

URBAN DESIGN BRIEF

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

City Park Homes (Streetsville)
Inc.
City of Mississauga
February 2023



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1 / INTRODUCTION

This Urban Design Brief ('Brief') has been prepared in support of an Official Plan Amendment and Zoning By-law Amendment application for the lands municipally known as 6, 10, 12 Queen Street South, 2 William Street and 16 James Street, in Streetsville, in the City of Mississauga (the 'Subject Lands') and as a is a companion document to the Planning Justification Report, prepared by Glen Schnarr & Associates Inc., dated February 2023, which sets out the planning rationale for the proposed development application.

The proposed development contemplates redevelopment of the Subject Lands with a compact, eight (8) storey mixed-use structure, grade-related non-residential uses, amenity areas and on-site parking. The proposed structure is to feature a terraced built form and an integrated, at-grade, 5-storey parkade structure along the western property line. Furthermore, the proposed structure provides for direct pedestrian connections to individual non-residential units.

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

The Urban Design Brief has been prepared in collaboration with Graziani + Corazza Architects Inc., MSLA and Glen Schnarr & Associates Inc.



1.1 / GOALS & OBJECTIVES

The goal of the proposed development is to advance the City of Mississauga's vision of creating a desirable urban city and contribute to the goals and objectives of the Streetsville Community Node Character Area and the Mississauga Official Plan more generally. The key urban design objectives that have guided the proposed development include:

- A vibrant, compact, pedestrian-oriented, transit-supportive development that supports Streetsville as a complete community and existing and future transit services;
- High-quality, sophisticated architectural design that respects the established character of the Streetsville community;
- A mixture of compatible, complementary uses to encourage Streetsville residents and visitors to live, work, shop and play in the community;
- Grade-related non-residential uses that have a direct connection to the Queen Street South public realm and contribute to a safe, comfortable and enjoyable active streetscape; and,
- Pedestrian-oriented development that supports the street network as well as walking, cycling and transit as convenient forms of transportation.



1.2 / ANALYSIS OF THE SITE & NEIGHBOURHOOD

This Section of the Brief provides an analysis of the Subject Lands and the surrounding Streetsville community context.

1.2.1 / SUBJECT LANDS

The Subject Lands are an assembly of five (5) lots located on the west side of Queen Street South, north of James Street. Collectively, the Subject Lands have a total area of approximately 0.78 hectares (1.92 acres), with a frontage of 68.9 metres along Queen Street South and a frontage of 33.9 metres along James Street.

The Site is generally flat. Overall, the Site is currently improved with three (3) detached dwellings, a low-rise commercial structure, surface parking area and outdoor storage area. Access is provided via driveways off of Queen Street South and James Street. There are existing sidewalks along Queen Street South and James Street.

1.2.2 / NEIGHBOURHOOD CONTEXT

The Subject Lands are located within the Streetsville community of the City of Mississauga and within the Streetsville Community Node Character Area.



View looking north across the Subject Lands from William Street



View looking north along Queen Street South

In accordance with the Streetsville Community Node Character Area policy framework, the Subject Lands are centrally located within the community. Overall, the Streetsville community has and continues to experience intensification. Many of the recently approved and ongoing development applications are seeking higher density, compact, mid-rise built forms.

In accordance with the Mississauga Official Plan, Community Node areas are an Intensification Area and a location where growth and development through infill is to be directed. As a Site within the Streetsville Community Node Character Area, the Subject Lands are an appropriate and desirable location for growth to occur. More specifically, the Streetsville Community Node Character Area is envisioned to be an attractive, vibrant, complete community that retains its established character and enables residents to live, work, shop and play within the community. Furthermore, development is to respect the community's existing character and provide for appropriate transition to the surrounding context.

Streetsville is to be connected to key regional and City destinations by an efficient network of transportation and transit services. Transit connectivity is provided by the Milton GO Transit (Route 21) and various bus transit routes. This connectivity will be further enhanced by the planned enhancements to the GO Transit network.

Mississauga Official Plan Community Node Policies

- '5.3.3.11. *Development in Community Nodes will be in a form and density that compliments the existing character of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes.'*
- '5.3.3.12. *Community Nodes will be served by frequent transit services that provide city wide connections. Some Community Nodes will also be served by higher order transit facilities, which provide connections to neighbouring municipalities.'*
- '5.3.3.13. *Community Nodes will be developed to support and encourage active transportation as a mode of transportation."*

The surrounding context is as follows:

NORTH

A vacant lot and Britannia Road West are immediately north. Further north are low-rise commercial structures and surface parking areas. The Canadian Pacific Railway ("CPR") corridor continues to the north.



