



3085 Hurontario St

URBAN DESIGN STUDY
CITY OF MISSISSAUGA

SEPTEMBER 2023

Disclaimer:

The text and images contained in this document are only a conceptual representation of the intended character and vision of the Subject Lands. As such, they should not be construed or interpreted literally as to what will be constructed.



Image of Mississauga's skyline encompassing a diversity of high rise building forms.

01	INTRODUCTION	1
	1.1 PURPOSE OF DOCUMENT	3
	1.2 GOALS & OBJECTIVES	5
	1.3 POLICY CONTEXT	6
	1.3.1 Provincial Policy Statement	7
	1.3.2 A Places to Grow: Growth Plan for the Greater Golden Horseshoe	7
	1.3.3 City of Mississauga Official Plan	8
	1.3.4 Applicable Urban Design Guidelines	8
	1.3.5 Vision Cookville Report	8
	1.4 SITE ATTRIBUTES & ANALYSIS	10
	1.4.1 Site Context	10
	1.4.2 Surrounding Public & Private Open Spaces	14
	1.4.3 Transportation Network	15
02	DESIGN PRINCIPLES	17
	2.1 COMMUNITY VISION	18
	2.1 GUIDING PRINCIPLES	19
03	ANALYSIS OF THE PROPOSED DEVELOPMENT	21
	3.1 SITE DESIGN	22
	3.1.1 Public & Private Open Spaces	22
	3.1.2 Streetscape	24
	3.1.3 Detailed Site Statistics	26
	3.2 BUILT FORM AND USES	28
	3.2.1 Building Setbacks and Orientation	29
	3.2.2 Building Height & Form	31
	3.2.3 Transition to Adjacent Uses and Built Form	40
	3.2.4 Architectural Style	41
	3.2.5 Location of Main Buildings	41
	3.2.6 At-Grade Uses	42
	3.3 ACCESS, CIRCULATION, PARKING AND SERVICES	44
	3.3.1 Vehicular Access and Circulation	44
	3.3.2 Pedestrian Access and Circulation	44
	3.3.3 Parking, Loading and Services Areas	46
	3.3.4 Mechanical Units & Utilities	46
	3.3.5 Garbage Facilities	46
	3.4 SUPPORTING STUDIES	47
	3.4.1 Sun/Shadow Study	47
	3.4.2 Noise Control Feasibility Study	47
	3.4.3 Pedestrian-Level Wind Study	47
04	LANDSCAPE & STREETScape GUIDELINES	49
	4.1 PROPOSED LANDSCAPE PLAN	51
	4.1.1 Village Plaza (POPS)	52
	4.1.2 Pocket Park	53
	4.1.3 Woonerf / Shared Street	54
	4.1.4 Private Terraces & Podium	55
	4.1.5 Green Roofs	58
	4.2 LANDSCAPE CHARACTER	60
	4.2.1 Planting Palette	60
	4.2.2 Lighting	61
	4.2.3 Site Furniture	61
	4.2.4 Buffer Landscape Treatment	62
05	SUSTAINABLE DEVELOPMENT	65
	5.1 GREEN DEVELOPMENT STANDARDS	66
	5.2 ACTIVE TRANSPORTATION	67
	5.2.1 Bicycle Parking Provisions	67
	5.3 LOW IMPACT DEVELOPMENT & SUSTAINABILITY INITIATIVES	68
	5.3.1 Development Considerations	68
	5.3.2 Residential Building Considerations	68
	5.3.3 Low-Impact Design	69
06	SUMMARY AND CONCLUSIONS	71
	6.1 URBAN DESIGN STUDY SUMMARY	72

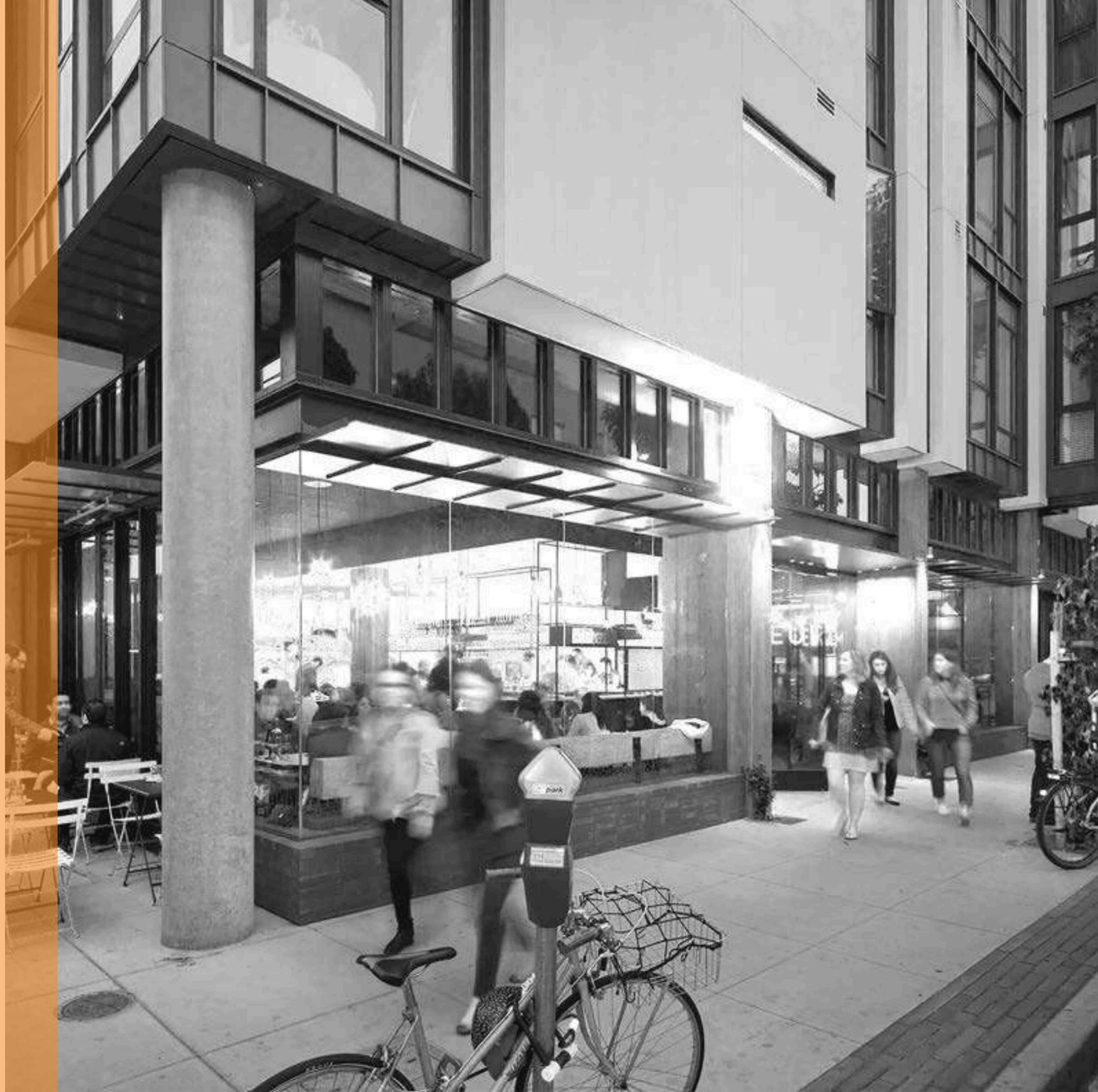


Open space surrounding high density buildings may be utilized by residents and the wider community.

01

**PURPOSE OF DOCUMENT
GOALS & OBJECTIVES
POLICY CONTEXT
SITE ATTRIBUTES & ANALYSIS**

INTRODUCTION



The goal of the proposed development is to advance the City of Mississauga's vision of creating a desirable urban form, and contribute to the goals and urban design objectives of the Downtown Cooksville Character Area and Downtown Areas in general.

Rendering Credit: Hariri Pontarini Architects



1.1 PURPOSE OF DOCUMENT

NAK Design Strategies has been retained by Equity Three Holdings Inc. (hereinafter known as the “Owner”) to prepare an Urban Design Study for the proposed development of the property municipally recognized as 3085 Hurontario Street in the City of Mississauga (hereafter known as the “Subject Lands”).

The purpose of the Urban Design Study (UDS) is to illustrate how the design proposal has sought to facilitate the comprehensive redevelopment of the Subject Lands to include a mixture of retail and residential uses of varying heights and densities in support of the City of Mississauga’s intensification goals. The UDS document provides direction for the implementation of the vision and intent of the proposed condominium development, focuses on the physical design and describes the context, linkage opportunities, and proposed landscape, open space and built form design to support the vision and intent.

Through consideration of these structuring elements and design principles, the Urban Design Study will help facilitate the design of an innovative, walkable, transit-friendly environment with a mix of residential and commercial opportunities.

This report has been prepared in support of the revised Official Plan Amendment and Zoning By-law Amendment application. In response to the City’s Urban Design Study Terms of Reference and the site specific requirements for the Subject Lands, this document has been structured in the following manner:



SECTION 1: INTRODUCTION

Provides an overview of the goals and objectives for the development, policy analysis, as well as an analysis of the existing site and surrounding neighbourhood.



SECTION 2: DESIGN PRINCIPLES

Describes the design intent for the site based on its context, policy background and future vision.



SECTION 3: ANALYSIS OF THE DEVELOPMENT

Describes the structuring elements of the proposed site plan and the development intention.



SECTION 4: LANDSCAPE & STREETScape

Describes the landscape design and character for the surrounding public and private spaces to be incorporated in the proposed development.



SECTION 5: SUSTAINABLE DEVELOPMENTS

Describes smart, sustainable and transit oriented methods that can be implemented into the design of the development.



SECTION 6: SUMMARY & CONCLUSION

Summarizes the vision for the development and the corresponding design response to achieve a coordinated architectural and landscape approach..

The Subject Site shall respond to and reflect its location within two Major Transit Station Areas, offering architectural design that positively contributes to the City's skyline, while being sensitive to the pedestrian experience on the ground.

Rendering Credit: Hariri Pontarini Architects



1.2 GOALS AND OBJECTIVES

In support of municipal, provincial and regional development policy, the Subject Lands are envisioned as a mixed-use pedestrian and transit-supportive redevelopment with well crafted built form that will be appropriately integrated into the existing and future adjacent developments. As part of larger Downtown Mississauga area, the Downtown Cooksville Character Area, and Hurontario Corridor Streetscape initiatives, the development of the Subject Lands are intended to contribute towards the established policies and urban design objectives.

The following objectives provide the framework for the development plan of the Subject Lands:

- Improve and contribute towards the City's vision for the Hurontario Street streetscape;
- Provide and support pedestrian connections that link the Proposed Development with the surrounding context;
- Support a proposed height and built form that offer a good connection between the Proposed Development and the surrounding buildings and is a suitable addition to the Hurontario Street corridor;
- Propose an appropriate height and density given the Subject Lands' location within the Dundas Major Transit Station Area, and within walking distance of the future Dundas Bus Rapid Transit (BRT) network;
- Meet the needs of City of Mississauga's development of lands within Downtown Cooksville and Major Transit Station Areas;
- Offer a refined architectural design that will contribute to the City's skyline, while being sensitive to the pedestrian experience on the ground; and
- Integrate high quality outdoor amenity areas to serve future residents.



Well-designed pedestrian networks create opportunities for social interactions where people are more likely to engage in conversations and form connections while walking, leading to a stronger sense of community.

The established policies will facilitate the harmonious integration of architectural design and expansive open space, fostering opportunities for vibrant community gatherings and nurturing a profound sense of unity.

Rendering Credit: Hariri Pontarini Architects



1.3 POLICY CONTEXT

The City of Mississauga's current policy framework directs new development taking place in designated growth centres to have compact form, allowing for sustainable development through the efficient use of land, and establishing transit-supportive land uses and densities. Regional and provincial policies have also placed a stronger emphasis on optimizing existing and planned infrastructure and intensification within primary growth areas, and in particular, in Major Transit Station Areas.

Aligning with Provincial Growth Plan and the Places to Grow Act, the development of the Subject Lands supports to principle of Intensification and introduction of higher densities in strategic growth areas to make efficient use of land and infrastructure.

The following key policies align and support the intended high density mixed-use vision for the Subject Lands:

- Cooksville is intended for intensification and growth by the Province's Growth Plan and the City of Mississauga's Official Plan.
- The Growth Plan identifies a series of "Urban Growth Centres," including Downtown Mississauga. Downtown Cooksville is one of the places that make up the larger Downtown Mississauga area.
- Hurontario and Dundas Streets are both "Intensification Corridors" identified in the City of Mississauga's Official Plan.

In accordance with the Official Plan, intensification area policies note that 'Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.' (5.5.8)

1.3.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) came into effect on May 1st, 2020, and establishes a comprehensive vision and direction for land use planning in Ontario. One of the key policy directions expressed in the PPS sets out to build strong communities by promoting efficient development and land use patterns. To that end, the PPS contains a number of policies that promote intensification, redevelopment and compact form, particularly in areas well served by public transit. In support of the PPS, the design of the Subject Lands will:

- Promote efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (Policy 1.1.1(a));
- Accommodate an appropriate affordable and market-based range and mix of residential types to meet long-term needs (Policy 1.1.1 (b)); and
- Promote the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (Policy 1.1.1 (e)).

1.3.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) has been prepared under the Places to Grow Act (2005), to provide an overall vision and direction for residential and employment related development within one of the fastest growing regions in North America. The Growth Plan establishes a long-term vision for growth in the area, and advocates for the development of vibrant, compact and complete communities that support a strong economy through intensification of the existing built-up areas. The design of the Subject Lands supports the following principles, as outlined in the Provincial Growth Plan and the Places to Grow Act:

- Flexibility to capitalize on new economic and employment opportunities;
- Implementation of environmentally sustainable practices to minimize negative impacts to air quality and climate change;
- Intensification and introduction of higher densities in strategic growth areas to make efficient use of land and infrastructure; and
- Consideration of climate changes and management of growth through planning for more resilient communities and infrastructure.

Figure 1.1: Growth Plan for the Greater Golden Horseshoe - Mississauga City Centre Urban Growth Centre (source: ontario.ca)

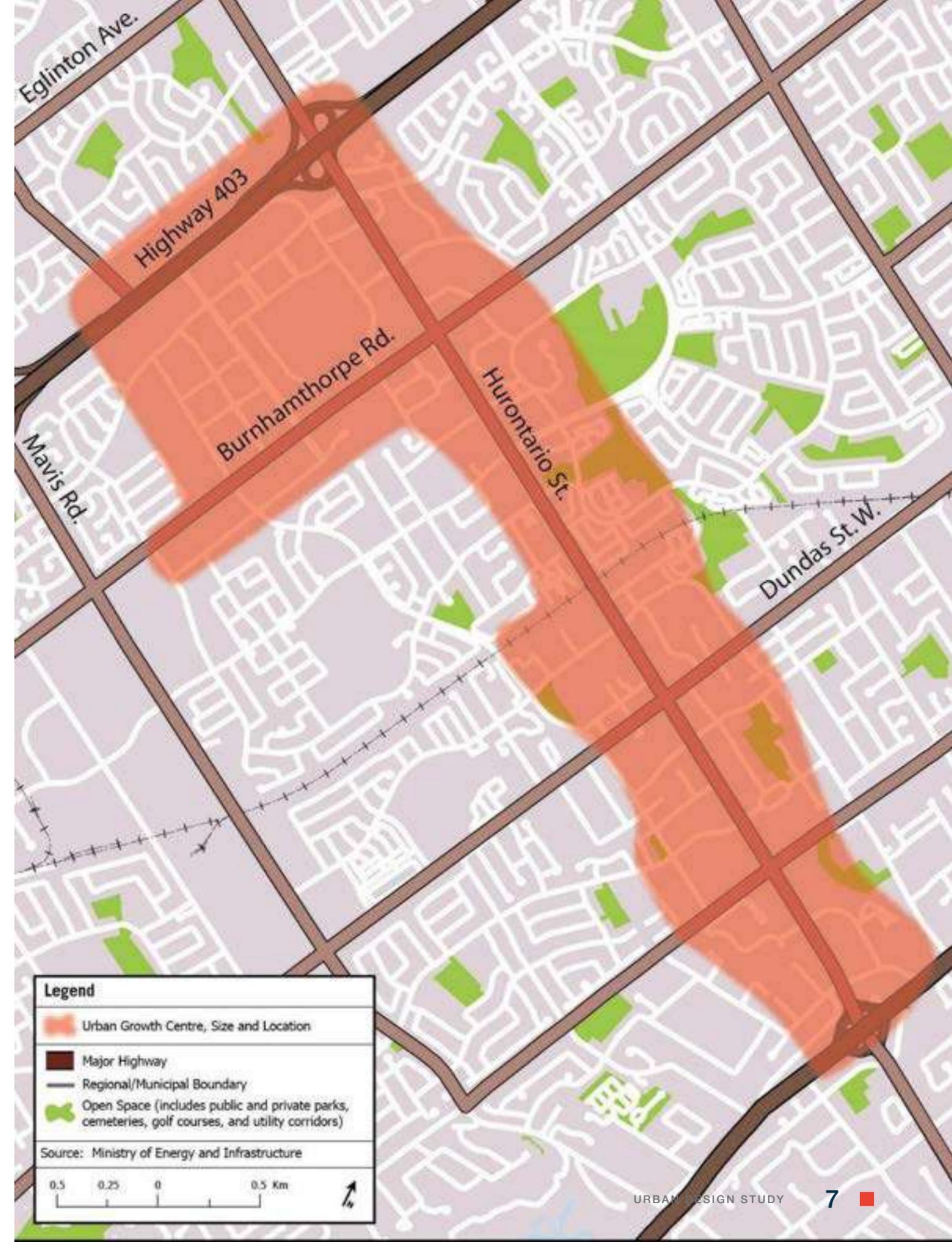




Figure 1.2: Artist's impression of the Cooksville Mobility Hub from the Cooksville Mobility Hub Master Plan (source: Vision Cooksville Report, 2016).



Figure 1.3: Artist's impression of the how the Hurontario/Dundas are can be redeveloped to achieve a vibrant, pedestrian friendly destination that is rich in character. (source: Mississauga Official Plan, Chapter 9: Build a Desirable Urban Form)

1.3.3 Mississauga Official Plan – Build a Desirable Urban Form (Chapter 9)

The key urban design objectives and urban design policies that in the Official Plan that have guided the Proposed Development are included below:

9.2.1.8 The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas.

9.2.1.9 Where the right-of-way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of way width.

9.2.1.11 Tall buildings will be sited and designed to enhance an area's skyline.

9.2.1.12 Tall buildings will be sited to preserve, reinforce and define view corridors.

9.2.1.13 Tall buildings will be appropriately spaced to provide privacy and permit light and sky views.

9.2.1.14 In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.

9.2.1.15 Tall buildings will address pedestrian scale through building articulation, massing and materials.

9.2.1.16 Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas.”

