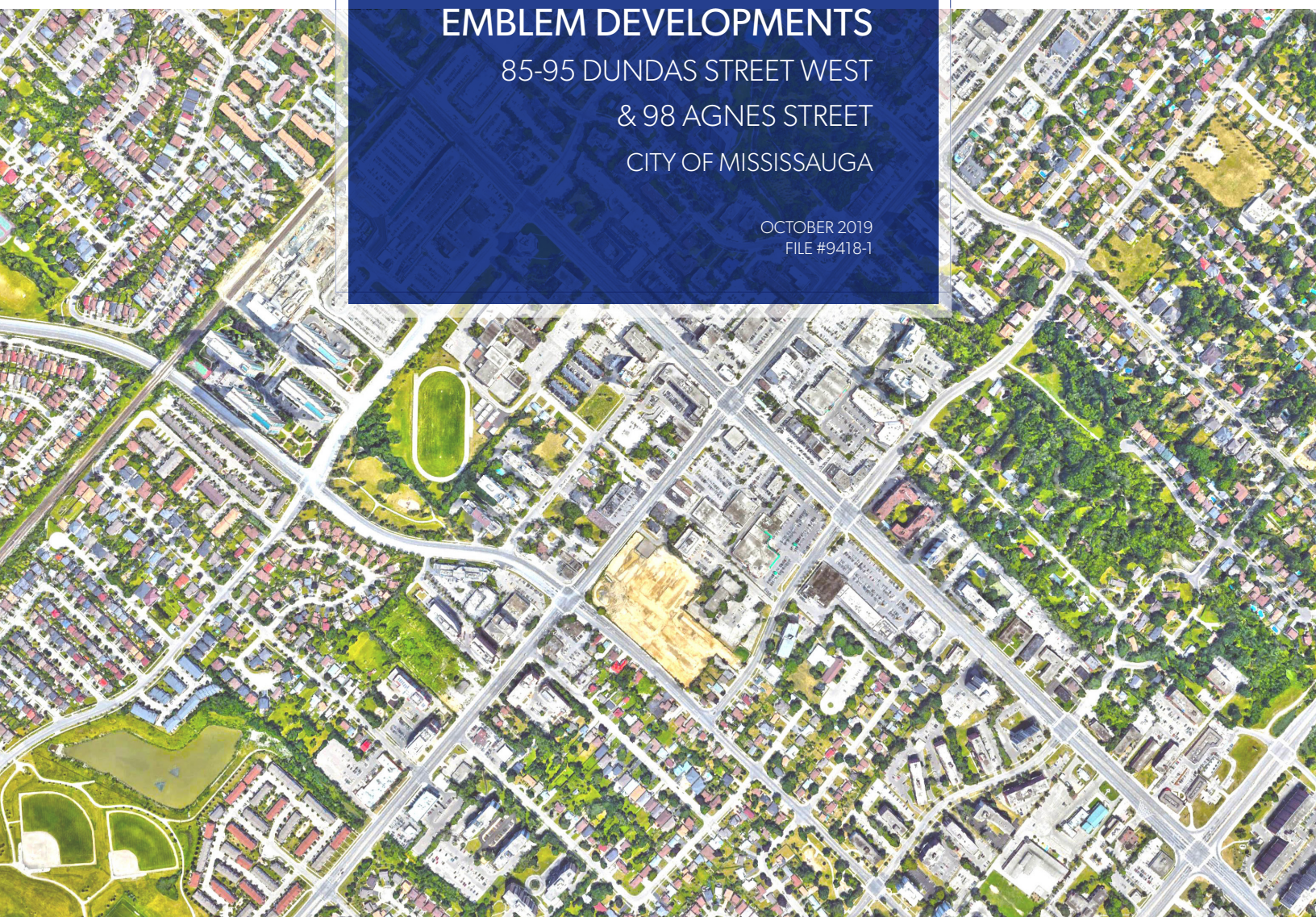
WESTON
CONSULTING
planning + urban design

# URBAN DESIGN.BRIEF

## EMBLEM DEVELOPMENTS

85-95 DUNDAS STREET WEST
& 98 AGNES STREET
CITY OF MISSISSAUGA

OCTOBER 2019
FILE #9418-1



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# 1.INTRODUCTION

This Urban Design Brief [the Brief] has been prepared by Weston Consulting, with support from JCI Studio, on behalf of Emblem Developments. An Urban Design Study is required to demonstrate the compatibility of the proposed development with the surrounding context and to address the City's planning and urban design principles and objectives as outlined in the Mississauga Strategic Plan, Official Plan, Zoning By-law 0225-2007, urban design guidelines and standards.

This Brief is being submitted as part of development applications for an Official Plan Amendment and Zoning By-law Amendment is required to permit the proposed development of a 16 storey mixed-use building located at 85 & 95 Dundas Street West and 98 Agnes Street in the City of Mississauga.

The Brief should be read in conjunction with the Planning Justification Report, also prepared by Weston Consulting. The Brief provides comprehensive supplementary analysis and discussion on how the proposed design meets key urban design principles, exemplifies best practice in design and complies with the City's vision of managing growth through intensification and appropriate built form design. A number of reports, plans and drawings that were submitted as part of the previous submission have been updated to form part of this submission. This includes:

- The Planning Justification Report also prepared by Weston Consulting;
- Architectural Package and Shadow Study both prepared by Studio JCI;
- Landscape Plan by Setarian
- Arborist Report both prepared by EXP;
- Geotechnical Report prepared by Canada Engineering Services Inc.
- Archaeological Assessment prepared by AMICK Consultants;
- Traffic Impact Study prepared by GHD;
- Utility Plan prepared by Skira.




Figure 1: Proposed Development Location.

# 2. DESIGN APPROACH&VISION

## 1.1 DESIGN VISION

The proposal envisions a mixed-use development which encourages higher densities and embodies a high standard of architectural expression, contributing to the visual diversity of the local built environment and re-activating the area. The building is a podium and 'slab-style' tower scheme with a mix of residential unit types and commercial space at grade.

The project fulfills the design vision, principles, and priorities contained within the relevant Urban Design Guidelines of the City of Mississauga. As such, the design prioritizes high-quality urban design standards and builds on Mississauga's strategic goals to promote compact, mixed-use development, direct growth by supporting transit-oriented development policies, provide opportunities to walk, cycle and use transit or active modes of transportation.

## 1.2 DESIGN PRINCIPLES & PRIORITIES

The vision outlines a general framework for the proposed mixed-use development, illustrated by the following key design principles:

Livability

- The building will be appropriately scaled and articulated with a base that designs the proportion to the pedestrian level. It contains a stepped-back vertical portion that for increased density, while fitting in with the existing context, adding aesthetic variation;
- The massing and orientation of the proposed development protects views and privacy, as well as providing adequate access to sunlight for the public realm.
- The mixed-use classification enables residents to have access to amenity and services close-by, promoting walkabilty, becoming one link in developing a complete community.

Connectivity

- The development supports rapid transit by providing street widening along Dundas Street West and Novar Road with associated public realm improvements relating to the Dundas Connects LRT project.
- The development encourages active transportation and a healthy, safe environment.
- The development will be pedestrian friendly, with the inclusion of a complete sidewalk that integrates the existing public realm with the building interior. Sidewalks will also provide direct connections from building entrances to nearby transit stops.
- The development supports active transportation by providing ample bicycle parking for residents and visitors.

Design Quality

A distinct architectural style and design approach will create a recognizable building and focal point along Dundas Street West. High-quality architectural design and materials will be employed in all aspects of the building design, contributing and enhancing the main-street, neighbourhood character and sense of place within the City of Mississauga.

Framing an Active Public Realm and Pedestrian Environment

- The proposal provides a pedestrian scaled podium base with active and commercial uses at grade;
- The base is articulated in sections as to enhance the individuality of retail units at the ground plan.
- Ample amenity space will be provided, creating harmonious transitions between private space and the public realm.

# 3. EXISTING CONTEXT ANALYSIS

## 3.1 THE SITE

The subject property is municipally known as 89-95 Dundas Street West and is located on the north side of the street [Figure 2]. It is located in a built up area of Mississauga known as Downtown Cooksville, and is within a short distance of the major intersection of Hurontario Street and Dundas Street West [approximately 260m]. The site is rectilinear in shape and consists of an area of roughly 4,300 square metres and is currently occupied by a 3-storey linear commercial building, located centrally on the lot, which will be removed as part of the development.

The majority of the site topography is flat. Roughly half of the site has a porous lawn surface and is sparsely covered with a mature tree canopy. The remaining southwest quarter is paved and contains multiple parking spaces along with the existing bar-building.



Figure 2: Site Location Aerial Showing Neighbouring Building Heights.

# 3.2 SURROUNDING LAND USES AND BUILT FORM CHARACTER

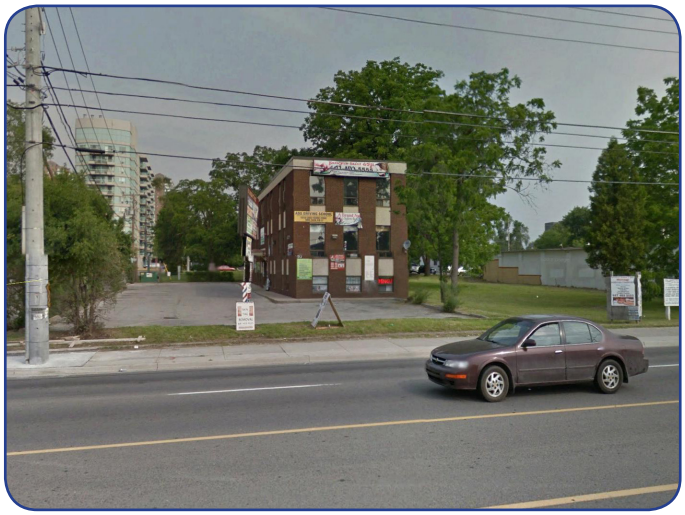
Located within the immediate block context surrounding the subject site exist 1 to 3 storey low-rise commercial buildings fronting onto Dundas Street West and Agnes Street to the north. This shows the retail buildings having been converted from their previous use as residences. Farther east exists strip retail buildings that are setback from Dundas Street West with parking frontage. Slightly farther north beyond Agnes Street exists a cluster of high-rise residential "slab-type" buildings of 11 to 13 storeys. To the east is a neighbourhood of low-rise single detached dwellings, with townhouses, a secondary school and adjacent large green space, and municipal park farther west. [See Figure 3].

To the south, located on the opposite side of Dundas Street West from the subject site is a large vacant parcel that runs the entirety of the block. The remaining built-form to the east facing onto Dundas Street West is classified as low-rise retail with an immediate interface with the public realm. Farther east and completing the main street face of the block exists a surfing parking lot.

On the northwest corner of Confederation Parkway and Dundas Street West, just west of the subject site there is a high-rise medical building of 10 storeys, a mid-rise retail building of 6-storeys and two slab-type apartment buildings ranging from 10 to 13 storeys. The southwest corner of the intersection is occupied by two mirrored low-rise retail buildings with pedestrian frontage and surface parking in between them and at the rear.



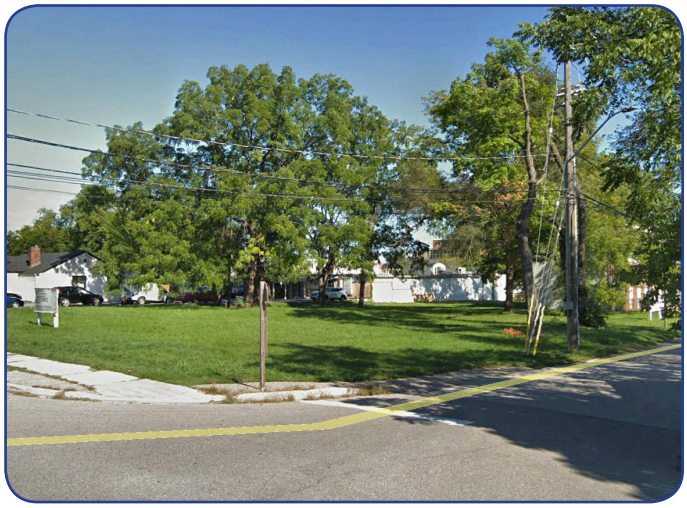

Figure 3: Heights of Buildings in the Local Context.



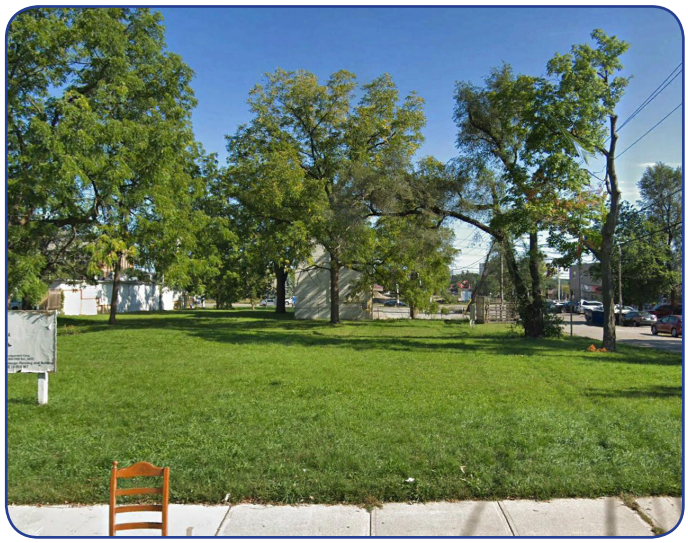
View north of Subject Site from Dundas Street East

View north of Subject Site at eastern lot line from Dundas Street East

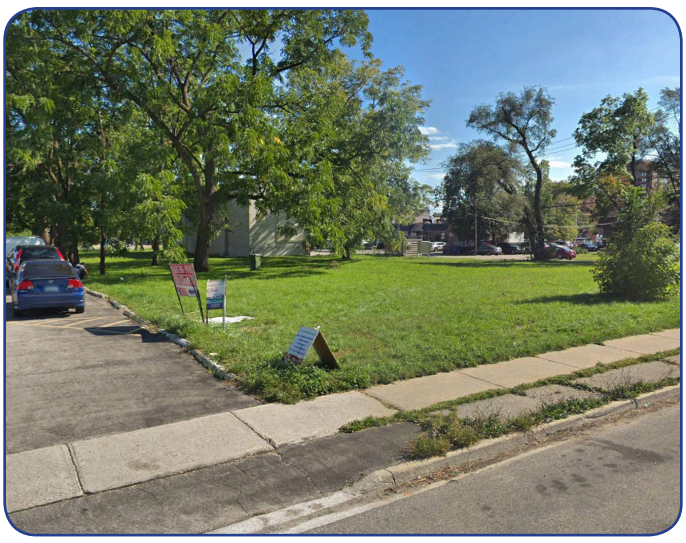
View south of Subject Site along Novar Street



View southeast of Subject Site at corner of Novar Street and Agnes Street



View south of Subject Site from Agnes Street



View southwest of Subject site from Agnes Street

View southeast at the corner of Hurontario Street and Dundas Street East

View north along Hurontario Street corridor taken from Dundas Street West

View north along Hurontario Street corridor taken from Agnes Street

View northwest of low and mid-rise built form at Agnes Street and Hurontario Street

View northwest of low rise townhomes on north side of Agnes Street.

View west of apartment and low-rise built form along Agnes Street located east of Subject site


View southwest at intersection of Dundas Street West and Confederation Parkway

View west of built form at Confederation Parkway Drive and Dundas Street West

View northeast of apartment slab building located on north side of Agnes Street, north of Subject Site

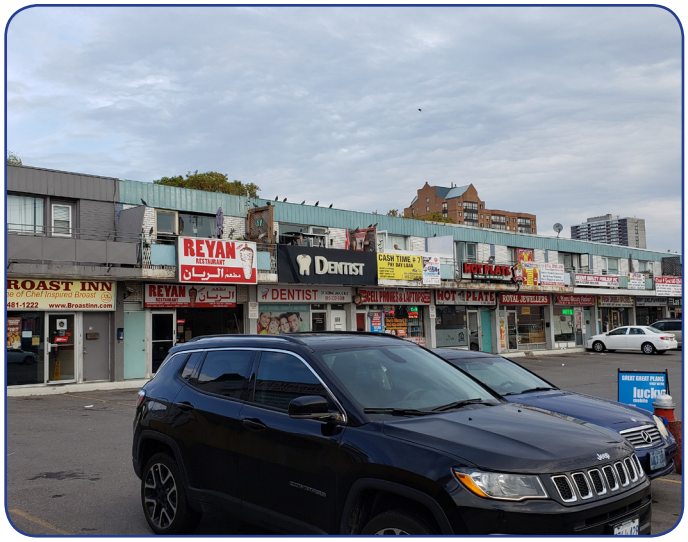
View northeast of neighbourhood built form located on north side of Agnes Street just north of Subject Site

View northeast at Confederation Parkway


3-storey retail built form on northwest corner of Hurontario Street and Dundas Street West

View north on Cook Street just east of Subject Site

View southeast of low-rise retail along Dundas Street West at Confederation Square




View of strip mall frontage along Dundas Street East located immediately east of Subject site


View southwest taken from southern edge of Subject Site

Panorama view of Dundas Street East taken from southern edge of Subject Site looking west to east.

# 3.3 EXISTING AND PLANNED TRANSPORTATION NETWORK

The site is located 260 metres east of the intersection of Dundas Street West and Hurontario Street. Dundas Street West is currently served by bus Routes 1 and 101. Hurontario Street is served by Routes 19 and 103.

The Cooksville GO Train Station is located approximately 800m northwest of the site with weekday train service and everyday bus service along the Milton line.

In April 2015, the Government of Ontario announced funding for a Light Rail Transit [LRT] project along Hurontario Street. The planned Hurontario-Main LRT route has a proposed LRT stop at the intersection of Dundas Street West and Hurontario Street approximately 260 metres west of the Subject Site. The Hurontario LRT will be an 18-kilometre surface LRT line connecting both the Port Credit and Brampton Go Stations with 19 stations located along Hurontario Street in total.

The LRT system provides a considerable opportunity for the redevelopment of the subject lands to include mixed use, transit supportive densities and built forms. The proposed development will take advantage of the opportunity to provide a design that improves urban connections, accessibility for transit users and the pedestrian experience at grade.

