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NYX TANNERY LTD.

51 & 57 TANNERY STREET,
208 EMBY DRIVE
CITY OF MISSISSAUGA

AUGUST 2020
File 8059

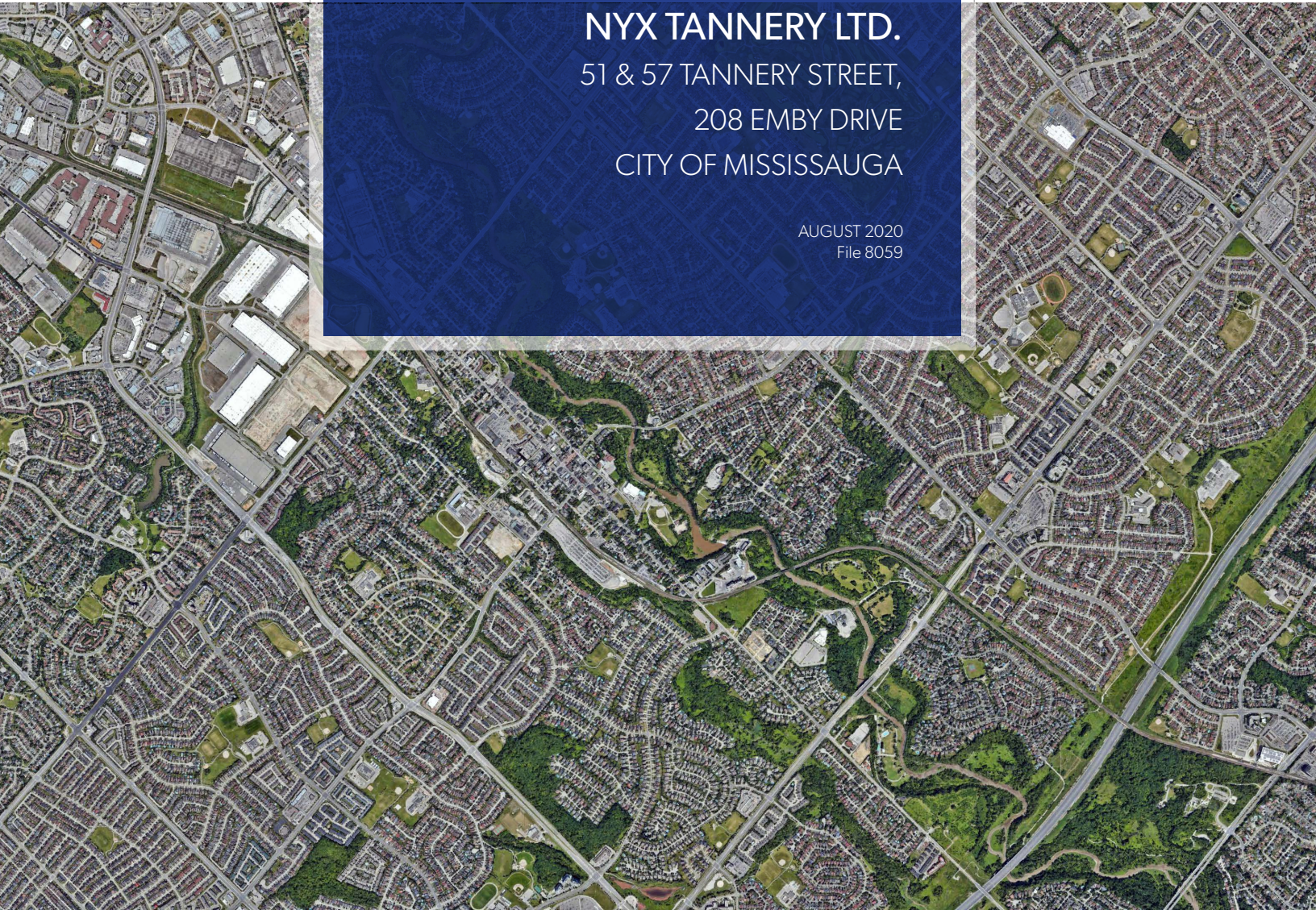


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1

INTRODUCTION

1.1 THE PROPOSAL

This Urban Design Brief [herein referred to as the 'Brief'] has been prepared by Weston Consulting on behalf of NYX Tannery Ltd. to illustrate the proposed design for the construction of a residential development located at 51 & 57 Tannery Street and 208 Emby Drive in the City of Mississauga, within the Region of Peel [herein referred to as 'the site'].

The proposed development consists of seven 3 storey townhouse blocks. One of these is a conventional townhouse block, while six are stacked, back-to-back condominium townhouses. The scheme features one level of underground parking with associated bicycle parking. The site contains a new public street extending from Emby Drive to Tannery Street. The main access point to the site is aligned with Rutledge Road on Tannery Street, acting as an extension and providing a connection to Thomas Street.

This Brief is in support of applications for an Official Plan Amendment and Zoning By-law Amendment. The Brief provides a detailed discussion on key urban design principles and an overview of principle policies pertinent to this proposal contained within regional, municipal and area specific policy. The discussion chiefly concerns policy set out within the Mississauga Official Plan [MOP] and the Urban Design Guidelines for Stacked and Back-to-Back Townhouses [MUDG]. A detailed analysis of the Stacked Townhouses Design Standards has been undertaken in Section 4 of this Brief, and a table detailing RM9 Zoning compliance outlined in Appendix 1.

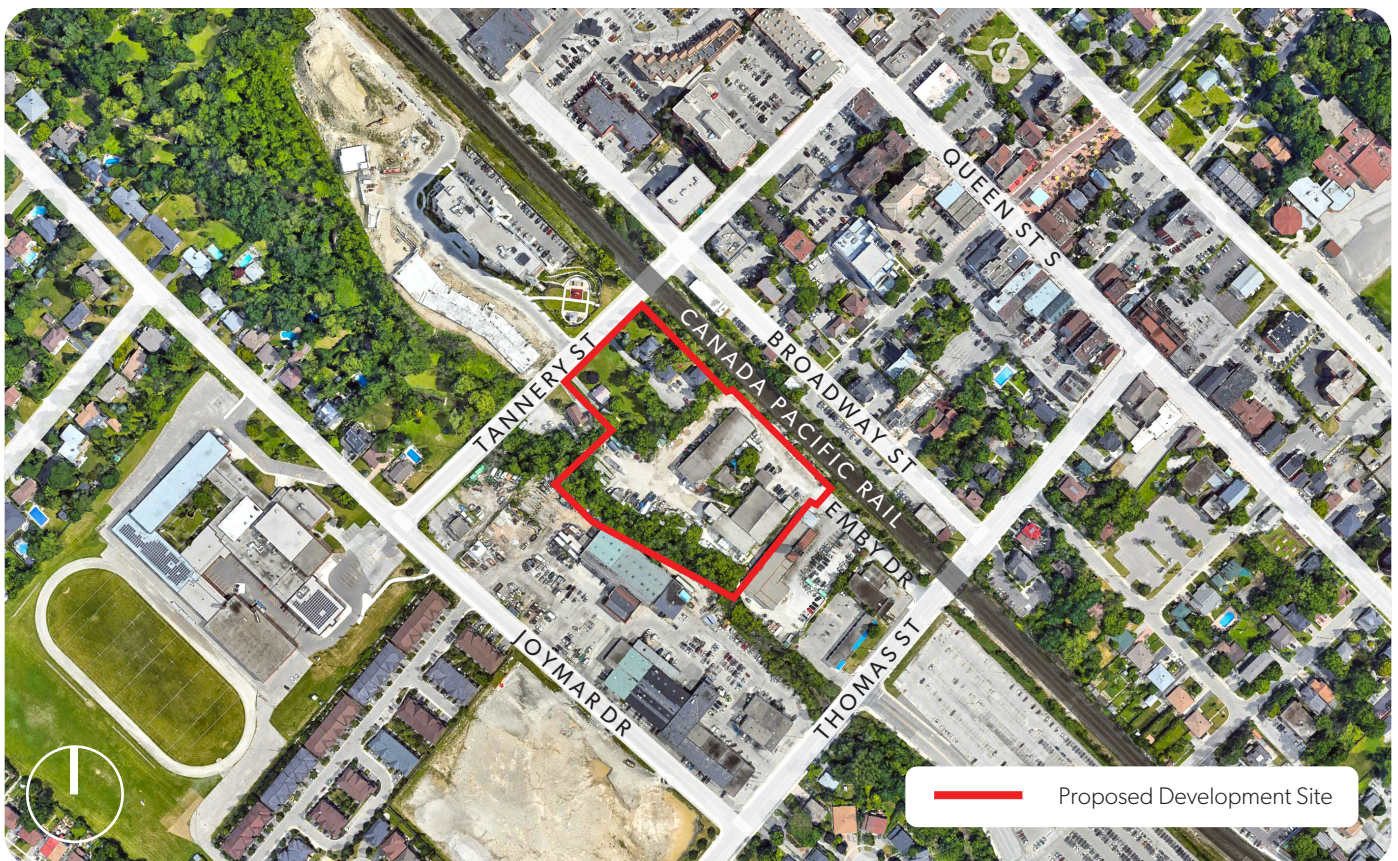


Figure 1: Aerial of Proposed Development Site Location

2
C O N T E X T

2.1 THE SITE

The proposed development site is an irregular, rectilinear shape. The net site area is approximately 4.58 acres [18,531.39m²]. It is currently occupied by a number of structures with a range of uses. These include several low rise residential dwellings, auto services and a number of commercial garages at 51 and 57 Tannery Street. The south portion of the proposed development site at 208 Emby Drive is occupied by a manufacturing facility.

The site terrain is of relatively flat, with the majority of vegetation on site concentrated towards the north near to the residential dwellings. This includes lawned areas and scattered tree growth. The remainder of the site is sparsely vegetated, with clusters of growth seen around the site perimeter. There are currently 3 vehicular access points to the site. 2 are located on Tannery Street, and 1 on Emby Drive via Thomas Street. The site is bounded to the northeast by the CPR track. The site has a frontage along Tannery Street of approximately 73m and 15m along Emby Drive.

2.2 SURROUNDING CONTEXT

The site is located within the Streetsville Neighbourhood. The main road and retail core through Streetsville is Queen Street, located approximately 170m northwest of the proposed development site. The neighbourhood is characterized by a number of heritage properties and town centre. The built form style is predominantly Colonial, Regency and Victorian. The Streetsville United Church [Figure 3], is a prominent example of late Gothic architecture, and is illustrative of the range of architectural heritage evident along Queen Street. A Business Improvement Association [BIA] was established in Streetsville in 1979, which has developed to include the majority of businesses in the Streetsville neighbourhood that fall within the established BIA boundaries, forming a vibrant business community in the area.

Immediately north of the site lies the CPR track. Between the track and Queen Street are located several mixed-use blocks, consisting of low-rise buildings containing residential, retail and commercial uses. Employment uses are located immediately to the south of the proposed development site, including a range of auto services and repair garages. A residential area lies to the northwest of the site, with the GO Station to the southeast.



Figure 2: GO Station in Streetsville on the Milton Line



Figure 3: Streetsville Business Improvement Association Building



Figure 4: Streetsville: Queen Street View, Google Maps 2020

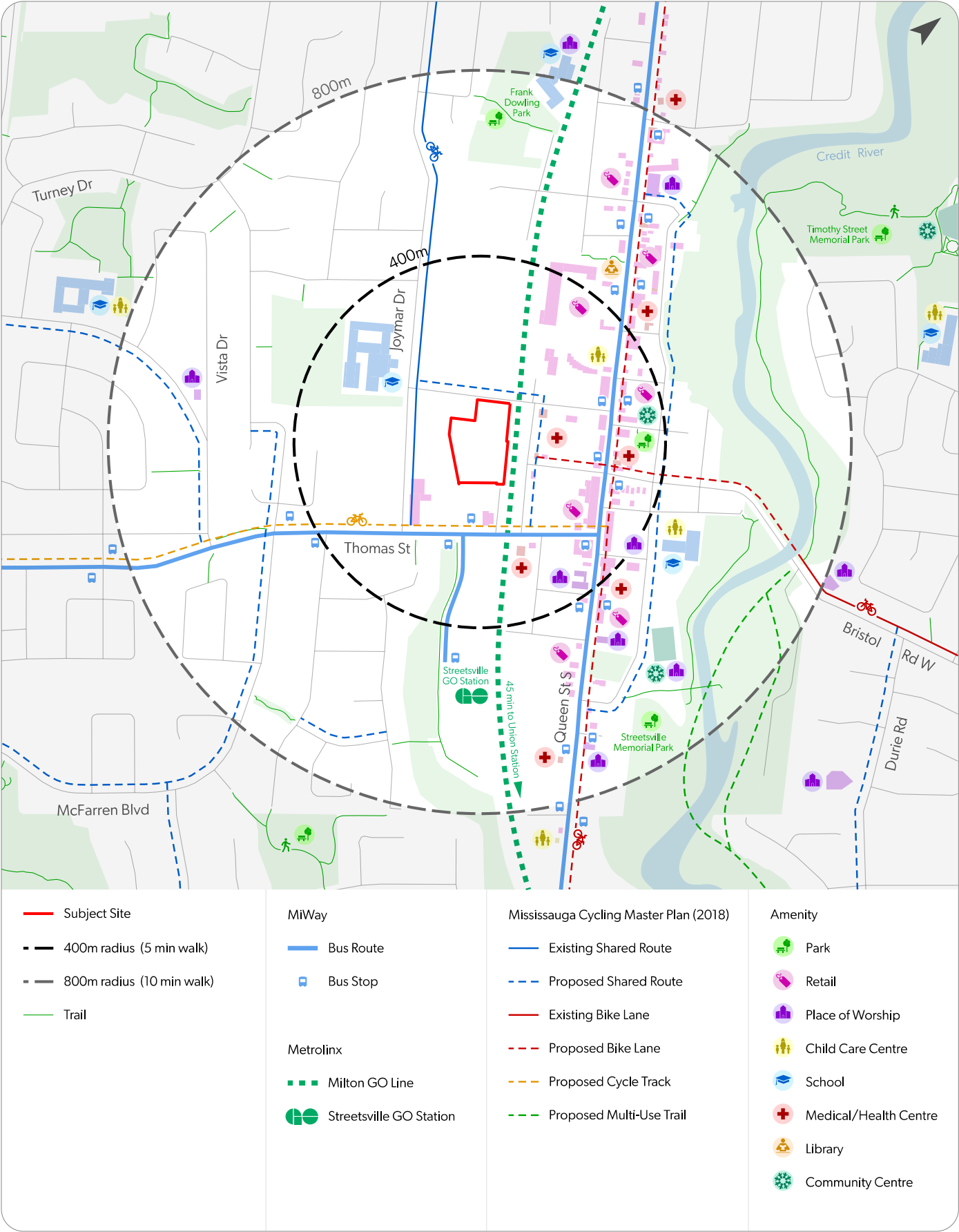


Figure 5: Surrounding Context Map: Prepared by Weston Consulting

2.2.1 AMENITY

A number of amenities and services are located along Queen Street South. There are 2 parks within walking distance of the site; the Jon Clipperton Park at the intersection of Church Street and Maiden Lane, and the Streetsville Memorial Park further to the east. Mullet Creek is located to the west of the site running southerly towards the Credit River. The main commercial and retail corridor along Queen Street South contain a number of food and drink establishments, including the Tea Room, Cuchulainn's Irish Pub, Graydon's and The Franklin House.

The largest supermarkets are located to the north and west of the site, within a 5 minute drive or 20 minute walking distance. A cluster of churches and places of worship lie within a 5 minute walking distance of the site. These include, but are not limited to, the Mount Calvary, Streetsville United Church and Saint Andrews Presbyterian Church.

The local area is well serviced by schools and education facilities. An Elementary School is located within a 10 minute walking distance from the site, at the Saint Joseph Catholic School. The Willow Tree Montessori School is also within proximity of the site. Streetsville Secondary School is under 200m to the southwest.

In addition, the local community is supported by a number of health clinics and services. The nearest hospital, the Credit Valley Hospital, is under a 10 minute drive away from the Site. Streetsville also has a robust number of community services and centres.

2.2.2 TRANSPORTATION

The site is currently bounded by the CPR track along the north perimeter. As such, the main access to the site is located on Emby Drive via Thomas Street. Additional access to the site is located via Tannery Street. Tannery Street itself is designated as a Minor Collector road as per table 8-3 of the Mississauga Official Plan, with a right-of-way outlined for the Street as 20-26m. Emby Drive currently terminates at the proposed development site with no through-access to neighbouring streets from Thomas Street.

There are 2 bus stops directly adjacent to the Site at the intersection of Thomas Street and the GO Station driveway. In addition, Queen Street south is well serviced by local bus transit, with numerous stops along the retail corridor. The stops include the 9, 49, 67, 305, 306 and 313 service buses, connecting the GO Station to the surrounding neighbourhoods. The Streetsville GO Station provides a service to downtown Toronto, with average journey times from Streetsville to Toronto Union Station from between 40 to 50 minutes.

The local area surrounding the proposed development site is highly walkable, with continuous sidewalk access along Tannery Street, Joymar Drive and Thomas Street. The CPR line includes a pedestrian crossing and a signalized vehicular crossing. A pedestrian access path links the residential neighbourhood to the southwest via Thomas Street.

