

3115 Hurontario Street

Urban Design Study



Prepared for Clearbrook Developments Inc.
by Arcadis
July 16, 2024

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1 Introduction

Arcadis Professional Services (Canada) Inc. (“Arcadis”), formerly IBI Group, has prepared this Urban Design Study on behalf of Clearbrook Developments Inc., the owners of the property municipally known as 3115 Hurontario Street, in the Cooksville community, Ward 7, City of Mississauga (henceforth referred to as the ‘subject site’ or ‘site’). The proposed development consists of a primarily residential building with commercial uses at-grade, and charity uses occupying the first and second floors.

An initial Urban Design Study was prepared and submitted in support of the Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications in October 2022. Following submission of this initial study, the applicant attended the City of Mississauga Urban Design Review Panel on October 18th, 2022 to present the proposed development and to obtain feedback. These comments, such as ensuring a consistent street wall with the neighbouring property to the south, were taken under consideration and reflected where possible in the revised design. Notably, since this time, the owner has engaged in further discussion and coordination with the neighbouring landowner to ensure synergies between the development applications. This includes removing vehicle access from Hurontario to a consolidated access at the rear of the property off Kirwin Avenue. This revision has also allowed the utility area initially proposed along Hurontario Street to be relocated to the rear of the building, allowing for more active frontage along Hurontario.

The latest concept illustrated in this Study represents significant efforts to address the City’s planning and urban design principles, objectives, and visions as outlined in the City of Mississauga Official Plan, the Draft City of Mississauga Official Plan 2051, Zoning By-law 0225-2007, Urban Design Guidelines and Standards, as well as considers policies proposed Official Plan Amendment (OPA) 145, which is currently under appeal, and OPA146 which has been approved by Regional Council. This Report should be read in conjunction with the Planning Justification Report prepared by Arcadis.

The Urban Design Study is based on the City of Mississauga’s Terms of Reference for Urban Design Studies (2019) and contains a contextual analysis of the site and surrounding context to help demonstrate the proposed development’s compatibility with existing and future conditions. The Urban Design Study also expresses how the City’s planning and urban design principles and objectives are being addressed. In addition, there is discussion on how the proposed development achieves the City’s objectives for managing growth through intensification in key locations. Matters of built form and architectural character are also discussed, including how these factors play a role in complementing the surrounding context and interfacing appropriately with the public realm.

The proposed OPA and ZBA applications seek to introduce a 42-storey residential tower with a six-storey podium that includes commercial, and charity uses. The revised design also reflects on-going discussions with the neighbouring development application to ensure consistencies between the buildings. The podium at-grade will include a residential entrance, a retail component, and the first floor of the large charity component. The Charity is a key focus of the proposed development it will allow the DAM Youth Charity, which currently occupies the site, to continue with their community outreach and expand the reach of this work, resources, and programs.

1.1 Goals and Objectives

1.1.1 Vision

The City of Mississauga has developed a series of Guiding Principles and Strategic Actions to assist in achieving their Vision for Mississauga, which includes a city that is strong and diverse in its economy, mobility options, housing, and community infrastructure to create distinct and complete communities. Achieving this Vision requires three major categories of focus:



The proposed development of 3115 Hurontario Street has responded to Mississauga's Vision for the city, including for the Cooksville Area and the Hurontario Corridor, as well as its surrounding block context. The subject site is located within an *Intensification Corridor* adjacent to the Hurontario Light Rail Transit (LRT), and is within 500 metres of a Major Transit Station Area (MTSA) associated with the Cooksville GO Station. The future higher order transit along both Hurontario Street and Dundas Street will change the face of the two corridors and influence their transition into multi-modal, vibrant, sustainable, and mixed development epicentres. Growth and intensification will be directed towards these corridors and will be developed to be attractive, mixed-use communities with higher densities that can support frequent transit service. Focusing intensification along these corridors will support the preservation of existing residential communities while introducing new housing to meet the needs of residents.

A key element of the proposed development and redevelopment of the subject site is to ensure the DAM Youth Charity, which currently occupies the site, is preserved and enhanced, allowing this critical organization to remain in the community for perpetuity. The redevelopment of the site and introduction of residential uses will support the continued provision of key services to vulnerable youth within the surrounding area, and broader city. The proposed development will be a landmark in the Downtown Cooksville area and a marker for the evolution of built form typology and architectural character along the Hurontario Corridor.

The proposed development aligns to the City of Mississauga's Strategic Plan and aims to establish a development that is dynamic and sustainable. The proposed development is not only located within proximity to the major transit hub, it also serves as an anchor for youth to gather, creating a sense of community and a connection to Mississauga. The mixed-use and community focused nature of the development helps to embody the complete neighbourhood ideology.

1.1.2 Goals and Objectives

The proposed development of 3115 Hurontario Street is located along the future Hurontario LRT, is situated directly between two major east- west corridors, and is within the center of the *Cooksville Character Area*, as identified in the City of Mississauga's Official Plan, Schedule 9. This location has been a guiding factor in the design progression. Responding to and capitalizing on the future Hurontario LRT is a significant goal of the development, while responding to the evolution of the area. Promoting development that will increase ridership of the LRT and positively impact modal split and will contribute towards the changing face of the Hurontario Corridor. Proposing higher density development adjacent to transit will support transit usage and active transportation infrastructure, increasing the desirability and livability of the area. Encouraging transit- oriented development aids in mitigating climate change and achieving the City's Climate Change Action Plan goal to reduce greenhouse gas emissions 80% by 2050, working towards a net zero community.

The proposed development also will create a community gathering place, with the inclusion and enhancement of the DAM Youth Charity. This integral portion of the development will create a safe place for youth in the community and broader city, promoting their comfort and inclusion within the community.

Responding to existing and future conditions of the corridor, the proposed development works towards bringing a contemporary architectural language along Hurontario Street. The Hurontario corridor will not just transition in terms of a modal aspect, but in architectural and typological aspects as well. In addition, ensuring that the proposed development properly addresses the public realm through scale, appropriate setbacks, materiality and frontages is a primary goal. The design acknowledges its physical presence near a corner of an intersection and helps ensure the appropriate development of the block and an enhanced public realm, responding to the development application to the south.

Objectives

1. Celebrate Hurontario Street as a Vibrant Corridor

Hurontario Street is one of Mississauga's largest corridors, with the addition of the Hurontario LRT line further expanding its role within the City. By adding a mixed-use podium at-grade, the proposed development further creates a pedestrian destination along Hurontario Street, in particular for youth in the community. The architectural design features create a unique podium design that will aid in attracting pedestrian traffic. The proposed development truly embraces Hurontario as a pedestrian corridor, as demonstrated through the podium design and enhancing the public realm at-grade.

2. Respond to Existing and Planned Context

The proposed development is in keeping with the direction of Provincial, regional, and municipal policy frameworks, including the City's Urban Design Guidelines by introducing new housing along a key transit corridor, contributing to creating a complete community through the enhancement of charity and retail uses, and fostering the flexibility of uses while maintaining and enhancing a key community component in proximity to transit.

Located within 400 metres from the Dundas Street stop and approximately 200 metres of the Cooksville GO Station of the Hurontario LRT, the proposed development provides much needed housing in proximity to higher order transit, provides a community hub with the expansion of the DAM Youth Charity, and provides opportunity for new retail services in a mixed-use podium. The proposed development largely responds to existing and planned context as it is the direction of the Provincial Policy Statement and Growth Plan to optimize investments in and around transit supported and planned areas. The proposed development will contribute to the future vision of Mississauga and the Downtown Cooksville Area as the proposed density and the mix of uses, will contribute to the growth of the Hurontario Street corridor.

1.2 Analysis of the Existing Site and Neighbourhood

The subject site is located near the southeast corner of Hurontario Street and Kirwin Avenue. The following Section outlines the existing context of the subject site and its surrounding area.

1.2.1 The Subject Site

The subject site is legally described as PT LT 15 CON 1 NDS TORONTO AS IN RO1112474, EXCEPT PT 14, 43R21969; CITY OF MISSISSAUGA, Regional Municipality of Peel, municipally known as 3115 Hurontario Street, City of Mississauga.

The subject site is located south of the intersection of Hurontario Street and Kirwin Avenue. The parcel is rectangular in shape, approximately 56 m deep, with approximately 44 m frontage on Hurontario Street, with a total area of approximately 0.25 ha. The subject site itself consists of a single detached building currently being used by the DAM Youth Charity. The DAM Youth Charity is a youth-based community charity with a focus on helping young people find a place of belonging. The DAM Youth Charity has provided a safe space for Mississauga's youth for the last 25 years by providing youth programming and development opportunities. The remainder of the site is currently used for parking and landscaping.

The proposed development for the site introduces a 42-storey development with a mixed-use podium that includes a significant amount of space intended for the charity.

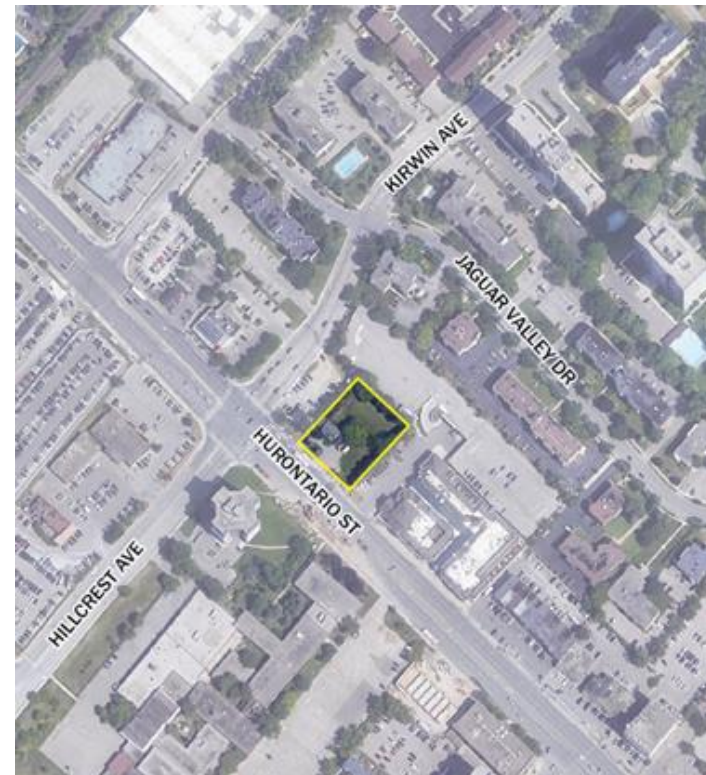


Figure 1: 3115 Hurontario Street 'Subject Site'

1.2.2 Surrounding Context

The subject site is located along Hurontario Street, a major north-south road within the City of Mississauga. This corridor is currently being redeveloped to incorporate an LRT system between Port Credit GO Station in southern Mississauga and City of Brampton Gateway Terminal. A stop is currently being proposed at the Cooksville GO Station. The Cooksville GO Station is part of the Milton GO Line which travels between Union Station in Downtown Toronto and the Town of Milton. This GO Station is the centre of Downtown Cooksville, the combination of the Hurontario LRT and the Cooksville GO Station is a large reason for the intensification being proposed and expected within Downtown Cooksville. Currently, the subject site is surrounded by a mix of residential, commercial, and retail uses, and is expected to increase in density into a mixed use community. The following lists the direct surrounding uses.

North: To the north of the site is a dental clinic with an associated surface parking lot accessed from Kirwin Avenue. These lands are designated as *Mixed Use* in the City of Mississauga Official Plan. Further north, past Kirwin Avenue, is a small commercial plaza with surface parking. Further North is the C.N. Rail Line with the Cooksville GO Station located just north of John Street. A series of towers, with some upwards of 40 storeys, is proposed at the northwest corner of the Hurontario Street and Kirwin Avenue intersection.

East: To the east of the site is a parking garage proposed for redevelopment by a different applicant. Further east is a 4-storey apartment building that fronts onto Jaguar Valley Drive and additional apartment buildings that range from 5- to 29-storeys. These lands are designated as *Residential High Density*.

South: South of the site is another commercial plaza with various restaurants, salons, a grocery store, a repair store, and surface parking with access from Hurontario Street. The lands are designated as *Mixed Use* and are also part of the proposed development to the east of the site. Further south of the property and continuing along Hurontario Street are continued retail and commercial uses designated *Mixed Use* along the Hurontario corridor.

West: Abutting the site to the west is Hurontario Street, followed by a 12-storey apartment building and TL Kennedy Secondary School. Northwest of the site is a commercial plaza that features liquor and beer stores and a restaurant. Cooksville GO Station is also located northwest along Hurontario Street, which provides access to various locations in the Greater Toronto Area.



Figure 2: Hurontario LRT Route

1.2.3 Surrounding Built Form

Hurontario Street is transitioning to become a mobility hub in Mississauga, with transit modes shifting from being single-occupant vehicular focused to becoming more transit-oriented and walkable. As such, the urban form of the neighbourhood is also evolving. Currently, Hurontario Street consists of single use commercial and residential developments, with several high-rise residential towers. New development applications being constructed in the area aim to make the urban realm more pedestrian friendly by encouraging a mix of uses and relocating parking to below grade to allow for enhanced landscape features and the prioritization of pedestrian movement. The new proposed built forms along Hurontario Street are responsive to the City's new intensification objectives for Cooksville.

Transitioning Corridors

Hurontario Street is undergoing significant change, as evident by the numerous development applications being proposed along the transit corridor. The intensification of the subject site responds to this transition by introducing transit supportive densities and responding to the planned context of the area. Properties located along Hurontario Street are intended to be developed, with permitted heights between 25- 30 storeys. There are currently residential apartment towers and commercial uses immediately adjacent to the site. The architectural features on the residential towers utilize a neutral palette, with shades of beige, brown, grey, and white. These towers also feature balconies for many of the units and utilize different proportions of glazing along the façade. The commercial structures are low rise and feature branded stand-alone features (such as the Scotiabank and Beer Store located in the northwest corner of Hillcrest Avenue and Hurontario Street) or large strip plazas with several smaller retailer utilizing a similar façade and aesthetic.

Surrounding Open Spaces and Natural Features

The proposed development provides landscape elements in keeping with the Hurontario LRT. The proposed development also proposes at grade and above grade landscaped amenity areas for both the residents of the residential tower and the users of the DAM Youth Charity. Surrounding public open spaces include Sgt. David Yakichuk Park and TL Kennedy Soccer and Football, located approximately 450 m to the west, and John C. Price Park approximately 250 m 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.

The under construction Hurontario Street LRT plan also includes landscape design features that will add a sense of cohesion across Hurontario Street. The plan features widened sidewalks near stations that increase the walkability and pedestrian realm. The paved open space is intended to enhance the pedestrian realm, and as such is lined with raised planter boxes and deciduous trees. These natural elements enhance the public realm by helping to reduce the heat island effect by creating shade and shelter from the elements.

1.2.4 Transportation Networks

The subject site is at the intersection of several transportation options, such as the Hurontario LRT system, the Cooksville GO station, the future Dundas Street BRT, several of the City's established cycling networks, and the pedestrian corridor along Hurontario Street. The access to many multimodal transportation systems makes Hurontario Street an equitable choice for intensification and development.

The site is also within the immediate proximity to some of the City's extensive cycling network, with Hurontario Street also containing a *Primary On-Road* cycling route which connects with the rest of the City's cycling network. Dundas Street to the west of Hurontario Street also contains a *Primary On-Road* cycling network to connect to the west end of the City. A cycling network is also proposed along Hurontario Street.

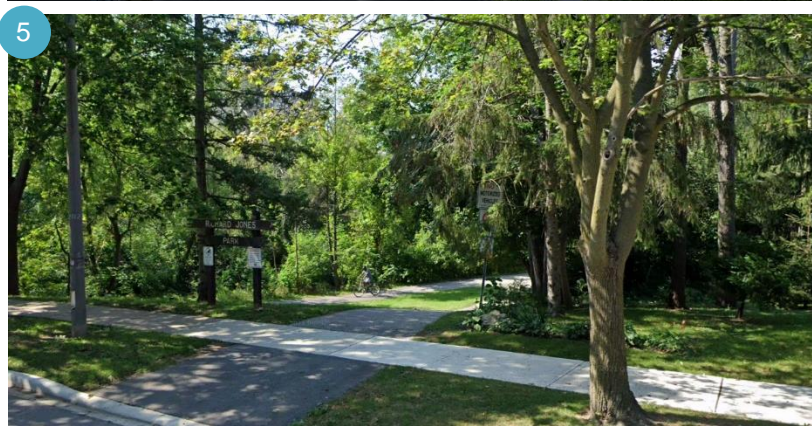
Hurontario Light Rail Transit (LRT)

Hurontario Street is under developing as an Intensification Corridor through the introduction of the Hurontario LRT and surrounding transit network. The LRT station at Hurontario Street and John Street at the Cooksville GO Station is less than 200 metres from the proposed development, with the Dundas Street LRT stop being located less than 400 metres from the proposed development. The plethora of transit opportunities provides much needed transit options for the residents in the area.

The subject site is located within the *Mobility Hub – Gateway* and is located south of GO Station is Cooksville GO which is part of the Milton GO Line and provides connections to Union Station. The Route 21H GO Bus is also available to Square One and Union Station.



Figure 3: Surrounding Transportation Networks



2 Analysis of the Proposed Development

2.1 Site Design

The proposed development will comprise a mix of non-residential uses at grade and the second floor, followed by amenity space and residential units above. The overall layout and distribution of uses have been designed to optimize the development of the subject site and support a compact and transit-supportive built-form. The site design proposes to redevelop the property with a 42-storey tower and a 6-storey podium with non-residential uses at grade and on the second floor.

The proposed development will be accessed off Kirwin Avenue in conjunction with the neighbouring application (3085 Hurontario Street) to limit the egress onto and off Hurontario Street. The podium portion of the building is setback 3.2 metres from the property line and the sidewalk, allowing opportunities for spill-out retail and activation.

Please refer to Appendix A for the full Site Plan and Site Statistics.



Figure 4: Site Design in Context with Existing Land Uses

2.1.1 Relationship Between Built-Form and Right of Way

The proposed development utilizes and capitalizes on the public realm and surrounding context. The proposed development has been revised to share a vehicular access off Kirwin Avenue with the neighbouring development. This conscious decision and partnership will allow for the vehicular entry to both sites to be consolidated to the rear of the building allowing for a pedestrian-oriented frontage on Hurontario Street with the previously proposed vehicle entrance being removed.

The frontage along Hurontario Street includes a widening of the pedestrian realm and is met with a large ground floor retail façade which promotes pedestrian friendly design and good sense of scale. This orientation responds to the road condition of Hurontario Street and allows more room for pedestrians to enjoy the public realm without being in direct proximity to the busy Hurontario Street.

Given the arterial nature of Hurontario Street, a taller building height can be accommodated, with design attributes such as stepping back of the tower portion assisting in mitigating microclimatic impacts at grade and reducing the perceivable building height for pedestrians along Hurontario Street.

2.1.2 Streetscape Design and Conditions

The proposed development is designed to provide a range of high-quality and comfortable outdoor amenity spaces for a variety of users. The DAM Youth Charity will have two private outdoor amenity spaces that are accessible to its users.

The public realm and streetscapes of the site will reflect high quality pedestrian environments, with coordinated landscape features, built form, infrastructure, and utilities. Intended to establish an inclusive and active urban character, the streetscape design provides and encourages pedestrian activity and active transportation use through connected sidewalks, walkways, and access points. As part of the Hurontario LRT development, the Hurontario Street right-of-way streetscape is currently being designed by Metrolinx. The proposed landscape plan has regard for Metrolinx’s designs for Hurontario Street.

