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U R B A N DESIGN.BRIEF

EMBLEM DEVELOPMENTS

86-90 DUNDAS STREET EAST
CITY OF MISSISSAUGA

SEPTEMBER 2019
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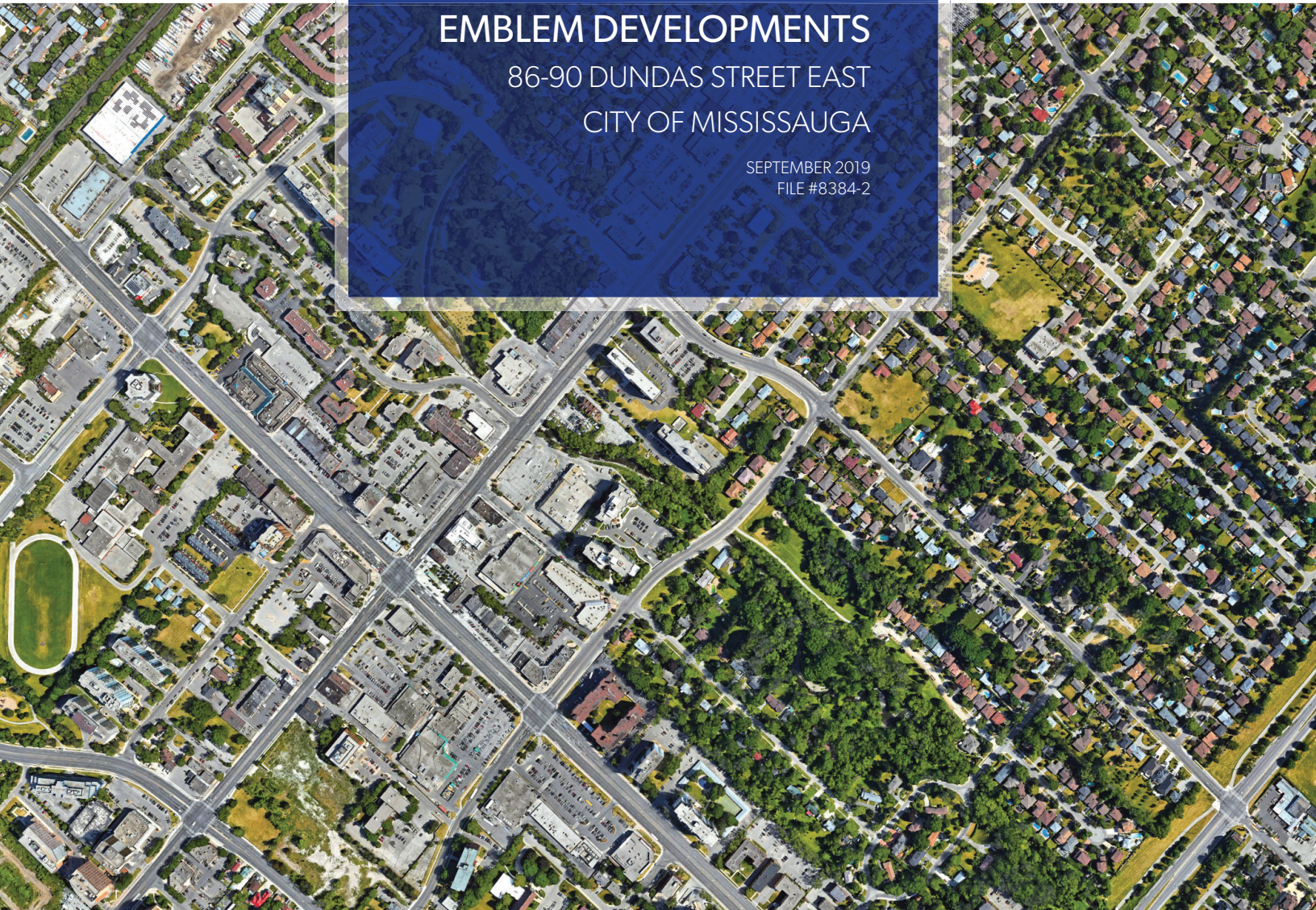


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1.INTRODUCTION

This Urban Design Brief [the Brief] has been prepared by Weston Consulting and JCI Studio on behalf of Emblem Developments.

The proposed development is located at 86-90 Dundas Street East in the City of Mississauga referred to in this brief as the 'the subject site' or 'the site'.

This Brief has been revised following an initial Urban Design Brief prepared by M. Behar Planning & Design Inc. which was submitted in August 2016. This brief is the second iteration prepared by Weston Consulting following a significant shift in approach to the design of the built form appropriate to the proposal site. The design has evolved from a podium and tower concept to the present design which re-imagines the site to contain a contemporary slab-style 16 storey, mixed-use building with commercial space at grade at 86-90 Dundas Street East in Mississauga.

A previous proposal has been presented to the Urban Design Advisory Panel of Mississauga in 2016. A secondary proposal subsequent to this Panel was developed. Responses and recommendations received through the Panel have incorporated the design rationale for this proposal, which represents the latest concept and takes into account recommendations of that panel, as well as comments from City Staff. The Brief should be read in conjunction with the Planning Justification Report prepared by Ruth Victor and Associates.

This Brief is based on the City of Mississauga Terms of Reference for Urban Design Studies [2019] and contains a contextual analysis of the site and its surrounding area, whilst providing an overall design framework for the proposed residential development. The Brief explains how the updated proposed design achieves key urban design principles and exemplifies best practice in design. The Brief also provides a discussion on how the proposed development complies with the City's vision of managing growth through intensification and appropriate built form, one which compliments and diversifies the existing architectural character of the local area.

This Brief is being submitted as part of development applications for an Official Plan Amendment and Zoning By-law Amendment. A number of reports, plans and drawings that were submitted as part of previous submissions have been updated to form part of this submission. These include:

- Planning Justification Report prepared by Ruth Victor and Associates;
- Architectural package and Shadow Study both prepared by Studio JCI; -
- Landscape plan prepared by Seferian Design Group;
- Tree Preservation Plan prepared by Seferian Design Group;
- Acoustics Report Prepared by SS Wilson Associates;
- Archaeological Assessment prepared by AMICK Consultants;
- EIS report Prepared by Beacon Environmental;
- Wind Report prepared by Theakston Environmental;
- Traffic Impact Study prepared by GHD
- Phase Two ESA, Slope Stability Assessment, and Preliminary Remedial Action Plan prepared by Soil-Mat Engineers and Consultants;
- Hydraulic Assessment of Floodplain prepared by Wood PLC [formerly Amec-Foster-Wheeler/AFW];
- FSR, SWM, Grading and Servicing Drawings and note prepared by Skira and Associates.

An initial development concept was presented to the Mississauga Urban Design Review Panel (DRP) in July, 2016. Following the meeting, 11 recommendations were provided. Responses to the DRP questions are included as an appendix [appendix B], to this Brief to form part of the complete submission package. These recommendations have been duly considered as part of the current design iteration prepared by JCI Studio.

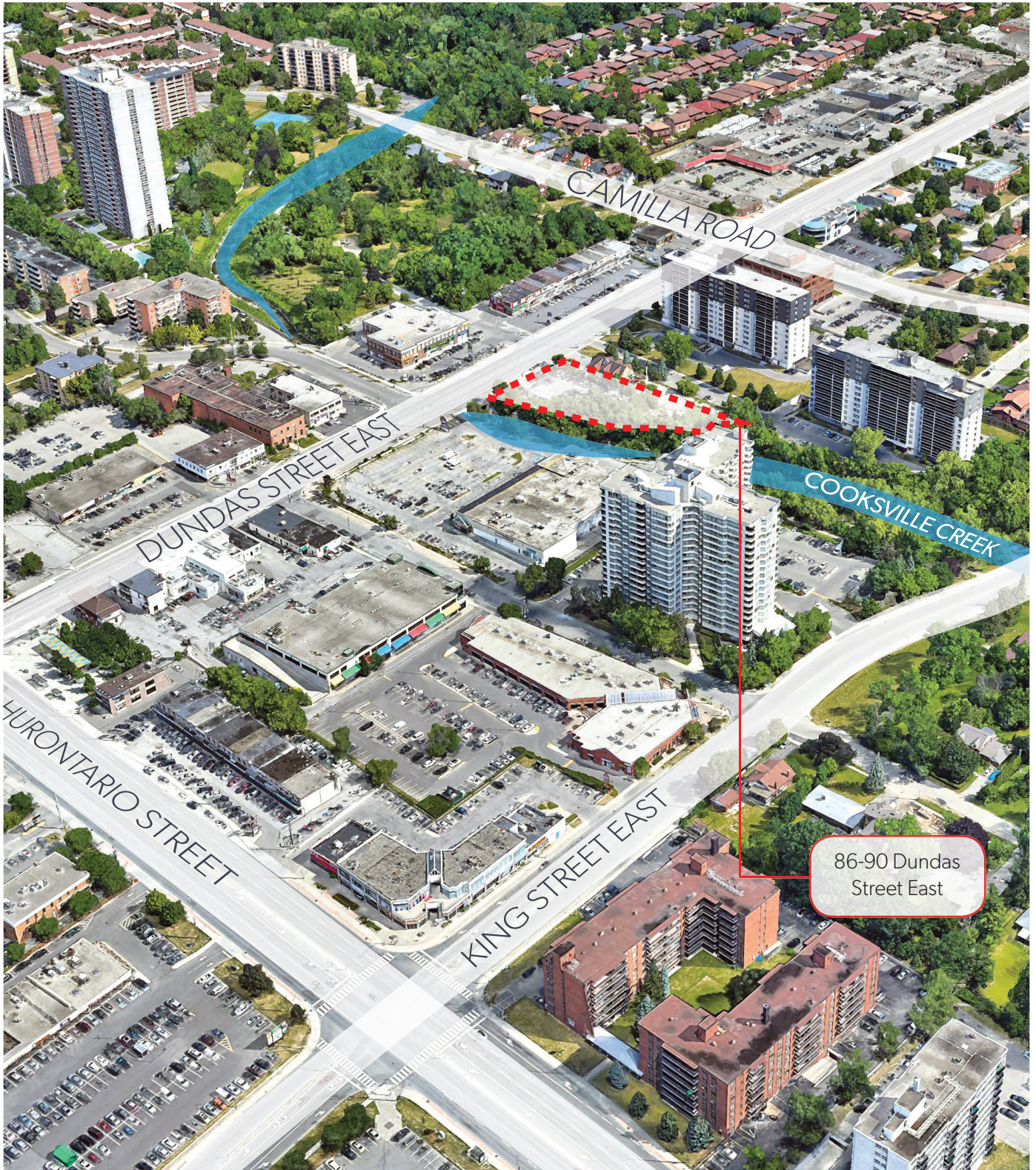


Figure 1: Proposed Development Location.

2 . D E S I G N APPROACH & VISION

2.1 DESIGN VISION

The design prioritizes high-quality urban design standards and builds on Mississauga's strategic goals to promote compact, mixed-use development. The proposal helps to guide growth by supporting transit-oriented development policies, implementing design strategies that enable residents and visitors to walk, cycle and access transit with ease. In addition, the overall design and configuration of the development aims to protect the natural environments and promote sustainable energy use. The project fulfills the design vision, principles, and priorities contained within the relevant Urban Design Guidelines of the City of Mississauga.

The proposed building is a contemporary expression of a podium and slab-style configuration. For the descriptive purposes of this Brief, the upper levels of the building that are above the podium will be described as the 'tower' component.

The proposal integrates a mix of uses, with commercial space at grade. The development consists of a 6 storey podium, the upper 4 floors of which will contain residential units. A double height commercial space and mezzanine occupies the street facing portion of the building from grade to the second floor. The proposal contributes additional residential density to the area and aids in establishing a strong architectural character to help define the strategic intersection at Hurontario Street and Dundas Street East.

The vision for the proposed development can be expressed through the following key design principles:

2.2 DESIGN PRINCIPLES & PRIORITIES

Enhancing and Protecting Mississauga's Natural Features

- The Cooksville Creek will be protected through appropriate setbacks and buffers from the development; and
- Sustainable landscaping will protect and support the natural features of the Creek.
- Protect the ravine retention system

Design Quality

- A unique architectural style and design approach will contribute to a distinctive style for the Cooksville Neighbourhood. High-quality architectural design and materials will be employed in all aspects of the building design, contributing and enhancing the City of Mississauga skyline.

Framing an Active Public Realm and Pedestrian Environment

- The proposal provides a compact, pedestrian scaled development which promotes street-level activity.
- The development provides weather protection by means of covered walkways at street level and coverage near main entrances;
- Ample amenity space will be provided, creating harmonious transitions between private space and the public realm, and to neighbouring natural features.

Connectivity

- Promote 'pedestrian first' environments;
- Support rapid transit by providing street widening and public realm improvements relating to the Dundas Connects LRT project.
- Encourage active transportation and a healthy, safe environment. The development will be pedestrian friendly, with the inclusion of linkages that connect the development to sidewalks within the public realm, establishing safe and comfortable pedestrian routes. Sidewalks will also provide direct connections from building entrances to nearby transit stops.
- Support active transportation by providing ample bicycle parking for residents and visitors.

3 . E X I S T I N G CONTEXT ANALYSIS

3.1 THE SITE

The subject property is municipally known as 86-90 Dundas Street East and is located on the south 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 250m]. The site is irregular in shape and consists of an area of 3,728 square metres [after dedication] and is currently occupied by a vacant commercial building and the associated car sales lot of a used car dealership, both of which will be removed as part of the redevelopment.

The majority of the site is flat. However, the southern edge slopes towards an adjacent channelized watercourse, Cooksville Creek, which flows out from a culvert underneath Dundas Street East. About one third of the property falls within a regulated floodplain managed by the Credit Valley Conservation Authority.

The site contains deciduous trees along the edge of the watercourse. However, at this time most of the site is covered by paving and buildings.



Figure 2: Site Location Aerial Showing Neighbouring Building Heights.

3.2 SURROUNDING LAND USES AND BUILT FORM CHARACTER

The area surrounding the site is generally characterized by 1 to 6 storey commercial buildings fronting onto Dundas Street East, high-rise [12 to 29 storey] residential “slab-type” buildings, walk-up apartments, and detached dwellings. This is as well as several parks [see Figure 3]. There is a floodplain managed by the Credit Valley Conversation Authority immediately adjacent to the site.

Directly north, across Dundas Street East, are a series of 2-storey commercial plazas and associated parking fronting onto Dundas Street East. Further north is a small subdivision of 1-2 storey single detached dwellings, as well as R. Jones Park which is located along Kirwin Avenue and Whitchurch Mews. Continuing north are a series of mid-rise and high-rise residential buildings of up to 29 storeys.

East of the site are two staggered 12-storey slab-type residential apartment buildings with access from Dundas Street East. Farther east, at the corner of Dundas Street East and Camilla Road, is a 5-storey commercial building with retail uses at grade. Southeast of the site, along King Street East is a neighbourhood of single detached dwellings that surround Oaks Park. To the northeast, 1 to 5-storey commercial buildings are situated along both sides of Dundas Street East.