View looking east along James Street

SOUTH

James Street is immediately south. Further south are low-rise commercial structures with surface parking areas and low-rise residential dwellings.



View looking north along Queen Street South

EAST

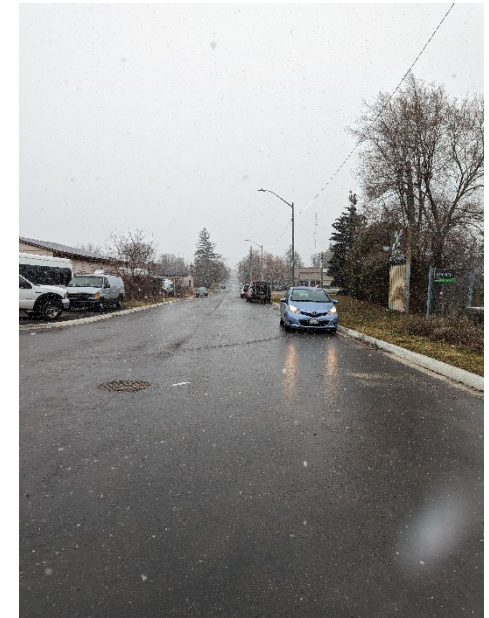
Low-rise residential dwellings and Queen Street South are immediately east. Further east is a continuation of the residential Neighbourhood predominantly comprised of low-rise dwellings.

WEST

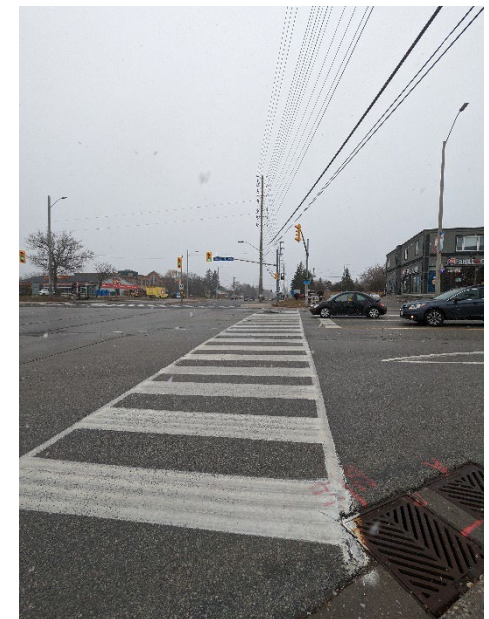
The CPR Corridor is immediately west. Further west is a forested area, low-rise residential dwellings, Frank Dowling Park and Dolphin Senior Public School.



