91 Eglinton East

URBAN DESIGN STUDY

MISSISSAUGA

September 18, 2018

Submitted by:
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September 18, 2018

91 Eglinton East Urban Design Study
Mississauga, ON

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STUDIO tla

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OVERVIEW

91 EGLINTON AVENUE WEST

Introduction

The purpose of The Urban Design Study document is to illustrate the design principles applied to the proposed development which make a strong/conscious effort to adhere to and apply the guidelines set out by the City of Mississauga's 'Downtown Core Built Form Standards', Mississauga's Official Plan, and Mississauga's Green Development Standards. This document will provide a review of the design proposal for 91 Eglinton Avenue East, including an overview of the master plan, urban design principles, and the framework applied.


HWY 403
HURONTARIO ST
EGLINTON AVE

CONTEXT | IMMEDIATE

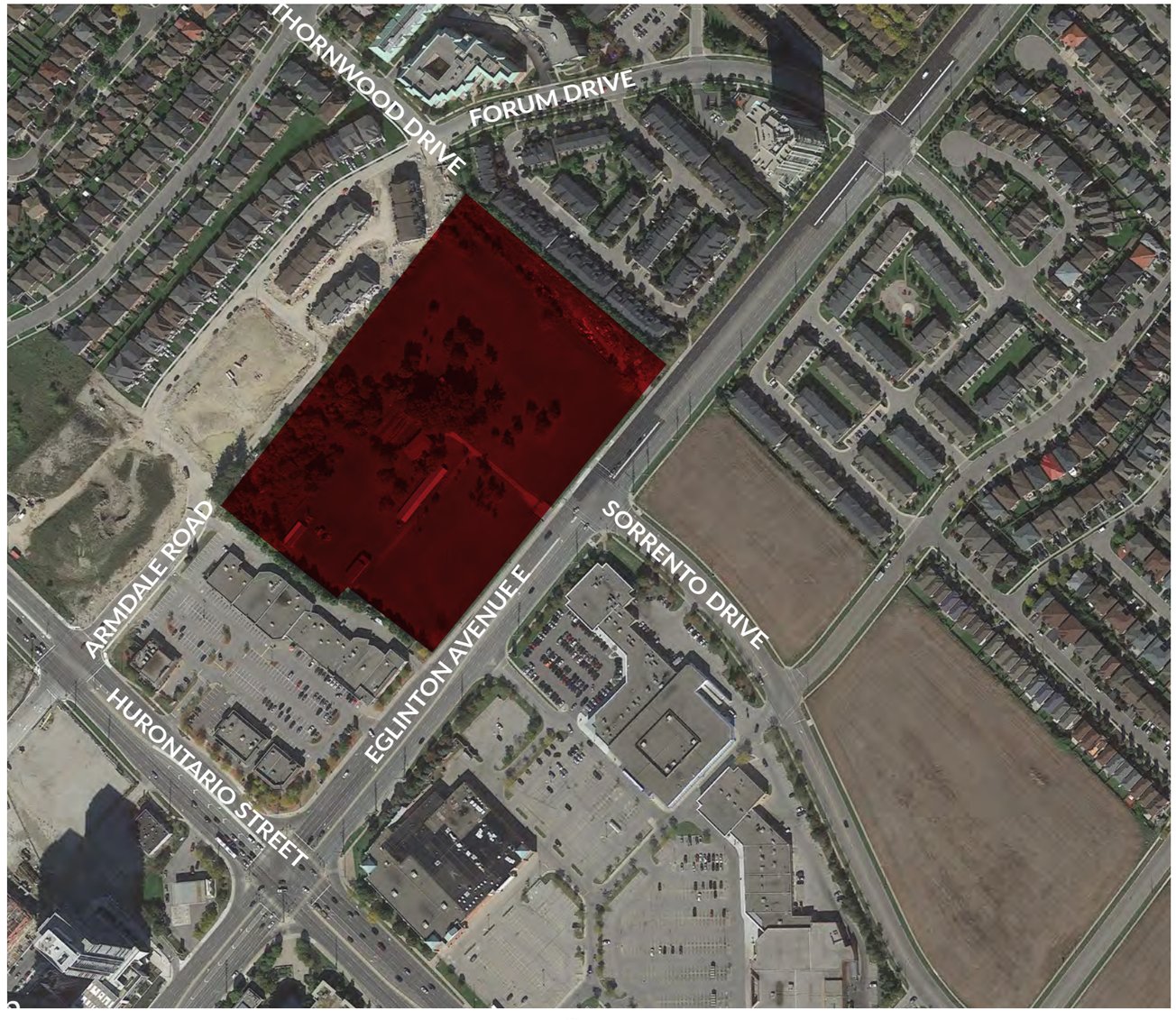
Site Description

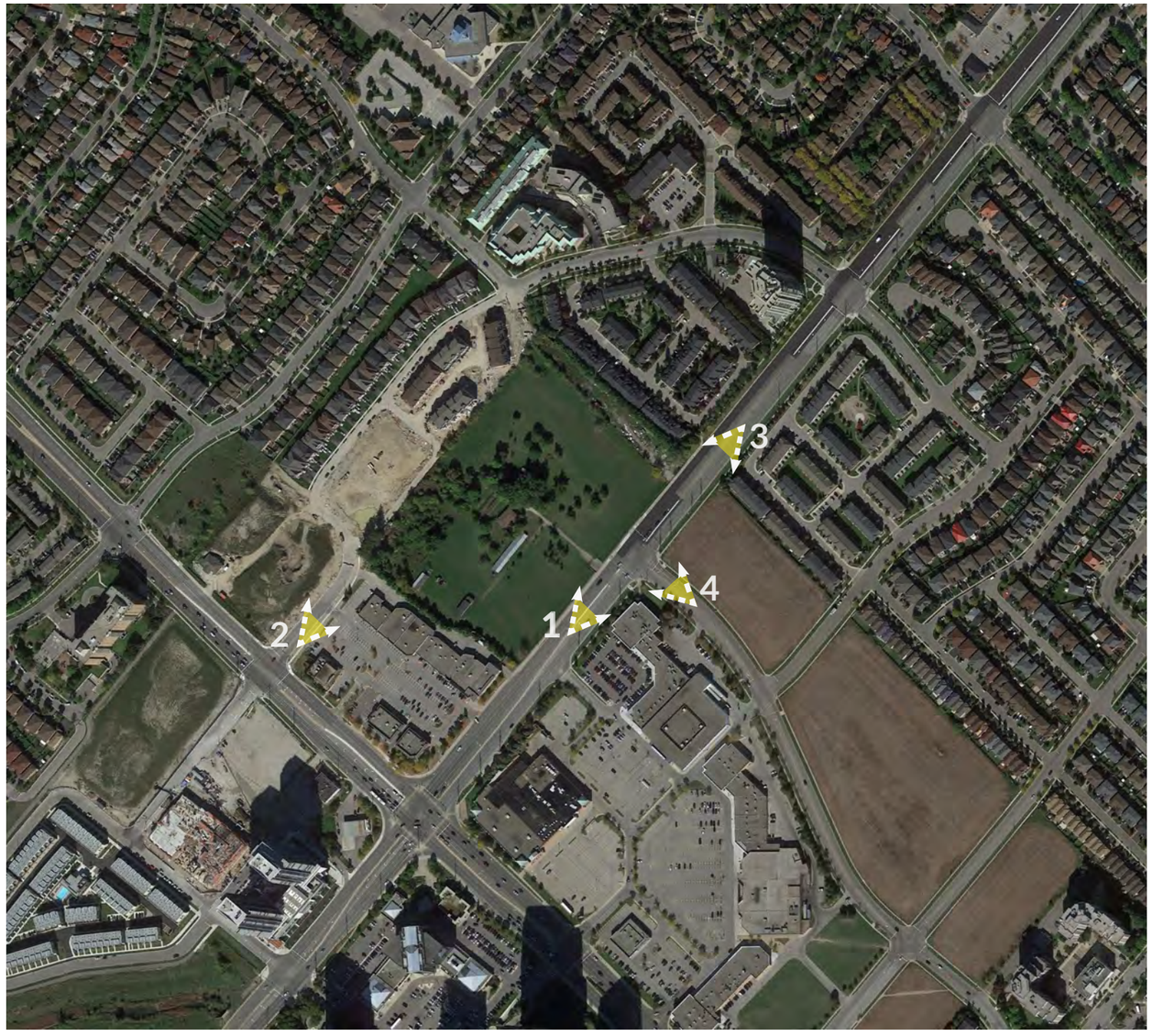
This subject lands are currently designated residential high density and residential medium density in the City of Mississauga Official Plan. Further, the lands have been identified as a part of the Uptown major node in the city of Mississauga, which is subject to its own set of unique character area policies and urban design characteristics.

The subject lands are located approximately 175 metres east of the intersection of Hurontario Street and Eglinton Avenue on the north side of Eglinton Avenue East. The subject lands are legally described as:

- PT LT 1 CON 1 EHS TOR.TWP. AS IN 16398VS; SAVE AND EXCEPT PT 1 PL 43R-30022; MISSISSAUGA.
- PT LT 1 CON 1 EAST OF HURONTARIO STREET DES PT 3 PL 43R22278

The subject lands have a total gross site area of approximately 4.5 hectares (approximately 11 acres) on Eglinton Avenue East. The subject lands currently contain single-storey residential dwellings. The balance of the subject lands are open space.





91 Eglinton Ave. E is located on the north side of Eglinton Avenue East, East of Hurontario Street and west of Forum Drive.

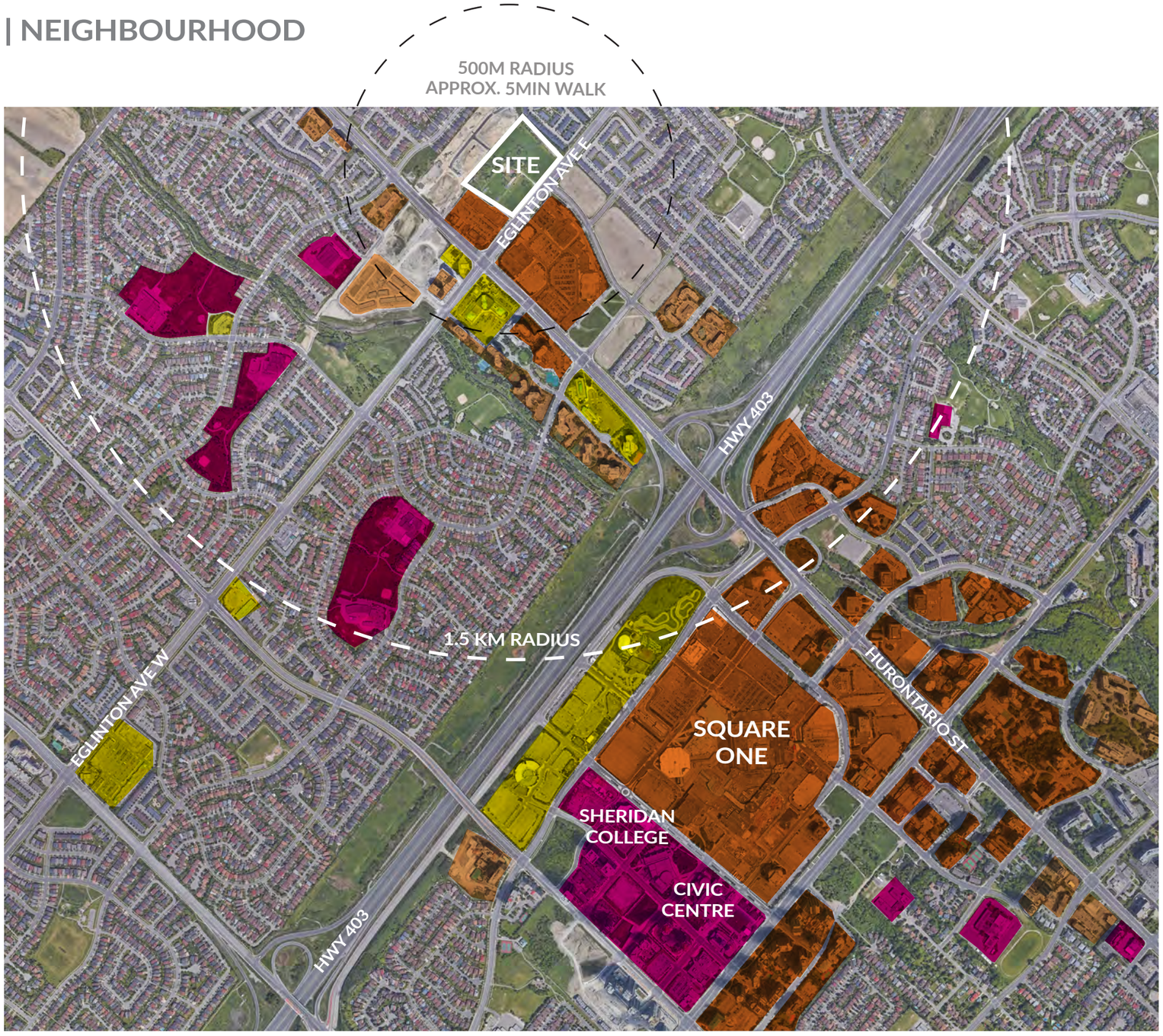
Looking Northeast along Eglinton Ave with site to the left