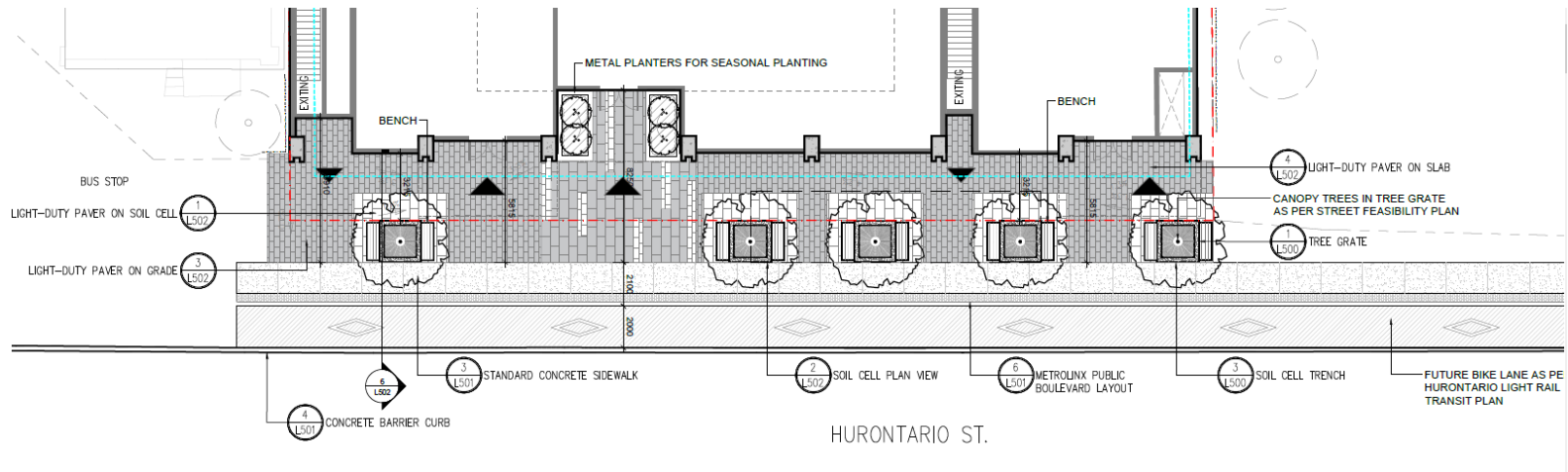


Figure 5: Landscape Plan Excerpt – Hurontario Street

Hurontario Frontage

Hurontario Street is a major north-south corridor for Mississauga, designated as an *Arterial Street* and a *Major Transit Area* connector under the Official Plan, servicing as a catalyst for the transition and intensification of the area. The Hurontario frontage of the site features a widened paved outdoor amenity space which will allow for better pedestrian flow. This space will feature natural elements and a paved ground plane, serving as a connector between the public and semi-public realm. In order to maintain this pedestrian flow, through this development application, the subject site will no longer be vehicularly accessed by Hurontario Street, but rather in partnership with the neighbouring development, the access will be from Kirwin Avenue in the rear of the proposed development

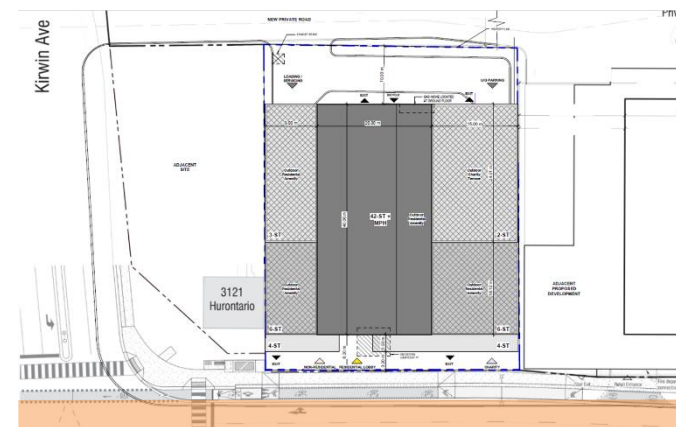


Figure 6: Site Plan - Hurontario Street

.Hurontario is evolving as a response to the new LRT Line and will soon be further defined by new architectural forms and uses, including high density residential, commercial, office, and public open spaces. The proposed setbacks along Hurontario Street allow for raised planters and to provide enough room to accommodate canopy trees within the Hurontario Street right-of way.

Kirwin Avenue

Designated in the Mississauga Official Plan as a *Major Collector Road*, Kirwin Avenue is designed to accommodate moderate volumes of traffic and will be a focus for active transportation facilities. Primary pedestrian access to the proposed development will be from Hurontario Street.

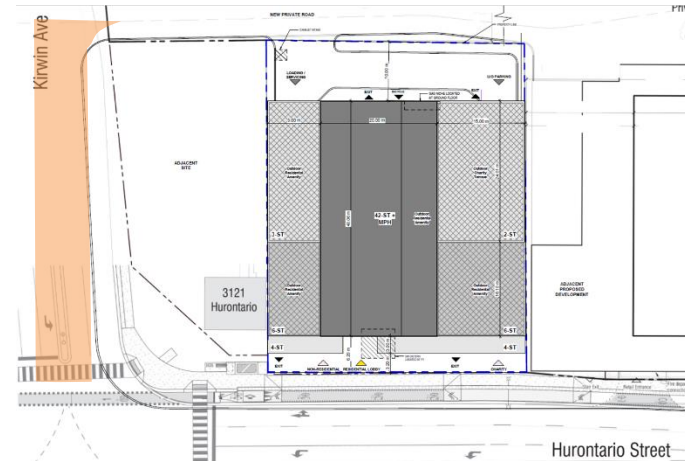


Figure 7: Site Plan – Kirwin Avenue

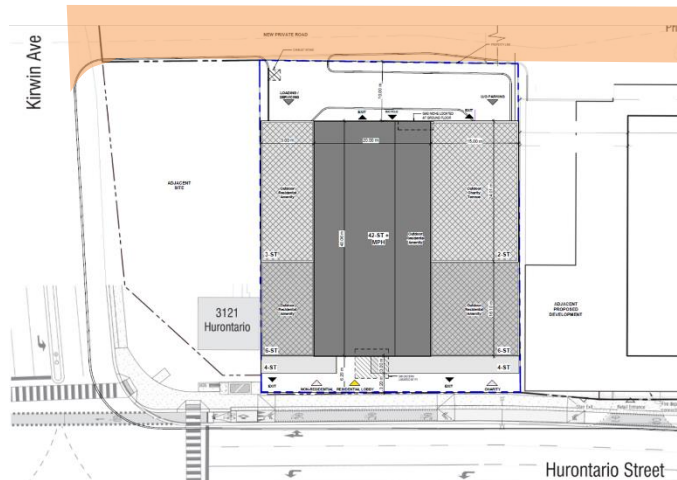


Figure 8: Site Plan - Private Shared Street

Private Shared Street Private Shared Street

In the rear of the subject site, a private shared street is proposed to provide vehicular and loading access to the site from Kirwin Avenue, the neighbouring property, to help with vehicular and pedestrian flow. The roadway will contain planting beds, sidewalk and a buffer while providing a visual link from Kirwin Avenue that illustrates that the road is for slower vehicular movement. The shared street will allow for increased safety along the other pedestrian routes by mitigating the vehicular access to the site. This private shared road will provide natural and landscape elements though that will serve as a divider as well as a visual cue that the space is the transition from pedestrian only to a space with vehicular traffic.

2.1.3 Open Space and Landscape

The Landscape Plan for the proposed development at 3115 Hurontario Street was designed to achieve the following objectives:

- Complement the internal program of spaces within, and the architectural character and form of, the proposed building;
- Provide amenities to enhance the quality of life of future residents;
- Achieve an appropriate transition between the urban streetscape along Hurontario Street and the suburban character of Kirwin Avenue;
- Emphasize the pedestrian realm while accommodating practical vehicular circulation;
- Afford flexibility to address the multi-faceted nature of the proposed ‘commercial and charity space along Hurontario Street;
- Enhance user comfort through the mitigation of adverse wind effects and capitalization on microclimatic conditions;
- Integrate with existing streetscape condition along Hurontario Street while accommodating the modifications that will be implemented in conjunction with the future Metrolinx LRT project; and,
- Afford accessibility for users of all ages and abilities.

The landscape for the proposed development comprises the following components:

1. **Herringbone vehicular paving in the rear of the building;**
2. **Landscape area separating the subject site and neighbouring property;**
3. **Front entrance landscape bed with benches and decorative paving;** and,
4. **Acknowledges the five (5) tree grate planting beds with seating, spanning the frontage of the site within the Hurontario Right-of-Way, in line with Hurontario Corridor plans.**

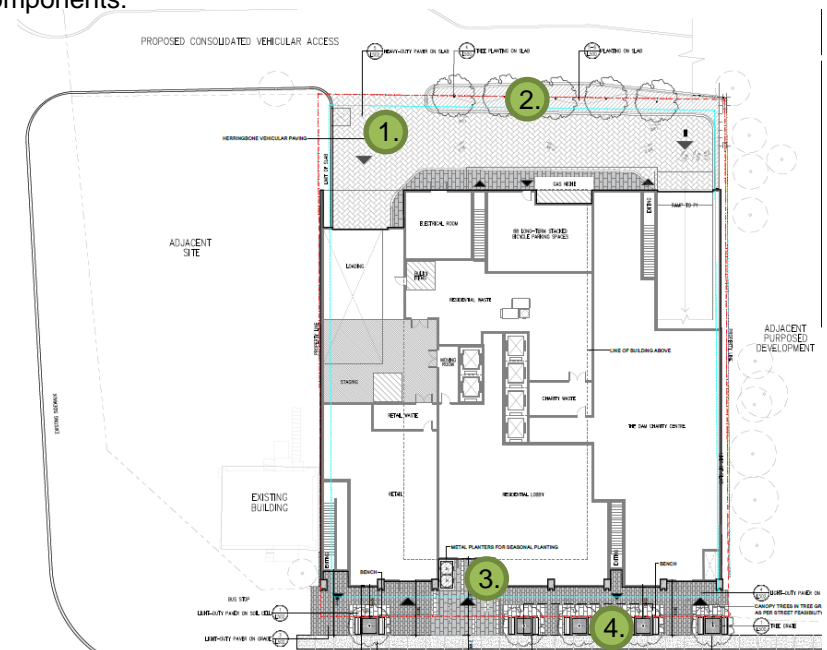


Figure 9: Site Plan - Landscape Features

2.2 Built Form and Uses

The proposed development is a 42-storey mixed use residential tower, inclusive of a six-storey podium. The tower portion is stepped back from the podium along Hurontario Street and to the north and south. Located at-grade is a commercial space and a component of the DAM Youth Charity. The design distinguishes these components along the façade of the building by recessing the residential entrance located in the middle of the podium at the ground floor. This feature encourages a seamless transition between uses, making it easier to decipher the different uses while exhibiting an integrated design. The building is further setback 3 m from Hurontario Street after four (4) storeys. The seventh floor of the building is flush with the front edge of the podium to encourage a more walkable and pedestrian friendly design by not imposing on the street frontage with the entire height of the building.

The podium is proposed to feature architectural column details. The floor slabs are accentuated with thick banding detail to not only allude to the interior uses and focus, but to also create a unity and visual interest along the podium exterior. The tower is centered in the podium, with generous setbacks that provide visual interest and additional exterior amenity space. The tower utilizes a concrete slab construction wrapped in a curtain wall exterior with balcony details facing Kirwin Avenue, and the development to east. The spacing between the glass panes and the mullions is smaller so that the tower reads with an architectural language different than the podium below. The roof of the tower has a mechanical penthouse roof with an angular top that slopes downward from Hurontario Street to the back of the site, where the private shared road is located.



Figure 10: Aerial View from Hurontario St. Looking East (Previous Render – Additional details to be provided through SPA)

Gross Floor Area	Total: 31,40.91 m² (337,997 ft²)
Charity:	940.94m ² (10,128 ft ²)
Retail:	218.53 m ² (2,352 ft ²)
Residential:	30,241.44 m ² (325,516ft ²)
Density	12.59
Setbacks	
Front Yard:	3.2 m (10.5 ft)
Side Yard:	0 m (0 ft)
Rear Yard:	10 m (32.80 ft)
Height	42 storeys 142 m (incl. M.P.H)
Residential Units	Total: 520
Bachelor	39
1 BD :	321
2 BD:	122
3 BD:	38
Parking	Total: 200 spaces
(Res: 0.23 ratio)	Residential: 122 spaces
(visitor: 0.15 ratio)	Visitor: 78 spaces
	Barrier Free: 9 spaces
	Bicycle: 338 spaces

Parking

The proposed development contains a total of 200 underground parking spaces, 78 of which are for visitors. This results in a parking ratio of 0.23 for residential parking and 0.15 for visitor parking, with 4.5% of all parking being barrier free. There are also 338 bicycle racks consisting of 312 long-term and 26 short-term spaces.

Loading and Staging

The proposed development features 185 m² of residential garbage facilities and 111m² of residential staging area. The retail waste room is 21 m² and the charity component is 27 m². The garbage facilities are consolidated in one area for ease of waste removal from the City. All waste facility numbers conform to the Region of Peel's Waste Management Guidelines. The proposed development also features 10 garbage bins, 12 recycling bins, and two (2) organics bins on site as per the requirements from the City.

Amenity Space

The proposed development provides indoor and outdoor amenity space more in excess of Zoning By-law requirements, totalling approximately 5.75 m² per unit. Additional amenity space is provided to support the DAM Youth Charity. As such a total of approximately 2,990 m² of amenity space is provided, including approximately 2,039 m² of indoor amenity space, and 951 m² of outdoor amenity space, distributed on levels 2, 3 and 7.

The amenity space has the following features:

1. **Outdoor amenity space for the DAM Youth Charity on the 2nd floor;**
2. **Outdoor amenity space for the Residential Tower on 3rd floor;**
3. **Outdoor amenity space for Residential Tower on the 7th floor; and,**
4. **Flexible interior residential amenity space on the 7th floor; and.**

**The entire 3rd floor is dedicated to amenity space*

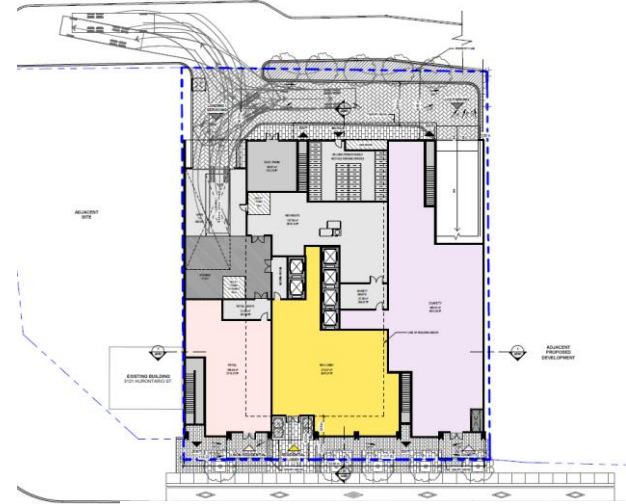


Figure 11: Ground Floor Plan

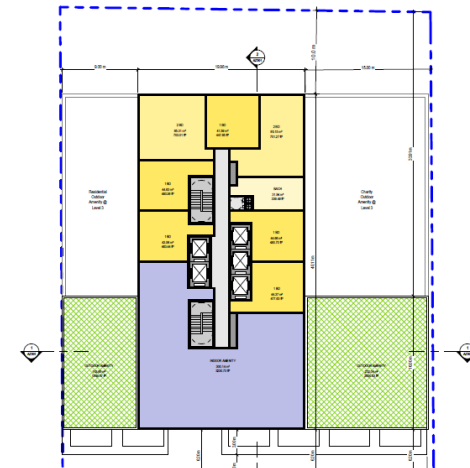


Figure 12: Amenity Space at 7th Level

2.2.2 Height and Massing

The proposed development consists of a 42-storey tower with a mixed-use, community-oriented podium facing Hurontario Street. The podium is divided for two main uses, retail and community space. The portion of the podium fronting Hurontario Street, closer to Kirwin Avenue contains retail space. The podium contains a purposeful divide from the three uses at-grade, with retail on one side, the entrance to the Charity use on the other, and split in the middle with a recessed residential entranceway. This recessed entranceway contains the residential lobby and main pedestrian access point off Hurontario Street. The podium component closer towards Dundas Street contains the DAM Youth Charity. This space extends all the way to the back of the building, with an outdoor area, providing a much-needed large open space for the youth of Mississauga to utilize. The podium is slab construction with a curtain wall exterior with exterior columns and slabs. The podium is higher along Hurontario Street and steps back towards the rear of the property. The tower portion of the proposed development is stepped back from the podium, exhibiting a sleek tower form, with a floorplate of approximately 720 m².

2.2.3 Building Circulation

The proposed development has established setbacks to allow for proper circulation around the site. Vehicular access is restricted to the rear of the building whereas pedestrian access occurs on both Hurontario Street as well as the proposed rear private road access. The site utilizes different paving strips as well as other landscape elements to distinguish the circulation areas that are private versus the circulation areas that are public.

2.2.4 Setbacks and Floorplates

The building's podium is setback 3.2 metres from Hurontario Street and 10 metres from the rear property line. In order to maximize the use of existing infrastructure, this property proposes 0.0 metre side setbacks in order to incorporate appropriate space for each proposed use. The Hurontario Street frontage steps back an additional 3.0 metre where the residential entrance is to create a recessed entrance vestibule.

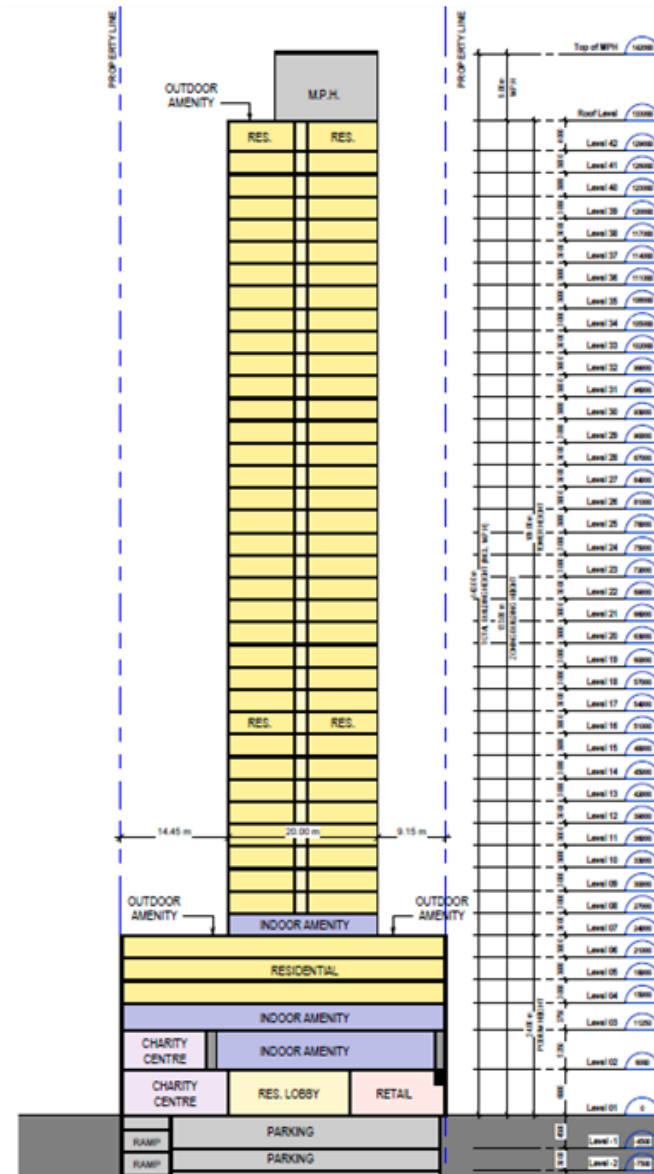


Figure 13: Building Section - North

The DAM Youth Charity, which occupies the majority of the southern portion of the lower podium, has a rear setback of 10.0 metres, this area also contains a landscaped outdoor space specific for the Charity use.

On the second floor, the Hurontario Street frontage setback remains the same as the previous floor. The second storey of Charity portion of the proposed development steps back in the corner to allow for outdoor space for the Charity. This setback from the rear is mirrored on the other side of the podium of the residential tower on the third floor, thus keeping the six-storey podium to correspond with the surrounding proposed developments while utilizing the rear portion of the property for outdoor amenity space, where it is expected to be more private and have less noise from the Hurontario Corridor. The rest of the building setbacks remain the same from the previous floor. Also on the third floor is a 2 metre setback for outdoor residential amenity space and terraces on the floors above.

Floors 4 through 6 follow the same built form as floor 3 following the same setbacks and architectural form as below. Above the podium starting on the 7th Floor is the tower portion of the development which is setback 6.2 metres from the front property line along Hurontario Street, 15 metres from the south property line, 9.0 metres from the north property line and in keeping with the rear of the podium, 10.0 metres setback from the rear property line.

2.2.5 Transitions and Angular Plans

The City of Mississauga Official Plan and Urban Design Guidelines seek a minimum 30 metre tower separation distance between towers. The neighbouring development is proposing, at the time of writing this Study, 3 to 4 towers which are abutting the subject site to the east and south. In response to the existing context, the project architects, Sweeny&Co. Architects undertook a Block Plan analysis to ensure that the proposed development is in keeping with this policy. It was determined that the Tower portion of the proposed development is situated 31.1 metres from the proposed towers on the neighbouring development.

2.2.6 Visual Impact Before and After Development

The proposed development's massing, setbacks, step-backs, and orientation has been designed to respond to the surrounding context. The proposed built form provides an open and human scale frontage and massing along the Hurontario Street frontage, while being in keeping with other proposed developments adjacent to transit. The height and massing balance height and density while remaining cognisant of the local community, ensuring a pedestrian scale and enhanced streetscape experience at-grade.