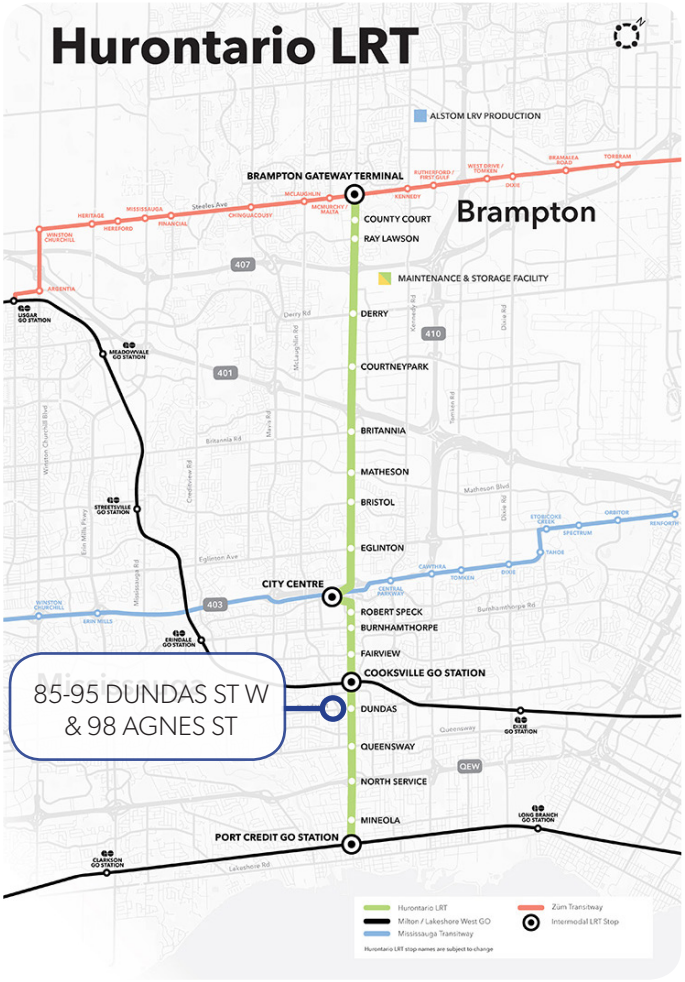



Figure 4: Hurontario LRT map

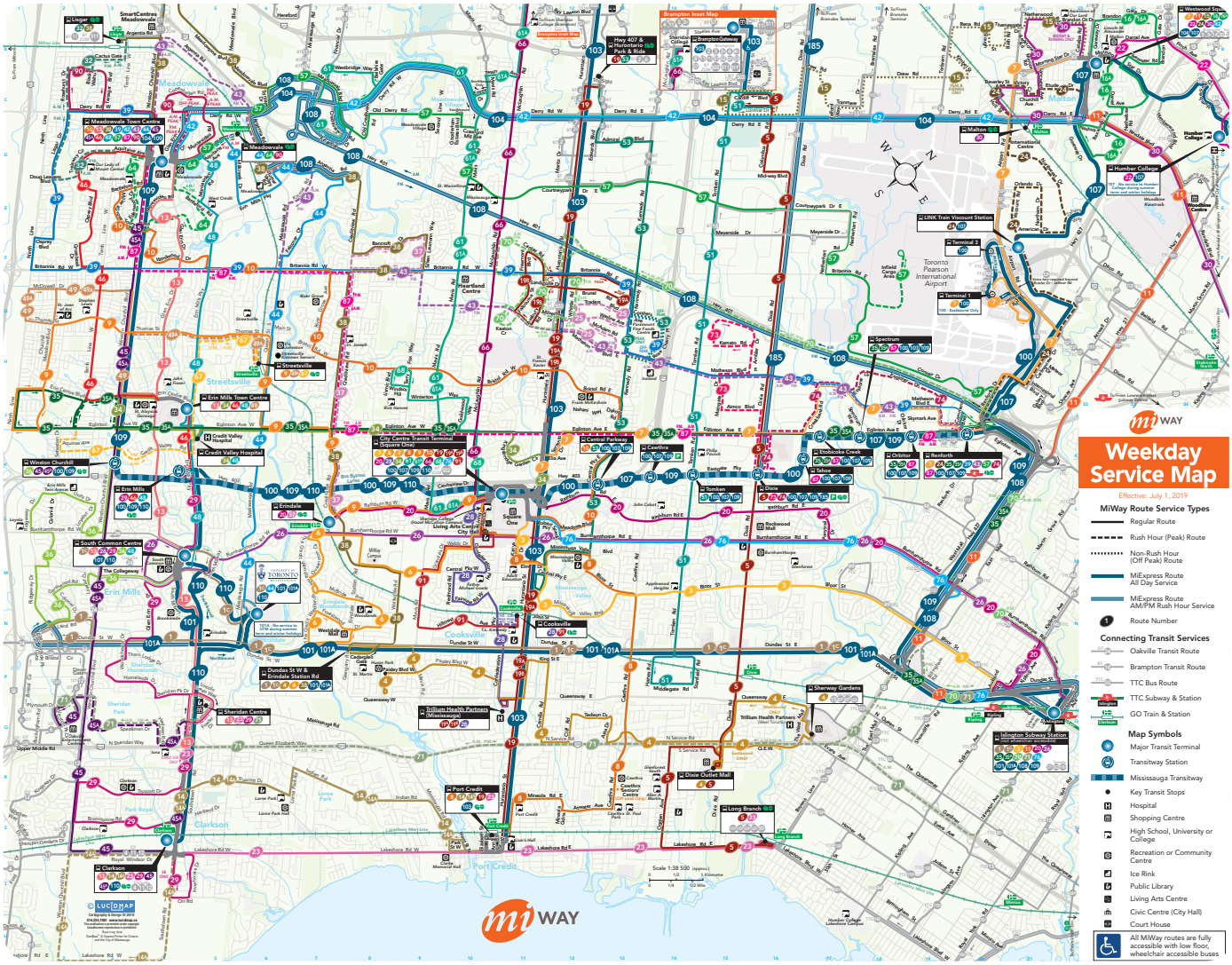
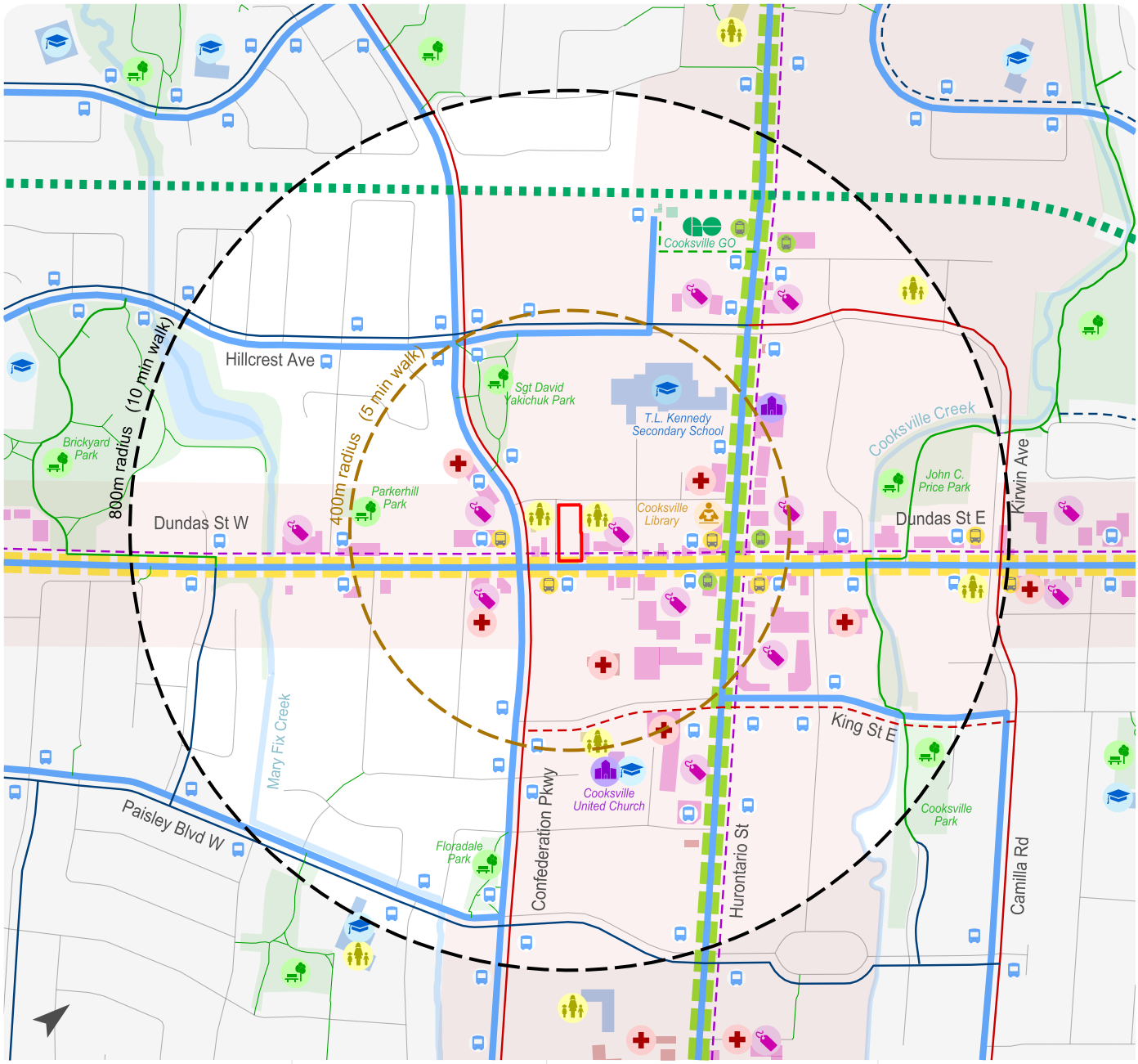



Figure 5: MiWay Route Service Map for Cooksville and Wider Area.




Subject Site
400m radius (5 min walk)
800m radius (10 min walk)
Trail
Intensification Corridor (Official Plan - Schedule 2)

MiWay
Bus Route
Bus Stop

Dundas Connects (planned)
BRT Route
BRT Stop

Metrolinx
GO Rail Line
Cooksville GO Station
Hurontario LRT (2022)
LRT Stop

Mississauga Cycling Master Plan (2018)
Existing Bike Lane
Existing Shared Route
Existing Multi-Use Trail
Proposed Bike Lane
Proposed Shared Route
Proposed Multi-Use Trail
Proposed Cycle Track

Amenity
Park
Retail
Place of Worship
Child Care Centre
School
Medical/Health Centre
Library

Figure 6: Context Map Illustrating Local Services and Facilities.

As described by the Study Area outlined in Figure 4, there are numerous existing transit networks and amenity uses in the local area within 400m and 800m walking radii of the site. Dundas Street West is an Intensification Corridor with numerous current and planned transit linkages.

MiWay

A local bus route runs along Dundas Street West with multiple stops at regular intervals along the main road, several within a 1 minute walking distance of the site. The Routes run northeast and southwest, servicing the vicinity well.

Dundas Connects [planned routes]

As covered in section 3.2 of this Brief, a bus rapid transit route is proposed in the Dundas Connects Master Plan [2018] along the strategic corridor of Dundas Street East and Dundas Street West. This will pass directly by the proposed development site providing additional capacity for residents and visitors traveling between Mississauga and Brampton.

Metrolinx

Currently, a GO Rail Line and Light Rapid Transit bus route lie within the Study Area shown in Figure 4. The present GO Rail Line runs east-west with the Cooksville GO Station intersecting Hurontario Street. This station is sited west of the proposed development within a 5-10 minute walking distance. The Light Rapid Transit route also runs along the Hurontario transit corridor.

Mississauga Cycling Master Plan [2018]

An existing cycle lane runs along Camilla Road, wrapping around the proposed development site to the north and links Dundas Street West to Hunrontario Street moving west, connecting near to the Cooksville GO station. An existing multi-use trail also runs along the southern edge of the site linking Cooksville Park, John C. Price Park and the Richard Jone's Park, creating a linkage throughout the green network of parks in the local vicinity. In addition to the existing cycling infrastructure, there are a new bike lane, shared route, multi-use trail and dedicated cycle track proposed. These will follow the main roads of Dundas Street West and Hurontario Street, with additional linkages proposed along Confederation Parkway and King Street East. The site lies at the heart of this proposed network which is truly integrated and strategically considered, encouraging a reduction in automotive usage by local residents.

Amenity

The proposed development site is well serviced by an abundance of local facilities and amenities. In addition to the local parks previously mentioned, there are many more that lie within a 15 minute walk of the site. Retail activity is concentrated at the intersection of Hurontario Street and Dundas Street East, continuing along Dundas Street West.

There are two places of worship within the Study Area: Cooksville United Church situated to the south of the siteand Iglesia de Dios Ministerial de Jesucristo Internacional to the northeast.

Numerous child care facilities lie within the Study Area, with two immediately adjacent to the site along Agnes St.

The large T.L Kennedy Secondary School lies north of the site along Hurontario Street, near to several key transit links including the Cooksville GO station.

A number of health facilities are close to the proposed development. These include, but are not limited to:

- The Revera King Gardens retirement residence neighbouring the site to the northeast
- A hearing clinic at the intersection of Dundas Street West and Hurontario Street
- A large pharmacy near to Dundas Street East and Shepard Ave
- Star Pharmacy to the east
- Mycurex Pharmacy Clinic to the east
- Pacific Pharmacy Mississauga to the west
- Remedy's RX - City Care Pharmacy to the West at Confederation Parkway and Dundas St W
- Quality Care Pharmacy to the north along Hurontario

The Cooksville Library is under a 5 minute walk from the proposed development site. It lies at the intersection of Dundas Street West and Hurontario street, easily accessible by multiple methods of transit and active transportation routes.

# 4. DESCRIPTION OF THE PROPOSED DEVELOPMENT

## 4.1 OVERVIEW OF THE PROPOSED DEVELOPMENT

The proposed development is for a 16 storey mixed-use development. The site is a generally rectilinear form with a lot frontage of approximately 41.8 metres on Dundas Street West, 101.6 metres on Novar Road, and 40.2 meters on Agnes Street, with an overall site area of approximately 1.0334 acres [0.41 hectares].

The proposal exemplifies quality in architectural form and design. The built form of the building makes efficient use of the site, proposing a compact development which is in-keeping with future intensification planned for the corridor of Dundas Street West. The development engages the pubic realm and reinforces the street wall, proposing road widening along Dundas Street West and Novar Road that enables additional landscaping and public realm improvements, such as seating and a tree corridor.

## 4.2 SITE PLAN AND SETBACKS

The site is carefully organized to ease the circulation of pedestrians, vehicles and bicycle users in and around the building. The configuration and built form respond to future density envisioned throughout the Dundas Connects Study, prepared by the City of Mississauga in 2018. Currently, taller buildings are anticipated along Hurontario Street north towards the Cooksville GO Station, with lower forms of mid-rise development foreseen along Dundas Street West.

The proposed site plan makes efficient use of the rectilinear site, with several setbacks on levels 2, 7 and 9 of the building. These adequately compensate against the appearance of bulk at the lower levels considering the compact placement of the building within the site. The built form encourages walkability in response to future intensification and an anticipated expanded Right of Way [ROW] along Dundas Street West to 35m.

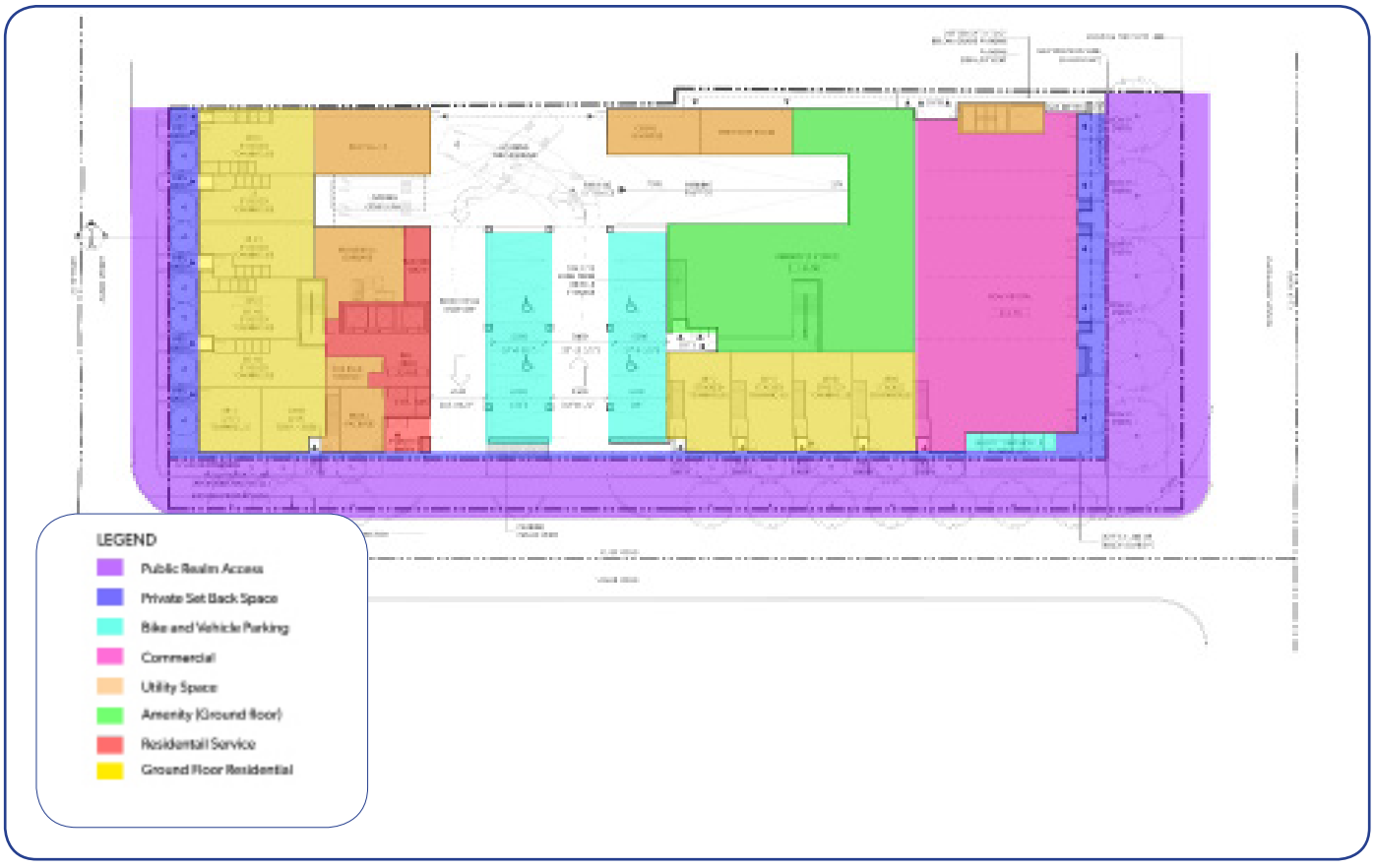



Figure 7: Site Organisation Diagram: Site Plan Prepared by Studio JCI.

The proposed GFA of the building is 23,019.9m². This includes 405 residential units which range from 1 bedroom to 2 bedroom plus den. At grade, there is 510m2 of commercial space proposed which is directly accessible form Dundas Street West. There are 12 parking spaces at grade near to the drop-off area and residential lobby, and 4 levels of underground parking. In total, the scheme accommodates 430 parking spaces, 61 of which are for visitors. The mezzanine level incorporates stacked bicycle parking for 332 spaces, with an additional 15 outdoors. Ground floor amenity space is provided including several outdoor terraced spaces on multiple levels totaling 918.36m2 of amenity for the proposal. Vehicular circulation, drop-off and loading are contained at grade by the covered 'podium' portion of the building.

