

Urban Design Study

1995 Dundas Street East
City of Mississauga

Prepared For
1995 Dundas Street East

December 2024



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This Urban Design Study has been prepared by Bousfields Inc., on behalf of 1995 Dundas Street East, to describe and illustrate the urban design goals, objectives and analysis for a development application to amend the City of Mississauga Official Plan and Mississauga Zoning By-law No. 0225-2007, as amended. Located at the western corner of Dundas Street East and Universal Drive, the site is municipally known as 1995 Dundas Street East and 3040 and 3044 Universal Drive.





1

Introduction



This Urban Design Study (“UDS”) has been prepared by Bousfields Inc., on behalf of 1995 Dundas Street East, to describe and illustrate the urban design goals, objectives and analysis for a development application to amend the City of Mississauga Official Plan (“Official Plan”) and Mississauga Zoning By-law No. 0225-2007, as amended. Located at the western corner of Dundas Street East and Universal Drive, the site is municipally known as 1995 Dundas Street East and 3040 and 3044 Universal Drive (hereafter referred to as the “Subject Site”). The proposed development is a phased development that consists of two towers sitting atop a 4-storey podium element which includes an internal, centrally located outdoor amenity space on the rooftop of Level 2 (Ground plane of Level 3). Phase A proposes a 16- to 25-storey building in the north portion of the site while Phase B proposes a 12- to 24- storey building in the south portion of the site fronting Dundas Street East. Overall, the development will produce 941 residential units with a gross floor area (“GFA”) of 60,985 square metres (above grade) and a resulting Floor Space Index (“FSI”) of approximately 7.00 times the lot area. Phase B also contains 667 square metres of retail space along Dundas Street East.

The following UDS is a companion document that should be read in conjunction with the Planning Justification Report (also prepared by Bousfields Inc.), architectural plans (prepared by RAW Design Inc.) and other accompanying reports. It is our opinion that the built form of this proposed development represents good urban design, supports current and incoming transit infrastructure along Dundas Street East such as the Dixie GO and the Dundas Bus Rapid Transit (“BRT”), and positively contributes to the definition and enhancement of the planned character of the *Dixie Employment Area* as identified in the Official Plan.

- Subject Site

Etobicoke Creek Focus Area

Parks

Open Space

Hydro Corridor

Dixie Employment Area

MiWay Route

GO Transit Line

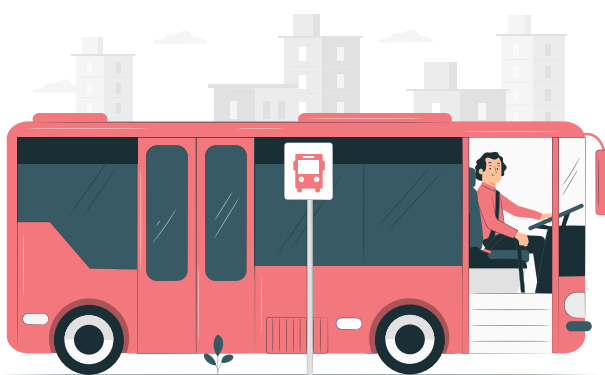
Planned Dundas BRT - Mississauga East

Figure 1 - Location Map



1.1 Goals & Objectives

The Subject Site is envisioned as a transit and employment-supportive mixed-use development that will reflect the overall future vision of intensification along the Dundas Street East corridor. The proposed building will consist of two towers of 24- and 25-storeys sitting atop a 4-storey podium element. Along Dundas Street East, the proposal has been designed with a 12-storey midrise component of the 24-storey tower facing the Dundas Street East, designed to reduce the visual impact of the tower form along the main frontage. The design will also feature a linear privately-owned publicly accessible space (“POPS”) along the Dundas Street East frontage to establish a more pedestrian-oriented environment along the street. The proposed development will introduce a built form and public realm representative of the envisioned densities along the Dundas Street East corridor and support existing and planned public transit initiatives such as the proposed BRT. In support of the City of Mississauga’s policies and guidelines for the *Employment Areas* as per the Official Plan, the proposal appropriately considers the following objectives:



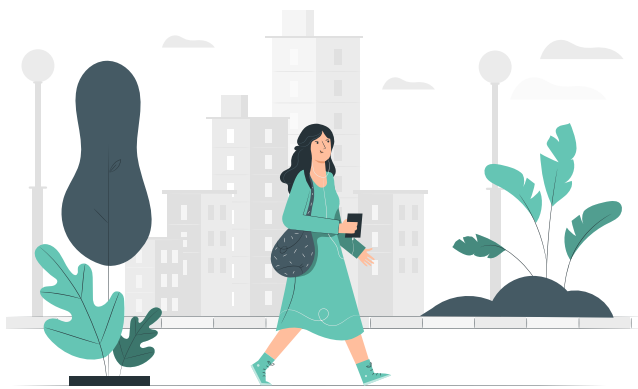
(1) Accommodate Planned Transit Infrastructure

- Introduce densities that will support the surrounding transportation context – i.e. The proposed BRT along the Dundas Street corridor.



(2) Define Emerging Character while Maintaining Compatibility with the Surrounding Context

- Propose a building height that reflects the built form pattern of taller, higher density zoning planned along the Dundas Street Corridor as envisioned in the *Dundas Connects Master Plan* (“*Dundas Connects*”).
- Define and introduce high quality architectural and public realm design as the first new mixed-use development along the *Etobicoke Creek Focus Area* (“*Focus Area*”) identified in *Dundas Connects*.



(3) Create a Positive Pedestrian Experience at Ground Level

- Provide an appropriate street wall height and a linear park to promote and encourage a positive pedestrian-scaled experience at the ground level.
- Incorporate active commercial and residential uses and transparent material at the ground level to animate and enhance the character of the adjacent public realm.
- Minimize the appearance of, and internalize, vehicular and servicing areas to reduce their presence along the street.
- Setback towers behind the 45-degree angular plane from the Dundas Street East frontage to reduce their visual impact from the pedestrian realm.

1.2 Analysis of the Existing Site & Neighbourhood

1.2.1 Subject Site

The Subject Site, known municipally as 1995 Dundas Street East and 3040 and 3044 Universal Drive, is situated on the northwest corner of Dundas Street East and Universal Drive - approximately 2000 metres Dixie GO Station. The site comprises of an area of 11,779 square metres, with frontages of approximately 90.0 metres along Dundas Street East and 130 metres along Universal Drive. The Subject Site is designated *Mixed Use* as per Schedule 10 of the Official Plan.

The Subject Site is currently occupied by a 1-storey low rise commercial strip mall building. A variety of businesses front onto both Dundas Street East and Universal Drive, set back behind one double loaded parking bay. The existing building is set back approximately 26.6 metres from the front lot line along Dundas Street East, 12.8 metres from the east lot line abutting Universal Drive, 0 to 15.5 metres from the west property line (abutting the property at 1989 Dundas Street East) and 0 to 15.9 metres to the rear lot line. There are two formal points of access to the property - one from Dundas Street East and one from Universal Drive. The subject site utilizes a secondary access from Universal Drive at the northeast corner of the site that is located over a portion of 1989 Dundas Street. Our understanding is that there is no formal access agreement.



Subject Site from Universal Drive looking West



Subject Site from Dundas Street East looking North



Figure 2 - Site Context

1.2.2 Immediate Area

To the immediate **north** of the Subject Site is a 7.5-metre-wide access driveway to 1989 Dundas Street East. Adjacent to this parcel is a 1-storey industrial building (3070 Universal Drive) fronting Universal Drive, set back behind one row of parking. The area north of the Subject Site is comprised of 1-storey commercial industrial buildings, accessed through Universal Drive. Further to the north of the Subject Site runs Etobicoke Creek, in the middle of Markland Wood Golf Club.

To the immediate **east** of the site, at the northeast corner of Dundas Street East and Universal Drive is a 1-storey low rise commercial strip mall building (2025 Dundas Street East). A variety of business front onto both Dundas Street East and Universal Drive, set back behind one double loaded parking bay. Adjacent to this building is another 1-storey low rise commercial strip mall building (2045 Dundas Street East). Further east are three 2-storey low rise commercial strip mall buildings with central parking and a double loaded parking bay along Dundas Street East (2055, 2065, 2077 and 2087 Dundas Street East). The properties known municipally as 2025 to 2087 Dundas Street East comprises of one lot. The property north of this lot consists of two 1-storey low rise industrial building with parking in the centre. The property to the south of this lot, on the southeast corner of Dundas Street East and Summerville Court, consists of a 1-storey low rise commercial building containing two big box retailers with surface parking located adjacent to the intersection.



North of the Subject Site (3070 Universal Drive)



Subject Site Looking East (2025 Dundas Street East)

To the immediate **south** of the Subject Site, on the south side of Dundas Street is a 1-storey low rise commercial strip mall (1970 Dundas Street East) with surface parking located adjacent to the intersection. South of this property lies a self-storage facility with eight 1-storey low rise buildings. Further to the south of the Subject Site runs Etobicoke Creek.

To the immediate **west** of the Subject Site is two properties. The southern portion of the western lot line is adjacent to a 2-storey low rise commercial strip mall building (1945 Dundas Street East) fronting Dundas Street East, with a double loaded parking bay in the front. The northern portion of the western lot line is adjacent to a 1-storey low rise commercial industrial building abutting the current building on the Subject Site. West of the Subject Site along the north side of Dundas Street East consists of another 1-storey commercial strip mall building (1911 and 1855 Dundas Street East), with several 1-storey commercial industrial buildings behind it to the north. On the south side of Dundas Street East to the west of the Subject Site there are two 2-storey inns (1938 and 1920 Dundas Street East).



Subject Site looking South (1970 Dundas Street East)



West of Subject Site (1945 Dundas Street East)

1.2.3 Area Context

The Subject Site is located in the *Dixie Employment Area* of the Official Plan. The *Dixie Employment Area* is generally bounded by Dundas Street East to the north, Etobicoke Creek to the east, Queensway East to the south, and Tedlo Street to the west. The commercial character of the area is focused along the Dundas Street East corridor - one of the primary east-west transportation spines in the City of Mississauga. The Subject Site is also located in the *Focus Area of Dundas Connects*, which extends east to the Etobicoke Creek and the border of the City of Toronto and west to the Hydro Corridor which is located west of Wharton Way.

The *Focus Area* along Dundas Street East is generally characterized by 1-storey low rise commercial strip mall buildings with parking lots along the frontage. There is a mix of commercial plazas with smaller scale, diversified retail units and larger big box stores. Behind the Dundas Street East strip, buildings transition to 1-storey low rise mixed commercial/industrial/manufacturing buildings with smaller scale footprints. The *Dixie Employment Area* generally has an increase in building footprints, with several large manufacturing and distribution plants. Existing uses in this area are predominantly general retail commercial, with some automotive service commercial, office, hospitality, and industrial uses.