Looking Northeast from Armdale Road with site ahead

Looking southwest from Eglinton Ave E towards Hurontario with site ahead on the right

Looking Northwest toward Eglinton Ave E from Sorrento Drive with site straight ahead

CONTEXT | NEIGHBOURHOOD



LEGEND

- HIGH DENSITY RESIDENTIAL
- MIXED USE
- OPEN SPACE/GREENLANDS
- COMMERCIAL /OFFICE
- SCHOOL/PUBLIC/INSTITUTIONAL

CONTEXT | URBAN DESIGN

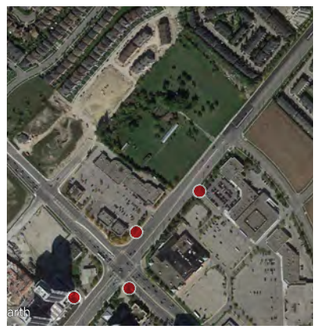
The neighbourhood character as it exists consists of a diverse range of commercial uses and residential developments. The area is limited in greenspace, however this is expected in accordance with the areas planned or intended function. The subject lands have frontage along a Major Road, Eglinton Avenue East, and are in close proximity to an Arterial road, Hurontario Street. In light of this, the subject lands possess many locational advantages. Among them are ease of access to day-to-day goods and services, immediate access to an extensive existing and planned transportation circuit and pedestrian connections. The surrounding area is seen to be developing at an accelerated rate.

The development proposal consists of 6 high rise residential towers with heights that range from 30-45 storeys. The development proposal additionally features a one-storey common amenity area building with access to an underground space which will act as the keystone to the proposal providing elevated urban design and landscape features. This proposal aims to activate the subject lands by incorporating design features that respond and add to the character of the existing surrounding neighbourhood, and capitalizes on the underused subject lands by concentrating high density residential development at the major intersection of Hurontario St and Eglinton Ave.

The development proposal incorporates appropriate urban design and urban planning principles to create dynamic and active streetscapes that reinforce placemaking. An attractive and continuous pedestrian realm is supported by hard and soft landscaping features which were guided by a combination of consulting professionals and the application of strong urban design principles throughout the site design.

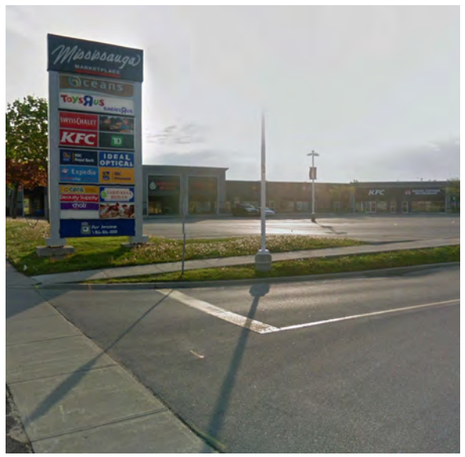
URBAN DESIGN OPPORTUNITIES FOR THE SITE INCLUDE:

- Enhanced streetscape
- Bicycle and pedestrian connections
- Visual and functional site permeability
- Enhancements to urban forest
- New parkland
- Ground floor residential connections to the street
- Connections between public and private open space
- Pedestrianized internal circulation network

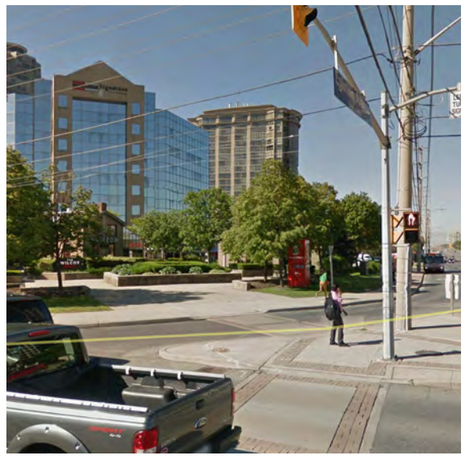


Access to amenities and transportation

New residential development on Hurontario



Lowrise commercial surroundings



Business development alongside commercial

LAND USE DESIGNATION: **VACANT/FARM**

LAND USE

- RESIDENTIAL
- INDUSTRIAL
- OPEN SPACE/GREENLANDS
- TRANSPORTATION RIGHT-OF-WAY
- SCHOOL/PUBLIC/INSTITUTIONAL
- COMMERCIAL/OFFICE/MIXED USE
- VACANT/FARM
- UTILITY/PUBLIC WORKS
- COMMUNITY/PLACE OF RELIGIOUS ASSEMBLY
- OTHER

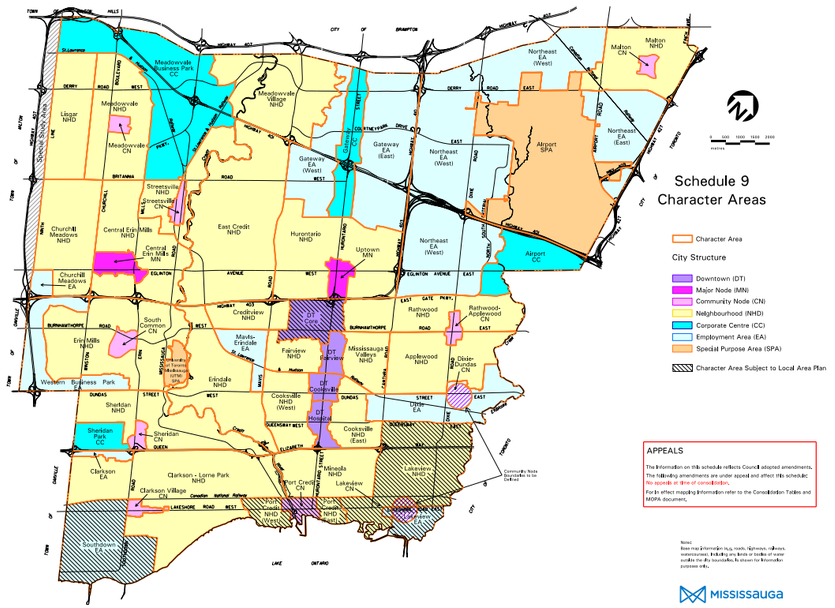
The adjacent land uses include:

to the **East**: • Immediately to the east of the subject lands is a vacant lot approximately 1 acre in size. The site is currently under separate and distinct ownership but must be considered in the subject application as it will not obtain vehicular access onto Eglinton Avenue. Beyond this parcel of land are existing townhouses, and on the north west corner of Forum Drive and Eglinton Avenue East there is an existing apartment building.

to the **West**: Immediately to the west is a commercial plaza with frontage along the east side of Hurontario Street. West of Hurontario Street, there is both existing and proposed high rise residential apartments. As we understand, these lands are currently subject to a Zoning By-law Amendment and Official Plan Amendment Application to permit residential towers up to 50 storeys.

to the **South**: South of the subject lands include a vacant parcel of high density residential lands, and a shopping centre consisting of a large format grocery store and various restaurants and other retail uses

to the **North**: To the North of the subject lands are a number of sites that are subject to a number of development applications which are in process or approved and in construction.

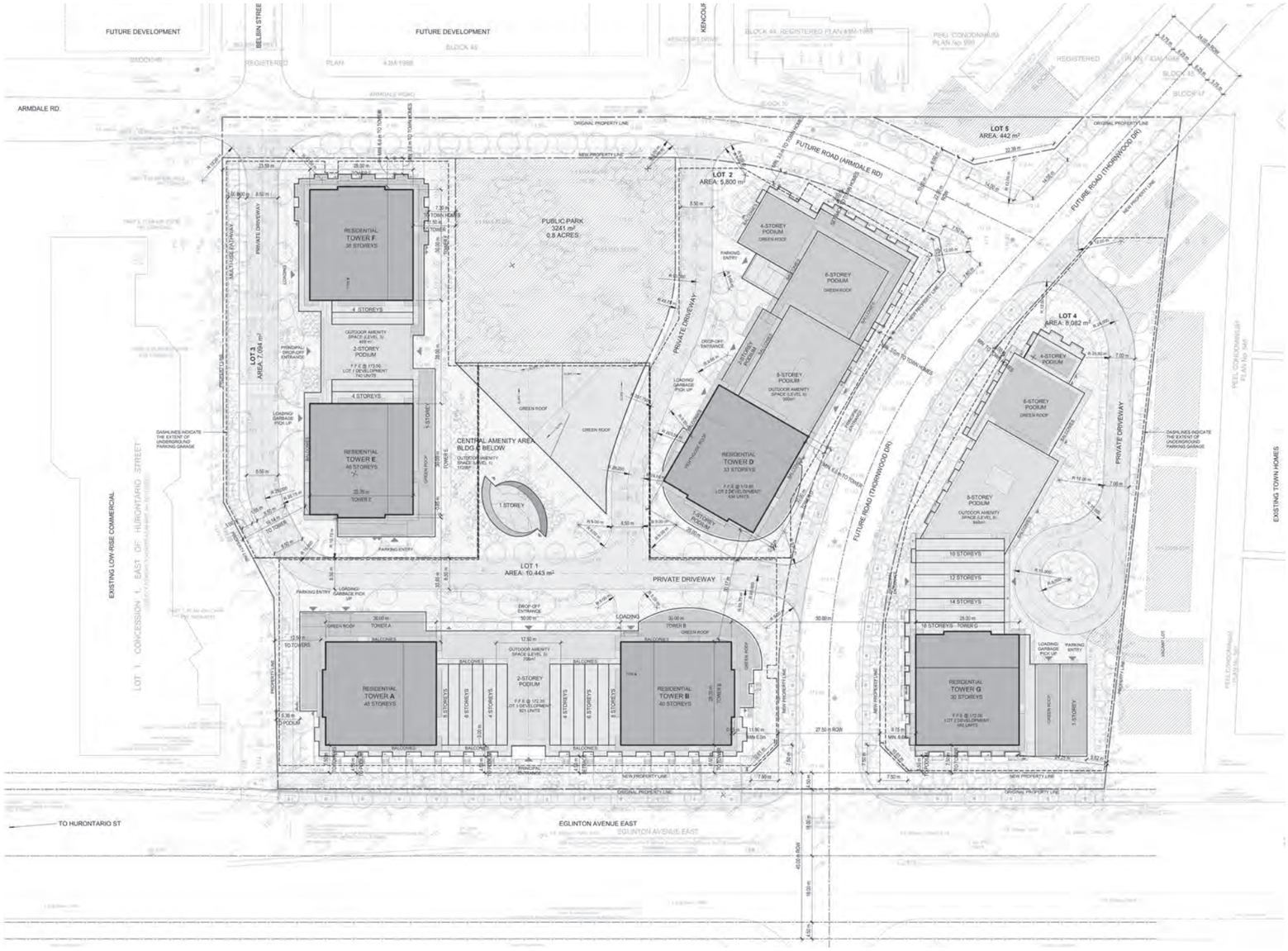


CHARACTER AREA: **UPTOWN**

This proposal aims to meet the guidelines set forth in the City of Mississauga urban design guidelines including but not limited to CPTED and GDS considerations for designing appropriate transition in building heights, enhancing existing planned developments, maintaining the City Structure hierarchy, and staying consistent with policy of this plan.

