



3085 Hurontario St

URBAN DESIGN STUDY
CITY OF MISSISSAUGA

SEPTEMBER 2024

Disclaimer:

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



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

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Open spaces around high-density buildings are valuable for recreation, social interaction, relaxation, and fostering community connection while enhancing environmental sustainability.

01

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

INTRODUCTION



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

Rendering Credit: Hariri Pontarini Architects



1.1 PURPOSE OF DOCUMENT

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

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

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

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



SECTION 1: INTRODUCTION

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



SECTION 2: DESIGN PRINCIPLES

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



SECTION 3: ANALYSIS OF THE DEVELOPMENT

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



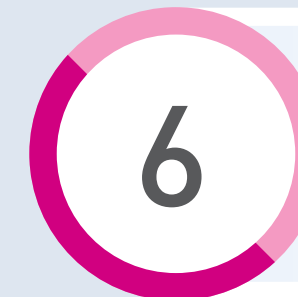
SECTION 4: LANDSCAPE & STREETScape

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



SECTION 5: SUSTAINABLE DEVELOPMENTS

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



SECTION 6: SUMMARY & CONCLUSION

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

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

Rendering Credit: Hariri Pontarini Architects



1.2 GOALS AND OBJECTIVES

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

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

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



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

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

Rendering Credit: Hariri Pontarini Architects



1.3 POLICY CONTEXT

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

Aligning with the Provincial Planning Statement, 2024 and the Provincial Growth Plan and the Places to Grow Act, the development of the Subject Lands supports to principle of Intensification and introduction of higher densities in strategic growth areas to make efficient use of land and infrastructure.

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

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

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

1.3.1 Provincial Planning Statement, 2024

The Provincial Planning Statement, 2024 was issued under section 3 of the Planning Act and came into effect October 20, 2024. It replaces the Provincial Policy Statement that came into effect on May 1, 2020. This statement sets the foundation for regulating the development and land use province-wide to help meet the needs of a fast-growing province, while enhancing the quality of life for all Ontarians. Aligned with the Provincial Policy Statement (PPS) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, the Provincial planning statement promotes:

- Integration of land use planning;
- Intensification and infrastructure planning;
- Transit supportive developments;
- Redevelopment and compact built forms; and
- Implementation of environmentally sustainable practices.

1.3.2 Provincial Policy Statement

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

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

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





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



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

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) has been prepared under the Places to Grow Act (2005) in conjunction with the Provincial Planning Statement, 2024, to provide an overall vision and direction for residential and employment related development within one of the fastest growing regions in North America. The Growth Plan establishes a long-term vision for growth in the area, and advocates for the development of vibrant, compact and complete communities that support a strong economy through intensification of the existing built-up areas. The design of the Subject Lands supports the following principles, as outlined in the Provincial Growth Plan and the Places to Grow Act:

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

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

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

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

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

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

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

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

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

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

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

1.3.3.1 Downtown Cooksville Urban Design Policies

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

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

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

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

1.3.5 Applicable Urban Design Guidelines

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

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

1.3.6 Vision Cooksville Report

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

A Vibrant Public Realm and Walkable Streets

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

Connected and Engaging Parks and Open Spaces

- Encourage Publicly Accessible Private Open Spaces

Housing Opportunities and Choices

- Increase the Range of Housing Options Through New Development

1.3.7 Mississauga Green Development Standards (MGDS)

The City of Mississauga's Green Development Standard (GDS) is the City's tool that promotes environmentally friendly development through the Site Plan process. The GDS is being updated as per action 3.1 in the Climate Change Action Plan.

On April 8, 2024 the City's Planning and Development Committee unanimously approved the new Green Development Standards, which introduced a multi-tiered system to provide performance improvements and voluntary metrics to increase the building performance to 2030. Mississauga's Tier 1 requirements are mandatory and focus on reducing GHG emissions, building resilience, and protecting natural environment/systems. Tier 2 and Tier 3 are voluntary requirements.

Relevant MGDS Requirements for the Subject Lands:

- NS1: Heat Island Effect (Tier 1 and 2)
- NS2: Tree Growth (Tier 1 and 2)
- NS3: Climate Resilient Landscape (Tier 1 and 2)
- NS4: Sustainable Roofs (Tier 1 and 2)
- NS5 Stormwater Management (Tier 2)
- NS6 Water Consumption (Tier 2)
- CI5: Bicycle Parking and Amenities (Tier 2)

1.4 SITE ATTRIBUTES & ANALYSIS

1.4.1 Site Context

Situated on the east side of Hurontario Street, south of Kirwin Avenue, north of Dundas Street East, the Subject Lands have an overall area of 3.61 acres (1.46 hectares). The current property contains a commercial plaza with surface parking and parking structure at the rear, with vehicular access from both Hurontario Street and Kirwin Avenue. Located approximately 200m south of the Cooksville GO station, the Subject Lands are situated within Dundas Major Transit Station Area. The close proximity of the Cooksville GO station, the future Hazel McCallion LRT, and proposed Bus Rapid Transit (BRT), provides several options for transit service with direct local and regional connections. It is expected that the area immediately surrounding the site will experience significant changes to its built form over time, with intensified land uses and streetscape improvements as the LRT is constructed.

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

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

Hurontario LRT



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



LEGEND







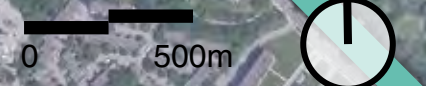
-  CHARACTER BOUNDARY
-  SUBJECT LANDS (3085 HURONTARIO STREET)
-  ARTERIAL ROAD
-  REGIONAL ARTERIAL ROAD
-  MAJOR COLLECTOR ROAD
-  GO TRAIN RAILWAY
-  LRT RAILWAY
-  500M RADIUS
-  1000M RADIUS
-  LRT STOPS

Figure 1.5: Site Context Plan





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



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



3 View of The Carlyle Condominiums looking west from Hillcrest Avenue



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



5 View of streetscape along Hurontario Street facing north west



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



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



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



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



LEGEND

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

COOKSVILLE

0 400m

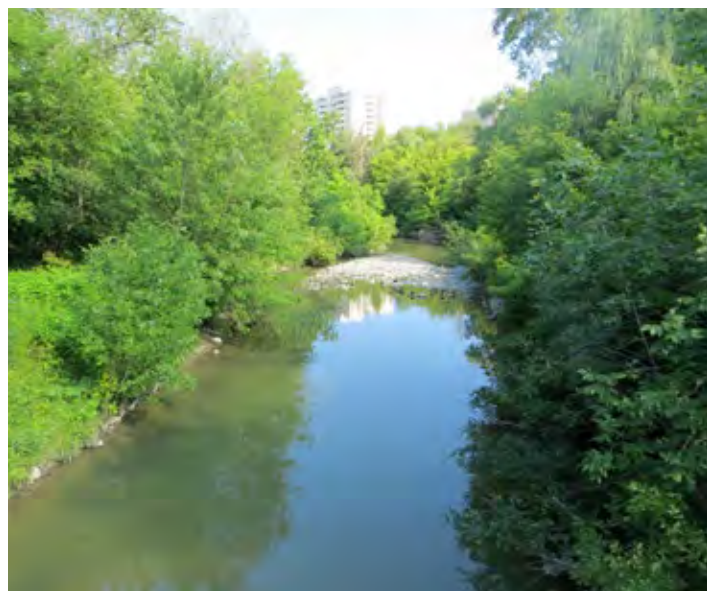
Figure 1.7: Plan showing location of existing site and the surrounding community.



View of R. Jones Park



View of John C. Price Park



View of Cooksville Creek



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

1.4.2 Surrounding Public and Private Open Spaces

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

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

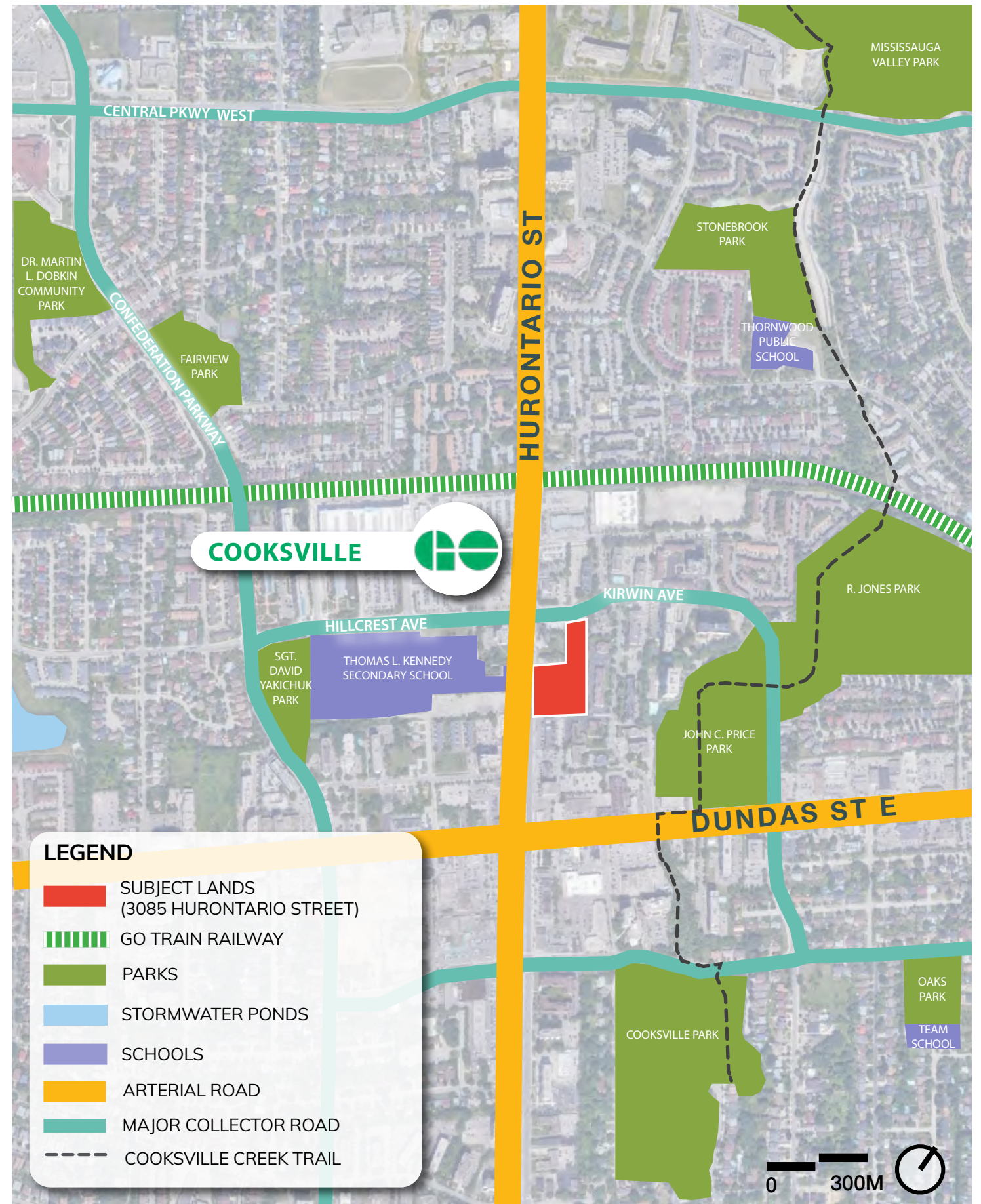


Figure 1.8: Surrounding Public and Private Open Spaces



Figure 1.9: Existing Transportation Networks

1.4.3 Transportation Networks

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

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

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



Rendering showing future Hazel McCallion LRT



View of Local MiWay Transit Service



View of Cooksville GO Station

Positioning a open spaces along Hurontario Street offers a unique opportunity to create a more inviting, human-scaled environment amidst the taller structures. Open spaces help break up the urban density, enhancing the pedestrian experience by providing visual relief, improving walkability, and offering accessible green space.

Rendering Credit: 3XN Architects



02

COMMUNITY VISION
GUIDING PRINCIPLES

DESIGN PRINCIPLES





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



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

2.1 COMMUNITY VISION

Livable

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

Attainable

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

Sustainable

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

A Shared Vision For Cooksville's Future

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

2.2 GUIDING PRINCIPLES

Accessible Public and Private Amenity Spaces

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

Integrated Active and Passive Parks and Open Spaces

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

Compatibility with the Adjacent Existing Community

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

Attractive Built Form

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



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



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

The streetscape should combine hardscaping and softscaping to create flexible open spaces that meet diverse user needs year-round. Meandering pathways, shaded seating, and adaptable areas for seasonal activities ensure a welcoming environment, with plantings offering year-round visual interest..

Rendering Credit: 3XN Architects



03

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

ANALYSIS OF THE PROPOSED DEVELOPMENT



3.1 SITE DESIGN

Aligning with the Mississauga Official Plan (2024) which designates the Subject Lands as “Mixed Use”, the proposed development will comprise a mix of non-residential uses at grade, and residential apartment buildings. The overall layout and distribution of uses have been designed to maximize the use of land and to support the overall objective of a compact and transit-supportive development.

The site design proposes to redevelop the Subject Lands with a 36-storey tower (“Tower 1”), a 39-storey tower (“Tower 2”), both of which have mixed uses at grade. The development also consists of a 33-storey tower (“Tower 3”) and a 31-storey tower (“Tower 4”) provide residential units. All the towers have terraces on levels 4, 7, and 12.