A comprehensive table of key site statistics are included in Table 1.

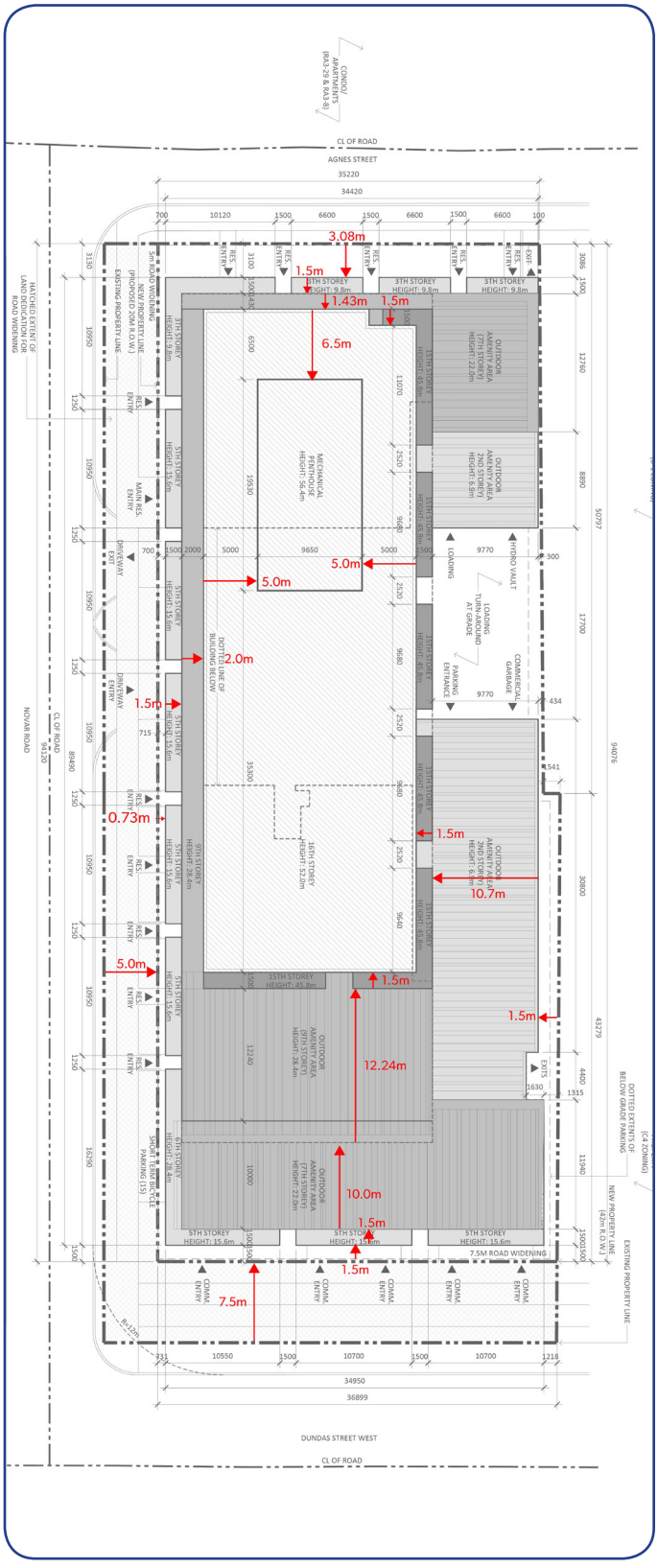
The site design carefully integrates a multitude of uses at grade. Commercial space is orientated towards the front of the building where the scheme meets the public realm along Dundas Street West. Pedestrian entrances are located along the Novar Road frontage, with private access to the stacked townhouses integrated within the building. The ground floor plan is organized in the following ways:

- The sidewalk and associated public realm proposals are consistently linked around the south, west and north frontages of the building, forging connections between Dundas Street West and Agnes Street;
- A transitional space fronting the public realm provides for entrances and landscaping to frame the building edge;
- Residential units lie along the north and west perimeters of the building, providing for maximum interior light and ease of access from the public sidewalk;



| | | PROPOSED DEVELOPMENT STATISTICS 2019 |
|---|---|---|
| GROSS CONSTRUCTION AREA | | 40,266.9m² |
| GROSS FLOOR AREA [as per by-law 0225-2007 section 1.2] | | 23,019.9m² |
| BUILDING HEIGHT | | 16 STOREYS |
| RESIDENTIAL SUITES | | 405 |
| COMMERCIAL AREA | | 510m² |
| AMENITIES | INDOOR | 918.36m² |
| | OUTDOOR | 1,187.00m² |
| | TOTAL | 2,105.36m² |
| | RATIO | 5.2m² per/unit |
| VEHICLE PARKING | RESIDENT PARKING | 369 [0.9/1.0 spaces per unit] |
| | VISITOR PARKING | 61 [0.15 ratio] |
| | TOTAL | 430 |
| BIKE PARKING | AT GRADE | 15 [0.15 ratio] |
| | INTERIOR | 332 [0.6 ratio] |
| | TOTAL | 347 spaces |

Table 1. Key Design Statistics.




- The main lobby entrance lies near the 'main street' of Dundas Street West, and is recessed to provide privacy and weather protection;
- Further residential uses are integrated within the podium level at grade, near the main lobby entrance. This includes storage rooms, a mail and package room, and a garbage room. These services are located with easy access to the internal elevator, which accesses all levels of the building;
- Other services such as the electric vault, commercial garbage and fore pump room are located towards the east perimeter of the building where there is limited pedestrian activity;
- Services are orientated around a central loading and turnaround area for vehicular circulation. This zone also provides a vehicular access point to access the ramp to the underground parking levels;
- Framing the vehicular threshold to the interior, several drop-off parking spaces are provided, which includes accessible spaces;
- A generous amenity area occupies the core of the building on the ground floor. This space is open to the second storey and mezzanine level, where bicycle storage is located.
- All parking provisions are in accordance with the City standards; and
- Bicycle parking is to be provided in accordance with the City standards. Short-term bicycle parking is located on the west side of the building at the Dundas Street West and Novar Road intersection, with the majority of bicycle parking provided for residents on the mezzanine level of the building. This is accessed by an interior stairwell near to the drop-off area.

Figure 8: Ground Floor Plan Illustrating Key Setbacks: Prepared by Studio JCI.

The building employs setbacks at various levels throughout to reduce the appearance of volume.

Two large terraced amenity areas are setback on the upper levels of the building at the 7th and 9th storeys. These are setback 10 metres from the Dundas Street West frontage at the 7th storey and a further 12.24 metres at the 9th storey. This reduces shadowing and the appearance of bulk along Dundas Street West.

At grade, the road widening of approximately 5 metres along Novar Road enables an expanded public realm and pedestrian linkage running south to north. The building is therefore setback 5 metres from the existing property line. A road widening is proposed along Dundas Street West, which would set the building back 7.5 metres from the existing property line. This enables generous pedestrian circulation space, tree planting areas, seating, a bicycle lane and tree corridor.

Overall, the building provides efficient and compact circulation both on site and with surrounding existing linkages. The building interior is highly accessible and is exemplary of a permeable structure with multiple entry and egress points on all facades. This serves to engage the public realm immediately adjacent to the building and activates previously underutilized linkages.

Commercial entryways span the entirety of the Dundas Street West facade and are adequately spaced to avoid pedestrian congestion. Individual access to the stacked townhouse along Novar Road and Agnes Street serve to maintain the human-scale of the street level reflecting a contemporary 'town-scape' at grade. The primary residential entrance is located away from the commercial frontage along Novar Road. The entrance is recessed and is articulated with particular features to highlight the area.

The design of vehicular circulation is economical and located within the podium to reduce conflicts with the public realm.

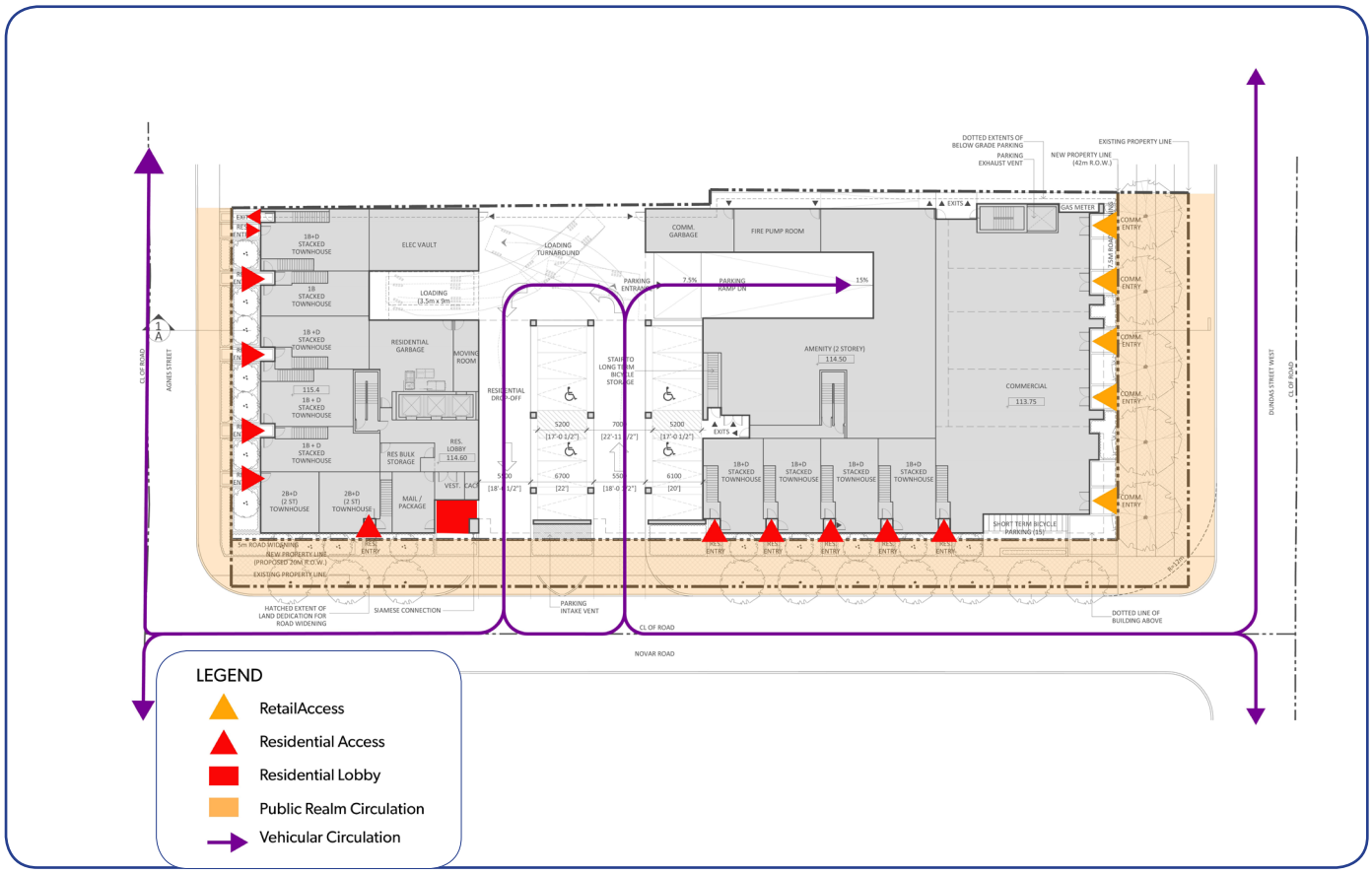



Figure 9: Site Circulation Diagram: Site Plan Prepared by Studio JCI.

## 4.4 HEIGHT AND MASSING

The building is a total of 16 storeys and tops 52 metres from grade, not including the mechanical penthouse. The building is a podium and 'slab' style composition with multiple terraces towards the upper levels that break up the mass of the building. Terraces occupy levels 2, 7 and 9 at various intervals. There are primarily set back from Dundas Street West, locating the bulk of the massing towards the rear of the site.

The massing has been articulated throughout the building using the following methods:

- The roof line has been moderately set back and articulated to promote the appearance of transparency and integration with the skyline;
- Planting schemes on balconies and terraces help to provide visual interest along the facades;
- The podium is segregated in smaller 'massings' to articulate the human-scaled component of the design;
- Inset balconies help to increase the permeability of the facade, lightening the overall visual impact of the building; and
- The recession of the 2nd, 7th and 9th levels to moderate the volume of the building towards the skyline.



Figure 10: Render Illustrating the Proposed Massing from the Dundas Street West Elevation and alongside Future Massing Along the Intensification Corridor: Renders Prepared by Studio JCI.

# 4.5 UNDERGROUND PARKING AND ACCESS

The proposed development has four levels of underground parking in total. Parking plans level 1-4 [Figures 11 to 14] illustrate the layout and configuration of the parking levels.

Primary access to the underground parking levels is located on the west side of the building along Novar Road. This can be accessed via Dundas Street West. An internal parking ramp at the east side of the ground floor level leads to the lower levels. The ramp has an incline of 7.5% and 15%. The lower levels can be accessed via the residential elevator located towards the rear of the building adjoining the residential lobby. Two dual stairways at the front and rear of the building also provide access to all parking levels.

In total, 323 residential parking spaces are supplied for 1 bedroom and 1 bedroom plus den apartments. 46 residential parking spaces are provided for 2 bedroom and 2 bedroom plus den apartments. In addition, 61 visitor parking spaces are proposed. There are accessible parking spaces on each level of underground parking, with 7 spaces in total across all 4 levels. An addition, 4 accessible spaces are provided near the residential drop off area on the ground floor, also within close proximity of the residential lobby.

This area contains a loading area and a turnaround point near to the parking entrance to the underground parking [see Figure 9]. The loading area is within close proximity to the commercial and residential garbage rooms. The drop-off area and turn-around space is compact and carefully configured to maximize ease of vehicular circulation. This space is contained within the ground floor area and therefore weather protected.



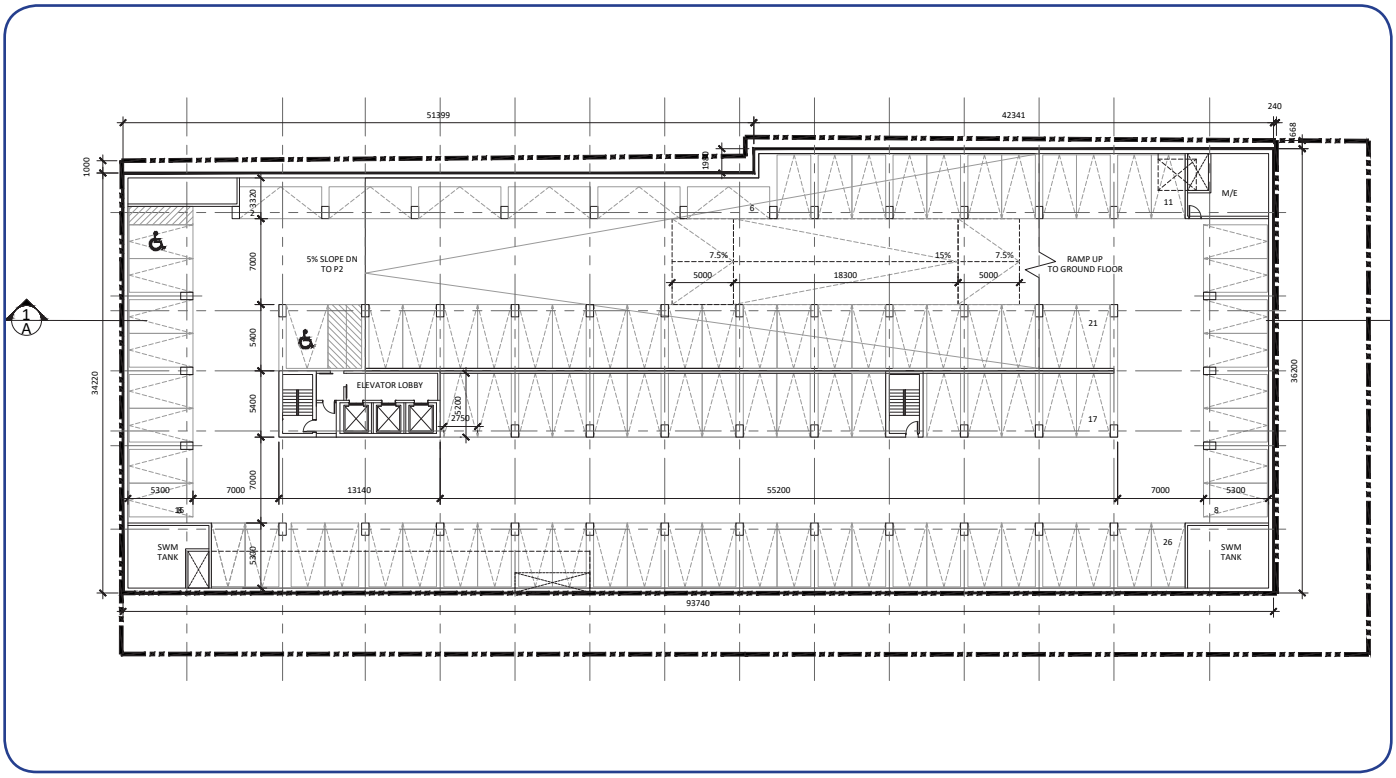



Figure 11: Parking Level 1: Prepared by Studio JCI.