The Mississauga Cycling Master Plan contains proposals for cycling trails and networks which extend into the local neighbourhood. A proposed cycle track along Thomas Street will connect the south of the site near the Emby Drive entrance to the wider cycling network in Streetsville. This is proposed to connect to a dedicated cycle lane running along the Queen Street retail corridor. This will extend to the wider recreational walking and cycling trails which connect to the Credit River lands to the east. An existing multi-use trail connects Thomas Street to the Streetsville GO Station. In addition, a shared route currently exists along Joymar Drive which will be incorporated into the planned future walking and cycling network.

Table 1. Precedent Developments: Surrounding Active Applications Near to Site

MUNICIPALITY	ADDRESS	APPLICATION TYPE	DESCRIPTION
1. Mississauga Ward 11 [Dezen]	66 Thomas Street	Official Plan Amendment and Zoning By-law Amendment	Proposed development: A proposal to build 239 back-to-back stacked townhouses.
2. Mississauga Ward 11 [2512461 Ontario Limited]	6611 Second Line West	Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment	Proposed development: To permit 6 semi-detached homes and 13 condominium townhomes.
3. Mississauga Ward 11 [City Park (Main Street Inc).]	36, 38, 40, 44 and 46 Main Street	Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment	Proposed development: Applications to permit 7 freehold townhomes and 19 condominium townhomes on a private condominium road and to add additional lands to the adjacent greenlands.
4. Mississauga Ward 11 [Time Development Group Inc.]	376 and 390 Derry Road West	Official Plan Amendment and Zoning By-law Amendment	Proposed development: 126 Townhouse Units and 818 m2 of retail/commercial uses.
5. Mississauga Ward 6 [Time Development Group Inc.]	1725 Barbertown Road	Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment	Proposed development: To permit 75 townhomes on a common element condominium road.

There are a number of new or significant development adjacent to the proposed development site. To the north lies The Credit River Retirement Residence, a 7 storey apartment building with a park and landscaping buffering the building from Tannery Street to the south. Rutledge Road bounds the retirement residence to the south, where the site of a 4 storey building was destroyed by a fire during construction in 2018. A site at the northwest

corner of Joymar Drive and Thomas Street is subject to a development application for a proposed 203 unit scheme consisting of semi-detached homes, town homes, and back-to-back town homes.

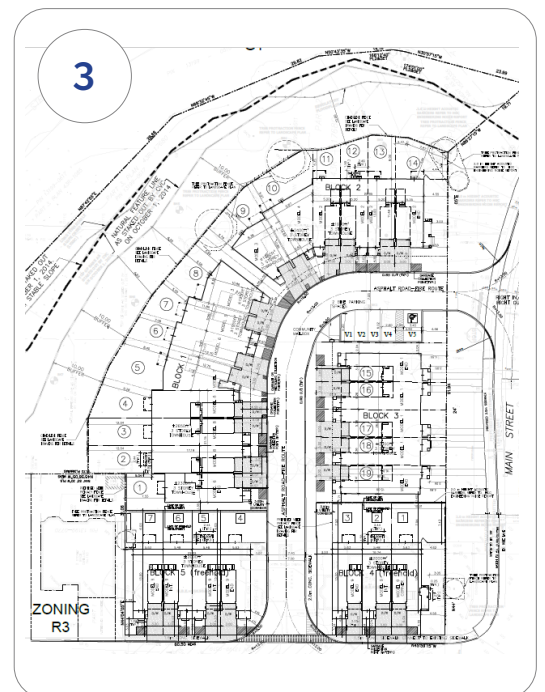


Figure 6: Surrounding Application Imagery

2.3 OPPORTUNITIES & CHALLENGES

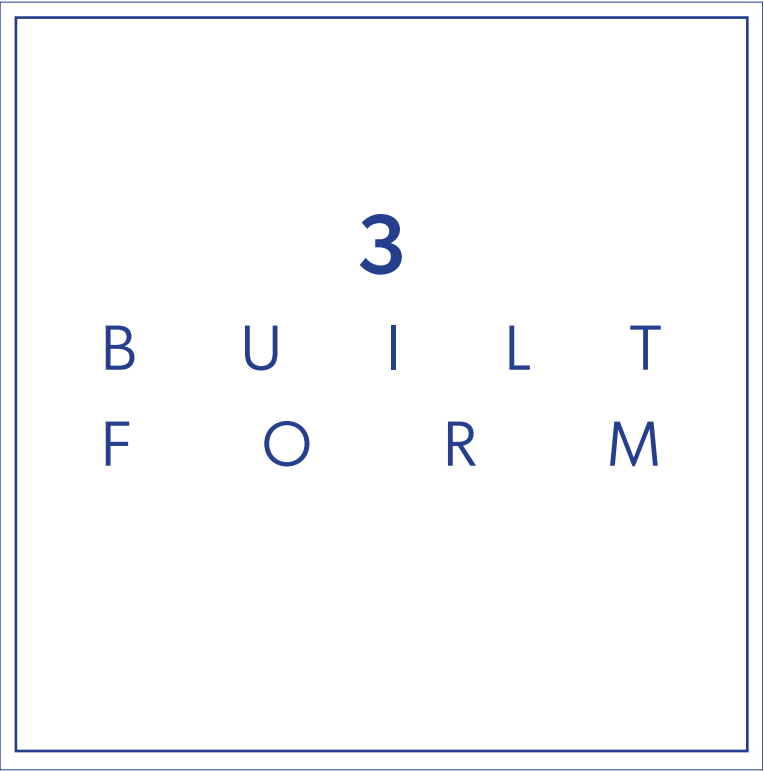
Opportunities

- The scale of the site is suitable for multi-building, low-rise development, bringing compatible new built forms into the neighbourhood.
- Potential to activate an underutilized site and provide compact built forms to enable the site to become a transit supportive location within proximity of a major Station Hub.
- To develop a unique development which responds to and enhances the natural heritage features on site. Mullet Creek has the potential to form a visual focal point for new development on the site, and provide visual amenity.
- Leverage trends in the local area toward moderately higher density residential development. Townhouse complexes are prevalent within more recent construction trends.
- Encourage new walkable development into the area to maximize the existing cycling network and reinforce the pedestrian connections to the nearby Streetsville neighbourhood centre along Queen Street South.

Challenges

- The site is bound by the CPR track along the northeast perimeter which may pose noise and vibration concerns. Sufficient buffering will be required to protect the site from negative impacts.
- The site is bound by the natural heritage feature of Mullet Creek to the southwest. The Creek and Valley Lands will require protection from development impacts and constrains land available for development.
- Any new development would need to maintain appropriate built form transitions due to the low-rise context of the area. The built form aesthetic is distinct and new development should be compatible with the architectural style while bringing quality and visual appeal to the site.

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This section of the Brief provides a summary of the proposed built form of the development. This includes a description of the site plan layout, circulation, access, and key development proposal statistics. In addition, the proposed amenity areas and built form proposed are discussed to inform a complete illustration of the proposed townhouse development. A detailed breakdown of the proposed development built form criteria is contained in Section 4 of this Brief, responding to appropriate urban design policy and guidance.

3.1 THE SITE PLAN

The site is configured in 6 Parts: Part 1 and 6 contain the proposed townhouse development blocks. The condominium town homes are proposed to be RM9 - xx. The conventional town homes are proposed to be RM5 - xx. Part 1 contains 6 stacked back-to-back blocks sited on 8,987.52m² of developmental lands. Part 6 contains one conventional townhouse block sited on 1,036.67m² of developmental lands. Part 2 bounds the developmental land of Part 1 to the south, containing 4,042.66m² of inaccessible environmental lands. Part 3 of the site contains a strip of land fronting Tannery Street for road widening. Part 4 of the site consists of the Emby Drive road extension [Emby Street], proposing a 15m right-of-way and 7m roadway. The new road makes up 3,080.24m² of the total site area.

The proposed development is comprised of 147 townhouse units. 5 conventional units are contained within the standard townhouse block within Part 6 [Block G, Figure 7]. The remaining 142 units are distributed between 6 stacked back-to-back condominium blocks [Blocks A, B, C, D and F] in Part 1 of the site. A detailed breakdown of the configuration of the townhouse blocks is outlined in Table 3. The blocks are oriented around a centralized landscaped area. Landscaping details will be provided at a more advanced stage of the application process. The site is bisected with by a new public road which acts an extension of Emby Drive, and connects Thomas Street and Tannery Street. The road provides fire route and ramp access to 1 level of underground parking, which also contains bicycle parking.

The maximum height of each townhouse block is proposed to be 3 storeys, which includes a half-basement level. The total height of the proposed blocks in Part 1 is 10.45m to the roof of level 4, and an additional 1.95m to the top of the rooftop utilities parapet. The ground floor units are accessed via a walk-up stairway, which connects directly to the pedestrian circulation zones at the front and rear of the proposed townhouse blocks. The stairway provides access to the lower level sunken patios, where additional private amenity space is located. The units of Blocks A, B, C, D, E and F also include rooftop amenity space, partially concealed by the parapet of the mansard roof.

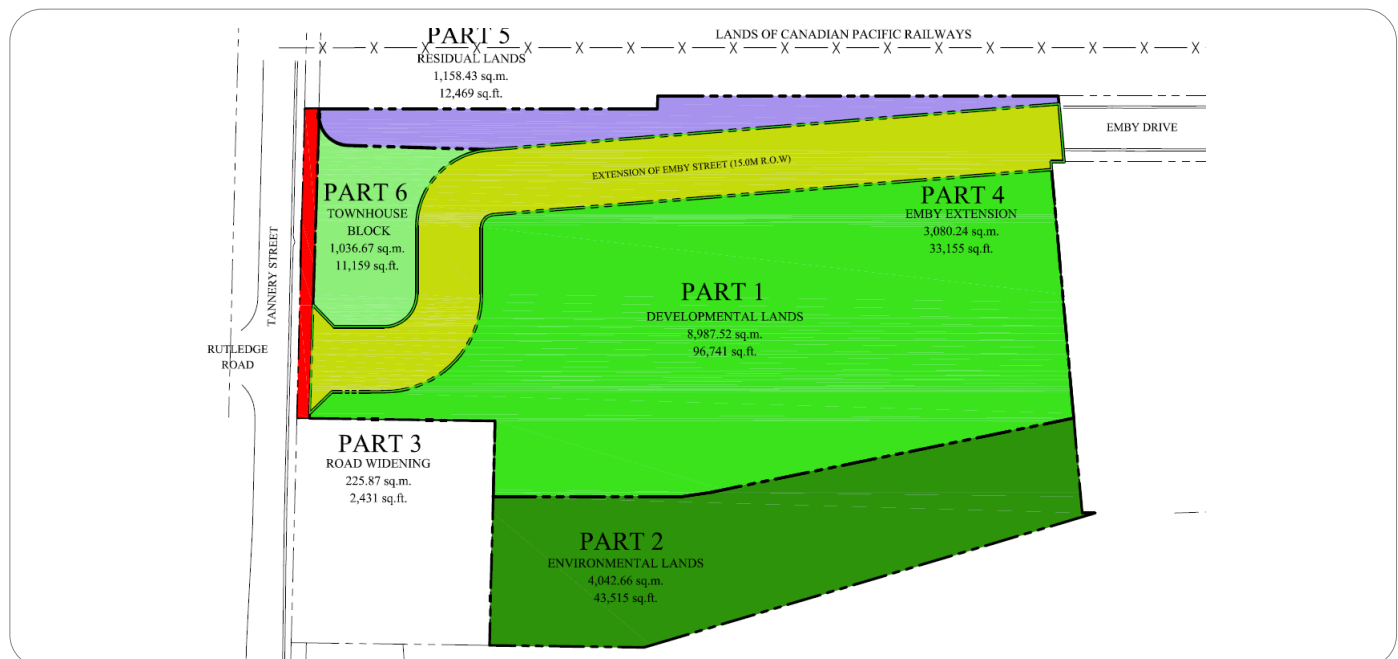


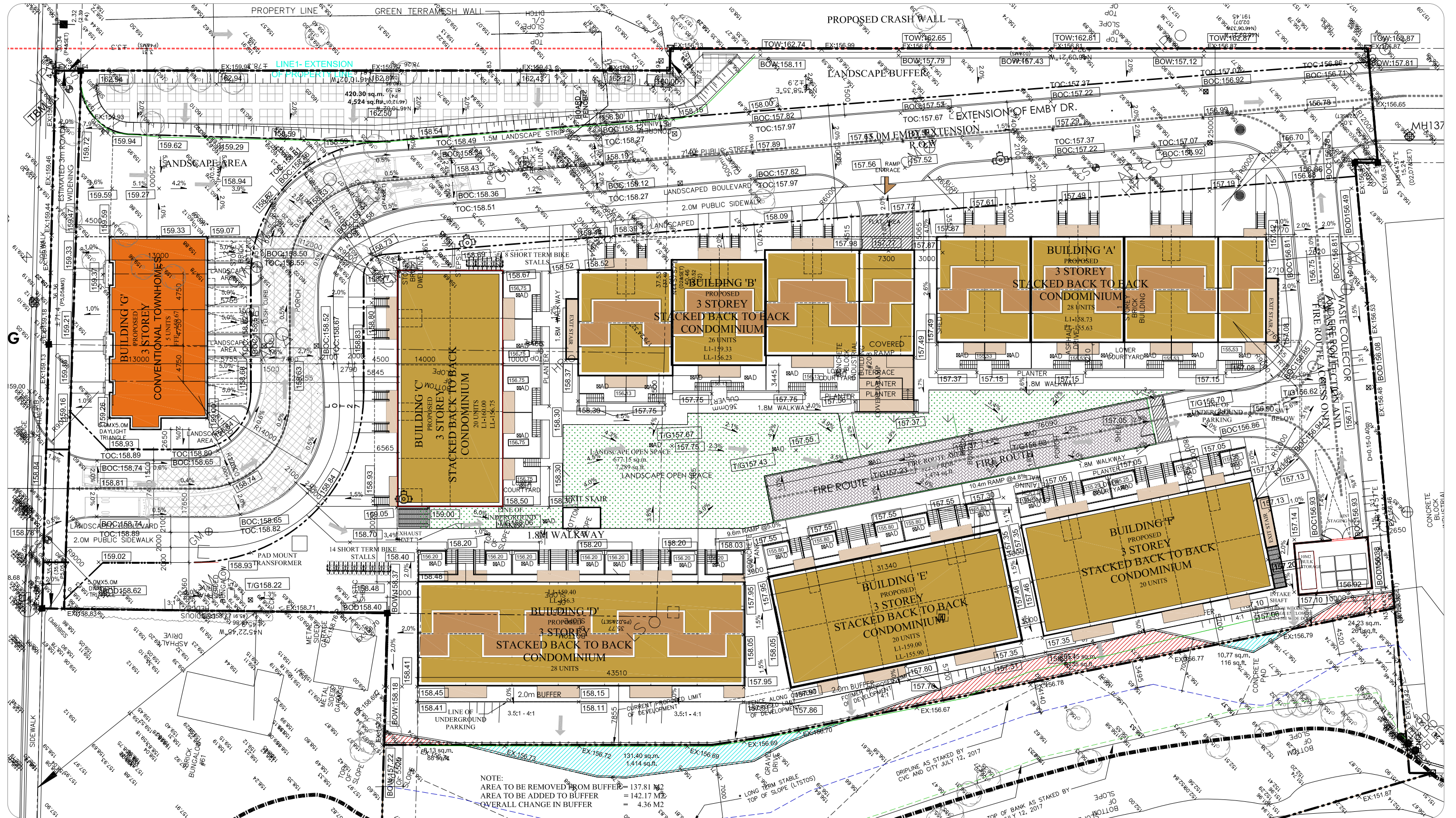
Figure 7: Context Area Plan: Prepared by Kirkor Architects

The first and second floors incorporate moderately projecting balconies. These overlook the centralized landscaped area.

The total residential Gross Floor Area of the scheme is 14,290m², with a prospective density of 1.51 in Part 1 [see Context Plan Figure 7], and 0.69 in Part 6. The south perimeter of the site is bounded by 4,042.66m² of Valley Lands proposed to be dedicated to the City. This area contains the Mullet Creek and sloped naturalized landscaping.

Table 2. Key Site Statistics

		PROPOSED			
SITE AREA		18,531.39m ²			
TOTAL GROSS FLOOR AREA [Parts 1 and 6]		14,290.15m ²			
FLOOR SPACE INDEX PART 1		1.15			
FLOOR SPACE INDEX PART 6		0.69			
TOTAL UNITS [all blocks]		147			
TOTAL PARKING [Parts 1 and 6]		200 [2 accessible spaces]			
OUTDOOR AMENITY	Contiguous Outdoor Amenity	999.86m ²			
	Private Amenity	864.0m ²			
	Total	1,863.86m ²			
COVERAGE [Part 6]	Buildings	27.9%			
	Landscape	61.0%			
	Paved Areas	11.2%			
BICYCLE PARKING	Residential Long Term [P1]	107			
	Residential Short Term [surface]	28			
DETAILED STATISTICS	TYPE	UNITS	PRIVATE PATIO /UNIT	PRIVATE BALCONY /UNIT/ FLOOR	PRIVATE ROOFTOP / BLOCK
BLOCK A	Stacked back-to-back Townhouse	28	15m ²	4.5m ² - 5.5m ²	27m ²
BLOCK B	Stacked back-to-back Townhouse	26	15m ²	4.5m ² - 5.5m ²	27m ²
BLOCK C	Stacked back-to-back Townhouse	20	25m ²	4.5m ² - 5.5m ²	27m ²
BLOCK D	Stacked back-to-back Townhouse	28	15m ²	4.5m ² - 5.5m ²	26.5m ²
BLOCK E	Stacked back-to-back Townhouse	20	15m ²	4.5m ² - 5.5m ²	26.5m ²
BLOCK F	Stacked back-to-back Townhouse	20	15m ²	4.5m ² - 5.5m ²	26.5m ²
BLOCK G	Conventional Townhouse	5	n/a	n/a	n/a



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3.1.1 ACCESS & CIRCULATION

The proposed development site contains a public road extension running northwest to southeast, connecting Emby Drive with Tannery Street. This provides a connection to Thomas Street and aligns with Rutledge Road to the northwest. The road connects with a fire access route terminating in a staging area at the south corner of the site. This area links to the fire route and a bulk storage room. The road is located approximately 30m from the CPR track to the north, in accordance with guidance set out by Transport Canada. This buffer area consists of a proposed landscaped area, berm and crash wall [see drawings C-105 and C108 prepared by LEA for further detail]. This road offers 7.4m of roadway, with a 15m ROW. The south side of the road is framed by a 2m wide public sidewalk, flanked by landscaped boulevards.