1.3.3.1 Downtown Cooksville Urban Design Policies

12.4.1.1 A high level of urban design, pedestrian amenity, and intensity of development is encouraged along principal street frontages. A sense of entry to the Character Area should be articulated at these locations by prominent built form, landscaping and signage components.

12.4.1.3 Street Edge Uses - Development abutting the street should encourage a high level of activity along the street by incorporating grade related retail with residential and/or offices above. Retail units should be clearly oriented to, and accessed from, the public sidewalk.

12.4.1.4 Street Scale and Enclosure - Development should be closely related to, and integrated with, the public sidewalk to focus activity on the street and provide a sense of spatial enclosure for the street. Development should address the following:

- a. Limited building setback range of three to five metres from the street line, with the larger setback in areas of high transit or pedestrian use;
- b. Minimum building height of two to four storeys and maximum of six storeys directly abutting the street line;
- c. Maximum continuity of street walls with built form occupying a minimum of 80% of the street frontage; and
- d. A minimum setback of ten metres from the street line is required for buildings exceeding six storeys in height.”

1.3.4 Applicable Urban Design Guidelines

The Subject Lands are situated within the Dundas Mobility Transit Service Area (MTSA) and offer the added advantage of being conveniently within walking distance of the forthcoming Dundas Bus Rapid Transit (BRT) network. Furthermore, these lands fall under the purview of various planning, urban design, and master planning documents, which encompass, but are not limited to, the following:

- City of Mississauga Downtown Core Built Form Standards - Schedule 12A (2020 Update)
- Cooksville Mobility Hub Master Plan Study (September 2011)
- Hurontario Main Street Corridor Master Plan (October 2010)
- Hurontario-Main LRT Project - Streetscape and Urban Design Strategy (May 2014)
- Vision Cooksville Report A Long-Range Community Vision for Downtown Cooksville (June 2016)
- Dundas Connects Master Plan (May 2018)
- Refer to Section 2.2 Built Form & Uses for description of how building design addresses the Downtown Core Built Form Standards

1.3.5 Vision Cooksville Report

Through an extensive community and stakeholder consultation process, Vision Cooksville Report (2016) established a series of principles for the community. The following principles and community recommendations have been considered in the site planning and design for the Subject Lands:

A Vibrant Public Realm and Walkable Streets

- Provide Improved Pedestrian Amenities
- Ensure Pedestrian-Friendly Building Design

Connected and Engaging Parks and Open Spaces

- Encourage Publicly Accessible Private Open Spaces

Housing Opportunities and Choices

- Increase the Range of Housing Options Through New Development

1.4 SITE ATTRIBUTES & ANALYSIS

1.4.1 Site Context

Situated on the east side of Hurontario Street, south of Kirwin Avenue, north of Dundas Street East, the Subject Lands have an overall area of 3.26 acres (1.32 hectares). The current property contains a commercial plaza with surface parking and parking structure at the rear, with vehicular access from both Hurontario Street and Kirwin Avenue. Located approximately 200m south of the Cooksville GO station, the Subject Lands are situated within Dundas Major Transit Station Area. The close proximity of the Cooksville GO station, the future Hurontario LRT line, and proposed Bus Rapid Transit (BRT), provides several options for transit service with direct local and regional connections. It is expected that the area immediately surrounding the site will experience significant changes to its built form over time, with intensified land uses and streetscape improvements as the LRT is constructed.

The surrounding lands comprise of Mixed Use, Commercial, Employment and High-Density Residential, with the Subject Lands bounded by:

- To the North: Kirwin Avenue forms the northern boundary of the Subject Lands. Existing uses on the north side of Kirwin Avenue include a 1-storey commercial building and 6 (six) storey apartment with surface parking. The rail corridor is located approximately 250m north of the site.
- To the East: Several mid-rise apartment buildings with surface level parking are located immediately to the east.
- To the South: A 3 (three) storey commercial plaza is located to the immediate south. Further south, land uses consist of various retail and commercial buildings of heights ranging from 3-12 storeys.
- To the West: TL Kennedy Secondary School is located to the immediate west with surface level parking facing the Subject Lands. A 12 (twelve) storey apartment building is located on the south west corner of Hurontario Street and Hillcrest Avenue.

Hurontario LRT



Figure 1.4: Future Hurontario LRT and Regional Transit Connections (source: Metrolinx.com)



LEGEND

- CHARACTER BOUNDARY
- SUBJECT LANDS (3085 HURONTARIO STREET)
- ARTERIAL ROAD
- REGIONAL ARTERIAL ROAD
- MAJOR COLLECTOR ROAD
- GO TRAIN RAILWAY
- LRT RAILWAY
- 500M RADIUS
- 1000M RADIUS
- LRT STOPS

FAIRVIEW

COOKSVILLE

COOKSVILLE



Figure 1.5: Site Context Plan



1 View of the Cooksville GO station looking south from the GO train platform



2 View into Cooksville GO station parking entrance looking north west from 75 Hillcrest Avenue



3 View of The Carlyle Condominiums looking west from Hillcrest Avenue



4 Side view of Sgt. David Yakichuk Park facing east from Confederation Parkway



5 View of streetscape along Hurontario Street facing north west



6 View of Thomas L. Kennedy Secondary School facing west across from the site



7 Intersection at Hurontario Street and Dundas Street West facing north east



8 Existing Food Basics grocery store facing south west along Hurontario Street



9 View of R. Jones Park Entrance facing north west along Whitchurch Mews



LEGEND

- SUBJECT LANDS (3085 HURONTARIO STREET)
- ARTERIAL ROAD
- REGIONAL ARTERIAL ROAD
- MAJOR COLLECTOR ROAD
- LOCAL ROAD
- GO TRAIN RAILWAY
- LRT RAILWAY
- # STREETVIEW REFERENCE

COOKSVILLE

0 400m

Figure 1.7: Plan showing location of existing site and the surrounding community.



View of R. Jones Park



View of John C. Price Park



View of Cooksville Creek



View of Cooksville Creek Trail which offers connections to network of parks in walking proximity to the Subject Lands

1.4.2 Surrounding Public and Private Open Spaces

The Subject Land's proposed privately-owned publicly-accessible open spaces are intended to complement the City's existing parks and open space network. Surrounding public open spaces include Sgt. David Yakichuk Park, located approximately 450m to the west, and John C. Price Park approximately 250m to the east.

The Cooksville Creek Trail system runs along Cooksville Creek with connections to a community wide system of parks along the watercourse that offer a range of programming and activities. Heading north on the trail, there is a continuous off-road link to the Mississauga Valley Community Centre and the Mississauga Valley Trail.

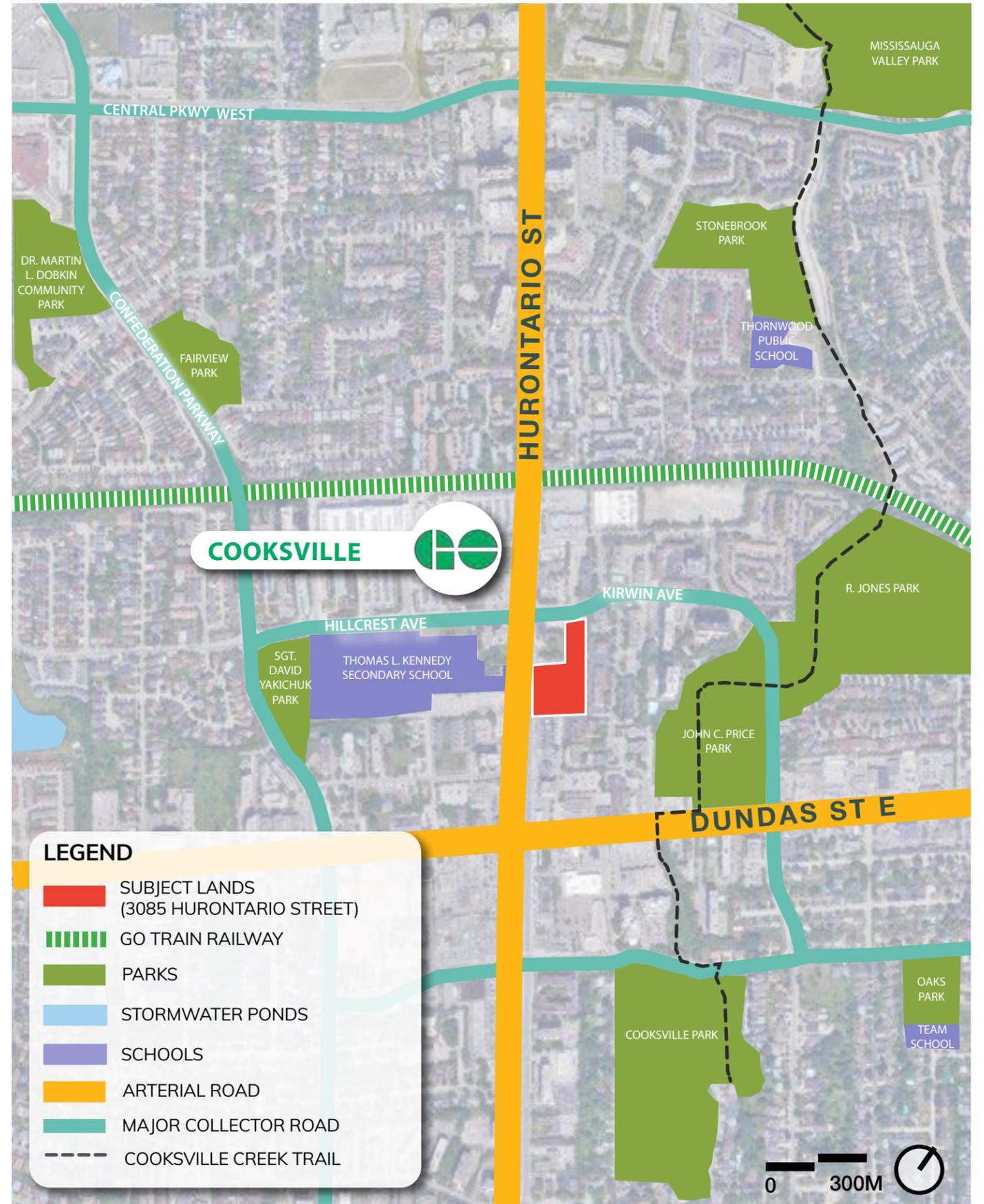


Figure 1.8: Surrounding Public and Private Open Spaces



Figure 1.9: Existing Transportation Networks

1.4.3 Transportation Networks

Metrolinx's 'The Big Move', a regional plan for a complete transportation network, identified three transit lines that will intersect in Cooksville. These transit lines include the existing Milton GO Transit rail line, the forthcoming Hurontario LRT, and a proposed future rapid bus transit line on Dundas Street. With these higher order transit connections and the additional local MiWay transit service, the Subject Lands are well-served by this designated Mobility Hub, providing transit options to regional and community destinations.

The future 18-kilometre LRT will include 19 stops along a dedicated lane ensuring reliable and convenient transit service. It will travel through two urban growth centres and connect to major transit systems including GO Transit (Milton and Lakeshore West lines), the Mississauga Transitway, Brampton Transit, ZUM and MiWay.

Two (2) LRT are planned for Cooksville and within close walking distance of the Subject Lands, one located adjacent to the Cooksville GO Station and another at Hurontario and Dundas Streets, both approximately a 200-250m or 2-3 minute walk from the Subject Lands.



Rendering showing future Hurontario LRT



View of Local MiWay Transit Service



View of Cooksville GO Station

Utilizing open spaces amidst towering structures presents a valuable opportunity to enhance the pedestrian experience and foster a human-scale environment at the street level.



02

COMMUNITY VISION
GUIDING PRINCIPLES

DESIGN PRINCIPLES





Public gathering spaces should play a pivotal role in activating and energizing the local neighborhood retail areas.



The design for the development of the Subject Lands should incorporate an open space or plaza thoughtfully programmed to offer a diverse array of seasonal activities, enriching the community's recreational experiences.

2.1 COMMUNITY VISION

Livable

- Contribute to the realization of a 15 Minute City with thoughtful, activated neighbourhood retail uses and community services
- Create welcoming pedestrian-scaled spaces that are conducive to public gathering to serve the Community beyond property lines
- Increase access and foster connections

Attainable

- Provide high quality homes, spaces, and services for Cooksville, today and tomorrow
- A mix of uses that attract people throughout the day and evening
- Explore partnerships to deliver workforce housing for those who make our Community great
- Provide a range of housing options tailored to the Community

Sustainable

- Demonstrate leadership in the reduction of embodied and operational carbon
- Explore Low impact design measures and sustainable building materials and technologies
- Leverage existing and future mass transit, along with on site shared EV, to reduce single vehicle car trips, car ownership, parking

A Shared Vision For Cooksville's Future

- Deliver on Mississauga's vision to deliver an attractive, walkable community with a vibrant mix of shops, restaurants, cafes, and service establishments
- Ensure that Cooksville's future reflects its history, including its variety and cultural diversity
- Be a worthy model for development to come

2.2 GUIDING PRINCIPLES

Accessible Public and Private Amenity Spaces

- Create a vibrant public realm and walkable streets that reinforce community connectivity
- Offer opportunities for local residents and neighbours to bond in amenity spaces

Integrated Active and Passive Parks and Open Spaces

- Provide a system of public and private parks and open spaces for all ages and abilities
- Encourage passive and active all-season use
- Promote unique experiences
- Offer educational opportunities and sustainable technologies
- Incorporate natural features that are well integrated into the community

Compatibility with the Adjacent Existing Community

- Achieve appropriate interfaces with the existing high-rise residential community to the north by ensuring desirable transitions in both height and architectural style
- Demonstrate distinct and appropriate design for all buildings, streets, and open spaces

Attractive Built Form

- Encourage a high standard of design that reflects the character of the City
- Create a sense of place and contributes to civic pride
- Architectural forms shall provide for a harmonious mix of attractive architecture to reflect a high quality character with a cohesive and legible community identity



The programming of outdoor amenity spaces should establish a robust connection with the built environment, effectively complementing and supporting the intended land uses.



The development of the Subject Lands should embrace a mixed-use design that not only fosters an urban character but also cultivates a distinct and vibrant sense of place.

The streetscape design should blend scale, hardscaping, and softscaping to create a balanced urban oasis that invites residents to stroll along meandering pathways, enjoy shaded seating areas, and delight in the vibrant colors of carefully curated plantings.

Rendering Credit: Diamond Schmitt Architects



03

**SITE DESIGN
BUILT FORM AND USES
ACCESS, CIRCULATION,
PARKING AND SERVICES
SUPPORTING STUDIES**

ANALYSIS OF THE PROPOSED DEVELOPMENT



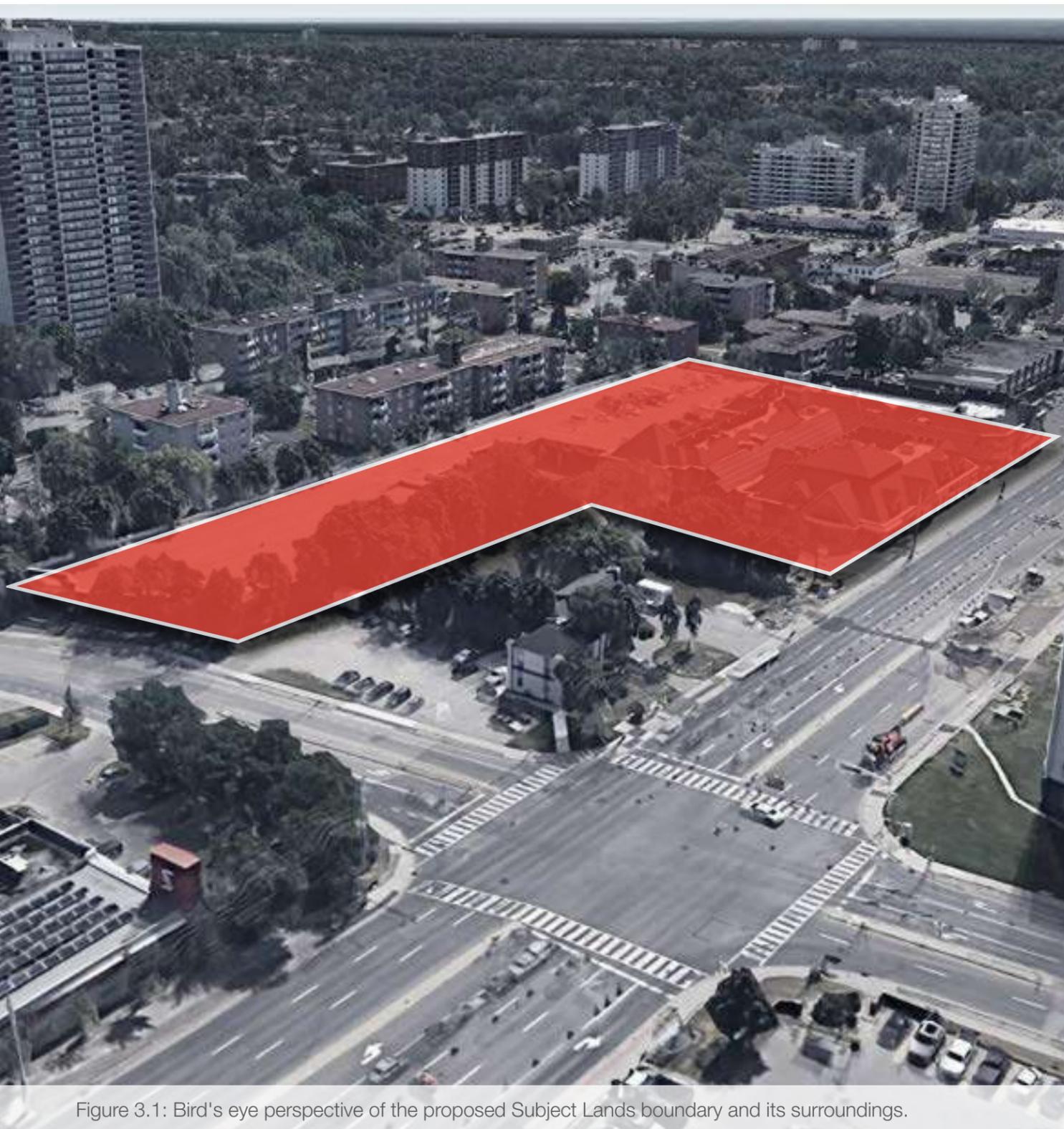


Figure 3.1: Bird's eye perspective of the proposed Subject Lands boundary and its surroundings.

