Shadow
- Property Lines
- Open Space or Amenity Space¹



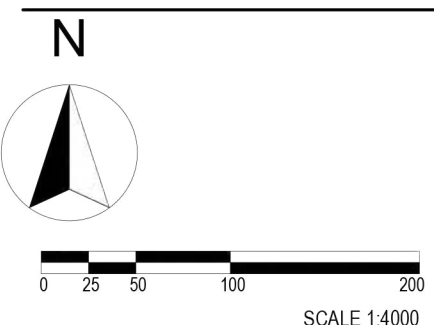








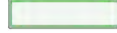
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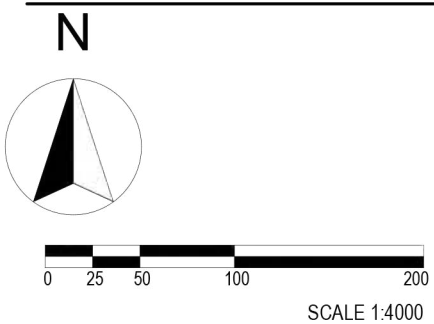


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|  Existing Buildings |  Existing Shadow |
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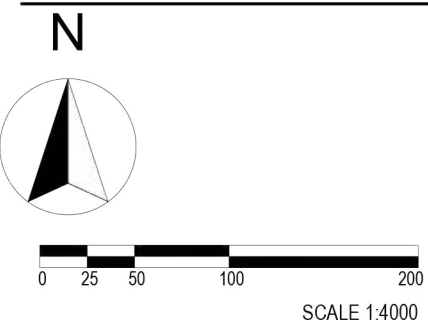
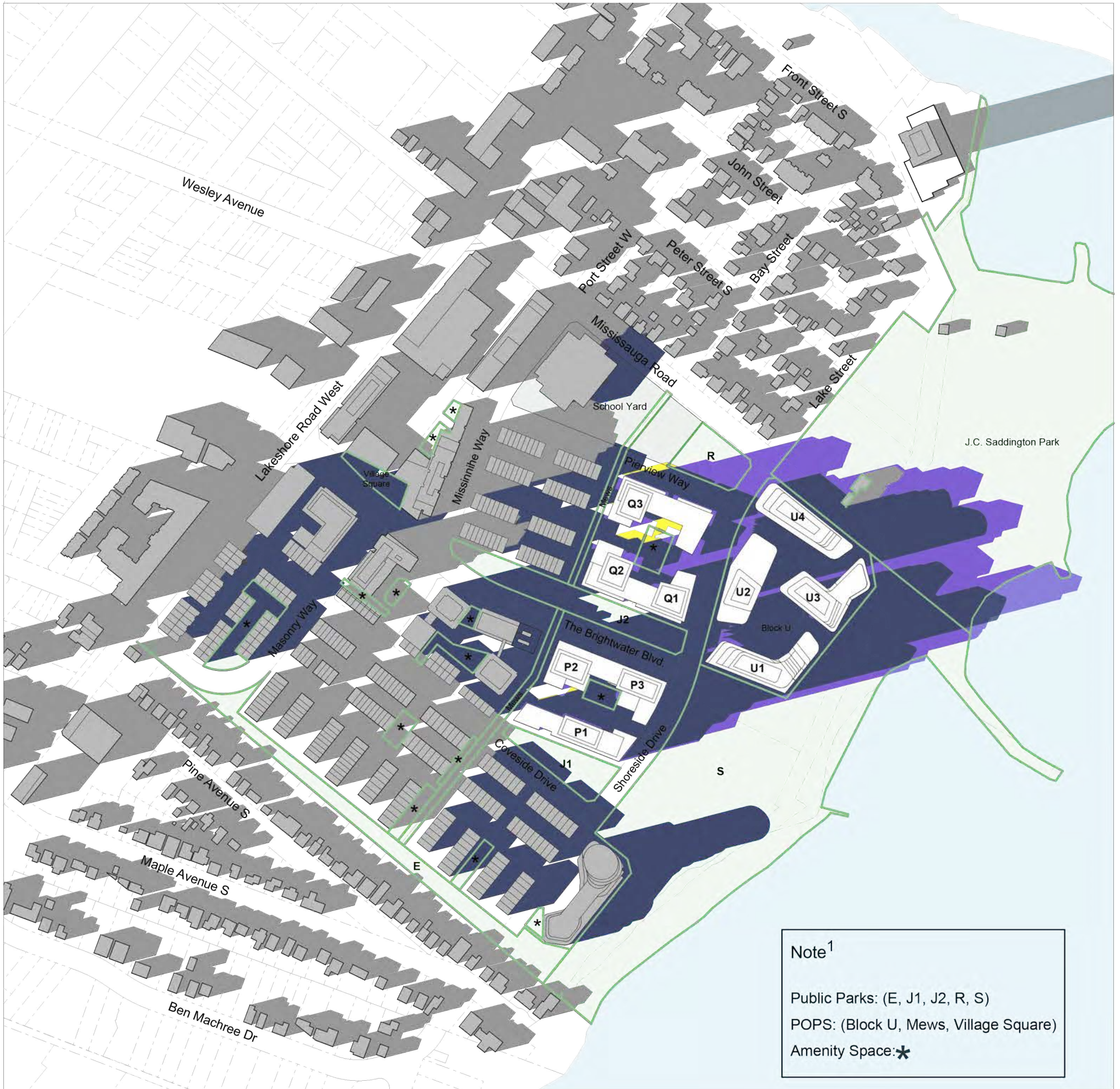