View looking west along Britannia Road West, at Queen Street



View looking south along William Street



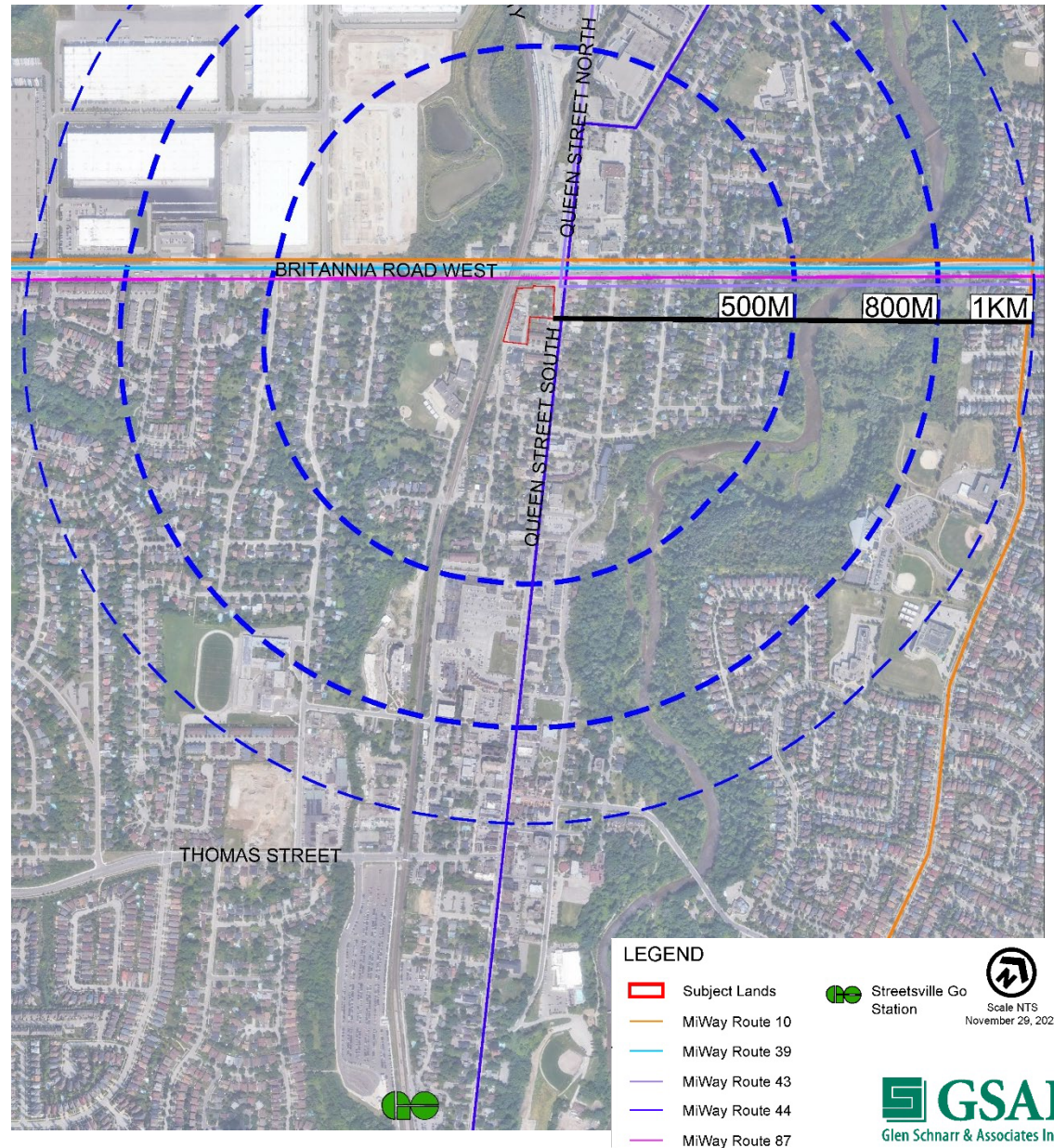
View looking east along Britannia Road, at Queen Street

1.2.3 / FACILITIES, SERVICES & TRANSPORTATION

The Subject Lands and surrounding area have access to a variety of community services, facilities, greenspaces and destinations – many within a comfortable 10 minute walking distance. As further demonstrated on the right, the Subject Lands are well-served by transit services. A summary of the Subject Lands’ transportation context components is described below.

As demonstrated on the right, the Subject Lands are serviced by an existing bus route (Route 44) operated by Mississauga Transit (‘MiWay’). Route 44 (Mississauga Road) has an existing bus stop directly in front of the Subject Lands. Route 44 has a service frequency of approximately 25 minutes and operates between the University of Toronto at Mississauga (‘UTM’) and Meadowvale Town Centre.

Additional existing bus routes operate in the surrounding area. Collectively, the Subject Lands are within a comfortable walking distance of existing bus transit. Residents are able to easily access street-level transit services and are able to transfer to a variety of routes, providing residents with easy, convenient access to various destinations and areas of Mississauga and beyond.



REGIONAL TRANSIT

The Streetsville GO Station, located approximately 1.1 kilometres southwest of the Subject Lands, is on the Milton GO Transit Line (Route 21) with service to Downtown Toronto. Route 21, operated by Metrolinx, has a service frequency of approximately 30 minutes, during the a.m. and p.m. peak periods, Monday to Friday. We note that the Milton GO Transit Line does not currently operate during the off peak periods, Monday to Friday or on weekends and holidays.

ROAD NETWORK

The Subject Lands are surrounded by and have frontage on both Queen Street South and James Street. Britannia Road West is located to the north of the Subject Lands.

Queen Street South is classified as a 'Major Collector' with an ultimate Right-of-Way ('ROW') of 20 metres by the in-effect Mississauga Official Plan ('MOP'), while James Street is not classified by the MOP.

