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June 1, 2018

Mr. Alex Marshall  
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Dear: Mr. Marshall

### **PINNACLE UPTOWN - URBAN DESIGN FRAMEWORK & LID MEASURES**

IBI Group has prepared the following letter on behalf of Pinnacle International (Ontario) Limited ('Pinnacle'), the owner of the property known as Part of Lot 1, Concession 1, West of Hurontario Street, City of Mississauga, Regional Municipality of Peel.

This letter details the proposed urban design framework and LID measures anticipated in the proposed development of the lands. This letter is accompanying supporting studies for an Official Plan Amendment and Zoning By-law Amendment application to permit site intensification on Block 16 and part of Block 2 (referred to as the Phase Four Part Two lands) and on Block 17 and part of Block 1 (referred to as the Phase Five lands), as shown on Reference Plan 43R-33929. Combined, these lands are referred to as the "subject lands" throughout this letter. The purpose of this letter is to provide:

- A brief description of the development proposal; and
- An explanation of the merits of the project in relation to the proposed design and low-impact development (LID) measures proposed.

### **Site History**

Pinnacle's total land ownership comprises 14.78 ha (37 ac) of land located at the northwest corner of Hurontario Street and Eglinton Avenue West in the City of Mississauga. In 2007, IBI Group on behalf of Pinnacle International filed applications for an Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision to permit residential development over five phases (see Table 1 and Figure 2 below). In 2009, Phase One was approved, consisting of two residential towers fronting onto Eglinton Avenue West with heights of 25 and 28-storeys and a total of 432 units. Construction of Phase One is complete.

In 2012, the overall area-specific provisions for the Official Plan and Zoning By-law Amendments were approved and Draft Plan Approval was received. Site Plan Approval was also received for the Phase Two lands, which included the development of 100 rear lane townhouses. Construction of Phase Two is complete.

The lands identified for Phase Three are located in the western portion of the lands to the south of Watergarden Drive. Phase Three includes the development of 446 units split between two residential towers with heights of 23 and 26-storeys. Construction is underway.

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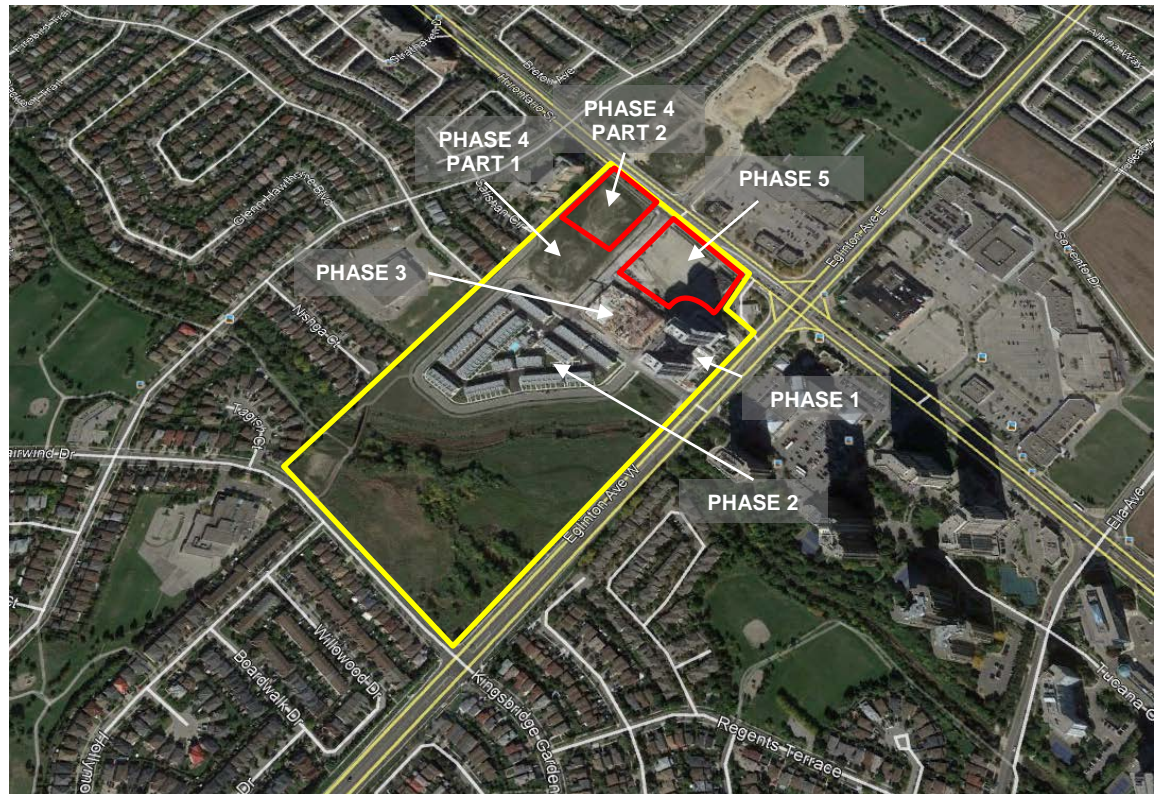
Construction of Phase Four Part One has begun. This phase involves the lands to the west of the subject lands, bound by Watergarden Drive to the south and Four Springs Avenue to the west.