3.1 SITE DESIGN

Aligning with the Mississauga Official Plan (2019) which designates the Subject Lands as “Mixed Use”, the proposed development will comprise a mix of non-residential uses at grade, residential apartment buildings, and live/work units. The overall layout and distribution of uses have been designed to maximize the use of land and to support the overall objective of a compact and transit-supportive development.

The site design proposes to redevelop the Subject Lands with a 40-storey tower on a 5-storey podium (“Building 1”) and a 45-storey tower on a 5-storey podium (“Building 2”), both of which have mixed uses at grade. The development also consists of a 29-storey tower on a 7-storey podium (“Building 3”) and a 25-storey tower on a 7-storey podium (“Building 4”) provide residential units.

Proposed development summary:

- 1,658 units;
- Gross Floor Area of 104,203 square metres (1,121,632 square feet);
- 1,142 square metres (12,291 square feet) of retail;
- 1,056 parking spaces;
- 1,303 bicycle parking spaces;
- 2,514 square metres (27,060.50 square feet) of indoor amenity space; and
- 3,419 square metres (36,801.80 square feet) of outdoor amenity space.



Figure 3.2: Proposed building key plan

KIRWIN AVE

HURONTARIO ST

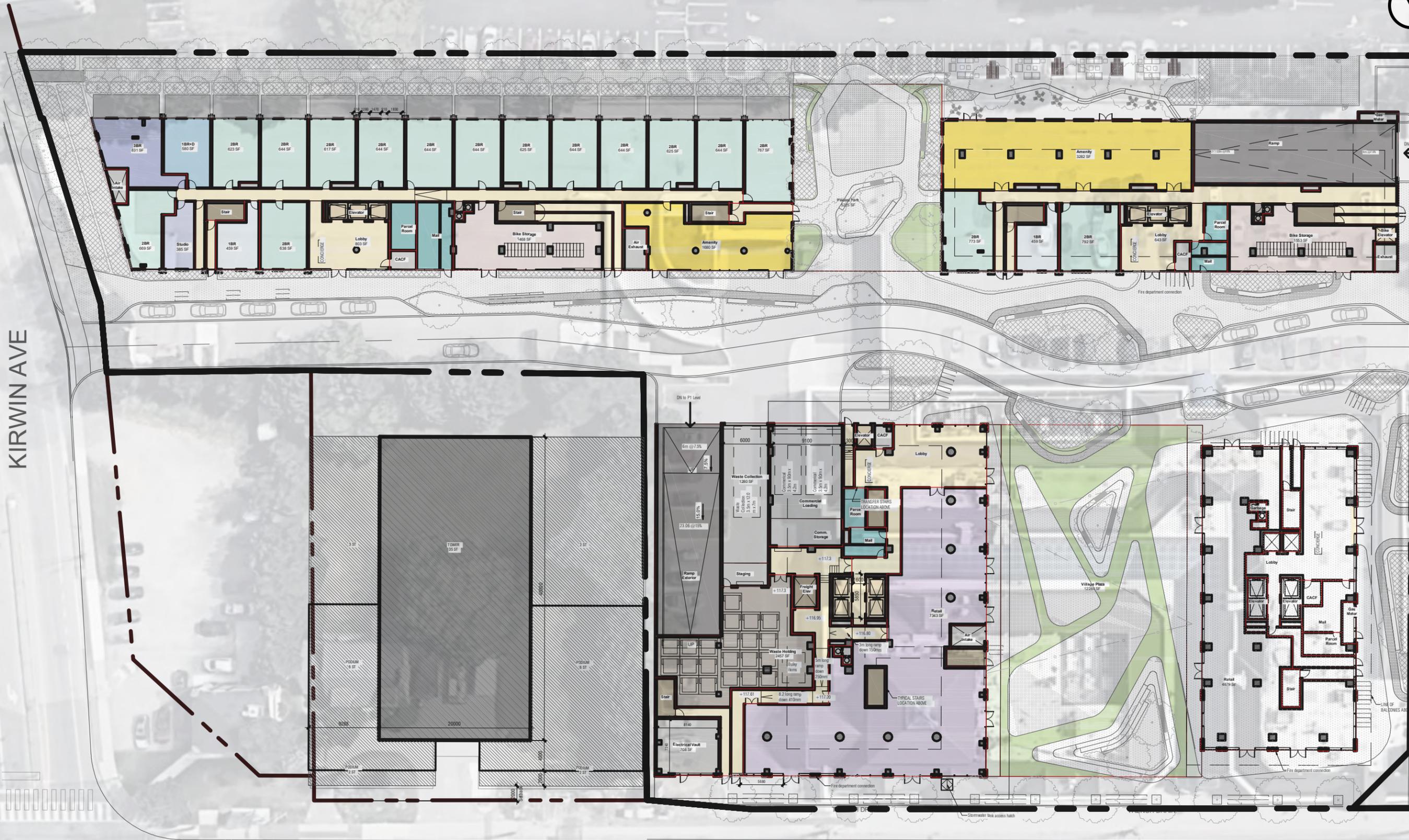


Figure 3.3: Conceptual Site Plan for the Subject Site

3.1.1 Public & Private Open Spaces

The Subject Land's site design is intended to provide a range of high-quality and comfortable outdoor amenity spaces for residents, including the privately-owned, public accessible at-grade village square, a pocket park, a special character feature that includes a woonerf, private terraces and patios, green roof amenity areas, and streetscape features in the public realm.

3.1.2 Streetscape

The public realm and streetscapes of the Subject Lands will reflect high quality pedestrian environments, with coordinated landscape features, built form, infrastructure and utilities. Intended to establish an attractive, comfortable, and vibrant urban character, the streetscape design provides and encourages pedestrian activity and active transportation use through connected sidewalks, walkways, and bike lanes. As part of the Hurontario LRT process, the Hurontario Street right-of-way streetscape is currently being designed by Metrolinx. The following outlines the proposed streetscape design features within the property line along Hurontario Street, Kerwin Avenue, and the private shared street.

Hurontario Streetscape

As a multi-purpose arterial street and a Major Transit Station Area primary connector, Hurontario Street is a main north-south transportation corridor for Mississauga's downtown and serves as a key structuring element for the Subject Lands. As Hurontario evolves over time, it will be characterized by a mix of uses, including high density residential, commercial, office and public open space.

The proposed built form setbacks along Hurontario Street allow for tree planting in soil cells, raised planting beds, incorporating some shrub/perennial planting opportunities and by continuous soil volumes within the paved zone.

The following describes some of the proposed streetscape elements:

- Bike lanes and sidewalks intended on both sides of the road (boulevard treatment to be determined by Metrolinx);
- Within the property line, street trees in soil cells situated in raised concrete edging and seat walls;
- AODA compliant walkways provided between the planting bed extent and the building frontage;
- Street light poles and luminaires that reflect approved City standards.

Kirwin Avenue

Responding to the adjacent built form use and anticipated level of pedestrian activity, the proposed streetscape elements along this road are intended to comprise:

- Sidewalk and sodded boulevard adjacent to the roadway;
- A soft landscape buffer within the property line, between the sodded boulevard and the proposed townhouses.

Private Road/Woonerf

Internal to the development, a private shared road provides the vehicular and pedestrian circulation. The proposed streetscape comprises the following elements:

- 7.4m roadway (back of curb to back of curb) / 7.2m (curb face to curb face) with unit pavers, providing a visual link to the Village Square and indicating to drivers that it is a shared zone intended for slower vehicular travel;
- Pedestrian light standards;
- Planting bed with raised concrete edging.
- 2.4m lay-by parking between planting beds;
- 4.0m -6.0m pedestrian zones; and
- 2.1m planting buffer between the sidewalk and the building face.



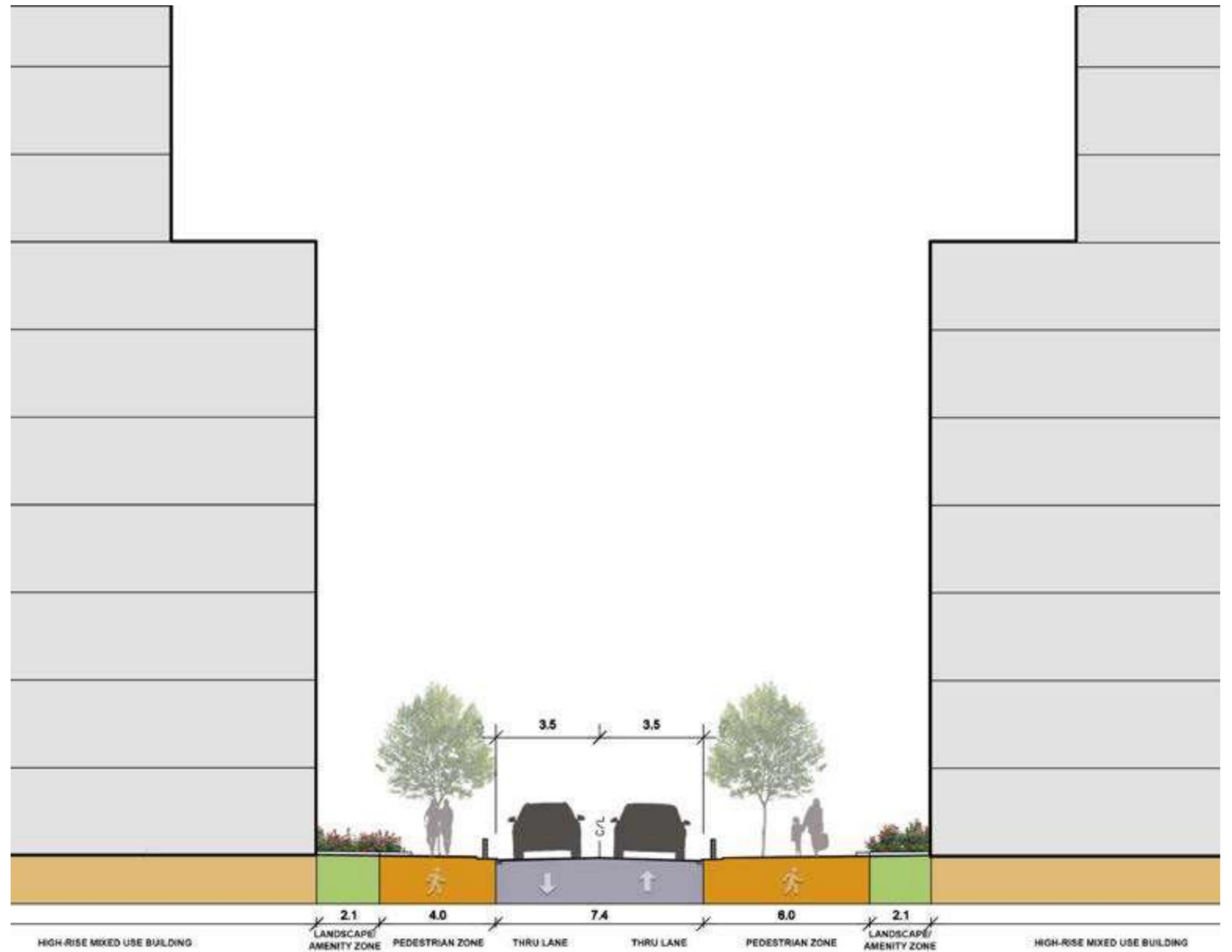
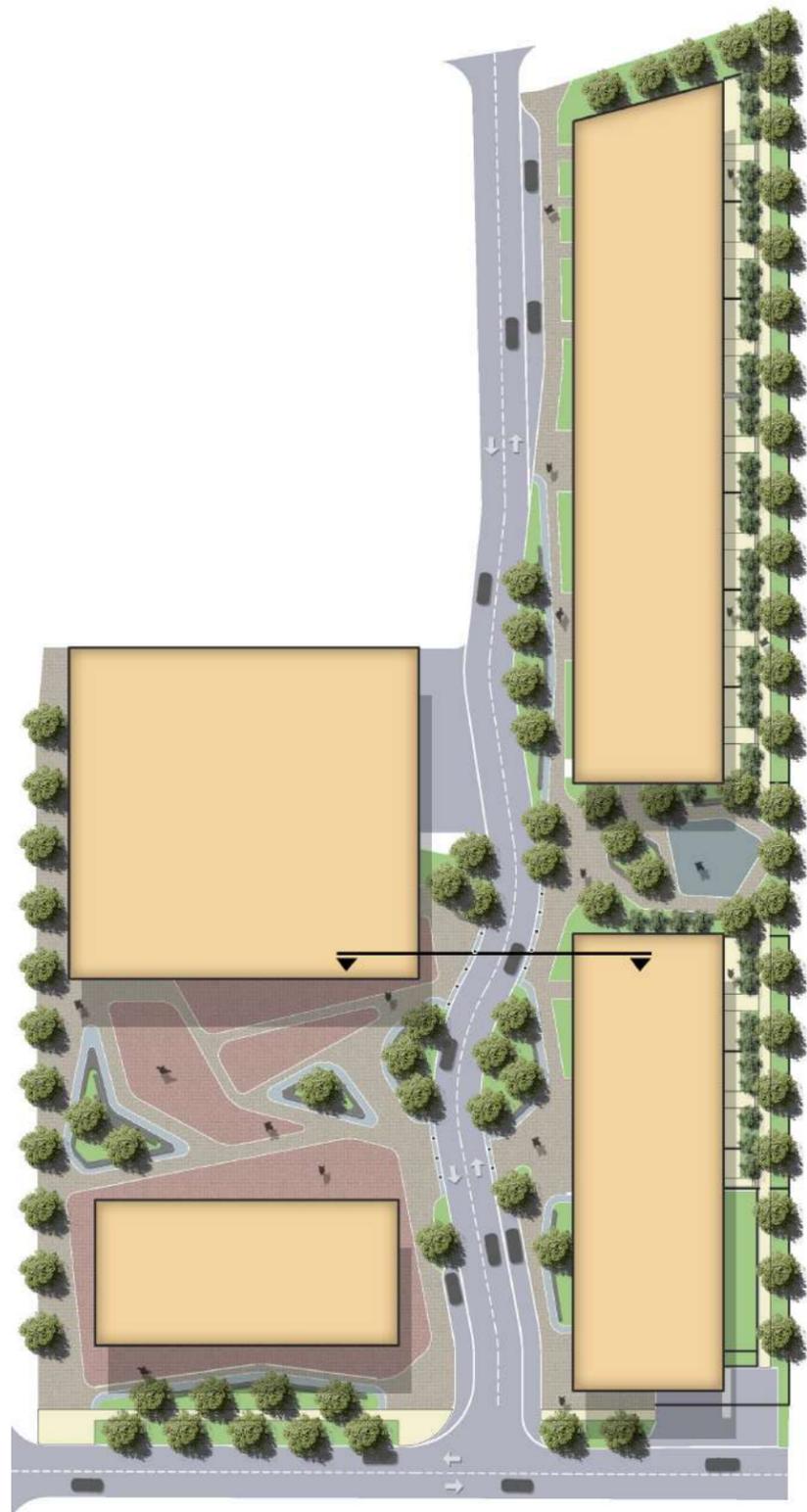


Figure 3.4: Concept plan showing cross section view of Private Road/Woonerf

Retail (NLA)		Amenity										
Area (SM)	Area (SF)	Provided			Zoning Target		Mattamy Target (1.5+1.55M/Unit)					
		Indoor Area (SM)	Outdoor Area (SM)	Total Area (SM)	Total Area (SF)	Area/Unit (SM)	Combined Area (SM)	Combined Area (SF)	Indoor Area (SM)	Outdoor Area (SM)	Combined Area (SM)	Combined Area (SF)
			1,932	1,032	2,964	31,111						
			1,961	1,961	3,922	41,110						
694	7470	1,519		1,519	16,214							
		139	306	444	4,701							
694	7370	1,658	306	1,964	21,135	4.57	2,408	25,919	645	645	1,290	11,001
454	4,881	137		137	1,473							
		137		137	1,473	0.27	2,806	30,139	752	752	1,504	16,119
1,148	12,251	1,795	2,267	4,062	43,219	4.36	5,214	56,113	1,397	1,397	2,794	29,900
		1.93	2.43	4.36								

Bike Parking				
Class A		Class B		Total
Res (0.6/unit)	Non-Res (0.15/100SM)	Res (0.05/unit)	Non-Res (0.3/100SM)	
258	3	22	2	285
301	3	25	1	330
559	2	47	3	611

Vehicle Parking		
Residential		Total
Resident (0.72/unit)	Visitor (0.2/unit)	
310	86	396
361	100	461
670	186	856

TOTAL AMENITY	Provided		Target	
	Indoor (SM)	Outdoor (SM)	Indoor (SM)	Outdoor (SM)
	2,514	2,489	2,481	2,487

Ratio (SM)/Liv: 1.52 1.50 1.5 1.5

TOTAL BUILDING AREAS	NLA (SM)	GCA (SM)	Efficiency	GFA (SM)	GRA (SM)
	94,465	120,902	78%	304,203	190,128

TOTAL UNIT COUNT	Studio	1 BR	1BR+D	2 BR	3 BR	TOTAL
	46	334	720	903	55	1,658

Residential Units	Total	Phase				Ratio	Target
		Tower 1	Tower 2	Tower 3	Tower 4		
Studio	46			20	26	2.8%	5%
1 BR	334	108	124	50	52	20.1%	25%
1BR+D	720	180	209	154	177	43.4%	47%
2 BR	903	142	167	100	84	30.3%	25%
3 BR	55			31	23	3.3%	5%
Total Unit Count	1,658	430	501	355	972	100%	100%

Retail (NLA)		Amenity										
Area (SM)	Area (SF)	Provided			Zoning Target		Mattamy Target (1.5+1.55M/Unit)					
		Indoor Area (SM)	Outdoor Area (SM)	Total Area (SM)	Total Area (SF)	Area/Unit (SM)	Combined Area (SM)	Combined Area (SF)	Indoor Area (SM)	Outdoor Area (SM)	Combined Area (SM)	Combined Area (SF)
			929	929	9,000							
			929	929	9,000							
		308		308	3,311							
		114	60	183	1,900							
		422	69	490	5,277	1.38	1,988	21,399	535	535	1,070	11,404
		422	99	1,419	15,276	4.00	1,988	21,399	533	533	1,066	11,400
		1.19	2.81	4.00								

Bike Parking				
Class A		Class B		Total
Res (0.6/unit)	Non-Res (0.15/100SM)	Res (0.05/unit)	Non-Res (0.3/100SM)	
213		18		231
213		18		231