Figure 3.2: Proposed building key plan

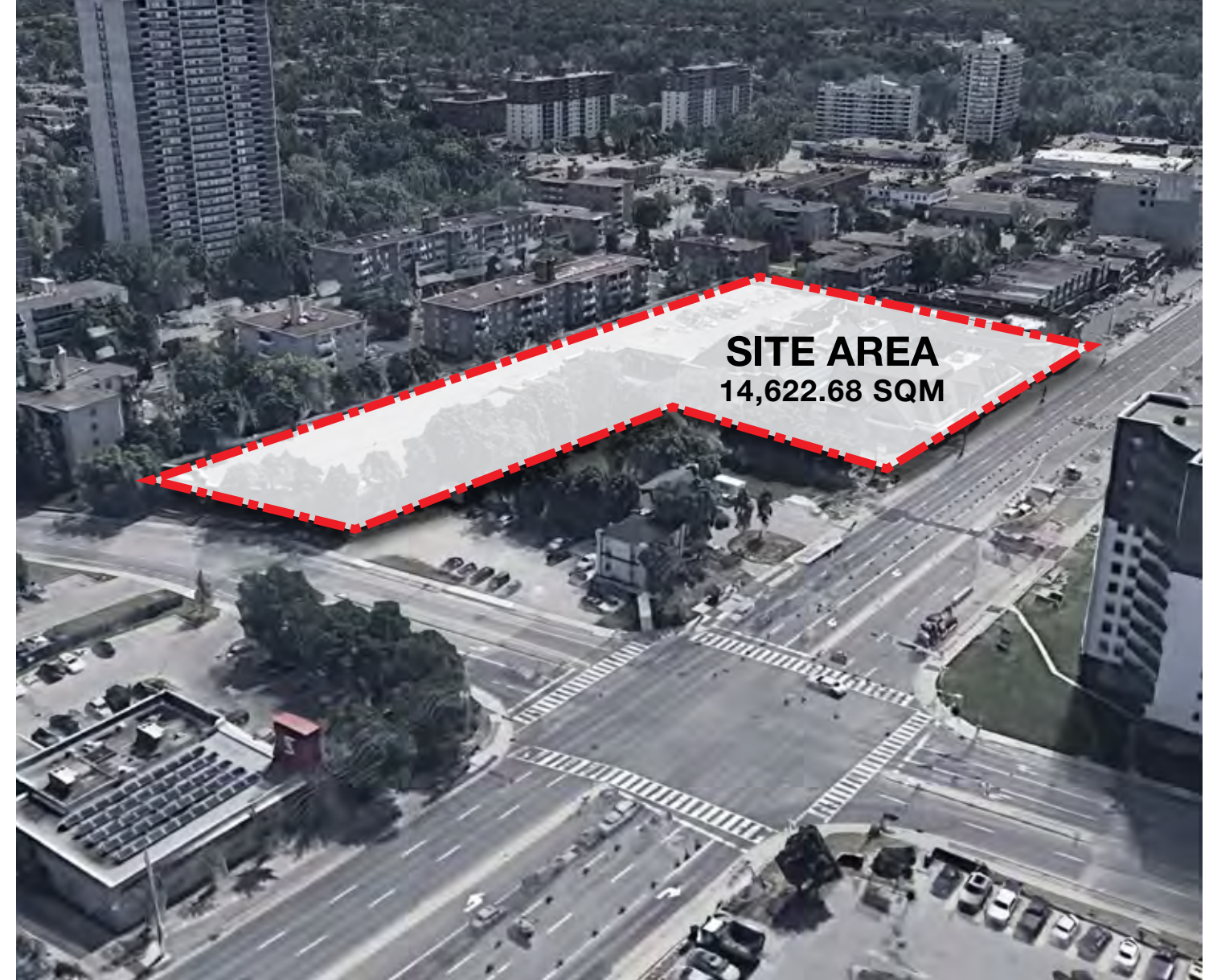


Figure 3.1: Bird's eye perspective of the proposed Subject Lands boundary and its surroundings.

Proposed development summary:

- 1,691 units;
- 139 storeys;
- Gross Floor Area of 94,025 square metres (1,012,080 square feet);
- 1,222 square metres (13,155 square feet) of retail;
- 802 total parking stalls, inclusive of 43 car share equivalent spots;
- 1,126 bicycle parking spaces;
- 3,516 square metres (37,845 square feet) of indoor amenity space; and
- 4,893 square metres (52,667 square feet) of outdoor amenity space.

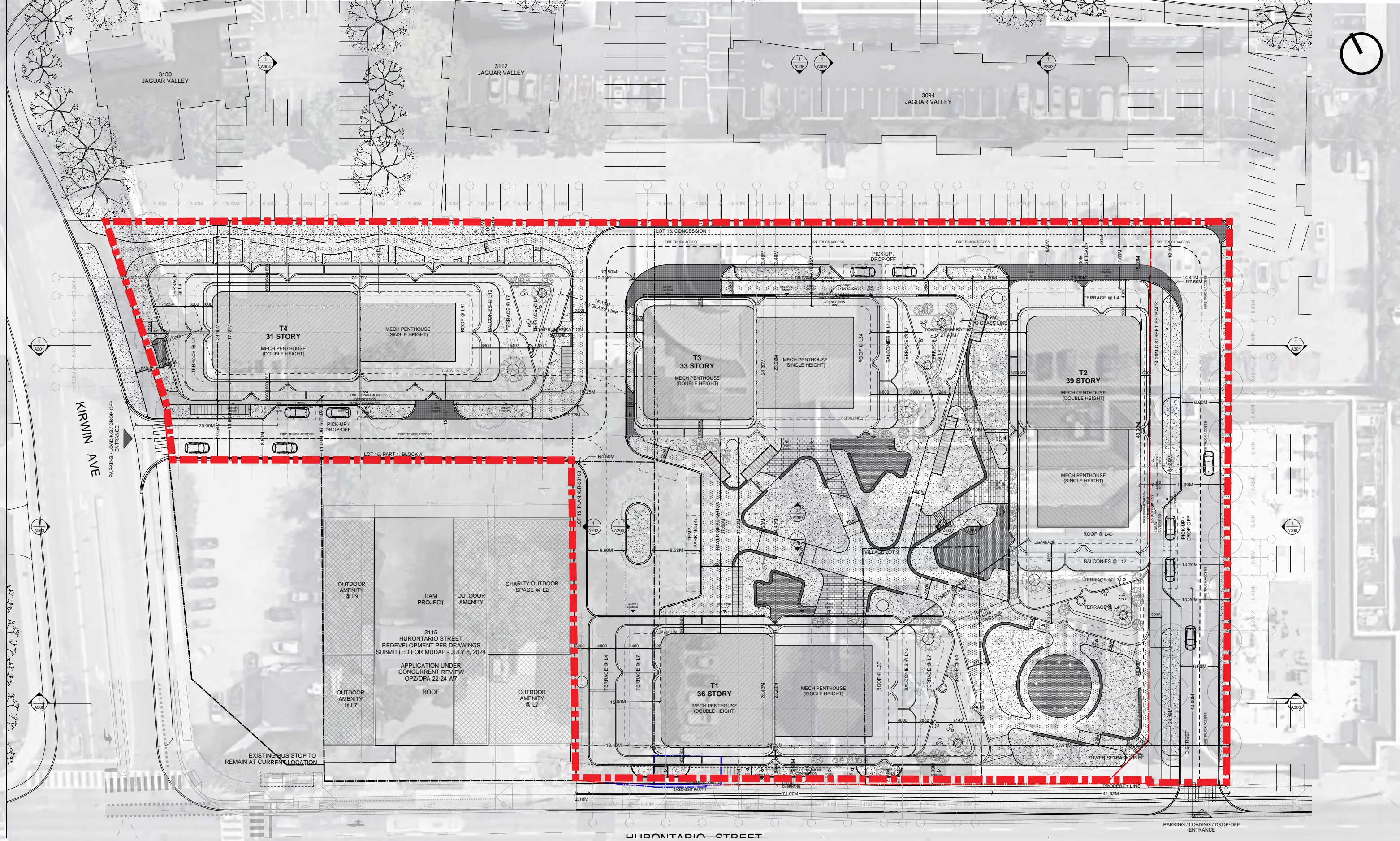


Figure 3.3: Conceptual Site Plan for the Subject Site

3.1.1 Public & Private Open Spaces

The Subject Land's site design is intended to provide a range of high-quality and comfortable outdoor amenity spaces for residents, including the at-grade entry plaza, the central green, pedestrian accessible meandering pathways, private terraces and patios, green roof amenity areas, and streetscape features in the public realm.

3.1.2 Streetscape

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

Hurontario Streetscape

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

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

The following describes some of the proposed streetscape elements:

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

Kirwin Avenue

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

- Sidewalk and sodded boulevard adjacent to the roadway; and
- A pathway within the property line, between the sodded boulevard and the proposed east towers.

Private Road

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

- 6.6m roadway (back of curb to back of curb) / 7.2m (curb face to curb face) with unit pavers, providing a visual link to the Central Green and indicating to drivers that it is a parking/drop off and loading zone intended for slower vehicular travel;
- Pedestrian light standards;
- Planting bed with raised concrete edging.
- 2.4m lay-by parking between planting beds; and
- 2.1m planting buffer between the sidewalk and the building face.

Street 'C'

Accessible from Hurontario Street, Street 'C' provides vehicular circulation for the development. The proposed streetscape consists of:

- 11m roadway that is wide enough to accommodate 2 thru lanes, a boulevard, and a pick up/drop off zone for vehicles; and
- Tree planting on two sides with a pedestrian zone.

