



URBAN DESIGN BRIEF

6, 10 and 12 Queen Street
South, 16 James Street & 2
William Street DUNDAS
STREET WEST

6, 10 and 12 Queen Street South, 16 James Street
& 2 William Street

City of Mississauga

September, 2021

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1.0 INTRODUCTION

This Urban Design Brief has been prepared in support of Official Plan Amendment and Zoning By Law Amendment Applications for lands located in the southwestern quadrant of the intersection of Queen Street South and Britannia Road West in the City of Mississauga, Regional Municipality of Peel (herein referred to as the 'Subject Lands'), and is a companion document to the Planning Justification Report, prepared by Glen Schnarr & Associates Inc., dated September 2021, which sets out the planning rationale for the Proposed Development applications.

The Proposed Development contemplates the redevelopment of the Subject Lands with 77 stacked townhouse units and 134.11 square metres (1,443.55 square feet) of at-grade retail space along Queen Street, along with landscaping, amenity areas, parking and an internal road network (the 'Proposed Development').

This Urban Design Brief provides information on the design rationale and strategy that has been applied to ensure the Proposed Development will create an attractive and viable residential development that can be effectively integrated into the existing context and surrounding community. This Urban Design Brief has been prepared on behalf of City Parks Homes (Streetsville) Inc., in accordance with the City of Mississauga's Terms of Reference for Urban Design Briefs.



Figure 1.0: Site Plan

1.1 Goals & Objectives

The goal of the Proposed Development is to advance the City of Mississauga's vision of creating a desirable urban city and contribute to the goals and urban design objectives of Streetsville Community Node Character Area and Community Nodes in general. The key urban design objectives that have guided the Proposed Development include:

- Compact Urban Form suitable to transit-oriented development to support existing and future transit;
- Pedestrian-oriented design which supports the street network and walking and cycling as convenient forms of transportation;
- Appropriate architectural design to ensure compatibility with the existing village character of Streetsville and promote placemaking;
- A mix of compatible and complementary uses to encourage future residents to live, work and play in the Streetsville Community Node; and,
- Compatible retail uses at Grade along the Queen Street South, to support and enhance its identity as commercial core for Streetsville and liven the street edge.



1.2 Analysis of the Site & Neighbourhood

1.2.1 Subject Lands

The Subject Lands comprise of multiple assembled properties, which are municipally addressed as 6, 10 and 12 Queen Street South, 16 James Street and 2 William Street. The Subject Lands are bordered by Queen Street South to the east, James Street to the South, Britannia Road West to the north and Canadian Pacific Railway Corridor to the west.

The Subject Lands have an area of 0.79 hectares (1.94 acres), with a frontage of approximately 49.52 metres (162.46 feet) along Queen Street South and 33.89 meters (111.18 feet) along James Street. The existing land uses on the Subject Lands include single detached residential dwellings on 6, 10 and 12 Queen Street South and a commercial children's coaching facility on 16 James Street, while the property on 2 William Street is currently vacant. The existing structures on the Subject Lands will be demolished to make way for the Proposed Development. Additionally, vehicular access to the Subject Lands is provided through two access points on Queen Street South towards the east, and James Street through connection to William Street from south. There are existing sidewalks along both, James Street and Queen Street South.



Figure 3.0: Site Context  - Subject Property



1.2.2 Neighbourhood Context

The Subject Lands are located in the 'Streetsville Community Node', in the southwestern quadrant of the intersection of Britannia Road West and Queen Street South. An overview of the surrounding land uses is provided below:

North: The Subject Lands are bordered by landscaping associated with Britannia Road West right-of way to the north. Lands to the north, across Britannia Road and along Queen Street North comprise of commercial uses including a used car dealership, a denture clinic, an auto parts store, and a restaurant.

East: Lands towards the east along Queen Street South have commercial and office uses as well as single detached dwellings. Commercial and office uses include a coffee shop and restaurant, salon, mortgage office and an insurance office.

South: The Subject Lands are bordered by James Street to the south. Lands across James Street are characterised by residential development, primarily consisting of townhouse developments. Lands towards southwest are occupied by an automotive store.

West: The Subject Lands are bordered by Canadian Pacific Railway Corridor to the west. Lands further west comprise of single detached dwellings.

As per the City of Mississauga Official Plan, "Community Nodes are intensification areas", which "provide access to a multitude of uses that are required for daily living." Further, Streetsville is noted to have desirable existing characteristics of an established community node – "compact, mixed-use development, pleasant, walkable streets and a strong sense of place and community identity". As illustrated in the following sections of this report, the Proposed Development is designed to enhance and contribute to the desirable characteristics of Streetsville.

1.2.2 Neighbourhood Context



Figure 5.0 - Surroundings to the North



Figure 6.0 - Surroundings to the East



Figure 7.0 - Surroundings to the South



Figure 8.0 - Surroundings to the West

1.2.3 Facilities & Services

The Subject Lands and surrounding area have access to a variety of community services and transportation facilities within a 1-kilometer distance. As illustrated in Figure 9 - Facilities, Service and Recreation, the subject property is

located within a vibrant area of the City with access to numerous facilities, services and recreational opportunities that contribute towards creation of a complete community. As such, the area can accommodate residents in all stages of life and abilities.

Site ID #	Site Use
Parks & Recreation	
1	John Clipperton Park
2	Riverview Park
3	River Grove Park
4	Turney Woods Park
School/Education	
5	Dolphin Senior Public School
6	Streetsville Secondary School
7	Ray Underhill Public School
8	Willow Way Elementary School
9	Kendelhurst Academy Preschool
Institutional	
10	River Grove Community Centre
11	Uwell Health Physiotherapy Centre
12	Britannia Health Clinic
13	Monarch Dentistry Dental Clinic
14	Scotia Bank
15	TD Canada Trust Branch and ATM
16	RBC Royal Bank
17	Trinity Church, Streetsville
18	Three Hierarch's Church
19	Hindu Heritage Centre
20	Qasimul Uloom Islamic Centre
Commercial	
21	Tim Hortons Takeout & Delivery
22	Cagney's Steakhouse & Winebar
23	Bobby's Hideaway Greek Restaurant
24	Latin Super Chicken Restaurant
25	Jing Tahi Restaurant
26	Cake Royale Takeout
27	World's Finest Beer & Winue Co.
28	Beer Store
29	Shopper's Drug Mart
30	LCBO
31	RR Supermarket
Library	
32	Streetsville Library