Vehicle Parking		
Residential		Total
Resident (0.72/unit)	Visitor (0.2/unit)	
256	71	327
256	71	327

Vehicle Parking by Level	Provided			Required			Δ
	GPA (SM)	Parking Efficiency (GPA/steal)	Parking Ratio	Resident	Visitor	Total	
P1	12,277	196	67.6				
P2	12,277	280	83.8				
P3	12,275	295	81.6				
P4	12,275	285	81.1				
Total	49,104	1,056	46.5	0.64	1,234	332	1,625

Parking by Phase	Provided				Total	Required			Δ
	P1	P2	P3	P4		Resident	Visitor	Total	
Phase 1	307	153	160	167	585	670	186	857	-272
Phase 2	5	35	35	33	127	256	71	327	-215
Phase 3	80	94	94	94	358	269	74	343	15
Subtotal	392	282	295	294	1,056	1,194	332	1,525	-469

Retail (NLA)		Amenity										
Area (SM)	Area (SF)	Provided			Zoning Target		Mattamy Target (1.5+1.55M/Unit)					
		Indoor Area (SM)	Outdoor Area (SM)	Total Area (SM)	Total Area (SF)	Area/Unit (SM)	Combined Area (SM)	Combined Area (SF)	Indoor Area (SM)	Outdoor Area (SM)	Combined Area (SM)	Combined Area (SF)
			156	156	1,690							
		141	154	295	3,179							
		297	154	451	4,854	1.21	2,083	22,403	558	558	1,116	12,013
		297	154	451	4,854	1.21	2,083	22,403	558	558	1,116	12,013
		0.80	0.41	1.21								

Bike Parking				
Class A		Class B		Total
Res (0.6/unit)	Non-Res (0.15/100SM)	Res (0.05/unit)	Non-Res (0.3/100SM)	
223		19		242
223		19		242

Vehicle Parking		
Residential		Total
Resident (0.72/unit)	Visitor (0.2/unit)	
268	74	342
268	74	342

Bike Parking by Level	Class A		Class B	Total
	Indoor Single	Indoor Stacked	Outdoor	
L1		90	86	176
P1		812		812
P2	106			106
P3	106			106
P4	103			103
Total	315	902	86	1303

Bike Parking by Phase	Provided			Required			Δ		
	Class A	Class B	Total	Class A	Class B	Total	Class A	Class B	Total
Phase 1	87	57	139	560	48	605	-473	-4	-477
Phase 2	820	18	938	213	18	231	707	0	707
Phase 3	223	18	241	223	19	242	-18	-3	-21
Total	1,237	83	1,303	997	75	1,072	220	-1	219

The proposed woonerfs will blend residential, commercial, and recreational spaces, creating a vibrant and mixed-use environment. This design strategy will encourage people to walk and linger in the area, fostering a sense of community.

Rendering Credit: Diamond Schmitt Architects



3.2 BUILD FORM AND USES

Within the Subject Lands, the proposed built form shall encompass commercial, retail or employment uses at grade along Hurontario Street and residential within the tower elements of buildings. The diversity of these uses provides an opportunity for buildings to create physical and visual connections between the private and public realms while promoting vibrancy and activity throughout the day.

The configuration of the proposed built form shall be designed as a coordinated, consistent and visually attractive edge along Hurontario Street, Kirwin Avenue, and the private shared street. On Hurontario Street, the interface will provide a balance of strong built form edge oriented toward the street and a robust streetscape treatment that is appropriate to the scale of the Major Transit Station Area primary connector road.

The interface with Kirwin Avenue is also intended to balance a strong built form edge while providing a streetscape treatment appropriate to the collector road and the development's main north-south vehicular/pedestrian access.

3.2.1 Building Setbacks and Orientation

The buildings within the Subject Lands have been positioned with a strong orientation toward Hurontario Street, Kirwin Avenue, and the internal private street. They are sited and designed to provide appropriate setbacks within the development to maintain privacy, structure open spaces and amenity areas and enable an effective streetscape and open space treatment, while achieving a suitable interface with the public realm.

The following general design considerations have been applied to the building setbacks and orientation are as follows:

- Buildings located adjacent or opposite one another shall be compatible with respect to height and massing. Extreme variations shall be avoided.
- Focal elements of each building, configured through massing, architectural design and materials, and ingress/egress locations will address key street and site plan conditions. In doing so, architecturally accentuated features of the building shall address and frame the entry into the site at Hurontario Street as well as the primary pedestrian access points internal to the site.
- Main entrances shall be designed as a focal point of the building facing the internal vehicular and pedestrian circulation routes.
- The majority of the street interface is occupied by building frontage with a strong orientation and relationship to the street achieved through minimal setback and high quality architectural façade treatment.
- Buildings shall have a strong relationship with the street frontage on all streets, and minimal setbacks from the street edge to establish an appropriately scaled street wall. A 24.6 metre tower separation is respected between all towers.
- The towers are set back 12.5m from the eastern property line and 3.3m from the ultimate southern property limit respecting potential future redevelopment of neighbouring properties. This spatial separation provides access to sky views, privacy for residents and collective shade on the street. The tower setback distance varies across the west face, as the Hurontario property line is not orthogonal. Refer to site plan drawing for dimension setbacks.
- Along Hurontario Street, the proposed podium setback is 4.0m metres, with the podium stepback 2.8m at the 5th storey, and the tower stepback 3.6m from the top of the podium.
- Since the Subject Lands are situated on the east side of Hurontario Street, an angular plane diagram to determine shadow impacts on the right-of-way is not required as part of the Shadow Study Analysis. Refer to Figure 21 for podium height, setbacks, and stepbacks for Building 1 fronting Hurontario Street.
- The towers adhere to the specified floor plate size of 750 square meters for the Gross Floor Area (GFA).

For more detailed guidelines relating to building setbacks and orientation, please see the Downtown Core Built Form Standards - Schedule 12A.

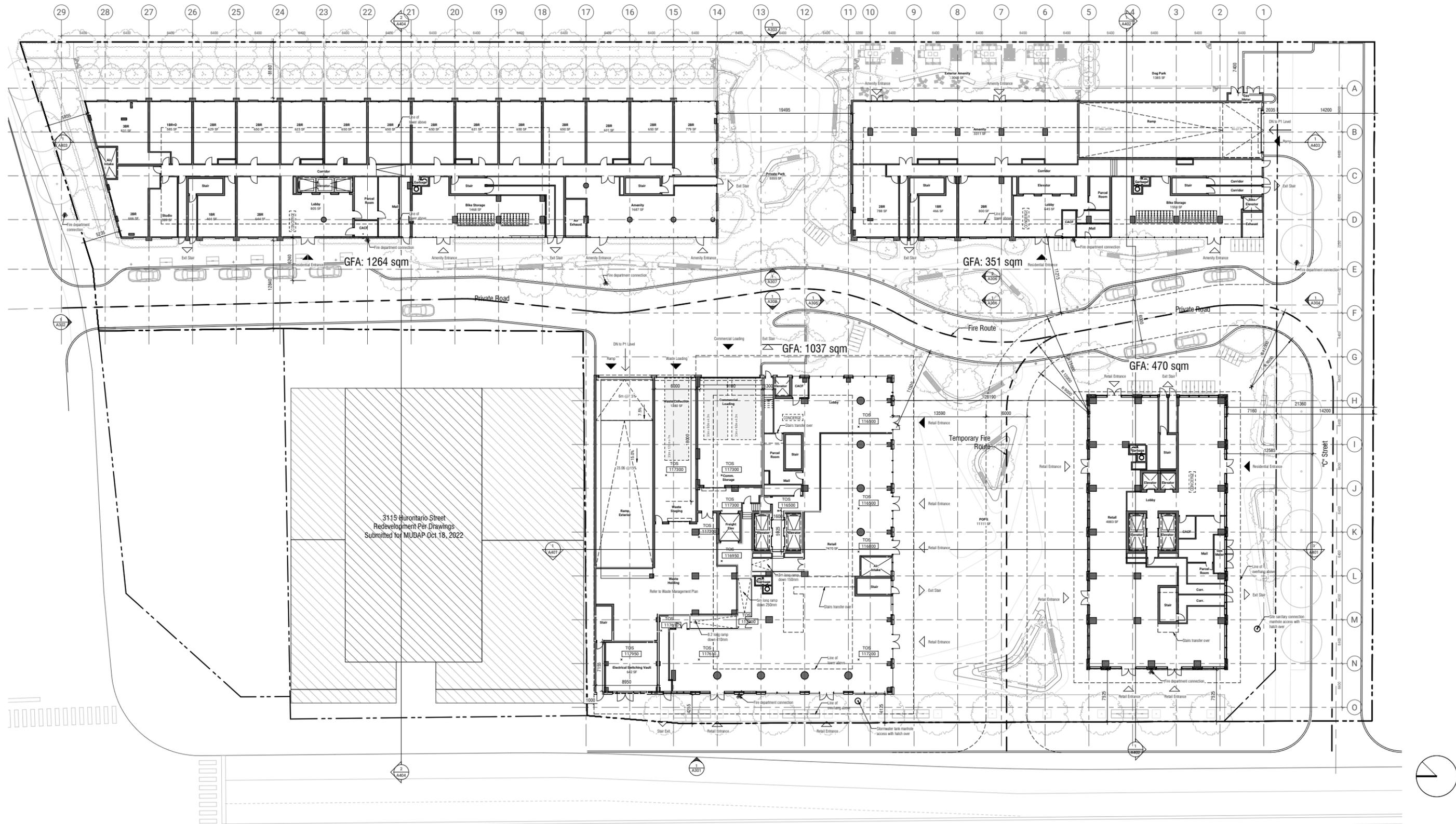


Figure 3.6: Proposed Level 1 Plan

3.2.2 Building Height & Form

The proposed Subject Lands meet the Downtown Core Built Form Standards' minimum ground floor heights for buildings that are accommodating retail uses. As part of the Downtown Cooksville area, the Subject Lands exceed the minimum height of 3 storeys, with building heights at 40, 45, 29, and 25 storeys.

In support of the City's vision for Hurontario Street, the Subject Lands have strategically configured and designed the tall buildings to enhance placemaking, wayfinding and landmarking of the public realm. The 2 (two) proposed taller buildings along Hurontario Street have been appropriately configured in a variety of forms to aid in stepping-down the height and scale, transitions between building types, and establishing the form of massing and proportion of tower shafts in relation to views from streets and open spaces.

Façades of the taller building types along the public and private streets are designed in accordance with the guidelines for tall buildings and are composed of:

Base: located at the podium level, and defined from the ground plane to a horizontal line on the lower façade such as a water table, window sill or the entire ground floor level.

Middle Shaft: defined by a wall stepped back from top of building, extending to bottom of the building and articulated by fenestration, projections and recesses.

Tower (Roof) Top: defined at the top of the building by a cornice line, articulated upper floors, parapets or an ornamental form, the tops of towers should be designed as distinctive elements against the skyline.

Building Base (Podium): The lower storeys of the taller buildings within the proposed development incorporates a 5-storey podium in its design that mitigates wind and shadow impacts, enabling sunlight to extend into the outdoor spaces. The podiums act as an anchor to the tower elements, located to frame and reinforce the street walls along Hurontario Street and private shared street. The podium along Hurontario Street will be set back at grade, to create wide boulevards that accommodate pedestrians, trees and planting, and active at-grade uses. The podiums along the north, east, and south sides of the development have been designed to provide an appropriately scaled transition to the adjacent uses, with setbacks for trees and planting that will establish a soft landscape treatment along the edge of the Subject Lands.

Podium design and articulation will provide architectural expression that relates to the character of its surroundings and includes elements and materials that support a safe and active pedestrian presence. The use of clear glazing and the strategic arrangement of internal building uses is intended to create a visual connection between the public and private realm.

The ground floors will contain a mix of services, including privately accessed fitness rooms, health and wellness services, multi-purpose rooms, administrative offices, concierge, lounge areas, and publicly accessible retail, office, and commercial areas.

Concept rendering of proposed design of the Subject Lands looking from Hurontario Street

Rendering Credit: Diamond Schmitt Architects



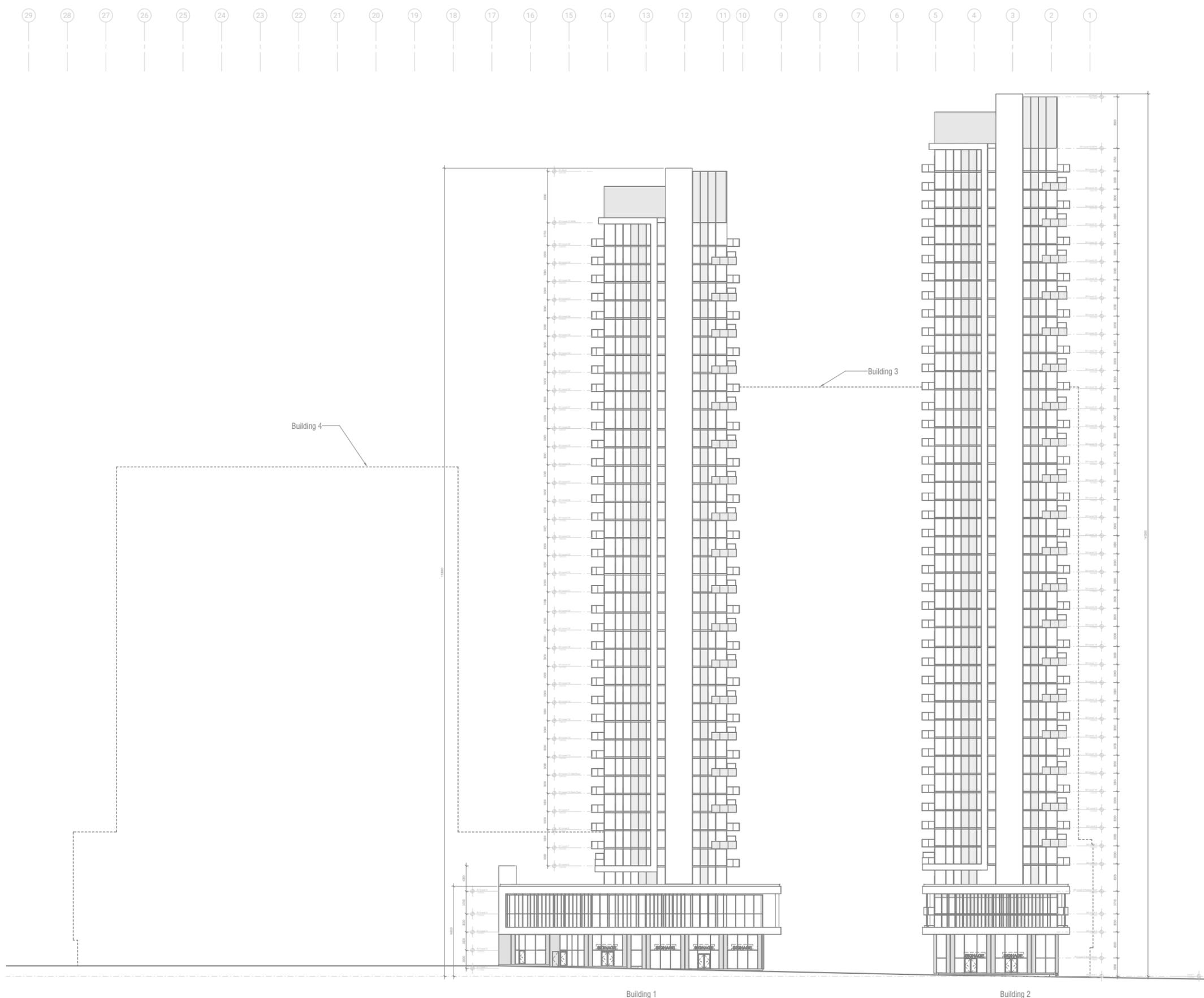


Figure 3.7: Proposed West Elevation
(view along Hurontario Street)



