



# Urban Design Study

OPA and ZBA Application  
51 & 57 Tannery Street and 208 Emby Drive (OPZR-104636)  
NYX Tannery LP April 2024

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# SECTION 1 Introduction



SRM Architects + Urban Designers is pleased to submit this Urban Design Brief on behalf of [CLIENT]. (the “Applicant”) in support of Official Plan Amendment and Zoning By-law Amendment applications (the “Applications”) for the lands municipally addressed as 51-57 Tannery Street, within the City of Mississauga (the “Site”). The Site is located at the western edge of the village of Streetsville and is currently occupied by single-detached dwellings and employment uses (see Figure 1). The Site is irregularly shaped, measuring approximately 18,548m<sup>2</sup>, with approximately 71.4m of frontage on Tannery Street.

The Applicants propose the construction of a 15-storey residential development with XX residential units, XX square meters of amenity space, and XX square meters of publicly accessible private open space (“POPS”) (the “Proposed Development”). The Proposed Development includes XX underground vehicle parking spaces, XX bicycle parking spaces, and is XXm from the Streetsville GO Station.

## 1.1 Supporting Studies and Materials

This Urban Design Brief has considered, and must be read in conjunction with, the following plans and studies supporting the application for Official Plan Amendment

and Zoning By-law Amendment:

- Architectural drawing package prepared by SRM Architects + Urban Designers (dated XX, 2023)
- Planning Report
- Landscape drawings
- Shadow Study
- Wind Study
- Noise Study
- Servicing
- [REPORT NAME] prepared by [CONSULTANT] (dated [REPORT DATE])

## 1.2 Goals and Objectives

- Summary of vision, goals, and objectives as outlined in the Planning Justification Report

### Summary of planning policies and objectives:

The fundamental principle behind this project is to achieve a harmonious arrangement between the required intensification needed in Streetsville, Mississauga, and the Greater Golden Horseshoe while remaining compatible with the character of the Streetsville Community Node. The Site represents an opportunity for Streetsville to reach the intensification targets for Mississauga beyond 2050.

Furthermore, the Site is located within 400m of the Streetsville Go Station, in a Planned Major Transit Station Area. As such, intensification of the Site must also consider a ‘transit-supportive density’.

To ensure compatibility with the existing neighbourhood, several documents, and policies, including the Streetsville Historic Design Guidelines have been used to inform the design.



## OFFICIAL PLAN OBJECTIVES AND POLICIES

### PEEL

The policies and objectives of the Region of Peel Official Plan have a particular focus on achieving an urban structure, form, and density that is pedestrian friendly and transit supportive. The proposed development is located within a 5 minute walk from a Planned Major Transit Station Area and is close to existing public transit service along Thomas Street. The proposed development also provides transit-supportive densities that contribute to the Region's policy objectives of achieving intensification of residential development in a planned Major Transit Station Areas and would support the Regional policy objectives of complete communities and greater housing choice. In addition, the proposed development features new open space areas and public parkland dedications with multi-use pathways and pedestrian-only facilities that connect Tannery Street to the Go Station via Emby Drive.

### MISSISSAUGA

The Mississauga Official Plan ("MOP") came into effect on November 14, 2012, save and except for site specific appeals at the Ontario Land Tribunal. As per the in-effect Streetsville Community Node Character Area policies that pertain to Special Site Two, a residential high density building with a maximum height of six storeys, and an FSI of 1.8 is permitted on the Site. This maximum height limit is inconsistent with the policies of the Provincial Policy Statement 2020 and does not conform to the policies in the Growth Plan nor the policies and objectives of the Region

of Peel Official Plan. This limitation also does not conform with the City-wide policies and objectives of the MOP. In particular, the MOP contains a City Structure which outlines areas ("Intensification Areas") where growth and intensification is to be directed. These 'Intensification Areas' are delineated in 'Schedule 2 – Intensification Areas' in the MOP and include 'Community Nodes' and 'Major Transit Station Areas', among others. The Subject Property is within the Streetsville Community Node and is located within a Major Transit Station Area. The policies and objectives of the MOP are also supported by this proposal as it contributes a range and mix housing types within an intensification area on a currently underutilized site. As such, compatible and thoughtful intensification is already contemplated on these lands.

The proposed development is located within a planned Major Transit Station Area. The buildings feature step-backs to portions of the building along Tannery Street South. Wind impacts have been determined to be acceptable as per the Pedestrian Level Wind Study prepared by Theakston Environmental.

### STREETSVILLE COMMUNITY NODE - URBAN DESIGN POLICIES

The Site is located within "Special Site 2" of the Streetsville Community Node Urban Design Policies in the MOP. The proposal directly addresses the specific urban design policies through the following design responses:

- By dedicating a significant portion of the Site as "valley lands" the project addresses the "regulatory

storm" floodplain associated with Mullet Creek, (see OP 14.11.6.2.2.a) and lands for the provision of a public space along Mullet Creek 14.11.6.2.2.c.

- Through the provision of a multi-use trail connecting Emby Drive to Tannery Street, the proposal directly addresses policy 14.11.6.2.3.

While some aspects of these urban design policies will be fully implemented/determined at the detailed design stage, it is the opinion of SRM that the proposed design conforms to section 9 of the Mississauga Official Plan and that the level of detail presented is satisfactory for a review of the applications proposed (OPA/ZBA).

## 1.2 ANALYSIS OF THE EXISTING SITE AND NEIGHBOURHOOD

### Site Location and Orientation

The Site is located within an 800m or 10-minute walk radius from the Streetsville GO Station, and within the planned Major Transit Station Area. The Site is in the northwest area of the City of Mississauga, within the Streetsville Community Node.

The Site runs roughly 45 degrees to north, parallel to the CN rail corridor and historic grid layout of Streetsville. The lot has an irregular shape with 71.4m of frontage on Tannery Street, then widening towards the centre of the block.

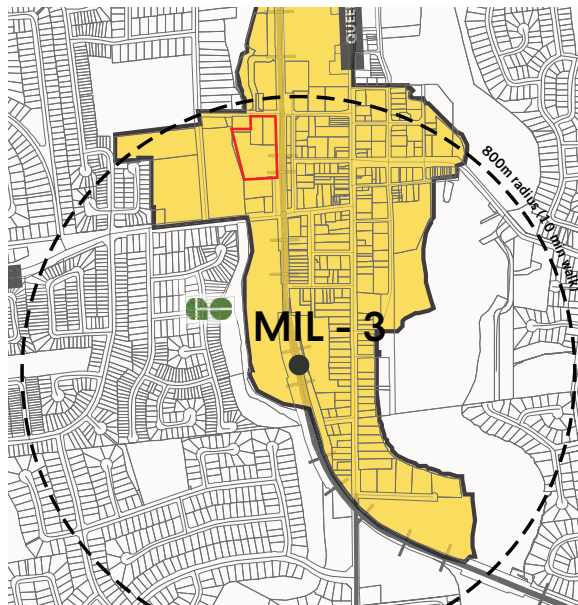


Figure: Planned MTSA, and 800m radius from Streetsville Go.

Source: Region of Peel, MTSA Profiles. Dec. 2020 p. 28

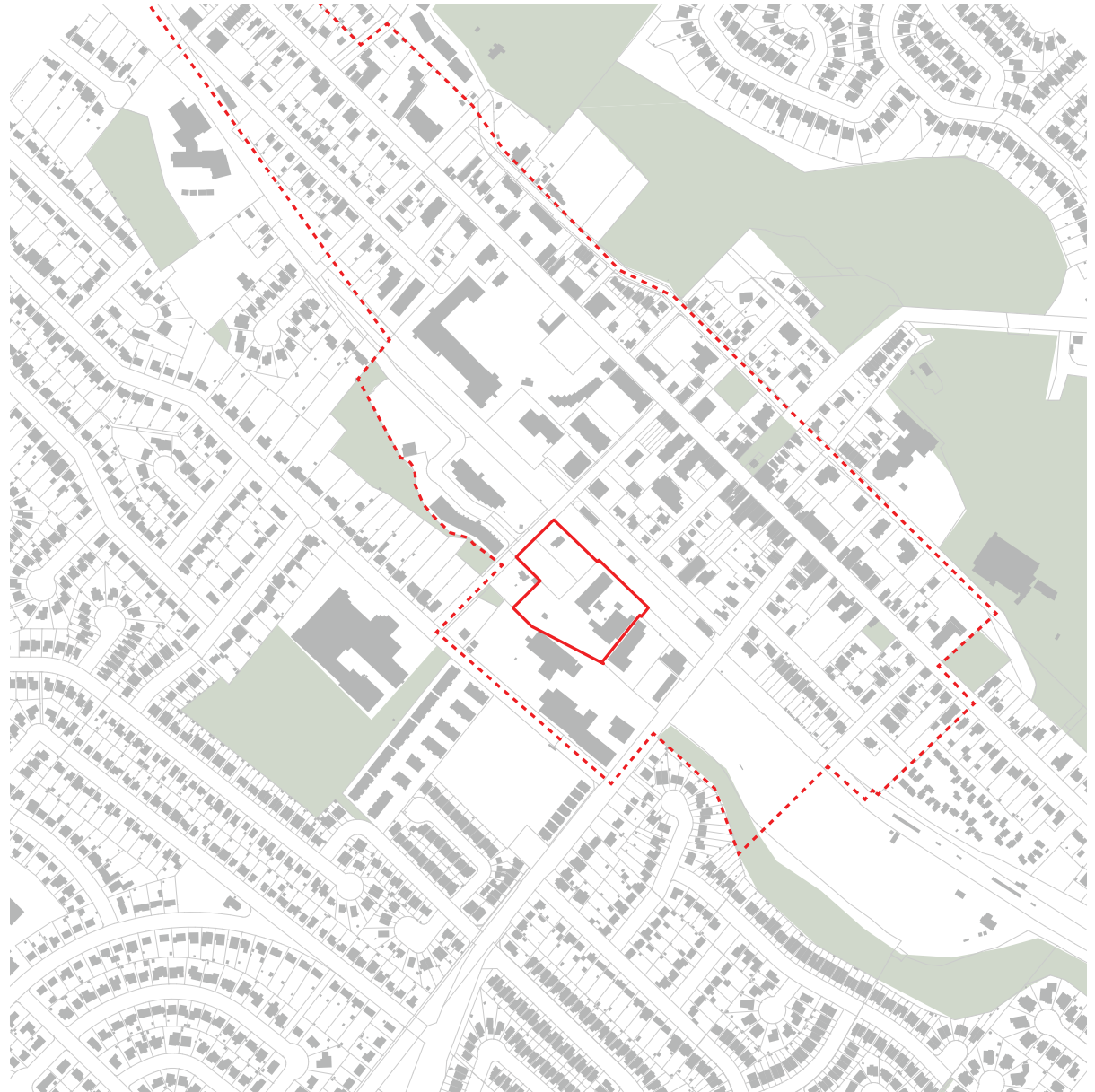


Figure: Figure ground with site (red) and Streetsville Community Node (dotted red)



## Analysis of Adjacent Context

The Site is currently zoned Greenlands (G1) and Holding, Back to Back and Stacked Townhouses, Exception 4 (H-RM9-4). The Site is bordered by a future 5-storey apartment building, a retirement residence and a planned mid-rise apartment building to the north, and adjacent to the Credit Valley Railway (currently the Canadian Pacific Railway) to the northeast.