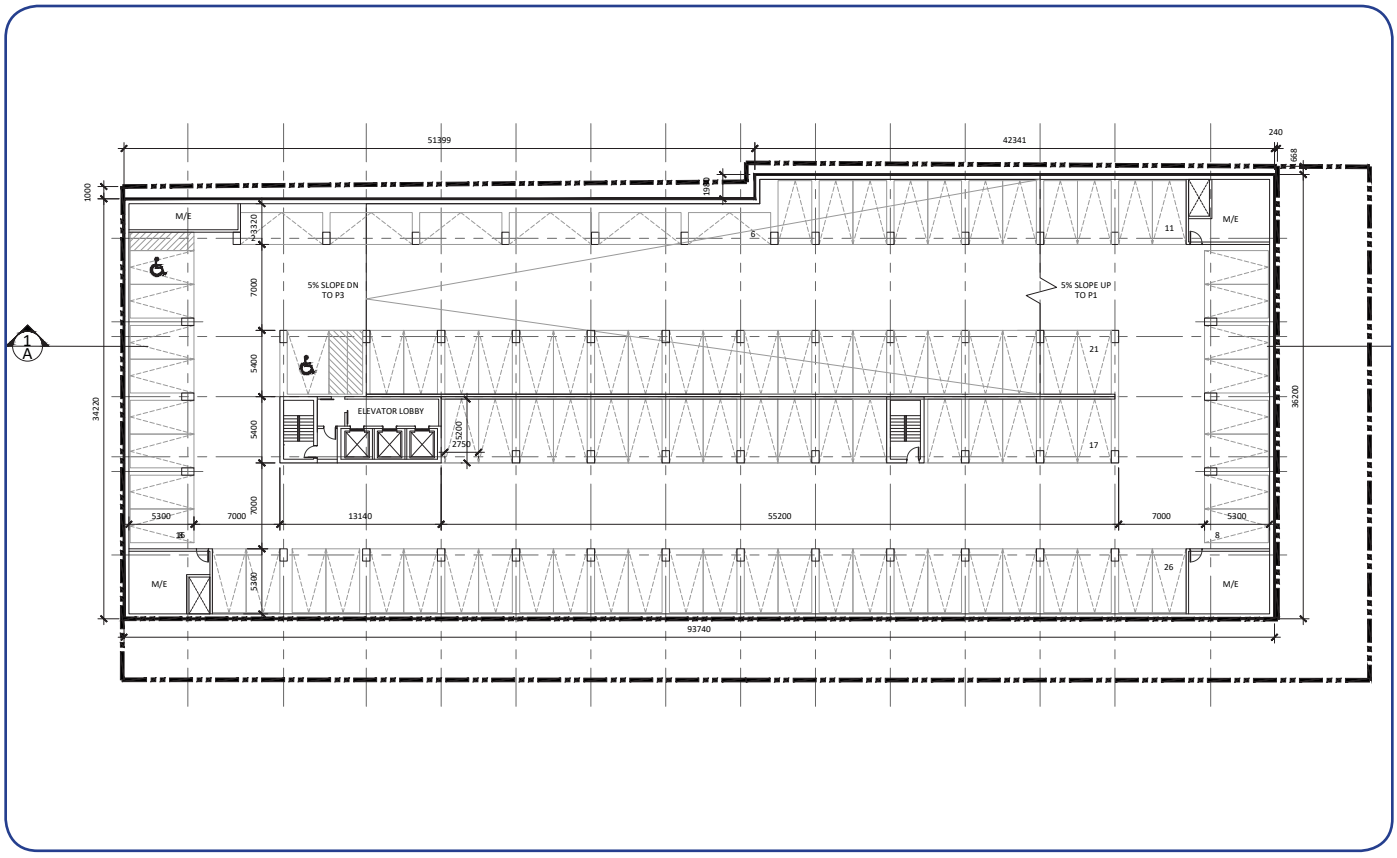



Figure 12: Parking Level 2: Prepared by Studio JCI.

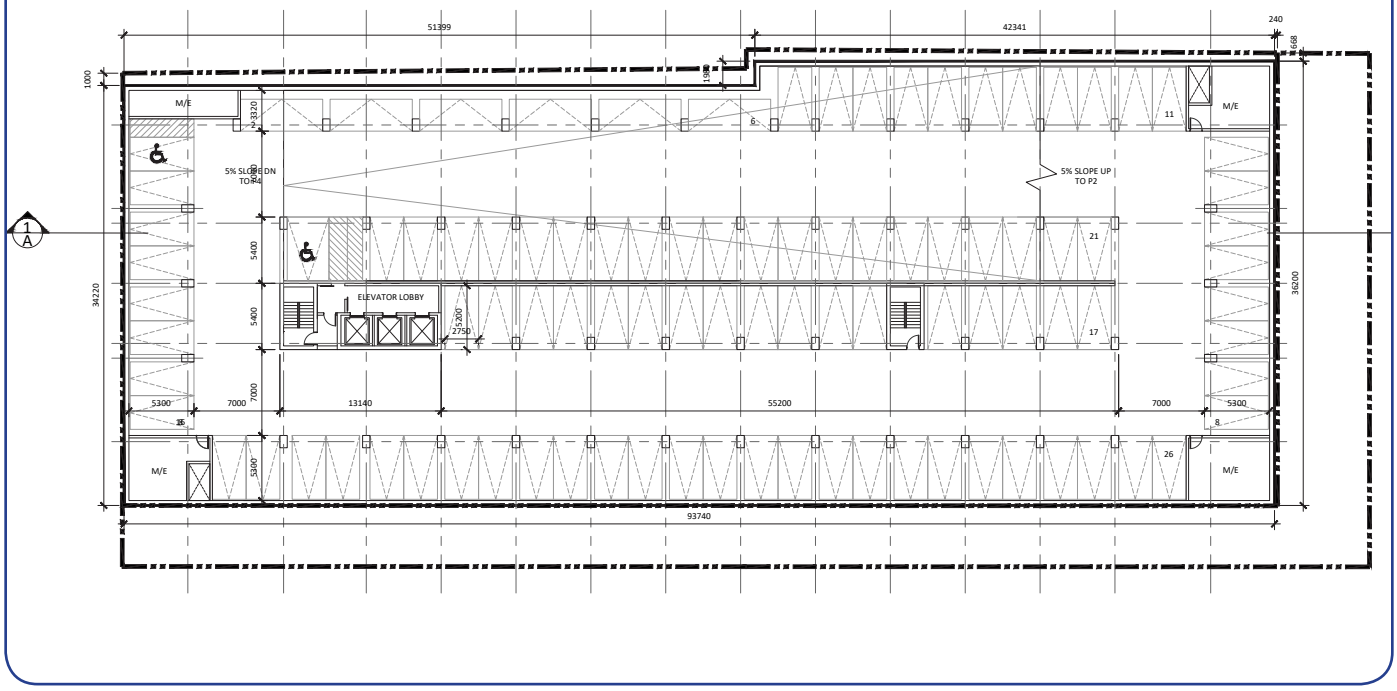



Figure 13: Parking Level 3: Prepared by Studio JCI.

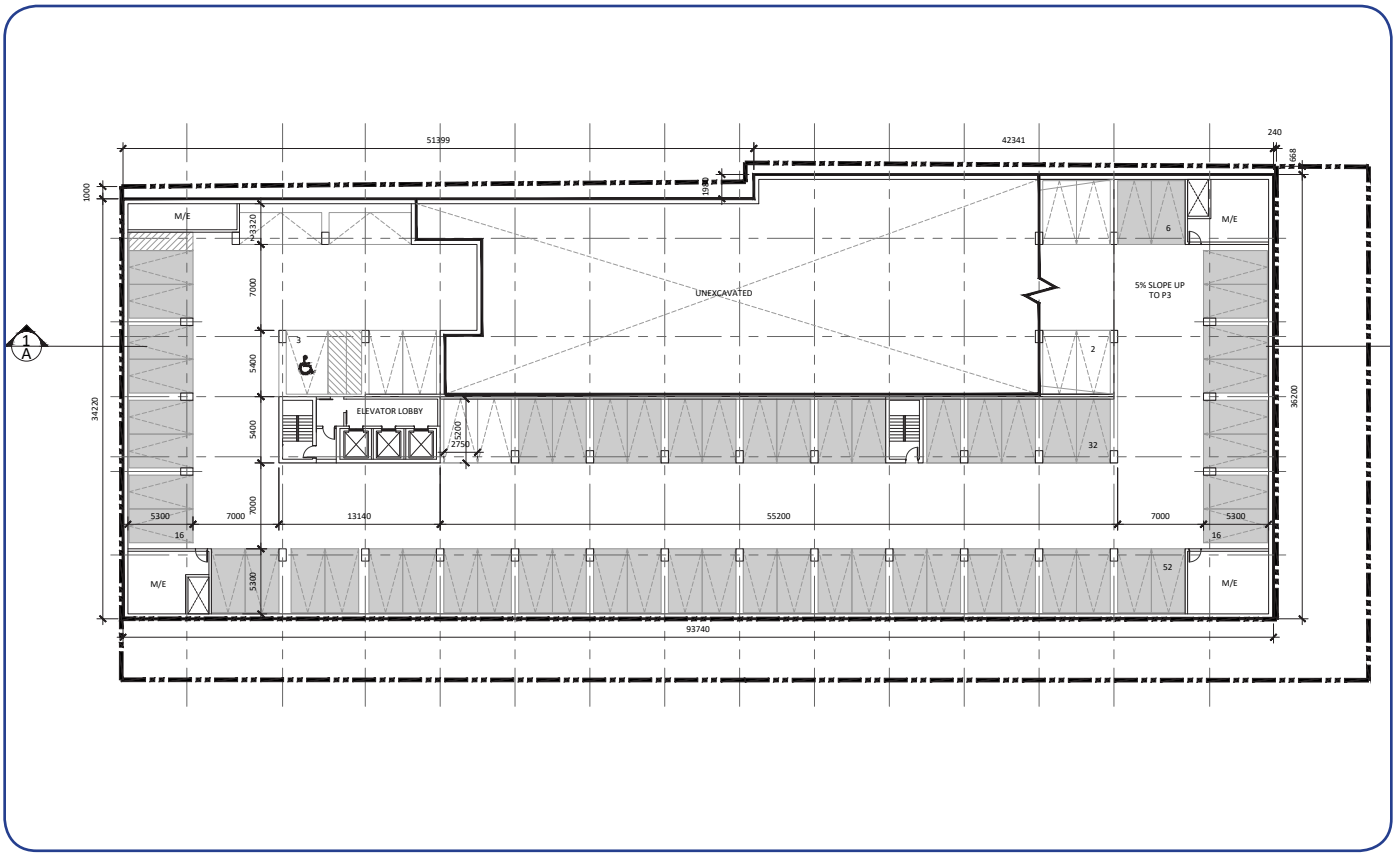



Figure 14: Parking Level 4: Prepared by Studio JCI.

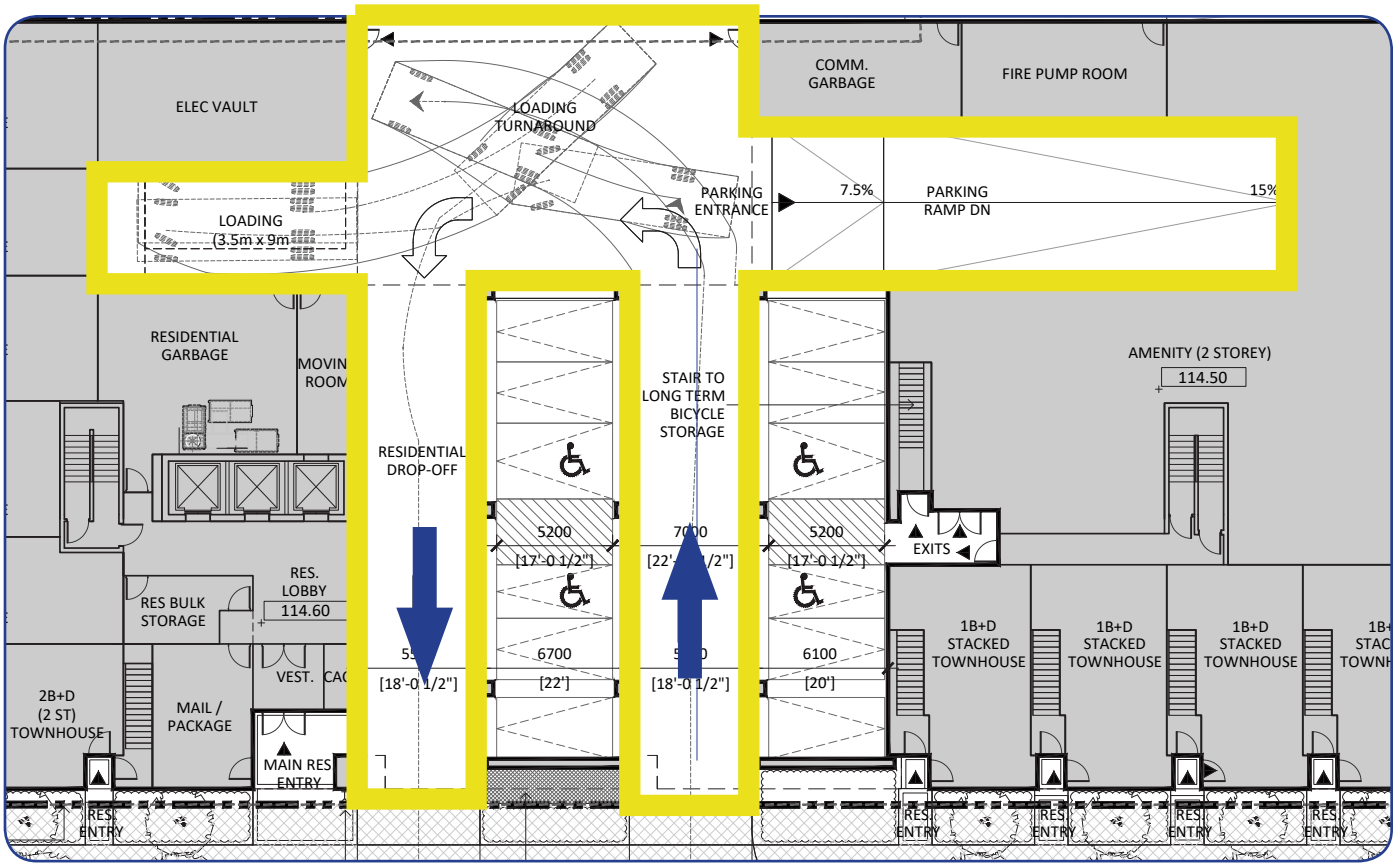



Figure 15: Ground Floor Level Illustrating Internal Vehicular Circulation: Prepared by Studio JCI.

## 4.6 FLOOR PLATES

The floor plate sizes of the proposed development are detailed in Table 2. The table represents the proposed Gross Construction Area [GCA] of the proposed development per floor. Levels 2-6 maintain a similar GCA, before a decrease in floor-plate size on levels 7 and 8 enabling an extensive outdoor terrace amenity area at the east of the building. The floor plates maintain a consistent scale from levels 10-15, where at level 16 a further step-back reduces the GCA to 1,198.9m$^2$.

The succession of step-backs at the upper levels and variation in floor plate size ensures the building is adequately massed to sit sensitively within the site and mitigates undue appearance of bulk from the ground level. This enhances the compatibility of the building with neighbouring buildings and conforms to the vision outlined for the Intensification Corridor which broadly encourages a compact built form for emerging new development in the area. The size of the floor plates allows for good internal circulation space, permeability on the ground floor and mezzanine levels and ample space for amenity and commercial space.

The integration of the parking ramp, loading and residential drop-off area within the ground floor conceals vehicular and servicing activity, creating an efficient use of space and removing the need for any surface parking.

| Level | Floor Plate Size [Gross Construction Area m$^2$] |
|---|---|
| Ground Floor | 1,983.6 |
| Mezzanine | 1,208.3 |
| Level 2 | 2,275.7 |
| Level 3 | 2,224.9 |
| Level 4 | 2,224.9 |
| Level 5 | 2,126.4 |
| Level 6 | 2,092.3 |
| Level 7 | 1,662.7 |
| Level 8 | 1,662.7 |
| Level 9 | 1,282.8 |
| Level 10 | 1,308.3 |
| Level 11 | 1,308.3 |
| Level 12 | 1,308.3 |
| Level 13 | 1,308.3 |
| Level 14 | 1,308.3 |
| Level 15 | 1,308.3 |
| Level 16 | 1,198.9 |
| Mechanical Penthouse | 188.5 |

Table 2. Floor Plate Sizes

# 4.7 BUILT FORM AND TRANSITION TO ADJACENT USES

The building is an example of a podium and 'slab-style' tower of 16 storeys. The first 6 storeys from grade are articulated in a manner which develops a relationship between the building and the street. The upper levels on the building taper away from the street wall, integrating multiple step-backs on the 2nd, 7th and 9th floors to accommodate rooftop terraces and mitigate the impacts of the buildings mass on the pedestrian realm. The levels between the podium and the 9th storey are clad and articulated to provide a 'bridge' between the two distinct forms of the podium and 'slab' tower components of the built form.

A versatile pallete of cladding types will be integrated into the design of the facade. This variation helps to reinforce the break-up of the massing at the lower levels to reinforce the pedestrian scale and respond to the streetscape. The 'slab tower' portion of the building will be differentiated through utilization of transparent glazing materials to lighten the appearance of volume at the upper levels of the building. Bird-friendly glazing will be duly considered.

The proposed materiality for key elements of the built form may include the following:

- Brick and masonry at the lower podium level with varied tones to reflect and reinforce the urban character of the surrounding context.
- Transparent glazing at the upper levels and balconies.

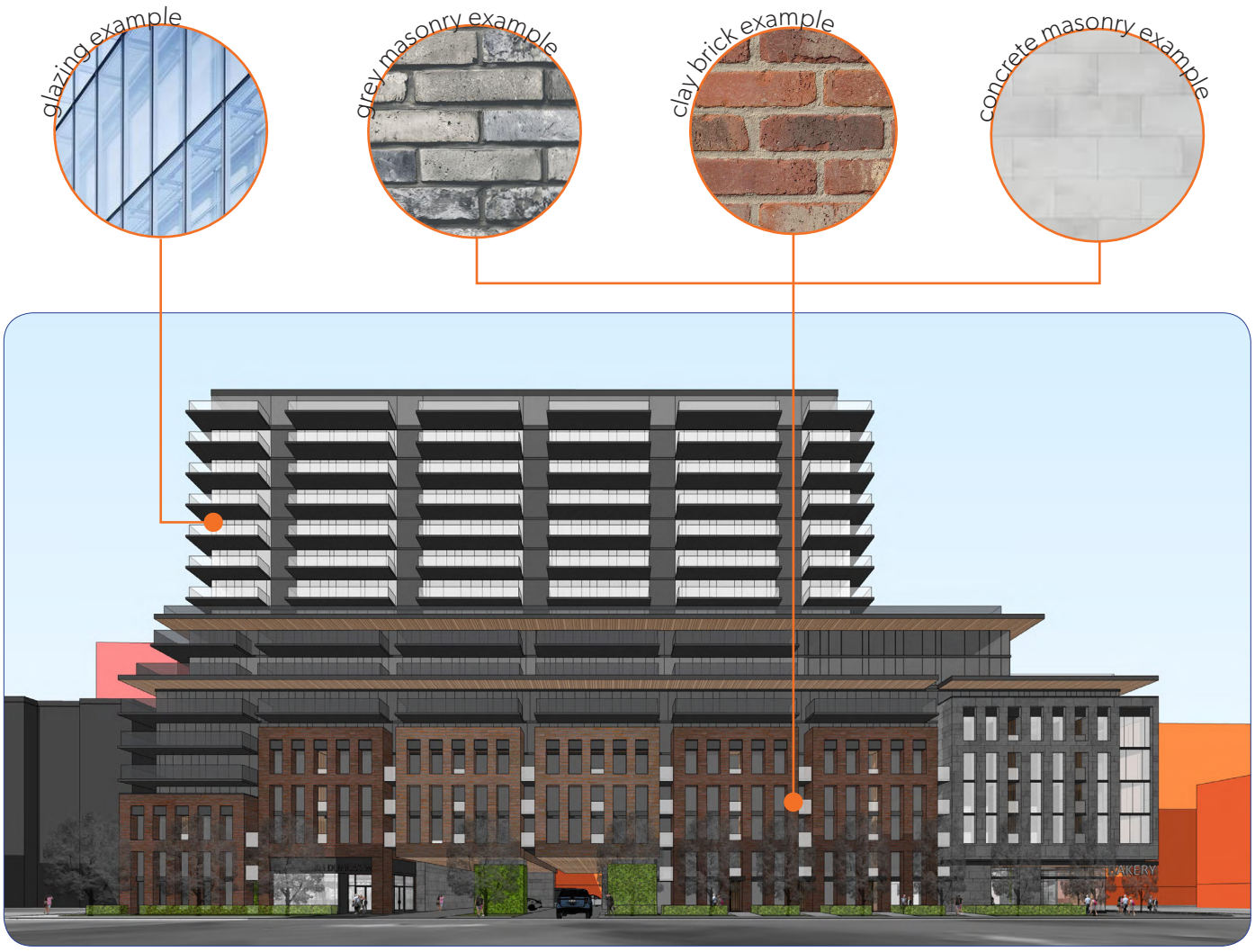



Figure 16: Illustration of Proposed Material Palette West Facade: Prepared by Studio JCI.