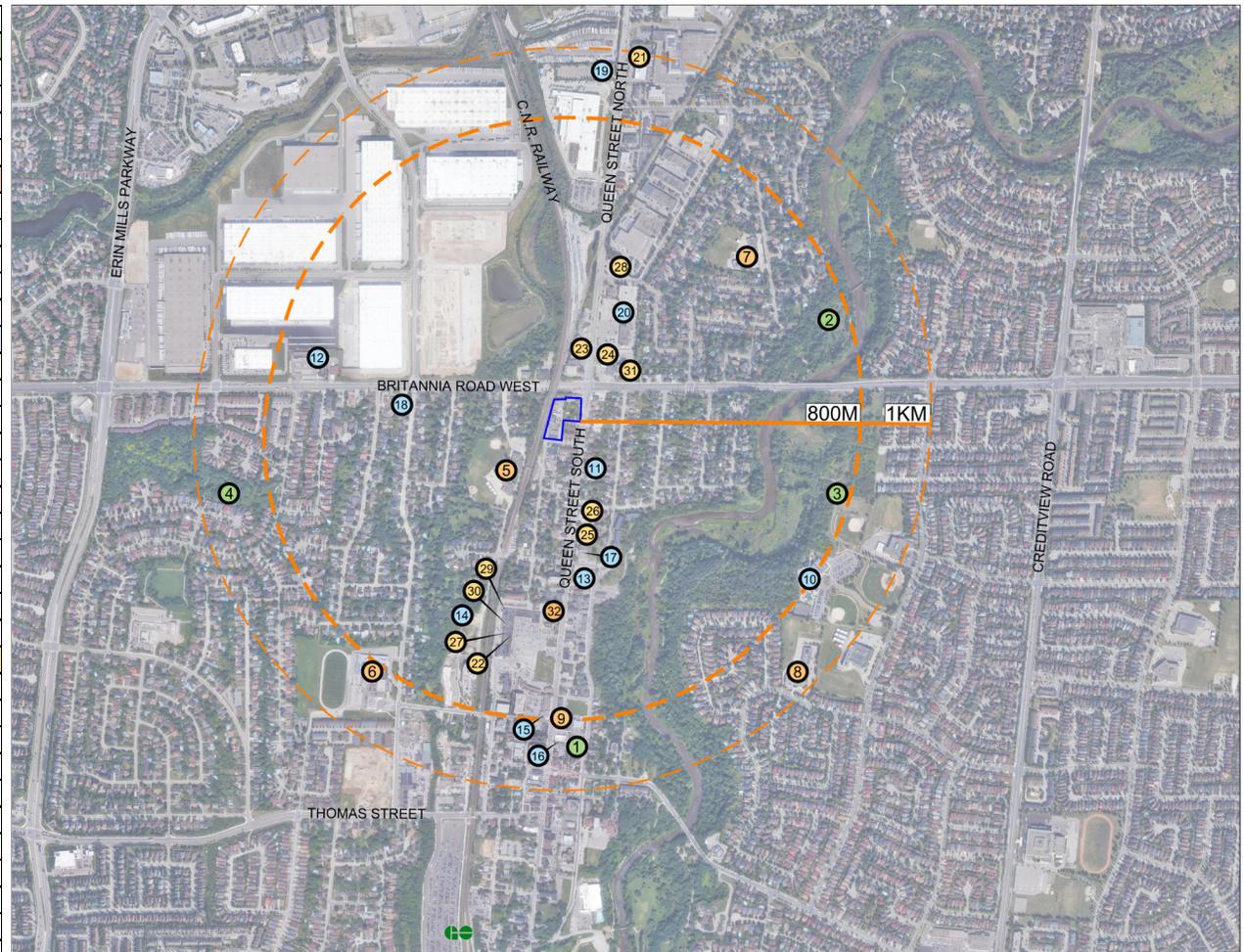


Figure 9.0: Surrounding Facilities & Services - Subject Property



1.2.4 Transportation Network

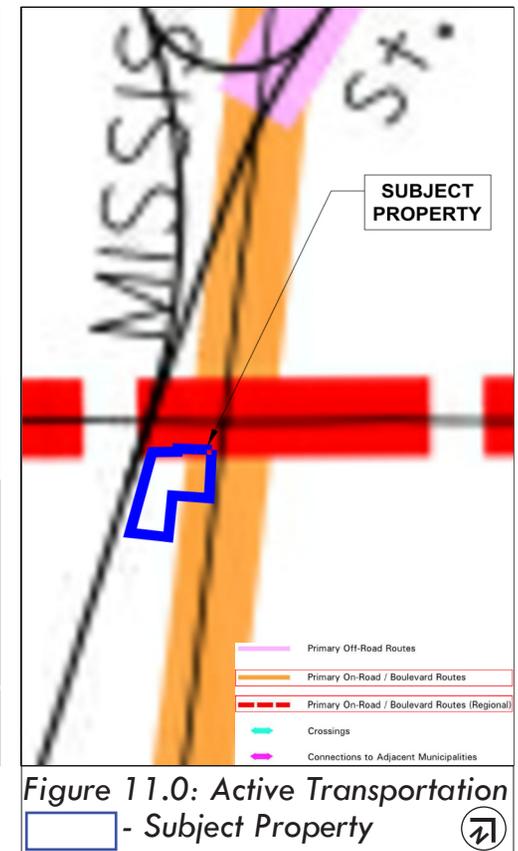
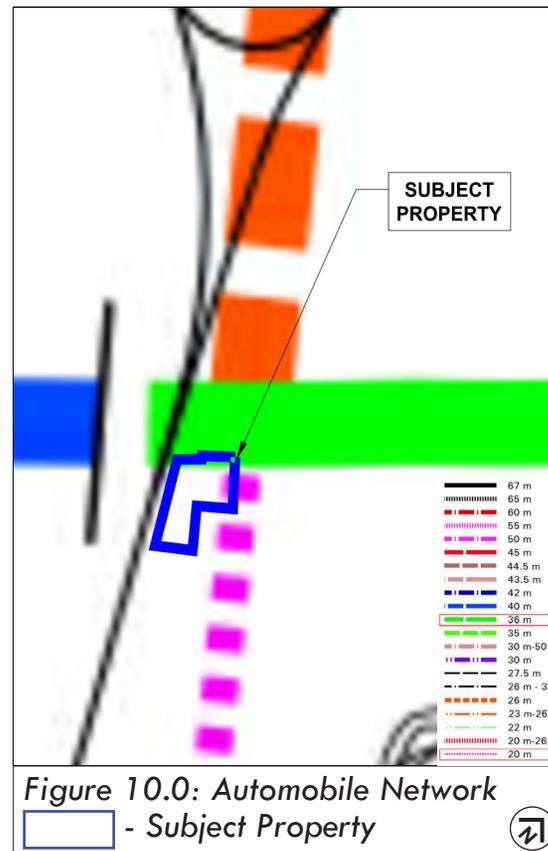
1.2.4.1 Automobile

As previously noted, the Subject Lands are bordered by Queen Street South to the west, Britannia Road West to the North and James Street to the South.

Queen Street South, which is an extension of Mississauga Road is designated “Major Collector” in the City of Mississauga Official Plan with an ultimate Right-of-Way width of 20 meters (see Figure 10). Britannia Road, is designated “Regional Arterial” in the City of Mississauga Official Plan with an ultimate right of way width of 36 meters, also illustrated on Figure 10.

1.2.4.2 Active Transportation

Britannia Road and Queen Street South have active transportation facilities, with the former being designated “Primary On-Road/Boulevard Route (Regional)” and the latter being designated “Primary On-Road/Boulevard Route” in the City of Mississauga Official Plan (MOP), (see Figure 11). Additionally, there is an existing pedestrian sidewalk on James Street which abuts the Subject Lands to the south.