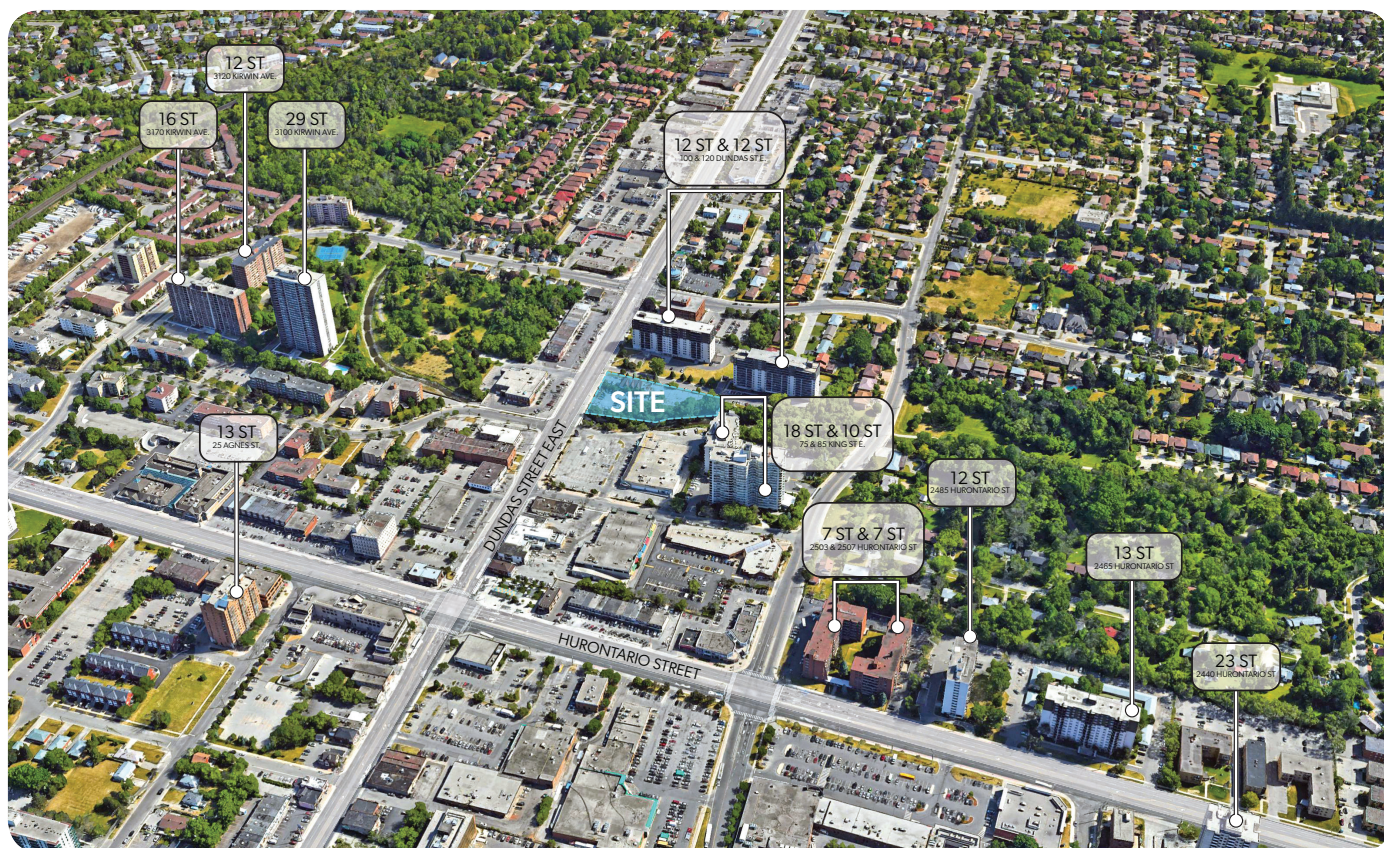


Figure 3: Heights of Buildings in the Local Context.



2 Storey Commercial Plaza directly North of the Subject Site



Auto Dealership on Subject Site



Subject Site



Vacant Area on Subject Site



Building on Subject Site with high-rise Residential Blocks to the rear



10 Storey Residential Building Southeast of the Subject Site



Intersection of Dundas St and Hurontario St West of the Subject Site



Low Density Residential Area East of the Subject Site



Surrounding Developments Looking East towards the Subject Site



12 Storey Residential Apartment Building directly East of the Subject Site



5 Storey Commercial Building with Retail Uses at Grade East of the Subject Site

Directly south of the site is the Cooksville Creek which flows parallel to the site and continues into Cooksville Park which is bounded by single detached dwellings with access from King Street East. Southwest of the site is a series of 7 to 22-storey slab-type residential buildings, as well as 1 to 2-storey multi-unit commercial plazas along King Street East and Hurontario Street.

Directly west of the site is a series of 1 to 2-storey commercial plazas and associated parking fronting onto Dundas Street East and Hurontario Street. The Cooksville Four Corners is located at the southeast corner of Hurontario Street and Dundas Street East, and is a main transit stop for multiple bus routes.



Commercial Plazas directly West of the Subject Site



Cooksville Creek directly South of the Subject Site



Cooksville Park located South of the Subject Site



Cooksville Four Corners located Southwest of the Subject Site

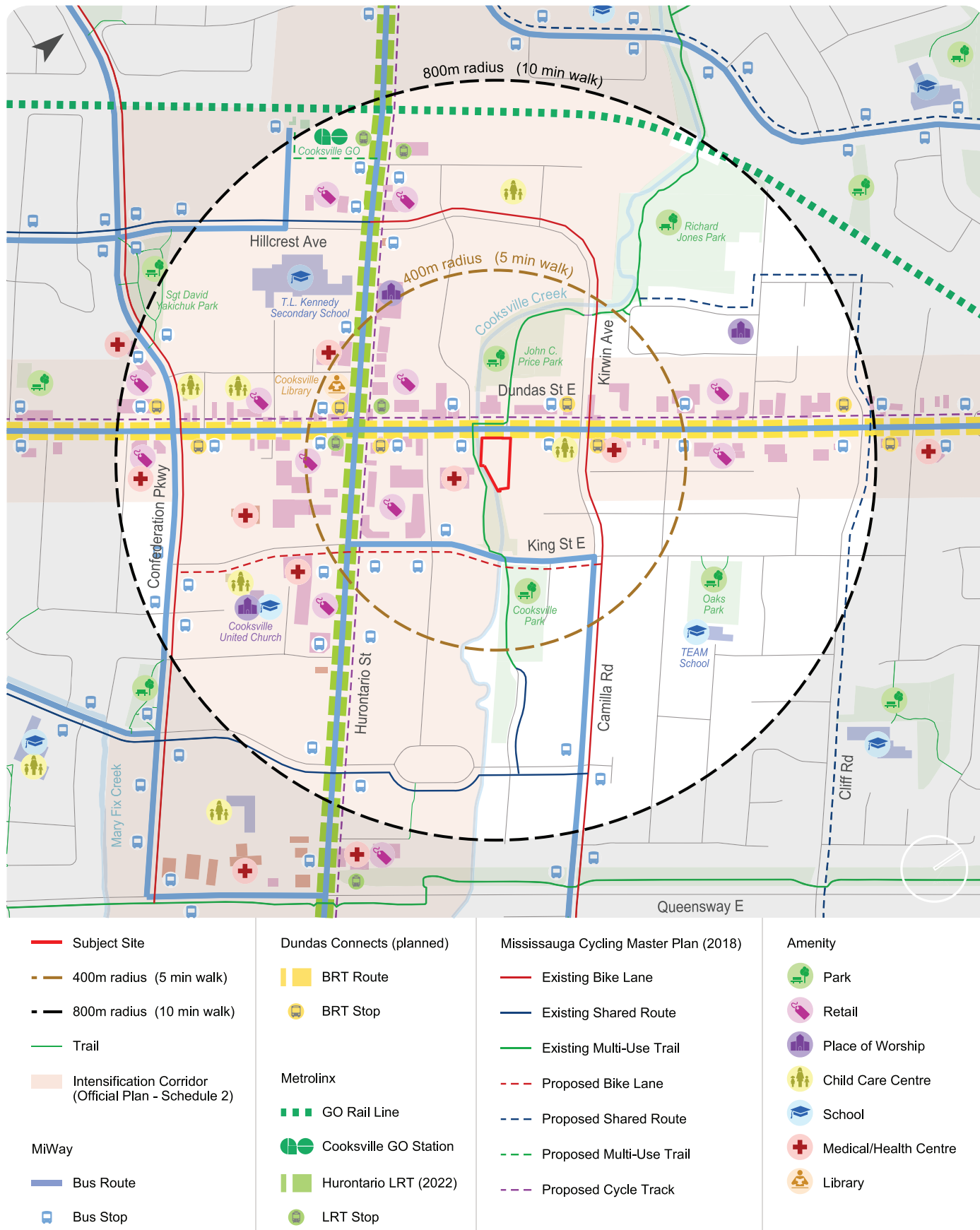


Figure 4: Local Context Map showing 400m and 800m radii.

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

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 several which 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 East particularly to the north.

Numerous child care facilities lie within the study area, with two nearby to the site past the intersection at Dundas Street West.

The large T.L Kennedy Secondary School lies west 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:

- A pharmacy at Kirwin Avenue and Dundas Street East
- The Revera King Gardens retirement residence neighbouring the site to the south
- A hearing clinic at the intersection of Dundas Street East and Hurontario Street
- A large pharmacy near to Dundas Street East and King Street East

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

3.3 EXISTING AND PLANNED TRANSPORTATION NETWORK

The site is located 250 metres east of the intersection of Dundas Street and Hurontario Street. Dundas Street is currently served by bus Routes 1 and 101 and 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 proposes a stop at the intersection of Dundas Street and Hurontario Street approximately 250 metres west of the subject site. The Hurontario LRT will be an 18-kilometre surface LRT line connecting the Port Credit and Brampton Go Stations with 19 stations along Hurontario street. Currently, the request for proposals stage has closed for teams to submit bids to design, build, finance, operate, and maintain the LRT, with a successful bidder expected to be announced within the year at the time of writing.

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

MiWay

A local bus route runs along Dundas street East 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. This will pass directly in front of 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 along Hurontario Street, with the Cooksville GO Station sited west of the proposed development within a 5-10 minute walking distance. The Light Rapid Transit route also runs along the Hurontario transport corridor.



Figure 5: Hurontario LRT map

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 East to Hurontario 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 Jones Park, creating a linkage throughout the green network of parks in the local vicinity. In addition to the existing cycling infrastructure, a new bike lane,

shared route, multi-use trail and dedicated cycle track are proposed. These will follow the main roads of Dundas Street East and Hurontario Street, with additional linkages proposed along Confederation Parkway and King Street East which lies to the south of the site. 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.

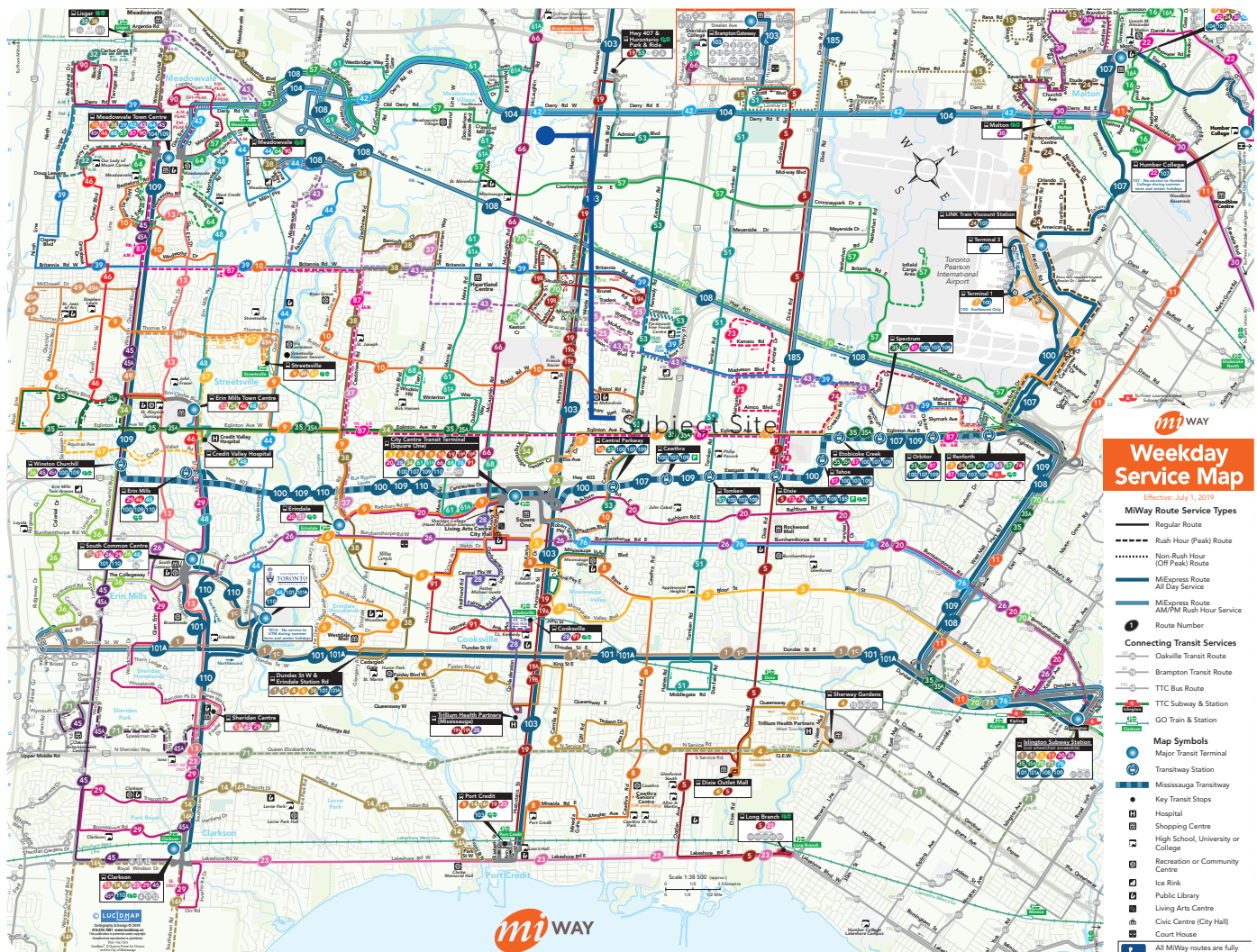


Figure 6: Transit Map.

4. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The revised building design proposes a 16-storey slab-style tower and podium building with a mixed-use component fronting Dundas Street East. Designed by Studio JCI, the building form responds to the future built-form envisioned throughout the Dundas Connects study, prepared by the City of Mississauga in 2018.

While taller buildings are anticipated along Hurontario Street north towards the Cooksville GO Station, a lower form of mid-rise development is foreseen along Dundas Street. This built form encourages walkable streets along a 42m right of way [ROW] including bicycle, pedestrian, and landscape infrastructure. The proposed building height aims to reflect the future ROW, providing a strong street wall to help guide future development in the area.

The proposed GFA of the building is 21,432m², that includes 334 dwellings, 324m² of commercial space, 358 parking spaces, and 294 bicycle parking spaces. The project provides 832m² of landscape amenity area and 609m², not including an additional 196m² of rooftop terrace amenity on level 7.

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

		SEPTEMBER 2019
GROSS FLOOR AREA		21,432m ²
BUILDING HEIGHT		16 STOREYS
RESIDENTIAL SUITES		334
COMMERCIAL AREA		324m ²
AMENITIES	INDOOR	609m ²
	OUTDOOR PODIUM	196m ²
	OUTDOOR GRADE	832m ²
	TOTAL	1,637m ²
	RATIO	4.9m ² /Unit
VEHICLE PARKING	AT GRADE	3
	BELOW GRADE	355
	TOTAL	358
	RATIO	1.07
BIKE PARKING	AT GRADE	24
	BELOW GRADE	[above grade] 270
	TOTAL	294
	RATIO	0.88/Unit

Table 1. Key Design Statistics.

4.1 SITE PLAN AND SETBACKS

In addition to the statistical changes, the following alterations have also been made from the previous scheme:

- The design of the building has been re-imagined to provide a compatible, compact and lower-rise built form which provides a transit supportive residential density. This deviates from the previous design of a podium and tower to propose a slab-style scheme which communicates well with the public realm and retains a human scale;
- The ground floor is setback from the front property line by a minimum of 4.16 metres
- The west side of the building, where it abuts the creek, is set back by 2.69 metres and separated by a green buffer to create a protected landscaped transition from the site to the creek;
- An extensive area of land dedication at the west of the site towards the valley lands further preserves the integrity of the natural network;
- The compact built form of the proposal enables a generous area given over to outdoor amenity at the rear of the building overlooking the creek;

- Indoor amenity space is concentrated at the ground floor and mezzanine level, totaling 527m². The 7th floor is stepped back 14.9 metres from the west property line to allow for 82m² of rooftop amenity space.
- The building design and configuration has been imagined to reflect the re-urbanization of the site, producing a contemporary, compact design which is receptive to its surroundings and creates new linkages on and through the site;
- Parking provision is in accordance with the City standards; and
- Bicycle parking is to be provided in accordance with the City standards.