Mullet Creek is located to the Southeast, and industrial uses to the southwest. The block is bisected by the Mullet Creek ecological corridor, and bounded by Tannery, Thomas, Joymar and the CP rail line.

The adjacent context has a diverse mix of built form and uses. To the northeast side of the railway line is a small pocket of fine grain single family residential housing and the historic centre of Streetsville, along Queen Street South.

The centre of Streetsville is characterized by commercial uses, and its historical scale and Victorian architectural detail. To the west of the Railway is a low-rise suburb with primarily single family dwellings.



Figure: Aerial image and zoning overlay showing site, Streetsville Community Node, and 800m radius from Go Station.



## Photos of site and Surrounding Context



Figure 3: Photos to illustrate surrounding context



### Site topography, natural features and vegetation

The Site is bordered by Mullet Creek. This, together with the Credit River and valley are the defining natural features of Streetsville, and originally formed the physical limits of the historic village. Mullet Creek forms an ecological corridor that runs roughly parallel to the Streetsville community node and railway. This corridor can be characterized by its mature trees, acting as a riparian buffer between the creek and surrounding activities. The Site has a difference in slope of roughly 3m from its highpoint at Tannery and the CP Railway line to the top of the bank of Mullet Creek bank, and an additional 3m between the top of the creek bank to the bottom of the creek bed.

### Surrounding public and private open spaces

The Site is accessible to a number of small parks within historic village including Jon Clipperton, Streetsville Rotary, Frank Downing, and Mullet's Walk. Additionally, the Site is close to the secondary school, and larger open spaces including the streetsville memorial park, Vic Johnston community centre, arena, and baseball field.



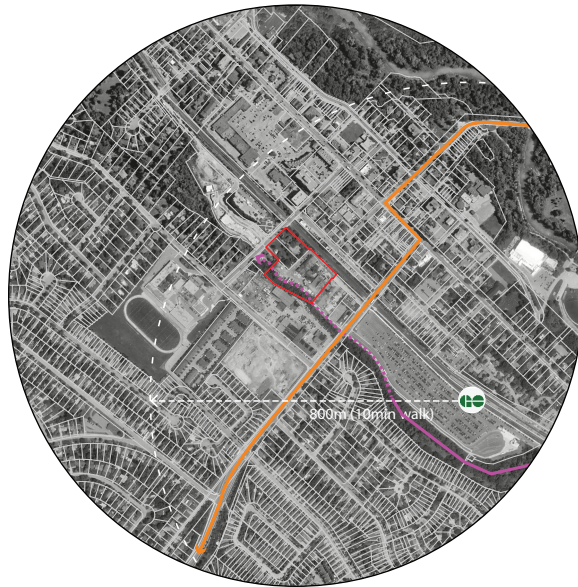
Figure: Natural Heritage and open spaces

#### Green Areas and Parks

1. Mullet Creek and Bonnie Brae Park
2. Streetsville Secondary School fields
3. Jon Clipperton Park
4. Streetsville Village Square
5. Credit Valley
6. Streetsville Village Hall
7. Streetsville Memorial Park
8. Jim Graham Park
9. Frank Dowling Park
10. POPS / Plaza



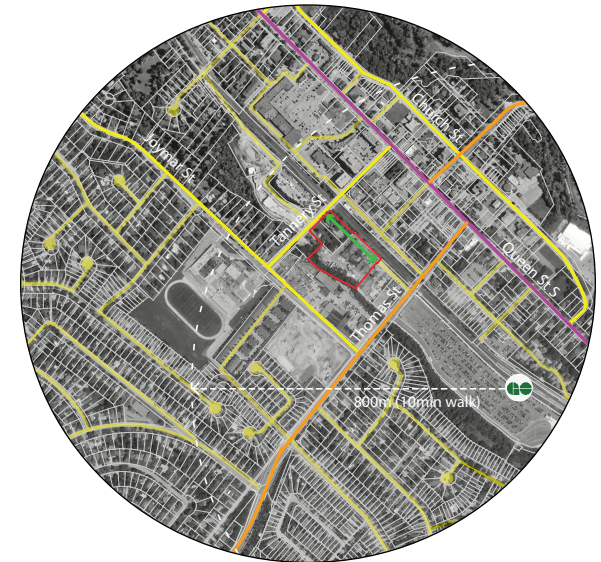
## Maps of transportation network



- Thomas Cycle Route
- Mullet Creek Trail
- Streetsville Go



- Bus Route 44
- Bus Route 9
- Streetsville Go



- Major Collector
- Scenic Major Collector
- Minor Collector
- Local Streets
- Potential connection
- Streetsville Go Station

Figure: Transportation and circulation (Left to right: active transportation, public transportation, road and street network)

### Active Transportation

The Site is located in a highly walkable area, a short distance from the commercial and retail uses on Queen Street, and within an 800m radius (10min walk) of the Streetsville Go station.

The Site is accessible from the bicycle network including the Mullet Creek Trail, which terminates south of Thomas. There is an opportunity to continue this cycle route north through site.

The Site is also near the proposed bike lane on Thomas, and the future cycle route on Mississauga Road, at the southern end of Queen Street.

### Transit

The Site is well connected to public transit, located within walking distance to the Streetsville GO Station, and within the planned MTSA. It is well connected to local bus routes that run along Queen and Thomas.

### Vehicle

The Site is located on Tannery (Minor Collector), and the block is bounded by Joymar (Minor Collector), and Thomas (Major Collector) and the railway corridor. Emby Drive terminates at southern edge of site. The Site is a short distance to Queen (Major Collector (Scenic Route)).

The Site is located at the edge between the historic grid of Streetsville and the suburban street layout of Streetsville to the west, characterised by cul-de-sacs.

# SECTION 2 Analysis of Proposed Development



## 2.1 SITE DESIGN

The principle behind this project is to achieve a harmonious arrangement between the required intensification needed in Streetsville, Mississauga, and the Greater Golden Horseshoe while remaining compatible with the character of the Streetsville Community Node.

To achieve this principle, The project adopts 4 design concepts.

**CHARACTER:** The proposal breaks up the facade into smaller visual units that reflect the historic village scale, and incorporates brick cladding as a contemporary reinterpretation of village materials palette.

**ENHANCING NATURE:** The proposal promotes biodiversity by dedicating a significant portion of the Site as valley lands - helping to mitigate the risk of flooding and allowing for a potential future multi-use trail to continue along Mullet Creek.

**CONNECTIVITY:** The proposal improves connectivity by continuing Emby Drive via a new pedestrian connection, stitching higher density residential uses on Tannery Street to the Go Station.

**SCALE:** Stepped building heights respect the village scale along Tannery Street, increasing in density towards the Go Station in line with Transit Oriented Development principles.



CHARACTER:



ENHANCING NATURE:



CONNECTIVITY:



SCALE:

Figure: Design concept diagrams

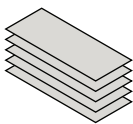
2.1 SITE DESIGN (CONTINUED)

The proposed development builds on the goals and objectives to create a new residential building which varies in height between 4 and 14 storeys.

The proposed development contains approximately 633 dwelling units, and 4,487m<sup>2</sup> of amenity space. 602 vehicle parking spaces and 426 bicycle parking spaces are provided for residents and visitors. The project creates 7,831m<sup>2</sup> of new landscaped areas including a new landscaped pedestrian corridor linking to Emby Drive and the Go station. The Proposed Development will contribute in the transformation of the community node by supporting local shops through densification, and supporting the Mullet Creek ecological corridor through a significant valley lands dedication.

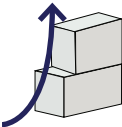


±633 Residential Units



±47,932m<sup>2</sup> GFA

± 4,487m<sup>2</sup> Amenity area



4 Storey base on Tannery increases to 12 and 14 storeys towards interior



Improved connection to Go Station via new landscaped pedestrian corridor

426 bicycle parking spaces



± 4,040m<sup>2</sup> Dedication for valley lands

± 2985m<sup>2</sup> Landscaped pedestrian corridor



602 parking spaces

## Masterplanning

The development will be built out in one phase. The proposed development attempts to balance the needs of Mississauga in creating housing near transit nodes, together with the specific character of Streetsville. The project responds to the village character through the use of brick cladding, a characteristic element of the local vernacular. In addition, by stepping down to a 4-storey base along Tannery St, the project is respectful of the village scale, allowing the trees and greenery to dominate the views from Tannery towards Queen Street S.

## Location of building on site

The building location is driven by 2 principle site conditions – the need to setback from the rail corridor, and the need to protect and enhance nature through the creation of a dedication for the valley lands along Mullet Creek. These 2 conditions result in a long residential building running through the centre of the Site.

