



 BOUSFIELDS INC.

Urban Design Study

60 Dundas Street East
City Of Mississauga

Prepared For
Almega Asset Management

December 2022



Job Number
2195

www.bousfields.ca

Urban Planning
Urban Design
Community Engagement

Toronto Office

3 Church Street, Suite 200
Toronto, ON
M5E 1M2

T. 416.947.9744
F. 416.947.0781

Hamilton Office

1 Main Street East, Suite 200
Hamilton, ON
L8N 1E7

T. 905.549.3005
F. 416.947.0781

Table of Contents

1 Introduction	1
1.1 Goals and Objectives	3
1.2 Analysis of the Existing Site and Neighbourhood	5
2 Analysis of the Proposed Development	15
2.1 Site Design	16
2.2 Built Form and Uses	31
2.3 Access, Circulation, Parking and Services	40
2.4 Supporting Studies	46
3 Additional Policy Analysis	48
3.1 Review of Cooksville Vision and Built Form Standards	48
4 Summary and Conclusions	52



This updated Urban Design Study (UDS) has been prepared by Bousfields Inc., on behalf of Almega Asset Management, in support of a resubmission of a revised development plan for 60 Dundas Street East (hereafter referred to as the “Subject Site”).

The application was originally filed with the City of Mississauga in March 2022. Since that initial submission, the proposal has been revised to respond to initial comments from City staff and to have regard for adopted Official Plan Amendments (“OPAs”) 145 and 146, as well as the Downtown Fairview, Cooksville and Hospital Built Form Standards (both adopted and endorsed subsequent to the original application).





1

Introduction

This updated Urban Design Study (UDS) has been prepared by Bousfields Inc., on behalf of Almega Asset Management, in support of a resubmission of a revised development plan for 60 Dundas Street East (hereafter referred to as the "Subject Site"). The application was originally filed with the City of Mississauga in March 2022. Since that initial submission, the proposal has been revised to respond to initial comments from City staff and to have regard for adopted Official Plan Amendments ("OPAs") 145 and 146, as well as the Downtown Fairview, Cooksville and Hospital Built Form Standards (both adopted and endorsed subsequent to the original application).

The purpose of this updated study is to describe the proposed revisions to the development proposal and update our urban design analysis as it applies to the revised plan. The revised development scheme contemplates an overall reduction in height and density across the site, and a more sympathetic response to the existing and planned built form character of Cooksville. It proposes a lower tower height along the Dundas Street East frontage, stepping up in height away from the street towards the rear of the site. Vehicular access is consolidated to Shepard Avenue and additional pedestrian connections are proposed to improve circulation across the site.

This study concludes that the revised development proposal continues to represent good urban design, is appropriate within the immediate and surrounding context and will positively contribute to the enhancement of the existing and planned character of the Cooksville neighbourhood in Mississauga. Subject to the revised comments and analysis set out in this updated study, the previous content from the submitted Urban Design Study (March 2022) continue to be relevant and accurate.

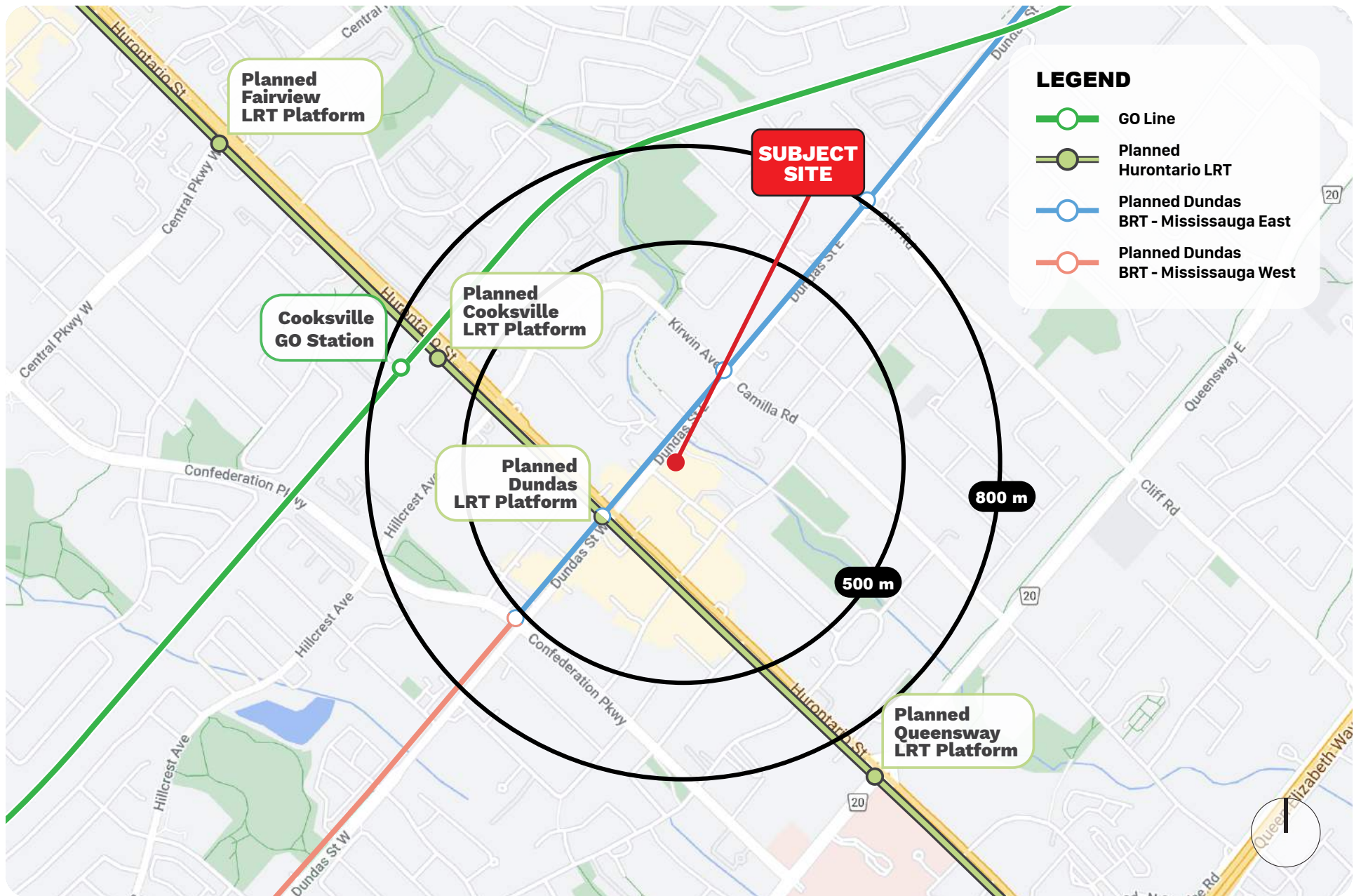


Figure 1 - Area Context

1.1 Goals and Objectives

The revised proposal continues to envision the Subject Site as an attractive mixed-use and transit-supportive development that will contribute to Downtown Cooksville's existing vibrant and diverse urban neighbourhood. The intensification of the Subject Site will improve the public realm along both Dundas Street East and Shepard Avenue by siting buildings near the street edge to contribute to the main street character and incorporating grade-related retail to encourage activity. Taller building forms will be

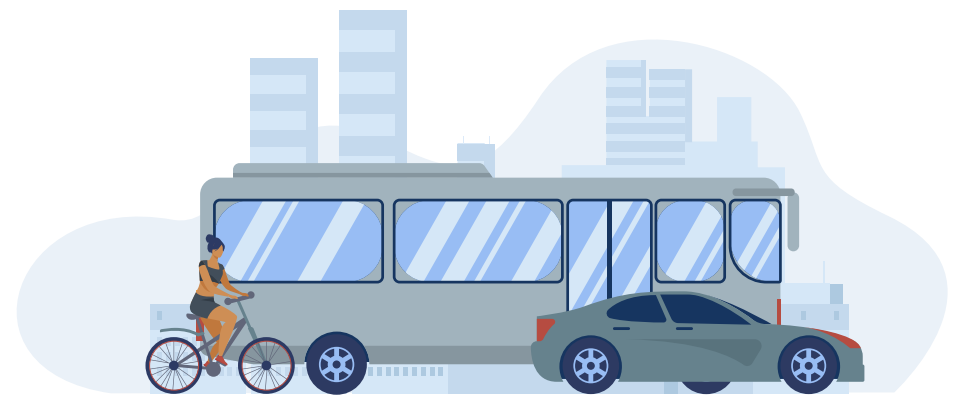


(1) Enhance the Existing Character of the Site

- Develop a pedestrian-friendly building form with excellent architectural design, contextually appropriate massing and treated with high-quality building materials.
- Orient and place proposed buildings at, or near, the street edge to animate and enhance the adjacent public realm.
- Expand the existing green network by introducing a new public park adjacent to the creek edge.

established to provide more housing within the neighbourhood and to support existing and planned transit initiatives such as the Hurontario Light Rail Transit (LRT), proposed Bus Rapid Transit (BRT) along the Dundas Street corridor and GO Transit.

In support of the City of Mississauga's policies and guidelines for Downtown Cooksville, the proposal appropriately considers the following objectives:



(2) Support Existing and Planned Transit Infrastructure

- Introduce densities that will support existing and planned transit initiatives within the immediate neighbourhood.
- Orient building entrances towards transit corridors and stops for immediate access and convenience.



(3) Create a Positive Pedestrian Experience at Ground Level

- Provide an appropriate street wall height to promote a positive pedestrian-scaled experience at the ground level.
- Incorporate active uses and transparent material at the ground level to animate and enhance the character of the adjacent public realm.
- Minimize the appearance of, and internalize, vehicular and servicing areas to reduce their presence along the street.



(4) Maintain Compatibility and Respect and Connect the Surrounding Context

- Reduce impacts of overlook, shadowing and wind tunnel effects on the surrounding neighbourhood context by incorporating appropriate transitions in height and articulation to the proposed massing.
- Improve pedestrian circulation within the existing open space network by introducing new pedestrian connections to fill the “gaps”.

1.2 Analysis of the Existing Site and Neighbourhood

1.2.1 Subject Site

The Subject Site – municipally addressed 60 Dundas Street East – is located at the southeast corner of Dundas Street East and Shepard Avenue. The Subject Site has a gross site area of 10,719 square metres, with approximately 79 metres of frontage along Dundas Street East (the north boundary) and 115 metres of frontage on Shepard Avenue (the west boundary). The Subject Site is bounded on the east side by Cooksville Creek, with a public walkway extending from Dundas Street East to King Street East along the east boundary of the site.

The Subject Site currently contains a one-storey 2,673-square metre retail shopping centre on the southerly half of the site. The building is setback approximately 65.73 metres from the north lot line abutting Dundas Street East, between 5.8 metres to 33.3 metres from the east lot line abutting Cooksville Creek, 6.2 metres from the south lot line abutting the property at 85 King Street East, and between 15.5 metres to 16.4 metres from the west lot line abutting Shepard Avenue.

The remainder of the site has a significant amount of surface parking - with approximately 160 surface parking spaces occupying the northern and western portions of the Subject Site. The parking areas are accessed by three full-move unsignalized accesses, including one along Dundas Street East (at the northeast corner of the Subject Site) and two along Shepard Avenue (one at the southwest corner of the site, and one at the midpoint of the Subject Site along Shepard Avenue).

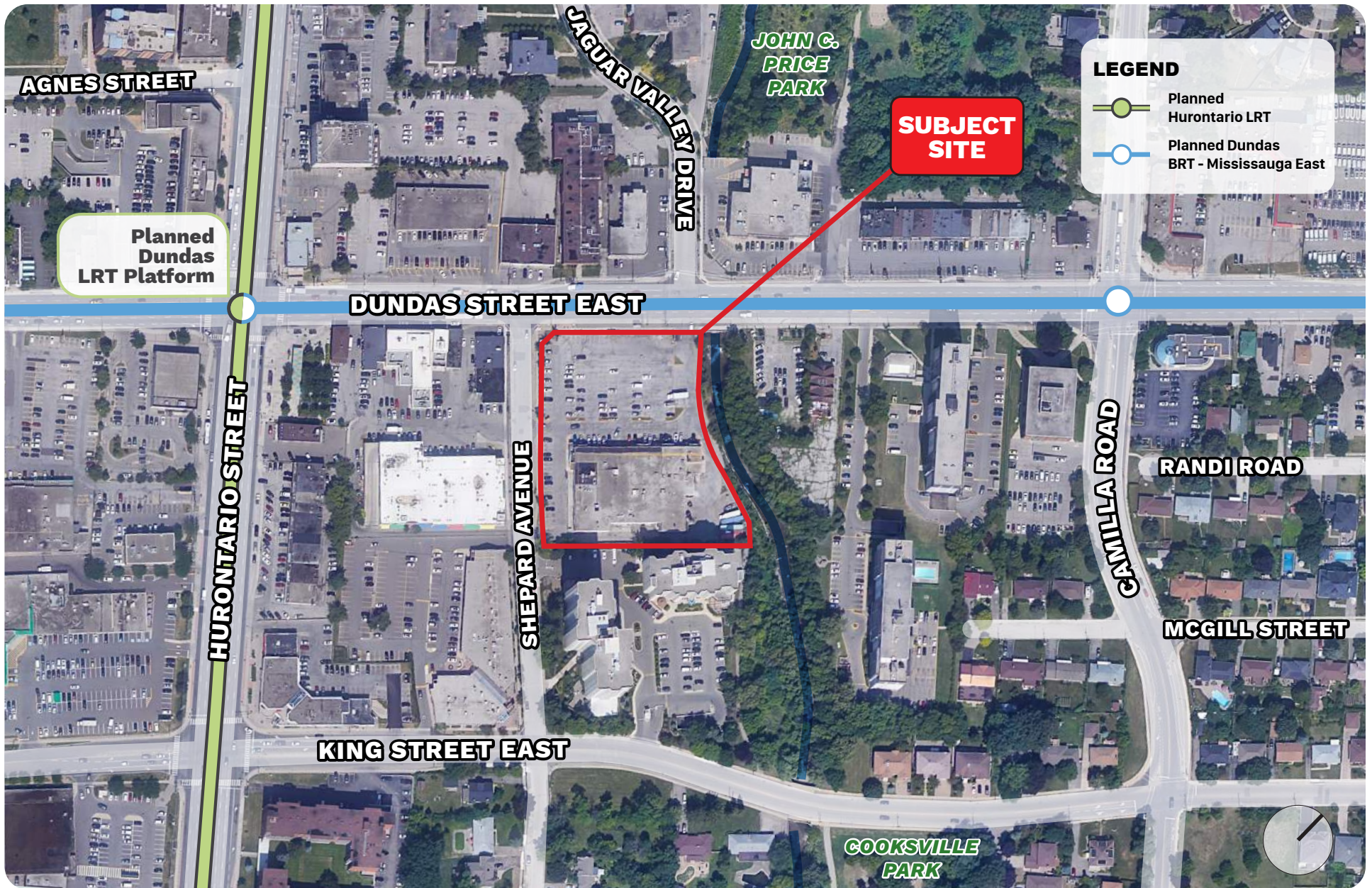


Figure 2 - Immediate Context

1.2.2 Immediate Area

South of the Subject Site are two slab-form apartment buildings at 18- and 10-storeys (75 and 85 King Street East operated by Revera). These apartment buildings are designated Residential High Density in the City of Mississauga Official Plan. Further south, along the south side of King Street East, are two one-storey detached residential houses (84 and 98 King Street East). Along Shepard Avenue, south of King Street East, is a low-rise residential neighbourhood with one and two-storey detached houses oriented east-west with large driveways and front-yard setbacks.

West of the Subject Site, between Shepard Avenue and Hurontario Street, is a large commercial plaza. The plaza extends along the western side of both the Subject Site and the Revera retirement apartments south of the Subject Site, with the northern half of the plaza abutting the Subject Site. The plaza includes a number of low-rise retail uses with surface parking - all within the Mixed-Use designation of the Official Plan.

North of the Subject Site is Dundas Street East – an east-west 42-metre arterial road that traverses the entire City of Mississauga and is planned to incorporate a Bus Rapid Transit (“BRT”) route under the Dundas Connects Master Plan. North of Dundas Street East are low-rise commercial plazas and offices with surface parking. Continuing north of these commercial uses are a series of mid- and high-rise apartment buildings up to 28 storeys in height.