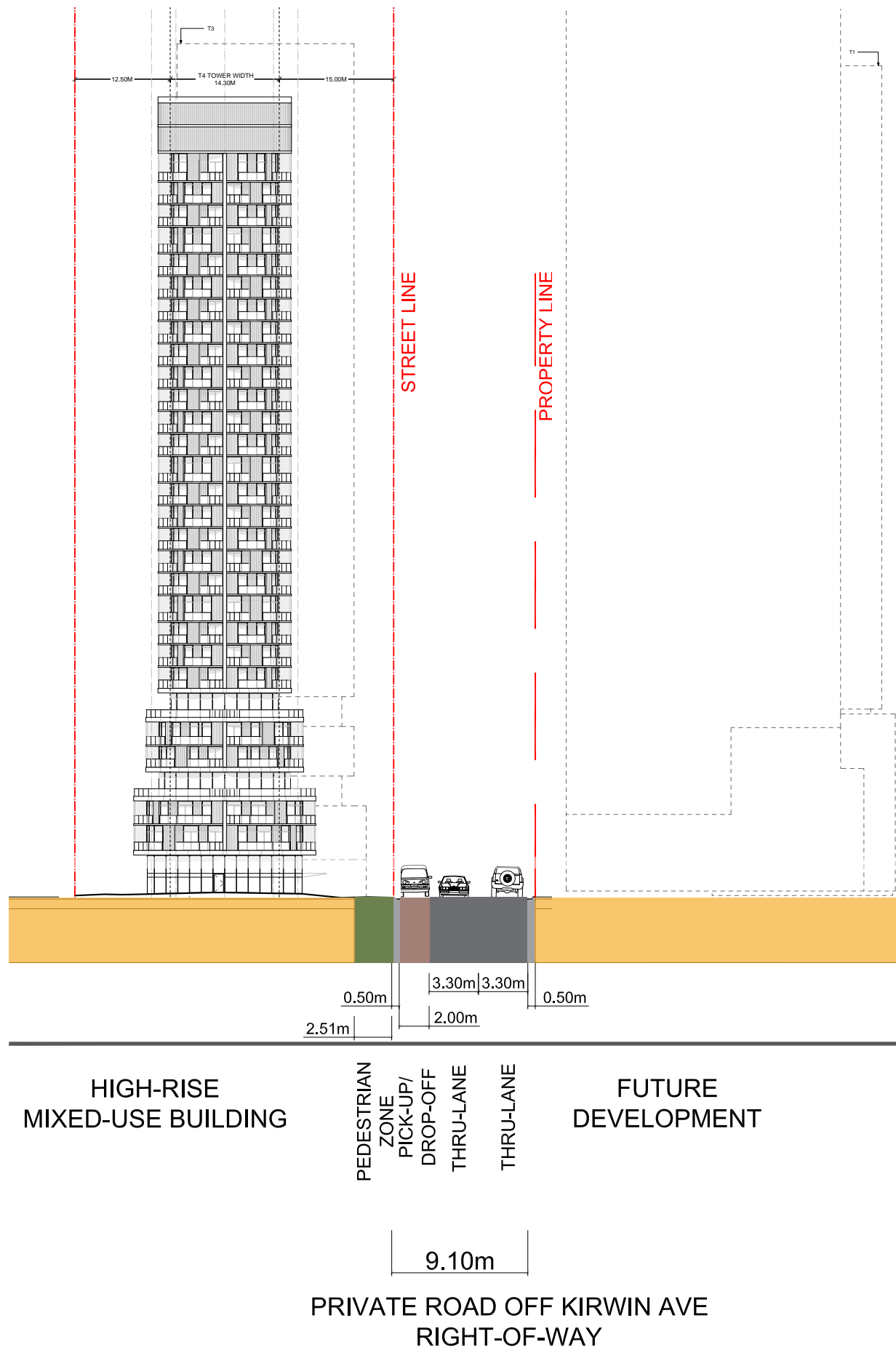


Figure 3.4: Cross section A view of Private Road off Kirwin Ave

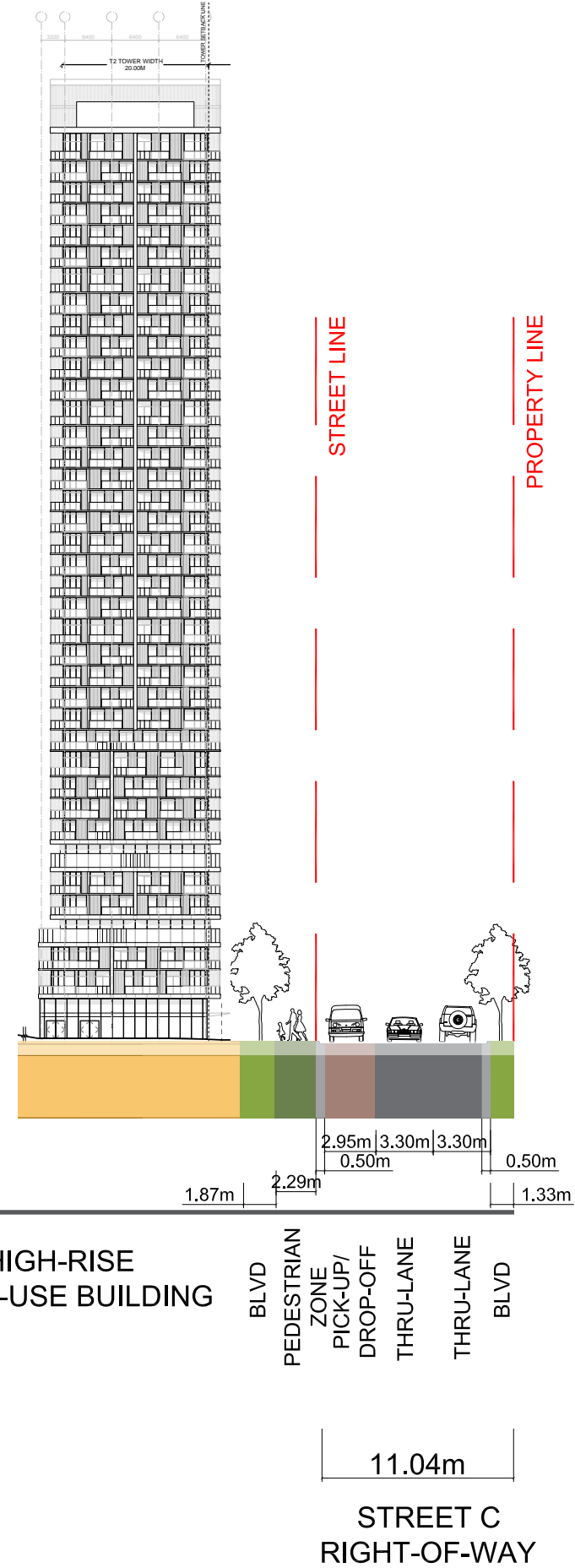
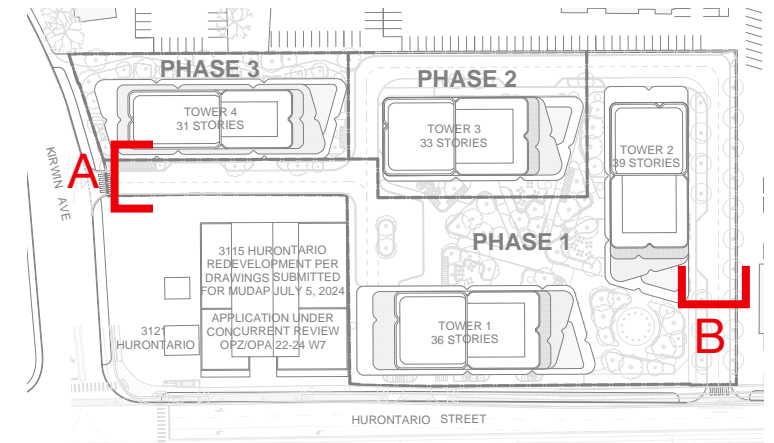


Figure 3.5: Cross section B view of Street C



3.1.3 Detailed Site Statistics

The following outlines the detailed site statistics including area summary and total gross floor area, indoor and outdoor amenity areas for each building, total parking spaces provided, unit mix per building, and density calculations.

The development will be built in three (3) phases in the following manner:

PHASE 1:

- Building 1 - 26,323 square metres (283,355 square feet)
- Building 2 - 26,563 square metres (285,925 square feet)

PHASE 2:

- Building 3 - 22,533 square metres (242,540 square feet)

PHASE 3:

- Building 4 - 18,607 square metres (200,281 square feet)

3085 Hurontario Street - Stats Summary

	Building 1	Building 2	Building 3	Building 4	Total
MAIN STATS	Phase 1	Phase 1	Phase 2	Phase 3	
Site Area (sqft)					157,397
Storeys	36	39	33	31	139
Total GCA	368,483	377,073	321,951	267,199	1,334,706
Residential GCA	358,605	373,796	321,951	267,199	1,321,552
Retail GCA	9,878	3,277	0	0	13,155
Total GFA	283,335	285,925	242,540	200,281	1,012,080
Residential GFA	273,457	282,648	242,540	200,281	998,926
Retail GFA	9,878	3,277	0	0	13,155
FSI					6.43
Units	461	488	417	325	1691
Suite Mix					
Studios	5.4%	5.7%	5.3%	2.5%	4.9%
1BD	23.9%	24.8%	25.9%	25.5%	25.0%
1BR + D	43.0%	44.5%	43.6%	37.5%	42.5%
2BD	23.6%	22.7%	22.8%	25.2%	23.5%
3BD	4.1%	2.3%	2.4%	9.2%	4.1%
Unit Count					
Studios	25	28	22	8	83
1BD	110	121	108	83	422
1BR + D	198	217	182	122	719
2BD	109	111	95	82	397
3BD	19	11	10	30	70
Check	461	488	417	325	1691
Parking Provided					
Parking Ratio		0.48	0.49	0.43	
Total Parking Area (TPA) Required					
Above Grade	0	0	0	0	0
P1 Mezzanine GCA (sqft)		13,496	3,592	9,359	26,446
P1 GCA (sqft)		70,131	30,945	22,360	123,436
P2 GCA (sqft)		70,131	30,945	22,360	123,436
P3 GCA (sqft)		70,131	30,945	22,360	123,436
Locker Ratio	0.62	0.29	0.31	0.49	
Lockers	286	142	130	159	717
Indoor Amenity Area (sqm)	923	1,074	813	705	3,516
Indoor Amenity to Unit Ratio	2.00	2.20	1.95	2.17	2.08
Exterior Amenity Area (sqm)	1,378	1,265	1,074	1,176	4,893
Exterior Amenity to Unit Ratio	2.99	2.59	2.58	3.62	2.89
Total Amenity Area (sqm)	2,301	2,339	1,888	1,881	8,408
Total Amenity to Unit Ratio	4.99	4.79	4.53	5.79	4.97

*units are in sqft unless otherwise specified

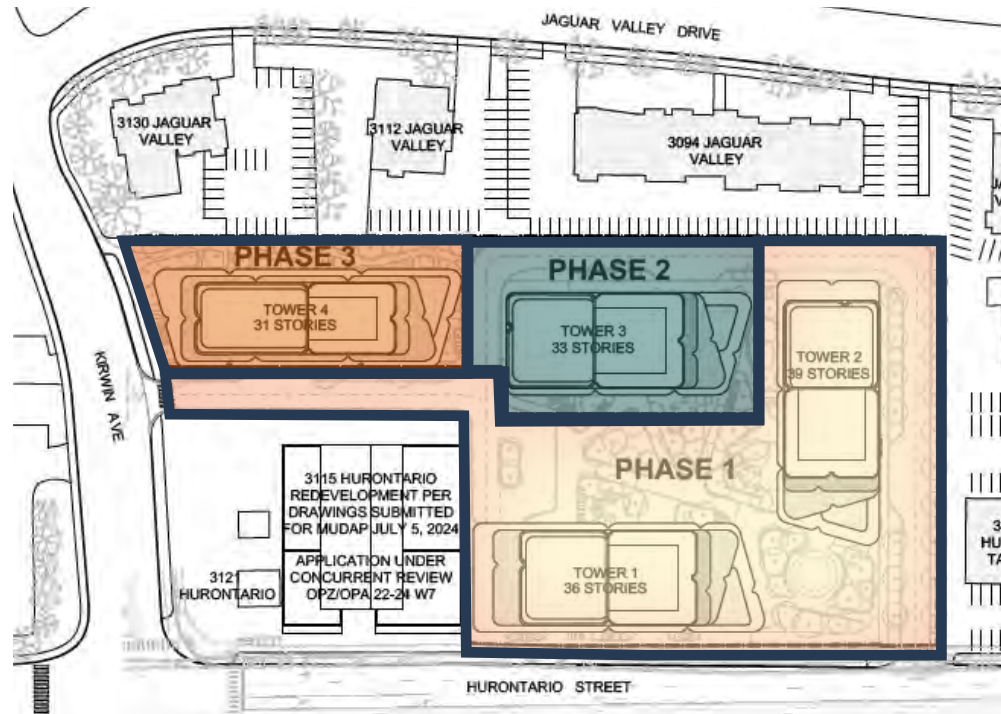


Figure 3.6: Phasing Plan for the Subject Lands

Residential Units	Total	Phase 1		Phase 2	Phase 3	Ratio
		Tower 1	Tower 2	Tower 3	Tower 4	
Studio	83	25	28	22	8	5%
1 BR	422	110	121	108	83	25%
1BR+D	719	198	217	182	122	43%
2 BR	397	109	111	95	82	23%
3 BR	70	19	11	10	30	4%
Total Unit Count	1,691	461	488	417	325	100%

Vehicle Parking by Phase	Vehicle Parking Provided				Parking Ratio	Car Share Parking Provided			
	P1	P2	P3	Total		P1	P2	P3	Total
Phase 1	129	164	165	458	0.48	23	0	0	23
Phase 2	48	79	77	204	0.49	9	0	0	9
Phase 3	40	50	50	140	0.43	11	0	0	11
Subtotal	217	293	292	802		43	0	0	43

Bike Parking by Phase	Required		Provided				Delta	
	Class A (Indoor)	Class B (Outdoor)	Building	Level	Class A (Indoor)	Class B (Outdoor)	Class A (Indoor)	Class B (Outdoor)
Phase 1	569	47	T1	L1 Mezz			4	2
				L1		24		
				P1 Mezz	277			
			T2	L1 Mezz	296			
				L1		25		
				P1 Mezz				
Subtotal	616			573	49		6	
Phase 2	250	21	T3	L1 Mezz	250		0	0
				L1		21		
				P1 Mezz				
Subtotal	271			271			0	
Phase 3	195	16	T4	L1 Mezz			11	11
				L1		27		
				P1 Mezz	206			
Subtotal	211			206	27		22	
Retail		4	T1 & T2	L1		8		4
Total	1102				1134		32	

Figure 3.7: Site Statistics by Phase for the Subject Lands

Figure 3.8: The proposed entry plaza will integrate residential, commercial, and recreational spaces, fostering a vibrant mixed-use environment. This design will not only encourage walking and lingering but will also incorporate programming for winter activities, such as winter markets, enhancing community engagement throughout the year.

Rendering Credit: 3XN Architects



3.2 BUILD FORM AND USES

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

The configuration of the proposed built form shall be designed as a coordinated, consistent and visually attractive edge along Hurontario Street, Kirwin Avenue, and the internal central green space. On Hurontario Street, the interface will provide a balance of strong built form edge oriented toward the street, an inviting entry plaza at the south-west corner of the site, and a robust streetscape treatment that is appropriate to the scale of the Major Transit Station Area primary connector road.

The interface with Kirwin Avenue is also intended to balance a strong built form edge while providing a streetscape treatment appropriate to the collector road and the development's main east-west vehicular access via Street 'C' and meandering pedestrian pathways throughout the site.

3.2.1 Building Setbacks and Orientation

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

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

- Buildings located adjacent or opposite one another shall be compatible with respect to height and massing. Extreme variations shall be avoided.
- Focal elements of each building, configured through massing, architectural design and materials, and ingress/egress locations will address key street and site plan conditions. In doing so, architecturally accentuated features of the building shall address and frame the entry into the site at Hurontario Street as well as the primary pedestrian access points internal to the site.
- Main entrances shall be designed as a focal point of the building facing the internal vehicular and pedestrian circulation routes.
- The majority of the street interface is occupied by building frontage with a strong orientation and relationship to the street achieved through minimal setback and high quality architectural façade treatment.
- Buildings shall have a strong relationship with the street frontage on all streets, and minimal setbacks from the street edge to establish an appropriately scaled street wall. Towers 1 and 2 are separated by 30.48m; Towers 1 and 3 have a 37.60 m tower separation,; Towers 2 and 3 are separated by 27.43 m; and Towers 3 and 4 have 30.00m distance in between.
- The towers are set back 12.62m from the eastern property line and 15.99m from the ultimate southern property limit respecting potential future redevelopment of neighbouring properties. This spatial separation provides access to sky views, privacy for residents and collective shade on the street. The tower setback distance varies across the west face, as the Hurontario property line is not orthogonal. Refer to site plan drawing for dimension setbacks.
- Along Hurontario Street, for Tower 1, the proposed podium setback is 4.0m metres, with the podium stepback 2.8m at the 4th storey, and the tower stepback 3.37m from the top of the podium.
- Since the Subject Lands are situated on the east side of Hurontario Street, an angular plane diagram to determine shadow impacts on the right-of-way is not required as part of the Shadow Study Analysis. Refer to Figure 21 for podium height, setbacks, and stepbacks for Building 1 fronting Hurontario Street.
- The towers adhere to the specified maximum floor plate size of 750 square meters for the Gross Floor Area (GFA).
- Along Street 'C', for Tower 2, there is a 14.2m street setback with a 11m Right-of-Way from the property line to the street line. As the development's main east-west vehicular road, Street 'C' provides access to loading/unloading area, pick-up/drop-off zone, and underground parking. Street 'C' also provides pedestrian friendly access via meandering pathways throughout the site via Tower 2 and pedestrian focussed zones along the roadway.

