3085 Hurontario Street

URBAN DESIGN STUDY

City of Mississauga

July 2021

EQUITY THREE HOLDINGS INC.

NAK
design strategies

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CONSULTING TEAM

CGH Transportation Inc.	Transportation Consulting
Diamond Schmitt Architects	Architecture
Doracin Terra Strategies Ltd.	Development Management
Glen Schnarr & Associates Inc.	Urban Planning
NAK Design Strategies	Landscape Architecture & Urban Design
Urbantech Consulting	Civil Engineering

INTRODUCTION

SECTION 1

1.1 PURPOSE OF THE URBAN DESIGN BRIEF

NAK Design Strategies has been retained by Equity Three Holdings Inc. (hereinafter known as the “Owner”) to prepare an Urban Design Study for the proposed development of the property municipally recognized as 3085 Hurontario Street in the City of Mississauga (the “Subject Lands”).

The purpose of the Urban Design Study (UDS) is to illustrate how the design proposal has sought to facilitate the comprehensive redevelopment of the Subject Lands to include a mixture of retail and residential uses of varying heights and densities in support of the City of Mississauga’s intensification goals. The UDS document provides direction for the implementation of the vision and intent of the proposed condominium development, focuses on the physical design and describes the context, linkage opportunities, and proposed landscape, open space and built form design to support the vision and intent.

In response to the City’s Urban Design Study Terms of Reference and the site specific requirements for the subject lands, this document has been structured in the following manner:

1.0 Introduction - Provides an overview of the goals and objectives for the development, and includes an analysis of the existing site and surrounding neighbourhood.

2.0 Analysis of the Proposed Development - Provides details on site design, built form and uses, access, circulation, and sustainable design strategies.

3.0 Summary and Conclusions - Provides a summary of the main points of the Urban Design Study for consideration.

1.2 GOALS AND OBJECTIVES

In support of municipal, provincial and regional development policy, 3085 Hurontario Street is envisioned as a mixed-use pedestrian and transit-supportive redevelopment with well crafted built form that will be appropriately integrated into the existing and future adjacent developments. As part of larger Downtown Mississauga area, the Downtown Cooksville Character Area, and Hurontario Corridor Streetscape initiatives, the development of the Subject Lands are intended to contribute towards the established policies and urban design objectives.

The goal of the proposed development is to advance the City of Mississauga's vision of creating a desirable urban form, and contribute to the goals and urban design objectives of the Downtown Cooksville Character Area and Downtown Areas in general.

The following objectives provide the framework for the development plan of the Subject Lands:

- **Improve and contribute towards the City's vision for the Hurontario Street streetscape;**
- **Provide and support pedestrian connections that link the Proposed Development with the surrounding context;**
- **Support a proposed height and built form that offer a good connection between the Proposed Development and the surrounding buildings and is a suitable addition to the Hurontario Street corridor;**
- **Propose an appropriate height and density given the Subject Lands' location within two Major Transit Station Areas, within walking distance of the Cooksville GO Station and the future Hurontario Light Rail Transit (LRT);**
- **Meet the needs of City of Mississauga's development of lands within Downtown Cooksville and Major Transit Station Areas;**
- **Offer a refined architectural design that will contribute to the City's skyline, while being sensitive to the pedestrian experience on the ground; and**
- **Integrate high quality outdoor amenity areas to serve future residents.**

1.3 POLICY CONTEXT

The City of Mississauga's current policy framework directs new development taking place in designated growth centres to have compact form, allowing for sustainable development through the efficient use of land, and establishing transit-supportive land uses and densities. Regional and provincial policies have also placed a stronger emphasis on optimizing existing and planned infrastructure and intensification within primary growth areas, and in particular, in Major Transit Station Areas.

Aligning with Provincial Growth Plan and the Places to Grow Act, the development of the subject lands supports to principle of Intensification and introduction of higher densities in strategic growth areas to make efficient use of land and infrastructure.

The following key policies align and support the intended high density mixed-use vision for the Subject Lands:

- **Cooksville is intended for intensification and growth by the Province's Growth Plan and the City of Mississauga's Official Plan.**
- **The Growth Plan identifies a series of "Urban Growth Centres," including Downtown Mississauga. Downtown Cooksville is one of the places that make up the larger Downtown Mississauga area.**
- **Hurontario and Dundas Streets are both "Intensification Corridors" identified in the City of Mississauga's Official Plan**.

In accordance with the Official Plan, intensification area policies note that '*Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged*.' (5.5.8)

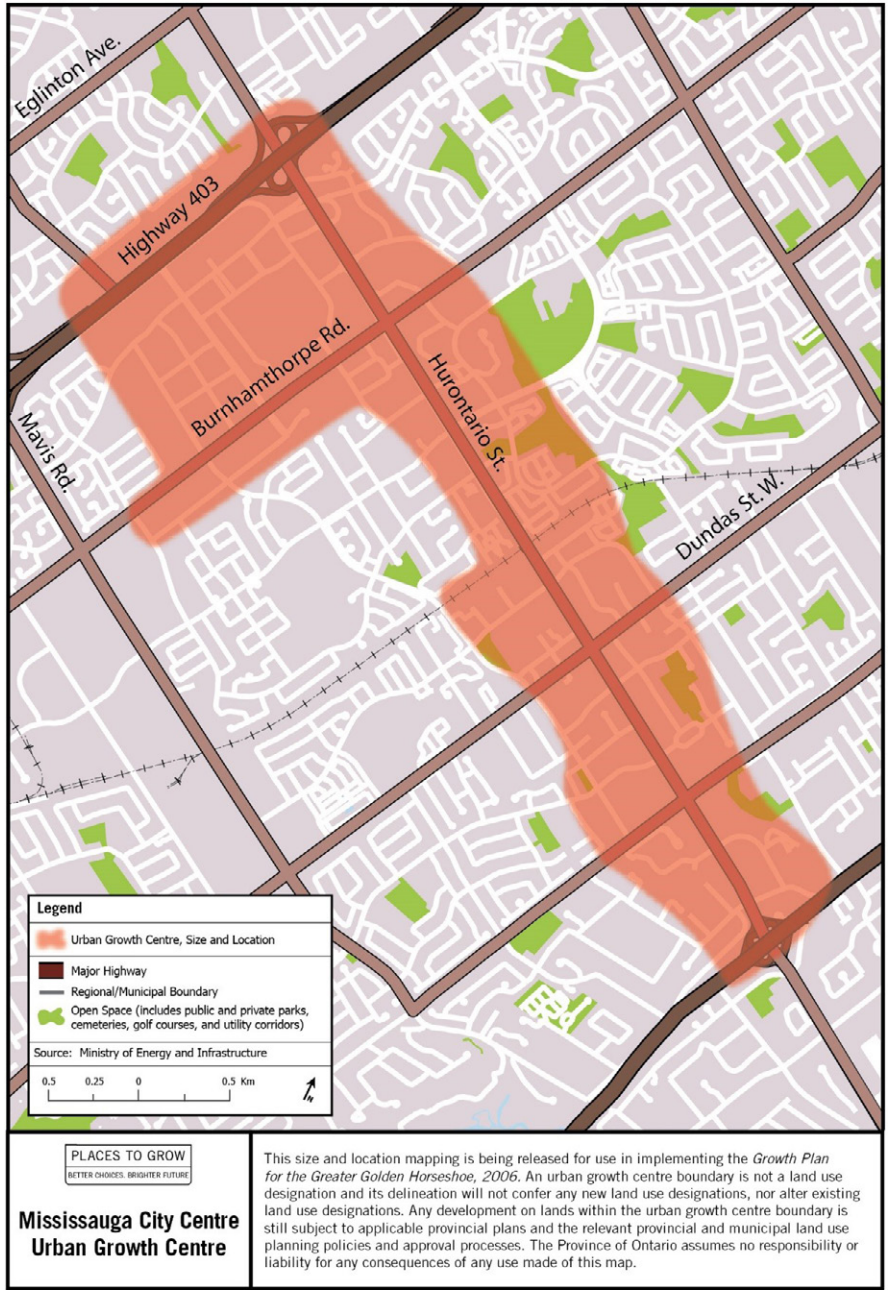


Figure 1: Growth Plan for the Greater Golden Horseshoe - Mississauga City Centre Urban Growth Centre (source: ontario.ca)

Mississauga Official Plan – Build a Desirable Urban Form (Chapter 9)

The key urban design objectives and urban design policies that in the Official Plan that have guided the Proposed Development are included below:

9.2.1.8 The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas.

9.2.1.9 Where the right-of-way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of way width.

9.2.1.11 Tall buildings will be sited and designed to enhance an area's skyline.

9.2.1.12 Tall buildings will be sited to preserve, reinforce and define view corridors.

9.2.1.13 Tall buildings will be appropriately spaced to provide privacy and permit light and sky views.

9.2.1.14 In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.

9.2.1.15 Tall buildings will address pedestrian scale through building articulation, massing and materials.

9.2.1.16 Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas."

Downtown Cooksville Urban Design Policies

12.4.1.1 A high level of urban design, pedestrian amenity, and intensity of development is encouraged along principal street frontages. A sense of entry to the Character Area should be articulated at these locations by prominent built form, landscaping and signage components.

12.4.1.3 Street Edge Uses - 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.

12.4.1.4 Street Scale and Enclosure - 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 address the following:

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;

b. minimum building height of two to four storeys and maximum of six storeys directly abutting the street line;

c. maximum continuity of street walls with built form occupying a minimum of 80% of the street frontage; and d. a minimum setback of ten metres from the street line is required for buildings exceeding six storeys in height."

Applicable Urban Design Guidelines

With a prominent location on Hurontario Street and within the Downtown Cooksville Character Area, several planning and urban design and master planning documents apply to the Subject Lands, including, but not limited to, the following:

- *City of Mississauga Downtown Core Built Form Standards - Schedule 12A (2020 Update)*
- *Cooksville Mobility Hub Master Plan Study (September 2011)*
- *Hurontario Main Street Corridor Master Plan (October 2010)*
- *Hurontario-Main LRT Project - Streetscape and Urban Design Strategy (May 2014)*
- *Vision Cooksville Report A Long-Range Community Vision for Downtown Cooksville (June 2016)*
- *Dundas Connects Master Plan (May 2018)*

Refer to Section 2.2 Built Form & Uses for description of how building design addresses the Downtown Core Built Form Standards.

Vision Cooksville Report (2016)

Through an extensive community and stakeholder consultation process, Vision Cooksville established a series of principles for the community. The following principles and community recommendations have been considered in the site planning and design for the Subject Lands:

A Vibrant Public Realm and Walkable Streets

- Provide Improved Pedestrian Amenities
- Ensure Pedestrian-Friendly Building Design

Connected and Engaging Parks and Open Spaces

- Encourage Publicly Accessible Private Open Spaces

Housing Opportunities and Choices

- Increase the Range of Housing Options Through New Development

Figure 2: Artist's impression of the Cooksville Mobility Hub from the Cooksville Mobility Hub Master Plan (source: Vision Cooksville Report, 2016)

Figure 3: Rendering of the intersection of Dundas and Hurontario as imagined in the Hurontario LRT Streetscape and Urban Design Strategy (source: Vision Cooksville Report, 2016)

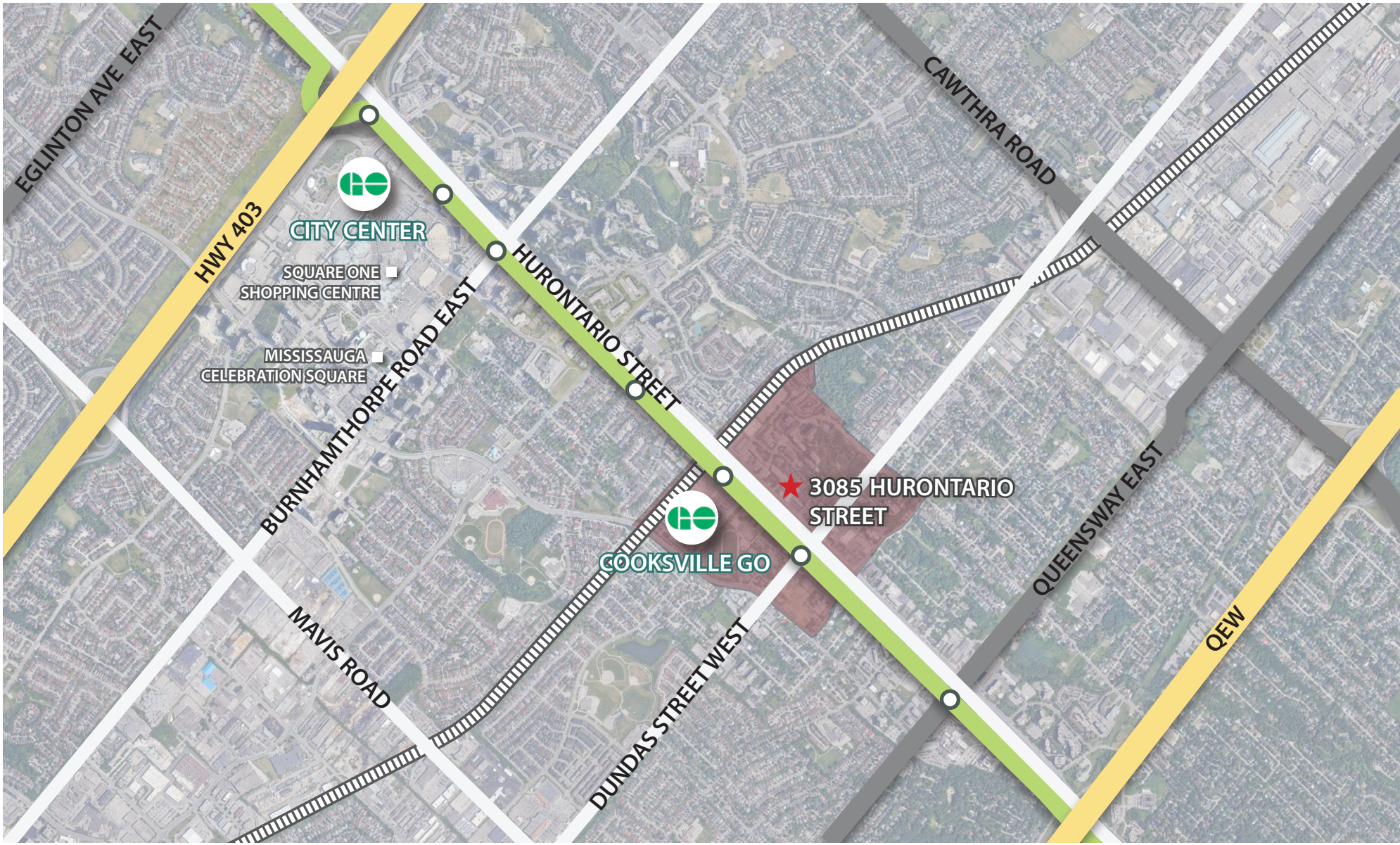


Figure 4: Cooksville Context Map

1.4 ANALYSIS OF EXISTING SITE AND CONTEXT

1.4.1 Site Context

Situated on the east side of Hurontario Street, south of Kirwin Avenue, north of Dundas Street East, the Subject Lands have an overall area of 3.61 acres (1.46 hectares). The current property contains a commercial plaza with surface parking and parking structure at the rear, with vehicular access from both Hurontario Street and Kirwin Avenue. Located approximately 200m south of the Cooksville GO station, the Subject Lands are situated within this GO Major Station Area. The close proximity of the Cooksville station, the future Hurontario LRT line, and proposed Bus Rapid Transit (BRT) on Dundas Street, provides several options for transit service with direct local and regional connections. It is expected that the area immediately surrounding the site will experience significant changes to its built form over time, with intensified land uses and streetscape improvements as the LRT is constructed.

The surrounding lands comprise a Mixed Use, Commercial, Employment and High-Density Residential Streets, with the Subject Lands bounded by:

- **To the North:** Kirwin Avenue forms the northern boundary of the Subject Lands. Existing uses on the north side of Kirwin Avenue include a 1-storey commercial building and 6 (six) storey apartment with surface parking. The rail corridor is located approximately 250m north of the site.
- **To the East:** Several mid-rise apartment buildings with surface level parking are located immediately to the east.
- **To the South:** A 3 (three) storey commercial plaza is located to the immediate south. Further south, land uses consist of various retail and commercial buildings of heights ranging from 3-12 storeys.
- **To the West:** TL Kennedy Secondary School is located to the immediate west with surface level parking facing the Subject Lands. A 12 (twelve) storey apartment building is located on the south west corner of Hurontario Street and Hillcrest Avenue.