The building is orientated and situated sensitively within the local context and engages appropriately with the proposed built form envisioned for Dundas Street West. A series of streetscape images illustrate this relationship, including the future proposed massing and density proposed for Dundas Street West [Dundas Connects Master Plan]. [See Figures 17 - 25]

View 1: North at the Dundas Street West & Novar Road Intersection

The proposed development provides a pedestrian scaled frontage and built form along Dundas Street West. The retail frontage and transparent glazing proposed activates the corner of Dundas Street West and Novar Road, making for an attractive street-level condition which includes landscaping and seating. The proposed road widening in conjunction with the development enables tree planting and cycle lanes to be integrated into the scheme, providing a transition between the private and public realms. This also serves ot reinforce the street wall and further animate the currently underutilized site. Bicycle parking is provided at the intersection illustrated in the preliminary rending [Figure 17]. This lies within good proximity of both residential and commercial entrances, internal bicycle parking and the bicycle lane itself. This will facilitate increased bicycle usage and ownership supporting the future vision of the area as an intensification corridor which supports active transportation.


Figure 17: View 1, Preliminary Render of Proposed Development: Prepared by Studio JCI.

The massing of the building is compatible with future proposed development along Dundas Street West [orange built forms illustrated in Figures 19]. The form doesn't overwhelm the street and encourages improved linkages between Dundas Street West and Agnes Road, with recreation green space beyond such as the Sergeant David Yakichuk Park. As seen View 1 [Figure 17] the building reinforces the street wall along Dundas Street West and provides a presence along the corridor which is currently lacking. This will encourage activity and provides additional street-level greening. Novar Road is activated in conjunction with the pedestrian realm improvements along Dundas Street West, providing a continuous sidewalk which wraps around the entirety of the building.

View 2: Dundas Street West Frontage

The podium along the Dundas Street West corridor maintains a human scale and breaks up the mass of the frontage through the careful articulation of form and materiality. The 'tower' portion of the built form is significantly set back, and as illustrated in View 2 [Figure 18], has limited visibility from the public realm of Dundas Street West.

The frontage incorporates recesses at grade which allow for seating and planting, enlivening the space and integrating the footprint of the building in the surrounding context. The 'forecourt' of the building promotes a range of activity include active transportation, retail and residential activity and general recreational opportunities.




Figure 18: Preliminary Render of Proposed Development: Prepared by Studio JCI.

View 3: View South along Dundas Street West

View 3 shows the condition of the street along the east side of the proposed development looking south along Dundas Street West. The east frontage provides privacy for the landscaped amenity area at level 2 and 7, as the public realm will be less active than that of Dundas Street West and Novar Road. From his vantage point, the building serves to re-urbanize the site and provides a consistent street wall in line with future intensification. The road widening providing for a continuous sidewalk along Dundas Street West and Novar Road provides a basis for future pedestrian linkages which connect the street to the wider neighbourhood and transit hubs at Cooksville Station.

The following streetscape images illustrate the building condition in relation to the existing and proposed streetscape along Dundas Street West. This demonstrates how the building will integrate with future planned intensification along the corridor, and highlights key interactions between the buildings main frontages and the public realm, as well as illustrating how setbacks are utilized to mitigate the appearance of height at the upper 'tower' from the vantage point of the street:

Figure 19: Preliminary Render of Proposed Development: Prepared by Studio JCI.

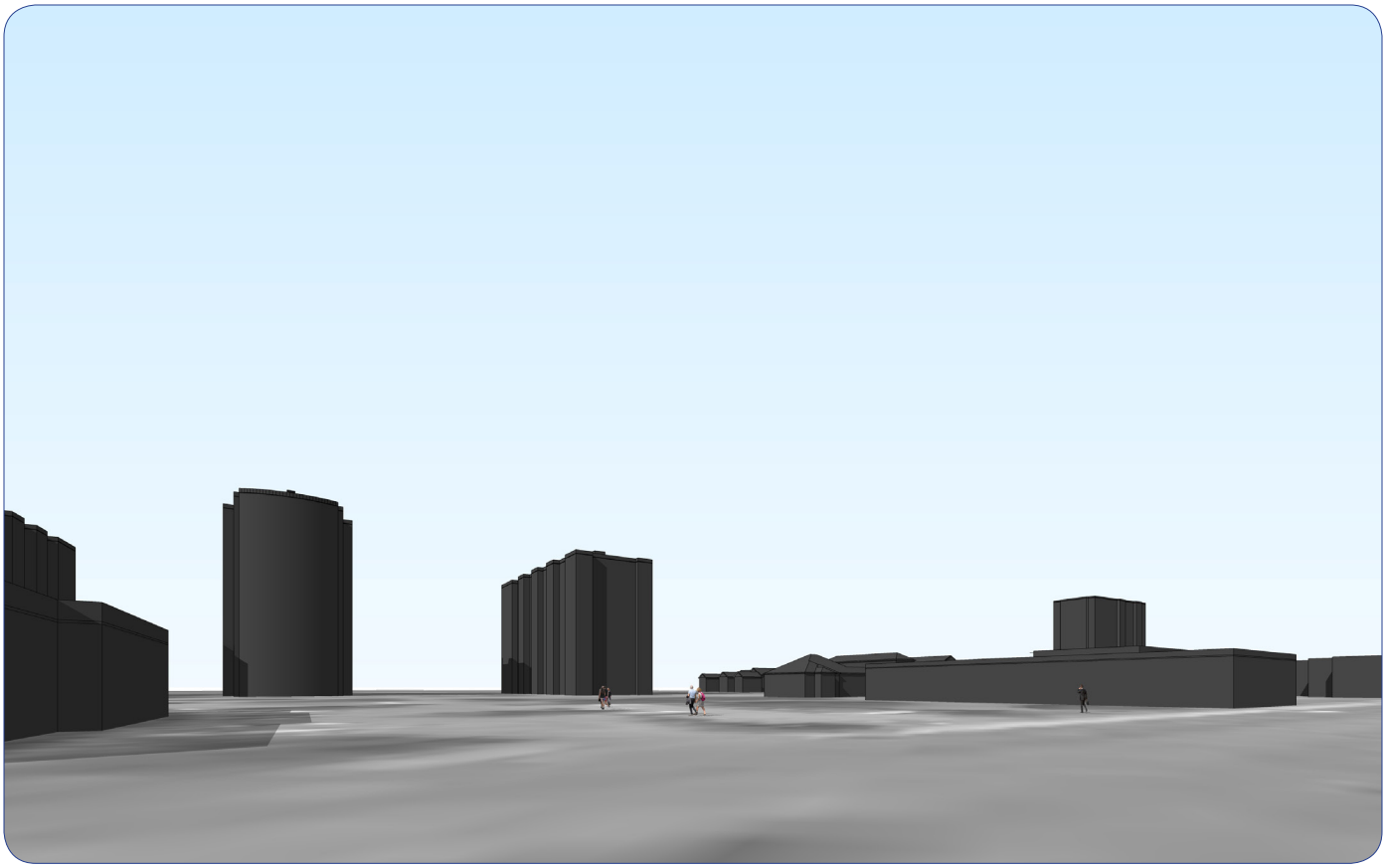


Figure 20: Existing Condition Looking North: Prepared by Studio JCI.


Figure 21: Proposed Condition Looking North: Prepared by Studio JCI.

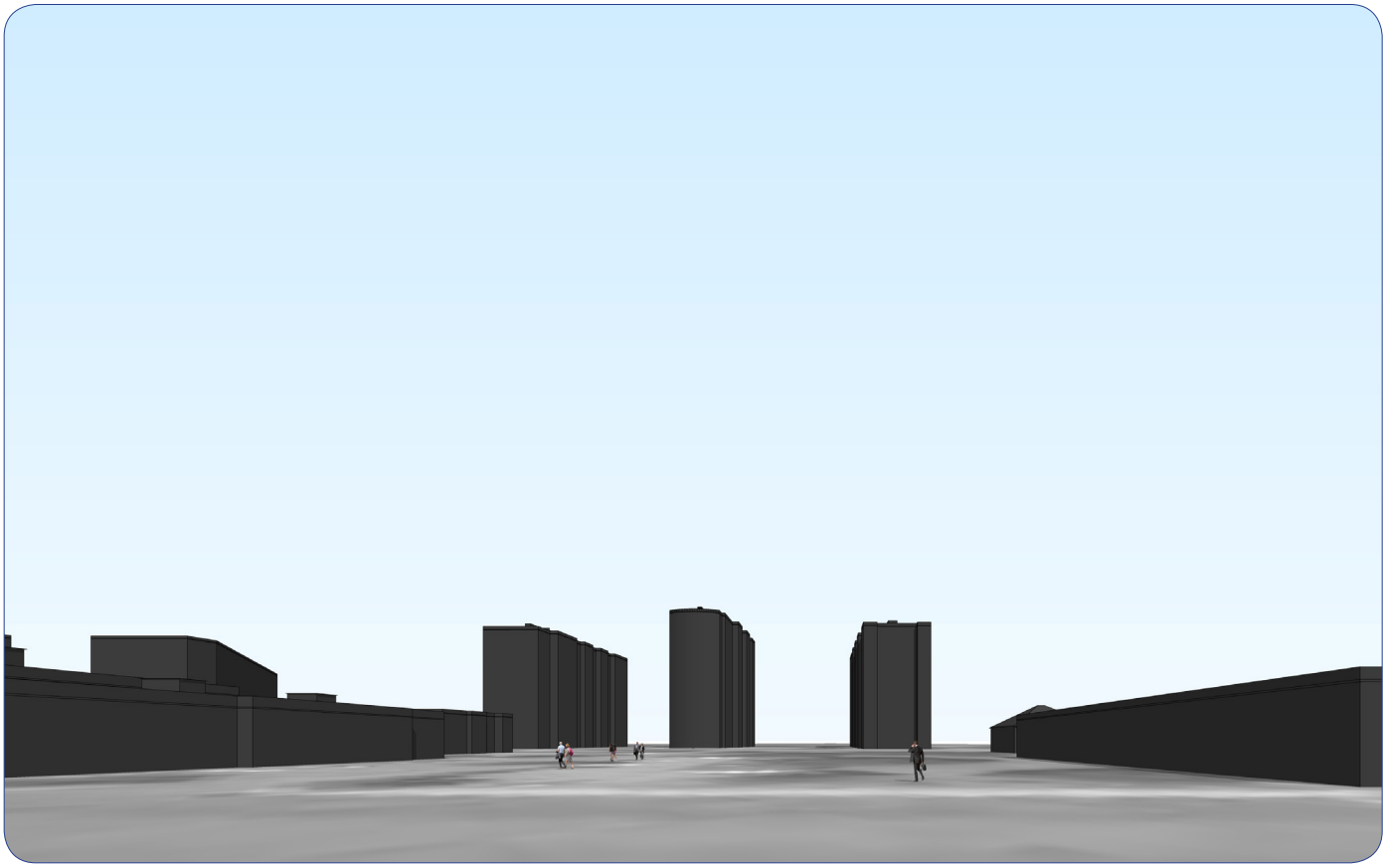


Figure 22: Existing Condition towards Agnes Street: Prepared by Studio JCI.


Figure 23: Proposed Condition towards Agnes Street: Prepared by Studio JCI.

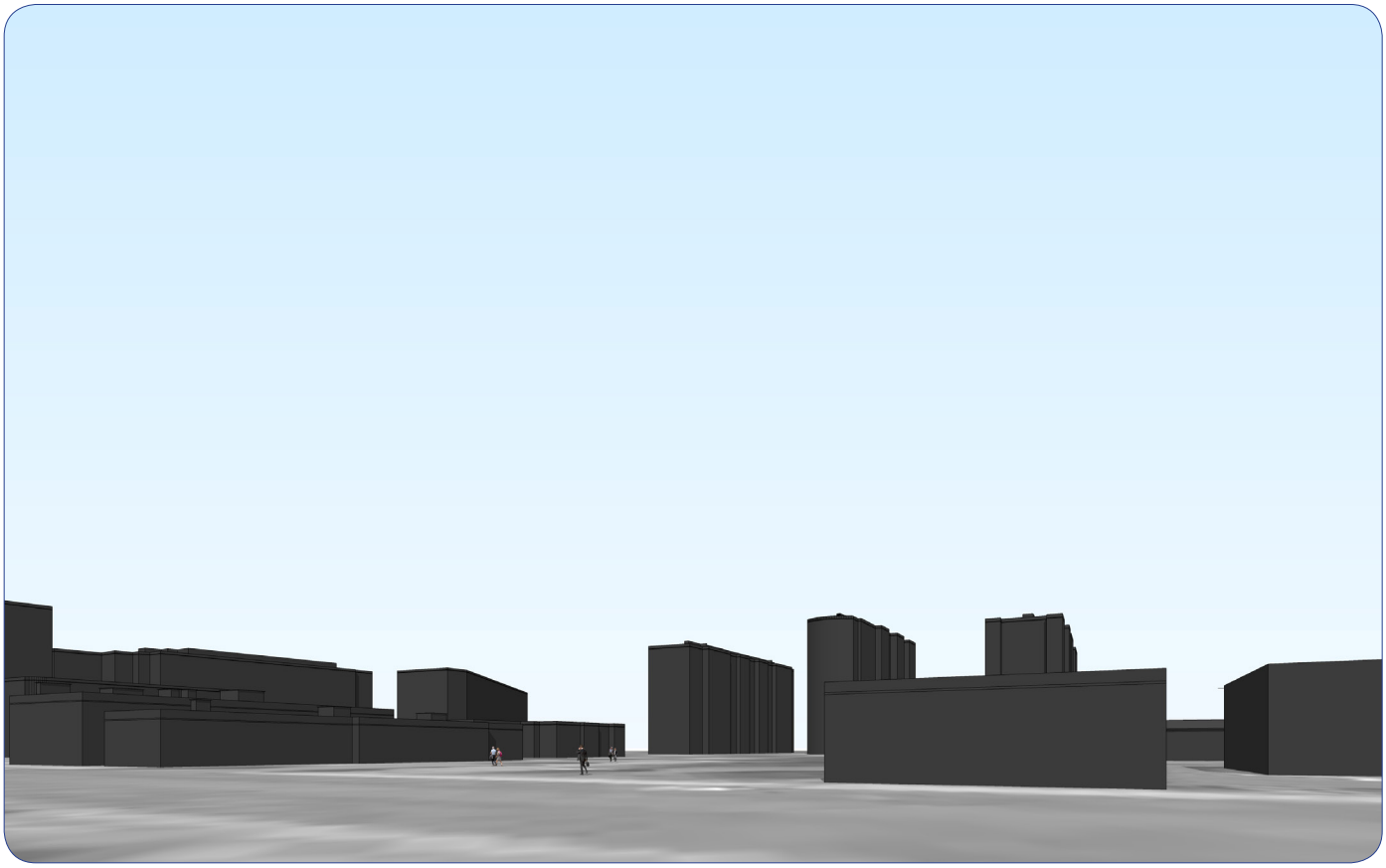


Figure 24: Existing Condition towards the South: Prepared by Studio JCI.

Figure 25: Proposed Condition towards the South: Prepared by Studio JCI.

# 4.8 ANGULAR PLANE

A 45˚ angular plane has been applied from the property line at the east side of Dundas Street West. Within the context of the proposed property line setback which sees a 7.5 metre road widening to accommodate a new ROW along Dundas Street West, the building envelope is more than sufficiently contained within the 45˚ angular plane.

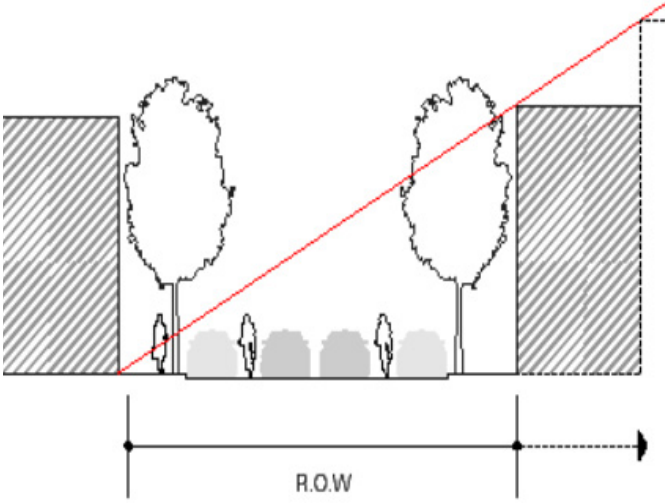



Figure 26: Digram from the Mississauga Official Plan Figure 9-8 Demonstrating Appropriate Street Enclosure by Tall Buildings.

The design employs generous setbacks at the Dundas Street West frontage on level 7 and level 9. This serves to alleviate the impact of the buildings mass on Dundas Street West along which pedestrian activity is concentrated. Additionally, the 16th floor employs a moderate setback and cladding scheme which proposes the use of transparent glazing materials to 'lighten' the appearance of volume at the maximum height of the building. The mechanical penthouse is positioned towards the rear of the roof towards Agnes Street where it will be adequately concealed from the public realm along Dundas Street West.

Figure 27 demonstrates the containment of the building envelope within the angular plane. The bulk of the building mass is loaded towards the rear of the site. Moderate step-backs at the rear of the building fronting onto Agnes Street enable the building to taper modestly towards the upper levels. Step-backs at the frontage of the building along Dundas Street West provide an appropriate, human-scaled condition along the public street, in-line with policies contained within the Mississauga Official Plan *9.2.1 Intensification Areas*.