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

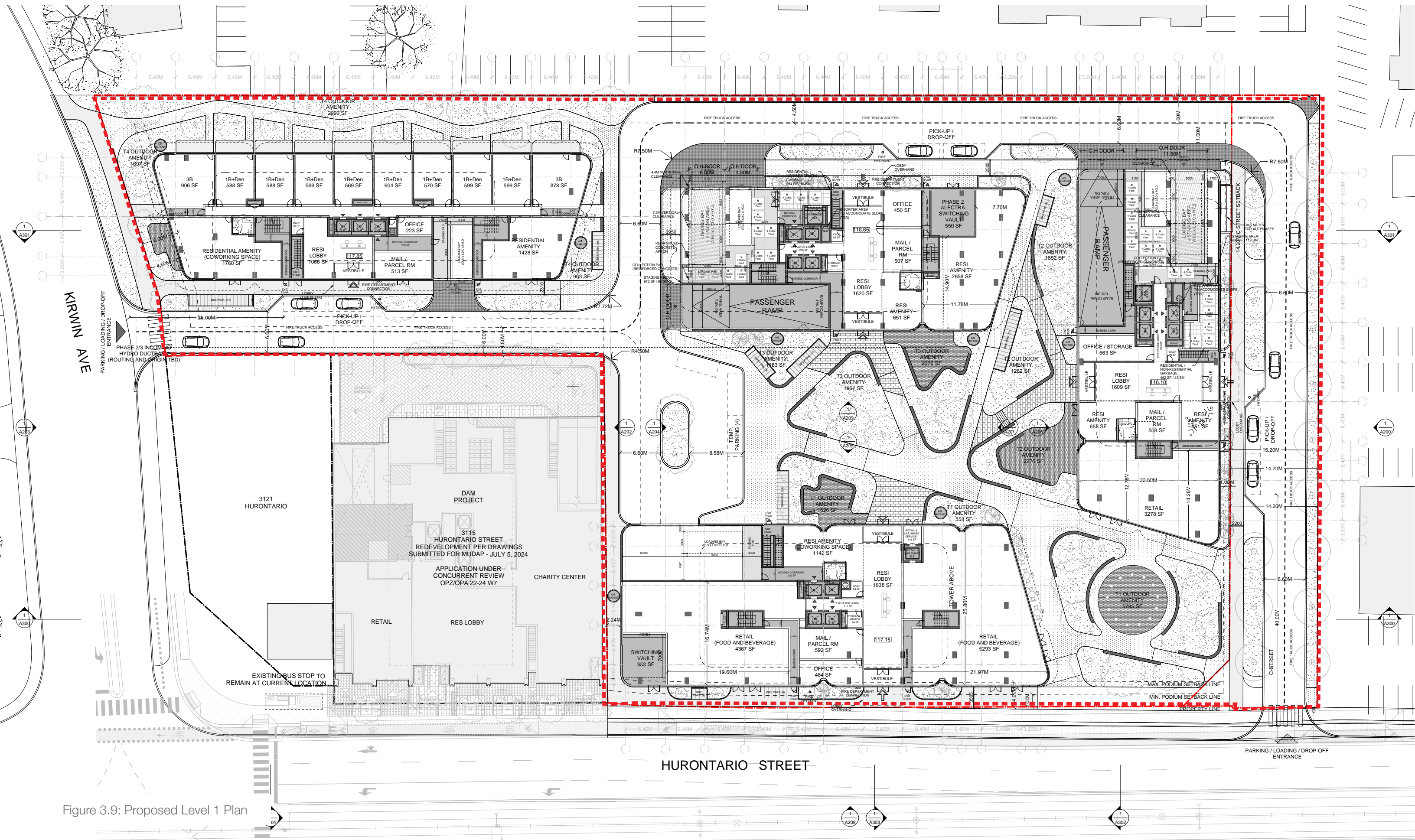


Figure 3.9: Proposed Level 1 Plan

3.2.2 Building Height & Form

The proposed Subject Lands meet the Downtown Core Built Form Standards' minimum ground floor heights for buildings that are accommodating retail uses. As part of the Downtown Cooksville area, the Subject Lands exceed the minimum height of 3 storeys, with building heights at 36, 39, 33, and 31 storeys.

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

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

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

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

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

Building Base (Podium): The lower storeys of the taller buildings within the proposed development incorporates a 4-storey podium in its design that mitigates wind and shadow impacts, enabling sunlight to extend into the outdoor spaces. The podiums act as an anchor to the tower elements, located to frame and reinforce the street walls along Hurontario Street and private shared street. The podium along Hurontario Street will be set back at grade, to create wide boulevards that accommodate pedestrians, trees and planting, and active at-grade uses. The podiums along the north, east, and south sides of the development have been designed to provide an appropriately scaled transition to the adjacent uses, with setbacks for trees and planting that will establish a soft landscape treatment along the edge of the Subject Lands.

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

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

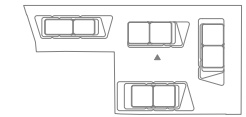
Figure 3.10: Concept rendering of proposed design of the Subject Lands looking north from Hurontario Street

Rendering Credit: 3XN Architects





Figure 3.11: Proposed West Elevation (view along Hurontario Street)



KEY PLAN

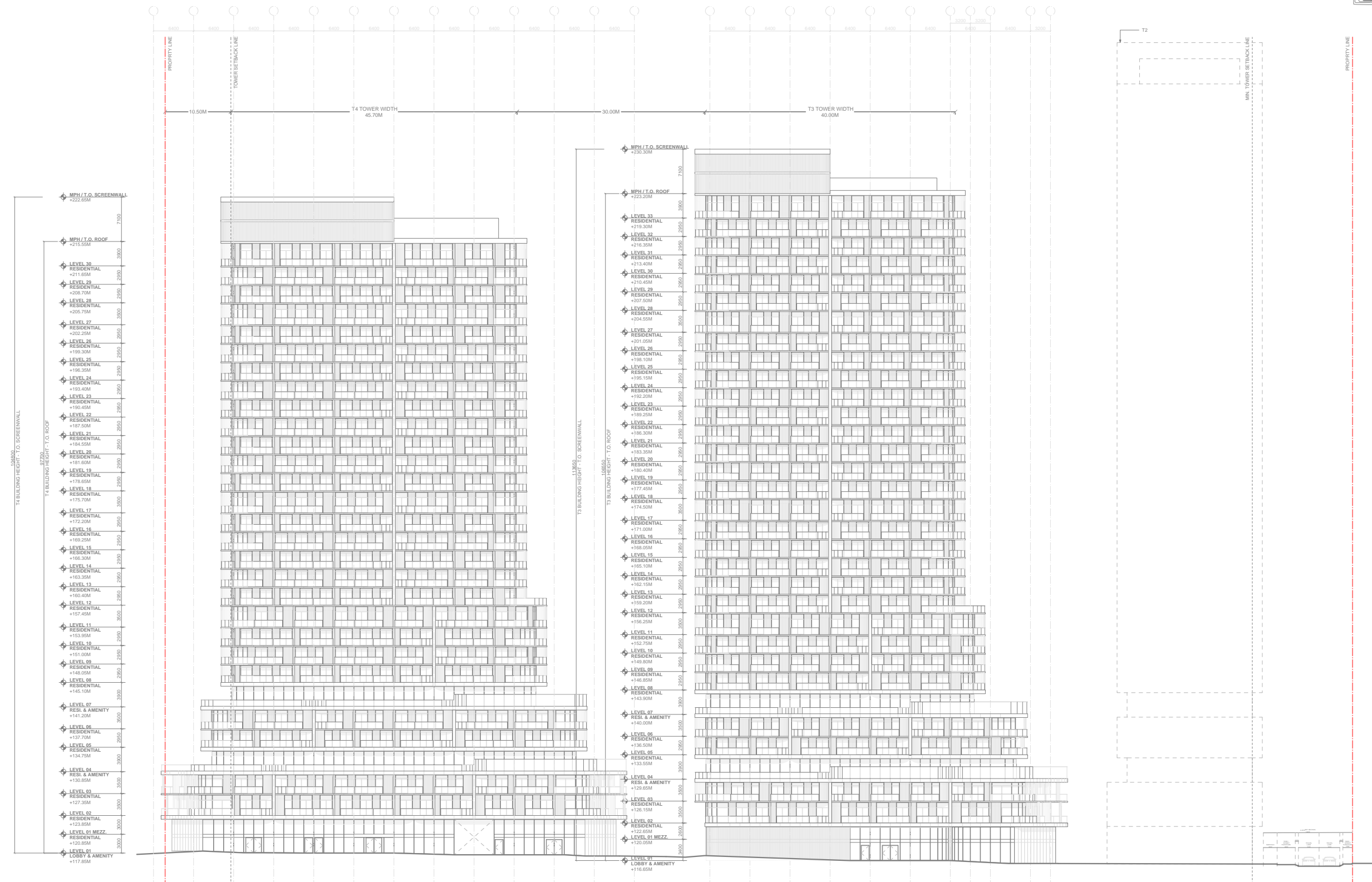


Figure 3.12: Proposed West Elevation (view along Hurontario Street)