Figure 14: 3D View of Building Uses

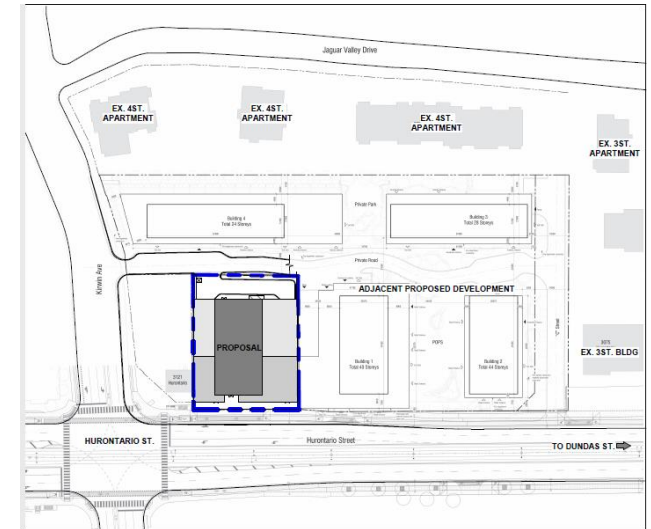


Figure 15: Block Context Plan

2.3 Access, Circulation, Parking, and Services

The proposed development, including the revisions to vehicular access, has been designed to prioritize pedestrian movement, while ensuring the appropriate separation of pedestrians from vehicles. The relocation of vehicular access away from Hurontario Street to the rear of the development through a consolidated access, assists in ensuring safe and efficient circulation without obstructing the pedestrian realm.

2.3.1 Pedestrian Access and Circulation

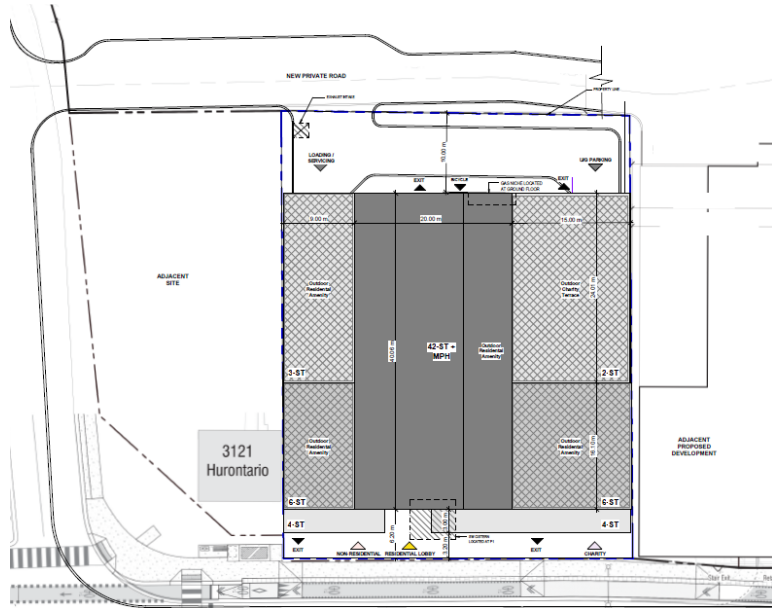


Figure 16: Access and Circulation Map

A key principle for the proposed development is pedestrian connection. The site is within a 5-minute walk of the Hurontario LRT line, the Dundas Street BRT line, and the Cooksville GO station, increasing the importance of pedestrian circulation. The proposed development augments the pedestrian experience and circulation at-grade by ensuring a consistent street wall. Sidewalks and walkways proposed within the development area will directly link with the public sidewalks to encourage pedestrian connections within and throughout the surrounding broader area.

2.3.2 Vehicle Access and Circulation

Vehicular access into the subject site is proposed off Kirwin Avenue to the rear of the property through a consolidated access with the neighbouring development. This access is of sufficient width to allow for appropriate vehicle and truck maneuvering.

It is intended that the access road, in combination with a clearly defined sidewalk network and reduced building setback, will lower vehicular speeds and reinforce a comfortable, pedestrian realm.

2.3.3 Servicing

Waste removal is proposed to be located at the rear of the proposed development to minimize impact on the public realm along Hurontario Street. The facility has been sited to enable garbage trucks to easily maneuver for pickup. . The consolidation of the services allows the proposed development to maximize the usability of these elements. .

2.3.4 Underground Parking and Access

The underground parking areas are proposed to be accessed from Kirwin Avenue through the consolidated vehicular access road that is shared with the adjacent development. The below-grade parking structure occupies four storeys below grade for a total of 200 vehicle parking spots. The proposed development also has 338 bicycle parking spaces to help further promote and encourage active transportation.

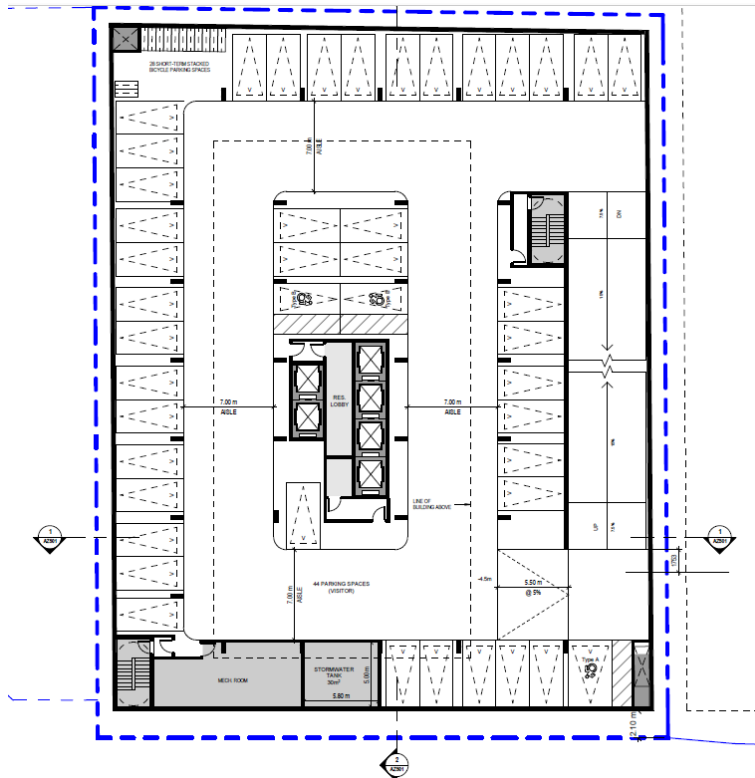


Figure 17: Underground Parking - P1

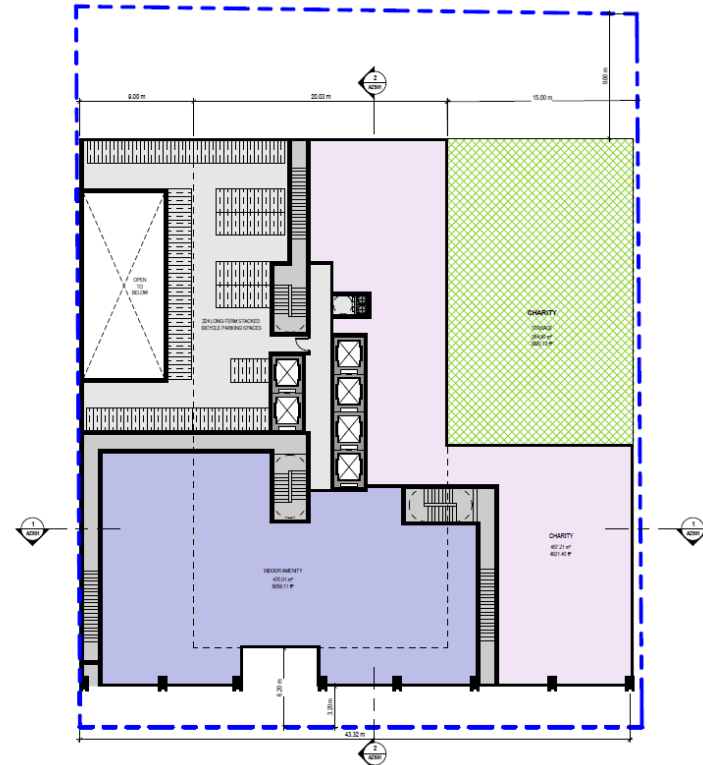


Figure 18: Bicycle Storage - 2nd Floor

2.4 Supporting Studies

2.4.1 Sun Shadow Analysis

Sweeny&Co. Architects completed a sun shadow analysis for the proposed development as part of the architectural package dated July 5, 2024, in accordance with the City of Mississauga's Standards for Shadow Studies (2023). The study illustrates that the shadow impact is in keeping with the surrounding developments and does not add significant cumulative impacts, with the proposed development producing the largest shadows to the north and northwest in the mornings during the summer and winter months, and the least amount of shadows in the summer months in the mid afternoon hours. Please refer to the shadow studies prepared by Sweeny&Co. Architects provided as Appendix B,

Specifically, the proposed development addresses the following criteria:

- **Residential Private Outdoor Amenity Spaces:** The City's Shadow Study Standards indicate that in order to maximize the use of private residential amenity spaces during the spring, summer, and fall seasons, shadow impacts from the proposed developments should not exceed one hour in duration on private outdoor amenity areas. Shadow impact is not to exceed two consecutive hourly test times. While some shadows occur on the low-rise developments fronting Jaguar Valley Drive, shadows move quickly throughout the day and do not increase the cumulative shadow impacts on these areas.
- **Communal Outdoor Amenity Areas:** The Standards provide that shadows from proposed developments should all for full sun on communal outdoor amenity areas (including children play areas, school yards, wading pools etc), at least have of the time, or provide 50% sun coverage at all times, on June 21st, September 21st and December 21st. The proposed massing does not cast shadows on parks and wading pools situated to the east of the development until the evening on June 21st, allowing for maximum sunlight during the daylight hours. Similarly, on September 21st, shadowing on parks to the east begin to occur at 4:12 pm and into the evening, allowing sunlight on the park for most of the day. On December 21st, shadow impacts are slightly increased, however, the proposed development does not appear to cast net new shadow in comparison with surrounding proposed developments. Notably, John C. Price Park does not receive any shadows from the proposed development on December 21st throughout the morning and early afternoon.
- **Public Realm:** For residential streets adjacent to High Density development, the Standards indicate that developments should be designed to allow for full sunlight on the opposite boulevard including the full sidewalk width on September 21st for at least five (5) hours, two (2) of which are to be between the hours of 12:12 pm and 2:12 pm, and an additional two (2) hour period from either 9:12 am to 11:12 am, or from 3:12 pm to 5:13 pm. The proposed development provides some shadowing on Hurontario until 9:12 am on June 21st and September 21st, with sunlight provided on Hurontario Street sidewalk from 10:12 am onwards, greatly exceeding the criteria. The proposed development does not cast shadows on Hurontario Street on December 21st, also satisfying the criteria for the public realm.
- **Turf and Flower Gardens in Public Parks:** The Standards provide that proposed developments should allow for adequate sunlight during the growing season from March to October by allowing for a minimum of six (6) hours of direct sunlight on September 21st. The proposed development satisfies this criteria as no shadows are cast on public parks on September 21st until early afternoon, allowing for full sunlight for at least six (6) hours.
- **Building Faces to allow for possibility of using solar energy:** The standards indicated that shadow impacts should not exceed one hour in duration on the roofs, front, rear and exterior sidewalls of adjacent low-rise (one to four storey) residential

buildings. As noted throughout this study, a development application currently proposes to redevelop the existing parking structure to the rear of the subject site and existing low-rise buildings to introduce high-rise buildings. As such, impacts on adjacent low-rise residential buildings are not anticipated.

2.4.1 Pedestrian Wind Study

RWDI is conducting a new wind tunnel test based on the revisions to the proposed development. The new test will evaluate as-of-right building heights and nearby proposed developments to illustrate the wind considerations regarding the planned context for the area, which includes the intensification of currently underutilized sites. It is anticipated that improved results for the grade-level wind conditions will be achieved on the subject site due to the addition of canopies and recessed entrances for retail and charity spaces, as well as resulting from the intensification of the corridor through as-of-right building heights and approved future new developments in the vicinity. For above-grade wind conditions, RWDI has been informed that the rooftop amenity landscape design is a submission requirement of the Site Plan Approval (SPA) submission. At that time, the wind conditions will be re-evaluated. Mitigation measures to be considered during the SPA will include, but are not limited to, the incorporation of tall guardrails along the amenity perimeter, hardscaping features such as screens, and the use of trellises or pergolas.

2.4.2 Noise and Vibration Impact Study

A revised Noise and Vibration Impact Study, dated July 5, 2024, was prepared by RWDI for the proposed development, as revised, and to address comments received from Staff. This Study assessed noise impacts from the surrounding roadways being Hurontario Street, Dundas Street, and Hillcrest Avenue, as well as the CP Rail located to the north. The Study also assessed the impacts of the proposed development on its surroundings and itself.

Various noise control measures are recommended for the proposed development, including specific materials for windows and balcony doors, implementing perimeter noise barriers along the outdoor amenity areas, and noise warning clauses related to transportation sound levels. Details on specific noise control measures will be explored through detailed design and subsequent stages of development. The Study also evaluated potential vibration influences on the site resulting from the adjacent Hurontario LRT using a vibration screening model. This screening assessment predicted that vibration impacts will be below the acceptable limits, and as such, no mitigation measures for vibration are required.

Given the stage of design, the impact on the development on itself and its surroundings could not be quantitatively assessed, however the proposed development is expected to meet the applicable criteria. Overall, the proposed development, as revised, is predicted to meet the applicable sound and vibration criteria.

3 Summary and Conclusion

The proposed development aids in the realization of the vision for an intensified, activated Hurontario Street. The development will provide an active street edge along Hurontario Street, establishing a vibrant and urban public realm with high quality materiality.

The built form respects the intensification of the corridor while also allowing for an appropriate transition to the lower density residential land use to the west. These varying land uses are respected through the use of similar materials, the employment of a setback with landscape buffer and privacy screening, as well as the incorporation of building step backs. Further, the supporting studies, including a Shadow Study and Wind Study, illustrate that the built form will not negatively impact the existing surroundings.

The proposed development seeks to respect the existing conditions, while also being flexible to change as the corridor develops and becomes an intensified transit-oriented hub. Increased density will support transit ridership and the development of a vibrant multi-modal corridor. The proposed development for 3115 Hurontario Street, as revised, works towards achieving the future vision for Hurontario Street.

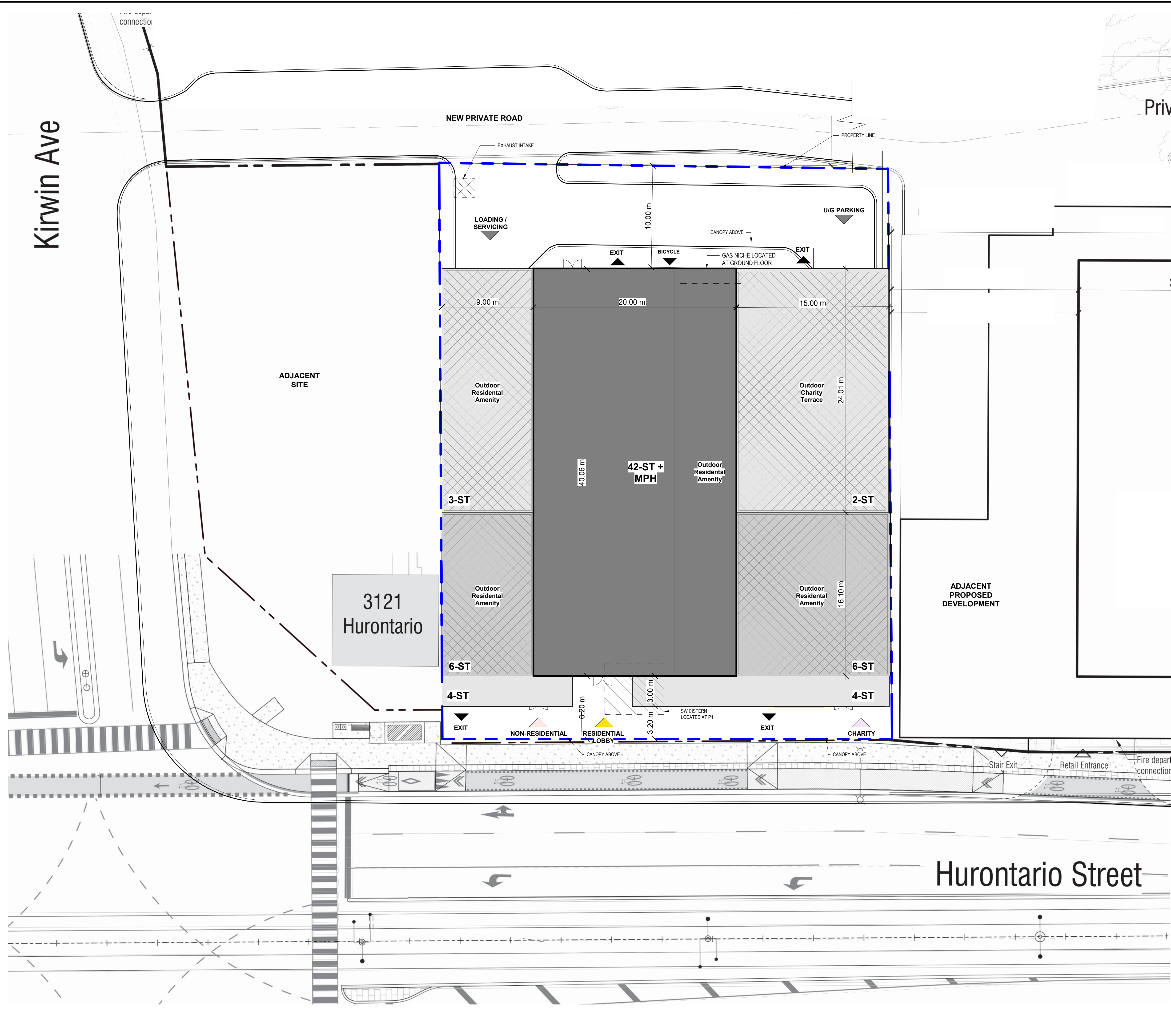
Respectfully submitted this 16^h day of July, 2024.

Regards,

Arcadis Professional Services (Canada) Inc.

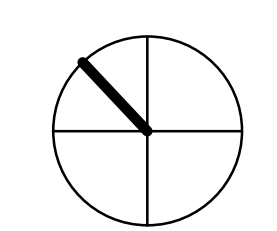
Appendix A – Site Plan and Statistics

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Sweeny&Co Architects

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PROJ. NAME
Dam Charity and Residential
 3115 Hurontario St, Mississauga, Ontario

Application No. OZ/OPA 22-24 W7

OWNER
Clearbrook Developments Ltd.