Figure 3.8: Proposed East Elevation

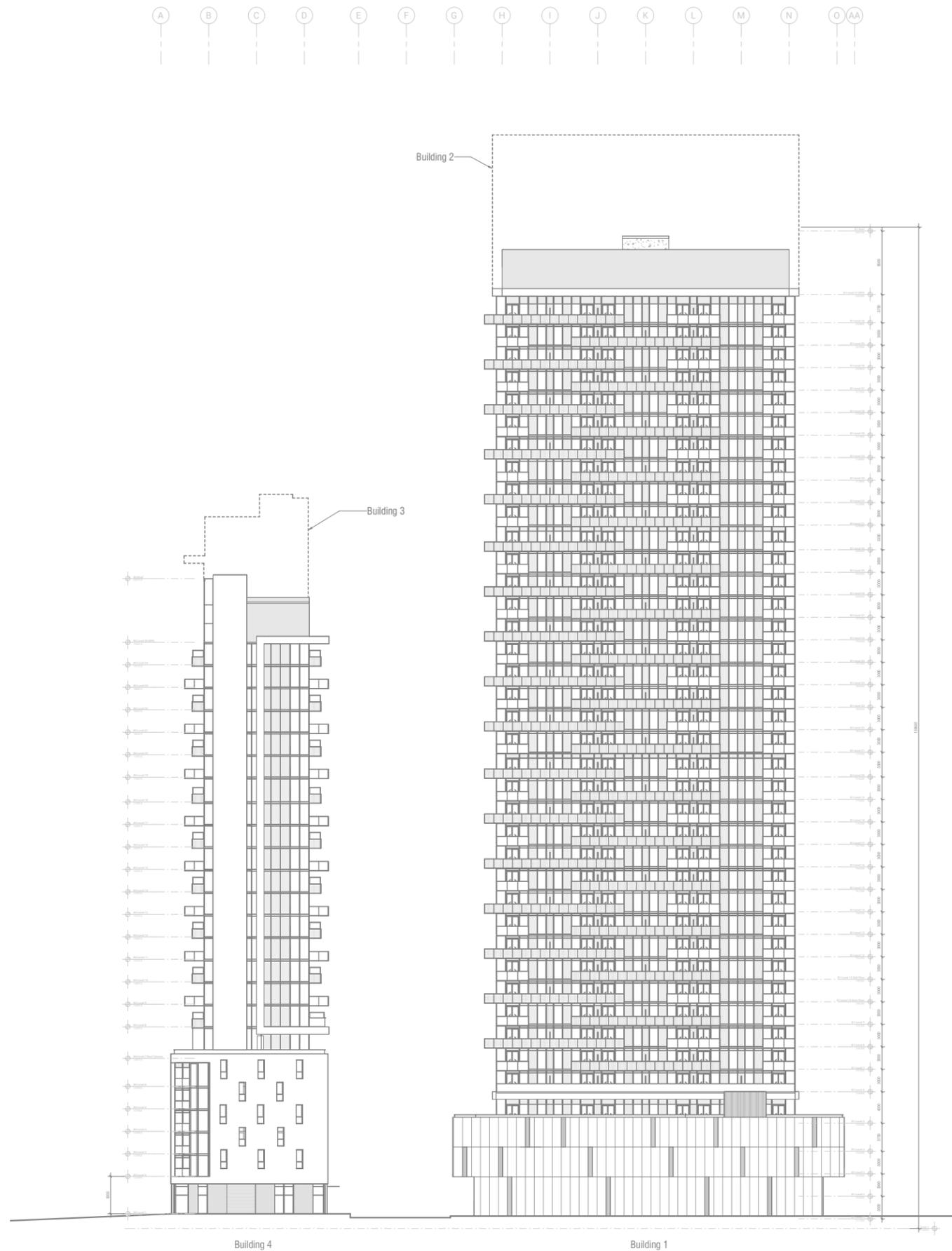
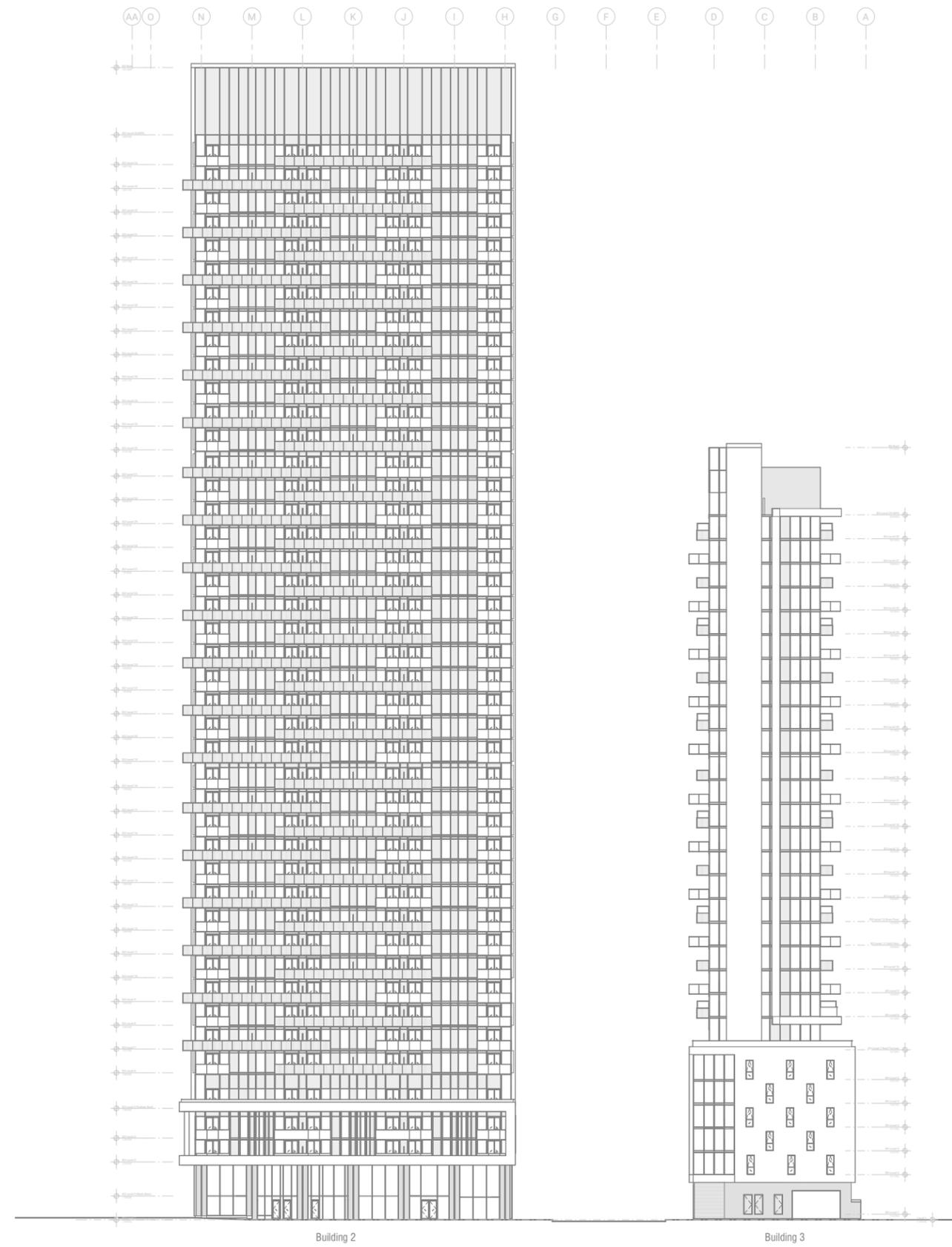


Figure 3.9: Proposed North Elevation
(view along Kerwin)

Figure 3.10: Proposed South Elevation



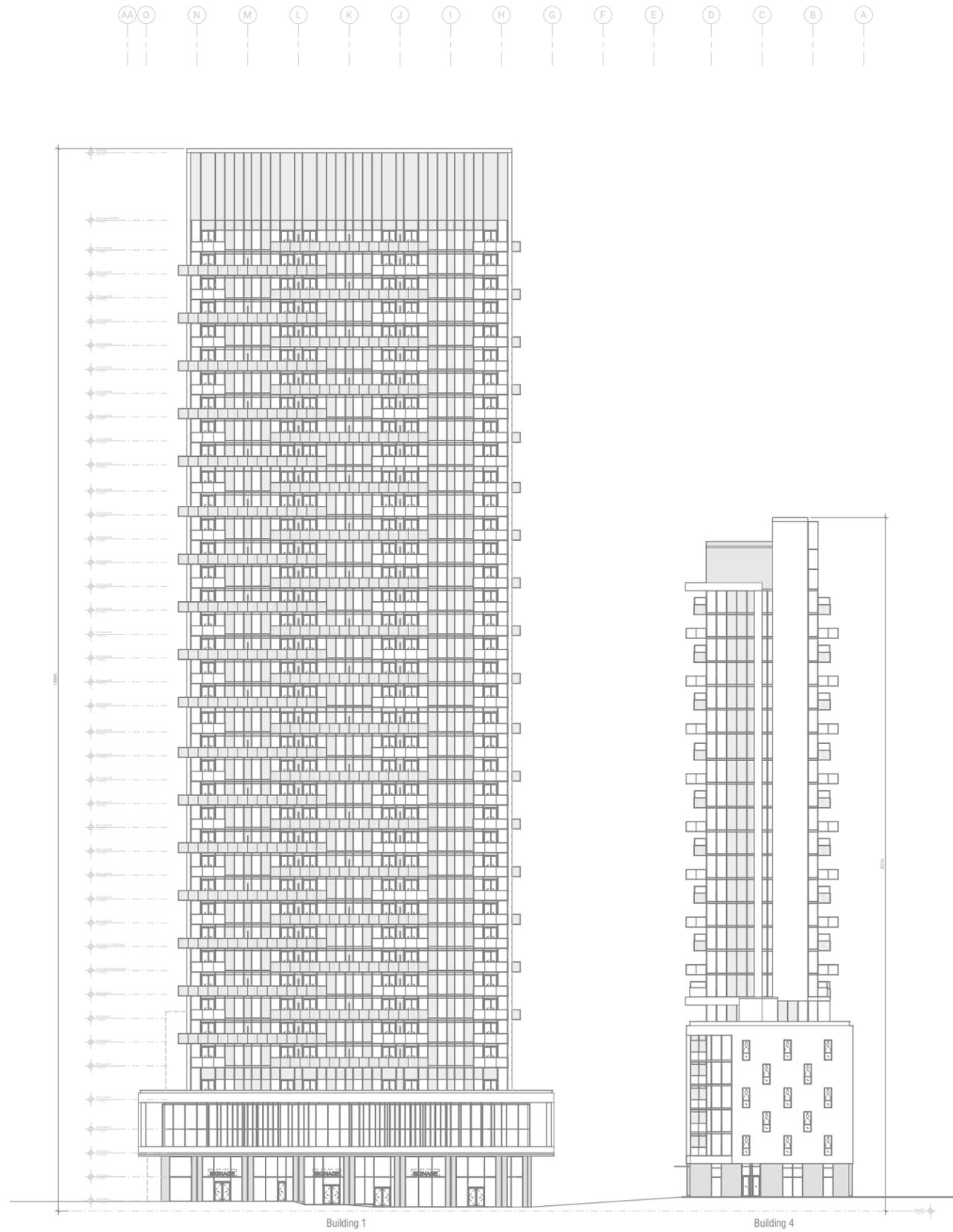


Figure 3.12: Proposed South Elevation

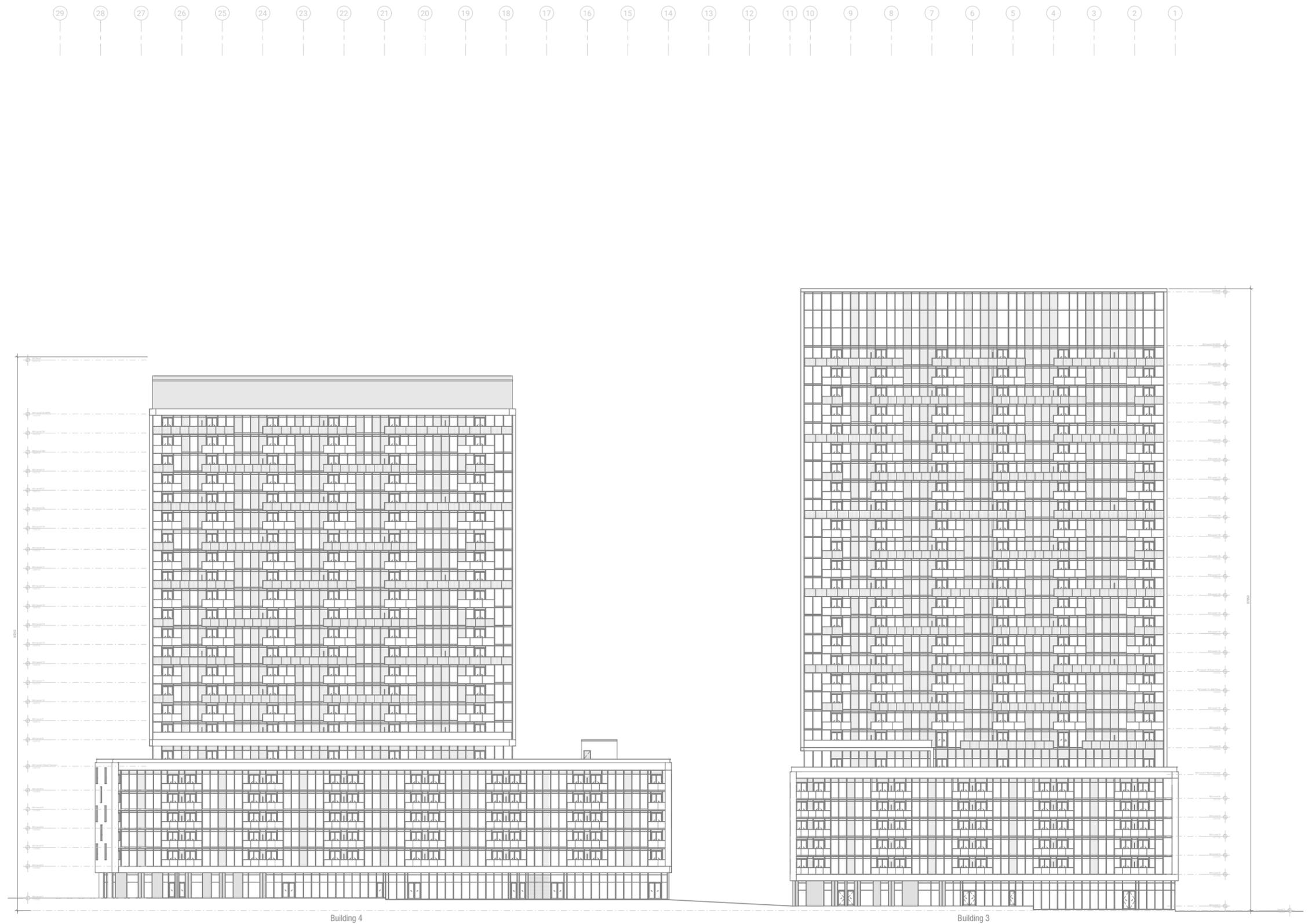


Figure 3.13: Proposed West Elevation
(along Woonerf/Shared Street)

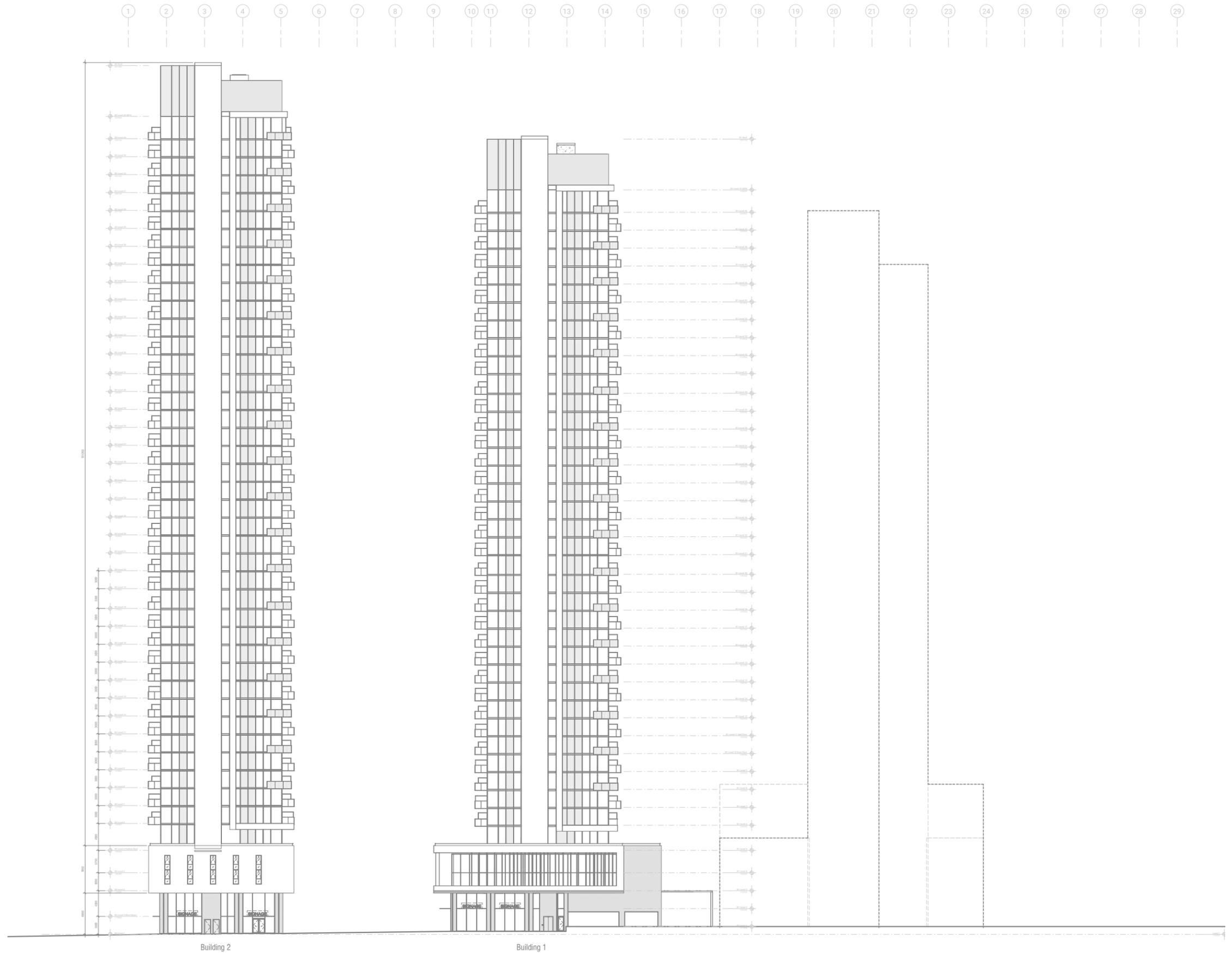


Figure 3.14: Proposed East Elevation
(along Woonerf/Shared Street)



3.2.3 Transition to Adjacent Uses and Built Form

Since the existing land uses surrounding the site primarily consist of low density commercial development, there is an opportunity to establish appropriately scaled built form along this designated intensification corridor. In accordance with the Downtown Cooksville Built Form Standards, the high rise residential buildings provide an appropriate height and scale for the location of the Subject Lands along Hurontario Street and within close proximity of the GO Major Station Transit Area as well as the Cooksville GO Station.

- Framed by Hurontario Street and Kirwin Avenue, the right-of ways at the west and north sides of the site provides sufficient space for a landscape treatment including street trees on Hurontario Street. This tree canopy will create an additional buffer between the condo block buildings and future neighbouring development.
- Extensive landscaping along the ground floor and private terraces of Buildings 2 and 3 provides another level of landscaping that serves as a gentle transitional element to the surrounding streets and built form.

Figure 3.15: Proposed height and massing model in axonometric view

3.2.4 Architectural Style

The proposed architectural style reflects the scale and materiality that encourages a dense urban language, approachable by pedestrians, bikes, cars and mass transit. A strong sense of the façade rhythm on the 5-storey podium suggests a density of commercial presence that coincides with the residential balcony units above.

3.2.5 Location of Building Entrances

Main building entries are located on Hurontario Street and within the interior of the block. They are designed as a focal feature of each building and integrated into the architectural design.

- Main entrances are recessed or covered and provide visibility into interior lobbies to allow for safe and convenient arrival and departure from the building.
- Main entrances are ground-related and fully accessible.

Weather protection at main entrances is integrated into the design in a form consistent with the architectural style.



Figure 3.16: Rendering of proposed building entrances and streetscape treatment along Hurontario Street



Image example of a tower providing visual interest through the presence of balconies, façade articulation, material and colour use and stepback design.



3.2.6 At-Grade Uses

The ground floors of the buildings have been meticulously planned to provide a wide array of services and amenities, catering to both residents and the surrounding community. Encompassing residential and commercial uses, this vibrant space serves as a lively focal point, offering a comprehensive array of options aimed at enriching the overall quality of life within the complex, including:

Privately Accessed Fitness Rooms:

Residents will have the convenience of exclusive fitness facilities, equipped with state-of-the-art exercise equipment. These spaces are designed to promote health and well-being, providing a convenient opportunity for daily workouts.

