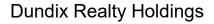
# URBAN DESIGN BRIEF

1225 Dundas Street East





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## **SECTION 1.0 INTORDUCTION**

#### 1.1 INTORDUCTION

This Urban Design Brief has been prepared in support of Official Plan and Zoning By-law Amendment Applications for the lands municipality addressed as 1225 Dundas Street East in the City of Mississauga, Regional Municipality of Peel (herein referred to as the "Subject Lands") and is a companion document to the Planning Justification Report, prepared by Glen Schnarr & Associates Inc., dated June 2022, which sets out the planning rationale for the proposed development applications.

The Proposed Development contemplates the redevelopment of the Subject Lands with thirty four (34) back to back townhouse and a twelve-storey midrise building, with on-site parking and amenity areas, and non-residential uses at grade (herein referred to as the "Proposed Development").

This Urban Design Brief provides information on the design rationale and strategy that has been applied to ensure the Proposed Development will create an attractive and viable residential development that can be effectively integrated into the existing context and surrounding community. This Urban Design Brief has been prepared in accordance with the City of Mississauga's Terms of Reference for Urban Design Briefs, dated January 15, 2019.



FIGURE 1: Rendering 1



#### 1.2 GOALS AND OBJECTIVES

The goal of the Proposed Development is to advance the City of Mississauga's vision of creating a desirable urban city and contribute to the goals and urban design objectives of the City and specifically urban design objectives of the Dundas Connects Master Plan. The key urban design objectives that have guided the proposed development include:

- Transit-oriented development to support existing and future transit;
- A mix of compatible and complementary land uses to encourage residents in the Dixie-Dundas area to live, work and play within a 15-minute, walkable community;
- Non-residential uses at grade, reduced setbacks, and limited building heights to animate the Dundas Street East streetscape and create a pedestrian-oriented main street condition;
- Provide refined outdoor amenity areas including a large and lush amenity area at the interior of the site, with flexible programming opportunities.
- Pedestrian connectivity supported by a four season, covered walkway connecting future residents internally and externally.



FIGURE 2: Rendering 2



#### 1.3 ANALYSIS OF THE SITE AND NEIGHBORHOOD

#### 1.3.1 SUBJECT PROPERTY

The Subject Lands are located on the north side of Dundas Street East, between Arena Road and Dixie Road. The Subject Lands are rectangular shape with 116.64 metres (382.67 feet) of frontage along Dundas Street East. The Proposed Development also includes a secondary access from Dundix Road.

The Subject Lands have an area of 1.23 hectares (3.04 acres). Currently, the site is occupied by a commercial building with surface parking, with vehicular access from Dundas Street East. The Subject Lands are paved throughout a majority of the Site. Sidewalks are currently located along the Dundas Street East frontage, the Arena Road frontage, and the Dundix Road frontage. Currently vehicular access to the Subject Lands provided via Dundas Street East and Arena Road.



FIGURE 3: Area Context Plan



#### 1.3.2 NEIGHBORHOOD CONTEXT

The Subject Lands are located within the Applewood Neighborhood Character Area, adjacent to the Dixie-Dundas Community Node Character Area, as defined by the Mississauga Official Plan. Due to extensive transit investment in the area, paired with Provincial policy objectives of walkable, complete communities, the area is currently experiencing redevelopment activity.

The Subject Lands are within walking distance to two higher order transit stations - the Dixie GO Station, and the future Dundas Street BRT. As per draft mapping by the Region of Peel, the Subject Lands are within a Major Transit Station Area (Dixie) which is an Intensification Area within the City of Mississauga Official Plan. Furthermore, in the City's Official Plan, Dundas Street is an Intensification Corridor.

#### Official Plan Corridor Policies

- 5.4.4 Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighborhood and Employment Area.
- 5.4.5 Where higher density uses within Neighborhoods are directed to Corridors, development will be required to have regard for the character of the Neighborhoods and provide appropriate transitions in height, built form and density to the surrounding lands.
- 5.4.9 Transit services infrastructure will utilize Corridors to connect Intensification Areas

#### Official Plan Intensification Areas Policies

- 5.5.1 The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centers, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas
- 5.5.5 Development will promote the qualities of complete communities.
- 5.5.7 A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas.
- 5.5.9 Intensification Areas will be planned to maximize the use of existing and planned infrastructure.
- 5.5.16 Major Transit Station Areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.



#### **NORTH**

To the north of the Subject Lands is the Applewood Neighborhood, consisting of low-density residential uses, including townhouses immediately north of the Subject Lands. Additionally, there is a two-storey retirement home, and institutional uses including the Dixie Curling club, and Dixie Public School

#### **EAST**

To the immediate east of the Subject Lands there is a six storey and fourteen storey apartment building. Further east are a variety of retail and commercial uses including Fresh Co., Tim Hortons, and Canada Post.