East of the Subject Site is Cooksville Creek, which is a channelized open creek that runs in a north-south direction through box culverts under Dundas Street East. The creek runs for approximately 16 kilometers from Matheson Boulevard, near Hurontario Street, and flows south towards Lake Ontario at R.K McMilian Park. A public walkway extends along the west side of Cooksville Creek, abutting the Subject Site, and extends from Dundas Street East to King Street East. Beyond Cooksville Creek, to the east of the Subject Site, is a 16-storey condo building (Artform Condos, 86 Dundas Street East) that is currently under construction.



Subject Site, looking south from the Dundas-Shepard intersection



Dundas Street East, looking northwest from the Subject Site



Dundas Street East, looking northeast from the Subject Site



Shepard Avenue looking south from the Subject Site

1.2.3 Area Context

The Subject Site is within the Downtown Cooksville Character Area, which is an area identified for intensification and growth by both Provincial and City planning documents. As per the City of Mississauga Official Plan, the Downtown Cooksville area is bounded by the Hudson Railway to the north, Kirwin Avenue to the east, King Street to the south and Confederation Parkway to the west.

The area is currently characterized by underutilized low-rise commercial properties (and related surface parking) along Dundas Street and Hurontario Street, with some older higher slab form apartment buildings. Cooksville Creek bisects the area in a north-south direction, with low-rise residential neighbourhoods generally located east and south of Camilla Road and King Street East respectively. The Downtown Cooksville Character Area consists of a range of uses, including a library, medical clinics and daycare uses. The area is undergoing a transition from a more suburban form of development, towards a more compact complete community. In this regard, there are recent approvals for a 28-storey residential building at 45 Agnes Street and a 16-storey residential building at 90 Dundas Street East (immediately across the creek, east of the Subject Site). The Downtown Cooksville area is generally located between the Queen Elizabeth Way (QEW) to the south, and the 60- to 80-storey towers in the Downtown Core Character Area to the north (southwest of Square One shopping centre).

Within the Downtown Cooksville area, lands are generally designated for Mixed Use or Residential High-Density Development in the Official Plan. The Subject Site, as well as much of the lands fronting onto Hurontario Street and Dundas Street East, is designated Mixed Use where the main street retail character is planned to be maintained. The remaining lands within the Downtown area are generally designated Residential High Density and Residential Medium Density; with some Office, Public Open Space and Greenlands designations interspersed throughout the area. Lands beyond the downtown boundary are generally designated Low-Density Residential I and Low-Density Residential II and are generally comprised of single detached houses and townhouses.

The Downtown Cooksville area is poised to receive significant new transit infrastructure. The Subject Site is located approximately 150 metres from a Hurontario Light Rail Transit (LRT) stop at the intersection of Hurontario Street and Dundas Street East. The line is anticipated to be complete by fall of 2024. The Dundas Bus Rapid Transit (BRT) line, which is currently in the initial planning stages, is expected to run along the Dundas Street corridor and will interchange with the LRT at Hurontario Street and Dundas Street East there is an additional planned stop at the corner of Dundas Street East and Kirwin Avenue. The Subject Site is also approximately within 700-metres of the Cooksville GO Station to the north. The Cooksville GO Station area is identified as a Mobility Hub in the Metrolinx 2041 Regional Transportation Plan and within a Primary Major Transit Station Area ("MTSA") in the recently approved Regional Official Plan Amendment ("ROPA") Schedule E-5 Major Transit Station Areas. Primary Major Transit Station Areas are areas that have existing or planned transit-supportive built forms and can meet or exceed the minimum density target, as defined by the Peel 2051 Municipal Comprehensive Review Policies.



Figure 3 - Surrounding Context

1.2.4 Site Topography, Natural Features and Vegetation

The Subject Site is relatively flat with no significant changes in grade. It is generally paved and has a limited vegetation cover. Specifically, the Subject Site contains narrow boulevards of landscaping, along the western and northern lot lines. There is also a small, landscaped area – with a diagonal interlocking stone walkway – at the northwest corner of the site that leads to the parking lot from the Dundas Street East and Shepard Avenue intersection.

As described in the Tree Inventory and Preservation Plan Report prepared by Kuntz Forestry Consulting Inc. in February 2022, a total of 34 trees are located within six metres of the Subject Site. Many of these trees are located along the eastern and southern edge of the Subject Site – adjacent to Cooksville Creek and within the landscape buffer associated with the apartment buildings on the neighbouring property. Moreover, six street trees are located within the landscape boulevards along the Shepard Avenue frontage.

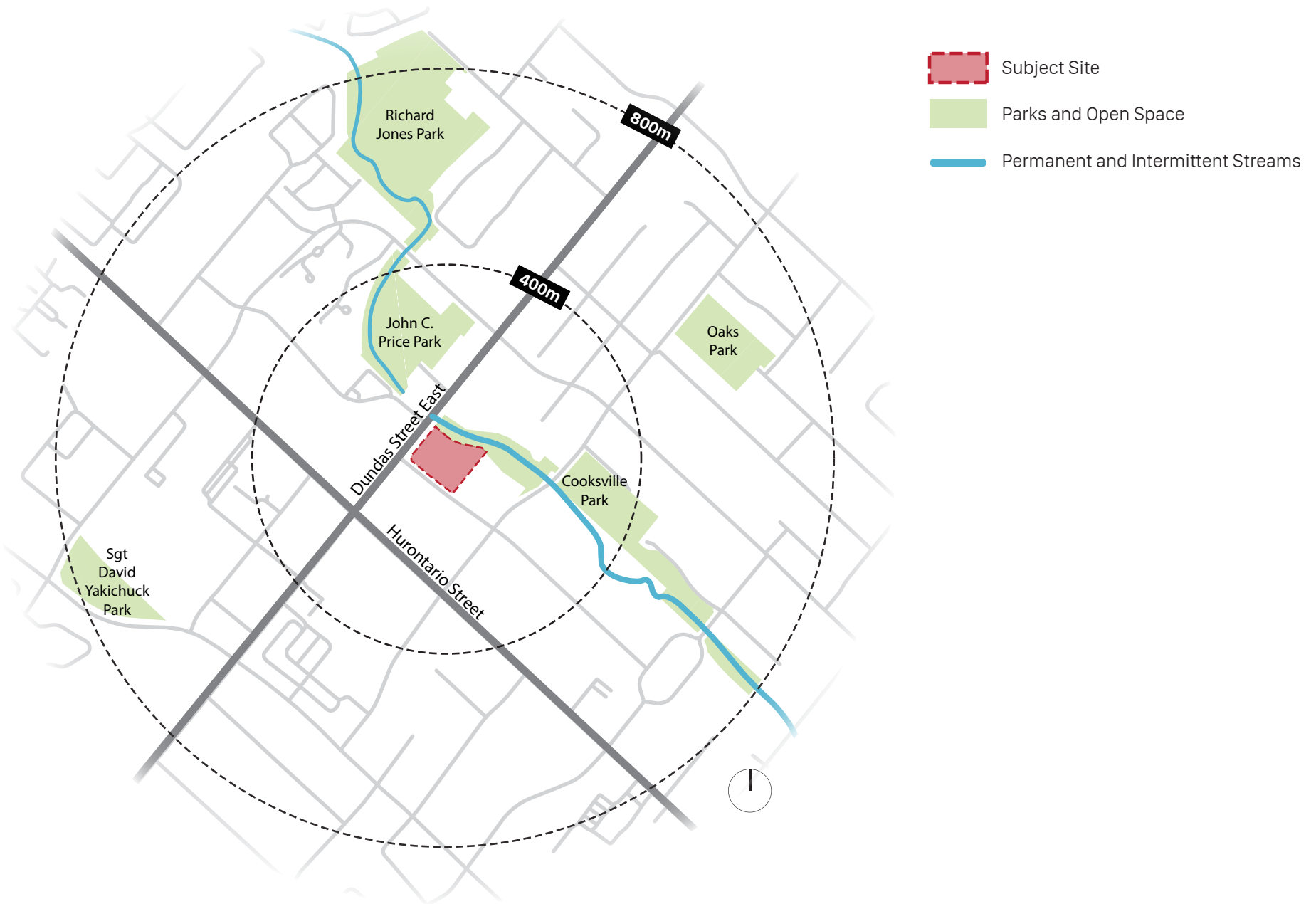


Figure 4 - Natural Features And Vegetation

1.2.5 Transportation Network

The Subject Site is located along Dundas Street East, a major east-west arterial residential and commercial thoroughfare that runs from Kingston Road in Toronto, through Mississauga, and towards Highway 6 in Waterdown. Dundas Street East is identified as an Intensification Corridor (Schedule 2 of Mississauga Official Plan) and is an Arterial Road with a designated right-of-way width of 42 metres (Schedules 5 and 8 of the Mississauga Official Plan). The segment of Dundas Street East adjacent to the Subject Site has a five-lane cross-section for eastbound and westbound traffic - including a central turning lane and sidewalks on both sides of the street.

The Dundas Connects Master Plan – which was endorsed by City Council on June 20, 2018 - is intended to guide future urban growth and intensification along the Dundas Street Corridor. The Master Plan will support major improvements to transportation, land use and the public realm along the Dundas Street Corridor. A major highlight of the Master Plan includes implementing Bus Rapid Transit (BRT) along the Dundas Street corridor from Highway 6 in Hamilton to the Kipling Transit Hub in Toronto - equaling approximately 17 kilometres of BRT within the City of Mississauga.

As mentioned, the Subject Site is located approximately 150 metres from the intersection of Dundas Street East and Hurontario Street. This intersection will be an interchange for the planned Dundas BRT and under-construction Hurontario Light Rail Transit (LRT). Once complete, the Hurontario LRT will run north-south in a dedicated lane from the Port Credit GO Station (along the Lakeshore West line) to the Brampton Gateway Terminal. The Hurontario LRT will provide connections to Züm (Brampton Transit's Bus Rapid Transit service), Cooksville GO Station along the Milton Line and the City Centre Station which connects to Miway - Mississauga's Transit System. The Hurontario LRT project is expected to be completed in 2024.

Currently, the Subject Site is serviced by a number of MiWay public transit bus routes. Along Dundas Street, MiWay Route 1 (Dundas) and Route 101 (Dundas Express) provide connections to Kipling Station in Etobicoke and U of T Mississauga Campus. These routes serve the Subject Site with stops at the Dundas-Jaguar Valley or Dundas-Hurontario intersections.

Along Hurontario Street, MiWay Route 2 (Hurontario) and Route 103 (Hurontario Express) provide connections to Port Credit GO Station, City Centre Transit Terminal at Square One Shopping Centre, Trillium Health Partners Hospital and the Brampton Gateway Terminal. These routes have key stops at the intersection of Dundas Street East and Hurontario Street that are easily accessible from the Subject Site.

The Subject Site is located approximately 700 metres from Cooksville GO Station (representing a 13-minute walk). The Cooksville GO Station is on GO Transit's Milton Line regional commuter rail service, which operates between Milton and Union Station. It also serves additional MiWay routes that provide connections to Port Credit GO Station, Square One GO Bus Terminal and TTC services at Sherway Gardens Terminal in Etobicoke.

Schedule 7: Long term Cycling Routes of the Mississauga Official Plan (MOP) identifies Hurontario Street and a portion of Dundas Street West - west of Confederation Parkway - as Primary On-Road / Boulevard cycling routes. Section 8.2.4 of the MOP states that these routes are meant to connect key city destinations with cycling infrastructure. Moreover, Section 8.2.4 states that the City will protect, and may acquire, lands required for the cycling facilities shown on Schedule 7: Long Term Cycling Routes through the development approval process and capital works program.

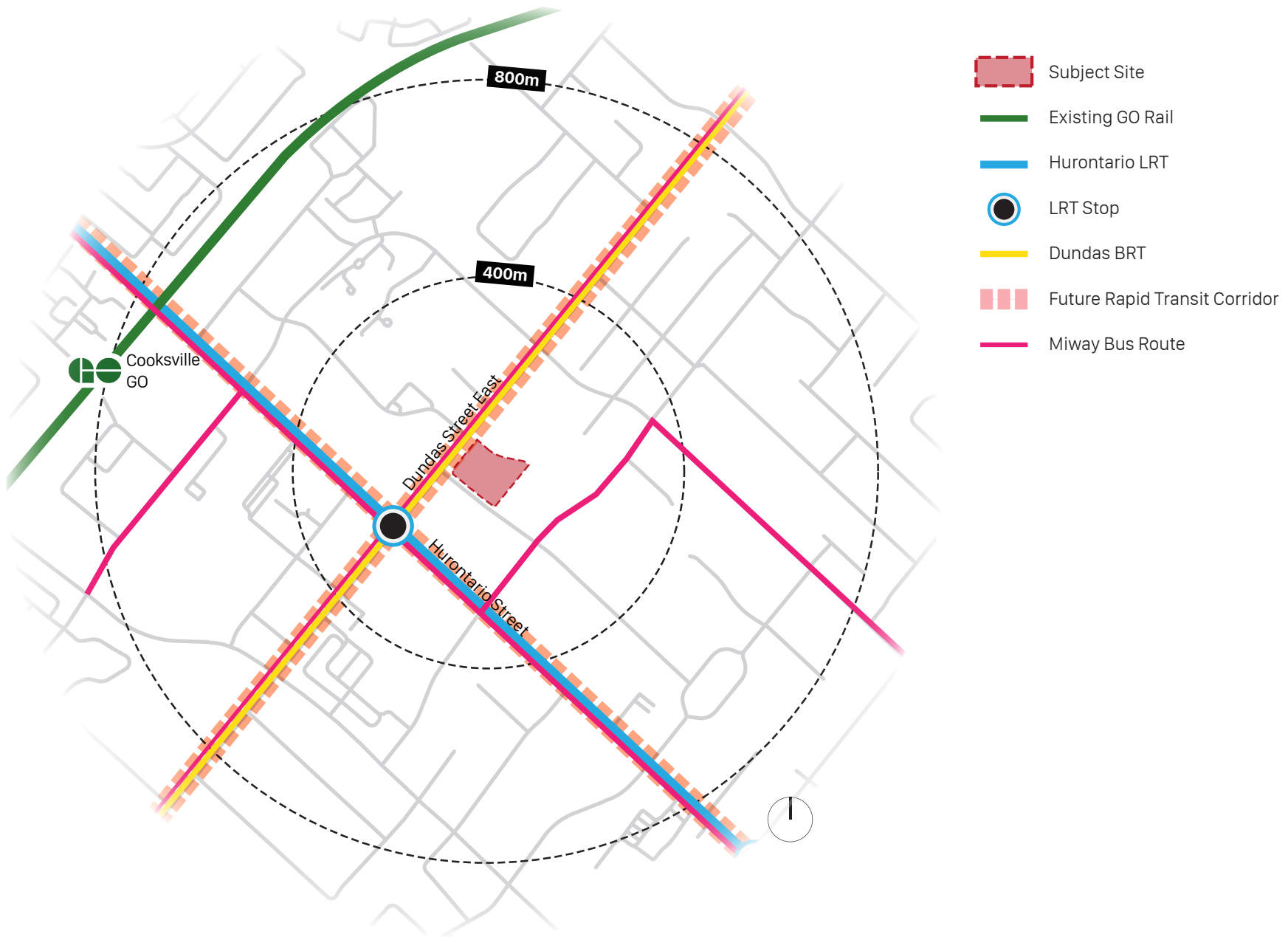


Figure 5 - Transportation Network



2

Analysis of the Proposed Development

2.1 Site Design

2.1.1 Original Proposal (March 2022)

As outlined in the UDS submitted in March 2022, the original proposal sought to redevelop the Subject Site with a 36-storey tower (Tower 'A') with a 3-storey podium in Phase 1 and a 33- and 29-storey tower (Tower 'B' and 'C') with a 3- to 5-storey podium in Phase 2. The original development scheme incorporated retail uses at grade along both Dundas Street East and Shepard Avenue and oriented the buildings around an internal courtyard, which included a private road system with vehicular access from both frontages. The proposal also introduced a 510-square metre public park adjacent to Cooksville Creek.