CYCLING

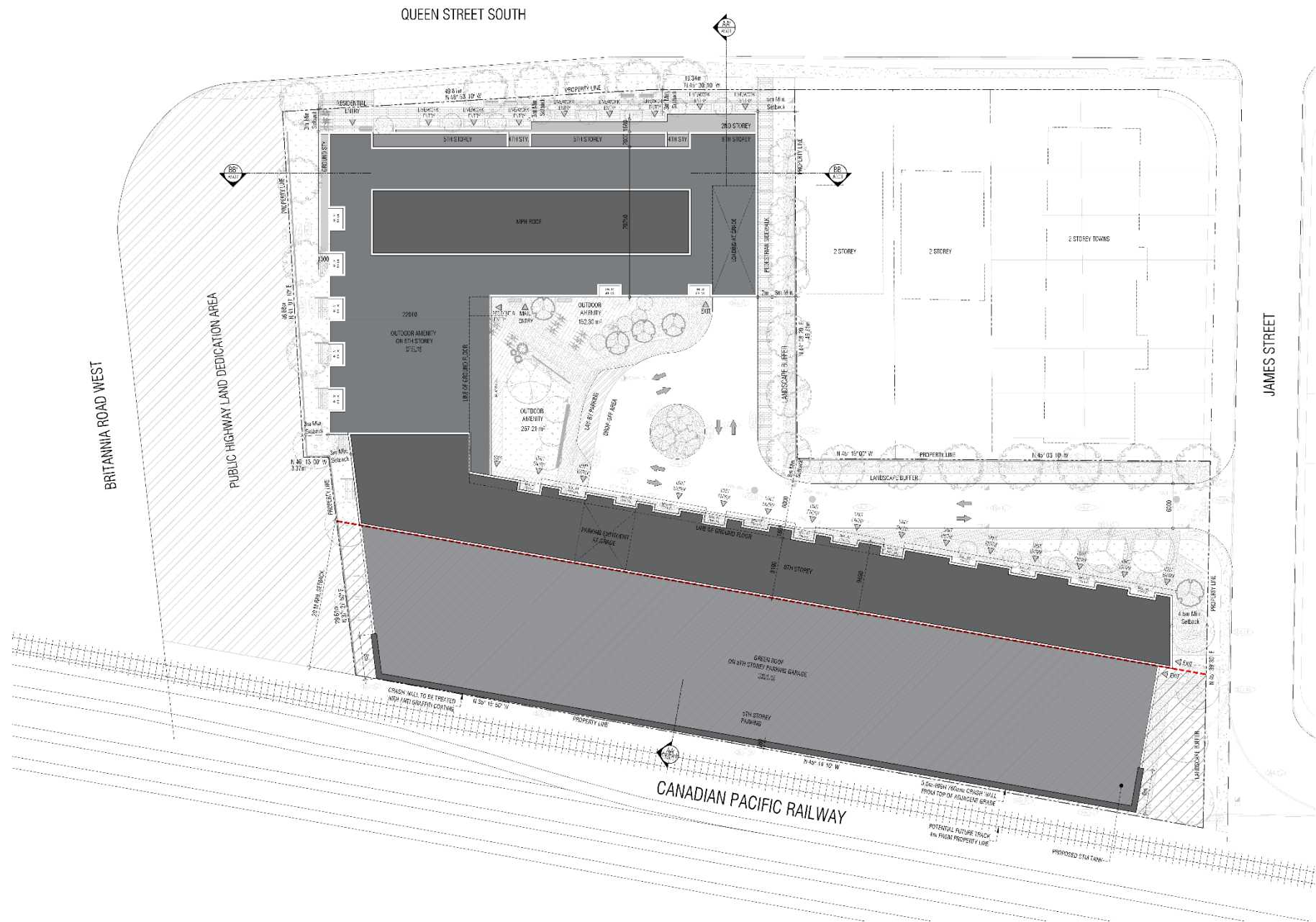
Queen Street South is identified as being a 'Primary On-Road / Boulevard Cycling Route (Schedule 7, Long Term Cycling Routes) by the MOP, connecting the Subject Lands to the surrounding active transportation network. Additional active transportation connections are available along Britannia Road West to the north.

2 / ANALYSIS OF THE PROPOSED DEVELOPMENT

This Section of the Brief provides a summary and analysis of the proposed development.