#### SOUTH

To the immediate south of the Subject Lands is Dundas Street West (with future Dundas BRT), followed by a variety of retail uses including Canadian Tire and A&W; as well as institutional uses including Kingdom Covenant Ministries and Candle Banquet Hall. Further southeast is the Dixie Go Train Station.

#### **WEST**

To the immediate west of the Subject Lands is A variety of retail and commercial uses including Vietnamese restaurants and Swiader Law Firm. Further west is the Applewood Neighborhood, consisting of primarily Single detached residential dwellings.



FIGURE 4: Site Context (North)



FIGURE 6: Site Context (West)



FIGURE 5: Site Context (East)



FIGURE 7: Site Context (South)

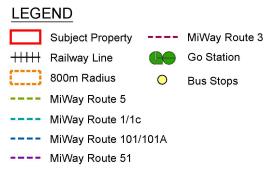


#### 1.3.3 FACILITIES, SERVICES, AND TRANSPORTATION



The Subject Lands and surrounding area have access to a variety of community services and facilities within an 800-metre radius, or 10-minute walking distance. With the Subject Lands located directly on Dundas Street East are very well-serviced by transit, within walking distance to the Dixie GO Station, and future Dundas Street BRT.

There are also Open Space systems that surround the property. For example, Applewood Heights Park is located northwest of the Subject Lands at the intersection of Constitution Boulevard and Sierra Boulevard and Hawkins Glen Park is located West of the Subject Lands at the intersection of Tomken Road and Rymal Road. Moreover, the Medilife Medical Center is located directly East from the Subject Lands on the south side of Dundas Street East. The Dixie Public School is located to the north of the Subject Lands at the intersection of Flagship Drive and Parthia Crescent.



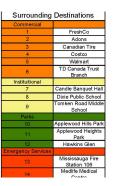






FIGURE 8: Area Context Map

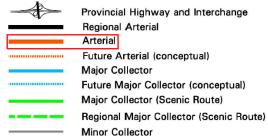


#### 1.3.3 TRANSPORTATION NETWORK

As previously noted, the Subject Lands have frontage on Dundas Street East which is designated as an "Arterial Road" in the Mississauga Official Plan with an ultimate Right-of-Way (ROW) width of 42 metres. Dundas Street West is designated as an "Intensification Corridor" and "Higher Order Transit Corridor" in the Mississauga Official Plan due to the future, planned Dundas Street Bus Rapid Transit (BRT).

With the Subject Lands located on the periphery of the Dixie-Dundas area, regardless of the future BRT, the lands are already currently well-served by existing public transit, being within walking distance of several existing municipal MiWay bus routes.

MiWay routes 1, 1c, 101 and 101A run east/west along Dundas Street and provide connections east and west of the Subject Lands. MiWay route 5 provides connections north and south of the Subject Lands along Dixie Road. The Dixie Go Station, located 800 meters southeast of the Subject Lands, is on the Milton GO Transit Line (Route 21) with service connecting to larger Regional public transit system for the City and Greater Toronto Area (GTA).



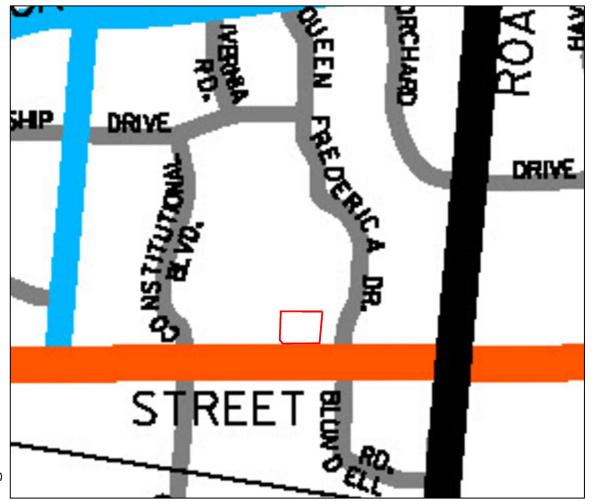


FIGURE 9: Long Term Road Network



The City is working closely with the Region of Peel to identify Major Transit Station Area (MTSA) boundaries and policies. The Region's work will define the density, heights, and land uses for each MTSA, and will provide direction for future development within the Dundas Street Corridor.

Furthermore, with the Subject Lands currently contemplated as being part of the Dixie GO MTSA. The Dixie GO MTSA defines a minimum density target of 160 people and jobs per hectare and is identified as an Intensification Area within the MOP. Therefore, the MOP Intensification Area policies should also be considered including:

- 5.5.1 The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas.
- 5.5.3 Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights.
- 5.5.5 Development will promote the qualities of complete communities.
- 5.5.7 A mix of medium and high-density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas.