1.2.4.3 Transit

By the virtue of their location on a major intersection, the Subject Lands are well served by existing public transit network, being within walking distance of several existing municipal MiWay bus routes, and approximately 1.6 kilometers north of the Streetsville Go Station. The bus stop at Queen Street S at Britannia Road is located just east of the Subject Lands, west of the abutting road. The bus stop at Britannia Road at Queen Street N is located approximately 60 meters from the Subject Lands. There are multiple additional bus stops within 500 meters of the Subject Lands which provide connectivity to multiple key locations in the City of Mississauga. The major routes accessible to the Subject Lands are:

- Route 44 runs north/south along Mississauga Road (which transitions into Queen Street) and connects Meadowvale Town Centre towards the North to University of Toronto's Mississauga Campus in the south. It generally operates every 25 minutes on weekdays and 45 minutes on weekends. The major destinations on this route are Parkway Shopping Centre, Meadowvale GO station and Streetsville GO Station.
- Route 10 runs east/west along Britannia Road and connects Meadowvale Town Centre to Square One Shopping Centre, generally operating every 15 minutes on weekday peak times and 25 minutes on weekends. The major destinations along this route are River Grove Community Centre and Streetsville Square.
- Route 39 runs east/west along Britannia Road and connects Meadowvale Town Centre in the west to Renforth Station in the east. This routes generally operates every 25

minutes on weekday peak times and 45 minutes on the weekends. Key destinations along this route include Streetsville Square, Britannia Village, Heartland Town Centre and Hershey Centre.

- Route 87 runs east/west along Britannia Road and connects Meadowvale Town Centre in the west to Renforth Station in the east, on weekdays only. This route operates every 40 minutes and makes its last stop of the day at the bus stop on Britannia Road at Queen Street North at 5:23 pm. Key destinations along this route include Streetsville Square, Mississauga Market Place and Centennial Park Plaza.

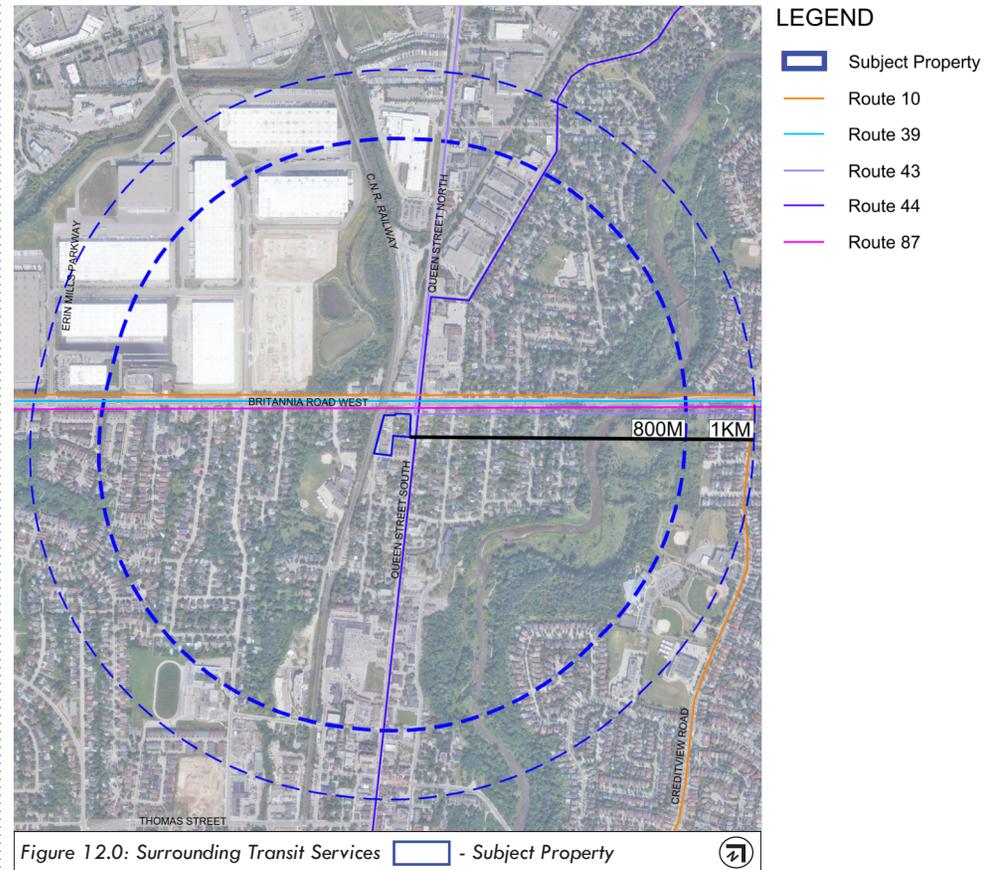


Figure 12.0: Surrounding Transit Services [Subject Property]

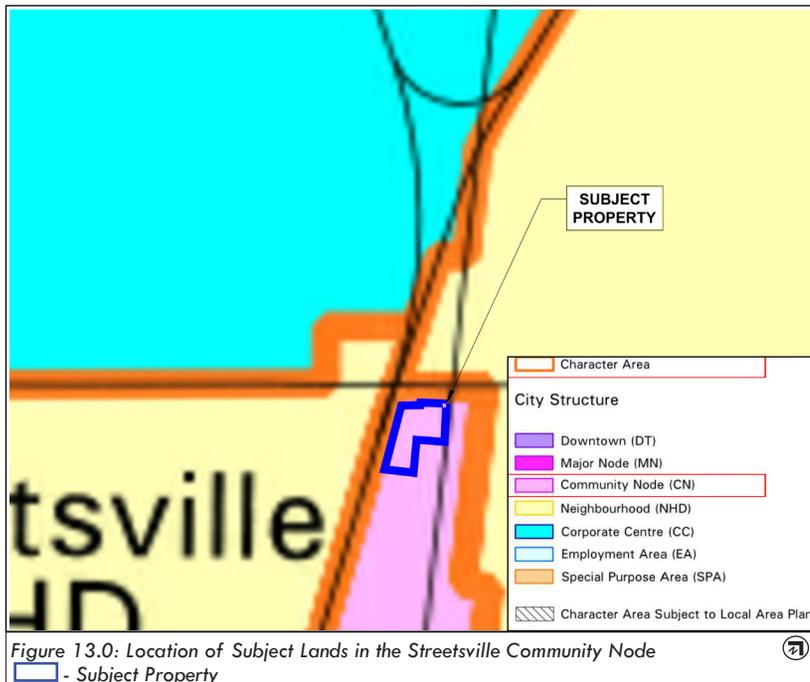
1.3 Policy Context

The principal document which provides policy guidance on creating a desirable urban design in the City of Mississauga is the Official Plan, which contains specific policy directions on the development of urban form, scenic routes as well as community nodes. Chapter 9 of the Official Plan comprises policies on building a desirable urban form. The Subject Lands are located within Streetsville Community Node, which is identified as an ‘intensification area’ and ‘community node’ in the City of Mississauga Official Plan. Chapter 14 of the Mississauga Official Plan provides policy guidance on the development of the Community Nodes, and policies under section 14.10 pertain to the Streetsville Community Node.