Figure 5: Future Hurontario LRT and Regional Transit Connections (source: Metrolinx.com)

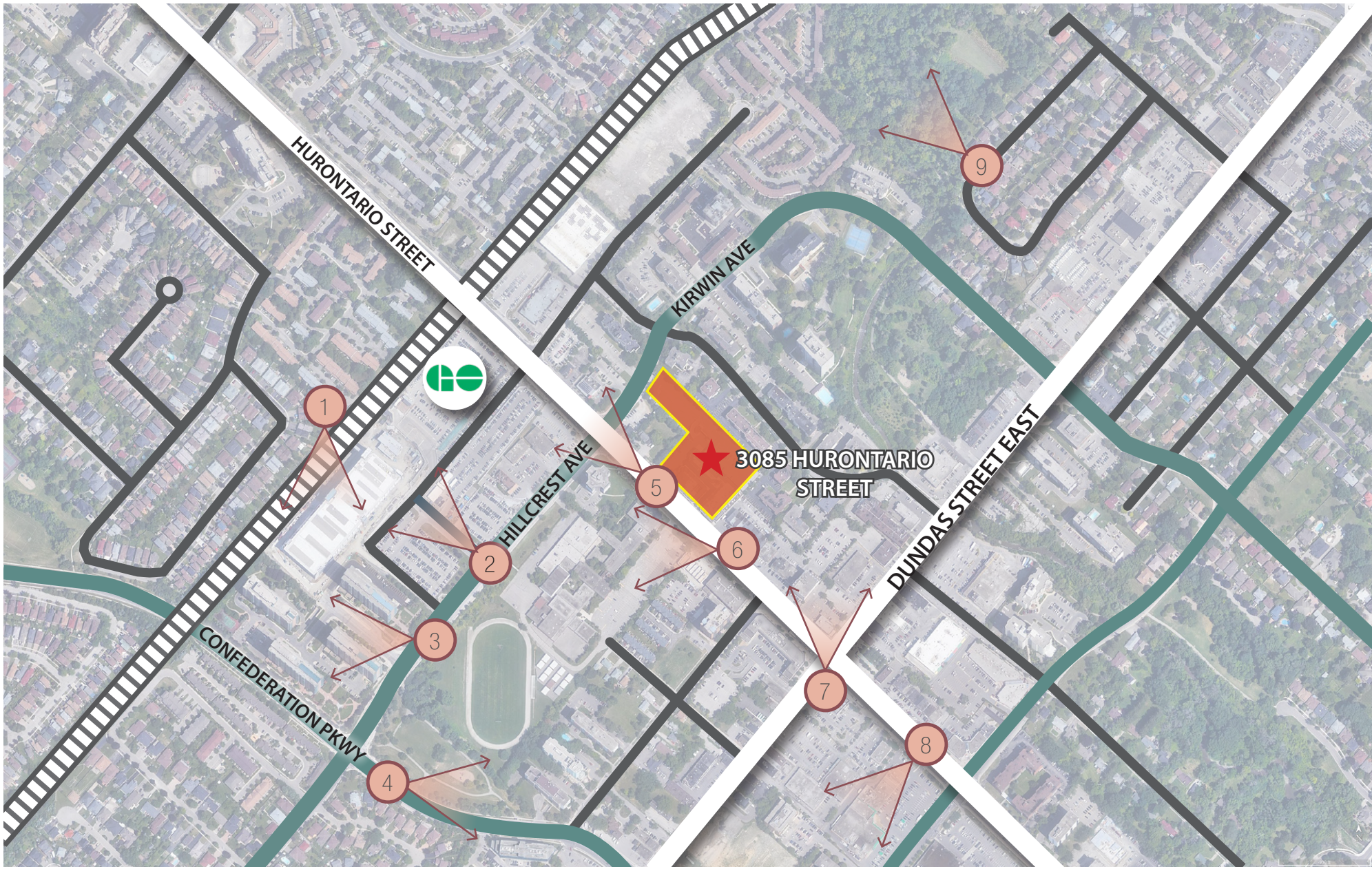


Figure 6: Site Context

1 *View of the Cooksville GO station looking south from the GO train platform*

2 *View into Cooksville GO station parking entrance looking north west from 75 Hillcrest Avenue*

3 *View of The Carlyle Condominiums looking west from Hillcrest Avenue*

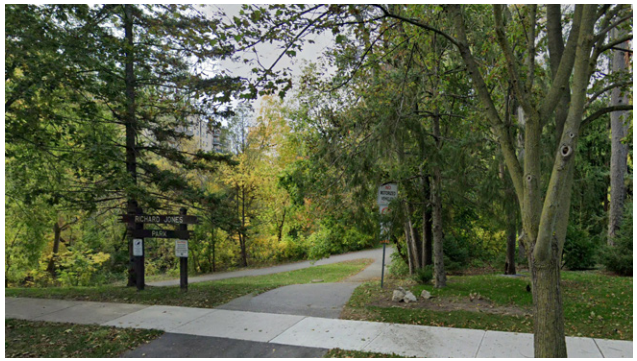
4 *Side view of Sgt. David Yakichuk Park facing east from Confederation Parkway*

5 *View of streetscape along Hurontario Street facing north west*

6 *View of Thomas L. Kennedy Secondary School facing west across from the site*

7 *Intersection at Hurontario Street and Dundas Street West facing north east*

8 *Existing Food Basics grocery store facing south west along Hurontario Street*



9 *View of R. Jones Park Entrance facing north west along Whitchurch Mews*

1.4.2 Surrounding Public and Private Open Spaces

The Subject Land's proposed privately-owned publicly-accessible open spaces are intended to complement the City's existing parks and open space network. Surrounding public open spaces include Sgt. David Yakichuk Park, located approximately 450m to the west, and John C. Price Park approximately 250m to the east. The Cooksville Creek Trail system runs along Cooksville Creek with connections to a community wide system of parks along the watercourse that offer a range of programming and activities. Heading north on the trail, there is a continuous off-road link to the Mississauga Valley Community Centre and the Mississauga Valley Trail.

Figure 7: Cooksville Creek Trail's multi-use path connects a network of parks in Mississauga

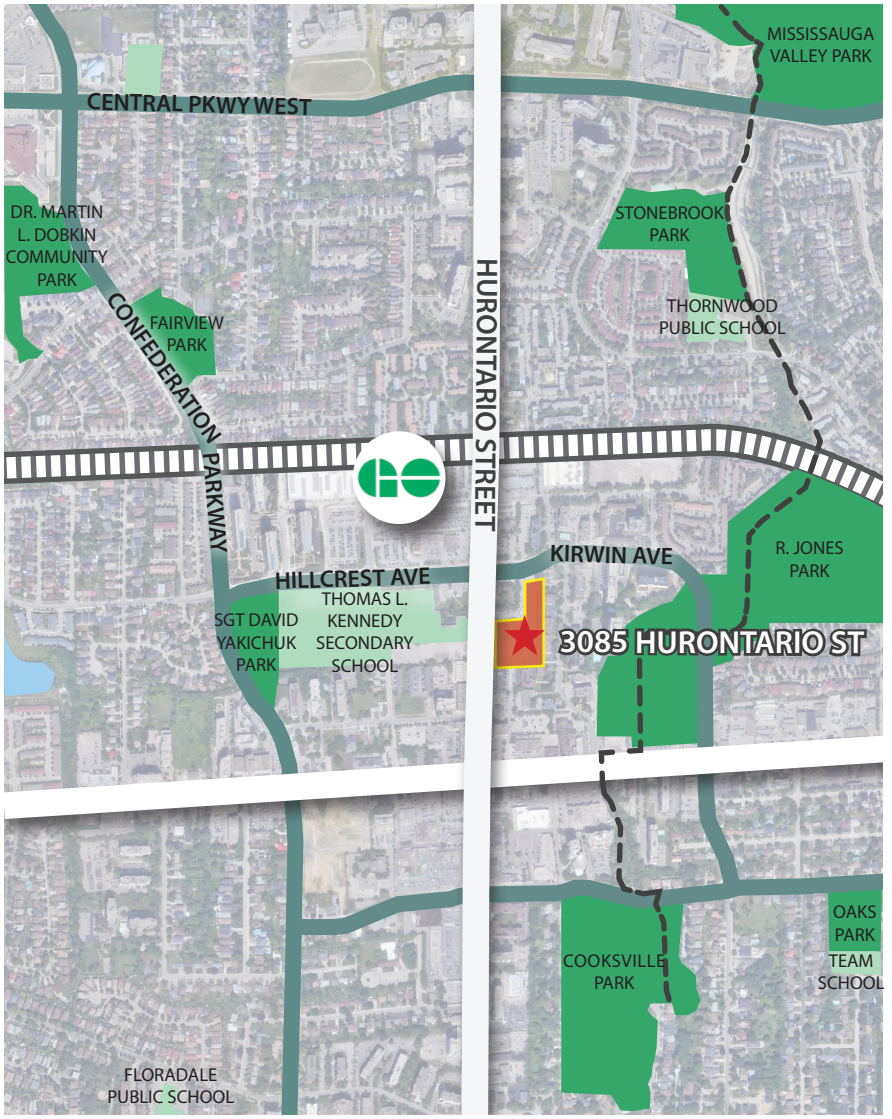


Figure 8: Surrounding Public and Private Open Spaces

1.4.3 Transportation Networks

Metrolinx's 'The Big Move', a regional plan for a complete transportation network, identified three transit lines that will intersect in Cooksville. These transit lines include the existing Milton GO Transit rail line, the forthcoming Hurontario LRT, and a proposed future rapid bus transit line on Dundas Street. With these higher order transit connections and the additional local MiWay transit service, the Subject Lands are well-served by this designated Mobility Hub, providing transit options to regional and community destinations.

The future 18-kilometre LRT will include 19 stops along a dedicated lane ensuring reliable and convenient transit service. It will travel through two urban growth centres and connect to major transit systems including GO Transit (Milton and Lakeshore West lines), the Mississauga Transitway, Brampton Transit, ZUM and MiWay.

Two (2) LRT are planned for Cooksville within close walking distance of the Subject lands, one located adjacent to the Cooksville GO Station and another at Hurontario and Dundas Streets (both approximately a 200-250m / 2-3 minute walk).

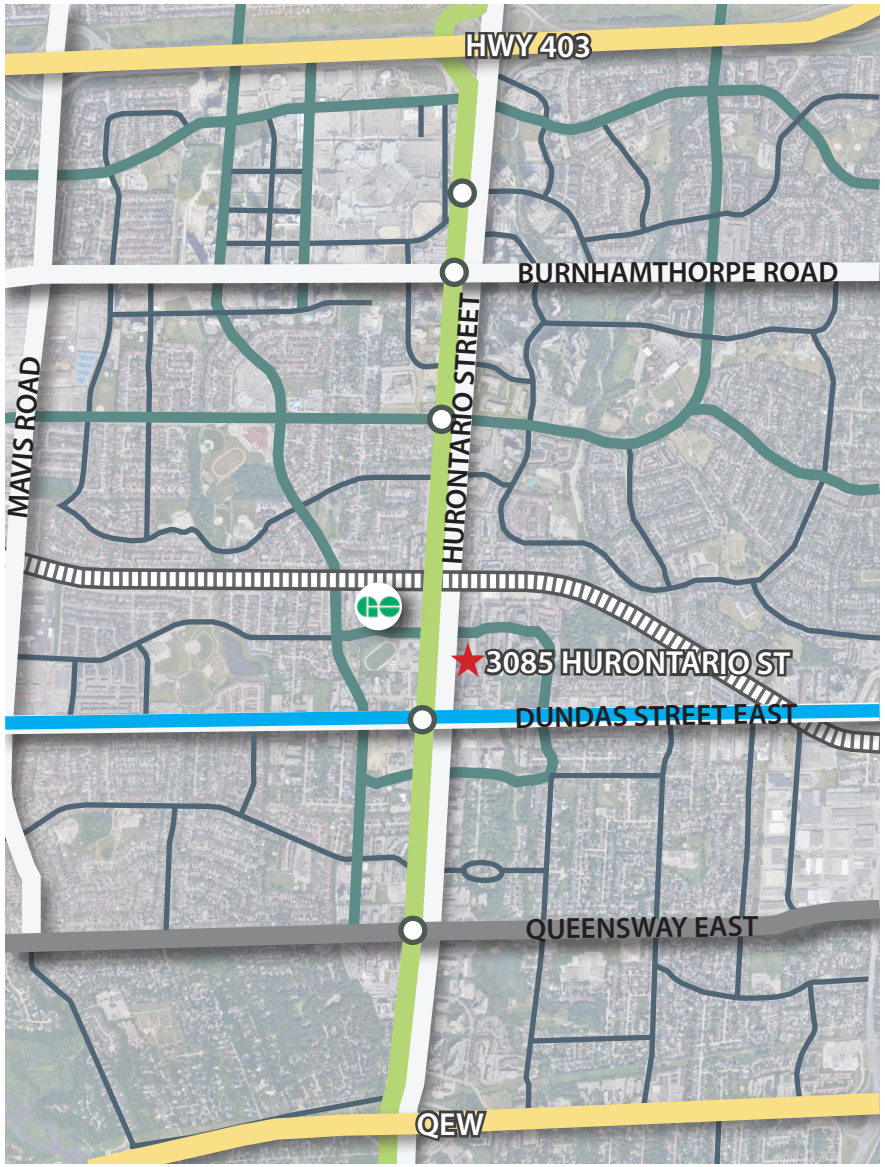


Figure 9: Existing Transportation Networks

Figure 10: Rendering of proposed arrival court and central amenity area between Buildings 1 and 2

ANALYSIS OF THE PROPOSED DEVELOPMENT

SECTION 2

2.1 SITE DESIGN

Aligning with the Mississauga Official Plan (2019) which designates the Subject Lands as “Mixed Use”, the proposed development will comprise a mix of non-residential uses at grade, residential apartment buildings, and live/work units. The overall layout and distribution of uses have been designed to maximize the use of land and to support the overall objective of a compact and transit-supportive development.

The site design proposes to redevelop the Subject Lands with a 30-storey tower on a 7-storey podium with non residential uses at grade (“Building 1”), a 33-storey tower and a 35-storey tower on a 9-storey podium (“Building 2”) and a 9-storey building (“Building 3”). Live/work units are proposed on levels 6 and 7 of Building 1.

Proposed development summary:

- 1,081 units
- Gross Floor Area of 90,701 square metres (976,229 square feet)
- 1,026 square metres (11,043 square feet) of Mixed Use
- 1,038 parking spaces
- 2,108 square metres (22,690 square feet) of amenity area at-grade
- 1, 877 square metres (20,203 square feet) of rooftop amenity areas

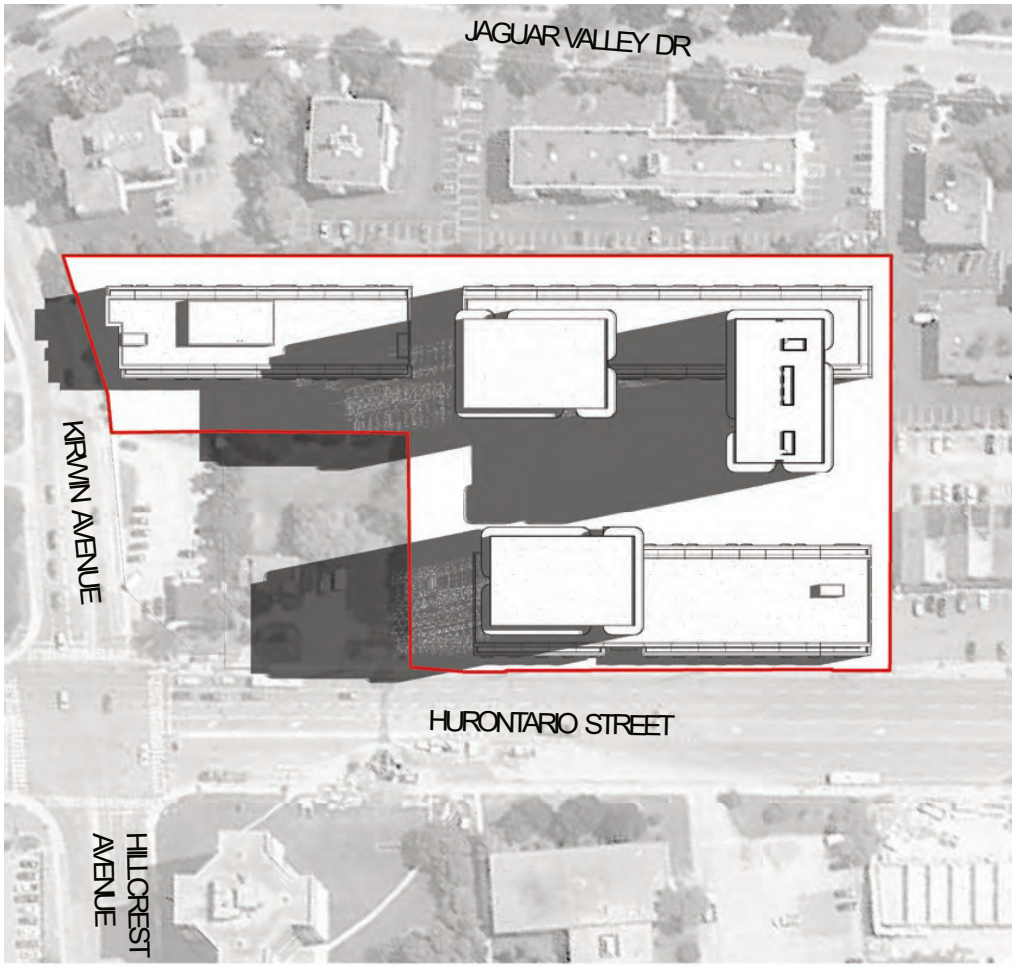


Figure 11: Master Plan overlaid on aerial context map.

1.2.1 Public and Private Open Spaces

The Subject Land's site design is intended to provide a range of high-quality and comfortable outdoor amenity spaces for residents, including the privately-owned, public accessible at-grade courtyard, private terraces and patios, green roof amenity areas, and streetscape features in the public realm.

1.2.2 On-Site Landscape Opportunities

Courtyard / Central Amenity Area

Framed by Buildings 1 and 2, the main central courtyard will be predominantly intended for passive-use recreation and serves as a key focal gathering space for the residents. The distinctive design features include:

- Fountain Square - a sculptural fountain at the heart of the development;
- The Grove - Informal seating and active play areas;

Inspired by formal European squares, the at-grade landscape is intended to provide a sheltered space between buildings that can offer a unique retreat for the residents. The courtyard is envisioned to provide a iconic fountain at the entrance, establishing a visual focus in the arrival court. From spring to the fall season, the sound of the water fountain will create a tranquil auditory experience. During the winter, seasonal evergreens would provide a visual focus when the fountain is not in use. The paving pattern is proposed as radiating ripples from the central fountain, continuing throughout to the public sidewalk on the perimeter.