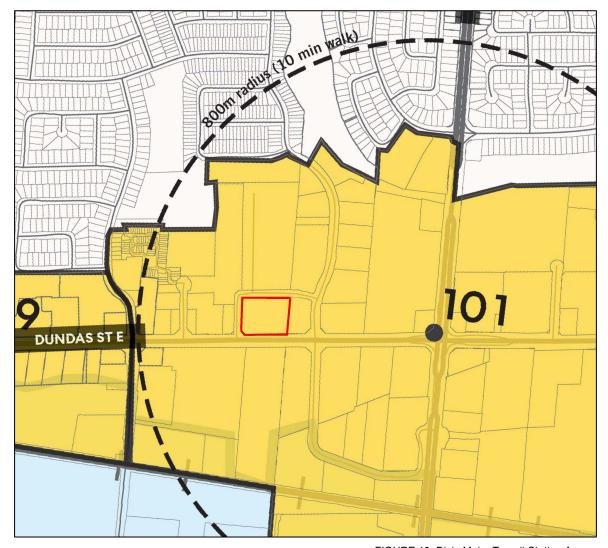


FIGURE 10: Dixie Major Transit Station Area



## SECTION 2.0 ANALYSIS OF THE PROPOSED DEVELOPMENT

#### 2.1 KEY OVERVIEW OF SITE DESIGN

As previously noted, the Proposed Development is for a medium density residential development comprised of one twelve storey midrise residential building containing four hundred and sixty-two (462) apartment units with a retail use at grade. Additionally, proposing thirty-four (34) back-to-back townhouse dwellings located along the Dundix Road frontage.

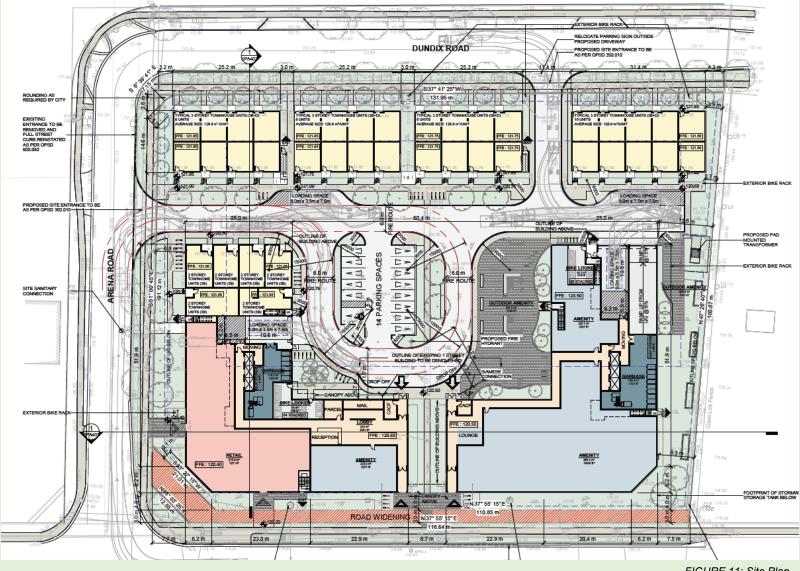
In total, the Proposed Development includes 499 units, with a total gross floor area ('GFA') of 43,770.10 square metres (471,142 square feet), consisting of a Residential GFA of 43,093.70 square metres (463,871 square feet), an Amenity GFA of 2,788.0 square metres (30,009 square feet) and a Non-Residential GFA of 675 .5 square metres (7,271 square feet). The Floor Space Index (FSI) for the Proposed Development is 3.66.

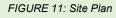
The Proposed Development provides 675 .5 square metres (7,271 square feet) of active retail or commercial uses at grade are intended to animate the street and create a lively street edge. The Proposed Development 1,431.70 square metres (15,410 square feet) of indoor amenity area and 1,356.30 square metres (14,599 square feet) of outdoor amenity area, located in the internal courtyard of the site. The Proposed Development provides a total of 376 parking spaces, spread through one level of underground parking and surface parking. Throughout subsequent sections of this Urban Design Brief, where the proposal aligns with Mississauga Official Plan Urban Design policies, the corresponding policy is referenced in the brackets that follow.

PROPOSED DEVELOPMENT SITE STATISTICS		
AREA		
Total Site Area	1.23 hectares (3.04 acres)	
Proposed Density	3.66 Floor Space Index (FSI)	
GROSS AREA		
Gross Floor Area	43,770.10 square metres (471,142 square feet)	
Residential Gross Area	43,093.70 square metres (463,871 square feet)	
Non-Residential Gross Area	675 .5 square metres (7,271 square feet)	
UNIT BREAKDOWN		
Townhouse Residential Dwelling Units	34	
Apartment Residential Dwelling Units	462	
PARKING		
Total Parking Provided	376	
Residential Parking	306	
Visitor Parking	56	
Retail Parking	14	
Bicycle Parking	246	
AMENITY SPACES		
Total Amenity Area	2,788.0 square metres (30,009 square feet)	
Indoor Amenity Area	1,431.70 square metres (15,410 square feet)	
Outdoor Amenity Area	1,356.30 square metres (14,599 square feet)	



#### **2.1.1 SITE PLAN**







#### 2.1.2 CONCEPTUAL LANDSCAPE PLAN AND AMENITY AREAS

The landscape strategy for 1225 Dundas Street East draws on both the land use of the site, and the vision for a thriving pedestrian-oriented community in Applewood. Taking cues from the architectural arrangement of the site, the landscape design follows a pattern from the urban streetscape to the more passive recreational use as one moves into the site. Paving patterns and tree placements within the site delineate various spaces including drive aisles, and the amenity green space.