In addition to the general Urban Design Policies and Streetsville Community Node policies contained in the Official Plan, the ‘Historic Streetsville Guidelines (2011)’ guide development in the construction of new buildings in the historic areas of Streetsville. The Subject Lands are identified as “Areas in Transition” in the Historic Streetsville Design Guidelines, which are gateways to Historic Streetsville. Furthermore, The City of Mississauga is at the end of its greenfield development phase and is now looking to accommodate growth through infill and development on vacant and underutilized lots. Due to compact development patterns and in interest of efficient utilization of land and resources, back-to-back townhouses (BBTs) and stacked townhouses (STs) are becoming increasingly popular. The Proposed Development comprises of stacked townhouses, and the ‘Urban Design Guidelines for Back-to-Back and Stacked Townhouses (2018)’ guide the development of BBTs and STs to be compatible with and sensitive to the established context, and to minimize impacts on adjacent properties.

Official Plan Policies and Streetsville Community Node Policies:

- 9.1.9 *Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.*
- 9.1.11 *A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces.*
- 9.2.1.32 *Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.*
- 14.10.1.2 *Development with a high level of urban design, pedestrian amenity, landscaping, and compact built form will be encouraged to create a strong sense of place and reinforce the role of the Community Node as the centre of activity for the surrounding community.*



1.3 Policy Context

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

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

Urban Design Guidelines for Back-to-Back and Stacked Townhouses (2018)

2.2 Building Height

- *New developments will be required to demonstrate an appropriate transition in building heights*
- *Maximum building heights of three storeys for BBTs and four storeys for STs*

2.9 Building Elevations

- *New development should be compatible with the existing context in terms of height, scale, massing and materials*
- *Ensure new developments have a variety of facade articulation, building materials and colours for visual interest*
- *Blank facades on the visible end unit elevation are unacceptable. End units that are visible should have entrances, windows and architectural interest to animate the elevation.*
- *Buildings should be designed with high quality and durable materials to avoid long-term maintenance costs. Stone and brick is preferred. Stucco and wood are discouraged.*

2.12 Common Outdoor Amenity Area

- *A common outdoor amenity area is required for all new residential developments with more than 20 units.*
- *Common outdoor amenity areas should be located in one central area, highly visible and accessible by all residents*

2.14 Pedestrian Connectivity

- *Provide a sidewalk between every second block to allow connectivity.*
- *Sidewalks will be located on one side of a condominium road. Sidewalks on both sides of the condominium road maybe required for large developments.*

2.0 ANALYSIS OF THE PROPOSED DEVELOPMENT

2.1 Key Components of The Proposed Plan

The development concept for the Subject Lands consists of two (2) townhouse blocks ('A' and 'B'), containing a total of 77 residential units, along with amenity areas, an internal road network, parking, and landscaping. The Proposed Development contemplates 5 types of two-bedroom townhouse units, with areas ranging from 64.99 sq m (699.55 sq ft) to 74.85 sq m (805.68 sq ft). These five (5) unit types are arranged in two (2) townhouse blocks to optimise the available land and enable efficient planning.

Block 1 has a gross floor area (GFA) of 5,018.43 sq m (54,017.93 sq ft), containing 57 units, and Block 2 has a GFA of 2,014.47 sq m (21,683.57 sq ft), for a total of 20 units. Block 2, which fronts on Queen Street South has 268.22 sq m (2,887.09 sq ft) of at-grade retail space. Both residential blocks are proposed to be three storeys with a height of 13 metres (42.65 ft). Additionally, the floor space index (FSI) of the Proposed Development is 1.10. Furthermore, the residential development will have a density of 99.38 units per hectare (40.21 units per acre).

Access to the Subject Lands has been proposed through two access points on Queen Street South towards the east and James Street from the south. The proposed ROW for the internal road network is 7 metres (22.96 ft) and provides access to both Townhouse Blocks. The modules within the townhouse blocks are interconnected through a 1.5 metre (4.92 ft) wide pedestrian pathway/sidewalk, which provides pedestrian access to these blocks. The internal road network, together with the walkway and driveways occupies approximately 38.07% of the Subject Lands. The Proposed Development has a

total of 77 resident parking spaces and 15 visitor parking spaces, including two accessible parking spaces. Additionally, the Proposed Development has 21 bicycle parking spaces, located centrally to site, along the pedestrian walkway for safe and easy access.

The Proposed Development has two amenity areas, one located towards the northwest of the Subject Lands with an area of 107.38 sq m (1,155 sq ft) and another towards the southwest with an area of 282.77 sq m (3,043.71 sq ft). The amenity areas are connected to the townhouse blocks through a pedestrian walkway. Landscaping covers approximately 31.67% of the Subject Lands and occupies an area of 2,454.12 sq m (26,415.92 sq ft). These green areas within the Proposed Development further provide an opportunity for recreation and social interaction for the future residents of the Proposed Development. Additionally, the Proposed Development provides for private amenity space in the form of balconies, having a minimum area of 6 sq m (64.58 sq ft). The proposed Site Statistics are summarized in the table below:

2.1 Key Components of The Proposed Plan

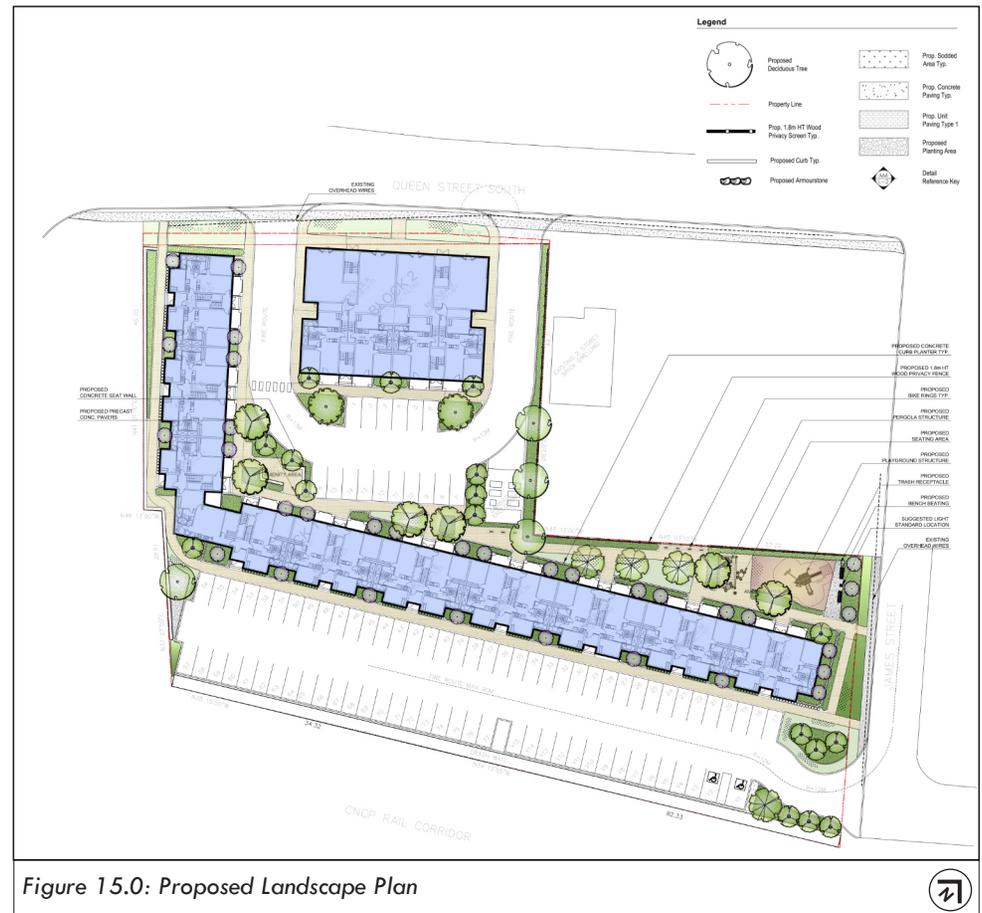
PROPOSED DEVELOPMENT SITE STATISTICS	
AREA	
Gross Site Area	7,864.41 sq m (1.94 acres or 0.79 hectares)
Easement Area	116.59 sq m
Net Site Area	7,747.82 sq m (1.91 acres or 0.77 hectares)
Residential Gross Floor Area	7,032.90 sq m (1.73 acres or 0.70 hectares)
Residential/Retail Site Coverage	2,344.30 sq m (0.57 acres or 0.23 hectares)
Non-Residential Gross Area (Roads, walkway, driveways, landscaping)	5,403.52 sq m (1.33 acres or 0.54 hectares)
UNIT BREAKDOWN	
Total Residential Units	77
Type 1 (64.99 sq.m)	56
Type 2 (65.25 sq.m)	14
Type 3 (74.85 sq.m)	3
Type 4 (64.99 sq.m)	2
Type 5 (65.25 sq.m)	2
Retail Area	268.22 sq m (2,887.09 sq ft)
PARKING	
Total Parking Provided	92
Resident Parking	77
Visitor Parking	15
Accessible Parking	2
Bicycle Parking	21
AMENITY SPACES	
Total Amenity Area	390.15 sq m (5.06 sq m / unit)
Amenity Area 1 (Southwest)	282.77 sq m
Amenity Area 2 (Northwest)	107.38 sq.m