DWG TITLE
Site Plan

DATE: 2024-06-04
 SCALE: 1 : 175
 DRAWN : RM
 CHECKED : AG
 PROJ. No. : 2106

DWG No.
AZ101

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GFA DEFINITION

GROSS FLOOR AREA, APARTMENT - means the sum of the areas of each storey of a building above or below established grade, measured from the exterior of outside walls of the building including floor area occupied by interior walls but excluding any part of the building used for mechanical floor area, stairwells, elevators, motor vehicle parking, bicycle parking, storage lockers, below-grade storage, any enclosed area used for the collection or storage of disposable or recyclable waste generated within the building, common facilities for the use of the residents of the building, a day care and amenity area. (0174-2017)

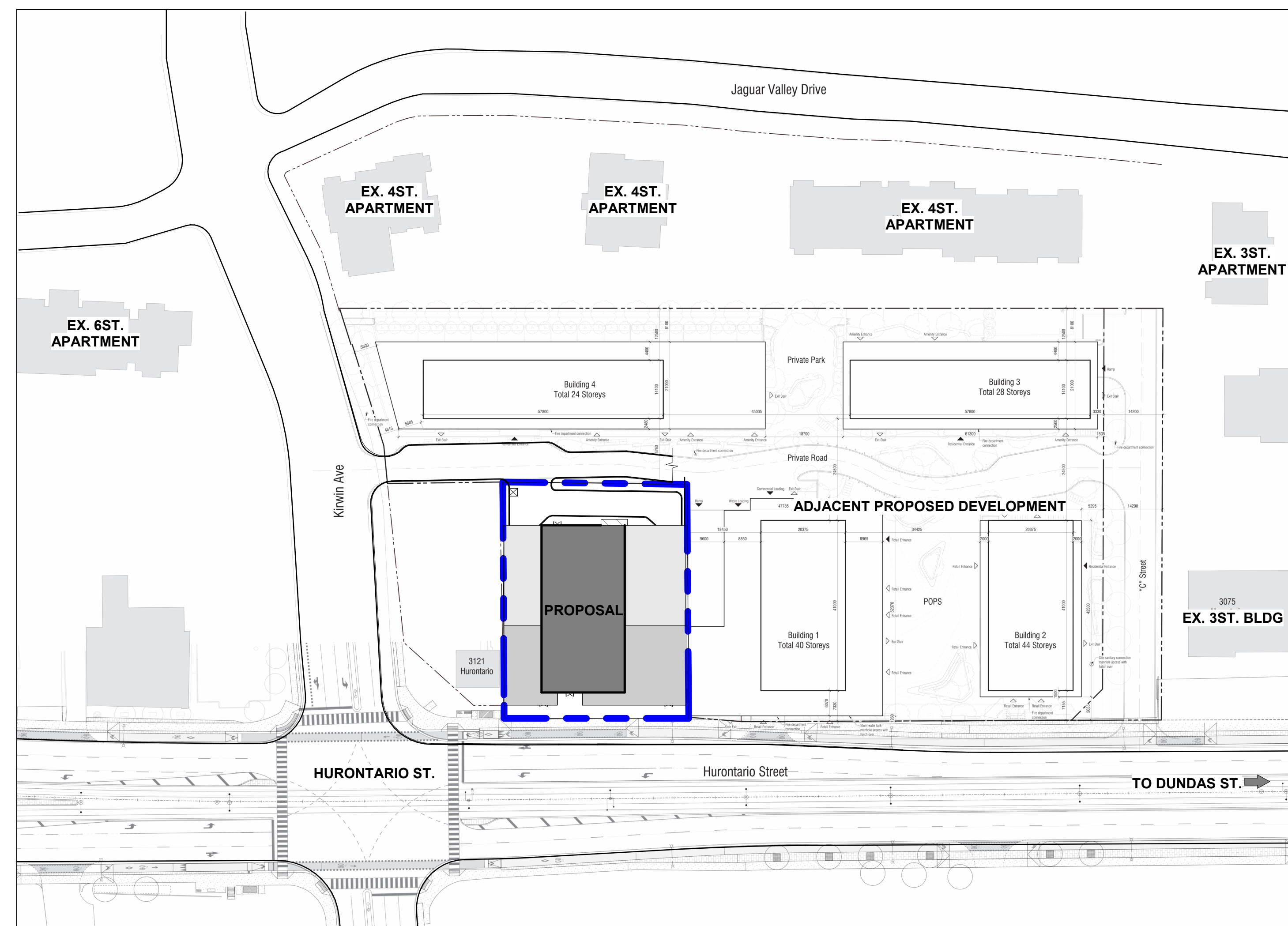
GROSS FLOOR AREA, RESIDENTIAL - means the sum of the areas of each storey of a building measured from the exterior of outside walls but shall not include any part of the building used for motor vehicle parking.

Table with columns: UNDERGROUND, TFA, RESIDENTIAL, CHARITY, RETAIL, GFA TOTAL, INDOOR AMENITY, OUTDOOR AMENITY. Rows include Level -4, Level -3, Level -2, Level -1, PARKING TOTAL, and UNDERGROUND TOTAL.

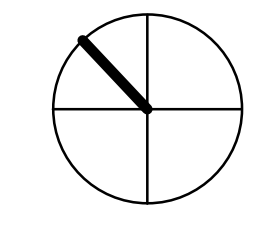
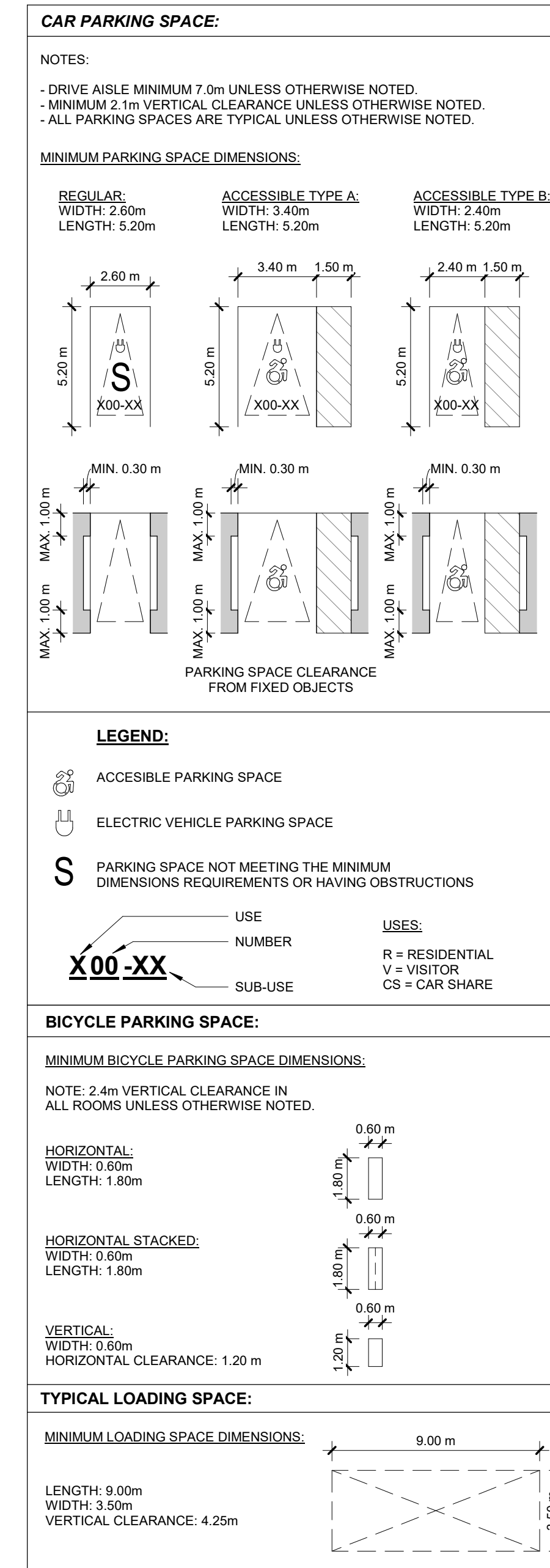
Table with columns: ABOVE GRADE, TFA, RESIDENTIAL, CHARITY, RETAIL, GFA TOTAL, INDOOR AMENITY, OUTDOOR AMENITY. Rows include PODIUM (Level 01-06), TOWER (Level 07-08), and ABOVE GRADE TOTAL.

*** Areas in square feet are for reference only.

Table with columns: TOTAL RESIDENTIAL UNIT COUNT (BACH, 1BD, 1BD+D, 2BD, 2BD+D, 3BD, 3BD+D, TOTAL) and AVG. UNIT SIZE PER TYPE.



ZONING REQUIREMENTS table with sections for SITE, COVERAGE, FSI, RESIDENTIAL AMENITY, VEHICULAR PARKING, BICYCLE PARKING, and LOADING & STAGING.



Sweeny&Co Architects

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PROJ. NAME
Dam Charity and Residential
3115 Hurontario St, Mississauga, Ontario

Application No. OZ/OPA 22-24 W7

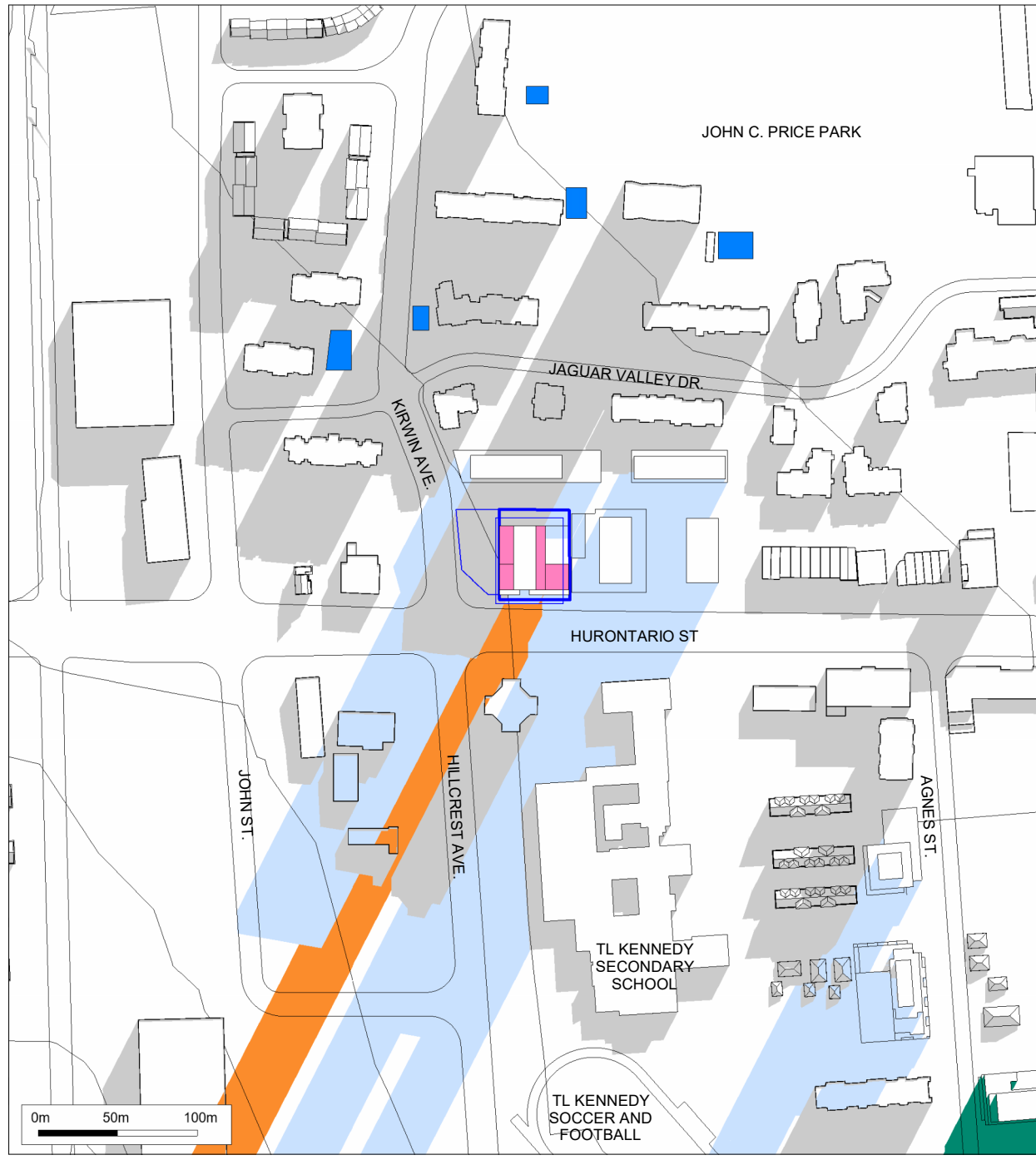
OWNER
Clearbrook Developments
Ltd.

DWG TITLE
Context Plan & Project
Statistics

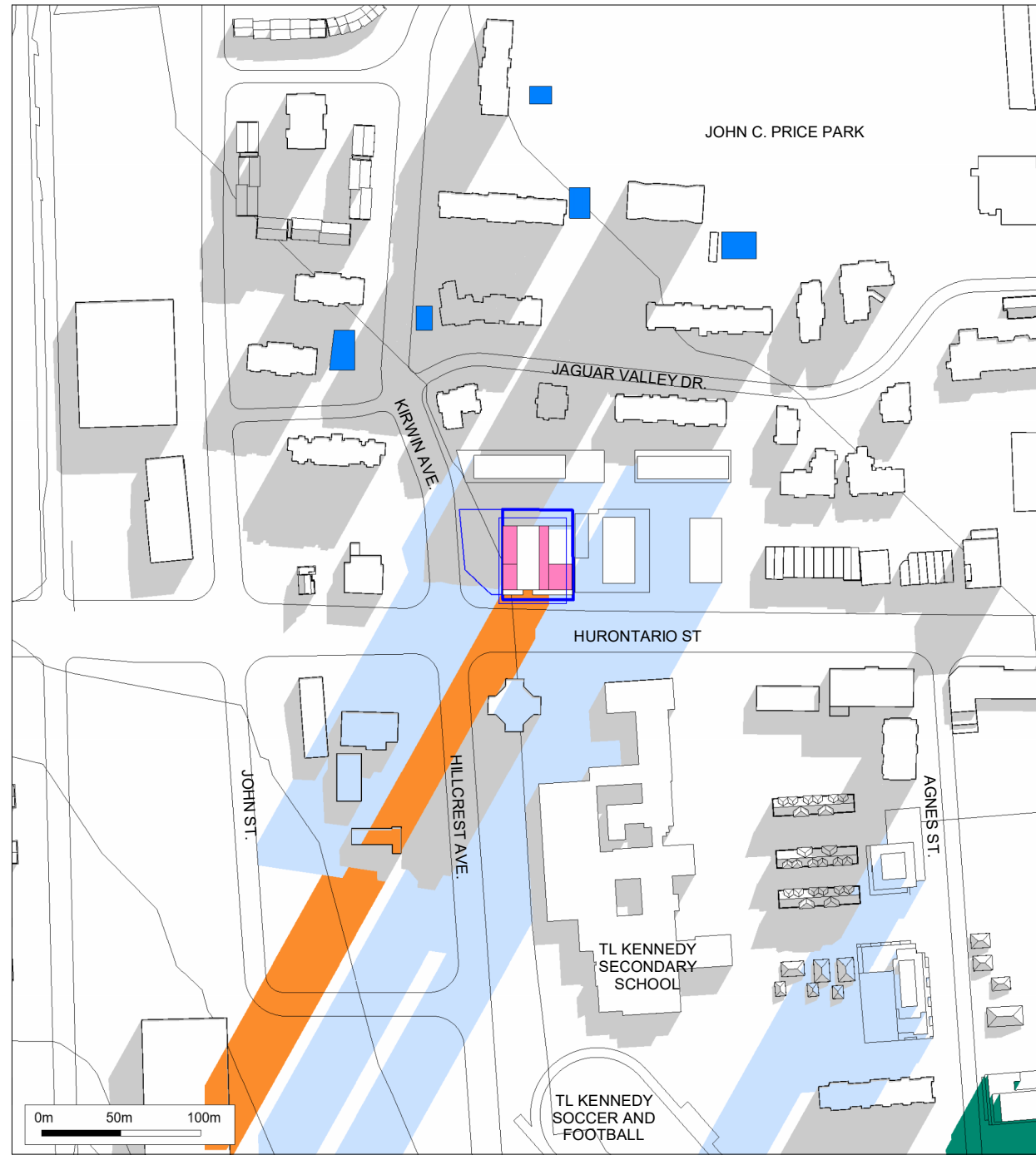
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Appendix B – Sun and Shadow Study (July 5, 2024)