2.1 / KEY COMPONENT OF THE PLAN

The Owner wishes to redevelop the Subject Lands for a compact, pedestrian-oriented, mixed-use development. The proposed development contemplates an 8-storey structure. The proposed structure stepbacks above the 2nd, 4th, 5th and 6th levels to facilitate an appropriate transition to the low-rise residential area immediately south. The structure is positioned to open onto and address the public realm, including the Site's Queen Street South frontage. This is achieved through the provision of a principal residential lobby grade-related non-residential units with direct pedestrian connections to the public realm. This will allow for safe, comfortable and convenient connections to the public sidewalk. The proposed structure is to also include an integrated shared loading area and access to an above-grade parkade structure. Overall, the proposed development is to have a total gross floor area ('GFA') of 16,668.8 square metres (179,421.6 square feet), resulting in a density of 2.13 Floor Space Index ('FSI'). Of this, approximately 554.3 square metres (5,966.4 square feet) is to be non-residential GFA, while approximately 16,144.5 square metres (173,455.1 square feet) is residential GFA.



As demonstrated on the previous page, the proposed development has been organized around a central landscaped courtyard, a rear, integrated 5-storey, above-grade parkade structure and landscape enhancements. An indoor amenity area is positioned to be directly visible and accessible from an at-grade landscaped outdoor amenity area.

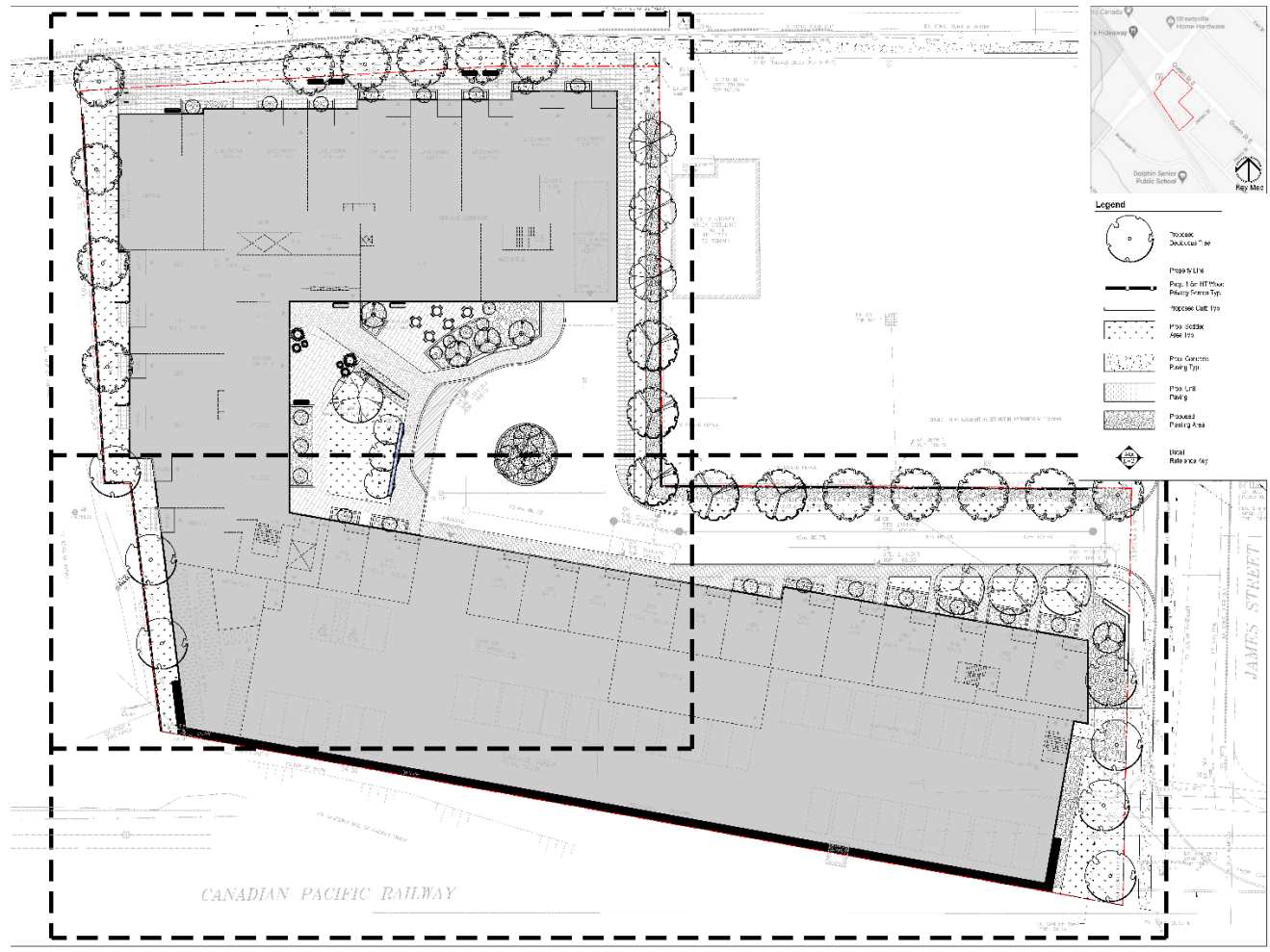
A variety of landscaped open spaces and amenity areas are to be provided. This includes a landscaped, central courtyard, outdoor amenity areas directly visible from the indoor amenity area and landscaped open spaces along the property lines. Overall, the proposed development includes 944 square metres (10,161.1 square feet) of amenity areas. Of this, approximately 218 square metres (2,346.53 square feet) is to be indoor amenity area, while 727 square metres (7,825.36 square feet) is to be outdoor amenity area. Landscaping and streetscape enhancements are also to be provided. This includes streetscape treatments along the southern and eastern property lines so that a high-quality, inviting, pedestrian-oriented environment and active street frontages are provided. A network of pedestrian pathways is also to be provided to facilitate safe, comfortable and convenient access across the Site and beyond.