Based on the characteristics of the immediate surrounding area, in terms of both existing and proposed developments, the proposal is not anticipated to produce any adverse impacts on the adjacent community and rather contribute to the function of the immediate and surrounding area as per the intentions of a major node and intensification corridor.

Site Plan and Survey



THE PROPOSED DEVELOPMENT CONFORMS TO THE CITY OF MISSISSAUGA OFFICIAL PLAN BY:

- Contributing to the emerging Uptown urban context with a strong articulation of public realm design merged with built form.
- Creating a development framework with 'predictability', guiding development with the creation of new urban design standards
- Supporting the city's Official Plan by promoting the creation of a vibrant uptown both for economic and civic use
- Supporting a mix of uses by providing future residents with a wide range of urban amenities and access to greenspace
- Providing a resilient, environmentally friendly, safe, and accessible neighbourhood
- Implementing pedestrian and transit-oriented development and a vibrant street life
- Providing open space areas that contribute to community connectivity and creates opportunities for active transportation and recreation

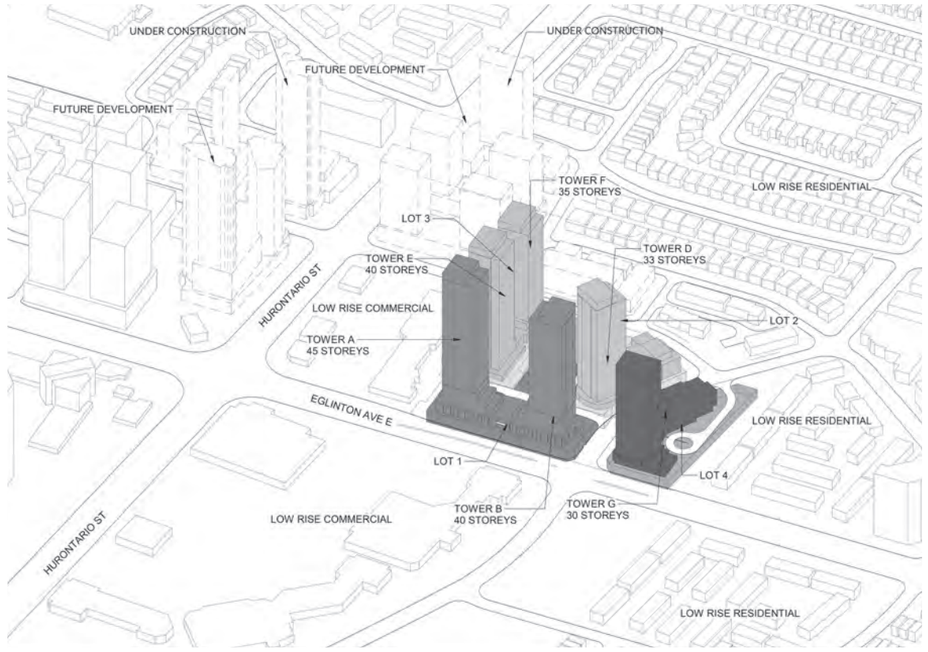
'MADE IN MISSISSAUGA' GREEN DEVELOPMENT STRATEGY:

The development proposal incorporates a number of green initiatives in an effort to adhere to the 'Made in Mississauga' Green Development Strategy guidelines. The guiding principles taken from this strategy and applied in the following proposal includes:

- Leading and encouraging environmentally responsible approaches to architecture and site planning.
- Conserving, Enhancing and Connecting Natural Environments through the development of a heavily landscaped environment, the provision of parkland, and the strengthening of the urban context.
- Promoting a Green Culture through sound site planning and engineering principles with a focus on clean water strategies and energy conservation

Nearby Developments | Future Neighbourhood Context

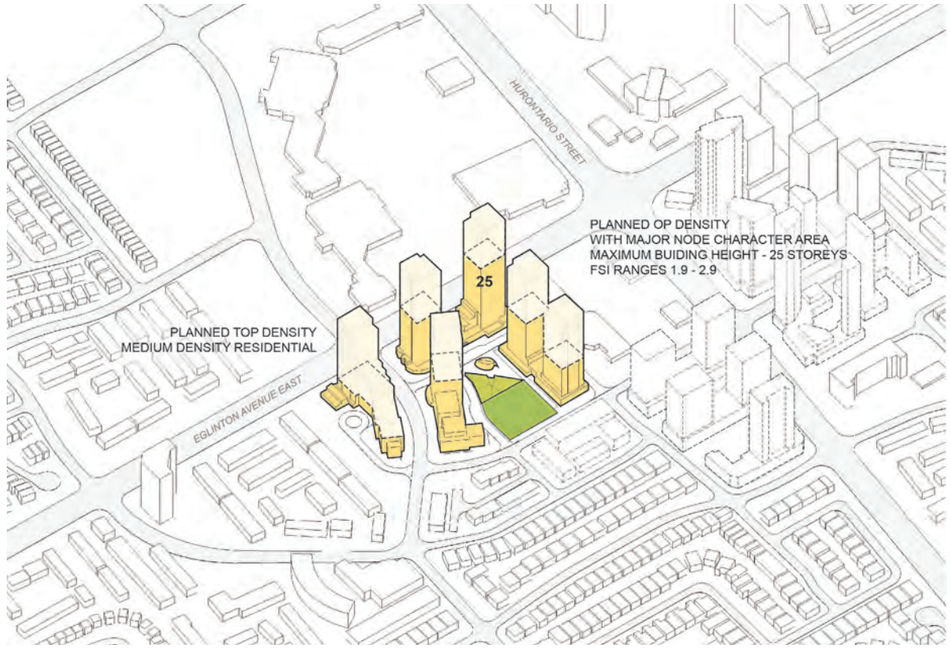
From an urban design perspective, the proposed high-density residential towers will fit with the existing character area and surrounding residential development both existing and proposed. The provision of open space and thoughtful urban design strategies, including the treatment of internal roads to act as public roads, will contribute to the existing neighbourhoods inventory of publicly accessible open space and provide an animated pedestrian realm.