The landscape design indicated within this Urban Design Brief, is conceptual in nature and intended to convey the character of the proposed landscape design. Final design solutions are to be resolved during the detailed design stage of the project and the site plan in consultation with the Owner, the City of Mississauga, and the team consultants. Site landscaping will be provided in accordance with the City of Mississauga Site Plan requirements



FIGURE 12: Landscape Plan



### 2.2 BUILT FORM, MASSING, TRANSITION AND BUILDING SEPARATION

#### 2.2.1 LAYOUT AND BUILDING ORIENTATION

The Proposed Development is situated along Dundas Street East, to frame the street frontage of the Subject Lands, to emphasize and delineate the view corridor (MOP policy 9.2.1.12). The Proposed Development includes a building configuration with the six-storey podium contributing towards minimizing wind impacts and maximizing sunlight to Dundas Street and the single detached dwellings to the north (MOP policy 9.2.1.14).

The proposed development faces Dundas Street East (MOP policy 9.2.1.24) and the podium is proposed to be positioned over 35 metres from the northern property line, 7.8 metres to the east property line, 7.7 metres from the west property line and 7.0 metres to the south Dundas Street East property line. The proposed setback to the Dundas Street East streetline will allow the built form to relate to and interact with Dundas Street East (MOP policy 9.2.1.28) and the proposed mix of uses at grade will activate the streetscape. The proposed setback to Dundas Street East also allows the Proposed Development to frame the street edge and create a relationship with the existing public sidewalk; while also being located close enough to the street to encourage pedestrian experience and circulation (MOP policy 9.2.1.35). Furthermore, no vehicular access is proposed from Dundas Street East, eliminating existing interruptions to the street wall along Dundas Street, providing a continuous built form with the podium, and providing a safe pedestrian experience (MOP policy 9.2.1.17).

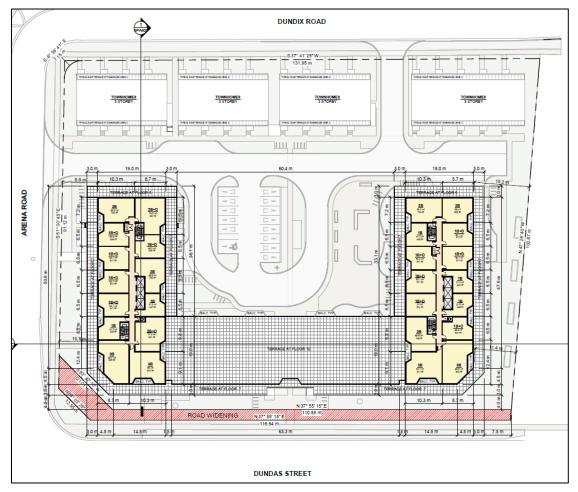


FIGURE 13: Site Plan



#### 2.2.2 HEIGHT AND MASSING

The Proposed Development is 12 storeys in height which is an appropriate height given the proximity to transit and adjacent land uses. Major Transit Station Areas are the City's preferred location for taller buildings (MOP policy 9.2.1.8). Furthermore, the Mississauga Official Plan, outlines where the right-of-way exceeds 20 metres, greater building heights may be required to achieve appropriate street enclosure in relation to the right-of-way width (MOP policy 9.2.1.9). Dundas Street East has an ultimate ROW width of 42 metres to accommodate the future BRT, as outlines inf the Mississauga Official Plan.

Additionally, to respect the surrounding context, back-to-back townhouses are proposed at the rear, closest to the adjacent residential community, and respects the 45-degree angular plane from the property line. Furthermore, the building provides a step back of an additional 3.0 metres, increasing the distance between the taller components of the building and the property line. The proposed height is appropriate given the surrounding context, recently approved applications in the area, as well as policy objectives for increased density and transit-oriented development in this area.

After the tenth storey the building separates into two separate towers with a slender floorplate of 3.079.80 square metres (33,151 square feet) to reduce shadowing onto Dundas Street East and enhance sky views. Also, to enhance sky views and reduce shadowing, the Proposed Development provides a tower separation of 60.4 metres. The tower components are set back appropriately from the property lines: 15.5 metres from the east property line, 37.9 metres to the north property line and 9.8 metres setback from the west property line - to respect existing surrounding developments (MOP policy 9.2.1.10).