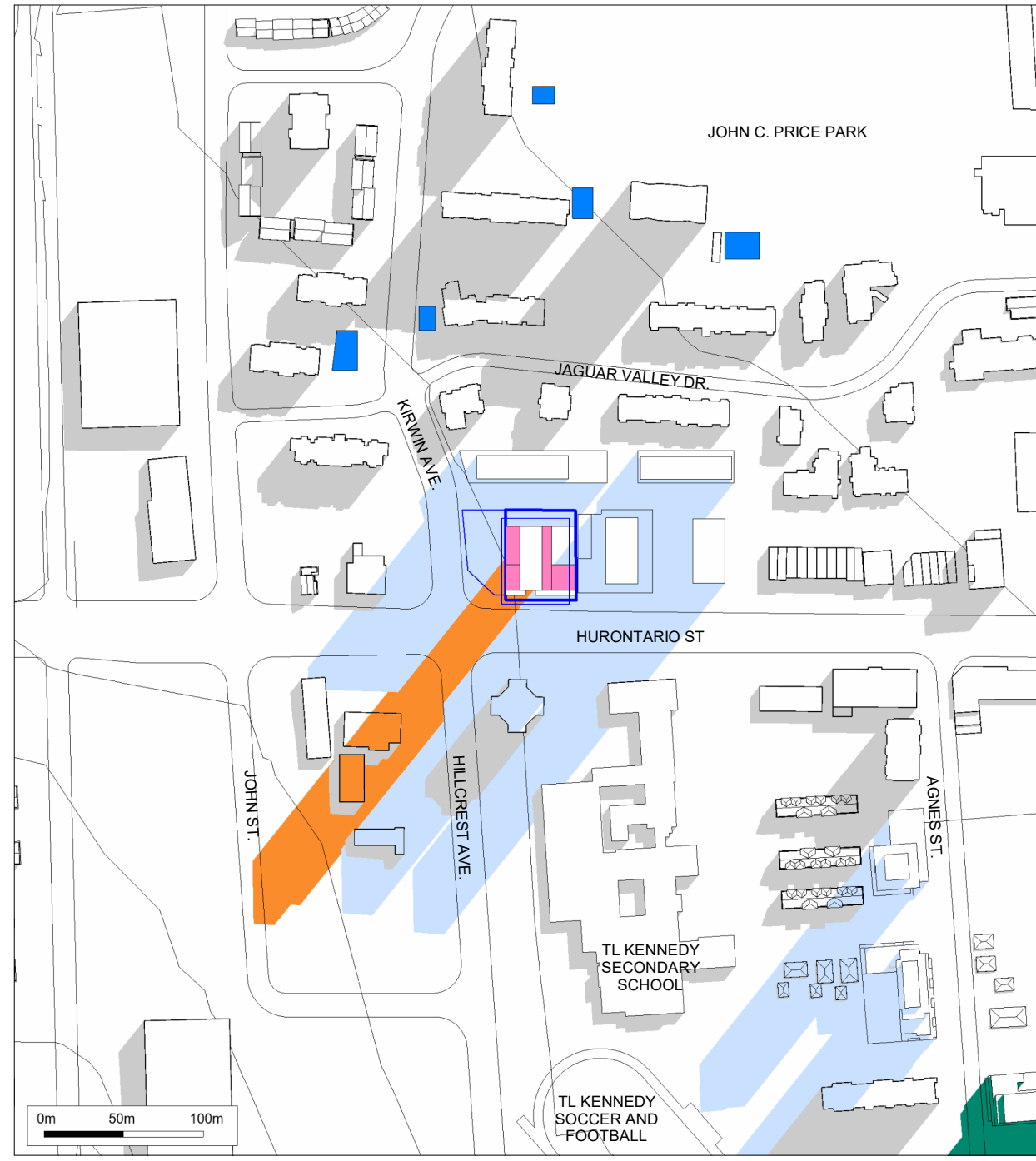
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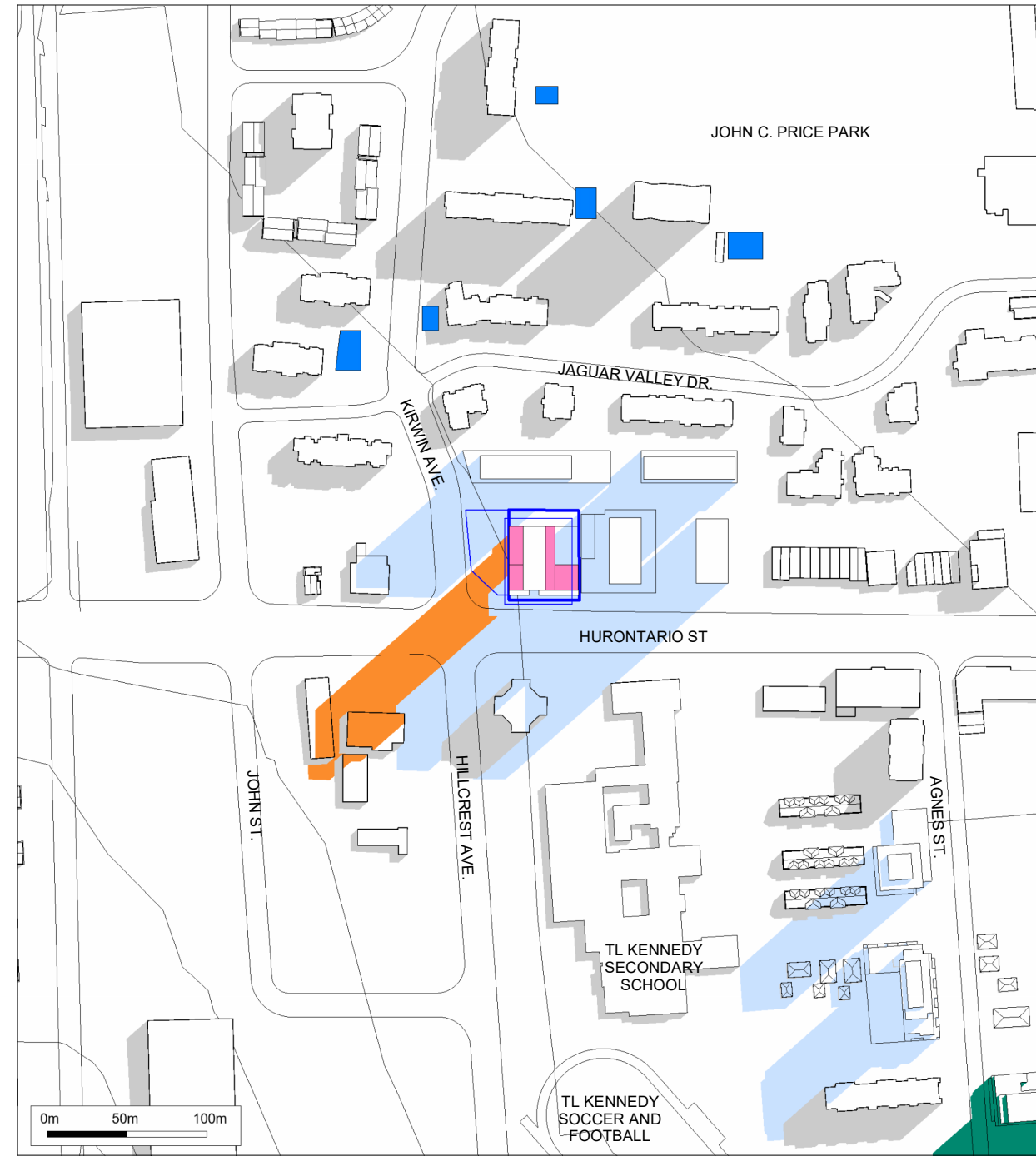
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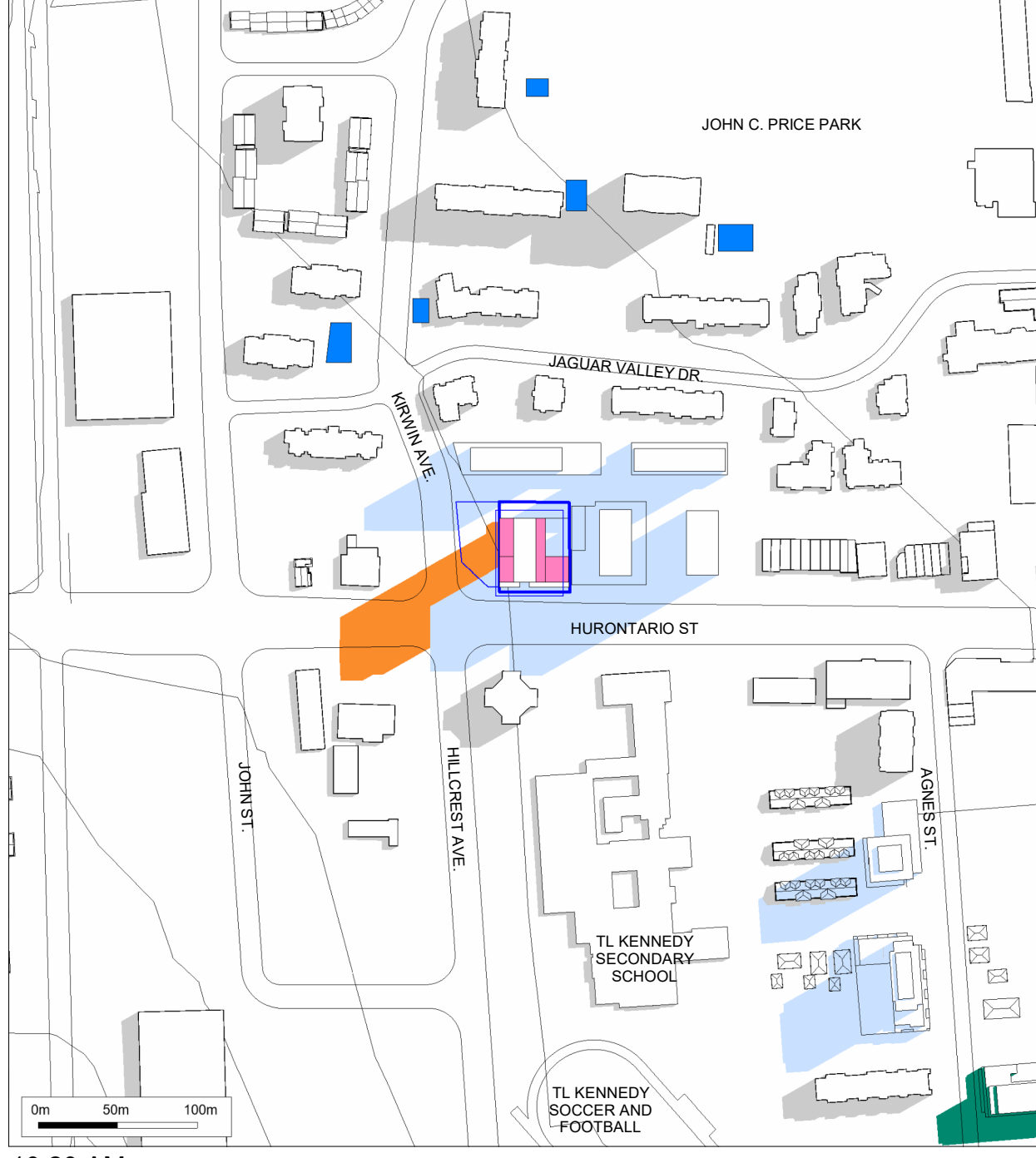
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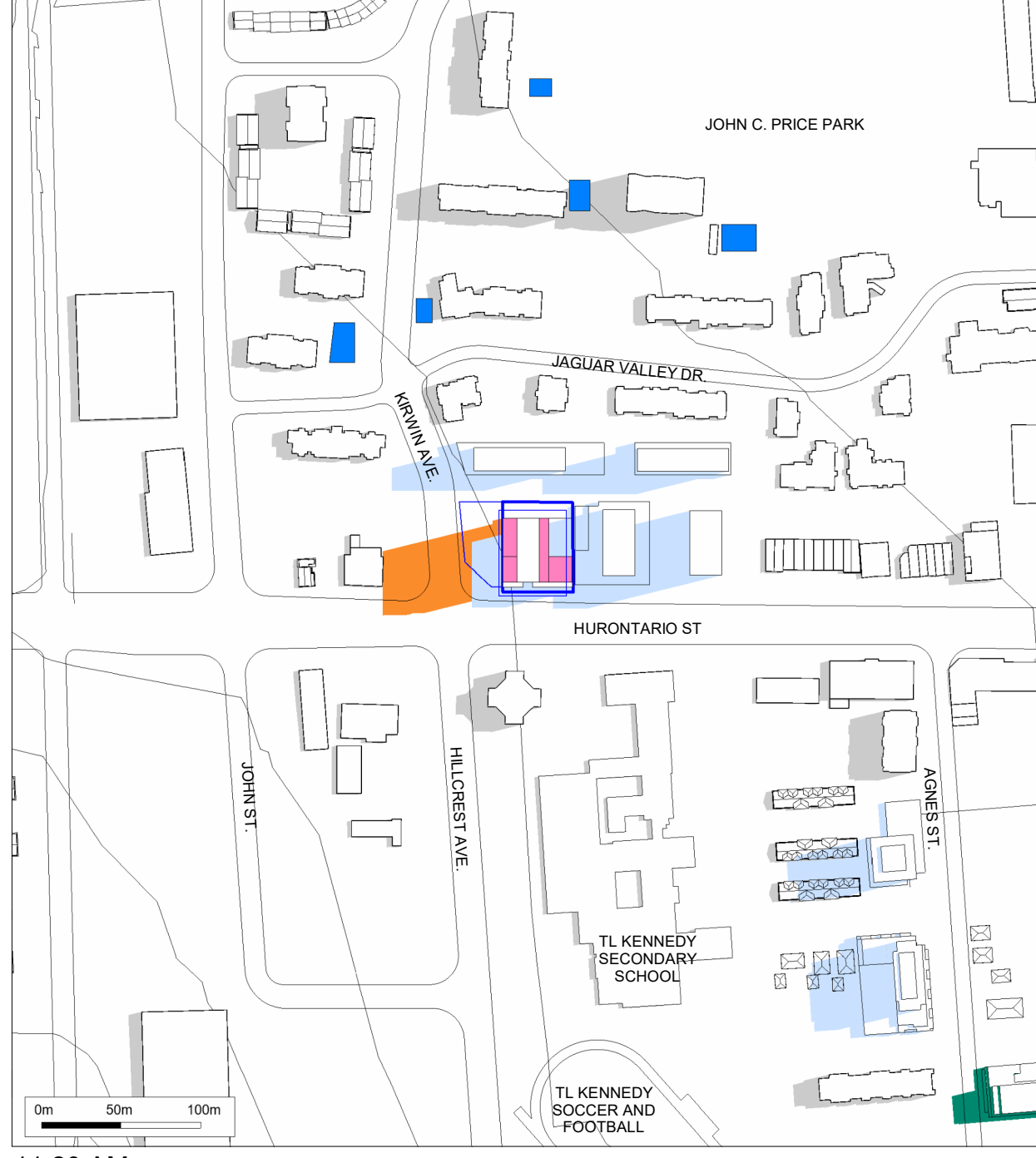
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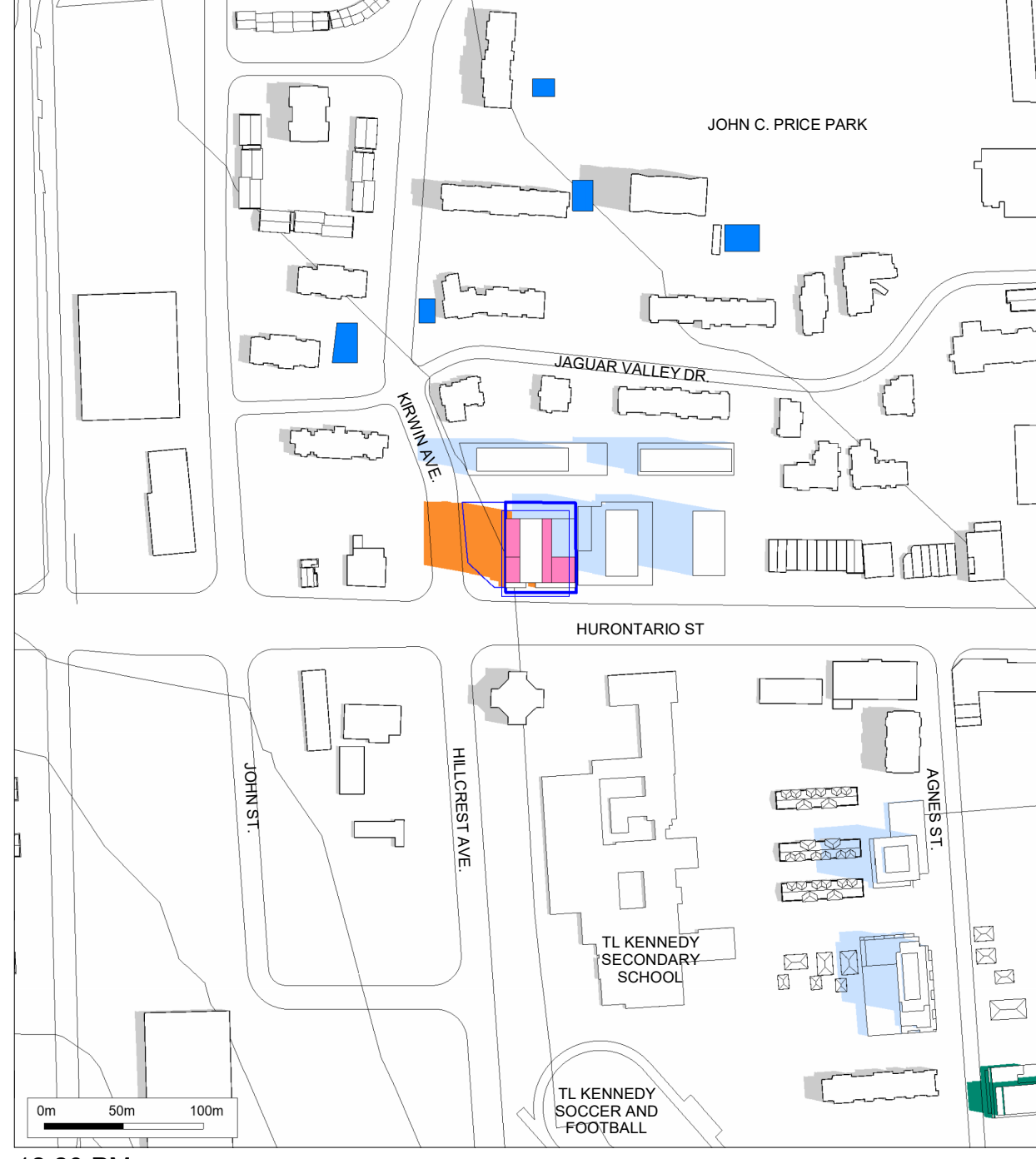
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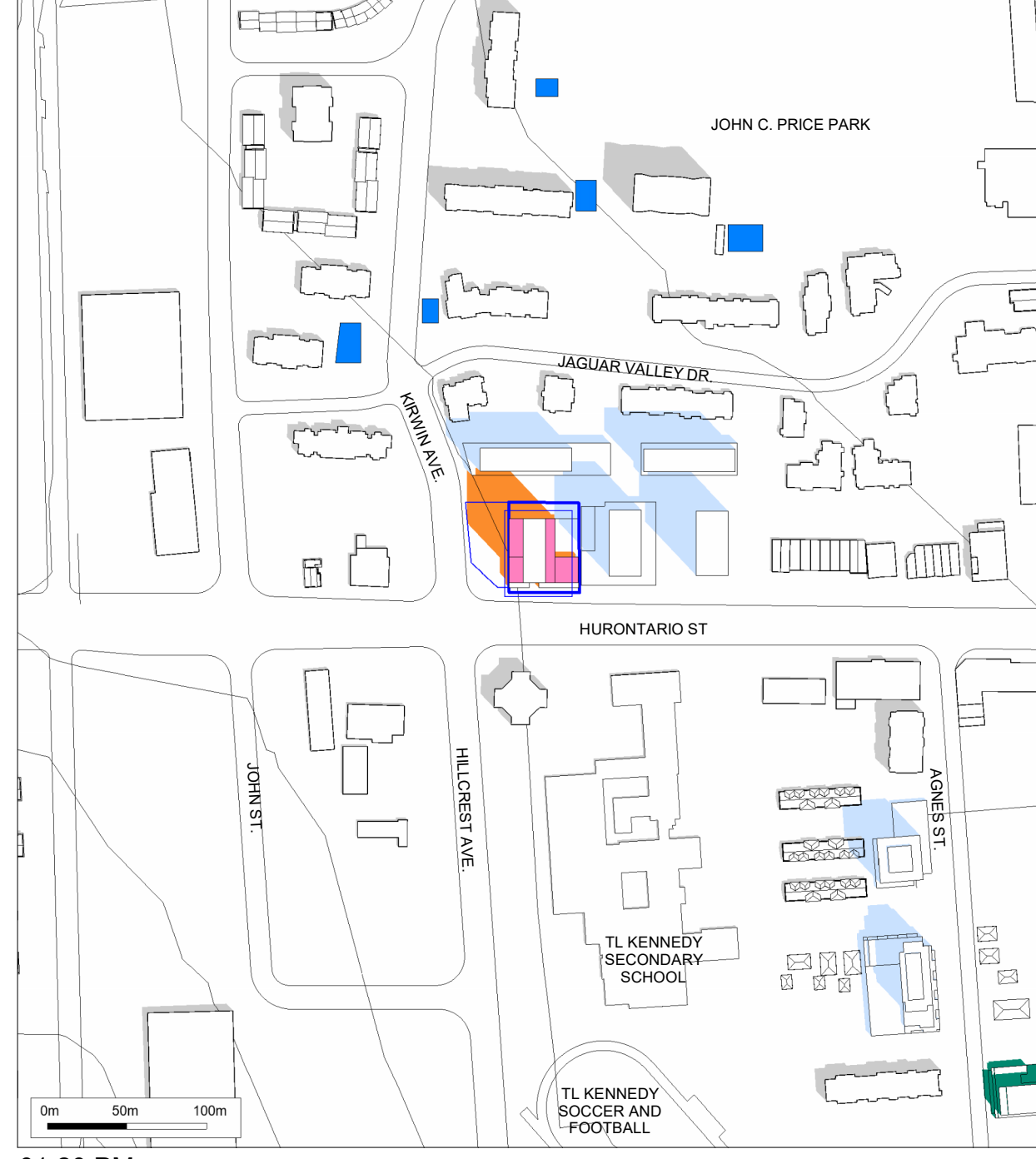
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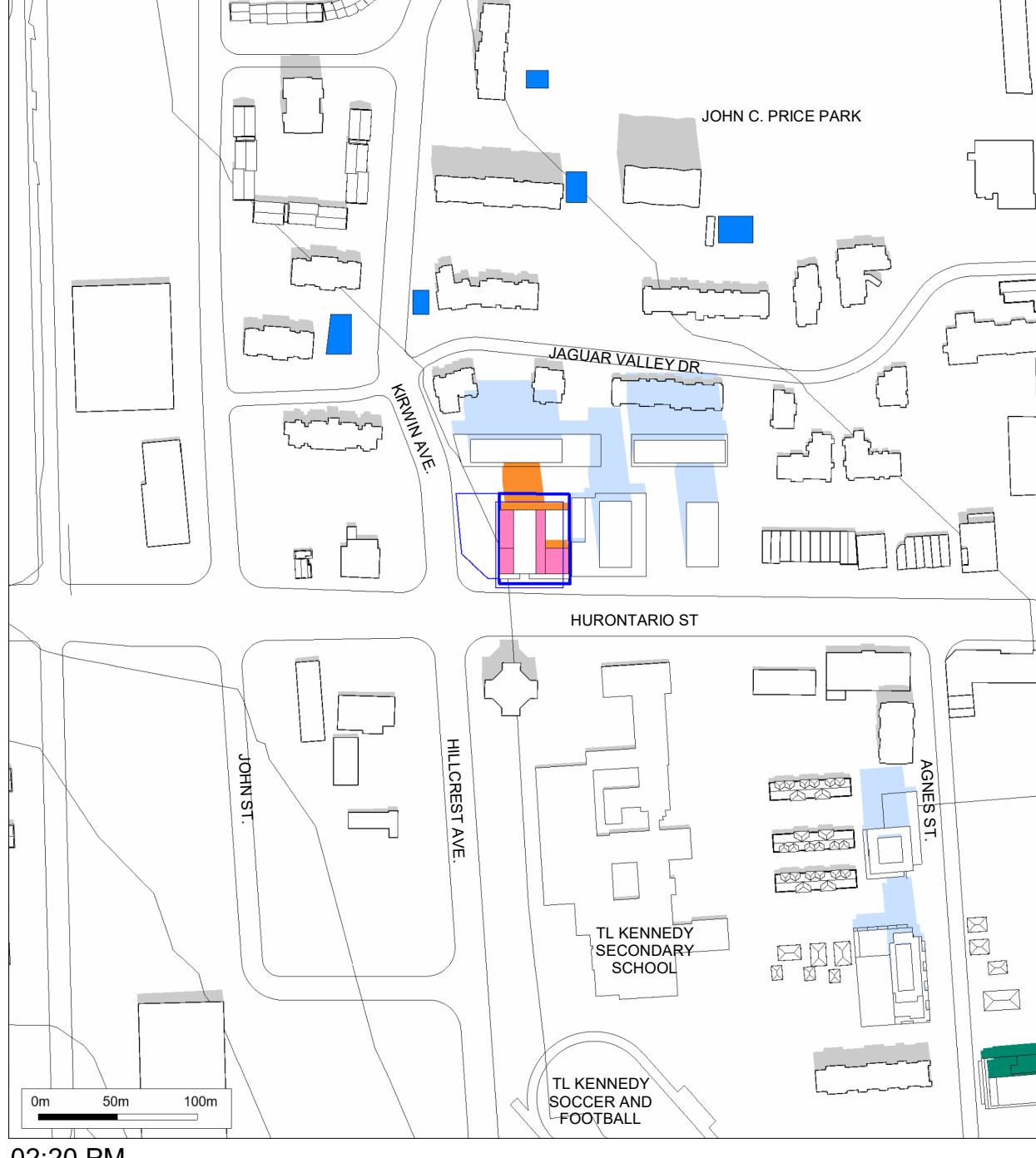
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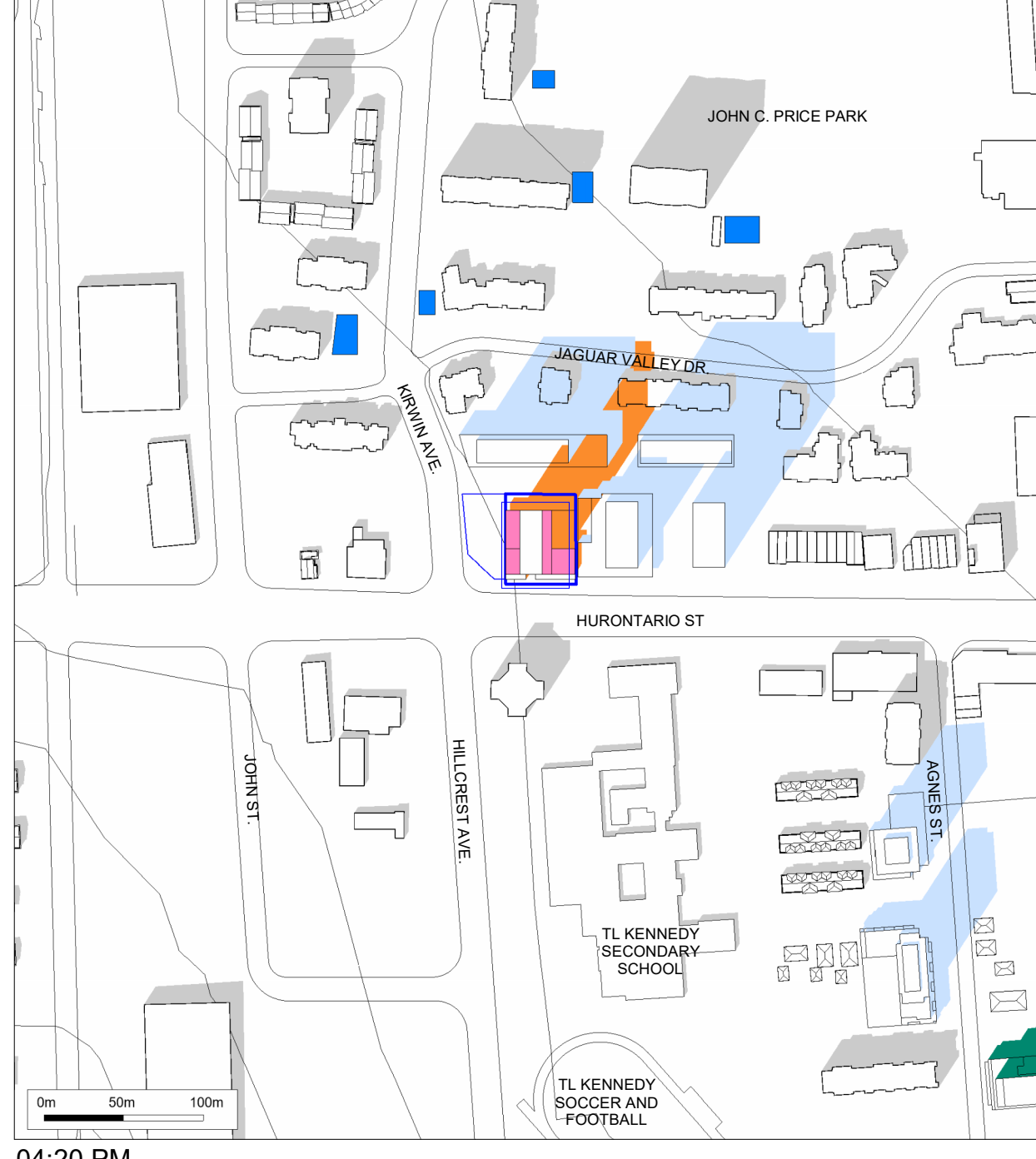
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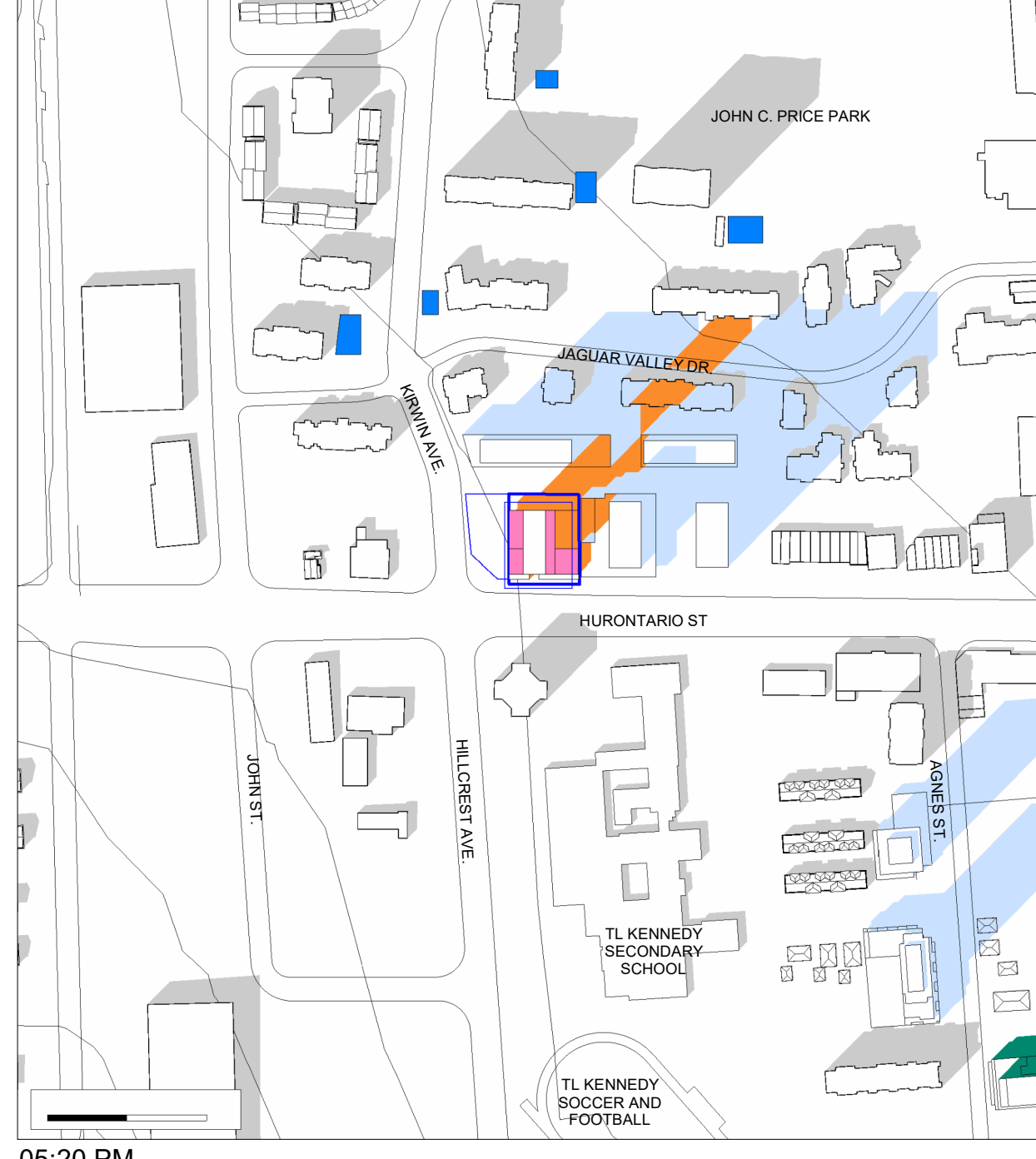
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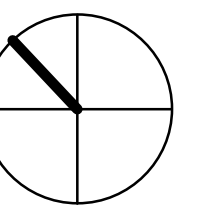
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- Applicant Proposal
- Outdoor Amenity
- Approved / Not Yet Constructed
- Other Proposals
- Existing
- Neighbourhood Pools