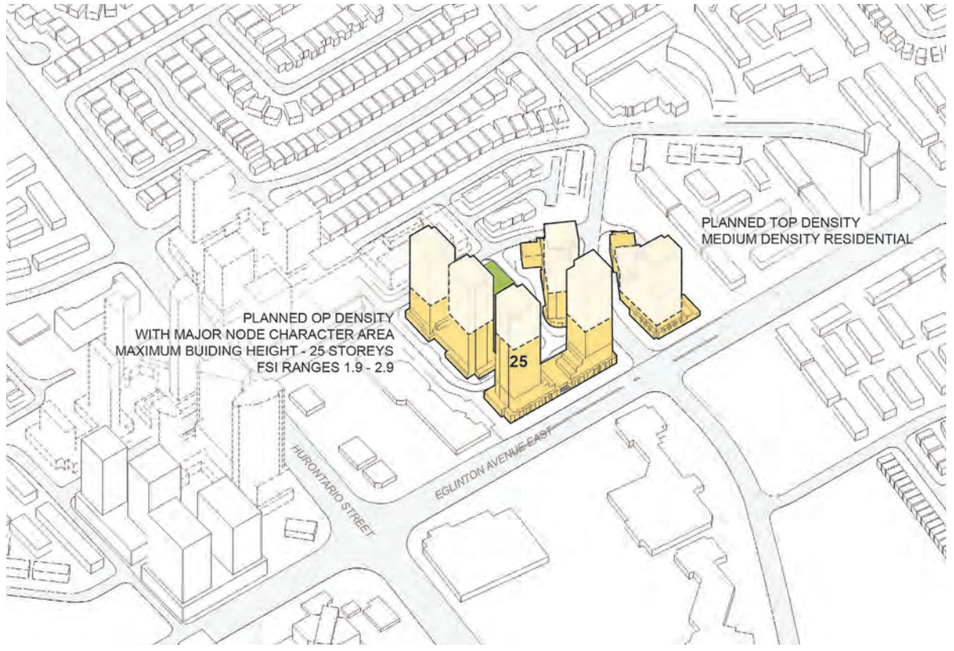


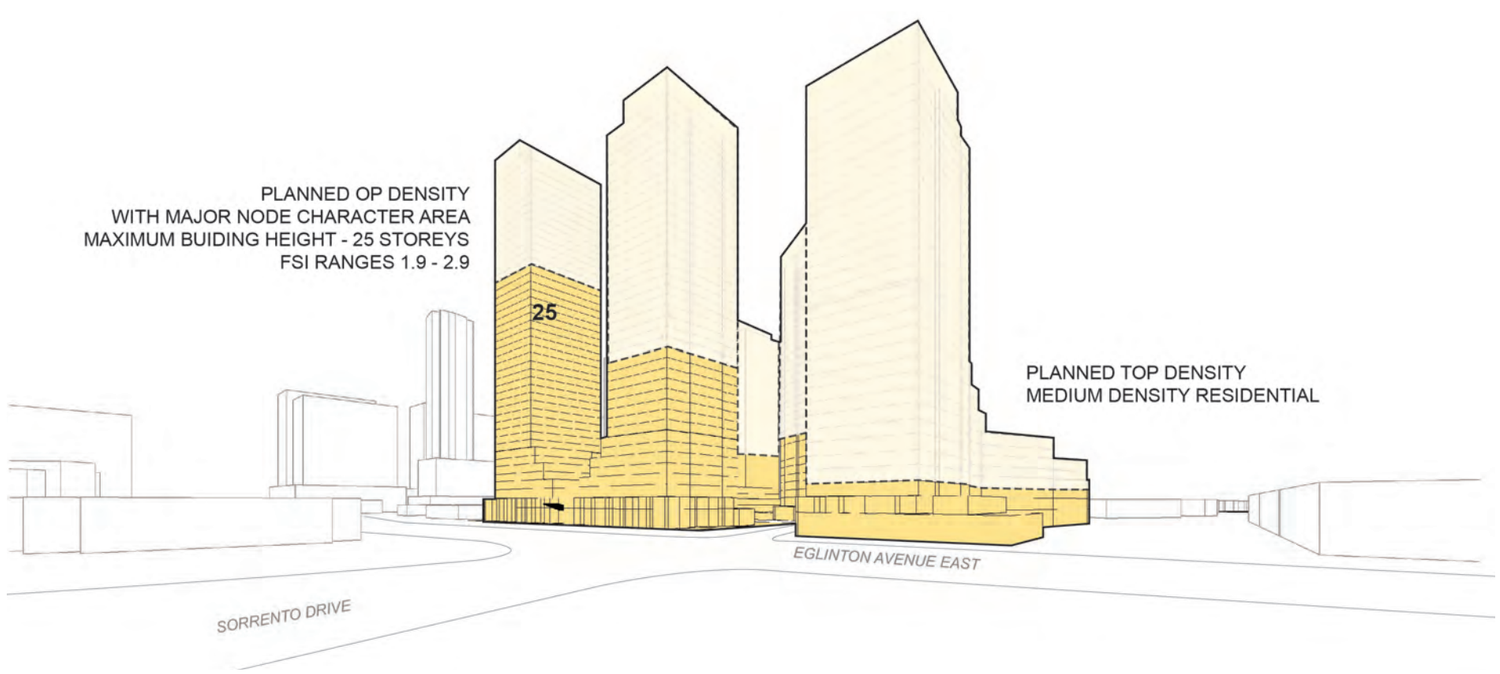
Site Context and Building Massing

Address	Height (Storeys)	Units + Density (GFA)	City File	Application Type (s)	Status	Appx Distance from Subject Lands
0 & 5044 Hurontario Street	38 to 50 storeys	2,095 units	OZ OPA 18 11	Official Plan Amendment & Rezoning	In-process	400m
0 Four Springs Avenue	15-34 storeys	468 units	OZ/OPA 16 10	Rezoning	Approved	300m
8 Nahani Way	33 storeys	404 units	SP 17 144	Site Plan	Approved	200m
75-55 Eglinton Avenue West	24 and 28 storeys	463 units	OZ/OPA/7/25	Official Plan Amendment & Rezoning	Approved	300m

OFFICIAL PLAN | VISUAL IMPACT SITE ANALYSIS







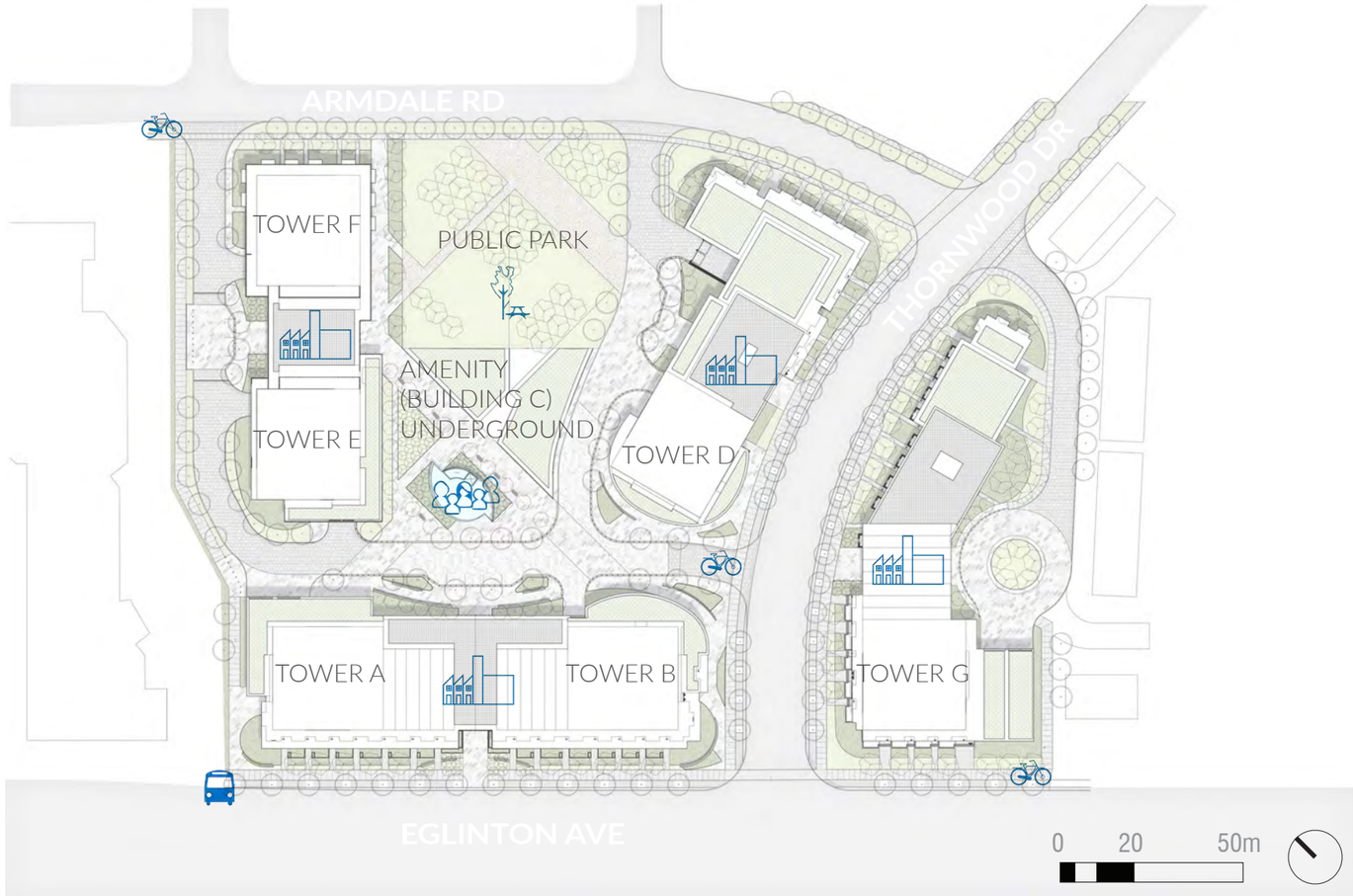
SITE PLAN CHARACTERISTICS

The proposed residential development consists of 6 high rise residential towers ranging from 30-45 storeys, stepping down to townhouse style residential units that are accessible at grade. and a freestanding amenity structure.

Amenity space will be provided throughout the site along with the provision of a single storey building which provides additional amenity space accessible by all residents.

Residential towers A & B, and Towers E & F will have shared entrances, respectively for each pair of towers providing access to the main lobbies. These pairs of towers will also share entrances to access parking garages on the ground floor of each tower block. Tower D will have a gradual stepped design and have exclusive access to a main entrance and parking garage. Tower G will have a distinct stepped design to accommodate for a height transition to the uses situated east of the site and also have an exclusive access to a main lobby and parking.

The proposed residential development has a gross floor area of 204,764.69 square metres inclusive of all phases and the below established grade elevator lobbies.



Site Plan

Site plan illustrating green roofs, amenity areas, new roads, and built form.

VARYING HOUSING TYPES

ACTIVE TRANSPORT LINKS

DOWNTOWN CONNECTION

COMMUNITY NODE

PUBLIC AMENITY

Goals and Objectives

Proposed Development Statistics

A total amenity area of 12, 908.00 sq m will be provided, inclusive of indoor and outdoor amenity area. The publicly accessible open space as shown on the proposed development is to be conveyed to the City of Mississauga and is intended to serve future residents of the development and surrounding neighbourhoods. The proposed publicly accessible open space is located adjacent to the public roadway (Armdale Road) and are physically linked to pedestrian walkways via enhanced streetscapes and publicly accessible internal private streets. The central green area will serve as a focal point for residents making up a large part of the total landscaped open space area which accounts for ~3% of the entire site area.

Amenity + Outdoor Space

Site Statistics	
Site Area	approx. 11 acres
Proposed Development	
Site Gross Floor Area (residential)	204,764.69 sq m
Number of Residential Units	2,580 units
Residential Height (Storeys)	30-45 storeys + 1-storey building
Floor Space Index (F.S.I)	6.41 times
Amenity Area	12, 908.00 sq m
Proposed Parking	
Residential - Resident Parking	2,476 spaces
Residential - Visitor Parking	326 spaces

Related principles and standards

The City's Mississauga Official Plan (MOP) provides direction for the next stage of the city's growth and articulates a vision for a future Mississauga through specific guidance for both the public and private sectors in the ongoing evolution of the city. MOP provides planning policies to guide the city's development to the year 2031, as required by Provincial legislation. MOP provides policies to manage and direct the physical change of the city and the effects of such change on the social, economic, cultural and natural environment as well as to set out the goals, objectives and policies to guide future development, redevelopment and intensification within the City. It also forms the basis for detailed land use designations and urban design policies.

Vision of the MOP outlines the following policies related to the proposed development:

"Mississauga will direct growth by:

• Achieving balanced population and employment growth.

• Focusing on locations that will be supported by planned and higher order transit, higher density, pedestrian oriented development and community infrastructure, services and facilities;

Mississauga will complete communities by:

• Promoting an urban form and development that supports public health and active living;

• Ensuring that communities include or provide easy access to a range of uses and services required to meet all or most of the daily needs of residents through all stages of their lives; e.g., housing, transportation, employment, recreation, social interaction and education;

Mississauga will create a multi-modal city by:

• Developing and promoting an efficient, safe and accessible transportation system for all users;

• Promoting a transportation network that connects nodes with a range of transportation modes, to reduce dependency on cars for local trips;

• Promoting transit as a priority for moving people;

• Implementing a viable and safe active transportation network for cyclists and pedestrians of all abilities;

• Encouraging transportation demand management (TDM) practices;

• Developing an integrated and seamless network of mobility transportation hubs and higher order transit stations.

For a more complete review and assessment of the projects compliance to the MOP please refer to planning justification submitted as part of the zoning amendment in this project.

The proposed development promotes a desirable urban form and is located within an area that is supported by existing transit options and is planned to accommodate high order transit. Intensification is a major goal of the Official Plan. That focus to ensure that growth is managed to reduce the need to expand the Region's urban boundary and to minimize the infrastructure requirements of new development. The proposed development attempts to respond to this with high density residential, the provision of specific design elements to further support pedestrian oriented development including a Multi Use Trail, and a contiguous open spaces.

The proposal is located adjacent to existing uses/services and facilities that contribute to the development of a complete and healthy community. The proximity of existing services and amenities and the mix thereof, provides the future residents with ease of access to these services without the requirement to engage in private automobile travel.

The current proposal promotes transportation demand management practices through the provision of long and short term bicycle spaces, uninterrupted pedestrian pathways, proximity to existing and planned transit options and the provision of the MUT. The proposal supports the City's objectives for complete communities inclusive of appropriately scaled high-density with access to a mix of uses in the area. The proposal is appropriately located along suitable corridors which provide access to both basic and luxury services and amenities. The proposed development allows future residents and visitors to be able to utilize the multi-modal network which exists today and to take advantage of infrastructure proposed in the future.