2.1.1 Site Plan



2.1.2 Conceptual Landscape Plan & Amenity Areas

A Conceptual Landscape Plan and Pedestrian Circulation Plan have been prepared by Marton Smith Landscape Architects to demonstrate the landscaping and amenity area opportunities of the Proposed Development. In addition, precedent images have been included in this document to visually demonstrate how the site could function and operate once it has been built. Additionally, it is important to note that detailed landscape design will be determined at the Site Plan stage.



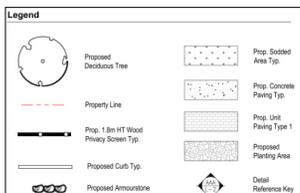
2.1.2 Conceptual Landscape Plan & Amenity Areas

The Proposed Development includes 390.15 sq m (4,199.53 sq ft) of open space at grade, in the form of two (2) amenity areas (MOP Policy 9.3.5.5 & 9.3.5.7), which are strategically located for equitable access throughout the site, thus promoting social interaction (MOP Policy 9.2.1.33 & 9.3.5.4). Additionally, private amenity spaces are provided in the form of balconies, which have a minimum area of 6 sq m (64.58 sq ft).

amenity area located towards the southwest has an area of 282.77 sq m (3,043.71 sq ft), which may include a comfortable seating area under a pergola, a playground structure for children as well as bench seating. This area is proposed to have a mix of paved area and grassed area.



Figure 16.0: Amenity Area 1



The amenity area located towards the northwest on the Subject Lands has an area of 107.38 sq m (1,155 sq ft), is proposed to be paved, with landscaping and trees along its boundaries and two (2) concrete seat walls. The second



Figure 17.0: Amenity Area 2



Figure 18.0: Conceptual Toddler Play Station Areas

2.1.2 Conceptual Landscape Plan & Amenity Areas

In addition to the amenity areas, landscaping is proposed throughout the Proposed Development to add another dimension to the aesthetics along the building facades. Curb Planters with deciduous trees are proposed at regular intervals along the front and rear façade of Block 1 and rear façade of Block 2. Additionally, there are planted areas along the 1.7 m wide pedestrian pathway that interconnects the various townhouse modules, thus encouraging pedestrian circulation (*MOP Policy 9.2.1.35*). Furthermore, the side elevation of Block 1, fronting on Queen Street is also proposed to have planted areas along the street frontage.

2.2 Built Form & Uses (Orientation, Massing, Transition, & Building Separation)

2.2.1 Layout & Orientation

The Proposed Development comprises of two (2) blocks, 1 and 2. Block 1 comprises at grade retail spaces and is therefore positioned along the edge of Queen Street South (*MOP Policy 9.2.1.24 & 9.2.1.31*), which will contribute towards defining the street edge and create a relationship with the public sidewalk through attractive retail signages.

Block 2 comprises of nine (9) modules, which are arranged in an inverted “L” shape, in an east-west orientation along the northern edge of the Subject Lands and extending further in a north-south direction. The strategic shape and orientation of the blocks on the Subject Lands illustrates efficient use of available land. Conforming to policies 9.1.3 & 9.1.5 of the MOP, the proposed infill development has been planned with respect to the existing character of Streetsville. Retail spaces have been proposed at grade which will support and enhance Queen Street South’s identity as the focus of commercial core in Streetsville. As such, the Proposed Development represents an efficient urban form that is compatible with and considerate of the surrounding context.

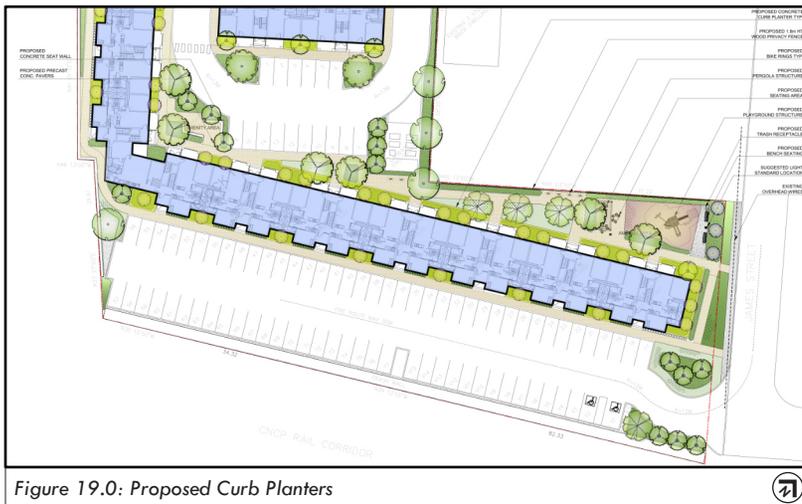


Figure 19.0: Proposed Curb Planters



2.2.1 Layout & Building Siting/Orientation

The Proposed Development includes a podium/tower configuration with the podium contributing towards minimizing wind impacts and maximizing sunlight (MOP policy 9.2.1.14).

Building '3' is situated along Dundas Street West, to frame the street frontage of the Subject Lands, to reinforce and define the view corridor (MOP policy 9.2.1.12).