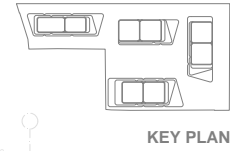


Figure 3.13: Proposed East Elevation

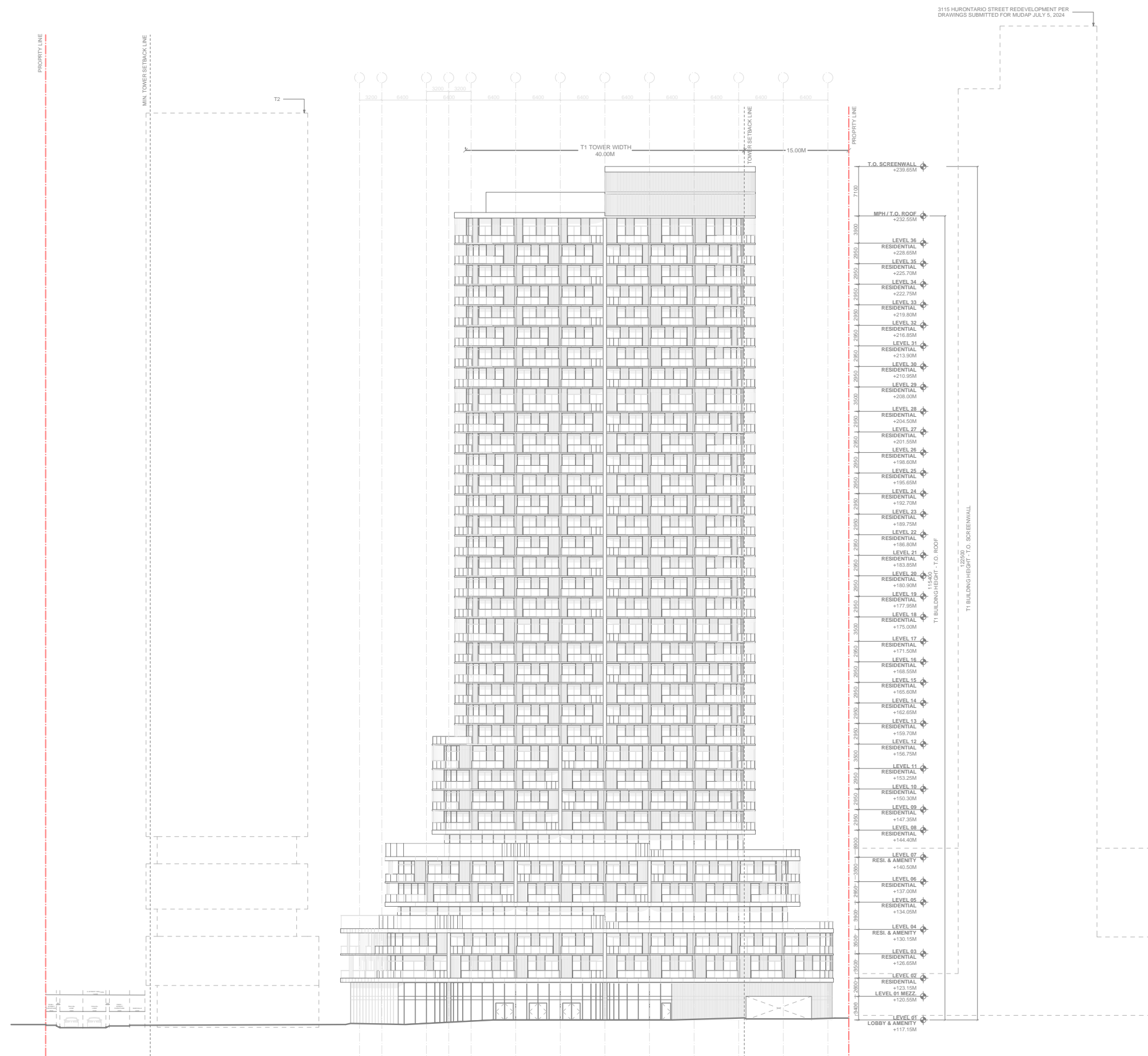


Figure 3.14: Proposed East Elevation

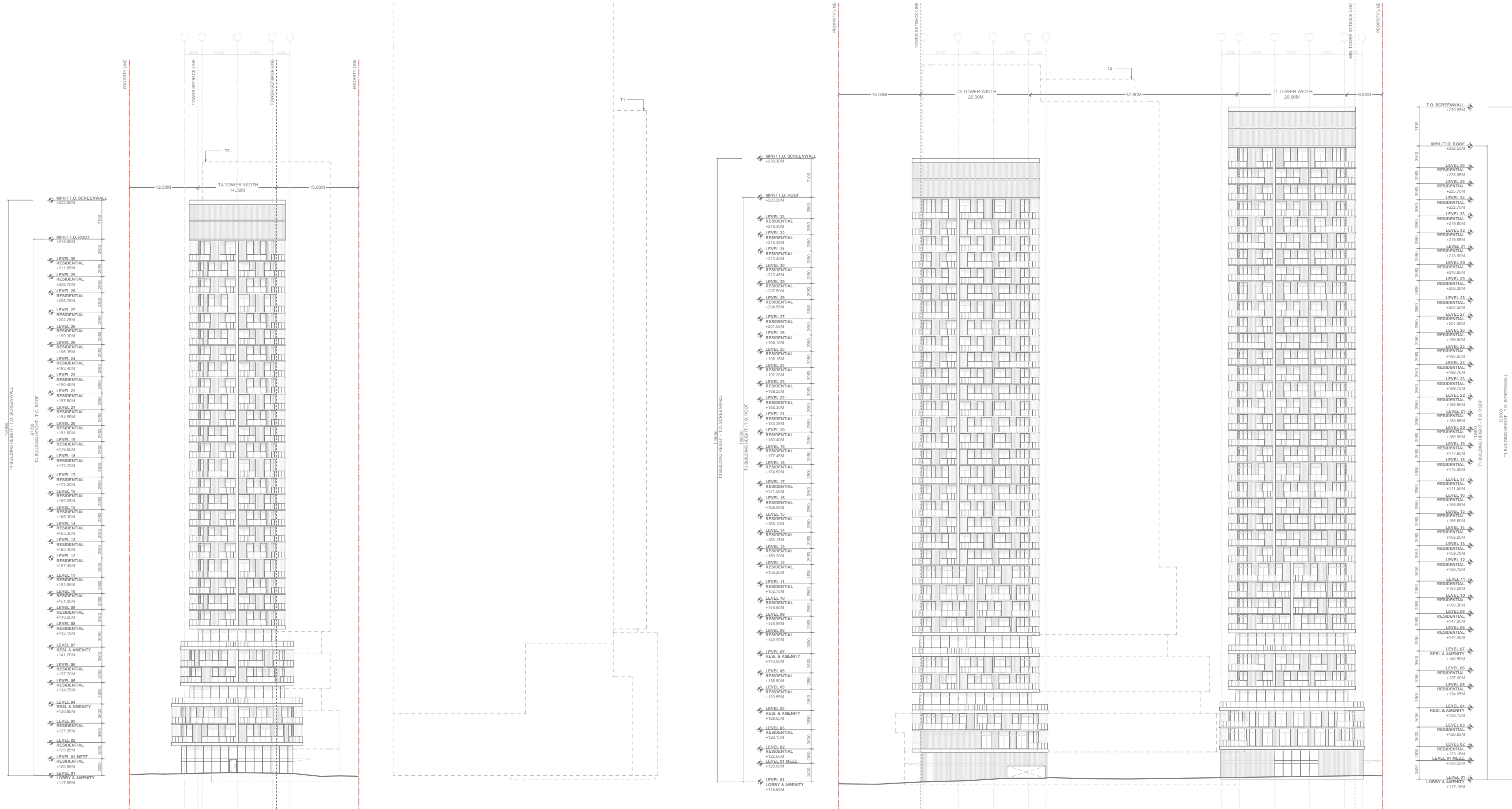


Figure 3.15: Proposed North Elevation (view along Kerwin)

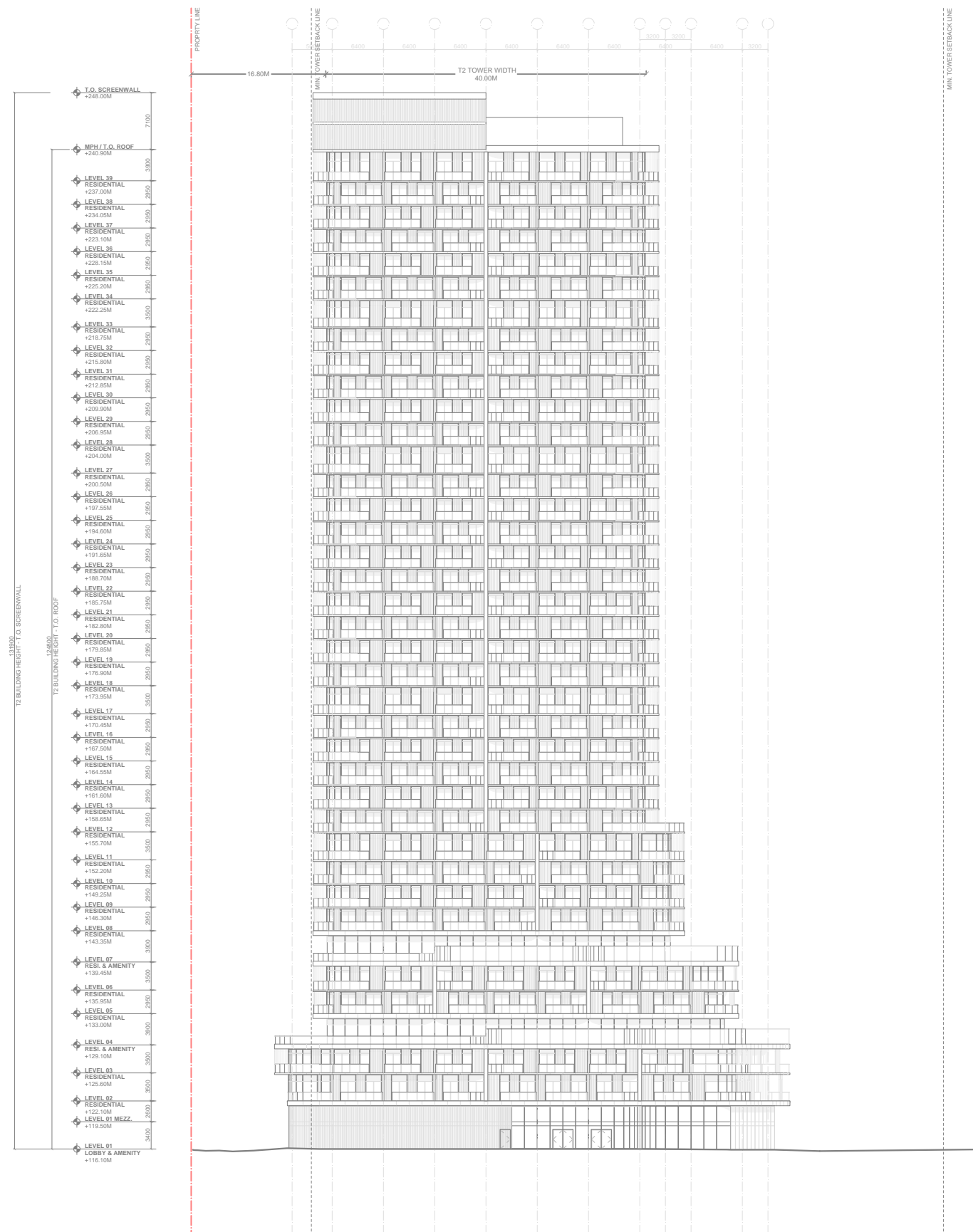
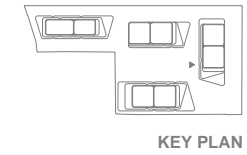


Figure 3.16: Proposed North Elevation (view along Kerwin)

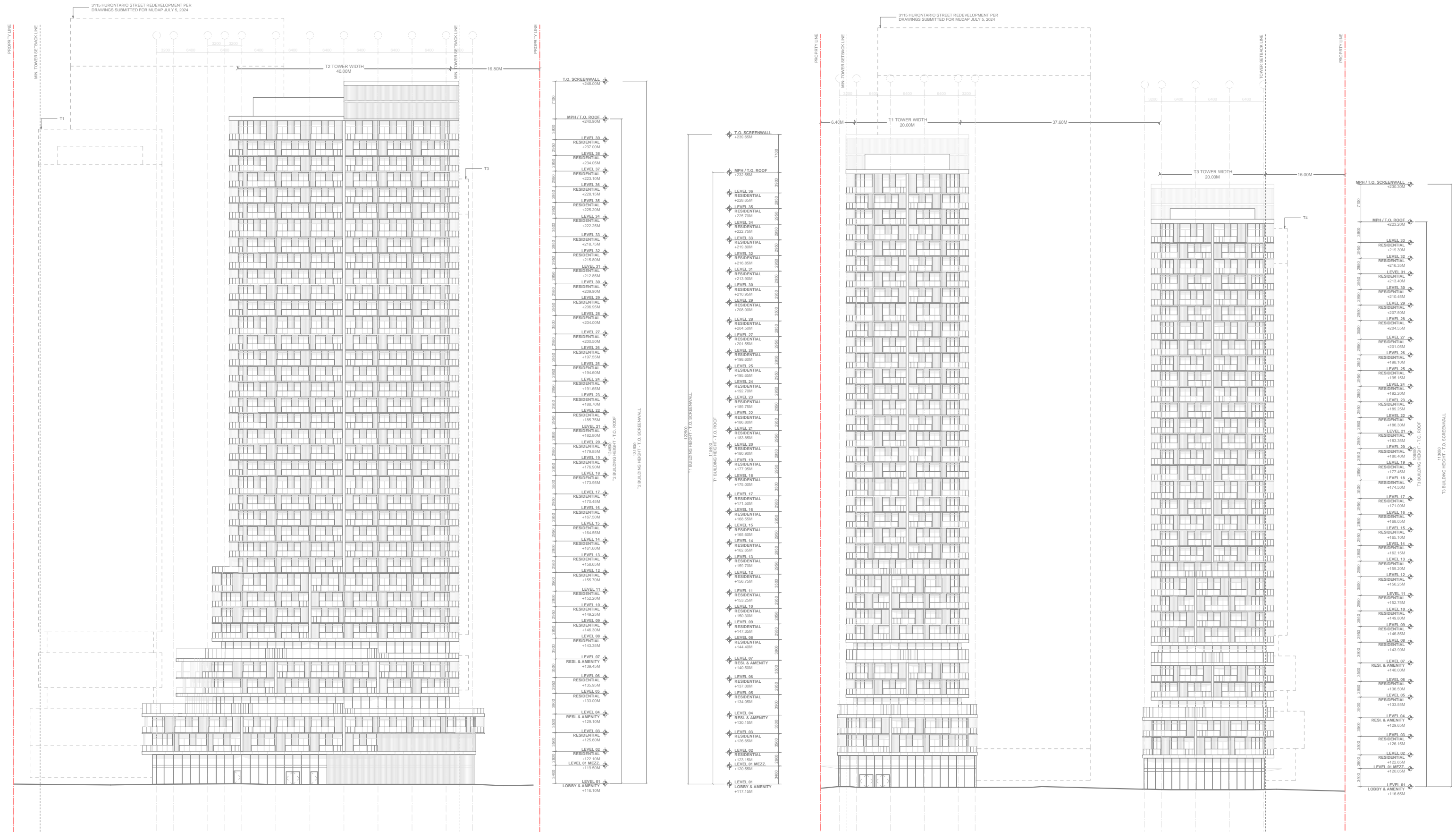
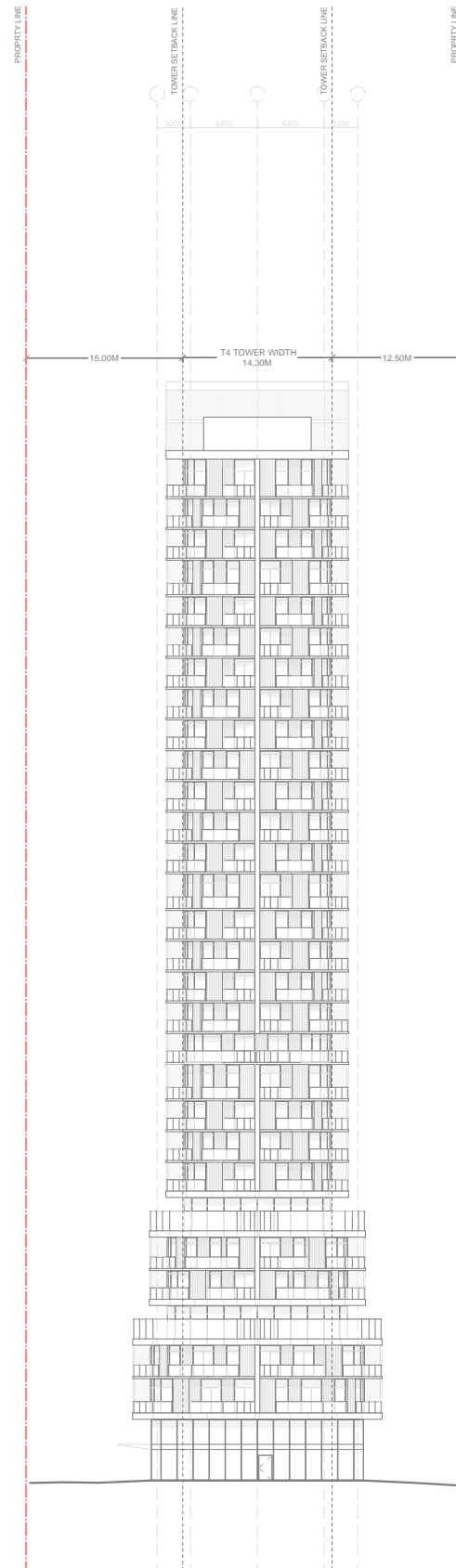


Figure 3.17: Proposed South Elevation (view along Kerwin)