In terms of parking, the original proposal provided a total of 979 parking spaces located within a 5-level underground garage as well as 800 bicycle parking spaces, including 736 long-term bicycle spaces and 64 short-term bicycle spaces. Additionally, two loading spaces were provided within the proposal, including one loading space within the podium of Tower 'A' in phase 1, and one loading space within the shared podium of Towers 'B' and 'C' in phase 2.

The original development proposal contained a total of 1,224 dwelling units and generate a total gross floor area of 67,847 square metres, comprised of 67,000 square metres of residential gross floor area and 847 square metres of retail gross floor area. The resulting density was 6.32 times the area of the lot.

2.1.2 Revised Proposal

2.1.2.1 Organization of Site Elements

The revised proposal continues to envision the redevelopment of the Subject Site with a mixed-use development consisting of three tall building components atop two podiums. The general site arrangement has been maintained whereby the corner of Dundas Street East and Shepard Avenue is anchored by a 16-storey tower element ("Tower A") with a 2-storey podium (together referred to as "Building A"). South of Tower A are a 27- ("Tower B") and a 29-storey tower element ("Tower C") which share a 3- to 14-storey podium (together referred to as "Building B"). Building B primarily fronts onto Shepard Avenue.

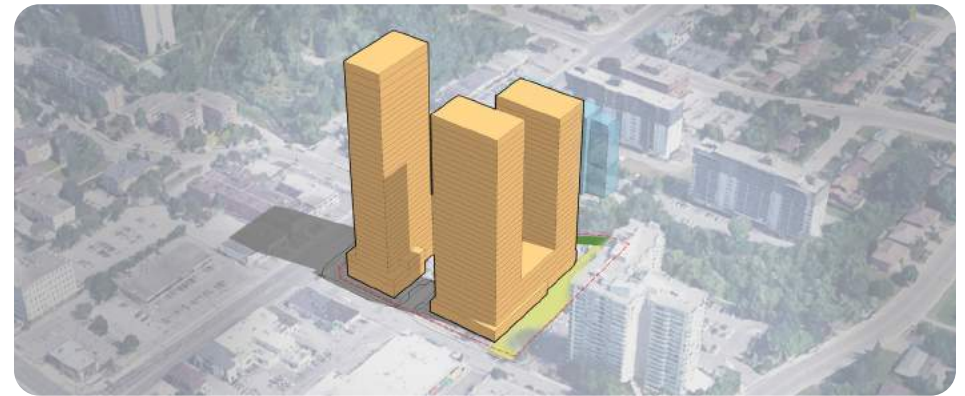
The podiums have been sited to frame the adjacent public streets and maintain adequate separation distances from one another to ensure the public and private realms are enhanced and suitable to each function. Building A has been extended east, replacing the previously proposed vehicular entrance along Dundas Street East to provide a continuous frontage. Active grade-related uses are provided along both street frontages to animate the public realm. Retail uses will front onto Dundas Street East and anchor the corner of the Dundas-Shepard intersection. Residential lobbies and grade-related townhouse units will front onto Shepard Avenue to activate the public realm and respect the neighbourhood character of the street south of the Subject Site.

Tower elements have been organized to maintain appropriate separation distances from each other to limit impacts of privacy and overlook, and to preserve access to sunlight and sky view. Together, the proposed buildings frame an internal courtyard, which is comprised of a reconfigured private driveway that consolidates vehicular access from Shepard Avenue only.

The proposed park maintains its strategic location along the eastern edge of the Subject Site adjacent to Cooksville Creek to provide a visual landscape extension to the existing natural feature.



View Looking North - Existing Site Conditions



View Looking North - Original Proposal



View Looking North - Revised Proposal

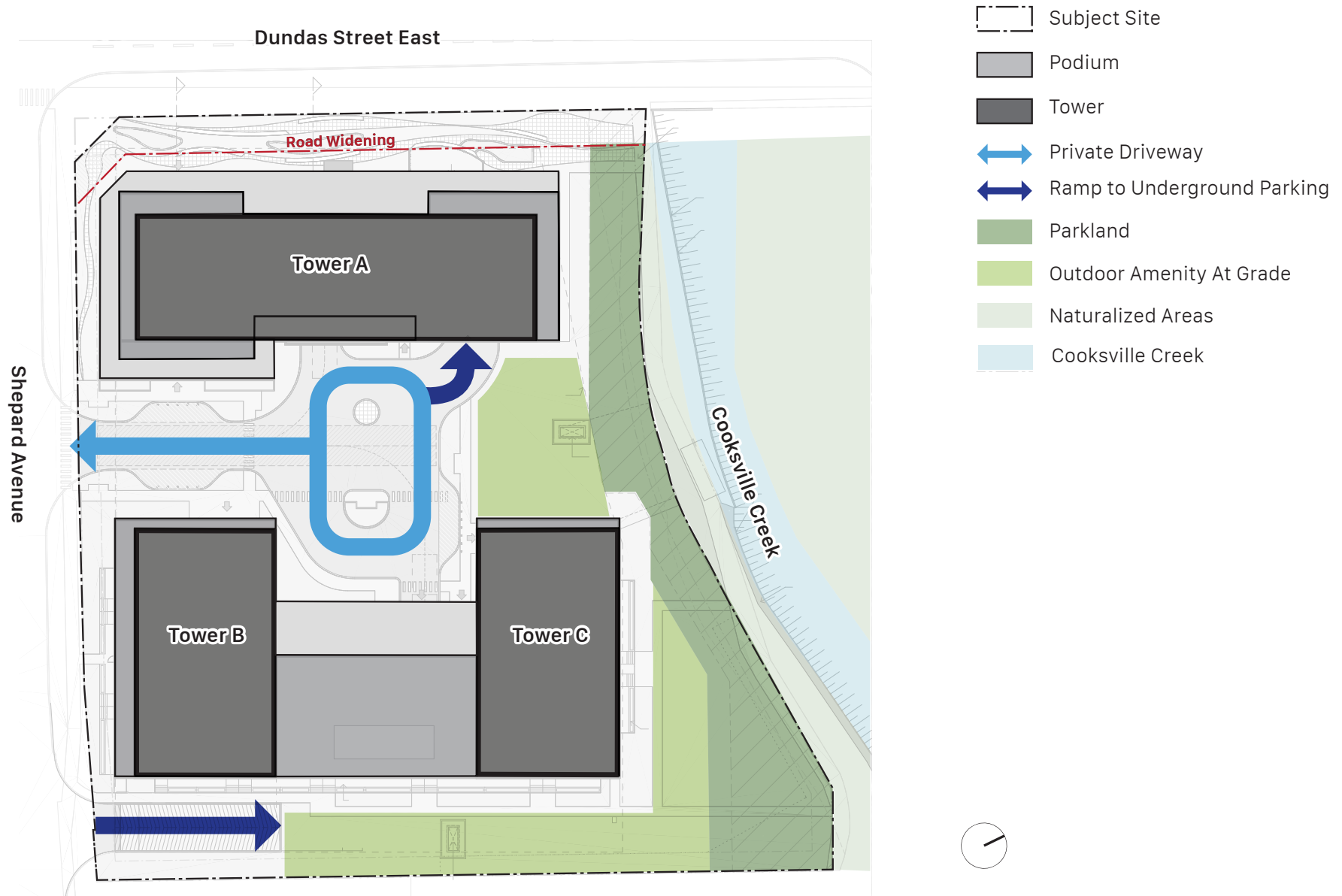


Figure 6 - Site Organization

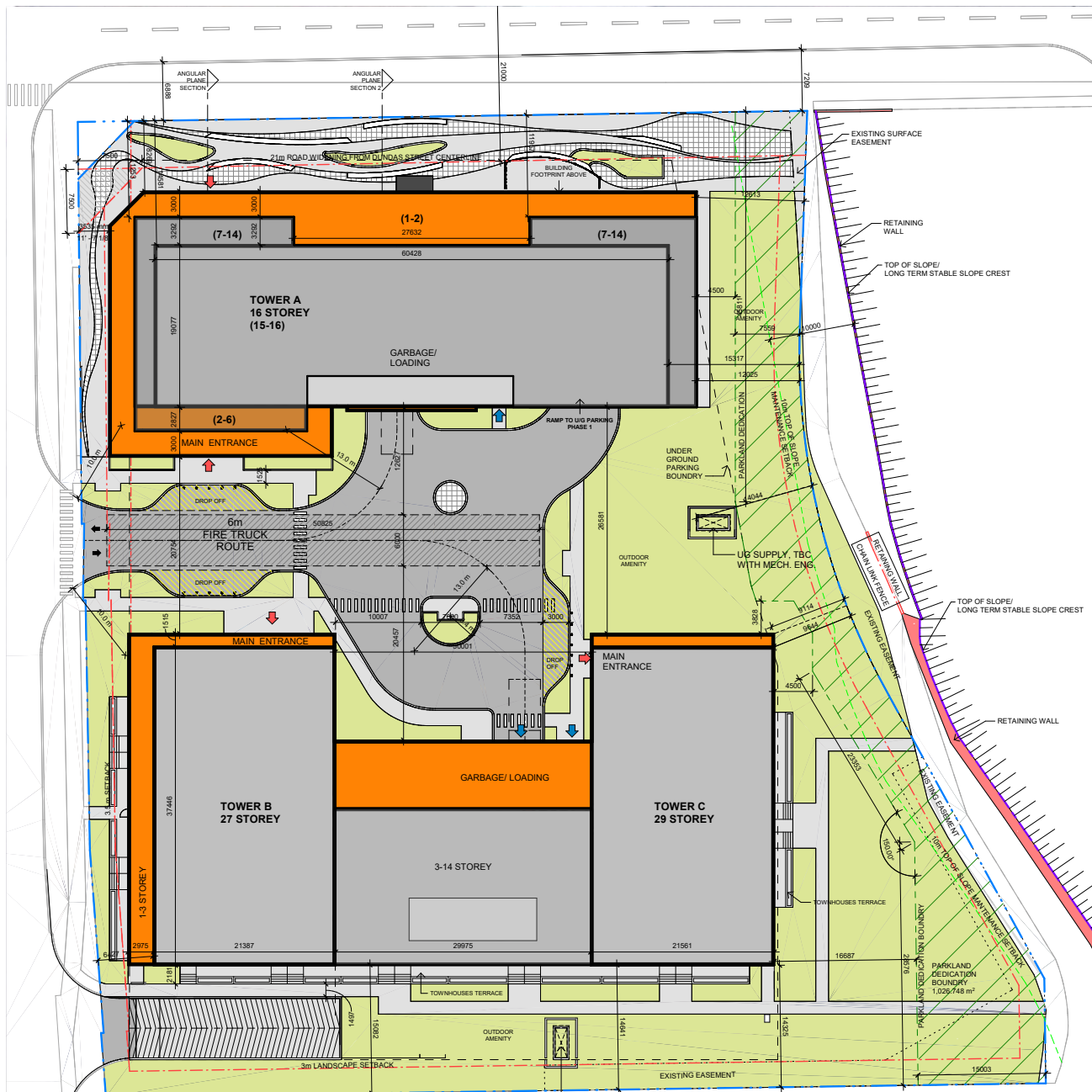


Figure 7 - Site Plan (Prepared by Chamberlain Architect Services Limited)

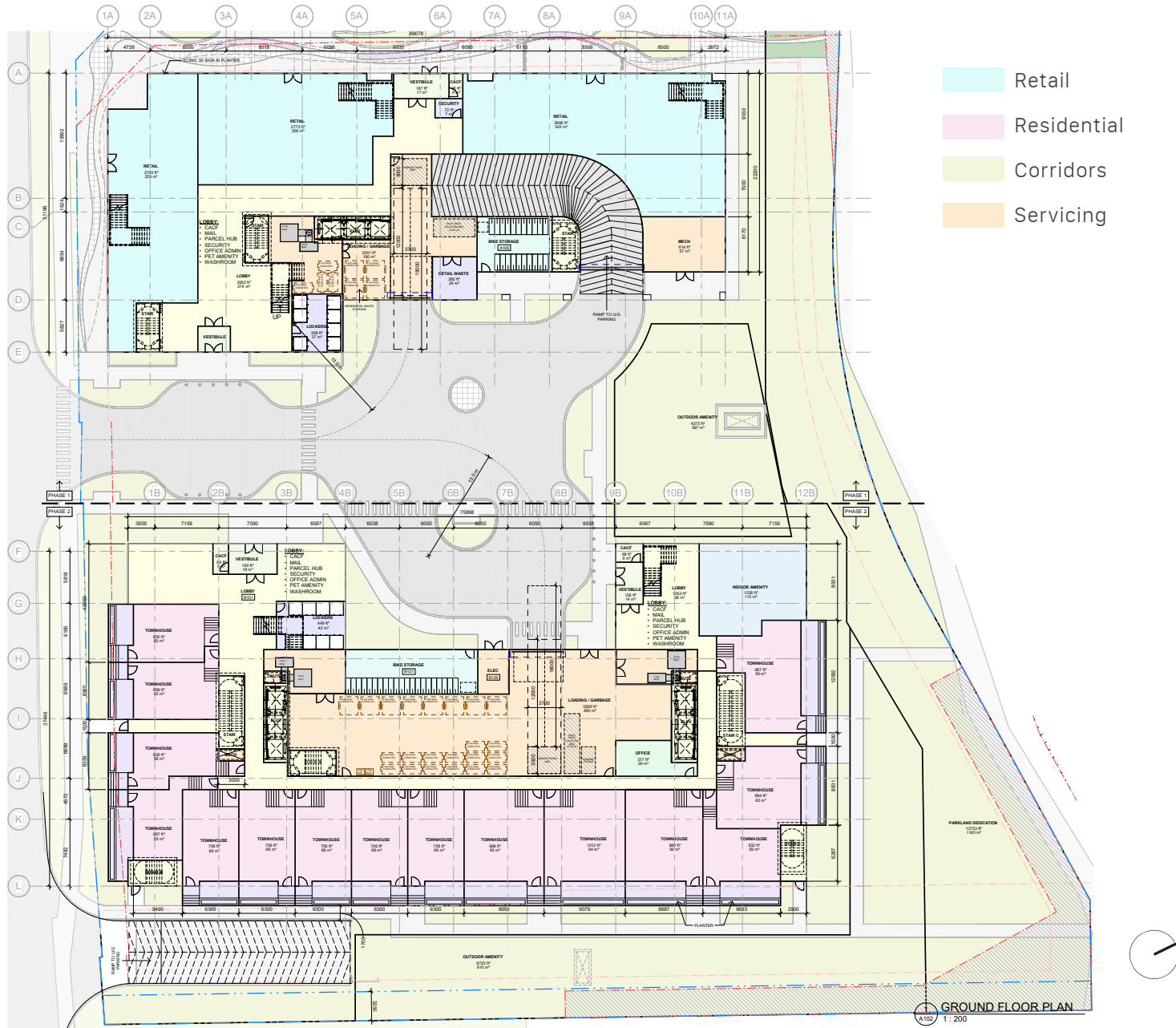
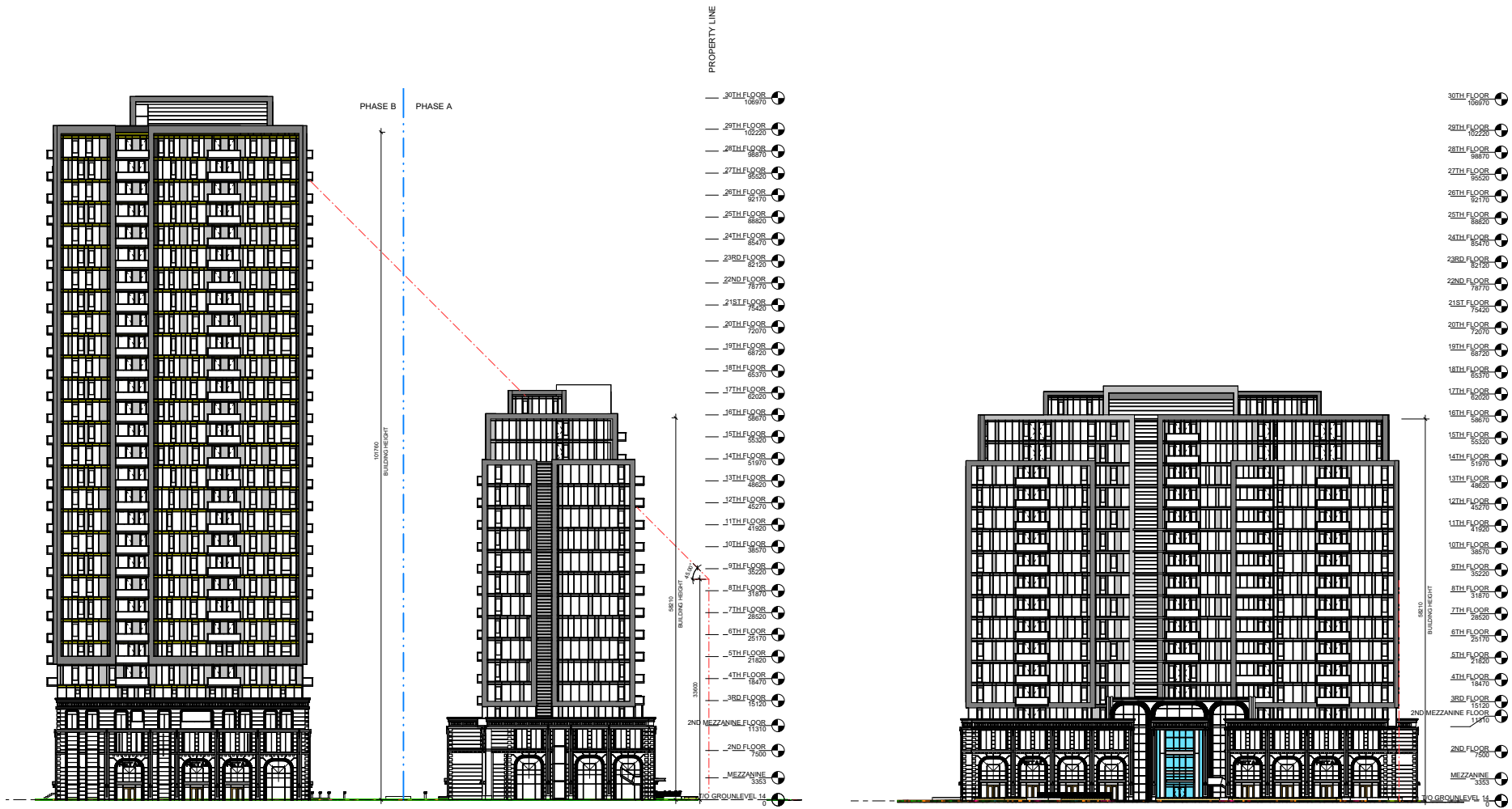