A total of 232 dwelling units of varying size and configurations are to be provided. Access is to be provided via a full-moves driveway off of James Street. A total of 232 parking spaces are to be provided in the parkade structure. Access to the parkade structure is off of the private road, extending from James Street. Additionally, access to the shared loading area has been integrated into the structure and out of public view. A total of 159 secure bicycle parking spaces will also be provided. A summary of the proposed development is provided on the right.

<i>ELEMENT</i>	<i>STATISTIC</i>
Total Site Area	0.78 hectares (0.18 acres)
Proposed Density (FSI)	2.14
Total Gross Floor Area (GFA)	16,796.7 square metres (180,798.1 square feet)
<i>Residential GFA</i>	16,242.4 square metres (174,831.6 square feet)
<i>Non-Residential GFA</i>	554.3 square metres (5,966.4 square feet)
No. of Dwelling Units	232
No. of Shared Parking Spaces	232 spaces
No; of Bicycle Parking Spaces	159 bicycle spaces
Total Amenity Area	944 square metres (10,161.1 square feet)
<i>Indoor Amenity Area</i>	218 square metres (2,346.53 square feet)
<i>Outdoor Amenity Area</i>	727 square metres (7,825.36 square feet)

2.1.1/ CONCEPTUAL LANDSCAPE PLAN & AMENITY AREAS

A Conceptual Landscape Plan (on the right) has been prepared by MSLA to demonstrate the landscaping and amenity area opportunities of the proposed development. We note that as part of a 'complete' application submission, a Landscape Plan is not required nor was a Landscape Plan prepared. As a result, further landscape opportunities may be identified during the detailed design phase.



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The proposed development is to include 944 square metres (10,161.1 square feet) of amenity area. It is anticipated that the outdoor amenity areas will provide opportunities for casual gathering and social interaction. The proposed at-grade outdoor amenity areas may include a lounge area or a dining area. The programming of outdoor amenity areas will be further explored and determined during the detailed design phase.

In order to provide for safe, comfortable and enjoyable spaces, noise and wind mitigation features have been incorporated into the design (see Section 2.5 of this Brief for further detail).

2.2 \ BUILT FORM & USES (ORIENTATION, MASSING & TRANSITION)

This Section provides an analysis and discussion of the built form and use components of the proposed development.