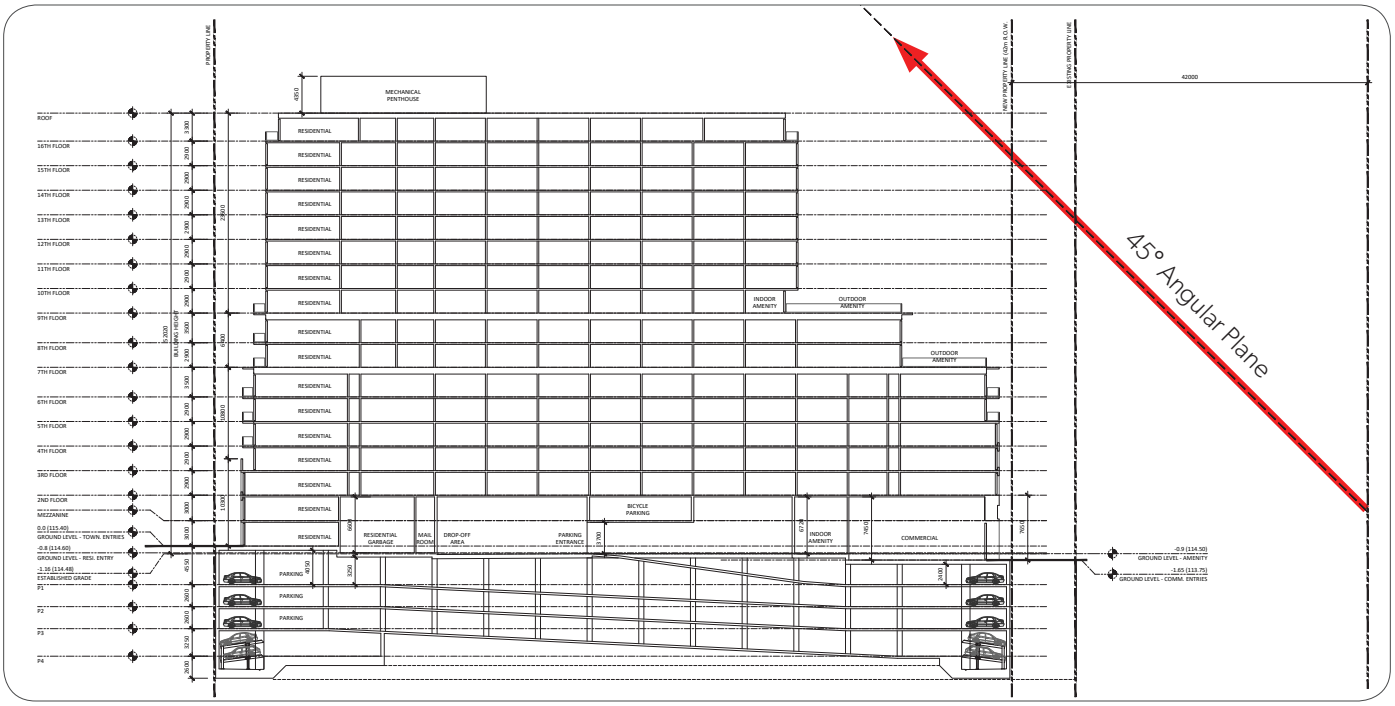



Figure 27: Section A Showing 45° Angular Plane: Section Prepared by Studio JCI.

## 4.9 BUILDING SEPARATION DISTANCES

The development proposes generous separation distances between the surrounding existing built form and the proposed building. The separation distance between the low-rise buildings fronting onto Dundas Street W is approximately 24m for both the commercial building to the east and residential building to the west. The separation distance to the neighbouring commercial building to the east fronting onto Agnes Street is 9m, and the separation distance to the high-rise residential buildings on the north side of Agnes Street are 27.5m and 48m. Figure X demonstrates the separation distances of the neighbouring buildings.

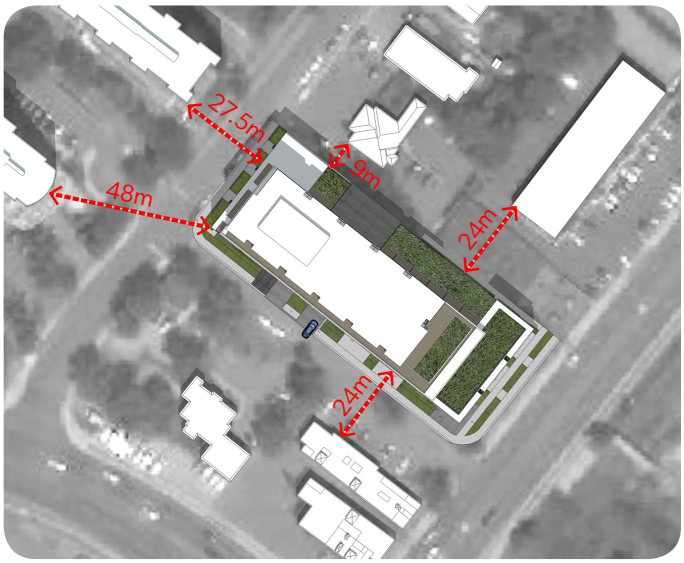



Figure 28: Approximate Separation Distances of Existing Building from Proposed Development: Model Prepared by Studio JCI

## 4.10 VISUAL IMPACTS

The building will provide a strong presence along Dundas Street West and activate the currently underutilized space, additionally reinforcing the linkage between Dundas Street and Agnes Street. The entrances and levels of glazing along the commercial frontage help to integrate the building with sidewalk and highlight key entrances. These will be adequately illuminated for safety and visibility.

The podium is sensitively massed to retain a human scale, with variations in articulation and materiality to break up the visual impact of the podium at street level. The podium features recesses and overhangs to provide weather protection and seating areas. These are carefully located to avoid obstruction of pedestrian sight lines at street level.

Servicing, loading and access to the vehicular parking levels are all concealed within the ground floor level of the building. This provides a clear demarcation between uses, and ensures the pedestrian circulation space and sidewalk which wraps around the building is preserved and protected. The clarity of spatial organization serves to visually integrate the development at grade. Terracing with associated planting schemes also help reduce the appearance of volume and forge a connection with views from the street.

The proposal integrates road widening measures along the Dundas Street West frontage by 7.5 metres and Novar Road by 5 metres, allowing for the provision of adequate pedestrian space and transition from the public to private realm. The road widening helps facilitate future infrastructure development along the intensification corridor supporting new transit linkages along Dundas Street.

# 4.11 OUTDOOR AMENITY AND LANDSCAPING

Landscape Plan

The configuration of the proposed building makes maximum use of the site area available. As such, the interaction of the building at grade with the public realm and adjacent sidewalks is prioritized in the proposed landscape design. The landscape design takes a variety of approaches in tackling this interaction along each frontage.

Landscaping along the Dundas Street West Frontage

Due to the proposed 7.5 metre road widening along Dundas Street West, a considerable space is reserved for pedestrian circulation, street trees and bicycle access. The frontage of the building features recesses within which seating areas and decorative planters are proposed. This ensures that the seating is weather protected and does not obstruct the 2 metre wide sidewalk or interrupt sight-lines along Dundas Street West. The seating also provides a considerate amenity in close proximity to the commercial entrances, alongside sensitive planting schemes and green walls to integrate the seating areas with the overall aesthetic of the facade. The green walls may consist of decorative Ivy amongst other planting. A 2m wide tree corridor segregates the sidewalk from the 2m wide bike lane to prevent spatial conflicts and provide visual interest from the seating areas along the commercial frontage.

Landscaping along the Novar Road Frontage

A road widening of 5 metres is similarly proposed along Novar Road which runs adjacent to the west side of the building. The building is again recessed at the corner of Dundas Street West and Novar Road to provide space for bicycle parking, located within convenient proximity to both commercial and residential entrances. It is reasonable to anticipate that the footfall along Novar Road will be less than on Dundas Street West. As such, in the absence of seating, 'low' or at grade planting is proposed along the perimeter of the building with the additional planting of smaller trees or shrubs. Seating along this frontage would not be appropriate due to the location of multiple private residential entrances, protecting the privacy of residents and accessibility of the entrances. The sidewalk along Dundas Street West wraps around the building creating a seamless linkage along Novar Road to Agnes Street. Similar tree planting strategies are proposed along the tree corridor of Novar Road, buffering the sidewalk from the road. Soft landscaping schemes serve to frame the building edge and soften the 'weight' of the building at grade. The landscaping also serves to highlight the recessed entrance to the residential lobby and multiple additional residential entrances along the frontage.

Landscaping along the Agnes Street Frontage

The sidewalk continues unbroken from Novar Road to Agnes Street. Similarly to the Novar Road frontage, multiple residential entrances access the stacked townhouse units located along Agnes Street. The tree corridor continues along Agnes Street with soft landscaping framing the walkways to the residential entrances.

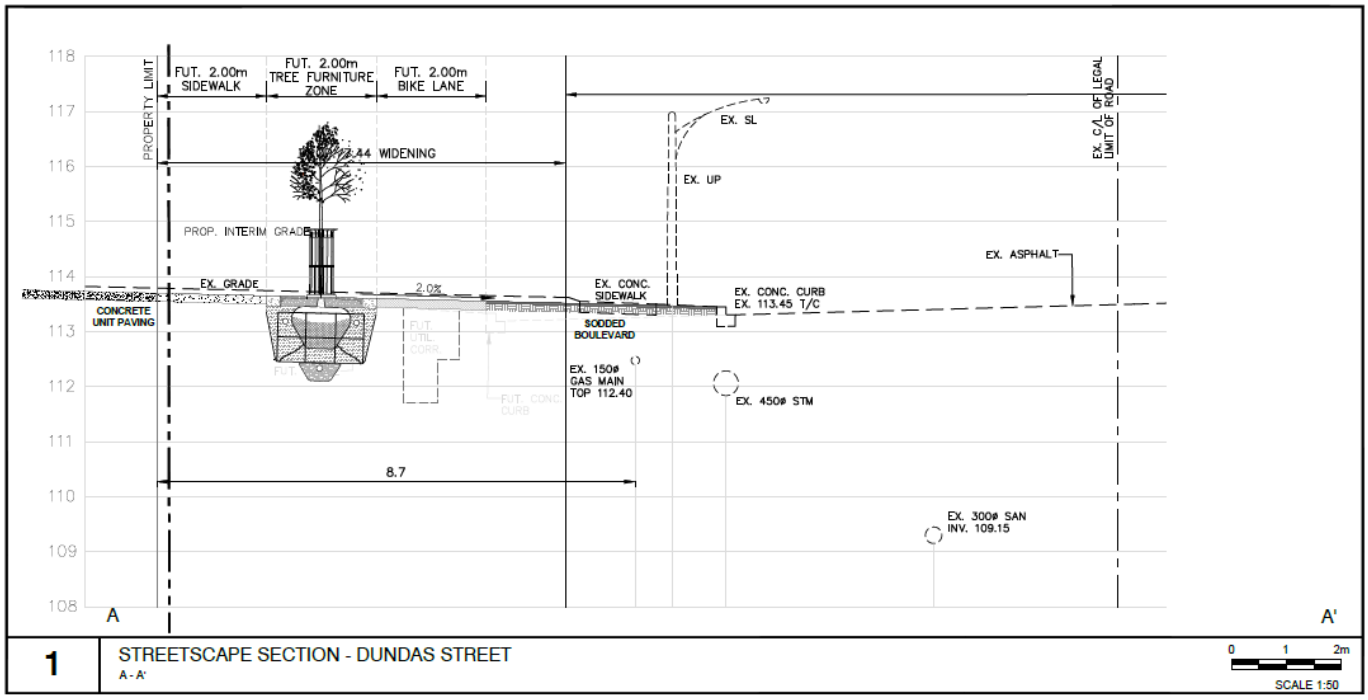



Figure 29: Preliminary Streetscape Plan: Prepared by Serefian Design Group.

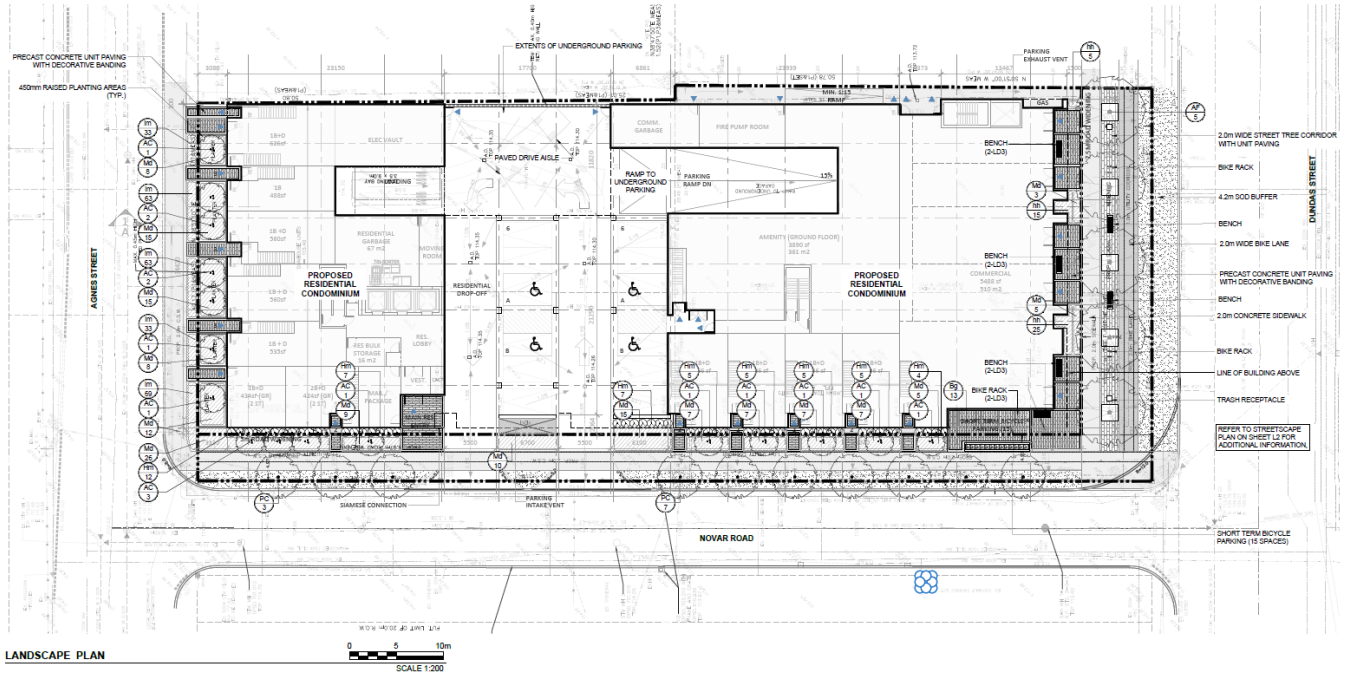



Figure 30: Preliminary Landscape Plan: Prepared by Serefian Design Group.

Terrace Amenity Space

There are several terraced amenity spaces proposed for the development. A green roof is proposed at the east side of the building at level 2. This is positioned along a quieter street edge to preserve privacy for users of the amenity at a height of 6.9 metres from grade. The terrace is divided into two distinct areas, separated by the loading and turn around area which is open from the second level to the ground floor.

A terraced amenity space is proposed at level 7, 22 metres above grade. Landscaped terraces are provided at the rear of the building at the Agnes Street frontage and at the front of the building overlooking Dundas Street West. Planting schemes will help to integrate the terraces into the skyline and will serve as a mediator between the mass of the podium and tower portion.

A second terrace is located on the 9th storey at 28.4 metres above grade. This is set back significantly from Dundas Street West, 12.24 metres from the amenity terrace on level 7 below. These spaces will provide ample outdoor amenity space for residents and their guests.

Further details of landscaping for the proposed terraces will be provided at later stages of the design phase.



Figure 31: Example of a tree corridor with public seating framing the pedestrian realm

Figure 32: Public seating example near to commercial frontages

# 5. URBAN DESIGN POLICY

# 5.1 REGION OF PEEL OFFICIAL PLAN [2016 OFFICE CONSOLIDATION]

The Region of Peel Official Plan ["ROP"] was adopted by Regional Council on July 11, 1996 and was approved with modifications by the Minister of Municipal Affairs and Housing on October 22, 1996. The Planning Act requires municipalities to revise its Official Plan every five years to ensure conformity with provincial plans. In May of 2013, the Region of Peel commenced its Official Plan Review that considers the growth planned for 2041. The review has recently been completed. The ROP intends to provide a policy framework for detailed planning by protecting the environment, managing resources, and directing growth and development in Peel.

The proposed development is located within the *Urban Growth Centre* according to Schedule D of the Region of Peel Official Plan. [Figure 31] *Urban Growth Centres* are planned to accommodate compact forms of development and redevelopment that provide a range and mix of housing, employment and a diverse range of recreational activities. This area is anticipated to be the focus of intensification and development within the City.

The development proposal re-activates what can currently be considered an underutilized site. As transit supportive and pedestrian oriented developments, that are compatible with the character of existing land uses, are encouraged, the proposed development is directly compatible with the planned built form for the Cooksville neighbourhood.

Site Assessment

The site is located within Mississauga's *Urban Growth Centre* where compact forms of development are encouraged. The proposed development provides increased density within close proximity of existing and proposed transportation networks. This proposed density and elevated footfall generated by the ground floor retail uses can be supported by existing and planned transit services, including the Hurontario Light Rail Transit ["LRT"].

The proposed design of the 16 storey mixed-use building is compatible with the existing and planned context of the neighbourhood. The surrounding built-form consists of low-rise strip plazas, high-rise apartments and converted detached homes for business; the proposed development will help diversify and revitalize this area, contributing to the realization of the planned vision for the future development of the Urban Growth centre in the Region of Peel and City of Mississauga.