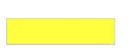




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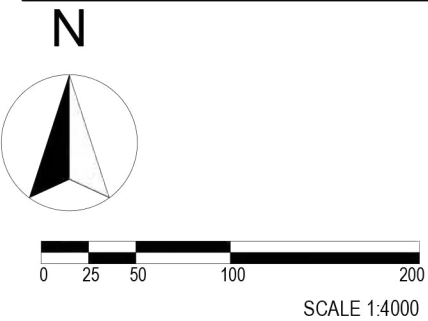







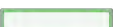
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| Existing Buildings | Existing Shadow |
| 2019 Approved Shadows | Sun Gain |
| Proposed Development | Proposed Development Net New Shadow |
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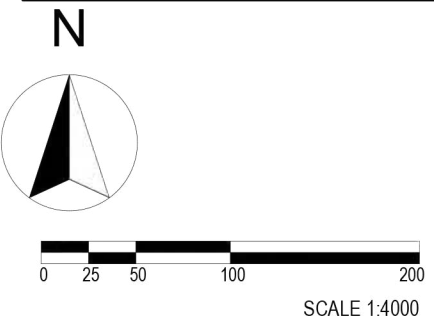
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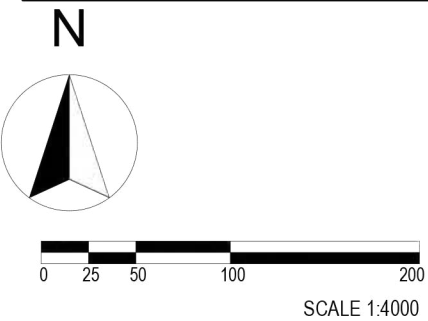
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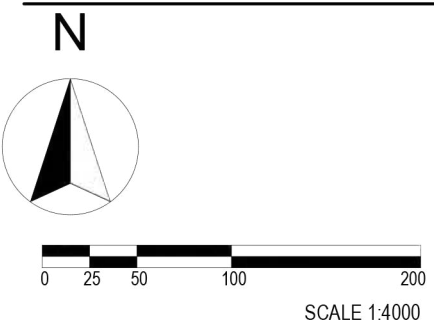
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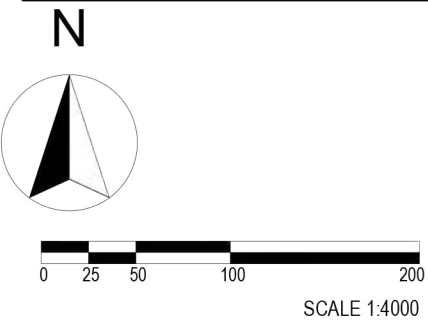
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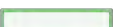