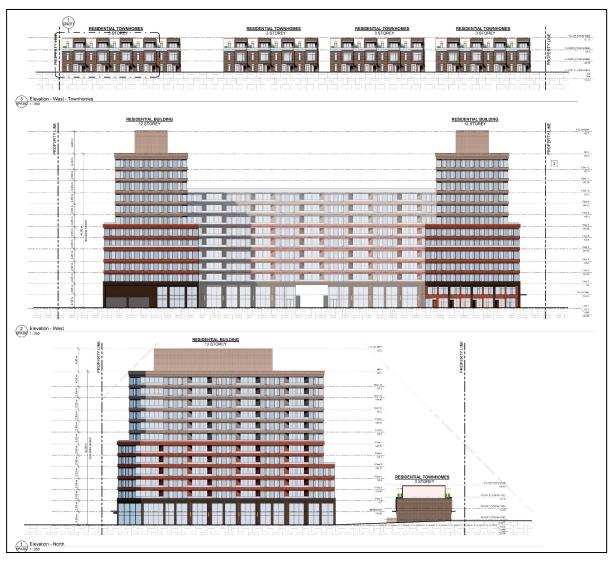


FIGURE 14: Building Elevations



#### 2.2.3 BUILDING FAÇADE AND ARTICULATION



The Architectural façade of the building has been carefully designed to integrate and enhance the existing Applewood Community. The materials proposed for the façade of the Proposed Development mirrors that of the materials found within the community; such as the use of red and grey brick on the main building and the town house components. The use of a soft and playful architectural expression provides a pedestrian scale to the Proposed Development.

The Proposed Development also includes an active streetscape which is articulated through a retail/commercial component. In addition, a covered walkway has been designed to dissect the building, breaking up the streetscape and providing safe, car free, pedestrian access through the site.

FIGURE 15: Rendering 3



#### 2.3 SITE CIRCULATION

#### 2.3.1 VEHICULAR ACCESS AND PARKING

Vehicular accesses to the Proposed Development are proposed via full moves access Arena Road and a full moves access at Dundix Road. Internal vehicular circulation can flow in both directions, for cars coming in from Arena Road or Dundix Road. A proposed internal condominium road is proposed along the center of the property, which loops around the internal courtyard providing access to sixteen visitor vehicular parking spaces. Additional connections for servicing and loading are proposed at the four corners of the site, providing multiple options for circulation throughout the site.

Furthermore, the residential lobby for the mid-rise building is proposed along the condominium road, to facilitate resident drop off. To minimize the visual prominence and efficiently utilize the available land on the property, all parking is proposed underground (MOP policy 9.2.1.37). The internal roadway connects to the underground ramp located at the northeast side of mid-rise building The ramps lead to one level of underground parking to be shared amongst the mid-rise building and the back-to-back townhouses.

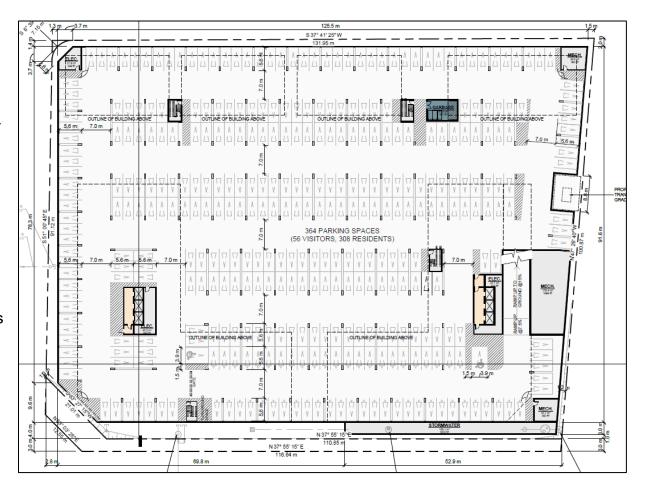


FIGURE 16: Parking Plan



#### 2.3.2 PEDESTRIAN AND BICYCLE CIRCULATION

To provide safe and comfortable pedestrian access from and through the Proposed Development to the surrounding area, there is an 8.7 metre covered, pedestrian walkway proposed from Dundas Street East, which dissects the mid-rise building to the internal courtyard amenity area.

The pedestrian walkway provides a comfortable, safe, and convenient linkage between Dundas Street, the internal amenity areas, and the residential lobby. The pedestrian walkway connecting the residential lobby and the townhouses fronting onto the private condominium road will enable future residents to easily walk to Dundix Road or Dundas Street East, to access transit and services.

Additionally, there are three pedestrian walkways dissecting the four townhouse blocks, providing pedestrians various walkway options. The Proposed Development is therefore designed to support and incorporate safe and comfortable pedestrian connections (MOP policy 9.2.1.22).