Multi-purpose Rooms:

Versatile multi-purpose rooms are available for various activities and gatherings. These spaces can be adapted for events, meetings, workshops, or communal activities, fostering a sense of community and facilitating social interactions among residents.

Concierge Services:

Residents and visitors will benefit from the convenience of a dedicated concierge service. The concierge can assist with various tasks, from handling package deliveries to making reservations, providing valuable assistance and information.

Lounge Areas:

Comfortable and inviting lounge areas are strategically placed throughout the ground floor. These spaces offer residents a place to relax, socialize, or work in a welcoming and aesthetically pleasing environment.

Image example of a publicly accessible retail, office, and commercial areas at grade level.

Health and Wellness Services:

In line with the growing emphasis on health and wellness, the ground floor will house a variety of services such as clinics, therapy rooms, or wellness centers. These spaces are dedicated to promoting physical and mental health, offering services like medical consultations, therapy sessions, and holistic wellness programs.

Publicly Accessible Retail:

The ground floor isn't just for residents; it's also open to the public. This inclusivity is exemplified by publicly accessible retail spaces. These establishments could include cafes, shops, boutiques, or restaurants, creating a vibrant and engaging streetscape.

Office Spaces:

The ground floor may incorporate office spaces, making it a convenient location for professionals to work in a modern and well-connected environment. These spaces can also serve as a co-working hub for remote workers or freelancers.

Commercial Areas:

Beyond retail and office spaces, there may be additional commercial areas catering to various businesses. This diversity fosters economic activity and contributes to the overall vitality of the complex.



Image example illustrating mix of services at grade level.



3.3 ACCESS, CIRCULATION, PARKING AND SERVICES

3.3.1 Vehicular Access and Circulation

Vehicular access into the Subject Lands will occur along the east side from Hurontario Street and the north side from Kirwin Avenue. The private shared street will consist of a private 7.4m width drive (paved surface width). It is intended that a reduced width roadway surface, in combination with a clearly defined sidewalk network and reduced building setback, will lower vehicular speeds and reinforce a comfortable, pedestrian realm. A pick-up and drop-off area shall be provided along the woonerf street to support short term parking and assist with safe vehicular site circulation.

Key elements of the access and circulation plan:

- The design speed for the 2-way shared street shall be kept to a minimum in order to create a safe and comfortable pedestrian focused environment, which is particularly critical along shared-use roads.
- Areas of frequent pedestrian gathering, such as the amenity spaces, are fully visible from and to the interior vehicular route.
- The 7.4m roadway width is measured face of curb to face of curb.

3.3.2 Pedestrian Access and Circulation

Safe, direct and logical pedestrian connections are a fundamental element of any new residential development and are a key development principle for the Subject Lands. Sidewalks and walkways proposed within the development area will directly link with the public sidewalks on Hurontario Street and Kirwin Avenue to encourage pedestrian connections within and throughout the surrounding development area.

- Internally, the 7.4m wide 2-way lanes shall be designed to limit vehicular speeds in order to ensure a comfortable pedestrian environment and social interaction space for residents.
- Direct sidewalk connections are provided to streets to minimize conflicts between pedestrians and vehicles.
- Sidewalks proposed within the subject site are strategically located along anticipated desire routes to encourage pedestrian activity and provide safe and efficient walking connections to nearby community amenities, including schools, neighbourhood parks, and the variety of recreational trail linkages integrated with the various open space features throughout the larger community.
- All sidewalks within the development site consist of broom finished concrete and are a minimum of 1.5m width.
- Areas of frequent pedestrian crossings or congregation are distinguished by alternative paving treatments with colour and/or textural changes to provide visual cues to drivers (traffic calming) and reinforce the intent of a pedestrian focused environment. Within the site, the pedestrian crossings are designed with decorative unit paving.

Pedestrian access and circulation within internal streets plays an important role in supporting retail at grade.

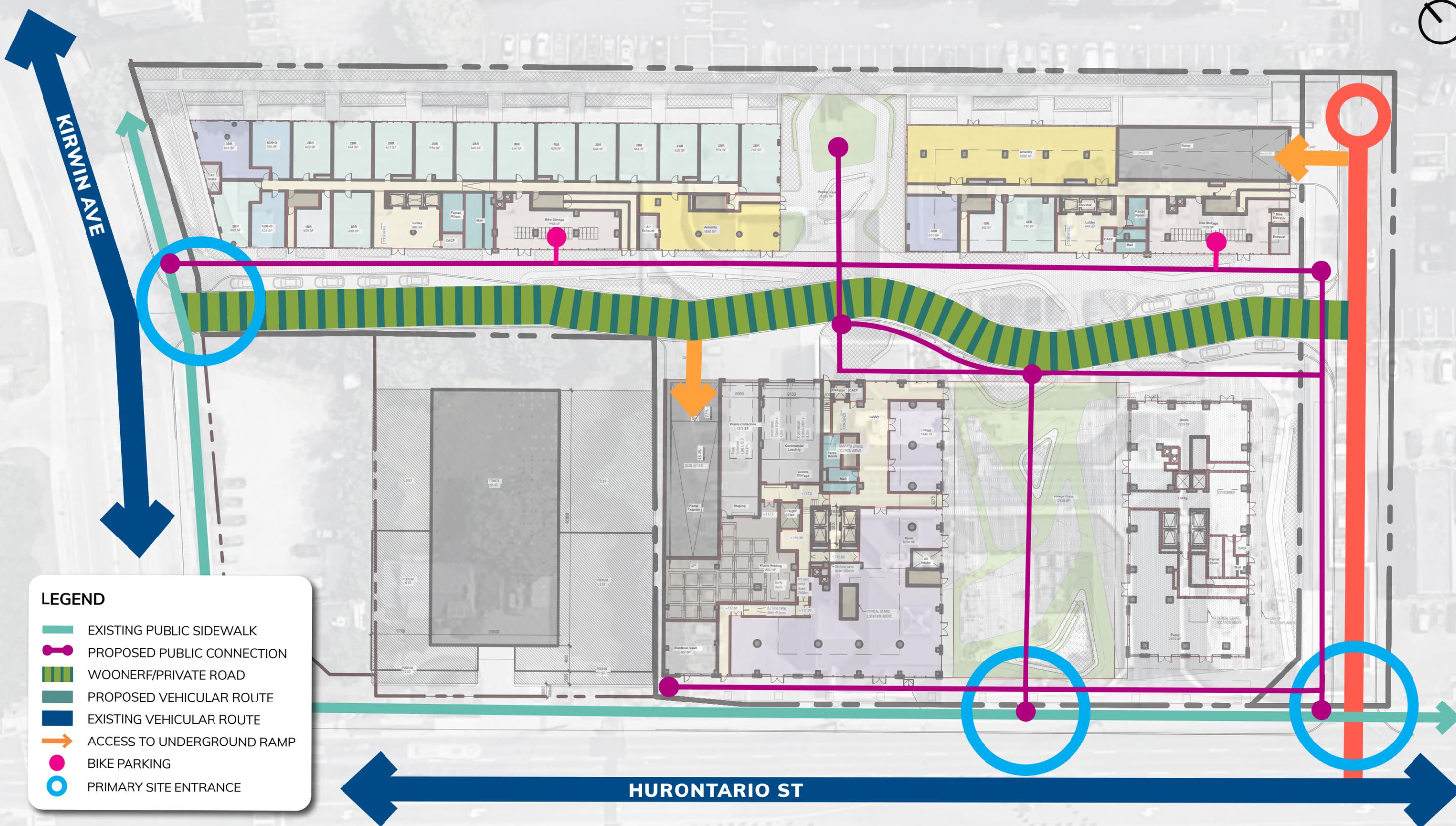


Figure 3.17: Vehicular and Pedestrian Circulation

3.3.3 Parking, Loading and Services Areas

The Subject Lands will provide parking areas for all uses in the site in 4 underground levels accessed by way of a ramp off of the east-west private street as well as via a ramp off of the south Street 'C'. Loading facilities are located away from immediate public view at the rear of Building 1 and will be located and accessed by way of the east-west private street.

Parking will be provided through a combination of surface parking areas and underground facilities.

- Underground parking (1008 spaces) is provided with one (1) entrance/exit ramps from the vehicular circulation route located inside the block and along Street C.
- Bicycle parking elements is integrated into the design and layout of parking facilities, with convenient access to building entrances and within well-lit areas that provide weather protection options, where feasible.
- Short-term bicycle parking spaces (29) will be located above grade and will serve the patrons of mixed-use units. The short-term bicycle parking spaces for the residential use will be located in the secure bicycle parking area within P1 level. The long-term bicycle parking spaces will also be located in the secure underground area with a total of 714 bicycle parking stalls. A dedicated cyclist elevator will be implemented in Building 1 (the building fronting Hurontario Street) and will provide residents with direct connections between the secure underground bike parking and the condominium road.

3.3.4 Mechanical Units & Utilities

Utilities are strategically located to mitigate negative visual impacts and minimize physical barriers to pedestrian flow.

- Utility meters, transformers, HVAC, and other mechanical equipment should be located away from public views and/or screened by planting and landscape features.
- Rooftop mechanical equipment is visually screened from public view.

3.3.5 Garbage Facilities

Waste removal loading is integrated into the northwest corner of Building 1 and therefore, special enclosure or buffering treatment is not required. The facility has been sited to enable garbage trucks to easily maneuver for pickup within the planned private street framework.

Parking and service areas shall be located away from immediate public view or designed in such a way so as to minimize the impact of loading and servicing areas through landscape design.



3.4 SUPPORTING STUDIES

3.4.1 Sun/Shadow Study

A Shadow Study has been undertaken by Diamond Schmitt Architects to identify the impact of shadows for the proposed development and the surrounding community.

As described in Diamond Schmitt's report summary, the proposed development meets the shadow impact criteria for all existing amenity areas and public spaces. The spaces that are affected by not meeting the shadow impact criteria are within the proposed development site. Effort has been made to improve the shadow impact by reducing all the tower floorplates and by allowing the site amenity courtyard to be open at each end (north and south), and locating amenity areas with sun exposure in mind, along the south edges of roofs and the site.

Refer to the Shadow Study Report completed by Diamond Schmitt Architects for complete information pertaining to the Subject Lands.

3.4.2 Noise Control Feasibility Study

HGC conducted a comprehensive Noise and Vibration Impact Study, which aimed to establish the essential noise attenuation standards for managing both outdoor and indoor environmental sound levels. According to the report's summary, the findings from this investigation lead to the following conclusion:

- The unattenuated sound levels at the worst-case Points of Reception within the future residential buildings will exceed the recommended objective sound level, therefore noise controls are required.
- Although the projected sound levels are predicted to be above the sound level criteria outlined in Section 3, it is feasible to control the high sound levels emitted by the identified stationary sources and to control the resulting sound levels within the proposed development to meet the stated criteria. Additionally, since external receptors are all located at further setbacks from the sources of noise, control of sound levels at all receptors within the proposed development will necessarily control sound levels at external receptors.
- The results of the investigation of the stationary noise sources of greatest concern (parking garage exhaust fans, and penthouse cooling tower intake/exhaust grilles) indicate that the unattenuated sound levels at the Points of Reception of concern (windows/building facades of residential suites and common Outdoor Living Area(s) of the proposed development) are predicted to exceed the applicable sound level criteria for stationary sources. Accordingly, noise control measures are warranted for these Points of Reception.

Refer to the Noise and Vibration Impact Study for a complete summary and recommendations, sound and vibration level criteria, and analysis pertaining to the Subject Lands.

3.4.3 Pedestrian-Level Wind Study

A Pedestrian-Level Wind Study, completed by RWDI, serves as an assessment of the environmental conditions surrounding the Subject Lands. The study delves into the dynamics of wind patterns at street level, addressing factors such as wind speed, direction, and turbulence. This meticulous analysis provides valuable insights into the microclimatic conditions that pedestrians and residents may encounter within the project area.

The study not only ensures the safety and comfort of individuals navigating the vicinity but also contributes significantly to the design and urban planning aspects of the Subject Lands. By understanding how wind behaves at the pedestrian level, the Subject Site has successfully accommodated a design of spaces that are not only aesthetically pleasing but also functional and user-friendly. This study further reinforces the commitment of creating an environment that harmonizes with nature and enhances the overall well-being of the community.

Refer to the Pedestrian-Level Wind Study for a complete summary and recommendations for wind mitigation initiatives pertaining to the Subject Lands.

A rendering depicting the proposed landscape design of the proposed Pocket Park which illustrates how the plaza integrates with the architectural elements, land uses, and community needs, highlighting its role as a vibrant and functional space that enhances the urban experience.

Rendering Credit: Diamond Schmitt Architects



04

PROPOSED LANDSCAPE PLAN
LANDSCAPE CHARACTER

LANDSCAPE & STREETSCAPE GUIDELINES





4.1 PROPOSED LANDSCAPE PLAN

As an integral component within the expansive network of interconnected parks and open spaces that envelop the city, the development of the Subject Lands is poised to introduce a diverse array of landscape elements that harmonize seamlessly with the tapestry of the local environment. These meticulously planned elements will serve to both complement and enrich the surrounding context, breathing life into the area and fostering a sense of unity and purpose.

This intricate arrangement of landscape features is a strategic response to the intricate dance between urbanity and nature, where the designed and the organic coalesce. They will be artfully interwoven into the existing built environment, creating a synergy that not only enhances aesthetics but also offers a canvas for the application of sustainable principles. Through these integrated features, the development will exemplify a harmonious blend of architecture and nature, a true embodiment of the principles of biophilic design.

Amidst this verdant tapestry, various open spaces will flourish, each contributing uniquely to the fabric of the community's experience:

- **Pocket Park:** An enclave that brings a touch of nature to the urban sprawl, inviting residents and visitors alike to pause, relax, and reconnect with the natural world on a more intimate scale.
- **Woonerf:** A shared space that embodies the spirit of harmonious coexistence between pedestrians, cyclists, and vehicles. It's a living testimony to the notion that public spaces can be vibrant, safe, and inclusive, encouraging various forms of movement and interaction.
- **Village Square:** The heart of communal life, where the community converges for events, gatherings, and celebrations. As a POPS, this space becomes a hub of activity, fostering connections and nurturing a strong sense of belonging.
- **Private Terraces:** Intimate retreats nestled at the north-east edge of the development. These personal oases offer residents a private connection to the outdoors, blurring the boundaries between interior and exterior living spaces.
- **Terraces:** Elevated platforms that serve as communal extensions of living spaces, providing a canvas for outdoor dining, relaxation, and socializing. These elevated landscapes offer a refreshing perspective of the surroundings.
- **Green Roofs:** A testament to the commitment to sustainability, these living rooftops serve as ecological havens, reducing the urban heat island effect and contributing to energy efficiency while enhancing the aesthetics of the development from various vantage points.

Incorporating these diverse open spaces transcends mere design—it's an invitation to experience urban living in its most holistic sense. By thoughtfully integrating these features into the urban fabric, the development not only offers opportunities for sustainable practices but also provides a canvas for the community to engage in both passive contemplation and active recreation. This holistic approach transforms the development of the Subject Lands into a vibrant and thriving microcosm within the city's larger ecosystem.

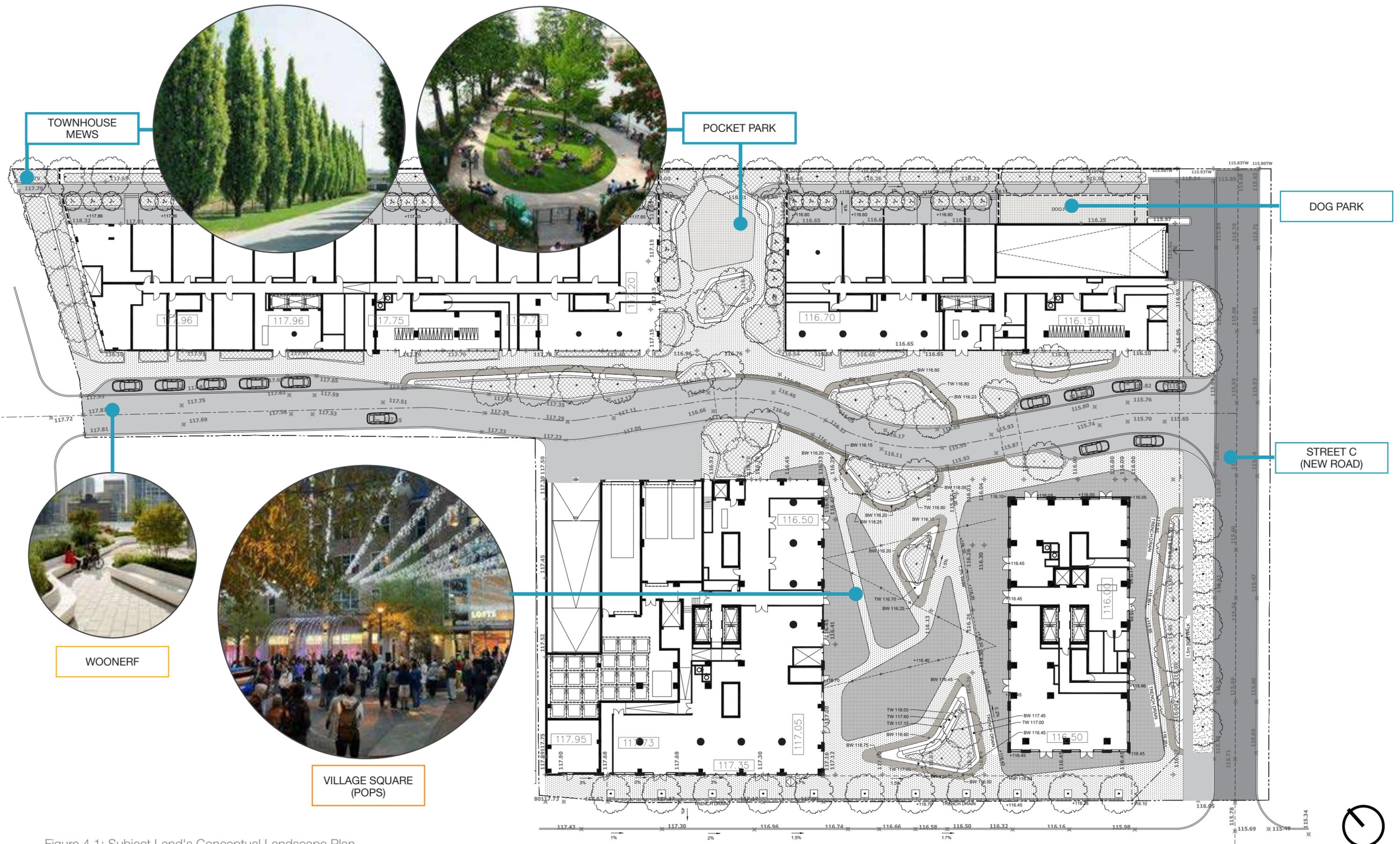


Figure 4.1: Subject Land's Conceptual Landscape Plan

4.1.1 Village Square (POPS)

Situated at the heart of the mixed-use blocks, the Village Square assumes a central and indispensable role as an interconnected hub, catering to the needs of both the local community and the residents of the Subject Lands.