Primary access to the site will be located at the northwest perimeter of the site opposite Rutledge Road and via the Emby Drive and Thomas Street entrance. The site interior is traversed by consistent 1.8m walkways, linking to the public sidewalk and providing access to the townhouse unit entrances. These provide safe and efficient circulation throughout the site. The walkway also provides access to the centralized landscaped area and associated children's playground. This can also be accessed from the main entrance of many of the townhouse units. This activates the ground floor significantly. The transition between the public and private circulation spaces are framed

and articulated by the placement and orientation of the buildings themselves, as well as the centralized location of the amenity area. This ensures the pedestrian transition to the private amenity space at the site interior is visible though appropriately segregated from the public right of way.

The development proposes 200 underground parking spaces. This consists of 172 residential parking spaces and 28 visitor parking spaces. 2 spaces are provided for accessible parking. These are contained in a single level of underground parking. The location of the parking underground ensures that the maximum site area is reserved for pedestrian circulation, amenity space and public realm connections. The design of the ramp access integrated with the townhouse block B seamlessly resolves the circulation of vehicular traffic on site.

The scheme includes ample provision for bicycle parking. There are a total of 135 spaces proposed. 107 spaces are for residents located in the underground parking area. 28 surface bicycle parking spaces are proposed for visitors. Access to the bicycle parking is carefully considered, with long term parking located underground. These are situated to ensure segregation from vehicular traffic as much as practicable.



Figure 10: Rendering of Proposal View North : Provided by NYX Capital Corp.

3.2 BUILT FORM

3.2.1 MASSING

The townhouse development blocks are massed in a consistent, rectilinear shape. The roof slopes toward the top of the parapet, tapering the bulk of the blocks at the upper levels. The maximum depth of the development blocks is 15m, providing for sufficient sunlight penetration to the interior of the residential units. This also reduces the overall mass of the blocks and reduces shadowing impacts.

3.2.2 ARTICULATION & ORIENTATION

The blocks are orientated to provide maximum views from the back-to-back units. The blocks frame the internal amenity courtyard, providing a sense of enclosure and privacy. The blocks are located to maximize use of the available space on the site and to delivery a compact, walkable scheme that defines the site edges.

The blocks are articulated in a manner which provides a visual differentiation between the storeys. The ground floor is clad in a distinguishing render to frame the base of the building and provide a transition between the half-basement level and the first floor. Balconies articulate the

facades of the townhouse blocks at the 1st and 2nd storeys, acting as natural extensions of the residential interior. The balconies proposed may consist of a variety of glazing and fencing styles to promote permeability. Key entrances are framed by neoclassical pediments and column detailing.

There are a variety of window types and treatments applied. These feature a range of molding details and surrounds. The roof provides a partial overhang, including 'hooded' articulations at intervals at the 3rd storey. The top of the roof parapet conceals private rooftop amenity space, providing privacy for residents. The entry stairs at grade lead to both the ground floor entrances and the sunken patios below. Block G features individual garage entrances to the rear, and balcony projections on the second floor. Block G does not contain a lower half-basement level.

Utilities have been located at adequate distances from the townhouses, and suitably screened and housed as per the MUDG. This includes the bulk storage room located at the southwest of the site.



Figure 11: Rendering of Proposal View South: Provided by NYX Capital Corp.

3.2.3 AMENITY SPACE

The centre of the site is occupied by a proposed outdoor landscaped open space area. This is 677.15m² in size, forming a centralized amenity zone. The paved fire route extends the amenity space provision, totaling 999.96m². The townhouse blocks are oriented around the centralized open space. It is bound by a 1.8m wide walkway, providing access to the townhouses facing the interior of the site.

The total contiguous outdoor amenity area provided includes 677.15m² of open landscape space and 322.71m² paved area, also part of the fire route. The total private amenity space provided includes sunken patios, balconies and rooftop amenity totaling 864m². The total area provided for residential amenity is 1,863.86m². A secondary outdoor landscaped area is located to the north of Block 1.

A Private Amenity Letter was provided by NYX Capital Corporation on August 9th 2020 to outline the proposed amenity space on site, including a break down per townhouse block. These are detailed in Figures 12-15.

3.2.4 MATERIALITY

Preliminary renders of the proposed development have been prepared to illustrate the potential materiality and architectural details of the townhouses. Further detailing will be supplied at future stages of the design process. Brick facade materials or similarly acoustically sound materials will be considered. Materials will be selected for optimum sustainability to promote energy saving and ensure the longevity of the scheme.

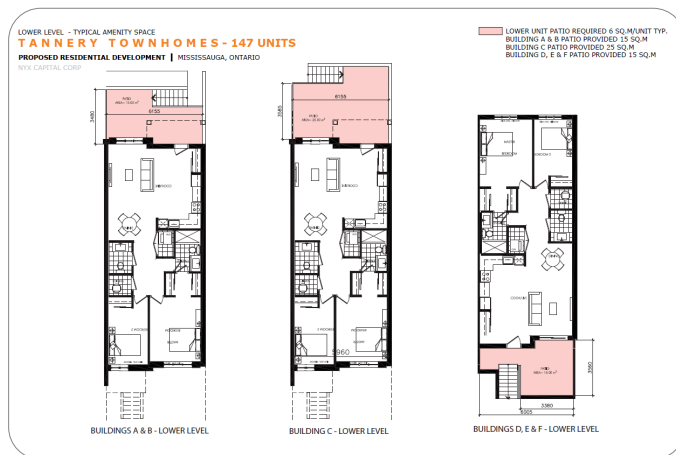


Figure 12: Lower Unit Patios Blocks A - F - Provided by NYX Capital Corp.

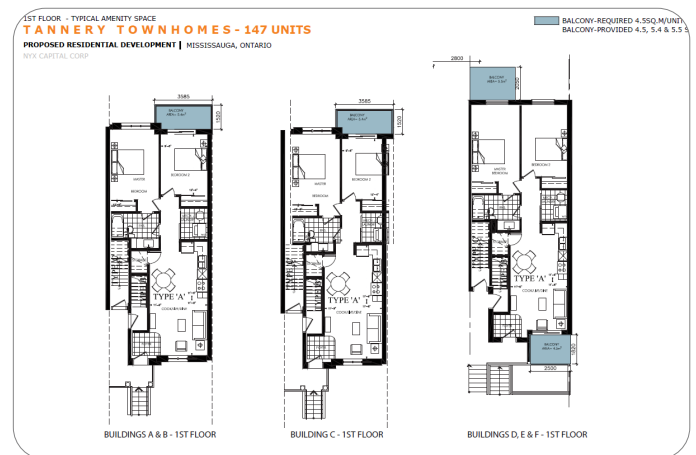


Figure 13: Private Balconies 1st Floor, Blocks A - F - Provided by NYX Capital Corp.

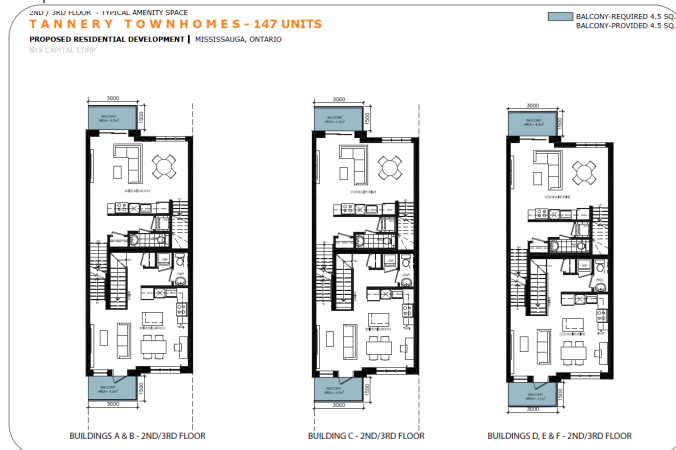


Figure 14: Private Balconies 2nd/3rd Floor, Blocks A - F - Provided by NYX Capital Corp.

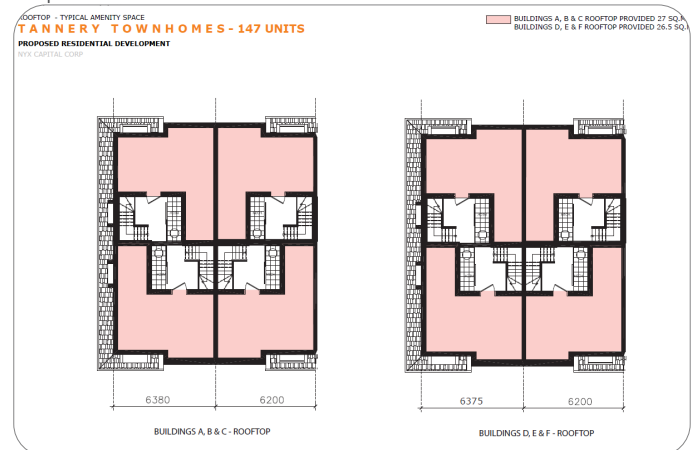


Figure 15: Rooftop Amenity Blocks A - F - Provided by NYX Capital Corp.

The following contains an overview of possible materials and architectural components to be incorporated into the design:

1. Element: Variety of window treatments including regular molding surrounds with keystone and arched pediment.
2. Element: 'Hooded' mansard roof and parapet.
3. Element: Balconies with wrought iron style detailing and glazing.
4. Element: Neo-classical pediment supported by pilasters.
5. Material: Red clay brick.
6. Material: Slate style asphalt roof shingle.
7. Material: Variety of stucco styles.
8. Material: Stone masonry cladding.
9. Material: Window molding surrounds, variety of cornice styles.



Figure 16: Potential Materialist Examples

3.3 LANDSCAPE

A portion of the proposed development site includes the conveyance of the Valley Lands at the southwest perimeter of the site. This portion of lands contains the Mullet Creek and naturalized sloped landscape. This area is proposed for restoration and enhancement as per the Site Plan [Figure 17]. The lands provide a buffer between the site and commercial lands to the south. An acceptable top of bank condition has been established through consultation with the CVCA. The lands will not be accessible and are therefore not considered as public amenity.

The proposed site plan includes the centralized landscaped space, which may contain an assortment of soft landscaping framing the interior walkways and townhouse entrances. This outdoor landscaped area is 677.15m², not including the paved fire route. The new public street and walkways will be framed by a landscaped buffer, which may include storm water appropriate planting and shrubbery. A secondary landscape buffer is proposed at the northeast perimeter of the site, containing a naturalized area to buffer the site from the CPR track. Planting will aid in noise attenuation.

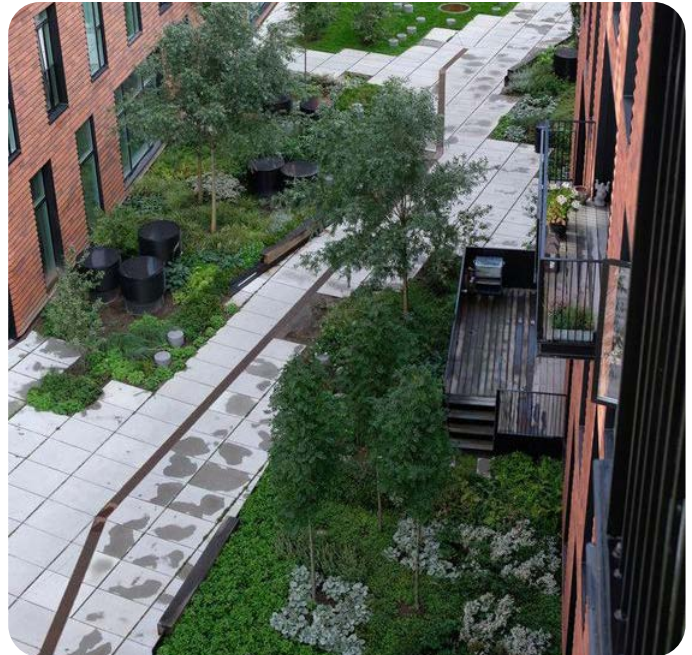


Figure 17: Precedents Images of Internal Courtyard-Style Landscaping Treatments

4

P O L I C Y
C O N T E X T

4.1 CITY OF MISSISSAUGA OFFICIAL PLAN

The Mississauga Official Plan [July 2016 Consolidation [‘MOP’], contains pertinent policy and guidance to inform new development in the City. The MOP includes key direction on where growth should be directed, and the importance of the development of complete communities. The MOP designates the proposed development site as lying within the *Streetsville Community Node*, which is identified as a *Character Area* and *Intensification Area* as per Schedule 1, *Urban Structure* and Schedule 2, *Intensification Areas*. Schedule 2 also indicates that the proposed development site is within the vicinity of a *Major Transit Hub*, the Streetsville GO Station. In addition, Schedule 10: Land Use, outlines the site as *High Density Residential*.

Part 2 of the MOP, Section 5, contains important direction as to where growth should be targeted. Within the context of the MOP, the proposed townhouse development can be considered a moderate form of infill intensification. As the site is located within an intensification area [as directed in Section 5.1.4], the proposed development provides

an appropriate level of density in an ideal location. The proposal embodies the key characteristics desired of new development considered to represent intensification, contributing a compact urban development that is transit supportive and in close proximity to a Major Transit Station Area [Section 5.1.6]. The following discussion provides a detailed analysis of pertinent MOP policy in relation to the aforementioned designations, with particular emphasis on urban design criteria.