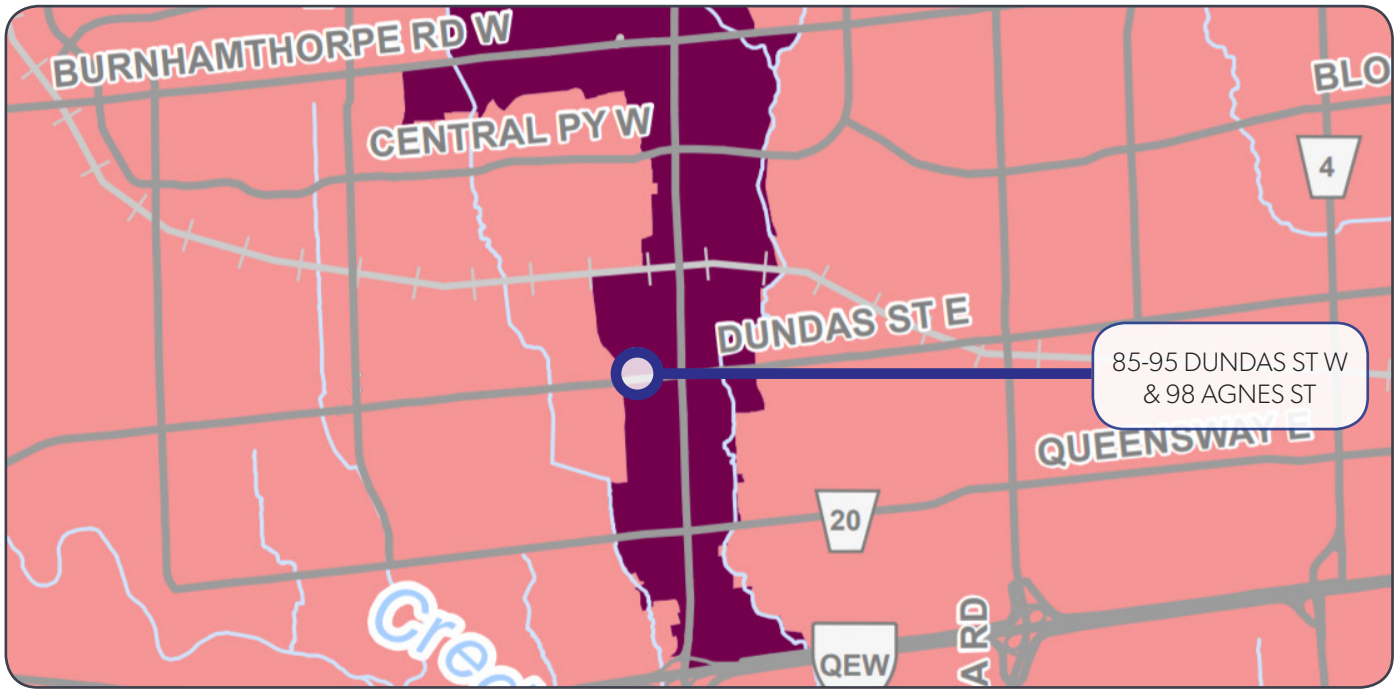



Figure 33: Urban Growth Centre, Schedule D4 Region of Peel Official Plan

# 5.2 MISSISSAUGA OFFICIAL PLAN [2019 OFFICE CONSOLIDATION]

The Mississauga Official Plan ["MOP"] was adopted by City Council on September 29, 2010 and partially approved by the Region of Peel on September 22, 2011. The MOP was approved by the OMB and came into partial effect on November 14, 2012. The 2019 Office Consolidation is updated to include Local Planning Appeal Tribunal decisions and City Council approved Official Plan Amendments as of March 13, 2019.

The MOP designated the site as *Mixed Use* with a *Natural Hazard* overlay that covers the southern portion of the site [Schedule 10- Land Use]. The policies of the MOP encourage the creation of complete communities by providing a mix of uses in various built-forms. Policy 7.1.3 promotes the creation of complete communities by "**encouraging compact, mixed-use development that reduces travel by integrating residential, commercial, employment, community, and recreational land uses.**"

The site is located along Dundas Street West which is identified as an *Intensification Corridor* within the *Downtown [Schedule 2]*, where growth and intensification is encouraged and anticipated. Developments in *Intensification Corridors* are expected to exhibit high standards of urban design to ensure the creation of a vibrant downtown.

Section 9.0 Build a Desirable Urban Form

Section 9.0 of the MOP sets out general urban design guidelines that aim to create an attractive and comfortable urban environment. The policies encourage developments that:

- *Create distinctive and unique places;*
- *Incorporate built-form that contributes to its community identity and civic identity;*
- *Provide attractive, compact, and pedestrian oriented developments that include a mix of uses, and support transit and active transportation; and,*
- *Activate the street frontages by minimizing the setbacks and incorporating at-grade retail uses.*

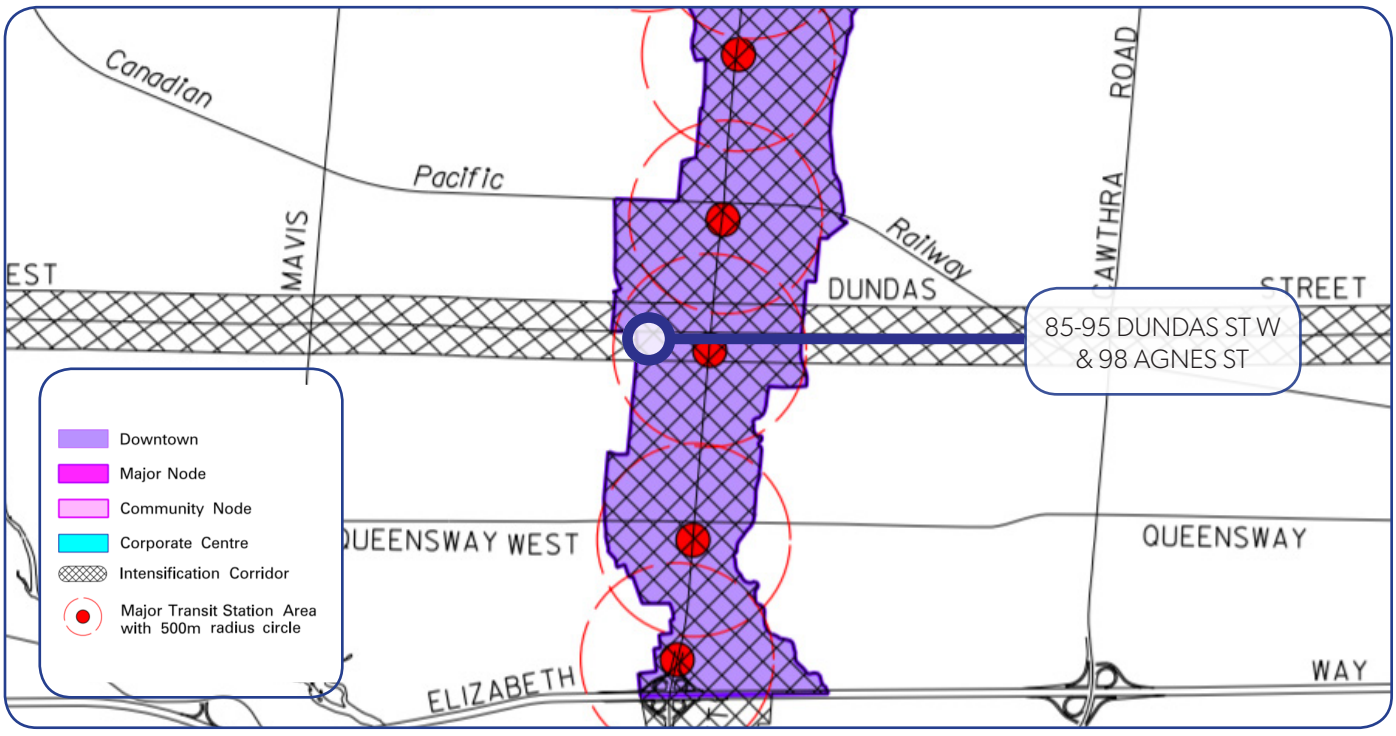



Figure 34: Intensification Corridor, Downtown Schedule 2, Mississauga Official Plan

Policy 9.3.1 discusses the relationship between streets and blocks that provide important connections between buildings, structures, parks, communities, natural resources and other significant public amenities. Streets should be attractive, safe and walkable, designed to the pedestrian scale and support transit use through improved walkability measures and pedestrian linkages.

Section 9.5 contains policies that provide guidance on site configuration and architectural features for new developments. Building façades should be articulated by including a variety of materials or material treatments. Building materials should be chosen for their functional and aesthetic quality, sustainability and ease of maintenance. Main building entrances should be covered to provide visual interest and weather protection for pedestrians. Active building frontages should be designed to face public spaces and include access points and windows to maximize natural surveillance opportunities.

Section 12 Downtown

Policies contained within Section 12 outline specific requirements for developments within the Downtown. Mixed-use developments within the Downtown are expected to support urban communities that are pedestrian oriented. The site is located within the Downtown Cooksville Area [Schedule 9]. Section 12.4.1 provides specific urban design policies for developments within the Downtown Cooksville Area:

- *Developments that demonstrate a high level of urban design quality, pedestrian amenity, and intensity of development are encouraged along principal street frontages;*
- *Dundas Street within Downtown Cooksville should be a focus for the neighbourhood, nurturing a strong sense of place and main street character with active mixed-use building frontages of a highly pedestrianized nature. Street frontages should reinforce a distinctive, quality aesthetic with high standards of built form design, landscaping, and pedestrian amenities;*



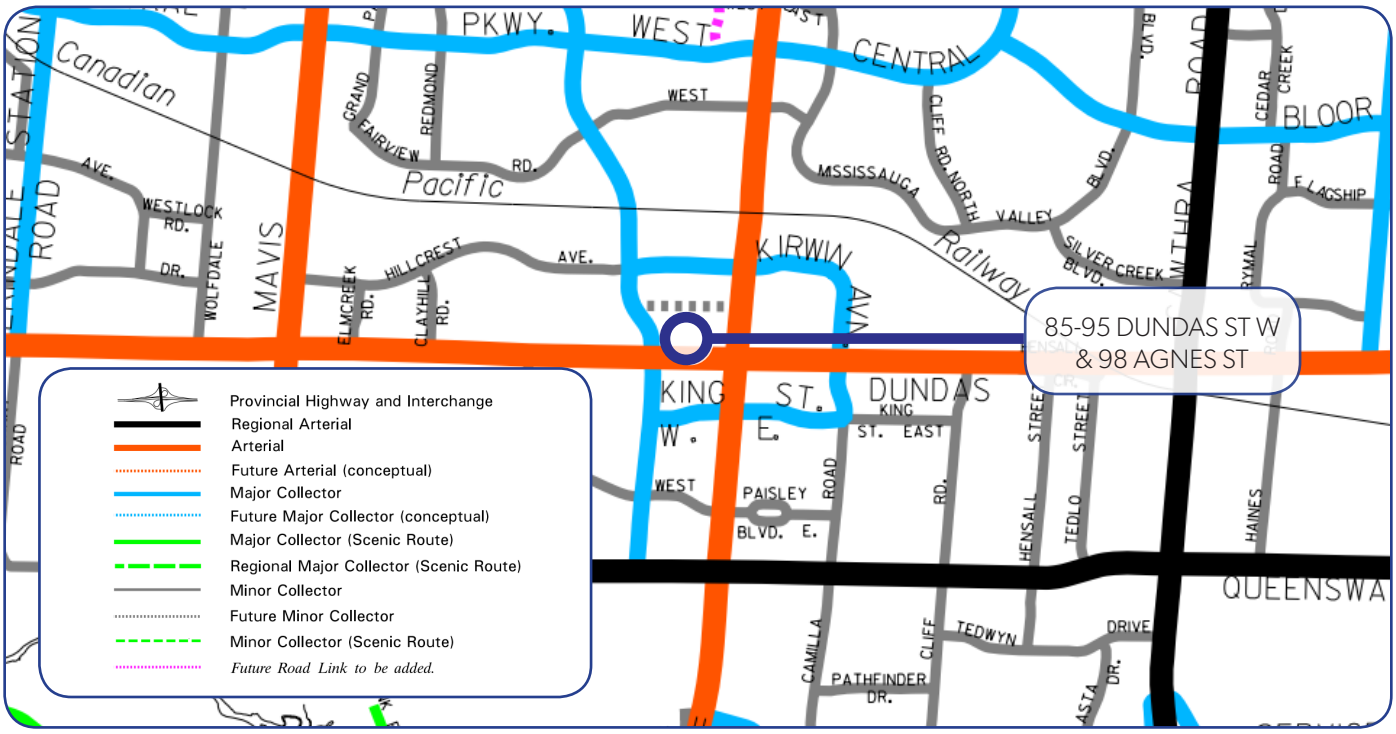



Figure 35: Long Term Road Network, Schedule 5, Mississauga Official Plan

- *Development abutting the street should encourage high levels of activity in the public realm through the incorporation of grade related retail space with residential and/or offices above. Retail units should be clearly oriented towards, and accessed from, the public sidewalk;*
- *Development should be closely related to, and integrated with, the public sidewalk to focus activity on the street and provide a sense of spatial enclosure;*
- *Development should have a limited building setback range of three to five metres from the street line, with the larger setback in areas of high transit or pedestrian use;*
- *Development should have a minimum building height of two to four storeys and maximum of six storeys directly abutting the street line;*
- *Development should maintain the continuity of the street wall, with the built form occupying a minimum of 80% of the street frontage;*
- *Development should have a minimum setback of ten metres from the street line. This is required for buildings exceeding six storeys in height;*
- *A ratio of 1:2 [building height to future proposed street width] should be observed by any built form abutting Dundas Street;*
- *Development fronting onto Dundas Street should reinforce patterns and characteristics supportive of a main street theme and character which provides animated spaces for pedestrians;*
- *Commercial frontages should be broken up into smaller retail units and accessed directly from the public sidewalk with frequent access doorways;*
- *Service, loading and garbage storage areas should be accessed from rear lanes or abutting side streets; and*
- *Periodic building indentations should be provided as relief to long building walls and to provide opportunities for pedestrian spaces.*

Further to the above requirements, the proposed development is located along Dundas Street West, which is identified as an Arterial Road [Figure 33 - Schedule 5-Long Term Road Network], with a right-of-way [ROW] width of 35 metres [Schedule 8 - Right-of-Way Widths]. The Dundas Connects Master Plan recommends a 42m ROW, upon which this design is based. As such, Policy 8.2.2.1 contains additional requirements for arterials, pertinent to the site. Policy 8.2.2.1 states that:

*"Arterials will be designed as principal transportation corridors for high volumes of people and goods. Creation of new additional direct vehicle access to an arterial will be discouraged. The City may through negotiations seek to consolidate or eliminate direct vehicle access to arterials in order to improve traffic safety and the functioning of transit and pedestrian/cycling routes and to achieve operational objectives."*

Where the right-of-way width exceeds 20 metres, as is the case for Dundas Street West, Policy 9.2.1.9 recommends that a greater building height may be necessary to achieve appropriate street enclosure in relation to the right-of-way width.

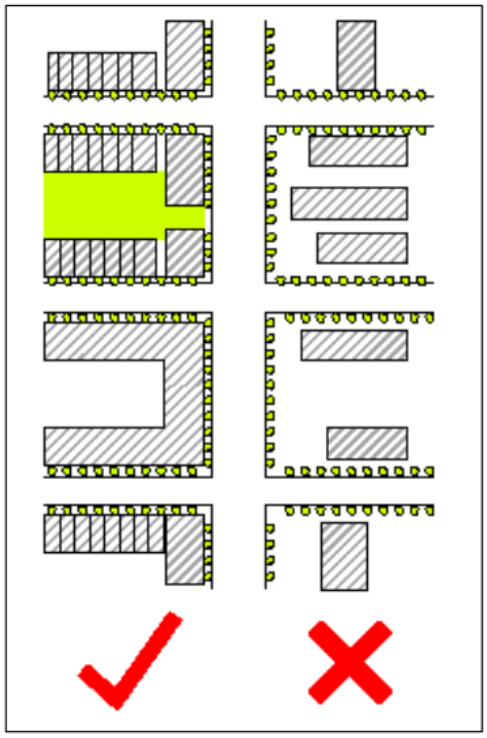


Figure 36: Mississauga Official Plan Figure 9-2: *"Building frontages will frame street and provide a contiguous built form."*

Assessment

The proposed 16 storey mixed-use building is representative of an attractive, compact, and high-quality pedestrian and transit-oriented development that conforms to the general intent of the urban design related policies of the Mississauga Official Plan. The development provides a distinctive and aesthetically compatible architectural profile, a well proportioned podium component which reinforces the street wall for pedestrian comfort, a continuous street wall along Dundas Street West, and ample landscaping opportunities along the perimeter of the built area.

Site Organization

The ground floor of the building is set back approximately 10.5m from the existing front property line along Dundas Street West and approximately 4.58m along Agnes Street to help provide an appropriate streetscape treatment in conjunction with the Dundas Street West ROW. There are multiple entrances to the commercial space which front onto Dundas Street West, balancing the level of activity as the public space meets the building, serving to enliven the sidewalk. The entrances to the commercial spaces are oriented directly towards Dundas Street West

In keeping with policies 9.5.1.3, 9.5.1.4 and 9.5.1.9, the main residential entrance is located off Dundas Street West along Novar Road. As Novar Road is a smaller side street, the residential entrance maintains privacy and distinction from the main commercial entrances along Dundas Street West. The entrance is inset along the west frontage of the building providing cover for pedestrians. The integrity of the street wall is maintained along both Dundas Street West and Novar Road through the extension of the podium over the residential drop off driveway, which lies in close proximity to the commercial entrance. In addition, the articulation oft the residential entrance will be clad with distinctive materials and transparent glazing to create a visual link with the lobby and clear signage to differentiate the access point. This will provide visual interest for pedestrians, both on Dundas Street West and Novar Road.

Vehicular access to the site is provided at the west side of the building via Novar Road. Access to the building is provided for by an entrance driveway accessible through a porte cochère into a voided central loading area within the base of the building. This driveway area connects to an entrance ramp with access to four levels of underground parking.

Street Level and Podium

The first 6 storeys of the building are massed and articulated into a podium configuration, maintaining a human scale. At the street level, the podium defines the streetscape along both Dundas Street West and Novar Road. This is achieved through an attractive, articulated street wall fronting onto Dundas Street West, which includes grade-related commercial storefronts. This encourages activity along the street by providing direct access from the public sidewalk to building entrances as per policy 9.5.3.2 in the MOP.

The podium setback from Dundas Street West provides for adequate pedestrian circulation and transitional space form the public to private realm. Weather protection is afforded from the covered portion of the podium. The ground floor is recessed 1.5m for pedestrian comfort along the street. This space includes provision for convenient bicycle parking facilities.

The mid-portion of the building is setback after the 6th storey, providing for significant outdoor terraced amenity space on the 7th and 9th floors. This step-backs further reduce the appearance of volume at the upper levels of the building, an important massing delineation for maintaining a human scale and appropriately framing the public realm. The pedestrian experience is therefore protected and enhanced.

Height, Articulation and Façades

The 16 storey building is designed to 're-urbanize' the site and provide an urban palette and materiality which is context sensitive and supports the establishment of a character in Cooksville reflective of intensification goals. The design provides an articulate and context conscious built form which contrasts with the existing mid and high-rise "slab" buildings in the surrounding area. The upper portion of the building has floor plates ranging from 675m2 to 748m2. The majority of the upper mass is set back from Dundas Street West, in addition to the east side of the building, mitigating the impact of the building against the adjacent properties. At the podium level, a modest overhang frames the main entrances to the commercial and residential interior space providing weather protection for pedestrians.

The 16 storey building and mechanical penthouse proposes a dynamic architectural presence whilst maintaining the civic scale. The proposed development contributes visual interest along Dundas Street West and enlivens the public realm. The façades of the building are articulated in a dynamic pattern composed of transparent materials and varied masonry treatments. The distinct built form of the building ensures visual prominence along Dundas Street West, supporting the intent of policy 9.5.3.7 in the Official Plan. The design of the building helps to reinforce the character of Downtown Cooksville as a urban hub and contribute to the dynamism of the streetscape along Dundas Street West.