The overall organization of the site is structured around the natural features currently on site. A 3m landscaped buffer integrates the creek from the top of bank to the proposed building, consisting of existing and planned soft landscaping and tree planting schemes [Figure 29].

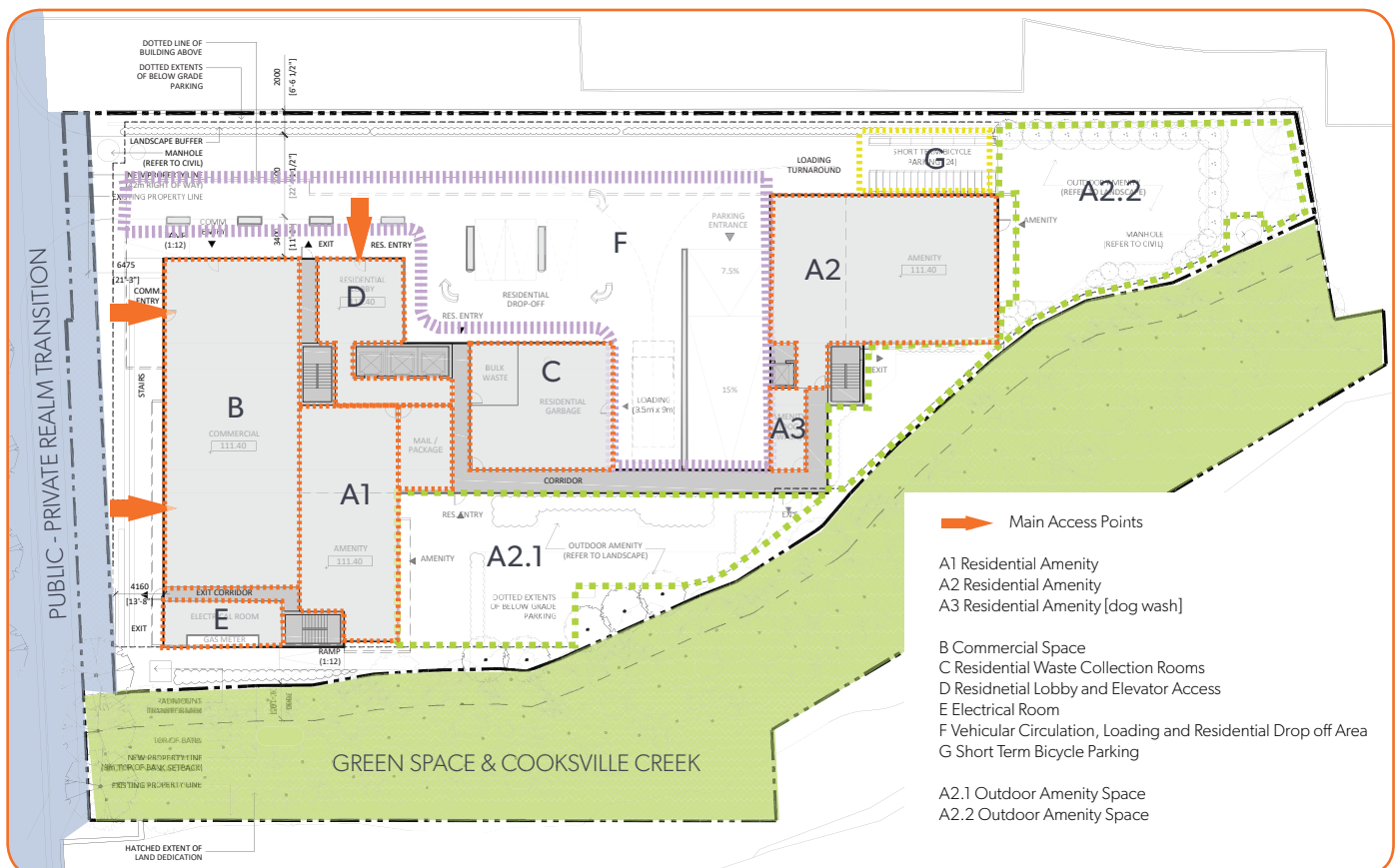


Figure 7: Site Organization Diagram: Site Plan Prepared by Studio JCI.

The frontage of the proposed building is integrated well with the public realm along Dundas Street East. A 3.5 metre asphalt multi-use trail is proposed to connect with the existing Cooksville Trail. Alongside this, a pedestrian sidewalk bridges the trail and the site with a stairs leading up to the main commercial entrance along Dundas Street East. The commercial space is concentrated at this key frontage to activate the pedestrian realm, with ample circulation and seating space provided alongside the street trees which are proposed to line the trail and walkway.

The 7m wide driveway leads to a dedicated vehicular drop off area adjacent to the residential lobby, while access to the below-grade parking ramp is further towards the south end of the property. This area will incorporate unique paving and lighting strategies. The driveway also provides access to the garbage pickup, loading areas and turn around area. These facilities are located underneath the podium to shield it from view of existing neighbouring buildings.

Outdoor bicycle parking is provided at the end of the driveway for convenient and visible access to visitors, while long-term bicycle parking is located on the ground floor mezzanine level, complete with elevator access.

The residential lobby and main entryway lie within close proximity of the sidewalk along Dundas Street East. From the main entrance lobby, a through-corridor provides access to the west side of the building with direct access to the outdoor amenity space located alongside the creek. Access to the indoor amenity space and dog wash area lies further along the corridor, with an additional entranceway to a secondary outdoor amenity area at the rear of the building, contained by a deciduous tree planting buffer demarcating the area from the creek and neighbouring property to the west. The total outdoor amenity space proposed is 1,028m².

Key ground floor setbacks are outlined in Figure 8. The ground floor is set back from the front property line between 4.16m and 6.47m.

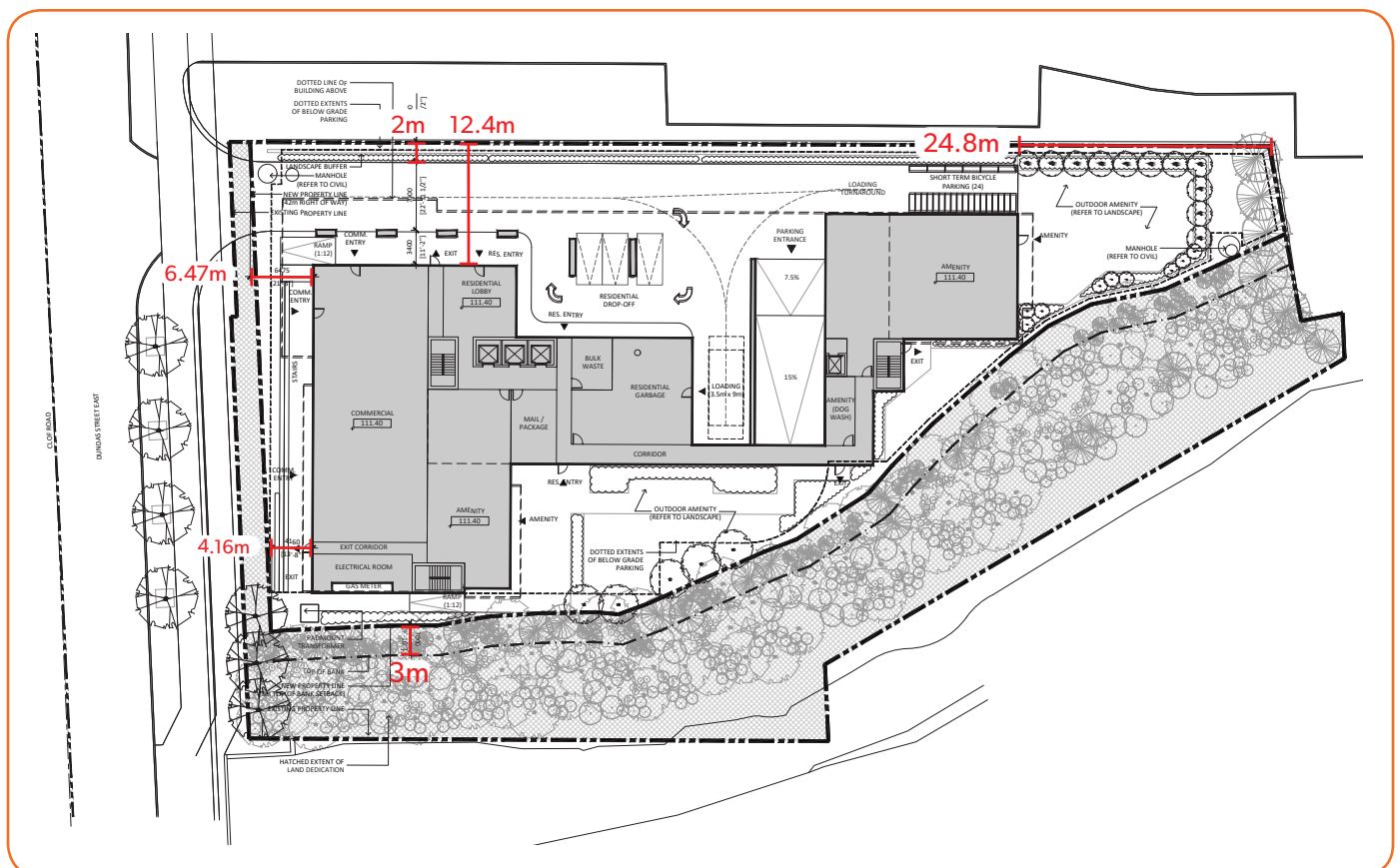


Figure 8: Ground Floor Plan Illustrating Key Setbacks: Prepared by Studio JCI.



4.2 ACCESS AND SITE CIRCULATION

Access

There are two main access points to the commercial space fronting Dundas Street East. These are directly accessible from the public realm sidewalk. The commercial space is accessed via a wide stairway and accessible ramp at the northeast corner of the building, where a further entrance is located under the covered podium area near to the sidewalk for ease of access.

The main entrance to the residential lobby is similarly located underneath the podium canopy for weather protection and can be accessed via the ramp at the northeast corner of the building. The lobby leads through to the main elevator core and connects directly to the indoor amenity space in the front and rear portions of the building, the latter accessed via an internal corridor. This corridor links all three stairwells on the ground floor. There are a total of five main residential entry and exit points to the outdoor amenity areas situated along the edge of the Cooksville Creek landscape buffer.

The main vehicular entrance point to the site is directly from Dundas Street East, leading to a drop off, loading, turn-around area and ramp to the lower parking levels. Similarly, short term bicycle parking is accessed directly along this driveway from Dundas Street East.

Circulation

Vehicular circulation is eased by the provision of a turn-around space prior to the ramp to the lower parking levels. This is centered around a temporary drop-off parking area, within close proximity of a loading space which is conveniently located next to the waste storage rooms provided in the core of the building.

Pedestrian circulation around the site is comprehensive, with the provision of walkways around the perimeter of the majority of the building, connecting entry points to the outdoor amenity spaces. A generous pedestrian space is provided at the frontage of the building, leading from a multi-use pathway which links the site to the network of recreational trails in Cooksville.



Figure 10: Site Circulation and Access Diagram: Ground Floor Plan Prepared by Studio JCI.

4.3 HEIGHT AND MASSING

The building massing is articulated between the podium level, which is clad largely in masonry and provides generous overhangs for pedestrian benefit, and the glass “tower” component, which is broken down into smaller masses of varying height. At street level, commercial space flanks the entirety of Dundas Street East, while wide, generous steps create a pedestrian plaza while negotiating the grade change necessary for flood mitigation.

The total proposed height of the building is 16 storeys at 50.6 metres at roof level [not including the mechanical penthouse of 4.5m]. This scale of building represents a moderate illustration of a high-rise concept.

The bulk of the massing has been mitigated at the upper level using the following methods:

- Moderate height articulation of the roof line, particularly on level 7 where a substantial step-back provides space for a terraced amenity area, softening the massing with landscaping and tree planting;

- The division of the facade at the upper portion of the building into smaller massings, further reinforced by breaks in the transparent cladding material;
- Inset balconies which give the building a sense of permeability and increases the transparency of the facade, lightening the overall visual impact of the building; and
- The modest recession of the 16th floor to moderate the volume of the buildings towards the skyline.

The typical mass of a 6 storey podium has been diversified using a variety of methods:

- Further ‘break-up’ of the facade to mirror the upper levels, reinforcing the human scale;
- A range of material palette divided by discreet depressions in the facade, helping to define the street wall and main access route in and out of the site; and
- A permeable ground level with protected walkway and transparent cladding at the commercial frontage enables the building to engage unobtrusively with the public realm.



Figure 11: Render Illustrating the Proposed Massing from the North and East Elevations: Renders Prepared by Studio JCI.

4.4 UNDERGROUND PARKING AND ACCESS

There are four levels of underground parking proposed in total. Parking plans level 1 - 4 are detailed in Figures 12 to 15 in the following pages.

All parking levels are accessed via a ramp leading from the main entrance of the site from Dundas Street East. The ramp has an incline of between 7.5% and 15%. All floors can be accessed via the residential lobby elevators and adjoining stairwell. An additional stairwell lies towards the rear of the building connecting to all parking levels. A typical parking space measures 5.2x2.6 metres. Accessible spaces are wider at 5.2x3.4 metres.

Parking Level 1 has two barrier free accessible spaces near to residents access point leading to the residential lobby. A mechanical room is situated near the stairwell at the rear of the building.

Parking levels 2 and 3 are similar, with two barrier free accessible spaces near to residents access point leading to the residential lobby. A storage room lies near to the rear stairwell.

Parking level 4 also has two barrier free accessible spaces near to residents access point leading to the residential lobby. A storage room lies near to the rear stairwell. In addition, parking spaces lining the east perimeter of parking level 4 are equipped with a parking stacker in the pit identified below.

In addition to the 346 parking spaces provided below grade, 3 car share areas are proposed, equaling 12 spaces in total.

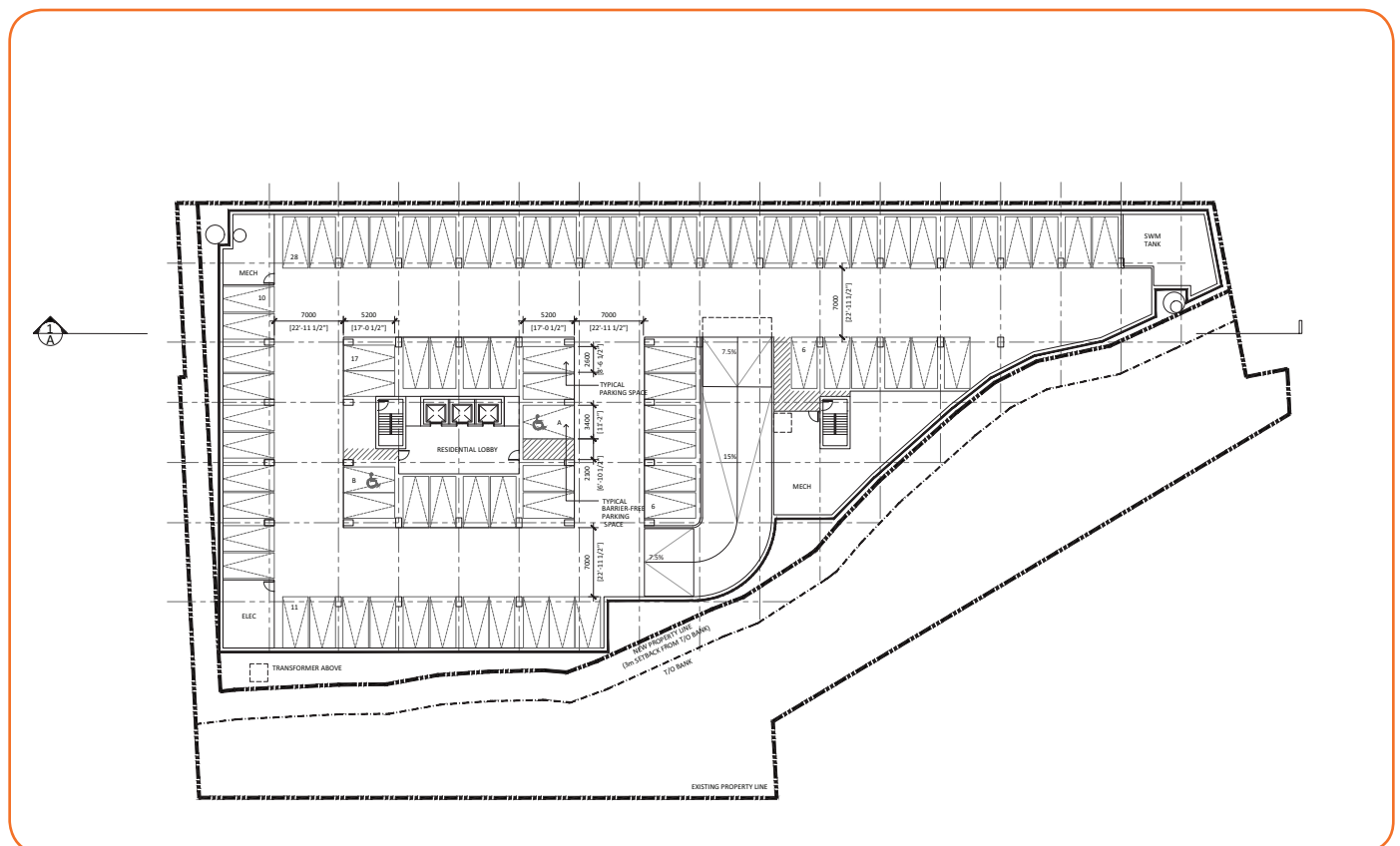


Figure 12: Parking Level 1: Prepared by Studio |Cl.