Figure 8 - Ground Floor Plan (Prepared by Chamberlain Architect Services Limited)



East Elevation

North Elevation

Figure 9 - East and North Architectural Elevations (Prepared by Chamberlain Architect Services Limited)



South Elevation

West Elevation

Figure 10 - South and West Architectural Elevations (Prepared by Chamberlain Architect Services Limited)

2.1.2.2 Public and Private Open Spaces

Public Park

The revised development scheme proposes 1,183 square metres of public parkland alongside the Cooksville Creek edge to provide publicly accessible open space that expands and compliments the existing green network. The revised design maintains the general location of the park contemplated in the original proposal. However, the revised design extends the park north to Dundas Street East, providing an additional 673 square metres of public parkland. This represents approximately 11% of the total site area and would be conveyed to the City for new public parkland.

As envisioned in Vision Cooksville (2016), the proposed park will link to an existing trail that runs parallel with the west side of Cooksville Creek - providing a pedestrian connection to Dundas Street East to the north and King Street East to the south. Pedestrian pathways enhanced by landscape features will also extend from the park to Shepard Avenue to continue providing connections to the public realm as originally proposed.

The revised park design improves upon the original proposal as it will have frontage onto a public street, increasing visibility and overall safety. Moreover, the park will be framed by the podiums of Building A and B, which are lined with active retail uses and townhouse units that will animate and provide passive overlook onto the open space. The revised park size and shape will allow for flexible passive and active programming to provide opportunities for gathering and socializing for members of the community. The detailed design will be developed in collaboration with the City of Mississauga.

Private Amenity Areas

In addition to the proposed public open space, the revised development scheme provides a total of 8,981 square metres of indoor and outdoor amenity space. Amenity space continues to be provided within each of the proposed buildings to ensure all residents have access to a variety of passive and active activities associated with these spaces in accordance with Mississauga Official Plan (MOP) Policy 9.3.5.7.

A total of 6,113 square metres of outdoor amenity space is proposed throughout the revised design, representing a significant increase compared to the original proposal. At grade, an 397-square metre amenity space is proposed between Building A and B, adjacent to the park and an 810-square metre space is proposed along the southern edge of the site, framed by the southern wall of Building B. Rooftop outdoor amenity space has been provided on top of the podium of Building B on Floor 14, programmed to include a pool, lounge chairs, dining tables, and a barbecue station. Additional outdoor amenity space is proposed on the roof of Tower B at Floor 28, including lounge area, barbecue stations, dining tables and raised planters. An amenity space is also provided on the rear portion of the roof of podium of Building A at Level 3, including lounge seating.

A total of 2,868 square metres of indoor amenity space is proposed throughout the development in the revised proposal. Within Building A, indoor amenity space is provided on the Mezzanine Floor, Floor 2 and Floor 3. Within Building B, indoor amenity space is provided on the Ground Floor and Floor 14.

Each indoor amenity space is of a size that can accommodate a variety of programs and has been located adjacent to outdoor amenity spaces where possible. Indoor amenity spaces within Building A have been situated to front onto Dundas Street East to provide additional animation within the upper podium levels of the building in accordance with MOP Policies 9.2.1.23 and 9.2.1.25.

Landscape Opportunities

The revised proposal ensures that landscape elements are incorporated throughout the site to enhance the overall character and visual appearance at the pedestrian level. These elements will provide transitions between areas of different functions, highlight building and vehicular entrances, frame private grade-related patios, soften the edges along the property boundaries and improve the open space condition along Cooksville Creek.

A key opportunity for landscaping features on the site is the internal courtyard area which is framed by the proposed buildings. This space will serve as the primary circulation corridor for the site and will be designed to accommodate both pedestrians and vehicles. Landscaping elements will be used to form the shape and character of this space and create a comfortable environment at grade - providing a buffer between areas for vehicles and pedestrians. In this regard, the central driveway and pedestrian walkways are lined with sod and other soft landscaping elements such as trees and ornamental plantings. This will create a welcoming, pedestrian-oriented environment for residents and visitors to enjoy. Moreover, an entrance feature is proposed within the centre of the courtyard area that will serve as a focal point and placemaking element within the space.

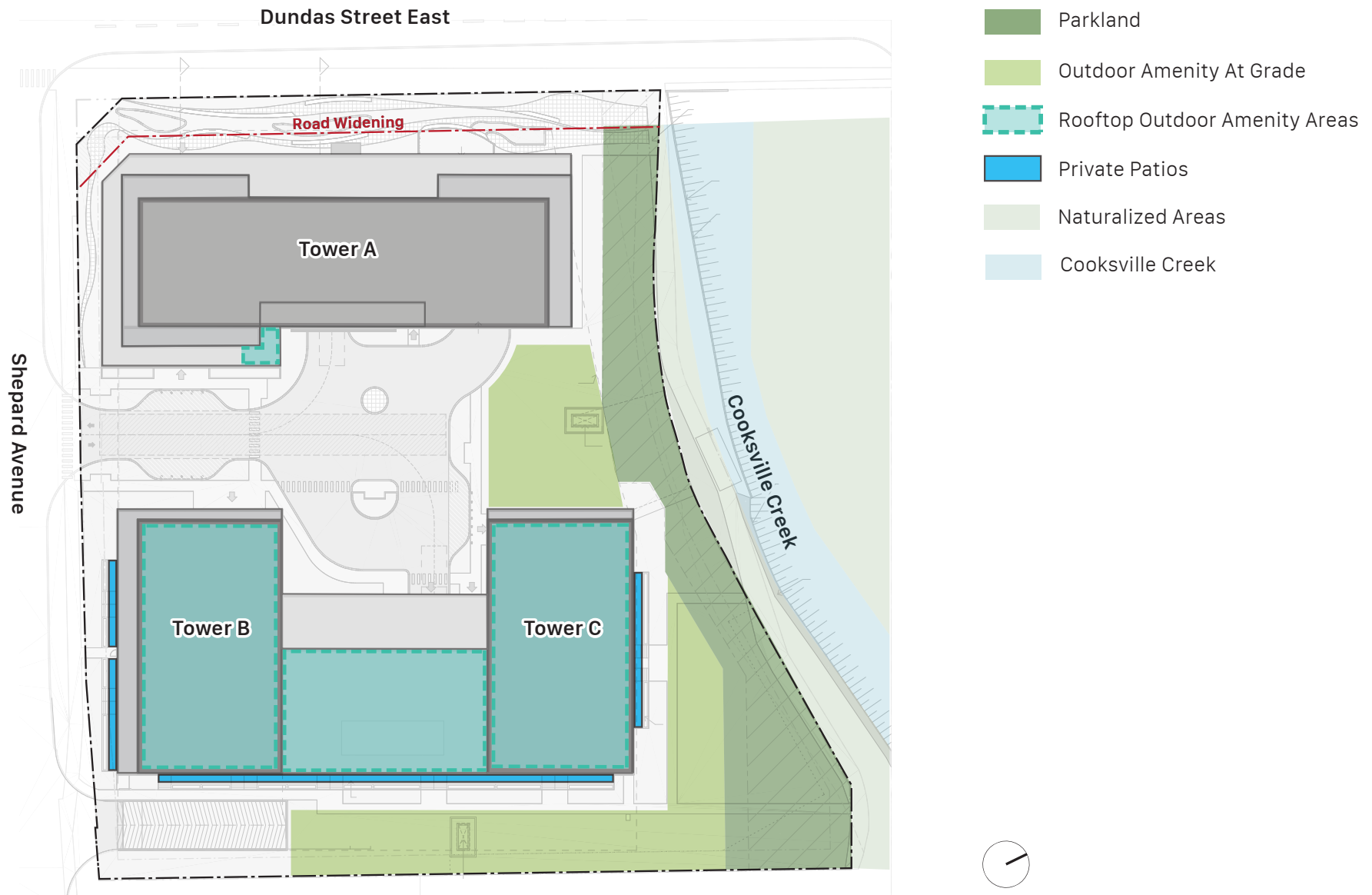


Figure 11 - Public and Private Open Spaces

Streetscape

The streetscape strategy for the revised proposal remains focused on creating a strong sense of place that respects the main street character along Dundas Street East and the neighbourhood character along Shepard Avenue. The revised proposal will animate both streetscapes with active building frontages to encourage a high level of activity within the public realm. This will complement the pedestrianized nature envisioned for Downtown Cooksville.

Dundas Street East is a multi-modal arterial street that serves as a major transportation corridor and key structuring element for the Downtown Cooksville area. As such, the streetscape design for Dundas Street East will align with its role as a major thoroughfare within the City of Mississauga. Based on the Dundas Connects Master Plan, it is anticipated that ongoing development comprising of mid-rise buildings and, or, tall buildings with mid-rise podiums along Dundas Street East will transform the street and provide for a more enclosed and urban character. The inclusion of retail uses at grade and improved boulevards will encourage active transportation and draw pedestrians towards the Subject Site.

An expanded public realm is envisioned along the Dundas Street East frontage. Specifically, the revised proposal provides a 15.2-metre boulevard, measured from the curb edge to the face of Building A (6.9 metres within the public right of way and 8.3 metres within the Subject Site). From an urban structure perspective, the proposal introduces ample opportunities for enhanced landscaping elements which reflect and reinforce the prominence of the street. Within the public right of way, such opportunities include:

- A 4.2-metre sidewalk zone;
- A 2.5-metre planting zone including sod groundcover and nine street trees;
- A Bus Shelter
- Seating benches; and
- Bike racks.

Within the Subject Site, additional streetscaping elements are provided within the setback zone including:

- A planting zone with an additional eight street trees
- A 2.8-metre-wide walkway with connections to the public sidewalk
- Planters with various forms of groundcover and shrubs seat walls
- Retail spill out space with bistro tables and chairs

Streetscape elements will be designed to create a sense of identity for the Subject Site and will be coordinated with the existing and planned streetscape improvements undertaken by the City of Mississauga as part of the Dundas Connects Master Plan.

Shepard Avenue will be revitalized as a landscaped street, lined with active residential and non-residential uses. In this regard, the streetscape character will be softened with street trees and landscaping to respect the character of the mature and heavily landscaped street edge south of the Subject Site. Shepard Avenue will feature coordinated and/or integrated street furnishings, street trees and landscaping. Pedestrian zones will allow for an appropriate transition between the public and private realm where grade-related residential uses front the street.

Within the public right of way, such opportunities include:

- A 2.7-metre sidewalk zone; and
- A 2.5-metre planting zone including sod groundcover and eight street trees,.

The proposed buildings maintain a minimum setback of 3.5 metres from the property line along Shepard Avenue. Within the setback zone, additional streetscaping enhancements include:

- A walkway that serves as an extension of the public sidewalk
- Retail spill out space with bistro tables and chairs; and
- Private patios for townhouse units framed by planters with shrubs.

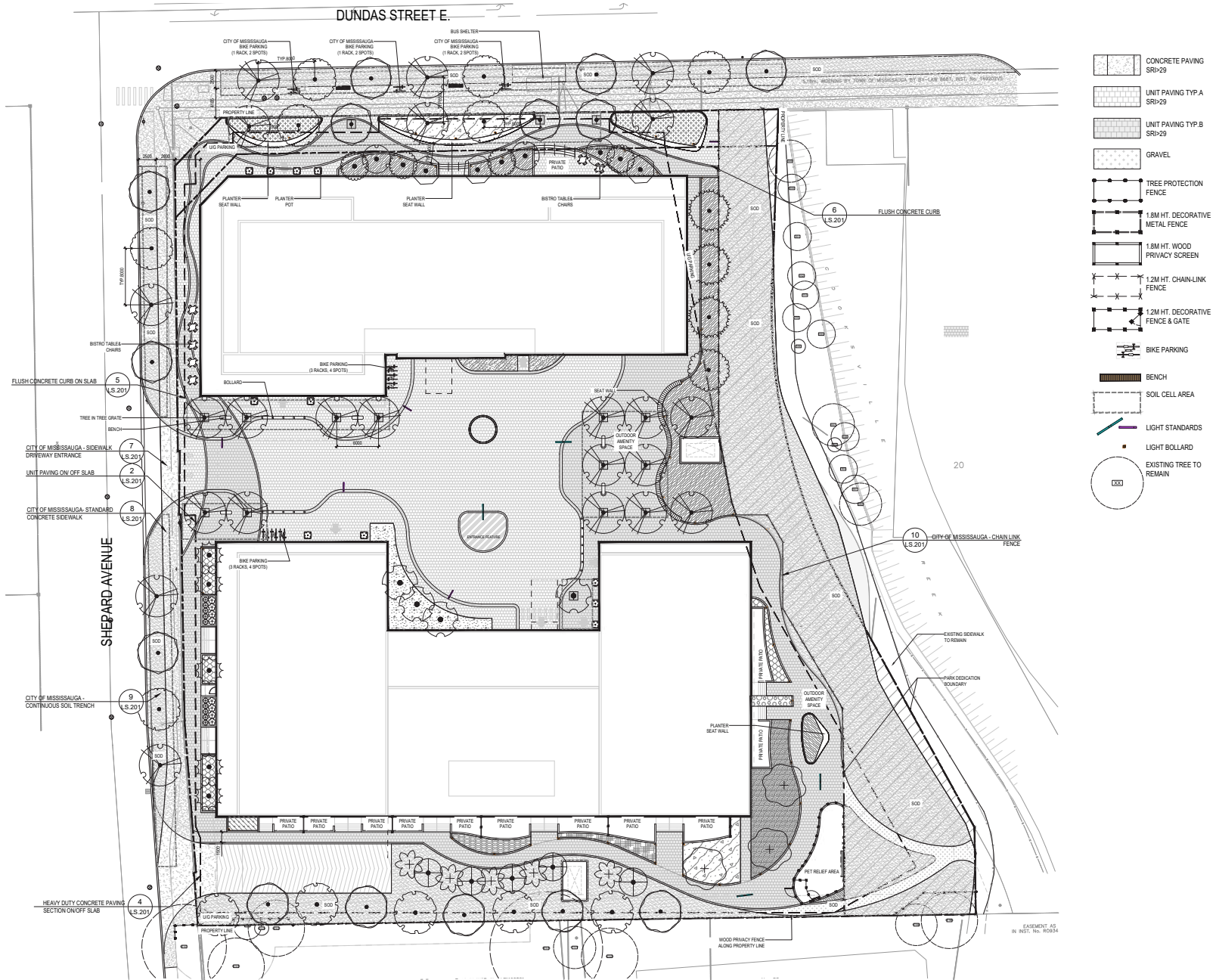


Figure 12 - Landscape Plan (Prepared by Studio tla)



