BOUSFIELDS INC.

Urban Design Study

1580-1650 Dundas Street East

City Of Mississauga

Prepared For

Hazelview Investments

July 2022

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Job Number
18257-1

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This Urban Design Brief has been prepared by Bousfields Inc. to describe the urban design vision, strategy and rationale and illustrate the principles that will guide the form and pattern of the development being proposed by Hazelview Investments for the 7.39-hectare parcel of land municipally known as 1580-1650 Dundas Street East (the “subject site”).

Background

1.0 INTRODUCTION & OVERVIEW

This Urban Design Study ("UDS" or "Study") has been prepared by Bousfields Inc. to describe the urban design vision, strategy and rationale and illustrate the principles that will guide the form and pattern of the development being proposed by Hazelview Investments for the 7.39-hectare parcel of land municipally known as 1580-1650 Dundas Street East (the "subject site").

This UDS is a companion document to the Planning and Urban Design Rationale report, also prepared by Bousfields Inc., which sets out the urban planning vision and rationale for the subject site. From an urban design perspective, the UDS reviews the architectural and landscape design concept prepared by SvN Architects for the Development Proposal and addresses the urban design policies of the City of Mississauga's Official Plan, the Dundas Connects Master Plan Study, the Dixie Focus Area Framework Plan, and relevant City guideline documents. Additionally, the UDS establishes urban design and architectural design objectives and performance standards that aim to ensure a high standard of quality for the redevelopment of the subject site.

This Study concludes that the proposed development is an appropriate and compatible built form and urban design response to the existing, planned, and emerging built form context surrounding the subject site and more broadly within the Dixie-Dundas Community Node. The proposed buildings provide for an appropriate separation from each other and are located as such to provide a gradual transition in scale and intensity to the low-rise residential uses in the surrounding area. Further, the Development Proposal incorporates significant public realm improvements and a robust open space and landscape network that links development blocks together, both physically and visually. Together, these aspects of the proposed development facilitate safe and convenient movement through the subject site while also providing opportunities to foster community through the passive and active use of the proposed site amenities.

The Development Proposal establishes appropriate built form relationships and introduces a variety of public and private open spaces that provide a sense of place within the subject site. It is our opinion that the Development Proposal is appropriate and desirable and effectively optimizes the subject site in relation to its proximity to transit infrastructure in a manner that represents good urban design practice. As such, we recommend approval of the subject applications seeking amendments to the City of Mississauga Official Plan and Zoning By-law.

View Towards Block C (Image by: FutureLansca

pes.ca)

2.0 LOCATION & CONTEXT

2.1 Subject Site

Situated within the Dixie-Dundas Community Node, the subject site is located on the south side of Dundas Street East, approximately 640 meters east of the intersection of Dixie Road and Dundas Street East. The subject site is bisected by Mattawa Avenue, which intersects Dundas Avenue East and extends south approximately 340 metres before turning east to the eastern boundary of the subject site. The eastern portion of the subject site is municipally known as 1650 Dundas Street East, with a frontage of approximately 100 metres along Dundas Street East and 390 metres along Mattawa Avenue. The western portion of the subject site is municipally known as 1580-1590 Dundas Street East, with a frontage of approximately 120 metres along Dundas Street East and 340 metres along Mattawa Avenue.

The subject site is generally rectangular in shape and has a total area of approximately 73,857 square metres (7.39 hectares). The west portion of the subject site is approximately 36,290 square metres (3.629 hectares) and the east portion is approximately 37,570 square metres (3.757 hectares). In the vicinity of the subject site, Mattawa Avenue has a right-of-way width of 22.0 metres and Dundas Street East has an existing right-of-way width of approximately 32.0 metres.

Currently, the predominant use of the subject site is non-residential in nature, with two rectangular 2-storey commercial buildings that front both Dundas Street East and Mattawa Avenue. The two buildings support a variety of retail and commercial uses and are adjacent to two large surface parking lots. In addition to the non-residential uses, a total of 18 residential rental apartment units are located on the subject site. To the immediate west of the western commercial building, at the northwest corner of the subject site, is a one-storey commercial building occupied by a restaurant. In total, approximately 59,945 square metres (or 81%) of the entire subject site is occupied by surface parking.

With respect to vehicular access, both the eastern and western blocks of the subject site have one private driveway accessing Dundas Street East and four driveways accessed from Mattawa Avenue. The four driveways accessed from Mattawa Avenue are aligned along the east and west sides of Mattawa Avenue. An additional vehicle access is located on the north side of Mattawa Avenue along its east-west segment, directly across from the driveway access to 1680 Mattawa Avenue to the south of the subject site.

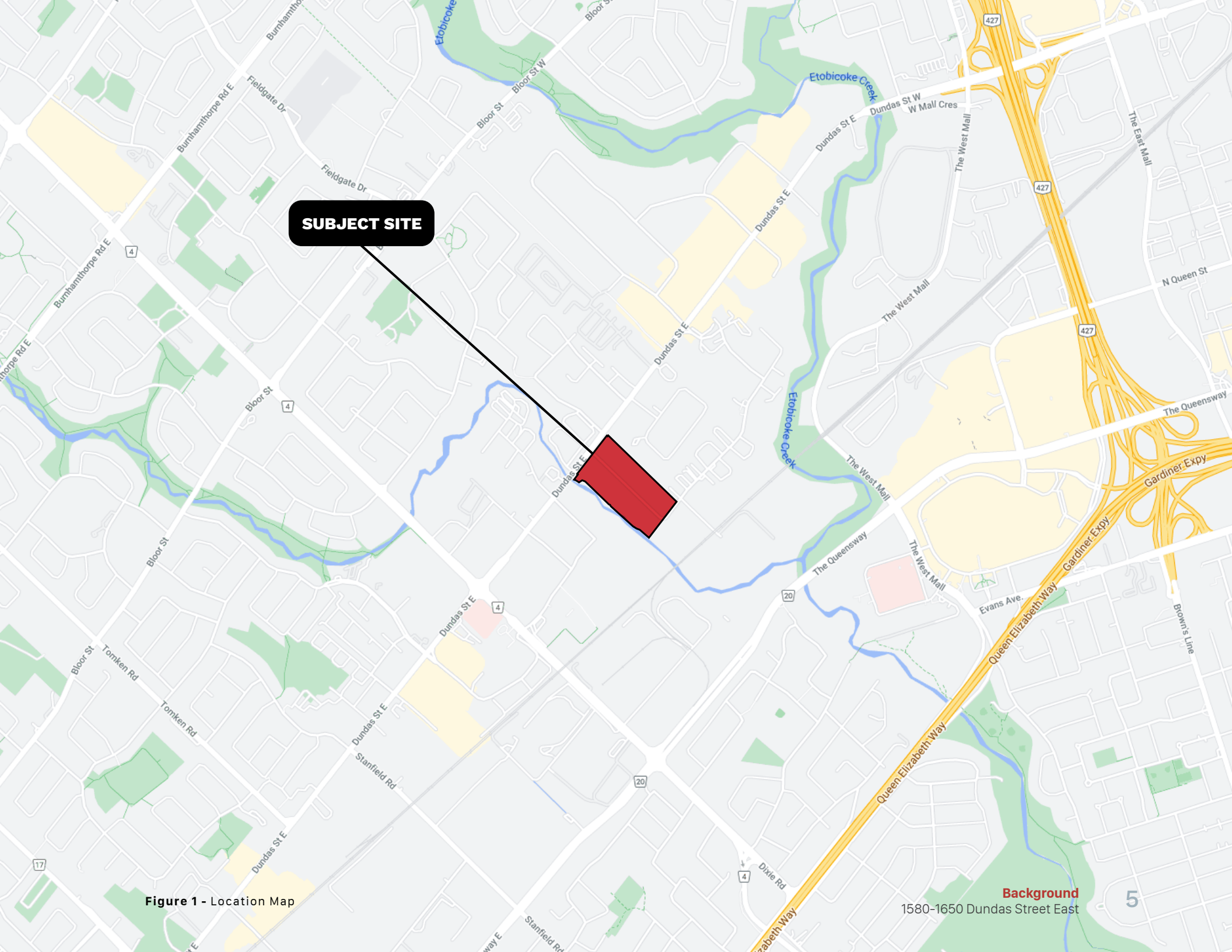


Figure 1 - Location Map

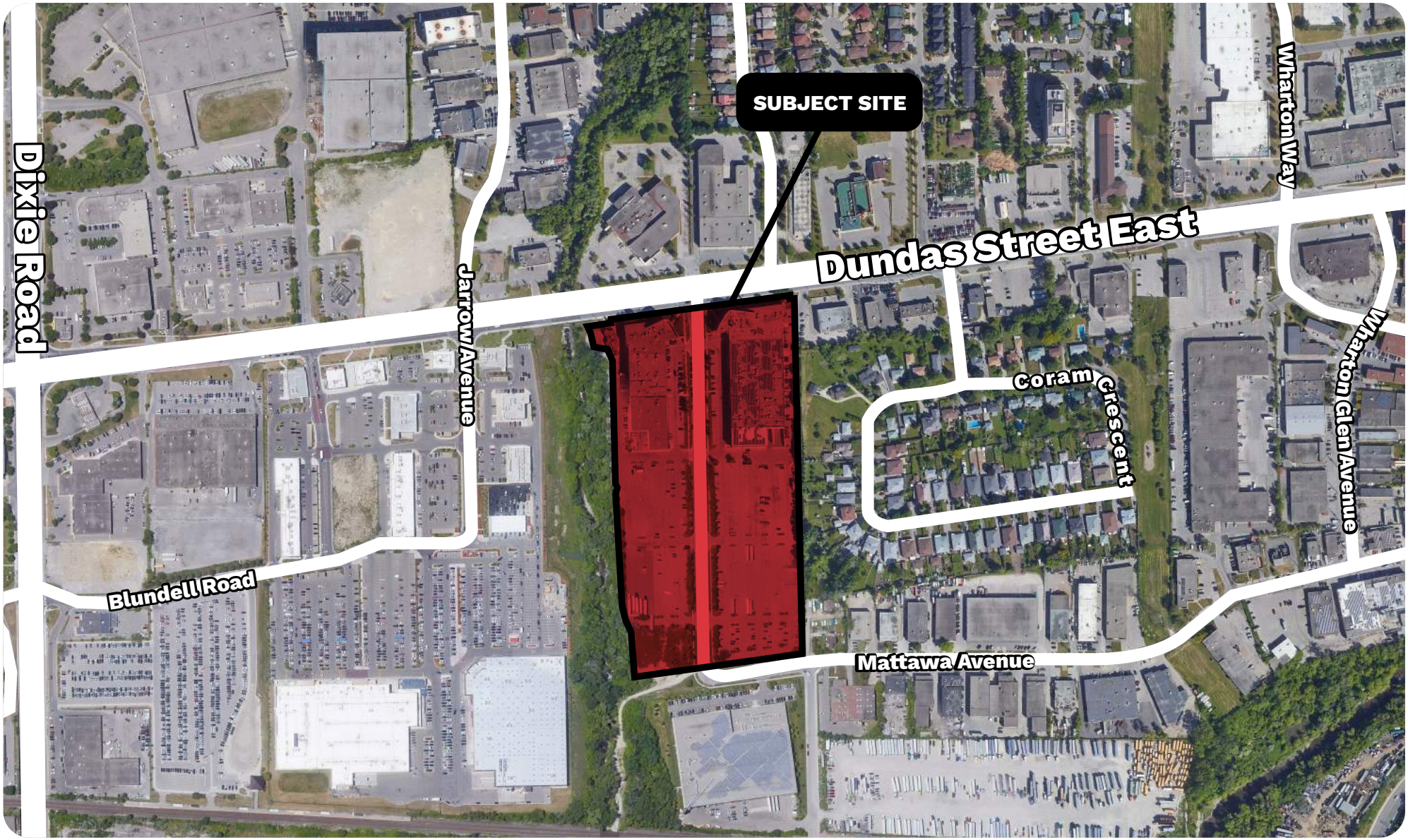


Figure 2 - Immediate Context

Subject Site looking south from Dundas Street East

Subject Site (1580 Dundas Street East) looking southeast

Parking lot looking south from 1650 Dundas Street East

Subject Site looking north from Mattawa Avenue (1590 and 1650 Dundas Street East)

Parking lot looking south from 1590 Dundas Street East

2.2 Immediate Surroundings

To the east of the subject site, along Dundas Street East, are commercial buildings containing retail and service commercial uses surrounded by surface parking. These commercial uses extend east to Wharton Way, at which point the built form transitions to industrial buildings that extend south towards Etobicoke Creek. To the east of the subject site is an enclave of 1- and 2-storey semi- and single-detached residential dwellings fronting Coram Crescent and accessed from Dundas Street East. Along Mattawa Avenue, east of the site are industrial buildings which extend to Etobicoke Creek.

1672 Dundas Street East looking south

1687 Coram Crescent looking west towards the Subject Site

1684 and 1694 Dundas Street East looking south

Mattawa Avenue looking east – industrial road character

1655 Dundas Street East looking north

1607 Dundas Street East looking north

1699 Dundas Street East looking north

Little Etobicoke Creek looking north from Dundas Street East

To the immediate north of the subject site are two single-storey commercial retail buildings set back from Dundas Street East, with surface parking areas between the buildings and the right-of-way. To the northwest, north of Dundas Street East, the built form typology transitions to industrial warehouses of varying sizes that front onto Jarrow Avenue. To the northwest of the subject site are additional commercial building that front Dundas Street East including a place of worship, an auto dealership and furniture store. Further north beyond the commercial properties fronting on Dundas Street, are low-rise residential neighbourhoods primarily consisting of 2-storey single-detached dwellings. The residential dwellings are accessed from Dundas Street East via Nawbrook Road and Treadwells Drive. To the rear of the single-detached dwellings on that west side of Nawbrook Road and north of the single-storey retail store at 1607 Dundas Street East is a mature forest and ravine system that contains the Little Etobicoke Creek which flows south towards the subject site, beneath Dundas Street East.

To the immediate west of the subject site on the south side of Dundas Street East, is Little Etobicoke Creek, a minor tributary that flows generally southeast into the larger Etobicoke Creek. This corridor has been identified as a portion of Mississauga's Greenland System which continues southbound feeding into the larger Etobicoke Creek. To the west of the creek is a large-scale power centre that supports commercial retail uses in seven standalone buildings, with expansive surface parking. Further south are two large commercial retail buildings occupied by Costco Wholesale and a Walmart Supercentre (1500 and 1570 Dundas Street East). West of the Walmart Supercentre is a large surface parking area that serves the Dixie GO Station which operates trains into Downtown Toronto at Union Station.

Little Etobicoke Creek looking south from Dundas Street East

1570 Dundas Street East looking south

Dixie GO Station Terminal

1500 Dundas Street East looking southeast

1680 Mattawa Avenue looking south

1686 Mattawa Avenue looking south

To the immediate south of the subject site is a large industrial warehouse building that includes surface parking along the northern edge of the property and a loading/docking area at the rear (1680 Mattawa Avenue). Further south is the GO Rail Corridor that generally runs in an east-west direction and offers connections into the Kipling Mobility Hub to the east and Union Station in Downtown Toronto. South of the rail corridor are largely vacant lands adjacent to Etobicoke Creek, through which recreational trails are located and feed into public parks such as Etobicoke Valley Park and Orchard Heights Park.

To the southeast of the subject site, east of Loreland Avenue and along both sides of Mattawa Avenue, are industrial uses. To the east of theses industrial uses is a hydro corridor that extends north towards Dundas Street East which also provides separation between the residential uses on Coram Crescent and additional industrial operations to the east.

2.3 Area and Urban Design Context

The context surrounding the subject site exemplifies a commercial corridor characterized by large commercial buildings surrounded by surface parking typically fronting on Dundas Street East. To the west of the subject site along both sides of Dundas Street East are commercial shopping plazas inclusive of standalone buildings and surface parking. To the south are low-rise industrial warehouse uses surrounded by outdoor storage. To the east is Coram Crescent, an enclave of single-detached residential dwellings accessed from Dundas Street East. The surrounding area to the north beyond commercial retail uses along Dundas Street East transitions to a low-rise residential neighbourhood, primarily comprising single-detached dwellings.

The subject site is located within the Dixie-Dundas Community Node, centered on the Dixie Mobility Hub. The vision for the area is to develop as a mixed-use node with significantly higher density to support of the transit investments being made in the Dixie GO Station on the Milton corridor and the planned Dundas Bus Rapid Transit ("BRT") line along the Dundas corridor. The subject site is within 450 metres (800-metre walking distance) from the Dixie GO station. It is anticipated that the node will develop in a compact built form that will facilitate improved access to transit for an increased ridership to achieve provincial and municipal policy directives to integrate land use and transportation planning objectives.

Figure 3 - Immediate Context

Figure 4 - Context Plan (Courtesy of SvN)

2.4 Transportation Network

The following provides a summary of the transportation context of the subject site, including the surrounding road and transit network.

Road Network

Dundas Street, which runs the length of the subject site northern boundary, is a major transportation corridor within the Region of Peel and City of Mississauga. The Region of Peel Official Plan classifies Dundas Street as a *Major Road* (Schedule E) and the Mississauga Official Plan identifies Dundas Street as an *Intensification Corridor* (Schedule 1C), an *Arterial Road* (Schedule 5) and a *Higher Order Transit Corridor* (Schedule 6).

The segment of Dundas Street East adjacent to the subject site is comprised of a six-lane cross section and a central dedicated turning lane with a planned right-of-way width of approximately 42.0 metres. At its intersection with Mattawa Avenue, Dundas Street East has a dedicated left turn lane and right turning lane, with sidewalks on both sides of the right-of-way.

Mattawa Avenue, which bisects the subject site, is identified as a *Minor Collector* (Schedule 5) and has an approximate right of way width of 30.0 metres. Though its typical cross section has an undefined number of lanes, at its intersection with Dundas Street East, Mattawa Avenue has a three-lane cross section and a dedicated left turn lane. Sidewalks flank both sides of the Mattawa Avenue right-of-way.

Transit Network

The subject site has excellent access to existing public transit services. In terms of surface transit, bus stops are currently located on the north and south sides of the Dundas Street within 0- to 45-metres walking distance. The 1 – Dundas MiWay route serves the subject site and is a key east-west route that connects into other regional transit infrastructure. Additionally, the 101 Dundas Express MiWay route is a dedicated express route and has key stops that serve the subject site, such as at the intersection of Dixie Road and Dundas Street East, as well as Wharton Way and Dundas Street East.

Higher Order and Future Transit Opportunities

With respect to higher order transit, the subject site is located within 800 metres walking distance of the Dixie GO Station which operates on the Milton GO Rail Line. Dixie Station offers direct service into Downtown Toronto on weekday mornings. In addition to the Dixie Go Station, the subject site borders Dundas Street which is anticipated to support significant transit investment through the introduction of the Dundas BRT. At present, Metrolinx is continuing to plan for the Dundas BRT based on key findings in the Dundas Connects Master Plan and the initial business case for the project. The Dundas BRT represents a key infrastructure corridor that extends from Highway 6 in the City of Hamilton to the Kipling Transit Hub in the City of Toronto. The proposed Dundas BRT would establish faster and more reliable transit operating in dedicated lanes for approximately 48 kilometers.

Figure 5 - Transit Map

Cycling Infrastructure

On its schedule for Long term Cycling Routes, the Mississauga Official Plan identifies both Dixie Road as *Primary On-Road* and *Boulevard* cycling routes. The Mississauga Official Plan indicates that these routes are meant to connect key city destinations with cycling infrastructure. Additionally, the Plan states that the City will protect and may acquire lands required for the cycling facilities, as identified within the Plan on Schedule 7: Long Term Cycling Routes, through the development approval process and capital works program. Further, on the same schedule, the Etobicoke Creek Trail is identified as a Primary Off-Road Route. As per the Mississauga Cycling Master Plan 2018, Sunnyside Road connects into Fieldgate Drive which is identified as a Signed Cycling Route and connects to the broader neighbourhood slightly north of Bloor.

2.5 Opportunities and Constraints

The opportunity exists to dramatically revitalize an underutilized plot of land in close proximity to existing and planned high order transit service and to introduce a true mixed-use community along the Dundas Street corridor, within to the Dixie-Dundas Community Node. The redevelopment of the subject site presents the chance to increase the amount of housing options along the Dundas Street corridor, and to that end, to provide a greater mix of types and tenures of housing to the surrounding community. Further, it would introduce an enhanced open space network that encourages the use of alternative modes of transportation and supports active transportation options.

From an urban design perspective, the redevelopment of the subject site presents a number of important placemaking opportunities, including, but not limited to:

- To establish a fine grain blocks structure that can support a new mixed-use community where people can live, work and play, with direct access to transit;
- To improve and enhance the public realm along Dundas Street East, creating an attractive environment that is more amenable to pedestrians and cyclists;
- To introduce new public amenities to the existing community through the inclusion of a parkland dedication;
- To develop a functional road design that emphasizes pedestrian permeability, as well as safety, and connects the lands east of Little Etobicoke Creek west towards Dixie Road, providing greater access to the subject site and to the broader surrounding area and community; and
- To extend the natural features of the creek lands east across the subject site through the integration of a variety of types of open space, landscaping and street trees.

Given the predominantly low-rise scale of the existing surrounding built form context, and the proximity of the subject site to Little Etobicoke Creek, the introduction of taller built forms onto the subject site requires sensitivity and consideration for the potential built form impacts from redevelopment on its surroundings. Any redevelopment of the subject site must be sufficiently set back (i.e. minimum 10.0 metres) from the adjacent natural feature to the west to ensure its protection and maintenance.

To that end, the height and massing of any built form proposed for the subject site should recognize and be compatible with the existing and planned context through appropriate stepping and sculpting of buildings to ensure appropriately scaled relationships at all edges of the site. Further, particular consideration should be given to the potential impacts of redevelopment of the subject site related to access to sunlight and sky view, shadow impacts and wind impacts on the low-rise residential area to its east.

With respect to the Development Proposal, a balance has been struck between the opportunities presents by the subject site with consideration for the above-mentioned constraints. The potential impacts of the proposed redevelopment have been tested through the preparation of documentation supporting the subject applications and have demonstrated to be limited where necessary and appropriate in the context of the planned evolution for the Dixie-Dundas Community Node in the vicinity of the subject site.

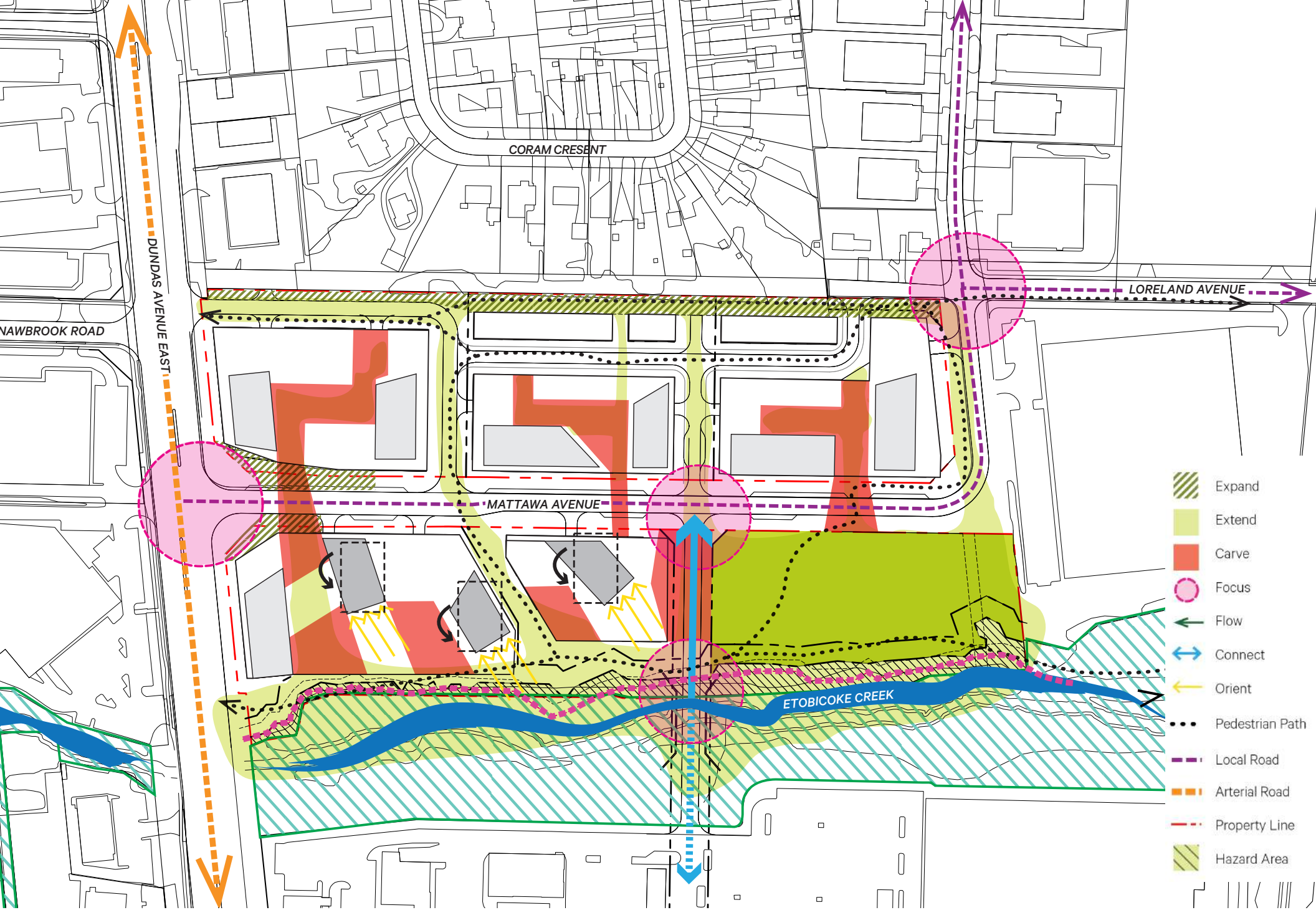


Figure 6 - Opportunities and Constraints (Courtesy of SvN)

3.0 PLANNING & URBAN DESIGN POLICY FRAMEWORK

3.1 City of Mississauga Official Plan

The City of Mississauga Official Plan ("OP"), adopted by City Council on September 29, 2010 and approved by the Region of Peel on September 22, 2011. The Mississauga OP was appealed in its entirety; however, the appeals were scoped, and several appeals were withdrawn. As such, the Mississauga OP is now in force and effect, except for appeals applying to specific lands. None of the policies applicable to the Development Proposal are under appeal.

Within the overall City Structure, which is set out in Section 5.3 of the OP to organize the City into functional areas to establish the framework for planning policies that will guide development, the subject site is located within an Employment Area and an Intensification Corridor along Dundas Street East (as per OP Schedule 2 (Intensification Areas)). Further, the subject site is currently shown just beyond the limits of a Major Transit Station Area ("MTSA") – approximately 575 metres east of the Dundas & Dixie BRT, and approximately 75 beyond the limit of the MTSA 500-metre radius. The Subject Site also falls within the Dixie-Dundas Community Node, which is an emerging area with a commercial base but requires new community infrastructure and a more pedestrian friendly approach to development. Additionally, Relevant to the evaluation of the Development Proposal from an urban design perspective, Chapter 9 of the OP ("Build a Desirable Built Form") outlines the built form and urban design policies that assist in creating a strong sense of place that is attractive, liveable, and functional and enhances natural heritage features with high quality urban design. These policies are intended to ensure that new development on individual sites respects the identity and character of the surrounding existing and planned context; ensures connectivity and integration of surrounding uses; and requires that new developments contribute to the overall vision for the city.

Section 9.1 of the City of Mississauga Official Plan states that:

> *"Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties. Redevelopment projects include a range of scales, from small residential developments to large scale projects, such as redeveloping strip malls. Redevelopment must also be sensitive to the existing urban context and minimize undue impacts on adjacent properties."*

Within Intensification Areas, which include Community Nodes, Intensification Corridors and Major Transit Station Areas as identified in Section 5.5 of the OP, urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be pursued (Policy 9.1.2).

Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses (Policy 9.1.5). The urban form of the city will ensure that the Green System is protected, enhanced and contributes to a high-quality urban environment and quality of life (Policy 9.1.6).

Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes (Policy 9.1.9). Additionally, Policy 9.1.10 states that the city vision will be supported by site development that:

- respects the urban hierarchy;
- utilizes best sustainable practices;
- demonstrates context sensitivity, including the public realm
- promotes universal accessibility and public safety; and
- employs design excellence.

Section 9.2.1 addresses matters related to "Intensification Areas" noting that growth will be directed to the Downtown; Major Nodes; Community Nodes; Corporate Centres; Intensification Corridors; and Major Transit Station Areas.

Policy 9.1.15 provides that new development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities.

Distinct from the City Structure set out in Chapter 5 of the Mississauga OP, Section 9.2 outlines the City Pattern that defines Mississauga and includes: Intensification Areas; Non-Intensification Areas; Green System; and Cultural Heritage. The City pattern is a reflection of policies and land use decisions that direct growth and is the major driver of the City's image.

Section 9.2.1 states that Intensification Areas are the "principle location for future growth" and consist of: the Downtown; Major Nodes; Community Nodes; Corporate Centres; Intensification Corridors and Major Transit Station Areas. As it relates to the built form within Intensification Areas, the OP provides that the City will encourage high-quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses and distinguish the significance of Intensification Areas from surrounding areas (Policy 9.2.1.4). Policy 9.2.2.6 states that development along Corridors will be encouraged to face and frame the street to create a continuous street wall where non-residential uses are proposed, providing entrances and glazing along street frontages. Additionally, Policy 9.2.2.6 states that parking should not be located between the building and the street and that access to driveways, parking and service areas should be consolidated and shared. In addition, the preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas, under the condition that appropriate height and built form transitions occur between sites and their surrounding areas (Policy 9.2.1.9 and Policy 9.2.1.11).

On wider streets (more than 20 metres in width), the Official Plan provides greater buildings heights may be required to achieve appropriate street enclosure in relation to the right-of-way width of the street. As demonstrated on Schedule 8 (Designated Right-of-Way Widths), Dundas Street East and Dixie Road each have a planned right-of-way width of 42.0 metres and 45.0 metres respectively.

Policies 9.2.1.10 to 9.2.1.16 address tall buildings and state the following:

- appropriate height and built form transitions will be required between sites and their surrounding areas (Policy 9.2.1.10);
- tall buildings will be sites and designed to enhance the City's skyline (Policy 9.2.1.11);
- tall buildings will be sited to preserve, reinforce and define view corridor (Policy 9.2.1.12);
- tall buildings will be appropriately separated to provide privacy and permit light and sky views (Policy 9.2.1.13);
- 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 (Policy 9.2.1.14);
- tall buildings will address pedestrian scale through building articulation, massing and materials (Policy 9.2.1.15); and
- tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas (Policy 9.2.1.16).

Policy 19.2.1.18 addresses existing large blocks and provides that they will be reconfigured to incorporate a fine-grained block structure with public roads and on-street parking to support grade-related uses.

Further, the Mississauga OP contains policies that aim to create an appropriate interface between the private and public realm. Policy 9.2.1.21 provides that development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. In addition, Policy 9.2.1.22 states that development will be designed to support and incorporate pedestrian and cycling connections while Policy 9.2.1.23 requires active uses on principal streets with direct access to the public sidewalk. To ensure an animated public realm, Policy 9.2.1.24 states that development will face the street and Policy 9.2.1.25 provides that buildings should have active uses at grade, such as lobbies, entrances, and display windows. Within Intensification Areas, Policy 9.2.1.27 states that development will create a sense of gateway to the area with prominent built form and landscape treatments.

With regards to the green system, Policy 9.2.3.1 provides that development will be sensitive to the site and ensure that Natural Heritage Systems are protected, enhanced, and restored. Policy 9.2.3.4 provides that open space areas will be high quality, usable and physically and visually linked to streets, parks and pedestrian routes.