Dundas Street is poised to receive significant new transit investment. The Subject Site is located along the BRT line, which is currently in its initial planning stages. This line is expected to run along the Dundas Street corridor and will stop at the planned Wharton Way stop approximately 450 metres away from the Subject Site at the intersection of Wharton Street and Dundas Street East. The Subject Site is also approximately two kilometres away from the Dixie GO Station to the west.

From a built form and urban design perspective, the proposal will result in an attractive new building that represents the first significant redevelopment in the surrounding area to implement the recommendations of the Dundas Connects Master Plan study and associated policy updates for the Dundas corridor (see **Figure 3**).

Given the emerging policy context of the area – resulting from extensive and planned transit infrastructure that will serve the *Dixie Employment and Focus Area* – there are several proposed, approved and/or recently constructed developments within the greater vicinity of the Subject Site. These developments are indicated in Table 1 (see **Figure 4**).

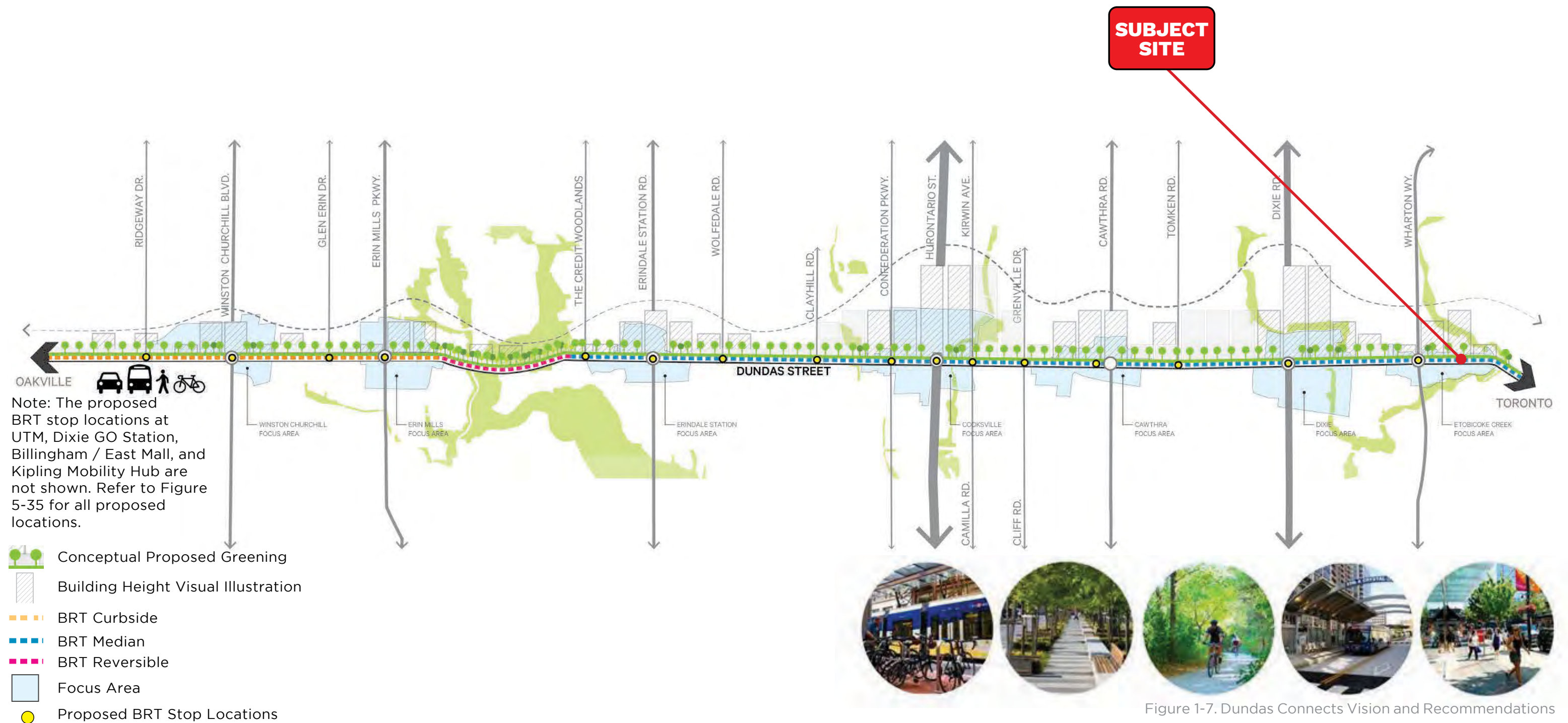


Figure 3 - Dundas Connects Section

Table 1 - Surrounding Developments

Address	Application Type	Height	Status
1580-1650 Dundas Street East	OPA, ZBA, DPOS	3-41 storeys	Under Appeal
1750 Bloor Street & 3315 Fieldgate Drive	OPA, ZBA	17 storeys	Approved
1785 Bloor Street	OPA, ZBA	14 storeys	Approved
1840-1850 Bloor Street	OPA, ZBA	18 storeys	Under Review

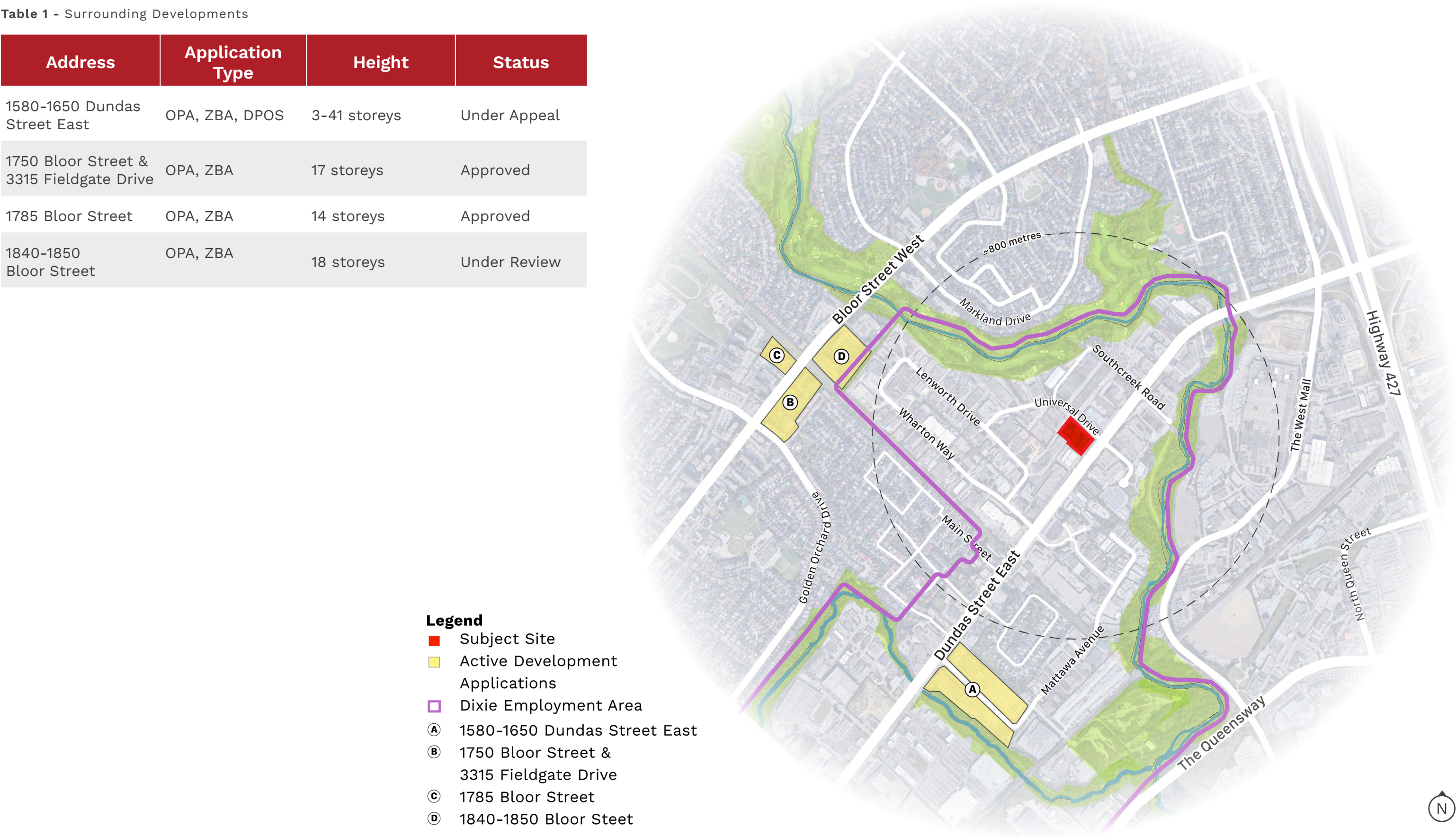


Figure 4 - Surrounding Context

1.2.4 Site Topography, Natural Features & Vegetation

The Subject Site is within proximity to several green spaces along Etobicoke Creek. Markland Wood Golf Club is located on both sides of Etobicoke Creek, approximately 450 metres north of the Subject Site and Etobicoke Valley Park runs along the north side of Etobicoke Creek approximately 300 metres south of the Subject Site.

In terms of grading and vegetation, the site is relatively flat - with a gradual change in grade from north to south. As described in the accompanying Arborist Report and Tree Protection Plan carried out by Amy Choi Consulting, a total of 20 trees are located in proximity, or within, the Subject Site. Many of these trees are located within the City road allowance.



Figure 5 - Site Topography, Natural Features, & Vegetation

1.2.5 Transportation Context

Road Network

The Subject Site is located along Dundas Street East, a major road that runs from Kingston Road in Toronto, through Mississauga, to Highway 6 in Waterdown. Dundas Street East is identified as an Intensification Corridor (Schedule 2 of the Official Plan) and is an Arterial Road with a designated right-of-way (“ROW”) width of 42 metres (Schedules 5 and 8 of the Official Plan).

The Subject Site is well connected to Mississauga’s and the Region of Peel’s road network, as it is also located approximately 1.6 kilometres from Highway 427, which connects to several major highways, including 407 Express Toll Route, Ontario 401 Express, Highway 403, and Queen Elizabeth Way (QEW).

Legend

Subject Site

Regional Arterial

Major Arterial

Major Collector

Minor Arterial

Minor Collector

Figure 6 - Road Network



Transit Network

The Subject Site is located approximately 450 metres from the intersection of Dundas Street East and Wharton Way. This intersection will be an interchange for the planned Dundas BRT. Once complete, the Dundas BRT will run east-west in a dedicated lane from the Kipling Terminal to the Waterdown Gateway. The Dundas BRT will provide connections to Line 2 of the TTC subway system, and the future GO Huronontario LRT.

Currently, the Subject Site is serviced by a few MiWay public transit bus routes. Along Dundas Street East, MiWay Route 1 (Dundas) and Route 101 (Dundas Express) provide connections to Kipling Station in Etobicoke and U of T Mississauga Campus.