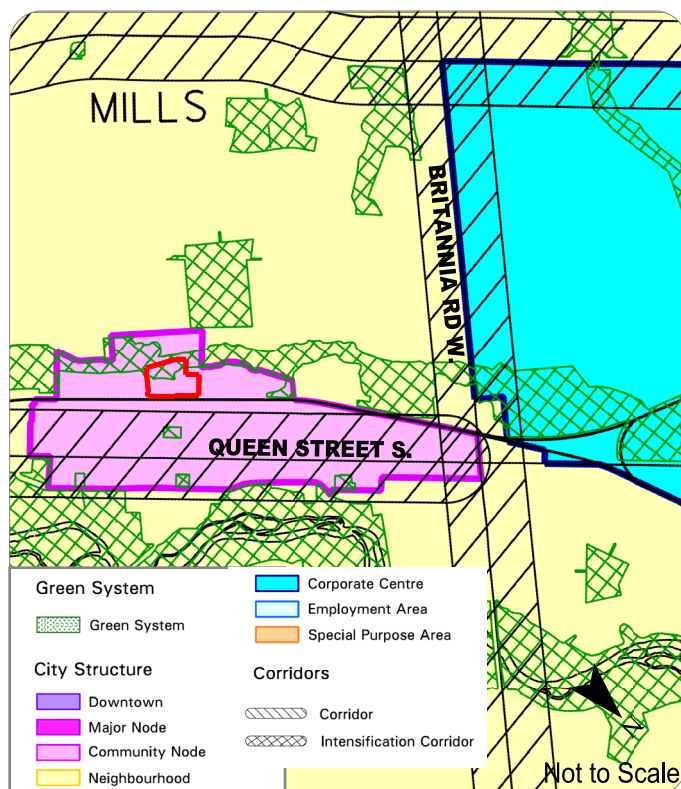


Figure 18: Schedule 1 of the MOP: Urban System

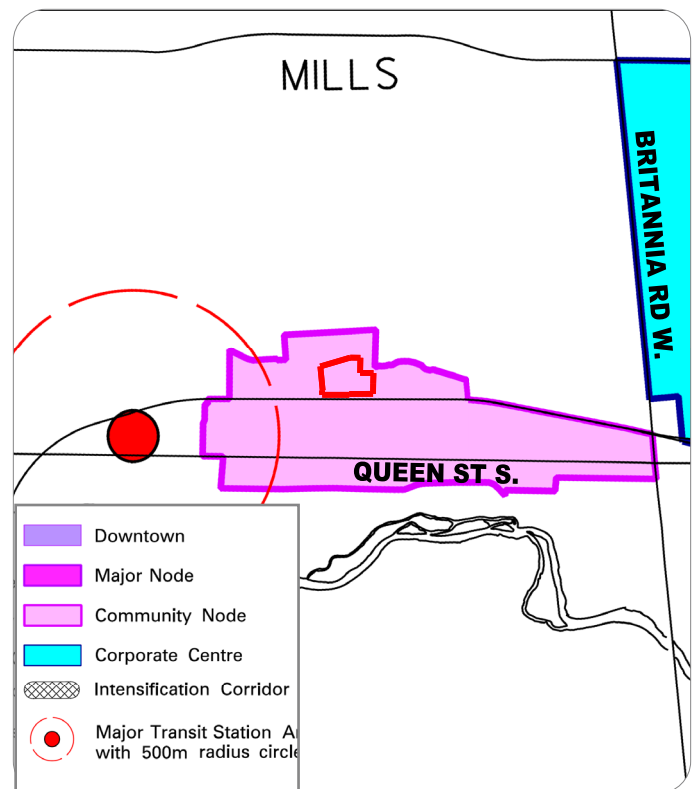


Figure 19: Schedule 2 of the MOP: Intensification Areas

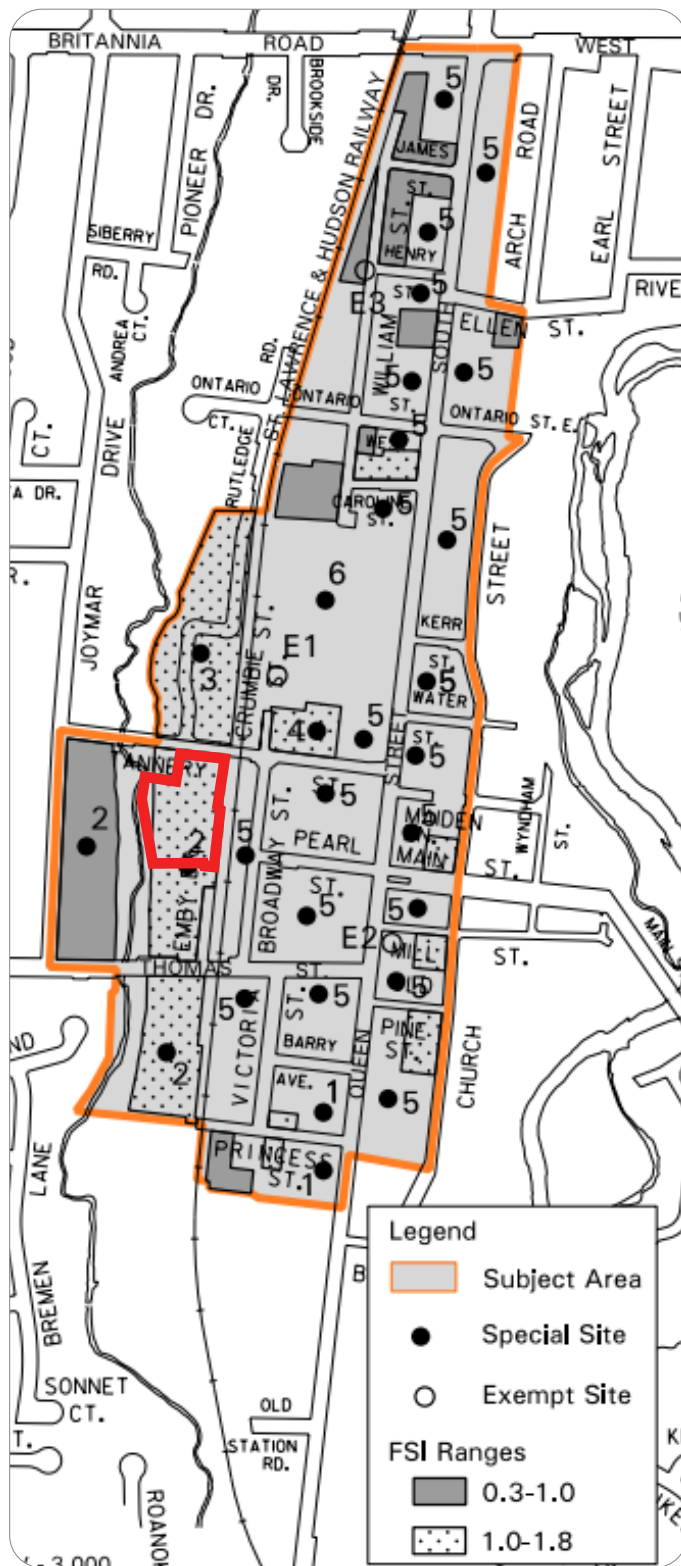


Figure 20: Streetsville Character Area: MOP

Community Nodes: Streetsville

1. Community Identity and Focus

14.10.1.1 Development will be compatible with and enhance the village character of Streetsville as a distinct established community by integrating with the surrounding area.

The proposal retains the low-rise village character of Streetsville. Further details of compatible materiality and architectural expression will be included at more advanced stages of the design process. This will further integrate the proposal with the existing urban fabric.

14.10.1.2 Development with a high level of urban design, pedestrian amenity, landscaping and compact built form will be encouraged to create a strong sense of place and reinforce the role of the Community Node as the centre of activity for the surrounding community.

The proposal succeeds in fulfilling the criteria contained in Policy 14.10.1.2. The orientation, massing and maximum height of the townhouse blocks reinforce the importance of the pedestrian scale and provide for good standards of pedestrian amenity and accessibility. The compact

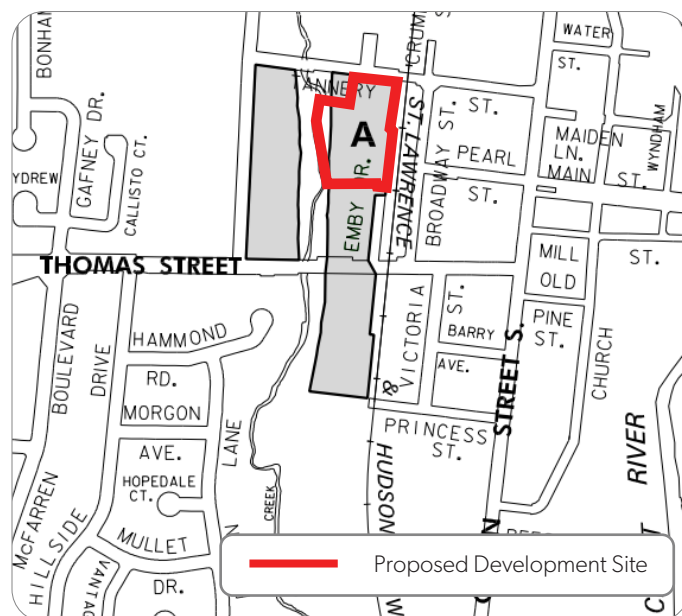


Figure 21: Special Site 2, Streetsville Character Area: MOP

complex reinforces the site's role as a critical node for enlivening the surrounding community.

14.10.1.3 Queen Street South will remain the focus of the commercial core within the Streetsville Community Node.

The proposal does not contain a commercial component, and will therefore not detract from the commercial core on Queen Street South. The additional residential density will bolster existing locations of commercial activity in the Streetsville community node through enhanced pedestrian connectivity.

14.10.1.4 The development of symbolic gateways to define entry to and exit from the Streetsville Community Node will be encouraged.

Not applicable to this proposal context.

Historic Character

14.10.1.5 Alterations to heritage structures, including building repairs and additions, and/or alterations to existing vegetation which is part of the cultural heritage landscape, will be in keeping with the original character of the heritage resources to be preserved.

14.10.1.6 Designs for new buildings and additions will enhance the historic character and heritage context of the Streetsville Community Node through appropriate height, massing, architectural pattern, proportions, set back and general appearance.

14.10.1.7 Commercial signs will reflect the historic village character in the Streetsville Community Node. Hand painted wooden signs, projecting signs as permitted by municipal by-laws and other signs which reflect late nineteenth or early twentieth century practices will be encouraged.

14.10.1.8 The established residential character of the areas generally located along Queen Street South, south of Barry Avenue, will be maintained through appropriate building masses, setbacks, intensive landscaping, streetscapes with many mature trees, and a regular street grid pattern.

There are no impacts from the proposed development upon heritage aspects of Queen Street South and the neighbouring residential character areas. The development is compact and self-contained. Appropriate materiality and facade detailing will be assessed at future stages of the design process.

Public Realm

14.10.1.10 The placement of parking areas to the rear of buildings and the consolidation of driveways will be encouraged along principal street frontages in the Streetsville Community Node to increase the area available for planting and public amenity.

The proposed development successfully integrates a central public street which bisects the site, providing access which extends from Emby Drive to Tannery Street. The access road has been consolidated to ensure maximum efficiency of vehicular circulation on site, and to minimize conflicts between car users and pedestrians. The road leads to a clear underground parking entranceway and ramp consolidated in Block B. The road is located to the rear of townhouse blocks A, B and C on the site, with all parking consolidated in 1 level of underground parking.

14.10.1.11 The rear façades of developments which back onto places accessible to the public, including parking areas or laneways, should be designed to provide a level of detail, fenestration, and direct access appropriate to their role as secondary frontages.

The proposal features back-to-back townhouses, eliminating the instance of rear facades facing onto public spaces. The development therefore utilizes the abundance of primary frontages to activate key spaces internal to the complex, in particular the centralized landscape area.

14.10.2 Land Use

14.10.2.1 Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings.

14.10.2.2 For lands designated Residential High Density a maximum building height of seven storeys is permitted.

The proposed maximum height of the development is 3 storeys, which is within the maximum range described by this policy.

14.10.2.3 In addition to the uses permitted by the Land Use Policies of this Plan, bed and breakfast establishments are permitted provided that they front upon Queen Street South, Main Street, Thomas Street or Church Street.

14.10.3 Heritage

14.10.3.1 Heritage resources will include those properties listed on the City's Heritage Register, but will not be restricted to the list.

14.10.3.2 Mississauga will encourage the investigation of the Streetsville historic core area as an area to be examined for future designation as a Heritage Conservation District in accordance with the Ontario Heritage Act.

There is no impact from the proposed development upon policies contained in section 14.10.3.

14.10.4 Stormwater Management

14.10.4.1 A stormwater drainage report will be required to ensure that the existing drainage system has the capability to convey the increased storm flow from redevelopment in accordance with current City drainage standards.

A Functional Servicing and Stormwater Management Brief was prepared by LEA in August 2020. The Brief establishes that, based on the City's design criteria, new municipal services including storm water drainage systems and a new water supply will be provided. Temporary erosion and sediment control measures will be implemented before construction begins. A stormwater storage tank is proposed outside the underground parking. Furthermore, due to the constraints of the available right-of-way, no stormwater measures are proposed for the Emby Drive extension.

14.10.5 Transportation

14.10.5.1 The maximum pavement width of Queen Street South, from Britannia Road West to the St. Lawrence and Hudson Railway, will not exceed a basic two lane cross-section, except for bus bays, on-street parking lanes, turning lanes at intersections and bicycle and pedestrian routes.

14.10.5.2 Main Street between Queen Street South and Church Street will not be widened to accommodate additional through traffic lanes. Minor modifications to this roadway for on-street parking, safety or maintenance will be permitted, however, major modifications which would have an adverse effect on the character of the roadway, will require an amendment to this Plan.

14.10.5.3 The City will continue to encourage and promote better utilization of the existing and future parking inventory through discussions with the members of the Streetsville Business Improvement Area (BIA), with a goal of developing a self-sufficient parking operation through measures such as parking charges.

The proposed development will not incur any impacts on Policy 14.10.5.

In addition to the above Character Area specific policies, the site is located within Special Site 2. Site 2 is defined as the area south of Tannery Street, north of Old Station Road, east of Joymar Drive and west of the railway line. The following site-specific policies apply to the proposed development site:

14.11.6.2.2 Notwithstanding the provisions of the Residential High Density, Residential Medium Density and Greenlands designations, the following additional policies will apply:

- a. the determination of the area suitable for redevelopment will have regard for the extent of the "regulatory storm" floodplain and the erosion hazards associated with Mullet Creek, whichever is greater. The extent of areas required for conservation purposes will be determined to the satisfaction of Credit Valley Conservation and the City; and

b. building forms should consist of low profile buildings ranging in height from three storeys near Mullet Creek to six storeys near the railway tracks.

A determination of the area suitable for redevelopment within the site, considering the constraints posed by the regulatory storm floodplain of the Mullet Creek, has been established through corroboration with Environmental and Geotechnical investigations undertaken by Beacon Environmental and Patriot Engineering Ltd. The total net site area considered is 18,531.39m².

The Valley Lands abutting Mullet Creek contain a number of trees to be retained to preserve the slope integrity, as per the Tree Inventory and Preservation Plan prepared by Beacon Environmental in June 2019. A total of 28 trees are outlined for preservation.

14.11.6.2.3 Redevelopment of Area A should include provision for a public road connecting Thomas Street and Tannery Street west of the St. Lawrence and Hudson Railway right-of-way.

The proposed development directly responds to provisions outlined in policy 14.11.6.2.3. The development includes a new northwest - southeast vehicular connection, consisting of a public street that connects Thomas Street to Tannery Street. The road leads to the underground parking access at the east of the site via townhouse block B.

In summary, the proposal speaks to the vision set out in Section 7 of the MOP for supporting the development of *Complete Communities*. This is facilitated through the delivery of a new public road connection through the site, providing greater permeability and providing for a new public sidewalk linkage. This enhancement of the existing site will have beneficial impacts on the quality of the wider public realm in the local area and help to define Streetsville as a cohesive character area.

4.2 DRAFT URBAN DESIGN GUIDELINES FOR BACK-TO-BACK AND STACKED TOWNHOUSES [2018]

The following discussion provides a point-by-point analysis of the proposed developments compliance with key urban design criteria set out in the Mississauga Draft Urban Design Guidelines [MUDG]. The guidance highlighted specifically addresses the guidelines for back-to-back and stacked townhouses. The guidelines define back-to-back and stacked townhouses as typically:

- Three to four storeys in height
- Comprised of units that are stacked vertically and/or horizontally with access from grade
- Front onto a public street, condominium road, pedestrian mews or open space
- Include surface and/or underground parking

The development can be described as consisting of stacked units contained within back-to-back townhouse blocks. The scheme is 3 storeys in height with a half-basement that forms part of the overall townhouse blocks. The units are stacked vertically with direct access from grade. The entrances to the townhouse units face directly onto a new public street extending from Emby Drive to Tannery Street, and onto a pedestrianized circulation zone facing the internal amenity space. The scheme includes one level of underground parking to maximize the site area for residential development and amenity space.

The following discussion responds to the Checklist of Principles contained within the MUDG.

2.1 Zoning By-law

- Refer to the Zoning By-law regulations that apply to the proposed built form. Generally BBTs and STs are zoned RM9, RM10, RM11 and RM12 or in combination with other zones.

The proposed development site is currently zoned according to the Mississauga Zoning By-law 0225-2007. This designates the proposed development site as D-Development Zone and G1-Greenbelt. The development seeks the re-zoning of the Part 1 of the site to an RM9 designation to facilitate construction. A comprehensive list of zoning regulations and the consequent compliance of the proposed development with RM9 provisions is listed in Appendix 1 of this document, and demonstrated graphically in Figure 43.

2.2 Building Height

- New developments will be required to demonstrate an appropriate transition in building heights.
- Buildings heights shall be contained within a 45° angular plane, measured from all property lines with exception of the front street line.
- Maximum building heights of three storeys for BBTs and four storeys for STs.

The development demonstrates that transitions between existing neighbouring properties and the 3 storey proposed back-to-back townhouse blocks are appropriate. The majority of the site is not directly framed by neighbouring buildings. There are no residential low-rise properties neighbouring the site. To the northeast lies the railway track, to the northwest, Rutledge Road and to the southwest and southeast, primarily industrial uses and motor services. The maximum height of the scheme is proposed to be 3 storeys, representing a suitable scale of infill development, particularly as there are no sensitive uses identified within the vicinity.

The blocks are contained within a 45° angular plane, as demonstrated where applicable property lines with the exception of the front property line as per the policy 2.2 [Figure 24]. Building D encroaches slightly into the angular plane that originates from the rear of 61 Tannery Street. This is considered minor and acceptable due to the commercial use of the adjacent building, along with no overlook from the building. Building separation distances between the townhouse blocks are dictated by the by-law or through the application of a 45° angular plane from the base of the block side wall.

2.3 Building Setbacks

- When existing adjacent front yard setbacks vary, new buildings should align with the average setback between the two adjacent properties or the minimum zoning requirement, whichever is greater.
- Where applicable, the planned context should be considered in determining the front yard setback.