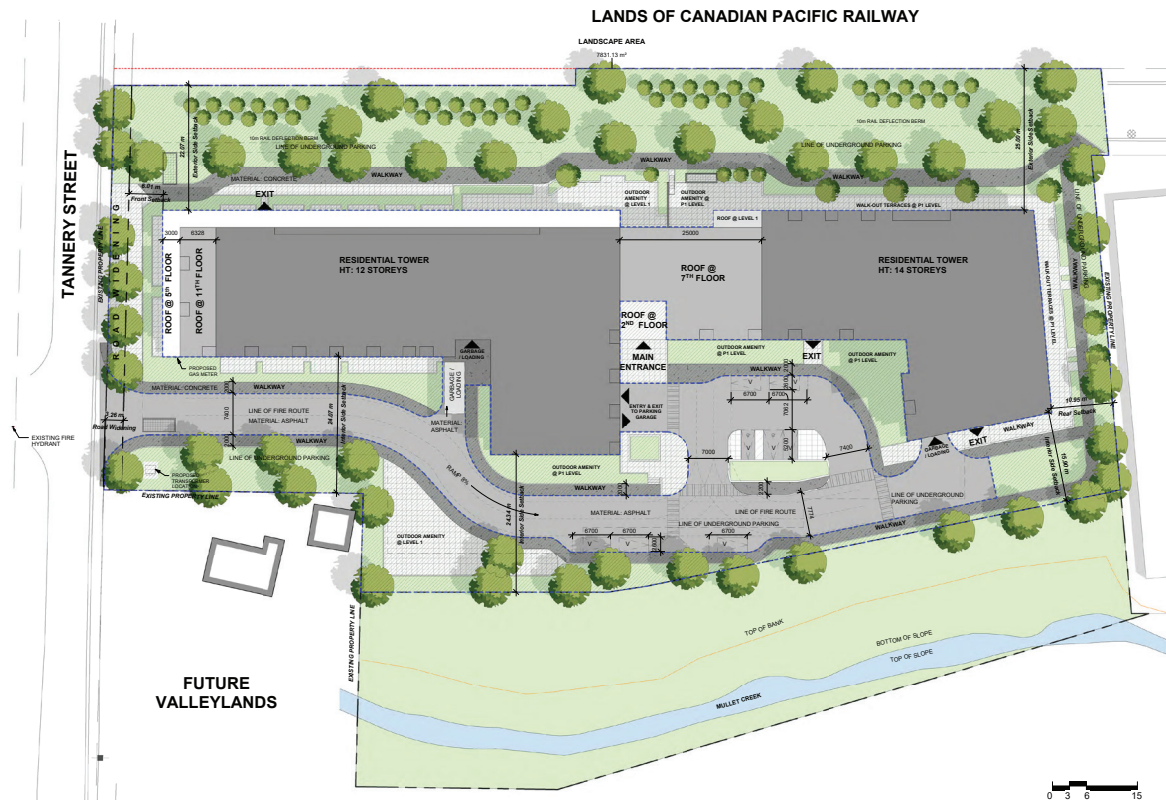


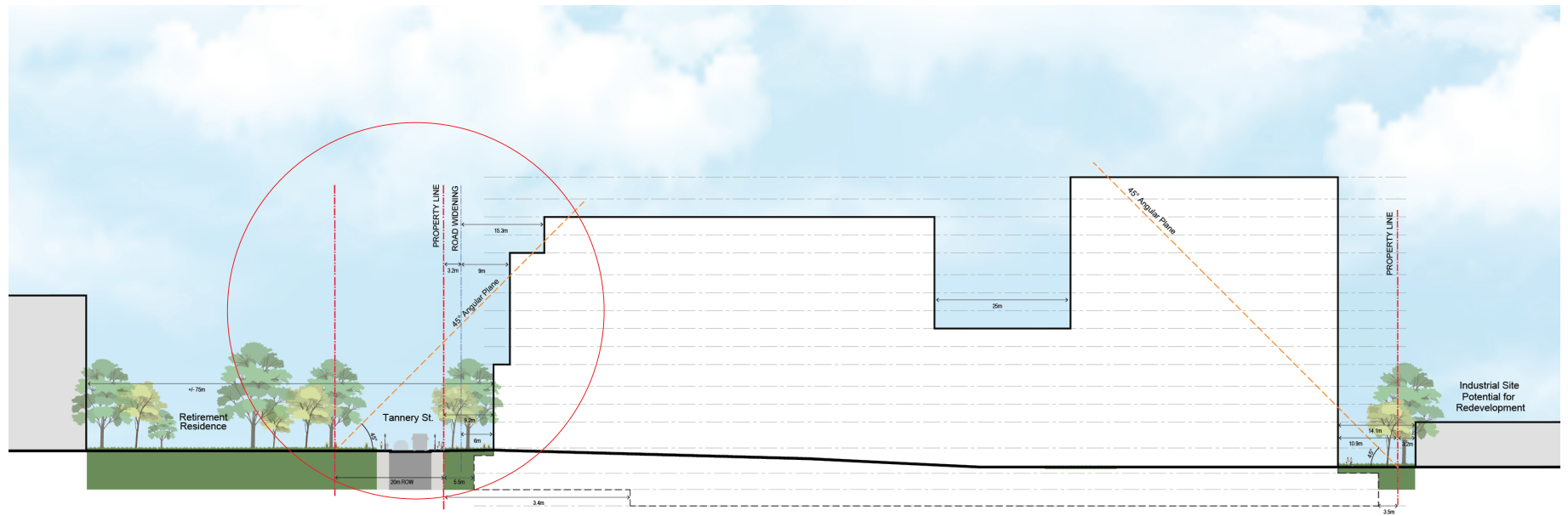
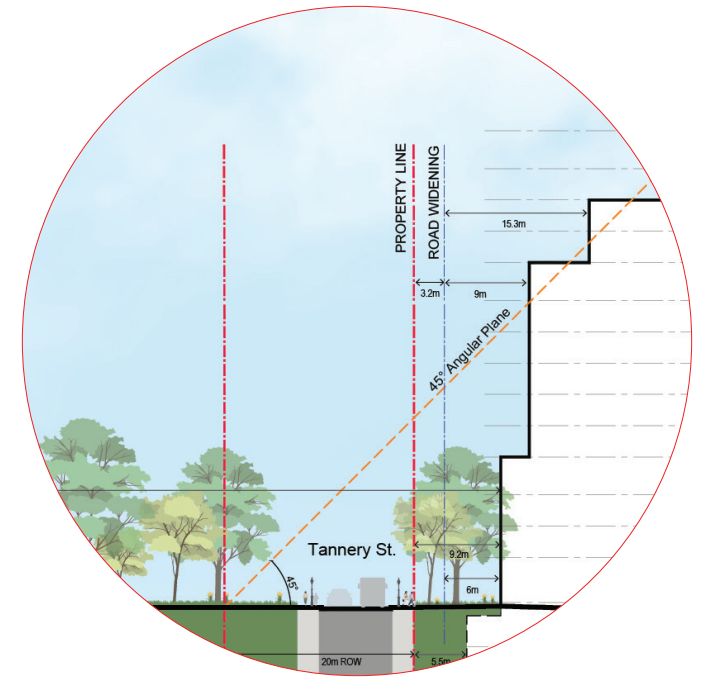
Figure: Master Plan



## Street Sections

The longer section, below, shows the relation of the built form to the surrounding context. This represents how the building steps up towards the Go Station, meeting the needs of Streetsville to become a Transit Oriented Community. The smaller section shows the ROW of Tannery Street, the road widening dedication, and an angular plane. The proposed building is very close to meeting a 45 degree angular plane - giving the perception of a 1:1 street width to height ratio.

More sections are shown on pages 16, 23 and 24.



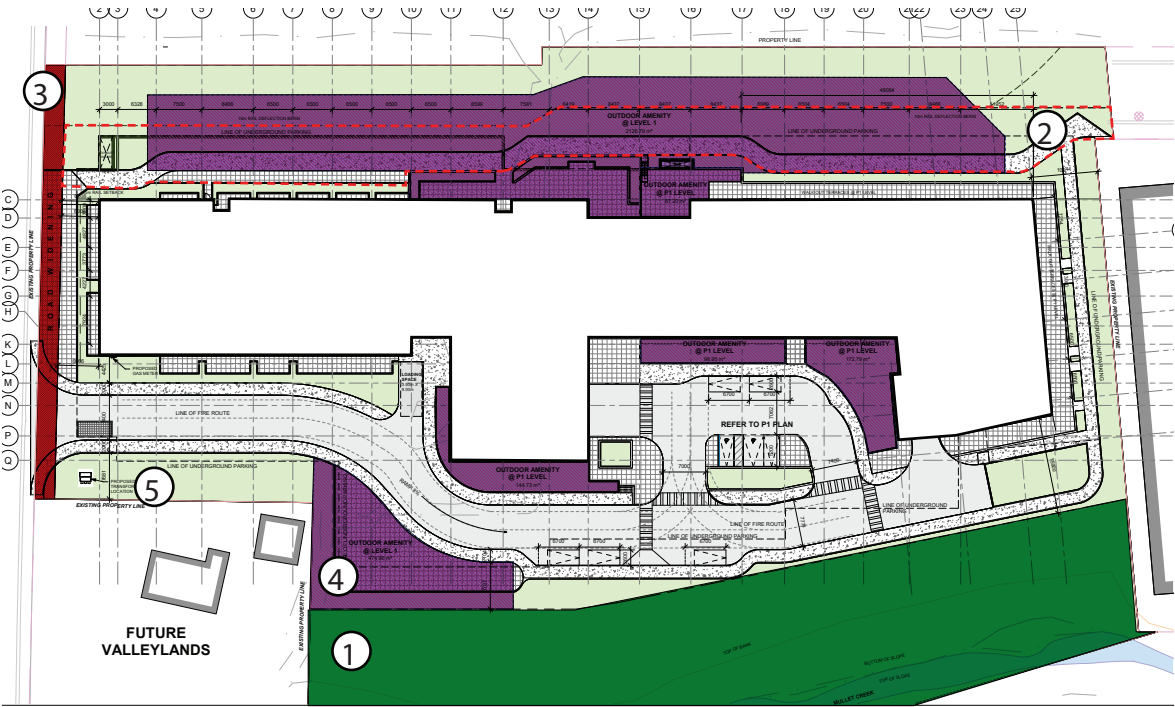
Public and Private Open Spaces

As the proposed development is centered around a network of open spaces and streetscapes, a high-quality public realm forms an essential component of the Site design. The project proposes 2 new publicly accessible open spaces, along with outdoor amenity space and green space for residents. The two publicly accessible spaces structure the Site and shape the development by forming green corridors that border the development to the northwest and to the southeast.