- Legend
- Subject Site
 - MiWay Route
 - GO Transit Line
 - Planned Dundas BRT - Mississauga East

Figure 7 - Transportation Network



Cycling Network

Currently, there are no dedicated bike lanes along Dundas Street East. The proposed Mississauga Cycling Route Network in the City’s Cycling Master Plan identifies the entire length of Dundas Street as a Special Study area (see **Figure 3**).



An architectural rendering of a modern, multi-story building with a grid-like facade of windows. The building is shown from a low angle, emphasizing its height. The entire image is overlaid with a semi-transparent red filter. In the foreground, there are silhouettes of trees on the left and cars on the street at the bottom. The overall aesthetic is clean and professional.

2

Analysis of the Proposed Development

2.1 The Proposed Development

The proposed development will transform an underutilized site in the *Dixie Employment Area* and *Focus Area* of *Dundas Connects* into a transit-oriented mixed-use development with public benefits, including a formalized linear POPS located at the southern end of the Subject Site and a future east-west street with an ROW of 20 metres located at the northern boundary of the Subject Site. The proposed development will support the development of the area as a complete community, will increase pedestrian and vehicular connectivity though the Subject Site and surrounding area, and will contribute a significant number of new housing units in a transit-supportive and compact built form. The revitalization of the Subject Site will be structured upon a landscape design that enhances the public realm.

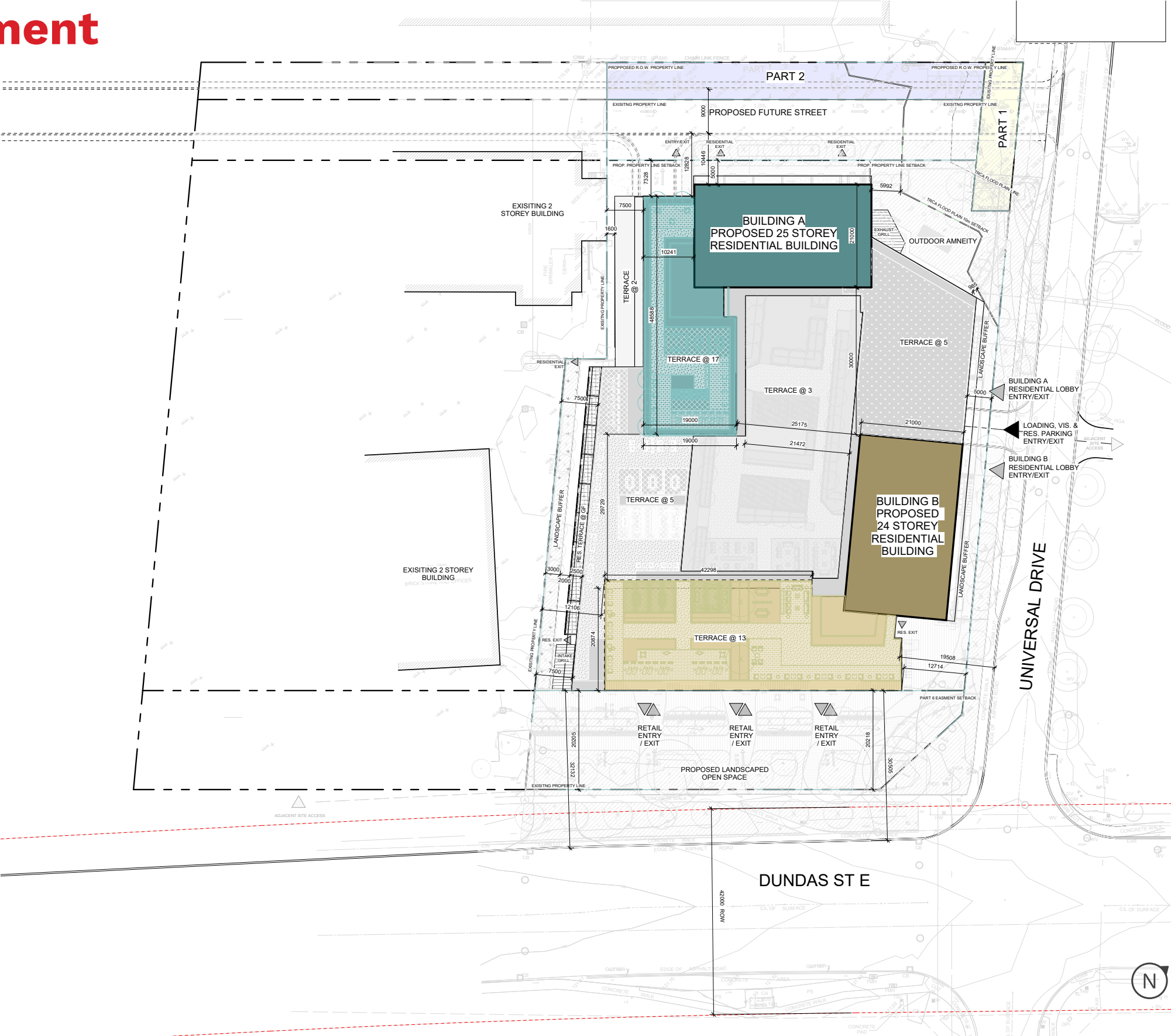


Figure 8 - Site Plan (provided by RAW Design)

The Subject Site will be subdivided into two phases, Phase A (north portion of the Subject Site) and Phase B (south portion of the Subject Site). Phase A will contain one residential tower and a midrise component (Building A), 25- and 16-storeys in total respectively, projecting above a shared 4-storey podium element with Phase B. Phase B will also contain one residential tower and a midrise component (Building B), 24- and 12-storeys in total respectively, projecting above a shared 4-storey podium element with Phase A. The podium element will contain above grade parking that is wrapped by residential units, a lobby, and a retail space fronting Dundas Street East.

A total of 60,985 square metres of GFA is proposed, including 60,318 square metres of residential uses and of 667 square metres of commercial uses, resulting in an overall density of 7.00 FSI. The proposal includes a total of 941 residential units.

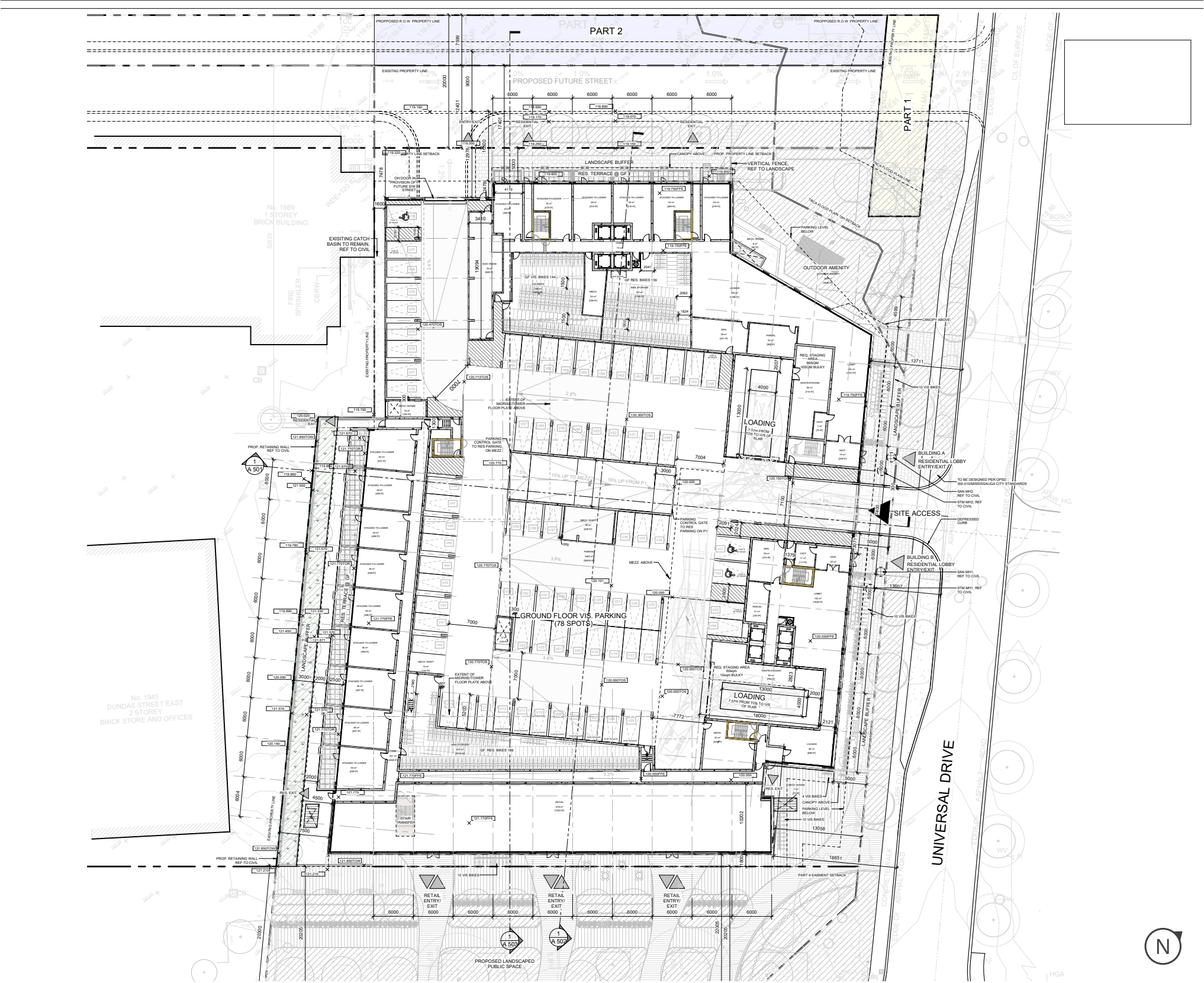


Figure 9 - Ground Floor Plan (provided by RAW Design)