SECTION 2

DEMONSTRATION OF BUILT FORM AND USES

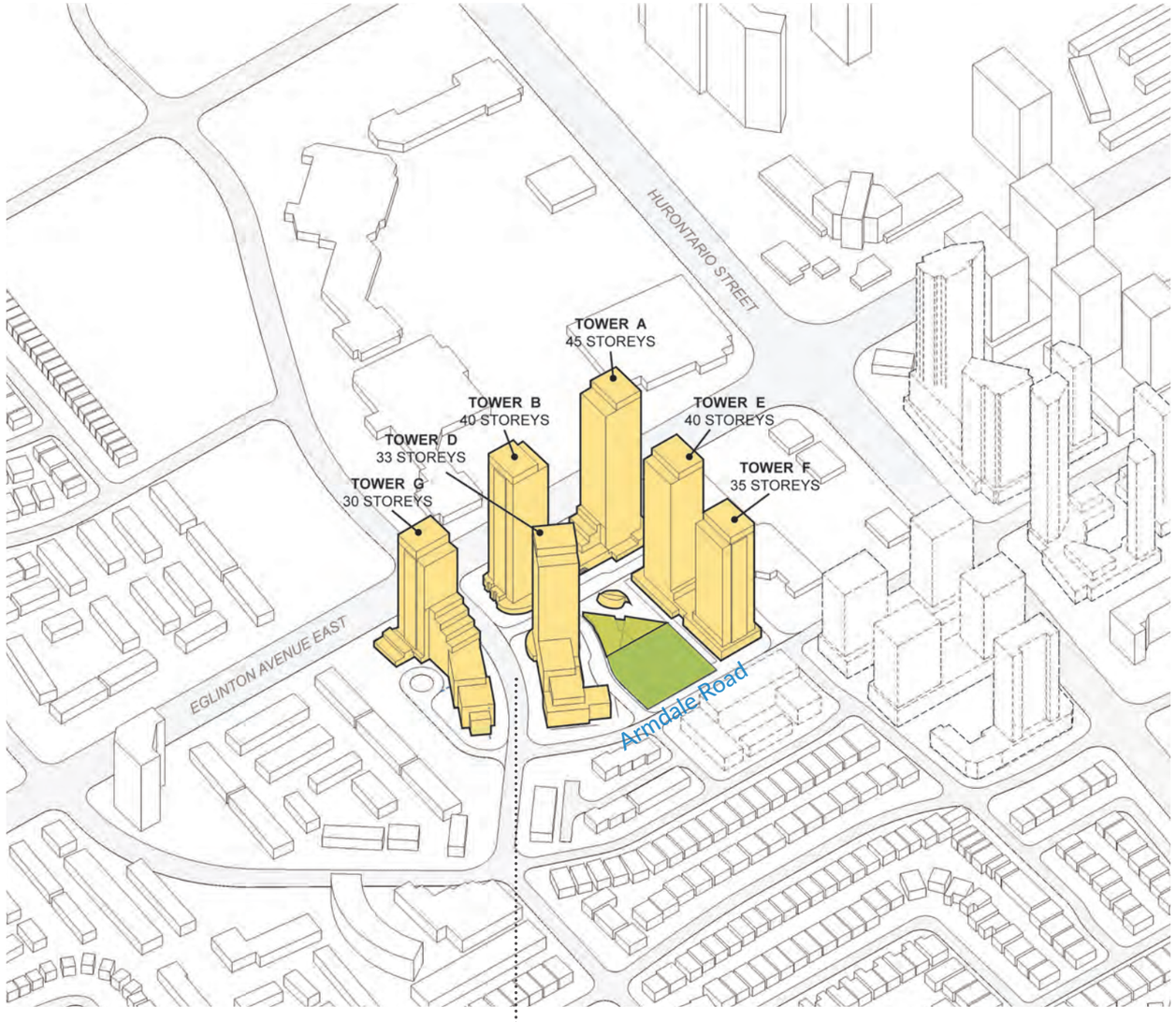
DESIGN INTENTION

Towers, Podiums, and Townhouses

The development proposal includes the construction of 7 high rise residential towers of various heights ranging from 30 storeys – 45 storeys and a 1 storey common amenity area building with access to underground space. A public park is proposed to be situated along a portion of the northerly edge of the site and extending south through the site with access from a public road and sidewalks, where it is positioned between the proposed residential towers. through superior urban design and landscaping features.

Site Plan

- The development proposal concentrates its density along Eglinton Ave E and Hurontario Street to build up this intersection
- The development proposal prioritizes public amenity with designed gardens, patios and landscaped boulevards to service private residents and the surrounding community
- Vehicular and pedestrian access to the site is proposed from Eglinton Avenue, through future “Thornwood Drive” as well as Armdale Road which will provide internal condominium access for the residential development
- The development makes an effort to maintain a pedestrian friendly scale through a number of design details including podium set-backs, building facades and active transport routes.
- Towers are designed to have open sight lines into the central courtyard creating a strong sense of community
- The towers on Eglinton Ave E are designed into a U-shaped configuration which creates large and shared interior spaces between the developments. This configuration allows for internalized drop-off zones, private driveways, and a large central open space.



DESIGN FEATURES | TOWERS AND PODIUMS

The development proposal consists of the following:

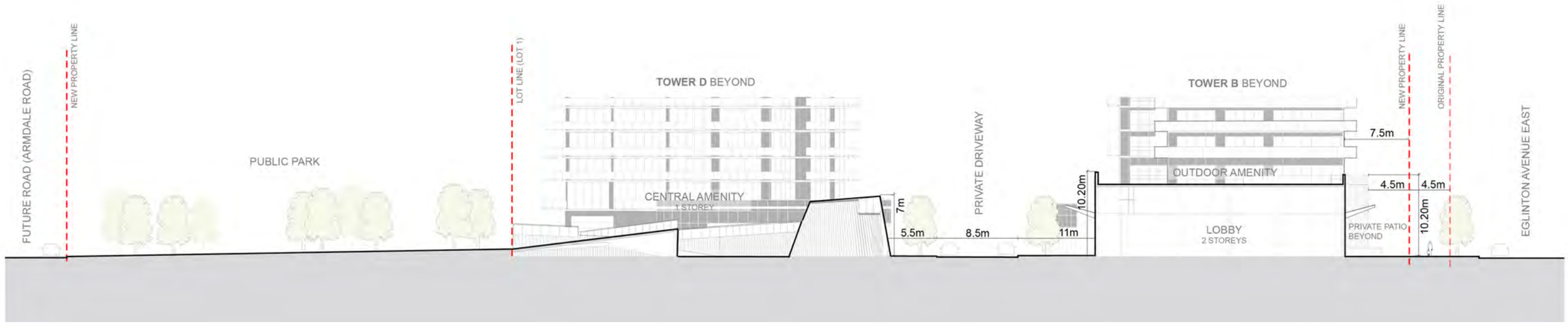
Tower G: This building is the closest to the easterly existing residential development and has been designed to beautify the tower appearance but also to incorporate design elements to reduce the impact of the height by creating a more gradual height transition from within the subject lands against the existing townhouses

Tower A&B: 40 and 45-storey towers strategically placed to address the street front along Eglinton Avenue East with the greatest separation to the existing low-density residences. These buildings have the greatest height but also the least impact on the existing and proposed residential uses.

Tower D: Like Tower G, this tower is designed with a more gradual height transition to cater to the planned residential conditions to the north of the site. This tower is proposed at this height and in this style to frame the public park and to promote pedestrian interaction with the proposed open spaces.

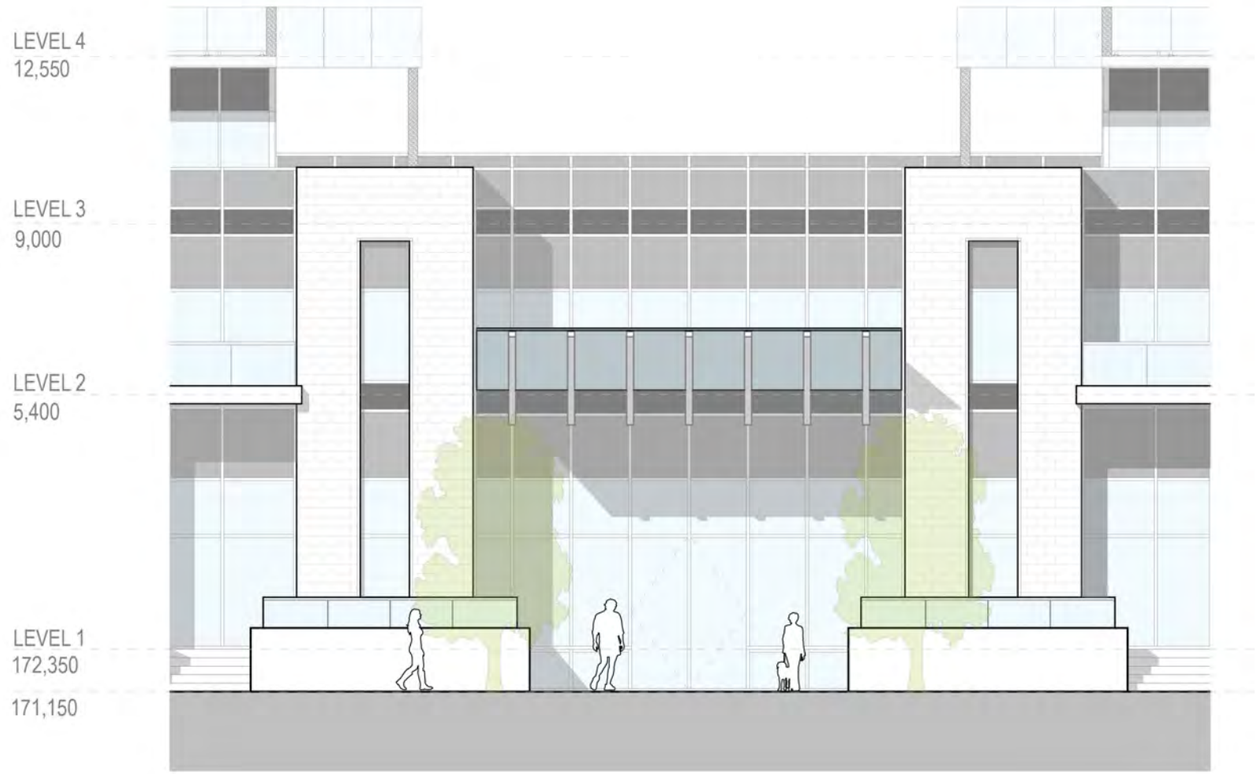
Tower E&F: 40 and 35 storey towers proposed on the interior of the site similarly scaling height when moving away from major roads and/or intensification corridors. These towers will be appropriately designed for pedestrian interaction and will be buffered by landscaping features that assist in the visual transitions from the public park to
the towers

Building C: This freestanding building feature is an innovative way to provide more recreational activities on site. This building also acts as a visual aid and/or visual buffer in the transition from towers to open space.