Landscape Opportunities

A significant portion of the Site is being dedicated as “valley lands” to allow for the future continuity of the Mullet Creek ecological corridor. This allows for the retention of a significant number of mature trees on site, along with providing a biodiverse riparian buffer for the creek. The land dedication also opens the possibility for an expansion of the Mullet Creek trail.

A landscaped pedestrian connection runs parallel to the railway corridor, connecting the project as well as the existing mid-rise residential buildings on Tannery, to the Streetsville Go Station via Emby Drive. From a Transit Oriented Community perspective this part has significant sustainable mobility benefits.



- Green Areas and Parks
- 1. Dedication (Valley lands) 4,040m<sup>2</sup>
  - 2. Landscaped pedestrian connection to Go Station 2,985m<sup>2</sup>
  - 3. Dedication (road widening) 230m<sup>2</sup>
  - 4. Outdoor amenity space 3,105m<sup>2</sup>
  - 5. Other green landscaped areas

Figure: Green areas and parks (upper), (right)

## Indoor and Outdoor Amenity Spaces

In addition to the ecological corridor and pedestrian connection to the go station, the design provides various indoor and outdoor amenity spaces for residents. The indoor amenity spaces have a direct relation to usable outdoor spaces, allowing social events and gatherings to spill outdoors.

A thin portion of the Site will be dedicated for a potential future road widening along Tannery, and a significant portion of the Site has been landscaped to provide a transition and privacy between the residential uses of the Site, and the neighbouring sites.



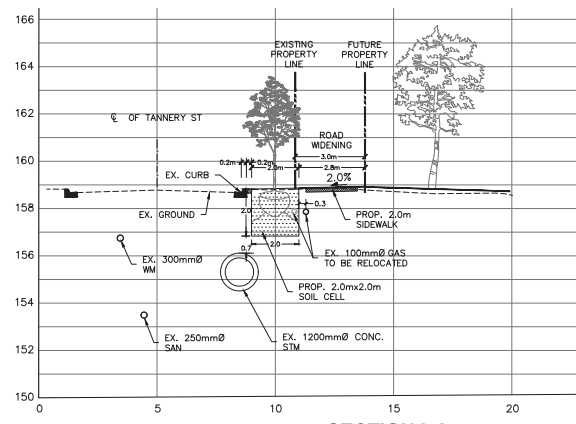
Indoor and outdoor amenity areas level P1 (upper), indoor and outdoor amenity areas level 1 (lower)

## Proposed streetscape

The streetscape section shows the relation between the proposed development and Tannery Street. The section was based on previous work done by Lea Consulting for the same site, and also shows the relation between tree planting, underground parking and underground utilities.

The proposal includes a hardscaped area of 5m in width parallel to the road. Next to this is a landscaped privacy strip to separate the public realm from the private apartments that front onto Tannery St. In front of the building facade, residents can exit onto residential terraces that help to create eyes on the street.

While this section may vary through the design process, it illustrates that there is more than enough soil and space to plant meaningfully sized street trees along Tannery.



Streetscape Section for Tannery at the Site.

Source: Lea Consulting Ltd. 2021/03/10

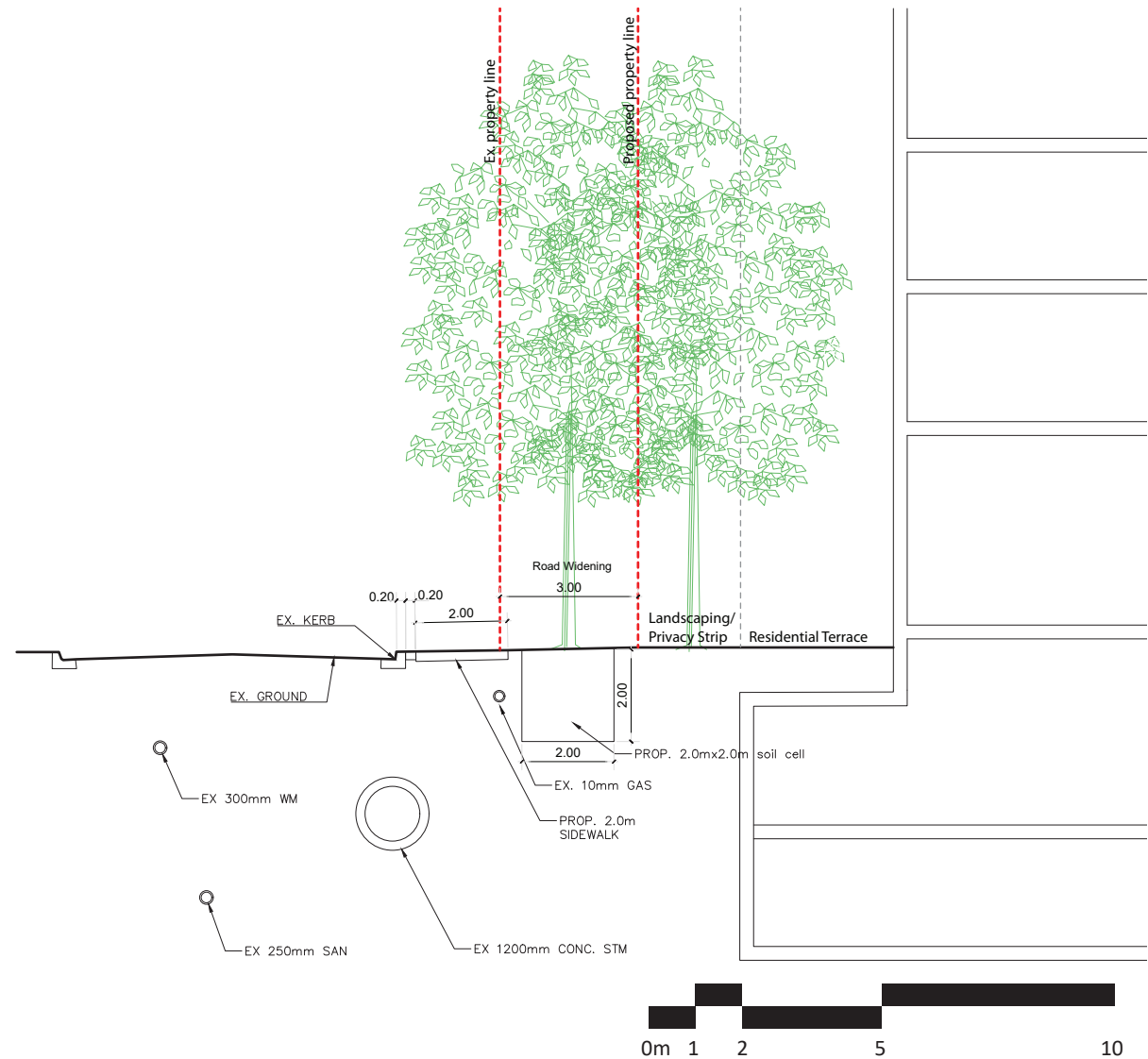


Figure: Streetscape Section on Tannery, based on section from Lea Consulting (left).

Detailed Site Statistics

Please refer to the following tables for detailed site statistics for the proposed development..

SITE DATA			
51-57 Tannery St and 208 Embry Dr., Mississauga, ON			
ZONING		H-RM5-59; H-RM9-4	
DATA	HECTARES	ACRES	
LOT AREA (EXISTING)	1.853	4.578	
DEVELOPMENT LOT AREA	1.426	3.522	
DEDICATION (ROAD WIDENING)	0.023	0.058	
DEDICATION (VALLEY LANDS)	0.404	0.998	
	REQUIRED	PROVIDED	
SETBACKS	FRONT YARD (m)	6.0 m	
	INTERIOR SIDE YARD (m)	10.95 m	
	EXTERIOR SIDE YARD (m)	25 m	
	REAR YARD (m)	16.05 m	

BUILDING DATA	
DATA	PROVIDED
TOTAL DENSITY (# of units)	633 units
BUILDING AREA (m²)	4,389.2 m² (47,245 ft²)
GROSS FLOOR AREA (DEFINED AS PER ZONING)	47,931.8 m² (515,934 ft²)
GROSS CONSTRUCTION AREA (EXCLUDING PARKING)	51,399.1 m² (553,256 ft²)
GROSS CONSTRUCTION AREA (INCL. PARKING)	73,757 m² (793,918 ft²)
NUMBER OF STOREYS	14
BUILDING HEIGHT (m)	+/- 50.75 m
DENSITY (FSI) GFA / EXISTING LOT AREA	2.58

AMENITY AREA		
REQUIRED	RATE	AREA
	5.6 m² / UNIT	= 633 UNITS x 5.6 = <b>3,544.8 m²</b> (38,156 ft²)
PROVIDED	RATE	AREA
	2.18 m² / UNIT INDOOR	INDOOR <b>1,381.8 m²</b> (14,874 ft²)
	4.91 m² / UNIT	OUTDOOR <b>3,105.4 m²</b> (33,426 ft²)
	7.09 m² / UNIT	<b>TOTAL</b> = <b>4,487.3 m²</b> (48,300 ft²)