Located on the south side of Fountain Square, The Grove features raised natural stone edges with a sculptural and organic form to contain soil for planting. Flexible seating areas are also proposed, with playful, colourful cafe seating for lingering and informal social interaction. An informal layout of trees help to define paths and to provide shade. Children's play areas are located south of The Grove and include space for some climbing features and a play court.

Additional Open Space Areas

Along the east Mews, the space is envisioned as a quiet walkway for residents, lined with a columnar tree hedgerow. Front yards of the units are elevated above the sidewalk with terraced planters.

A dog park is provided in a sheltered area located at the east side of Building 2, adjacent to the walkway.

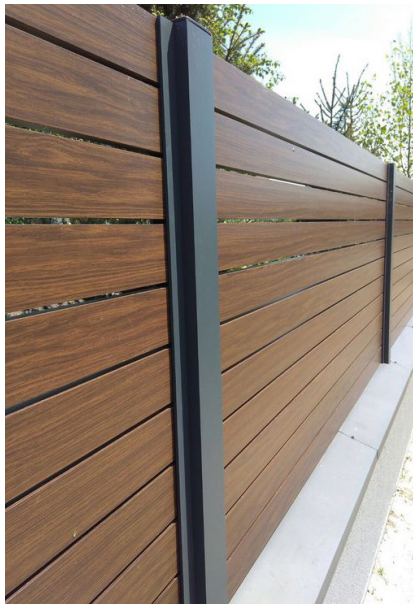
On the Subject Land's south side, a decorative metal fence is proposed with access points to the adjacent property.

Figure 12: Ground Level Landscape Master Plan

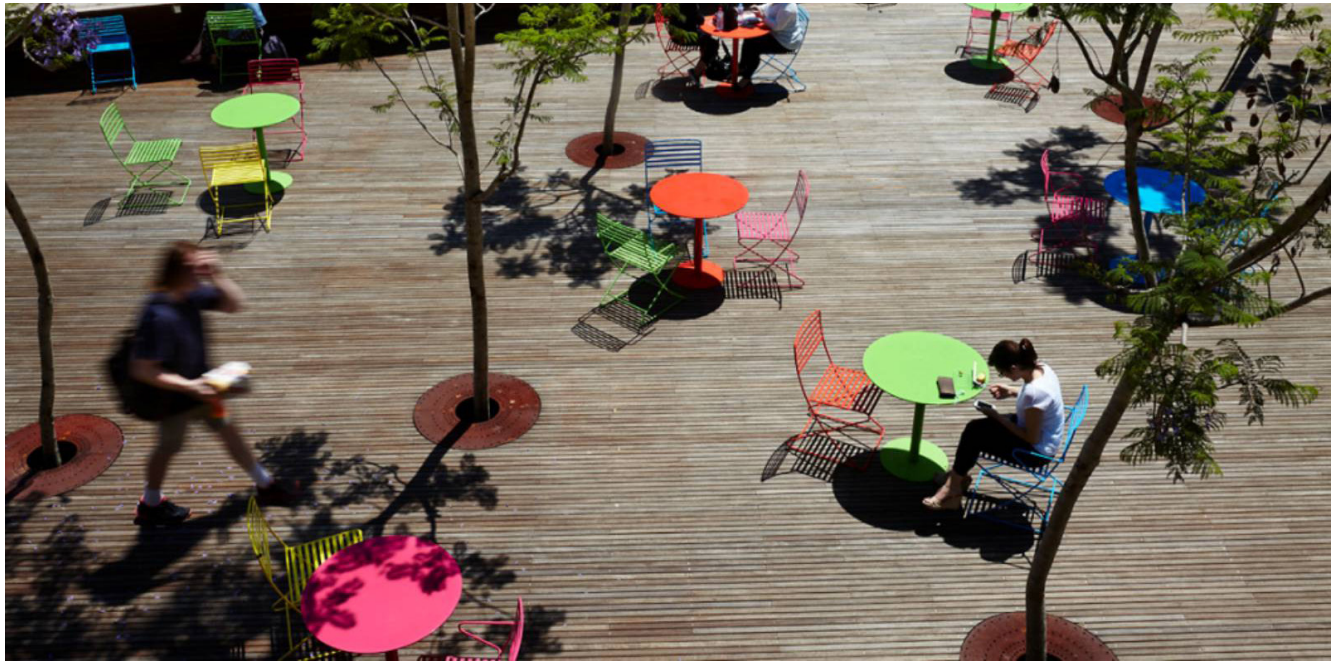
Radial Pattern Unit Paving

Alternating Paving ‘Ripples’

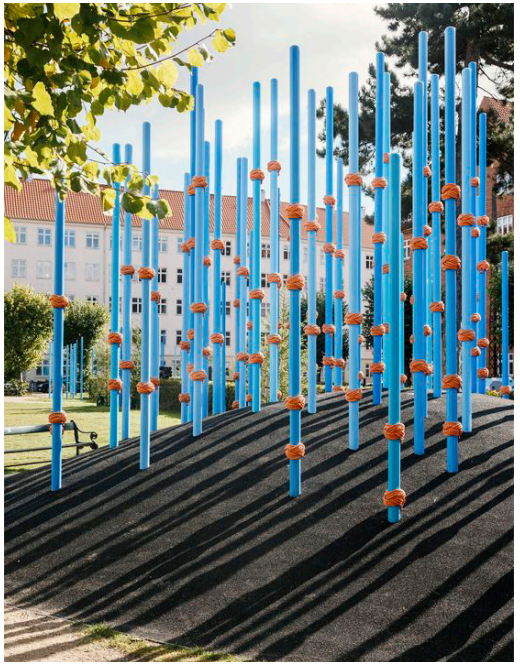
Play Court



Privacy Fence

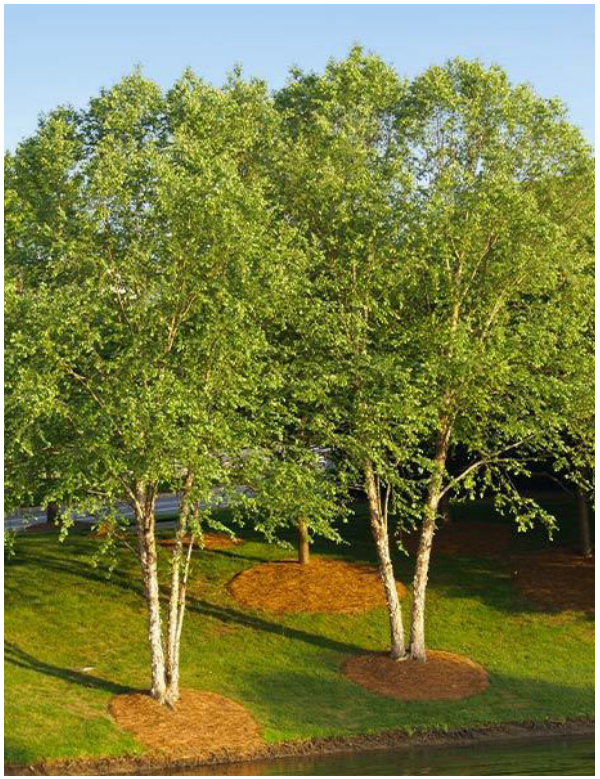


Colourful Cafe Seating In “The Grove”



Sculptural Play Equipment

Figure 13: Ground Level Amenity Hardscape



The Grove: River Birch

The Grove: Under-story Plants Include Winter Creeper, Mondo Grass And Purple Coneflower

East Townhouse Mews: Columnar Oak

The Grove: Natural Boulder Planter Edge/Seating

East Townhouse Mews: Terraced Concrete Planter

Paver-integrated Tree Grates

Raised Planter edge & planting bed

Figure 14: Ground Level Amenity Softscape

Figure 15: Preliminary Rendering of proposed townhouses with private terraces fronting the private street.

Green Roof Amenity Areas

One of the most valuable features of utilizing green roof infrastructure is that it generates a wide range of social, economic and environmental benefits, in both the public and private realms. By increasing amenity and green space through the use of landscaped podiums and roofs, the sustainable design is intended to provide a range of high-quality, comfortable private and shared outdoor amenity space, maximizing residents' access to sunlight. On terraces and podiums framing open spaces, upgraded architectural treatment will be provided with respect to window treatments, wall articulation, masonry detailing, etc.

Programming Opportunities

Rooftops are envisioned to provide opportunities for lounging and dining in amongst raised planters. Unprogrammed areas of artificial lawn are proposed to support flexible play for families. Other areas of the roof would be planned to support green roof planting. These spaces are predominantly intended for passive use, with some play opportunities, which may include:

- Four season landscaping, seating, pedestrian-scale lighting, trees, shade structures, weather protection, screening;
- High-quality, universally accessible and environmentally sustainable materials;
- Pattern of paths that helps frame the spaces and their uses;
- Unprogrammed lawn areas for flexible passive recreation use;
- Flexible seating and barbeque areas for resident use;
- Predominantly formal layout of trees to provide shade; and
- Areas for naturalized planting and wildflower gardens that may integrate planting programs that support City of Mississauga green initiatives.

Extensive Green Room Systems - Sustainability Benefits

Both extensive and intensive green roof approaches may be considered for the proposed development. These systems are typically differentiated by the amount of vegetation utilized. While intensive green roofs involve frequent maintenance of plants and gardens, extensive systems are left to grow naturally and are only to be entered for yearly maintenance.

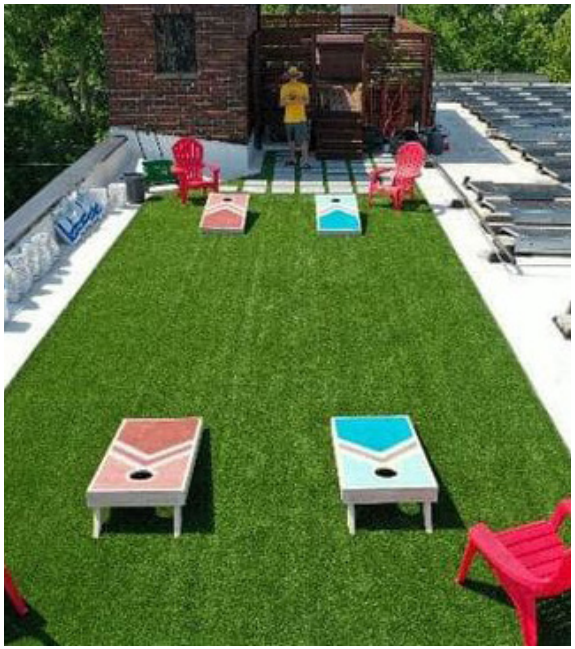
Green roofs are interlinked with the development's overall sustainability measures, including the integration of sustainable stormwater management systems and energy efficient building design and materials. Some of the environmental and sustainability benefits of extensive green roofs include:

- Reduce energy costs by minimizing heat loss, and providing natural insulation for buildings;
- In summer, the green roof protects the building from direct solar heat;
- Energy conservation translates into fewer greenhouse gas emissions
- Reduce the Urban Heat Island Effect, a condition in which urban environments absorb and trap heat;
- A green roof's plants remove air particulates, produce oxygen and provide shade; and
- Decreases the amount of storm runoff from buildings.
- Low maintenance green roofs can be designed to serve as refuge for species such as ground-nesting birds.

Figure 16: Conceptual Rooftop Amenity Plan

LEGEND

1. OUTDOOR FITNESS AREA
2. 60M RUNNING TRACK
3. SHUFFLEBOARD / LAWN BOWL
4. DINING / LOUNGE

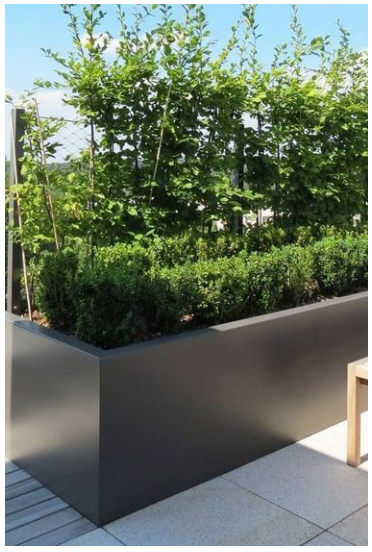


Artificial Lawn / Flex space

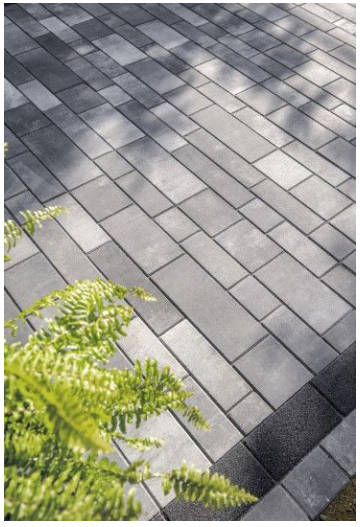
Shaded Lounge/Dining

Outdoor Gym Equipment

Wildflower Green Roof



Prefabricated Metal Planter



Unit Paving

Raised Concrete Planter

Rubber Running Track

Figure 17: Proposed Rooftop Amenities and Programming Opportunities

1.2.3 Streetscape

The public realm and streetscapes of the Subject Lands will reflect high quality pedestrian environments, with coordinated landscape features, built form, infrastructure and utilities. Intended to establish an attractive, comfortable, and vibrant urban character, the streetscape design provides and encourages pedestrian activity and active transportation use through connected sidewalks, walkways, and bike lanes. As part of the Hurontario LRT process, the Hurontario Street right-of-way streetscape is currently being designed by Metrolinx. The following outlines the proposed streetscape design features within the property line along Hurontario Street, Kerwin Avenue, and the private shared street.

Hurontario Streetscape

As a multi-purpose arterial street and a Major Transit Station Area primary connector, Hurontario Street is a main north-south transportation corridor for Mississauga's downtown and serves as a key structuring element for the Subject Lands. As Hurontario evolves over time, it will be characterized by a mix of uses, including high density residential, commercial, office and public open space.

The proposed built from setbacks along Hurontario Street allow for tree planting in soil cells, raised planting beds, incorporating some shrub/perennial planting opportunities and by continuous soil volumes within the paved zone.

The following describes some of the proposed streetscape elements:

- Bike lanes and sidewalks intended on both sides of the road (boulevard treatment to be determined by Metrolinx);
- Within the property line, street trees in soil cells situated in raised concrete edging and seat walls;
- AODA compliant walkways provided between the planting bed extent and the building frontage;
- Street light poles and luminaires that reflect approved City standards.

Kirwin Avenue

Responding to the adjacent built form use and anticipated level of pedestrian activity, the proposed streetscape elements along this road are intended to comprise:

- Sidewalk and sodded boulevard adjacent to the roadway;
- A soft landscape buffer within the property line, between the sodded boulevard and the proposed townhouses.

Private Shared Street

Internal to the development, a private shared street provides the vehicular and pedestrian circulation. The proposed streetscape comprises the following elements:

- 7.6m roadway (back of curb to back of curb) / 7.2m (curb face to curb face) with unit pavers, providing a visual link to the courtyard and indicating to drivers that it is a shared zone intended for slower vehicular travel;
- Pedestrian light standards;
- Planting bed with raised concrete edging.
- 2.4m lay-by parking between planting beds;
- 2.0m sidewalks; and
- 1.5m planting buffer between the sidewalk and the building face.