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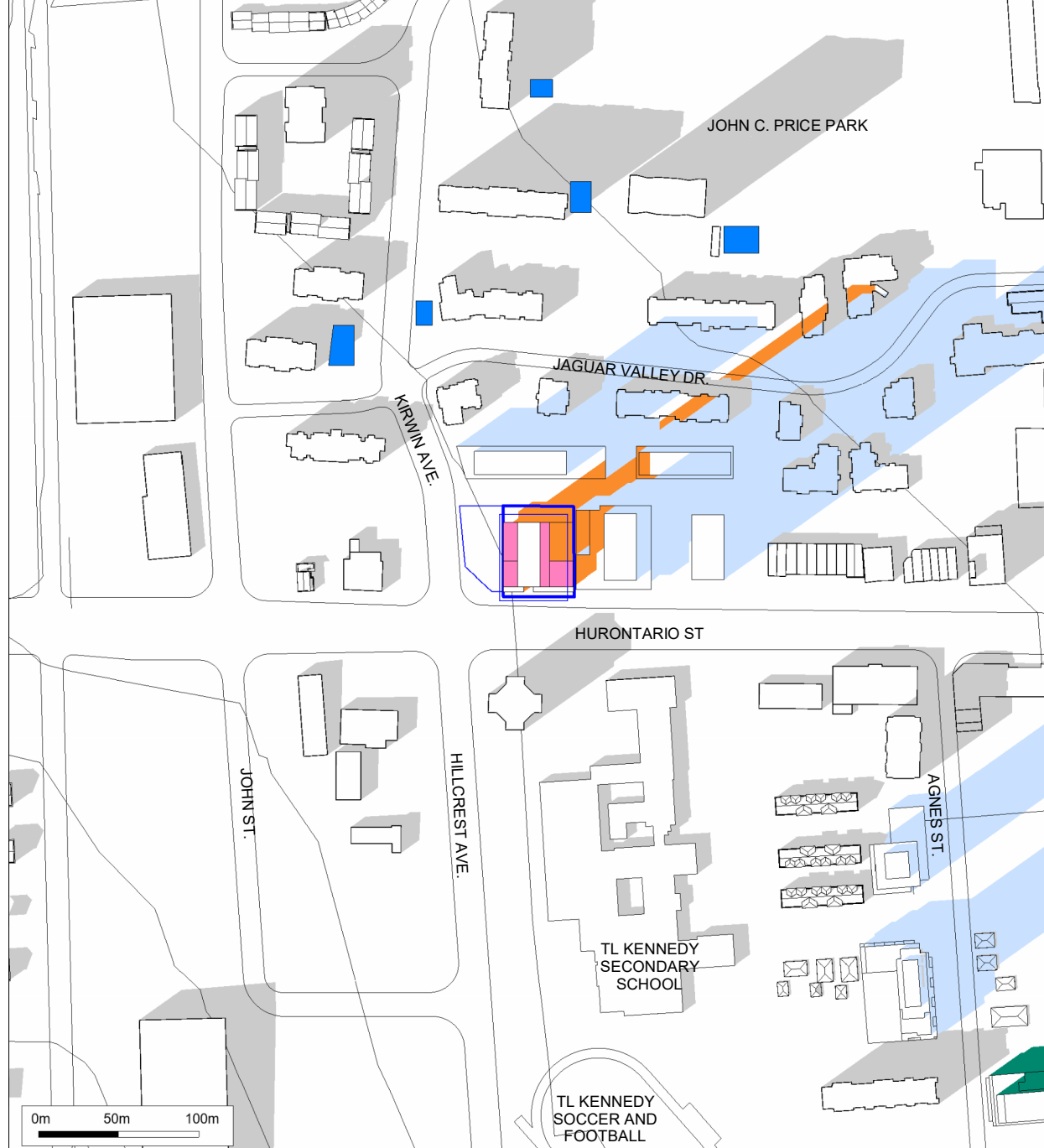
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Clearbrook Developments
Ltd.