Figure 13 - Illustrative Renderings of Streetscape (Prepared By Chamberlain Architect Services Limited)

2.1.3 Summary of Site Design Revisions

The following table provides a summary of the differences between the original and revised proposal:

Standard	Original Proposal	Revised Proposal	Difference
Site Area	10,700 sq.m	10,700 sq.m	No Change
Overall GFA	67,847 sq.m	62,149 sq.m	8.4% Decrease
Residential GFA	67,000 sq.m	61,175 sq.m	10.2% Decrease
Non-Residential (Commercial) GFA	847 sq.m	1,974 sq.m	133% Increase
Floor Space Index (Pre-Road Widening)	6.32	5.79	8.4% Decrease
Floor Space Index (Post-Road Widening)	6.61	6.05	8.5% Decrease
Building Heights			
<i>Building A</i>			
Podium	3 storeys (18.2m)	2 storeys (11.3m)	1 storey (6.9m) Decrease
Tower A	36 storeys (123.4m)	16 storeys (58.7m)	10 storey (64.7m) Decrease
<i>Building B</i>			
Podium	3 storeys (14.4m) to 5 storeys (25.8m)	3 storeys (15.1m) to 14 storeys (48.6m)	0 storey (0.7m) to 9 storey (22.8m) Increase
Tower B	33 storeys (111.2m)	27 storeys (95.6m)	6 storey (15.6m) Decrease
Tower C	29 storeys (99.25m)	29 storeys (102.3m)	3.05m Increase
Unit Mix			
Studio / Bachelor	176	103	41.4% Decrease
1 BR	741	592	20.1% Decrease
2 BR	292	295	1.0% Increase
Penthouse	0	4	New
Townhouses	15	15	No Change
Total	1224	1009	17.6% Decrease
Amenity Space			
Indoor	5,579 sq.m	2,868 sq.m	48.2% Decrease
Outdoor	4,282 sq.m	6,113 sq.m	42.8% Increase

Standard	Original Proposal	Revised Proposal	Difference
Vehicle Parking Space			
Resident	856	733	14.4% Decrease
Visitor	102	128	25.5% Increase
Commercial	21	Shared with Visitor	N/A
Total	979	861	12.0% Decrease
Bicycle Parking Spaces			
Resident Long-Term	735	338	54.0% Decrease
Resident Short-Term	62	80	29.0% Increase
Commercial Long-Term	1	2	100% Increase
Commercial Short-Term	2	4	100% Increase
Loading Spaces	2 Type 'G'	2 Type 'G'	No Change
Landscaped Area	7,014.6 sq.m	11,643 sq.m	66.0% Increase

2.2 Built Form and Uses

2.2.1 Building Setbacks and Orientation

Through building setbacks and stepbacks, the proposed buildings have been designed with regard for the surrounding context, framing streets at an appropriate scale and to facilitate comfortable pedestrian circulation within the public realm. The buildings are sited to activate proposed pedestrian routes within the site and reinforce existing paths along Dundas Street East and Shepard Avenue.

To that end, the revised proposal maintains the general setback pattern of the original proposal, however Building A has been redesigned to extend further east to better address Dundas Street West. In particular, the revised design proposes a 12.0-metre setback from the east property line, and 4.5-metre setback from the edge of the proposed park-which now extends north along slide Building A. Buildings are proposed to maintain sufficient set back from streets and open spaces to provide room for pedestrian amenities and landscape features within the public realm. The podium of Building A is set back from Dundas Street East by 8.3 metres - measured from the lot line to the north building façade - and 15.2 metres measured from the public street curb to the north building façade. Building A is also set back 3.5 metres from Shepard Avenue - measured from the west lot line to the west building façade -and 8.7 metres measured from the public street curb to the west building façade.

The placement and orientation of Building B has not fundamentally changed from the original proposal. The podium of Building B is set back slightly farther from the south lot line, maintaining a setback of 14.3 to 15.1 metres. It is set back by a minimum of 3.5 metres from Shepard Avenue - measured from the west lot line to the west building façade - and 8.7 metres measured from the public street curb to the west building façade. Moreover, Building B is set back by 9.1 metres from the east lot line along Cooksville Creek, and 4.5 meters from the edge of the proposed park.

Having regard for the existing low-rise and main street character along Dundas Street East, considerations have been made to locate the tall building elements away from the street and to allow the 2-storey podium to remain as the primary street framing element. All towers are set back above their respective podiums to ensure the podium base and tower elements are clearly defined from one another. Along the Dundas Street East frontage,

all towers are setback a minimum of 10 metres from the street line in accordance with MOP Policy 12.4.1.4 to maintain an appropriate street scale and sense of enclosure.

Specifically, Tower A maintains a 3.0 metre stepback from the north, east and south podium façades. Tower A has been redesigned to incorporate a number of stepped elements above the podium, including a recessed element along the façade facing Dundas Street East which breaks up the mass of the building. Tower A is articulated with a 3.3-metre stepback along the north and east façades above Floor 7 and a 2.6-metre stepback along the south façade above Floor 2.

Atop the shared 3- to 14-storey podium, Towers B and C are located at the west and east ends of the shared podium base and have mirrored tower floorplates and layouts above Floor 2. Tower B maintains a 3.0 metre stepback from the west podium façade along Shepard Avenue, and both towers provide a 1.5-metre stepback from the north podium façade.

Furthermore, the proposed tall buildings are separated from one another by a minimum of 28.0 metres. It continues to be our opinion that, the proposed towers have been located to limit impacts on, and provide adequate access to, sunlight and sky view from the public realm and adjacent properties. To that end, Tower A is oriented perpendicular to Towers B and C to create a diverse skyline and limit impacts on access to sunlight and sky view.

With respect to tower separation from existing buildings, Tower B is setback 15.1 metres and Tower C is setback 14.3 metres from the south lot line. Tower B and C maintain a minimum separation from the existing residential buildings on the property to the south of approximately 40 metres and 20 metres, respectively. As mentioned above, Tower C has been oriented perpendicular to the existing 10-storey building to the south to limit facing conditions between the two buildings. As well, Tower C maintains a minimum setback of 9.6 metres from the east lot line which abuts Cooksville Creek. The creek area creates a natural buffer between the proposed towers and the approved tall building to the east - therefore adequately limiting additional built form impacts. It continues to be our opinion that the proposed setbacks are appropriate, and concerns related to built form impacts have been adequately addressed.

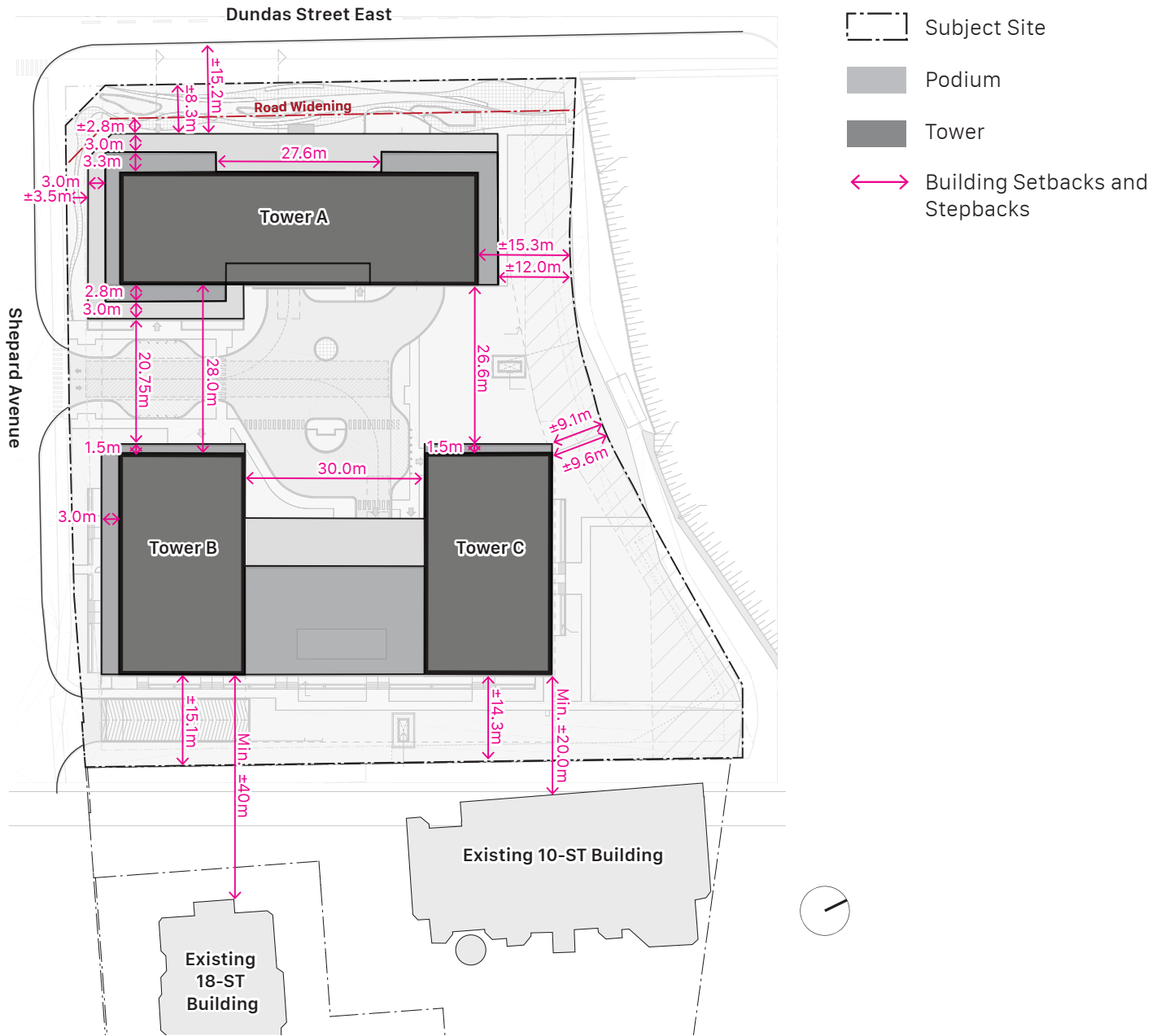


Figure 14 - Building Setbacks, Stepbacks and Orientation

2.2.2 Building Height and Form

The revised proposal continues to propose a pattern of height and form that reflects the site's prominent location on a primary corridor near the centre of Downtown Cooksville, and the existing and planned context of tall buildings within the surrounding neighbourhood. However, the revised design contemplates a modified built form approach which responds to the Cooksville Vision and Built Form Standards. In this respect, the pattern of height has been revised to gradually increase in height away from the street and towards the rear of the site. In this respect, the building height along the Dundas Street frontage has been reduced to 16 storeys, which directly responds to the emerging height pattern along Dundas Street East, which is characterized by a number of existing and proposed buildings ranging from 8- to 18-storeys, including the adjacent 16-storey Artform Condos building under construction. This approach will also enhance the main street character envisioned for the corridor. The new height transition strategy is carried over to Building B, which proposes to reduce the height of Tower B to 27-storeys (from 33-storeys) to reduce built form impacts on the adjacent properties and the public realm along existing street edges.

The City of Mississauga Official Plan (MOP) promotes development in the form of tall buildings within Intensification Areas and Downtowns. While a maximum height is not prescribed for properties designed Mixed Use within a Downtown, heights of up to 25-storeys are permitted within the Residential High-Density designation as per MOP Policy 12.1.2.2.

Recognizing that Downtown Cooksville is targeted for significant change and revitalization with intensification, transit infrastructure investment and redevelopment, the proposed heights are generally consistent with the height range of proposed and approved buildings within the vicinity of the Subject Site. Moreover, they are demonstrative of the future built form context and evolution of Downtown Cooksville. In this respect, buildings with heights greater than 25 storeys have been approved within the surrounding area, including a 28-storey building at 45 Agnes Street. There are also several existing mid- and high-rise slab style apartments with heights that range up to 22-storeys within the surrounding area. In our opinion, the greater level of height and density would contribute to the achievement of transit-supportive intensification in accordance with recent and emerging

policy changes - including the Provincial Policy Statement, Growth Plan and Municipal Comprehensive Review which is outlined in detail in the Planning Justification Report (that formed part of the initial submission package) and Planning Addendum Letter submitted with the Site Plan application.

It continues to be our opinion that this built form and urban structure setting - together with the immediate adjacency of the Subject Site to transit along Dundas Street East and the nearby Hurontario LRT and Cooksville Go Station - combine to support development of this scale. The building heights of the revised proposal reflect the emerging built form context within Downtown Cooksville and achieve an appropriate level of intensification for this prominent site with excellent access to transit.

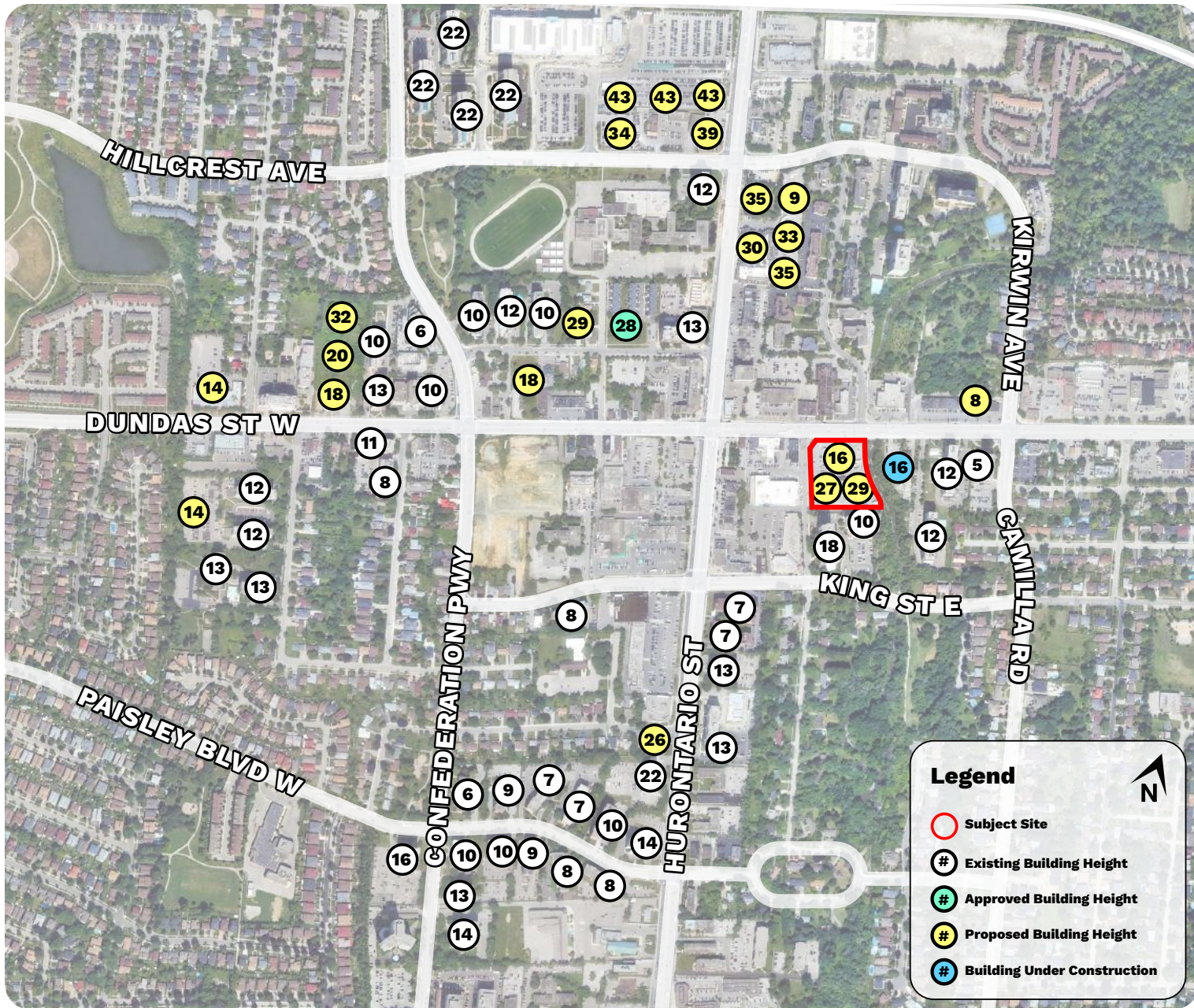


Figure 15 - Height Context

2.2.2.1 Building Form

To limit built form impacts on the public realm and adjacent properties, the revised proposal has been designed in the form of towers atop appropriately scaled podium buildings. This built form typology will respect and enhance the existing and planned development context, which includes mid-rise and tall buildings. To that end, the proposed towers have been designed to exhibit three built form elements: the podium base, the tower shaft, and the tower top:

Podium Buildings

The proposed podiums have been designed to frame the adjacent streets with good proportion and establish a strong street edge. The 2-storey podium base building of Tower A has been appropriately scaled to respond to the existing context along Dundas Street East - which is primarily characterized by 2- and 3-storey commercial buildings. In accordance with MOP Policy 12.4.6.1.1, the proposed podium base building has been massed to fit within a 45-degree angular plane measured from a height equal to 80% of the right-of-way width of Dundas Street East. In this regard, the proposed 11.3-metre height of the podium base building will enhance and reinforce the main street character of Dundas Street East and provide a pedestrian-scaled street wall that creates a comfortable sense of enclosure along the street.