As it relates to the relationship between built form and streetscape, the OP states that built form will relate to and be integrated with the street line, with minimal building setbacks where spatial enclosure and street related activity is desired (Policy 9.2.1.28) and that buildings will be compatible in bulk, massing and scale to provide an integrated streetscape (Policy 9.2.1.29). The OP further provides that buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk and should be oriented to, and positioned along the street edge, with clearly defined primary entry points with direct access from the sidewalk (Policy 9.2.1.31 and Policy 9.2.1.32). Policy 9.2.1.36 provides that streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture will be coordinated and well designed. In support of a well-designed streetscape, Policy 9.2.1.37 states that developments should minimize the use of surface parking in favour of underground parking, screened from public view.

With respect to public realm, the OP identifies that public realm should be designed to be pedestrian oriented and scaled to support transit use, be attractive, safe, and walkable, and accommodate a multi-modal transportation system while respecting the natural heritage features, such as forests, ridges, valleys, hills, lakes, rivers, streams and creeks (Policy 9.3.1.4). Policy 9.3.1.5 highlights the importance of existing streets and the design of new streets and states that they should enhance connectivity by:

- developing a fine-grained system of roads;
- using short streets and small blocks as much as possible, to encourage pedestrian movement;
- avoiding street closures; and
- minimizing cul-de-sac and dead end streets.

Streetscapes are also to be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting, and signage (Policy 9.3.1.7).

With respect to servicing, loading and parking, the OP directs that utilities will be grouped or located underground to minimize their visual impact (Policy 9.3.1.10). Similarly, buildings should coordinate and integrate vehicular and servicing access and locate servicing, loading and parking to be underground or screened from the public realm to minimize their visual prominence and provide the opportunity for a continuous streetscape (Policies 9.5.3.16, 9.5.4.3, 9.5.5.1 and 9.5.5.7). Additionally, mechanical equipment and/or rooftop mechanical systems will be integrated in the building design and screened from public view (Policies 9.5.2.12, 9.5.3.17 and 9.5.3.18).

Policy 9.3.5.3 provides that Natural features, parks and open spaces will contribute to a desirable urban form by: assisting with the protection of the Natural Heritage System, connecting to the city's system of trails and pathways, ensuring that all new parks and Open Spaces address the street, providing clear visibility, access and safety; ensuring that adjacent uses, buildings and structures front onto them, with direct access, and encouraging natural surveillance; and appropriately sizing parks and open spaces to meet the needs of a community and ensuring they are able to accommodate social events and individual needs, inclusive of recreation, playgrounds, sports and community gardens, where possible.

The OP also requires that private open space and/or amenity areas will be required for all development, and that residential developments of significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that is suitable for the intended users (Policy 9.3.5.5 and 9.3.5.6). Policy 9.3.5.7 requires that residential developments provide at-grade amenity areas that are located and designed for physical comfort and safety and provides that, in Intensification Areas, alternatives to at grade amenities may be considered.

Section 9.4 sets out policies ensure the ease of movement between the built form and transit facilities and active transportation routes. Policy 9.4.1.1 and Policy 9.4.1.3 provide that the design of all development will foster the improvement of connections and accessibility for transit users and promote active transportation modes, by:

- locating buildings at the street edge, where appropriate;
- requiring front doors that open to the public street;
- ensuring active/animated building façades and high-quality architecture;
- ensuring buildings respect the scale of the street;
- ensuring appropriate massing for the context;
- providing pedestrian safety and comfort; and
- providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.

Policy 9.4.1.4 provides that development will provide for pedestrian safety through visibility, lighting, natural surveillance and minimizing vehicular conflicts. Policy 9.4.2.3 states that, where buildings and structures are separated from roadways by parking lots, efforts to upgrade pedestrian access to buildings through landscaping, site design and the development of street related frontages is encouraged.

Section 9.5 sets out general policies for new development with respect to site organization and buildings. Policy 9.5.1.1 directs that buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area. Policy 9.5.1.2 provides that development should be compatible and provide appropriate transition to existing and planned development by having regard for a number of key elements, including but not limited to:

- streets and block patterns;
- the size and configuration of properties along a street, including lot frontages and areas;
- continuity and enhancement of streetscapes;
- the size and distribution of building mass and height;
- front, side and rear yards;
- the orientation of buildings, structures and landscapes on a property;
- views, sunlight and wind conditions;

- the local vernacular and architectural character as represented by the rhythm, textures and building materials;
- privacy and overlook; and
- the function and use of buildings, structures and landscapes.

Additionally, Policy 9.5.1.3 specifies that site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. Buildings will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces (Policy 9.5.1.4). Policy 9.5.1.9 requires new development to demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.

Policy 9.5.2.1 states that high-quality, diverse and innovative design will be promoted in a form that reinforces and enhances the local character, respects its immediate context and creates a quality living or working environment. According to Policy 9.5.2.2, new development will be sited and massed to contribute to a safe and comfortable environment for pedestrians by:

- providing walkways that are connected to the public sidewalk, are well lit, attractive and safe;
- fronting walkways and sidewalks with doors and windows and having visible active uses inside;
- avoiding blank walls facing pedestrian areas; and
- providing opportunities for weather protection, including awnings and trees.

Policy 9.5.2.7 provides that site development should respect and maintain the existing grades on-site. Policies 9.5.2.8 and 9.5.2.9 encourage site designs that conserve energy and water. Policy 9.5.2.11 provides that site development will be required to, among other things:

- provide enhanced streetscape;
- provide landscaping that complements the public realm;
- preserve significant trees on public and private lands; and
- provide landscaping that beautifies the site and complements the building form.

Additionally, Policy 9.5.3.2 states that buildings must clearly address the street with principal doors and fenestration facing the street in order to:

- ensure main building entrances and at-grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk;
- provide strong pedestrian connections and landscape treatments that link the buildings to the street; and
- ensure public safety.

Policy 9.5.3.3 states that building façades should be articulated to include changes in materials or material treatments, as well as the indication of transition between floors and interior spaces to provide visual interest and relief. Policies 9.5.3.5 and 9.5.3.7 state that front façades should be parallel to the street, and that buildings will be pedestrian oriented through the design and composition of their façades, including their scale, proportion, continuity, rhythms, texture, detailing and materials.

With respect to tall buildings, development should seek to minimize undue physical and visual negative impacts relating to microclimatic conditions, including sun, shadow and wind; noise; views; sky view; and adjacent cultural heritage resources, open spaces, the public realm, community infrastructure and residences (Policy 9.5.3.9). Additionally, lower portion of tall building developments will include a built form that achieves street frontage and at grade relationships to support a pedestrian oriented environment (Policy 9.5.3.10).

Policy 9.5.3.11 encourages the choice of building materials for their functional and aesthetic quality, sustainability and ease of maintenance. Policy 9.5.3.16 provides that buildings should coordinate and integrate vehicular and servicing access to minimize their visual prominence, and Policy 9.5.3.17 requires that mechanical equipment, vents and metering devices be integrated into the building design and not be visible from the public realm. Policy 9.5.3.18 requires the integration of rooftop mechanicals and appurtenances into building design.

Section 9.5.4 provides policies relating to

the relationship to the public realm. Policy 9.5.4.1 states that development proposals should enhance public streets and the open space system by creating a desirable street edge condition, and Policy 9.5.4.2 requires the creation of an attractive and comfortable public realm through the use of landscaping, screening of unattractive views, protection from the elements, and buffering of parking, loading and storage areas. Policy 9.5.4.5 states that built form will relate to the width of the street right-of-way.

Policy 9.5.5.1 directs that parking should be located underground, internal to the building or to the rear of buildings. Policy 9.5.5.2 provides that above grade parking structures should be screened in such a manner that vehicles are not visible from public view and have appropriate directional signage to the structure. Policy 9.5.5.5 requires the provision of secure bicycle parking, and Policy 9.5.5.7 provides that service, loading and garbage storage areas should be internal to the building or located at the rear of the building and screened from the public realm.

Pedestrian safety and crime prevention through environmental design ("CPTED") are the basis for Policies 9.5.6.1, 9.5.6.2 and 9.5.6.4. Site layout, buildings and landscaping will be designed to promote natural surveillance and personal safety. Further, active building frontages should be designed to face public spaces to ensure opportunities for natural surveillance. Lastly, development should incorporate site lighting at the pedestrian scale to ensure that all areas of circulation are appropriately illuminated. Policy 9.4.1.4 echoes these considerations by stating that development will provide for pedestrian safety through visibility, lighting, natural surveillance and minimizing vehicular conflicts.

In this respect, Mississauga CPTED Principles document provides further guidance and strategies on how to create a safer and more liveable city. CPTED includes strategies which can reduce the fear and incidence of crime and improve the quality of life include natural surveillance, natural access control, territorial reinforcement, and mechanical forms of surveillance and access control.

3.2 Dundas Connects Master Plan

The Dundas Connects Master Plan ("DCMP") was initiated in 2016 to plan for a projected increase of 52,000 people and 9,600 jobs along the Dundas Street Corridor in Mississauga over the next 35 to 40 years. The completed DCMP was endorsed as the recommended plan for the Dundas Corridor by City of Mississauga Council on June 20, 2018. It is noted that this Master Plan does not form an Amendment to the Mississauga Official Plan.

At a high level, the DCMP establishes a vision and recommends a land use, built form and transportation framework for lands within the study area, stretching from Mississauga's border with Oakville in the west to the City of Toronto's Kipling Station in the east. The vision for the Dundas Street corridor includes a walkable, bikeable and transit supportive mixed-use corridor with a vibrant pedestrian realm, grade-related retail and intensification that is contextually appropriate. The DCMP recommends that the corridor be serviced by bus rapid transit and be developed with mid-rise built form (5 to 12 storeys), with taller buildings (up to 25 storeys) at the Cooksville and Dixie Focus Areas.

The DCMP also establishes seven focus areas that are anticipated to accommodate much of the projected growth in the study area in compact, mixed-use and transit oriented built forms. In the DCMP, the subject site is identified as being located within the Dixie Focus Area, along its eastern edge. The DCMP proposes a bus rapid transit ("BRT") line along Dundas Street in a dedicated right-of-way in a central median, and includes a BRT stop at the intersection of Dundas Street East and Dixie Road, approximately 575 metres west of the subject site.

The DCMP identifies the following "opportunities" for the Dixie Focus Area:

- If flooding issues are addressed and the Special Policy Area is modified, there is potential for intensification and redevelopment. (It should be noted that the subject site does not fall within the designation of Natural Hazards as shown on Mississauga OP Schedule 10 Land Use Designations);
- Opportunity to plan for a mix of uses, services and community facilities and a level of intensification to transform the Focus Area into a Community Node;
- Dixie GO Station is an opportunity to apply Mobility Hub principles;
- Opportunity to encourage development around major transit stops; and
- Potential for creating new green open spaces in strategic location.

More broadly, the DCMP provides recommendations related to land use and urban design, transportation, and corridor design recommendations, of which, relevant recommendations include:

- planning for a greater level of intensification in Focus Areas where opportunities are provided for the introduction of a mix of uses in a range of building heights and types;
- enhancing access and connectivity to serve development sites, provide additional frontage conditions and improve connections to Dundas Street, transit and key area destinations;
- creating an integrated, beautiful public realm and a network of open spaces and community facilities including new public parks, POPS, urban squares and enhanced streetscapes;
- encouraging street-related retail and provide support to maintain existing businesses;
- maintaining four general traffic lanes along Dundas Street;
- creating complete streets for all users, designed to balance use by motorists, transit users, pedestrians and cyclists;
- enhancing pedestrian space, including wider sidewalks, safe crossing points, street trees, street furniture, lighting and wayfinding infrastructure to provide a safer and more accessible pedestrian experience;
- providing safe cycling infrastructure;
- enhancing access along Dundas Street; and,
- coordinating with utilities to realize this streetscape plan.

As part of the corridor design recommendations, the DCMP provides streetscape guidelines in the form of design principles and elements. Relevant principles include the following:

- Provide safe and accessible pedestrian spaces, including wider sidewalks, healthy trees, street furniture, lighting, and wayfinding infrastructure;
- Connect sidewalks to other pedestrian networks. Link major destinations by sidewalks, trails, or multi-use trails with safe and convenient crossings between them;
- Provide continuous, protected cycle lanes that reduce conflicts with vehicles and pedestrians, and connect to transit facilities and the broader cycling network;
- Incorporate water management strategies into the street, such as landscape areas, planters or rain gardens that capture storm water;
- Add pedestrian crossings and signalized intersections to support safe access and connection to transit stops and platforms, and to connect to existing off-Dundas Street trails and cycling infrastructure;
- Improve access to key pedestrian destinations;

- Connect transit facilities along Dundas Street to and from key transit and development nodes, including the Dixie and Cooksville GO Station areas, school sites, community centres, and unique building and landscape features;
- Use sustainable techniques and technologies to reduce environmental impacts; and
- Provide signage that organizes and defines the structure of the public realm.

Streetscape guideline design elements include the following considerations, among other things:

- Sidewalks will be a minimum of 2.0 metres in width, and no obstacles will be placed within this area to allow for a pedestrian clearway;
- Beyond the pedestrian clearway, buildings will be setback to allow for a 'spill-zone' for retail display, patios, additional landscape, etc.;
- The furniture/tree zone will contain street lighting, benches, tree planting, and furnishings;
- Boulevard treatment will be consistent with new street furniture and lighting;
- Crosswalks will be no less than 3.0-metres wide to improve pedestrian safety and visibility;
- Pedestrian safety will be increased through visible crossings, slower turning speeds, and shorter crossing distances;
- Curb radii will be designed, and where necessary reduced, to slow down traffic and improve safety;
- Street crossings will be frequent, safe, will discourage jaywalking, and will promote the use of signalized crosswalks;
- Street trees will be planted at 8.0-metre intervals along primary sidewalks within the 2.0-metre furniture/tree zone, and tree selection will be based on species that are urban tolerant; and
- Reduce the urban heat-island effect through the increase of tree canopy and the use of highly reflective surfaces.

Section 5.1.2.2, Dixie Focus Area, outlines a Focus Area Framework Plan for the subject site. In particular, the DCMP identifies that:

- the frontages along Dundas Street East should incorporate a Mixed Use character;
- a future westbound road connection should be established; and
- a new open space should be located in the southwest corner.

Overall, the proposed development incorporates these three recommendations outlined by the DCMP. Further, the DCMP provides a general framework for the built form across the Dixie Focus Area, as part of a broader built form concept plan, which ranges from a minimum building height of 3 storeys (10.0 metres) to a maximum residential building height of 25 storeys (78.0 metres), concentrated around the Dixie GO Station. The subject site has been identified as supporting building heights up to a maximum of 12 storeys (37.0 metres). Other built form criteria identified for the Dixie Focus Area include:

- Minimum 4.0-metre building setback and maximum 5.5-metre building setback from Dundas Street right-of-way ("ROW");
- 45-degree angular plane from Dundas Street, projected from a height equivalent to 80% of the ROW width, beyond which no building elements may penetrate;
- Minimum 30.0-metre spacing between towers;
- Minimum ground floor height of 4.5 metres;
- Minimum commercial floor heights of 4.5 metres; and,
- 45-degree angular plane from lower density residential areas (or Business Employment designated areas), projected from a height of 10 metres and set back 7.5 metres from the shared property line with the adjacent lower density area.

3.3 Green Development Standards

On July 7, 2010, City Council adopted the Green Development Strategy, which focuses on achieving sustainability and environmental responsibility in new development in Mississauga and outlines the *Stage One Green Development Standards* that applicants are to consider when preparing site plan and rezoning applications prior to development approval. Further to the Stage One Standard requirements, the City also requests that applicants pursue LEED-NC credits required to achieve Silver certification. This Green Development Strategy is outlined in the City's October 2012 Green Development Standards: Going Green in Mississauga document.

Section 2.0 of the GDS recommends indicates that all site plan applications will be required, where appropriate, to incorporate technologies that maximize the natural infiltration and retention of stormwater through site development as well as other Low Impact Development ("LID") techniques.

Section 3.0 of the GDS the LID techniques that can be employed to retain stormwater on site including bio-retention, rainwater harvesting, the use of permeable pavements, grass and dry swales, as well as the installation of green roofs.

Section 4.0 recommends the use of soft landscape materials including new trees and native vegetations to promote biodiversity, improve air quality, reduce the urban heat island effect, and increase the aesthetic value within the overall area. Furthermore, Section 4.0 provides recommended soil volume per tree in different conditions and suggests that a minimum 50% of all proposed plantings to be native species, where feasible.

Section 5.0 is centred around pedestrian and cycling comfort and promotes continuous, universally accessible, barrier-free and clearly designated sidewalks. In addition, Section 5.0 recommends:

- Connecting building entries to pedestrian paths, transit stops and parking areas for both cars and bicycles.
- Locating all air-exhaust systems and air intake grates away from pedestrian routes and amenity areas.
- Providing shade trees along pedestrian pathways and in amenity spaces to take advantage of summer shade
- Locating 50 percent of occupant bicycle parking in a secure weather-protected area contained within the development site.

Section 6.0 addresses exterior building design, in particular, bird friendly glazing and site and building lighting. In general, the GDS recommends treating the glass on buildings with a density pattern or muting reflections for a minimum of the first 10 to 12 metres above grade. In the instance that there are exhaust/ventilation grates at ground level, the GDS suggests a porosity of less than 2.0 centimetres by 2.0 centimetres. The GDS also discourages up-lighting and recommends exterior light fixtures to be properly shielded to prevent glare and/or light to trespass onto any neighbouring properties.

Section 7.0 indicates the City's request for new development applications to achieve LEED silver certification, which is achieved by scoring 50 to 59 credits of a possible 100 base credits, six innovative design and four regional priority points. With four possible levels of certification (certified, silver, gold and platinum), the City of Mississauga considers LEED certification flexible enough to accommodate a wide range of green building strategies that best fit the context of a particular site and/or project.

3.4 Back-to-Back and Stacked Townhouse Guidelines

City of Mississauga published the Back-to-Back and Stacked Townhouse Guidelines ("Townhouse Guidelines") in May 2018 due to the increased popularity of back-to-back townhouses and stacked townhouses throughout the GTA. The purpose of the Townhouse Guidelines is to ensure new townhouse developments will be compatible with, and sensitive to, the established context, and to minimize impacts on adjacent properties. To that end, the urban design objectives which provide the framework for the guidelines include:

- ensuring compatibility with the existing and planned context;
- designing to meet the needs of people of all ages, abilities and incomes;
- balancing functional design and aesthetics with long-term sustainability;
- protecting and enhancing natural features;
- connecting streets and providing pedestrian linkages; and
- providing high-quality private and common amenity areas.

The Townhouse Guidelines consider back-to-back and stacked building types typically as follows:

- three to four storeys in height;
- comprised of units that are stacked vertically and/or horizontally with access from grade;
- front onto a public street, condominium road, pedestrian mews or open space; and
- include surface and/or underground parking.

The Townhouse Guidelines offer a checklist of principles to be considered in the design of townhouse blocks, which are intended to ensure that new development is compatible with and respect the existing and/or planned context through appropriate building height, setbacks, separation distances, block length, unit width, and building elevations, among other considerations.

Related to the subject site and the Development Proposal, the following Guideline principles are to be considered:

- New development will be required to demonstrate an appropriate transition in building heights, and shall be contained within a 45-degree angular plane, measured from all property lines with exception of the front street line;
- Maximum building heights of three storeys for back-to-back units and four storeys for stacked units;
- Where a basement/lower-level unit forms part of a three-storey development, the minimum separation distance between buildings will be 15.0 metres;
- Excessively long blocks should be avoided. The maximum length of a block should generally not exceed eight linear unit modules to promote pedestrian connections, allow for landscaping and provide a break in the massing;
- Unit widths should be a minimum of 4.5 metres to ensure sufficient sunlight into the unit;
- New developments should preserve and enhance natural heritage features, including, trees, woodlands, valleys and wetlands;
- Below-grade units must be a through-unit that has windows on both the front and rear of the building;
- New development should be compatible with the existing context in terms of height, scale, massing and materials;
- For buildings over three storeys and where appropriate, stepback the upper floors or incorporate sloped roofs and half storeys with dormer windows to reduce perceived height, scale and massing;

- Ensure new developments have a variety of facade articulation, building materials and colours for visual interest;
- Blank facades on the visible end unit elevation are unacceptable. End units that are visible should have entrances, windows and architectural interest to animate the elevation;
- Landscaped soft areas should be provided between entrances to individual units and sidewalks, public streets and condominium roads;
- Limit the number of stairs to a unit entrance from three to seven risers to maximize landscaped soft area, mitigate safety issues in the winter and reduce maintenance costs;
- Common outdoor amenity areas should be located in one central area, highly visible and accessible by all residents;
- Each unit requires a private outdoor space with a minimum contiguous area of 6.0 square metres. When located on an upper storey balcony, the private outdoor space should be a minimum of 4.5 square metres; and
- Recessed or partially recessed balconies are preferred. Projecting balconies shall be avoided. If a projecting balcony is proposed, it may project a maximum of 2.0 metres beyond any building façade. Balconies should be designed with solid or opaque materials or tinted glass when adjacent to existing low density residential.

Vision

4.0 URBAN DESIGN VISION

4.1 Vision Statement

The vision for the Dundas-Mattawa area is based on the principles established in the Dundas Connects Master Plan (2018), for both the broader study area as well as the Dixie Focus Area. The urban design vision for the subject site is to develop the underutilized lands east of Little Etobicoke Creek with a vibrant, transit-oriented mixed-use community, contributing to a broader well-connected pedestrian and cycling network. The Development Proposal aims to urbanize and bring prominence to Dundas Street at the eastern gateway to the Dixie-Dundas area and create a focal point that contributes to a distinctive skyline through architectural treatment. The proposed buildings will respond appropriately to the adjacent low-rise residential neighbourhood, natural area and open space surroundings and will transform the subject site into a mixed-use community where people can live, work and play.

Project Rendering (Image by: FutureLanscapes

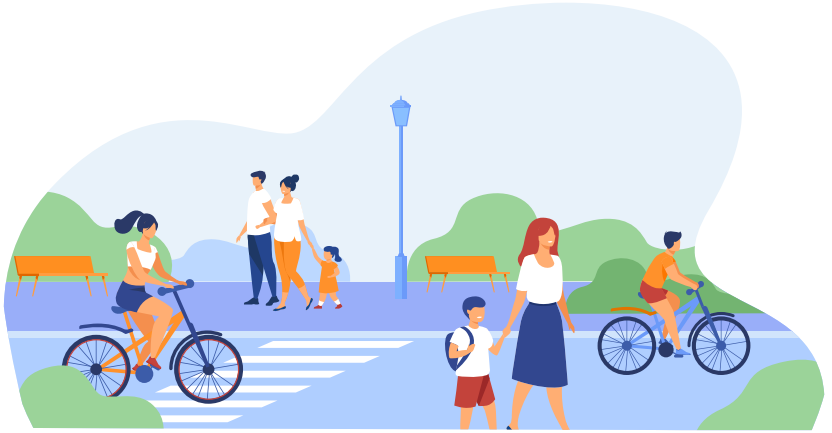
.ca)

4.2 Development Principles

In collaboration with SvN Architects, the design of the subject site has been predicated on a number of key development principles, as follows:

Embrace and Improve the Natural Context

Incorporate low-impact development and innovative landscape design solutions to extend the Little Etobicoke Creek natural edge into the future community while creating a neighbourhood of streets and blocks that is well-integrated with the existing and planned context.



From the Landscape Up

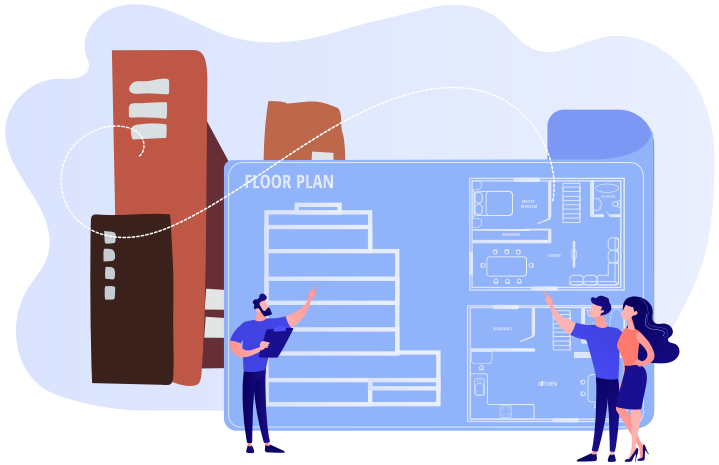
Strive for an enhanced play-focused landscape where the public and private realm are well-integrated, with an enhanced well-connected open space network, active built form edges and amenities shared between buildings to foster opportunities for active and passive recreation and social interaction.

Built form Fit and Transition

Site, mass and orient well-designed built form with consideration for the adjacent and surrounding context to create a liveable, functional and attractive environment. Building massing will complement and be compatible with the surrounding built environment and create an appropriate relationship with existing and proposed streets. Buildings will define and frame the public realm. Built form impacts on nearby streets, properties, sidewalks and surrounding open spaces should be considered when being sited.

Pedestrian- and Transit-Oriented community

Orient open spaces, develop landscape strategies, design built form and building entrances all to encourage the use of alternate modes of transportation, drive transit usage and minimize parking requirements. Ensure safe and inviting walkways and connections throughout the subject site, with ample street trees and landscaping, and coordinated street furnishings.



Plan for Change

Innovate with structure by employing simple solutions like adaptable floor plates and units that enhance flexibility over time for future population and housing needs.

Innovate with Structure

Employ alternative structural systems such as column and plate construction (versus shear wall) which enhances flexibility over time and explore the potential use of carbon-positive building materials, such as wood/cross-laminated timber.

Decrease Operational Energy Use

Orient buildings to optimize daylighting and explore high efficiency building envelopes. Take advantage of benefits of a large scale master-planned site by designing buildings to work with district energy plant and energy transfer stations in each block.

Lower Embodied Carbon

Aim to minimize underground parking to reduce the amount of concrete used and consider the regional supply chain to achieve cost savings.

4.3 Goals and Objectives

In addition to the above guiding principles, the following design objectives and strategies have been implemented to create a development that is functional, appropriate for and attractive within the evolving context of the Dixie-Dundas Community Node.

As such, primary objectives for the Development Proposal include:

- Developing strong built form relationships to adjacent streets that are compatible with the existing and planned built form pattern, height and scale of the surrounding context;
- Establishing an appropriate transition in scale and density, providing built form which is harmonious with and complementary to the character of the existing adjacent low-rise residential neighbourhood, while contributing to a dynamic skyline;
- Introducing compatible built form typologies that limit built form impacts on surrounding streets, sidewalks, open spaces, and low-rise residential areas;
- Creating walkable blocks and improving pedestrian and cyclist movement and connectivity throughout the subject site and general surrounding area;
- Incorporating attractive, pedestrian-related architectural scale and treatment within the public and private realm;
- Fostering an animated and activated public realm, centered on encouraging social interaction and providing opportunities for passive and active recreation through a variety of open space elements; and,
- Creating an expression of a healthy community concept through the promotion of alternative modes of transportation including public transit usage, cycling, and walking.

Development Blocks

The subject site in its current state and scale is large and impermeable, nor does it easily accommodate orderly redevelopment. To allow for its logical, sequential development, the Development Proposal divides the subject site into six appropriately scaled new blocks, one of which is entirely devoted to the implementation of public parkland

Public Park

As a focal point within the new community, and the broader surrounding area, the southwest corner of the subject site comprises the parkland dedication component of the Proposal and offers both active and passive recreation opportunities for future and current residents in the area

Road Network

Mattawa Avenue is the central spine and a key organizing element within the subject site. To enhance and increase access across the site for all users, a revised functional road network is proposed to be implemented, connected by a widened Mattawa Avenue right-of-way and improved streetscape. The future Blundell Road extension will introduce a new road connection with the adjacent property to the west providing immediate access to Dixie GO Station. Additional fine grain connections comprised of both public and private streets will emphasize permeability throughout the subject site

Pedestrian Connections

Enhanced public realm elements at the intersection of Dundas Street East and Mattawa Avenue extend south along Mattawa Avenue, drawing pedestrians into and across the subject site through a series of connections and open spaces between buildings. The future Blundell Road extension will allow for direct pedestrian and cycling access to Dixie GO Station

Built Form Transition

: The greatest proposed heights are to be concentrated west of Mattawa Avenue to allow for appropriate separation from and transition to the low-rise residential neighbourhoods to the east on Coram Crescent, while optimizing access to public transit service offered near to the subject site

5.0 DESCRIPTION OF DEVELOPMENT PROPOSAL

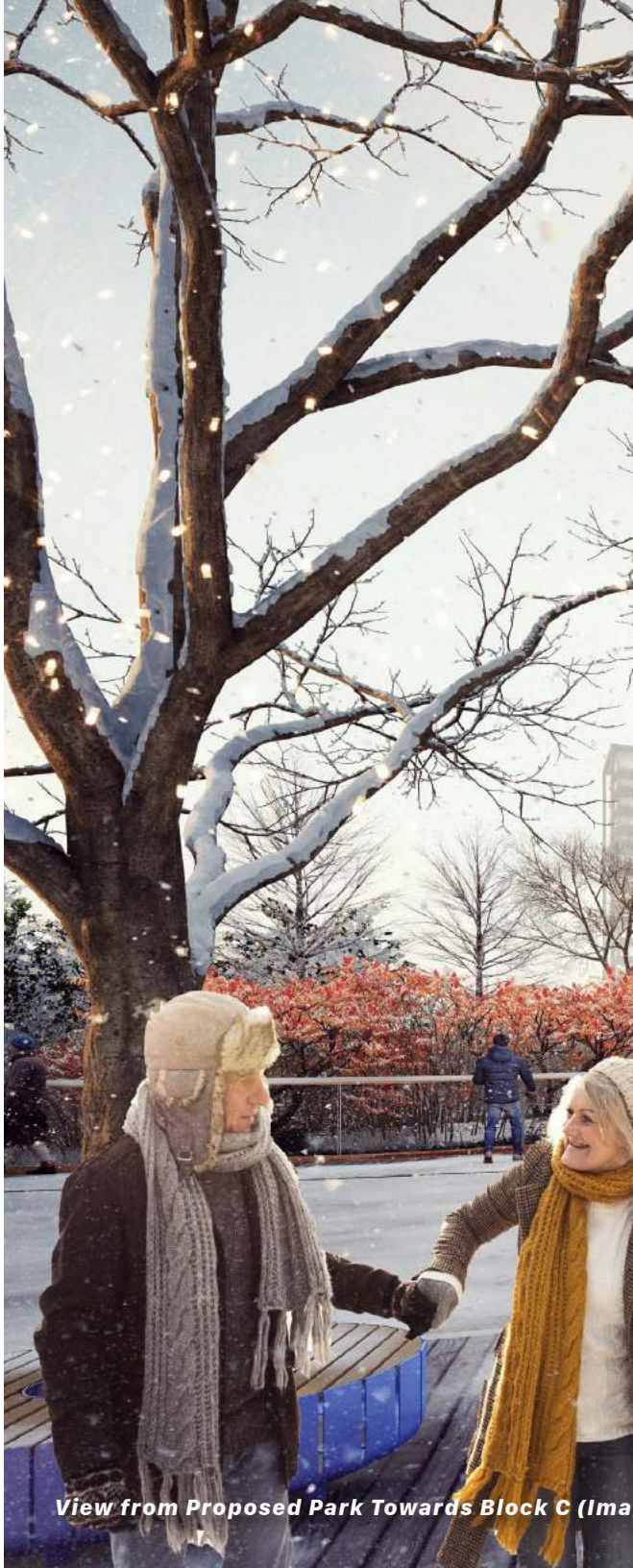
5.1 Development Proposal Overview

Focused around the future Dundas BRT, Dixie GO Station, and existing MiWay transit system, the Development Proposal for the subject site represents a unique opportunity to establish a revised, fine grain block structure that can support a new mixed-use community with direct access to transit, parks and community amenities. The Development Proposal incorporates a variety of residential unit sizes, types and tenures, in addition to community-supportive commercial uses and public amenities such as a new 1.03-hectare public park. A proposed functional road design for the subject site emphasizes pedestrian permeability, safety and future connections to the west across Little Etobicoke Creek. The Development Proposal reimagines the existing underutilized lands and presents a vision for a comprehensive mixed-use community across several interconnected development blocks that is centered on a well-integrated public and private realm with active built form edges and attractive shared site amenities.