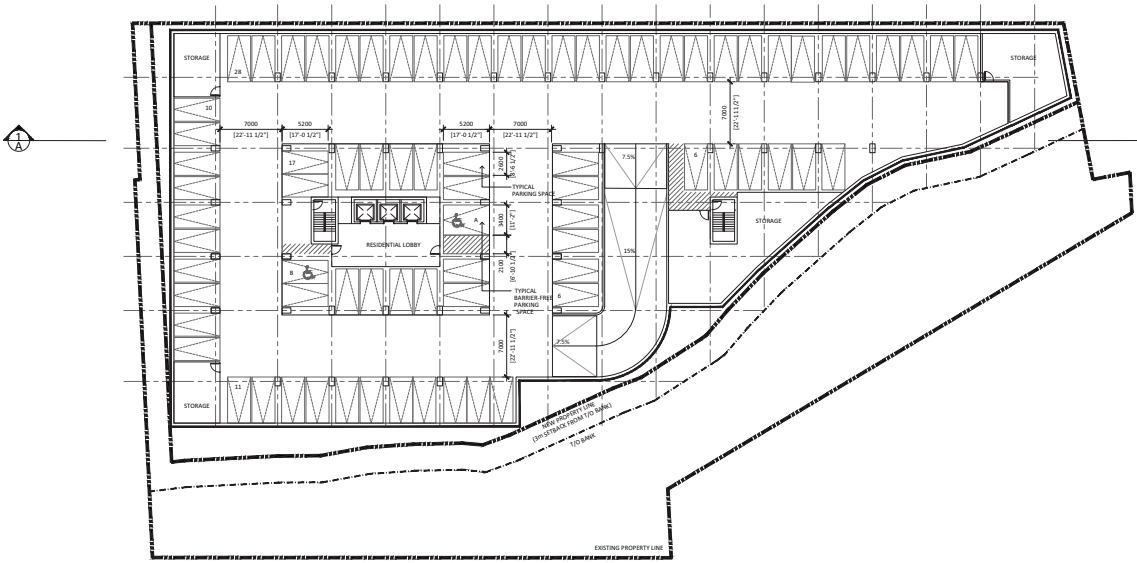


Figure 13: Parking Level 2: Prepared by Studio JCI.

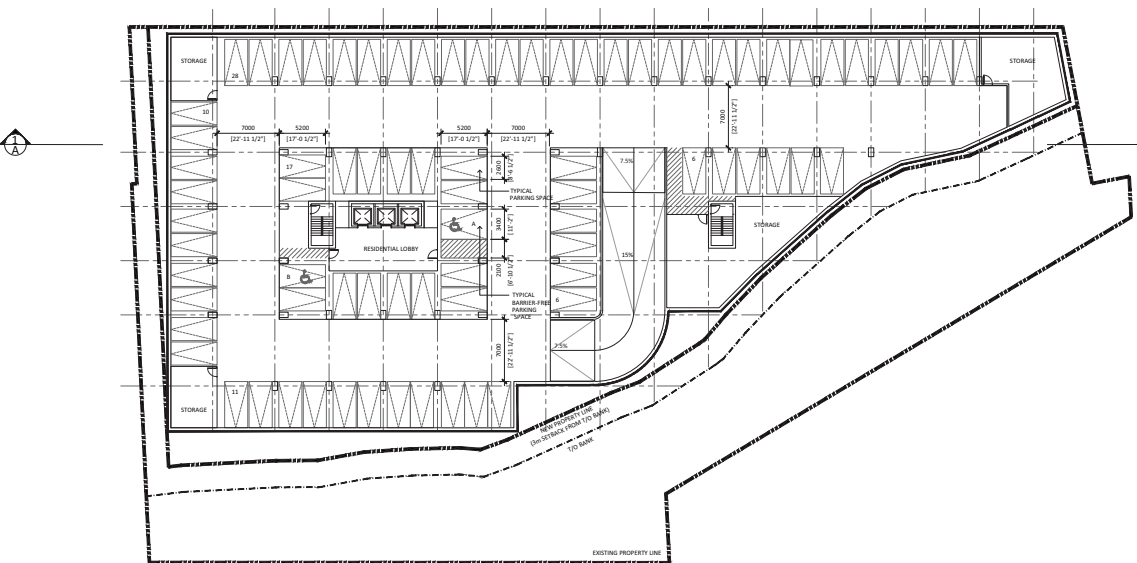


Figure 14: Parking Level 3: Prepared by Studio JCI.

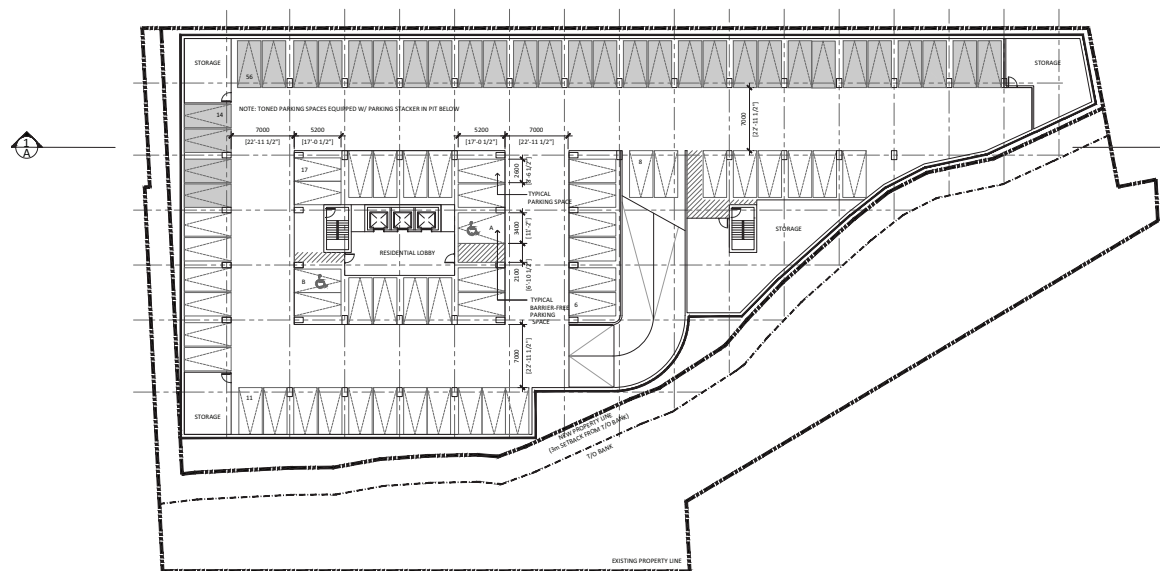


Figure 15: Parking Level 4: Prepared by Studio JCI.

4.5 FLOOR PLATES

The floor plate sizes of the proposed development are detailed in Table 2. These represent an increased GCA per floor from the previous design iteration, allowing for heightened density and a lower-rise built form. This enables the built form to remain in-keeping 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. In addition, the GCA proposed preserves the human-scaled nature of the built form.

Level	Floorplate Size [Gross Construction Area m ²]
Ground Floor	1,215
Mezzanine	670
Level 2	1,801
Level 3	1,801
Level 4	1,801
Level 5	1,801
Level 6	1,625
Level 7	1,375
Level 8	1,375
Level 9	1,375
Level 10	1,375
Level 11	1,375
Level 12	1,375
Level 13	1,375
Level 14	1,375
Level 15	1,335
Level 16	1,130
Mechanical Penthouse	193

Table 2. Proposed Development Floorplate Statistics.

4.6 BUILT FORM, TRANSITION TO ADJACENT USES & STREETSCAPE

An overview analysis has been taken of the streetscape along the Dundas Street East corridor. Figures 19 to 24 describe the existing and proposed conditions along Dundas Street East. The proposed conditions include massing obtained from the ArcGIS resource provided alongside the Dundas Connects Master Plan. This is in order to make a built form comparison with the proposed development and the future condition anticipated along Dundas Street East according to the vision outlined in the Dundas Connects Master Plan.

View 1: Transitions to Adjacent Uses

The proposed development provides a transition between lower and higher rise built forms in the area, providing additional density in line with the proposed vision for the Cooksville area and rationalizes the gradient of the skyline along Dundas Street East. In so doing the building creates a linear street edge that anticipates the intensity of future development envisioned for the area.

Currently, a dramatic transition from high to lower rise built form exists along Dundas Street East. The existing 12 storey residential blocks adjacent to the proposed development stand alone and ill-define the street wall.

View 2: Contributing Density

The current vacant site creates a void along the key sight lines, particularly leading towards King Street East to the south of the site where a crucial transition between the residential slab blocks and the low rise dwellings beyond is missing. The development proposes a sensitive infill and reflects the natural configuration of the site with regard to the creek along the western edge. The creek provides a natural connection between King Street East and Dundas Street East reinforced by the building siting on the land.

View 3: Creating Coherent Streets

The proposed building reinforces the legibility and linear edge of the street wall long Dundas Street East. The building generates a coherent roof line along the corridor, in line with future planned intensification. The building integrates well with the public realm at street level through the overhang of the podium, creating a permeable walkway from Dundas Street East into the site.

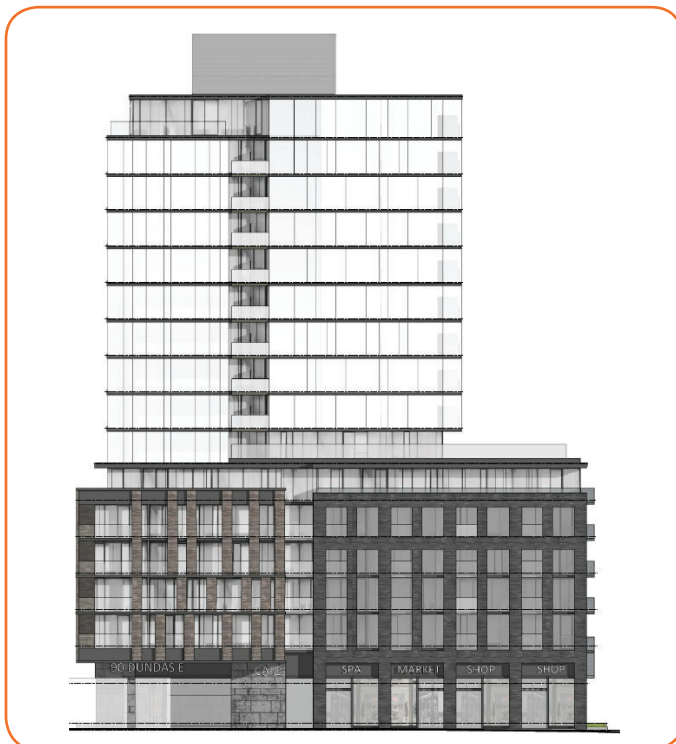


Figure 16: Elevation and 3D View of the Built Form from the West: Prepared by Studio JCI.

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. The variation helps to reinforce the break-up of the massing at the lower levels to respond to the human scale.

Transparent glazing will be utilized at the upper levels of the building to alleviate the appearance of volume. Bird friendly glazing solutions will be considered at more advanced stages of the design process.

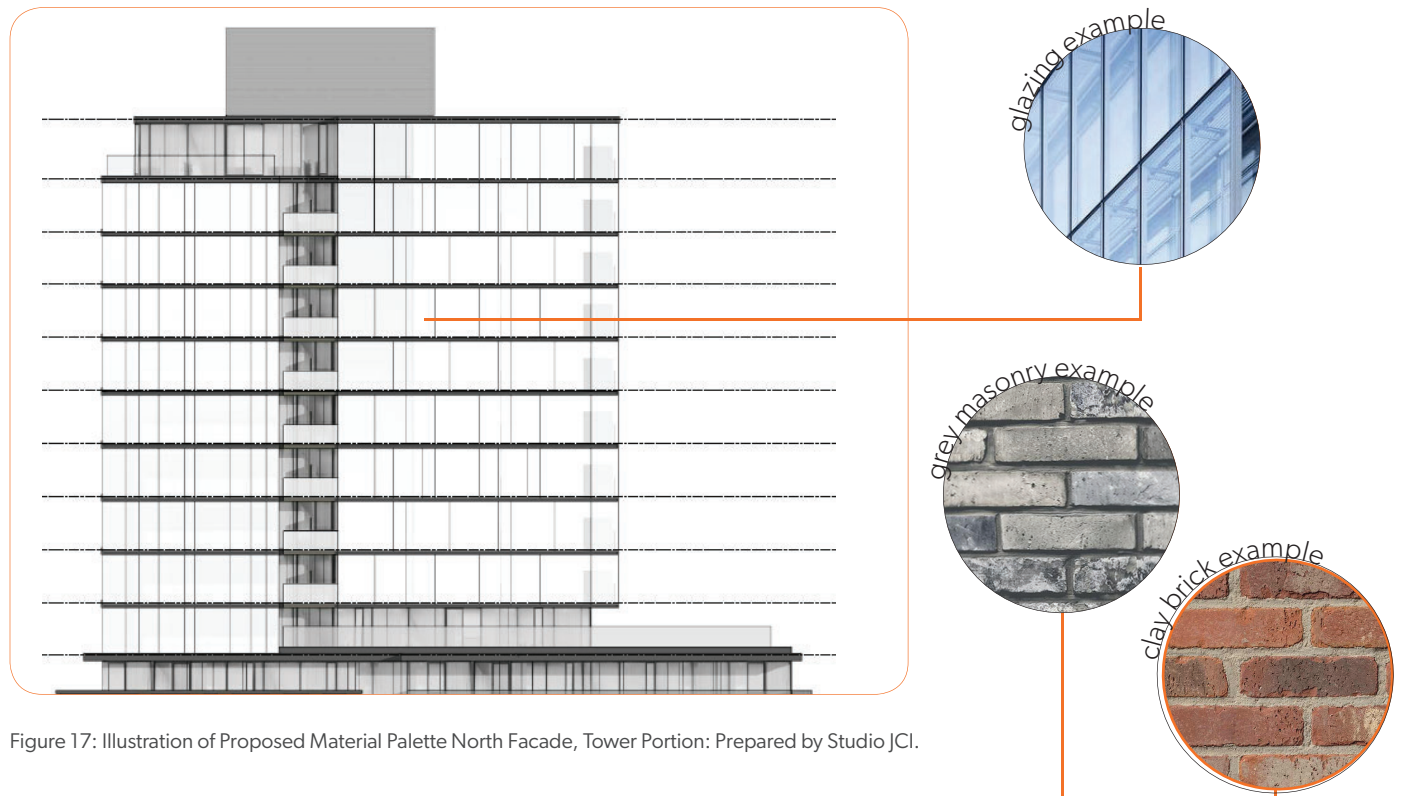


Figure 17: Illustration of Proposed Material Palette North Facade, Tower Portion: Prepared by Studio JCI.