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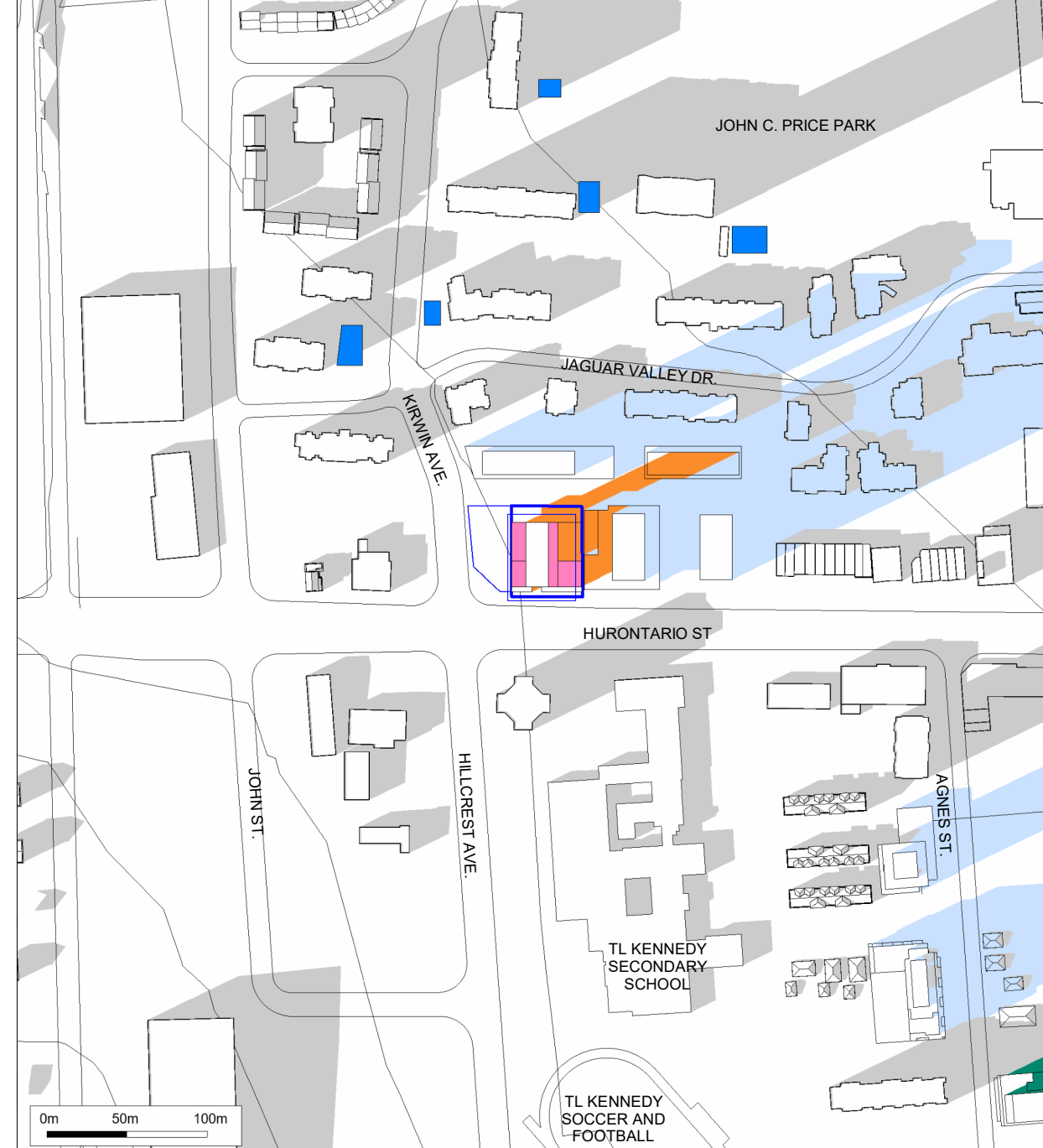
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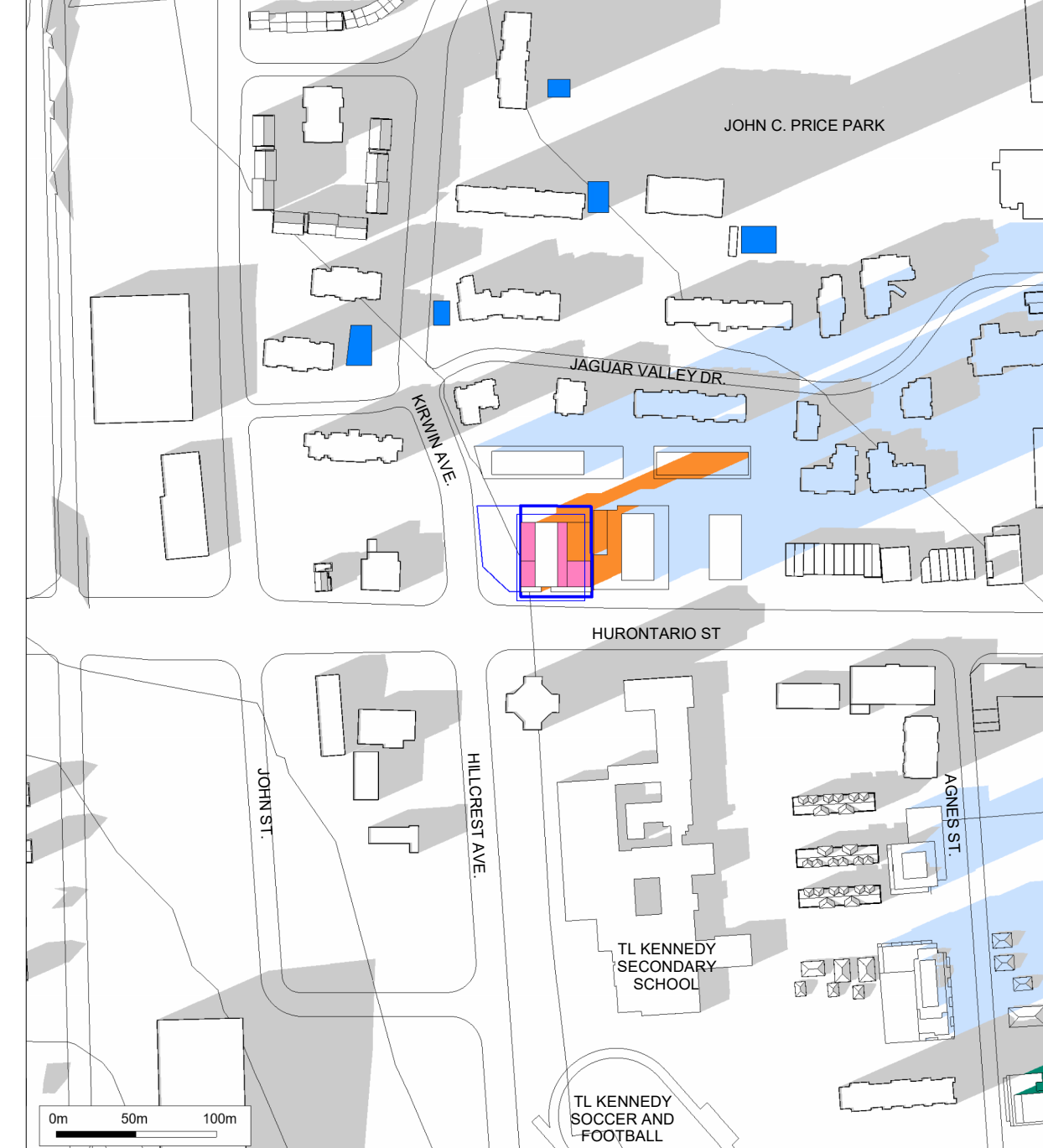
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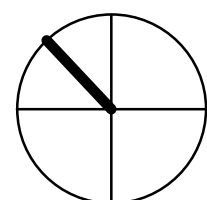
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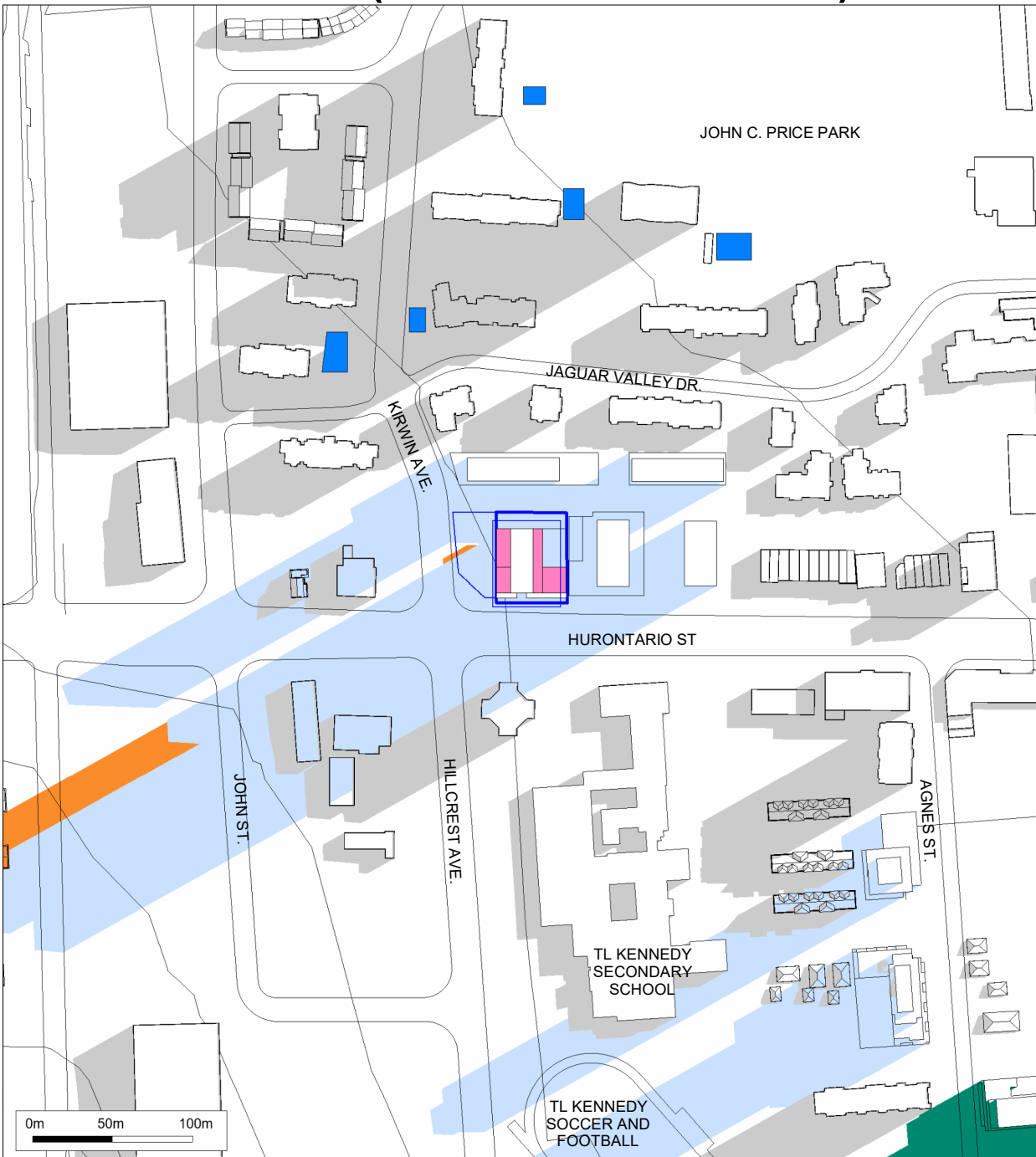
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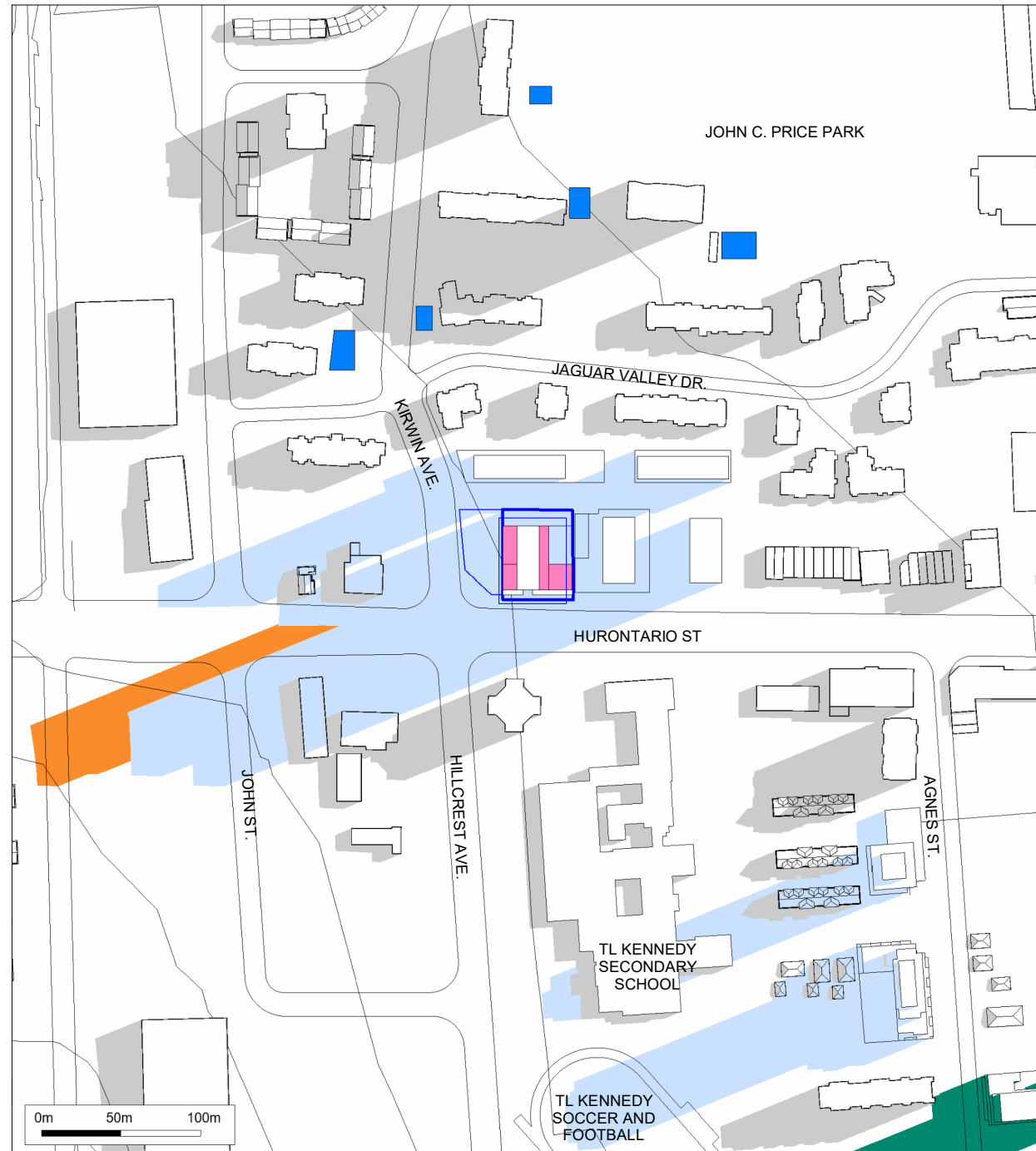
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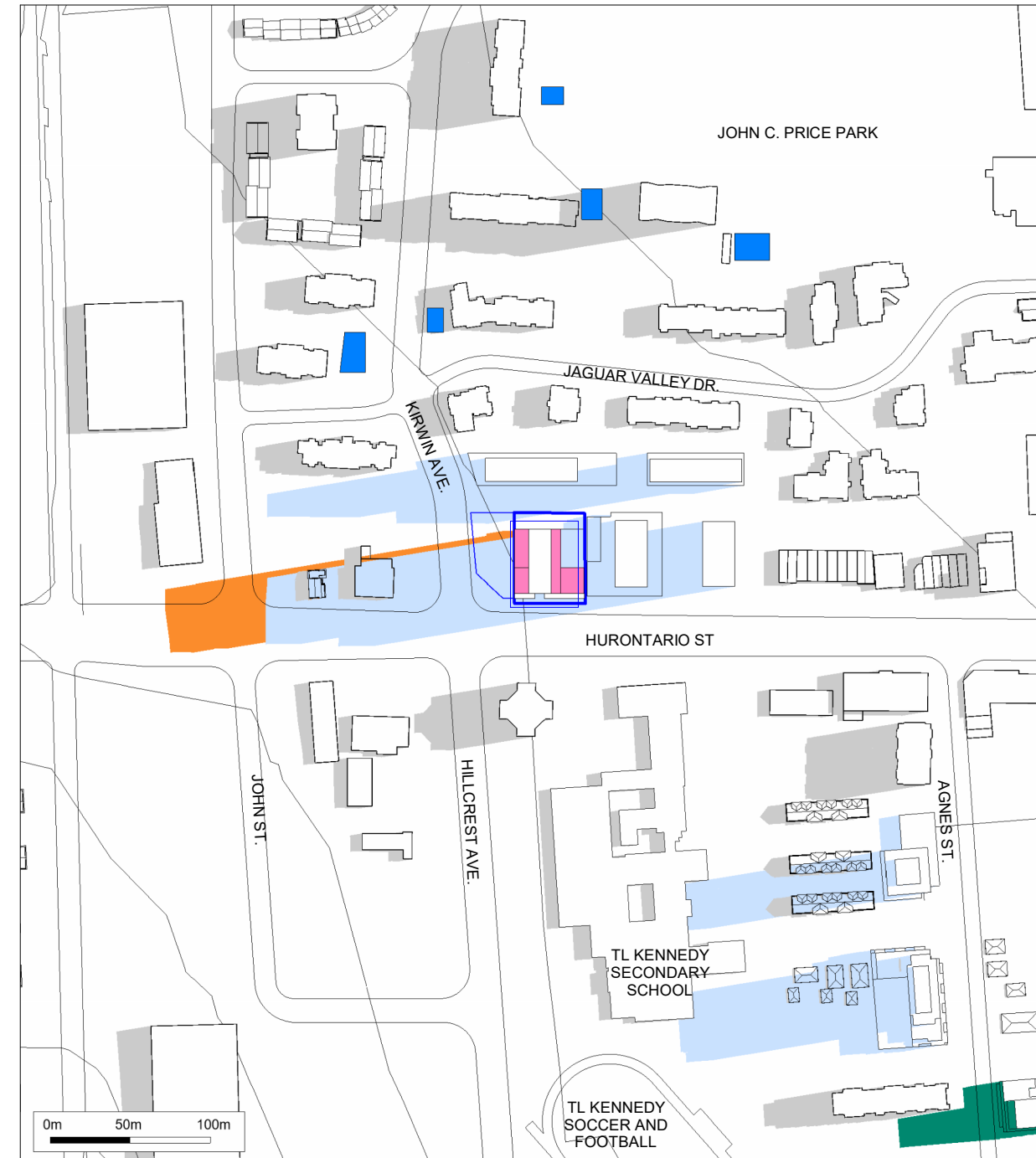
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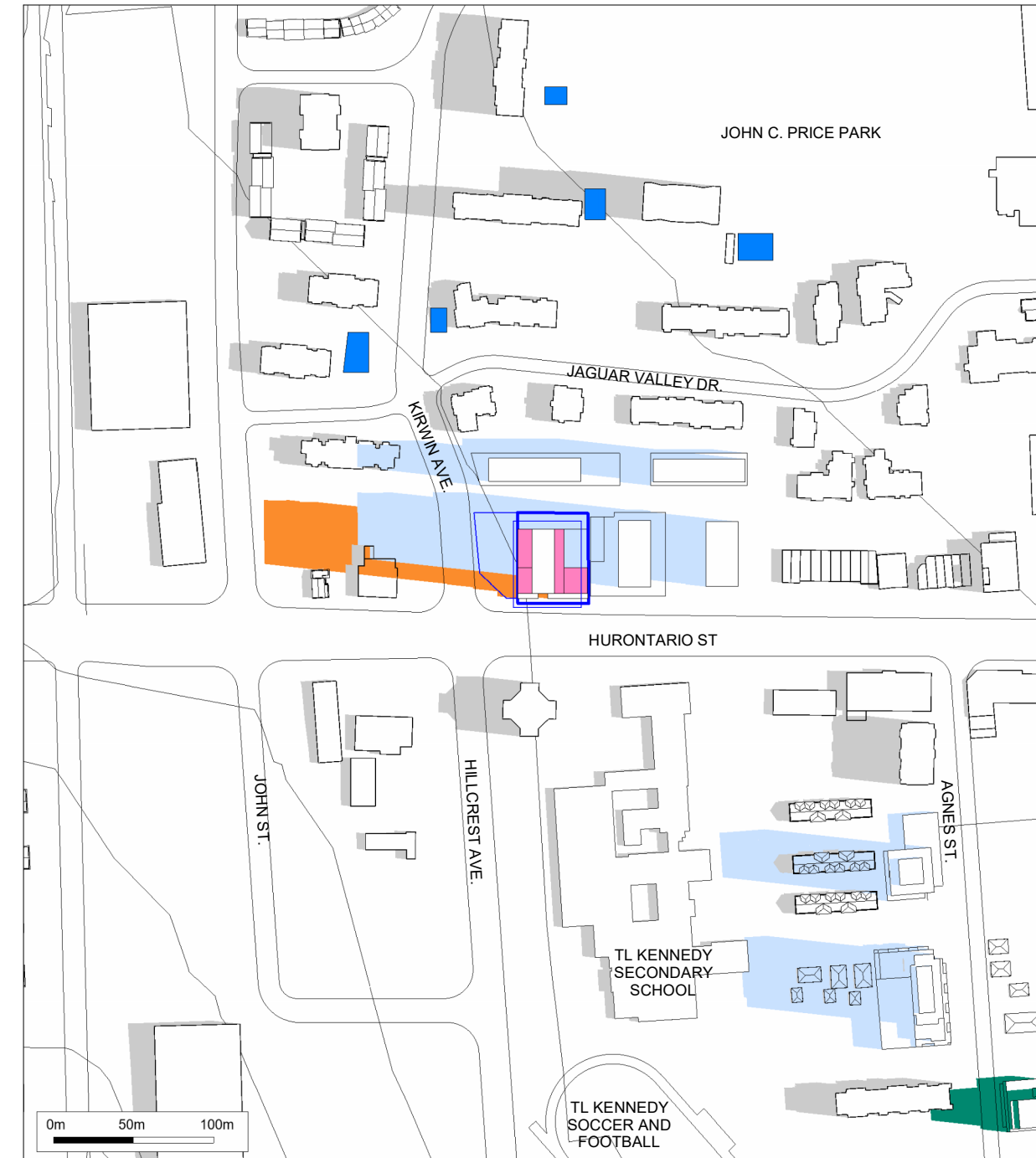
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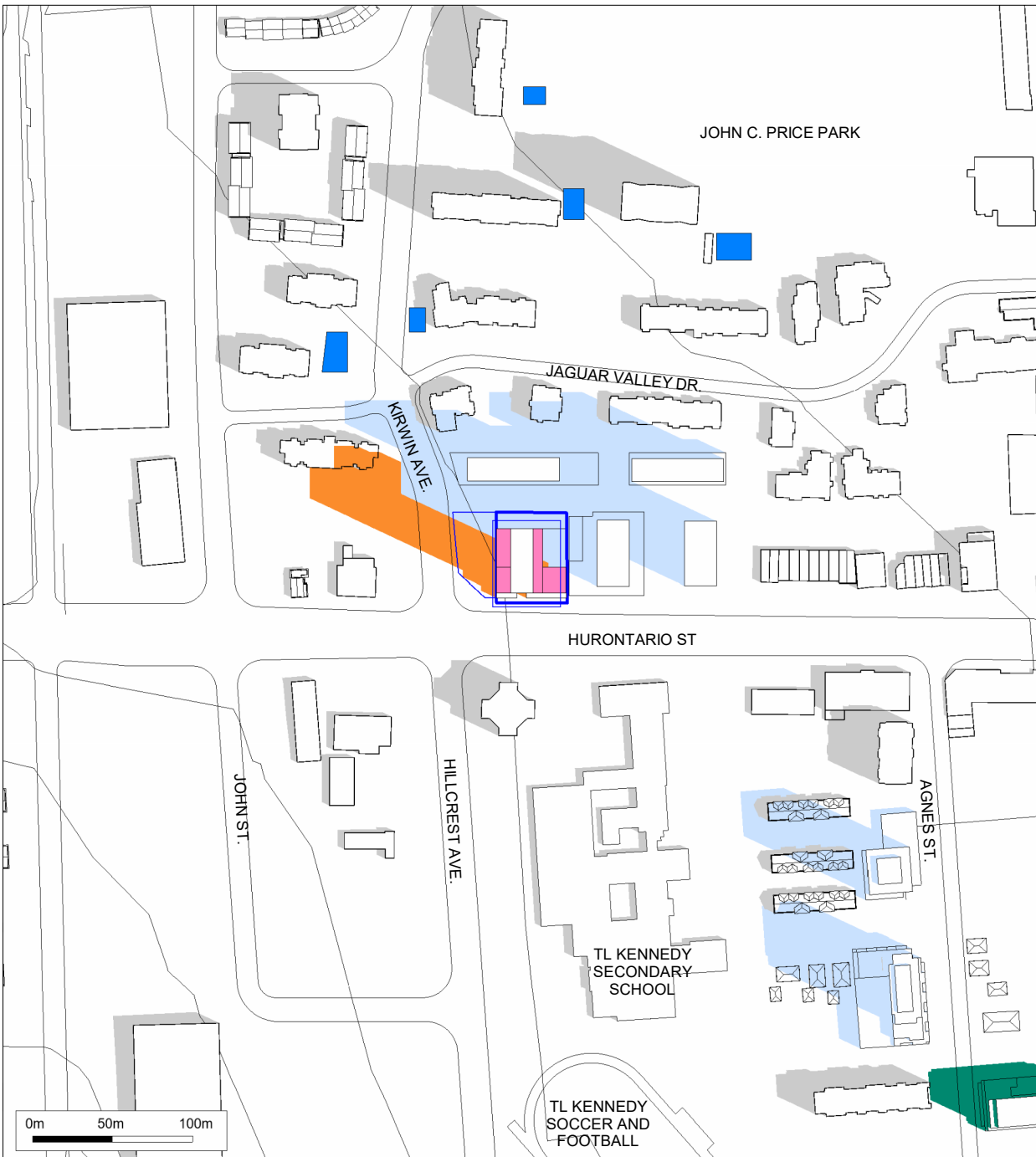
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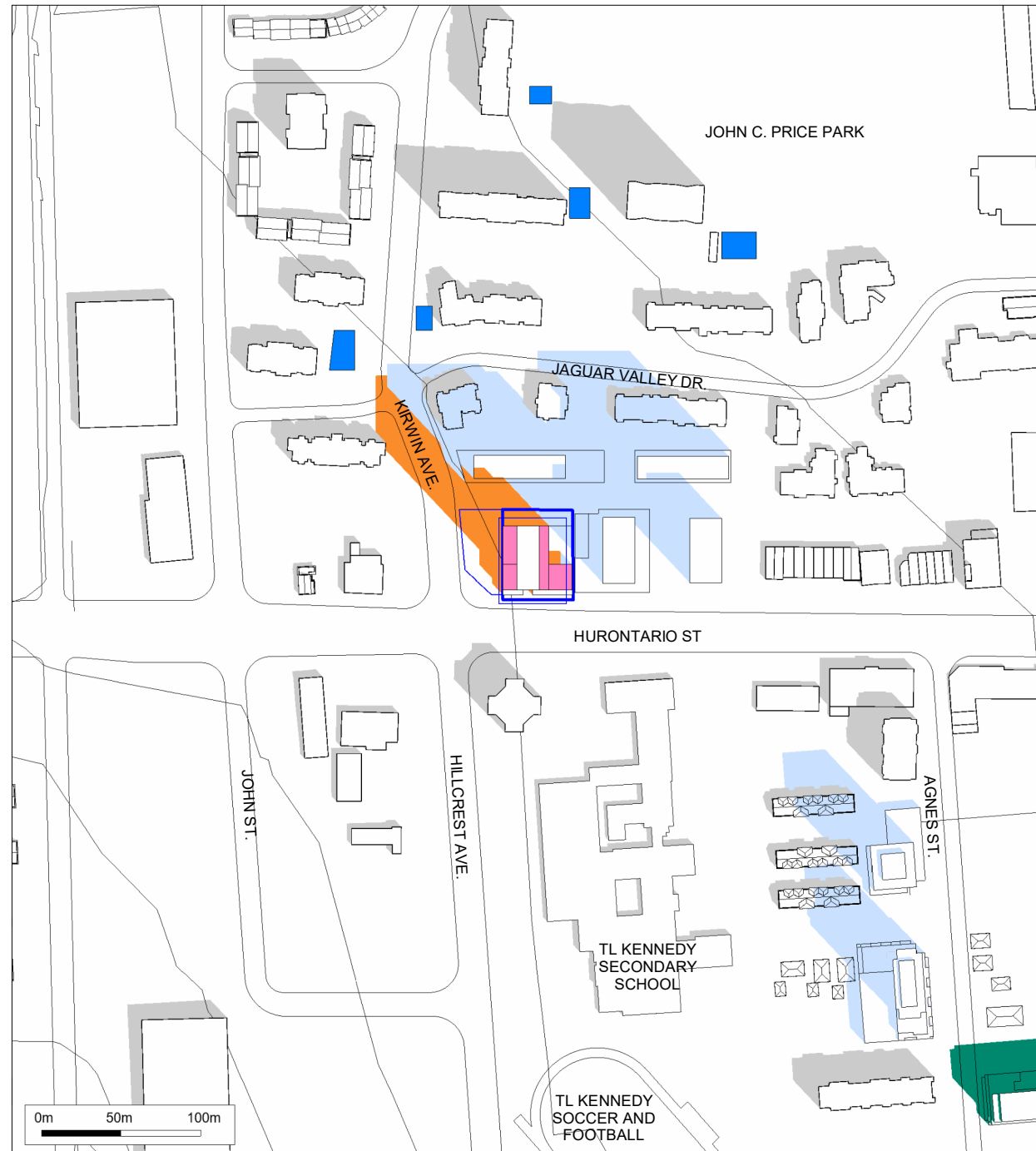
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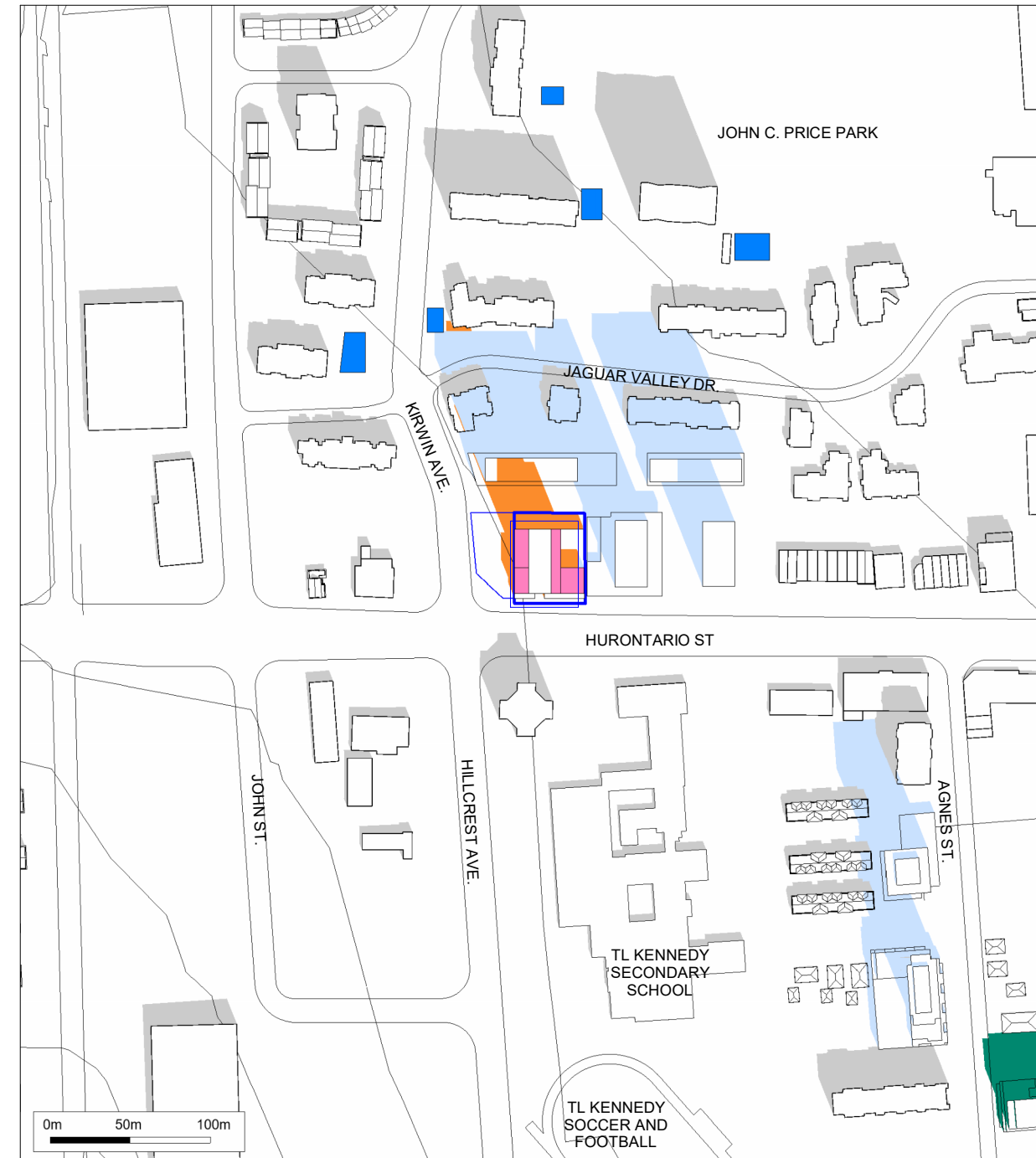
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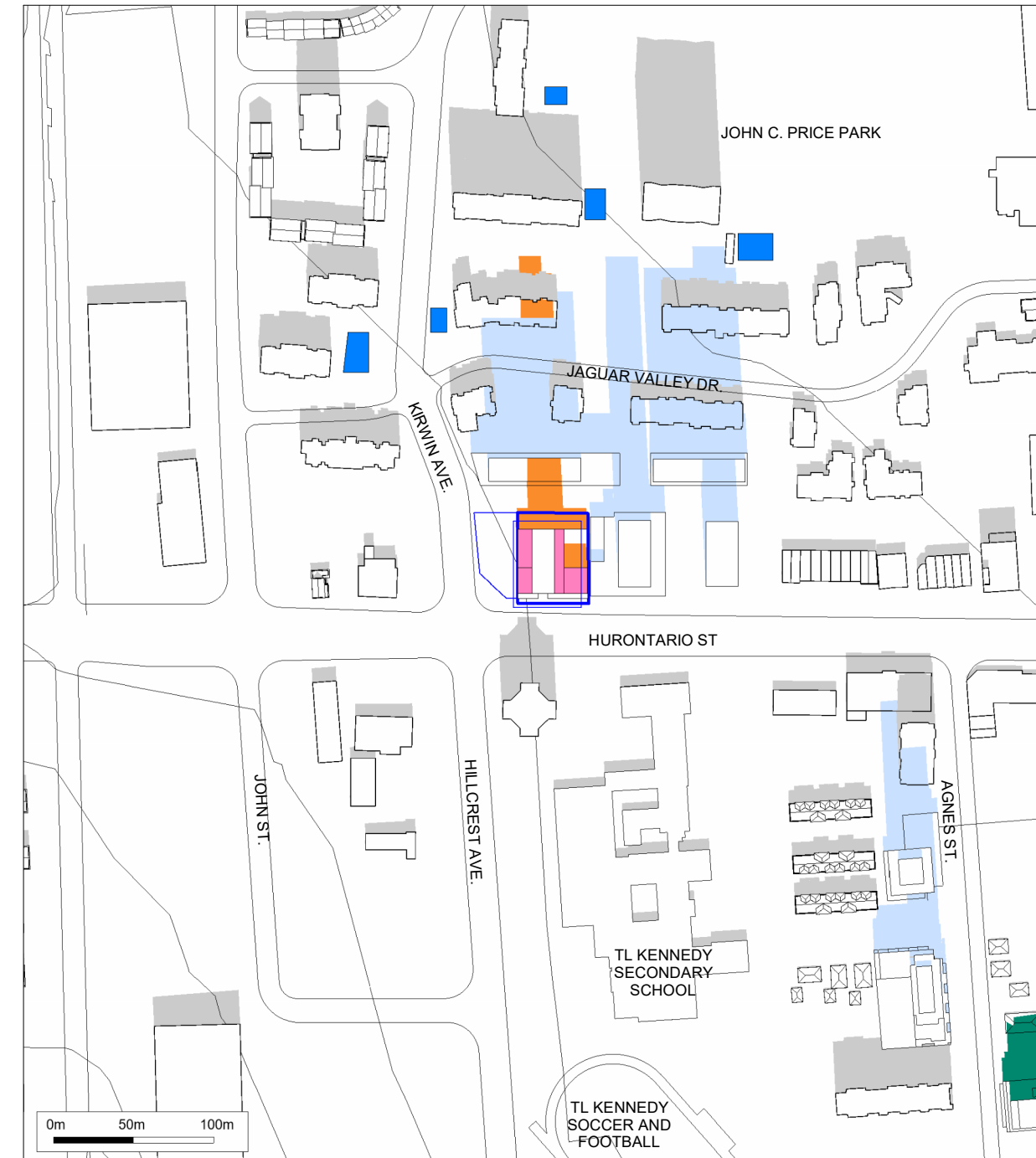
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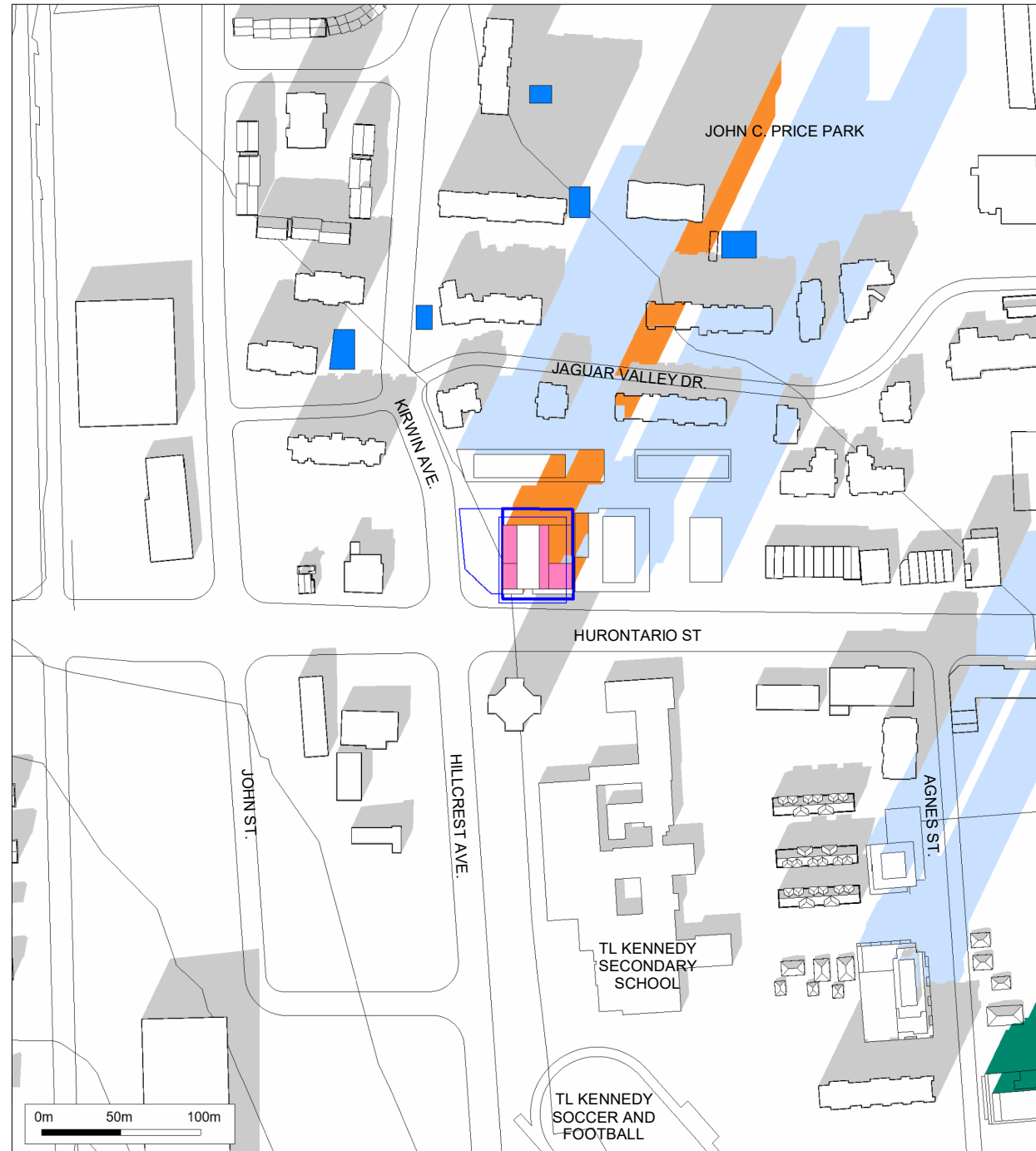
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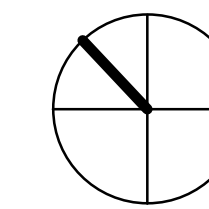
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24-07-05 ISSUED FOR ZBA