The easternmost portions of Pinnacle’s overall landholding, which abut Hurontario Street, are identified as the lands to be developed as part of Phase Four, Part Two and Phase Five (i.e. the “subject lands”).

**Table 1. Phasing of Development**

	Phase One	Phase Two	Phase Three	Phase Four: Part One	Phase Four: Part Two	Phase Five
<b>Dwelling Type</b>	25 and 28 storey residential condominiums	Rear lane townhomes	23 and 26 storey residential condominiums	15 and 34 storey residential condominiums	38 and 50 storey residential condominiums	30, 35 and 50 storey residential condominiums
<b>Unit Count</b>	432	100	446	468	935	1,160
<b>Status</b>	Complete	Complete	Construction	Construction	OPA and ZBLA Application Stage	OPA and ZBLA Application Stage

**Figure 2. Pinnacle Lands and Development Phases**



**Legend**

- Pinnacle Landholding
- Subject Lands

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### Development Proposal: Phase Four Part Two & Phase Five

The applications being sought to facilitate this development are seeking to amend the City of Mississauga Official Plan Site Specific Policies as well as the Site Specific Exceptions within Zoning By-law 0225-2007 to permit the development of 2,095 residential units on the subject lands. Previous Official Plan policies permitted a total of 1,969 units across the lands identified for Phase Two, Phase Three, Phase Four (Parts One and Two), and Phase Five; however, given recent changes to the provincial planning framework, updated population forecasts, announcements of funding and initiation of design contracts for the Hurontario LRT, and the overall encouragement of intensification, Pinnacle is seeking to amend the Official Plan policies to permit a total of 3,109 units on these lands (i.e. Phase Two + Phase Three + Phase Four (Parts One and Two) + Phase Five lands).

The proposed modifications include:

- **Phase Four Part Two:** The addition of a residential condominium tower on Block 16 and part of Block 2 to allow for a total of 2 towers and 935 residential units, as well as an increase to the height permissions to allow for a 38-storey tower and a 50-storey tower; and,
- **Phase Five:** The addition of a residential condominium tower on Block 17 and part of Block 1 to allow for a total of 3 towers and 1,160 residential units, as well as an increase to the height permissions to allow for a 30-storey tower, a 35-storey tower and a 50-storey tower.

The site will be accessed in two locations. The Phase Four Part Two development proposed on the northern portion of the subject lands will be accessed via a private driveway extending west from Hurontario Street. The Phase Five development proposed on the southern portion of the subject lands will be accessed via a driveway from Little Creek Road. Site Plans are included within Appendix A of this report.

Phase Four Part One, Phase Four Part Two and Phase Five proposes 3,525 underground parking spaces. No parking is proposed at-grade.

**Table 2. Development Statistics and Unit Breakdown**

Phase Four Part Two Lands						
	1 Bedroom	1 Bedroom + Den	2 Bedroom	2 Bedroom + Den	3 Bedroom	Total
Building 3	101	316	96	10	4	527
Building 4	144	118	136	8	2	408
<b>Subtotal</b>	<b>245</b>	<b>434</b>	<b>232</b>	<b>18</b>	<b>6</b>	<b>935</b>
Phase Five Lands						
Building 1	48	134	94	15	3	294
Building 2	143	84	67	19	41	354
Building 3	81	232	108	67	24	512
<b>Subtotal</b>	<b>272</b>	<b>450</b>	<b>269</b>	<b>101</b>	<b>68</b>	<b>1,160</b>
<b>Total</b>	<b>517</b>	<b>884</b>	<b>501</b>	<b>119</b>	<b>74</b>	<b>2,095</b>