LANDSCAPE AREA		
TYPE	REQUIRED	PROPOSED
LANDSCAPE AREA (DEFINED AS PER ZONING; SEE BELOW)	40% OF LOT AREA = 7,411.3 m² (70,774.8 ft²)	7831.13 m² (84,294 ft²)
<b>Landscaped Area</b> means any outdoor area on a lot, located at grade, including the landscaped buffer, that is suitable for the growth and maintenance of grass, flowers, shrubs, trees and other vegetation, as well as other landscape features, and may include walkways, berms, retaining walls and outdoor amenity areas, but shall not include, driveways, aisles, ramps or condominium roads, parking areas whether surfaced or not, bicycle parking space - class b, curbs, any open space beneath or within any building, structure or part thereof, or any exterior garbage storage or handling area. (0190-2014), (0181-2018/LPAT Order 2019 February 15), (0118-2022)		

UNIT SCHEDULE (ENTIRE DEVELOPMENT)					
UNIT TYPE	COUNT	AREA (SQ. FT.)		PERCENTAGE	AVG. SUITE SIZE (SQ.FT.)
		AREA (TOTAL)	AREA (Min - Max)		
STUDIO	31	13394	374 - 458	5%	432
1 BED	175	94284	468 - 672	28%	539
1 BED + D	167	110333	589 - 756	26%	661
2 BED	170	131480	703 - 907	27%	773
2 BED + D	17	15792	789 - 977	3%	929
3 BED	73	78033	869 - 1455	12%	1069
<b>TOTAL</b>	<b>633</b>			<b>100%</b>	<b>700</b>

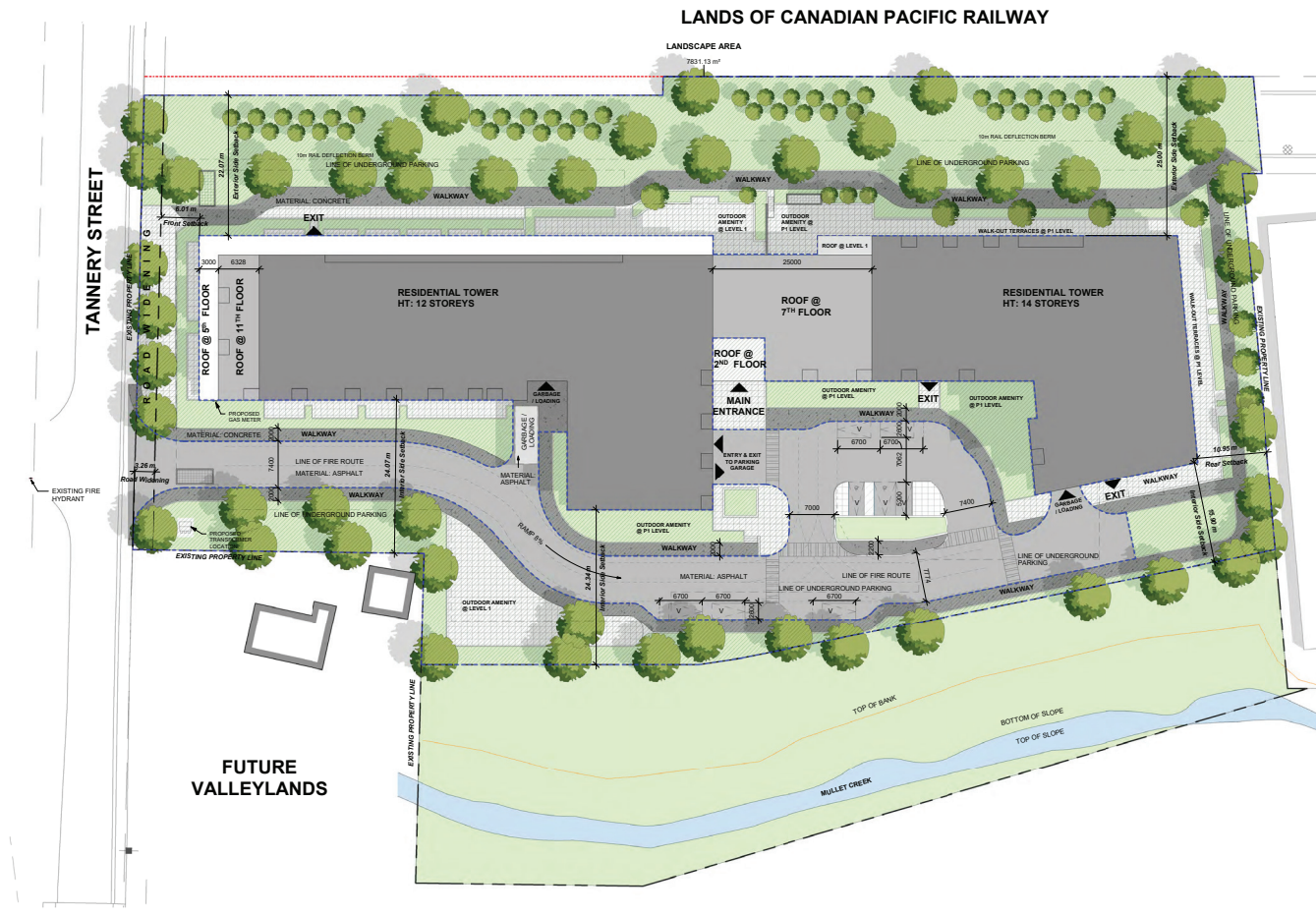
UNIT AND PARKING BREAKDOWN					
UNIT TYPE	UNITS	REQUIRED BY ZBL*		PROPOSED	
		RATE	PARKING	RATE	PARKING
STUDIO	31	0.9	27.9	0.8	24.8
1 BED	342	0.9	307.8	0.8	273.6
2 BED	187	0.9	168.3	0.8	149.6
3 BED	73	0.9	65.7	0.8	58.4
TOTAL (RESIDENTIAL)					506
VISITOR PARKING	633	0.2	126.6	0.15	94.95
<b>TOTAL</b>	<b>633</b>		<b>696</b>		<b>601</b>
<b>*NOTE:</b> Required parking is based on Zoning By-law No.0225-2007				LEVEL P1	110
				LEVEL P2	269
				LEVEL P3	223
				<b>TOTAL</b>	<b>602</b>
NUMBER OF BARRIER FREE PARKING SPACES (INCLUDES TOTAL PARKING SPACES)		2.0 SPACES + 2% OF THE TOTAL = 14		TYPE A	TYPE B
				11	4
EV PARKING (RESIDENTIAL) (20% OF THE TOTAL REQ. RESI. PARKING SPACES)		20% X 506 = 101.2		101 (Incl. Total Resi. Parking Count)	
EV PARKING (VISITOR) (10% OF THE TOTAL REQ. VISITOR PARKING SPACES)		10% X 95 = 9.5		10 (Incl. Total Visitor Parking Count)	

BIKE PARKING		
TYPE	REQUIRED	PROPOSED
CLASS A (INDOOR)	0.6 / UNIT = 380 STALLS	391 STALLS
CLASS B (OUTDOOR)	THE GREATER OF 0.05 / UNIT OR 6 : 0.05 / UNIT = 32 STALLS	35 STALLS
<b>TOTAL</b>	<b>412 STALLS</b>	<b>426 STALLS</b>