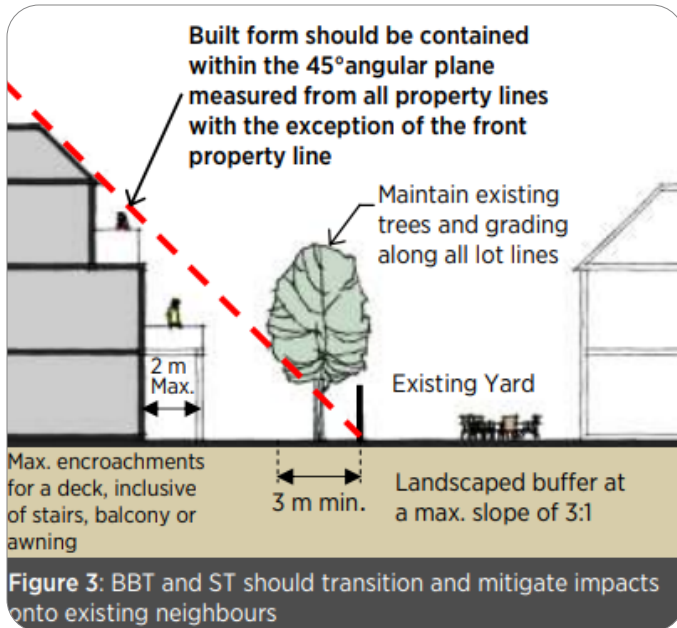


Figure 22: Figure demonstrating Guideline 2.2 [MUDG]

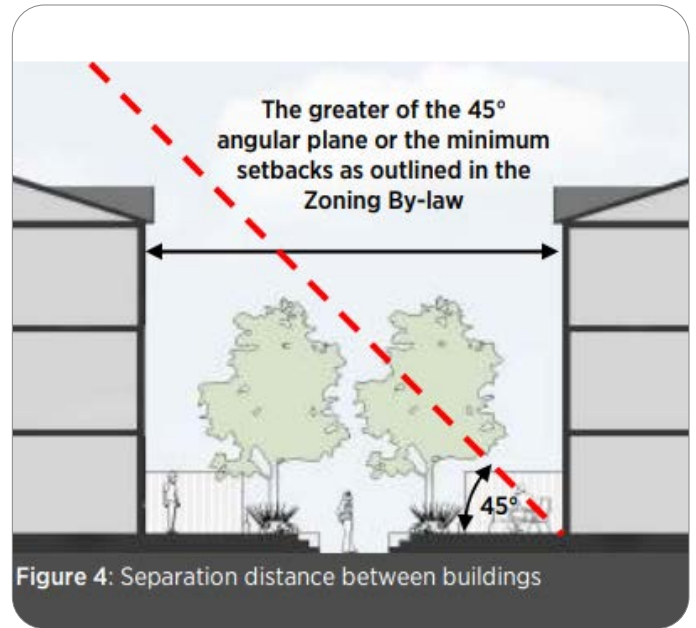


Figure 23: Figure demonstrating Guideline 2.4 [MUDG]

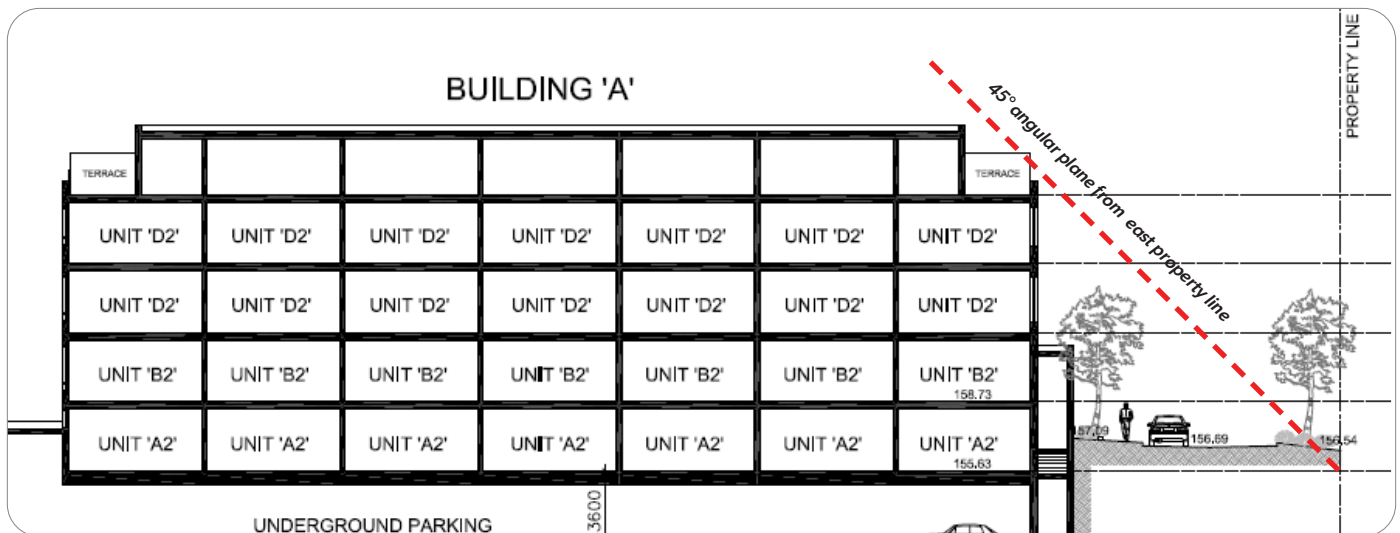


Figure 24: Diagram Demonstrating Compliance with Guideline 2.2: Base Prepared by Kirkor Architects

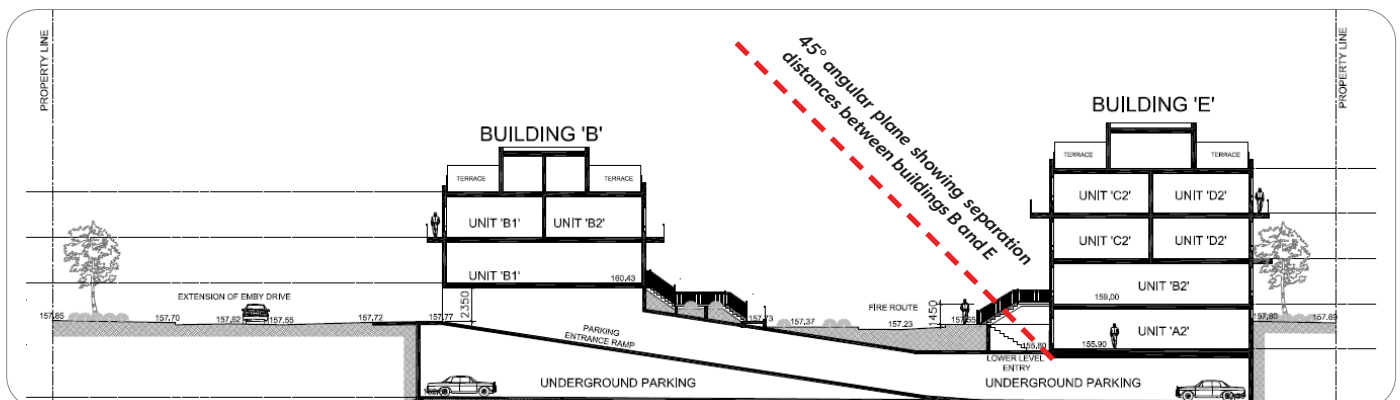


Figure 25: Diagram Demonstrating Compliance with Guideline 2.4: Base Prepared by Kirkor Architects

The front yard setback as per the minimum zoning requirement is 7.5m, including an approximate 3m of road widening on Tannery Street. Building G falls within this criteria as it has frontage along Tannery Street, considered primary frontage. The front yard is not subject to angular plane adherence.

2.4 Separation Between Buildings

- Separation distance between buildings should be the minimum setbacks as outlined in the Zoning By-law.
- In the case of a front wall to front wall condition, the separation distance should be the greater of the 45° angular plane or the minimum setbacks as outlined in the Zoning By-law (See Figure 4 MUDG).
- Where a basement unit forms part of a three storey development the minimum separation distance will be 15m.

The separation distance between facing blocks A, B and C from blocks E, F and D all exceed 15m. Building D partially faces the side yard of Building C, with a separation distance of 10.02m. This is acceptable due to the side yard condition which exceeds the minimum interior side yard setback of 4.5m of Building D. The front wall of Buildings A and B face an interior side lot line. The setback of these two buildings to the property line is substantial, at a minimum of 25.0m, exceeding the minimum of 9m set out in the By-law.

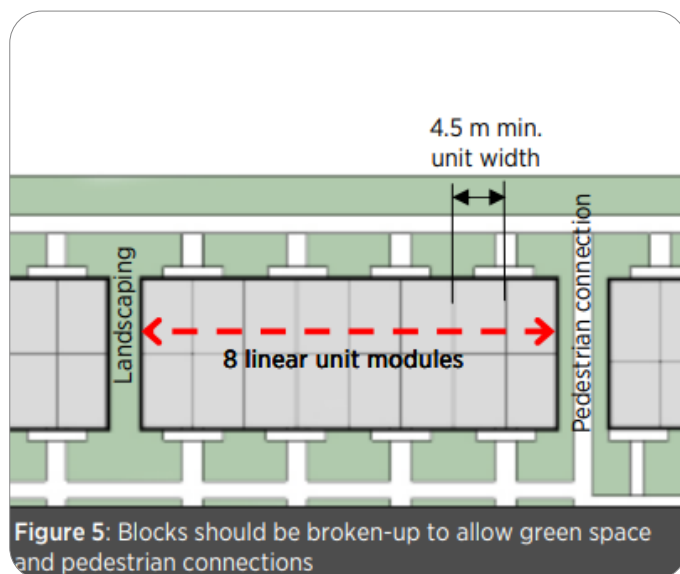


Figure 26: Figure demonstrating Guideline 2.5 [MUDG]

2.5 Block Length and Unit Width

- Excessively long blocks should be avoided. The maximum length of a block should generally not exceed eight linear unit modules to promote pedestrian connections, allow for landscaping and provide a break in the massing (See Figure 5 MUDG).
- Unit widths should be a minimum of 4.5 m to ensure sufficient sunlight into the unit.

Units widths exceed the minimum requirement of 4.5m. This will ensure adequate sunlight penetration into the units. The block lengths contain a maximum of 7 units [Block D]. Block widths range from 4.75m - 6.38m.

2.6 Natural Features

- New developments should preserve and enhance natural heritage features; including, trees, woodlands, valleys and wetlands.
- Appropriate setbacks and buffers should be provided to existing and proposed natural features to ensure their health and continued growth.

A portion of the Valley Lands located on the site are to be dedicated to the City. The minimum setback from the top-of-bank to the rear yards of buildings E and F is 5.7m. This includes proposed fencing around the perimeter.

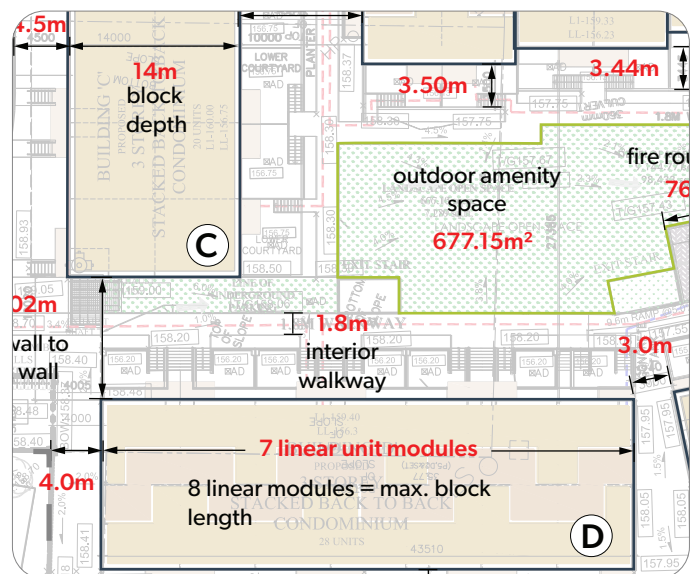


Figure 27: Diagram Demonstrating Compliance with Guideline 2.5

Building D is set back an additional 2.15m from the west development limits, at 7.85m. The Valley Lands buffer has been adjusted to create a consistent setback of buildings D, E and F. The area removed from the existing buffer is 137.81m². The area added to the buffer is 142.17m², equating to an overall increase in area of 4.36m².

2.7 Grading and Retaining Walls

- Manipulation of site grades should be avoided. Match existing grades along all property lines and provide a minimum 3m wide landscaped buffer around the property.
- The landscaped buffer should be unencumbered by below grade parking structures, easements, retaining walls, utilities, severe grade changes and hard surface areas.
- The first storey means a storey of a building that has its floor closest to the Context Grade and its ceiling more than 1.8 m above the Context Grade (See Figure 6 MUDG).

- Each individual building will establish a grade elevation based on 'Context Grade'. Context Grade means the average of 12 points, eight of which are taken around the perimeter of the site and four of which are taken around each individual building.
- The use of retaining walls should be avoided. Where retaining walls are required, their height should be limited to a maximum of 0.6m to eliminate the need for railings and to reduce long-term maintenance costs.

The landscaped buffer following the entirety of the site perimeter generally exceeds 3m in depth, with a dedicated landscape strip along the east perimeter towards Thomas Street of 2.65m+ in depth. The majority of the buffer area is unencumbered. Hard surface areas have been limited where possible. An electrical transformer is located at the west corner of the site, setback suitably from the side wall of building D near to 14 short term bike parking stalls. A consistent landscaped buffer of a minimum of 5.7m lies along the southwest perimeter of the site. Fencing has been applied in place of a retaining wall at the southwest perimeter of the site bordering the Valley Lands beyond.

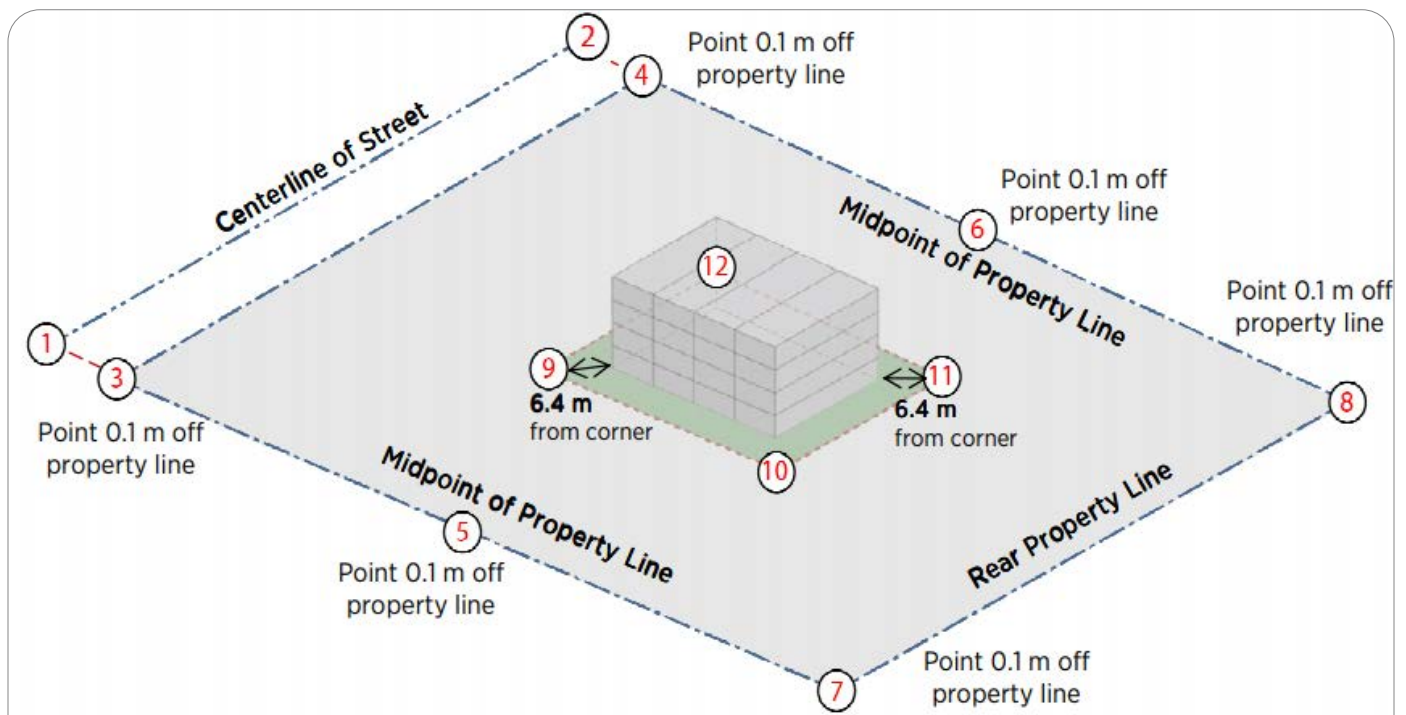


Figure 7: Context Grade: The average of 12 points, eight of which are around the perimeter of the site and four points located 6.4 m at a 45 degree angle from each building corner

Figure 28: Figure demonstrating Guideline 2.7: Context Grade [MUDG]

2.8 Below Grade Units

- Below grade units should be avoided.
- Manipulation of site grades requiring retaining walls to accommodate below grade units is discouraged.
- If a below grade unit is proposed, it must be a through-unit that has windows on both the front and rear of the building (See Figure 9), or be a double wide back to back unit (min. 9 m wide).
- Below grade units require a minimum of 6 m² of private outdoor space located at the unit's floor level with unobstructed views and access to daylight (See Figure 6 and 9 MUDG).
- All building projections including balconies and porches located over private outdoor spaces or windows of below grade units should not obstruct access to daylight. See the Zoning By-law for projection regulations (See Figure 9 and 11 MUDG).

The proposal features a half basement level as part of the 3 storey residential townhouse blocks. This will maximize sunlight access to the units at grade. The unit widths range from 4.75m to 6.38m. This will further maximize light and accessibility to the units. The ground floor units feature a landscaped area at the front of the units and sunken patios leading to the half basement level. Overhangs and balcony projections have been minimized over the half-basement units, without minimizing access to private amenity space for units on the upper storeys. Balconies

are integrated with the facade of the buildings. The lower levels have been provided with 15m² of private patio space for Buildings A, B, D, E and F and 25m² for Building C. This exceeds the minimum requirement for this policy.

2.9 Building Elevations

- New development should be compatible with the existing context in terms of height, scale, massing and materials.
- For buildings over 3 storeys and where appropriate, stepback the upper floors or incorporate sloped roofs and half storeys with dormer windows to reduce perceived height, scale and massing.
- Ensure new developments have a variety of facade articulation, building materials and colours for visual interest.
- Blank facades on the visible end unit elevation are unacceptable. End units that are visible should have entrances, windows and architectural interest to animate the elevation.
- Buildings should be designed with high quality and durable materials to avoid long-term maintenance costs. Stone and brick is preferred. Stucco and wood are discouraged.
- Step-back the structure for rooftop access (i.e. rooftop mechanical room) a minimum of 3 m from the exterior edges of the building to reduce visual impact (See Figure 12 MUDG).