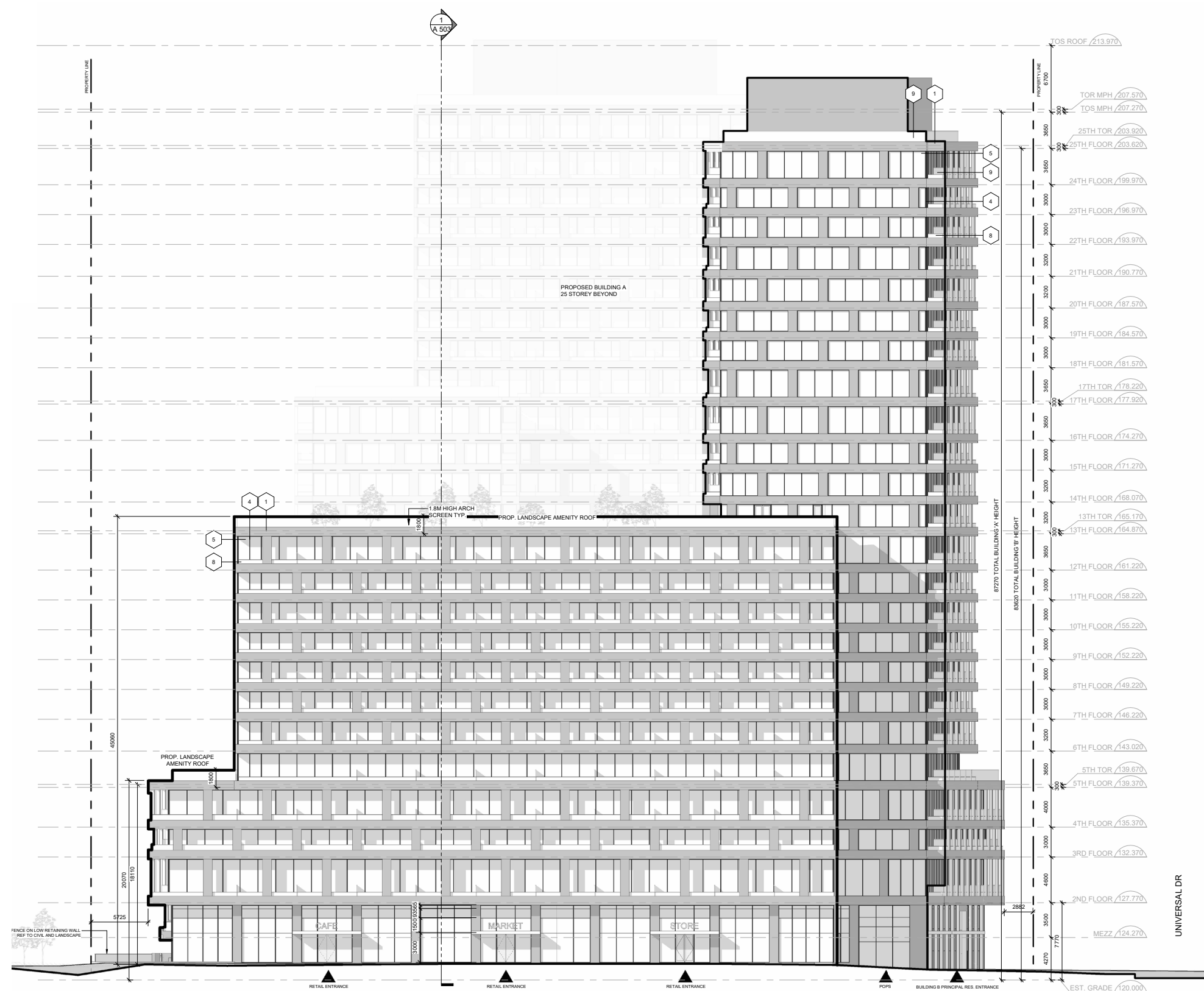


Figure 12 - South Elevation (provided by RAW Design)

2.1.1 Organization of Site Elements

The Subject Site is organized in response to several contextual considerations, including:

- The location of the Subject Site at the corner of Dundas Street East and Universal Drive;
- The area and shape of the Subject Site - specifically, the overall width and depth; and
- The existing and planned built form context of the surrounding area.

Given the shape, area and location of the site at the corner of Dundas Street East and Universal Drive, Phase B of the combined midrise and tower floorplates is orientated as an inverted ‘L’ shape fronting Dundas Street East and Universal Drive, respectively. The Phase A combined midrise and tower floorplate is orientated as an inverted ‘L’ shape at the northwest corner of the building, with the midrise portion facing the property to the west and the tower portion facing the proposed future street. These building elements frame the intersection with a good proportion in relation to the adjacent street ROW widths and is generally within the 45-degree angular plane taken at the height of 80% of the ROW width along Dundas Street East. The shape, area, and orientation of the Subject Site allows for the introduction of a 4-storey above grade parking structure that is integrated into the podium. To conceal its presence from the street, the parking structure is wrapped by the commercial and residential uses within the building podium. A linear POPS along Dundas Street East provides an additional enhanced experience along the Dundas Street East Corridor.

The development is set back 20.2 metres from the Dundas Street East property line to account for an easement along Dundas Street East. This setback provides opportunities for a linear POPS to provide a green and pedestrianized space for the public as well as residents of the building. Moreover, the setbacks minimize the perception of height and mass along the street frontages, helping to transition into the low-rise context of the existing area. A 10.0 metre Toronto Region Conservation Authority (“TRCA”) setback is provided from the TRCA flood plane located at the northeast corner of the Subject Site.

At grade, the commercial frontage is proposed along Dundas Street East to fit into the existing commercial character of the surrounding area. Along the south portion of the west property line, primary entrances for the integral townhouse units are located 7.5 metres from the property line east of a landscape buffer and walkway to provide a comfortable residential experience and an appropriate separation distance from the existing 2-storey commercial building, as well as potential development that may occur in the future. Integral townhouse units are also located along the northern property line, which proposes the addition of a new future street that connects to Universal Drive. The residential lobby as well as vehicular access to the building is located along Universal Drive.

The two tower elements have been designed with a floorplate of 757 square metres of GCA to help minimize visual, shadow wind impacts on the surrounding context. The proposed 24-storey tower is positioned to have its main frontage along Universal Drive, and the proposed 25-storey tower is positioned to have its main frontage along the northern property boundary and proposed future street. Sufficient tower separation distances of at least 30.0 metres between any facing building faces within the proposed development has been provided.

Legend

- Subject Site
- Phase A
- Phase B
- Landscape Buffer
- Potential POPS
- Proposed Future Street
- ▶ Retail Access
- ▶ Residential Access
- TRCA Flood Plain Line
- TRCA Flood Plain 10m Setback



Figure 14 - Organization of Site Elements

2.1.2 Public Realm

The proposal intends on improving the existing pedestrian experience at the corner of, and along both Dundas Street East and Universal Drive, as well as the northern property boundary. Residential entrances and lobby spaces have been planned along Universal Drive, providing animation and access along the street. Integral at-grade townhouses along the proposed future street will animate the streetscape frontage along the northern property line. Commercial/Retail units along Dundas Street East with pedestrian access will activate the streetscape along the main building frontage.

Proposed landscape plantings will enhance the streetscape aesthetic surrounding of the Subject Site and help soften the surrounding urban landscape. A linear POPS along Dundas Street East will provide direct access to the public sidewalk, as well as green space for both the public and building residents. This POPS space will serve as a spill-out area for the retail units and feature benches and planting to enhance the use of the space, introduce a publicly accessible green space along this stretch of Dundas Street East, and animate the corner of Dundas Street East and Universal Drive.



Street Rendering (provided by RAW Design)

2.1.3 Landscape & Amenity Areas

Landscape elements are incorporated within the Subject Site to improve the overall character and visual aesthetic at the pedestrian level. These elements help define a legible and clear route to the primary residential entrances, soften the edges along the property boundaries and improve the public-private interface along each street frontage. The proposal incorporates a 3.0 metre landscaping along the southern portion of the western property to provide an additional buffer between the proposal and any existing or potential future developments, as well as 5.0 metre landscaping along Universal Drive and the future street

- Legend**
- Subject Site
 - Amenity Area
 - Landscape Buffer
 - Play Area

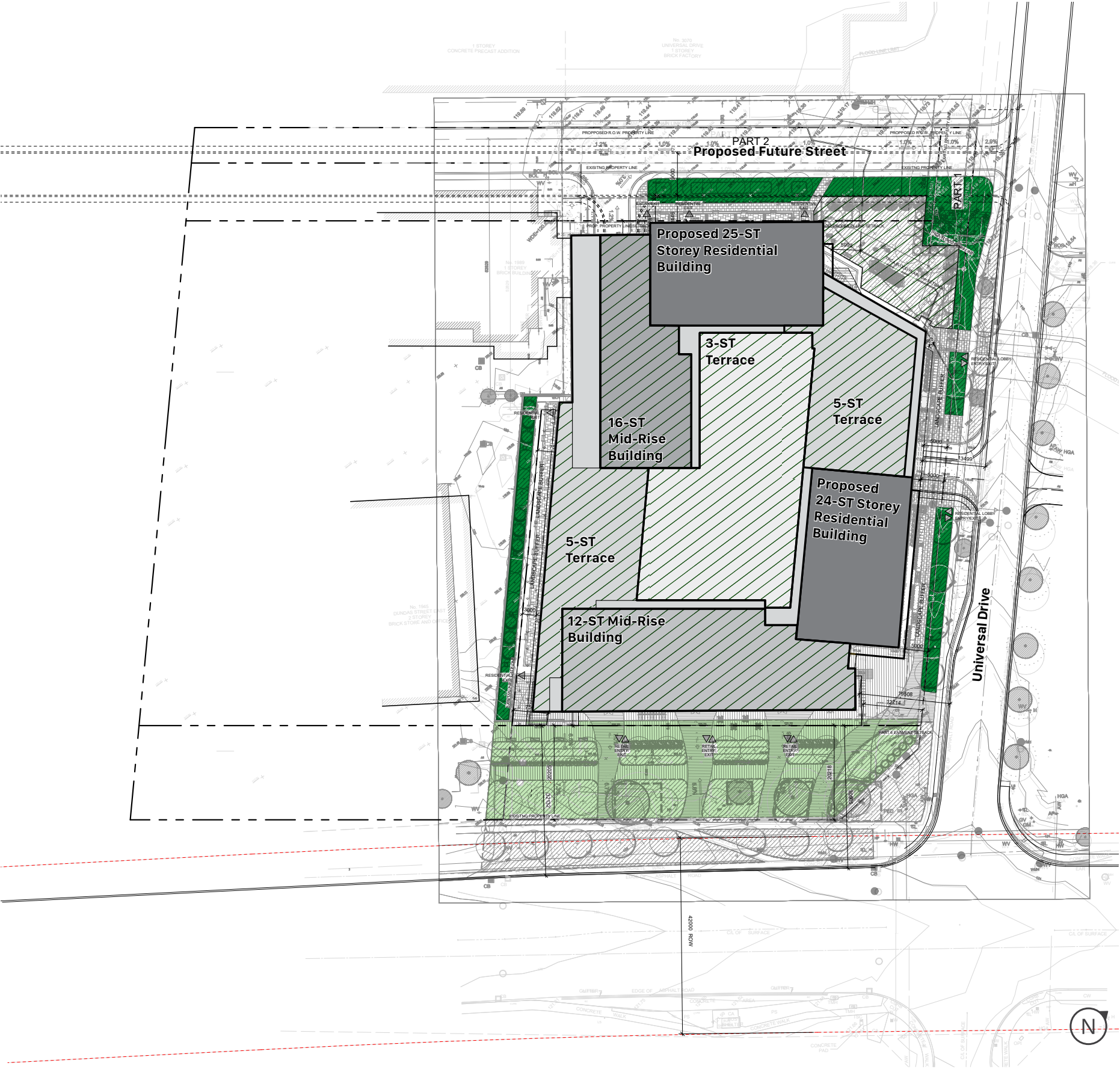


Figure 15 - Landscape & Amenity Areas

Private Amenity Areas

In terms of amenity areas, a total of 6,731 square metres of amenity space is proposed, which comprises of 1,882 square metres of indoor amenity space and 4849 square metres of outdoor amenity space. The proposed building also incorporates a series of private balconies and terraces, which will provide additional private outdoor amenity space for the individual units.