As per Official Plan policies 9.2.1.4 and 9.5.3.1, the proposed development is an appropriate response to current and emerging contexts within Downtown Cooksville. The proposed building is compatible with the existing built environment context, which includes high rise apartment slabs and strip plazas, amongst other typologies. The building helps to revitalize the area and provides additional residential density alongside a significant commercial component. This promotes pedestrian activity along the street.

In summary, the proposed development represents high-quality in urban design and architecture, assisting in the re-urbanization of the area in line with major planned transportation expansions.

## 5.3 VISION COOKSVILLE, 2016

Vision Cooksville outlines the long-term vision for Downtown Cooksville. The Vision Statement for the initiative states:

*"Downtown Cooksville will be a walkable urban community, housing a diverse population in a variety of housing forms. Independent businesses will continue to thrive and begin to coordinate around improving the overall small business landscape. Infrastructure will be in place for transit, community services, cultural opportunities and recreation; existing open spaces will be improved and new parks created. A cohesive neighbourhood identity will be reflected in Downtown Cooksville's urban design, signage and public art."*

'Vision Cooksville' provides key principles that assist in achieving the vision for the area. Those pertinent to the proposed development include:

*Principle 1: A Vibrant Public Realm and Walkable Streets.*
*Principle 3: Community Facilities for Recreation, Library, and Services.*
*Principle 4: Housing Opportunities and Choices*
*Principle 5: Local and Unique Businesses*
*Principle 6: A New Identity [for Cooksville]*

Assessment

The orientation, design and layout of the proposed development will contribute to the vibrancy of the public realm. The street frontage along Dundas Street West will be activated by commercial activity, creating pedestrian circulation space at grade. The site configuration breaks up the block to promote the linkage between Dundas Street West and Agnes Street, encouraging pedestrian activity and emphasizing nearby community faculties such as the Cooksville Library. The proposal provides additional residential density for the neighbourhood, including units of 1 - 2+den bedrooms. The mixed-use component of the proposal promotes business activity in the locality. The design and architectural expression of the building reinforces an emerging character for Cooksville in line with strategic goals to 'urbanize' the neighbourhood in preparation for forthcoming intensification and transit expansion along Dundas Street.



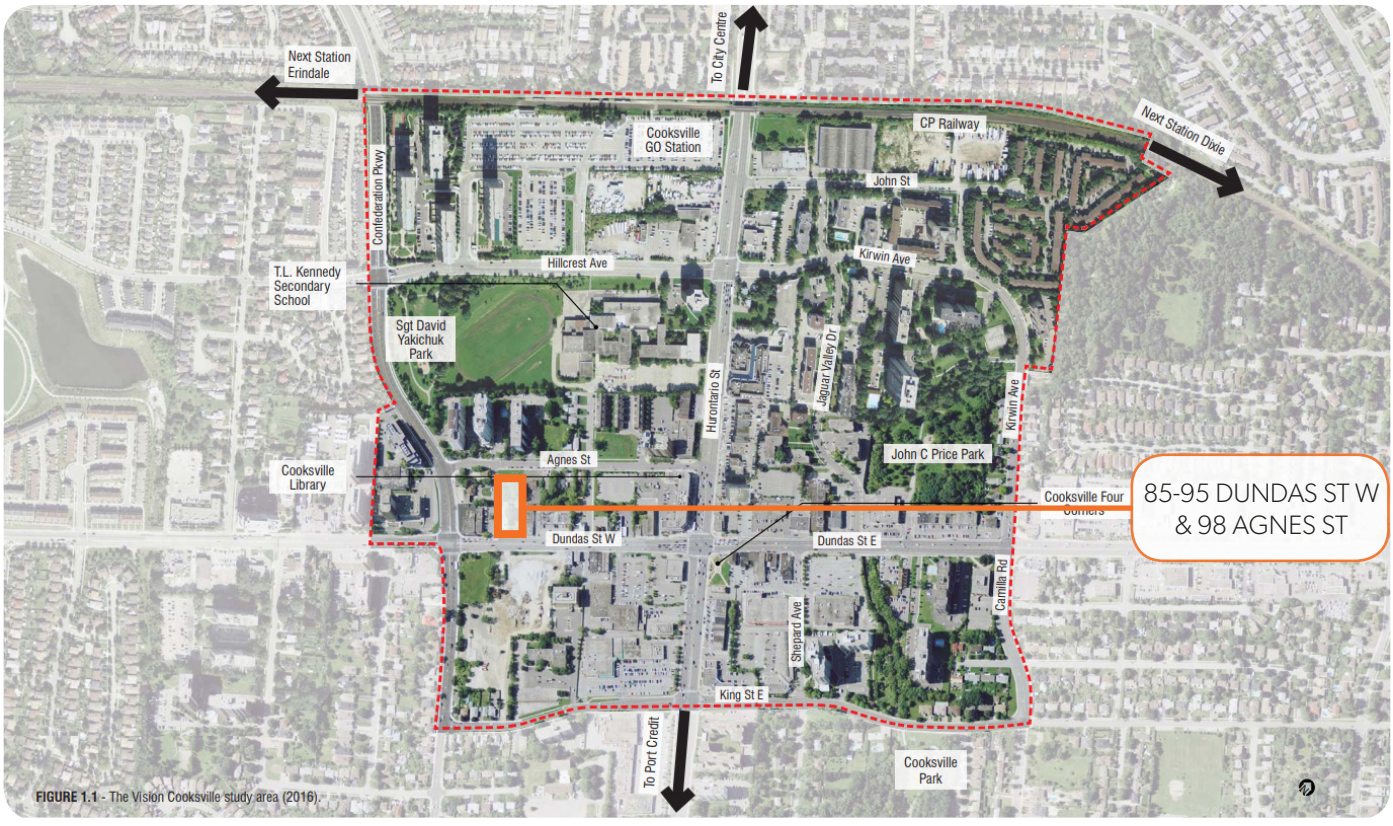



Figure 37: The Vision Cooksville Study Area [Figure 1.1 2016].

## 5.4 STRATEGIC PLAN: OUR FUTURE MISSISSAUGA 2009

The City of Mississauga's Strategic Plan, which was approved by Council in 2009, directs the shape of the city in a variety of areas such as land use planning, infrastructure, service delivery and asset management. The plan provides five 'Strategic Pillars' that focus on providing transit-oriented developments, complete neighbourhoods and green living.

The proposed development supports pertinent goals contained within the Strategic Plan, particularly those supporting the growth of the transit network, in the following key ways:

- The proposal encourages active transportation by providing bicycle storage and developing linkages from the site to the public realm, including between Dundas Street West and Agnes Street;
- The proposal supports mobility choices to promote a reduction in automotive use;
- The development proposes a compact building which re-urbanizes the existing site, providing new residential density and housing options in the area;
- The design of the building makes efficient use of space on site, producing a compact development which contributes to the development of a vibrant community in line with the vision for Cooksville;
- The proposal and site design will supply legible signage and appropriate lighting for navigation between the public realm and key access and egress points to the building;
- The building provides an aesthetic quality which helps to establish an urban character in Cooksville reflective of intensification; and
- The proposal will 'break up' the existing urban block to produce a finer urban grain more suited to the pedestrian scale, therefore providing additional north-south linkages in the local area.




Figure 38: Examples of Bus Rapid Transit in Mississauga

# 5.5 DUNDAS CONNECTS MASTER PLAN 2018

The Dundas Connects Master Plan was initiated by the City in 2015 to review the strategic role of Dundas Street in providing enhanced connectivity throughout Mississauga. The Master Plan contains recommendations to guide the development of Dundas Street into a corridor for future intensification. The Master Plan was endorsed by Council on June 20th 2018 and aims to integrate transportation strategies with land use planning. The Master Plan encourages the application of best practice in urban design to address current and future demands along the infrastructure corridor.

The Cooksville neighbourhood is one of seven focus areas outlined in the Master Plan. The proposed development is located at the strategic centre of the Dundas Street intensification corridor, between Hurontario Street and Confederation Parkway. Currently, the Cooksville GO Station and Hurontario Light Rail Transit provide significant transit services within the Cooksville neighbourhood. The following recommendations and opportunities contained within the Master Plan generally, and for this Study Area, are particularly pertinent to the proposed development:

- Encourage mixed-use, transit-supportive intensification across Dundas Street;
- Plan for a greater level of intensification in focus areas;
- Opportunities to create a mobility hub that provides clear connections; and
- Opportunities to improve the public realm.

<u>The Proposed Development</u>

The location of the proposed development between the major routes of Hurontario Street and Confederation Parkway along Dundas Street West enables the building to play a strategic role in intensification along the corridor. This intensification will serve to activate the public realm to support greater connectivity between key transit hubs in Cooksville, including the Cooksville GO station north of the site. This area will see taller, more dense forms of mixed-use development emerging to reflect an increased ROW along Dundas Street. The ROW will facilitate new emerging transit infrastructure.

The proposed development takes into due consideration key recommendations contained within the of the Dundas Connects Master Plan, specifically in relation to transit supportive development. The proposed development is mixed use, higher density, and activates the street frontage with at-grade retail.

The proposed development lies within close proximity of several proposed BRT stops [outlined in the Dundas Connects Vision and Recommendations]. The new Hurontario LRT [at the time of the Master Plan publication in 2018] is one of three existing or planned higher-order transit lines within the Cooksville Focus Area. Key road networks leading to these transit hubs are outlined for primarily mixed-use frontages. Accordingly, the additional density and commercial elements of the proposed building are in-keeping with the framework plan. This supports the mobility hub by activating the public realm and frontage along Dundas Street West. The design promotes active transportation and transit usage for residents by supplying bicycle storage and promoting pedestrian accessibility. Increased urban density supports greater walkability. The development of the proposed building therefore helps to generate clear connections between the Hurontario LRT, GO transit and Dundas Street Rapid Transits services.

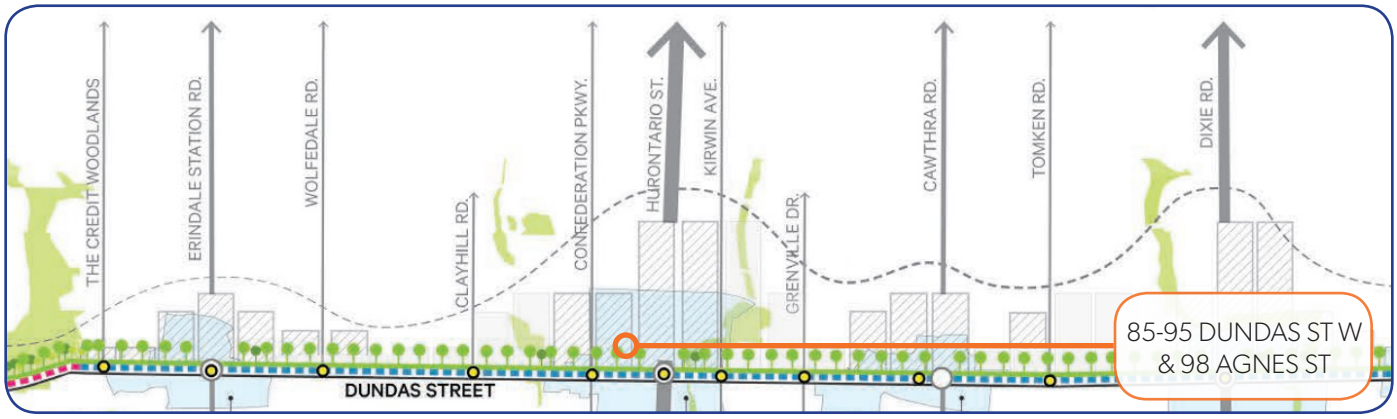



Figure 39: Dundas Connects Vision and Recommendations.

# 5.6 MISSISSAUGA CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN PRINCIPLES, 2013

Crime Prevention through Environmental Design [CPTED] encourages the development of diverse and compact urban form to establish informal surveillance on public spaces. The creation of space must integrate diversity, accessibility and safety features into the design. Three main design strategies are outlined in the document that are used to reduce the fear and incidence of crime and improve the quality of life: natural surveillance, natural access control and territorial reinforcement.

*Natural Surveillance* is based on the built environment and directed to minimize fear of crime and loss. This can be achieved by creating a legible public realm through the design of accessible sites with sufficient lighting and maintain and/or optimize visibility to adjacent areas and buildings.

*Natural Access Control* directs pedestrians towards areas of good natural surveillance and away from crime opportunities. The site layout must be safe and accessible for pedestrians with clear sight-lines for all intended functions and a limited number of delineated entrances and exit routes.

*Territorial Reinforcement* occurs when design is used to realize people's sense of ownership, which can translate into users taking responsibility for public safety and security. This can be encouraged by creating a defensible space featuring a well-defined and observed area that is spatially defined and provides a transition from public to private spaces.

Assessment

The proposed development considers the principles outlined in the CPTED principles. The building provides opportunities for natural surveillance, natural access control and territorial reinforcement in the following ways:

Natural Surveillance

- The building reinforces the street wall, ensuring no obstruction of the sight-lines along the public sidewalk of Dundas Street West;
- The facade of the building is continuous and fluid along Dundas Street West, providing a consistent retail frontage with transparent glazing to highlight key pedestrian entrances;
- Sufficient lighting on all frontages meeting the public realm will ensure visibility is maintained along Dundas Street West and Novar Road;
- Large windows along the retail frontage will serve to relieve the transition from public to private space, creating additional opportunities for surveillance from the building to the sidewalk along Dundas Street West; and
- Any landscaping elements, such as green walls or low hedges, will not obstruct pedestrian sight-lines.

Natural Access Control

- Clear sight-lines are maintained along the public sidewalk along Novar Road whilst maintaining a definition between commercial and residential entrances.

Territorial Reinforcement

- The commercial frontage is orientated onto Dundas Street West, a road subject to future intensification. Residential entrances are located at the side and rear of the building, protecting the privacy of residents and maintaining a clear delineation between public and private space without severing sight-lines; and
- The proposed 5 metre road widening along Novar Road improves the condition of the public realm and forges a greater connection between the proposed development and adjacent properties.

Figure 40: Low walls & landscaping enable territorial reinforcement in public spaces



Figure 41: Seating areas with open views providing opportunities for natural surveillance

# 6.SUPPORTING STUDIES

## 6.1 SHADOW STUDY

A shadow study was prepared to analyze the shadow impacts of the proposed development. The study was prepared by Studio JCI and is included as part of this submission, filed under a separate cover.

The Shadow Study was prepared in accordance with the Mississauga 'Standards For Shadow Studies' 2014. Shadow drawings were prepared for the specified dates of June 21st, September 21st and December 21st based on the times shown in Tables #1-3: Mississauga Sun Angle Data. The study area has been determined through base mapping which covers 4.0 times the proposed building height to the north, east and west and 1.5 times the proposed building height to the south.

To summarize the findings of the shadow study, the scheme adequately mitigates shadowing on the public realm and sensitive areas near to the development. The articulated podium and setbacks of the terraced areas on the upper levels of the building mitigate shadowing impacts. The following impacts have been observed and are explored in depth in the full shadow study report.

Criteria 3.1 Residential Private Outdoor Amenity Spaces

The shadow diagrams demonstrate that there is no shadow cast from the proposed development on residential private outdoor amenity spaces for more than two consecutive hours across the study locations during the test times.

Criteria 3.2 Communal Outdoor Amenity Areas

Sensitive areas within the study area include the Sergeant David Yakichuk Park to the west of the development. The average sun access factor is sufficient and exceeds the requirement for sunlight across the study locations for Communal Outdoor Amenity Spaces. Impacts on the park meet the criteria.

Criteria 3.3 Public Realm

The average sun access factor is sufficient on Public Realm areas within the study area, meeting the requirement for sunlight access. However, The public realm on Agnes Street is impacted between the hours of 12:12pm to 5:12pm.

Criteria 3.4 Turf and Flower Gardens in Public Parks

This area is identified within the study area as totaling 16m$^2$. This area receives sufficient sunlight to meet the criteria.

Criteria 3.5 Building Faces to Allow for the Possibility of Using Solar Energy

It has been demonstrated that the building poses no adverse impacts on the potential of harvesting solar energy.

In conclusion, the comprehensive shadow study demonstrates that shadow impacts are generally acceptable and have been carefully mitigated through massing considerations. The criteria set out in the Mississauga terms of reference for shadow studies are satisfactorily met.

## 6.2 WIND STUDY

A preliminary wind report has been prepared by Theakston Environmental Consulting Engineers. The letter is a brief summary of estimated wind conditions to be confirmed upon a comprehensive analysis. The letter outlines existing conditions on the site, which is open to prevailing windward directions. The surroundings consist of mixed residential buildings and open areas. The inclusion of the proposed development will redirect existing wind conditions. The letter states that: "At the pedestrian level, the winds will redirect to travel horizontally along the building, around the corners and beyond, likely resulting in minor windswept areas at or near the building's corners. These conditions are expected to be primarily attributable to the setting." In addition, the letter highlights that the proposed design has in-built features which will mitigate wind effects to an extent, such as "podiums, overhangs, stepped façades, balconies, landscaping".

The letter concludes that: "The proposed Development is expected to realize wind conditions acceptable to a typical suburban context. The pending Wind Report will be prepared according to City of Mississauga's Terms of Reference.

# 7. SUMMARY AND CONCLUSION

It is our opinion that the proposed development is a successful response to the aims and goals of the City of Mississauga, supporting future intensification along Dundas Street West and promoting linkages within Cooksville to promote access to transit. The project accomplishes the design vision, principles, and priorities set out in the introductory section of this Brief. The design prioritizes high-quality urban design standards and builds on Mississauga's strategic ambitions to encourage compact, mixed-use forms of development and helps to direct growth by supporting transit-oriented development. The building provides new opportunities to walk, cycle and access transit.

The proposed development delivers on livability, connectivity and quality design goals. In summary, this includes:

- An appropriately scaled development which establishes a strong relationship with the public realm at grade;
- The building is massed sensitively to preserve views and promote privacy;
- The scheme provides a mixed-use component which activates the frontage, links with amenities in the neighbourhood and provides additional density along the intensification corridor;
- The development is transit supportive and provides road widening along Novar road and Dundas Street West, alongside improvements to the public realm through the integration of tree corridors and public seating along the Dundas Street West facade;
- Through the encouragement of active transportation [bicycle parking, bicycle lanes and pedestrian linkages], the development supports healthy lifestyles for residents and visitors;
- The architectural style serves to modernize and urbanize the currently underused site, and offers a good quality material pallete compatible with the surrounding built environment; and
- The careful articulation of the base and 'slab tower' portion of the building creates additional terraced amenity space at the upper levels of the building.




Figure 42: Rendering Illustrating the Proposed Building: Prepared by Studio JCI.

WESTON
CONSULTING

planning + urban design