2.2.1 / LAYOUT & BUILDING SITING / ORIENTATION

The proposed development includes a terraced built form configuration that enables adverse wind conditions to be eliminated, prevents overlook concerns and maximizes sunlight (MOP, Policy 9.2.2.3). The proposed structure has been positioned along the Site's Queen Street South frontage in order to frame the street and provide for an attractive, pedestrian-oriented built form (MOP, Policy 9.2.2.6 and Policy 9.5.1.3). It also features a terraced design whereby the structure includes a variety of stepbacks, particularly along the Queen Street South frontage in order to provide for an appropriate transition that respects the surrounding context (MOP, Policy 9.2.2.1). Overall, the proposed structure has been carefully designed and planned around a central landscaped courtyard and an integrated at-grade parkade structure to provide sufficient buffering and crash wall protection from the nearby rail corridor. Collectively, the positioning of the structure as contemplated facilitates a built form that frames the street, provides for an active streetscape and enables an appropriate transition to the Streetsville community to the north, east and south.

2.2.2 / HEIGHT & MASSING

The proposed structure with a height of 8-storeys contributes to a pedestrian-oriented development along the Queen Street South and James Street street edge. While the Streetsville Community Node is an Intensification Area and a location where development is to be directed, the Subject Lands are not a preferred location for a tall building. The proposed development, with a height of 8 storeys, exclusive of a mechanical penthouse, is appropriate given the terraced built form and architectural articulations along the Queen Street South façade. Furthermore, the proposal provides for a structure with an appropriate height and massing to be complimentary to the existing and evolving character of the Streetsville community, while also supporting a transit-supportive built form given its proximity to transit services and multitude of surrounding destinations capable of meeting the daily needs of residents within a comfortable walking distance (MOP, Policy 9.3.1.4 and Policy 9.5.1.2).

The inclusion of stepbacks provides for appropriate transition in terms of built form and massing to the surrounding area. These stepbacks will facilitate a high-quality built form and a visual breaking up of the proposed massing. Furthermore, the proposed structure is appropriately sized in order to reduce shadowing, provide for sky views, prevent overlook and maximize direct sunlight (MOP, Policy 9.5.1.2 and Policy 9.5.1.9).



2.2.3 / BUILDING FAÇADE & ARCHITECTURAL ARTICULATION

Grade-related non-residential uses and a residential lobby will provide for a structure that opens onto and addresses the public realm. The proposed non-residential uses along the Site's Queen Street South frontage will animate the streetscape and provide safe, comfortable, and accessible connections to the public realm. Specifically, it is anticipated that each non-residential unit will have a direct pedestrian connection to the public realm. A principal entrance to the residential lobby is also provided along the Queen Street South frontage in order to provide a consistent, active streetwall condition.

As demonstrated on the next page, the proposed structure features stepbacks, particularly along the Queen Street South frontage, in order to implement a vibrant, high-quality, refined terraced built form.



2.3 \ ACCESS, CIRCULATION, PARKING & SERVICE

Outdoor amenity areas are to be provided at-grade, along the central landscaped courtyard. An indoor amenity area is also to be provided on the ground level. We highlight that the indoor amenity area has been positioned so that it opens onto and is directly visible from the outdoor amenity areas.

Overall, the proposed development is to provide for a high-quality built form with architectural articulations and façade treatments that are complimentary to the physical, historical character present in the surrounding area.

Vehicular access to the proposed development is proposed via a driveway off of James Street. The driveway is to terminate at a central landscaped circular courtyard. Access to a secure bicycle parking area and the parkade structure are provided off of this central courtyard. A shared servicing area is also accessible off of the courtyard.

A total of 187 secure bicycle parking spaces are provided within the parkade structure to accommodate long-term and short-term cycling needs. A total of 234 shared parking spaces are also to be provided in the 5-level parkade structure.

In efforts to provide for an efficient site design, provide sufficient mitigation measures given the Site's proximity to the adjacent rail corridor and shield the servicing area from public view, the shared loading space and access to the parkade structure have been integrated into the proposed structure. Furthermore, the proposed location of the accesses to the loading and parkade structures on opposite sides of the courtyard minimizes potential vehicular-pedestrian conflicts.

2.4 \ PEDESTRIAN CIRCULATION

A network of pedestrian pathways and public sidewalks is to be provided to facilitate safe, comfortable and convenience access across the Site and beyond. This includes a 2.0 metre pedestrian pathway along the southern property line, extending from Queen Street South, the landscaped open space along the northern and southern property lines and public sidewalks along the Site's Queen Street South and James Street frontages. The proposed development also includes streetscape treatment along the southern and eastern property lines to provide for a high-quality, inviting, pedestrian-oriented environment and active street frontages.