The total area of the subject site is 7.39 hectares (18.26 acres) and includes six main development blocks organized along Mattawa Avenue, one of which is the public park block and will contain no buildings. In addition to the six development blocks, two blocks provide spatial separation from Little Etobicoke Creek west of the subject site, in the form of a buffer block and a natural hazard block.

Overall, the Development Proposal includes five mid-rise buildings ranging in height from 12 to 15 storeys, and five towers, ranging in height from 18 to 41 storeys. Also included are three blocks of 3-storey stacked, back-to-back townhouses adjacent to the low-rise residential neighbourhood to the east. All parking will be provided underground or internal to the proposed buildings, with the exception of layby parking at strategic locations along Mattawa Avenue.

In total, 3,027 residential units and 2,955 square metres of space for non-residential uses are proposed, resulting in an overall density of 4.02 FSI.



View from Proposed Park Towards Block C (Ima

ge by: FutureLanscapes.ca)

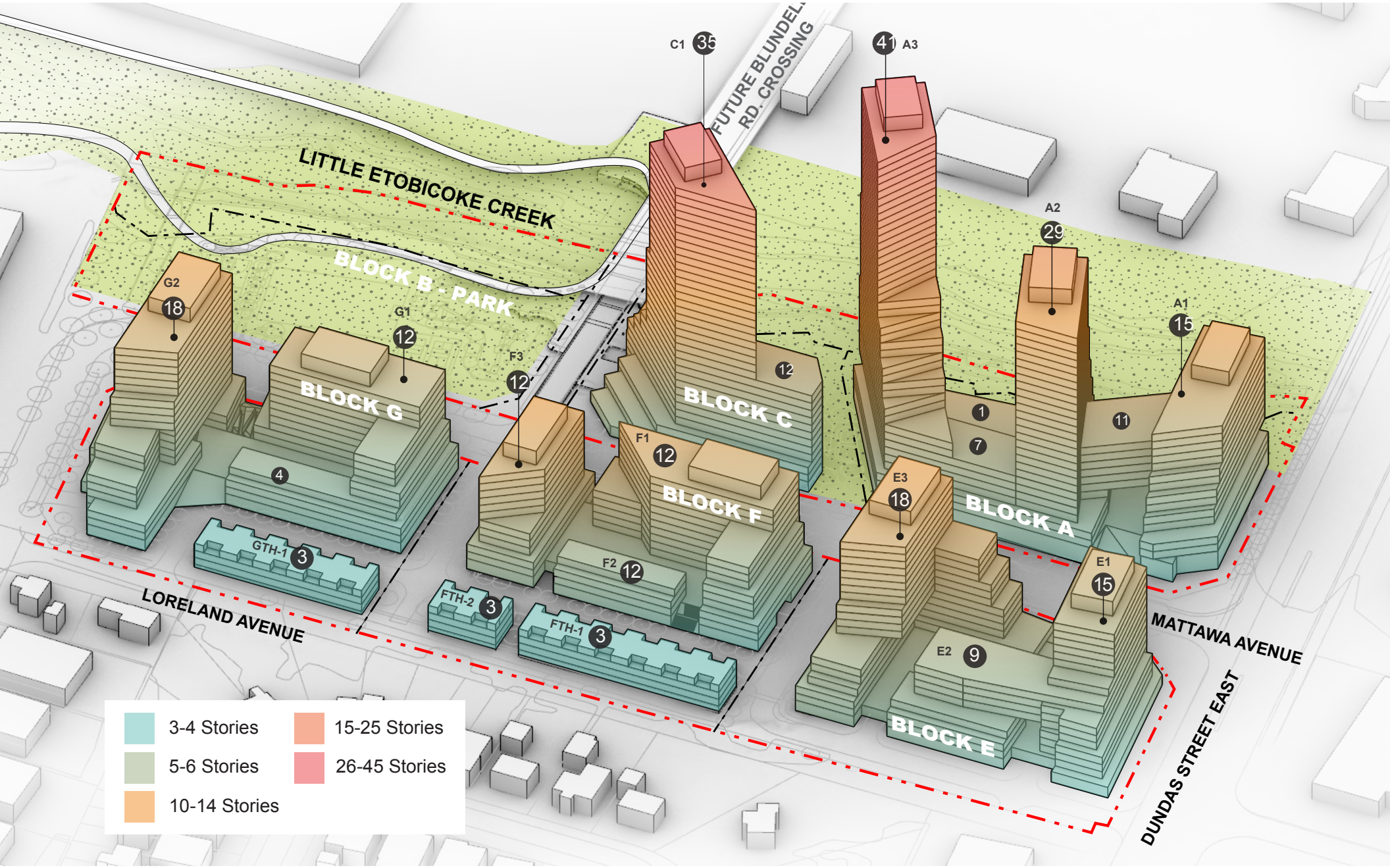


Figure 7 - Annotated Axonometric View (SvN Architects)

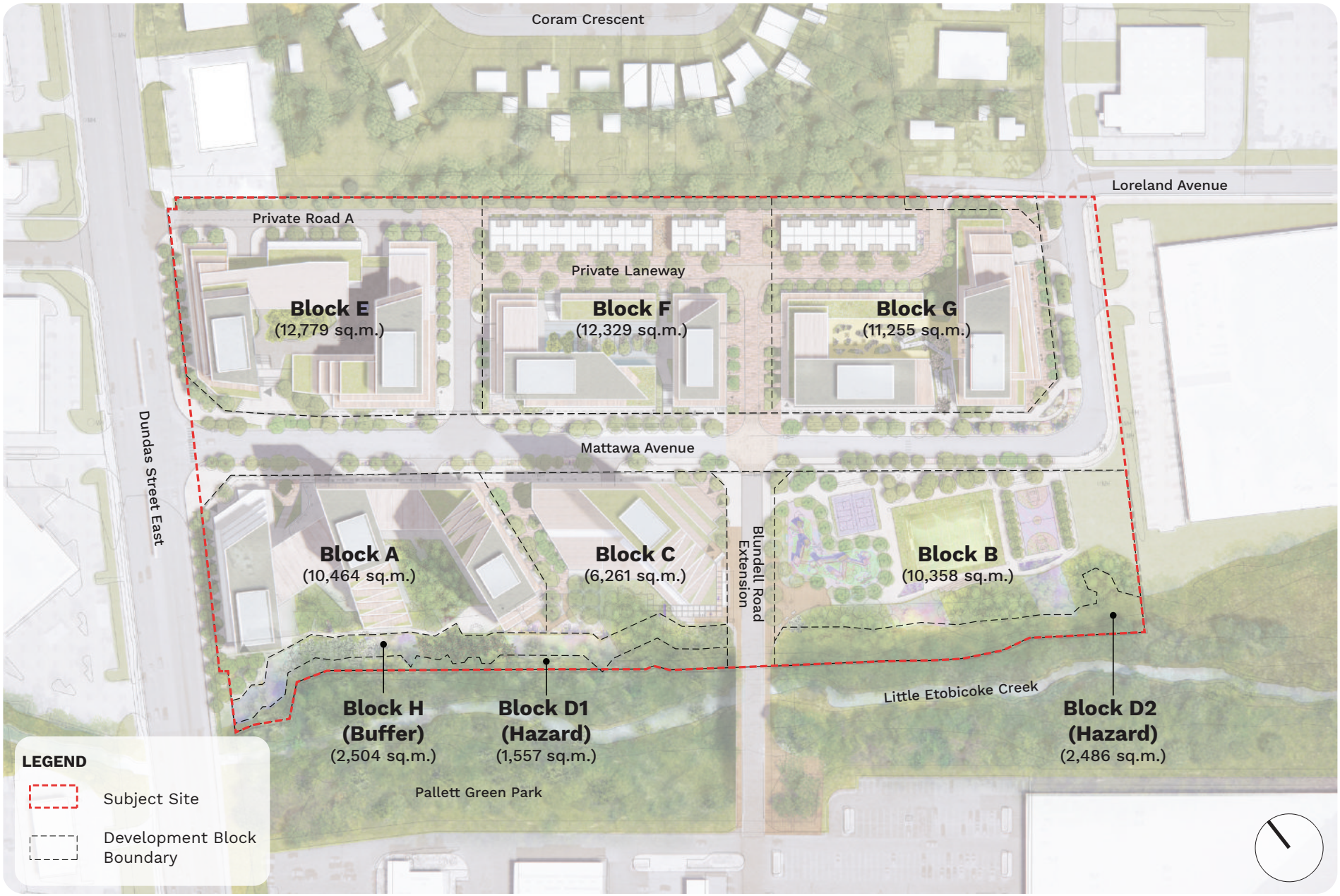


Figure 8 - Development Proposal

5.2 Site Design

A summary of the various components of the Development Proposal are described below on a block-by-block basis.

Precedent Images for Block A

Block A

Block A is located at the northwest extent of the subject site, fronting onto both Dundas Street East and Mattawa Avenue. The block has approximately 98.2 metres frontage along Dundas Street and 113.6 metres frontage along Mattawa Avenue, with an overall block area of approximately 10,464 square metres. Within Block A, a combination of mid-rise and tall buildings is proposed, ranging in height from 15 storeys closest to Dundas Street East (Building A1), 29 storeys mid-block (Building A2) and 41 storeys at the south end of Block A (Building A3). The three proposed buildings are linked by a continuous podium element that centrally serves as a series of elevated amenity courtyards. Along Dundas Street East, the base building presents as a 4-storey streetwall, framing the street with good proportion. Along Mattawa Avenue, the podium presents as an 8-storey streetwall, fluctuating in height between 7 and 9 storeys between Buildings A2 and A3 and 11 storeys between Buildings A1 and A2. In both instances, the built form slopes down towards the west to meet grade within the western portion of the Block, providing the appearance of blending in with the creekside landscaped buffer.

Building A1 is positioned parallel to Dundas Street East. While the podium frontage along Mattawa Avenue is parallel to the street, Buildings A2 and A3 are oriented such that each tower angles at differing degrees southwest from Dundas Street East. Further, Buildings A2 and A3 meet the podium through a series of angular setbacks and step backs, transitioning from the tall building form to the lower tower element to the mid-rise podium base building. At their closest, Buildings A1 and A2 are separated by approximately 26.2 metres, and tower elements of Buildings A2 and A3 are separated by approximately 33.1 metres.

Building A Facade and Balcony Detail Precedent Image

Building A Facade and Balcony Detail Precedent Image

Within the podium, retail uses are proposed at grade along Dundas Street East, in addition to the residential lobby at the northwest corner of Block A. Along Mattawa Avenue, grade-related residential units are proposed to front the right-of-way, in addition to a second residential lobby situated at the southeast corner of Block A. Fronting the mid-block connection proposed between Block A and Block C to its south, grade-related residential units are proposed, animating the pedestrian mews between the buildings. All grade-related units are connected to the sidewalk network through the provision of walkways. Facing Little Etobicoke Creek, occupying the western portion of the building, residential amenity spaces are proposed at grade.

Block A Retail Frontage Precedent Image

Additionally, private amenity space in Block A is proposed to be located indoors centrally within the upper podium on Levels 3 and 4, with direct access to private outdoor amenity space, as well as adjacent to the proposed Level 12 outdoor amenity terrace at Buildings A1 and A2 and the outdoor amenity terrace at Level 9 in Building A3.

Vehicular access to the block is provided via two driveways from Mattawa Avenue, leading into the building podium to internalized parking, loading, storage and utility areas which are all screened from public view. Structured parking is proposed to be located on three storeys below grade and one storey at grade. Below grade parking is proposed to be coordinated and shared with Block C to the south, although access to the underground parking for each block will be provided separately.

Block A Amenity Courtyard Precedent Image

Block A building statistics are as follows:

Block A Area	**10,464 SM**
Gross Floor Area Non-residential Residential **Total**	 759 SM 72,898 SM **73,657 SM**
FSI	7.04
Building Height A1 A2 A3	 15 ST / 49.3 M (excl. MPH) / 55.7 M (incl. MPH) 29 ST / 94.1 M (excl. MPH) / 100.5 M (incl. MPH) 41 ST / 132.5 M (excl. MPH) / 138.5 M (incl. MPH)
Residential Unit Count	**1,099**
Amenity Space Indoor Outdoor **Total**	 4,133 SM 2,448 SM **6,581 SM**
Vehicular Parking	**859 spaces**
Bicycle Parking	**909 spaces**
Loading	**2 spaces**

Block B

Block B is approximately 10,358 square metres in area, generally rectilinear in shape and is located at the southwest corner of the subject site. The block has approximately 150 metres of frontage along Mattawa Avenue at its east and approximately 77 metres of frontage along the future Blundell Road extension to its north. An existing service easement runs in an east-west direction across the southern portion of the block. To its west, Block B is bound by Block D2, the Natural Hazard area adjacent to Little Etobicoke Creek (described below as part of Block D).

A key focus of the Development Proposal has been the provision of a robust open space network which links development blocks together to facilitate safe and efficient movement as well as public amenity. A focal point of this open space network is the proposed new public park, greater than 1.03 hectares in size, comprising the entirety of Block B, generally bound by Mattawa Avenue to the east, the future Blundell Road extension to the north and the Little Etobicoke Creek to the west.

Block B is of a size and shape that can accommodate a range of potential uses and programs year-round, with the potential to be programmed with features such as a five versus five soccer pitch and/or other sports fields, a multi-use trail, and a children's playground, among other things. The detailed design of the public park space will be further refined and informed by City Staff through the Site Plan Control process.

Block C

Block C is located directly south of Block A, fronting the west side of Mattawa Avenue and the north side of the future westbound Blundell Road extension. The block has approximately 111 metres frontage along Mattawa Avenue and 77 metres frontage along Blundell Road, with a total area of approximately 6,261 square metres. Within Block C, one tower is proposed at a height of 35 storeys (Building C).

The north edge of the podium contains grade-related residential uses fronting on to the mid-block pedestrian mews between Blocks A and C. Along the Mattawa Avenue frontage are additional grade-related uses and the primary lobby entrance for Building C. Midway along the podium frontage, a vehicular driveway is proposed, providing access to the underground and internalized parking, loading, bicycle storage and servicing spaces. Oriented towards the intersection of Mattawa Avenue and the future Blundell Road extension is proposed retail space. West of the retail space, along the future Blundell Road extension frontage is a proposed community space, intended to potentially be occupied by a daycare centre to support the future population growth of this new community. This community space incorporates an adjacent outdoor play space along the western edge of the podium at grade.

Precedent Image for Block C

Precedent Image for Block C Podium

Precedent Image for Block C Retail Frontage

Indoor amenity space will be consolidated on Level 2 which both connect to associated outdoor amenity terraces which are oriented southeast and northwest. Additional indoor amenity area is located at the north extent of the podium on Level 3, also contiguous to an outdoor terrace. Further indoor and outdoor amenity space in Building C is located on Level 13. Above Level 13, the building rises as a slender tower above the podium, transitioning back down to grade through a variety of well-integrated angular stepbacks and setbacks at the southwest corner of the podium. The remaining tower floors within Building C consist of entirely residential uses.

Vehicular access to Block C is provided via one driveway off Mattawa Avenue, leading to the internalized parking, loading, and utility areas, all of which are screened from public view within the podium. Vehicular parking is proposed to be located within three levels of underground that is shared with Block A to the north. Although the underground parking garage is shared between blocks, access to the underground parking for each block is provided separately.

Block C building statistics are as follows:

Block C Area	**6,261 SM**
Gross Floor Area Non-residential Residential **Total**	 1,290 SM 31,889 SM **33.179 SM**
FSI	5.30
Building Height C1	 35 ST / 113.1 M (excl. MPH) / 119.1 M (incl. MPH)
Residential Unit Count	**448**
Amenity Space Indoor Outdoor **Total**	 1,562 SM 1,261 SM **2,823 SM**
Vehicular Parking	**384 spaces**
Bicycle Parking	**385 spaces**
Loading	**2 spaces**

Block D

Block D represents the Natural Hazard Area directly adjacent to Little Etobicoke Creek. Block D is bisected by the future Blundell Road extension, with Block D1 situated to its north and Block D2 situated to its south. Through the inclusion of Block H described below, all development associated with the proposal is planned to be set back at minimum 10.0 metres from the eastern edge of the Natural Hazard Area. Block D1 has an approximate area of 1,557 square metres, and Block D2 has an approximate area of 2,486 square metres. In total, Block D has an approximate area of 4,043 square metres.

Precedent Image for Block D

Block E

Block E is located at the northeast extent of the subject site, fronting onto both Dundas Street East and Mattawa Avenue. The block has approximately 77.5 metres frontage along Dundas Street and 114.1 metres frontage along Mattawa Avenue, with an overall block area of approximately 12,779 square metres. Within Block E, two buildings are proposed that range in height from 15 storeys along Dundas Street East (Building E1) up to 18 storeys at the south along new Private Road A (Building E2). Private Road A flanks both the southern and eastern edges of Block E. Buildings E1 and E2 are connected by a contiguous base that incorporates spaces shared between both buildings, including parking and servicing spaces, as well as outdoor amenity space, as described below.

Building E1 is oriented parallel to Dundas Street East, while Building E2 fronts onto Mattawa Avenue and the east-west segment of Private Road A. The buildings on Block E are both generally 'L' shaped to frame their corresponding streets. Building E1 establishes a 5-storey streetwall along Dundas Street East and rises to 9 storeys, then 15 storeys, utilizing a series of stepbacks. The north-south wing of Building E1 on the east side of the block extends south along Private Road A and incorporates a 3- to 4-storey streetwall before stepping further back and rising to 8 storeys.

The base of Building E2 creates a 3- to 4-storey streetwall along Private Road A, and increases to a height of 6 storeys, set back from the new private road. Along Mattawa Avenue, the northern portion of the base of Building E2 establishes a series of stepbacks, taking a terraced form with heights ranging from 3 storeys in the north and 12 storeys in the south, before ultimately rising to the total tower height of 18 storeys. The tower element of Building E2 comprises a rectangular floorplate, generally oriented in an east-west direction. Between the 15- and 18-storey elements, Buildings E1 and E2 have an approximate separation distance of 51.2 metres. To that end, Building E2 will be set back at minimum 39.2 metres from the east lot line.

At grade, Building E1 incorporates multiple retail units along its Dundas Street East frontage, in addition to a residential lobby at the northwest corner of Block E. Along the north-south segment of Private Road A, a series of grade-related residential units are proposed, in addition to two vehicular access points. To animate the Mattawa Avenue streetscape, a residential amenity area and residential lobby for Building E2 are located along the street frontage. Along the east-west segment of Private Road A, the base of Building E2 will contain grade-related residential units, each with a landscaped area and walkway to the sidewalk.

Amenity space for Building E1 is located on the southeast portion of Level 8 and will have direct access to a large outdoor amenity terrace atop the base building that fronts the north-south segment of Private Road A. In addition to the at-grade indoor amenity space for Building E2, supplementary indoor amenity space is proposed to be located within the base building at the north end of Level 2 and the southeast end of Level 7. Each of these indoor amenity spaces are directly connected to outdoor amenity terraces on their respective levels of the building.

Vehicular access to Block E is limited to two driveways off the north-south segment of Private Road A which connects north to Dundas Street East. The northern driveway leads to an internalized loading space and the southern driveway provides access to the internalized at-grade parking area, as well as a ramp to a single level of underground parking. The P1 Level for Block E will be shared with Blocks F and G to the south, resulting in a continuous below-grade parking structure.

Precedent Image for Block E Courtyard

Precedent Image for Block E Retail Frontage

Block E building statistics are as follows:

Block E Area	**12,779 SM**
Gross Floor Area	
Non-residential	906 SM
Residential	40,687 SM
Total	**41,592 SM**
FSI	3.25
Building Height	
E1	15 ST / 47.9 M (excl. MPH) / 54.1 M (incl. MPH)
E2	18 ST / 57.2 M (excl. MPH) / 63.2 M (incl. MPH)
Residential Unit Count	**533**
Amenity Space	
Indoor	1,306 SM
Outdoor	1,987 SM
Total	**3,293 SM**
Vehicular Parking	**525 spaces**
Bicycle Parking	**697 spaces**
Loading	**2 spaces**

Block F

Block F is located at the mid-point of the eastern portion of the subject site and has an approximate frontage of 128.5 metres along Mattawa Avenue and a total area of 12,329 square metres. The Block is divided into two distinct sections where mid-rise buildings front Mattawa Avenue and low-rise townhouse blocks line the easternmost edge of the subject site, fronting onto a new private pedestrianized laneway and separated from the east lot line by a pedestrian walkway. The new laneway that bisects Block F connects the new Private Road A in the north to Loreland Avenue southeast of the subject site. Within Block F along Mattawa Avenue are two 12-storey mid-rise buildings (Buildings F1 and F2), one 4-storey low-rise building element (Building F3) and two 3-storey townhouse blocks (Buildings F-TH1 and F-TH2). Buildings F1, F2 and F3 are connected by a contiguous base that houses space shared between these buildings, including internal parking and servicing spaces, as well as an outdoor elevated amenity courtyard.

Precedent Image for Block F

With its 'L'-shaped floorplate, Building F1 is oriented in a north-south direction along Mattawa Avenue, but is also parallel to and frames Private Road A to its north. The building consists of a 3-storey streetwall along Private Road A and steps up to 6 and 9 storeys respectively. Along the Mattawa Avenue frontage, the building presents as a 6-storey streetwall element before stepping back and rising to a total height of 12-storeys (38.6 metres excluding mechanical penthouse). The south face of the upper levels in Building F1 angle in a northeasterly direction away from Building F2.

The rectilinear shape of Building F2 addresses both Mattawa Avenue to the west and a new Private Laneway to the south. The building establishes a consistent 3-storey streetwall along its west, south and east building frontages before stepping up to a maximum height of 12 storeys (38.6 metres excluding mechanical penthouse). Buildings F1 and F2 have an approximate separation distance ranging from 12.71 metres at their closest corners to 33.15 metres between the tallest building components. Buildings F1 and F2 will be set back from the east lot line by 68.3 and 45.5 metres respectively.

Precedent Image for Block F Townhouses

Precedent Image for Block F Townhouses

Located to the east of the 12-storey mid-rise buildings and integrated into the base building connected Buildings F1 and F2 is Building F3 which comprises a cluster of 4-storey townhouses that fronts onto the north-south segment of the new Private Laneway. On the east side of the Private Laneway are Buildings F-TH1 and F-TH2, comprising two blocks of stacked, back-to-back townhouses that are 3 storeys in height (10.5 metres and 9.96 metres respectively). This low-rise built form will contribute to the transition from the proposed higher scale and density development in the western portion of the subject site to the low-rise residential area to its east. Building F-TH1 contains 48 units and Building F-TH2 contains 16 units. These townhouse blocks are generally configured as follows:

- Garden/Lower Level Unit: This through unit takes access from a sunken terrace facing the Private Laneway and a sunken rear terrace with steps up to the Garden Suite Walkway along the eastern edge of the site.
- Ground Level Unit: This through unit takes access from stairs up to an inset front entrance porch off the Private Laneway, and also includes a rear balcony facing the Garden Suite Walkway.
- 2nd/3rd Level Back-to-Back Units: These units take access from the inset front entrance porch off the Private Laneway and are provided with a shared stair up to a 2nd floor landing with entrances to each unit. Each of these units has a covered balcony facing either the Private Laneway or the Garden Suite Walkway.

With respect to building uses, it is proposed to locate uses that will animate the public realm along the Mattawa Avenue frontage, including the ground floor residential indoor amenity space and the residential lobby spaces for Buildings F1 and F2. Grade-related units are proposed along Private Road A at the north of the block as part of Building F1 and the north-south and east-west segments of the new Private Laneway as part of Buildings F2 and F3. It is noted that Buildings F3, F-TH1, and F-TH2 are comprised of residential uses only.

In addition to the indoor amenity space provided at grade in Building F1, indoor amenity space is located on Level 2 which connects directly to an outdoor amenity space which comprises a portion of an elevated courtyard connecting Buildings F1, F2 and F3. Another indoor amenity space is located at the northeast corner of Building F1 on Level 10 that is adjacent to another outdoor amenity terrace. For Building F2, all of the indoor amenity space is located within the eastern portion of the building at Level 7 which is contiguous with an outdoor amenity terrace facing northeast.

Vehicular access to Block F is provided via two driveway entrances at the north and south ends of the block. The northern driveway entrance from Private Road A will be primarily used for loading and servicing, however both driveways can access the internalized grade related parking garage, as well as the ramp to the single level of underground parking. As with Block E, the P1 Level for Block F will be shared with Blocks E and G, resulting in a continuous below grade parking structure.

Block F building statistics are as follows:

Block F Area	**12,329 SM**
Gross Floor Area	
Non-residential	0 SM
Residential	32,062 SM
Total	**32,062 SM**
FSI	2.60
Building Height	
F1	12 ST / 38.6 M (excl. MPH) / 44.6 M (incl. MPH)
F2	12 ST / 38.6 M (excl. MPH) / 44.6 M (incl. MPH)
Townhouses	3 ST / 9.96 M – 10.5 M
Residential Unit Count	**407**
Amenity Space	
Indoor	1,410 SM
Outdoor	1,077 SM
Total	**2,487 SM**
Vehicular Parking	**326 spaces**
Bicycle Parking	**473 spaces**
Loading	**1 space**

Block G

Block G is located at the southeastern extent of the subject site and is bound by Mattawa Avenue at its west and south as the road turns east to intersect with Loreland Avenue southeast of the subject site. Block G has approximately 92.5 metres frontage along Mattawa Avenue to the west and 95.7 metres frontage to the south with an overall area of approximately 11,255 square metres. Within Block G, three building are proposed. Building G1 is a 12-storey mid-rise building that frames Mattawa Avenue and the new Private Laneway to the north and east with a 3-storey streetwall. Building G2 is an 18-storey building addresses the Mattawa frontage on the west with a 3-storey streetwall and to the south with a 6-storey streetwall. Finally, Building G-TH1 is a 3-storey townhouse block comprising stacked, back-to-back grade-related residential units that front the north-south segment of the new Private Laneway.

At its base, Building G1 is 'U'-shaped with frontage on Mattawa Avenue, and the north-south and east-west segments of the new Public Laneway. Along its eastern frontage, the building presents as a 3-storey streetwall, rising to a height of 4 storeys. The north frontage maintains the same 3-storey streetwall before stepping back to 4, 6 and 9 storeys and the eventual maximum height of 12-storeys. Along the west façade, the building consists of a rectangular, 12-storey element that addresses Mattawa Avenue with a 3-storey stepped element at its south.

Building G2 is generally rectangular in form and addresses the southwest corner of Block G. Along Mattawa Avenue to the west is a 3-storey streetwall. To the south, the building is set back from the lot line to allow for an enhanced public realm and incorporates a 1-storey element before stepping back to 6 storeys. Above Level 6, the building rises to 18 storeys in height (57.2 metres, excluding mechanical penthouse). At the eastern extent of Building G2, the building transitions down towards the nearby low-rise residential area, gradually stepping down from 18 storeys, to 12, 6 and ultimately 3 storeys. The approximate separation distance between the 12-storey component of Building G1 and the 18-storey component of Building G2 is 21.0 metres. To that end, Buildings G1 and G2 are set back substantially from the east lot line, by 71.8 metres and 38.9 metres respectively.

Precedent Image for Block G

Finally, Building G-TH1 is comprised of a single block of 40 stacked, back-to-back townhouse units that have direct frontage onto the north-south segment of the new Private Laneway and is set back 10.2 metres from the east lot line.

This block of townhouses is designed in a stacked, back-to-back configuration similar to Buildings F-TH1 and F-TH2 in Block F as described above. In conjunction with the proposed townhouse blocks in Block F, Building G-TH1 will contribute to the transition from the proposed higher scale and density development in the western portion of the subject site to the low-rise residential area to its east.

With respect to building uses, grade-related residential units in Building G1 are proposed to line the east-west and north-south segments of the new Private Laneway while the residential lobby and indoor amenity space front onto Mattawa Avenue. For Building F2, the residential lobby is located at the southwest corner of the block, adjacent to grade-related residential units along its south frontage where Mattawa Avenue runs in an east-west direction. Building G-TH1 will be comprised of residential uses in the form of stacked, back-to-back townhomes that address the new Private Laneway.

In addition to at-grade amenity space located along Mattawa Avenue in Building G1, further indoor amenity space is located on Level 2 and is contiguous with a central elevated outdoor amenity courtyard that connects Building G1 to Building G2. Additional indoor amenity space is located on Levels 3 and 4, overlooking the central courtyard, as well as on Level 10 at the north end of the building, connecting to an adjacent outdoor amenity terrace. For Building G2, indoor amenity space is located on Level 2, abutting an outdoor amenity terrace and the broader internal elevated courtyard. Additional indoor amenity space is located at the east end of the building on Level 9, connecting to an adjacent outdoor terrace.

Vehicular access to Block G is provided via two driveway entrances at the north and south ends of the block. The northern entrance provides access from the Private Laneway to the north and the southern entrance provides access to Mattawa Avenue at the southeast corner of the block. The northern driveway connects into an at-grade internalized parking and loading, where access to the ramp to underground parking is located. The southern driveway provides access to a loading and utility area. All the proposed internalized functions are screened from view within the public realm. Additional structured parking is proposed to be in a one-storey below grade and will be shared with Blocks F and E to the north. As previously mentioned, access to the underground parking for each block will be provided separately.

Precedent Image for Block G Townhouses

Block G building statistics are as follows:

Block G Area	**11,255 SM**
Gross Floor Area	
Non-residential	0 SM
Residential	42,767 SM
Total	**42,767 SM**
FSI	3.80
Building Height	
G1	12 ST / 38.6 M (excl. MPH) / 44.8 M (incl. MPH)
G2	18 ST / 57.2 M (excl. MPH) / 63.2 M (incl. MPH)
Townhouses	3 ST / 10.5 M
Residential Unit Count	**540**
Amenity Space	
Indoor	1,371 SM
Outdoor	1,218 SM
Total	**3,189 SM**
Vehicular Parking	**353 spaces**
Bicycle Parking	**291 spaces**
Loading	**1 space**

Block H

Block H comprises the 10-metre-wide buffer extending east from Block D1 (i.e. the Natural Hazard Area directly adjacent to Little Etobicoke Creek), north of the future Blundell Road extension. Block H acts as a transitionary block that will accommodate a revised landscaping program to blend the urban context of Blocks A and C with the natural state of Block D and the Little Etobicoke Creek. Block H has an approximate area of 2,504 square metres.

5.3 Phasing

A phasing strategy has been developed to ensure orderly development on the subject site. Phase 1 of the development begins with Block E, along Dundas Street East and continues south into Phase 2 with Blocks F and G fronting Mattawa Avenue. Phase 3 will include Blocks A and C, completing the Dundas Street East public realm. Phase 4 will accommodate the new 1.03-hectare public park, followed by Phase 5, the future extension of Blundell Road. Opportunities for the simultaneous phasing of Block B (Public Park) alongside other phases can be explored as the development process continues.

- **Phase 1:** Block E, including the new Private Road A
- **Phase 2:** Blocks F and G, including the new Private Laneway
- **Phase 3:** Blocks A and C, including proposed community daycare and shared underground parking
- **Phase 4:** Block B (i.e. the public park)
- **Phase 5:** Blundell Road extension

Figure 9 - Development Blocks and Phasing

Development

Framework & Strategies

From an urban design perspective, the Development Proposal will improve and urbanize the subject site which is currently underutilized. The Development Proposal will introduce a high-quality addition to the area that is consistent with the City's Official Plan built form policies and urban design guidelines and standards.

The City's applicable urban design policies and guidelines share the objective of creating healthy, liveable and vibrant mixed-use communities while protecting the stability and integrity of adjacent neighbourhoods. In that respect, the Development Proposal has been designed to be contextually sensitive to the neighbouring low-rise residential neighbourhood to the east and Little Etobicoke Creek to the west, having a strong consideration for transition through spatial separation and scale of built forms.