LEGEND

- Applicant Proposal
- Outdoor Amenity
- Approved / Not Yet Constructed
- Other Proposals
- Existing
- Neighbourhood Pools

Sweeny&Co
Architects

134 PETER STREET | SUITE 1601
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E: info@sweenyandco.com | www.sweenyandco.com

PROJ. NAME
Dam Charity and Residential
3115 Hurontario St, Mississauga, Ontario

Application No. OZ/OPA 22-24 W7

OWNER
Clearbrook Developments Ltd.

DWG TITLE
Shadow Studies_September

DATE: 2024-06-13
SCALE: 1 : 5
DRAWN : AT
CHECKED : AG
PROJ. No.: 2106 DWG. No.

AZ1102

DECEMBER 21



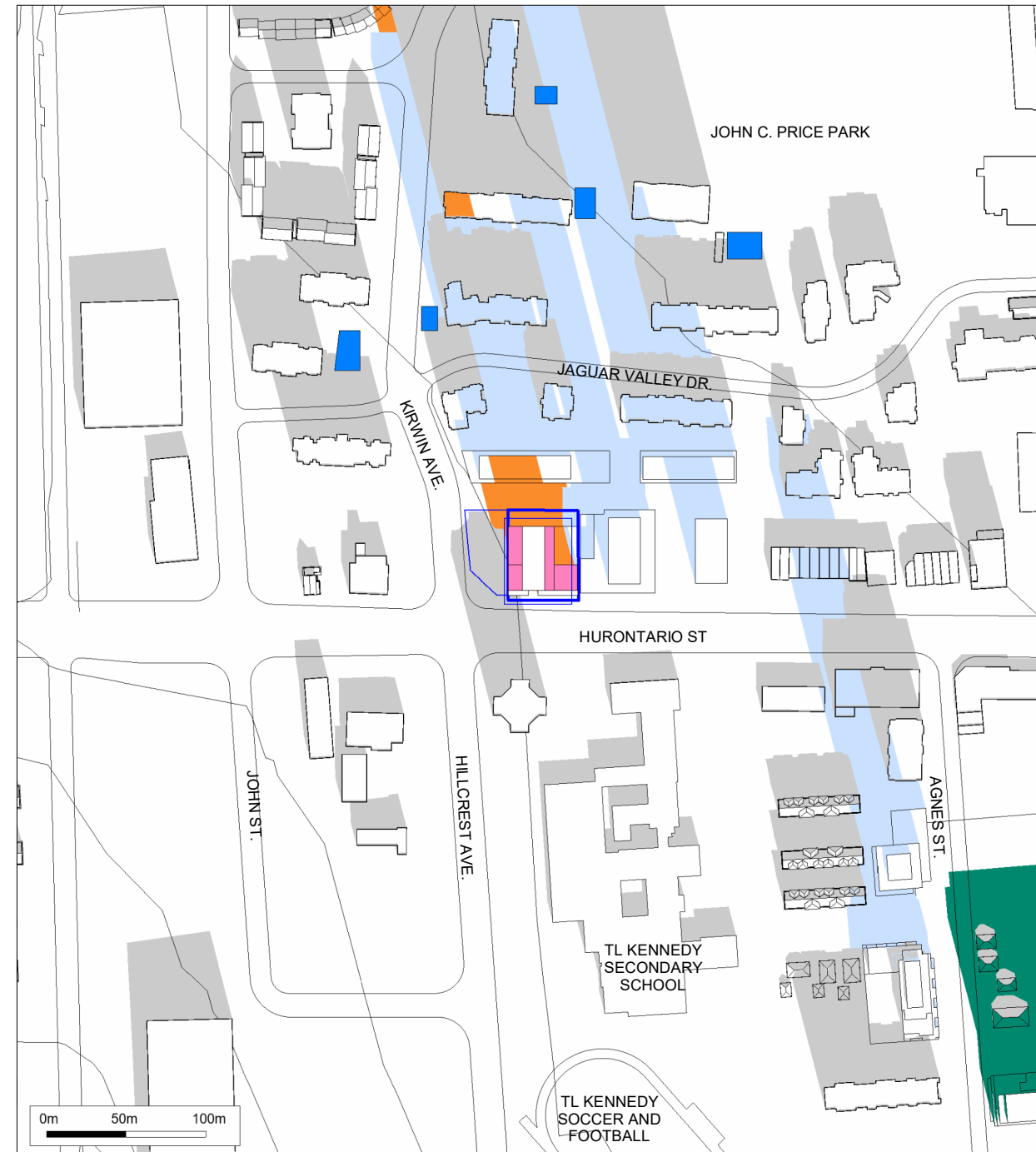
09:19 AM



01:17 PM



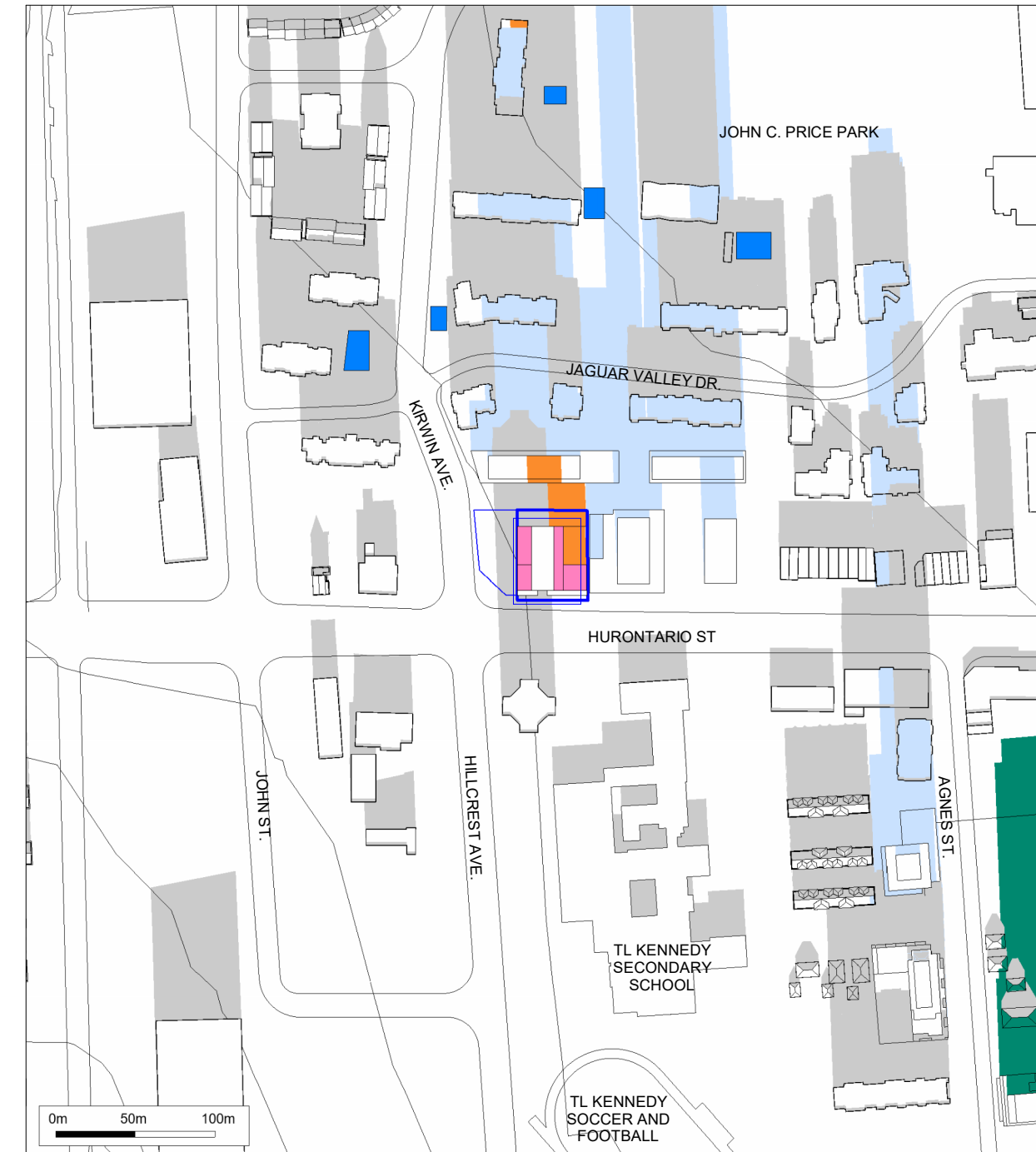
10:17 AM



02:17 PM



11:17 AM



03:15 PM



12:17 AM

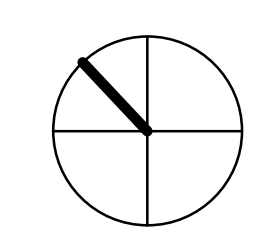
DRAWING NOT TO BE SCALED

Contractor must check and verify all dimensions on the job and report any discrepancies to the architect before proceeding with the work.

This drawing shall not be used for construction purposes until signed by the consultant responsible. This drawing, as an instrument of service, is provided by and is the property of Sweeny & Co. Architects.

ISSUED / REVISED yy-mm-dd
22-09-14 ISSUED FOR REZONING
24-07-05 ISSUED FOR ZBA

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DWG TITLE
Shadow Studies_December

DATE: 2024-06-13
SCALE: 1 : 5
DRAWN : AT
CHECKED : AG
PROJ. No.: 2106 DWG No.

AZ1103