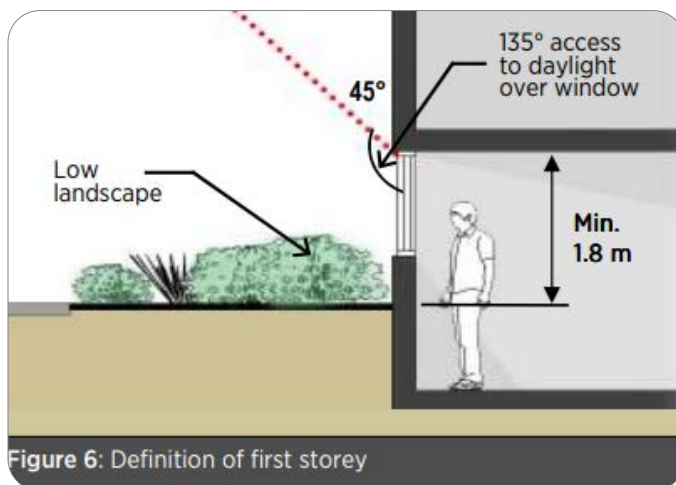


Figure 29: Figure Demonstrating Guideline 2.7: First Storey Condition [MUDG]

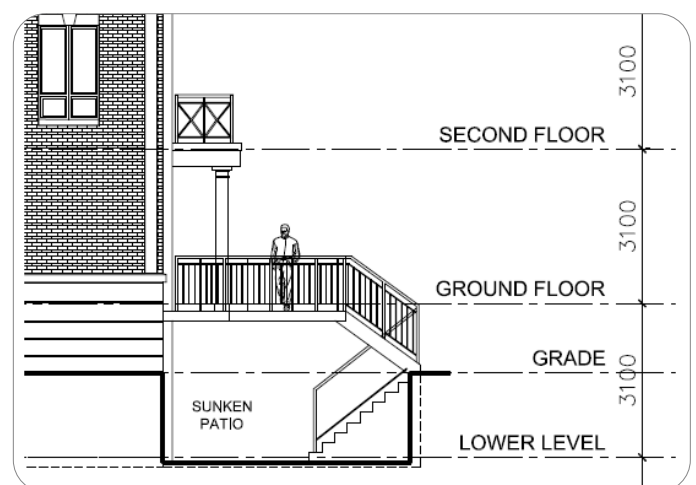


Figure 30: Diagram Demonstrating Compliance with Guideline 2.7: Base Prepared by Kirkor Architects

- The structure for rooftop access should not be greater than 20m², inclusive of stairs.
- Rooftop outdoor amenity areas (common or private) should be setback a minimum of 1m from the building's exterior edge to mitigate overlook concerns onto existing adjacent low density residential properties. This setback will not be required for internal units.

The proposed development features a sloped mansard roof at the 3rd storey. Dormer windows project at intervals from the roof level to articulate the slope of the roof and reduce the appearance of mass at the upper levels of the townhouse blocks. The facade features a range of articulations and projections, including balconies, projecting eaves, and vertical and horizontal architectural elements. The material palette of the proposed buildings is reminiscent of architectural details found within the local built environment, particularly along Queen Street South [see Figures 2-4]. The proposal features a range of durable materials including brick, metal and a variety of masonry treatments. These are balanced by 'soft' materials such as stucco and detailed moldings. The rooftop private amenity space on level 3 is partially concealed by the parapet from the buildings exterior edge. This will protect privacy and aid in weather protection. The structure for rooftop access does not exceed the maximum area of 20m² per unit.

2.10 Exposed Parking Structures

- Exposed parking structures should be avoided. Where portions of the underground parking structure are exposed, they should match the building materials.
- Consolidate the entrances to underground parking structures within the same development to minimize the number of overhead doors.
- Maintain the minimum soil volume over the parking structure to support the growth of the vegetation. The minimum soil volume varies based on the type of vegetation.
- Stairs exiting underground parking should be fully enclosed in glass to increase visibility and address issues of safety, security and weather protection.

The entirety of vehicular parking is contained within the underground parking level. The entry ramp is consolidated within building B, accessed via the new public street. This structure reflects the style and materiality of the proposed townhouses and is integrated with the townhouse built form. There are 4 exit stairs to the underground parking area. Wayfinding and signage solutions will be detailed at future stages of the design process.

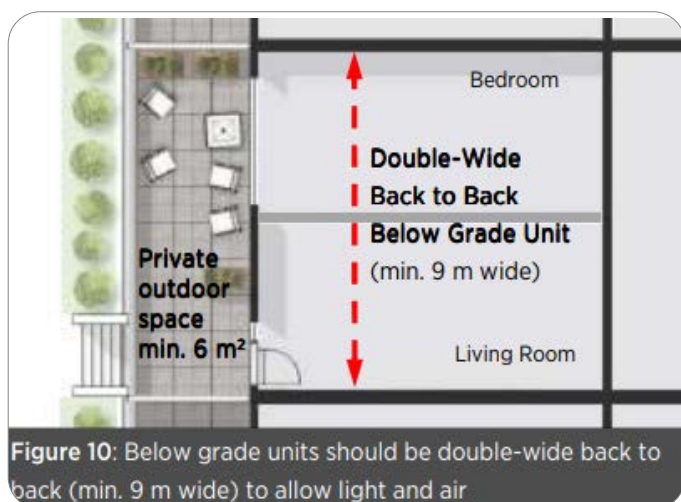


Figure 31: Figure demonstrating Guideline 2.8 Units Widths [MUDG]

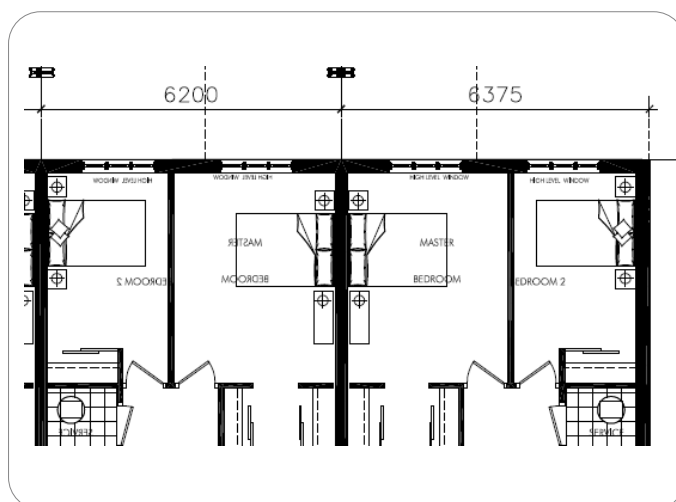


Figure 32: Sample Diagram Demonstrating Compliance with Guideline 2.8 Unit Widths: Buildings D, E and F: Base Prepared by Kirkor Architects

2.11 Landscaped Soft Areas

- Landscaped soft areas are required adjacent to paved areas and around the perimeter of the site. To provide relief between buildings, landscaped soft areas should be distributed throughout the development.
- Landscaped soft areas should be provided between entrances to individual units and sidewalks, public streets and condominium roads.
- Pair individual landscaped soft areas to increase soil volume for tree growth particularly where there is a driveway (See Figure 13 MUDG).
- Limit the number of stairs to a unit entrance from three to seven risers to maximize landscaped soft area, mitigate safety issues in the winter and reduce maintenance costs (See Figure 13 MUDG).
- All stairs should be poured in place concrete. Precast stairs are not permitted.

The proposal features a series of interconnected walkways and paved areas. The public sidewalk is 2m in width with a landscaped boulevard measuring 2.1m in width. The boulevard provides relief and reinforces building edges and separation distances. Soft landscaping is provided between individual units at grade. These provide a buffer between interior walkways and the half-basement

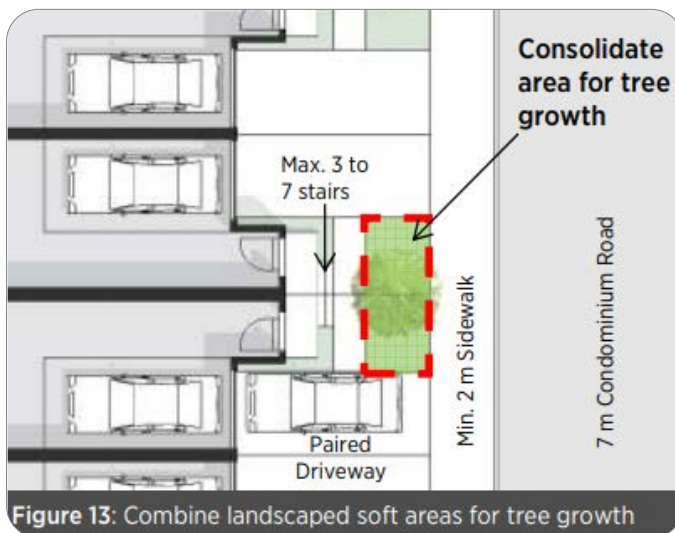


Figure 13: Combine landscaped soft areas for tree growth

windows at grade. The soft landscape also helps to integrate entry stairs to the level one units. The stairs will be limited to between 3 - 7 risers.

2.12 Common Outdoor Amenity Area

- A common outdoor amenity area is required for all new residential developments with more than 20 units.
- The total space required is 2.8 m² per dwelling unit or 5% of the site area whichever is greater.
- Common outdoor amenity areas should be located in one central area, highly visible and accessible by all residents (See Figure 14 MUDG).
- Unless a mews space is greater than the required separation distance in the Zoning By-law, a mews will not be considered a common outdoor amenity area.

A common outdoor amenity space is provided to the interior of the site. The space measures 677.15m² and is bounded by a pedestrian walkway. This landscaped area equates to approximately 7.54% of the total developable area for Part 1. The space is accessible and highly visible, maximizing opportunities for natural surveillance from the proposed townhouse units. The ratio of contiguous amenity in Part 1 per townhouse unit is approximately 7.04m² per unit, exceeding the 2.8m² minimum guideline.

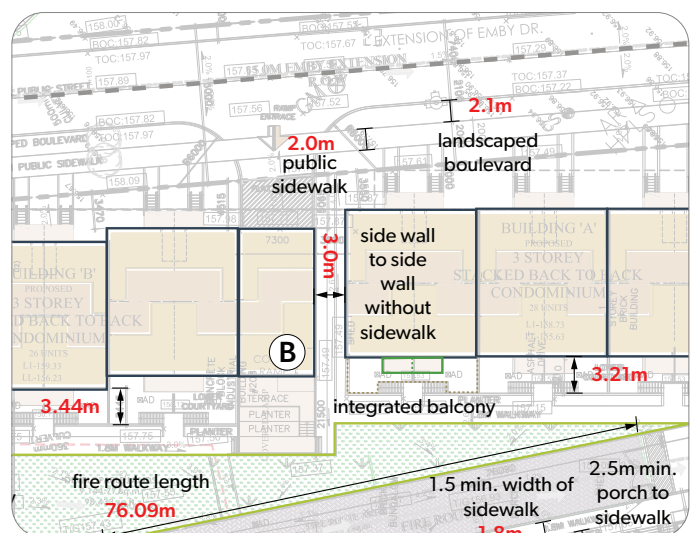


Figure 34: Diagram Demonstrating Compliance with Guideline 2.11

Figure 33: Figure demonstrating Guideline 2.11 [MUDG]

2.13 Private Outdoor Space

- Each unit requires a private outdoor space with a minimum contiguous area of 6 m². When located on an upper storey balcony the private outdoor space should be a minimum of 4.5 m².
- The private outdoor space may be located at-grade, on a balcony, deck, porch or on a rooftop.
- Recessed or partially recessed balconies are preferred. Projecting balconies shall be avoided (See Figure 15 MUDG). If a projecting balcony is proposed, it may project a maximum of 2 m beyond any building façade.



Figure 35: Figure demonstrating Guideline 2.12 [MUDG]

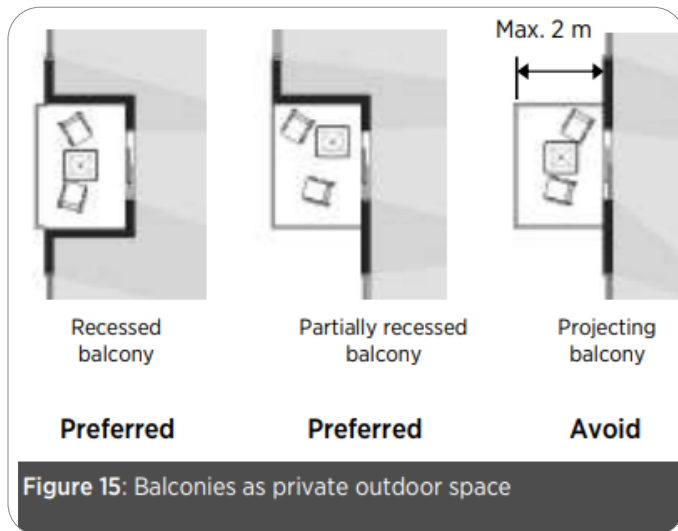


Figure 37: Figure demonstrating Guideline 2.13 Balconies [MUDG]

- Balconies should be designed with solid or opaque materials or tinted glass when adjacent to existing low density residential.
- Mechanical equipment, including air conditioning units located within a private outdoor space will be excluded from the minimum 6 m² calculation.

Private balcony amenity spaces range from 4.5m² to 5.5m², meeting the minimum requirement. Balconies will project less than 2m from the exterior façade of the townhouse blocks. The balconies will be designed with transparent materials and railings.

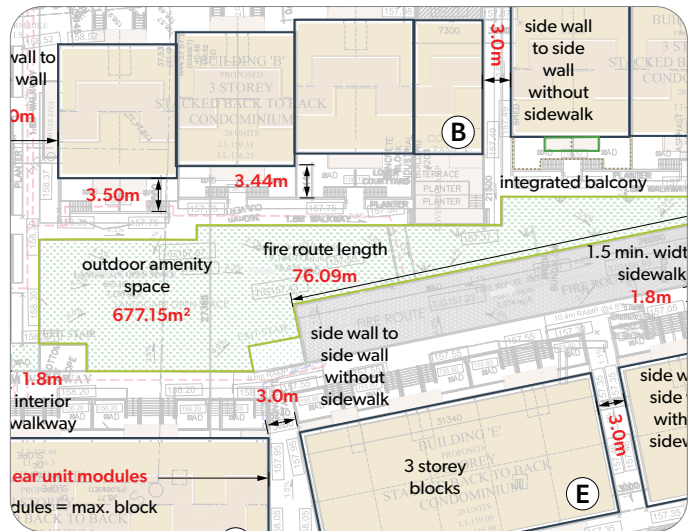


Figure 36: Diagram Demonstrating Compliance with Guideline 2.12

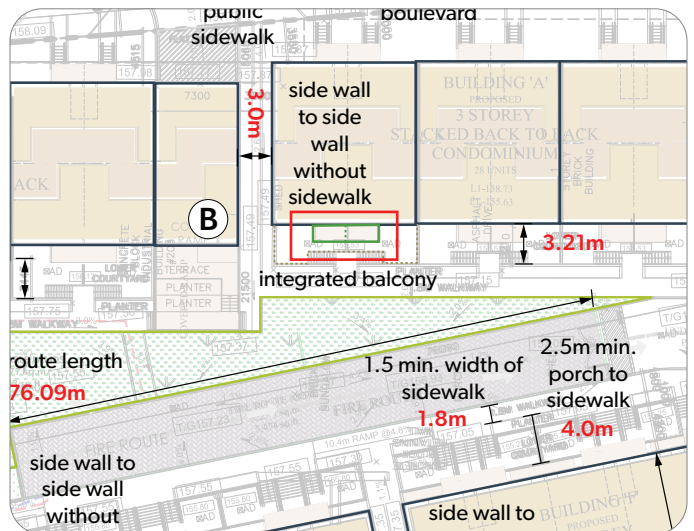


Figure 38: Diagram Demonstrating Compliance with Guideline 2.13

2.14 Pedestrian Connectivity

- Provide a sidewalk between every second block to allow connectivity (See Figure 16 MUDG).
- Sidewalks will be located on one side of a condominium road. Sidewalks on both sides of the condominium road may be required for large developments.
- The following sidewalk widths will be required: - sidewalks abutting a road, where traversed by a driveway, minimum 2 m - sidewalk in all other areas, minimum 1.5m.
- There should be at least one barrier-free path of travel that meets AODA (Accessibility for Ontarians with Disabilities Act) standards throughout the site.
- Where accessible parking is located below grade (i.e. underground parking) it should be accessed via an elevator and forms part of a barrier-free path of travel.

A continuous 2m public sidewalk has been provided along the new public road, with 1.8m walkways providing to all unit frontages, connecting to the main public sidewalk. The walkways provide access to the interior amenity space. The landscaped area is framed by a sidewalk measuring 1.8m in width. This promotes accessibility and meets AOFA standards. The sidewalk provides continuous access from the northwest of the site to the southeast. The walkways link to the primary sidewalk to provide access to the townhouse entrances at grade.