### Urban Design Framework

Chapter 9.2.1 of the City of Mississauga Official Plan lists several design and development parameters for lands designated as *Intensification Areas*. These policies were taken into consideration when designing the proposed development and site plan. Elements of the proposed

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design that satisfy the intent of the design policies listed in Section 9.2.1 are summarized, in part, below:

- The introduction of distinctive architectural features and streetscaping efforts along the Hurontario corridor as well as the planned public art installation satisfy the intent of Policy 9.2.1.3.
- The creation of a high quality, compact and urban built form with underground parking limits the impact of extensive surface parking while the establishment of mid-block connections, sidewalks/driveways and a finer-grain pedestrian network all contribute to meeting the intent of Policy 9.2.1.4. Additionally, minimal amounts of surface parking are being proposed, satisfying the intent of Policy 9.2.1.37.
- The location and design of the buildings directly adjacent to an existing *Major Transit Station Area* satisfies Policy 9.2.1.8.
- The continuous building frontages provide for continuity of the built form with high design standards and provide for a distinct yet seamless integration between the public and private realm, alluding to the Policies 9.2.1.17 and 9.2.1.19. Furthermore, the positioning of the buildings along the street edge help to define the edge of the right-of-way and creates a relationship with the public sidewalk (Policy 9.2.1.31), while the clearly defined primary entry points provide direct flow-through access to the sidewalk, pedestrian connections and transit facilities, satisfying Policy 9.2.1.32.
- The inclusion of active façades with clear glazing oriented towards Hurontario Street, incorporating the intent of Policies 9.2.1.24 and 9.2.1.25.

Please note that this list is not intended to be exhaustive, but rather intended to highlight the fact that the proposed development largely addresses the intent of the urban design policies listed within the Official Plan.

From a localized design perspective, the proposed design and development also conforms with the design criteria of the Uptown Node Character Area policies. Policy 13.3.1.1 of the City of Mississauga Official Plan seeks to enhance the sense of community through streetscape improvements that will impart a sense of character and identify the major geographic areas within the Uptown Node. Policy 13.3.1.2 states that the community form and structure uses along Hurontario Street should be integrated with the overall community design by providing for a graduated transition in development intensity and building scale; and an orientation of buildings, related open spaces and service functions which minimize visual and functional conflicts on abutting lands.

The proposed development proposes to improve both the public and private realms along the Hurontario corridor by including a tree-lined separation between the sidewalk and curb edge, improved lighting and pedestrian infrastructure, upgraded landscaping and hardscaped materials and a build-to line which defines the private vs. public realm. The varying setbacks fronting the streets are intended to create pockets of significance that allow for entrances and retail to be recessed or pushed closer to the street. The increase in height and density along the Hurontario corridor places the highest heights and densities along the eastern edge of the site, closest to the future LRT station. This building placement maintains the overall community design intent that provides for a gradual transition in built form and building intensity from east to west in order address the existing low-rise townhome community.

### **LID Measures & Detailed Design**

The City of Mississauga's Green Development Standards were also consulted in reviewing Pinnacle International's development proposal. The following section summarizes and highlights

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key LID measures that are being included and/or considered as part of the Phase Four Part Two and Phase Five development. Justification and/or rationale is provide for instances where best practices identified in the Green Development Standards are not being proposed.

### **3.2 Rainwater Harvesting**

- *“Install rainwater harvesting systems which intercept, convey, and store rainfall for future use.”*

As detailed in Section 4.2.4 of IBI Group's Functional Servicing Report, below grade detention facilities are being proposed to store rainwater on site.

### **3.3 Permeable Pavement:**

- *“Install permeable pavement, as an alternative to traditional impervious pavement (i.e. asphalt) with little or no infiltration characteristics, to allow rainwater to permeate through it and into an aggregate reservoir. This is ideally suited for areas with low level traffic such as private roads, parking lots, walkways, etc. Please note that ‘Pervious Stable Surface’ may also be used to identify areas for permeable ‘interlocking’ concrete paving, pervious concrete or porous asphalt.”*

While it is premature for this item to be detailed; it is anticipated that permeable pavers will be installed on-site, to be further identified and determined during the Site Plan stage.

### **3.4 Grass and Dry Swales**

- *“Install vegetated and open ‘grass swales’ (channels) to receive, treat, and attenuate rainwater runoff (these are also knows as ‘enhanced’ vegetated swales).*
- *Promote the use of ‘dry swales’ (an enhanced grass swale that incorporates engineered soil filter media or growing media) with optional perforated pipe underdrain or a bio-retention cell configured as a linear open channel.”*

The structural footprint of the current design encompasses virtually the entire site area. Infiltration-type Best Management Practices (BMPs) such as dry swales and bio-retention areas are not properly suited to this development.