The proposed indoor amenity spaces are located primarily on Level 3 with 573 square metres located in Phase A and 685 square metres located in Phase B. These indoor amenity spaces will open out onto a 1,478 square metre outdoor amenity space located on the roof of Level 2. Additional amenity spaces include:

- 339 square metres outdoor amenity space located at Level 1 of the Phase A building;
- 172 square metres of indoor and 1,097 square metres of outdoor amenity space located at Level 13 of the Phase B building; and
- 327 square metres of indoor and 581 square metres of outdoor amenity space located at Level 17 of the Phase A building.

The proposed outdoor amenity area is to be designed to accommodate a variety of passive and recreational uses including outdoor seating areas, ornamental planting, a dog off-leash area, a play area and a yoga area.

2.1.4 Detailed Site Statistics

Standard	Proposed
Site Area Net Site Area	11,779 square metres 8,715 square metres
Total Gross Floor Area Proposed Residential Proposed Commercial / Retail	60,985 square metres 60,318 square metres 667 square metres
Floor Space Index	6.55
Building A Heights	25 storeys / 87.57 metres (excluding mechanical penthouse) 16 storeys / 58.22 metres (excluding mechanical penthouse)
Building B Heights	24 storeys / 83.92 metres (excluding mechanical penthouse) 12 storeys / 45.17 metres (excluding mechanical penthouse)
Building A & B Base Height	4 storeys / 19.67 metres
Total Dwelling Units Townhouse Units One-Bedroom Two-Bedroom Three-Bedroom	941 units (100%) 15 units (1.6%) 495 units (52.6%) 371 units (39.4%) 60 units (6.4%)
Total Amenity Space Indoor Outdoor	6,731 square metres 1,882 square metres 4,849 square metres
Total Car Parking Spaces Resident Visitor	348 spaces 270 spaces 78 spaces
Total Bicycle Parking Spaces Long Term Short Term	1,129 spaces 941 spaces 188 spaces
Loading Space	2 spaces

2.2 Built Form & Uses

The proposal has been designed to reflect the planned revitalization of the *Focus Area* through intensification, transit infrastructure investment and redevelopment. The design approach for the proposed development is to create an architectural form that enhances the future design quality of the area, while remaining sensitive to the existing surrounding environment.

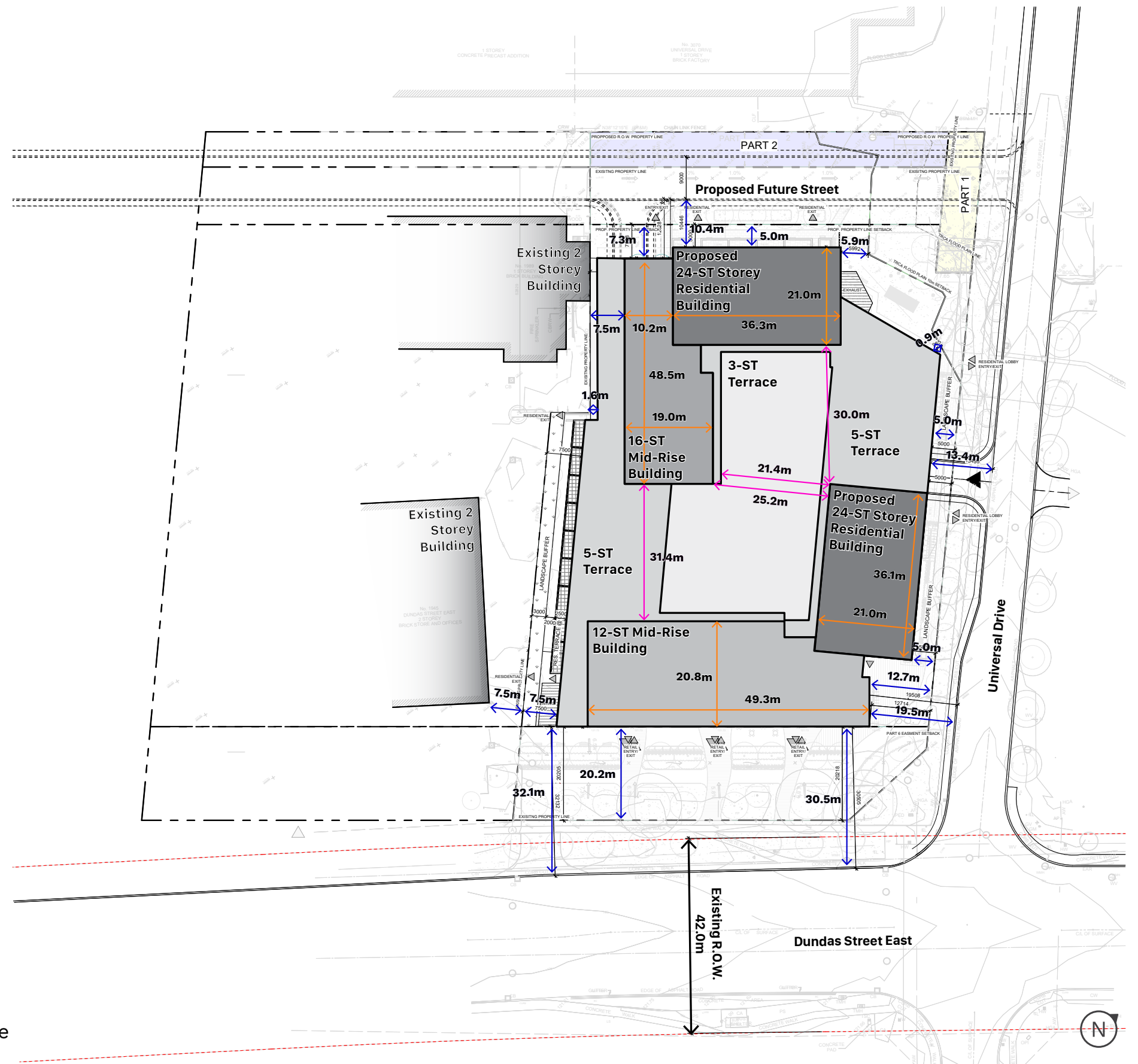
2.2.1 Building Setbacks & Orientation

The proposed development has been designed with regard for the surrounding context - framing Dundas Street East and Universal Drive at an appropriate scale that relates to the adjacent street ROW widths and facilitating a comfortable pedestrian environment within the public realm. The building is proposed to be sufficiently set back from each street to provide room for pedestrians, open space and landscape features within the private and public realm. The proposed building is setback 20.2 metres from the Dundas Street East property line, accommodating a linear POPS along the street. The proposal also incorporates a 5.0 metre setback from the Universal Drive property line and the existing north property line to accommodate landscaping and interface with the proposed future street. From the west property line, the south portion of the proposed building is set back 7.5 metres to accommodate landscaping, a shared walkway, and a landscape buffer. The north portion of the proposed building from the west property line is set back 1.6 metres. The proposal incorporates a total minimum building setback of 30.5 metres from the curb along Dundas Street East and a minimum of 13.5 metres from Universal Drive.

For Phase A, the mid-rise component will have a floorplate size of 1,515 square metres of GCA from Levels 5-16, and the tower element will have a floorplate size of 757 square metres GCA from Levels 17-25. The Phase A midrise component is setback a minimum of 7.5 metres from the western property line to limit impacts to light, view and privacy and allow for a combined minimum of 15.0 metres between primary building faces should the adjacent property develop. At Level 17, the tower steps back 10.2 metres from the 16-storey midrise component resulting in a 17.7 metre setback from the western property line. Tower A and the 16-storey midrise component above the podium element is orientated in an inverted L-shape located in the northwest corner of the Subject Site parallel to the western and northern property lines.

For Phase B, the mid-rise component will have a floorplate size of 1,914 square metres GCA from Levels 6-12, and the tower element will have a floorplate size of 757 square metres GCA from Levels 13-24. Tower B and the 12-storey midrise component above the podium element is orientated in an inverted L-shape located in the southeast corner of the Subject Site parallel to the southern and eastern property lines, with the midrise component running east-west and the tower running north-south. The tower is stepped back 14.3 metres from the property line along Dundas Street East, to reduce the visual impact of the tower from the primary street frontage.

Within the proposed development, midrise components are appropriately separated between 25.1 metres and 29.7 metres from each other and the two towers have a separation distance of 30.0 metres to maximize light, view and privacy.



Legend

- Subject Site
- ↔ Building Setback
- ↔ Tower Dimension
- ↔ Separation Distance

Figure 16 - Building Setbacks & Separation Distances

2.2.2 Building Height & Form

The proposed building height and form considers the size and shape of the Subject Site, its proximity to transit and the planned context of mixed-use buildings within the surrounding area – in particular along Dundas Street East. The proposed building height reflects the planned built form context within the *Focus Area* and achieves an appropriate level of intensification for a Subject Site with excellent access to existing and planned transit.