The Proposed Development faces Dundas Street W (MOP policy 9.2.1.24) and the podiums are proposed to be sited over 22 metres from the rear property line (to the north), over 12

metres to the east property line, over 14 metres from the west property line and 3.5-7.3 metres to the existing Dundas Street West right-of-way. The proposed setback to the Dundas Street W streetline will allow the built form to relate to and interact with Dundas Street (MOP policy 9.2.1.28) and the proposed mix of uses at grade will activate the streetscape. The proposed setback to Dundas Street W also allows Building '3' to be sited close to the street to encourage pedestrian experience and circulation (MOP policy 9.2.1.35), to define the street edge and create a relationship with the existing public sidewalk (MOP policy 9.2.1.31). One vehicular access is proposed from Dundas Street West at the western edge of the Subject Lands, minimizing interruption of the streetwall along Dundas Street and providing a continuous built form with the podium of Building '3' (MOP policy 9.2.1.17). Secondary access to the site is proposed via Confederation Parkway at the rear.

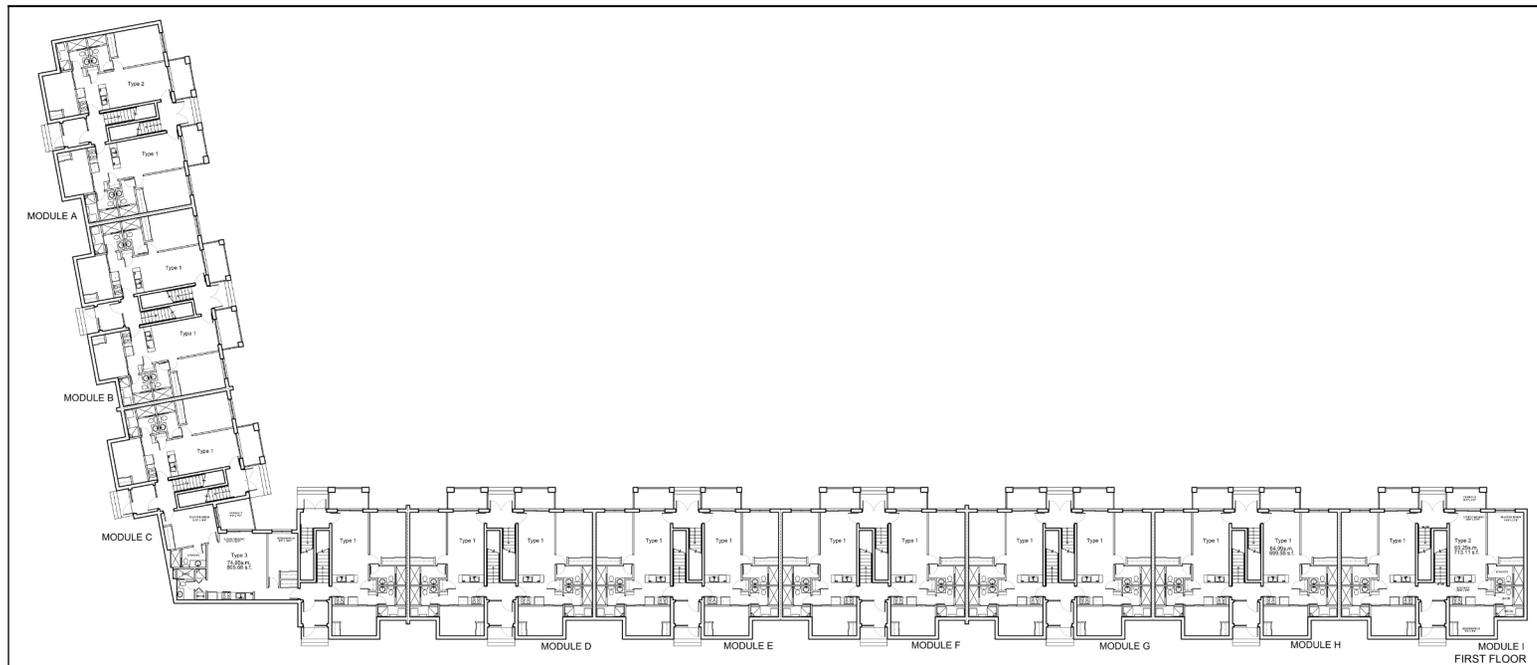


Figure 20.0: Orientation of Block 1

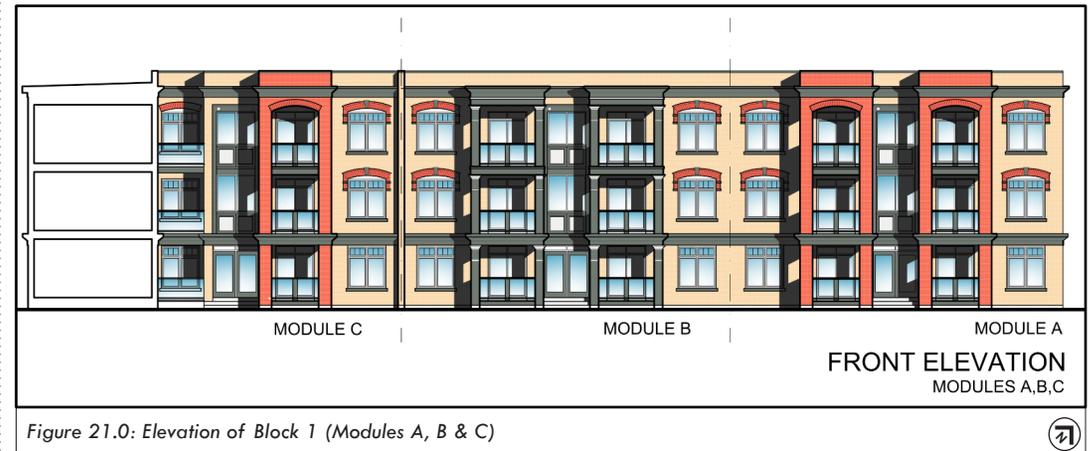


2.2.2 Building Height, Transition & Massing

The Proposed Development comprises of two blocks, both of which are three-storeyed and 13 m (42.65 ft) in height. Additionally, the three-storey height of the Proposed Development is compatible with the existing development and provides a smooth transition between the single detached dwellings to the east of Queen Street South and the 2-storey townhouses to the south of the Subject Lands (Section 2.2 of Urban Design Guidelines for Back-to-Back and Stacked townhouses). The 3-storey building height an opportunity for appropriate intensification on the subject property, comprising multiple underutilized parcels of land, which have been assembled together for a compact urban form.

The Proposed Development comprises of two blocks, which are further arranged in smaller sections or modules, which provides visually differentiable sections to the two Blocks. Block 2, which faces Queen Street South has two (2) modules, while Block 1 has nine (9) modules. The Urban Design Guidelines for Back-to-Back and Stacked Townhouses encourages a maximum of eight (8) modules (Section 2.5) however the Proposed Development provides for appropriate massing through various considerations. The modules are visually separated through the provision of prefinished aluminium posts and accent brick porch piers at regular intervals throughout the front facades of the building. These recessing and projecting elements contribute towards a context sensitive building mass, and specifically reduces the visual impact of the larger building Block 1. Further, a mix of materials such as glass and brick, along with stucco ornaments along the façade of the building divides the overall massing of the building, thus reducing visual dominance, creating interest and providing a visual sense to the

occupancy of the building by creating a series of discrete forms. As such, the proposed development provides appropriate massing with respect to the surrounding context (*MOP Policies 9.2.1.29 & 9.4.1.3.e*).