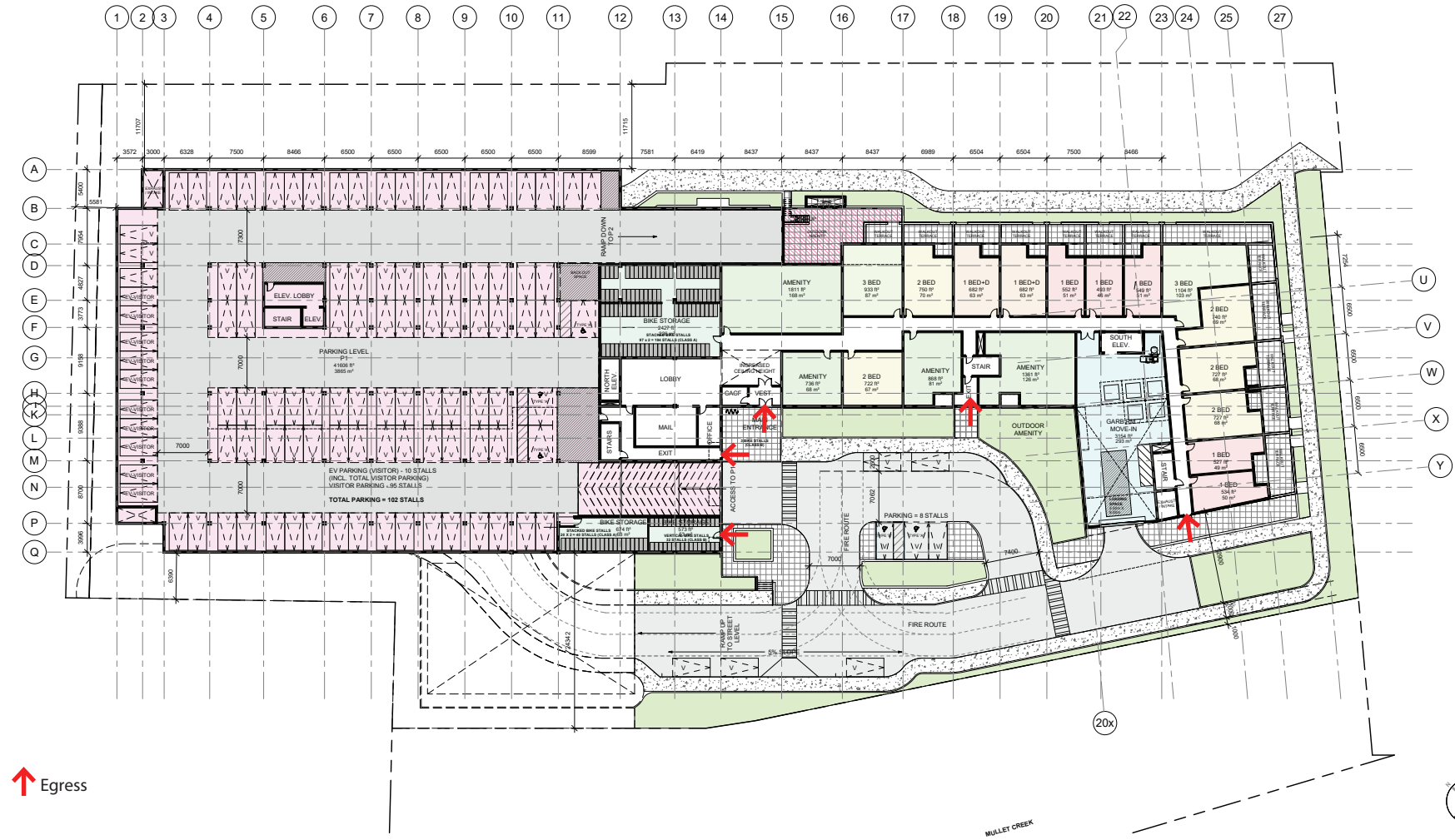


## 2.2 BUILT FORM AND USES

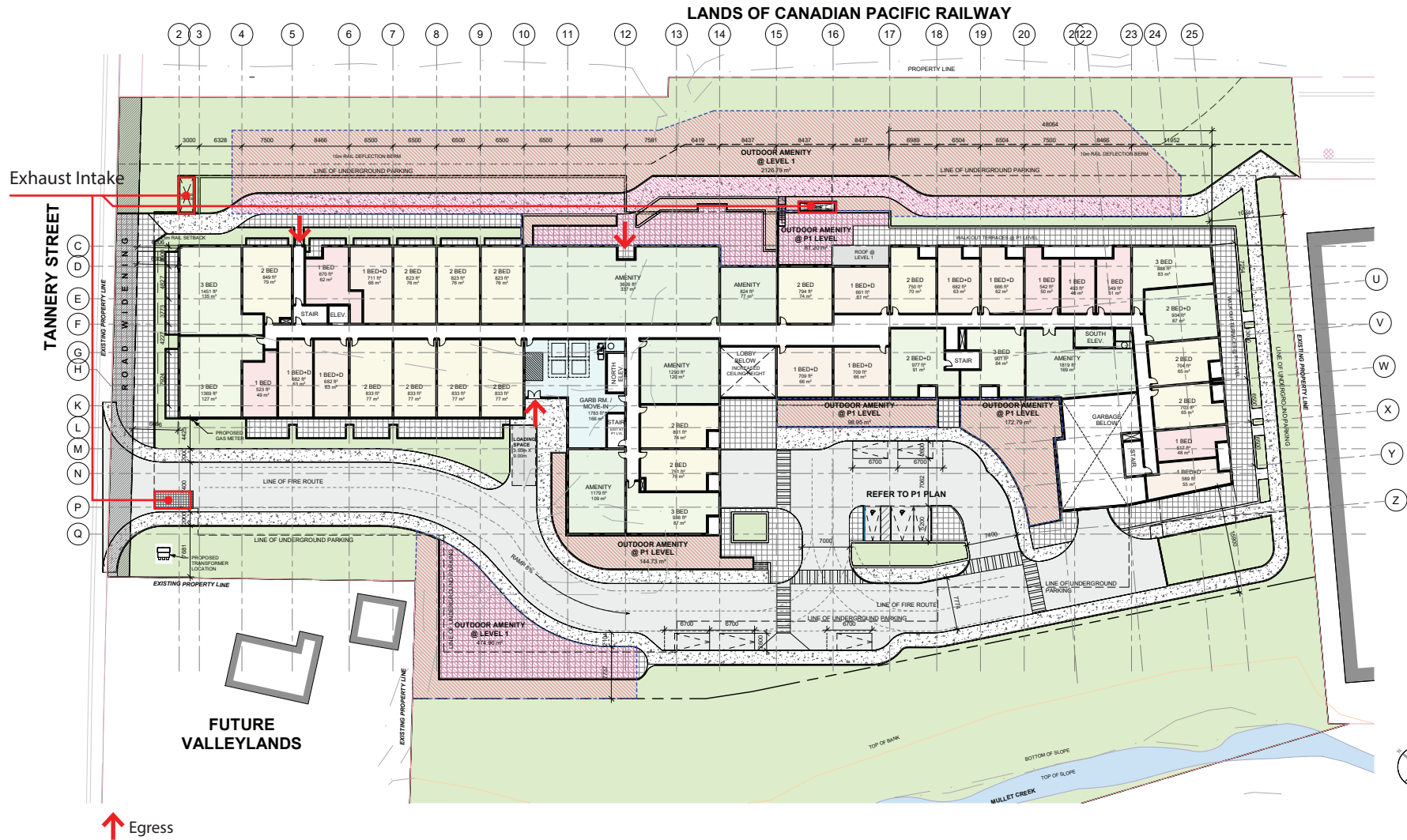
### Site plan



## Level P1, Lower Ground Floor Plan



### Level 1, Ground Floor Plan





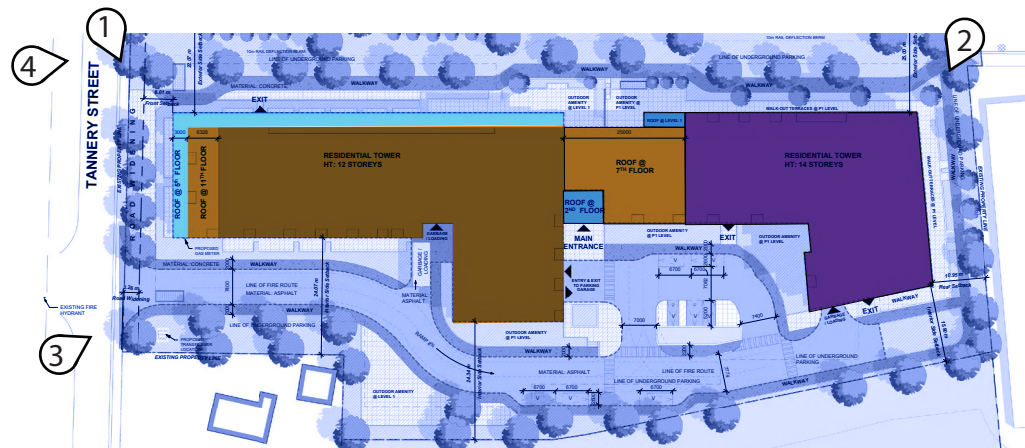
## Height and Massing

The project utilizes a mix of low-rise and mid-rise forms. The differing heights transition from low, towards the street, to high, towards the centre of the lot. This is done to reduce the perceived height from the pedestrian perspective, and to protect the views towards the Streetsville Village node.

The low-rise frontage runs parallel to Tannery Street, with a four-storey base. This first low-rise form runs for the first 3 metres of building depth. The low-rise typology transitions into a mid-rise, 10-storey step that is 6.33m deep, followed by a 12-storey mid-rise step of the building which makes up the primary volume of the for the front half of the property in relation to Tannery Street.

Towards the back of the lot, the building steps up to 14-storeys, transitioning into a tall-midrise building. This design concentrates the higher massing of the building towards the centre of the block where it will have less impact on the streetscape and public realm

Given the context, with Mullet Creek to the west, industrial uses to the south, the rail corridor to the east, and a midrise apartment building to the north, the mid and tall midrise massing of this project would have minimal impact on any neighbours.



- Low-rise 1-4
- Mid-rise 5-12
- Tall mid-rise 14

Figure: Views towards project (above), massing (below)

## Vehicular parking and bicycle storage areas

The project provides 506 parking spaces for residents, which is a ratio of 0.8 parking spaces per unit, and 95 parking spaces for visitors. 423 bicycle parking spaces are provided for residents and visitors.

The design of the driveway minimizes the kerb cut along Tannery Street, and the entrance to the parking garage, and loading areas are hidden from the pedestrian view to protect the streetscape quality.

Location of the exhaust vents for the underground parking structure are shown in **RED** on the Level 1 Ground Floor Plan (p19).