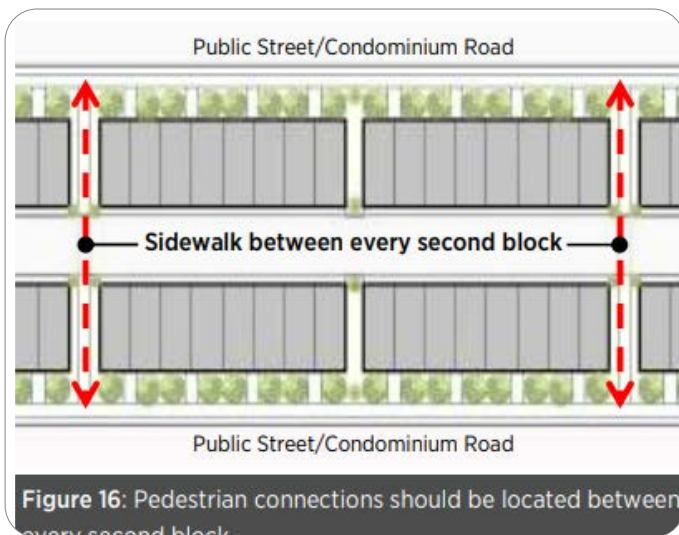
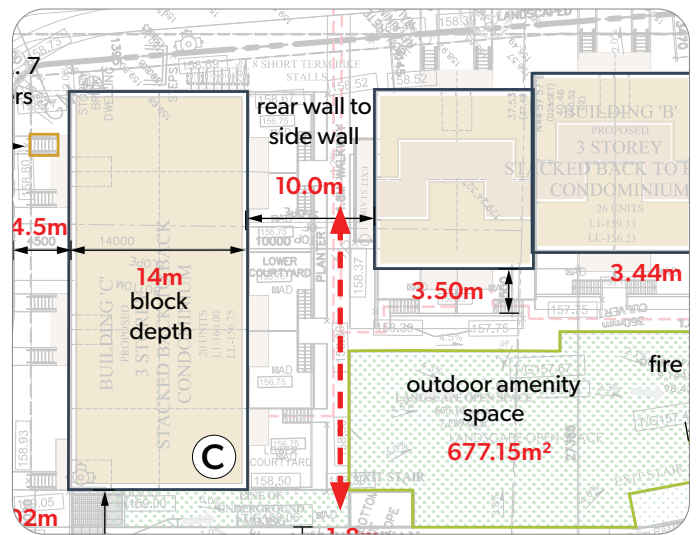


Figure 39: Figure demonstrating Guideline 2.14 [MUDG]

2.15 Waste Collection and Storage

- Waste storage rooms, drop-off locations (i.e. garbage chutes) and waste collection points (temporary pick-up areas) should be considered early in the site design stage to ensure appropriate placement and functionality.
- The waste storage rooms and the waste collection points (pick-up areas) should be located internal to the site and should not be visible from a public street or impact residential units or adjacent properties (See Figure 17 MUDG).
- Above grade waste storage rooms/enclosures should be well screened and appropriately setback from existing uses and proposed dwelling units to minimize undesirable noise, odour and visual impacts (See Figure 17 MUDG).
- The waste collection facility should consider the space requirements for waste, recycling and green bins, along with bulky items (min. 10m²).
- Waste drop-off areas should not be greater than 100 m from a dwelling unit and be easily accessible via a sidewalk.
- Waste collection points (pick-up areas) should not encumber parking stalls or access to other elements of the development (i.e. fire route, entry to the underground parking garage, mailboxes, etc.).



- Waste collection points should be made of durable concrete and be at the same level as the road.

Garbage collection areas are located in a consolidated garbage storage room measuring 7m by 10m, accessed via a staging area leading from the main public road at the south corner of the site. Services are not visible from the public realm or common amenity space at the centre of the development. Waste drop-off facilities do not exceed 100m in distance from primary residential units, and can be accessed via walkways. The collection points are at the same grade as the new road, and constructed from durable materials such as brick. Long term bicycle storage is located in the below grade parking level, accessed via the ramp.

2.16 Surface Parking

- Surface parking lots should be centrally located within the site and accessed by a sidewalk.
- Surface parking lots should be setback a minimum of 3 m from a lot line and not located between the front face of a building and the street.
- A minimum 3 m setback should be provided between the side wall of a building and a surface parking space.

There is no surface parking proposed.

2.17 Utilities and Services

- The location of above and below grade utilities and services should be considered early in the site design stage to ensure they meet utility requirements (i.e. ease of maintenance, access) and ensure any visual impacts from the public street are mitigated.
- Through the development process, provide the locations of above and below grade utilities, easements, etc., to ensure sufficient unencumbered space is provided for public and private trees, and landscaped soft areas
- Transformer vaults are typically located on a streetline and generally on a serviceable pad (i.e. minimum 3 m x 3 m pad for smaller developments). Contact Alectra Utilities for further requirements.

- Community mailboxes should be centrally located and accessed by a sidewalk (See Figure 18 MUDG).

- Conceal or recess hydro and gas meters into the building's exterior walls or in a less visible location (See Figure 19 MUDG).

The transformer box is located at the northwest of the site. Utilities will be adequately screened from the public realm.

2.18 Property Management and Maintenance

- Long-term maintenance and property management should be considered early in the development process to avoid costly maintenance issues
- Use durable and high quality building and site materials. Stucco is discouraged on the first two storeys of a building

2.19 Other Considerations

- Review Mississauga's Fire Route By-law 1036-81 early in the site design stage for the fire route design, building access requirements, etc.
- Review the Ontario Building Code to ensure that site and building designs comply with the relevant requirements
- Review the Bell Urban Design Manual for utility standard requirements

In addition to the aforementioned criteria, the proposed development has taken into account the Mississauga Fire Route By-law 1036-81 in preparation of the site plan, with particular regard to access, servicing and emergency routes in and out of the site. The fire route measures 76.09m in length, and accounts for 322.71m² of the total site area. The fire route is located at the centre of the site, abutting the edge of the outdoor amenity space; this configuration ensures access to blocks F, E and D.

The following minimum requirements and considerations have been taken into account in preparation of the site plan:

1. Be connected to a public thoroughfare by an entrance of at least 6 metres in width. (1144-85)

2. Have a clear driving width not less than 6m except for a controlled access such as a fence gate which shall be not less than 4m.
3. Be constructed of hard surface material such as asphalt, concrete, or lockstone and designed to support a load of not less than 25,000 lbs. (11,363 kg) per axle.
4. Have a change in gradient of not more than 1 in 12.5 over a minimum distance of 15m.
5. Be located not less than 3m and not more than 15m, measured horizontally and at right angles from the face of the building.
6. Have an overhead clearance not less than 5m.
7. Have a centre line radius of not less than 12m with respect to any change in direction of the access route.
8. Have turn-around facilities for any dead end portion of the access route exceeding 90m. Such turn-around shall be either a 27m diameter cul-de-sac or a 35m x 6m hammerhead.
9. Be designed to provide access to the building face which contains the principle entrance when only one (1) building face is accessible.
10. Be located so as to provide access to the rear yards of residential occupancies such as townhouses at not more than 90m intervals.
11. Be located not more than 45m measured horizontally from a principle entrance of each portion of a building which is completely cut off from the remainder of the building which is served by the fire access route.
12. The control of entry to a fire access route may be provided with a chain barrier (chain links size not to exceed 3/8"). The chains shall be connected to posts on either side of the fire route and suitable signs shall be posted.
13. Hydrants shall be located 12m from the building whenever possible.

- Health and Safety
- Fire protection
- Structural sufficiency
- Construction materials
- Plumbing and Mechanical systems

Relevant buildings codes have been taken into account to ensure that the proposed building design is in compliance. Further details will be provided at more advanced stages of the design process.

The Urban Design Guidelines, where applicable, have been fully addressed in this section of the Brief.

The Ontario Building Code Act [1992] provides detailed regulation for the technical and administrative requirements and minimum standards for building construction. A series of factors are addressed within the Building Code relating to:

4.3 CITY OF MISSISSAUGA TRANSPORTATION MASTER PLAN

The City of Mississauga prepared a Transportation Master Plan 2019 [TMP] in response to managing rapid growth in the City. The master plan is built on the key principle of enabling residents and workers the *freedom to move* about the area through the provision of a range of mobility options that connect to a comprehensive, efficient transportation network. The Master Plan vision sets out a series of broad principles by which the transportation network should develop, supporting the quality of life of residents, workers and visitors:

Create an inclusive transportation system that serves everyone, regardless of a person's reason for traveling, time of travel, destination, journey length, or personal circumstances;

- *"enable the movement of everything, both people and the essential goods and freight required to support quality of life in the city and a robust regional economy;*
- *ensure all travellers can move safely by any mode;*
- *provide the ability to move easily, so that people enjoy convenient, comfortable, and barrier-free trips, regardless of their age or circumstances;*
- *move people and goods efficiently, by making best use of a finite amount of road space, rights-of-way and trails to maximize travel options; and*
- *offer comprehensive options that can take people and goods anywhere within Mississauga or beyond, any time they need to be there."*

The proposal offers a compact scheme which enhances the existing urban grain of the site to provide additional connections between Tannery Street and Thomas Street. The site plan ensures that pedestrian linkages connect to the Tannery Street and Thomas Street sidewalks, supported by a network of internal walkways within the site to promote pedestrian circulation and access to nearby transit facilities. The supply of bicycle parking enables residents to choose active transportation options for local trips. The retail strip of Queen Street South is within a 5 minute walking distance of the site. Connection to the nearby GO Station allows for more people to avail of transport options, reducing dependency on automotive options.

4.4 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

The City of Mississauga provides a series of principles by which environmental design can facilitate a reduction in crime within communities. The Crime Prevention Through Environmental Design [CPTED] manual delivers a series of strategic recommendations to ensure urban design provides for natural surveillance opportunities, natural access control and territorial reinforcement.

The proposed development succeeds in supplying the following urban design interventions with regard to crime prevention through environmental design:

- The site layout and circulation spaces have been designed to ensure sight lines are preserved between public and private spaces. Sufficient lighting strategies will be detailed at future stages of the design process.
- The centralized location of the landscape amenity provides opportunities for casual surveillance from the townhouse units. The site design sufficiently integrates the development into the existing context to retain a strong relationship between the site and its environs.
- The site provides a well defined access strategy.
- The public sidewalk is lined with landscaped boulevards which protect the public realm from vehicular traffic.
- The orientation and position of the townhouses aid in the transition from public to private spaces on site
- The townhouses are well connected to the pedestrian walkways and public sidewalk, reinforcing the neighbourhood system.