Nestled strategically within a densely populated area, the Village Square will be designed to offer versatile, year-round programming. It will encompass inviting zones adorned with shade trees, creating environments conducive to passive leisure, relaxation, and moments of respite. Moreover, the square's design will be carefully crafted to facilitate special events and foster social interaction, thereby cultivating a dynamic and convivial gathering place for the community.

The Village Square, in conjunction with the adjacent Pocket Park, will complement the at-grade retail establishments nearby, elevating the vibrancy of the central corridor. Through the integration of green spaces, comfortable seating areas, and pedestrian pathways, these park areas will contribute significantly to the overall ambiance and appeal of the surrounding retail district. The synergy between these park spaces and the neighboring retail establishments will engender an inviting and engaging atmosphere, enhancing the liveliness of the community for both residents and visitors alike.

Additionally, the Village Square will serve as a convenient and welcoming gathering spot for transit users, functioning as a spill-out area where commuters can gather, socialize, and await public transportation. This aspect not only enhances the square's functionality but also promotes a sense of connectivity and transit-oriented development, aligning with the broader vision for the community.



Image example of a square that is designed to invite people for gatherings, including festivities, celebrations, and community events.



4.1.2 Pocket Park

Pocket Parks are small urban parkettes that offer possibilities for comfortable, relaxing experiences in daily life. These parks have extensive green spaces nearby and contribute to the overall wellbeing of residents.

The key elements of pocket parks are:

- their small/pocket dimension built in residual spaces;
- visibility and integration in the neighborhood;
- inclusive of greenery and water elements;
- accessibility and presence of furniture for pedestrians.

The pocket park along the north side will be thoughtfully designed to cater to a wide range of organized and unorganized passive leisure activities, fulfilling the needs and interests of the residents as well as the wider community.

The parkette will be designed with sustainable practices in mind. This may include using permeable paving materials to reduce stormwater runoff, implementing native landscaping to support local flora and fauna, and incorporating energy-efficient lighting solutions. By embracing environmentally friendly design principles, the parkette will serve as a model for responsible land use and demonstrate the community's commitment to environmental sustainability.

Passive open space will be a key feature of this parkette, providing an area for informal use and social gatherings. This space will offer residents a place to relax, enjoy nature, and engage in leisurely activities such as picnics, yoga, or reading. Seating areas will be strategically placed throughout the parkette to provide comfortable spaces for visitors to rest, socialize, and enjoy the park. Whether it's benches, shaded seating areas, or picnic tables, these spots will offer opportunities for relaxation and social interaction.

The parkette will also feature formal play areas, including a children's playground. The playground will be designed with age-appropriate equipment and safety considerations in mind. It will offer a variety of play structures, such as swings, slides, climbing frames, and interactive elements that encourage physical activity, imagination, and social play.

Figure 4.5: Image example of a pocket park with a strong relationship between built form and open space.

4.1.3 Woonerf (Shared Street)

Woonerfs/shared streets are streets designed for everyone and inclusive of vehicular, cyclist and pedestrian movement. Although subtle, the shared street design changes the typical dynamic of street usage and allows for more block permeability.

These lanes provide 'shared backyard' community spaces for safe play and socializing.

Woonerfs/shared streets will typically be present among larger blocks where higher density mid-rise or mixed-use built form has been proposed but may occur in lower density areas where laneways are present. They should be designed in a way that distinguishes them from other local roads and lanes, and that they may have their own individualized character.

With the priority given to pedestrians, and without a clear division between pedestrian and auto space, motorists are forced to slow down and travel with caution. Limiting vehicular speed and direction not only improves residents' feelings of safety, but also promotes greater use of public spaces and increase in social interactions.

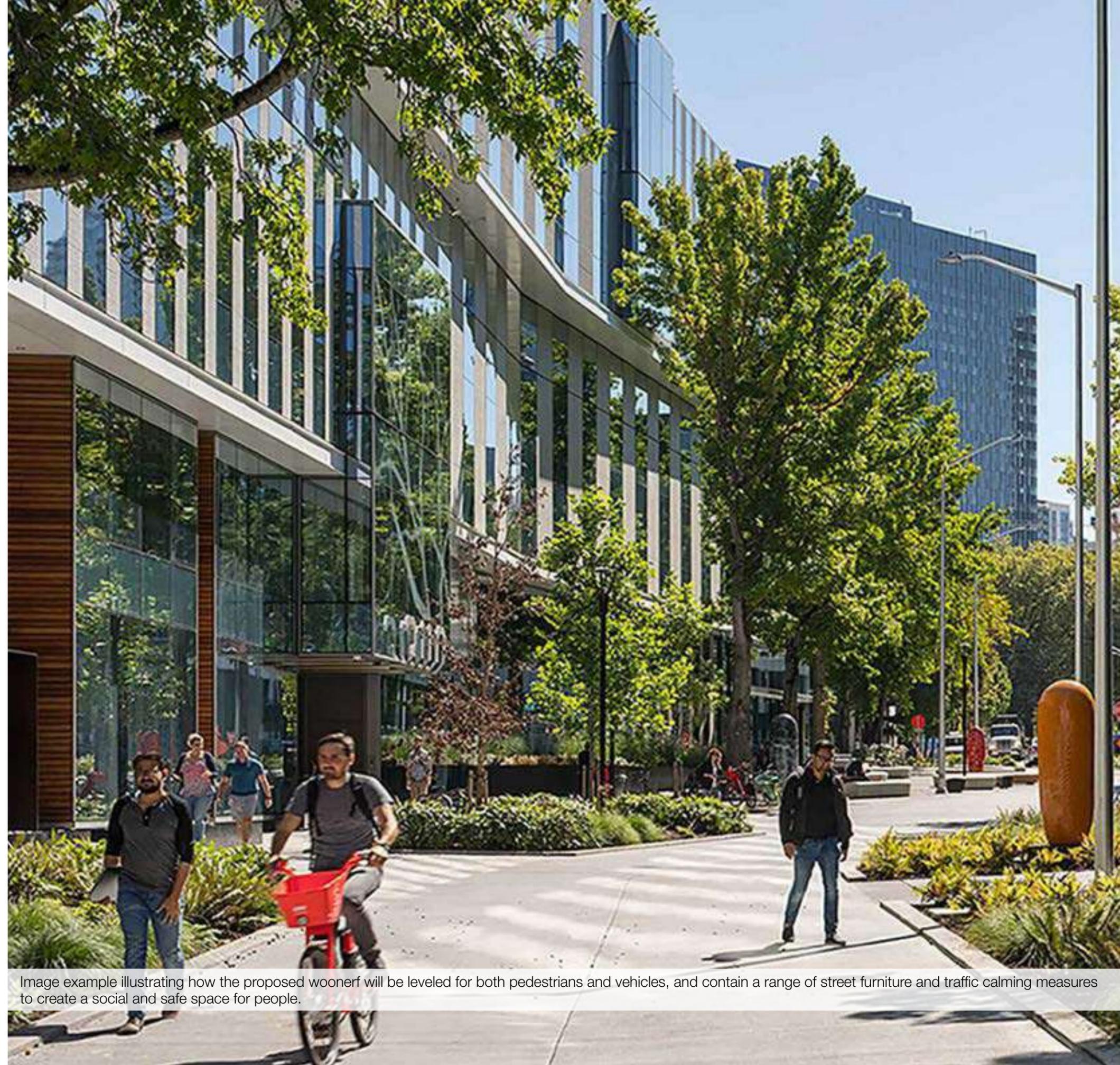


Image example illustrating how the proposed woonerf will be leveled for both pedestrians and vehicles, and contain a range of street furniture and traffic calming measures to create a social and safe space for people.



4.1.5 Private Terraces & Podium

Throughout the development, roof top amenities are proposed as private open spaces for the residents. One of the most valuable features of utilizing green roof infrastructure is that it generates a wide range of social, wellness and mental health, and environmental benefits.

By increasing amenity and green space through the use of landscaped terraces and podiums, the sustainable design is intended to provide a range of high quality, comfortable private and shared outdoor amenity spaces which will:

- Maximize access to sunlight;
- Minimize noise and air quality impacts from site servicing, mechanical equipment, etc.;
- Include high quality, universally accessible and environmentally sustainable materials, four season gardens, seating, pedestrian-scale lighting, trees, shade structures, weather protection, screening; and
- On terraces and podiums framing open spaces, upgraded architectural treatment will be provided with respect to window treatments, wall articulation, brick detailing, etc.

These spaces are predominantly intended for passive use, with some play opportunities, which may include:

- Shade structure with seating as primary focus and gathering area;
- Pattern of paths that helps frame the spaces and their uses;
- Unprogrammed lawn areas for flexible passive recreation use that may include picnic and seating areas;
- Predominantly formal layout of trees to provide shade; and
- Areas for naturalized planting and wildflower gardens that may integrate landscape programs that support City of Mississauga's Green Development Standards.

Image examples of terraces and roof tops designed to encourage connections between residents.

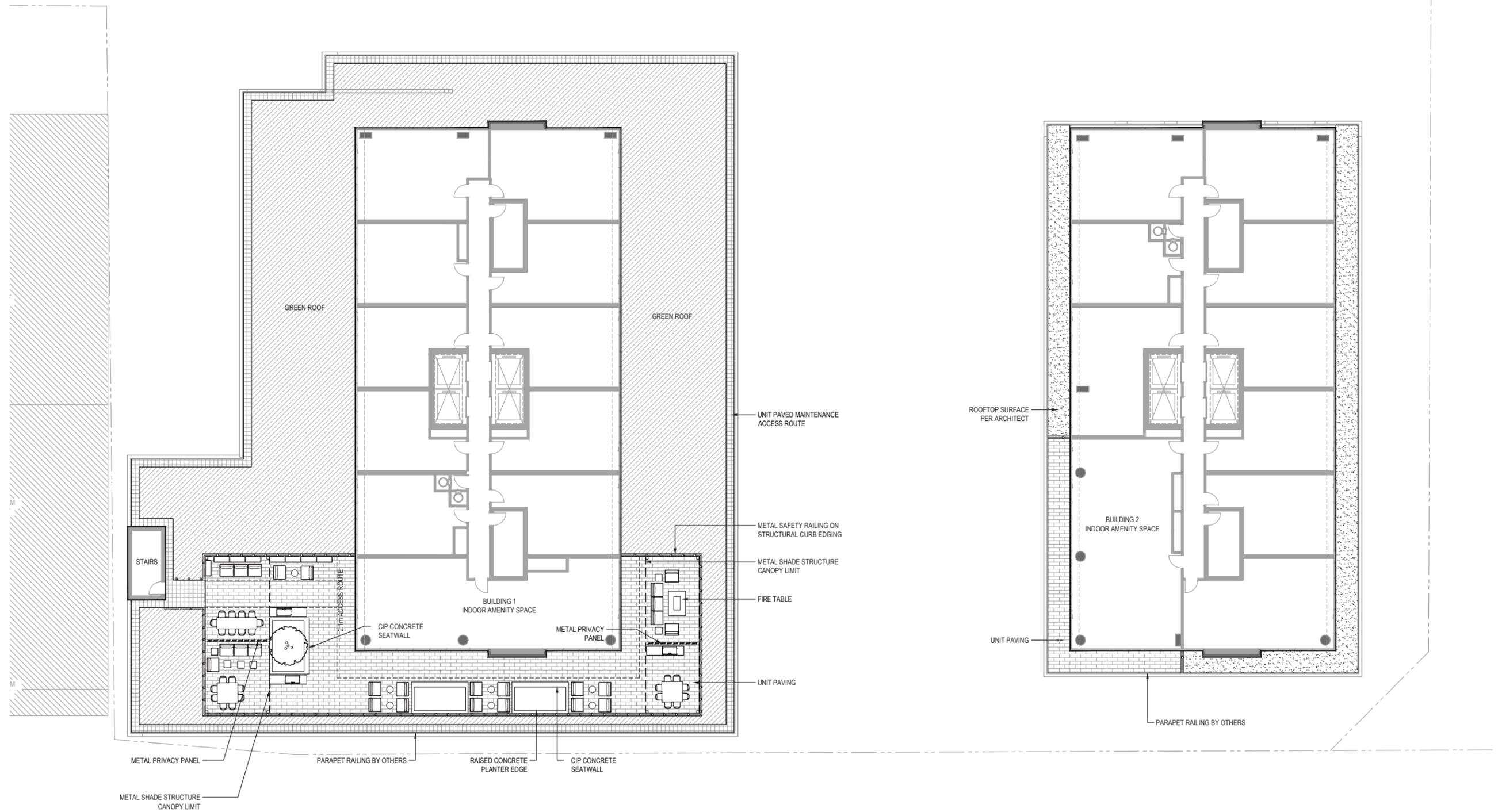
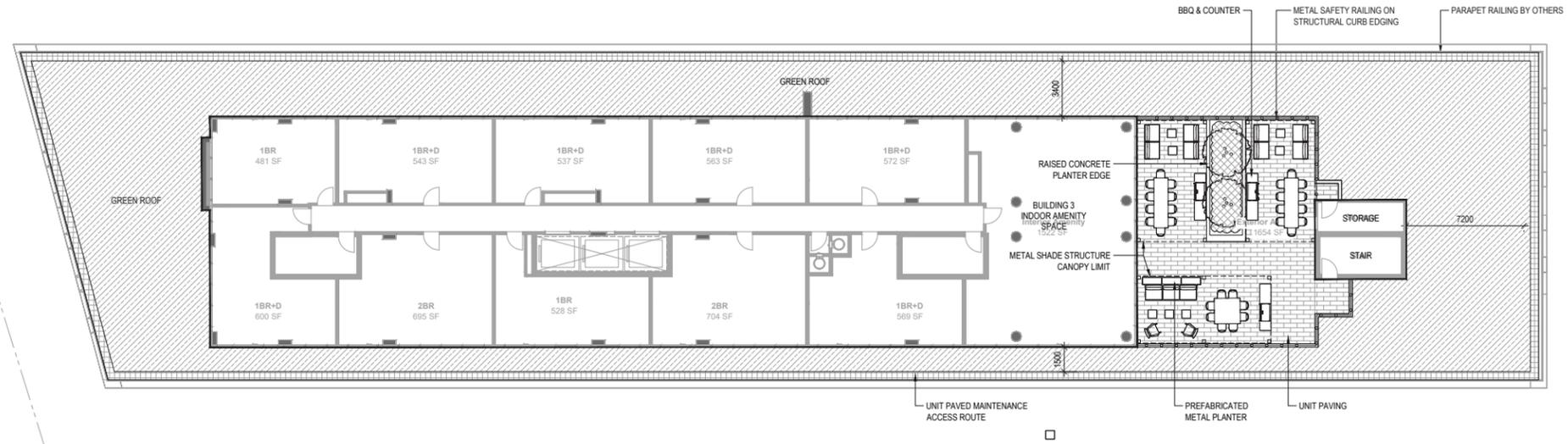
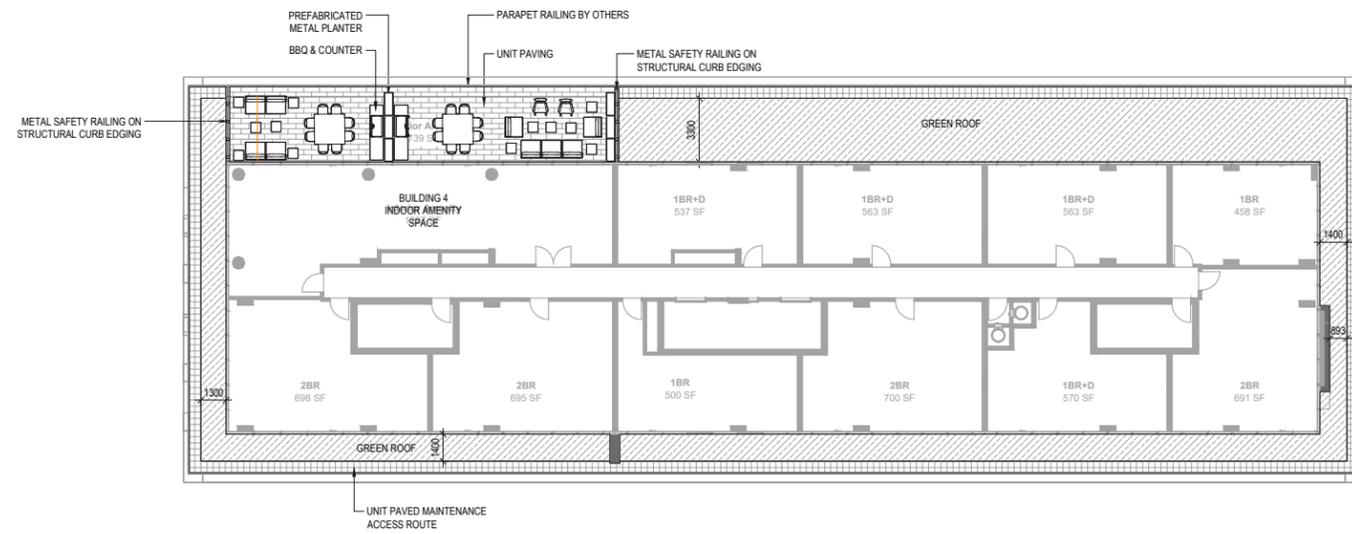


Figure 4.6: Conceptual Rooftop Amenity Plan For Buildings 1 and 2



1 BUILDING 3 LEVEL 7 OUTDOOR AMENITY PLAN

1:200



2 BUILDING 4 LEVEL 7 OUTDOOR AMENITY PLAN

1:200

Figure 4.7: Conceptual Rooftop Amenity Plan For Buildings 3 and 4

4.1.6 Green Roofs

Green Roof Amenity Areas

One of the most valuable features of utilizing green roof infrastructure is that it generates a wide range of social, economic and environmental benefits, in both the public and private realms. By increasing amenity and green space through the use of landscaped podiums and roofs, the sustainable design is intended to provide a range of high-quality, comfortable private and shared outdoor amenity space, maximizing residents' access to sunlight. On terraces and podiums framing open spaces, upgraded architectural treatment will be provided with respect to window treatments, wall articulation, masonry detailing, etc.