Finally, a total of 246 bicycle parking spaces are provided throughout the Proposed Development. 134 of these are short term visitor parking spaces and 112 are log term residential parking spaces which will use a stacked bicycle parking rack as seen in Figure 17

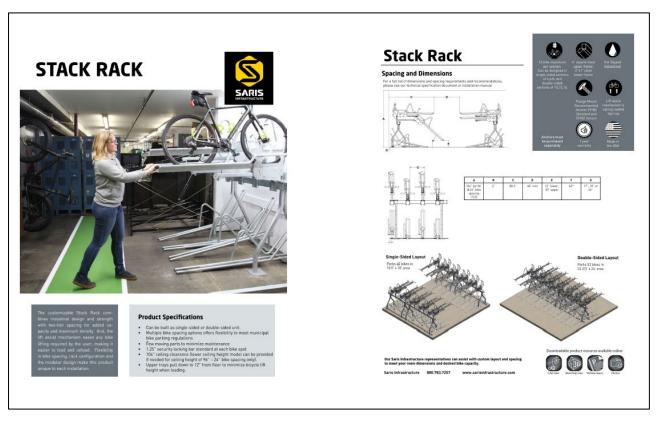


FIGURE 17: Stacked Bicycle Parking Plan



#### 2.3.3 LOADING, GARBAGE, AND SERVICE AREAS

The Proposed Development includes multiple access points for vehicles and service vehicles via the two access points noted above (MOP policy 9.2.1.6). The Proposed Development has four loading and garbage/staging areas which are accessed off the main internal roadway. The garbage and loading areas are located within the internal to the site and hidden from Dundas Street sightlines. Keeping the garbage areas and loading areas internal to the site also screens these from the street view and public realm to minimize any potential visual nuisances created (MOP policy 9.5.5.7).

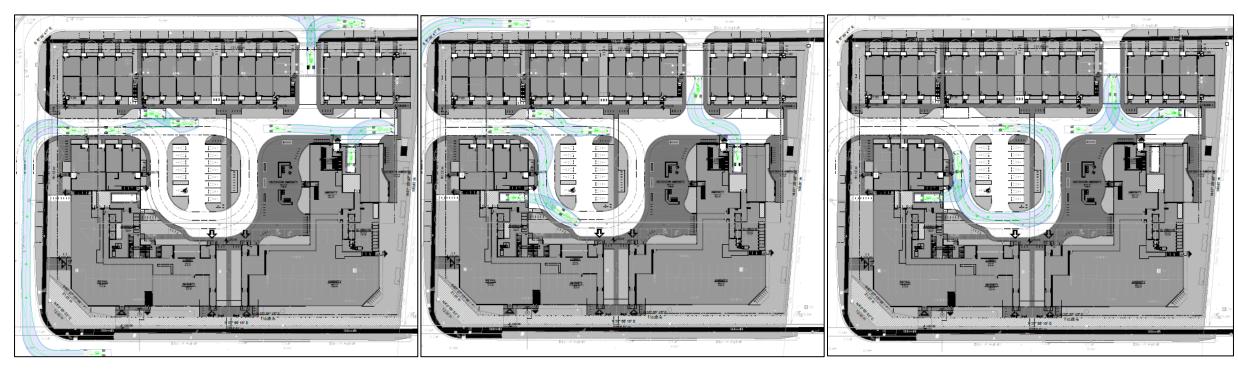


FIGURE 18: Loading Plan



## **SECTION 3.0 URBAN DESIGN CONSIDERATIONS**

#### 3.1 URBAN DESIGN CONSIDERATIONS

Throughout the past decade there have been numerous reports and studies completed within the City of Mississauga providing guidelines for appropriate urban design for land development projects. The various reports and studies noted below, generally outline the same vision for the broader Dixie-Dundas Area and this stretch of Dundas Street East.

Dundas Street is envisioned as a mixed- use, pedestrian focused Main Street, with buildings that relate to the street and uses that liven and activate the streetscape. The proposed mid-rise building has a setback of 7.0 metres from Dundas Street, with a proposed building height of twelve storeys, and a continuous street wall condition of 110.4 metres, with non-residential uses incorporated at grade, which achieves the urban design objectives noted above.



FIGURE 19: Building Elevations



#### 3.2 BACK-TO-BACK & STACKED TOWNHOUSES URBAN DESIGN GUIDELINES

#### Back-to-Back & Stacked Townhouses Urban Design Guidelines (2018)

#### Key policies include:

- achieve increased densities in a low-rise form of housing
- a sensitive way to transition between low density and high density built forms
- ensure compatibility with the existing and planned context
- design to meet the needs of people of all ages, abilities, and incomes
- balance functional design and aesthetics with long term sustainability
- connect streets and provide pedestrian linkages
- provide high quality private and common amenity areas
- 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
- include surface and/or underground parking

The proposal provides for a stacked, back to back townhouse development. As such, redevelopment of the Subject Lands, as contemplated, has considered the detailed design principles outlined in the Guidelines in relation to building height, building setbacks, separation between buildings, block design, unit design, parking, servicing, pedestrian connectivity, and landscaping.