Similarly, the proposed 3- to 14-storey podium base building shared by Towers B and C has been massed with a 15.1-metre street wall along Shepard Avenue - which relates appropriately to the 20-metre right of way width of the street. The base building along this street frontage will establish a street edge condition that respects Shepard Avenue as a neighbourhood street, while providing grade-related residential units and landscaping to enhance the existing streetscape character.

The taller elements of the podium are located internally to the site, between Towers B and C, to limit impacts on the public realm. The increased podium height provides a height related to the adjacent buildings to the south, which are of a similar scale. Furthermore, it is our opinion that it will not result in unacceptable built form impacts on surrounding properties. The increase in podium height at this location does not have a significant effect shadow impacts on public spaces as shadows are cast north within our site, not within the street or proposed park.

Tower Shaft

The revised proposal continues to provide three tower elements. The revised design contemplates a modified tower shaft design for Tower A, which includes a reduced height, and an elongated form to frame Dundas Street East. In this regard, Tower A has been massed to be perceived as a mid-rise building that incorporates stepping within its upper floors. Towers B and C remain fundamentally unchanged in their massing and form, maintaining slender floor plates of less than 800 square metres.

The proposed tower heights balance the objectives of providing a built form that is compatible with the surrounding context while achieving intensification in proximity to transit. To ensure both objectives are met, the proposed towers have been designed to appropriately limit and mitigate built form impacts, as demonstrated in the supporting studies summarized in Section 2.4. In addition to the proposed built form stepbacks and orientation described above, the proposed tower elements incorporate defined architectural articulation to break up the building elevations and reduce the perception of height from the pedestrian level. To that end, the use of glazing and other "light" cladding materials will help further reduce the perception of the overall building mass.

Tower Top

Lastly, the proposed tower elements will be topped with mechanical penthouses that are stepped back from the tower shaft and treated with cohesive design language and materials to ensure they are screened from view and limit obstructions to sky view.

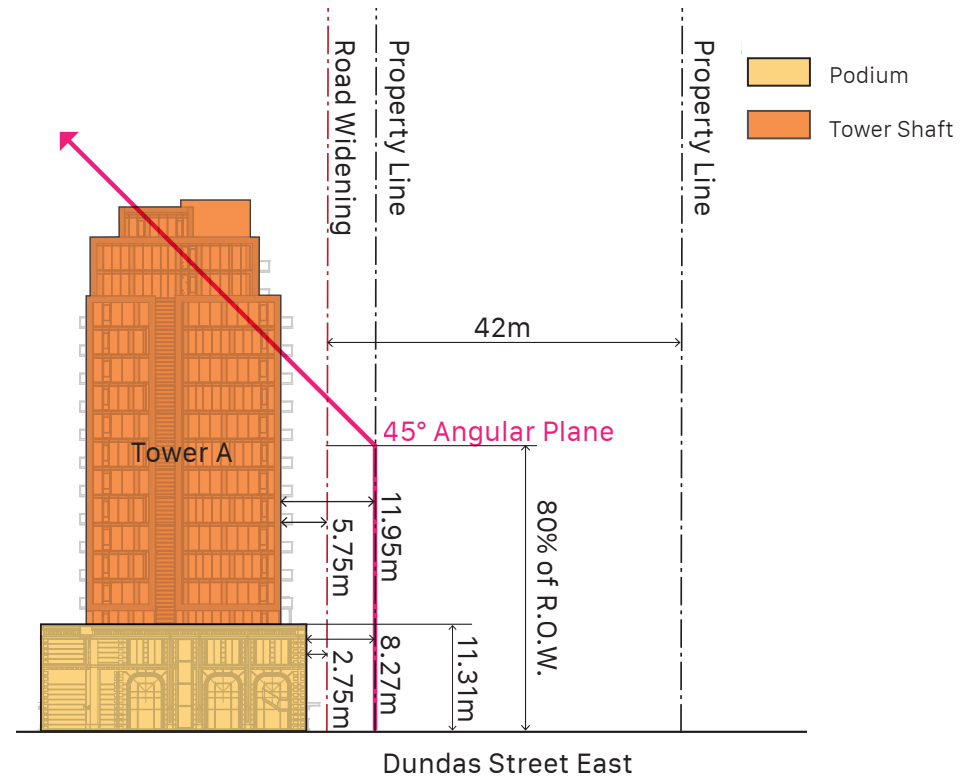


Figure 16 - Dundas Street East Angular Plane

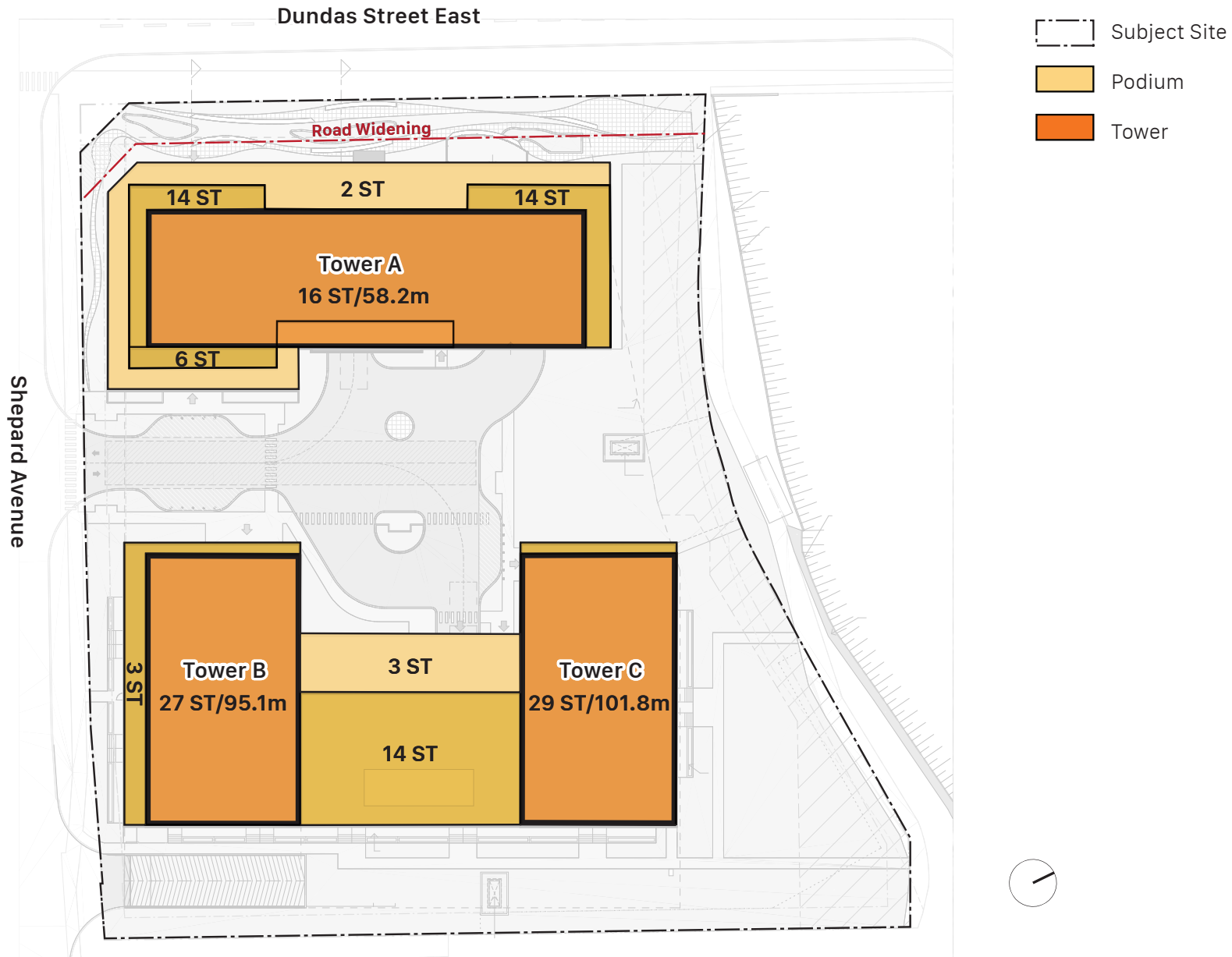


Figure 17 - Built Form Heights

2.2.2 Transition to Adjacent Uses and Built Form

The revised proposal includes a variety of building heights that respond to several contextual considerations, while providing appropriately scaled podiums that anchor each building within the Subject Site. In this respect, the revised development scheme incorporates a built form transition strategy that ensures that taller buildings are placed away from Dundas Street East to maintain the main street character of the street.

Transition within the revised proposal is achieved through spatial separation to areas of lower scale and intensity. The revised development will provide for a gradual stepping of height and scale from the Dundas-Shepard intersection – increasingly stepping up in a southeasterly direction. This stepping of height will contribute to the downward height progression from the Hurontario-Dundas Street intersection towards the surrounding Character Areas envisioned in the MOP (Policy 12.4.1.5).

In this regard, the shortest building proposed is located at the southeast corner of Dundas Street East and Shepard Avenue - northwest corner of the Subject Site. Tower A has a height of 16-storeys (58.7 metres), and steps down to a lower podium element which frames the street. Moving southeast, tower heights transition up to 27-storeys (95.6 metres) and 29-storeys (102.3 metres) to Tower B and C. As detailed in Section 2.2.2, the proposed towers are appropriately sited from the southern and eastern lot lines of the Subject Site. This provides an appropriate spatial separation to the existing high-rise residential buildings to the south and naturalized areas to the east.

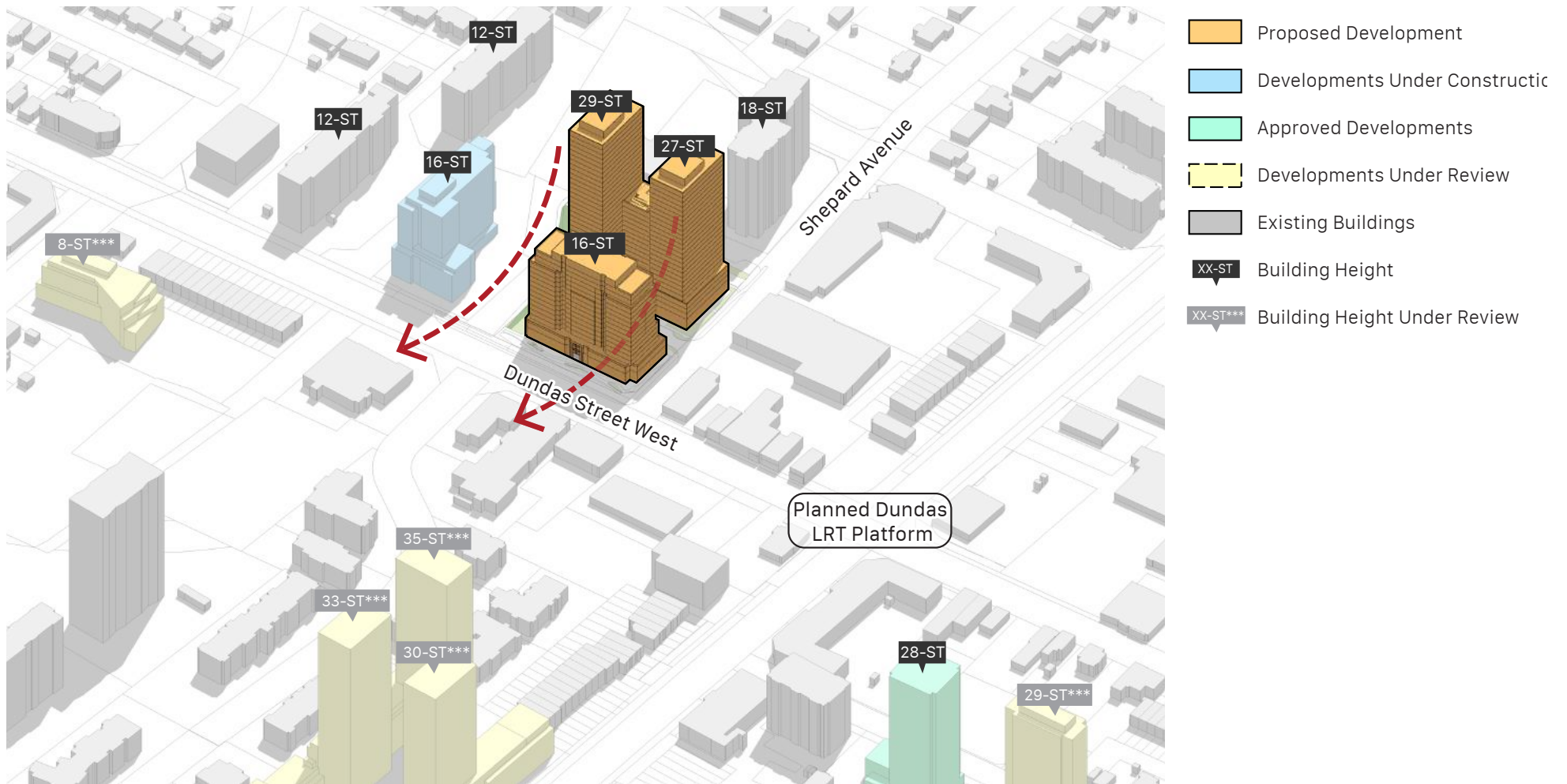


Figure 18 - Built Form Transition

2.3 Access, Circulation, Parking and Servicing

2.3.1 Vehicular Access and Circulation

In terms of vehicular access, the revised proposal improves upon the design of the original proposal by removing the access point from Dundas Street East. The entry point from Shepard Avenue remains fundamentally unchanged, providing in and out access to the central driveway. A secondary entry point for access to underground parking is provided south of Building B - generally in the location of the existing curb cut on site. The proposed consolidation of access points will provide for an uninterrupted pedestrian realm along Dundas Street East, reinforcing its main street identity and limiting areas of conflict between vehicles and pedestrians. In place of the original access driveway from the previous proposal is an extension of the proposed park and an extended podium of Building A with retail uses at grade.