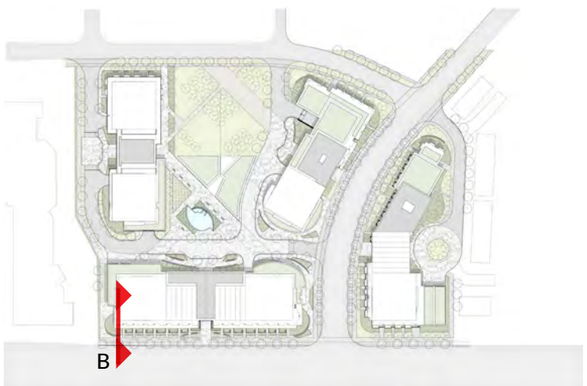


Section A | Site

DESIGN FEATURES | EGLINTON AVE ENTRANCES



Elevation | Eglinton Entrance



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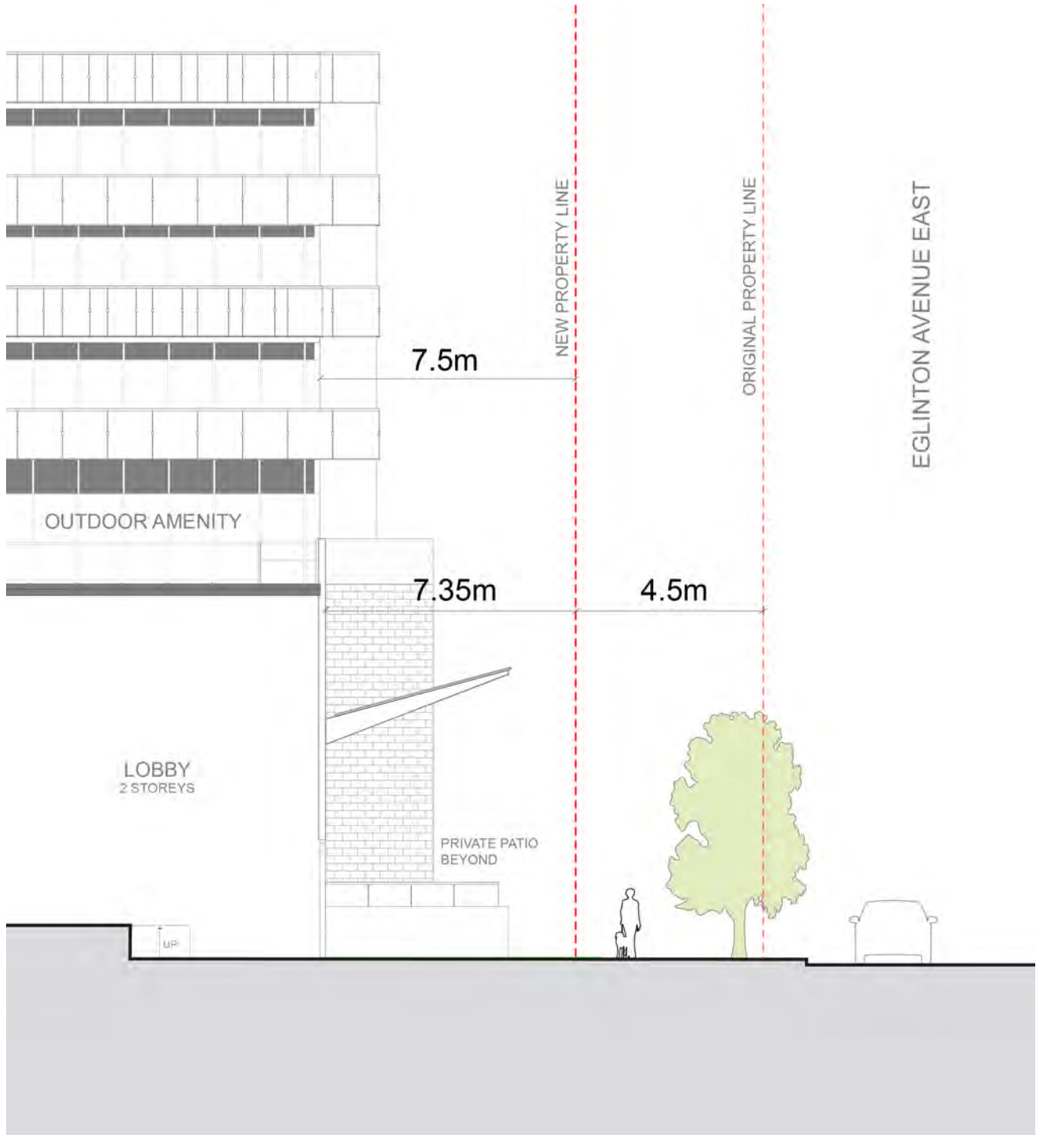
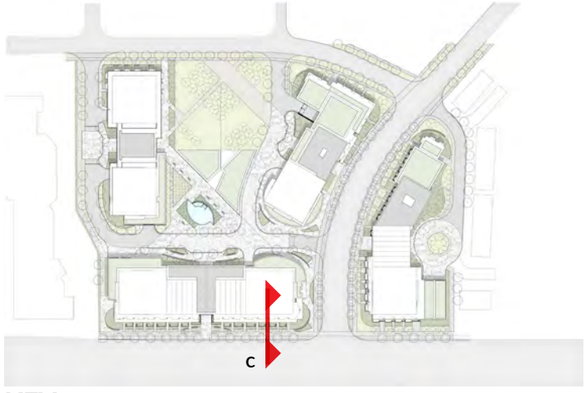


Section B | Eglinton Entrance

DESIGN FEATURES | EGLINTON AVE ENTRANCES

Elevation | Eglinton Townhouse Entrances



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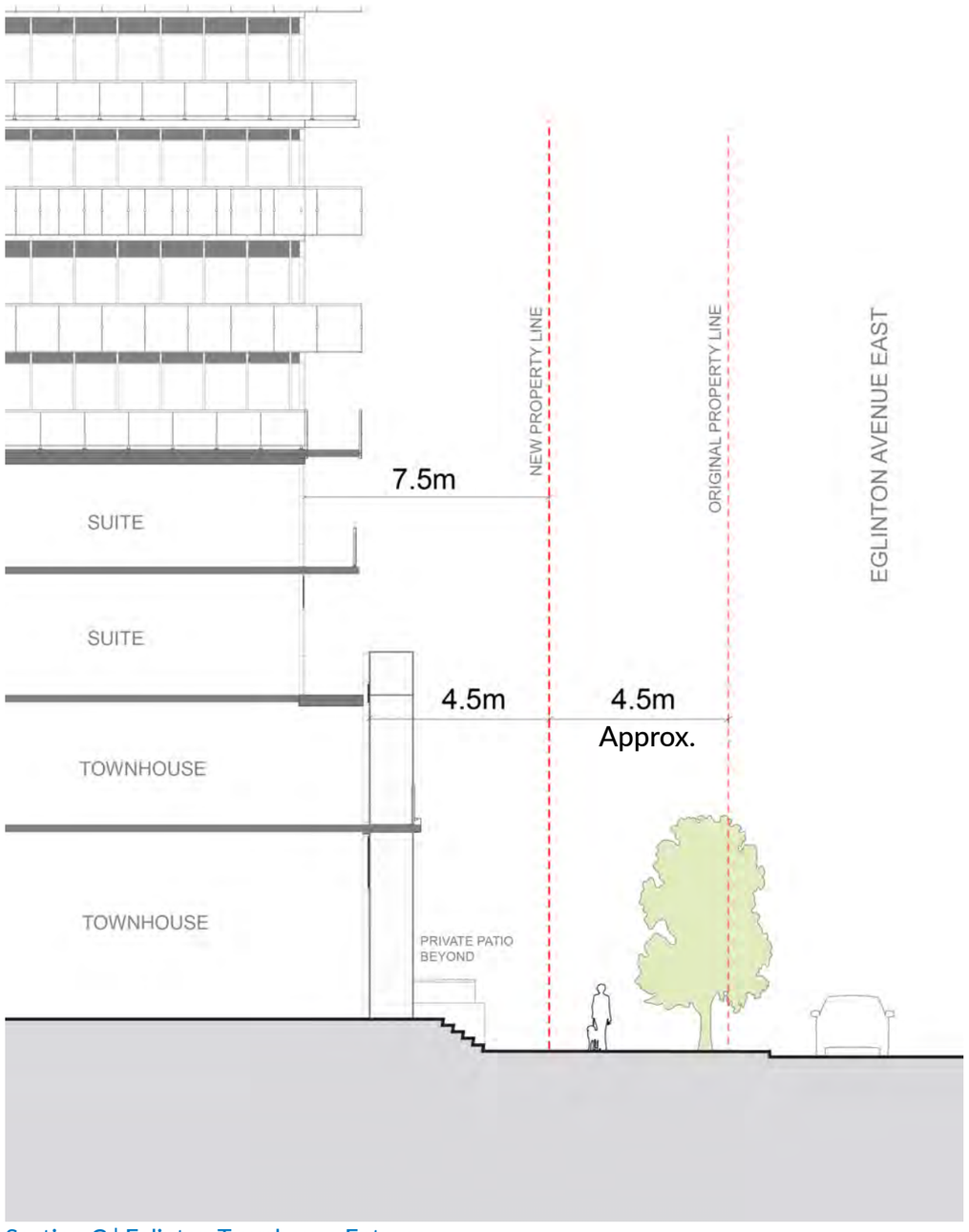
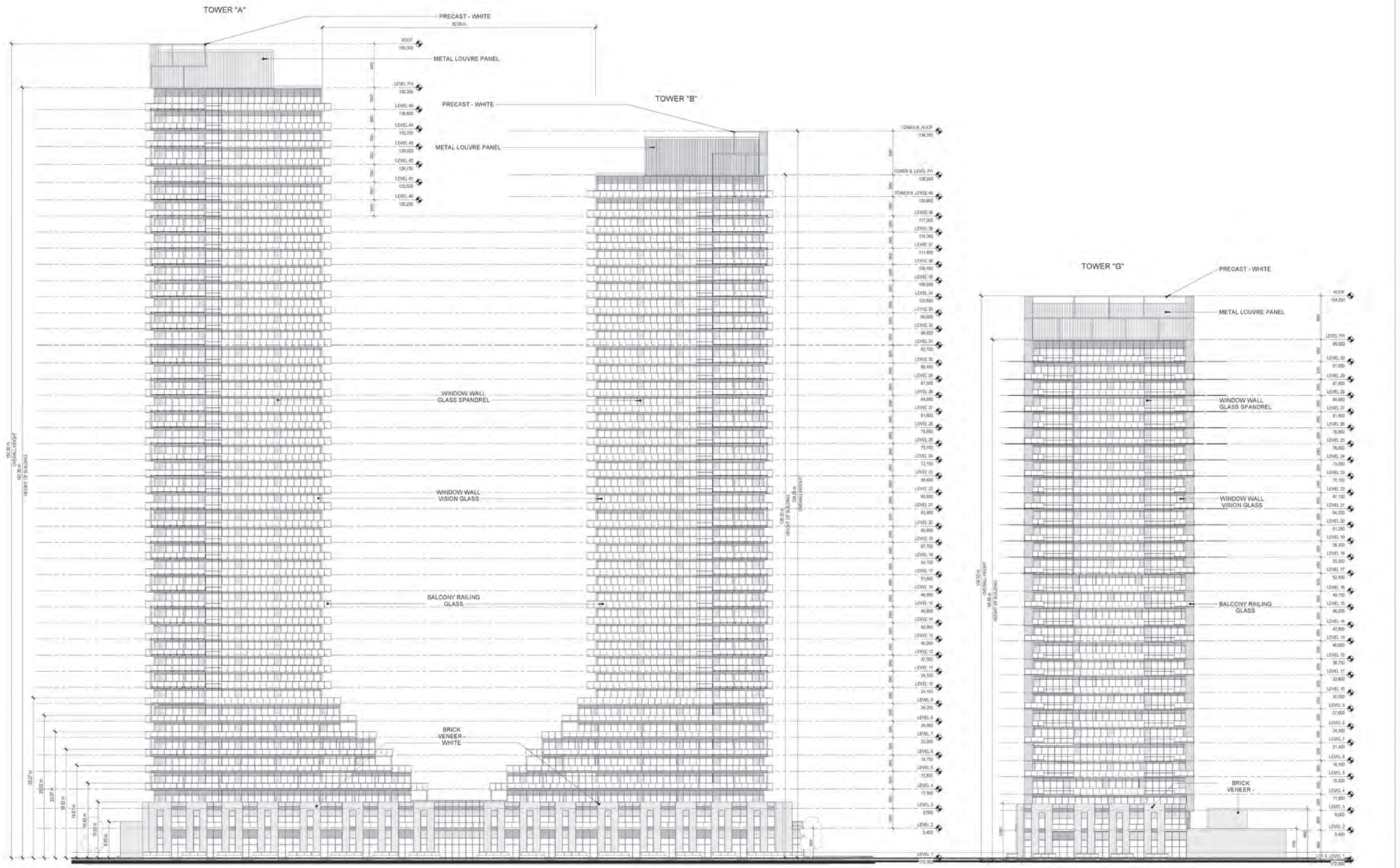