The architecture and urban design proposed for the subject site will establish a benchmark for lands within to the Dixie-Dundas Community Node. The proposed community will be transit-supportive and open-space focused and includes a network of connecting streets, private driveways, and pedestrian and cycling connections that assist in defining the development blocks as proposed. The network of proposed open spaces adds to the vitality of the area, while the built form expression proposed provides architectural interest from within the public realm of the subject site and more broadly within the Mississauga skyline.

6.0 SITE ORGANIZATION

To allow for its orderly, sequential redevelopment, the Development Proposal divides the subject site into new blocks organized amongst a refined network of streets and open spaces. The Development Proposal includes pedestrian, bicycle and vehicular connections throughout, in addition to crossings at strategic locations within the road network to provide safe, convenient access across the subject site. The following provides a description of the block structure, the various components of the proposed road network, and major pedestrian connections and linkages that increase the overall permeability of the subject site.

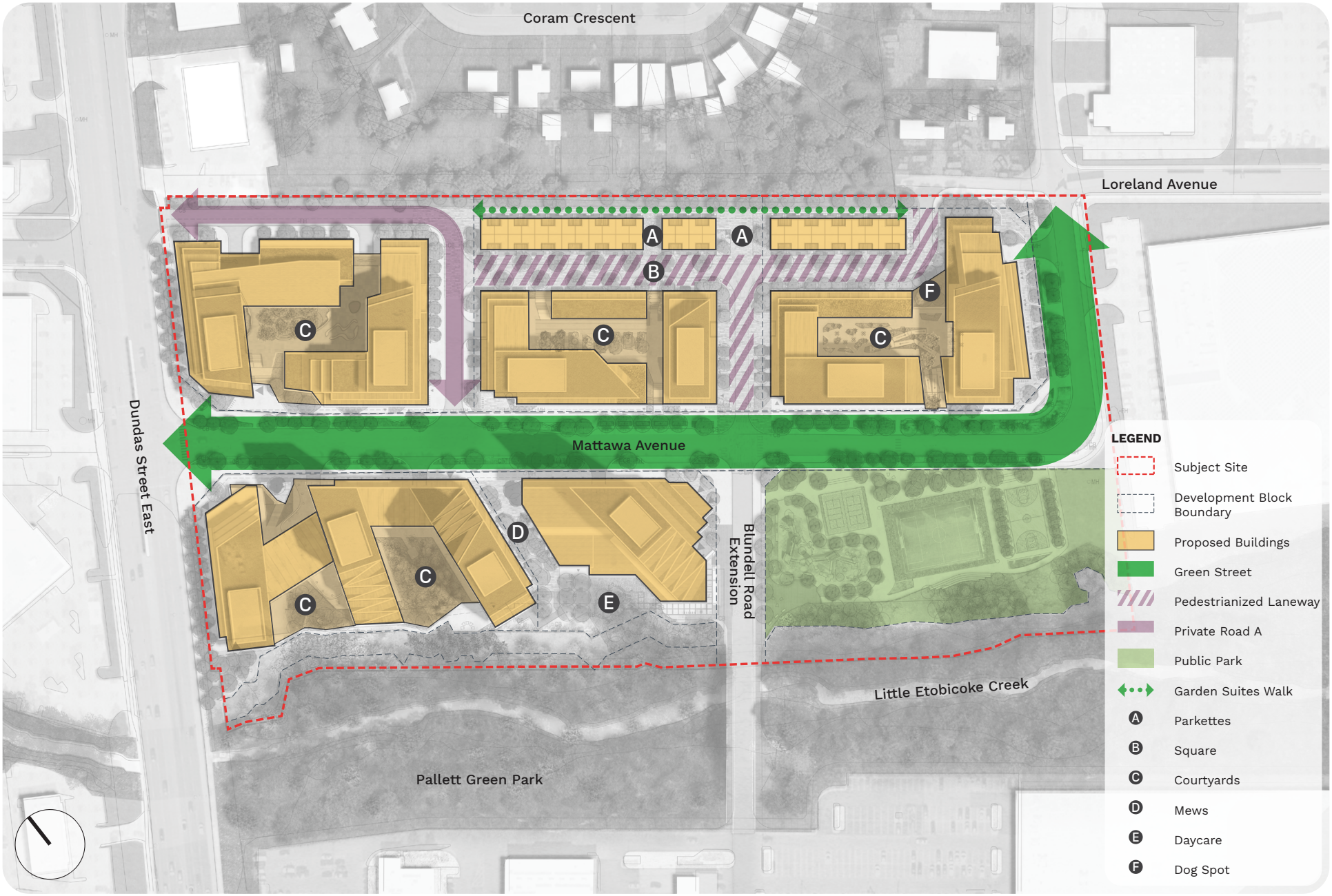


Figure 10 - Site Organization

6.1 Blocks

The Development Proposal consists of six development blocks organized along Mattawa Avenue (i.e. Blocks A, B, C, E, F and G). In addition to the six development blocks, two additional blocks provide spatial separation from Little Etobicoke Creek west of the subject site, in the form of a buffer block and a natural hazard block, as described above (i.e. Blocks D and H). Together, these blocks create a positive relationship with the existing surrounding context and planned future context of the Dixie-Dundas Community Node. The proposed block structure is supportive of the cohesive phased redevelopment of the subject site, with strategic future linkages such as the future Blundell Road extension incorporated into the proposed block structure, between Blocks B and C. The division of the subject site into Blocks A, B, C, E, F and G provides for increased site permeability for pedestrians, cyclists and vehicles, and support a connected street network. Blocks have been designed to provide north-south and east-west access between buildings via new sidewalks flanking Mattawa Avenue, Private Road A and the Private Laneway which, due to its composition and building frontages, presents as a public street. Further linkages between blocks are provided through the incorporation of landscaped mid-block connections and elevated courtyards central to several of the development blocks.

From the north and/or for traffic travelling along Dundas Street East, Blocks A and E together act as a gateway into the subject site, flanking either side of Mattawa Avenue. Both blocks are generally rectilinear in shape, with the exception of the angled southern boundary and undulating western boundary of Block A adjacent to Little Etobicoke Creek. Block E is adjacent to the low-rise residential neighbourhood associated with Coram Crescent, separated by (but including) the north-south segment of new Public Road A.

Further south along Mattawa Avenue are Blocks C and F which flank the right-of-way from west to east respectively. Again, both development blocks are generally rectilinear in shape, with the exception of the angled northern boundary and undulating western boundary of Block C adjacent to Little Etobicoke Creek, similar to Block A. Block F is bisected by the new north-south Public Laneway, and similarly to Block E, Block F is adjacent to the low-rise residential neighbourhood associated with Coram Crescent, separated by a north-south service easement along the eastern edge of the subject site.

The two southernmost blocks comprising the Development Proposal are Blocks B and G which are on the west and east sides of Mattawa Avenue respectively. Again, these blocks are generally rectilinear in shape, with the exception of the undulating western boundary of Block B which follows the irregular form of the adjacent natural area. Block G is bisected by the new north-south Public Laneway, which turns east within this development block, meeting the northern end of Loreland Avenue east of the subject site. Similar to Blocks E and F, Block G is adjacent to the low-rise residential neighbourhood associated with Coram Crescent, partially separated by a north-south service easement along the eastern edge of the subject site.

As mentioned, Blocks D and H are not development blocks but rather function as protective areas for spatial separation between the proposed development and Little Etobicoke Creek. Block D comprises the Natural Hazard Area directly adjacent to Little Etobicoke Creek, running the western length of the subject site, both north and south of the future Blundell Road extension. Block H is the 10.0-metre buffer area between Block D to the west and Blocks A and C to the east that follows the edge condition of Block D and Little Etobicoke Creek. Block H exists only north of the future Blundell Road extension as there is no development proposed within Block B from which a buffer would be required.

6.2 Streets

Overall, the strategic location of the proposed blocks allows for:

- the continued use of Mattawa Avenue as a connection to Dundas Street East from Wharton Glen Avenue and the light industrial area southeast of the subject site;
- the spatial separation and appropriate transition from taller built forms along and west of Mattawa Avenue towards the low-rise residential neighbourhood east of the subject site;
- the ability to provide appropriately scaled buildings with multiple connections through and across the subject site;
- the maximization of public street frontage for the proposed new public park; and
- the future extension and integration of Blundell Road across Little Etobicoke Creek into the subject site.

In general, Mattawa Avenue acts as the primary organizational feature and central north-south spine through the subject site, running from Dundas Street East in the north and connecting to Loreland Avenue southeast of the site as the right-of-way bends in an easterly direction. With an approximate right-of-way width of 26.0 metres along its north-south segment, the proposed functional road design of Mattawa Avenue will accommodate two vehicular lanes, two-way dedicated bicycle lanes, pedestrian walkways with enhanced landscaping, and lay-by parking and drop-off areas in strategic locations. Driveway access into Blocks A and C is provided off Mattawa Avenue, whereas the remaining driveway access points into each block is provided via new private connections within the subject site, minimizing interaction between vehicles and pedestrians along this central road.

With respect to proposed private connections, two routes are proposed as part of the Development Proposal. The first is Private Road A which runs south from Dundas Street East and turns west to connect with Mattawa Avenue, at the southern extent of Block E. It serves primarily as an access road for Blocks E and F, with driveway access to the internalized parking, loading and servicing areas of Block E provided along its north-south segment, and the same for Block F along its east-west segment. Private Road A has an approximate width of 18.0 metres and 23.6 metres between building faces along the east-west segment. Although technically a private connection, it takes the appearance of a public street with grade-related residential uses fronting directly onto the street, in addition to sidewalks, street trees and other landscaping lining its edges. No parking is proposed along Private Road A.

The second is the proposed Private Laneway which is generally oriented in a north-south direction and bisects portions of Blocks F and G. A short east-west segment of the laneway connects to Mattawa Avenue between Blocks F and G. The primary function of the laneway is to provide street frontage for grade-related townhouse units in Blocks F and G and the three stacked, back-to-back townhouse blocks on the east portion of the laneway. As well, the Private Laneway allows for vehicular access to Blocks F and G along its east-west segment. The Private Laneway can be accessed from three points; Private Road A to the north, Mattawa Avenue to the west and Loreland Avenue to the southeast. The Private Laneway has an approximate width of 18.5 metres between building faces. No parking is proposed along the Private Laneway. The laneway is anticipated to present as a public residential street, and as such it will be flanked with residential uses, including primary entrances onto the street, as well as landscaping and sidewalks on both sides of the street. Further, it will be treated

with an alternative coordinated material. The scale of the shared area and the use of materials will emphasize the change in road typology and usage conditions. Notably, the intersection and access off Mattawa Avenue will extend the alternative material across the entire intersection to demarcate the area for safe pedestrian crossing.

Recognizing the planned redevelopment within the Dixie-Dundas Community Node to the west and anticipating the need for a future connection to the area, a right-of-way has been planned for between Blocks C and B. This public road is identified as the Blundell Road extension and will link to the lands across the Little Etobicoke Creek to the west, allowing vehicles, pedestrians, and cyclists to easily cross from the proposed new community along Mattawa Avenue to the Dixie-Dundas Community Node. The road will have a right-of-way width of 21.0 metres and the crossing and subsequent bridge is anticipated to provide sidewalks, cycling lanes and two lanes of vehicle traffic. The design and details of the future bridge are not part of the scope of this application.

A network of mid-block connections throughout the subject site complements and extends the street network, improving access to transit services, parks, and open spaces. As it relates to pedestrian connections, the proposed development blocks can be accessed off Mattawa Avenue by existing and proposed sidewalks that surround portions of each block. Additionally, a major mid-block connection is provided in the form of a pedestrian mews between Blocks A and C. Designed as a pedestrian-scaled walkway to break up the built form proposed on Blocks A and C, this mid-block connection provides access from Mattawa Avenue to the western edge of the subject site, connecting in a southwesterly direction to a landscaped open space within Block C and continuing north along the creek edge and connecting to Dundas Street East in the north.

Ultimately, each of the components comprising the new road system connect with Mattawa Avenue, dividing and organizing the subject site into a walkable connected network that extends to the existing areas to the north and southeast, and ensuring future connectivity to the west. Further, at the intersections of Mattawa Avenue with Dundas Street East and with the future Blundell Road extension, in addition to between Blocks B and G, pedestrian crossings are proposed allowing for multiple safe connections across Mattawa Avenue to access the new public park in Block B and support movement throughout the site. Again, at its intersection with Mattawa Avenue, the alternative materiality of the Private Laneway extends across the entire intersection to visually demarcate the proposed pedestrian crossing and give prominence to the gateway entrance to the new public park from the northeast.

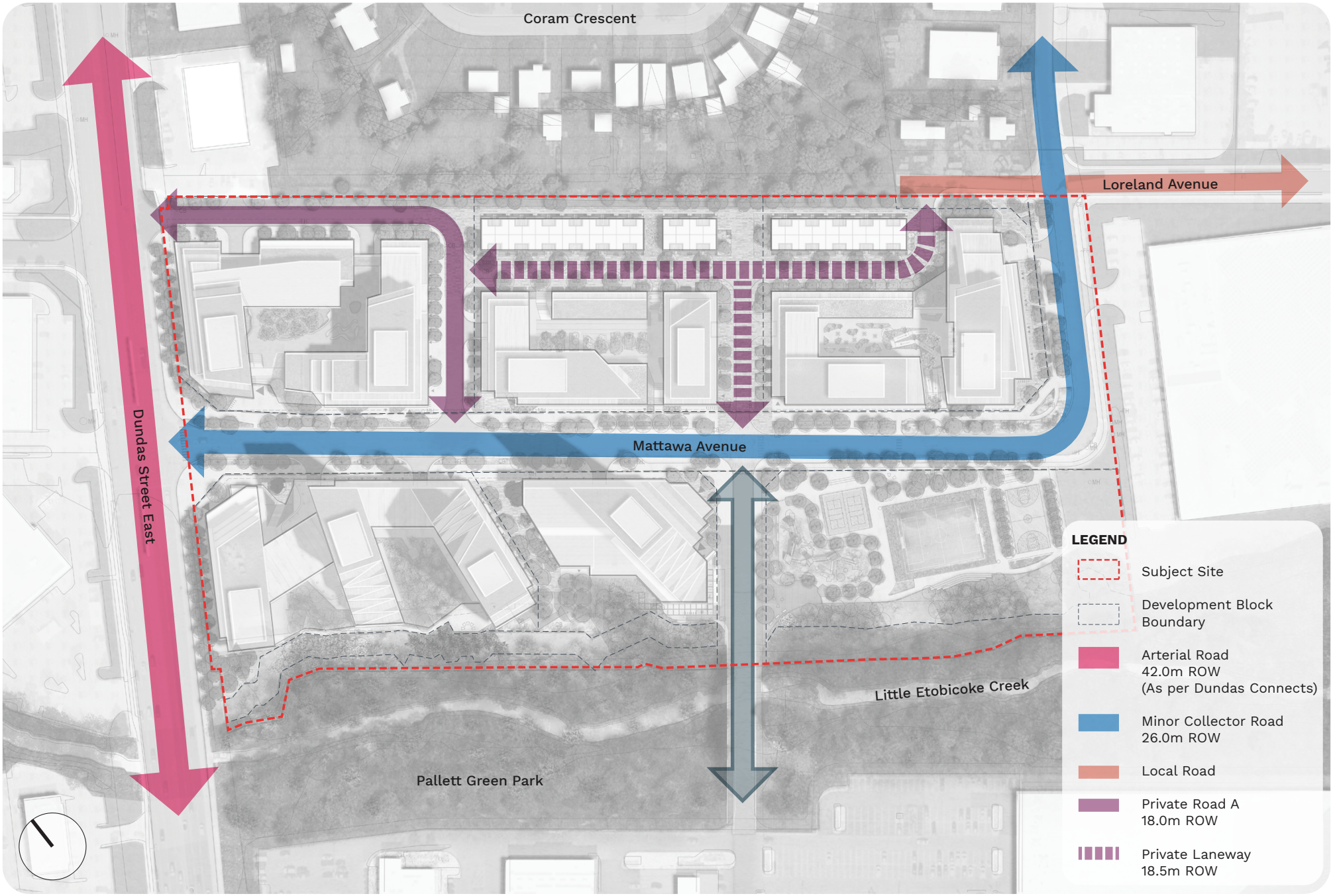


Figure 11 - Street Typology and Network

7.0 BUILT FORM

7.1 Building Typologies

A variety of built form and housing types are incorporated into the Development Proposal. The strategic location of towers, mid-rise buildings and low-rise townhouse blocks provides for a series of compatible built form relationships, both within the subject site and with respect to the surrounding adjacent uses. Enveloped by and connecting these different built forms together are a series of elevated amenity courtyards central to each development block, providing a cohesive, unifying element within the built form landscape and throughout the subject site.

Overall, the proposed buildings fit well into the broader built form context and add interest to the public realm within and surrounding the subject site and to the skyline at the Dixie-Dundas Community Node where further intensification is planned to take place.

7.1.1 High-rise Forms

Five tower forms atop podium base buildings are proposed throughout the subject site on Blocks A, C, E and G. The tallest proposed buildings are appropriately located west of Mattawa Avenue and north of the future Blundell Road extension. These include Buildings A2, A3 and C1, proposed to be 29, 41 and 35 storeys respectively. Lower towers are sited flanking the eastern edge of Mattawa Avenue, emphasizing the significance of this street as the central spine running through the subject site. These include Buildings E2 and G2 which are both proposed to be 18 storeys in height. With respect to their use, all towers are proposed to be residential in nature with the exception of Building C1, flanking the north side of the future Blundell Road extension, which incorporates a mix of at-grade community and retail/commercial uses within its base building. The proposed towers have been designed to characterize four built form elements: the podium base, the lower tower element, the tower shaft and the tower top.

On each development block, the primary streetscape defining element is the podium base building which acts as an anchor to the building mass above. The base building is reflective of the pedestrian environment to which it is adjacent, providing increased visual interest through its architectural articulation, treatment, and rhythm of materials. The design and articulation of the base building will provide architectural expression that relates to the character of its surroundings and includes elements and materials that support a safe and active pedestrian environment. This includes the use of clear glazing, and the strategic arrangement of internal building uses, such as residential lobbies and indoor amenity space, which are intended to animate the public realm and create visual connections between the public and private realm.

Within each Blocks A, C, E, and G, the proposed tall buildings are linked to other buildings through an elevated amenity courtyard located centrally within each block. Accessed via stairs and/or ramp systems from the Mattawa Avenue sidewalk and contiguous with adjacent indoor amenity space within each building, these courtyards provide the appearance of an extended podium base across the block by virtue of continuing the building mass with buildings lining the periphery. Each of these raised courtyards will be afforded a distinct landscaped treatment that will be complementary to the overall landscape concept for the Development Proposal, while beneath the raised courtyards internally within the extended base building, are the parking, loading and servicing areas which are shared between buildings on the same block. Within each of the aforementioned blocks, one level of at-grade parking is proposed to reduce the amount of underground parking required across the subject site.

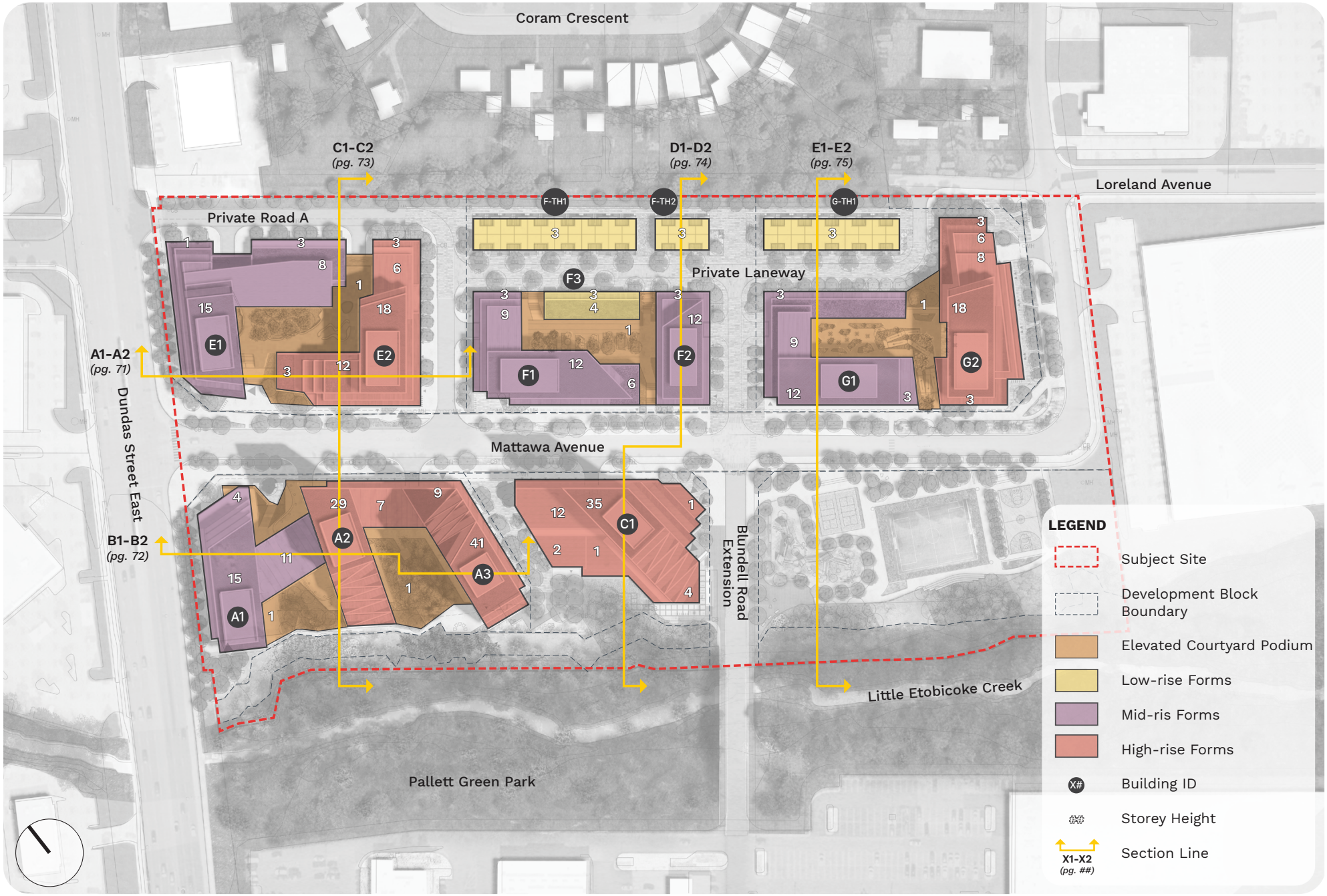


Figure 12 - Built Form Typology

7.1.2 Mid-rise Forms

Next, the lower tower element is the portion of the building stepped back above the pedestrian-scaled base building. It is defined through its orientation and articulated through its stepping, fenestration, projections, and recesses, where strategic terracing and/or angling of the of the building mass provides a vertical transition to the tower shaft. The upper portion of the tower element, or the tower shaft, is defined by its slender shape, minimal stepping, and typical uniform floor plate. The typical floor plate area of the towers comprising the Development Proposal range from 690 square metres to 990 square metres. Finally, defined by the building cornice line and including the rooftop mechanical penthouse, the tower top acts as a distinctive element within the skyline.

All towers are terraced and placed in a staggered pattern to reduce shadow impact and allow of sky views between buildings. The terracing also creates a "green link" between the creek edge and the podiums of the towers. At-grade parking levels are hidden with planted terraces creating the effect that the tower edge blends with the creek. Towers have deep balconies located on the south/west façade, allowing for large planting beds while still maintaining a depth for a usable balcony. To that end, balconies are intermittently cut at levels to allow two-storey openings for the growth of taller trees.

Where tall buildings are proposed, adequate separation distance to other buildings and transition to areas of lower intensity and scale is achieved (as outlined in Sections 7.2 and 7.3 below).

Five mid-rise buildings are introduced as part of the Development Proposal, each having a direct relationship with the various streets and connections onto which it fronts. With respect to their use, all mid-rise buildings are proposed to be residential in use with the exception of Buildings A1 and E1 which incorporate retail/commercial uses at grade along Dundas Street East.

Fronting Dundas Street East and flanking Mattawa Avenue as a gateway entrance into the subject site, Buildings A1 and E1 are set back at minimum 5.0 metres from the northern lot line and establish a streetwall height of 4 and 5 storeys respectively. Buildings A1 and E1 step back above the streetwall to each reach 15-storeys in height (49.3 metres and 47.9 metres respectively). When coupled with the minimum building setback of 5.0 metres, these proposed heights generally establish a 1:1 ratio correlation with the 42.0-metre width of the Dundas Street right-of-way (i.e. 47.0 metres), and thus providing mid-rise building heights that are proportionate to the adjacent right-of-way.

Oriented towards Dundas Street East and framing the street with good proportion, the lower elements of these mid-rise buildings provide for a comfortable pedestrian environment. At grade close to the intersection of Dundas Street East and Mattawa Avenue, Buildings A1 and E1 are occupied with active uses that will animate the public realm by providing views into and out of the building.

As Building E1 extends south into the subject site, the streetwall height lowers to 4 storeys along Private Road A, and reaches a building height of 8 storeys centrally within Block E. With the upper floors of this portion of the building set back from Private Road A above the proposed 4-storey streetwall, the visual impact of the building mass will be minimized from the pedestrian zone along Private Road A, as well as from the easterly adjacent residential neighbourhood.

Fronting Mattawa Avenue, Buildings F1, F2 and G1 are also proposed mid-rise forms, each with an established streetwall height between 3 and 6 storeys, depending on the frontage, and each reaching an overall building height of 12 storeys. Buildings F1 and G1 are oriented parallel to Mattawa Avenue while Building F2 runs perpendicular to the right-of-way, running along the east-west segment of the new Private Lane. The mid-rise forms on Blocks F and G are at minimum 12.7 metres apart (i.e. Buildings F1 and F2), although greater separation is provided for in most cases through the siting of buildings or the angling of building faces (i.e. between 21.0 and 33.0 metres).

Relative to those heights proposed along Dundas Street East, the lower 12-storey, 38.6-metre heights of these mid-rise buildings respond to the narrower right-of-way width of Mattawa Avenue. To that end, the 33-metre distance between mid-rise buildings on Blocks F and G largely correlates to their height, generally providing a 1:1 height to separation distance ratio relationship and forms an appropriately enclosed streetscape between buildings.

Within each Block A, E, F and G, the proposed mid-rise buildings are linked to other buildings through an elevated amenity courtyard located centrally within each block (as previously described above with respect to the proposed towers). Accessed via stairs and/or ramp systems from the Mattawa Avenue sidewalk and contiguous with adjacent indoor amenity space within each building, these courtyards provide the appearance of an extended podium base across the block. Each of these raised courtyards will be afforded a distinct landscaped treatment that will be complementary to the overall landscape concept for the Development Proposal, while beneath the raised courtyards internally within the extended base building, are the parking, loading and servicing areas which are shared between buildings on the same block. All mid-rise buildings have one level of at-grade parking to reduce the amount of underground parking proposed across the subject site.

To avoid overly long facades, all proposed mid-rise buildings will be well articulated through the pattern, rhythm, and variety of material application. The mass of the proposed mid-rise buildings will be further broken down through the introduction of access points or connections up to the elevated amenity courtyards. The application of clear glazing and the location of active residential uses situated at grade (such as residential lobby or amenity spaces), as well as grade-related residential units, will animate the adjacent public realm and provide visual interest from within the streetscape. Typically, lobbies will be inset or are provided with a canopy for weather protection and to signify a primary entry point into the building. Further, lighting and signage will be integrated with lobby designs to aide in wayfinding on-site.

The lower floors within a mid-rise building will be of an appropriate height to define a strong streetwall that respects the pedestrian-scale design of the streetscape, with upper floors stepping back at a similar datum to mitigate the perception of the building mass above. Further, the lower floors of mid-rise buildings will be aligned with one another to create a continuous, consistent street edge, adjacent to which the organic design of the greened sidewalks will provide an appropriate balance within the pedestrian environment.

7.1.3 Low-rise Forms

Within the subject site, the proposed built form also includes a range of medium density townhouse blocks with units in a stacked, back-to-back configuration. Located along the eastern periphery of the subject site in Blocks F and G, and ranging from 16 to 48 units per block, a total of 104 grade-related townhouse units are proposed within these townhouse blocks, providing passive overlook to and further activation of the new Private Laneway running north-south through Blocks F and G. The townhouse blocks range in height from 9.96 metres to 10.5 metres.

Townhouse blocks within Blocks F and G have been designed with a smaller, more intimate scale in mind. More specifically, the townhouse blocks will be structured so as to provide a through-unit with a sunken garden entry from the laneway, above which is an additional through-unit on the first floor. Stacked above the through-units, the upper two floors are comprised of back-to-back units facing west and east.

Each block comprises four levels (i.e. three at or above grade and one below) as follows:

- Garden Level Unit: This unit type has access from a sunken terrace facing the Private Laneway. It is also provided with a sunken rear terrace with steps up to the Garden Suite Walkway along the eastern edge of the subject site. This is a through-unit type with glazing at both ends.
- Ground Level Unit: This unit type has access from stairs up from the Private Laneway to an inset front entrance porch. This unit type also has a rear balcony.
- Back-to-Back Units: Located on the 2nd and 3rd levels of the townhouse blocks, this unit type is also accessed from the inset entrance and is provided with a shared stair up to a 2nd floor landing. Each unit of this type has a covered balcony, either facing the Private Laneway or the Garden Suite Walkway and existing tree row along the eastern property line.

The townhouse units will contribute positively to the built form character and streetscape appearance. Building entrances will be provided at grade, accessible from the sidewalk along the new Private Laneway. Raised shared front porches leading to unit entrances will encourage eyes on the street and foster a dynamic streetscape. The main façade of each townhouse block will be sited approximately 6.5 metres from the central shared zone within the laneway to create a strong front yard condition and an active pedestrian zone.

Townhouse block facades will be well articulated to avoid overly long expanses of walls and will be reflective of the design language consistent throughout the Development Proposal. In a manner that is compatible with the proposed style and architectural treatment of the townhouse blocks, townhouse facades will be designed to incorporate architectural elements found on lower density residential forms such as dormers with peaked roofs, porches, glazing, railings and roof overhangs. The townhouse blocks will employ high-quality, durable, and low-maintenance materials. Pedestrian weather protection will be provided at building entrances where possible. Privacy screens with coordinated design treatments will be utilized to provide privacy between neighbouring units as appropriate. Finally, the townhouse units will not have integral parking garages for each unit, but rather, townhouse residents will have access to the structured parking shared between Blocks E, F and G on the east side of Mattawa Avenue.

In addition to providing an appropriate built form relationship to the low-rise residential neighbourhood to the east, these townhouse blocks make efficient use of land, add to the transit supportive density of the Development Proposal, and increase the diversity of built form within this new community.

7.2 Building Siting, Setbacks and Separation

Through the careful consideration of building location, height, setbacks and separation distances, the Development Proposal has been strategically designed to frame streets at an appropriate scale and facilitate comfortable pedestrian use and circulation within the public realm, having regard for the existing and planned surrounding context.

Buildings are proposed to be sufficiently set back from streets, parks and open spaces so as to provide room for pedestrian amenity and to establish a strong landscaped character throughout the subject site. Proposed buildings have been placed along street frontages to establish a strong street edge condition and to create pedestrian-scaled public and semi-public open spaces with the intention of activating the new pedestrian routes throughout the site.