7100	MPH / T.O. SCREENWALL	+222.65M
3900	MPH / T.O. ROOF	+215.50M
3850	LEVEL 30 RESIDENTIAL	+211.65M
3800	LEVEL 29 RESIDENTIAL	+208.70M
3750	LEVEL 28 RESIDENTIAL	+205.75M
3700	LEVEL 27 RESIDENTIAL	+202.25M
3650	LEVEL 26 RESIDENTIAL	+199.30M
3600	LEVEL 25 RESIDENTIAL	+196.35M
3550	LEVEL 24 RESIDENTIAL	+193.40M
3500	LEVEL 23 RESIDENTIAL	+190.45M
3450	LEVEL 22 RESIDENTIAL	+187.50M
3400	LEVEL 21 RESIDENTIAL	+184.55M
3350	LEVEL 20 RESIDENTIAL	+181.60M
3300	LEVEL 19 RESIDENTIAL	+178.65M
3250	LEVEL 18 RESIDENTIAL	+175.70M
3200	LEVEL 17 RESIDENTIAL	+172.20M
3150	LEVEL 16 RESIDENTIAL	+169.25M
3100	LEVEL 15 RESIDENTIAL	+166.30M
3050	LEVEL 14 RESIDENTIAL	+163.35M
3000	LEVEL 13 RESIDENTIAL	+160.40M
2950	LEVEL 12 RESIDENTIAL	+157.45M
2900	LEVEL 11 RESIDENTIAL	+154.50M
2850	LEVEL 10 RESIDENTIAL	+151.00M
2800	LEVEL 09 RESIDENTIAL	+148.05M
2750	LEVEL 08 RESIDENTIAL	+145.10M
2700	LEVEL 07 RES. & AMENITY	+141.20M
2650	LEVEL 06 RESIDENTIAL	+137.70M
2600	LEVEL 05 RESIDENTIAL	+134.75M
2550	LEVEL 04 RES. & AMENITY	+130.85M
2500	LEVEL 03 RESIDENTIAL	+127.35M
2450	LEVEL 02 RESIDENTIAL	+123.85M
2400	LEVEL 01 MEZZ. RESIDENTIAL	+120.85M
2350	LEVEL 01 LOBBY & AMENITY	+117.85M

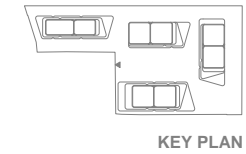
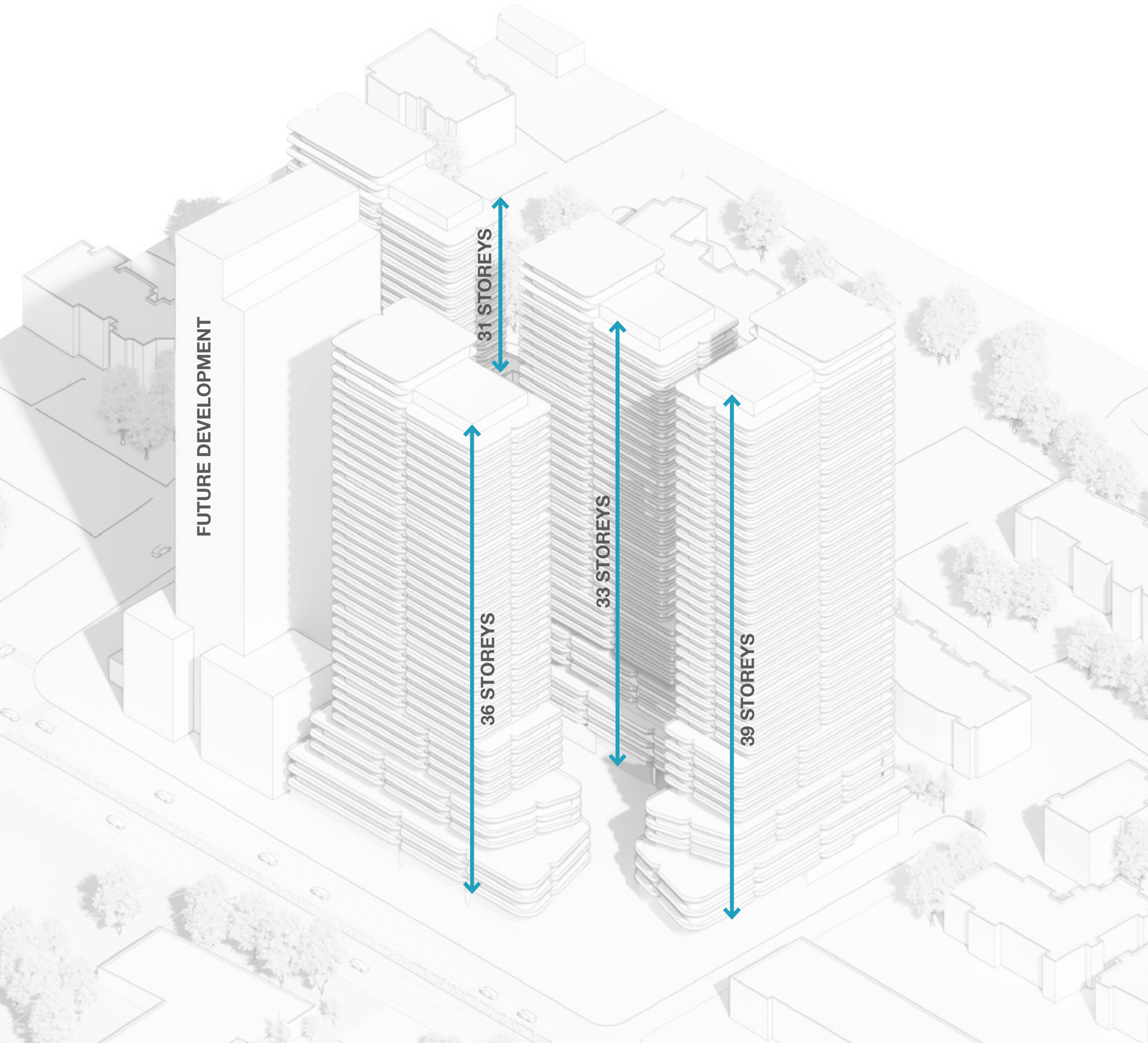


Figure 3.18: Proposed South Elevation (view along Kerwin)



3.2.3 Transition to Adjacent Uses and Built Form

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

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

Figure 3.19: Proposed height and massing model in axonometric view

3.2.4 Architectural Style

The proposed architectural style reflects the scale and materiality that encourages a dense urban language, approachable by pedestrians, bikes, cars and mass transit. A strong sense of the façade rhythm on the 4-storey podium suggests a density of commercial presence that coincides with the residential balcony units above.

3.2.5 Location of Building Entrances

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

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

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



Figure 3.20: Rendering of proposed building entrances and streetscape treatment along Hurontario Street



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



3.2.6 At-Grade Uses

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

The primary focus of the at-grade services will be catered around providing indoor and outdoor food and beverage services for the public and residents. The culinary establishments could include cafes, small grocery stores, or restaurants that spill out onto the outdoor gateway area. This extension of the retail space will create a vibrant and engaging streetscape.

Given the flexibility of the at-grade spaces, other uses of the indoor space may include privately accessible fitness rooms for residents that are equipped with state-of-the-art exercise equipment. These spaces are designed to promote health and well-being, providing a convenient opportunity for daily workouts.

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

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

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

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

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

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

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



Image example illustrating mix of services at grade level.



3.3 ACCESS, CIRCULATION, PARKING AND SERVICES

3.3.1 Vehicular Access and Circulation

Vehicular access into the Subject Lands will occur along the east side from Hurontario Street and the north side from Kirwin Avenue. The private street off of Kirwin Avenue will consist of a 6.6m width drive (paved surface width). It is intended that a reduced width roadway surface with a building setback will lower vehicular speeds and reinforce a comfortable, pedestrian realm. A pick-up and drop-off area shall be provided to support short term parking and assist with safe vehicular site circulation.

Key elements of the access and circulation plan:

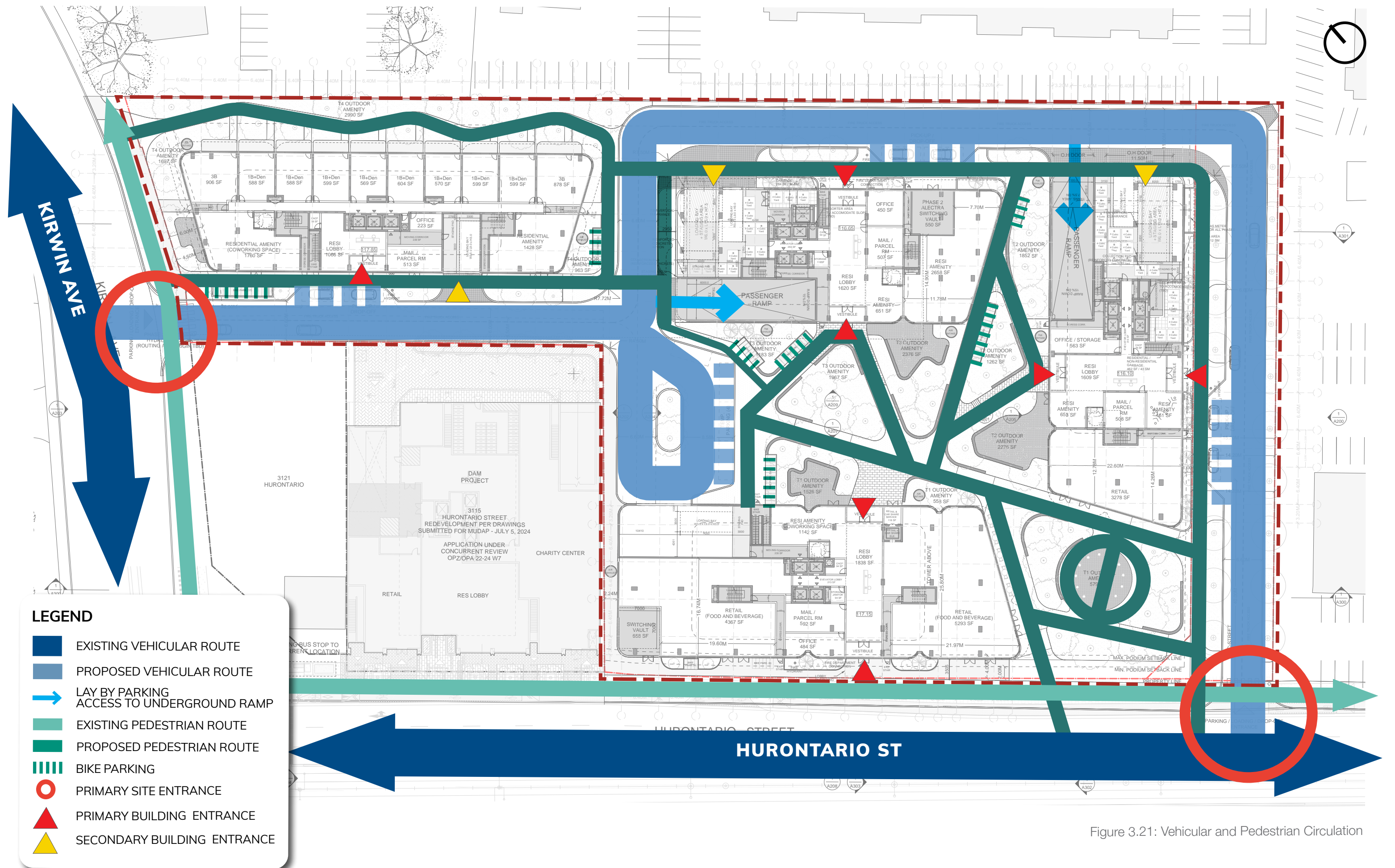
- The design speed for the 2-way street shall be kept to a minimum in order to create a safe and comfortable pedestrian focused environment, which is particularly critical along shared-use roads.
- Areas of frequent pedestrian gathering, such as the amenity spaces, are fully visible from and to the interior vehicular route.
- The 6.6m roadway width is measured face of curb to face of curb.

3.3.2 Pedestrian Access and Circulation

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

- Internally, the 6.6m wide 2-way lanes shall be designed to limit vehicular speeds in order to ensure a comfortable pedestrian environment and social interaction space for residents.
- Direct sidewalk connections are provided to streets to minimize conflicts between pedestrians and vehicles.
- Sidewalks proposed within the subject site are strategically located along anticipated desire routes to encourage pedestrian activity and provide safe and efficient walking connections to nearby community amenities, including schools, neighbourhood parks, and the variety of recreational trail linkages integrated with the various open space features throughout the larger community.
- All sidewalks within the development site consist of broom finished concrete and are a minimum of 1.5m width.
- Areas of frequent pedestrian crossings or congregation are distinguished by alternative paving treatments with colour and/or textural changes to provide visual cues to drivers (traffic calming) and reinforce the intent of a pedestrian focused environment. Within the site, the pedestrian crossings are designed with decorative unit paving.

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



LEGEND

- EXISTING VEHICULAR ROUTE
- PROPOSED VEHICULAR ROUTE
- LAY BY PARKING
ACCESS TO UNDERGROUND RAMP
- EXISTING PEDESTRIAN ROUTE
- PROPOSED PEDESTRIAN ROUTE
- BIKE PARKING
- PRIMARY SITE ENTRANCE
- PRIMARY BUILDING ENTRANCE
- SECONDARY BUILDING ENTRANCE

Figure 3.21: Vehicular and Pedestrian Circulation

3.3.3 Parking, Loading and Services Areas

- The Subject Lands will provide parking areas for all uses in the site in 3 underground levels accessed by way of a ramp off the private street from the north-west corner of Tower 3 as well as from the north-east corner of Tower 2. Loading facilities are located away from immediate public view at the rear of Tower 1 and will be located and accessed by way of the north-south private street and Street 'C'.

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

- Underground parking (802 spaces) is provided with one (1) entrance/exit ramps from the vehicular circulation route located inside the block and along Street C.
- Bicycle parking elements is integrated into the design and layout of parking facilities, with convenient access to building entrances and within well-lit areas that provide weather protection options, where feasible.
- Short-term bicycle parking spaces (97) will be located above grade and will serve the patrons of mixed-use units. The short-term bicycle parking spaces for the residential use will be located in the secure bicycle parking area within P1 level. The long-term bicycle parking spaces will also be located in the secure underground area with a total of 1126 bicycle parking stalls. A dedicated cyclist repair shop will be implemented in the south-west corner of Tower 4 and will provide residents with direct connections between the secure underground bike parking and the private road.