- Legend**
- Subject Site
 - Retail Frontage
 - Podium
 - Mid-Rise
 - Tower
 - Mechanical Penthouse
 - Residential Lobby Entrance
 - Retail Entrance
 - Internalized Parking Access

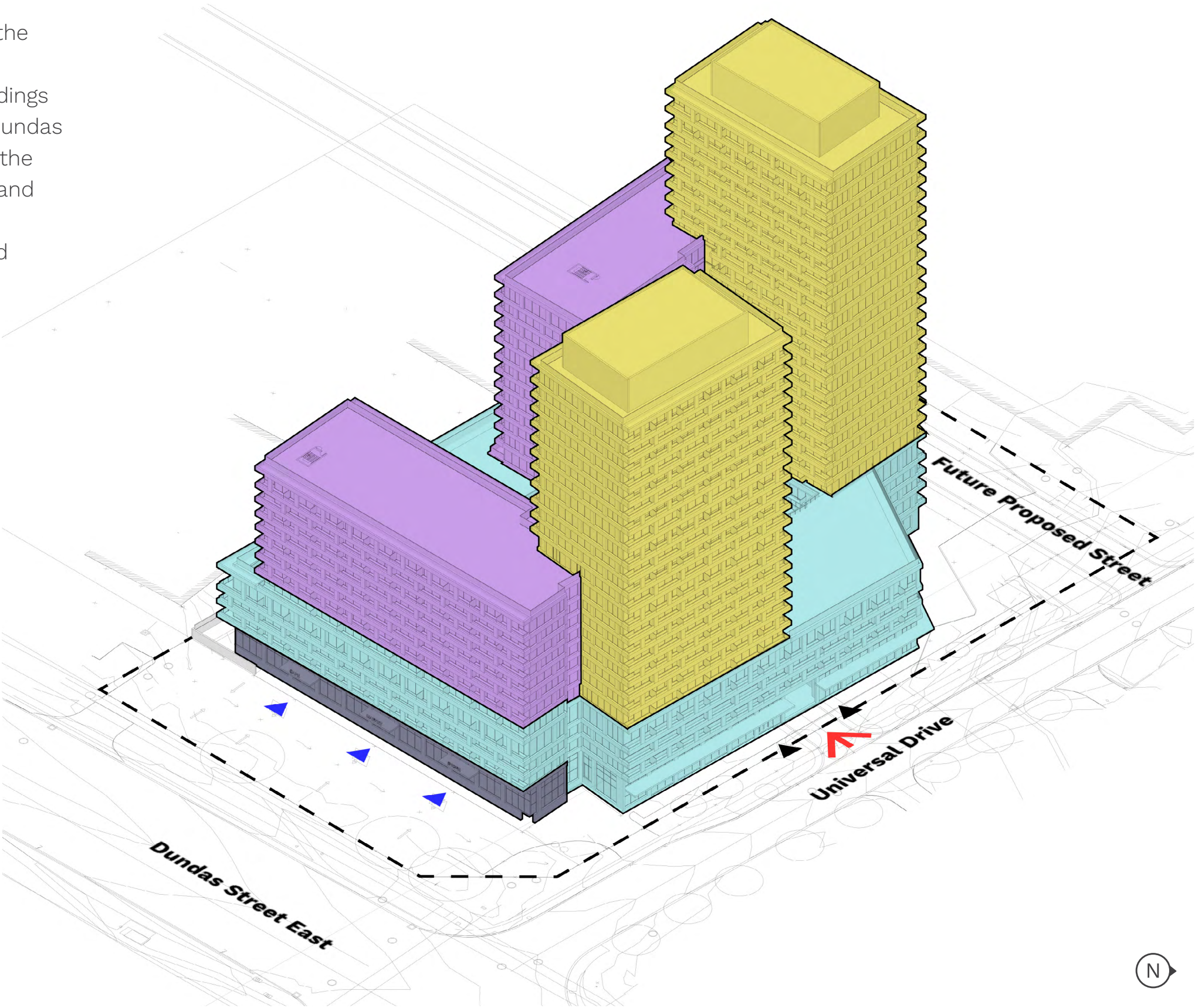


Figure 17 - Built Form & Heights Diagram

The Official Plan promotes the development of density and mixed-use area within Intensification Corridors. Recognizing that the Dundas Street East corridor is targeted for significant change and revitalization with intensification, transit infrastructure investment and redevelopment, the proposal height is generally demonstrative of the future built form context, planned density and evolution of the *Focus Area*. In our opinion, the greater level of height and density would contribute to the achievement of transit-supportive intensification in accordance with recent and emerging policy changes – including the Provincial Policy Statement and Municipal Comprehensive Review which are outlined in detail in the accompanying Planning Justification Report.

To limit built form impacts on the public realm and adjacent properties, the proposed building has been designed in the form of two towers with midrise components on an appropriately scaled base podium building that generally fits behind the 45-degree angular plane along Dundas Street East. This built form typology will respect and enhance the existing and planned development context, which includes low-rise, midrise and tall buildings. To that end, the proposed development has been designed to characterize three built form elements: the podium element, the midrise component of the tower, and the tower form:

Podium Design

The 4-storey podium element has been designed according to the size and shape of the Subject Site, with the restraints of the 20.0 metre north-south easement along the Dundas Street East frontage and a TRCA floodplain setback in the northeast corner of the Subject Site.

At the ground level, residential lobbies for both Phase A and Phase B are situated along Universal Drive. Access to the internalized parking ramps, grade-level parking spaces, garbage, servicing and loadings areas is located off Universal Drive, between the two lobbies, with a second future entrance to the parking garage at the northwest of the Subject Site off the proposed future street. Along the Dundas Street frontage, 667 square metres of retail space has been proposed. Along the south portion of the western property line, nine integral townhouse units are proposed with pedestrian access to Dundas Street East. Along the north property line, six integral townhouse units are proposed with pedestrian access to Universal Drive and fronting the proposed new street. Above the ground level is a mezzanine level that provides above grade parking, as well as storage and the second level for the grade-related townhouse units. The ground level and mezzanine level are proposed to have a combined floor-to-floor height of approximately 7.0 metres. Residential units, retail, and lobbies will wrap the above-grade parking and storage on Levels 1 and 2. On Levels 3 and 4, the central portion of the podium recesses, accommodating an internal outdoor amenity space on the roof of Level 2.

Midrise Component & Tower Orientation

The 16-storey midrise component of Phase A is located in the northwest of the Subject Site and is setback significantly (~70 metres) and perpendicular to the main street frontage of Dundas Street East to minimize its presence from the street. The proposed 12-storey midrise component in Phase B has been designed to appropriately frame Dundas Street East and Universal Drive. It relatively corresponds with the adjacent ROW widths and limits any unwanted built form impacts on adjacent properties.

The proposed Tower of Phase A is sited at the north end of the Subject Site. The tower has a 757 square metre (GCA) floorplate size and is orientated in an east-west direction with its primary frontage against the proposed future street north of the Subject Site. Proposed Tower B of Phase B is located at the southeast corner of the Subject Site. It is orientated in a north-south direction, with its primary frontage along Universal Drive, reducing the perception of its height along Dundas Street East. Tower B has a 757 square metre (GCA) floorplate size. Both Towers A and B are setback 5.0 metres from the property line along their primary frontage to reduce the perception of their height at the pedestrian level and incorporate appropriate separation distances from each other and adjacent properties.

Lastly, the mechanical penthouses are stepped back from the tower shaft to ensure they are screened from view and limit obstructions to sky view.

2.2.3 Transition to Adjacent Uses & Built Form

Given the low-rise, commercial/employment context surrounding the Subject Site, the proposed development has been designed with an emphasis on creating an appropriate transition to the adjacent uses and built form. Tower elements along with their midrise components are appropriately setback from the primary frontage along Dundas Street East taking into account the 45-degree angular plane taken at the height of 33.6 metres (80% of the ROW) to reduce their built form impact. Proposed retail units along Dundas Street East fit into the existing adjacent commercial context at the ground floor level.