Figure 18: Illustration of Proposed Material Palette North Facade, Podium Portion: Prepared by Studio JCI.

View 1: Existing and Proposed Streetscape



Figure 19: Proposed Street Section Showing Future Street Condition and Building Relationships: Prepared by Studio JCI.



Figure 20: Existing Street Condition looking south along Dundas Street East: Prepared by Studio JCI.

View 2: Existing and Proposed Streetscape



Figure 21: Proposed Street Section Showing Future Street Condition and Building Relationships: Prepared by Studio JCI

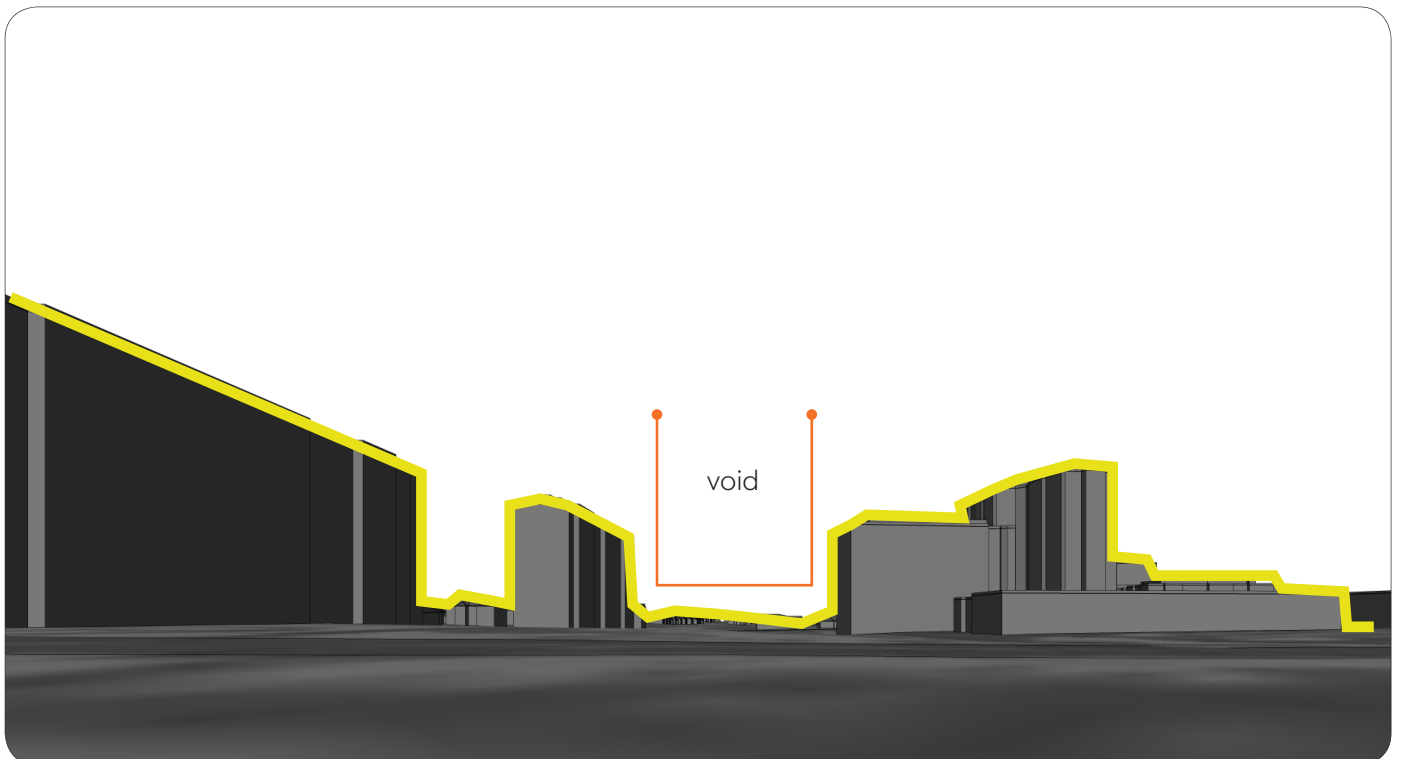


Figure 22: . Existing Street Condition looking southeast towards King Street East: Prepared by Studio JCI.

View 3: Existing and Proposed Streetscape

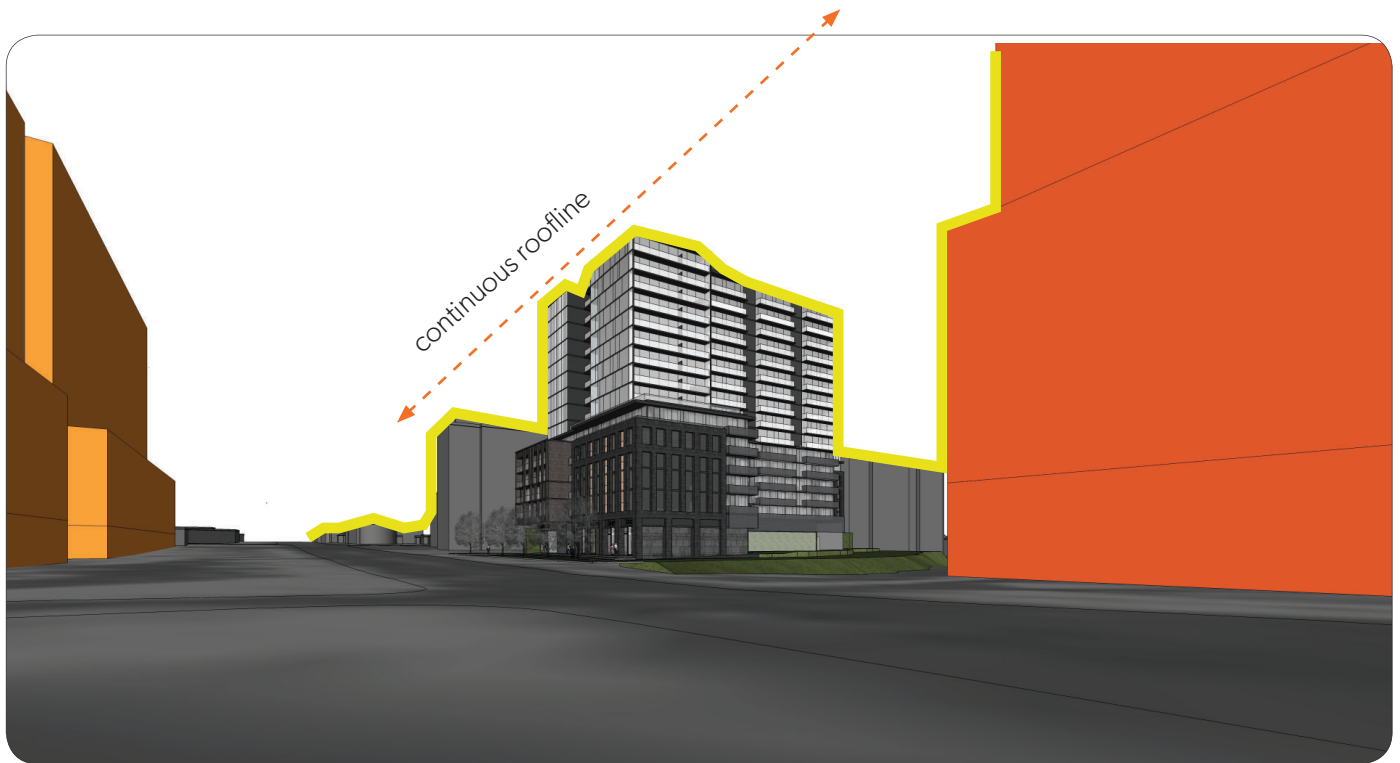


Figure 23: Proposed Street Section Showing Future Street Condition and Building Relationships: Prepared by Studio JCI.

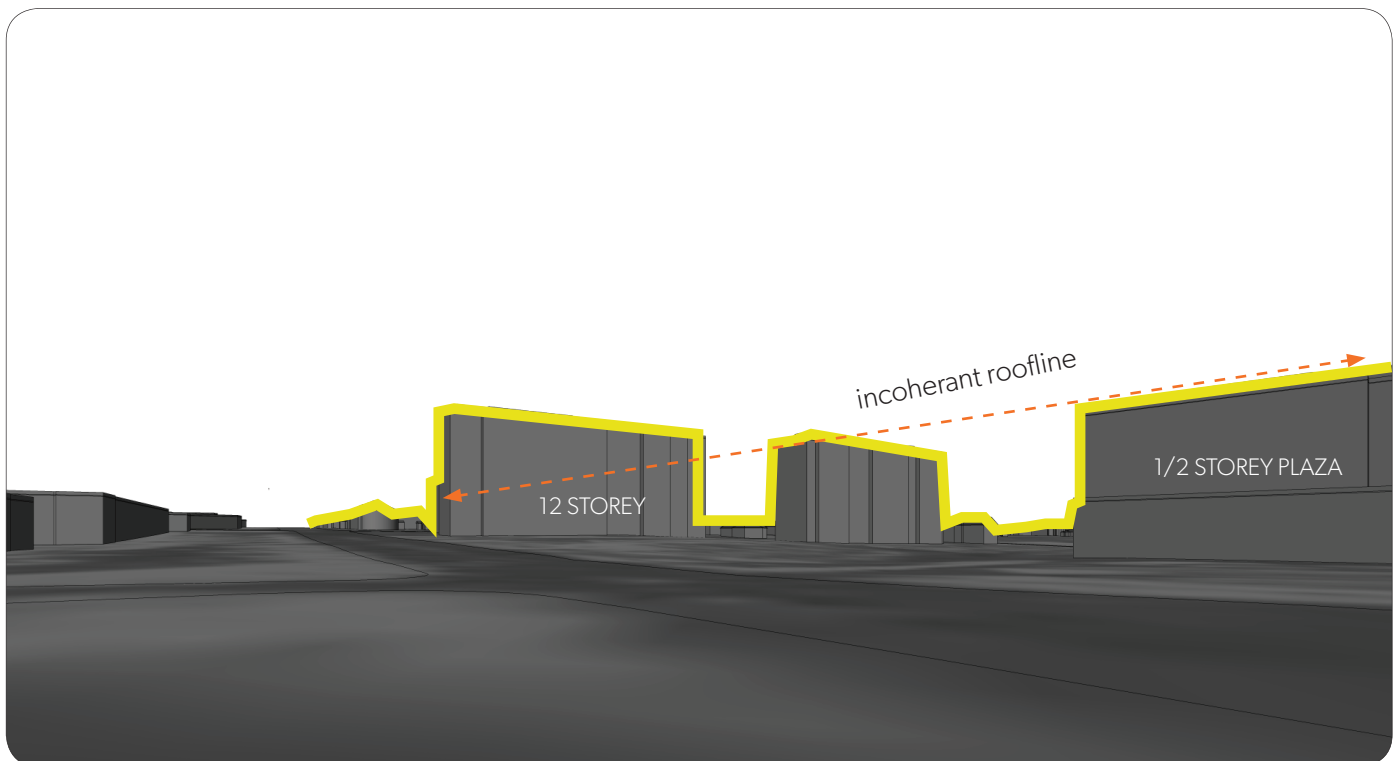


Figure 24: Existing Street Condition looking north along Dundas Street East: Prepared by Studio JCI.

4.7 VISUAL IMPACTS & STREETSCAPE

On approach to the main commercial building entrances along Dundas Street East, broad steps navigate a modest grade change on the site. The podium is inset at street level to provide an overhang which protects pedestrians from weather conditions and encourages circulation at the frontage of the building. Accessibility is further promoted through the use of transparent glazing so as to mitigate the interruption of sight lines at the pedestrian level.

The existing right of way [ROW] along Dundas Street East is subject to potential future expansion. Currently, the ROW makes allowance for a 3 metre wide 'utility corridor', providing space for a two-way bike lane and adjacent sidewalk.

The proposed 42 metre ROW makes provision for future transit infrastructure improvements planned for the corridor. The 42 metre ROW would enable the addition of a 'tree zone' to buffer the bike lane and sidewalk. A further two medians with additional tree planting and landscaping would buffer future transit lanes from vehicular lanes.



Figure 25: Streetscape Sections showing existing and proposed ROW along DUNDAS Street East: Prepared by Seferian Design Group.

4.8 ANGULAR PLANE

The 45° angular plane has been applied from the property line at the north side of Dundas Street East. The angular plane applied demonstrates that the proposed massing is adequately contained within the plane. The design employs setbacks on level 7, at the roof level and

mechanical penthouse to ensure that the majority of the building is suitably stepped back, preserving a human scaled environment at grade and serving to minimize shadowing. Further minor setbacks have been applied on floors 15 and 16 in order to ensure that the entirety of the building envelope lies within a 45° angular plane.

Figure 26 demonstrates how the building, as contained within the angular plane, contributes to creating an appropriate street enclosure along Dundas Street East, as outlined in the Mississauga Official Plan policies 9.2.1 Intensification Areas. In addition, the commercial space on the ground floor is set back to further frame the pedestrian circulation space at the main frontage along Dundas Street East.

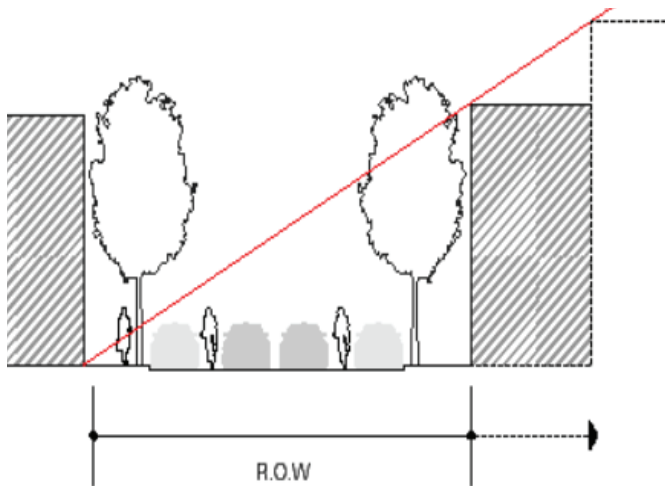


Figure 26: Diagram from the Mississauga Official Plan Figure 9-8 Demonstrating Appropriate Street Enclosure by Tall Buildings.