2.2.3 Building Facade & Architectural Articulation

The Proposed Development is contemplated to provide residential intensification on the Subject Lands in a context sensitive manner, while paying homage to the historical and retail character of Streetsville. Block 2 incorporates at grade retail uses, which is echoed on the exterior building façade through clear store front glazing and space for signage. The active uses at-grade along Queen Street South will animate the principal street frontage. Further, Block 2 building façade is designed with stucco bays, panels, bands and ornaments, decorative metal roofs above stucco bays, accent face bricks as well as accent brick arches. These elements work together to create an interesting, pedestrian oriented, active façade along Queen Street South, which integrate well with the existing surrounding development (MOP Policies 9.1.10, 9.2.1.21 &

9.2.1.35), while avoiding blank building walls which are discouraged by Official Plan (MOP Policy 9.2.1.25).

The building facades of both blocks are proposed with a mix of materials, comprising stucco, brick and glass. Throughout the façade of Block 1, there is a play of recessed and projecting elements to break the visual mass of the building. The building face wall is proposed to have light-yellow coloured brickwork, while the projecting porch pier elements are proposed to have dark- red coloured brickwork. Additionally, there is a provision of projecting aluminium posts at regular intervals, which adds an additional building material along the building façade, creating interest and breaking the visual monotony. Further, glass material is introduced through the windows throughout the facades and handrails on the porch piers. All windows are provided with dark-red coloured accent brick arches or grey coloured stucco panels, which contrasts with the light-yellow brickwork of the face wall, and creates an interesting building façade.

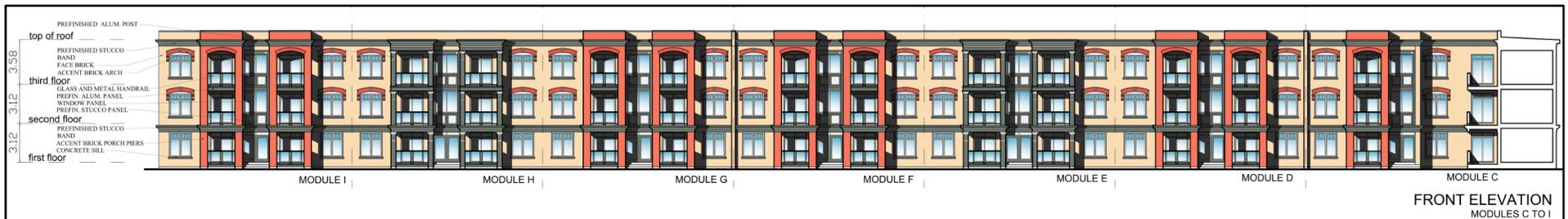


Figure 22.0: Building Facade Block 1 (Modules C-I)

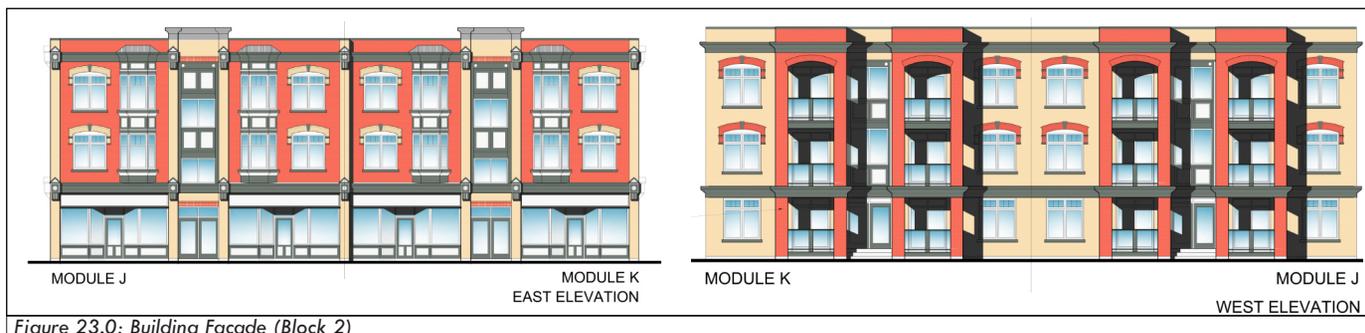


Figure 23.0: Building Facade (Block 2)

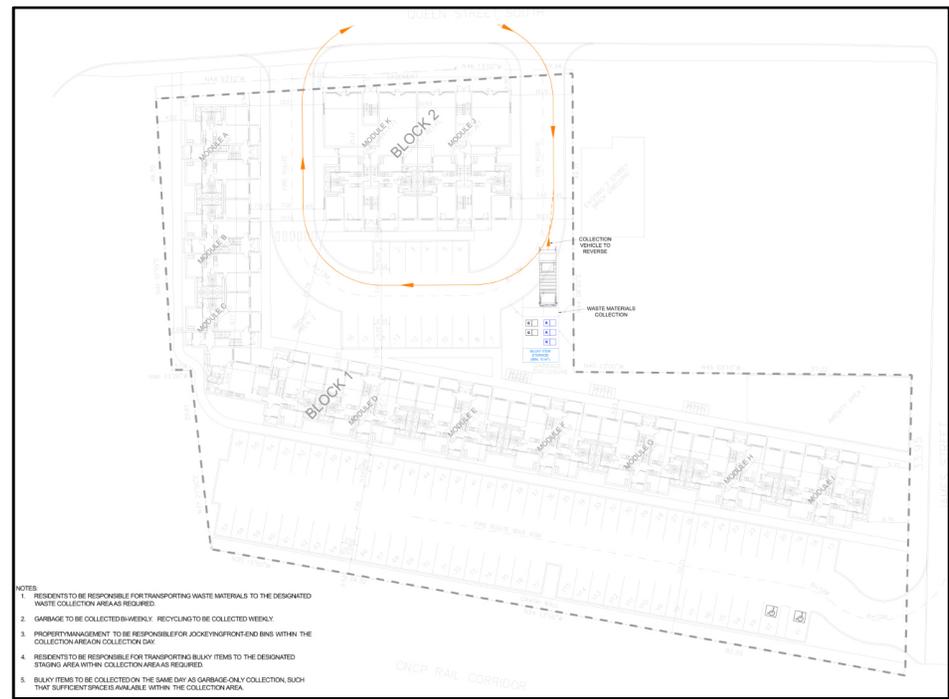
2.3 Vehicular Circulation & Parking

Vehicular accesses to the Proposed Development are proposed via two (2) full moves access points on Queen Street South, which form a crescent internally to the site, as well as a full moves access point on James Street. These access points lead directly to the shared parking areas (MOP Policy 9.2.1.6), which are located at the rear of both building blocks, away from the view from Queen Street South (MOP Policy 9.2.1.38 & 14.10.1.10 & Historic Streetsville Guidelines, 2011). The Urban Design Guidelines for Back-to-back and stacked Townhouses (2018) discourage exposed parking structures. The development proposes 92 parking spaces on two (2) surface

parking lots, but the western lot has been strategically placed to act as a buffer between the residential development and the rail corridor towards the west of the Subject Lands. Additionally, the second parking lot has been proposed behind Block 2, away from the view from Queen Street South. As such, the surface parking is screened from the street and be designed to ensure for natural surveillance from public areas (MOP Policy 9.2.1.37), through the location of amenity areas. Further, twenty-one (21) bicycle parking spaces are provided along the internal sidewalk to meet the active transportation requirements of the future residents. Furthermore, a centralized garbage enclosure is provided along the crescent shaped internal road, closer to the southern access point on Queen Street South. This provides for appropriate considerations to garbage pick-up and collection.



