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August 19, 2022

Tracy Ferrier
Executive Assistant
Breda Group
101 Duncan Mill Road #100
North York, ON
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Dear Tracy,

**Re: Microclimatic Analysis - Addendum Letter
579, 619 Lakeshore Road East & 1022, 1028 Caven Street
Mississauga, Ontario
Theakston Project No. 22896 (21708)**

We reviewed Architectural Drawings for 579, 619 Lakeshore Road East & 1022, 1028 Caven Street, prepared by Quadrangle Architects, dated July 11, 2022, as well as our Pedestrian Level Wind Study dated October 5, 2021, and related files, with regard to the effect of the revised massing on predicted pedestrian comfort conditions.

The proposed Development site occupies a portion of a block of lands situated to the north of the intersection of Lakeshore Road East and Lagoon Street, in the City of Mississauga. The original proposal for the Development involved a plan to construct 4 buildings denoted Buildings A through D. Building A was proposed as a 16 storey residential tower with a 4 storey podium and outdoor amenity space at the 5th level. Building B was proposed as two 16 storey towers with a 4 storey connective podium, and outdoor amenity space at the 5th level. Buildings C and D were proposed as 4 storey residential buildings with retail at grade, and were connected above the 1st level to accommodate a breezeway serving as a Pedestrian Path. A driveway was proposed providing access to the drop-offs and underground parking areas connecting to Lagoon Street and Caven Street. Main residential entrances were proposed at the internal drop-off areas, and retail entrances were proposed along Lakeshore Road East.

The summary findings of the pedestrian level wind study indicated that with the introduction of the proposed Development, wind conditions at many locations will improve, with occasional localized areas of higher pedestrian level winds. As such, the site was predicted comfortable under normal wind conditions; however, under high ambient winter wind conditions with winds emanating from specific directions, a few localized areas were predicted to be windy from time to

time, but the areas remain appropriate to the intended purpose. Mitigation plans were recommended for the rooftop amenity spaces and the residential entrances to Buildings A and B in order to achieve seasonally comfortable conditions that are appropriate for the intended uses. The proposed Development was predicted to realize wind conditions acceptable to a typical suburban context.

Subsequent to the wind study dated October 5, 2021, massing changes were made to the proposed Development which include:

- Building A's podium was increased from 4 to 6 storeys,
- Building B's podium was similarly increased from 4 to 6 storeys, and
- Buildings C and D were increased from 4 to 6 storeys.

Based on our analysis and experience, we submit the revised buildings reasonably resemble the massing analysed and presented in our original study. Increasing Building A and B's podiums from 4 to 6 storeys will result in a theoretical increase in downwash towards the pedestrian level, however the changes will be minor and likely imperceptible. The related rooftop amenity spaces atop the podiums are expected to realise similar conditions to those outlined in the original report. Increasing Buildings C and D from 4 to 6 storeys will similarly result in a theoretical increase in winds at the pedestrian level, specifically along Lakeshore Road East, however the changes will also be minor and are not expected to impact pedestrian comfort ratings.

In summary, based on our analysis and experience, we submit that the massing revisions will result in comfort conditions at, and within the vicinity of, the proposed Development that are similar to those discussed in the aforementioned Theakston Report. As such, the site is predicted to remain comfortable and suitable for the intended uses and the original conclusions and recommendations remain valid.

Respectfully submitted,



Nicole Murrell M.Eng



Stephen Pollock P. Eng.