3.3.4 Mechanical Units & Utilities

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

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

3.3.5 Garbage Facilities

Waste removal loading is integrated into the west side of Tower 4 and therefore, special enclosure or buffering treatment is not required. The facility has been sited to enable garbage trucks to easily maneuver for pickup within the planned private street framework.



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

3.4 SUPPORTING STUDIES

3.4.1 Sun/Shadow Study

A Shadow Study has been undertaken by 3XN GXN to identify the impact of shadows for the proposed development and the surrounding community.

As described in 3XN GXN's report summary, the proposed development meets the shadow impact criteria for all existing amenity areas and public spaces.

The development allows for full sunlight on the opposite boulevard including the full width of the sidewalk on September 21st. The two roads included in the calculations are Kirwin Ave to the North and Hurontario Street to the West of the site. The report shows at least 5 hours of no shadow from subject development, the criteria having been met.

There are no adjacent low rise residential buildings (defined as one to four storeys) in the vicinity of 3085 Hurontario. Any surrounding residential is comprised of 5 storeys or more apartment buildings.

Refer to the Shadow Study Report completed by 3XN GXN for complete information pertaining to the Subject Lands.

3.4.2 Noise Control Feasibility Study

HGC Engineering conducted a comprehensive Noise and Vibration Impact Study, which aimed to establish the essential noise attenuation standards for managing both outdoor and indoor environmental sound levels.

According to the report's summary, the findings from this investigation led to the following conclusion:

- The proposed development is feasible on this site with the inclusion of appropriate standard acoustical features;
 - The development is compatible with the surrounding land uses;
 - A heating and cooling system which will allow residential unit windows to remain closed is required for some suites under MECP guidelines, as discussed in Section 4.6.2.
 - Standard glazing constructions are anticipated to be required, to ensure adequate indoor sound levels from traffic noise, as outlined in Section 4.4.1.
 - Noise levels in most outdoor amenity areas meet the targets provided by the MECP. Neither physical mitigation measures to limit the noise levels in these spaces further or warning clauses are required.
- Based on a screening assessment of commercial facilities and residential buildings surrounding the proposed development, noise from stationary sources is expected to be within the limits established in NPC-300. An additional assessment of stationary noise (major mechanical and electrical equipment) indicates that no adverse impacts are anticipated. Section 6 outlines these assessments.

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

3.4.3 Pedestrian-Level Wind Study

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

The study not only ensures the safety and comfort of individuals navigating the vicinity but also contributes significantly to the design and urban planning aspects of the Subject Lands. By understanding how wind behaves at the pedestrian level, the Subject Site has successfully accommodated a design of spaces that are not only aesthetically pleasing but also functional and user-friendly.

The proposed conditions over most grade-level pedestrian wind sensitive areas within and surrounding the study site are acceptable for the intended uses on a seasonal basis. The windier conditions are measured at walkway locations between T2 and T3, northeast of T1 and northwest of T3, as well as the southwest retail entrance to T1 and T2, and the retail patio east of T1, for which mitigation is recommended. The T1 and T3 terraces, as well as the Level 4 terrace on T2 will be comfortable for sitting, while some mitigation is recommended for the remaining Level 4 and Level 7 terraces. With the inclusion of recommended wind barriers and canopies whereby mitigation is recommended, all noted areas would improve to acceptable wind conditions.

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



Figure 3.22: A rendering depicting the proposed landscape design of the proposed Central Green which illustrates how the plaza integrates with the architectural elements, land uses, and community needs, highlighting its role as a vibrant and functional space that enhances the urban experience.

Rendering Credit: 3XN Architects

04

PROPOSED LANDSCAPE PLAN
LANDSCAPE CHARACTER

LANDSCAPE & STREETSCAPE GUIDELINES





4.1 PROPOSED LANDSCAPE PLAN

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

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

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

- **Entry Plaza:** As a POPS, this space becomes a hub of activity, fostering connections and nurturing a strong sense of belonging.
- **Central Green:** An enclave that brings a touch of nature to the urban sprawl, inviting residents to pause, relax, and reconnect with the natural world on a more intimate scale.
- **Pathways:** Meandering spaces for circulation amidst nature.
- **Private Terraces:** Intimate retreats nestled at the north-east edge of the development. These personal oases offer residents a private connection to the outdoors, blurring the boundaries between interior and exterior living spaces.
- **Terraces:** Elevated platforms that serve as communal extensions of living spaces, providing a canvas for outdoor dining, relaxation, and socializing. These elevated landscapes offer a refreshing perspective of the surroundings.
- **Green Roofs:** A testament to the commitment to sustainability, these living rooftops serve as ecological havens, reducing the urban heat island effect and contributing to energy efficiency while enhancing the aesthetics of the development from various vantage points.

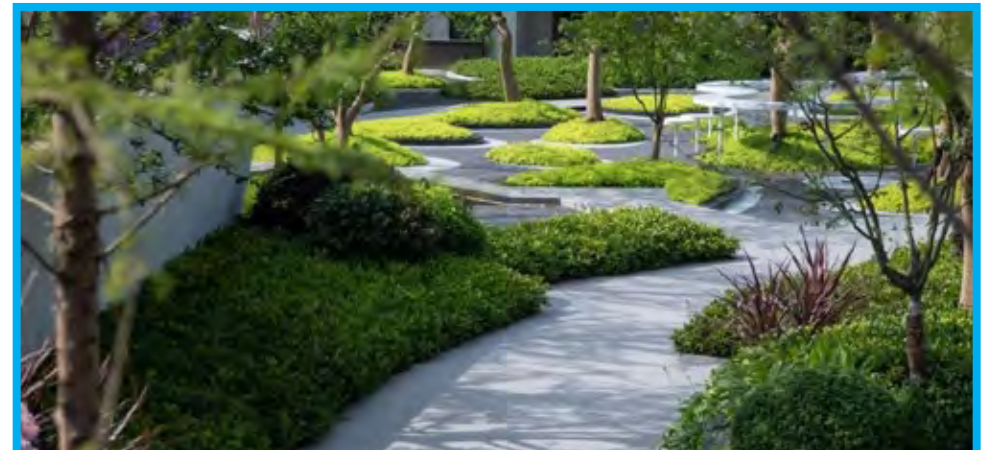
Incorporating these diverse open spaces transcends mere design—it's an invitation to experience urban living in its most holistic sense. By thoughtfully integrating these features into the urban fabric, the development not only offers opportunities for sustainable practices but also provides a canvas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



ENTRY PLAZA



CENTRAL GREEN



PATHWAY SYSTEM

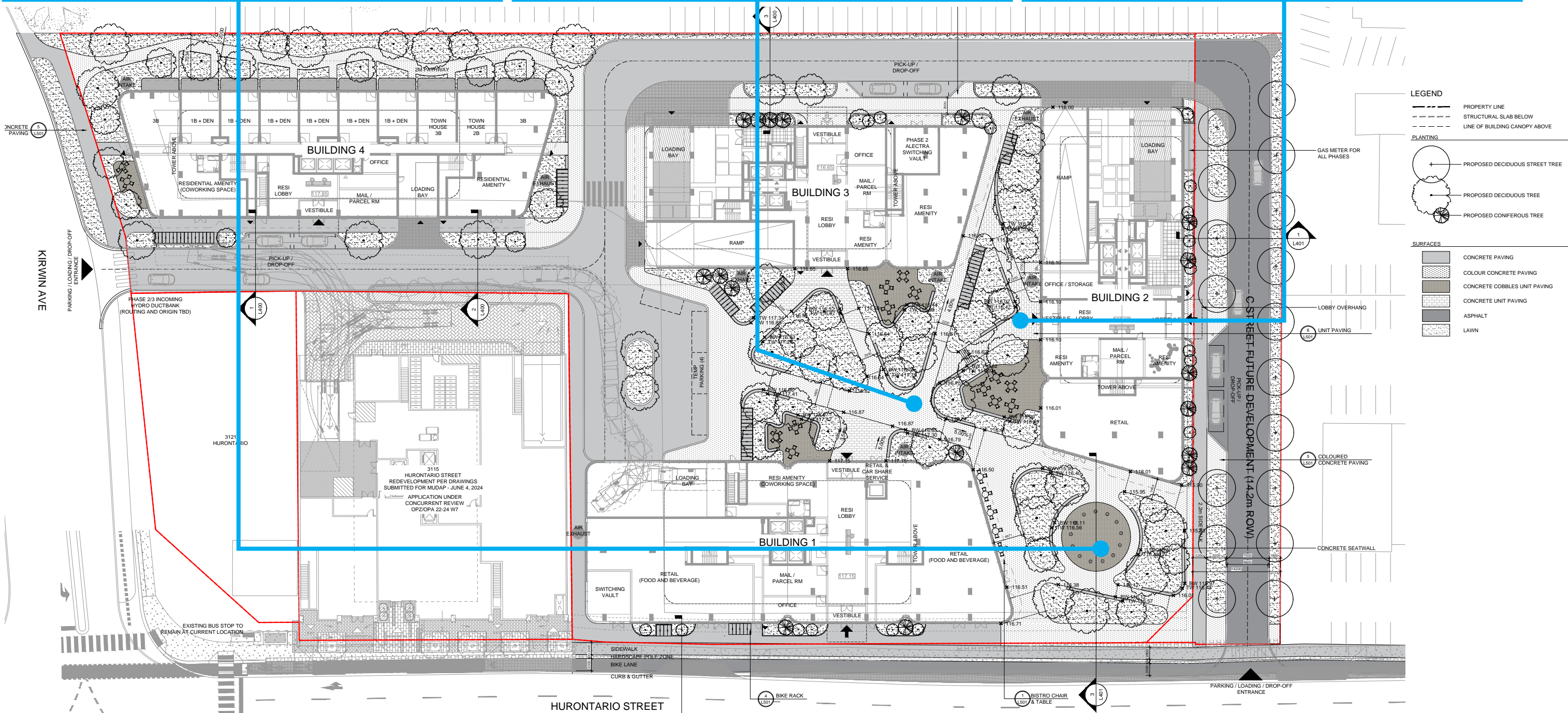


Figure 4.1: Subject Land's Conceptual Landscape Plan

Figure 3.23: Rendering of proposed entry plaza that is designed to invite people for gatherings, including festivities, celebrations, and community events.



4.1.1 Entry Plaza

Situated at the intersection of the mixed-use blocks, the Entry Plaza assumes a modest yet welcoming role as an interconnected hub, catering to the needs of both the local community and the residents of the Subject Lands.

Nestled strategically at the south west corner along Hurontario St, the Entry Plaza will be designed to offer versatile, year-round programming. It will encompass inviting zones adorned with shade trees and a water feature, creating environments conducive to passive leisure, relaxation, and moments of respite. Moreover, the plaza's design will be carefully crafted to facilitate special events and foster social interaction, thereby cultivating a dynamic and convivial gathering place for the community.

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

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

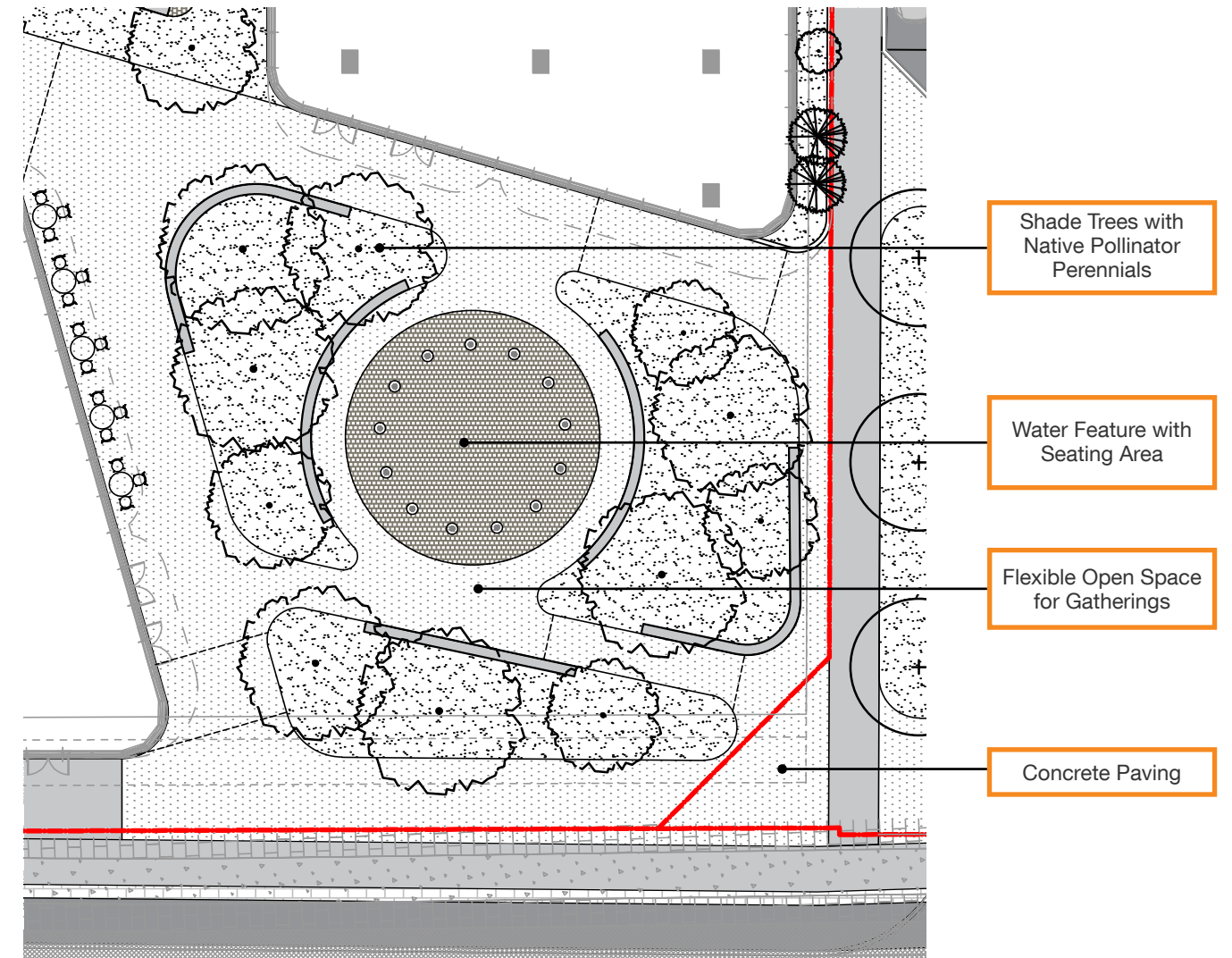


Figure 4.1: Landscape Plan of the Entry Plaza



Image example of a central green space with a strong relationship between built form and open space.