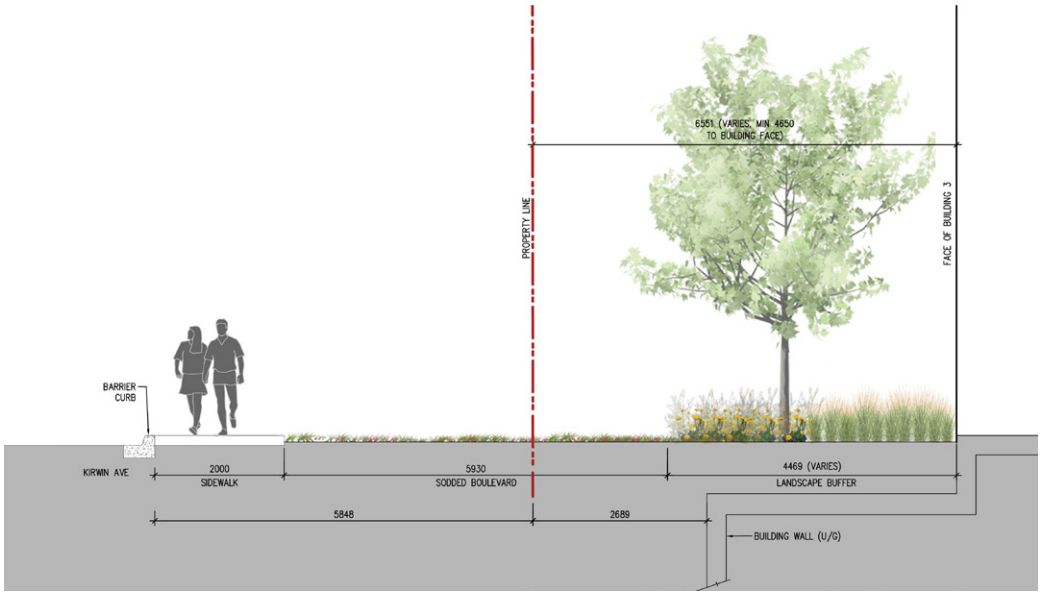


Figure 18: Section A - Kirwin Avenue

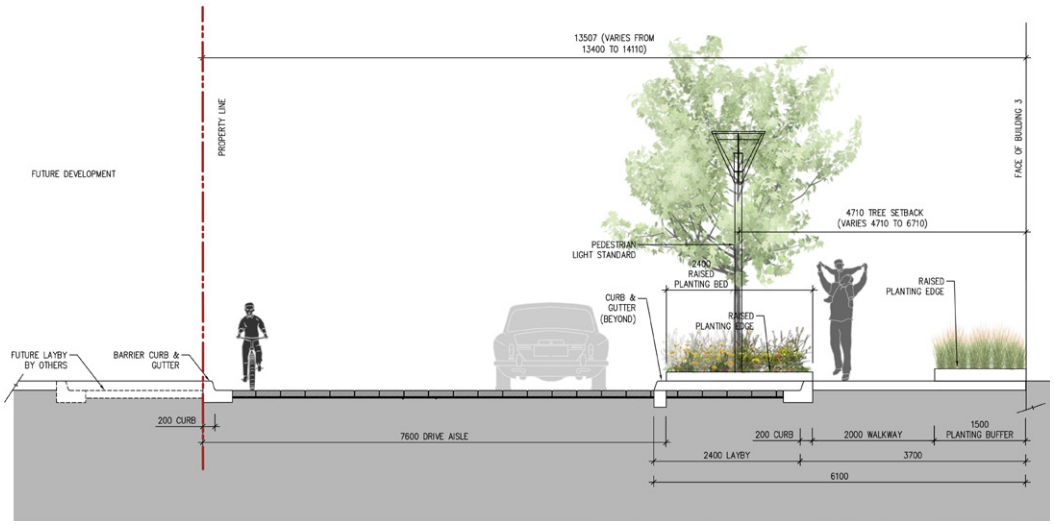


Figure 19: Section B - Private Shared Street

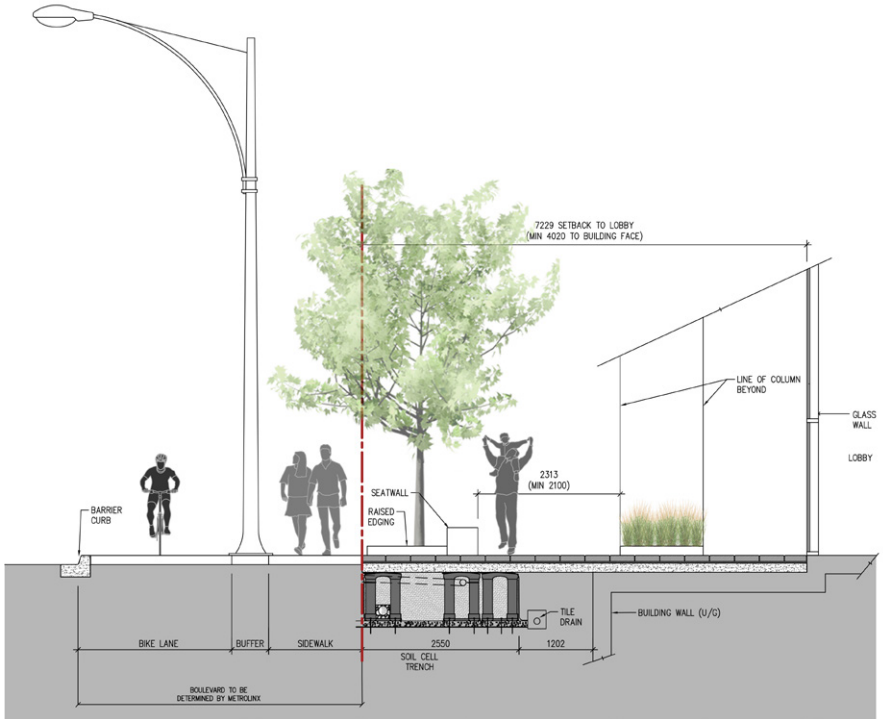


Figure 20: Section C - Hurontario Street

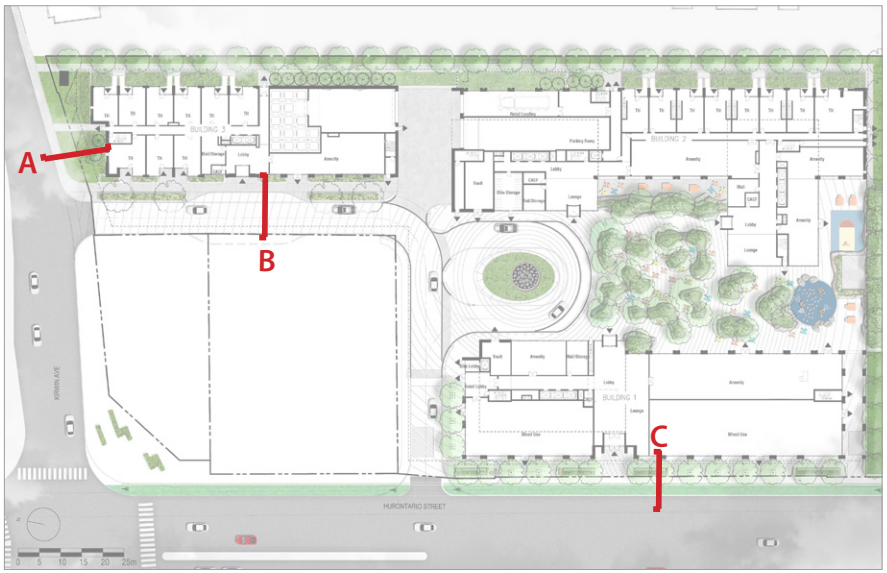


Figure 21: Section Key Plan

1.2.4 Landscape Elements

Planting

A successful, healthy street tree planting strategy will help establish the character of the Subject Lands, while maximizing the benefits of air pollution reduction, shade and cooling, wildlife habitat potential, increased property values and safer and more attractive streets and open spaces that encourage walking and cycling trips.

- The landscape treatment between the building façade of the condominium buildings will typically consist of tree and shrub planting, ornamental grasses, and a terrace railing to enhance the public realm.
- The species palette is kept to a minimum to reflect a strong architectural element in the landscape and reduce maintenance requirements.

The planting strategy may include the following categories for trees:

- Urban Tolerant Trees (Medium, Coarse or Fine-Texture Species) - located where tree grates, raised planters and predominantly hardscape environments characterize the boulevard treatment;
- Ornamental or Flowering Trees (Medium or Coarse-Textured Species) - potentially located alongside main gathering areas;
- Medium or Coarse Textured Trees; and
- Fine Textured Trees.

Lighting

Proper lighting design is critical to ensuring safe pedestrian and vehicular circulation, as well as an important element in defining the character of the Subject Lands.

- Lighting design (pole and luminaire) is coordinated with the architectural style to promote a consistent and definable character for the development.
- A pole and/or luminaire that is appropriate to the site and function to avoid excessively lit areas and light pollution has been selected.
- Encourage 'night sky' compliance as a component of sustainable design, with illumination directed downwards.

Site Furniture

Attractive, sturdy and functional site furniture is fundamental to the visual appeal of the development and plays an important role in helping to reinforce the development character.

- The colour, material, form and style of site furniture is consistent with and complementary to the established design theme for the Subject Lands.
- The site furniture palette, including benches, waste receptacles and bike racks, reflect a similar style, colour and/or material.
- The placement and layout of furnishings encourages safe use, maintain all accessibility requirements and is appropriate to the adjacent built form orientation.
- As much as possible, furnishings shall be vandal-resistant and low maintenance, with readily available components.

1.2.4 Detailed Site Statistics

The following outlines the detailed site statistics including area summary and total gross floor area, indoor and outdoor amenity areas for each building, total parking spaces provided, unit mix per building, and density calculations.

Refer to p. 26 for a detailed summary of Buildings 1, 2 and 3.

AREA SUMMARY

	3085 Hurontario	
Total GBA	135,014	1,453,274
Total GCA	103,210	1,110,939
Total GFA	90,726	976,565
Total Unit Count	1,081	
Amenity Space Req'd by Unit Count (5.6sm)	6,054	65,160
Amenity Space Required per Site Area (10%)	1,460	0

Amenity

	Outdoor Amenity Provided		Indoor Amenity Provided		Total Amenity Provided	
	sm	sqft	sm	sqft	sm	sqft
Site	2,108	22,690	-	-		
Bldg 1	716	7,703	889	9,573		
Bldg 2	631	6,793	1,143	12,307		
Bldg 3	531	5,710	195	2,104		
Total	**3,985**	42,897	**2,228**	23,984	**6,213**	66,881

Parking

Level	Total Parking Spaces Provided	Barrier Free Stalls (Included)	Bike Parking LT (0.6/unit) Provided	Bike Parking ST Provided	
Grade				29	0.28 per 100sq.m.
Level P1	209		215	54	0.05/unit
Level P2	276		375		
Level P3	276		62		
Level P4	277		62		
Total	**1,038**	**0**	**714**	**83**	
Required	1,004		649	54	
Surplus	34	0	65	29	

Unit Mix

	Building 1	Building 2	Building 3	# of units per type	Parking Rate	Parking Spaces Required
Studio	0	1	20	21	0.75	16
1BR	49	110	42	201	0.75	151
1BR+D	74	168	38	280	0.75	210
2BR	146	248	30	424	0.9	382
2BR+D	32	90	0	122	0.9	110
Live/Work (1BR)	16	0	0	16	0.75	12
TownHomes (2BR)	0	8	9	17	0.9	15
Visitor/Mixed-Use Parking	**16**				0.1	108
Total	**317**	**625**	**139**	**1081**		**1004**

Density

	3085 Hurontario
Site Area	1.46
acres	3.61
sf	157,153
sm	14,600
Private Garden Area	
sf	22,690
sm	2,108
Private road area	
sf	11,356
sm	1,055
Total Building Area (GBA)	
sf	1,453,274
sm	135,014
Total Construction Area (GCA)	
sf	103,210
sm	1,110,939
Total Building Area (GFA)	
sf	976,565
sm	90,726
FSI (GFA/Site Area)	**6.21**

Building 1

Level	GBA (sm)	GBA (sf)	Planning GFA (sm)	Planning GFA (sf)	GCA (sm)	GCA (sf)	Mixed Use (sm)	Mixed Use (sf)	Indoor Amenity (sm)	Indoor Amenity (sf)
Level 1	2,346	25,256	1,555	16,739	2,346	25,256	1,025	11,037	602	6,483
Level 2	2,351	25,308	88	945	155	1,667	0	0		
Levels 3-5 (typical podium)	7,742	83,333	6,784	73,025	6,990	75,244	0	0		
Level 6 (live/work)	2,581	27,778	2,267	24,403	2,336	25,143	0	0		
T1 Level 7 (live/work setback)	2,577	27,743	2,147	23,112	2,216	23,852	0	0		
T1 Level 8 (podium roof)	2,155	23,195	289	3,114	643	6,919	0	0	287	
T1 Level 9-30 (typ tower)	21,335	229,652	15,150	163,072	16,319	175,651	0	0		
T1 Level 31- Mechanical Penthouse	823	8,861	0	0	742	7,981	0	0		
Total Bldg 1	**41,911**	**451,126**	**28,281**	**304,409**	**31,746**	**341,712**	**1,025**	**11,037**	**889**	**9,573**
*average tower:	**970**		**689**		**742**					

Building 2

Level	GBA (sm)	GBA (sf)	Planning GFA (sm)	Planning GFA (sf)	GCA (sm)	GCA (sf)	Mixed Use (sm)	Mixed Use (sf)	Indoor Amenity (sm)	Indoor Amenity (sf)
Level 1	2,748	29,576	1,555	16,742	2,748	29,576	0	0	581	6,250
Level 2	2,808	30,225	728	7,841	874	9,407	0	0		
Level 3-8 (typical podium)	18,421	198,283	14,570	156,829	15,897	171,114	0	0		
Level 9 (podium setback)	3,071	33,053	2,253	24,255	2,519	27,118	0	0		
Level 10 (podium roof)	2,752	29,623	811	8,732	1,483	15,962	0	0	563	6,057
T-North Level 11-33	22,311	240,155	15,829	170,382	17,060	183,637	0	0		
T-South Level 11-35	24,251	261,038	17,205	185,193	18,544	199,603	0	0		
T-North Level 34- Mechanical Penthouse	856	9,216	0	0	745	8,019	0	0		
T-South Level 36- Mechanical Penthouse	853	9,181	0	0	742	7,984	0	0		
Total Building 2	**78,071**	**840,351**	**52,952**	**569,969**	**60,612**	**652,421**	**0**	**0**	**1,143**	**12,307**
*average north tower:	**970**		**688**		**742**					
*average south tower:	**970**		**688**		**742**					

Building 3

Level	GBA (sm)	GBA (sf)	Planning GFA (sm)	Planning GFA (sf)	GCA (sm)	GCA (sf)	Mixed Use (sm)	Mixed Use (sf)	Indoor Amenity (sm)	Indoor Amenity (sf)
Level 1	1,449	15,594	757	8,146	1,449	15,594	0	0	195	2,104
Level 2	1,510	16,251	618	6,652	666	7,174	0	0		
Level 3	1,547	16,654	1,151	12,394	1,202	12,941	0	0		
Levels 4-8 (typical podium)	7,736	83,271	5,757	61,970	6,011	64,704	0	0		
Level 9 (podium setback)	1,550	16,688	1,210	13,025	1,264	13,602	0	0		
Level 10 (podium roof)	1,239	13,340	0	0	259	2,791	0	0		
Total Building 3	**15,032**	**161,798**	**9,493**	**102,187**	**10,852**	**116,805**	**0**	**0**	**195**	**2,104**

TOTAL	**135,014**	**1,453,274**	**90,726**	**976,565**	**103,210**	**1,110,939**	**1,025**	**11,037**	**2,228**	**23,984**

2.2 BUILT FORM AND USES

Within the Subject Lands, the proposed built form shall encompass commercial, retail or employment uses at grade along Hurontario Street and residential within the tower elements of buildings. The diversity of these uses provides an opportunity for buildings to create physical and visual connections between the private and public realms while promoting vibrancy and activity throughout the day.

The configuration of the proposed built form shall be designed as a coordinated, consistent and visually attractive edge along Hurontario Street, Kirwin Avenue, and the private shared street. On Hurontario Street, the interface will provide a balance of strong built form edge oriented toward the street and a robust streetscape treatment that is appropriate to the scale of the Major Transit Station Area primary connector road.

The interface with Kirwin Avenue is also intended to balance a strong built form edge while providing a streetscape treatment appropriate to the collector road and the development's main north-south vehicular/pedestrian access.

Key Design Elements

- Built form consists of a podium/tower configuration and slender tower design which minimizes wind impacts and maximizes sunlight.
- Includes a refined architectural design that integrates well into the City's skyline while being sensitive to the pedestrian experience on the ground.

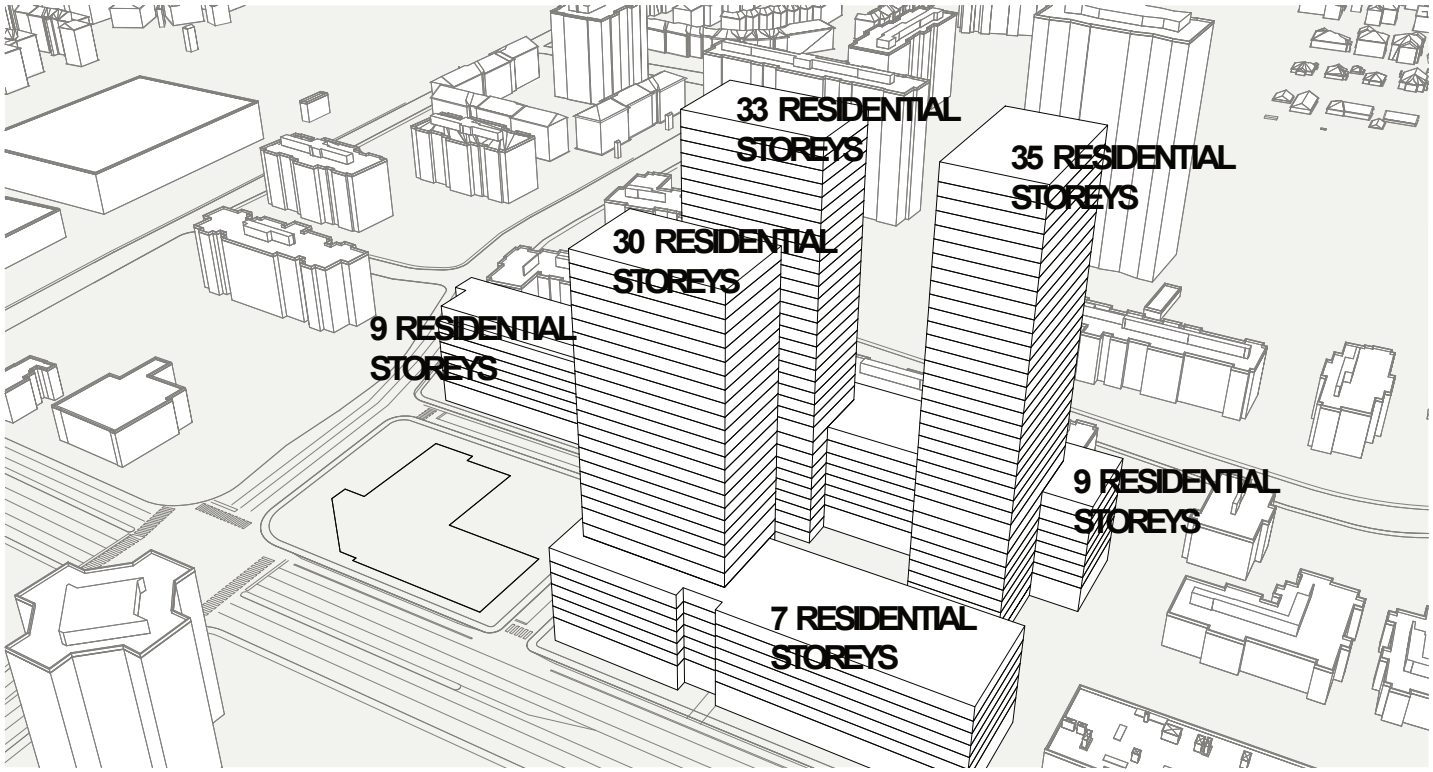


Figure 22: Height and massing model axonometric view

2.2.1 Building Setbacks and Orientation

The buildings within the Subject Lands have been positioned with a strong orientation toward Hurontario Street, Kirwin Avenue, and the internal private street. They are sited and designed to provide appropriate setbacks within the development to maintain privacy, structure open spaces and amenity areas and enable an effective streetscape and open space treatment, while achieving a suitable interface with the public realm. The following general design considerations have been applied to the building setbacks and orientation are as follows:

- Buildings located adjacent or opposite one another shall be compatible with respect to height and massing. Extreme variations shall be avoided.
- Focal elements of each building, configured through massing, architectural design and materials, and ingress/egress locations will address key street and site plan conditions. In doing so, architecturally accentuated features of the building shall address and frame the entry into the site at Hurontario Street as well as the primary pedestrian access points internal to the site.
- Main entrances shall be designed as a focal point of the building facing the internal vehicular and pedestrian circulation routes.
- The majority of the street interface is occupied by building frontage with a strong orientation and relationship to the street achieved through minimal setback and high quality architectural façade treatment.
- Buildings shall have a strong relationship with the street frontage on all streets, and minimal setbacks from the street edge to establish an appropriately scaled street wall.