Section C | Eglinton Townhouse Entrances

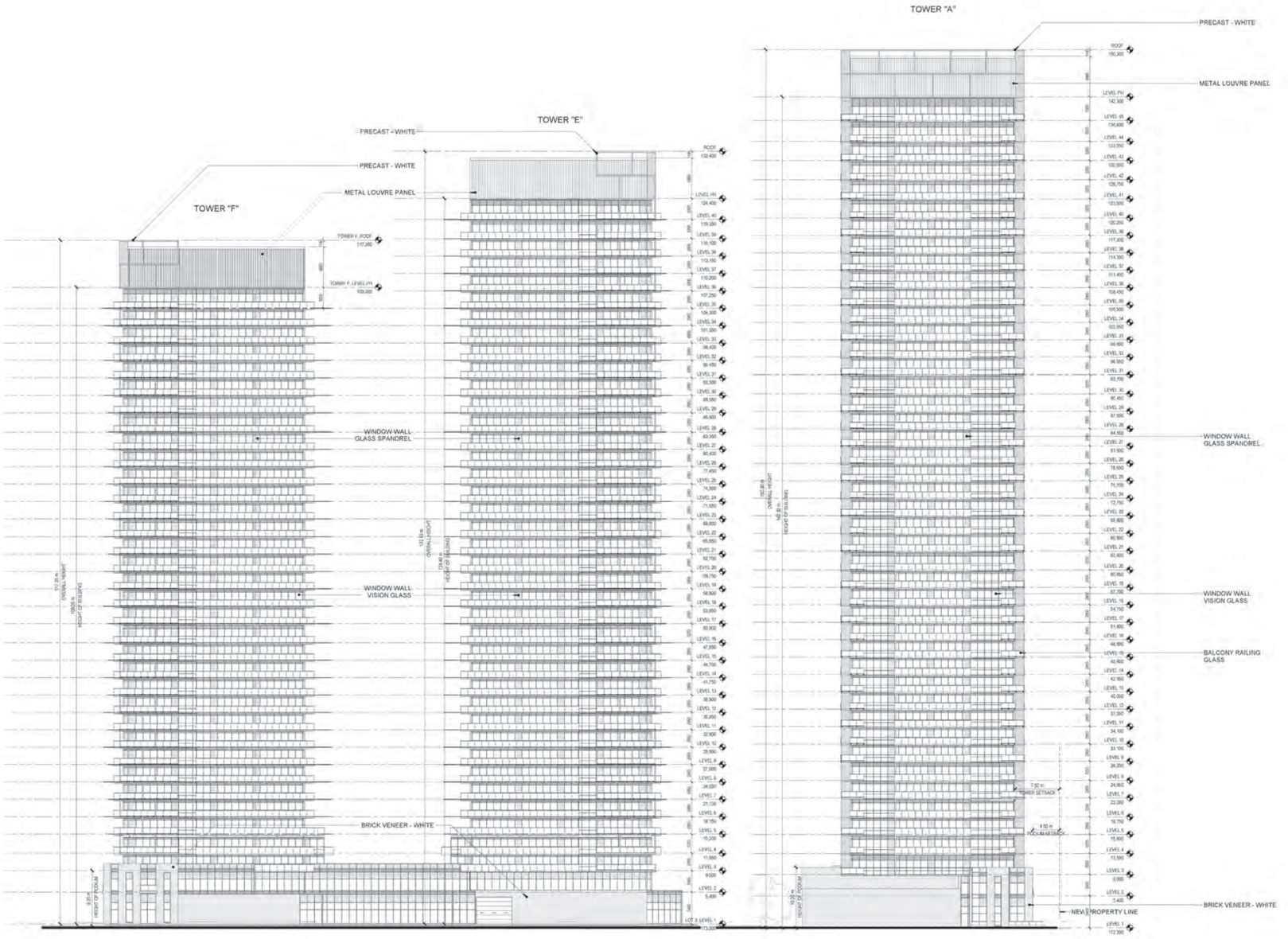
ELEVATIONS AND CROSS SECTIONS



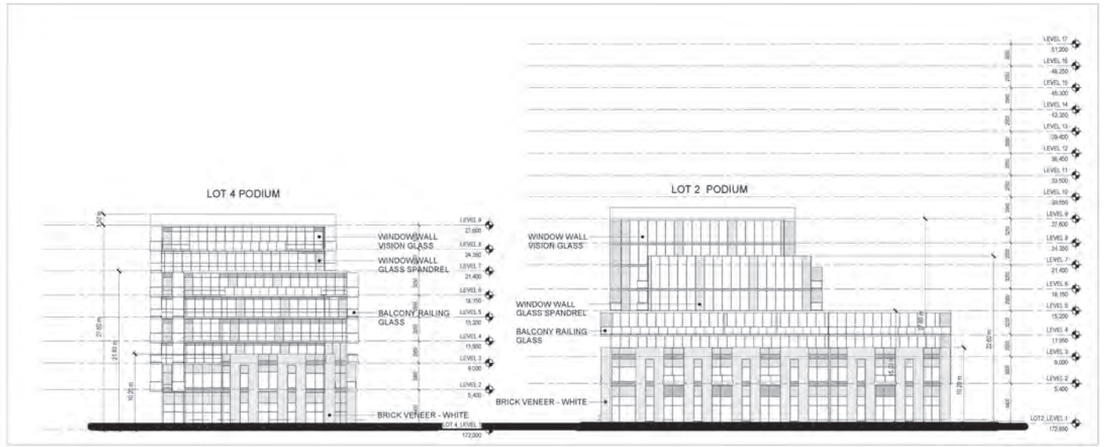
LOT 1 & 4 - SOUTH ELEVATION
SCALE: 1" 250

LOT 1 - EAST ELEVATION (3 / RZ1.01) SCALE: 1 : 250

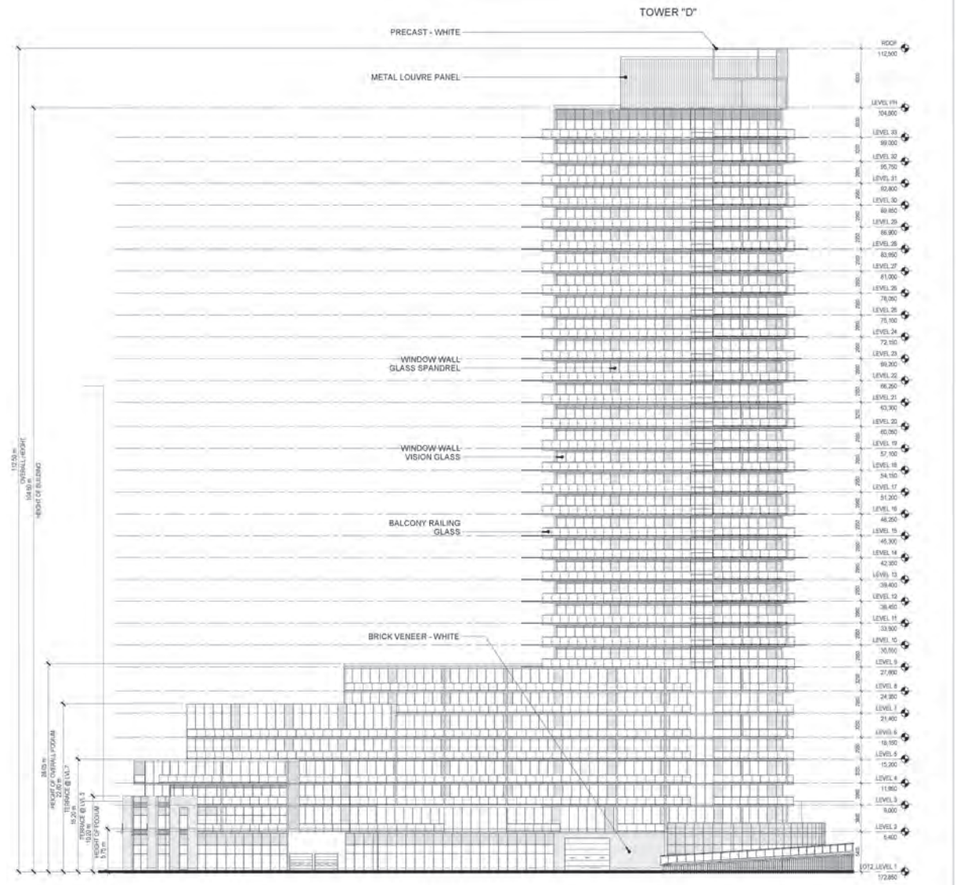
LOT 1 - NORTH ELEVATION (1 / RZ1.01) SCALE: 1 : 250