### **3.5 Green Roofs:**

- *“Install green-living roofs consisting of a layer of growing medium soil with vegetative material on top of a conventional flat or sloped roof, to improve energy efficiency in buildings, stormwater absorption and quality, reduce urban heat island effects, create green space for passive recreation, and to enhance roof aesthetics. There are two types of green roofs: intensive- providing aesthetic and environmental value, and extensive – for active recreational uses.*

While it is premature for this item to be detailed; it is anticipated that green spaces and amenity areas promoting planted materials will be included. To be further identified and determined during the Site Plan stage.

### **4.1 New Trees:**

- *“For groups of two or more trees planted primarily in hardscaped areas, provide a minimum volume of 15m<sup>3</sup> of high quality soil per tree. A single tree planted in hardscape requires a minimum volume of 30m<sup>3</sup> of soil.*
- *Provide trees planted in softscape with a minimum volume of 30m<sup>3</sup> of high quality soil.*
- *Plant ‘shade trees’ approximately 6-8m apart along all street frontages, open space frontages, and public walkways.”*

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While it is premature for much of these items to be detailed (i.e. soil volumes), an abundance of planting is proposed for the development and large 'shade trees' are being provided along street frontages spaced approximately 8m apart.

#### **4.2 Native Vegetation:**

- *"Ensure that a minimum of 50% of all proposed plantings are native species, where feasible."*

Similar to the above, the species proposed to be planted onsite has not been detailed at this stage, but Pinnacle International is open to working with the City on the desired plant species to meet this requirement. These details will be determined through the Site Plan Approval process.

#### **5.1 Pedestrian Walkways:**

- *"Design private sidewalks, crosswalks, and walkways to be continuous, universally accessible, barrier-free, and clearly designated. Connect building entries to pedestrian paths, transit stops and parking areas for both cars and bicycles."*

As shown in the Site Plans and architectural details, all pedestrian pathways have been designed to be universally accessible, barrier free, and are clearly designated. Furthermore, pedestrian walkways connect to sidewalks along Watergarden Drive, Four Springs Avenue, Hurontario Street, and Little Creek Road.

#### **5.2 Pedestrian Comfort:**

- *"Locate all air exhaust systems and air intake grates away from pedestrian routes and amenity areas."*
- *"Provide shade trees along pedestrian pathways and in amenity spaces to take advantage of summer."*

All grates are located outside of direct pedestrian routes and amenity area.

While it is premature to determine planting species/locations along pedestrian pathways, Pinnacle is open to working with the City to ensure appropriate plantings and 'shade' trees are provided. This will be determined through the Site Plan Approval process.

#### **5.3 Bicycle Parking:**

- *"Locate 50 percent of occupant bicycle parking in a secure weather-protected area contained within the development site."*

At grade bicycle parking and storage will be provided as part of the development proposal. Details and drawings of the bicycle storage facilities will be determined through the Site Plan Approval process.

#### **6.1 Bird Friendly Glazing**

- *"Treat glass on buildings with a density pattern between 10-28cm apart for a minimum of the first 10-12m above grade OR Mute reflections for a minimum of the first 10-12m of a building above grade. Where a green roof is constructed adjacent to glass surfaces, ensure that the glass is treated to a height of at least 12m above the level of the green roof, to prevent potentially fatal collisions with windows."*

Bird friendly treatment has not been provided on elevations. (Richmond, A401-A405)

*Where exhaust / ventilation grates cannot be avoided at ground level, design the grates to have a porosity of less than 2cm x 2cm.*

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While it is premature for this item to be detailed, Pinnacle International will remain consistent with previous designs utilized in Phases 1 through 4(A) and work diligently with the City. This will likely be determined through the Site Plan Approval process.

**6.2 Site and Building Lighting:**

*“Install exterior light fixtures that are properly shielded to prevent glare and/or light to trespass onto any neighbouring properties. Avoid up-lighting from exterior light fixtures mounted on buildings unless they are designated as an integral component of a heritage structure.”*

While it is premature for interior and exterior photometrics and design to be detailed, Pinnacle International intends on remaining consistent with previous fixtures and details utilized in Phases 1 through 4(A). It is expected that these details will be determined through the Site Plan Approval process.

Respectfully submitted this 1<sup>st</sup> day of June, 2018.

Regards,

**IBI Group**



Stephen Albanese MCIP RPP