As per the Downtown Core Built Form Standards - Schedule 12A, the Proposed Development aligns with the following recommendations for tall buildings:

Tower separations and recommended setbacks to the property lines

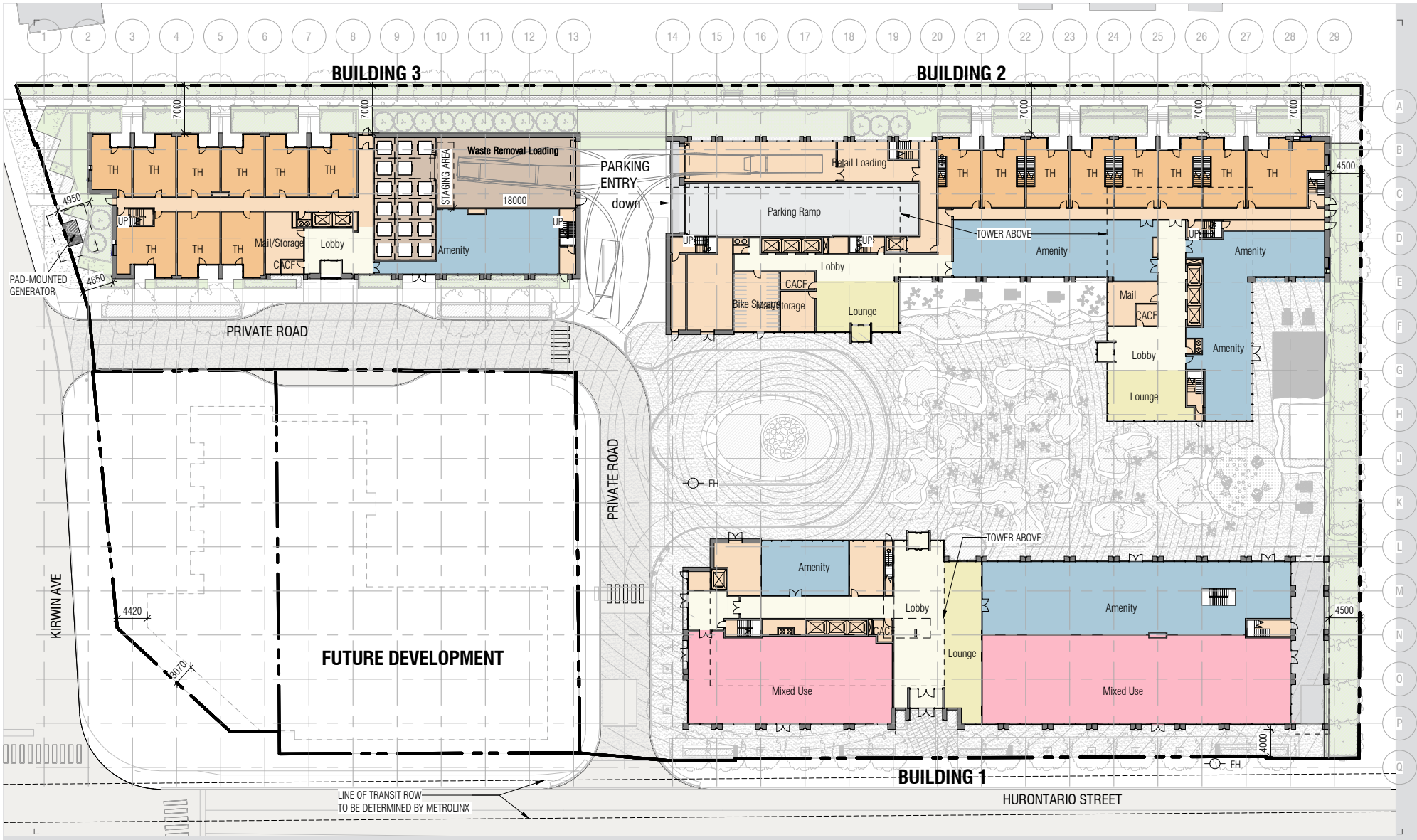
- A 30 metre tower separation is respected between all towers.
- The towers are set back 15m from the east and south property lines, respecting potential future redevelopment of neighbouring properties. This spatial separation provides access to sky views, privacy for residents and collective shade on the street. The tower setback distance varies across the west face, as the Hurontario property line is not orthogonal. *Refer to site plan drawing for dimension setbacks.*

Frontage along Hurontario and Tower Stepbacks to Hurontario

- Along Hurontario Street, the proposed podium setback is 4.0m metres, with the podium stepback 2.8m at the 6th storey, and the tower stepback 3.6m from the top of the podium.
- Since the Subject Lands are situated on the east side of Hurontario Street, an angular plane diagram to determine shadow impacts on the right-of-way is not required as part of the Shadow Study Analysis. *Refer to Figure 21 for podium height, setbacks, and stepbacks for Building 1 fronting Hurontario Street.*

Tower floor plates - 750 square metres maximum

- Gross Floor Area Tower floor plates range from 614 square metres to 624 square metres, under the recommended maximum 750 square metres.



diamond schmitt

GROUND FLOOR PLAN P100
3085 HURONTARIO ST 04/14/21 1 : 500

Figure 23: Level 1 Plan

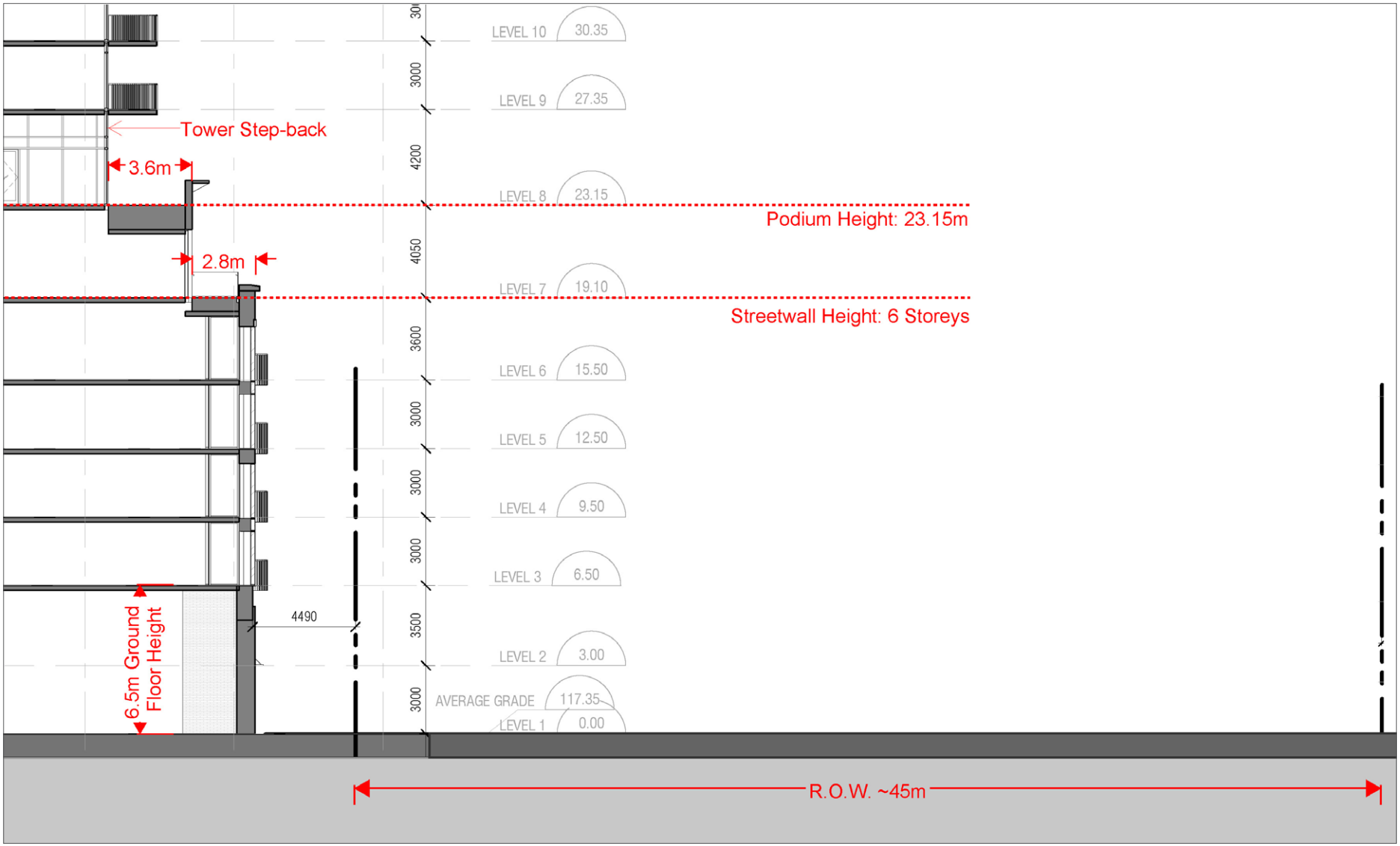


Figure 24: The proposed podium design in relation to the corresponding width of the Hurontario Street Right-of-Way.

Note: The tower setback distance varies across the west face, as the Hurontario property line is not orthogonal. Refer to site plan for dimensions.

2.2.2 Building Height & Form

The Proposed Development meets Downtown Core Built Form Standards' minimum ground floor heights for buildings that are accommodating retail uses. As part of the Downtown Cooksville area, the Proposed Development exceeds the minimum height of 3 storeys, with building heights at 30, 33 and 35 storeys.

In support of the City's vision for Hurontario Street, the Subject Lands have strategically configured and designed the tall buildings to enhance placemaking, wayfinding and landmarking of the public realm. The 3 (three) proposed taller buildings have been appropriately configured in a variety of forms to aid in stepping-down the height and scale, transitions between building types, and establishing the form of massing and proportion of tower shafts in relation to views from streets and open spaces.

Façades of the taller building types along the public and private streets are designed in accordance with the guidelines for tall buildings and are composed of:

- **Base:** located at the podium level, and defined from the ground plane to a horizontal line on the lower façade such as a water table, window sill or the entire ground floor level.
- **Middle Shaft:** defined by a wall stepped back from top of building, extending to bottom of the building and articulated by fenestration, projections and recesses.
- **Tower (Roof) Top:** defined at the top of the building by a cornice line, articulated upper floors, parapets or an ornamental form, the tops of towers should be designed as distinctive elements against the skyline.