Having regard for the low-rise residential neighbourhood, as well as new and existing open space areas in the vicinity of the subject site, considerations have been made through the siting of tall buildings to limit impacts on these areas. The siting of proposed towers is predicated on the ability to achieve an appropriate built form separation and transition to the easterly low-rise residential area, as described in greater detail in Section 7.3 below, and to minimize shadow and wind impacts on this area and on nearby open spaces. For example, Buildings A2, A3 and C1, proposed to be 29, 41 and 35 storeys respectively, have been sited west of Mattawa Avenue and north of the future Blundell Road extension. This tower placement provides that the new park remains in sun for the majority of the day year-round, preserving its utility and flexibility as a key open space element within this new community. Moreover, the tower massing and placement minimizes potential shadow impacts and issues related to privacy and overlook with the adjacent residential neighbourhood in that the towers are located between 128 metres and 143 metres west of the eastern limit of the subject site. Further, the proposed towers are separated from one another by at minimum 33.1 metres, ensuring the maintenance of privacy between residential units and the adequate provision of access to sunlight and sky view from within the towers proper, while also ensuring the adequate provision of access to sunlight and sky view from the public realm. To that end, the buildings comprising the Development Proposal have been massed to minimize shadow impacts on adjacent streets, sidewalks and open spaces and mitigate wind impacts on these areas as well.

At the north end of the subject site along Dundas Street East, Buildings A1 and E1 transition down to mid-rise forms, with heights of 15 storeys, set back at minimum 5.0 metres from the right-of-way, west and east of Mattawa Avenue. Coupled with the proposed building setbacks in excess of 5.0 metres from the right-of-way, the scale of proposed Buildings A1 and E1 (with metric heights of 49.3 metres and 47.9 metres respectively) is comparable to the existing 42.0-metre right-of-way width of Dundas Street East. As such, it is our opinion that the proposed built form relationship with Dundas Street East is appropriate and compatible.

Within Blocks E, F and G, tall and mid-rise buildings ranging in height from 12- to 18-storeys are proposed, separated from each other to provide adequate access to sunlight and sky view. Further, these buildings have been scaled and set back from adjacent streets to allow the base building elements within each block define the pedestrian scale of the streetscape. Buildings are separated at minimum 12.0 metres from one another but have also typically been sited in such a way that each building is perpendicular to the other buildings on the same development block (with the exception of Block E where the separation distance between building elements is generally in excess of 12.0 metres). This positioning of buildings provides for a sense of enclosure within the elevated amenity courtyards central to Blocks E, F and G.

Finally, proposed low-rise townhouse blocks have been set back from the eastern edge of the subject site in Blocks F and G to provide an appropriate built form relationship adjacent to the low-rise residential area to the east, as well as to provide an additional pedestrian connection along the eastern edge of the site. Buildings F-TH1, F-TH2 and G-TH1 act as mitigating building forms between such areas and the mid-rise buildings to the west within the same blocks.

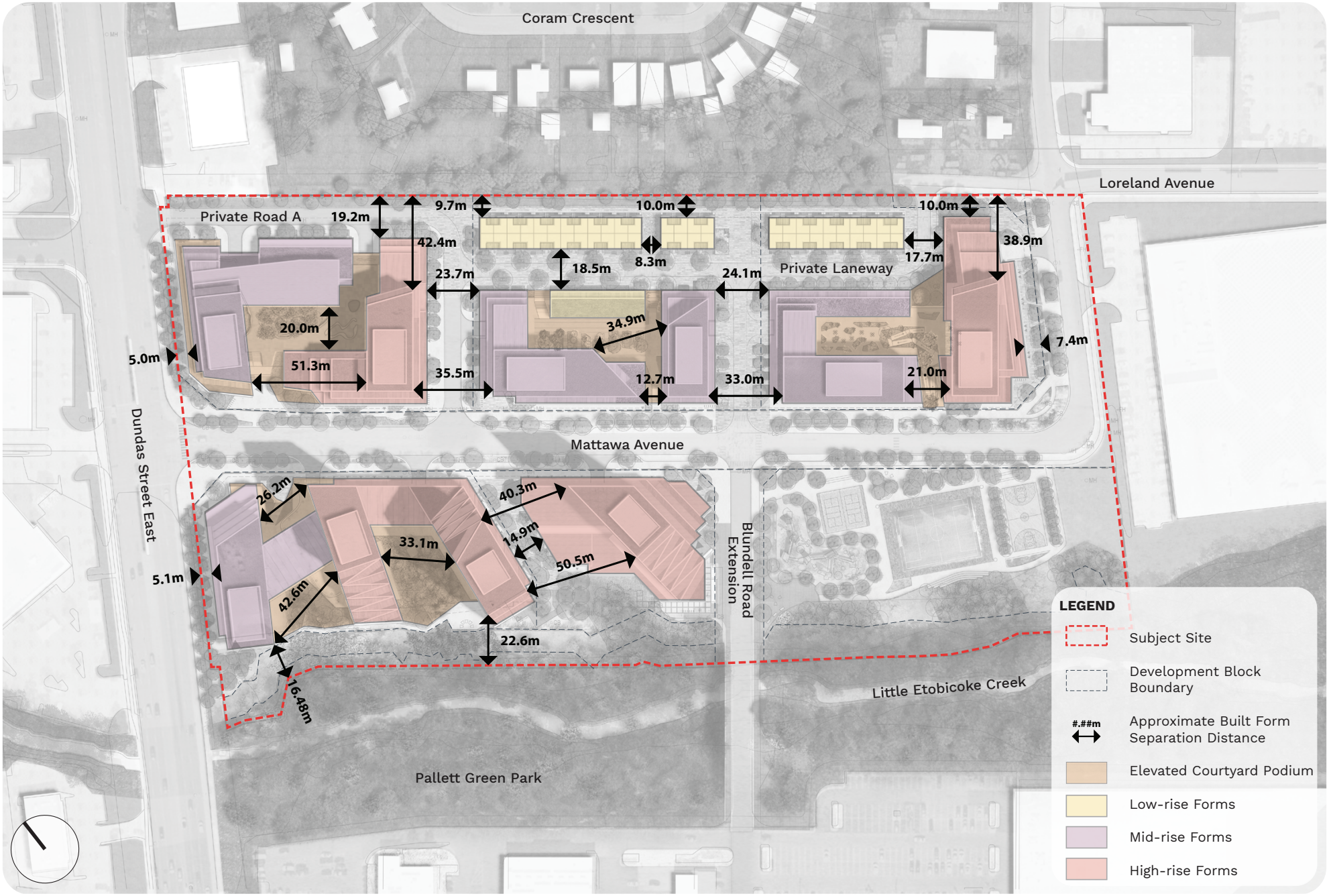


Figure 13 - Built Form Siting and Separation

7.3 Built Form Transition

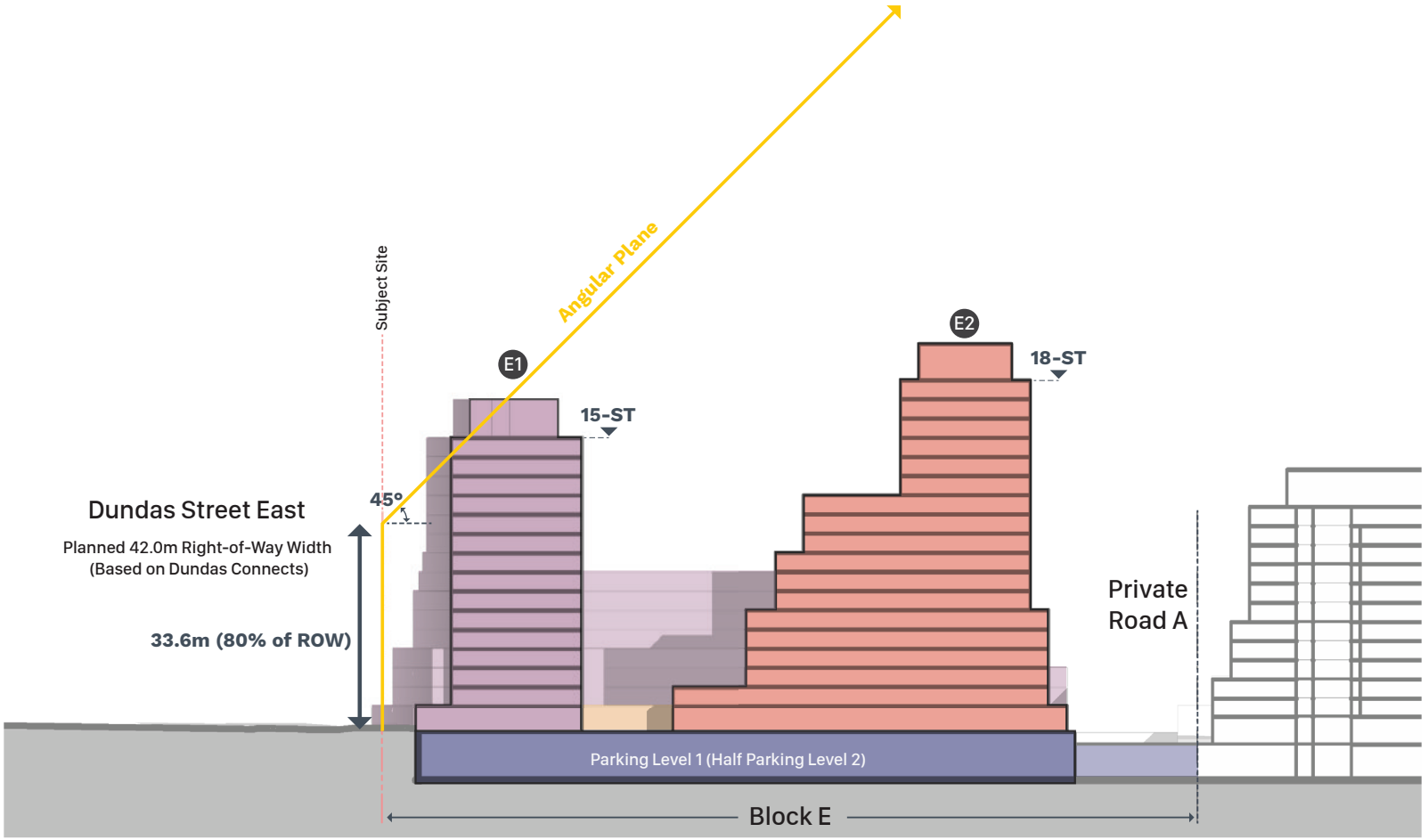
The Development Proposal includes a variety of building types and heights that respond to a number of contextual constraints while providing appropriately scaled buildings that anchor each development block within the subject site. Transition within the Development Proposal is proposed to be achieved through spatial separation to areas of lower scale and intensity, in addition to the stepping down of building height and form in the direction of these areas. The overall built form strategy is to provide a gradual stepping of height and scale from a height peak along the western edge of the Mattawa Avenue, stepping down increasingly in an eastward direction. Within this eastward transition, attention has been paid to the ways in which the proposed built form fronts Dundas Street East, presenting as the face of the redevelopment along the major arterial road.

Built form height and intensity will decrease substantially as buildings approach the low-rise residential neighbourhood to the east of the subject site. The low-rise residential properties directly east of the subject site are characterized as deep lots with rear yards ranging from 30 to 40 metres deep which contributes to the overall transition and separation distance to the Development Proposal on the subject site. Buildings have been massed and located to ensure compatible scale relationships and adequate separation distances, as well as appropriate framing of streets to emphasize the pedestrian scale of the streetscape proposed. Finally, through the positioning of the buildings on each development block, adequate access for sunlight on the proposed public park, and open space more generally, will be preserved.

In this regard, the tallest buildings proposed are located west of Mattawa Avenue and centrally along the north-south axis of the subject site. Buildings A3, C1, and A2, are proposed at 41, 35 and 29 storeys respectively, and step down gradually to lower base building elements in an architecturally deliberate way. In addition to their increased height, each of these towers is afforded a different stylistic and material treatment to the other buildings comprising the Development Proposal, signifying their prominence within the site (see Section 7.4 for greater detail on façade articulation and materiality). Moving north from Building A2, the lowest of the towers on the west side of Mattawa Avenue, buildings transition down to mid-rise forms, with heights of 15 storeys proposed along Dundas Street East at Building A1 west of Mattawa Avenue and Building E1 east of Mattawa Avenue. With metric heights comparable to the width of Dundas Street East coupled with the proposed setback, and pedestrian scaled streetwall heights, Buildings A1 and E1 have an appropriate and compatible scale relationship with the right-of-way.

South of the mid-rise forms fronting Dundas Street East, two 18-storey towers are proposed along the east side of Mattawa Avenue. Within development Blocks E and G, the proposed 18-storey towers are lower than those proposed within the western portion of the subject site and are sited between 39 and 42 metres from the eastern lot line of the subject site, providing an appropriate spatial separation to the existing low-rise residential neighbourhood to the east. Further, these towers are oriented perpendicular to the existing low-rise house forms fronting onto Coram Crescent to the east, minimizing potential opportunities for overlook. Intermixed with these towers are three 12-storey mid-rise buildings with varied orientations located within development Blocks F and G. These buildings also line the east side of Mattawa Avenue and provide an even greater spatial separation to the low-rise residential neighbourhood to the east (i.e. between 45 and 71 metres).

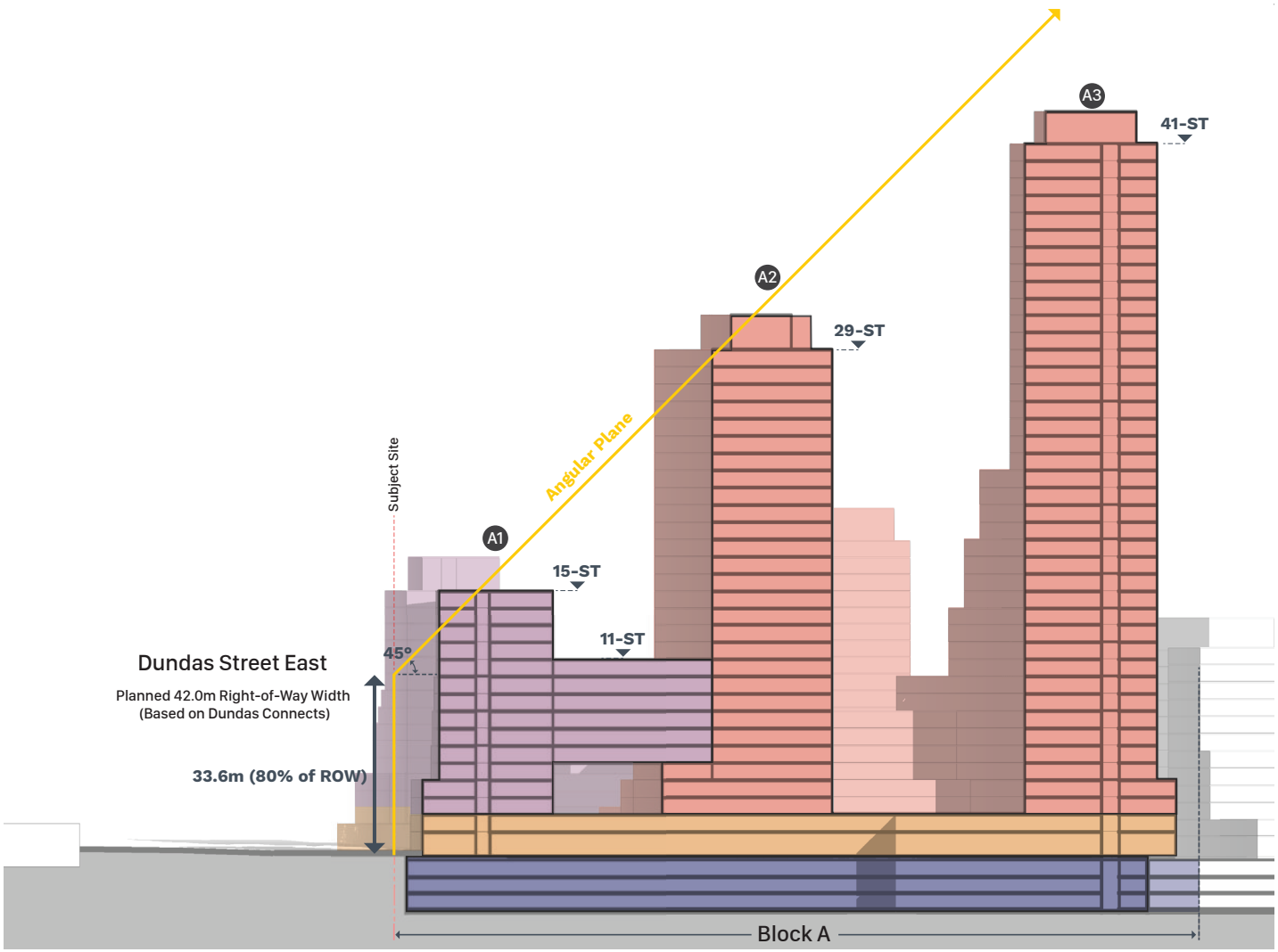
In closest proximity to the existing residential neighbourhood east of the subject site are the three proposed 3-storey stacked, back-to-back townhouse blocks (Buildings F-TH1, F-TH2 and G-TH1), lining the eastern edge of the Private Laneway. These low-rise built forms are intended to most closely relate to the low height and scale of the existing house forms that front onto Coram Crescent. In addition to the strategy of stepping down in height from west to east across the subject site, landscaping is provided along the eastern edge of the subject site at the Garden Suites Walkway to screen the townhouse blocks from view and offer additional privacy to the rear yards of the adjacent properties to the east.



LEGEND

- X# Building ID
- Elevated Courtyard Podium
- Low-rise Forms
- Mid-rise Forms
- High-rise Forms
- Underground Parking

Figure 14 - Built Form Transition (Section A1-A2)



LEGEND

X# Building ID

Low-rise Forms

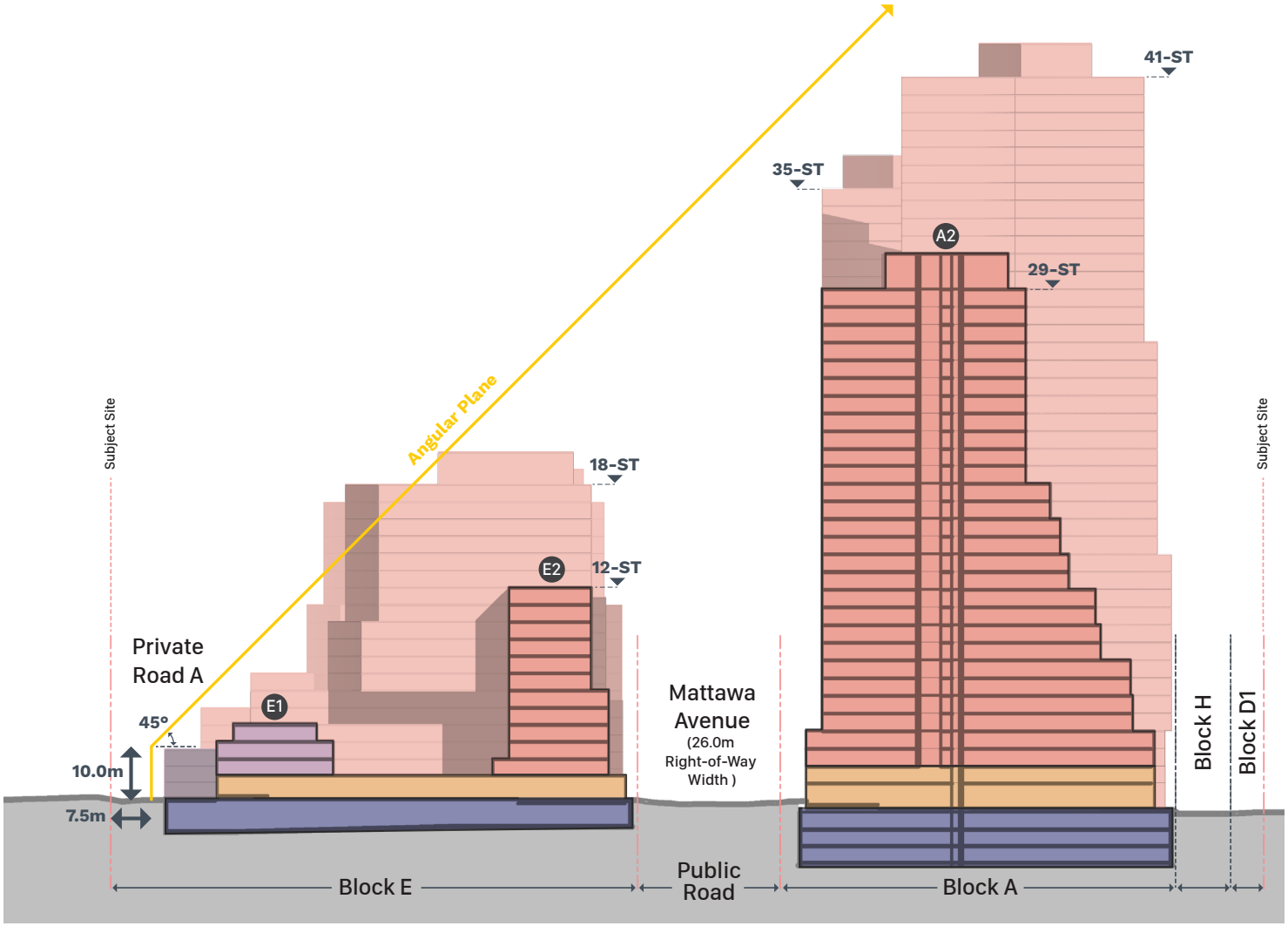
High-rise Forms

Elevated Courtyard Podium

Mid-rise Forms

Underground Parking

Figure 15 - Built Form Transition (Section B1-B2)



LEGEND

X# Building ID

Low-rise Forms

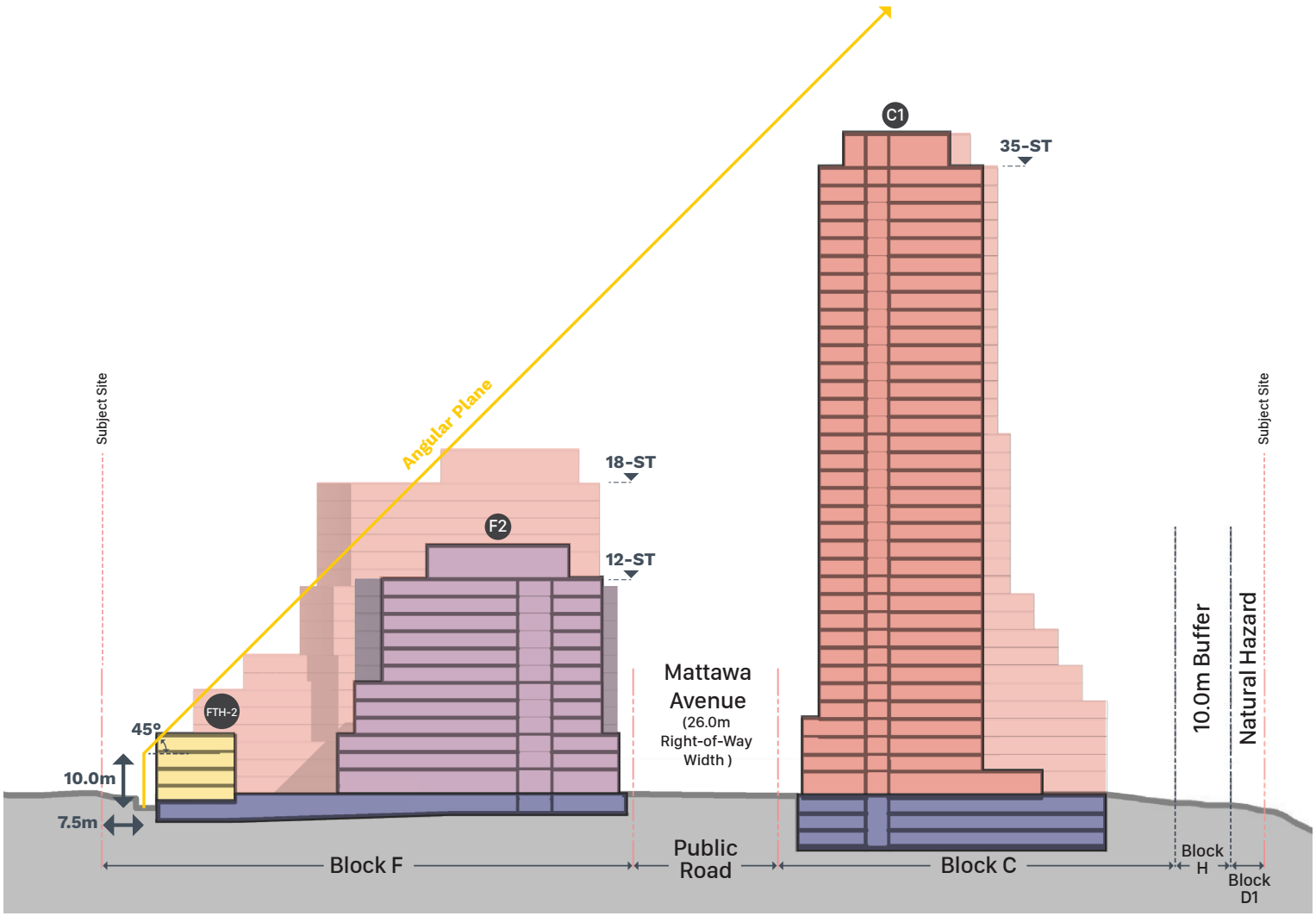
High-rise Forms

Elevated Courtyard Podium

Mid-rise Forms

Underground Parking

Figure 16 - Built Form Transition (Section C1-C2)



LEGEND

X# Building ID

Elevated Courtyard Podium

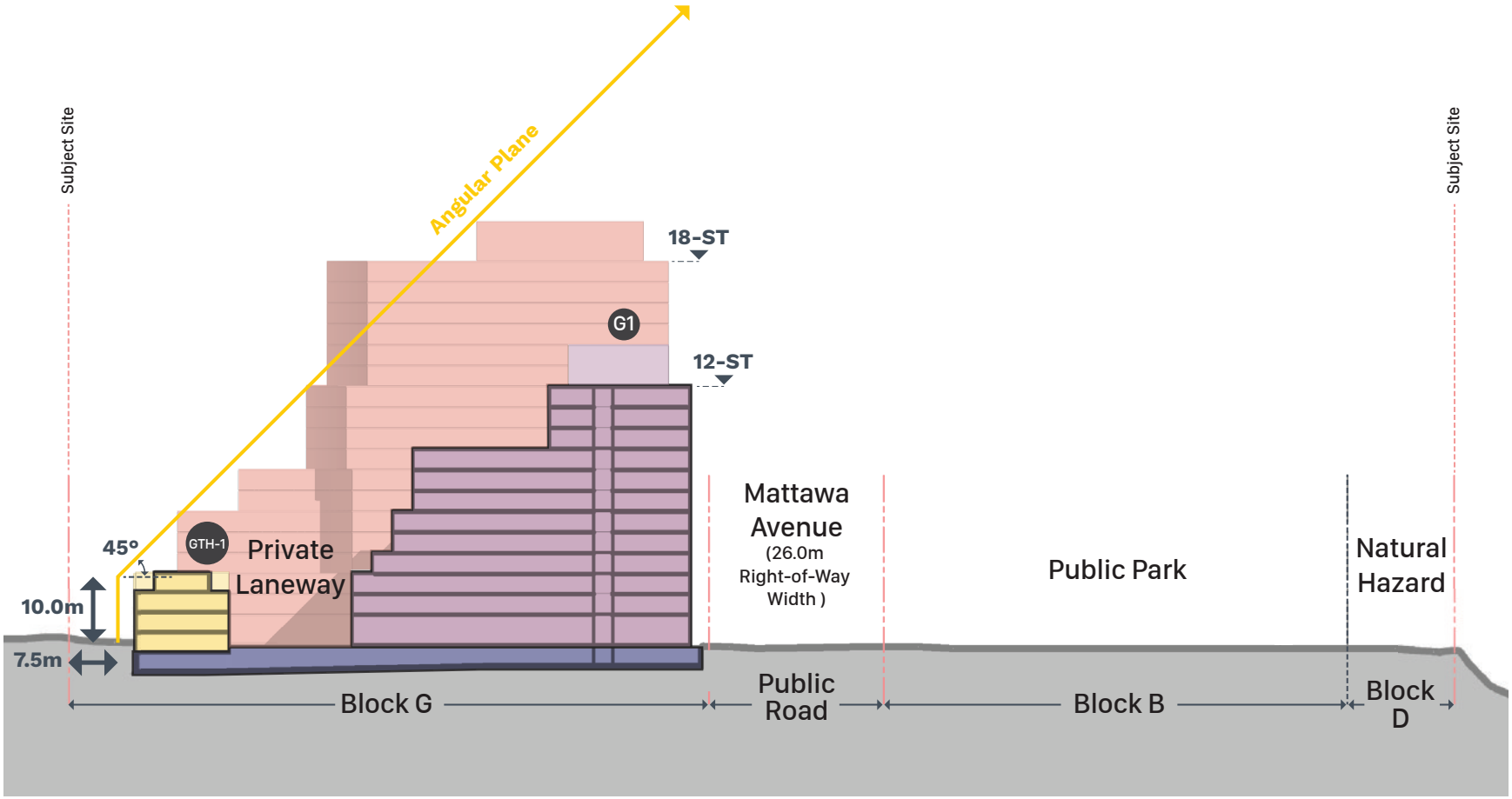
Low-rise Forms

Mid-rise Forms

High-rise Forms

Underground Parking

Figure 17 - Built Form Transition (Section D1-D2)



LEGEND

- X# Building ID
- Elevated Courtyard Podium
- Low-rise Forms
- Mid-rise Forms
- High-rise Forms
- Underground Parking

Figure 18 - Built Form Transition (Section E1-E2)

7.4 Façade Articulation and Materiality

Fundamental to the urban design strategies for the Development Proposal is creating an active, attractive public realm. Pedestrians predominantly engage with buildings at grade, and the treatment of the lower floors of a building is critical to how it is experienced. While mid-rise buildings and tall building podiums may vary in height, both can potentially appear as long and continuous, depending on its frontage conditions. The articulation of these facades at the base of a building is an important aspect to be considered in creating a coherent and aesthetically pleasant pedestrian environment.

At the scale of the streetscape and the base buildings that frame the open space network, the proposed building facades have been designed to achieve visual interest from within the public realm by:

- Breaking up and/or articulating overly long wall portions
- Creating a style and rhythm of consistent and/or complementary architectural elements;
- Varying building facades through opacity, materiality and texture; and
- Incorporating glazed areas along the street wall to promote transparency and visibility.

To avoid overly long facades, all proposed mid-rise buildings and/or base building elements will be well articulated through the pattern, rhythm, and variety of material application. The mass of these proposed buildings will be further broken down through the introduction of stair and/or ramp systems and associated hard and soft landscaping, leading up to the elevated amenity courtyards.

To ensure a vibrant, pedestrian friendly environment along streets and open spaces, active grade-related uses are proposed throughout the subject site. Uses such as retail, community space/daycare, residential lobbies, grade-related residential units with active doors and front patios, or amenity spaces will animate the pedestrian realm and provide eyes on the street, generally improving safety as well. The application of clear glazing at the location of these uses will provide opportunities for views into and out of buildings, offering important animation of the building frontages and providing visual interest from within the public realm.

Throughout the site, however, the several proposed amenity terraces provide for a number of opportunities for residents and visitors of the subject site to engage with the buildings beyond how they are experienced at grade. With the varying heights and scale of the proposed amenity terraces, the ways in which the building massing and facades are articulated within the upper levels will also be crucial to the success of the Development Proposal. The application of building materials and the landscape treatment within these spaces will extend the visual interest that is created within the streetscape at grade up into the centre of each block, promoting a dynamic pedestrian experience.

At the scale of the entire Development Proposal, certain buildings have been provided with distinct stylistic and material treatment to signify their prominence within the subject site. For example, Buildings A3, C1 and A2, proposed at 41, 35 and 29 storeys respectively, step down gradually to lower base building elements. This stepping takes the form of angled, diagonally alternating landscaped terraces facing west and east, providing visual interest from either vantage point. Further, the towers are designed to read as a family of buildings overall, each with a similar facade pattern but varied use of brick colours. The facade of each tower consists of a regular brick grid that is either infilled with brick screens or solid textured brick panels to provide areas of semi-solid or solid wall where appropriate. In some locations, the brick grid is removed to provide larger areas of glazing, such as at residential amenity areas. The regular grid pattern dissolves into an angular arch pattern as it meets the ground. Retail facades are provided with large expanses of glazing and wider bays to encourage animated store fronts. Large canopies above the facades provide locations for signage and lighting, as well as for weather protection for pedestrians.