Vehicles will access the proposed buildings via a common driveway at the central portion of the Subject Site, bookended by each building to the north and south. The revised proposal provides for a similar internal driveway design, which has a roundabout configuration with drop-off areas for each tower.

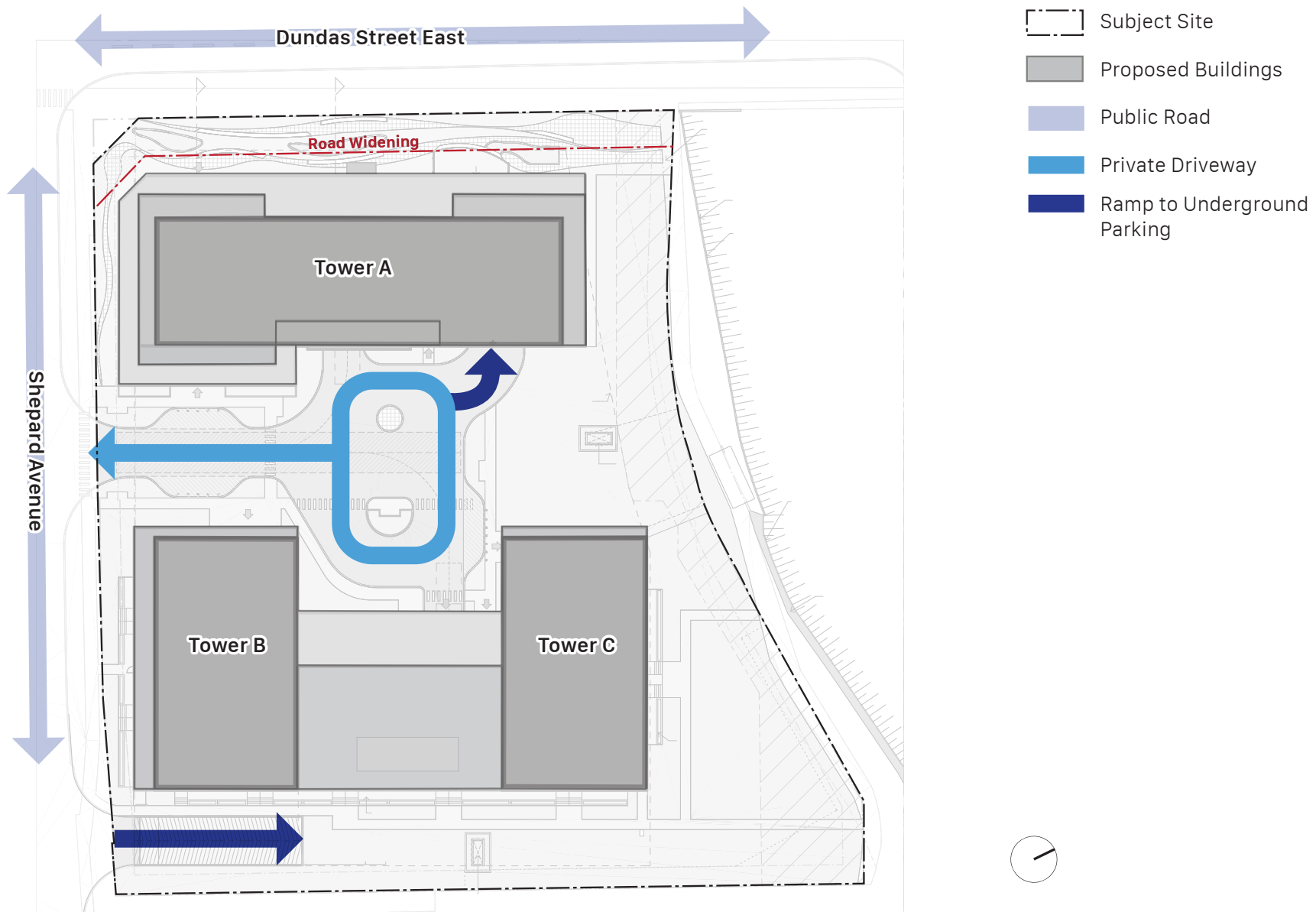


Figure 19 - Vehicular Circulation

2.3.2 Parking, Loading and Servicing Areas

The revised proposal continues to be pedestrian oriented and to limit the visual impact of parking and loading areas from the public realm. The revised proposal provides 861 parking spaces within five levels of underground parking. Of the total number of parking spaces, 733 are residential parking spaces and 128 are visitor/retail parking spaces. Access to below-grade parking has been relocated for both buildings to ensure they remain screened from the public realm. In this respect, the parking ramp for Building A has been relocated within the podium and is now accessed by the internal driveway from Shepard Avenue. The parking ramp associated with Building B has been relocated to the rear of the building, accessed by Shepard Avenue.

Lay-by areas are also provided along the central driveway, adjacent to primary building entrances, to accommodate drop-off areas. These areas are also located away from the adjacent streets and public sidewalks to limit their impacts on pedestrians.

In terms of loading, two loading spaces continue to be proposed in the revised design, including one type 'G' loading space within Building A and one type 'G' loading space within Building B. Each loading space is accessed via the internal driveway and is located internally with each building.

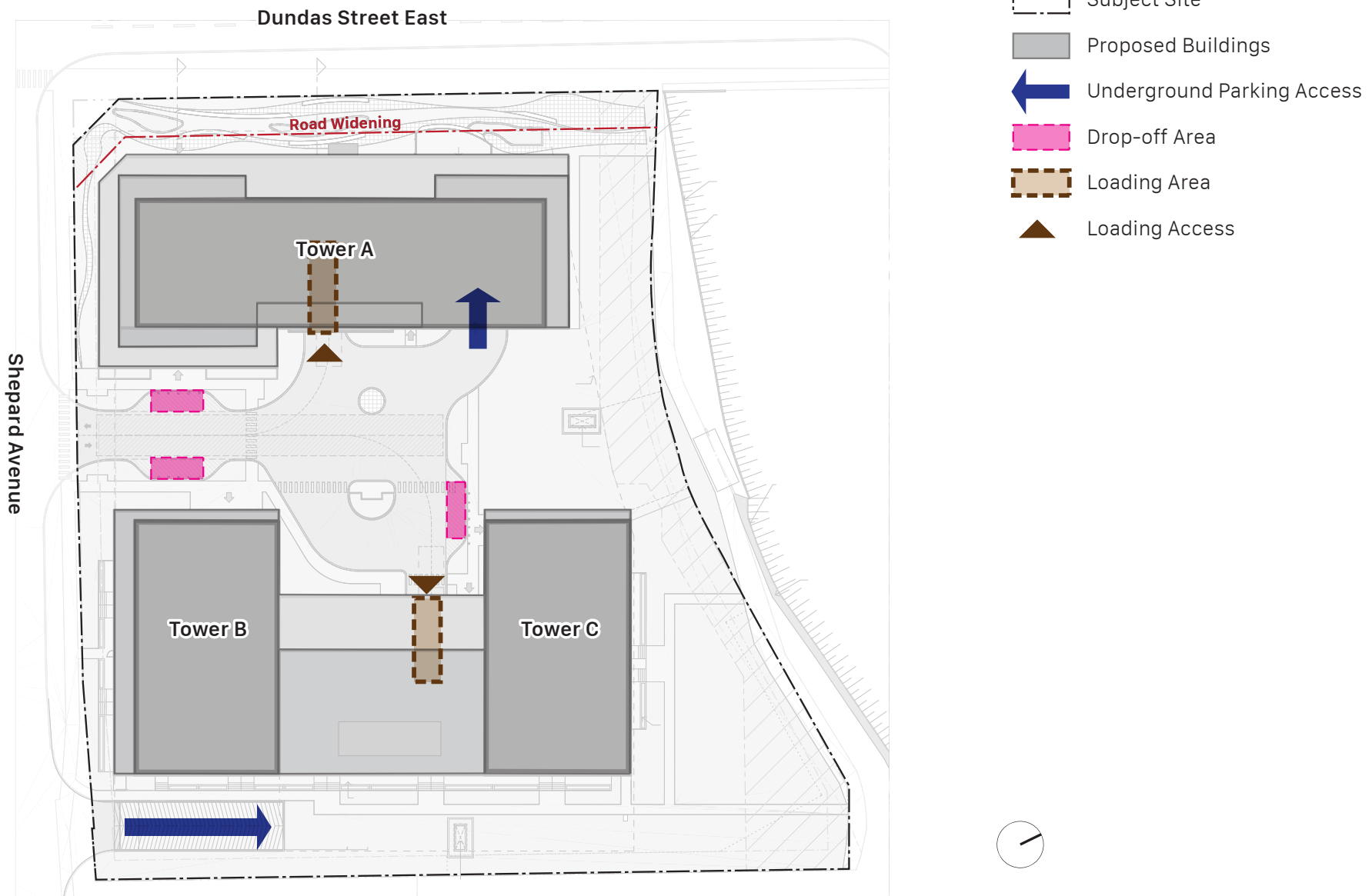
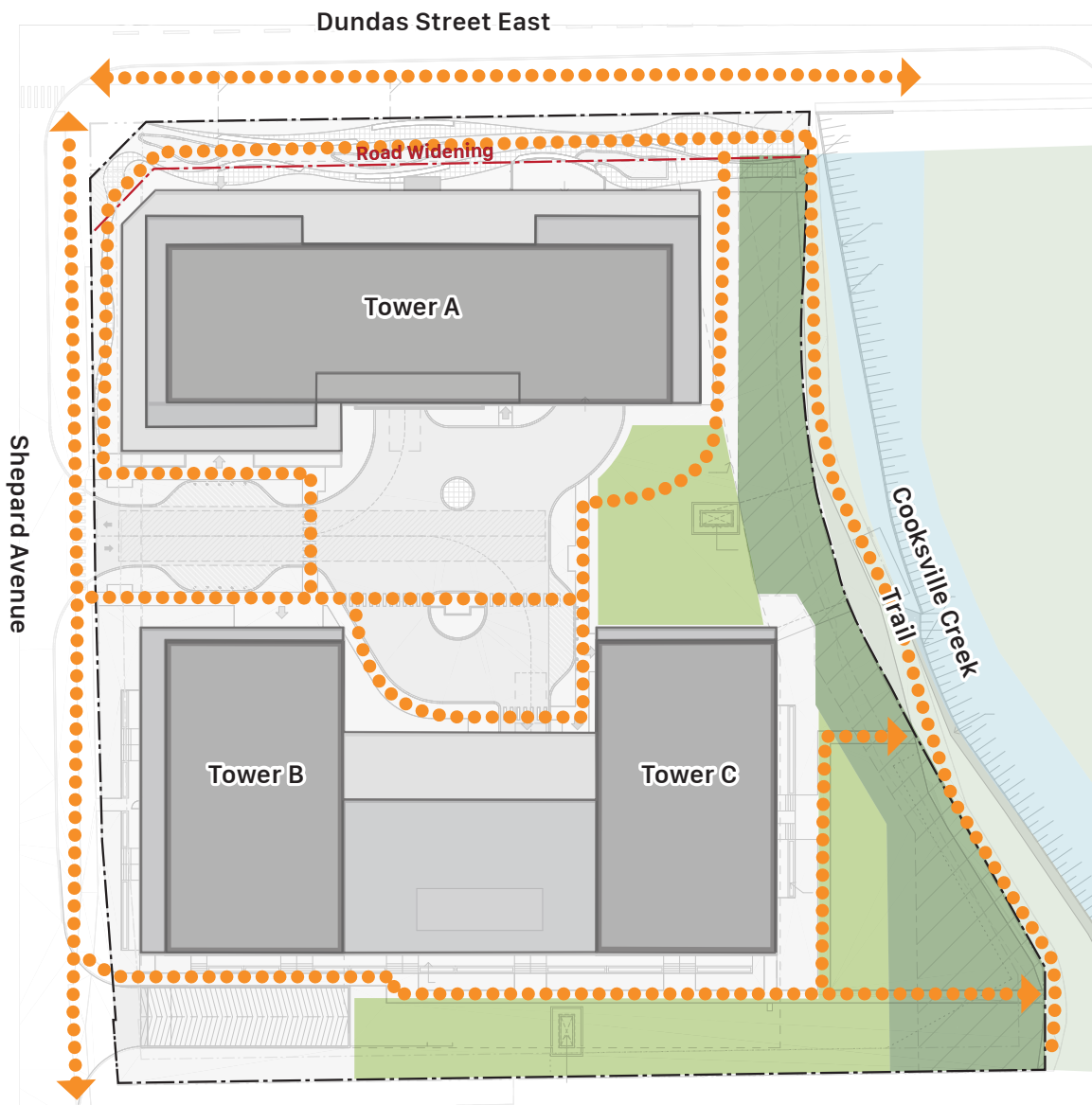


Figure 20 - Parking, Loading And Servicing

2.3.3 Pedestrian Circulation

The revised development scheme continues to propose a network of sidewalks and pedestrian pathways have been designed to promote active transportation and increase permeability and connectivity throughout the Subject Site. Multiple pedestrian connections from Dundas Street East and Shepard Avenue are proposed to draw in pedestrians into the Subject Site, including pedestrian routes along each side of the private driveway within the internal courtyard area. Pedestrian routes within the site will also lead to the existing bus stop along Dundas Street East and provide a convenient connection that encourages the use of public transit. Internal pedestrian pathways will also provide connections to the existing sidewalks from building entrances and grade-related units. Furthermore, a pedestrian pathway is proposed along the southern and eastern edges of the Subject Site which connects the walkways within the Subject Site to the existing trail along Cooksville Creek. This pathway network will foster a new east-west connection from Shepard Avenue to the creek edge and promote the use of the new public park.

The revised proposal promotes the use of active transportation modes, generally through the provision of the connections described above, but more specifically through the proposed cycling infrastructure incorporated into the design of the Subject Site. In this regard, internal bicycle storage facilities have been included in the design of each building and located at grade where possible. Additional short term bicycle storage is proposed within the boulevard of Dundas Street East to support the highly pedestrianized and active nature envisioned for the street.










-  Subject Site
-  Proposed Buildings
-  Pedestrian Circulation
-  Parkland
-  Outdoor Amenity At Grade
-  Naturalized Areas
-  Cooksville Creek



Figure 21 - Pedestrian Circulation

2.4 Supporting Studies

2.4.1 Shadow Study

A Shadow Study was prepared by Bousfields Inc. in support of the revised proposal. The shadow study includes an assessment of the net incremental shadow impact of the revised proposal on residential private outdoor amenity space (i.e. private rear yards, patios and pools), communal outdoor amenity areas that are part of the proposed development or adjacent apartment sites, public realm elements (i.e. sidewalks, open spaces, plazas, as well as turf and flower gardens) and building faces to allow for the possibility of using solar energy.

Generally, the revised development scheme reduces the incremental shadow impacts cast by the development as a result in the reduction of building height across the site. In particular, the length of shadows cast to the north, northeast and northwest are reduced and the reduction in the height of Tower A results in more porous shadow cover to the south and southeast.

With respect to residential private outdoor amenity spaces, incremental shadows are cast on the rear yards of some single-detached lots at certain test times. However, the Study concludes that the proposed shadows do not exceed one hour in duration on any of the private amenity areas, and as a result the impacts satisfy the assessment criteria.

As it relates to communal outdoor amenity spaces, the Study concludes that the shadow impacts on adjacent outdoor amenity areas associated with existing and approved developments are generally acceptable as the assessment criteria are generally met for June, September, and December. With respect to shadowing of on-site amenity areas, the revised proposal provides for a number of additional amenity spaces compared to the original proposal. Portions of the proposed rooftop and grade-related outdoor amenity areas will be in shade at various times. While the shadow impacts do not satisfy the assessment criteria for certain test times, the Study notes that that the incremental shadow impacts on the amenity areas are acceptable within an urban context. Between March and September, when outdoor amenities typically receive their heaviest use, the revised proposal remains in substantial compliance with the assessment criteria.