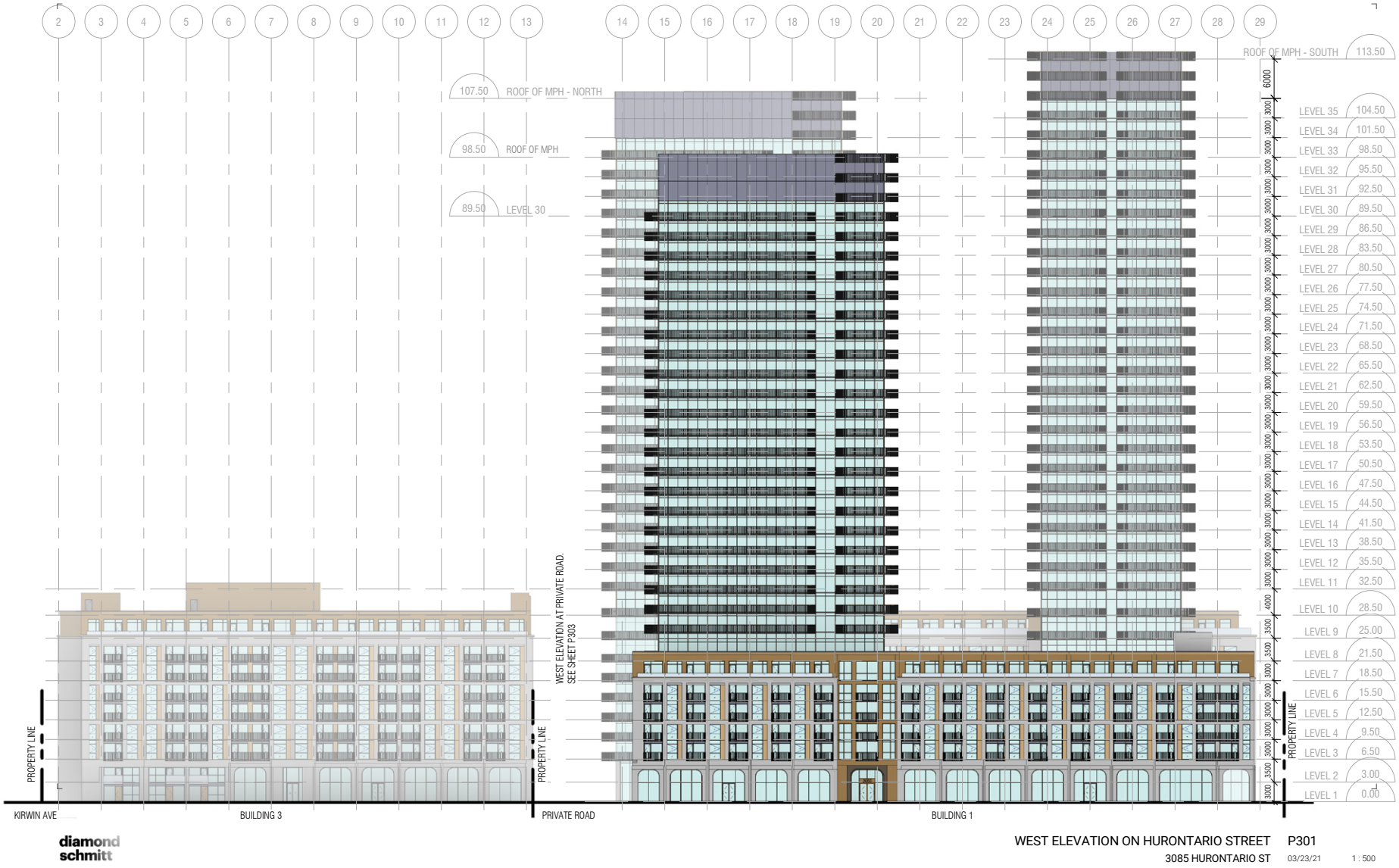


Figure 25: Proposed West Elevation - Hurontario Street

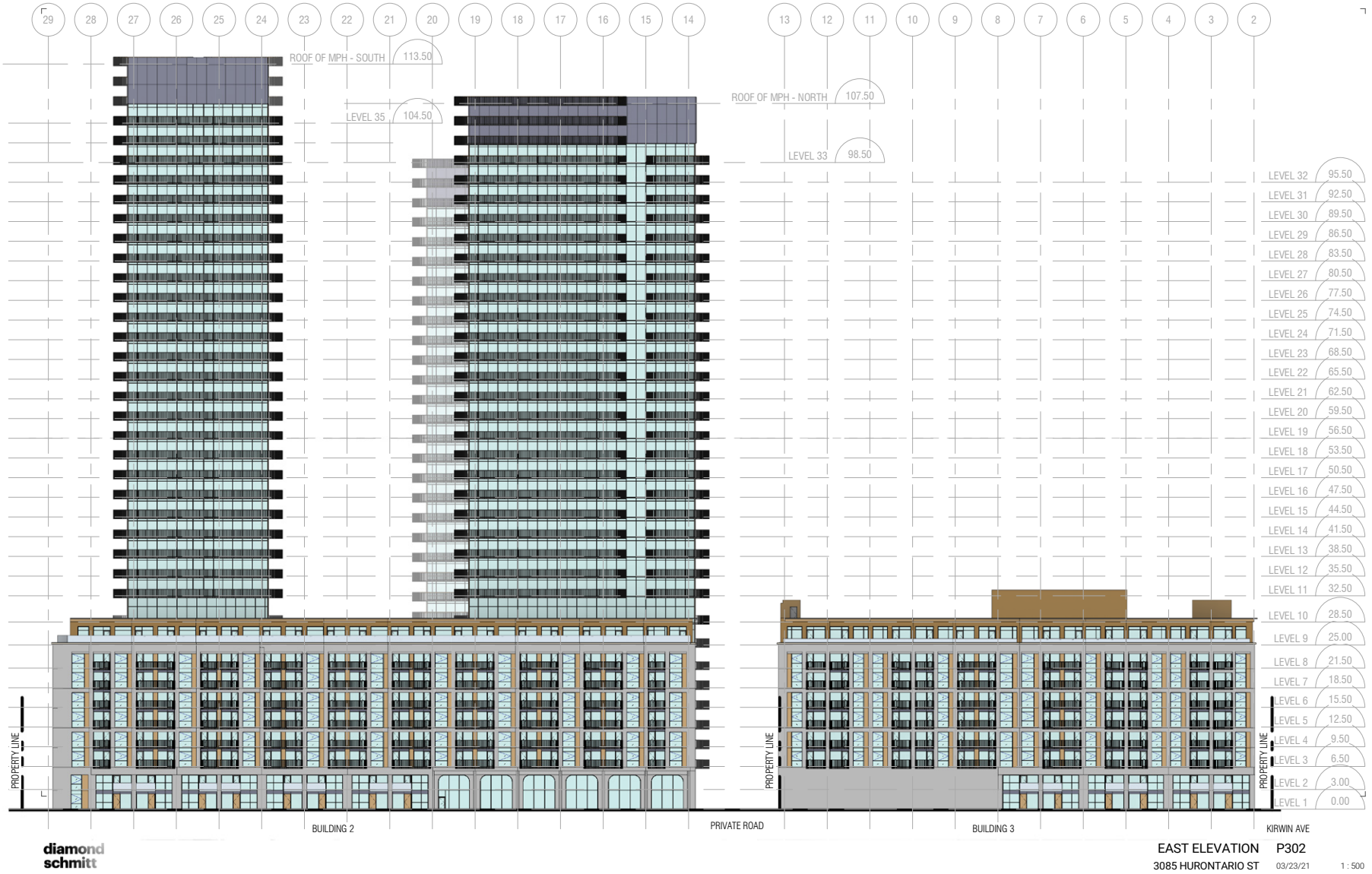


Figure 26: Proposed East Elevation

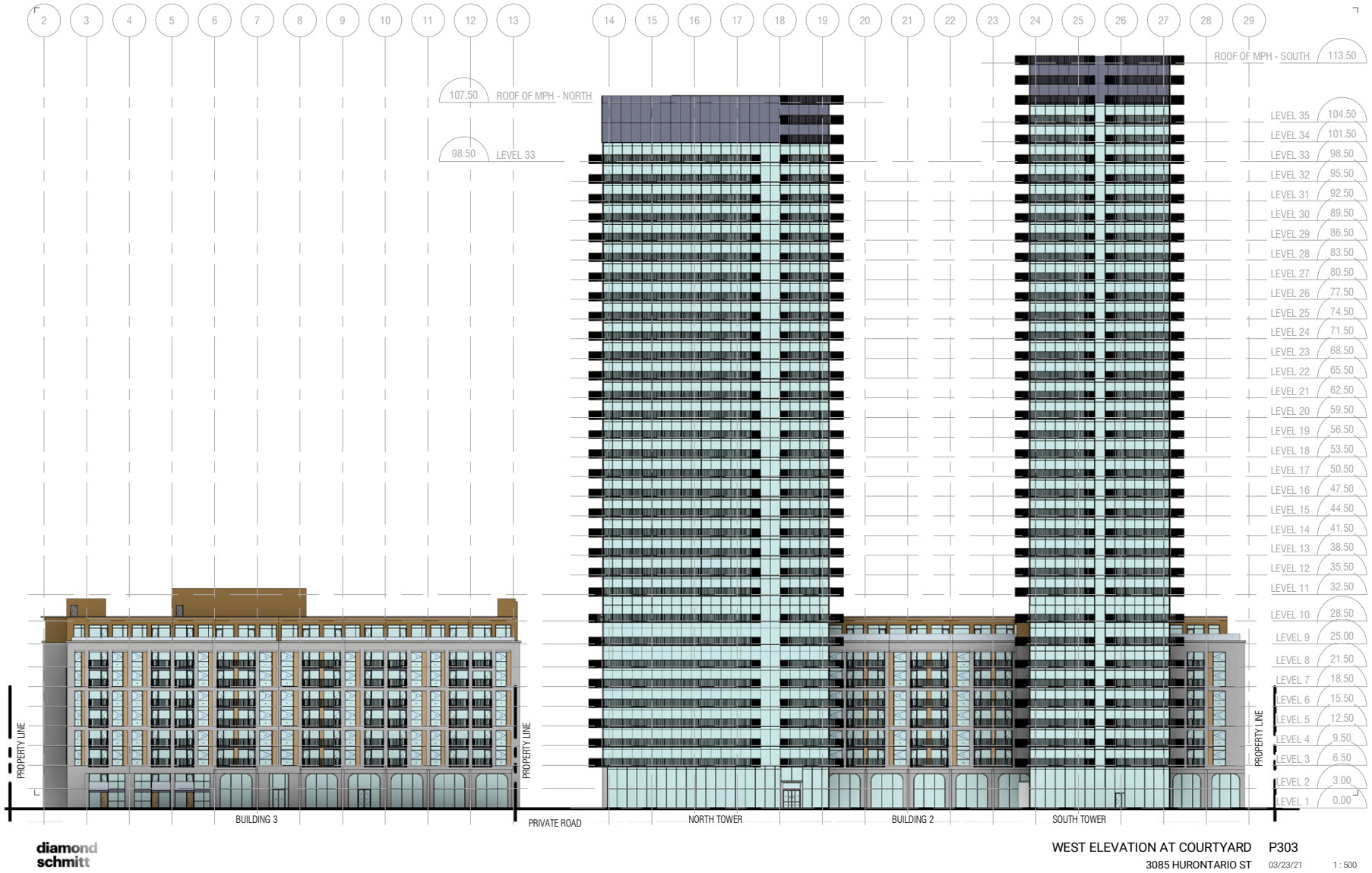


Figure 27: Proposed West Elevation at Courtyard

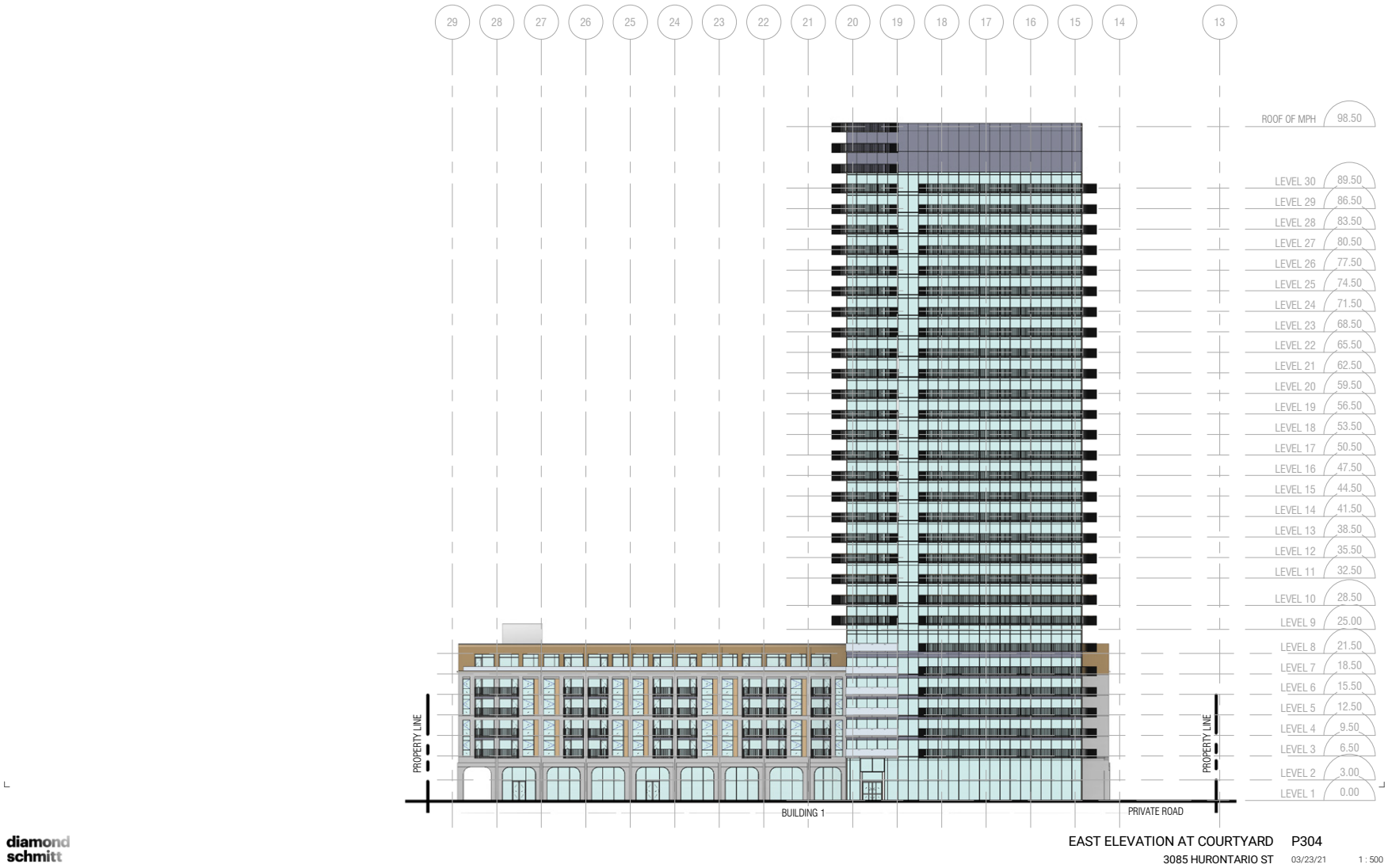


Figure 28: Proposed East Elevation at Courtyard

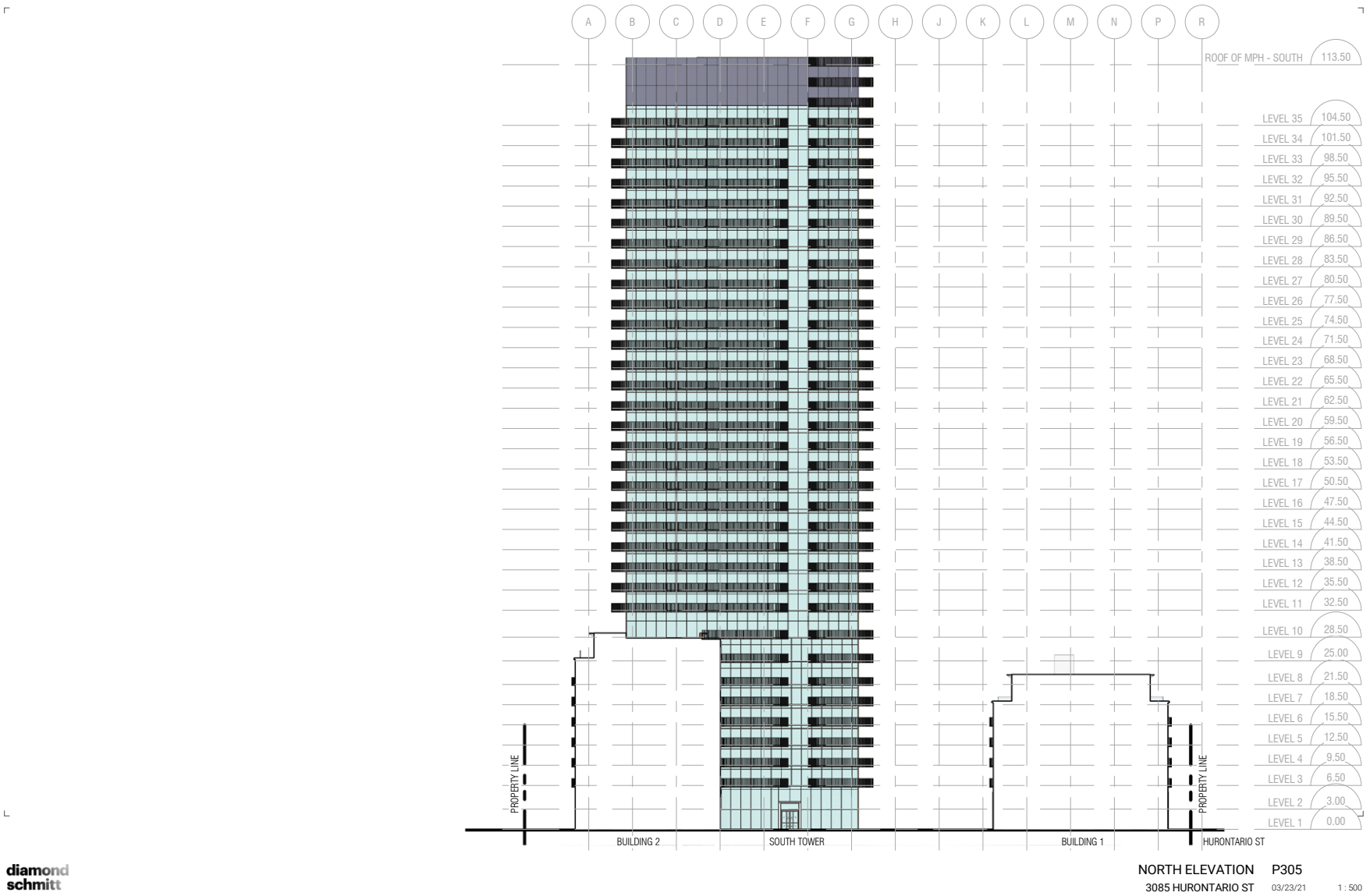


Figure 29: Proposed North Elevation

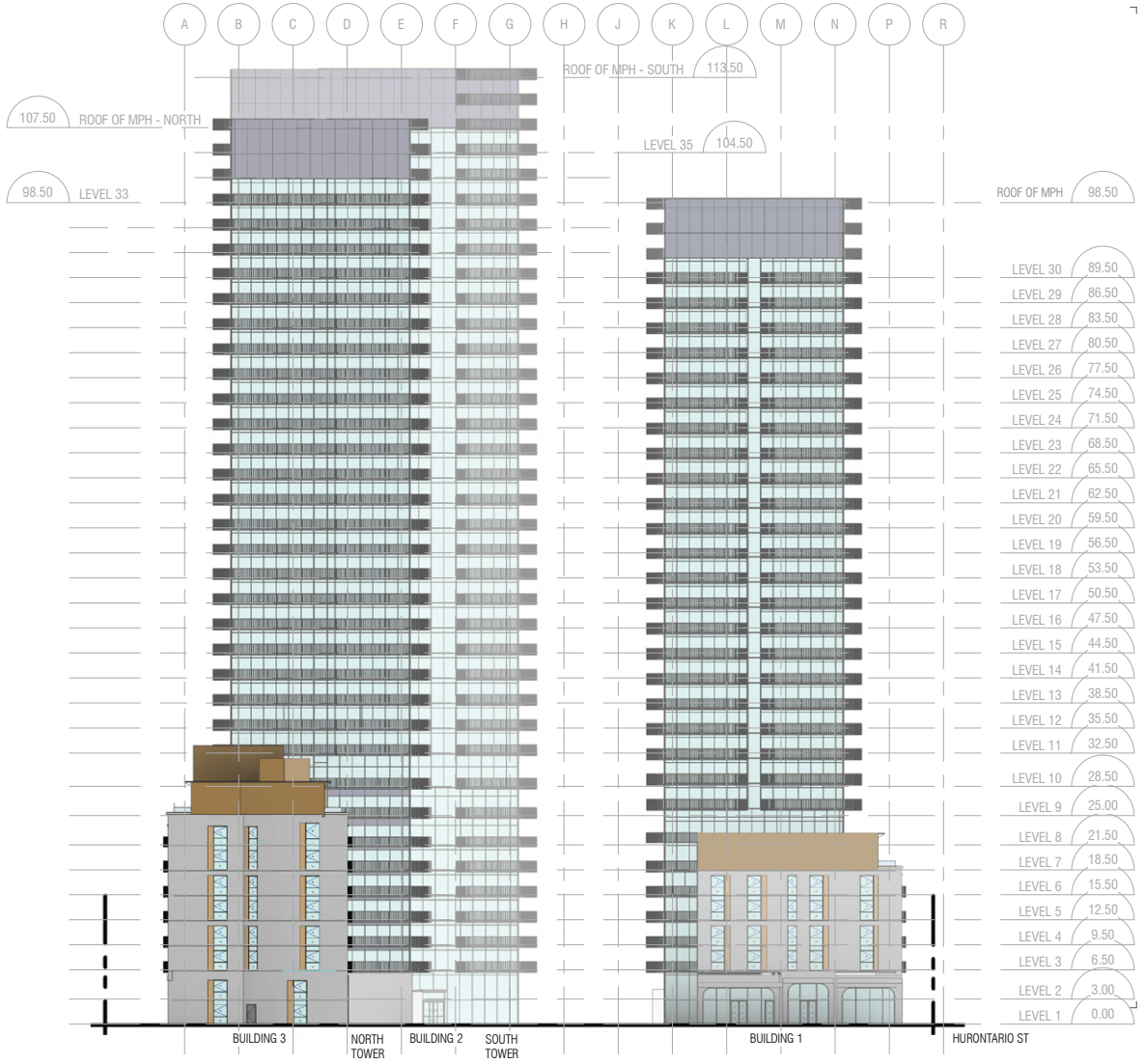


Figure 30: Proposed North Elevation

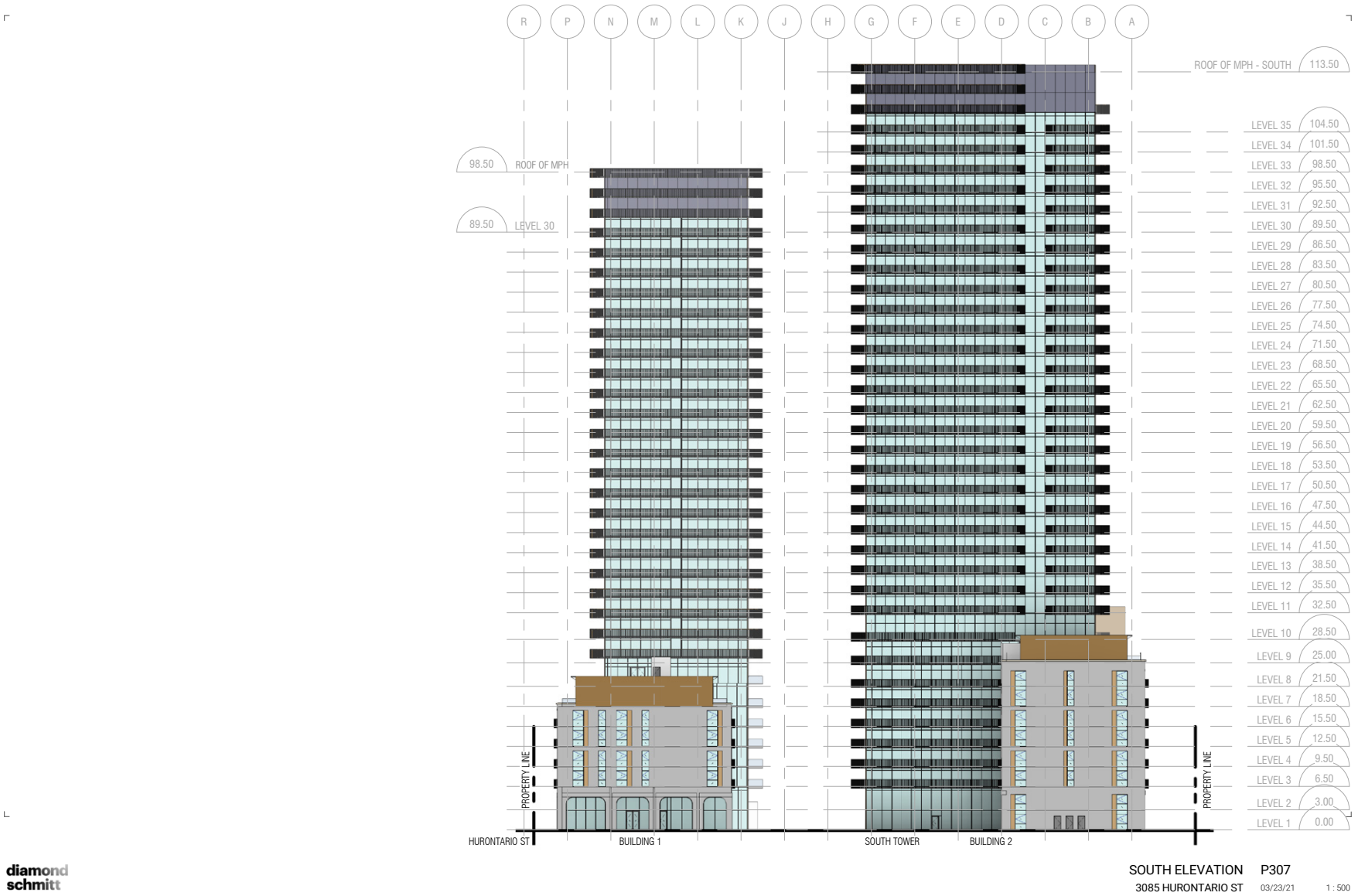


Figure 31: Proposed South Elevation

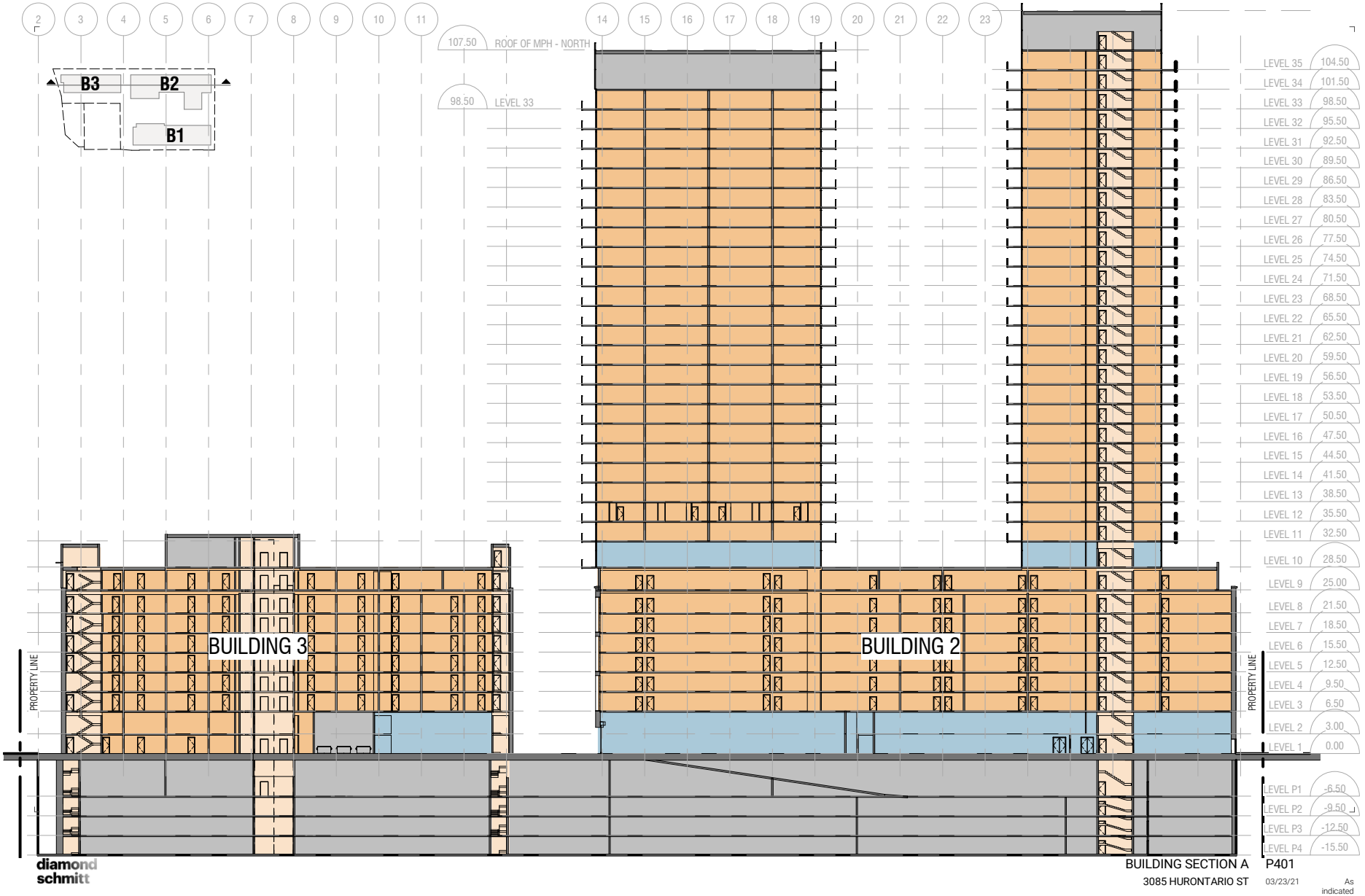


Figure 32: Section A - Buildings 2 and 3

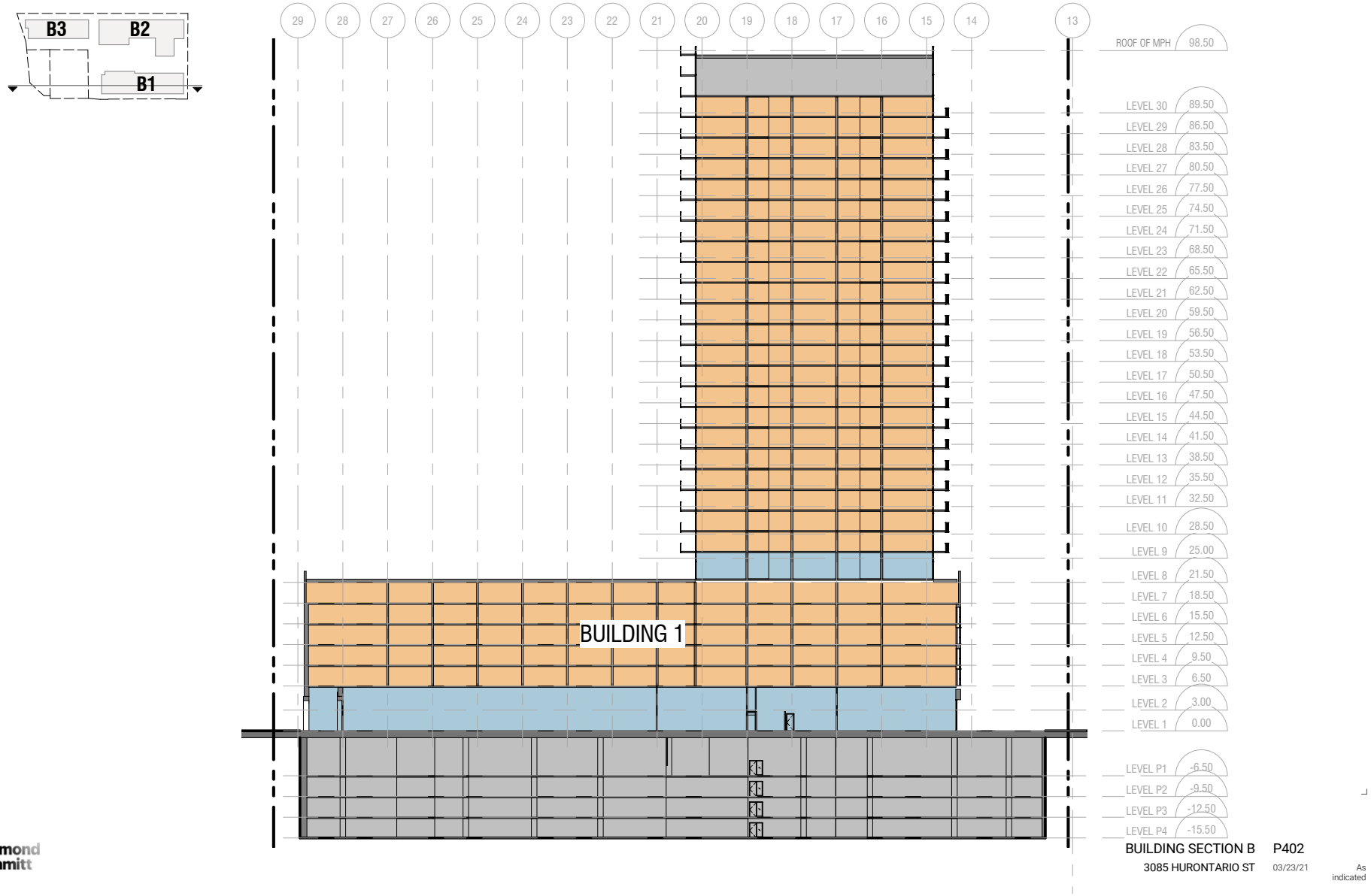


Figure 33: Section B - Building 1

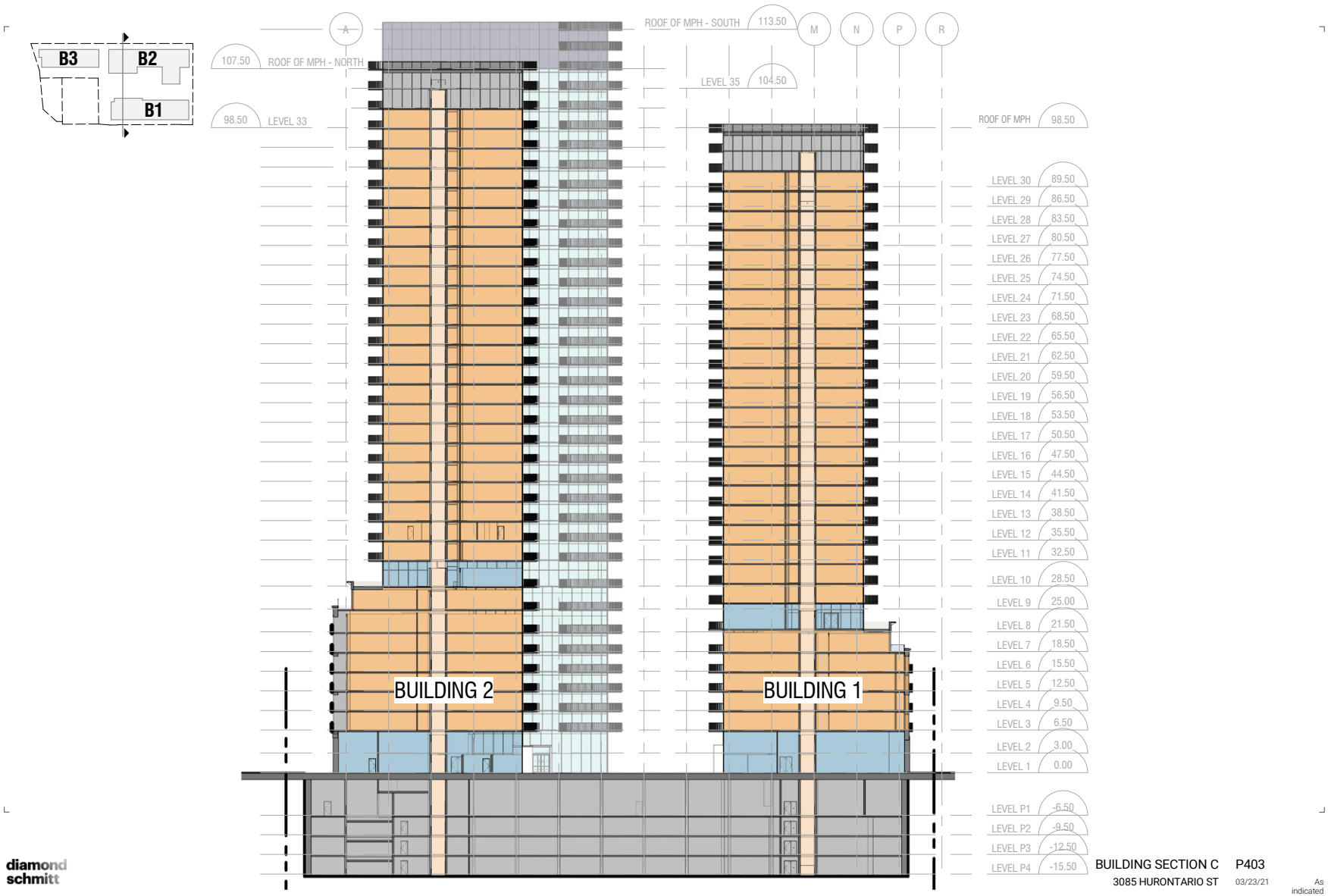


Figure 34: Section C - Buildings 1 and 2

Building Base (Podium)

The lower storeys of the taller buildings within the proposed development incorporates a 7-storey and 9-storey podium in its design that mitigates wind and shadow impacts, enabling sunlight to extend into the outdoor spaces. The podiums act as an anchor to the tower elements, located to frame and reinforce the street walls along Hurontario Street and private shared street. The podium along Hurontario Street will be set back at grade, to create wide boulevards that accommodate pedestrians, trees and planting, and active at-grade uses. The podiums along the north, east, and south sides of the development have been designed to provide an appropriately scaled transition to the adjacent uses, with setbacks for trees and planting that will establish a soft landscape treatment along the edge of the Subject Lands.

Podium design and articulation will provide architectural expression that relates to the character of its surroundings and includes elements and materials that support a safe and active pedestrian presence. The use of clear glazing and the strategic arrangement of internal building uses is intended to create a visual connection between the public and private realm.