Overall, it is our opinion that the Proposed Development and corresponding Amendments represent an opportunity to implement a well-designed and planned townhouse development that implements the design directives outlined in the Guidelines.

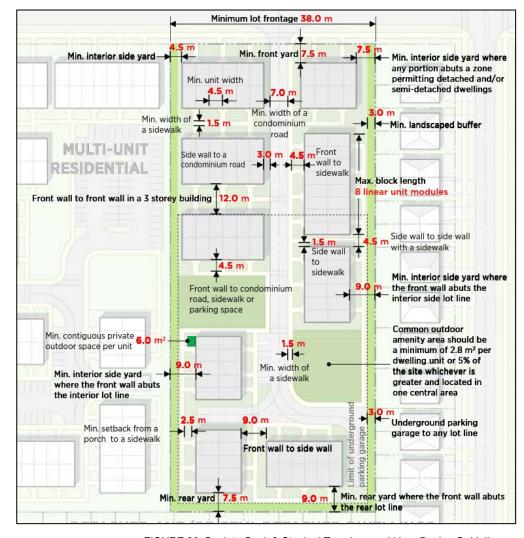
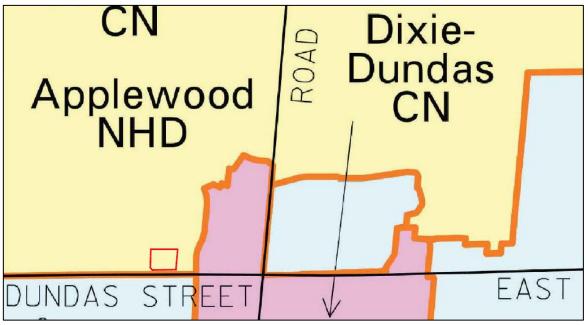


FIGURE 20: Back-to-Back & Stacked Townhouses Urban Design Guidelines



#### 3.3 APPLEWOOD NEIGHBORHOOD CHARACTER AREA

The MOP clearly states that any high-density mixed-use development is to be accommodated on lands located along Dundas Street East in the Applewood Neighborhood Character Area. The Proposed Development and corresponding Official Plan Amendment seek to achieve just this, as the Proposed Development is to accommodate a medium density, mixed used development that is compatible with and enhances the established, evolving character of the Applewood community. For the reasons outlined above, it is our opinion that the Proposed Development and corresponding Official Plan Amendment serve to further implement the City's Applewood Neighborhood Character Area policies.



- 16.2.2.2 Creative massing solutions are encouraged in the design of built form and site layouts for mixed use lands on Dundas Street East. The height of buildings should be maximized, and the amount of parking between the front building façade and the street line decreased. Emphasis should be placed upon creative and effective landscape treatment. Signs should form an integral part of the overall concept of site and building design.
- In high density residential development, efforts to develop a continuous street frontage through the orientation of buildings parallel to the street and the placement of significant building mass adjacent to the street edge are encouraged. Where this is not possible, the construction ground related podium structures (not including above ground parking structures) and intensive landscaping at the street edge, may be considered.
- 16.2.2.4 Pedestrian activity on lands designated Mixed Use at the northwest corner of Dundas Street East and Dixie Road should be encouraged by:
  - a. minimizing building setbacks and the amount of parking between the front façade of buildings and the street;
  - b. orienting buildings parallel to the street with a significant portion of the building mass located along the street frontage; and
  - c. providing a continuous landscape area between the front wall of buildings and the street."

FIGURE 21: Applewood Neighborhood Character Area



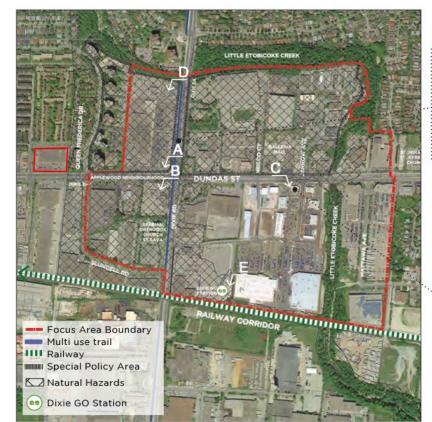
## 3.4 DUNDAS CONNECTS MASTER PLAN (2018)

#### Dixie Focus Area

#### Key policies include:

- If flooding issues are addressed and SPA is modified, there is potential for intensification and redevelopment
- 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 implement ring road principles to improve functionality at Dixie Road and Dundas Street
- Opportunity to encourage development around major transit stops
- · Opportunity to provide better visual and physical connections to natural landscape

While the Subject Lands are technically outside of the "Dixie Focus Area", the intent of fostering mixed-use, transit supportive development still applies. In addition to the Proposed Development being within 500 metres from a GO Station, the Subject Lands are within an area of surrounding medium and high density uses and district level commercial uses.