With respect to public streets, the revised proposal satisfies the assessment criteria as it relates to Shepard Avenue since it allows for 5 hours of sunlight on the sidewalk on the opposite side of Shepard Avenue on September 21st. The assessment criteria have not been met for the sidewalks associated with Dundas Street East. It is our opinion that although the assessment criteria are not met, the shadow impact is appropriate given the site's location along City's Intensification Corridor (Schedule 1C) where a more urban built form context is contemplated. In addition, the proposed shadow length is similar to the under construction building to the east (Artform Condo) and 120 Dundas Street East that result in acceptable and localized impacts on the adjacent sidewalk.

With respect to shadows cast on public open spaces, parks and plazas, the Study demonstrates that the revised proposal only results in incremental shadow impacts on the open spaces associated with Cooksville Creek on September 21st from 11:12am to 5:48pm. The revised proposal ensures access to sunlight is maintained on more than 50% of the open space area, and therefore satisfies the assessment criteria.

As it relates to on-site public open spaces, the development will cast shadows on the proposed public park on September 21st. While the shadow impacts do not satisfy the assessment criteria, we note that a portion of the shadow cast on the proposed park is from the existing tall buildings south of the Subject Site at 75 and 85 King Street East. Additionally, the park is situated east of the proposed buildings and is therefore in a location that will naturally receive more shadowing. The park is in a desirable location adjacent to Cooksville Creek and in our opinion, the incremental shadow impacts are acceptable given the site's location within an intensification area where high-density development is anticipated.

Based on the shadow analysis, it is our opinion that the revised proposal will have acceptable shadow impacts on adjacent low-rise neighbourhoods, private amenity areas, and public open spaces in accordance with Policy 9.5.3.9 of the Mississauga Official Plan.

2.4.2 Pedestrian Wind Comfort and Safety Study

A Pedestrian Wind Comfort and Safety Study was prepared for the revised proposal by RWDI in accordance with the City of Mississauga Terms of Reference, dated December 2022. The purpose of the report was to predict and assess wind conditions associated with the revised development proposal. Policy 9.2.1.16 and 9.5.3.9 of the Official Plan state that tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas, including wind.

The Study notes that the revised design generally performs better from a wind comfort perspective when compared to the previous design. In this regard, the Study provides the following conclusions:

- The project has minimal or no impact on most offsite pedestrian areas around the development.
- There are some uncomfortable locations at exposed building corners, and in between the buildings during the winter. There are also grade level safety exceedances in Phase I and II but they improve significantly with the addition of future surrounding buildings. Only one safety exceedance occur on site when the future buildings are added.
- A majority of the safety exceedances are marginal (i.e. exceed the gust speed threshold for safety by 1 to 2 or 3km/h) except for one location near the southwest corner of Building B.
- There are no offsite safety concerns.
- Level 14 and 28 on Building B are expected to have high wind activity at localized areas, which may be undesirable for passive pedestrian activities.
- The Level 3 amenity on Tower A is mostly sheltered from the prevailing winds so, suitable conditions are expected there throughout the year.

For further details, refer to the Pedestrian Wind Comfort and Safety Study submitted as part of the application package.

2.4.3 Noise and Vibration Impact Study

A Noise and Vibration Impact Study was prepared by RWDI for the revised proposal. Policies 9.5.1.11 and 9.5.1.12 of the Official Plan state that new residential development abutting major roads should be designed with a built form that mitigates traffic noise and that noise impacts are to be mitigated.

The Study recommends the following noise control measures:

1. Installation of central air-conditioning so that all suites' windows can remain closed.
 - a)STC-27, STC-45, and STC-28are recommended for the minimum sound insulation ratings for the window, exterior wall, and exterior door respectively on the north façade of Building A. These STC ratings would be achieved with the Ontario Building Code minimum construction requirements.
2. Construction of a perimeter noise barrier along a portion of the property line if feasible.
3. The inclusion of noise warning clauses related to transportation sound levels at the building façade, and in the outdoor amenity areas if a barrier is not provided.

The Study notes that, at this stage in design the impact of the development on itself and its surroundings could not be quantitatively assessed. However, the impact on both the building itself and its surroundings is expected to be feasible to meet the applicable criteria. The Study recommends that the building design be evaluated as a condition of site plan approval to ensure that the acoustical design is adequately implemented to meet the applicable criteria. Based on the results of the analysis for the given site plan and the implementation of the recommendations included with this assessment, the revised proposal is predicted to meet the applicable sound and vibration criteria

For further details, refer to the Noise and Vibration Impact Study submitted as part of the application package.



3

Additional Policy Analysis

3.1 Review of Cooksville Vision and Built Form Standards

The proposal has been revised to respond to initial comments from City staff and to have regard for the adopted OPAs 145 and 146, as well as the related Downtown Fairview, Cooksville and Hospital Built Form Standards (both adopted and endorsed subsequent to the original application).

In this respect, the height along the Dundas Street frontage has been reduced to 16-storeys, with taller buildings at the rear, away from Dundas Street East. The revision along Dundas Street East, which also generally respects the front angular plane (but for minor intrusions), enhances the main street scale envisioned through the Cooksville Study. The reduction in height is also complemented by the introduction of a second floor non-residential/community space floor to provide for a robust mixed-use character along Dundas Street East.

The removal of the driveway access from Dundas Street East and further enhancement of the Cooksville Creek parkland along the east boundary of the site, will further serve to benefit both the site and overall connectivity and access to the Creek and parkland areas.

Below is a general overview of the revised proposal in the context of the applicable built form standards.

General Standards

2.1.1 Ground floor setbacks

- Building A will be constructed with a 2.75-metre setback from the Dundas Street East property line, in line with the recommended standard of between 2 to 4 metres.

2.1.2 Podium Stepbacks

- The street-facing podiums will generally be between 3- and 4- storeys in line with the recommended podium heights of between 3- and 6-storeys. While the tower stepbacks are generally 3 metres from the street facing podium edge along Shepard Avenue, there is a larger stepback provided along the Dundas Street East frontage to emphasize the main street character of this corridor.

2.1.3 Floor Plate Sizes

- While the proposed tower floorplates of 800 square metres are slightly larger than the recommended 750 square metres above the 12th storey, there are no unacceptable shadow impacts and the recommended 30 metre separation is provided.

With respect to standards 2.1.5, 2.1.6 and 2.1.7, the proposed buildings will be well articulated with a distinct top and a variation of heights (16-, 27- and 29-storeys).

Architectural Design Guidelines

The proposal will provide for a defined streetwall with varied setbacks, glazing, entrance bays, and articulation to activate the Dundas frontage in accordance with the intent of 2.2.1. The buildings are designed to enhance the streetscape with active frontages and will not have any parti-wall conditions facing the public streets (2.2.3).

In accordance with the intent of 2.2.4, parking will be located underground. Due to the grade change within the Subject Site, some elements of the underground parking may be exposed at the east end. Where this occurs, the design will be enhanced with a combination of material treatments and landscaping to create an attractive and safe facing condition. All garbage and loading will be located internal to the site away from public view.

Character Areas and Street Standards - Downtown Cooksville

The proposed revisions provide for an improved development that will create a mixed use, vibrant and walkable community as envisioned by the Guiding Principles of Section 3.1.2.

As illustrated on Figure 9 of the Downtown Fairview, Cooksville and Hospital Built Form Standards, the Subject Site abuts an A2 Street (Dundas Street East) to the north, and a C Street (Shepard Avenue) to the west.

A-Streets are considered to be primary arteries and must incorporate at grade commercial and/or retail uses at grade. The design of A-Streets is critical to develop a lively urban environment that fosters active uses and a pleasant pedestrian environment.

The revised proposal responds to General Standards 3.2.1.1 to 3.2.1.14 for A-Streets as follows:

- The proposal situates Building A along the Dundas Street East frontage, providing a continuous setback of 2.7 metres from the property line (after the accounting for the road widening).
- Building A provides for a floor-to-floor height of up to 7.5 metres including the Mezzanine level.
- Two primary retail entrances are proposed along Dundas Street East, accessible directly from the sidewalk.
- Building A will include three retail units that breakup the frontage occupy the corner of the ground floor, addressing and wrapping the corner to continue along Shepard Avenue. The building mass is inset at the corner to provide additional spill out space is provided at the corner.
- The proposed development features an Art-Deco style architectural treatment that incorporates a diverse material palette and geometric design language. At grade, stone cladding will anchor the base building and take cues from the architectural character of existing buildings within the area.
- Articulation in the form of subtle recesses is provided along the street facing facades at grade to create a sense of rhythm and visual interest. A series of arches are used to breakup the façade and emulate the stylized decorative elements that are characteristic of the Art-Deco style.
- Additional articulation is provided around the primary lobby entrance on Dundas Street East to highlight its location, ensuring it is visible to pedestrians.
- Retail frontages will be activated by including vision glazing and doors that allow for views into and out of storefronts.
- Fixed canopies are provided above retail and residential entrances along Dundas Street to ensure pedestrians are afforded weather protection.
- To animate the streetscape, patio space with seating is proposed along the eastern portion of the Dundas Street East frontage, in close proximity to the proposed park. The patio area is located within the setback zone to maintain a clear, and unobstructed sidewalk.
- Balconies are proposed along the northern façade of Tower A, which have been designed to do not project beyond the podium of the building.

In addition to the General Standards for A-Streets, additional standards are provided for each A-Street sub-category. Dundas Street East is identified as an A2-Street, which is subject to the following additional standards:

- 3- to 6-storey podium height
 - Building A incorporates a podium building that includes two commercial floors as well as a mezzanine floor with an overall height of 11.3 metres.
- 2 to 4 metre setback from the property line
 - Building A is setback 2.75 metres from the Dundas Street East Property line, after the 5.5 metre road widening has been accounted for.
- 3 to 6 metre stepback between the podium and tower face
 - Along Dundas Street East, Tower A is setback 3.0 metres above the podium of Building A.
- 45-degree angular plane above the property line, measured from a height equal to 80% the width of the right-of-way
 - Building A has been designed to respond to a 45-degree angular plane measured from a height of 33.6 metres above the Dundas Street East property line. While the upper floors of Building A encroach the angular plane, the 16-storey height is appropriate as it fits harmoniously with the existing built form context, which includes a 16-storey building to the immediate east, as well as a number of buildings in the range of 10- to 18-storeys in the surrounding area.

C-Streets are tertiary streets that connect A- and B-Streets. In contrast to A- and B-Streets, C-Streets provide development blocks with access for deliveries, garbage pick-up, service and loading, including vehicular access to structured and off-street parking within development sites.

The revised proposal responds to General Standards 3.4.1.1 to 3.4.1.7 for C-Streets as follows:

- The ground floor of Building A and B will incorporate glazing along both A2 and C -Streets to provide views into and out of the building;
- Private residential entrances are provided along the C street for additional pedestrian access;
- Access to servicing, parking and loading areas is consolidated to serve both Building A and B from the C-Street;
- Loading, garbage and servicing spaces are located within the podiums of each building to minimize noise and visual impacts;
- Access and servicing areas will be screened by building mass and landscaping features to maintain the safety and appeal of the public realm; and
- Loading areas have been designed in accordance with the Region of Peel Standards.



Summary and Conclusions

It continues to be our opinion that the revised proposal represents good urban design, is appropriate within the emerging and planned built form context and contributes to the enhancement of the existing and planned character of Cooksville. The proposal has been revised to better align with the Downtown Fairview, Cooksville and Hospital Built Form Standards. In this regard, the revised proposal successful in introducing a pattern of heights that respects the built form character along Dundas Street East and provides an adequate transition to the nearby neighbourhood and naturalized area. An enhanced interface with the public realm along Dundas Street East will be achieved by the provision of an expanded public park that connects to the sidewalk and existing trail along Cooksville Creek, the removal and consolidation of vehicular access points and the introduction of a healthy mix of uses, including retail and community spaces to activate the street.

The development proposal will provide a transit-supportive and pedestrian-friendly built form that improves the pedestrian condition at grade and incorporates architectural and landscape design elements that respond appropriately to the surrounding area. Moreover, it will serve as a transition towards the planned intensification along Dundas Street East and within Downtown Cooksville as a whole.

The revised proposal is reflective of the urban design policies prescribed in the Official Plan and is generally keeping with the Cooksville Vision and Built Form Standards. Subject to the additional comments set out in this Urban Design Study Addendum, the findings and analysis of the Urban Design Study submitted in March 2022 continue to be relevant and accurate. Overall, it is the opinion of this updated Urban Design Study that the revised proposal is appropriate, desirable and should be approved.

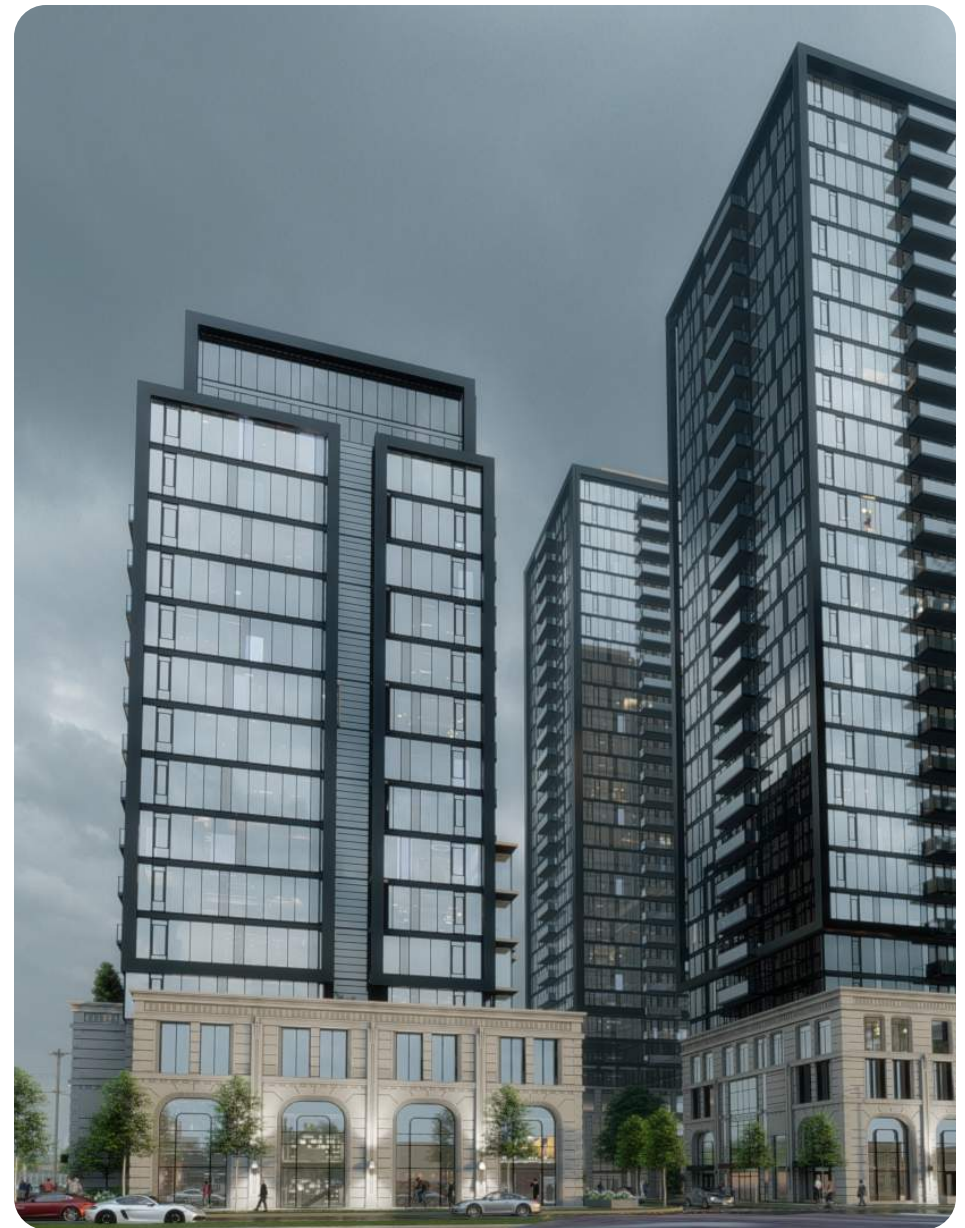


Figure 22 - View Looking East (Rendering prepared by Chamberlain Architect Services Limited)