4.1.2 Central Green

As the heart of the community, the central green will be thoughtfully designed to cater to a wide range of organized and unorganized passive leisure activities, fulfilling the needs and interests of the residents.

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

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



Figure 4.2: Landscape Plan of Central Green

4.1.3 Pathways

These pedestrian-friendly pathways are thoughtfully designed to shape community interfaces, guide sightlines, and create inviting natural spaces for social interaction. Meandering colored concrete pathways wind through the landscape, inviting users to explore the site at a leisurely pace. The pathways, though straight in their core direction, feature gently curved edges that complement the triangular layout of the amenity spaces, adding a sense of flow and cohesion to the design.

The walkways are strategically varied in elevation, creating dynamic transitions throughout the site. Seat walls and benches line these pathways, offering not only comfortable spots for rest and relaxation but also enriching the visual experience with a layered perspective. This combination of functional seating and elevation changes fosters an engaging environment that encourages exploration, socializing, and connection with the surrounding landscape.

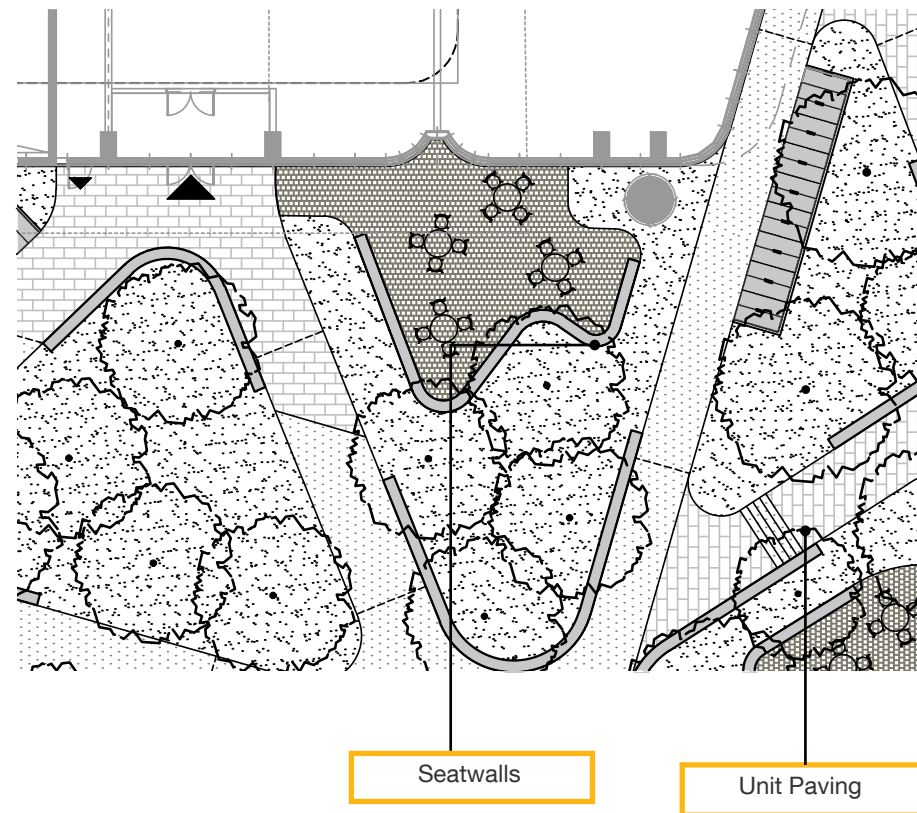


Figure 4.3: Landscape Plan of Pathway



Image example illustrating how the proposed pathway areas will be designed with organic shaped pathways surrounded by greenery.



4.1.4 Private Terraces & Podium

Throughout the development, roof top amenities are proposed as private open spaces for the residents on levels 4,7, and 12 on all the towers. One of the most valuable features of utilizing green roof infrastructure is that it generates a wide range of social, wellness and mental health, and environmental benefits.

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

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

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

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

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

4.1.5 Green Roofs

Green Roof Amenity Areas

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



Programming Opportunities

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

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



Image example of a rubber running track integrated into a green roof, blending fitness and sustainability in an urban setting.



Extensive Green Room Systems

The proposed development will be utilizing the intensive green roof approach for all the non-amentiy roof areas where feasible in order to reduce the amount of stormwater entering the municipal system. Outdoor rooftop amenity areas will be designed with raised planting beds and high albedo paved surfaces to reduce heat island effect. Rainwater harvesting systems which intercept, convey and store rainfall for irrigation uses are also being proposed for 3085 Hurontario.

Green roofs are interlinked with the development's overall sustainability measures, including the integration of sustainable stormwater management systems and energy efficient building design and materials.

Some of the environmental and sustainability benefits of green roofs include:

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

Image example of an outdoor green space features naturalized plants and gardens.

4.2 LANDSCAPE CHARACTER

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

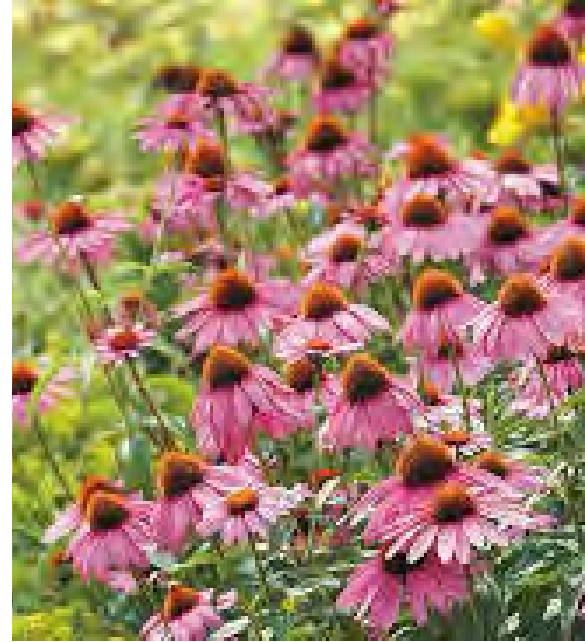
4.2.1 Planting Palette

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

A target of 75% of all proposed planting will be native, where feasible. Shade trees, approximately 6-8 metres apart, will be provided along all street frontages and public walkways with sufficient soil volume. Proposed trees will be planted in raised softscape beds, or in below grade planting beds with a minimum volume of 30 cubic meters of high-quality soil. These planting beds are located throughout the development, along street frontages, and within the Public Plaza.

Design Guidelines:

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



PURPLE CONEFLOWER



PRAIRIE DROPSEED



KARL FORESTER FEATHER REED



TREE GRATE



TRENCH DRAIN



BLAZE MAPLE



EASTERN WHITE PINE



CONCRETE PAVING



COBBLE PAVING



TACTICAL WARNING INDICATOR



CONCRETE SEATWALLS



SUGAR MAPLE

Figure 4.4: Ground Level Landscape Character

4.2.2 Lighting

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

Design Guidelines:

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



LIGHTING POLES

4.2.3 Site Furniture

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

Design Guidelines:

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



STREET BENCHES



WASTE RECEPTACLE



BIKE RACKS



Image example of a pedestrian access and amenity space with attractive site furniture.

4.2.4 Buffer Landscape Treatment

The landscape buffer at the north-west edge of the project will effectively separate the existing structures and parking lot from the proposed at-grade residential units, addressing several key concerns:

- Visual Screening: The buffer will block views of the existing structures and parking lot, providing residents with a more visually appealing environment and maintaining privacy.
- Noise Reduction: Vegetation and hardscape elements will help reduce noise from the parking lot, contributing to a quieter residential atmosphere.
- Air Quality: The inclusion of trees and shrubs will help filter pollutants and improve air quality around the residential units.
- Privacy: The buffer will create a physical barrier, reducing direct lines of sight from the adjacent property into residential areas, enhancing privacy for residents.

In addition to its primary function as a barrier, the buffer will also include shaded areas and seating, offering functional green space for residents while integrating into the overall site design. This approach will improve the transition between the parking lot and residential units, making the space more livable and attractive.



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



Image example of pedestrian path adjacent to a landscaped buffer, offering a natural transition between the townhouse units and surrounding areas.

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



05

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

**SUSTAINABLE
DEVELOPMENT**



5.1 GREEN DEVELOPMENT STANDARDS

As a tool to help achieve its sustainability goals, the City of Mississauga adopted a revised Green Development Standards in 2024, establishing the Green Development Strategy (July 2014), a set of criteria for sustainable, high-performance, and efficient development. This strategy aligns with the City's commitment to combat climate change and supports its vision of fostering a sustainable and resilient community. Within this framework, the "green development" approach is specifically geared towards reducing energy demand and consumption, increasing renewable energy capacity, minimizing the impact on the natural environment (water, air, and soil), and enhancing the overall well-being of the community.

While adherence to the Council adopted Green Development Standards is not mandatory at this development approval stage, conscious efforts have been made to ensure conformity during the future detailed design stage of the proposed development.

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



5.2 ACTIVE TRANSPORTATION

5.2.1 Bicycle Parking Provisions

Bicycle parking is essential to operating a successful bicycle network and program, particularly in high density areas. Lack of support or convenient access to store and secure a bicycle on site may discourage this as an alternative mode of transportation. The design of 3085 Hurontario will ensure that proper bicycle parking provisions are in place. Details shall be discussed in collaboration with the City of Mississauga.

The proposed development will offer 85 short-term above grade outdoor bicycle parking spaces that will be located at each building, around the site. Indoor bicycle parking spaces will be located above grade in Building 2 and Building 3, and below grade in Building 1 and Building 4. Stairs with bike ramps in all buildings will also be provided.

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

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

Design Guidelines:

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

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



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



Image example of a bike rack.



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

5.3 LOW IMPACT DEVELOPMENT & SUSTAINABILITY INITIATIVES

5.3.1 Development Considerations

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

In order to encourage transit use as an alternative to vehicular use, the transit-oriented development is within 600m of the Cookville GO, two future Hazel McCallion LRT stops, and the proposed Dundas BRT. An additional private multi-use road running generally parallel to Hurontario allows further access for private vehicles through the site to Kirwin and Hurontario.

The pedestrian network within 3085 Hurontario Street will have direct and convenient connections to the Kirwin Street through a multi-use private road and through a hard-paved public plaza to Hurontario. All public and private walkways are continuous, accessible, and barrier-free. All building entrances are level to pedestrian pathways.

5.3.2 Residential Building Considerations

The development is targeting 40% window-to-wall ratio to improve the energy performance needs of the buildings. To reduce water consumption, high-efficiency single/dual flush toilets and low-flow water efficient fixtures will also be utilized. For the proposed development, exterior lighting will be designed to point downwards and shielded to prevent glare, keeping light from trespassing to neighboring properties.

Additional Sustainable Building Practices may include:

- Energy Star or equivalent construction;
- Insulation with higher effective R-value;
- High-Efficiency furnace/boiler system; and
- Energy Efficient Heat Recovery Ventilator.

5.3.2.1 Resource Management Builder Measures

The project will divert at least 75% of total construction and demolition material from landfill. Where possible, construction materials will be chosen for their low carbon footprint and sourced responsibly to reduce carbon footprint of the shipment of materials. In addition, a bi-sorter system will be used to allow residents to separate waste, organics, and recyclables.

A waste management policy to ensure that all trades work efficiently to reduce and eliminate waste may include:

- Dedicated On-Site Concrete Wash out areas;
- Indoor contaminant control during construction; and
- Erosion control filter cloth measures on all catch basins.

5.3.2.2 Energy Upgrades

For the development, 25% of the resident parking will be equipped with Level 2 EVSE, and remaining spaces with an energized outlet adjacent to the space for purpose of EV Charging (EV-Ready). Additionally, a minimum of one (1) visitor space will be equipped with Level 2 EVSE.

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

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

5.3.3 Low-Impact Design

Within the site, benches and landscaping features have been proposed throughout the subject site to enhance pedestrian experience and encourage a larger range of users. Also, a variety of paving materials will be utilized to create a pedestrian-friendly scale and materiality.

A comprehensive approach to the implementation of effective Low-Impact Design (LID) strategies will address the following general categories for 3085 Hurontario:

5.3.3.1 Hardscaping

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

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

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

5.3.3.2 Softscaping

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

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



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



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



06

URBAN DESIGN STUDY SUMMARY

SUMMARY AND CONCLUSIONS





6.1 URBAN DESIGN STUDY SUMMARY

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

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

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

In summary, the proposed development for the Subject Lands:

- Represents a transit-oriented development with an appropriate height and density given the property's location within the Dundas Major Transit Station Area and within walking distance of the Cooksville GO Station, the Hazel McCallion LRT (2) stops, and the Dundas BRT;
- Consists of a podium/tower configuration and slender tower design which minimizes wind impacts and maximizes sunlight;
- Includes a refined architectural design that integrates well into the City's skyline while being sensitive to the pedestrian experience on the ground;
- Provides and supports safe and comfortable pedestrian and cycling connections that links the Proposed Development with the surrounding context; and
- Contributes towards the goals and urban design objectives of the Downtown Cooksville Character Area and the Hurontario corridor Streetscape.

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

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