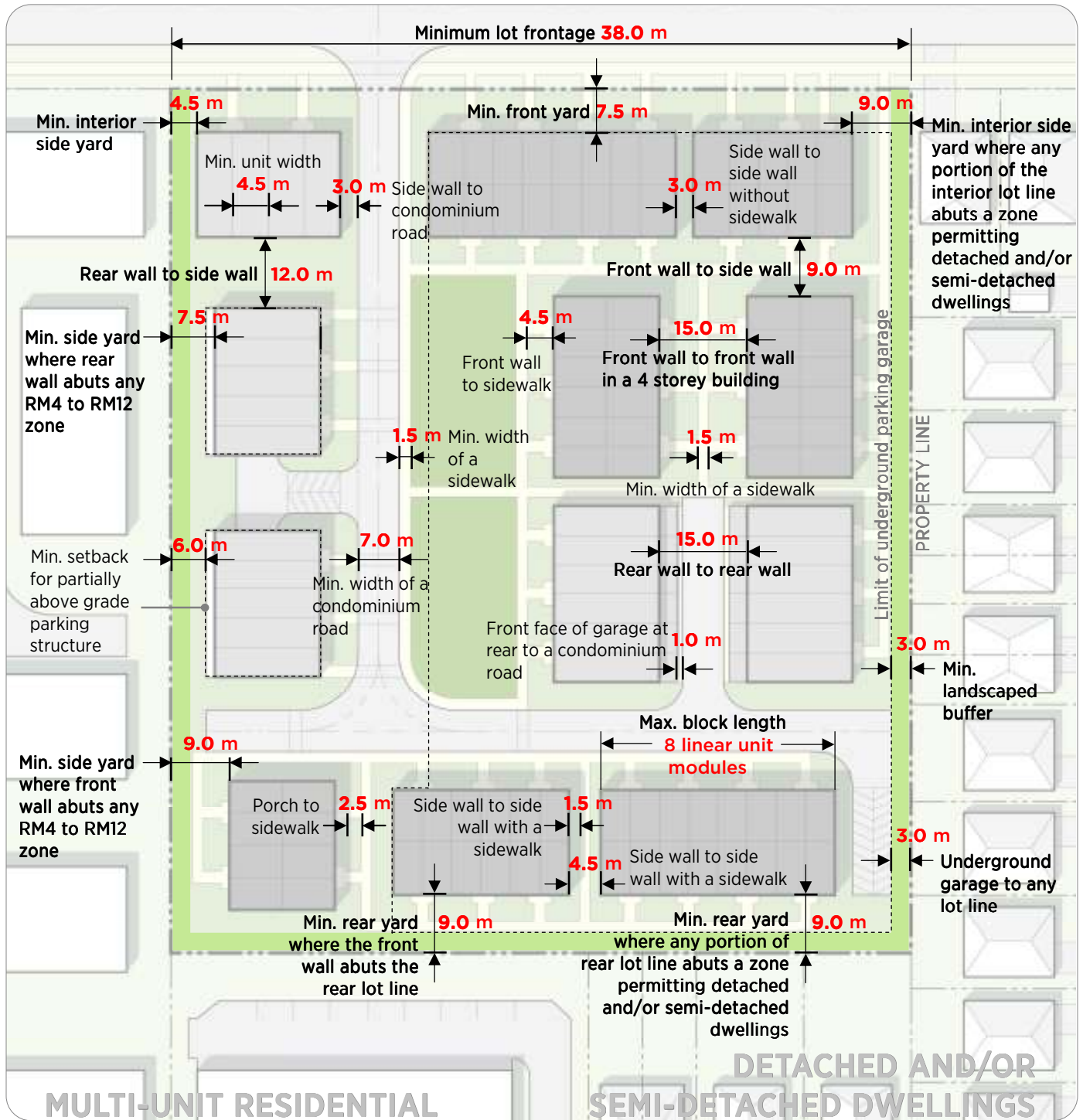


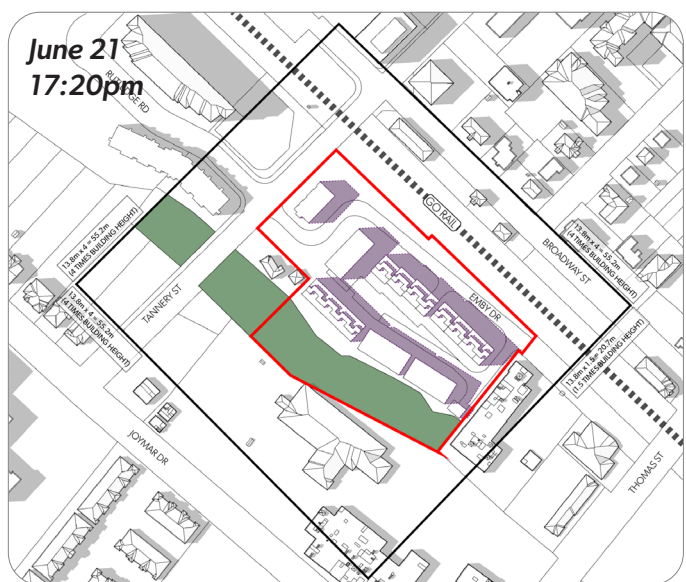
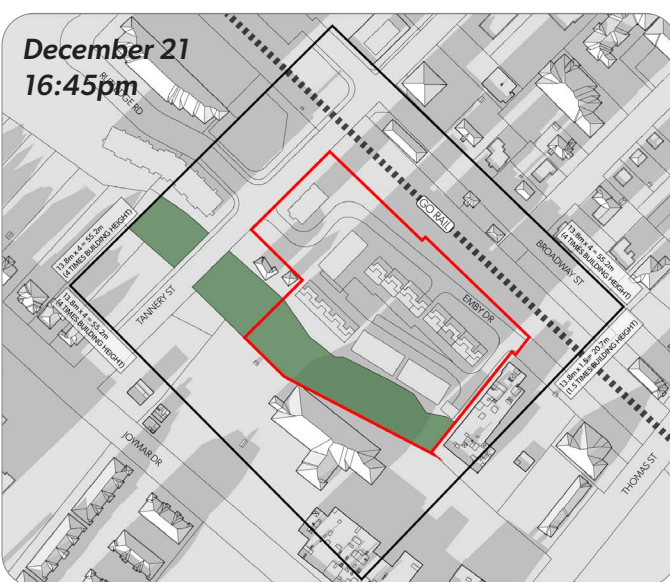
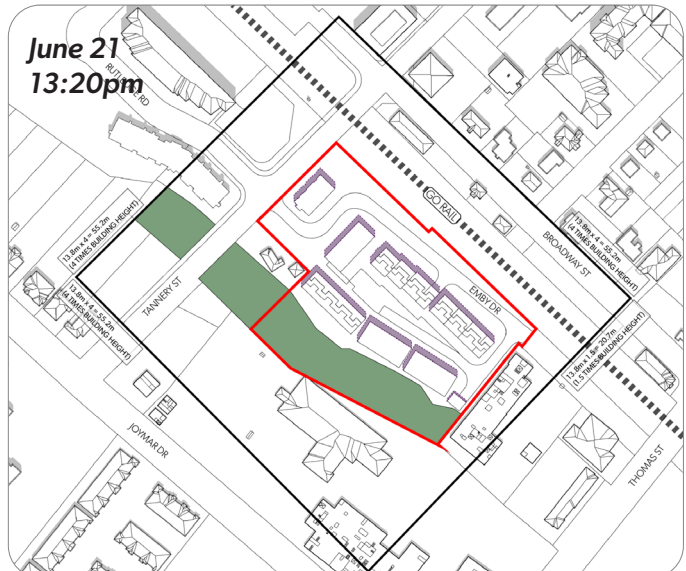
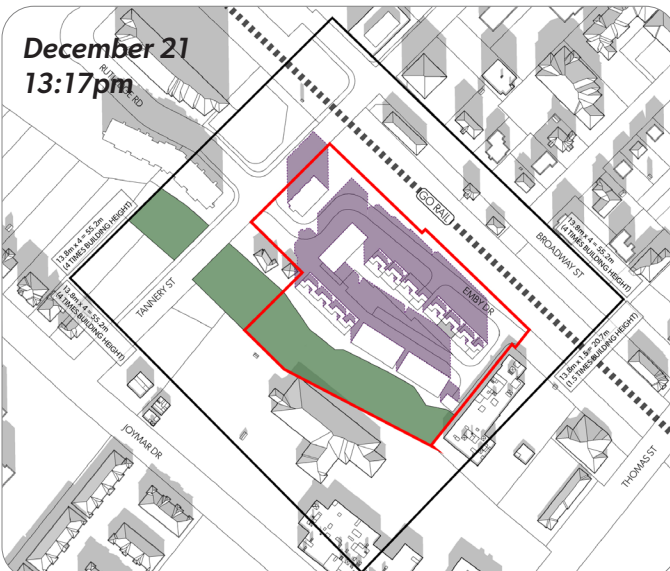
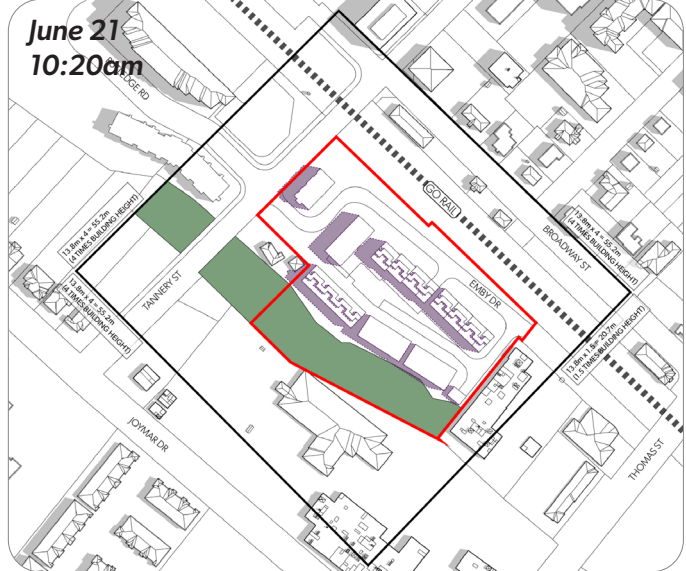
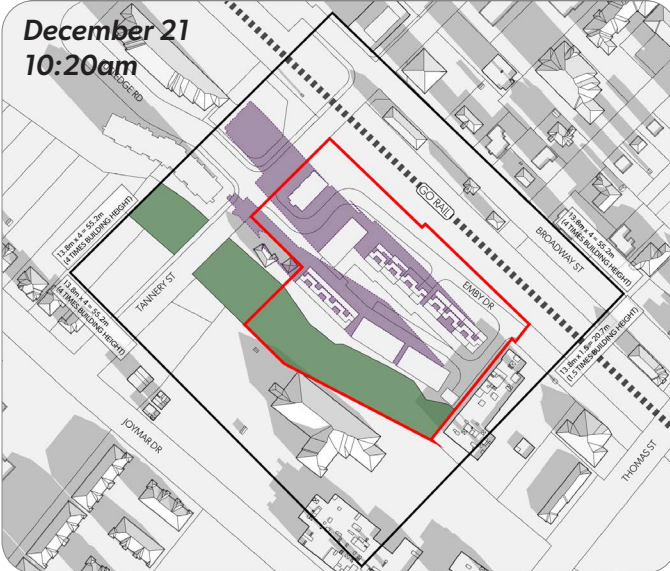
Figure 41: Design Standards Diagram 3.1: RM9 Stacked Townhouse Design Standards City of Mississauga

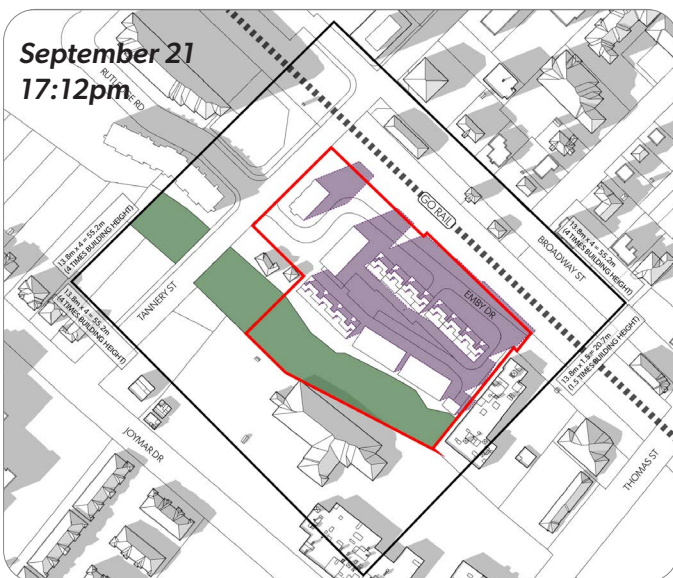
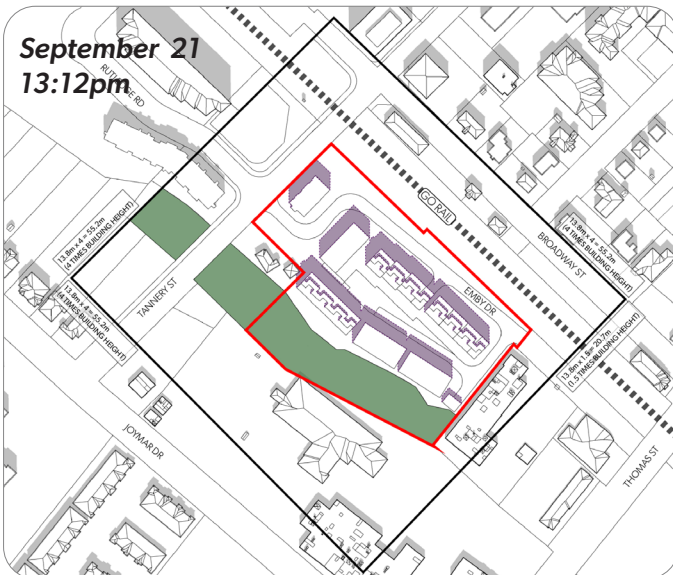
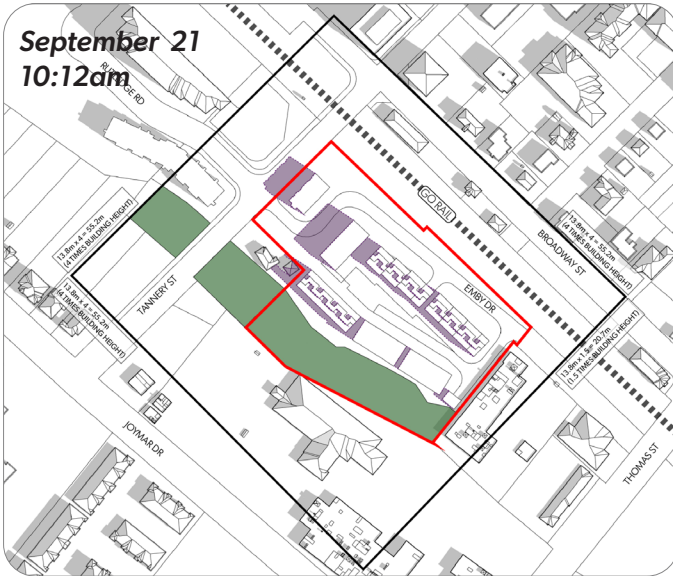
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S H A D O W I M P A C T A N A L Y S I S

A Shadow Study has been prepared by Weston Consulting to illustrate the impacts of the proposed development on the surrounding area. The City of Mississauga Standards for Shadow Studies sets out a series of criteria to determine acceptable levels of impact from new development. The criterion have been met for criteria 3.2 Communal Outdoor Amenity and 3.3 Public Realm. Other criteria that are not met are considered to be minor, as cast shadow is generally limited to the early hours of the morning on September 21st, and shadowing is partial. It is therefore our opinion that shadowing cast by the proposed development will be acceptable. The entire Shadow Study is filed under a separate cover as part of this application.

A sample of key test times taken from the Shadow Study have been included in this Brief to illustrate the impacts of the proposed development:





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S U M M A R Y

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C O N C L U S I O N S

The proposed development fulfills key policy objectives contained within the City of Mississauga Official Plan and Urban Design Guidelines.

The proposal ensures compatibility with the existing and planned context of the area of Streetsville, demonstrating a high quality in townhouse design and site planning. The development is designed to meet the needs of people of all ages and needs, and offers a housing typology which is flexible for occupants. In addition, the scheme provides high quality private and common amenity areas.

The proposal balances functional design and aesthetics with long-term sustainability through the delivery of a compact scheme which will promote active transportation and support nearby transit options. The site design and configuration of the buildings is designed to protect and enhance natural features existing on site, respecting appropriate setbacks from the Valley Lands. Vitally, the proposal provides greater legibility to the urban grain, enlivening the underused site and connecting Tannery Street and Thomas Street.

It is our opinion that the proposed design will be a positive addition to the local context and assist in the advancement of the local community.

A P P E N D I X
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Table 3. Compliance with RM9 Zoning Designation Criteria

REGULATION		REQUIRED	PROPOSED	CRITERIA MET Y/N
LINE 3.0 – MINIMUM LOT FRONTAGE		38.0 m	73m approx.	
LINE 4.0 – MINIMUM DWELLING UNIT WIDTH		4.5 m	4.75 - 6.38	
LINE 5.0 – MAXIMUM DWELLING HEIGHT: The calculation of height shall be exclusive of structures for rooftop access, provided that the structure has a maximum height of 3.0 m; a maximum floor area of 20.0 m2; and it is set back a minimum of 3.0 m from the exterior edge of the building.	5.1 Sloped roof	N/A – no sloped roof is being proposed.	x	n/a
	5.2 Flat roof	13.0m and 4 storeys.	10.45m to roof of third floor; 12.40m to top of parapet	
LINE 6.0 – MINIMUM FRONT YARD		7.5 m	7.5m	
LINE 7.0 – MINIMUM EXTERIOR SIDE YARD		Not applicable: There is no exterior side yard.	n/a	n/a
LINE 8.0 – MINIMUM INTERIOR SIDE YARD *Note: The applicant met with a City zoning examiner at the City’s Planning and Development counter on Friday January 24, 2020. The examiner identified the “Interior side lot lines” as follows in 8.3.	8.1 Where any portion of the interior side lot line abuts a zone permitting detached dwellings and/or semi-detached	Not applicable: There is no interior side lot line that abuts a zone permitted detached dwellings and/or semi-detached. The adjacent property, municipally known as 61 Tannery Street, is zoned D and in accordance with Section 12.3.2 of the City’s zoning by-law, only “A building or structure legally existing on the date of passing of this By-law and the existing legal use of such building or structure” is permitted (Table 12.3.2, Line 2.1). The abutting property is currently used for a trucking business called D I S Trucking Services. To our knowledge, this site was being used for trucking services when the current by-law was passed.	n/a	n/a
	8.2 Where the interior side lot line abuts a rm4, rm5, rm6, rm7, rm8, rm9, rm10, rm11, or rm12 zone and the rear wall of the building abuts the interior side lot line	Not Applicable: There is no interior side lot line abutting these zones.		n/a
	8.3 Where the front wall of a building abuts the interior side lot line - the property line adjacent to buildings A and B are considered to be interior lot lines.	9m	Not applicable - no building fronts face a side yard	n/a

LINE 9.0 – MINIMUM REAR YARD		7.5 m The applicant met with a City zoning examiner at the City’s Planning and Development counter on Friday January 24, 2020. The examiner identified the property’s “rear lot line.”	12.6m or greater	
	9.1 Where any portion of the rear lot line abuts a zone permitting detached dwellings and/or semi-detached	Not Applicable: There is no portion of the rear lot line that abuts a zone permitted detached dwellings and/or semi-detached dwellings.	n/a	n/a
	9.2 Where the front wall of the building abuts the rear lot line:	Not Applicable: The proposed development has two blocks [A and F] with side walls facing the rear lot line. There is no front wall of any building abutting a rear lot line.	n/a	n/a
LINE 10.0 – PROJECTIONS	10.1 Maximum projection of a balcony, awning or deck, exclusive of stairs, from the outermost face or faces of the building	2.0 m	All balconies project less than 2m from the outermost face	
	10.2 Maximum projection of any part of a building, including architectural features but exclusive of stairs, above a below grade patio	50% of the depth of the patio	Criteria met	
LINE 11.0 – MINIMUM INTERIOR SETBACKS	11.1 From a garage face to a condominium road or sidewalk	N/A, there is no garage face.	n/a	n/a
	11.2 From a garage face to a condominium road or sidewalk, where the garage and driveway are accessed at the rear of the dwelling unit	n/a	n/a	n/a
	11.3 From the front wall of a building to a condominium road, sidewalk, walkway or parking space not located on a driveway	4.5 m	4.5m minimum	
	11.4 From a porch, exclusive of stairs, located at and accessible from the first storey or below the first storey, to a condominium road, sidewalk, walkway or parking space	2.5 m	Complies	
	11.5 From a rear wall of a building to a side wall of another building on the same lot	Not applicable: This condition does not exist.	n/a	n/a
	11.6 From a rear wall of a building to a rear wall of another building on the same lot	Not applicable: This condition does not exist.	n/a	n/a
	11.7 From a side wall of a building to a side wall of another building on the same lot	3.0 m	3.0m [Buildings B and A]	
	11.8 From a side wall of any building to a walkway	1.5 m	Complies: distance to public sidewalk	
	11.9 From a side wall of a building to a condominium road, sidewalk, or parking space	3.0 m	See dimension of Block C to public sidewalk only	
	11.12 From a front wall of a building to a front wall of another building on the same lot, where the building is four storeys	n/a	n/a there are no 4 storey buildings proposed.	n/a
	11.13 From a front wall of a building to a side wall of another building on the same lot	9.0 m	10.02m [Building D and Building C]	
	11.14 The area created by the minimum separation distance between buildings may not include the required amenity area	15m between front wall to front wall and 9m between front wall to side wall	14m between D and B	n/a

12.0 ATTACHED GARAGE, PARKING AND DRIVEWAY	12.1 Attached garage	Permitted	n/a	n/a
	12.2 Minimum parking spaces	Parking ratio of 1.21 acceptable	n/a	
	12.3 Minimum visitor parking spaces	Parking ratio of 0.20 acceptable	n/a	
	12.4 Maximum driveway width	n/a: There are no private driveways servicing individual units within Part 1.	n/a	n/a
13.0 PARKING AREAS AND PARKING STRUCTURE SETBACKS	13.1 Minimum setback between a parking space and an interior side lot line and/or rear lot line	3.0 m	n/a No surface parking	n/a
	13.2 Minimum setback of a parking structure constructed above or partially above finished grade to any lot line	a/a: there is no parking structure constructed above or partially above finished grade.	n/a	n/a
	13.3 Minimum setback of a parking structure constructed completely below finished grade to any lot line	3.0 m	4.245m minimum	
14.0 CONDOMINIUM ROADS, SIDEWALKS AND WALKWAYS	14.1 Minimum width of a condominium road	7.0m	7.0m	
	14.2 Condominium roads are permitted to be shared with abutting lands zoned to permit back to back townhouse, stacked townhouse, townhouse or apartment, or any combination thereof	Not Applicable	n/a	n/a
	14.3 Minimum width of a sidewalk traversed by a driveway	2.0 m	2.0m	
	14.4 Minimum width of a sidewalk not traversed by a driveway	1.5 m	1.8m minimum	
15.0 MINIMUM AMENITY AREA AND LANDSCAPED AREA	15.1 Minimum landscaped area	40% of lot area	64.6%	
	15.2 Minimum required landscaped soft area	50% of landscaped area.	59.6%	
	15.3 Minimum landscaped buffer abutting any side and rear lot line	3.0 m	3.0m	
	15.4 Under Appeal (By-law 0181-2018 - minimum contiguous amenity area)	Observed.	n/a	n/a
	15.5 Minimum setback from an amenity area to a building and to any type of road	3.0 m	3.0m	
	15.6 A setback from an amenity area shall be unencumbered except for a perpendicular walkway and shall consist of only soft landscaped material	Observed.	n/a	n/a
	15.7 Minimum contiguous private outdoor space per unit	6.0 m	Criteria met	
	15.8 Notwithstanding Line 15.7, minimum contiguous private outdoor space per unit when located on a balcony	4.5 m	4.5m +	
	15.9 Minimum setback of a rooftop amenity space from all exterior edges of a building adjacent to low density residential development	1.0 m	n/a	n/a



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planning + urban design