Figure 24.0: Vehicular Circulation and Parking



- NOTES:
1. RESIDENTS TO BE RESPONSIBLE FOR TRANSPORTING WASTE MATERIALS TO THE DESIGNATED WASTE COLLECTION AREAS REQUIRED.
 2. GARBAGE TO BE COLLECTED BI-WEEKLY. RECYCLING TO BE COLLECTED WEEKLY.
 3. PROPERTY MANAGEMENT TO BE RESPONSIBLE FOR JOCKEYING FRONT END BINS WITHIN THE COLLECTION AREA ON COLLECTION DAY.
 4. RESIDENTS TO BE RESPONSIBLE FOR TRANSPORTING BULKY ITEMS TO THE DESIGNATED STORING AREA WITHIN COLLECTION AREAS REQUIRED.
 5. BULKY ITEMS TO BE COLLECTED ON THE SAME DAY AS GARBAGE ONLY COLLECTION, SUCH THAT SUFFICIENT SPACES AVAILABLE WITHIN THE COLLECTION AREA.

Figure 25.0: Waste Collection Route



2.4 Active Transportation

The Proposed Development has an internal walkway with a minimum width of 1.5 m (4.92 ft), which further connects to the municipal pedestrian pathways on Queen Street South towards the east and James Street towards the south (MOP Policy 9.1.9 & 9.2.1.22). These municipal walkways provides access to the abutting transit stops. As such, the proposal achieves the goal of creating an attractive, compact and transit and active transportation supportive development (MOP Policy 9.1.9)

The internal pedestrian walkway runs along the rear and front of the townhouse Block 1, and interconnects the various modules of the residential blocks, while providing pedestrian access to the parking areas towards the rear of the buildings (Urban Design Guidelines for Back-to-Back and Stacked Townhouses, Section 2.14) Additionally, the various facilities such as the amenity areas and bicycle parking are strategically located along the walkway for easy access, thus contributing to the development of healthy, active communities. Provision of a pedestrian walkway separate from the internal road network provides for enhanced pedestrian safety. Further, the pedestrian walkway is lined with planting areas and trees to create an aesthetically pleasing streetscape which promotes pedestrian circulation (MOP Policy 9.2.1.35). Block 2, which has at-grade retail use, is positioned along the street edge and oriented towards Queen Street South (MOP Policy 9.2.1.32), incorporating an active façade with varies materials and retail signages, thus supporting active transportation. Overall, the Proposed Development supports pedestrian movement through the provision of animated building facades, appropriate building massing, accounting for pedestrian safety

and creating visually appealing streetscape (MOP Policies 9.2.1.21, 9.2.1.35 & 9.4.1.3).



Figure 26.0: Active Transportation (Internal Walkway and Bicycle Parking)

2.5 Supporting Studies

The following sections outline how Shadow and Noise impacts have been assessed for the Proposed Development.

2.5.1 Environmental Noise & Vibration Study

Jade Acoustics Inc. were retained to prepare a Preliminary Environmental Noise and Vibration Report for the Proposed Development, dated September 2, 2021 and included with this submission. The Noise Report outlines that the Subject Lands are subject to traffic noise from Queen Street South and Britannia Road West and rail traffic noise from the CP Galt Subdivision which carries CP freight and Milton GO (Metrolinx) rail service. The Subject Lands are also located at the NEP/NEF 25 composite noise contour line for Toronto Pearson International Airport. The Noise Report concludes that with mitigative measures, all proposed townhouse units will meet noise guidelines. Exterior walls will be made of masonry materials. Furthermore, mitigation includes no windows and/or exterior doors to habitable indoor spaces directly exposed to the CP Facility operations. A 2.4 metre high acoustic fence is required for the outdoor space. Mandatory central air conditioning and warning clauses are required for all units.

2.5.2 Shadow Impact Study

FBP Architects Inc. were retained to prepare a Shadow Impact Study for the Proposed Development. The Shadow Impact Study, dated August 30, 2021 has been included with the submission and follows the City of Mississauga Terms of Reference dated June 2014. The Shadow Impact Study assesses 5 criteria including impacts on residential outdoor amenity space of the Proposed Development, communal outdoor amenity areas within the shadow zone, public realm including sidewalks, open spaces and plazas, turf and flower gardens and building faces to allow for possibility for use of solar energy. Residential outdoor amenity spaces for 14 James Street, 14 and 20 Queen Street, 12 James Street and 8 and 10 James Street are impacted at certain times. No communal outdoor amenity spaces within the proposal's shadow zone have been identified. A small portion of the existing sidewalk on the east side of Queen Street is shaded at certain times with incremental shade. A small portion of the existing sidewalk on the east side of James Street is shaded and/or incrementally shaded at certain times. No mixed-use, commercial, employment and high-density residential streets outside of the site boundary impacted by shadows from proposed development. No public open spaces, parks and plazas outside of the site boundary are impacted by shadows from proposed development and no public park outside of the site boundary are impacted by shadows from proposed development. Shadows from Proposed Development impact certain surrounding properties at certain times, with respect to potential for future solar panels.

2.5.2 Shadow Impact Study



Figure 27.0: Shadow Study December 21 11:17am



Figure 28.0: Shadow Study September 21 11:12am



Figure 29.0: Shadow Study June 21 10:20am



SECTION 3.0 SUMMARY & CONCLUSIONS

3.1 Summary of Key Considerations

The Proposed Development provides an appropriate approach to intensification of an underutilized site. In addition, the Proposed Development is an attractive and viable Residential Development which includes retail uses at grade on street fronting block, accounting for the commercial nature of Queen Street South. An appropriate mix of residential and commercial uses will enable an effective integration of the Proposed Development with the existing context and surrounding community. The proposed building height of three (3) storeys also provides a smooth and appropriate transition between the abutting detached residential development towards the east of Queen Street and the townhouses to the existing south of the Subject Lands. The development is transit supportive with provisions to support active transportation. As such, based on our review of the City of Mississauga Official and other relevant Guidelines, it is our opinion the Proposed Development satisfies the following design objectives:

- The design of the Proposed Development will improve and contribute towards the City's vision for the Queen Street South's function and streetscape;
- Provides and supports pedestrian and cycling connections that links the Proposed Development with the surrounding context;
- Supports a proposed height and built form that offers a smooth visual transition between the Proposed Development and the surrounding buildings and is a suitable addition to the Queen Street South;
- Meets the needs of City of Mississauga's development of lands within community nodes;

- The Proposed Development offers a compatible architectural design that will integrate well with the existing older buildings on the Street; and,
- Provides for animated facades and attractive streetscapes which will improve the pedestrian experience;

This Urban Design Brief concludes that the Proposed Development embodies an appropriate redevelopment and improvement of the existing site. In addition, the Proposed Development is contributing to the goals and urban design objectives of the Community Nodes set by the City of Mississauga in the Official Plan as well as the directions provided by the Historic Streetsville Design Guidelines (2011) and Urban Design Guidelines for Back-to-Back and Stacked Townhouses (2018).