Townhouses

Towers

Precedent Images Provided by SvN

Articulation

Midrise



Towers



Precedent Images Provided by SvN

Balconies

Midrise



Towers



As related to mid-rise forms, two distinct languages inform the design approach for these built form type. The design of buildings on Block E, which has a direct relationship with Dundas Street East, takes cues from the towers on Blocks A and C. The proposed building facades are brick but are proposed to be of a different tone and colour from Blocks A and C. The brick facade takes on two different forms: a large-scale brick column grid that frames the balconies on Building E2 and a brick wall cladding with varying brick patterns that integrated punched windows and deep outboard balconies.

The material language applied to buildings on Block E is distinct from that applied to the mid-rise forms on Blocks F and G. Here, the lower podium levels are clad in brick piers which frame balconies. The upper portions of the podium are separated from the lower levels of the podium by a glass reveal floor which allows for a visual break in the building mass. The upper podium has wrapping balconies with wood soffits and a varied pattern of wood screens that sit on the face of the balcony. All balcony guards on the towers are picketed. Proposed grade-related units at the base of the mid-rise buildings have a direct relationship to the form of the proposed townhouse blocks in Blocks F and G. Here, proposed form, material and scale of openings respond to the smaller scale of the townhouse unit type.

With respect to low-rise forms proposed in the Development Proposal, the townhouse blocks are clad in a combination of brick and wood. Wood cladding is reserved for inset spaces or the underside of soffits to ensure it is weather protected. Punched windows with black frames are located on the brick facades. The 3rd floors of the townhouse are to be clad in a standing seam metal that accentuates the form of the proposed mansard roof. Dormers surrounding balconies on this level provide weather protection to residents.

Planting is an additional element of articulation and materiality that has been considered through the building design. To further connect the proposed built form to the extensive greening of the open space network within the subject site, a number of planting-related considerations have been implemented. For example, planters with seating line the laneway edge of the townhouses. Guards to Garden Level residential units along the eastern edge of the site are proposed to be clad in a wire mesh to support vine growth. Planters are proposed to be integrated into the building design on upper levels to provide residences with space for container gardening.

In all instances, lighting and building facades have been designed to mitigate potential issues with birds.

8.0 OPEN SPACE AND LANDSCAPE NETWORK

The Development Proposal is predicated on the introduction of a well-integrated and attractive pedestrian environment through the inclusion of an enhanced network of open spaces. The pattern of open spaces between the proposed buildings is intended to provide interesting focal points within each development block and cohesion throughout the broader subject site. Together, the proposed open spaces are intended to provide clear, legible and convenient visual and physical connections throughout the subject site, drawing pedestrians in and promoting active and passive recreation, as well as social interaction. The public and private open spaces between buildings have been thoughtfully designed and are proposed to be treated with hard and soft landscaping that enhance the pedestrian experience. Finally, acting as 'green fingers', the open spaces between buildings are proposed to establish the greening of the site from the creek system to the west, disseminating throughout the proposed development blocks, and carefully integrating the Development Proposal with the adjacent natural feature.

The proposed development creates opportunities for social interaction and active living through the introduction of a variety of new open space and landscape features, including the following:

- A new 1.03-hectare public park;
- A green 'landscaped spine' running centrally through the site, where an enhanced pedestrian environment with generously sized treed boulevards flanks either side of Mattawa Avenue, transforming the right-of-way into a 'Green Street' akin to a linear park;
- Elevated amenity courtyards internal to each development block;
- A landscaped pedestrian mews between Blocks A and C;
- An outdoor play area associated with the proposed Community/Daycare use within Block C;
- Creek edge walkway where the adjacent natural system extends into the site and meets the proposed buildings through a variety of carefully designed landscaped areas with hard- and soft-scaping;
- A hard- and softscaped pedestrianized Private Laneway to be shared strategically with vehicles as appropriate;
- A treed Garden Suites Walkway at the eastern edge of the subject site;
- Parkettes between townhouse blocks on each of Blocks F and G to be programmed for play;
- A square for community gathering, with distinct paving treatment, adjacent to the Parkette within Block F along the Private Laneway; and
- A dog spot within Block G, providing a designated landscaped outdoor space for pets.

A key open space component proposed as part of the Development Proposal is the 1.03-hectare public park situated in Block B at the southwest corner of the subject site. Located directly adjacent to Little Etobicoke Creek, the new public park is one of a number of proposed greening features of the open space network intended to extend the natural landscape of the creek area into the heart of the subject site. Generally rectilinear in shape, Block B, where the park is proposed, is of a size and form that can accommodate a range

of potential uses and programs year-round. The detailed design of the public park space will be further refined and informed by City Staff through the Site Plan Control process. In addition to integrated furnishings and coordinated landscaping, there is potential for the space to be programmed with features such as a children's playground, a multi-use path along the western edge of the block, tennis courts, a basketball court, a soccer pitch and/or other courts/fields.

The proposed public park is located optimally within the subject site with respect to visibility and frontage along public streets, as well as in terms of sunlight access. With frontage along both Mattawa Avenue and the future Blundell Road extension, visual and physical access to the public park will be maximized, allowing for passive surveillance of the open space from the surrounding streetscape and adjacent development blocks. To its east, the park faces the residential lobby and amenity spaces associated with Buildings G1 and G2, whereas to its north, the park faces proposed retail and community uses in Block C which will provide additional animation of the public realm in the vicinity of the open space and emphasize an 'eyes on the street' approach for the public park. Further, the location of Block B allows for optimal sunlight access throughout the day with the majority of the proposed towers situated north of the proposed park space. Finally, the public park represents an appropriate transition to and compatible relationship with the adjacent creek, allowing the landscaped edge of the parkland area to integrate well with the established edge of the existing natural creek system. The Blundell Road extension serves as a transitionary space that connects the public park with Palette Green Park across the creek. The intent is for these three spaces to serve nearly as a uniform linear public space.

Another open space element that aims to green the subject site through the extension of the adjacent creek area are the landscaped 'fingers' leading to treed elevated amenity courtyards central to each of the development blocks. At the western edge of the subject site in Blocks A, C and H, a variety of types of landscaping are proposed to provide a continuation of the natural area of the adjacent creek lands up and into the site, both visually and physically. This landscaping extends across the northern edge of the subject site in the form of a tree lined pedestrian zone along Dundas Street East. It surrounds the western edge of Buildings A1, A2 and A3, and gradually extends up the sloped form of the base building as a green roof connecting the building elements together, leading to the elevated outdoor amenity courtyards between the buildings on the 3rd level. Within Block C, the enhanced landscaping envelopes the western edge of Building C1 and permeates the site through the proposed tree-lined pedestrian mews between Blocks A and C.

Central to the subject site, along either side of Mattawa Avenue, street trees and landscaping follow a path taking an organic form that collectively creates a defined street edge along either side of the roadway. The landscape approach to this open space is intended to create an attractive pedestrian environment similar to a linear park, continue the emphasis on greening the site from the creek lands eastward, and foster a sense of place within the public realm. The greened and improved Mattawa Avenue streetscape will provide a high-quality urban environment that supports a range of functions, allows for a variety of pedestrian uses, and is distinct within the site yet visually connected through the incorporation of consistent and/or complementary materials and details throughout the subject site.

East of Mattawa Avenue, within Blocks E, F and G, the greening of the subject site through open space continues through the inclusion of elevated amenity courtyards between Buildings E1 and E2, F1 and F2 and G1 and G2. Each is defined with different hard and soft landscaping, but together these open spaces are unified in their extension of the landscape approach to continue the greening of the site in an eastward direction from the creek. Visually and physically, the north-south segments of Private Road A and the new Private Laneway extend the open space network and provide for a landscaped connection that links the north and south ends of the subject site. Taking the form of a residential street, applied with a variety of integrated furnishings and complementary hard and soft landscaping treatments, this open space connection provides opportunities for movement across the subject site while also allowing for play, lingering and socialization along the pedestrian-scaled streetscape.

Connected through the modest parkettes proposed between Buildings F-TH1, F-TH2 and G-TH1, the open space network culminates at the Garden Suites Walkway that lines the eastern edge of the subject site. This most easterly connection serves as an additional pedestrian link across the subject site while also providing secondary access to the Garden and Ground Level townhouse units proposed within Blocks F and G. As an extension of the Private Laneway, the Garden Suites Walkway will also be treated with complementary hardscaping and a variety of trees and landscaped areas. Easterly views from the proposed townhouse blocks will provide passive overlook into the space to increase safety within the walkway area.

Figure 19 - Parks, Amenity and Open Space

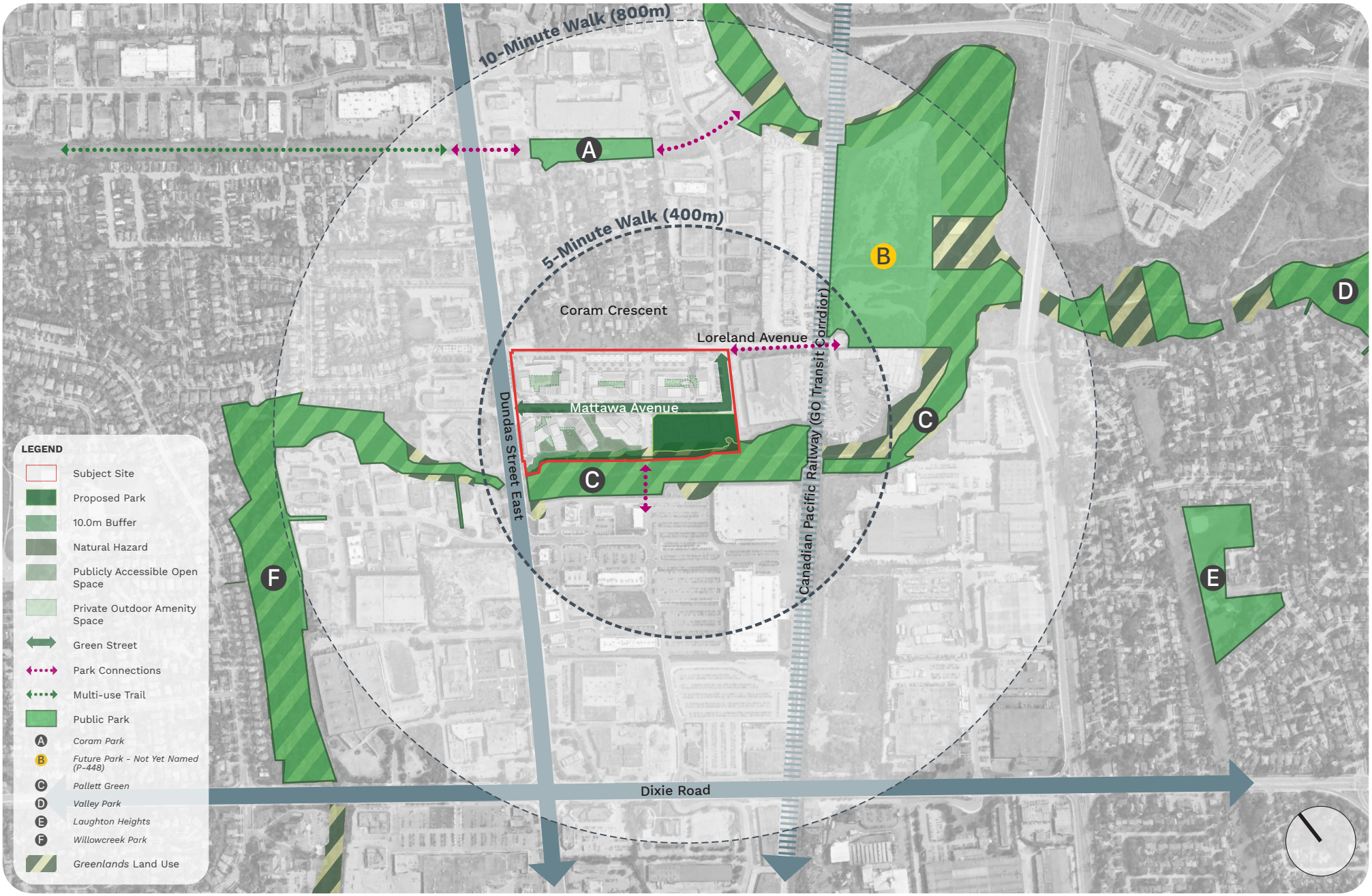


Figure 20 - Parks and Open Space System

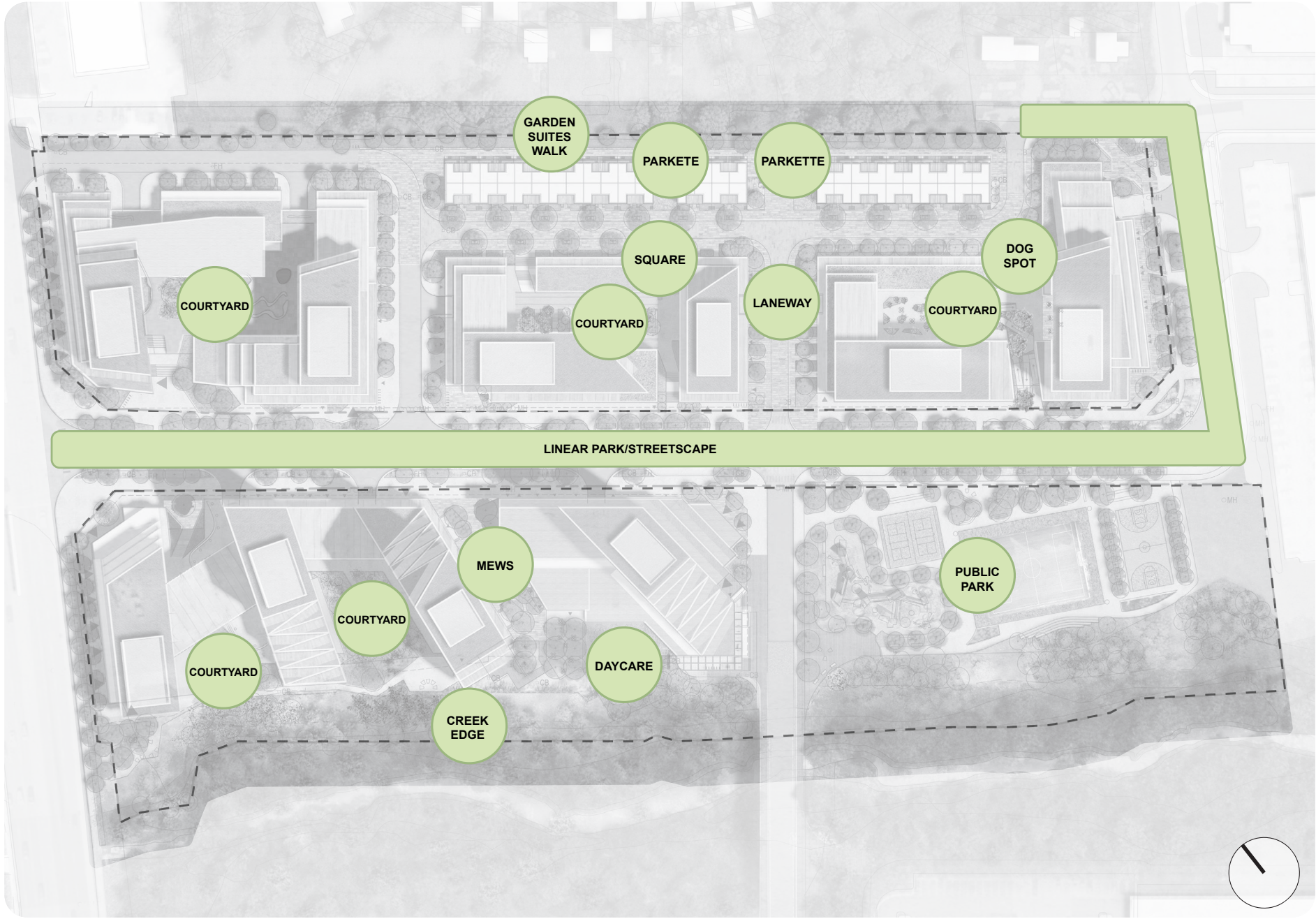


Figure 21 - Landscape Features

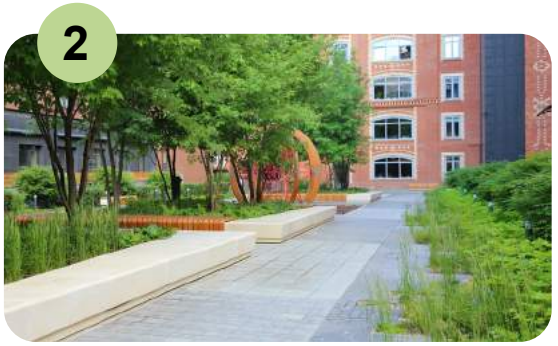


Figure 22 - Courtyard Precedent Images (Courtesy of SvN)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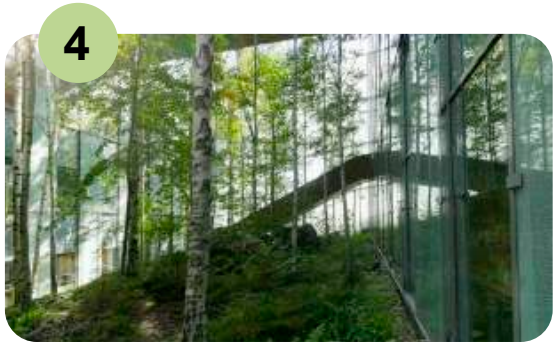
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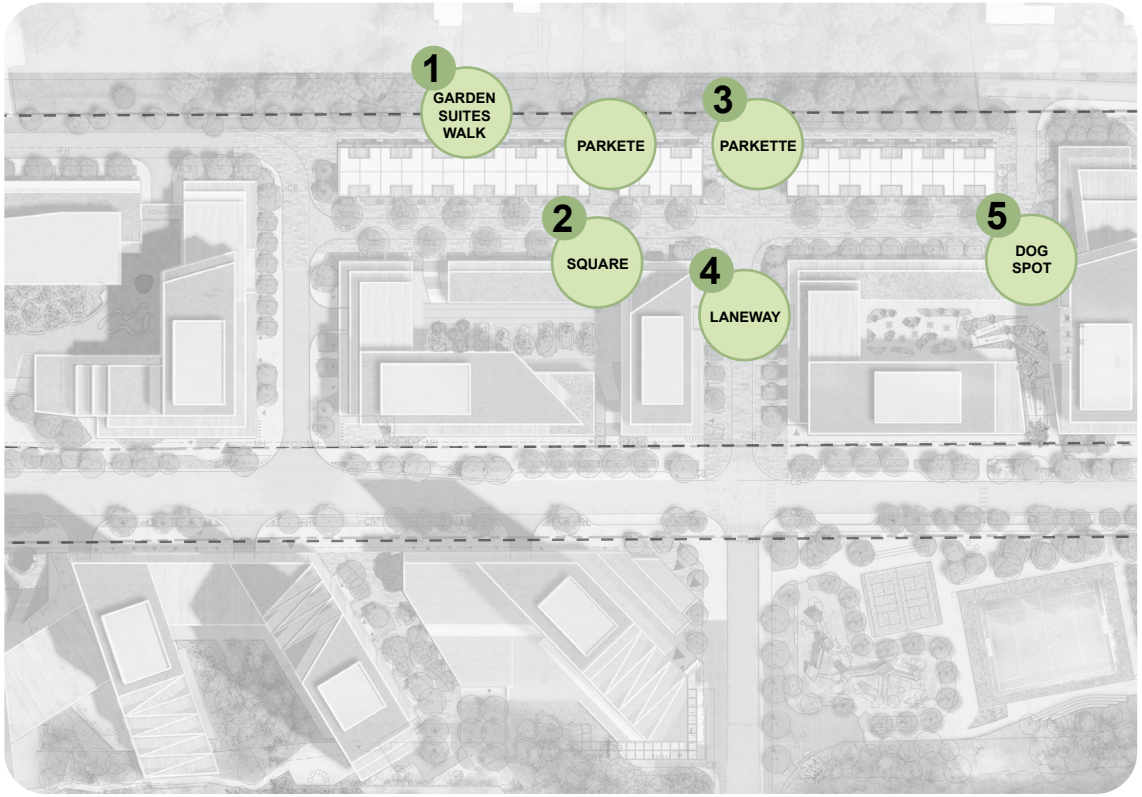

Figure 23 - Laneway Precedent Images (Courtesy of SvN)


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Figure 24 - Creek Edge Precedent Images (Courtesy of SvN)

View from Block A Courtyard Towards Little Etobicoke Creek (Image by: FutureLanscapes.ca)

9.0 STREETSCAPE AND PUBLIC REALM DESIGN

The public realm strategy is focused on creating well-integrated new public and private open spaces throughout the subject site. The design of the Development Proposal supports the implementation of a high-quality, attractive and sustainable public realm that includes new public open space as well as publicly accessible private spaces in each development block.

Specifically, the Development Proposal presents an opportunity to visually and physically extend the landscape of the adjacent natural area to create a series of character-defining public realm features for the subject site, as outlined with respect to the open space network above, as well as below.

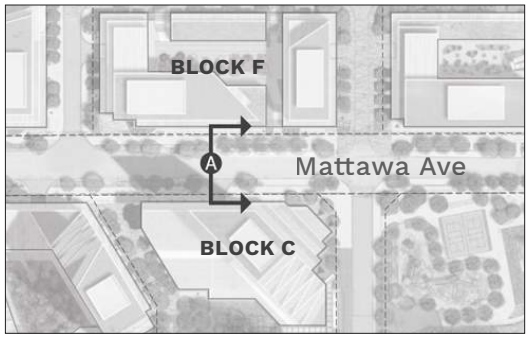
9.1 Streetscape Character

The streets and connections in the Development Proposal will have the following qualitative characteristics:

- Dundas Street East, at the northern edge of the new community, will continue to be a major thoroughfare within the City. It is anticipated that ongoing development with mid-rise buildings, or tall buildings with mid-rise podiums towards the Dixie-Dundas Community Node, will transform the street and give it a more enclosed, urban character. The inclusion of retail uses at grade, improved boulevards and cycle lanes will encourage active transportation, further transforming the street away from its present condition.
- Mattawa Avenue will be revitalized as a highly landscaped green street and the main local street within this new community, lined with active residential and non-residential uses where appropriate. Mattawa Avenue will feature outdoor seating, coordinated and/or integrated street furnishings, street trees and significant landscaping, and public art opportunities. Pedestrian zones will vary along the length of the right-of-way, but will maintain a minimum width of 4.2 metres, allowing for an appropriate transition between the public and private realm where grade-related residential uses front the street. Mattawa Avenue will also be the primary vehicular access point to the subject site, accommodating limited on-street parking and serving as a collector to traffic moving between Dundas Street East and various private drop-offs and internalized structured parking areas.
- Private Road A takes the appearance of a local road, with street trees flanking both sides of the street and active residential uses lining its length. Within the proposed 18.0-metre easement, the Private Road A pedestrian zones are primarily comprised of entrances and front patio areas associated with grade-related residential units. Typically, the building is set back at minimum 6.1 metres from the sidewalk zone, containing a planting area and a spill-out zone which may accommodate the above mentioned patio areas. Its 'L' shape extends south from Dundas Street East along the east and south of Block E and the north of Block F, providing access to the subject site for residents, and specifically, providing vehicular access to buildings on these two blocks.

- The proposed Private Laneway, connecting Private Road A to the northern extent of Loreland Avenue, is envisioned as a pedestrianized laneway shared between a variety of users. Framed by the proposed low-rise townhouse blocks, the laneway maintains a sense of enclosure through the scale of its width relative to the adjacent building heights while accommodating wide front yard zones along either side of the shared central zone. Flanking the central shared zone of the laneway are pedestrian/planting zones where landscaping with integrated seating options is proposed, providing space for recreation and lingering within the laneway. 4.3-metre-wide porch zones on either side of the Private Lane accommodate wide shared staircases leading to grade-related townhouse units, providing additional seating and ways in which pedestrians and residents can interact with the space. Together, these zones intentionally maintain an 'eyes on the street' approach to surveillance and increased safety within the shared laneway space.
- The Blundell Road extension and associated future bridge across Little Etobicoke Creek, although planned for the future, are considered to be special places within the subject site and serve as a transitionary space connecting the proposed public park and Palette Green Park across the creek. At its eventual intersection with Mattawa Avenue, the Blundell Road extension is a primary interchange point for pedestrians traversing the subject site. With active retail and community uses along its north, and the proposed public park along its south, the Blundell Road extension serves as an access point and gateway into the subject site from the west for pedestrians, cyclists and vehicles, and will be treated accordingly with wide landscaped boulevards along either side of the street. Public art and placemaking opportunities within the northern edge of Block B adjacent to the Blundell Road extension will allow for further visual interest to the street, further establishing it as a special place within the site.

All intersections have been designed with an emphasis on pedestrians. These spaces will be well-lit and clearly signed or signaled. Crosswalks will be clearly identified and marked through special paving materials where appropriate.



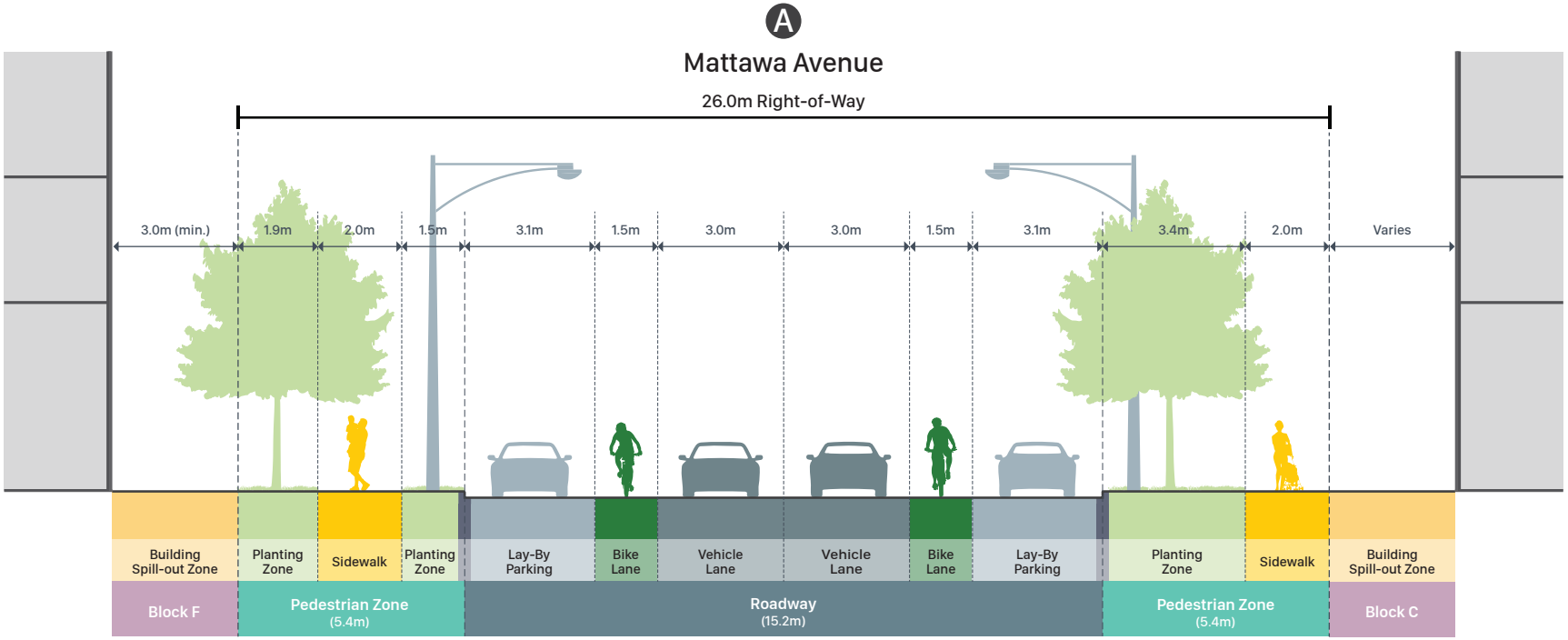


Figure 25 - Street Section A (Mattawa Avenue through Block F & Block C)

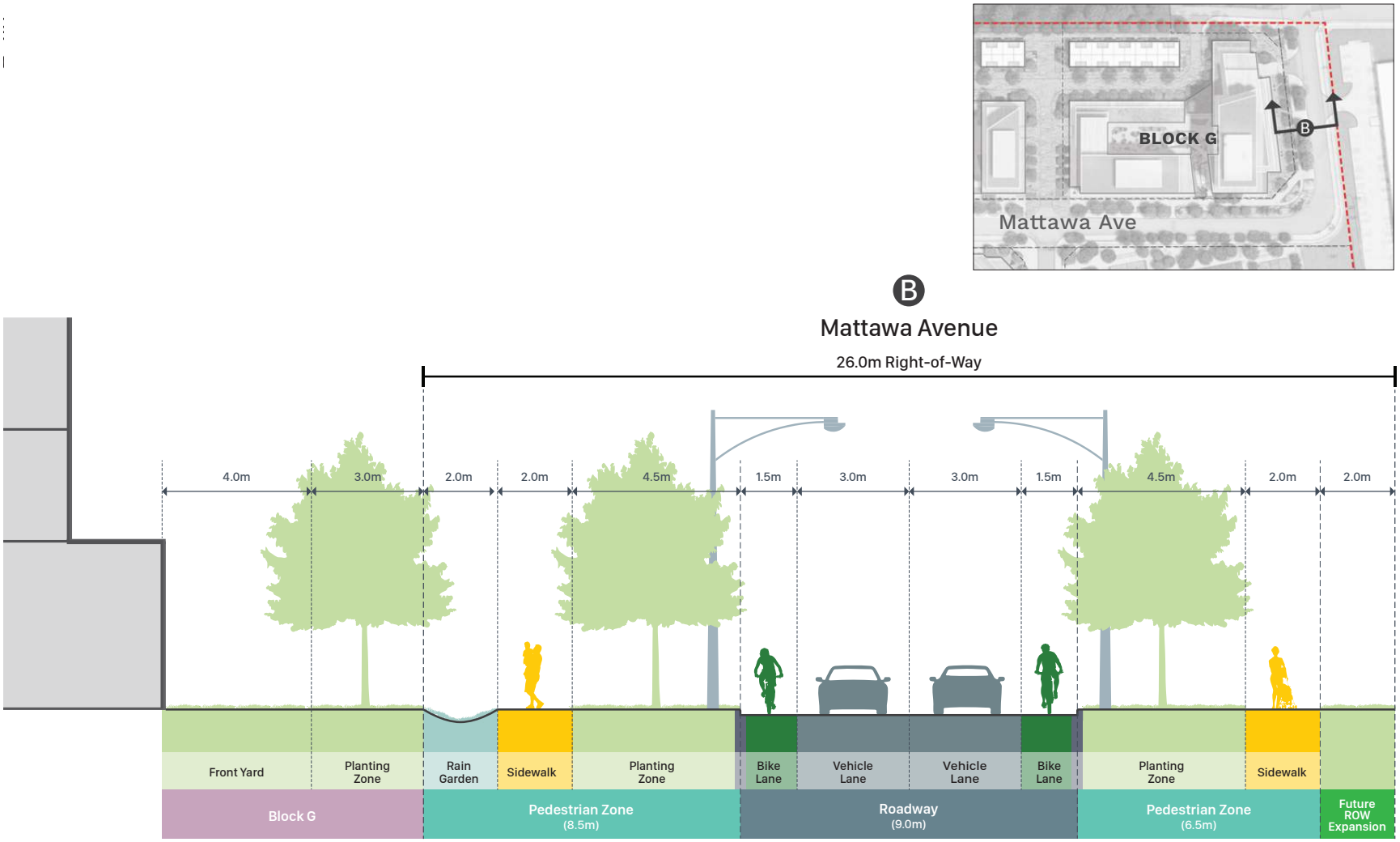


Figure 26 - Street Section B (Mattawa Avenue through Block G & Block South Edge of Site)