Image example artificial lawn/flex space.

Programming Opportunities

Rooftops are envisioned to provide opportunities for lounging and dining in amongst raised planters. Unprogrammed areas of artificial lawn are proposed to support flexible play for families. Other areas of the roof would be planned to support green roof planting. These spaces are predominantly intended for passive use, with some play opportunities, which may include:

- Four season landscaping, seating, pedestrian-scale lighting, trees, shade structures, weather protection, screening;
- High-quality, universally accessible and environmentally sustainable materials;
- Pattern of paths that helps frame the spaces and their uses;
- Unprogrammed lawn areas for flexible passive recreation use;
- Flexible seating and barbeque areas for resident use;
- Predominantly formal layout of trees to provide shade; and
- Areas for naturalized planting and wildflower gardens that may integrate planting programs that support City of Mississauga green initiatives.



Image example of a rubber running track on a green roof.



Extensive Green Room Systems

Both extensive and intensive green roof approaches may be considered for the proposed development. These systems are typically differentiated by the amount of vegetation utilized. While intensive green roofs involve frequent maintenance of plants and gardens, extensive systems are left to grow naturally and are only to be entered for yearly maintenance.

Green roofs are interlinked with the development's overall sustainability measures, including the integration of sustainable stormwater management systems and energy efficient building design and materials. Some of the environmental and sustainability benefits of extensive green roofs include:

- Reduces energy costs by minimizing heat loss, and providing natural insulation for buildings;
- In summer, the green roof protects the building from direct solar heat;
- Energy conservation translates into fewer greenhouse gas emissions
- Reduce the Urban Heat Island Effect, a condition in which urban environments absorb and trap heat;
- A green roof's plants remove air particulates, produce oxygen and provide shade; and
- Decreases the amount of storm runoff from buildings.
- Low maintenance green roofs can be designed to serve as refuge for species such as ground-nesting birds.

Image example of a pedestrian access.

4.2 LANDSCAPE CHARACTER

From a holistic view, the proposed landscape design aims to emulate the look and feel of the architecture, adding to the unique sense of place of the Subject Lands. The whole site will be connected through the open space network, where people will be able to meander and flow through intuitively.

4.2.1 Planting Palette

In order to support the overall health and integrity of the City's natural ecosystems, including within urbanized areas, a suitable habitat for the local flora and fauna will be provided in a manner that positively contributes to the character of the Subject Lands.

Naturalized planting consisting of trees, shrubs, grasses and herbaceous perennials, with an emphasis on native species, shall be implemented at all interfaces of built form and existing or introduced natural areas.

Design Guidelines:

- Visual interest and privacy screening for corner and flankage lots, particularly at gateways and nodes shall be provided;
- The level of landscape treatment for each street shall be appropriate to the role and hierarchy of the street type;
- Streetscape plantings shall reinforce a comfortably-scaled pedestrian environment; and
- Residential flankage lots along the street edge shall be designed with consideration for planted accents along the public side of the fence.



PURPLE CONEFLOWER



WINTERCREEPER



HACKBERRY



TREE GRATE



TRENCH DRAIN



BLAZE MAPLE



COLUMNAR OAK



CONCRETE PAVING



COBBLE PAVING



SUGAR MAPLE



TACTICAL WARNING INDICATOR



CONCRETE PLANTERS

Figure 4.8: Ground Level Landscape Character

4.2.2 Lighting

Proper lighting design is critical to ensuring safe pedestrian and vehicular circulation, as well as an important element in defining the character of the Subject Lands.

Design Guidelines:

- Lighting design (pole and luminaire) is coordinated with the architectural style to promote a consistent and definable character for the development.
- A pole and/or luminaire that is appropriate to the site and function to avoid excessively lit areas and light pollution has been selected.
- Encourage 'night sky' compliance as a component of sustainable design, with illumination directed downwards.



LIGHTING POLES

4.2.3 Site Furniture

An attractive, sturdy and functional site furniture is fundamental to the visual appeal of the development and plays an important role in helping to reinforce the development character.

Design Guidelines:

- The colour, material, form and style of site furniture is consistent with and complementary to the established design theme for the Subject Lands.
- The site furniture palette, including benches, waste receptacles and bike racks, reflect a similar style, colour and/or material.
- The placement and layout of furnishings encourages safe use, maintain all accessibility requirements and is appropriate to the adjacent built form orientation.



STREET BENCHES



WASTE RECEPTACLE



BIKE RACKS



Image example of a pedestrian access.

4.2.4 Buffer Landscape Treatment

The use of landscape buffers is an effective way to minimize the impact of various factors, but primarily, it is used to minimize the impact of:

1. Visual Disturbances: Landscape buffers can shield or screen unsightly views or structures, such as industrial sites, highways, or commercial developments, from the view of residents or passersby, thus preserving the aesthetic quality of an area.
2. Noise Pollution: They can serve as a barrier to reduce noise from nearby roads, factories, or other sources, helping to create a more peaceful and tranquil environment.
3. Air Pollution: Landscape buffers, particularly with dense vegetation, can help filter and absorb air pollutants, contributing to improved air quality in the surrounding area.
4. Privacy Intrusions: Landscape buffers can provide privacy by obstructing the view from neighboring properties or public spaces, ensuring a sense of seclusion for residents.
5. Environmental Disturbances: They can protect sensitive ecosystems or habitats from human activities or development, preserving biodiversity and the natural balance of an area.

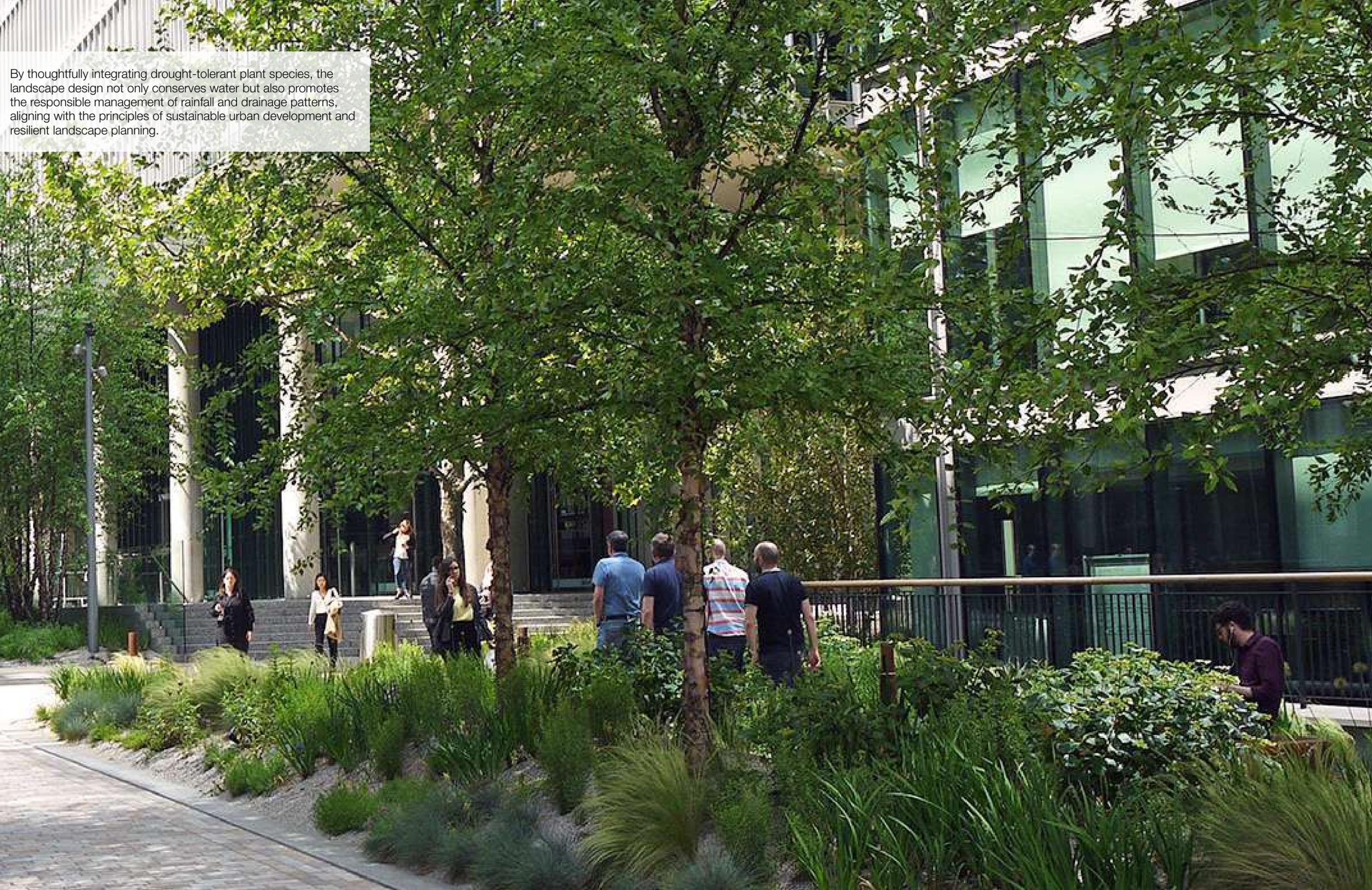
In essence, landscape buffers emerge as versatile tools, adept at countering the detrimental impacts wrought by diverse disturbances on an environment's ecological integrity, visual appeal, and the overall quality of life. Trees, shrubs, and hardscaping components should thus be thoughtfully incorporated to harmonize with the community's circulation network, all the while affording shade and seating options at strategic locations. Additionally, these buffers can also serve the dual purpose of mitigating disturbances adjacent to residential areas and parking lots, thus fostering a serene and visually pleasing environment for all community residents.

When skillfully conceived and executed, such landscape designs have the power to forge a picturesque, lively, and cyclist-friendly ambiance that benefits the entire community.



Image example of a landscaped buffer adjacent to a residential development.

By thoughtfully integrating drought-tolerant plant species, the landscape design not only conserves water but also promotes the responsible management of rainfall and drainage patterns, aligning with the principles of sustainable urban development and resilient landscape planning.



05

**GREEN DEVELOPMENT STANDARDS
ACTIVE TRANSPORTATION
LOW IMPACT DEVELOPMENT &
SUSTAINABILITY INITIATIVES**

**SUSTAINABLE
DEVELOPMENT**



5.1 GREEN DEVELOPMENT STANDARDS

As a tool to help achieve its sustainability goals, the City of Mississauga has established the Green Development Strategy (July 2014), a set of criteria for sustainable, high-performance, and efficient development. This strategy aligns with the City's commitment to combat climate change and supports its vision of fostering a sustainable and resilient community. Within this framework, the "green development" approach is specifically geared towards reducing energy demand and consumption, increasing renewable energy capacity, minimizing the impact on the natural environment (water, air, and soil), and enhancing the overall well-being of the community.

The Subject Lands shall be designed with a strong commitment to integrating sustainable practices and techniques that will align closely with the Green Development Strategy. This approach includes exploring opportunities to implement geothermal systems, which contribute to energy efficiency and reduced greenhouse gas emissions. Additionally, it involves considering a reduced parking supply in favor of alternative transportation options, promoting walking and cycling, and thereby reducing the carbon footprint associated with vehicular travel. Furthermore, a focus on minimizing embodied carbon in construction materials and processes will be integral to achieving the City of Mississauga's climate change goals.



5.2 ACTIVE TRANSPORTATION

5.2.1 Bicycle Parking Provisions

Bicycle parking is essential to operating a successful bicycle network and program, particularly in high density areas. Lack of support or convenient access to store and secure a bicycle on site may discourage this as an alternative mode of transportation. The design of Auto Complex will ensure that proper bicycle parking provisions are in place. Details shall be discussed in collaboration with the City of Vaughan.

Bicycle parking comes in a variety of forms, which include:

- Integrated bike room;
- Stand alone enclosed bike shelter;
- Stand alone bike shelter; and
- Bike rack.

Design Guidelines:

- To ensure a reduction in automobile usage, bicycle parking and public transit connections shall be integrated into the design of major community facilities;
- Bicycle parking locations shall be placed in highly visible, well-lit, and quickly identifiable locations for ease of access, safety, and also to curb theft and vandalism;
- LEED requirements shall be a key component in built form and open space design;
- The sizing of parking facilities shall be minimized to meet, but not exceed zoning requirements;

To reduce automobile use and corresponding size of parking facilities, carpooling shall be promoted through incentive programs, such as dedicated parking spaces for carpool participants and low-emission vehicles. This has particular application to the proposed residentially-based employment and mixed use lands.



Image example of a stand alone bike shelter that has been incorporated at grade into built form.



Image example of a bike rack.



Image example showing use of permeable pavers as part of a development.

5.3 LOW IMPACT DEVELOPMENT & SUSTAINABILITY INITIATIVES

5.3.1 Development Considerations

The Subject Lands will be designed to provide an optimum mix of land uses in an effort to reduce infrastructure costs, greenhouse gas emissions and energy use, while preserving existing green space and providing community-wide linkage opportunities.

In order to encourage transit use as an alternative to vehicular use, the development has been designed to bring a greater number of people in proximity to major transit corridors, such as the future Dundas St East BRT, the LRT, and other local transit routes. Direct pedestrian connections are provided to ensure daily use amenities.

5.3.2 Residential Building Considerations

The following Sustainable Building Practices may include:

- Energy Star or equivalent construction;
- High-efficiency single/dual flush toilets and low-flow water efficient faucets / shower heads;
- Insulation with higher effective R-value;
- High-Efficiency furnace/boiler system;
- Energy Efficient Heat Recovery Ventilator;
- Energy Star equivalent standard light fixtures and bulbs;
- Energy Star windows throughout; and
- 12" min. topsoil depth on lots.

5.3.2.1 Resource Management Builder Measures

A waste management policy to ensure that all trades work efficiently to reduce and eliminate waste, including:

- On-site waste management measures;
- Re-use and recycle measures;
- Dedicated On-Site Concrete Wash out areas;
- Use of recycled crushed concrete ¾" and/or 2" driveway base instead of crushed limestone base, subject to local availability;
- Indoor contaminant control during construction;
- Erosion control filter cloth measures on all catch basins; and
- Purchasing stone, concrete, masonry from regional/local sources.

5.3.2.2 Energy Upgrades

Builders may offer energy upgrades where requested by purchasers prior to construction, such as:

- Energy-Efficiency upgrade offerings including electronic HEPA filter systems, panel humidifiers, ERV's, Higher SEER A/C Units;
- Energy efficient tankless hot water systems offered as upgrade; and
- Occupancy sensor and timer light controls.

5.3.3 Low-Impact Design

A comprehensive approach to the implementation of effective Low-Impact Design (LID) strategies will address the following general categories for Auto Complex:

5.3.3.1 Hardscaping

Hardscaping generally involves the selection of paving materials that allow for increased permeability and infiltration, as well as high albedo capabilities, while ensuring circulation and maintenance requirements are met for pedestrian, cycling and vehicular circulation.

The following design principles shall therefore be implemented when considering sustainable hardscape design:

- Preference shall be given to the selection of permeable or porous paving materials, such as open joint pavers, porous concrete or asphalt and/or precast turf-grid products;
- Paved areas used for snow storage are encouraged to integrate permeable paving to absorb snow melt on site;
- Where possible, utilize surface materials that contain recycled or sustainable materials;
- The use of light coloured surface materials, such as concrete, white asphalt or light-coloured unit pavers is encouraged to decrease heat absorption and ambient surface temperatures (urban heat island effect); and
- All paving materials and installation to be selected and designed to withstand traffic impacts and maintenance requirements.

5.3.3.2 Softscaping

Softscaping generally involves the selection of plant and vegetation material that improves quality of living in respect to urban beautification, air purification and establishment of areas intended for passive and active recreation. The following design principles shall therefore be implemented when considering sustainable softscape design:

- Naturalized, low maintenance planting shall be specified where appropriate;
- A priority shall be placed on utilizing xeriscape planting techniques, selecting drought-tolerant species to conserve water;
- Landscape features, such as berms, tree and shrub groupings, and 'green' walls shall be utilized to screen undesirable views to adjacent or nearby uses (traffic, railway tracks, buildings) and on-site servicing areas (parking or loading docks);
- Provide landscape planting that increases the urban canopy, creates comfortable micro-climate conditions, mitigates negative seasonal effects (wind breaks or shade) and contributes to overall biodiversity;
- Strategically place dense deciduous canopy trees to let sunlight and warmth into buildings and public open spaces and sidewalks during winter, while in summer creating a canopy that shields people and buildings from sun, glare and heat, and allows breezes to flow through;
- 'Green' screens and other landscape wall features may be situated on or near building façades to reduce ambient heat and minimize air conditioning requirements; and
- Use only organic or biological fertilizers and weed and pest controls, without potentially toxic contaminants.



Image example of xeriscape plantings, which perform well in urban environments due to their drought-tolerant and low-maintenance characteristics.



Image example of planting that increases the urban canopy, creates comfortable micro-climate conditions



06

URBAN DESIGN STUDY SUMMARY

SUMMARY AND CONCLUSIONS





6.1 URBAN DESIGN STUDY SUMMARY

This Urban Design Study outlines design decisions and criteria that will ensure that the proposed development of the Subject Lands conforms with the Municipal policies and principles and reinforces the commitment to create a sustainable community in the Cooksville Area.

The brief has addressed pertinent urban design issues as applied to the community goals and objectives, land uses, streetscapes, open spaces, built form, sustainability and low-impact development strategies. These design and architectural strategies will promote design excellence for a safe, pedestrian-friendly and comfortable urban environment.

As the design evolves and becomes further refined, it will seek to implement innovative building practices and technologies that coupled with the comprehensive transit initiatives, services, and the emphasis on active transportation, will signify an effective and well-rounded sustainability strategy.

In summary, the proposed development for the Subject Lands:

- Represents a transit-oriented development with an appropriate height and density given the property's location within the Dundas Major Transit Station Area and within walking distance of the Cooksville GO Station, the Hurontario LRT and the Dundas BRT;
- Consists of a podium/tower configuration and slender tower design which minimizes wind impacts and maximizes sunlight;
- Includes a refined architectural design that integrates well into the City's skyline while being sensitive to the pedestrian experience on the ground;
- Provides and supports safe and comfortable pedestrian and cycling connections that links the Proposed Development with the surrounding context; and
- Contributes towards the goals and urban design objectives of the Downtown Cooksville Character Area and the Hurontario corridor Streetscape.

Image example of a balanced built form with a shared street that is safe and comfortable for residents.

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