The ground floors will contain a mix of services, including privately accessed fitness rooms, health and wellness services, multi-purpose rooms, administrative offices, concierge, lounge areas, and publicly accessible retail, office, and commercial areas.

Figure 35: As a method of way-finding, podiums should frame and reinforce an established streetwall through their massing and facade articulation.

Figure 36: Preliminary Rendering of Building 1's Podium and Tower

2.2.3 Transition to Adjacent Uses and Built Form

Since the existing land uses surrounding the site primarily consist of low density commercial development, there is an opportunity to establish appropriately scaled built form along this designated intensification corridor. In accordance with the Downtown Built Form Standards, the high rise residential buildings provide an appropriate height and scale for the location of the Subject Lands along Hurontario Street and within close proximity of the GO Major Station Transit Area.

- Framed by Hurontario Street and Kirwin Avenue, the right-of ways at the west and north sides of the site provides sufficient space for a landscape treatment including street trees on Hurontario Street. This tree canopy will create an additional buffer between the condo block buildings and future neighbouring development.
- Extensive landscaping along the ground floor and private terraces of Buildings 2 and 3 provides another level of landscaping that serves as a gentle transitional element to the surrounding streets and built form.

2.2.4 Architectural Style

The proposed architectural style reflects the siting with a rhythm, scale and materiality that encourages a dense urban language, approachable by pedestrians, bikes, cars and mass transit. A strong sense of the façade rhythm on the 7-storey podium suggests a density of commercial presence that coincides with the residential balcony units above.