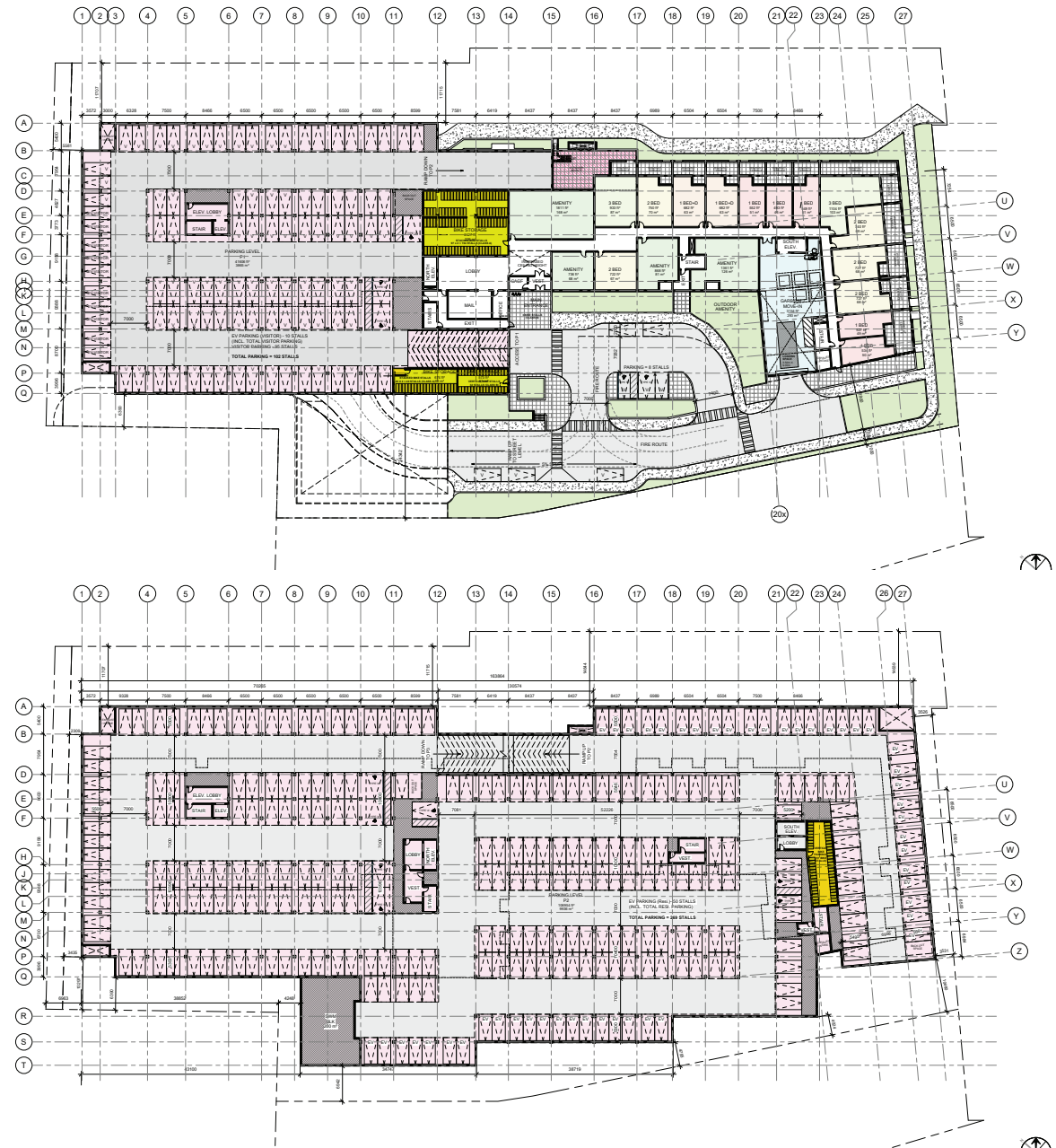


Figure: Parking levels P1, above, and P2. P3 is not show. Cycle parking is highlighted in yellow.



## Transition to adjacent uses and built form

In a section running from east to west, the building is isolated from neighbouring developments by the railway corridor and Mullet Creek.

In the north - south section, from Tannery to the industrial site, one can see that the proposal builds a natural transition in height from the retirement residence towards the Streetsville GO Station, in-line with provincial and municipal planning objectives. The volume is divided in two by the lower central portion.

## Angular Plane Analysis

The Angular plane analysis illustrates that the building has minimal projections into the 45 degree angular plane from a pedestrian's point of view on Tannery Street. To the south, it projects into the angular plane towards the centre of the block towards an industrial site that fronts onto the GO Station and is zoned for redevelopment.

The proposal meets the angular plane from both the east (Railway) and west Creek) property lines.

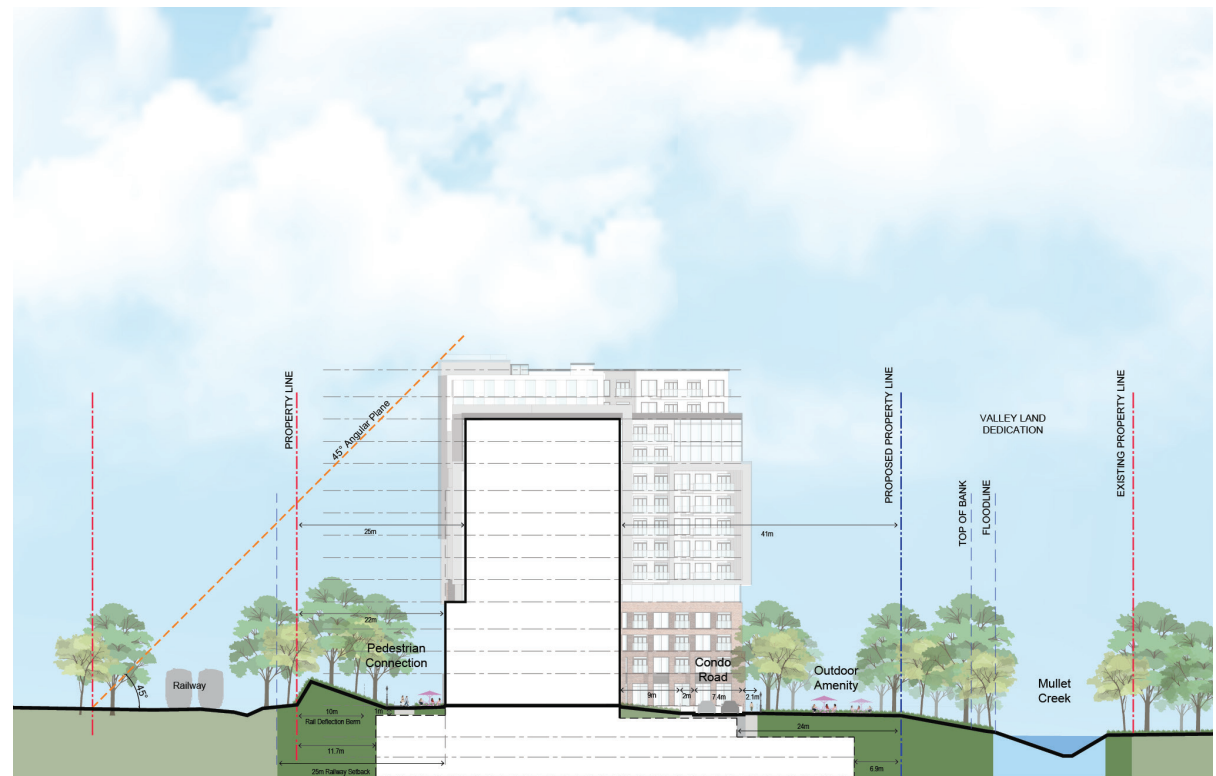


Figure: East to West section from the CN rail corridor to Mullet Creek.

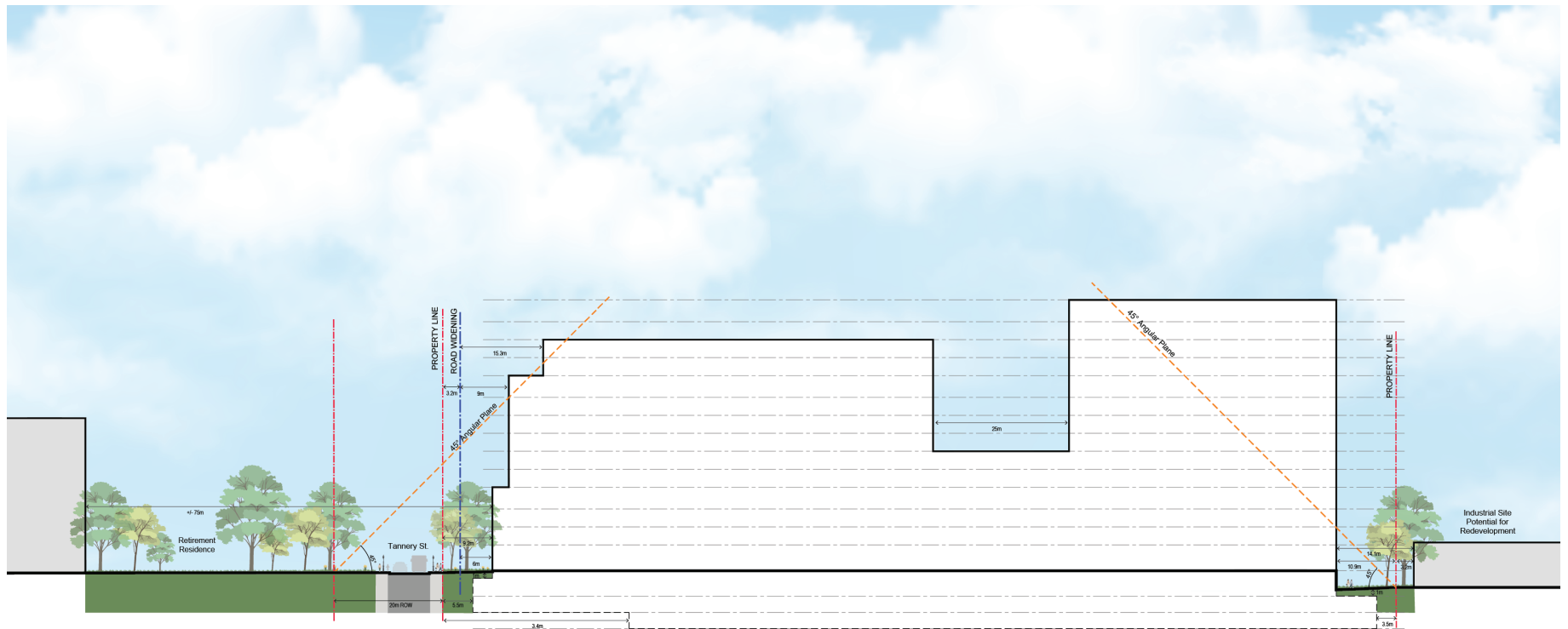


Figure 8: North to South section from the retirement residence to the north of Tannery, to the industrial uses to the south of the Site.

## Visual Impact Assessment

For the visual impact assessment, the following perspective drawings were produced in SketchUp, with the camera in a position to match the accompanying context photos.

The mid rise and tall-midrise forms of the building mean that it has little visual impact from any neighbourhoods, or from Queen Street.

The separation of the 12 and 14 storey portions visually break up the project into 2 separate masses. This strategy reduces the visual impact of the building, making it seem like two smaller-scale structures.

View 4 shows that the new building has virtually no visual impact from Queen Street. View 5 shows the project from the corner of Thomas and the access to the Go Station. This view shows how the project can contribute to creating a new urban scale and presence in line with Transit Oriented Development.