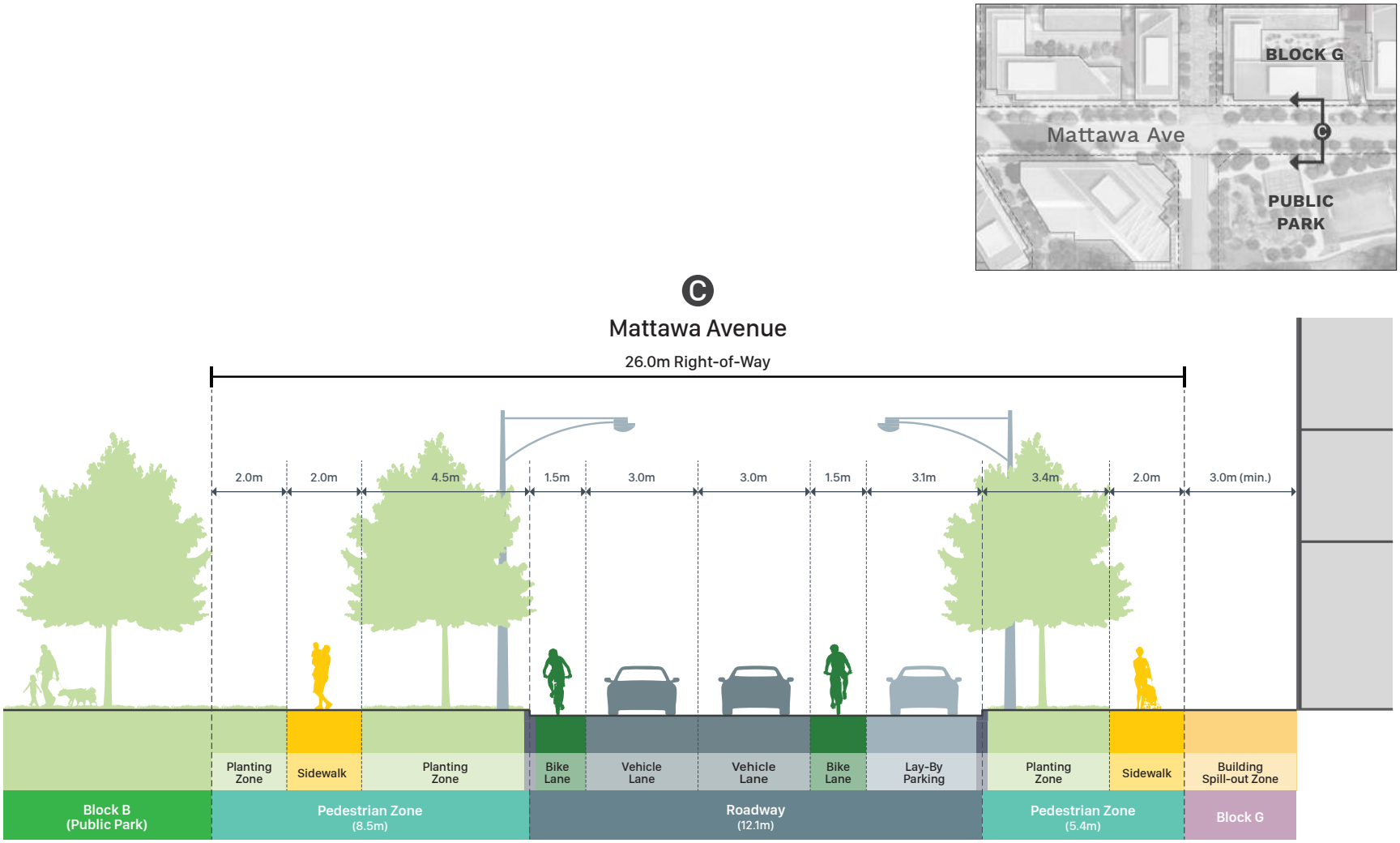


Figure 27 - Street Section C (Mattawa Avenue through Block G & Public Park)

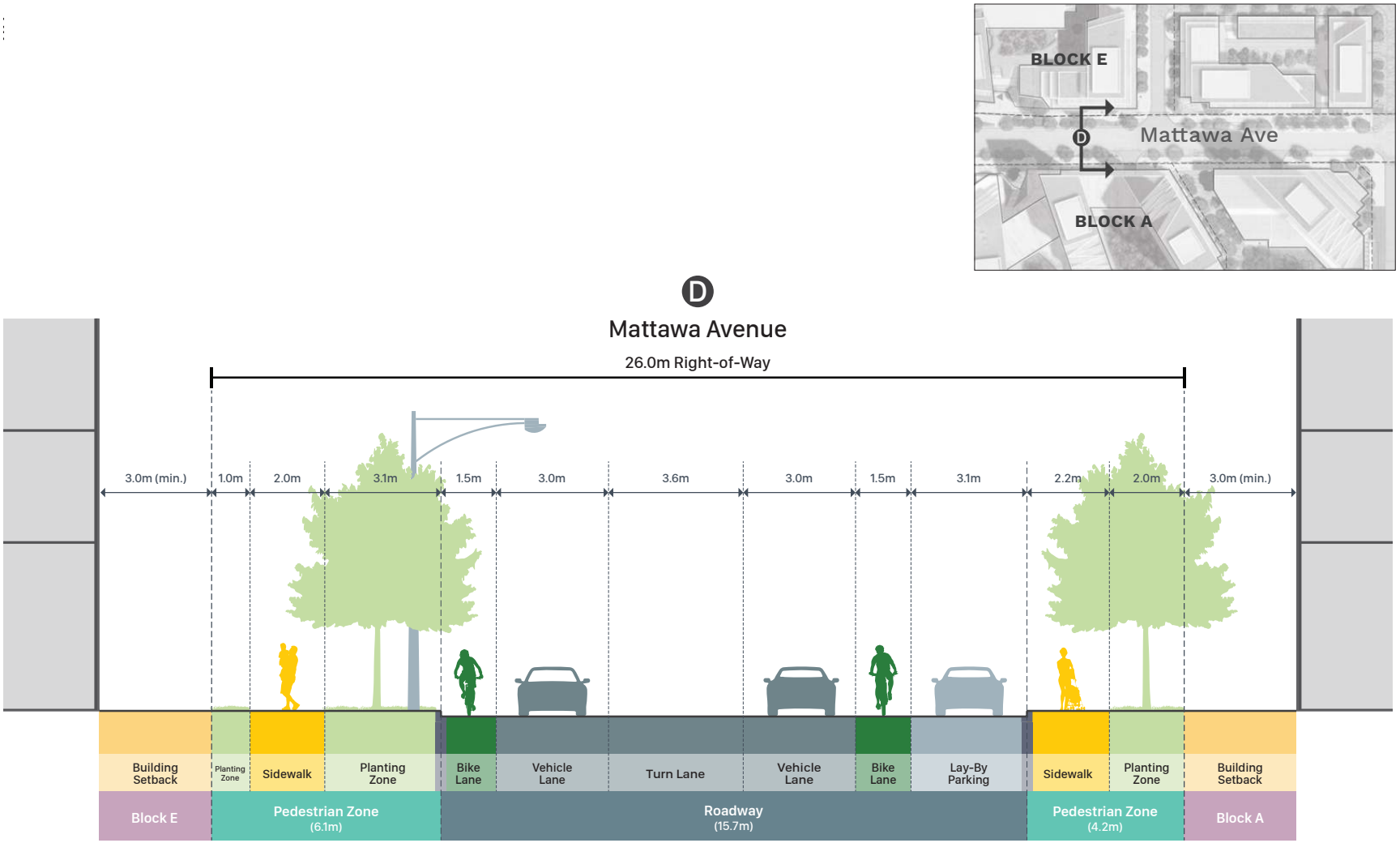


Figure 28 - Street Section D (Mattawa Avenue through Block E & Block A)

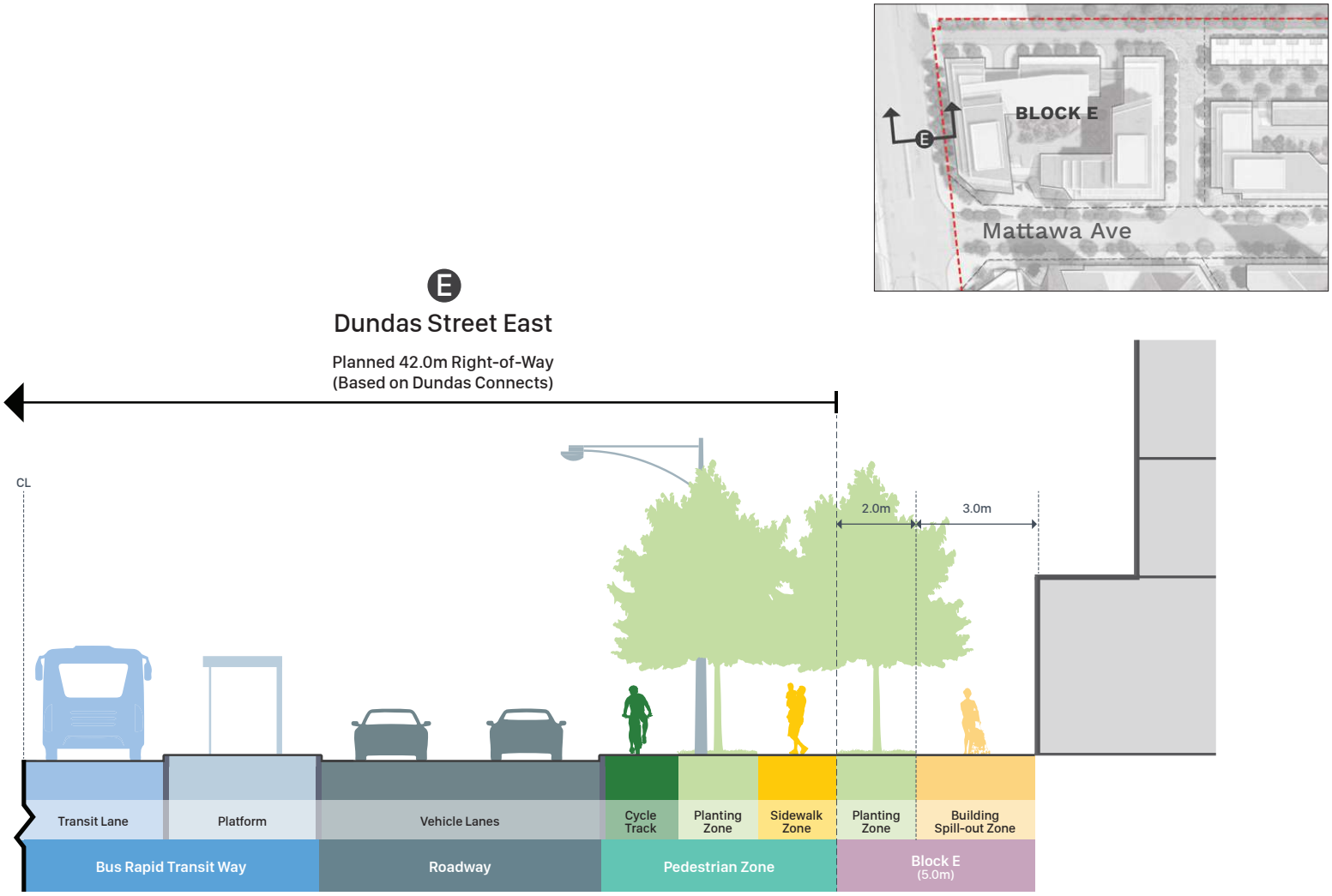


Figure 29 - Street Section E (Dundas Street E through North Edge of Site & Block E)

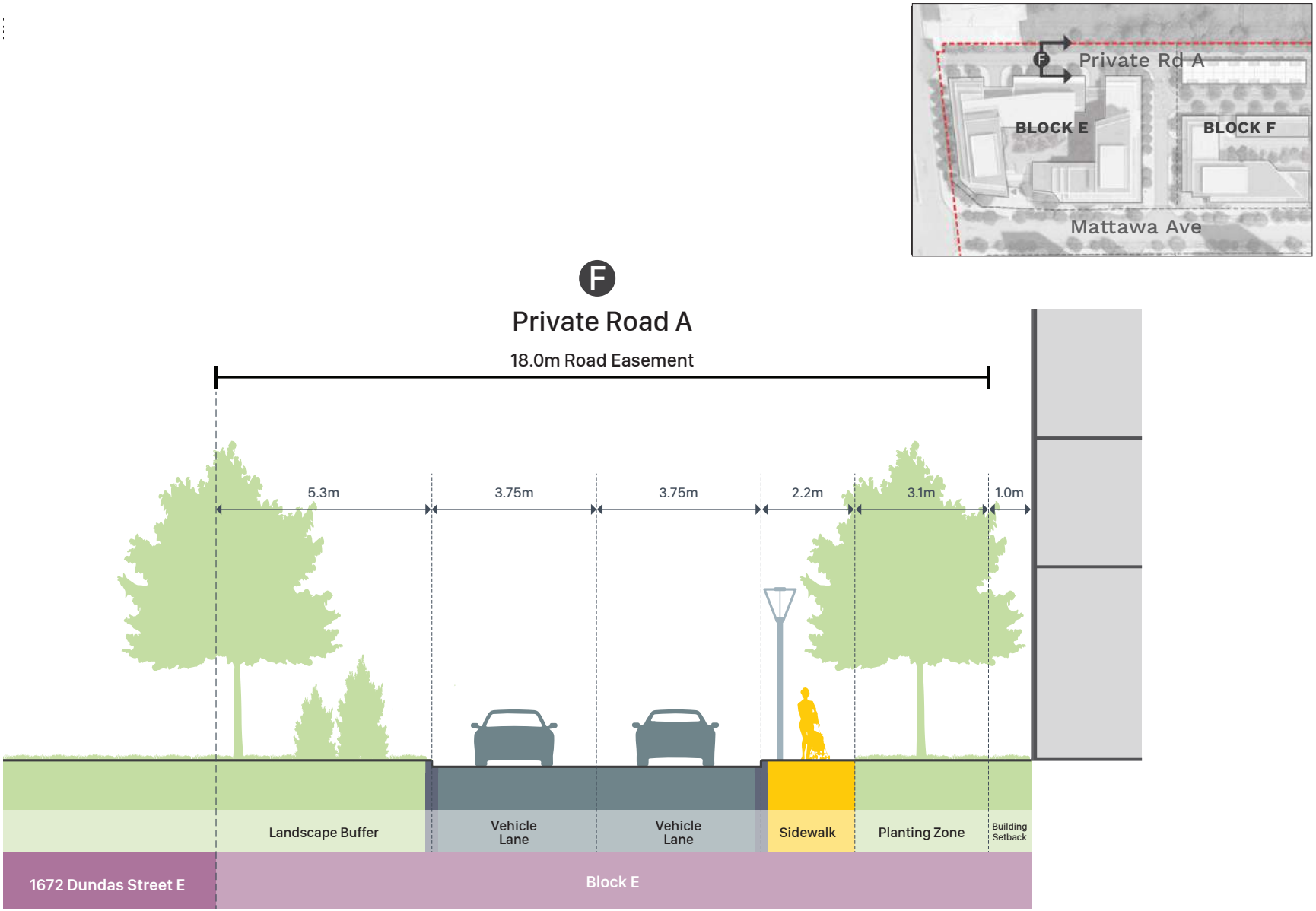


Figure 30 - Street Section F (Private Road through East Edge of Site & Block E)

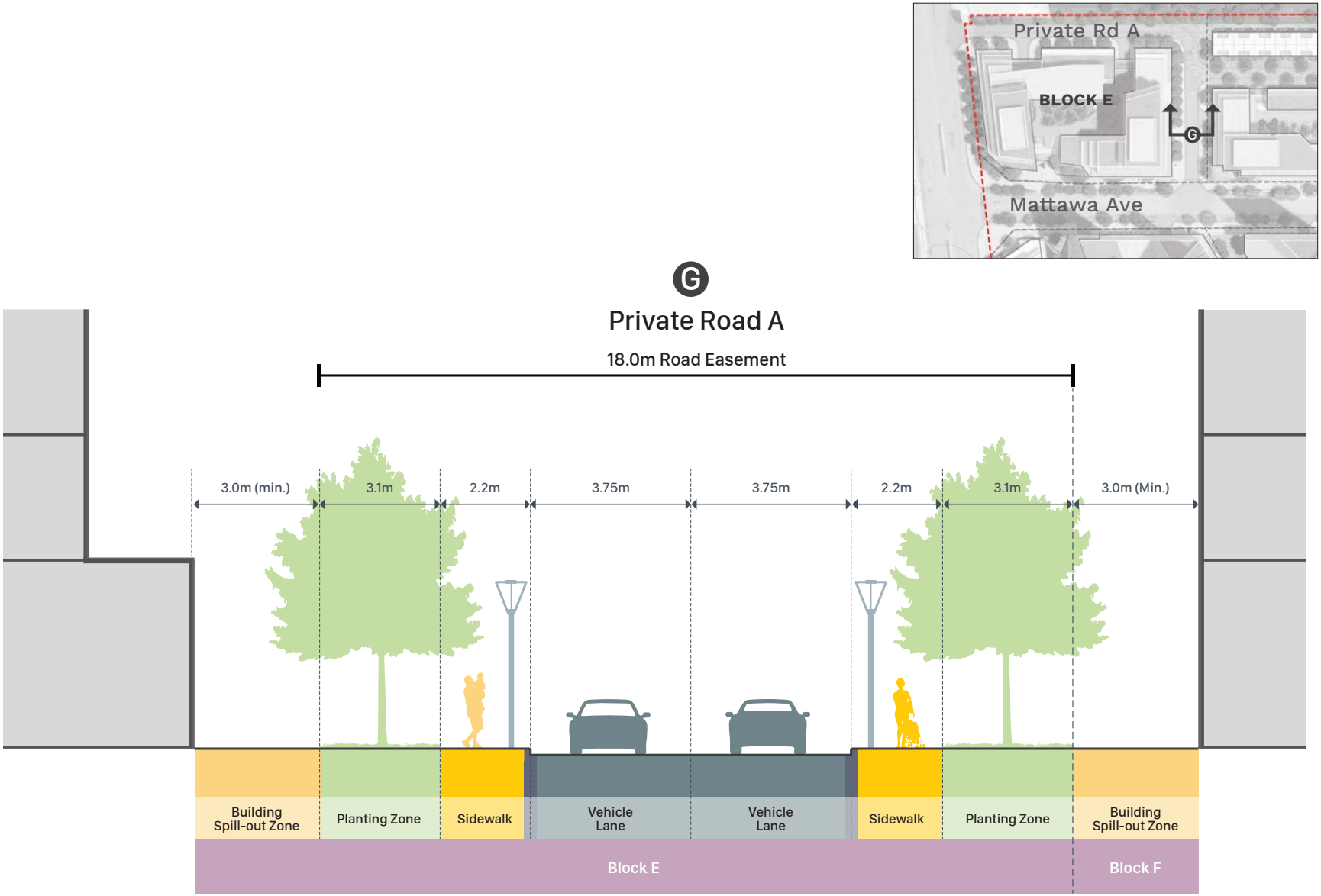
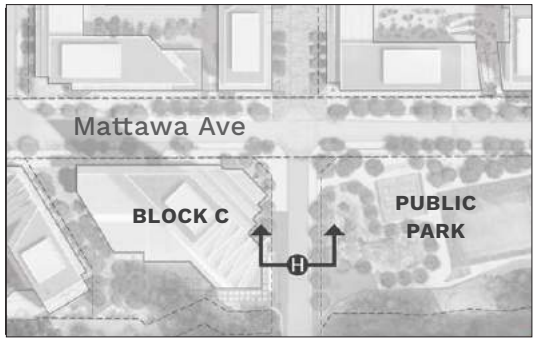


Figure 31 - Street Section G (Private Road through Block E & F)



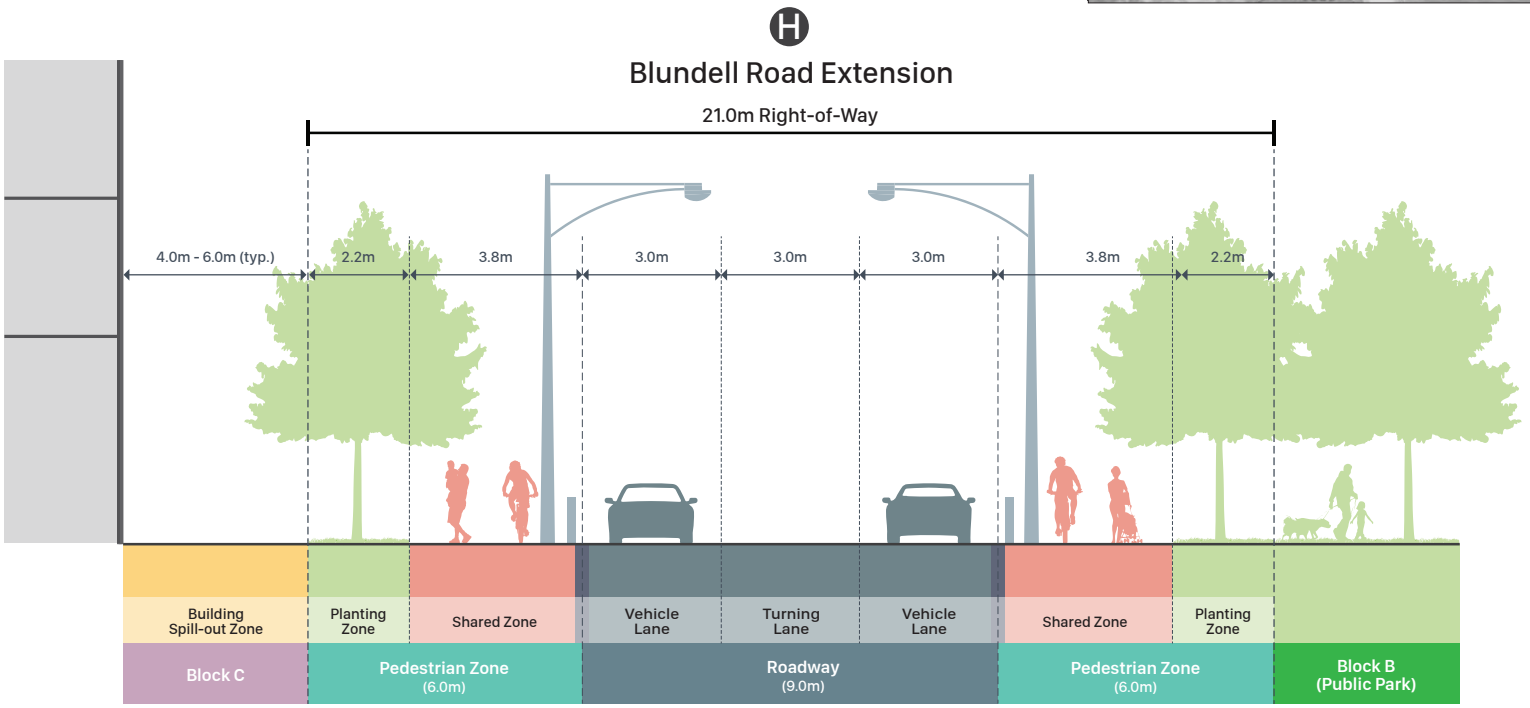
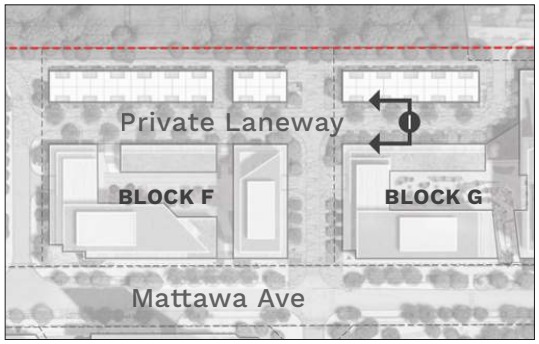


Figure 32 - Street Section H (Blundell Road Extension through Block C & Public Park)

View of Private Laneway (Image by: FutureLanscapes.ca)



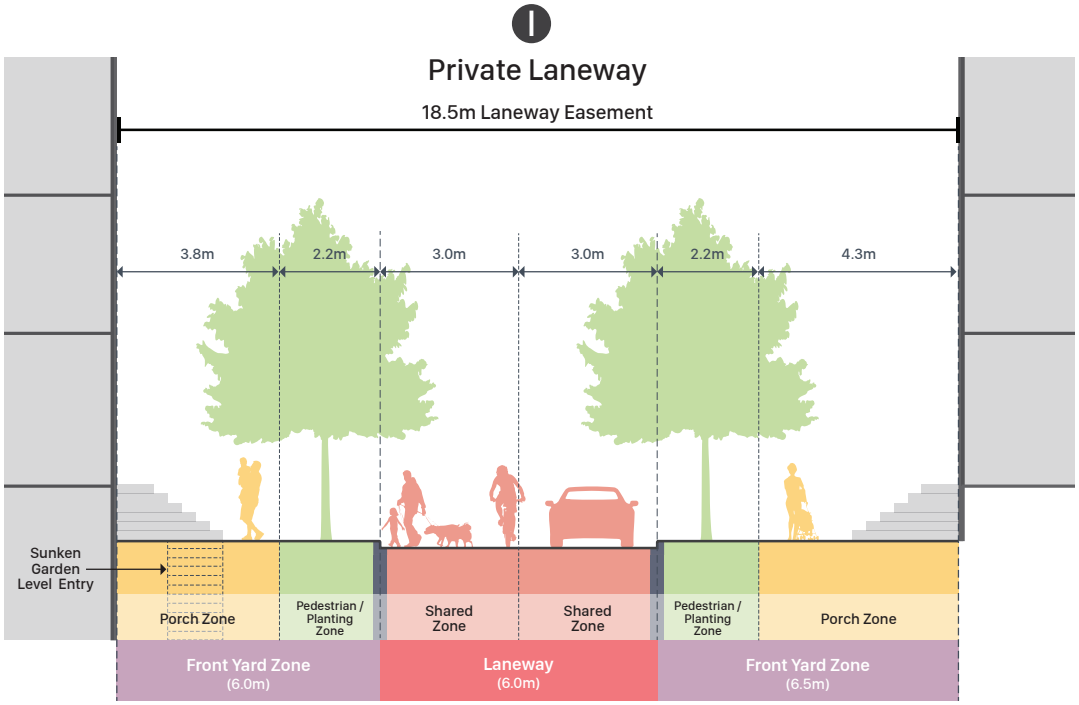


Figure 33 - Street Section I (Private Laneway through Townhomes & Block G)

9.2 Public Realm Elements

The public realm will be enhanced through the incorporation wide, pedestrian-oriented sidewalks, complete with clear pathways, coordinated furnishings, building lighting, street trees, landscaping and bicycle parking, where appropriate. The landscaping elements of the public realm will be chosen from an appropriate palette of materials and plants which will unify the pedestrian environment by creating a consistent character across the subject site.

Further, the continuous, articulated building frontages along each Mattawa Avenue, Dundas Street East, Private Road A, the Private Laneway and the Blundell Road extension will contribute to an active and animated public realm within the site while framing each street with good proportion. Building entrances will serve as an extension of the pedestrian environment and will be accessible and visible from the public sidewalk. Where appropriate, building entrances will be marked by canopies and/or overhangs which will also function as pedestrian weather protection elements.

Coupled with the locations of various pedestrian connections and open spaces throughout the subject site, the streetscape elements, plantings and seating areas will encourage walking and lingering within the public realm. Having strong regard for the pedestrian-oriented nature of the entire Development Proposal and contributing to the creation of a safe, lively and attractive neighbourhood, together these elements will provide a basis for the urban character of this new mixed-use community.

Figure 34 - Public Realm Elements

9.2.1 Landscaping

In an effort to extend the landscape of the adjacent natural area into the subject site, a number of landscape-related design elements have been incorporated into the Development Proposal.

Generally, as previously mentioned, extensive greening of the site and the integration of landscaping has been considered through the design of each development block. The design of all buildings encourages nature inclusive design through the detailing of building facades, balcony guards etc. and considers how these elements can double as animal and/or plant habitats. For example, planters with seating are proposed line the laneway edge of the townhouse blocks in Blocks F and G. Guards to Garden Level townhouse units in these blocks are to be clad in a wire mesh to support vine growth. Planters have been integrated into the design of upper levels of townhouse blocks to provide residences with private space for container gardening.

Further, with respect to the tall buildings comprising the Development Proposal, the proposed terracing of the lower tower elements creates a 'green link' between the creek edge and the lower portions of the towers. These planted terraces extend down along the building mass and visually connect with the elevated amenity courtyards, each of which will be given differing but complementary soft and hard landscape treatments and will incorporate integrated and coordinated furnishings. Continuing further down the building face along the western edge of Blocks A and C, the greening of the buildings meets the proposed buffer area, creating the effect that the tower and creek edge blends with and stretches to the naturalized system to its west.

Supplementary to the general extensive greening of the site through the consideration of several building elements and the introduction of the large public park adjacent to Little Etobicoke Creek, Mattawa Avenue will be transformed into a 'Green Street' akin to a linear park. This streetscape transformation will come about through the introduction of a variety of street trees and hard and soft landscaping along an undulating, organic path running the length of the right-of-way. The potential integration of Low Impact Development (LID) features, such as biofiltration, in the streetscape transformation will further enhance Mattawa Avenue as a more sustainable environment. The landscape treatment of Mattawa Avenue is intended to create a defined street edge that responds to the proposed uses lining the streetscape, fostering a sense of place within the public realm while also providing a clear path of travel for pedestrians to traverse the site. This landscape approach extends eastward from Mattawa Avenue through the pedestrianized Private Laneway, each portion of which is also flanked by enhanced landscaping treatments and street trees, and to which differentiated hardscaping materials will be applied.

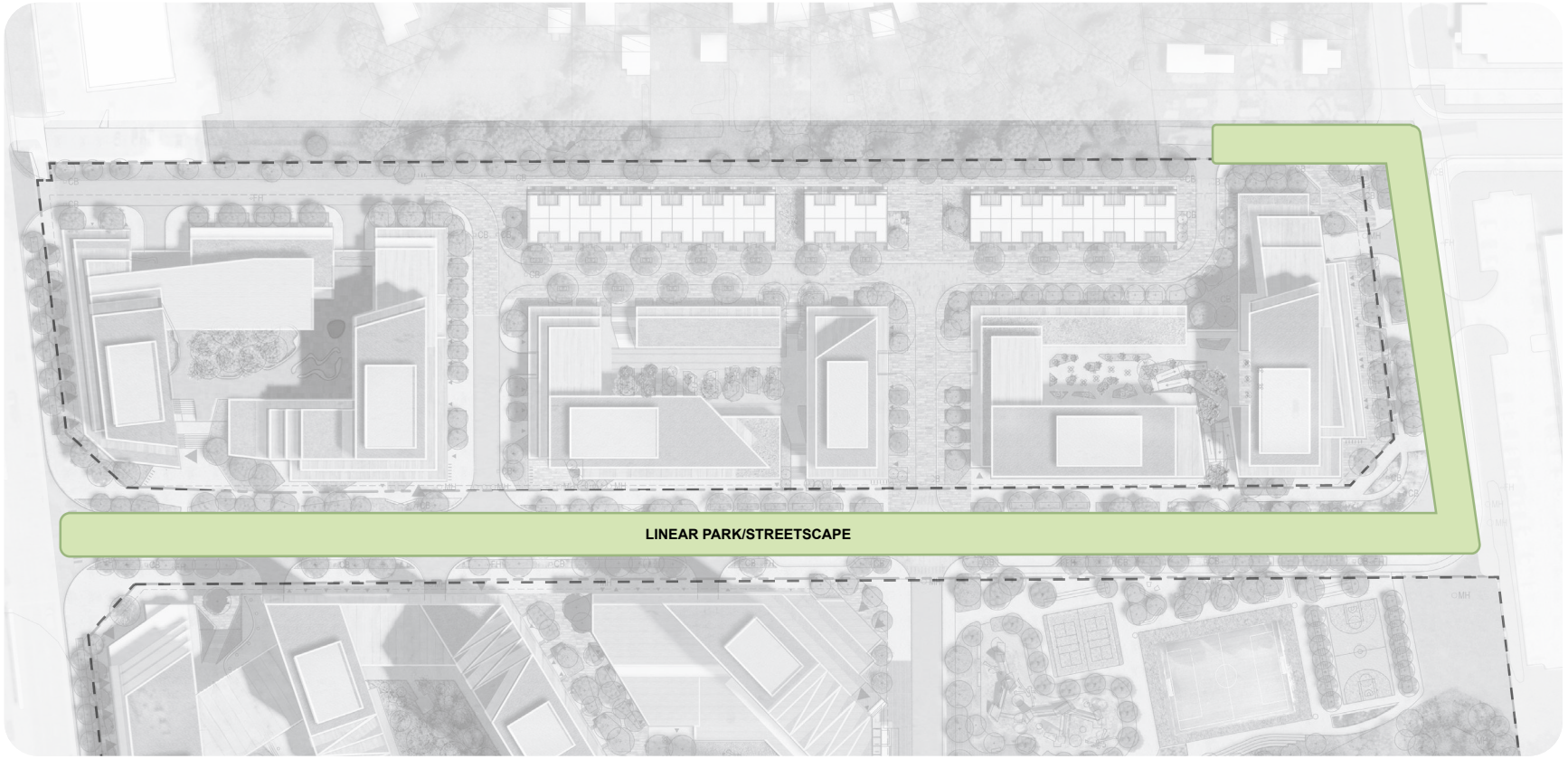


Figure 35 - Mattawa Streetscape Precedent Images (Courtesy of SvN)

9.2.2 Gateway Features and View Termini

Clearly defined gateways symbolize the arrival to a distinct area and can be achieved through a variety of ways, such as built form design, landscaping or public art. These focal points within the public realm and open space network are proposed to be designed to provide a sense of place within the site where plantings, street furniture, wayfinding signage and/or public art can be used to mark significant locations. They will act as orienting features within the Development Proposal, while also establishing the character and identity of the new community and creating a sense of entry to the site.