The contemporary design is unified by a pale masonry, bronze and wood accents and deep arched openings at the street level. Glass canopies above street level entrances indicate the pedestrian scale. Above the levels of the podium are further accented by curved bronze picket balcony fronts. The tower above is expressed as a simple rectangular form and integrated with the podium with the same curved bronze picket balconies. The continuous balconies on the tower gives a dynamic form, repeated by each of the 3 towers.

2.2.5 Location of Main Building Entries

Main building entries are located on Hurontario Street and within the interior of the block. They are designed as a focal feature of each building and integrated into the architectural design.

- Main entrances are recessed or covered and provide visibility into interior lobbies to allow for safe and convenient arrival and departure from the building.
- Main entrances are ground-related and fully accessible.
- Weather protection at main entrances is integrated into the design in a form consistent with the architectural style.

Figure 37: Preliminary Rendering of Building Entrance and Streetscape on Hurontario Street

2.3 ACCESS, CIRCULATION, PARKING AND SERVICES

2.3.1 Vehicular Access and Circulation

Vehicular access into the Subject Lands will occur along the east side from Hurontario Street and the north side from Kirwin Avenue. The private shared street will consist of a private 7.2m width drive (paved surface width). It is intended that a reduced width roadway surface, in combination with a clearly defined sidewalk network and reduced building setback, will lower vehicular speeds and reinforce a comfortable, pedestrian realm. A pick/up drop off area is proposed around the fountain, between Buildings 2 and 3, to provide short term drop off area and assist with vehicular site circulation.

Key elements of the access and circulation plan:

- The design speed for the 2-way shared street shall be kept to a minimum in order to create a safe and comfortable pedestrian focused environment, which is particularly critical along shared-use roads.
- Areas of frequent pedestrian gathering, such as the amenity spaces, are fully visible from and to the interior vehicular route.
- The 7.2m roadway width is measured face of curb to face of curb.

2.3.2 Pedestrian Circulation

Safe, direct and logical pedestrian connections are a fundamental element of any new residential development and are a key development principle for the Subject Lands. Sidewalks and walkways proposed within the development area will directly link with the public sidewalks on Hurontario Street and Kirwin Avenue to encourage pedestrian connections within and throughout the surrounding development area.

- Internally, the 7.2m wide 2-way lanes shall be designed to limit vehicular speeds in order to ensure a comfortable pedestrian environment and social interaction space for residents.
- Direct sidewalk connections are provided to streets to minimize conflicts between pedestrians and vehicles.
- Sidewalks proposed within the subject site are strategically located along anticipated desire routes to encourage pedestrian activity and provide safe and efficient walking connections to nearby community amenities, including schools, neighbourhood parks, and the variety of recreational trail linkages integrated with the various open space features throughout the larger community.
- All sidewalks within the development site consist of broom finished concrete and are a minimum of 1.5m width.
- Areas of frequent pedestrian crossings or congregation are distinguished by alternative paving treatments with colour and/or textural changes to provide visual cues to drivers (traffic calming) and reinforce the intent of a pedestrian focused environment. Within the site, the pedestrian crossings are designed with decorative unit paving.

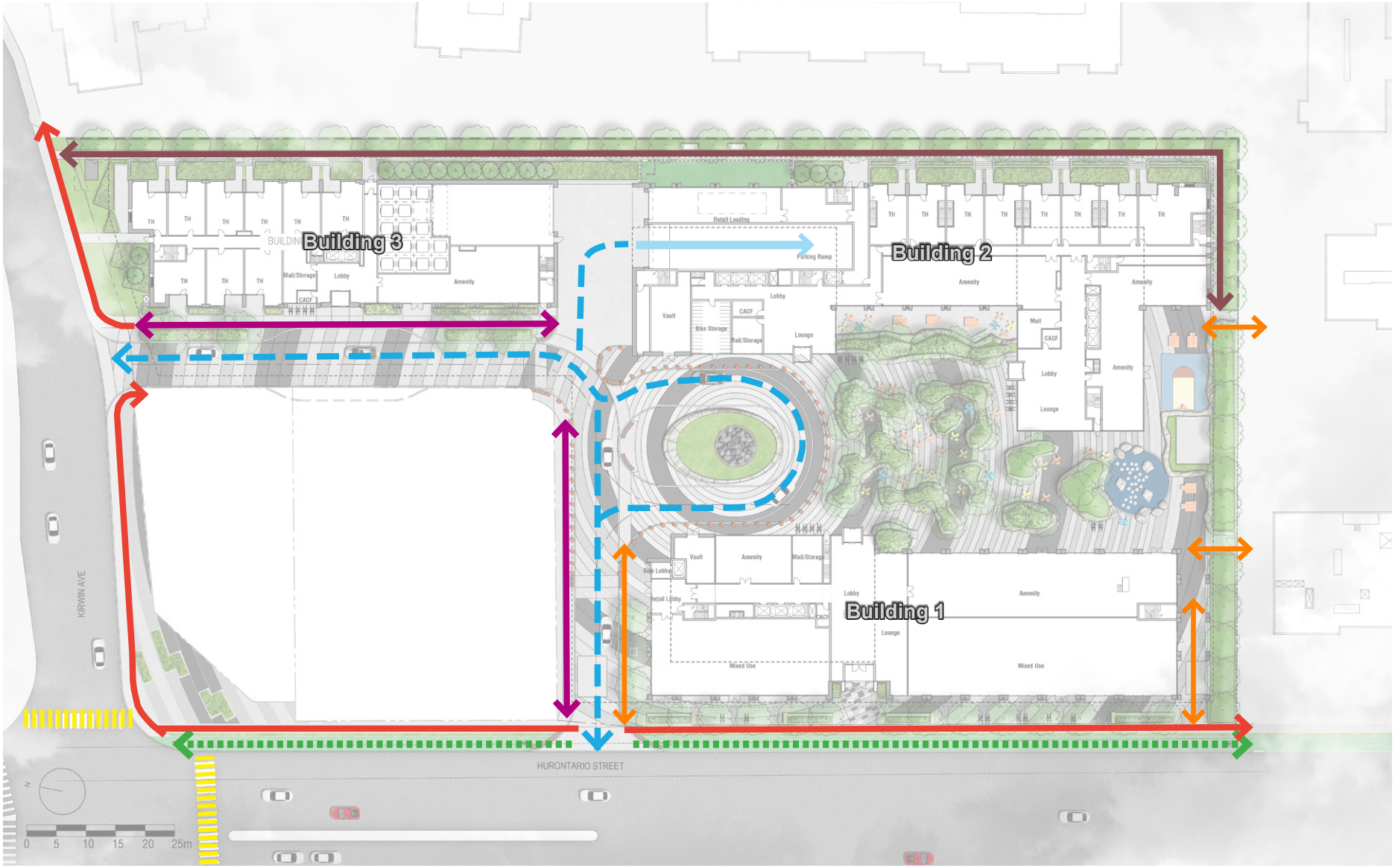


Figure 38: Vehicular and Pedestrian Circulation

2.3.3 Parking, Loading and Services Areas

The Subject Lands will provide parking areas for all uses in the site in 4 underground levels accessed by way of a ramp off of the east-west private street on the east side of the Subject Lands. Loading facilities are located away from immediate public view at the rear of Building 2 and 3 and will be located and also accessed by way of the east-west private street.

Parking will be provided through a combination of surface parking areas and underground facilities.

- Underground parking spaces are provided for each unit.
- The provision for visitor parking will be through underground parking only.
- Underground parking is provided with one (1) entrance/exit ramp from the vehicular circulation route located inside the block.
- Bicycle parking elements is integrated into the design and layout of parking facilities, with convenient access to building entrances and within well-lit areas that provide weather protection options, where feasible.

2.3.4 Mechanical Units & Utilities

Utilities are strategically located to mitigate negative visual impacts and minimize physical barriers to pedestrian flow.

- Utility meters, transformers, HVAC, and other mechanical equipment should be located away from public views and/or screened by planting and landscape features.
- Rooftop mechanical equipment is visually screened from public view.

2.3.5 Garbage Facilities

Waste removal loading is integrated into the southeast corner of Building 3 and therefore, special enclosure or buffering treatment is not required. The facility has been sited to enable garbage trucks to easily maneuver for pickup within the planned private street framework.

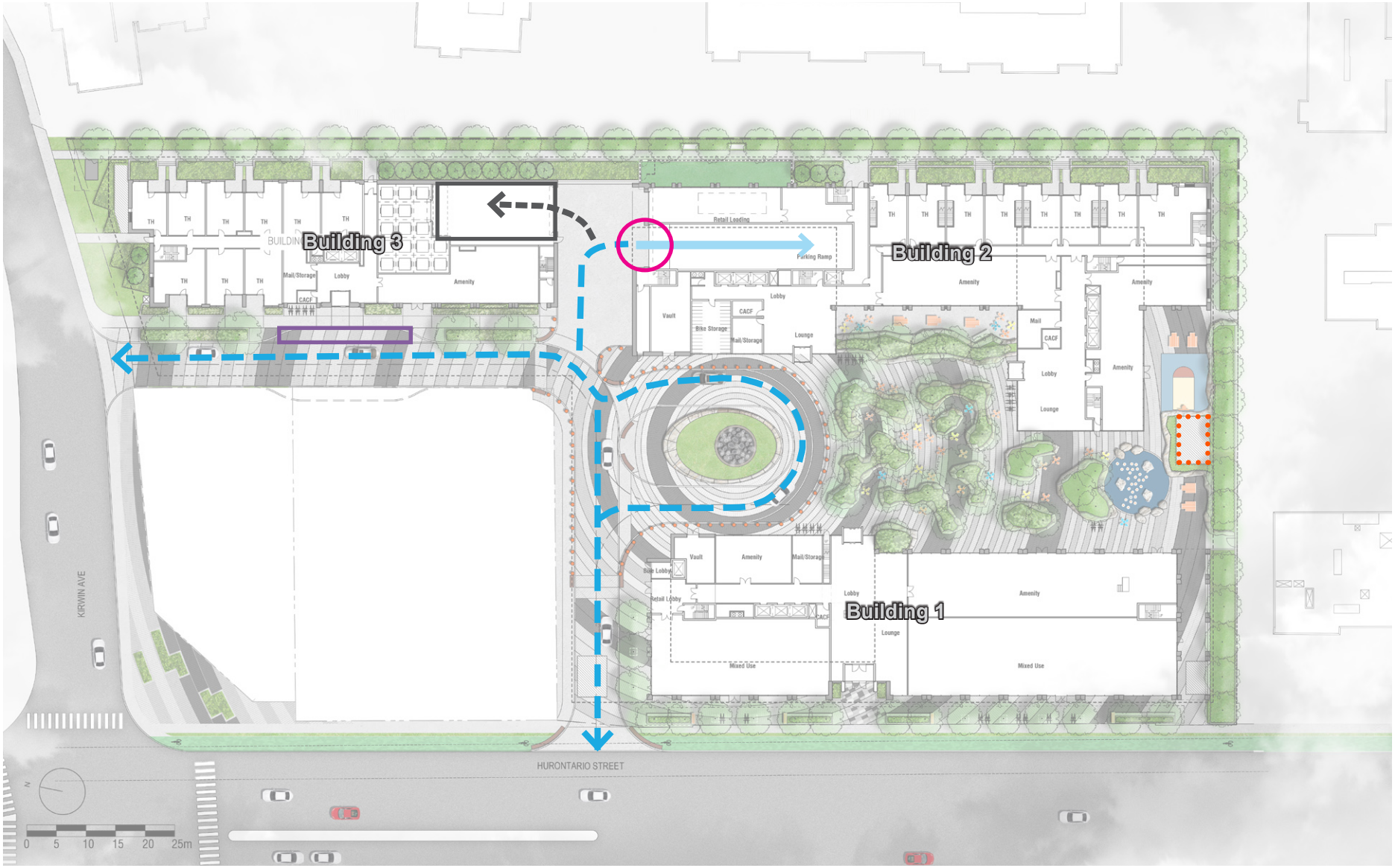


Figure 39: Parking, Loading and Services

2.4 SUPPORTING STUDIES

Sun/Shadow Study

A Shadow Study has been undertaken by Diamond Schmitt Architects to identify the impact of shadows for the proposed development and the surrounding community.

As described in Diamond Schmitt's report summary, the proposed development meets the shadow impact criteria for all existing amenity areas and public spaces. The spaces that are affected by not meeting the shadow impact criteria are within the proposed development site. Effort has been made to improve the shadow impact by reducing all the tower floorplates and by allowing the site amenity courtyard to be open at each end (north and south), and locating amenity areas with sun exposure in mind, along the south edges of roofs and the site.

Refer to the Shadow Study for complete information.

Noise Control Feasibility Study

A Noise Control Feasibility Study was prepared by SS Wilson Associates, dated February 17, 2021. The scope of this report is to define the minimum noise attenuation requirements for the control of outdoor and indoor environmental sound levels.

Refer to the Study for complete summary and recommendations, sound and vibration level criteria, and analysis. As per the report summary, based on the analysis conducted in this investigation it is concluded that:

I. The unattenuated sound levels at the worst-case Points of Reception within the future residential buildings will exceed the recommended objective sound level, therefore noise controls are required.

II. Although the projected sound levels are predicted to be above the sound level criteria outlined in Section 3, it is feasible to control the high sound levels emitted by the identified stationary sources and to control the resulting sound levels within the proposed development to meet the stated criteria. Additionally, since external receptors are all located at further setbacks from the sources of noise, control of sound levels at all receptors within the proposed development will necessarily control sound levels at external receptors.

III. The results of the investigation of the stationary noise sources of greatest concern (parking garage exhaust fans, and penthouse cooling tower intake/exhaust grilles) indicate that the unattenuated sound levels at the Points of Reception of concern (windows/ building facades of residential suites and common Outdoor Living Area(s) of the proposed development) are predicted to exceed the applicable sound level criteria for stationary sources. Accordingly, noise control measures are warranted for these Points of Reception. The following is a summary of the recommended mitigation measures/actions as per the MECP procedures:

i. Implement an acoustic liner for the underground parking garage exhaust fan shafts;

1. Alternatively, select suitably quiet equipment as identified herein to avoid high sound levels

ii. Implement mechanical silencers for the rooftop cooling towers at the side intakes and the rooftop exhausts

1. Alternatively, select suitably quiet equipment as identified herein to avoid high sound levels

iii. Due to the reverberant fields present around the delivery/ loading dock of Building 3, implement lining of the walls with acoustically absorbent materials.

With implementation of the above noted recommendations, it is technically feasible to attenuate the stationary noise sources to meet the specified criteria. By meeting the specified criteria at the receptors within the development with the above-noted noise controls, external points of reception which are all located at further setbacks will also be in compliance with the specified criteria. This issue should be addressed in further detail prior to the Building Permit stage, at which time more information will be available regarding the details of the proposed mechanical specifications to be used for the underground parking garage and rooftop mechanical equipment.

Pedestrian Wind Opinion Letter

To provide a professional opinion regarding anticipated pedestrian wind conditions, Gradient Wind Engineering Inc. prepared a Pedestrian Wind Opinion Letter dated March 25, 2021. This initial commentary was based on a concept plan prepared by Diamond Schmitt Architects Inc. in March 2021. As per the report, the following provides a overview of anticipated wind conditions in key areas of the pedestrian realm and potential mitigation measure:

- *From an overall wind flow perspective, the height of the proposed towers will rise significantly above the predominantly low-rise surroundings, which will tend to capture and redirect higher-level wind flows towards grade (downwash).*
- *For grade-level locations, the channeling of northwesterly winds through the site may require the inclusion of wind mitigation (e.g. raised planters with coniferous plantings and/or architectural wind screens) where seating areas are designated within the courtyard.*
- *For seating areas in proximity to the podium façades (particularly at the base of the towers), canopies, pergolas, or other overhead structures will likely be required to mitigate downwash flows. Mitigation may also be necessary for building entrances fronting Hurontario Street, as well as for entrances near building corners and from the amenity courtyard, due to the channeling of northwesterly winds and the minimal shielding of southwesterly winds by the surrounding massing (for entrances along Hurontario Street).*
- *Amenity spaces on the podia rooftops are at an elevation above the majority of the surrounding massing, with little upwind shielding save that provided by the study buildings themselves. As their primary use period is the warmer months, wind comfort over these spaces will be dominated by their northwest quadrant exposure.*

SUMMARY AND CONCLUSIONS

SECTION 3

This Urban Design Brief outlines design decisions and criteria that will ensure that the proposed 3085 Hurontario development conforms with the Municipal policies and principles and reinforces the commitment to create an attractive and sustainable community in Downtown Mississauga and the Cooksville Major Transit Station Area.

The brief has addressed pertinent urban design issues as applied to the community goals and objectives, land uses, streetscapes, open spaces, built form, sustainability and low-impact development strategies. These design and architectural strategies will promote design excellence for a safe, pedestrian-friendly and comfortable urban environment.

As the design evolves and becomes further refined, it will seek to implement innovative building practices and technologies that coupled with the comprehensive transit initiatives, services, and the emphasis on active transportation, will signify an effective and well-rounded sustainability strategy.

In summary, the proposed development for 3085 Hurontario Street:

- Represents a transit-oriented development with an appropriate height and density given the property's location within two Major Transit Station Areas, within walking distance of the Cooksville GO Station and Hurontario LRT.
- Consists of a podium/tower configuration and slender tower design which minimizes wind impacts and maximizes sunlight.
- Includes a refined architectural design that integrates well into the City's skyline while being sensitive to the pedestrian experience on the ground.
- Provides and supports safe and comfortable pedestrian and cycling connections that links the Proposed Development with the surrounding context.
- Contributes towards the goals and urban design objectives of the Downtown Cooksville Character Area and the Hurontario corridor Streetscape.

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