- Legend**
- Subject Site
 - Proposed Development
 - 45 Degrees Angular Plane

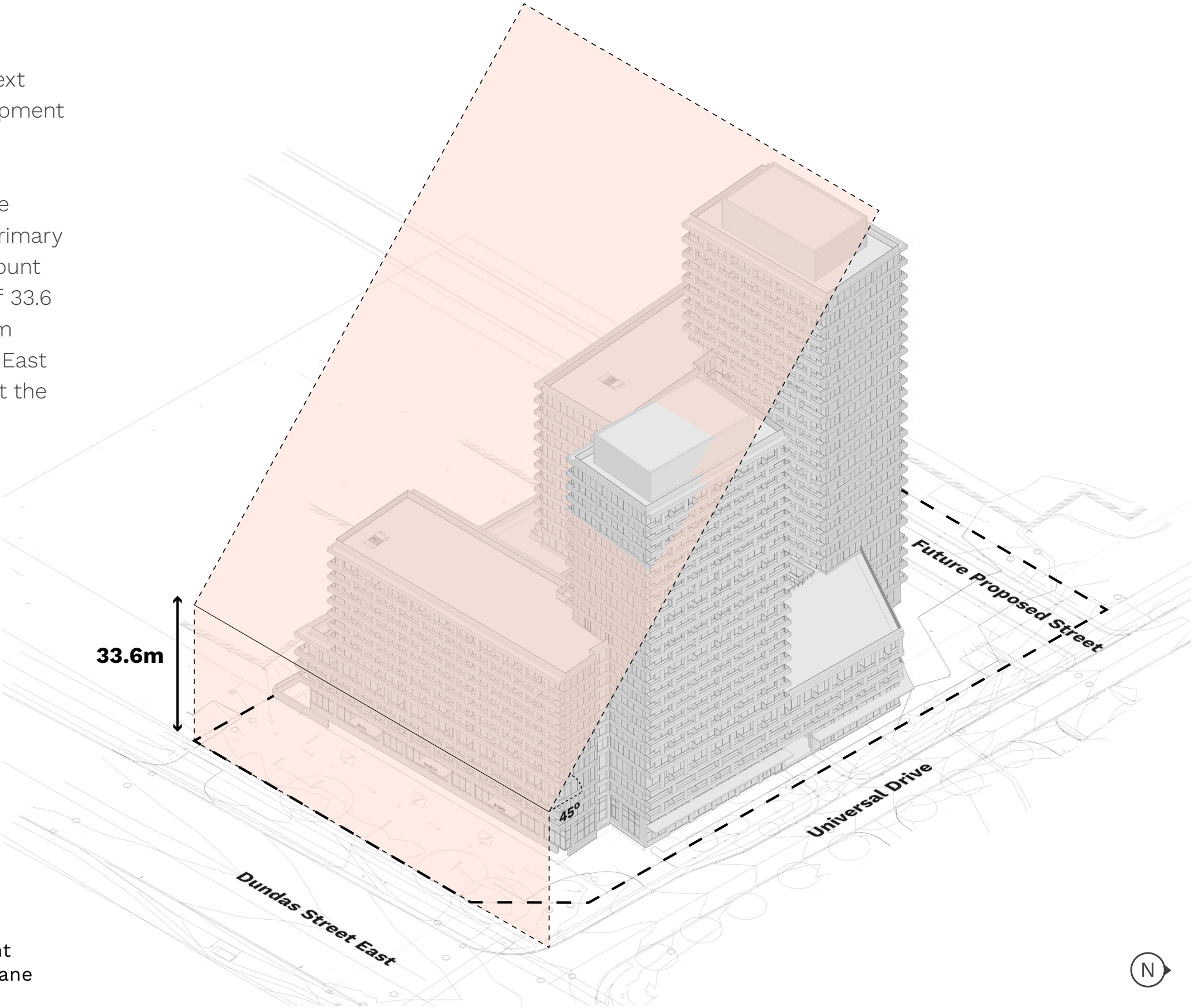


Figure 18 - Built Form Transition Diagram

2.3 Access, Circulation, Parking & Services

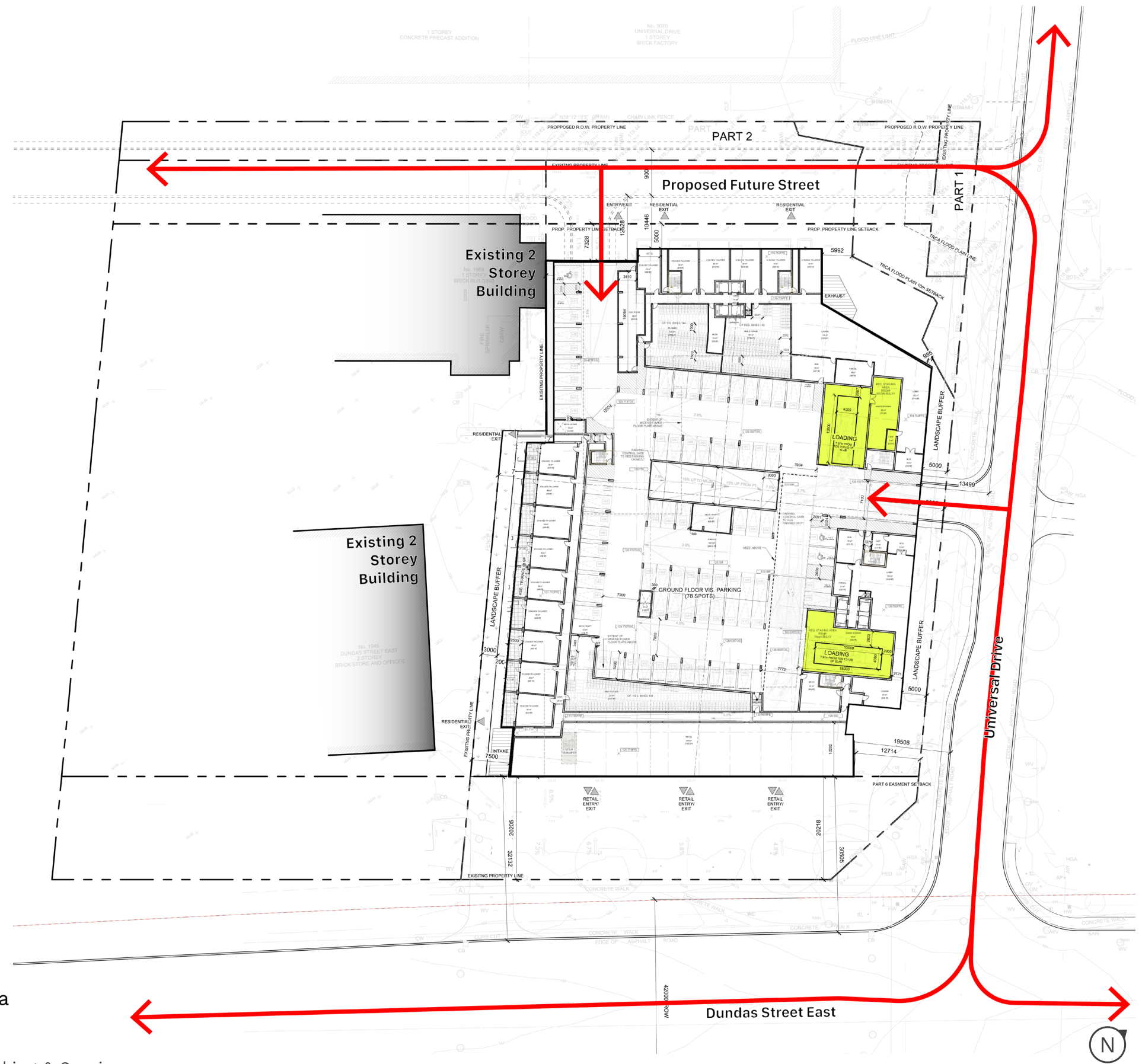
2.3.1 Vehicular Access & Circulation

Vehicular access to parking, loading, etc. is provided by a singular access point from Universal Drive, and all vehicular circulation is located within podium, hidden from the public realm. With the construction of the proposed future street at the north end of the Subject Site, subject to the timeline of the potential redevelopment of the adjacent site to the west, an additional vehicular access point is proposed off the proposed future street at the northwest corner of the Subject Site. The proposed development removes the existing curb cut along Dundas Street East, providing a more continuous streetscape and limiting limit areas of conflict between vehicles and pedestrians.

2.3.2 Parking, Loading & Servicing Areas

The orientation of the site allows for the introduction of a 2-storey above grade parking structure to be integrated into the podium. To conceal its presence from the street and create a more attractive pedestrian oriented environment, the parking structure is “wrapped” with residential, and retail uses at grade and with residential uses on Level 2.

The proposed development will provide a total of 348 vehicle parking spaces - located within the integrated above-grade parking structure and one underground level. These parking spaces will consist of 270 parking spaces dedicated to residents and 78 parking spaces dedicated to residential visitors. Two loading spaces are proposed for the development (13.0 metres in length and 4.0 metres in width). The loading spaces will be entirely enclosed within the mass of the building, adjacent to the internal servicing and waste areas, and will not be visible from the street.



Legend

- Subject Site
- Loading and Servicing Area
- ↔ Vehicular Circulation

Figure 19 - Access, Circulation, Parking & Services

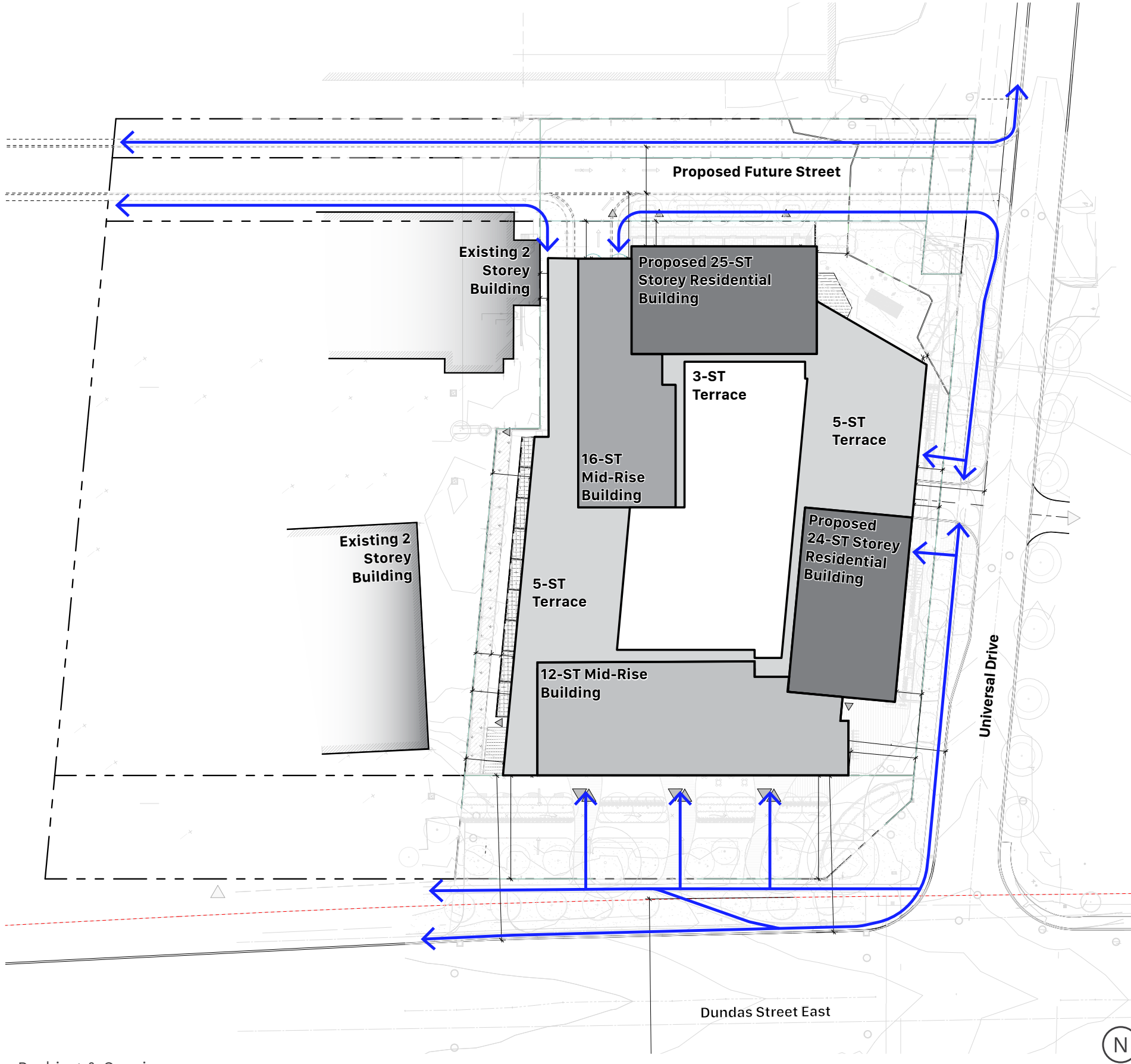
2.3.3 Pedestrian Circulation

The proposal is based on pedestrian integration at ground level and minimizing any conflicts with vehicular movement. The building is set back from the front property line at grade to accommodate a linear POPS along Dundas Street East and incorporates additional pathways that will provide direct connections to the existing sidewalks surrounding the Subject Site.

Legend

- Subject Site
- Pedestrian Circulation

Figure 20 - Access, Circulation, Parking & Services



2.4 Supporting Studies

2.4.1 Sun/Shadow Study

A sun/shadow study has been prepared by RAW Design Architects in support of the proposed development and are provided under separate cover.

2.4.2 Pedestrian Wind Comfort & Safety Study

A Pedestrian Level Wind Study was prepared by RWDI in support of the applications. It concludes that the existing wind speeds at the site and in the surrounding area are suitable for the intended pedestrian use and meet wind safety criterion throughout the year, and that the proposed development is expected to produce similar conditions. Winds are expected to increase around the proposed building corners; however, the conditions remain appropriate for the intended sidewalk use in the summer. In the winter, uncomfortable wind conditions are expected in several areas.

Wind conditions at the northeast entrance are anticipated to be moderately above the acceptable level in the summer and uncomfortable in the winter. The other building entrance at the middle of the east façade is expected to have wind conditions suitable for pedestrian use throughout the year.

A number of wind mitigation recommendations, including plantings, screenings and canopies have been considered and incorporated into the design to address the minor concerns noted above. Overall, the pedestrian wind safety criterion is expected to be met at the majority of the assessed locations around the site.

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

2.4.3 Noise & Vibration Impact Study

A Noise and Vibration Impact Study was prepared by RWDI for the proposed development. Policies 9.5.1.12 of the Official Plan state that noise will be mitigated through appropriate built form and site design.

The Study concludes the following:

- Installation of central air-conditioning so that all suites' windows can remain closed is recommended for the proposed development as a noise control measure.
- The inclusion of noise warning clauses related to:
 - Transportation sound levels at the building façade and in the outdoor amenity areas
 - Proximity to commercial/industrial land-use
- Construction of perimeter noise barriers along the outdoor amenity areas if feasible, with the applicable warning clause
- The building design should be evaluated prior to building permit to ensure that the acoustical design is adequately implemented in order to meet applicable criteria.