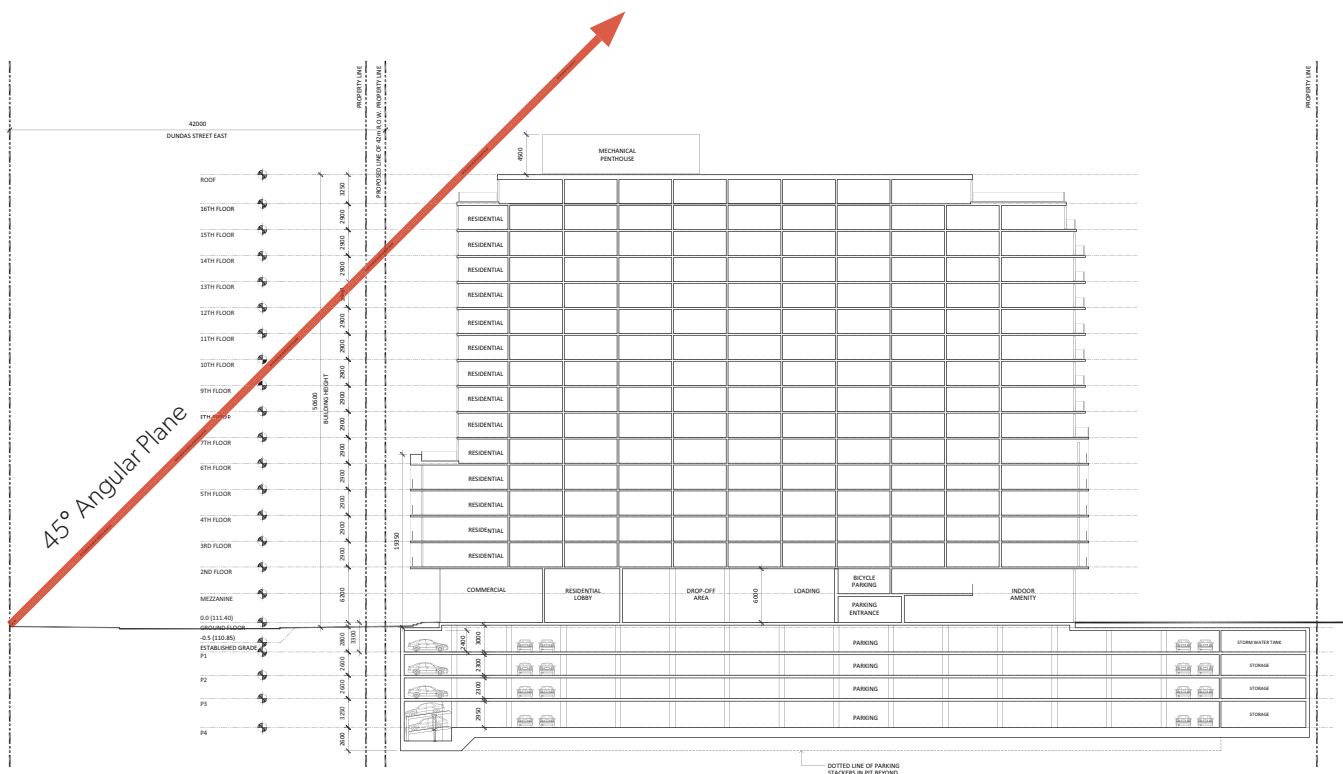


Figure 27: Section A Showing 45° Angular Plane: Section Prepared by Studio JCI.

4.9 BUILDING SEPARATION DISTANCES



The development proposes adequate separation distances between the main massing of the building and neighbouring existing buildings. The separation distances between the 12 storey building at 100 & 120 Dundas Street East is between 50 and 60m, similarly between the proposed building and the 10 storey residential building at 85 Dundas Street East. Figure 28 demonstrates that no neighbouring building is currently sited less than 40m away from the proposed building.

Figure 28: Key Map Illustrating Approximate Existing Building Separation Distances

4.10 OUTDOOR AMENITY AND LANDSCAPING

Landscape Plan

The configuration of the proposed site layout facilitates the inclusion of three outdoor amenity spaces to the rear and west of the property abutting the landscape buffer between the building and creek. A self-contained

amenity area lies to the rear of the site, accessed via the indoor amenity space and additional access point through a gate connected to the main drive aisle. The courtyard proposed includes:

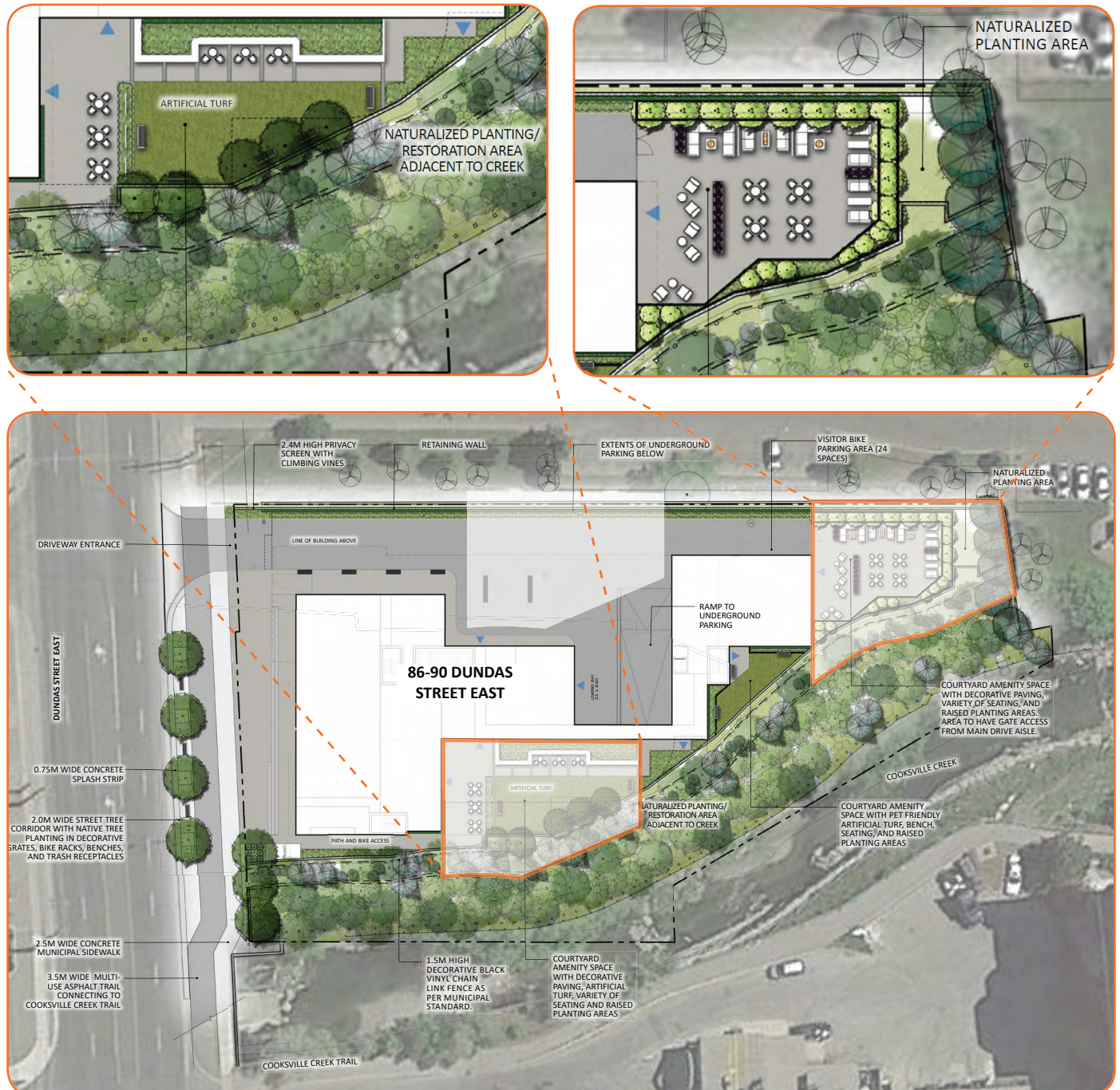


Figure 29: Landscape Plan: Prepared by Seferian Design Group.

- Decorative paving features
- A variety of seating options
- Raised planting areas

The courtyard is buffered by a naturalized planting area which screens the amenity space from the adjacent uses to the southwest.

A smaller, self-contained courtyard amenity space is also accessed via an internal amenity area. This area is pet friendly and close to the dog wash amenity room. The proposed courtyard includes:

- Artificial turf treatments
- Benches and a variety of seating
- Raised planting areas

The third and largest outdoor amenity area consists of hard and soft landscaping with a range of seating 'zones' for additional privacy. The courtyard is buffered by extensive tree planting and a naturalized planting area near to the creek. The courtyard can be accessed via the main residential lobby and connects to the public realm along Dundas Street East via a pedestrian path and bike access lane on the west side of the site. The proposed courtyard includes:



Rooftop terrace precedent



Precedent of public/private transitional seating space



Example of on-site walkways and landscaping treatments



On-site amenity space

- Decorative paving features
- Artificial turf
- A variety of seating options
- Raised planting areas

In addition to these key amenity spaces, a retaining wall on the north perimeter of the site is screened by a 2.4 metre high privacy screen with climbing vines, ensuring that the building is sensitively buffered from adjacent uses. As per municipal standards, a decorative black chain link fence will be provided between the site and the naturalized planting and restoration area adjacent to the creek

7th Floor Terrace

The setback on the 7th floor provides for a large rooftop amenity terrace. The terrace is sensitively integrated into the overall design of the building, and serves to further mitigate the appearance of volume at the upper levels of the building. The terrace is configured to provide several seating 'zones' for a variety of recreational uses. These include:

1. A covered kitchen and bar area with nearby lounge seating
2. Outdoor dining area
3. Casual seating area with a fire table
4. Relaxed seating area on artificial turf

Additional features of the proposed terrace scheme include:

- Raised planters with low maintenance shrubs including perennials and grasses
- Raised water feature with a small cascade waterfall
- Decorative paving
- Green wall feature providing additional privacy and screening
- A decorative screen backdrop for the outdoor kitchen
- Wood decking
- Artificial turf

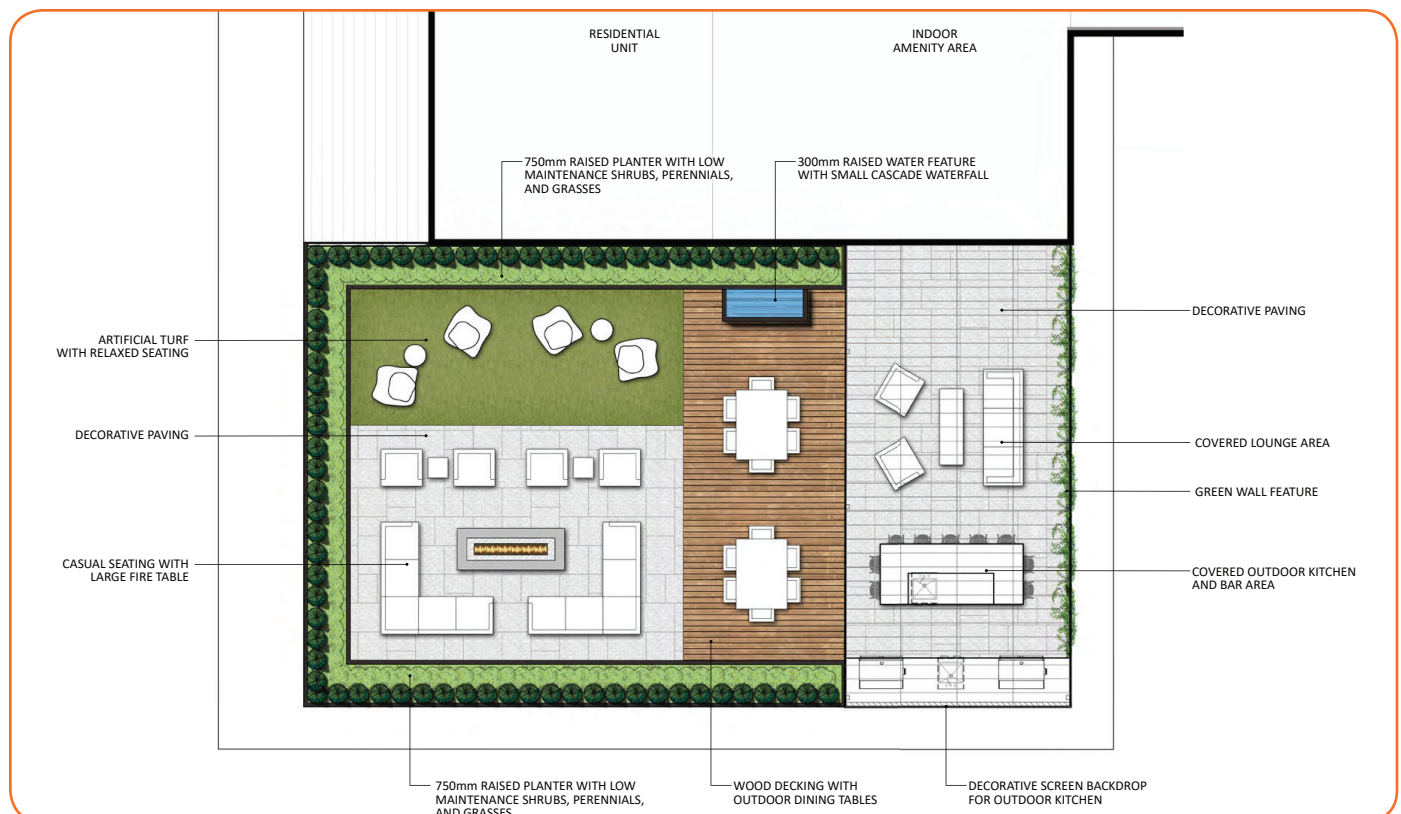


Figure 30: 7th Floor Terrace: Prepared by Serefian Design Group.

5 . U R B A N 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 site is located within the *Urban Growth Centre* according to Schedule D of the Region of Peel Official Plan. *Urban Growth Centres* are planned to accommodate compact forms of development and redevelopment that provide a range and mix of housing, employment, recreation, and other activities. Transit supportive and pedestrian oriented developments that are compatible with the character of existing land uses are particularly encouraged.

The Proposal

The proposal offers a compact development which supports incremental density in the area. As it is located within Mississauga’s *Urban Growth Centre*, the development has the opportunity to capitalize on extensive existing and planned infrastructure networks [such as the Hurontario Light Rail Transit] which will support new local residents and encourage active transportation through the provision of new pedestrian linkages and bicycle ownership. The mixed-use scheme helps to activate the public realm along Dundas Street East, further integrating new residences into the neighbourhood and encouraging footfall along the street.

The proposed design of the building reflects existing built forms seen in the local urban context. The proposal contributes architectural diversity to the area, enabling a revitalization which supports the vision of the Region of Peel and City of Mississauga for the Urban Growth Centre.

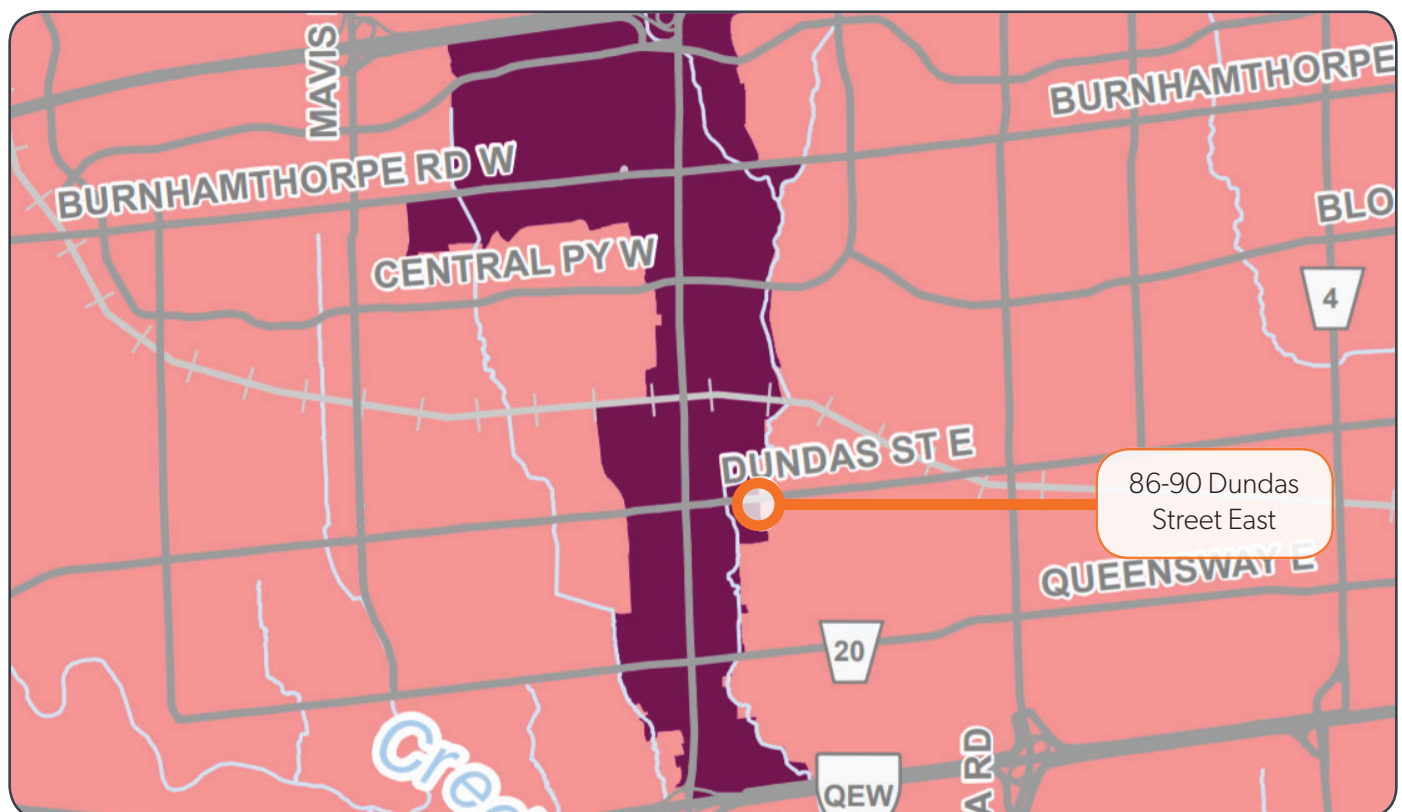


Figure 31: Urban Growth Centre, Schedule D4 Region of Peel Official Plan

5.2 MISSISSAUGA OFFICIAL PLAN [2019 OFFICE CONSOLIDATION]

The Mississauga Official Plan ["MOP"] was adopted by City Council on September 29th 2010 and partially approved by the Region of Peel on September 22nd 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 13th 2019.