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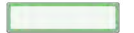
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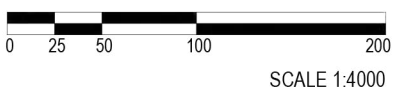


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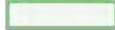
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|  | 2019 Approved Shadows |  | Sun Gain |
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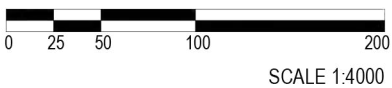




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APPENDIX C: Site Photos (December 2023)



1. View looking northwest on Mississauga Road from parking lot of JC Saddington Park.



2. View looking west from hill in JC Saddington Park toward the Site. The land that will be occupied by Blocks P, Q, and U is located near the centre of the image.



3. View looking northwest from the intersection of Mississauga Road and Lake Street. The land that will be occupied by Blocks P, Q, and U is located on the west side of Mississauga Road.



4. View looking northeast from the intersection of Mississauga Road and Lake Street.



5. View looking northwest from the intersection of Mississauga Road and Bay Street.



6. View looking southeast from the intersection of Mississauga Road and Bay Street.



7. View looking northeast from the intersection of Mississauga Road and Bay Street.



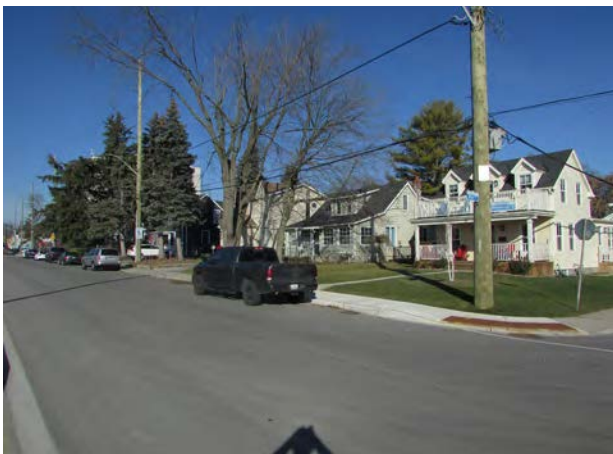
8. View looking northwest from the intersection of Mississauga Road and Port Street West.



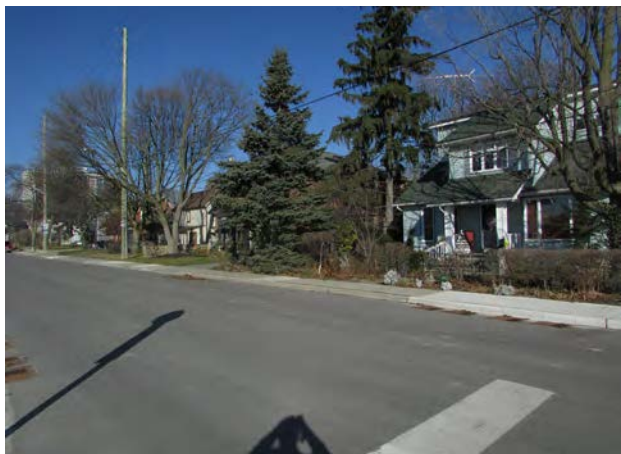
9. View looking southeast from the intersection of Mississauga Road and Port Street West.



10. View looking northeast from the intersection of Mississauga Road and Port Street West.



11. View looking northeast at the block between Port Street West and Bay Street, part of the Old Port Credit Village HCD.



12. View looking northeast at the block between Bay Street and Lake Street, part of the Old Port Credit Village HCD.



13. View of the primary (southwest) elevation of 37 Mississauga Road, a Part IV property, that is adjacent to the Site and part of the Old Port Credit Village HCD.