The Study concludes that based on the results of the analysis for the given site plan and the implementation of the recommendations included with the assessment, the proposed development is predicted to meet the applicable sound and vibration criteria.

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

3

Summary & Conclusions



It is the opinion of this Urban Design Study that the proposed development represents good urban design, is appropriate within the emerging and planned built form context and contributes to the enhancement of the existing character along Dundas Street East and Universal Drive. The proposal is successful in providing an enhanced interface with the public realm and introducing a built form that introduces the planned character of the Subject Site while providing an adequate transition towards existing commercial uses and potential future developments.

The development proposal will provide a transit-supportive and pedestrian-friendly built form that improves the pedestrian condition at grade and incorporates architectural and landscape design elements that respond appropriately to the surrounding area. The proposed building height will support the planned intensification and transit infrastructure along Dundas Street East.

The proposed development is in generally keeping with, and maintains, the intent of the urban design policies prescribed in the Official Plan. Overall, it is our opinion that the proposed development is appropriate, desirable and should be approved.





Appendix A



**Development
Master
Plan**

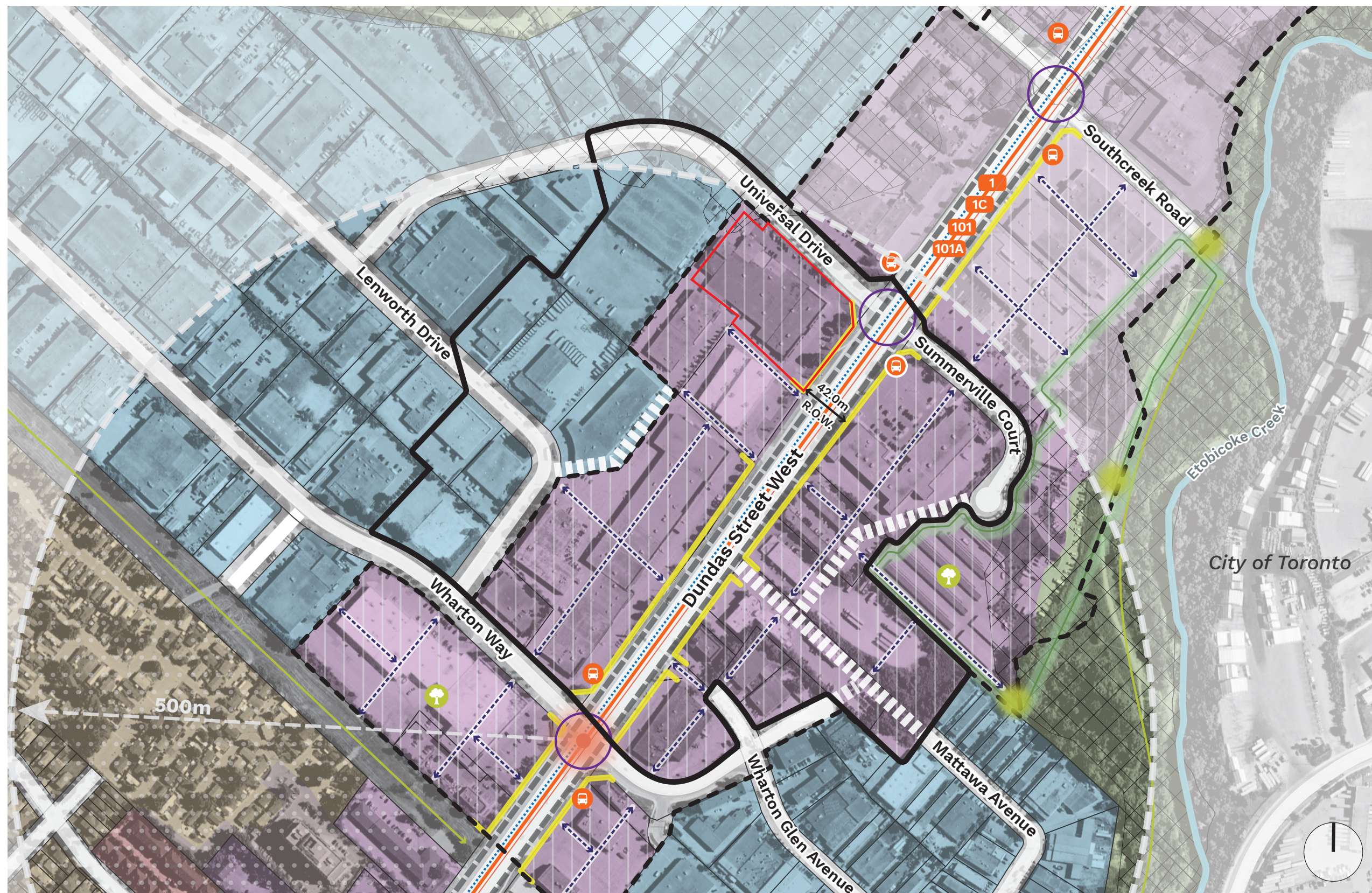
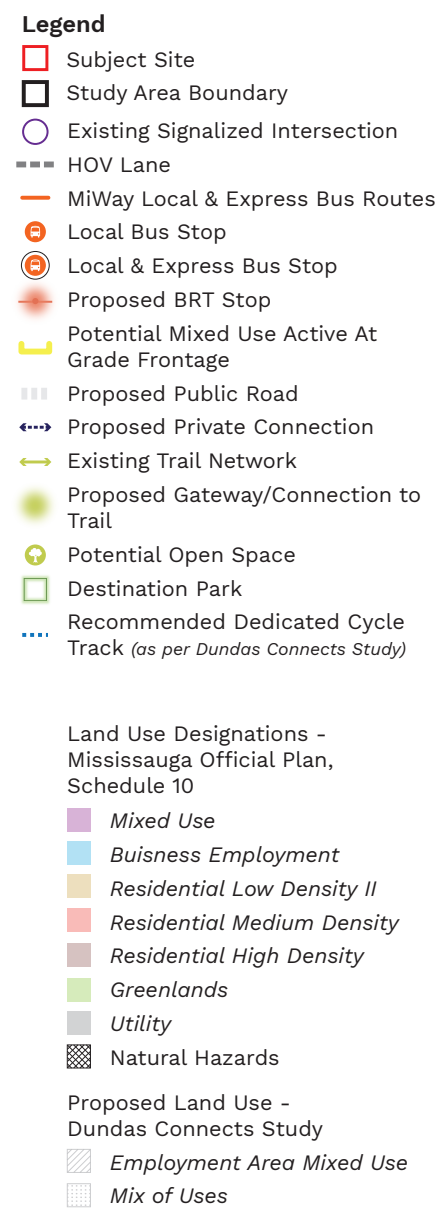


Figure 1 - Development Masterplan - Context

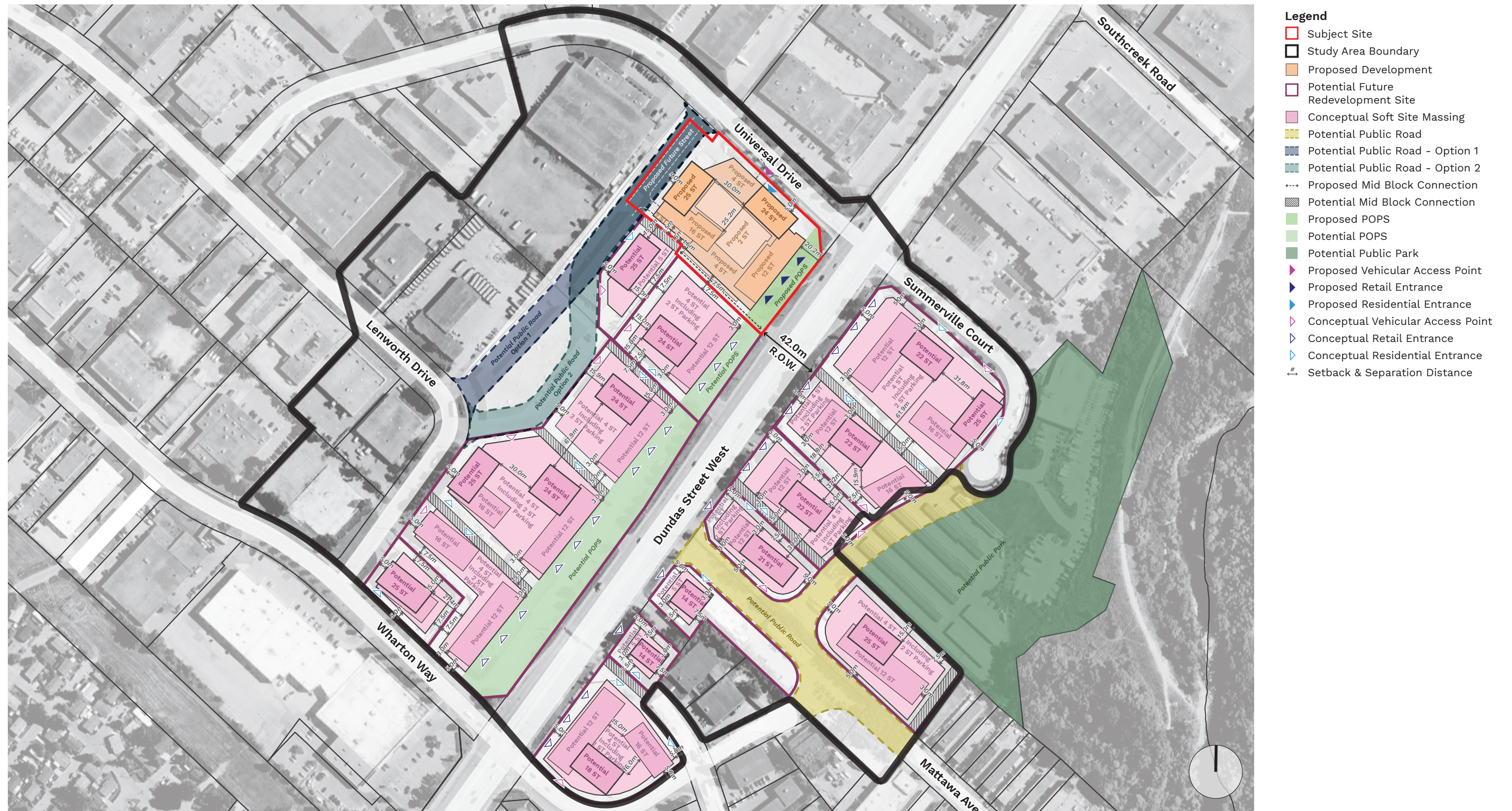


Figure 2 - Development Masterplan - Proposed Development and Potential Soft Site Redevelopment