The MOP designates the proposed development site as *Mixed Use*. The area is also partially covered by a *Natural Hazard* designation in 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 and a variety of 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 East 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 demonstrate 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 attributes that create and contribute to a vibrant Downtown;
- 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 building setbacks and incorporating at-grade retail uses.



Figure 32: Intensification Corridor, Downtown Schedule 2, Mississauga Official Plan

Policies 9.2.1.11 through 9.2.1.16 provide specific requirements for tall buildings in the City of Mississauga. Tall buildings should:

- Be configured and designed to enhance the City's skyline, while preserving, reinforcing, and defining corridor views;
- Provide appropriate tower separation distances to provide privacy and minimize shadows;
- Incorporate tower podiums to maintain a human-scale along the public realm;
- Ensure the interface between the building and public realm upholds good quality design standards;
- Contribute to creating an attractive public realm through sensitive building articulation and massing; and
- Minimize adverse microclimate impacts [including shadow and wind] on the public realm and private amenity areas.

The policies contained in section 9.5 provide guidance on site configuration and architectural features for new developments. Building façades should be visually articulated through variations in materiality and treatments. Building materials should be selected 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, including entries and windows to encourage instances of natural surveillance to improve public safety.

Section 12: Downtown

Policies of Section 12 provide specific requirements for developments within the *Downtown*. Mixed-use developments within the *Downtown* are expected to create 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 should demonstrate a high level of urban design, pedestrian amenity, and intensity of development along principal street frontages.
- Dundas Street within Downtown Cooksville should be a focus for the neighbourhood, with a strong sense of place and main street character with active mixed-use building frontages and highly pedestrianized nature. Street frontages should reinforce a distinctive, quality image with high standards in built form, landscaping, and pedestrian amenities.



Figure 33: Schedule 10 Land Use, Mississauga Official Plan.

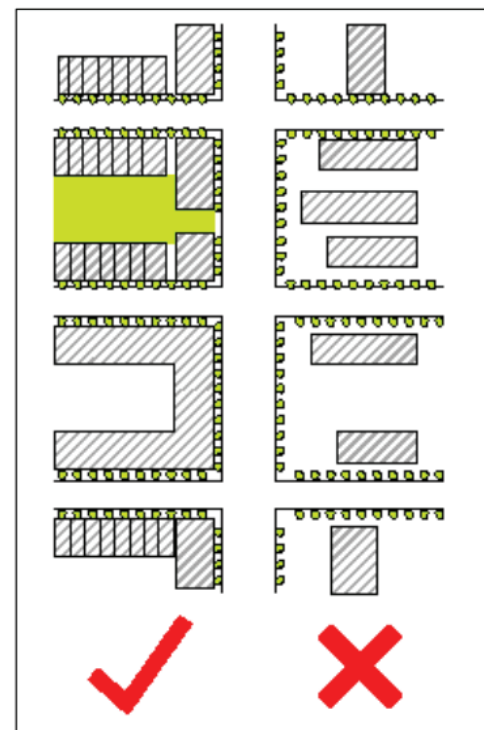


Figure 34: Mississauga Official Plan Figure 9-2: "Building frontages will frame street and provide a contiguous built form."

- Development abutting the street should encourage a high level of activity along the street by incorporating grade related retail with residential and/or offices above. Retail units should be clearly oriented to, 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 for the street.
- 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; a minimum building height of two to four storeys directly abutting the street line; maximum continuity of street walls with built form occupying a minimum of 80% of the street frontage; and a minimum setback of ten metres from the street line is required for buildings exceeding six storeys in height.
- A ratio of 1:2 [building height to eventual street width] should be provided by built form abutting Dundas Street.
- Development fronting onto Dundas Street should reinforce patterns and characteristics supportive of a main street role with highly animated pedestrian spaces.
- 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.
- Periodic building indentations should be provided as relief to long building walls and to provide opportunities for pedestrian spaces.

The site falls within Mississauga's Green System [Schedule 1A]. Schedule 3 [Natural System] provides greater detail and identifies these lands as 'Natural Hazard' and 'Natural Area'. Policies 9.1.6 and 9.3.1.4 require that development protect and enhance the Green System and be designed to respect natural heritage features, such as creeks. Additionally, Policy 9.5.1.2 recommends that development have regard for the Natural Areas System and natural hazards, such as flooding and erosion.



Figure 35: Mississauga Official Plan Extract Figure 9-1: Sketch Demonstrating the Vision for Intensification Areas.

The site is located along Dundas Street East, which is identified as an *Arterial Road* [Schedule 5- Road Network], with a right-of-way width of 35 metres [Schedule 8- Right-of-Way Widths].

Policy 8.2.2.1 states “*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 East, Policy 9.2.1.9 recommends that a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width.

The Proposed Development

The proposed mixed-use 16 storey building is representative of an attractive, compact, and high-quality pedestrian and transit-oriented development that conforms to the guidance laid out in urban design related policies of the Mississauga Official Plan. The development provides distinctive architecture and is designed at a scale which speaks to the pedestrian environment through the articulation of the massing at the upper levels of the building. The building provides a continuous street wall along Dundas Street East to reinforce and activate the public realm, while providing ample landscaping at the west end including street trees on the site. Extensive landscaping and outdoor amenity space is also proposed on the south side of the site which abuts the creek. This is in order to integrate the development seamlessly into the existing landscape. The building height is appropriate for the area, providing a ‘lower-rise’ tall building form, in line with guidance contained within the Mississauga Official Plan and Zoning by-law 0225-2007, 2.1.27 *Hurontario Street Corridor* which encourages buildings above 3 storeys to induce incremental densification in the area.

Site Organization

Due to the regulated floodplain a portion of the frontage is undevelopable. In keeping with policy 9.5.1.2, a landscape buffer has been incorporated into the site design. As such a ‘new’ property line is proposed at a 3m top of bank setback which provides a sensitive transition to the Credit Valley Conservation Authority Floodplain and Cooksville Creek. The ground floor is set back between

4.1m and 6.1m from the front property line in order to provide room for pedestrian amenities and urban activities in a wider ROW from the front property line. This also facilitates future streetscaping treatments in conjunction with the Dundas Street East right of way.

In keeping with policies 9.5.1.3, 9.5.1.4 and 9.5.1.9, the main entrance to the commercial space lies directly on Dundas Street East and is accessed via wide, generous steps. A covered arcade shelters a 2.8m wide barrier-free ramp, providing pedestrian access to the main residential lobby located along the driveway on the east side of the building.

A 7m wide driveway provides vehicular access to the site, leading to a dedicated vehicular drop off area adjacent to the residential lobby. Access to the below-grade parking ramp is discreetly located farther towards the south side of the property. The driveway also provides access to the garbage pickup and loading areas, located underneath the podium and therefore concealed from existing neighbouring buildings.

Street Level and Podium

The building interacts well with the street level and pedestrian realm, providing wide steps at the north frontage to access the commercial space at ground level. A high level of transparent facade materials is utilized at the lower levels to activate the frontage and create a visual relationship with the public realm along Dundas Street East. Direct access from the sidewalk along Dundas Street East is enabled through careful configuration and integration of the landscape buffer, as per policy 9.5.3.2 in the Official Plan. The ground floor is recessed a minimum of 4.16m from the front property line to maximize pedestrian circulation space at the front of the building facing onto Dundas Street East.

Height, Articulation and Façades

The modest scale of the building is designed to interact with the pedestrian realm by focusing the articulation of the building towards ground level. This is achieved through the ‘break up’ of the upper levels of the building into a form which resembles a series of connected, small towers. This re-configuration of the design serves to provide an adequate residential density in line with the goals of the MOP for the area, whilst maintaining a moderate height and human scale. This is achieved through the enlargement of the floor plates, with a

5.3 VISION COOKSVILLE, 2016

ground floor of 1,215m² and mezzanine of 670m². The proposed development compliments the existing mid and high-rise “slab” buildings in the surrounding area, whilst adding architectural diversity. The distinct built form of the building proposes a material palette which is reflective of the downtown character of the area, cladding each articulated face of the podium level in a contrasting material to provide visual interest from the pedestrian realm. This fulfills the intent of policy 9.5.3.7 in the MOP and helps to define a sense of place for Downtown Cooksville.

As per Official Plan policies 9.2.1.4 and 9.5.3.1, the proposed development is an appropriate response to the vision detailed in the MOP for the future development context of Downtown Cooksville. The building design makes efficient use of the site [see Figure 19], framing the street wall and contributing to a contiguous, legible built form along Dundas Street East. The 16 storeys proposed provide sufficient density whilst appropriately responding to the ROW and maintaining a human scale. The proposed building complements the existing context, which includes high rise buildings as well as strip plazas while helping revitalize the area.

The placement of commercial space at grade creates an interaction between the street and the residential component of the development, sensitively framed by landscaping strips which wrap around the frontage of the building. The siting and orientation of the building reinforces the street wall, creating a vibrant, pedestrian friendly and transit supportive development which considers the major forthcoming transit infrastructure improvements along Dundas Street East. The proposed development will significantly support re-urbanization in the area, whilst mitigating negative impacts upon the pedestrian realm through careful configuration of the massing to foster a human scaled environment.

Vision Cooksville provides guidance on the long-term goals for the future development of Downtown Cooksville.

“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.”

The downtown vision provides six principles that assist in achieving the vision for the area:

Principle 1: A Vibrant Public Realm and Walkable Streets

Principle 2: Connected and Engaging Parks and Open Spaces

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]

The Proposed Development

The design, building orientation and site layout of the proposed development all serve to reinforce the relationship of the site to the public realm. The building is ‘nestled’ within a band of landscaping, integrating the building into the site and neighbouring creek. Pedestrian and multi-use linkages into and through the site connect residents and visitors to the existing nature trails and parks, with easy access to nearby public facilities such as libraries, public transit and the retail corridor along Dundas Street East. Commercial space on the ground floor helps to activate the street frontage and new housing options providing a variety of flexible unit sizes. This will support a growing local population of all ages. The architectural expression of the design reinforces the identity of Cooksville as an up-and-coming urban center which values mobility and accessibility for all.

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 strategic goals highlighted in Figure 35 in the following key ways:

- Encourages active transportation by providing bicycle storage and developing linkages from the site to the public realm and green network beyond;
- Encouraging mobility choices to promote a reduction in automotive use;
- Proposing a compact building which urbanizes the existing site and provides new residential density and housing options in the area;
- 'Urbanizing' the existing site to contribute to the development of a vibrant community in line with the vision for Cooksville;
- Providing legible signage and appropriate lighting for navigation around site and from the public realm;
- Supporting the development of an established urban character in Cooksville; and
- Maintaining and enhancing connections with the natural environment, building on the existing trail network.

Strategic Goals

Develop Environmental Responsibility –

to contribute to environmental responsibility by reducing private automobile use and developing compact mixed-use development.

Connect our City – to contribute to a vibrant, successful city by connecting communities within Mississauga and within the Greater Golden Horseshoe to support a 24-hour city.

Ensure Affordability and Accessibility –

to provide a range of affordable and accessible housing, transit and service options.

Support Aging in Place – to provide alternative housing types, designs and tenures in each neighbourhood.

Develop Walkable, Connected Neighbourhoods –

to develop compact, mixed-use neighbourhoods that will give residents the ability to engage safely in all aspects of their everyday lives, within walking distance and easy access. Evaluate all development and infrastructure projects against a test of "pedestrian-first."

Build Vibrant Communities – to link urban areas and neighbourhoods that offer commercial, social, artistic, cultural, civic and recreational experiences accessible to all.

Develop Talent – to be an international destination rich in global and local talent, including post-secondary education, creative enterprise and foreign-trained professionals who can realize their potential.

Attract Innovative Business – to be a dynamic, urban environment that is the preferred location for innovative, creative and knowledge-based businesses and emerging industries.

Lead and Encourage Environmentally Responsible Approaches – to lead and promote the utilization of technologies and tactics to conserve energy and water, reduce emissions and waste, improve our air quality and protect our natural environment.

Build a Reliable and Convenient System –

to make transit a faster and more affordable alternative to the automobile, one that is frequent, clean, safe, reliable and convenient, with a transit stop within walking distance of every home and an intricate web of higher order transit.

Attract and Retain Youth – to create opportunities for enterprise, cultural and artistic destinations and expression.

Attract Post-Secondary Institutions – to be an internationally recognized centre of higher learning, with a range of post-secondary educational opportunities.

Create Great Public Spaces – to provide opportunities for everyone to enjoy great parks, plazas and unique natural environments.

Celebrate our Community – to promote our past, take pride in our diversity, get excited about the future and celebrate our uniqueness and innovation through art and culture.

Provide Mobility Choices – to provide all with the choice to walk, cycle and use transit or active modes of transportation in all seasons, because it is convenient, connected, desirable and healthy.

Meet Employment Needs – to provide the infrastructure and network of services and opportunities that business requires to thrive.

Strengthen Arts and Culture – to foster arts and culture as a key contributor to attracting talent, providing quality of life and supporting creative businesses.

Conserve, Enhance and Connect Natural

Environments – to be responsible stewards of the land by conserving, enhancing and connecting natural environments.

Increase Transportation Capacity – to add capacity to the transportation system through strategic investments in transit, additional links in the street network and active mobility choices.

Direct Growth – to direct growth by supporting transit-oriented development policies and deliberate civic actions.

Nurture Diverse Cultures – to provide more cultural exchange, understanding and opportunity for small-scale entrepreneurialism.

Integrate Places of Religious Assembly – to build upon the synergies of places of religious assembly to create complete communities where cultural diversity can become reflected in the physical form of the city.

Build and Maintain Infrastructure – to deliver infrastructure in a sustainable way.

Nurture "Villages" – to promote "village" main streets as destinations, not simply places to pass through.

Maintain a Safe City – to actively maintain Mississauga as the safest large city in Canada.

Create a Vibrant Downtown – to develop a vibrant downtown that will be the civic and cultural soul of the city, as well as a strong economic centre.

Create Partnerships for Innovation – to leverage opportunities with colleges, universities, centres of excellence, research institutions and cultural institutions to foster innovation.

Promote a Green Culture – to lead a change in behaviours to support a more responsible and sustainable approach to the environment, that will minimize our impact on the environment and contribute to reversing climate change.

Figure 36: Excerpt from the 2009 Mississauga Strategic Plan 'Strategic Goals'.

5.5 DUNDAS CONNECTS MASTER PLAN 2018

The Dundas Connects Master Plan was initiated by the City in 2015 to guide the future development of Dundas Street into an intensification corridor. 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 implementation of best practice in urban design to address current and future demand along the infrastructure corridor.

The Cooksville neighbourhood is one of 7 focus areas outlined in the Master Plan. The proposed development site is therefore located at the strategic center of the intensification corridor, near to the Hurontario Street and Dundas Street East intersection. Currently, the Cooksville GO Station and Hurontario LRT provide significant transit services within this neighbourhood. The following recommendations contained within the Master Plan for this study area are of particular relevance to the proposed development:

- Encourage mixed-use, transit-supportive intensification across Dundas Street;
- Plan for a greater level of intensification in focus areas, and,
- Create a network of open spaces and community facilities and a beautiful public realm.