Within the Development Proposal, three gateways have been identified. One, located at each corner of Dundas Street East and Mattawa Avenue intersection, represents the major entry point into the new community for vehicles and pedestrians alike. Another, located at the southerly bend of Mattawa Avenue, will provide a sense of place within to the subject site from the existing easterly low-rise area beyond Loreland Avenue. Further, a gateway at the northern-most point of the new public park will serve as an alternative entry point for vehicles, pedestrians and cyclists along the south side of the future connection to be introduced through the Blundell Road extension.

To provide a sense of place and entry into the subject site, the following are being considered at gateway locations:

- Providing distinct and enhanced landscape treatments;
- Providing special lighting, upgraded sidewalk treatment and/or street furniture;
- Providing public art in highly visible locations, wherever possible; and
- Incorporating prominent architectural designs, using special materials and façade treatments.

Similarly, a number of view termini have been identified within the Development Proposal. These locations offer a unique opportunity to create visual interest and a sense of place within the subject site. To enhance and improve the terminus of key views, the following considerations have been made:

- Providing unique landscape treatments at view termini that end in parks and/or open spaces;
- Creating distinct architectural design elements, such as unique glazing, varied building material and architectural treatments/details at the view termini that end at the location of a building face; and
- Incorporating public art to punctuate important site locations at view terminus points, wherever possible.

9.3 Active Built Form Edges

To ensure a vibrant, pedestrian friendly environment along streets and open spaces, active grade-related uses are proposed throughout the subject site. These active uses will animate the public realm and provide passive overlook to these areas, generally improving safety as well.

Four different types of ground floor active edges are incorporated into the design of the Development Proposal:

- Active edges comprising retail uses;
- Active edges comprising community uses, if visible through transparent glazing;
- Active edges comprising residential lobbies and amenity areas, again, if visible through transparent glazing; and
- Active edges primarily comprising grade-related residential units, also including potential proposed outdoor patio spaces between the building face and the adjacent public realm.

10.0 ACCESS AND MOVEMENT

With respect to the Development Proposal, the highly transparent building facades lining the street edge at retail, community and lobby/amenity spaces provide views into active edges, while also allowing for passive observation of the streetscape from the building interior. To that end, no blank walls are proposed along street facades. Where grade-related uses are more private in nature, for example at residential townhouse units integrated into the base of a larger building or a low-rise block, the proposed setbacks from the public realm are of an appropriate width to provide for the transition from public to private space. Where such units are located more closely to the public realm, the type of fronting streetscape has been considered to be more private in nature. In all instances, private patios leading to units and/or space for landscaping, buffer planting and privacy screening have been incorporated, as appropriate.

In all, a balance will be struck to ensure privacy within grade-related residential units and engagement with the adjacent public realm. Overall, the variations in street facades proposed across the subject site demonstrate a high regard for the pedestrian-oriented nature of the proposed public realm. To that end, the design and typical characteristics of the various proposed street facades introduce a thoughtful approach to animating the streetscape through an appropriate design language for the Development Proposal.

10.1 Pedestrian and Cycling Circulation

Several key goals of the Development Proposal are related to addressing challenges of connectivity throughout the subject site. These include breaking down large impermeable blocks for ease of movement across the site, providing increased safe pedestrian connections within the site and to the surrounding area, creating an active and interesting pedestrian environment, and encouraging the use of alternative modes of transportation such as walking and cycling. To address these issues, several new pedestrian connections are proposed throughout the subject site, many of which perform the dual function of acting as place-making features within the site. The primary goal of the proposed multi-modal circulation network is to be considerate of all users of the subject site and to balance vehicular traffic flow with transit connectivity, pedestrian and cyclist safety, and vibrant attractive streetscapes and open spaces.

The network of sidewalks, mid-block connections, and pedestrian paths of travel have been designed to increase permeability and connectivity throughout the subject site, as well as to promote active transportation. Multiple pedestrian connections from Dundas Street East are proposed to draw in pedestrians to the site, including the sidewalks along each side of Mattawa Avenue and the sidewalk lining the western side of Private Road A. Further, the introduction of a path system along the western edge of the subject site, through Blocks A and C, connecting to the pedestrian mews between those blocks, provides an interesting pedestrian linkage with views to the adjacent natural area and creek system.

At the intersections of Mattawa Avenue with Dundas Street East and with the future Blundell Road extension, in addition to between Blocks B and G, pedestrian crossings are proposed allowing for multiple safe connections across Mattawa Avenue to access the new public park and move throughout the site. The crossings will be visually distinctive, and where appropriate, will use alternate paving materials to signify the crossing area as one intended for pedestrian use. In addition to these crosswalks, wide landscaped boulevards along the streetscape have been provided to connect the proposed buildings throughout the subject site and to link to the existing surrounding street network.

In accordance with the City's active transportation policies, the Development Proposal promotes the use of active transportation modes generally through the provision of walkable connected blocks as described above, but more specifically through the proposed cycling infrastructure incorporated into the design of the subject site. Notably, dedicated bike lanes are introduced, both northbound and southbound along Mattawa Avenue, providing a safe and convenient connection for cyclists through the subject site. Further, internal bicycle storage facilities have been included in the design of each building, located at grade where possible, will further promote a culture of cycling and active transportation within this new community.

Figure 36 - Pedestrian Circulation and Site Elements

10.2 Vehicular Circulation, Parking and Service Area Design

Vehicular circulation through the subject site is provided by the network of enhanced existing public roads and new private connections. To access the development blocks, driveway entrances are proposed to support vehicular movement which has been internalized within the base buildings on each block. The principal strategy for each development block has been to accommodate at-grade parking, ramps to below-grade parking, loading, and servicing areas internally within shared facilities per block. This is to reduce interaction between vehicles and pedestrians in an uninterrupted pedestrian realm. Further, this approach ensures that the visual impact from these spaces is minimized from the public realm and residential areas adjacent to the subject site.

As such, access points from Mattawa Avenue to development blocks is limited, provided only at Blocks A and C. Vehicular access to internalized at-grade parking areas within all other blocks is proposed from a new private connection, such as Private Road A or the Private Laneway.

In addition to the internalized at-grade parking areas within each block, below-grade parking areas are proposed to be located in and shared between adjacent blocks. The number of proposed below-grade parking levels varies from the west and east sides of Mattawa Avenue, ranging from one level for Blocks E, F, and G in the east to three levels for Blocks A and C in the west. Further to this parking supply, a limited amount of lay-by parking is proposed along the east and side of Mattawa Avenue in proximity to its intersection with the future Blundell Road extension and in the vicinity of the proposed new public park. No other surface parking is proposed within the subject site. Complementary to the lay-by parking are two lay-by drop off areas along the west side of Mattawa Avenue, north and south of the future Blundell Road extension in proximity to the new public park and the grade-related retail uses within Block C.

All proposed servicing areas have been situated at grade, internal to each development block, providing ample room for trucks of various kinds to maneuver safely away from higher-traffic pedestrian areas. Loading, staging and garbage storage areas are integrated internally within each building appropriately screened from public view.

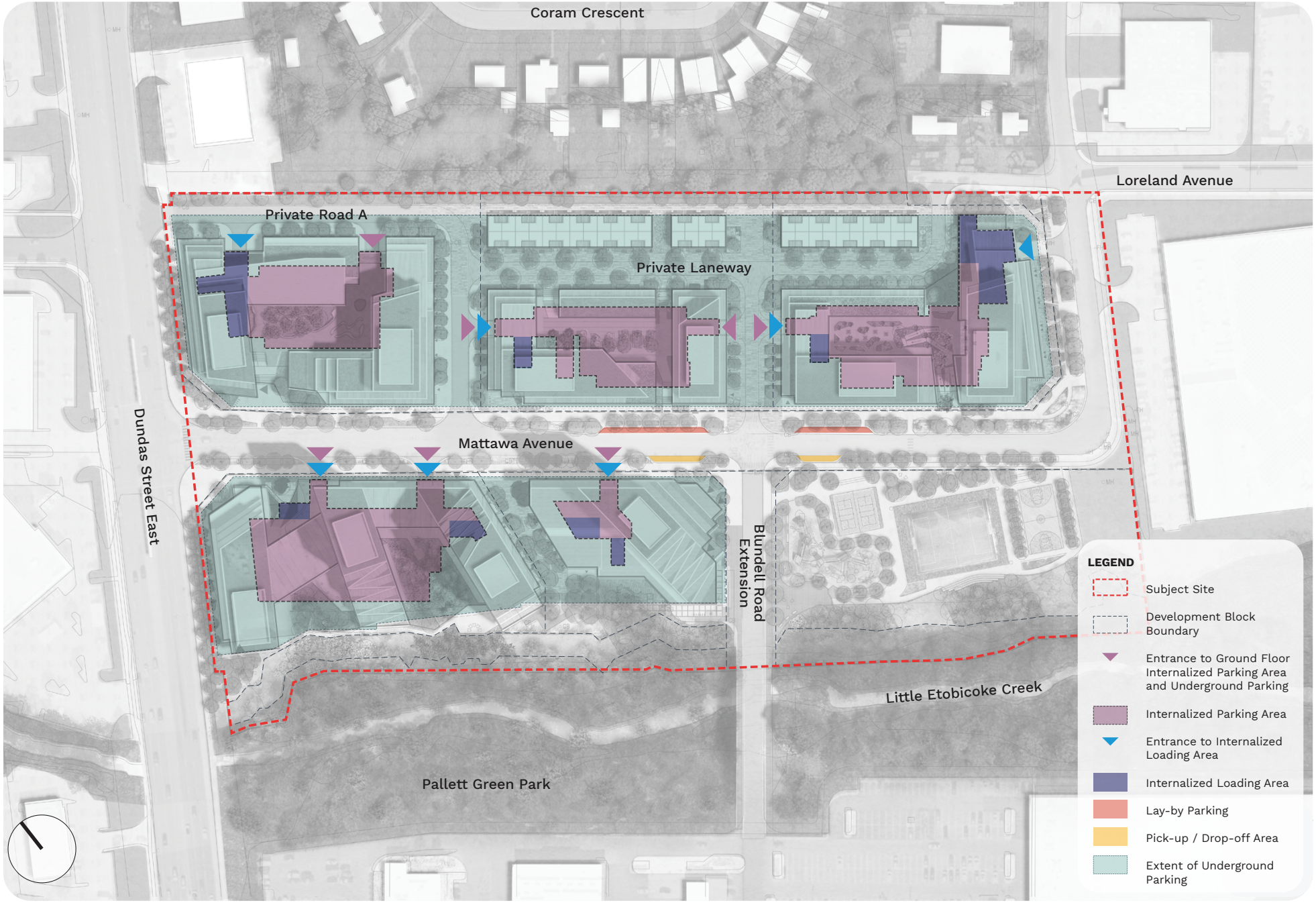


Figure 37 - Vehicular Access and Site Elements

11.0 SUSTAINABILITY INITIATIVES

Sustainability in urban design refers to the methods by which building design can promote and encourage environmental responsibility and health while also limiting the potential negative impacts of and from redevelopment.

In the City's Strategic Plan, which outlines Mississauga's vision for the future, five strategic pillars for change are identified, of which one is 'Living Green'. To that end, one of the City's goals in upholding this pillar is to lead and encourage environmentally responsible approaches. Supporting this vision, Section 6.0 of the City's Official Plan outlines policies related to sustainability that implements measures that are sensitive to and complement the natural environment. Section 6.2 of the Plan includes policies that support the City's approach to achieving a more sustainable built environment, utilizing technologies and approaches that conserve energy and water, reduce waste, improve air quality and protect the natural environment.

In line with the City's approach to 'Living Green', the following architectural, landscape and transportation sustainability measures are being considered for the Development Proposal. To the extent possible, the following potential initiatives are proposed to be implemented:

- Solar orientation has been considered when siting and massing all buildings. The towers on Blocks A and C have been oriented along the true north-south access. The south and west facades of the towers have deep balconies which provide shade and reduce solar gain in the summer months while providing solar access in the winter months. Further, facades on the north, east and west of the towers on these development blocks have a higher solid wall to glass ratio with inset balconies.
- Within the lower tower element floors, the built form has been terraced, stepping down toward the south in most cases. This allows rooftop terraces to have access summer and winter, allowing for more successful green roofs and terrace planting.
- The Development Proposal has been designed for the potential use of a district energy system. Space for a district energy plant is located within the southwest quadrant of Block A. To that end, each development block is proposed to have an energy transfer station located in the ground floor of a building located within the block. Also called low-carbon thermal energy networks, district energy systems distribute thermal energy to multiple buildings in an area or neighbourhood. These systems typically consist of a heating and cooling center and a thermal network of pipes connected to a group of buildings. District energy systems are more efficient than singular building systems and enable the use of less carbon-intensive energy sources (i.e. ground heat, solar thermal and biomass etc.).
- Mid-rise and low-rise buildings have been designed to consider alternative building structural systems to concrete. Concrete is one of the most carbon intensive material sources. Low-rise buildings (i.e. Buildings F-TH1, F-TH2 and G-TH1) can be stick built with light frame wood, with the integration of concrete block walls and/or cores where required. Mid-rise buildings (i.e. Buildings A1, E1, F1, F2, and G1) have been designed to consider the constraints of heavy timber. To that end, structural grids are smaller to accommodate for the smaller spans that can be achieved by this system. In the future, as the building code allows for taller heavy timber buildings, these buildings could potentially be built with a heavy timber structure and cross-laminated timber ("CLT") panels.

- The site structure and circulation network have been designed to encourage the use of alternative forms of transportation. Some measures include providing bike lanes which will connect into the new bike lane planned for Dundas Street East; providing a variety of pedestrian connections to make the site safe and easy to navigate; and leveraging connections to transit by providing access to the Dundas Street BRT, as well as more direct access via the proposed future Blundell Road extension and bridge to the Dixie GO Station.
- Bike storage facilities have been strategically located at grade to provide easy access to bike lanes and shared pathways throughout the subject site.
- Green roofs have been incorporated to reduce the amount of roof ruff and help with the low-impact storm water management approach for the subject site. Further, low-impact development features including rain gardens, increased urban tree canopy and biofiltration features are proposed to be implemented.
- All buildings have been designed with the intention to encourage nature inclusive design. Detailing of building facades, balcony guards etc. will consider how these elements can double as animal or plant habitats.
- Low-maintenance, drought-tolerant native perennial, pollinator supportive plantings are proposed to be specified throughout the subject site.
- The articulated creek edge buffer provides better habitat performance than a straight-line division, providing for improved conditions along the western edge of the subject site.

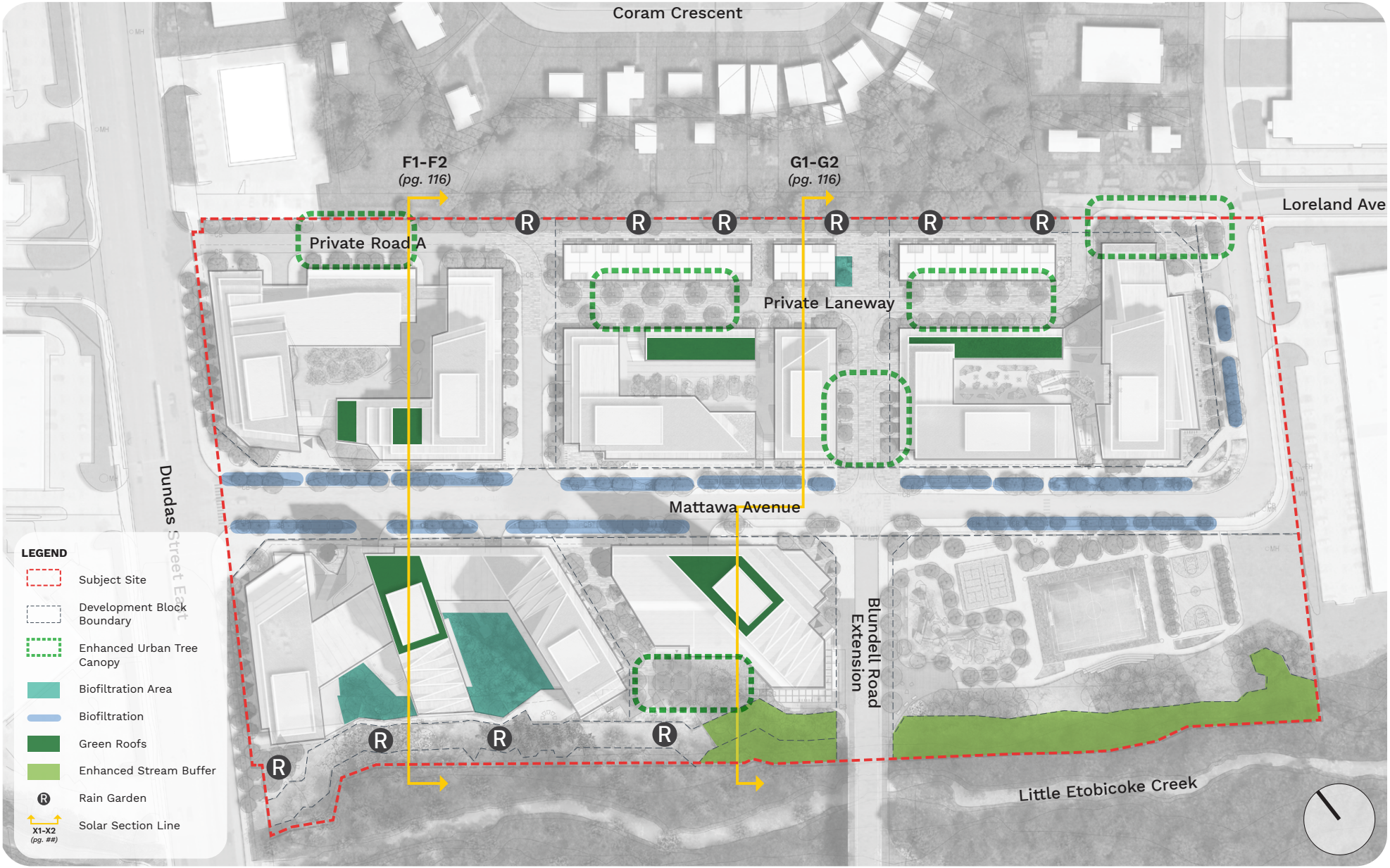
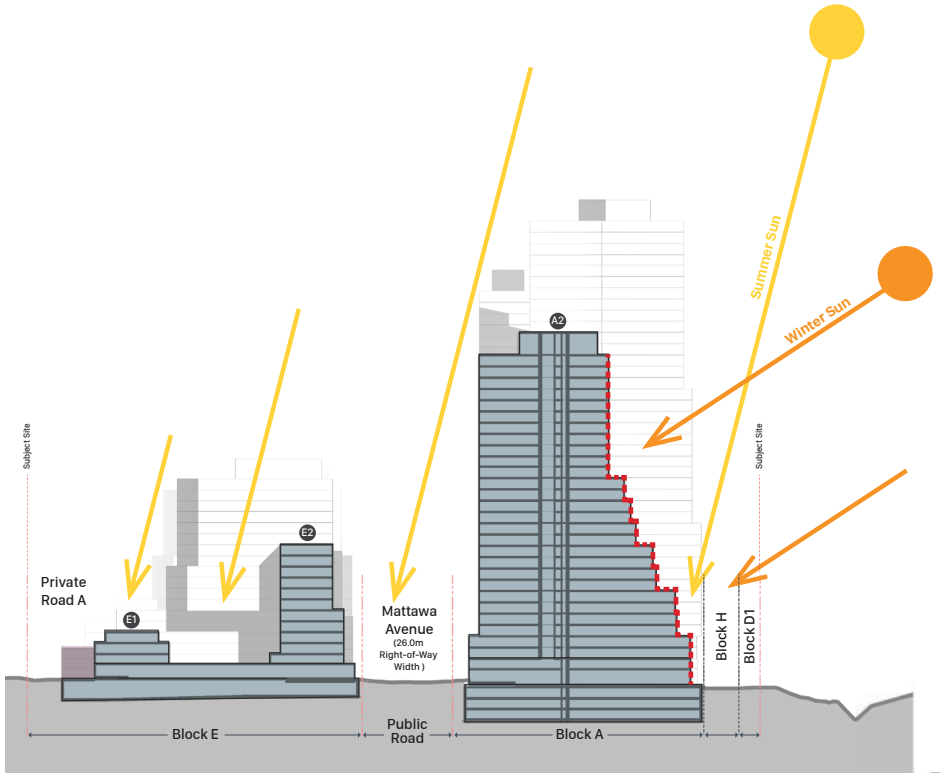


Figure 38 - Low Impact Development Elements

(Section F1-F2)



(Section G1-G2)

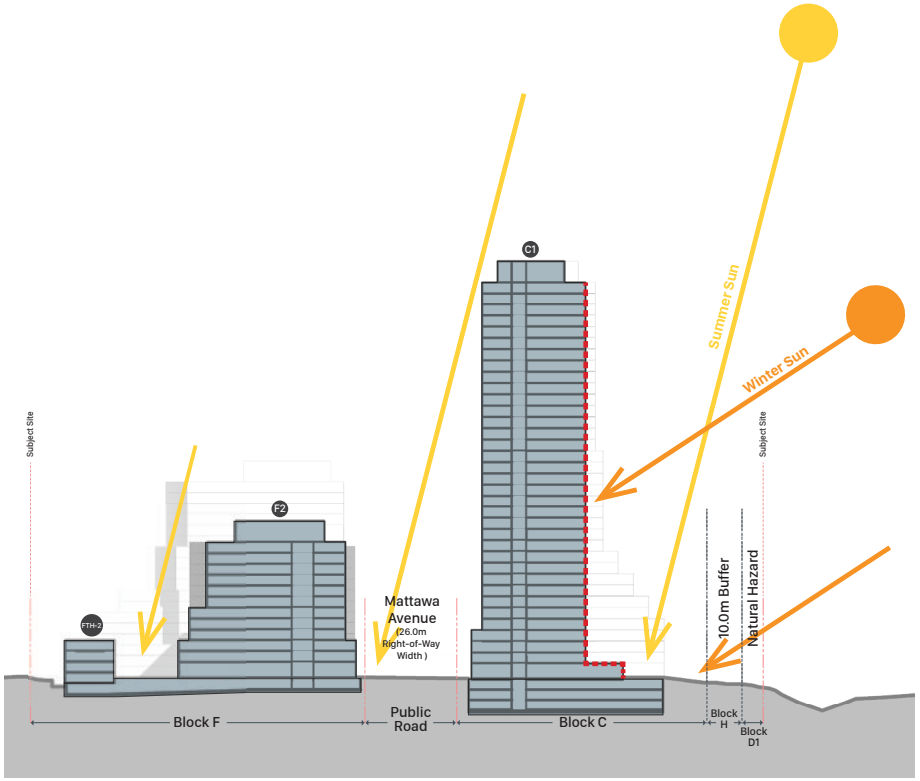


Figure 39 - Solar Section (Adapted from SvN, prepared by Bousfields)

15-45 Stories

Typology: High-rise Forms

Floorplate: 700 sm - 800 sm

Location: Along the south west edge of the site. Away from the established neighbourhood.

Separation Distance: 30 m separation between tower floor plate. 12 m between podiums.

Building System:

- PIP (Poured in Place) concrete
- Shafts & Shear walls

10-14 Stories

Typology: Mid-rise Forms

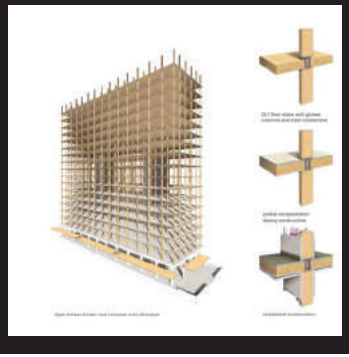
Floorplate: 18.5 m to 21 m depth. 40-45 m length.

Location: Along Dundas and Mattawa

Separation Distance: 12.5 m between buildings

Building System:

- CLT (Cross Laminated Timber) heavy timber
- Hybrid approach with PIP shafts



5-6 Stories

Typology: Mid-rise Forms

Floorplate: 18.5 to 21 m depth. 25-30 m length.

Location: Between Tall Midrise and Stacked Back to Back

Separation Distance: 12.5 m between buildings

Building System:

- Stick frame wood
- Concrete block shafts and shear walls

3-4 Stories

Typology: Low-rise Forms

Floorplate: 6 m wide by 9 m deep. 18 m back to back.

Location: Along the east edge of the site adjacent to the established neighbourhood.

Building System:

- Stick frame wood

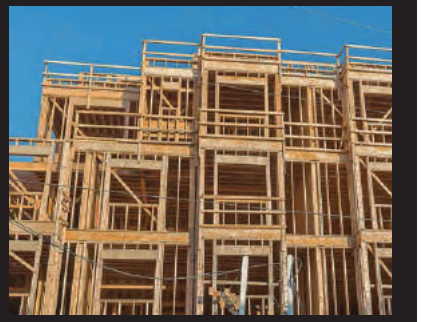
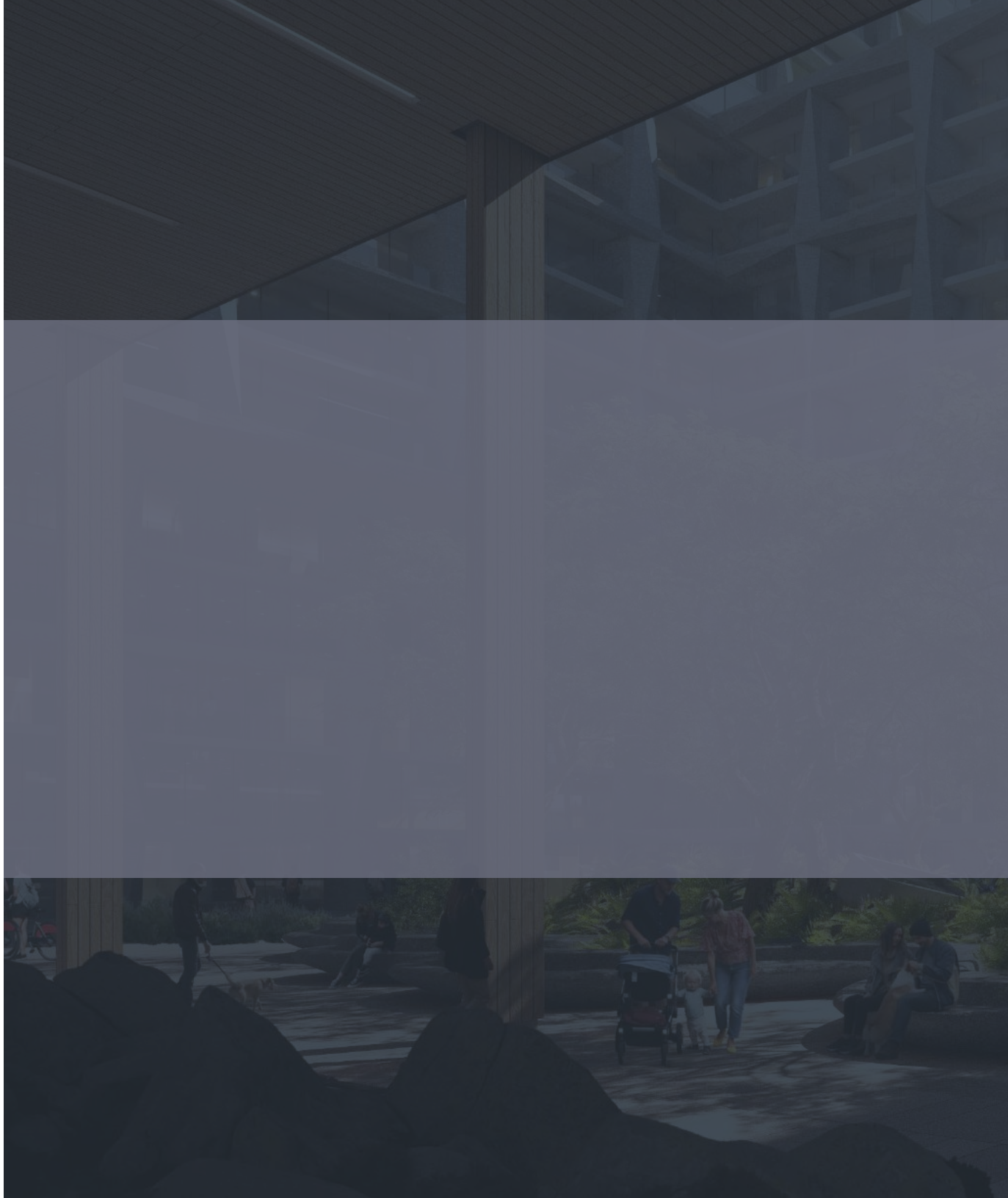


Figure 40 - Building construction systems (Adapted from SvN, prepared by Bousfields)



Conclusions

This Urban Design Study demonstrates the compatibility of the Development Proposal with the surrounding context and to address the City's planning and urban design principles and objectives as outlined in the applicable planning and urban design policy framework and guideline documents. This Study was prepared to provide an overview of the urban design vision and goals for the subject site, followed by a detailed analysis of the Development Proposal that demonstrates the ways in which the outlined urban design strategies and objectives have been met.

With respect to the urban design character of transit-supportive, pedestrian-oriented development, the Development Proposal for the subject site is appropriate and desirable considering its location within the Dixie-Dundas Community Node, and more broadly within the City. Supporting the overarching goals and objectives for this new mixed-use community, the Development Proposal includes a range of housing types and tenures that achieves transit supportive density. It establishes an appropriate transition in scale and intensity, providing a built form hierarchy which is harmonious with and complementary to the character of the existing adjacent low-rise residential neighbourhood, while also remaining respectful and protective of the adjacent creek system. The Development Proposal makes for better use of underutilized lands by breaking down the site into developable blocks and establishing an improved street network with increased connections to existing and future public streets. It introduces a well-integrated public and private realm, with several forms of open space connections and strategically located active uses lining streets and between buildings. The Development Proposal places an emphasis on the incorporation of landscape throughout the open space and building design, resulting in a variety of cohesive and complementary open spaces which contribute to a vibrant community for new and existing residents of the surrounding area.

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