Further streetscape enhancements may be identified during the detailed design stage, given a wide sidewalk zone is to be provided along Queen Street South. Overall, the proposed development has been planned and designed to provide for pedestrian-oriented streetscapes that are safe, attractive, compact and transit supportive.

2.5 \ SUPPORTING STUDIES

In order to ensure the proposed development fully addresses all policy and technical requirements, a number of supporting studies have been completed. Those studies which support the proposed development's ability to minimize adverse microclimatic impacts on the public realm and private amenity areas are summarized below.

2.5.1 / SUN / SHADOW STUDY

A Sun / Shadow Study ('Study') has been prepared by Graziani + Corazza Architects and is provided under separate cover in support of this proposal. The Study, dated January 2023, evaluated the shadowing that the proposed development would create for the Subject Lands and surrounding lands. The Study analyzed shadowing caused by the proposed development on three (3) dates – December 21st, March 21st and June 21st. These dates were used in compliance with the City of Mississauga's Terms of Reference as it is anticipated that these dates will have the largest amount of shadow impact on the surrounding area. Overall, the Study found that the proposal meets the shadow impact criteria for all public spaces. Those spaces that do not meet the shadow impact criteria are located on-site and at-grade. Effort has been made to improve the shadow impact through the incorporation of additional landscaped open spaces, a central landscaped courtyard and a proposed terraced structure that frames the street edges in order to maximize direct sun exposure.

2.5.2 / NOISE FEASIBILITY STUDY

A Noise Feasibility Study ('Study') has been prepared by Howe Gastmeier Chapnik Limited and is provided under separate cover in support of this proposal. The Study, dated January 2023, was undertaken to assess potential noise sources that may impact the proposed development and recommend mitigation measures. Overall, the Study found that the proposed development is feasible with the integration of noise control mitigation measures. These measures include equipping all dwelling units with central air conditioning, installation of glazed exterior doors between dwelling units and outdoor terraces, and installation of an acoustical barrier around the perimeter of the northerly-facing rooftop outdoor amenity area on the 7th Level.

In addition to the identified noise controls, noise warning clauses are required for dwelling units. The required warning clauses are to inform future residents of the noise traffic, rail traffic along the Canadian Pacific Rail Corridor and sound level exceedances due to proximity to non-residential uses.

2.5.3 / PEDESTRIAN-LEVEL WIND STUDY

A Pedestrian-Level Wind Study ('Study') has been prepared by Gradient Wind and is provided under separate cover in support of this proposal. The Study was undertaken to assess whether uncomfortable wind conditions would exist and if necessary, recommend mitigation measures.

Overall, the Study found that wind conditions in most pedestrian-sensitive areas within and surrounding the proposal will be acceptable for the intended pedestrian uses seasonally and annually. Furthermore, it was found that no areas of the proposed development would experience uncomfortable wind conditions. Therefore, wind mitigation measures are not required.

3 \ SUMMARY & CONCLUSIONS

The proposed development provides for an appropriate approach to intensification of an underutilized site. Additionally, the proposed development is to provide for an attractive and viable development which includes grade-related non-residential uses that open onto and address the public realm. Overall, the proposed development has been planned and designed to enable an appropriate integration into the existing context and surrounding community. With a proposed height of 8-storeys and a density of 2.13 Floor Space Index ('FSI'), the proposal is at an appropriate location, at an appropriate density, to provide for a compact, pedestrian-oriented and transit-supportive development. Furthermore, the Subject Lands are well-served by surrounding destinations, facilities and existing and planned transit services.

Based on our review of the Mississauga Official Plan urban design policies, it is our opinion that the proposed development satisfies the following design objectives:

- It will improve and contribute to the City's vision for Queen Street South as a safe, comfortable, pedestrian-oriented, commercial mainstreet;
- It will provide and support pedestrian and cycling connections that link the proposed development to the surrounding context;
- It has a proposed height and built form that offers an appropriate transition to the surrounding context;
- It is a suitable addition to the Streetsville community;

- It complies with the City's development vision for lands within the Streetsville Community Node Character Area;; and,
- It offers a high-quality, attractive, refined architectural design that will contribute to the established character of Streetsville and that is also pedestrian-oriented.

This Urban Design Brief concludes that the proposed development embodies an appropriate reinvestment and improvement of the existing site. Additionally, the proposal contributes to achieving the goals and urban design objectives for the Streetsville community established by the Mississauga Official Plan.