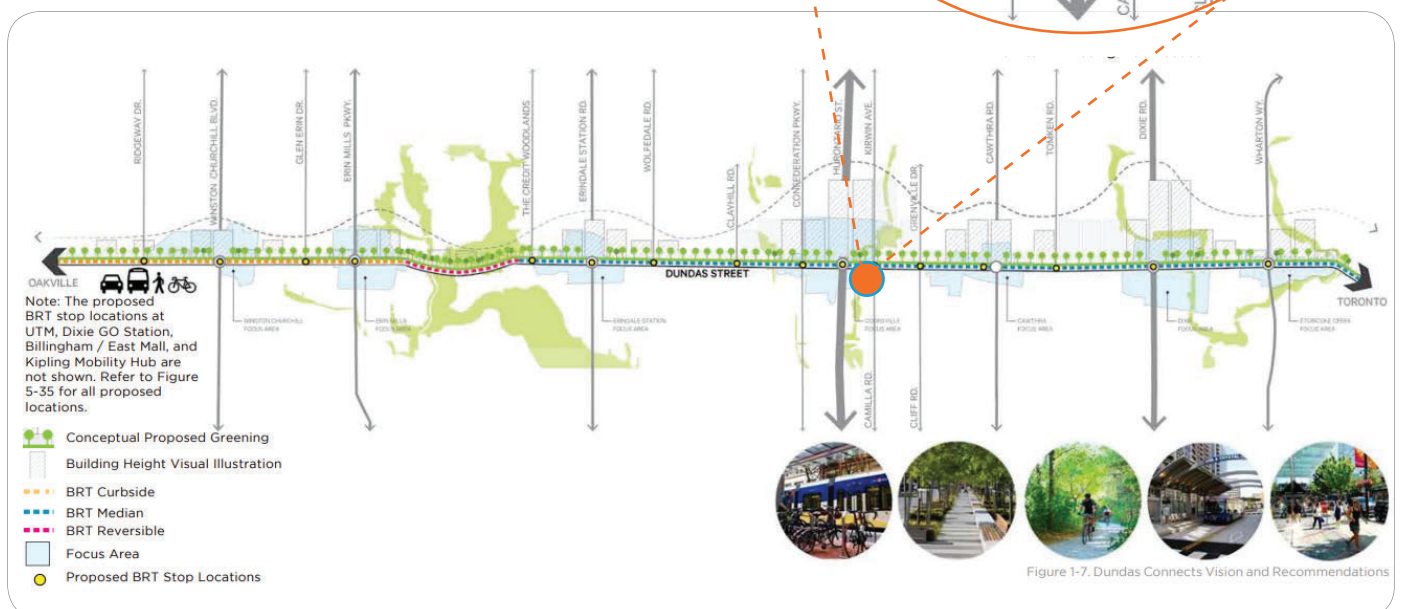
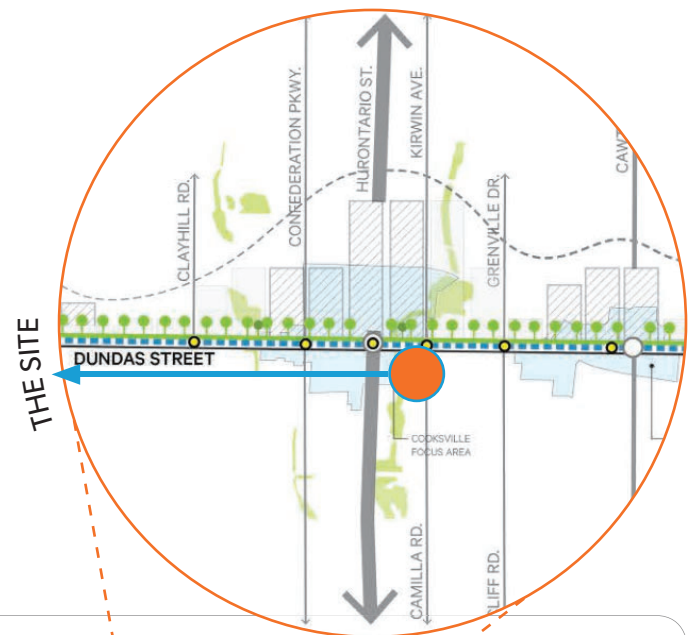


Figure 37: Dundas Connects Vision and Recommendations.

The Proposed Development

As seen in Figure 36, the strategic intersection of Hurontario Street And Dundas Street East is allocated for focused intensification, which sees taller buildings emerging along the corridor to support an increased ROW, necessary to facilitate new transit infrastructure along Dundas Street East. 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 is within close proximity of several proposed BRT stops [see Dundas Connects Vision and Recommendations]. The Cooksville Focus Area identifies Dundas Street East as a Go Railway corridor, with primarily mixed-use frontages. Accordingly, the additional density and commercial component of the proposal are in-keeping with the framework plan.

The proposed pedestrian linkages along Dundas Street East carefully consider the proximity of the existing Cooksville Trail which runs north and south linking a network of parks. The multi-use trail proposed provides a 'missing link' to provide greater access to this trail across the Dundas Street East Corridor.

The priority for new development at the key intersection of Dundas Street East/West and Hurontario Street is retail at grade. This will serve to activate the pedestrian realm and encourage permeable frontages along sidewalks. New transit initiatives will serve to absorb a heightened level of activity in and out of the area. Further along the Dundas Street East Corridor, a mix of uses is prioritized. This is pertinent to the site location, which also sits at the proposed gateway/connection to the Cooksville trail. In

response to this, a multi-use pathway has been proposed to link the route which is currently severed by Dundas Street East. As the site sits between two planned BRT routes and stops, it is crucial that this pedestrian connection be imagined to ensure that pedestrian use of transit remains accessible and the routes provided are legible.

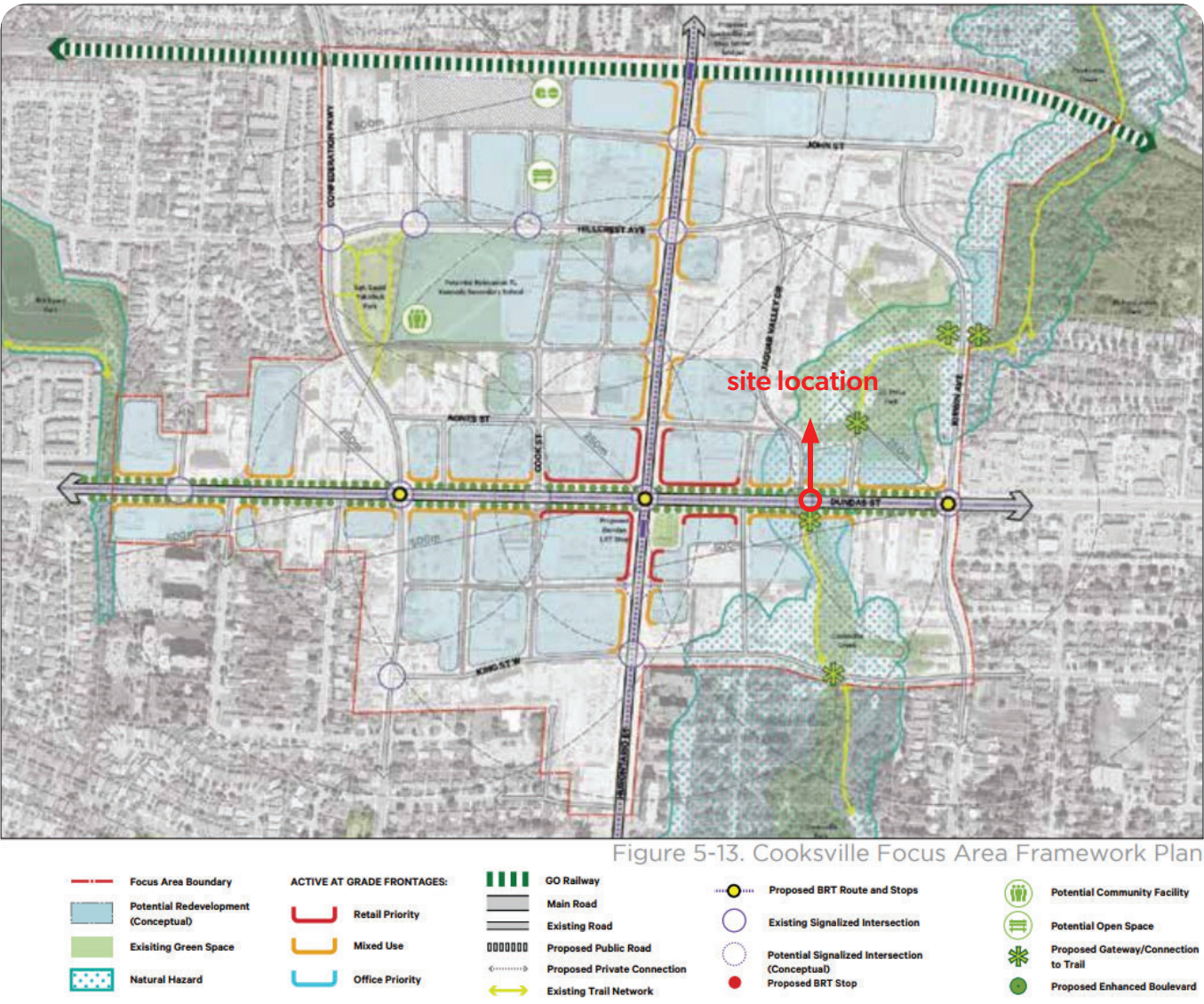


Figure 5-13. Cooksville Focus Area Framework Plan

Figure 38: Dundas Connect: The Cooksville Focus Area Framework

5.6 MISSISSAUGA CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN PRINCIPLES, 2013

Crime Prevention Through Environmental Design [CPTED] encourages a diverse and compact urban form in order to establish informal surveillance in public spaces. The creation of space must integrate diversity, accessibility and safety considerations into all aspects of the design. Three key design strategies are outlined in the CPTED, promoted as methods to reduce the fear and incident of crime in public space;

- natural surveillance;
- natural access control; and
- territorial reinforcement.

‘Natural Surveillance’ is a method through which the configuration of public space focuses on increasing the visibility of public space users. This can be achieved by creating spaces which are conspicuous from numerous aspects, enhanced by accessible design and lighting solutions with high levels of visibility from public realm and neighbouring buildings.

‘Natural Access Control’ directs pedestrians towards areas in which there are high levels of natural surveillance. Site layouts must be safe and accessible for pedestrians with clear lines of sight for all intended functions and a limited number of delineated entrances and exit routes.

‘Territorial Reinforcement’ occurs when design is used to reinforce a sense of ownership in shared spaces. This can translate into users taking responsibility for public safety and security and 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.

The Proposed Development

The proposed development duly considers the principles outlined in the CPTED. The proposal provides:

Natural Surveillance

- The building is sited and orientated towards the street, reinforcing the street wall and providing clear lines of visibility along the Dundas Street East frontage;

- Commercial space along the frontage provides a permeable and interactive pedestrian realm, with a plaza the front of the building supplying multiple opportunities for circulation and natural surveillance;
- Sufficient lighting throughout the site, including along the Dundas Street frontage in both the public and private realms and at key access and entry points;
- Transparent glazing along the building façades that overlook the street;
- Seating opportunities along Dundas Street East alongside tree planting, encouraging pedestrians to linger in the area; and
- Ensuring landscaping elements do not interfere with pedestrian sight lines.

Natural Access Control

- Pedestrian linkages throughout the site which connect directly with key building entrances and the sidewalk along Dundas Street East. These also connect with secondary and rear entrances to the proposed building;
- Public amenity space overlooks pathways that intersect the site; and
- Clear sight lines are maintained along the walkways and public sidewalk and framed by landscaping to guide pedestrians to area with good natural surveillance opportunities.

Territorial Reinforcement

- The delineation between the public and private realm is carefully delineated through the transition of pedestrian pathways from the frontage of the building to those which traverse the site interior. In addition, landscaping and signage clearly denote commercial uses from residential space;
- Clear visibility throughout the site;
- Direct access to the uses that are open to the public; and
- Efficient movement and connection to other properties by providing a setback from the street which is generally consistent with the adjacent buildings to the east.

6.SUPPORTING S T U D I E S

6.1 SHADOW STUDY

A shadow study was conducted to review to 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.

In summary, the Shadow Study report demonstrates that negative impacts from shadowing have been adequately mitigated through careful massing considerations. With regard to shadowing impacts in sensitive areas such as the sidewalk of Dundas Street East, the following impacts have been observed as laid out in the full shadow study report:

Criteria 3.1 Residential Private Outdoor Amenity Spaces

It can be demonstrated that there is no shadow cast from the proposed development on residential private outdoor amenity spaces for more than two consecutive hours.

Criteria 3.2 Communal Outdoor Amenity Areas

The sun access factor is adequate on communal outdoor amenity area within the study area, and according to the shadow drawings provided, exceeds the requirements in amenity areas 'A' and 'C' for the dates of June, September and December 21st. It can be demonstrated that shadowing is also suitably mitigated for the remainder of communal outdoor amenity areas.

Criteria 3.3 Public Realm

Particularly sensitive areas within the public realm which include the sidewalk of Dundas Street East, Cooksville Creek and John C. Price Park experience adequately mitigated levels of shadowing from the proposed development. It can be demonstrated through the shadow drawings provided that the minimum requirements for sun access in these areas has been met.

Criteria 3.4 Turf and Flower Gardens in Public Parks

No turf or flower gardens were identified within the study area.

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

There is no demonstrable shadowing at more than two consecutive hourly test times on any given location. Therefore, there is no adverse impact on the potential of harvesting solar energy.

The design of the proposed development adequately mitigates shadowing impacts through step backs and variations in massing at the upper levels of the building, aided by balconies and podium articulation. In conclusion, it can be demonstrated that shadowing impacts on residential private outdoor amenity space, communal outdoor amenity space, the public realm, turf and flower gardens in public parks and building facades meet the criteria set out in the Mississauga terms of reference for shadow studies.

6.2 WIND STUDY

A Pedestrian Level Wind Study was conducted by Theakston Environmental. The study focuses on the first seven floors of the proposed development, up to which, outdoor amenity spaces are proposed. The report observes that the urban site is subject to southwesterly winds that have the potential to accentuate, due to the relatively flat topography of the surrounding lands. Considering the proximity of the site to adjacent high-rise residential blocks, the wind conditions may be redirected and exacerbated to varying degrees.

To summarize, the report lays out the following key findings:

The proposed 16 storey building would have only minor impacts on wind conditions along Dundas Street East. The setback of the podium from the street duly mitigates pedestrian level impacts. A substantial portion of wind impacts at the pedestrian level will be intercepted by variances in the façade massing, which includes the balconies, stepped conditions and overhangs at the podium level. The addition of the proposed screens and vegetation on the 7th floor amenity space will further mitigate wind impacts. The report states in the section 5.4 summary that:

“Once the subject site is developed, ground level winds at several locations will improve, with occasional localized areas of higher pedestrian level winds.”

The full Pedestrian Level Wind Study is included as part of this submission.

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7. SUMMARY AND CONCLUSIONS

It is our opinion that the proposed development delivers a sound design which exemplifies good practice in urban design. The proposal duly considers key policies contained within the Peel and Mississauga Official Plans and supporting policy guidance, thoughtfully responding to site specific considerations.

The proposal supports the goals of the City of Mississauga in providing a compact, mixed-use development which will encourage residential and employment growth in the Urban Centre. The proposal seeks to utilize existing and future infrastructure capacity, balancing new housing and employment opportunities with the proposed transit expansion which will see an increased ROW along the Dundas Street East Intensification Corridor which fronts the site.



Figure 39: Preliminary render of design, Prepared by Studio JCI



Figure 40: Preliminary render of design, Prepared by Studio JCI



Figure 41: Preliminary render of design, Prepared by Studio JCI



Figure 42: Preliminary render of design, Prepared by Studio JCI



Figure 43: Preliminary render of design, Prepared by Studio JCI



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