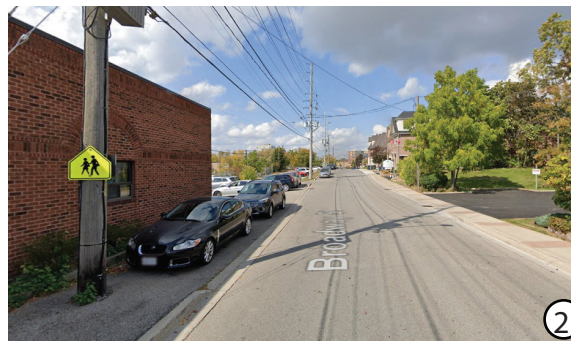


Figure: Existing street view (left) with massing (right)

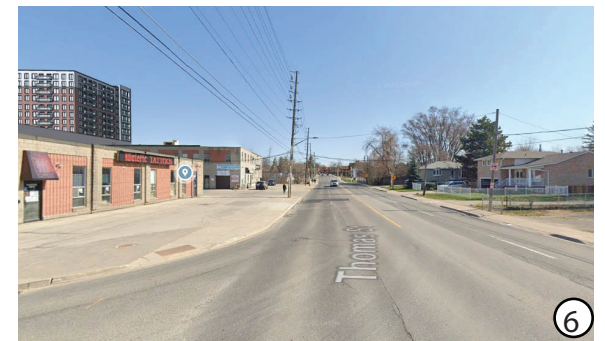
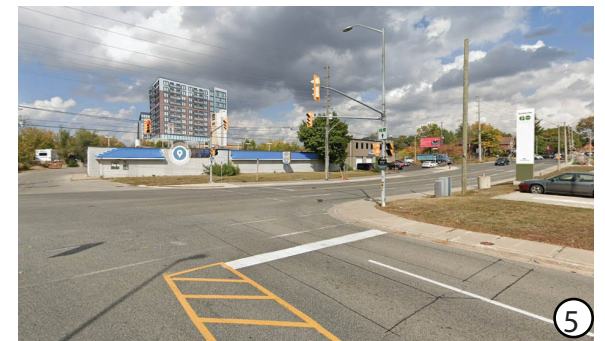
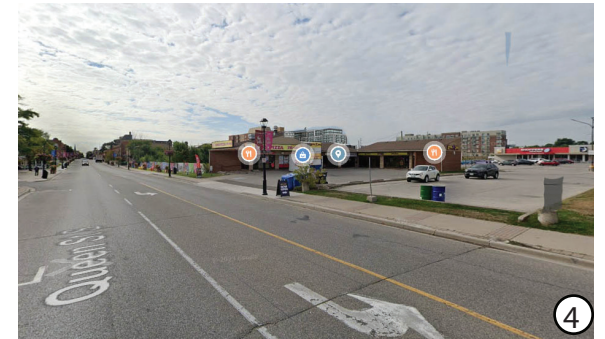


Figure: Existing street view (left) with massing (right)



## 2.3 ACCESS, CIRCULATION, PARKING & SERVICES

The proposed circulation network is designed to prioritize pedestrian and bicycle movement through the Site and connect the development and other multifamily residential buildings on Tannery St with the Go station and with the surrounding neighbourhood. As previously described, the proposed development includes a 3m wide pedestrian connection that runs parallel to the rail lines, between Tannery St and Emby Dr. Cycling for residents is encouraged through the provision of 423 bicycle parking spaces for residents and visitors.

The building is accessed by vehicles via a 7.4m wide driveway from Tannery Street, accompanied by 2m wide sidewalk on each side. This provides a landscaped access route for all modes of transport to the main entrance and lobby of the development and provides vehicular access to the underground parking garage and surface parking spaces. A passenger drop-off bay is located outside the main entrance, facilitating access for taxis and ride sharing services.

Recycling and garbage collection, together with a loading / delivery area are also accessed via the main driveway. Firetrucks access the Site via the driveway from Tannery.

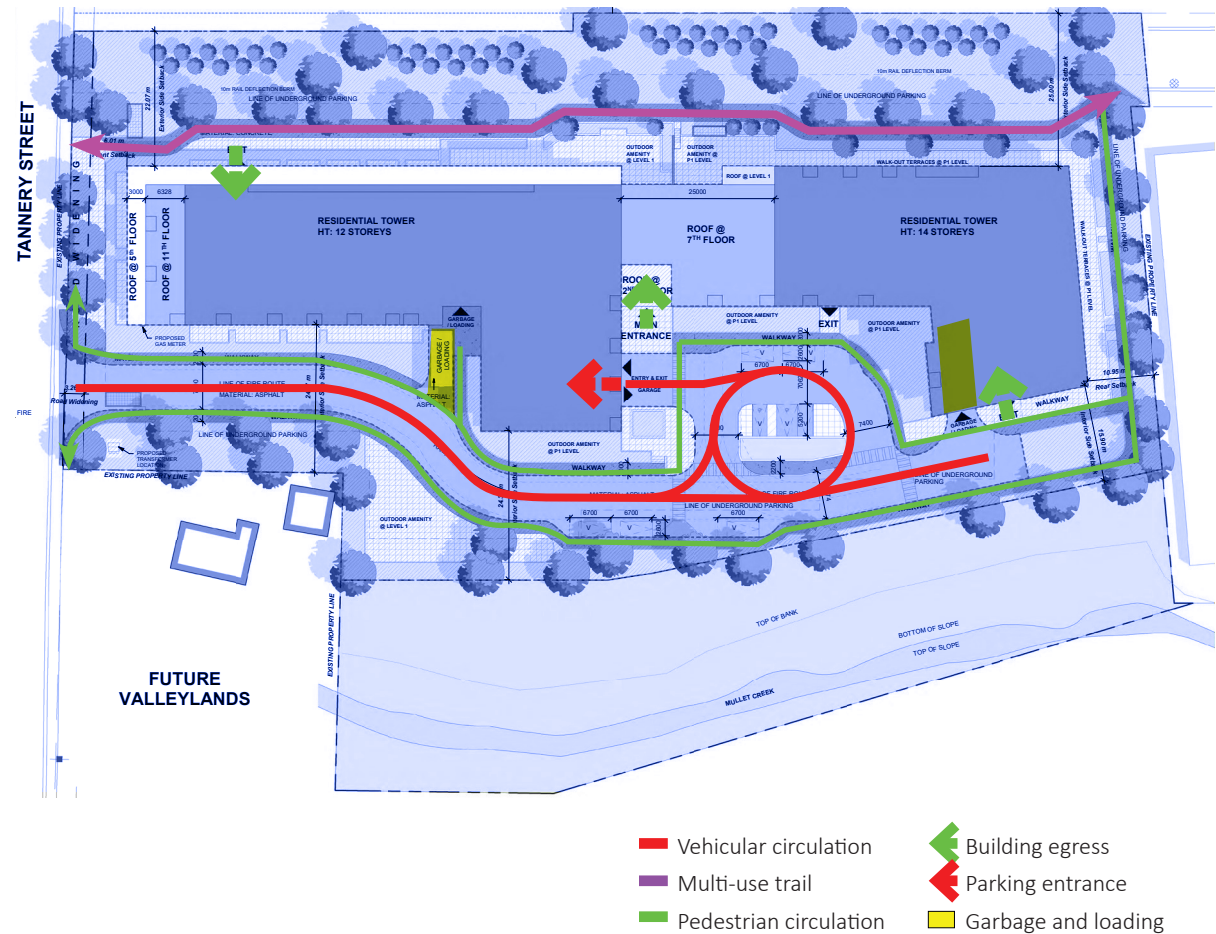


Figure: Site access and circulation

## 3.0 Summary and Conclusions



### 3.0 SUMMARY AND CONCLUSIONS

The proposed project represents an opportunity for the City of Mississauga to support its vision, and objectives through the development of a transit-supportive residential development. The project will make a significant contribution to city building, supporting Provincial, Regional and Municipal planning objectives, and help transition Mississauga toward a more sustainable and smart form of growth through intensification instead of sprawl.

#### 3.1 SUSTAINABLE DESIGN MERITS TRIPLE BOTTOM LINE

##### **Environmental Benefits:**

Building on the 15min city model, the project is an infill residential development, located within a short, walking distance from local shops, businesses, the Go Station, the park network, and Streetsville Secondary School. It represents a transition towards a sustainable future by generating density within a planned Major Transit Station Area, in a location where cars are not needed to achieve many daily trips.

The project supports sustainable urban mobility through the creation of a landscaped pedestrian connection between Tannery Street and Emby, that will improve access for pedestrians and cyclists to the Go Station, helping to create a vibrant, compact, pedestrian-oriented, community node and providing benefits to the broader community.

The proposal's environmental contribution includes its support of biodiversity. The project proposes the re-wild-

ing of 4,040m<sup>2</sup> of currently industrial area, and dedicating this to the city as a wooded valley land. In this way the proposal will help to extend the Mullet Creek ecological corridor, and proactively responds to the climate emergency through sustainability practices, helping to prevent erosion and mitigating the risk of flooding through natural landscaping.

##### **Socio-cultural benefits:**

In the book, *Dark Age Ahead*, Jane Jacobs highlights the importance of historical urban centres, in welcoming new residents to Canada, and incorporating them into the community in a meaningful way. It is in walkable, historic centres, like Streetsville, where people are able to encounter one another in person. For Jacobs, this is the fundamental requirement for forming communities. In times of unprecedented immigration, she writes, "Never were communities more needed to assimilate and cushion so many unprecedented circumstances, and to help individuals and families make so many adaptations and adjustments." (Jacobs, 2005 p42)

This project offers an opportunity for 633 new households to reside within a walking distance to a walkable historic centre, reinforcing the role of Streetsville as a social fabric.

The project builds on the character of Streetsville through the use of local materials, and by reducing building heights along Tannery Street to respect the views, privacy and character of the Streetsville community. The project also

responds to the current housing crisis, through transit oriented community development.

##### **Economic Benefits:**

The project offers a way to support local shops and businesses in Streetsville by locating new residents in the area.