Flooding issues

Newly built development unlikely to change

Figure 2-8. Dixie Focus Area





FIGURE 22: Dixie Focus Area



## **SECTION 4.0 SUPPORTING STUDIES**

#### 4.1 SUN/SHADOW STUDY

A Sun/Shadow Impact Study was prepared by Turner Fleischer, dated July 08, 2022 included with this submission to determine potential shadowing effects of the Proposed Development on communal outdoor amenity areas, public realm, immediately adjacent residential neighborhoods. The Sun/Shadow Study was completed in accordance with the City's Standards for Shadow Studies dated June 2014 and includes shadow drawings for the required times on June 21, September 21 and December 21. The Shadow Study summarizes the criteria that have been met and not met and concludes that the Proposed Development meets most of the criteria in place by the City of Mississauga's standards.



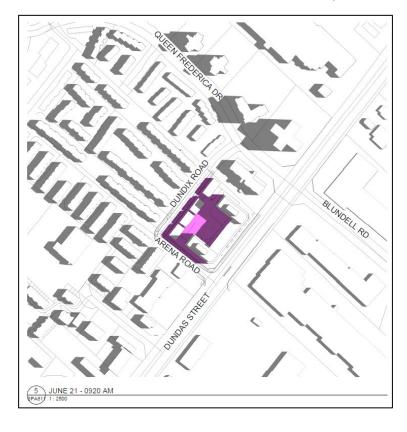






FIGURE 23: Sun/ Shadow Diagram



#### **4.2 PEDESTRIAN WIND STUDY**

The Pedestrian Wind Study was prepared by Cermak Peterka Petersen, dated June 28, 2022 included with this submission to determine the potential wind impacts of the Proposed Development on the site and the immediately adjacent public spaces. The study was prepared in accordance with the City of Mississauga Terms of Reference for Pedestrian Wind Comfort and Safety Studies dated June 2014 and includes the required wind testing diagrams for summer, winter, and annual conditions.

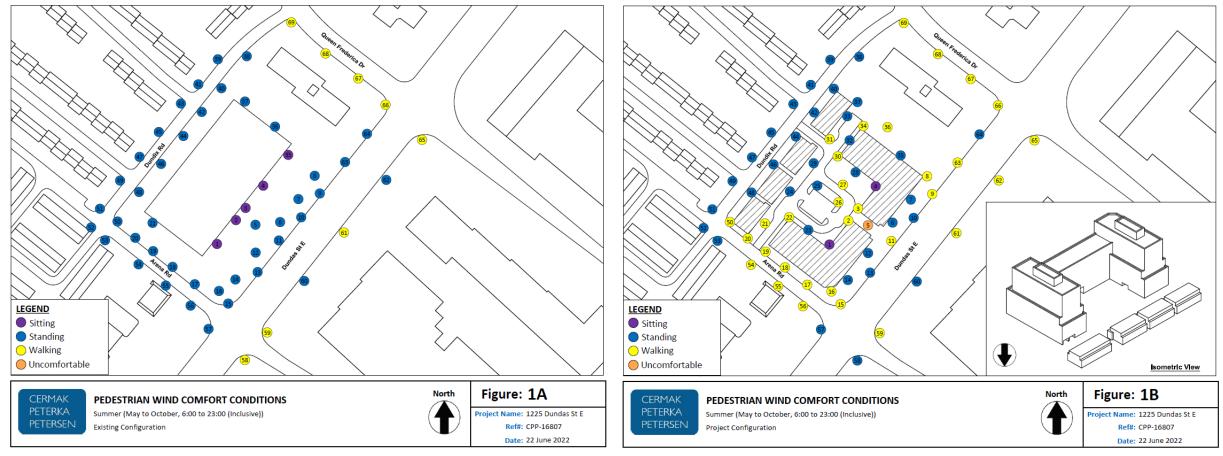


FIGURE 24: Pedestrian Wind Study Diagram



## **SECTION 1.0 SUMMARY AND CONCLUSIONS**



This Urban Design Brief concludes that the Proposed Development embodies an appropriate reinvestment and improvement of an underutilized site. The Proposed Development is an attractive and viable residential development at an appropriate scale for the Applewood neighbourhood. Additionally, the Proposed Development includes non-residential uses at grade along Dundas Street East, which can be effectively integrated into the existing context and surrounding community.

Moreover, the Proposed Development provides an appropriate approach to intensification of an underutilized site. With a proposed building height of twelve storeys and a Floor Space Index of 3.66, the Proposed Development is well served by existing and planned future transit. Based on our review of the City of Mississauga Official Plan urban design policies, it is our opinion the Proposed Development satisfies the goals and urban design objectives of the Mississauga Official Plan and Dundas Connects Master Plan.

FIGURE 1: Rendering 1