LOT 1 & 3 - WEST ELEVATION
SCALE: 1: 350



LOT 2 & 4 - NORTH ELEVATION (3 / RZ-15)
SCALE: 1 : 250



LOT 2 - WEST ELEVATION (2 / RZ-15)
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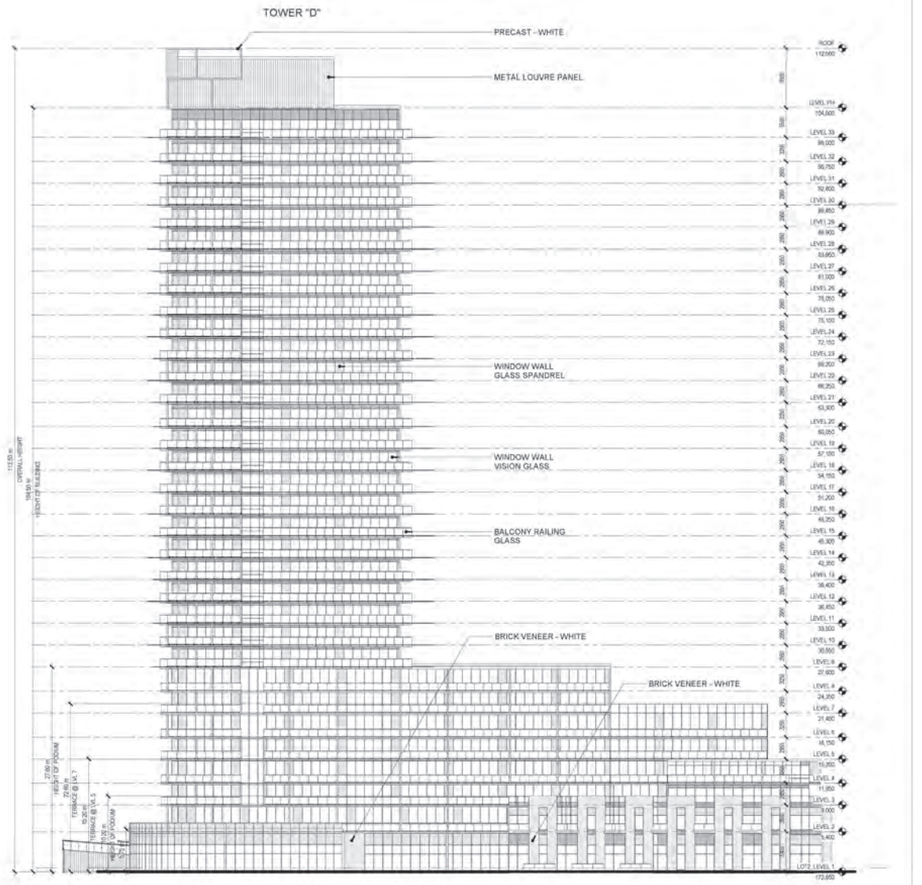
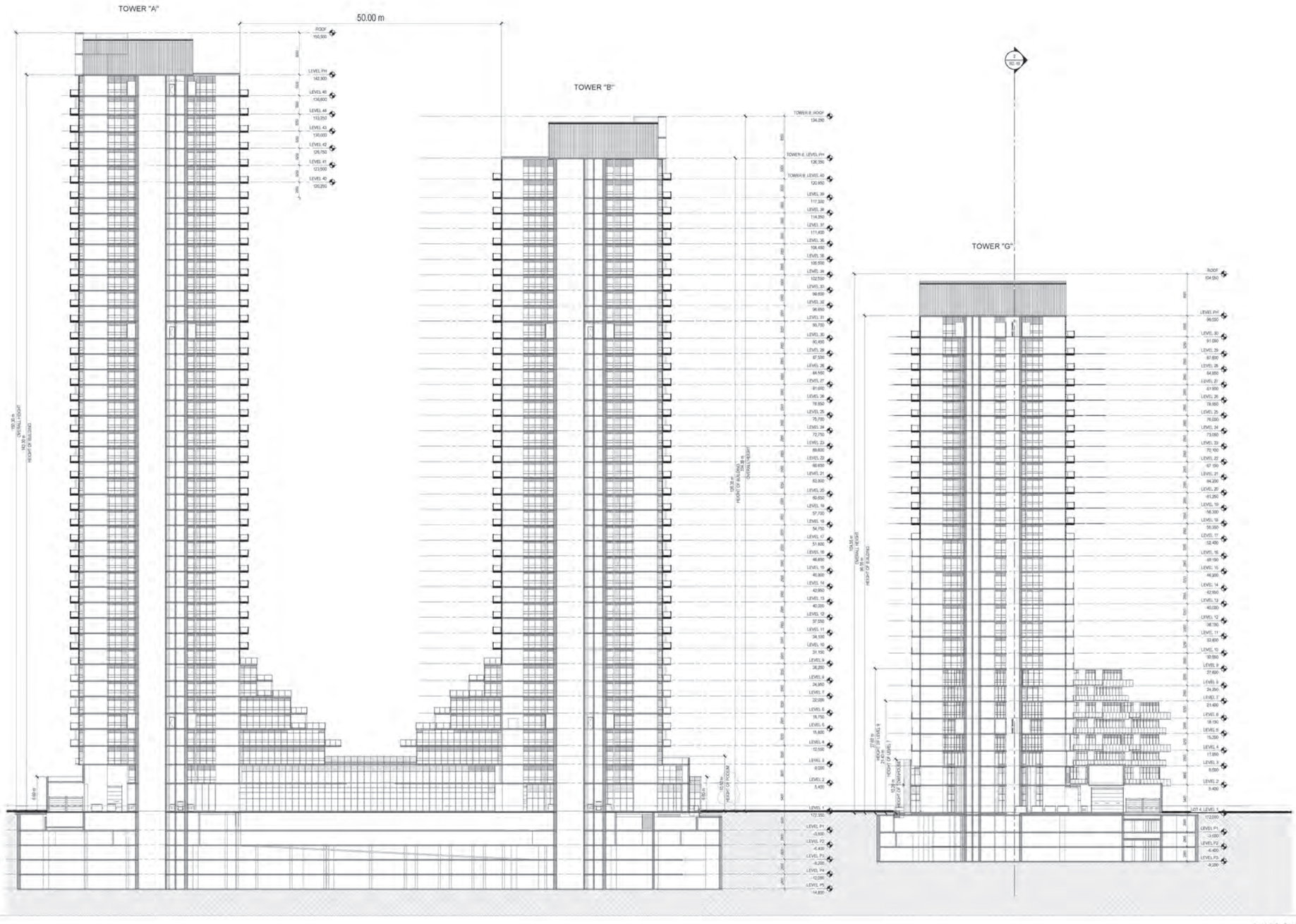
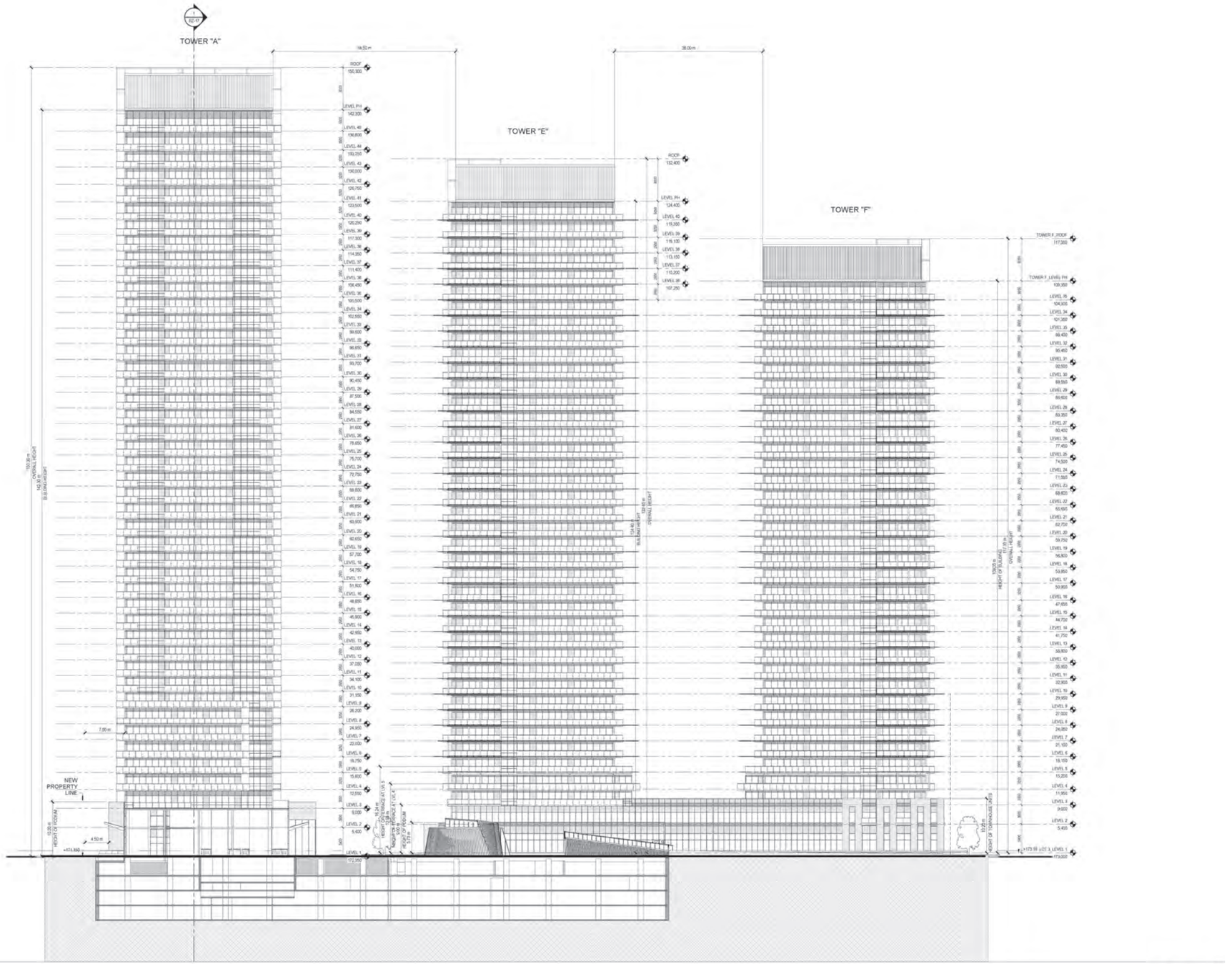


LOT 2 - EAST ELEVATION (1 / RZ-15)
SCALE: 1 : 250

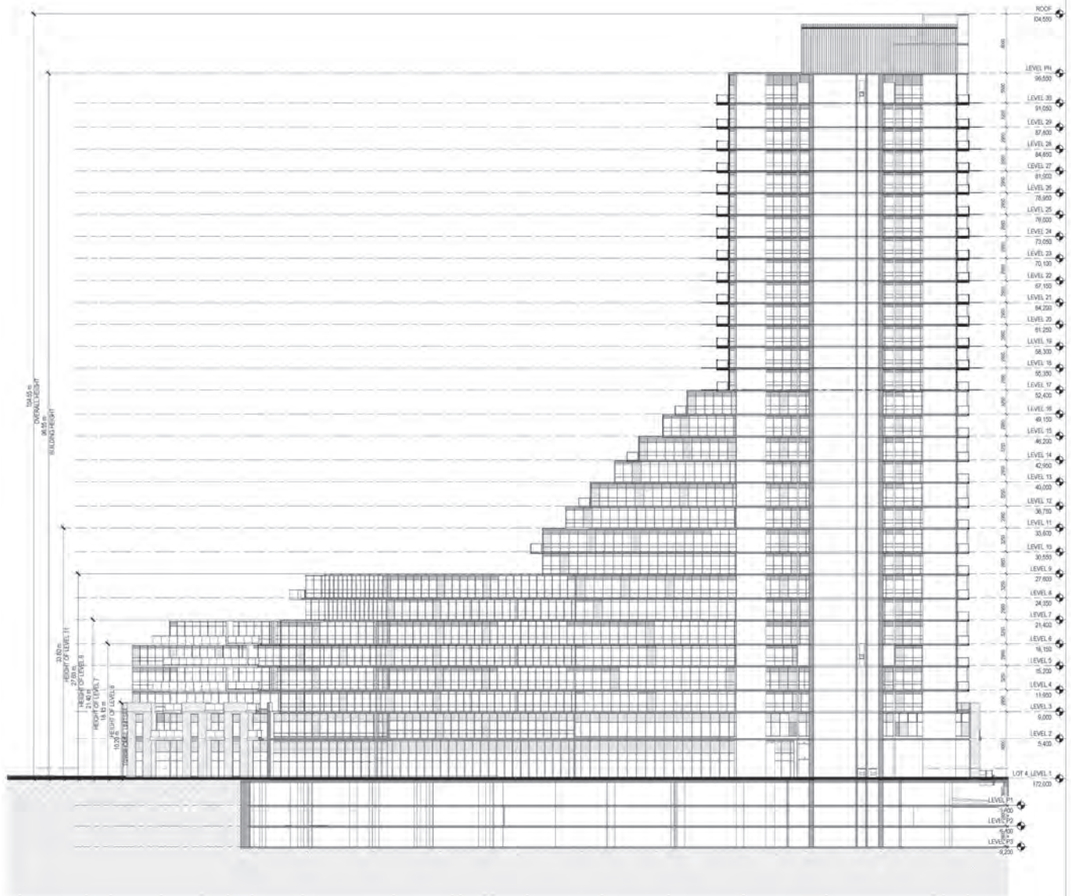
TOWER "G"
TOWER "G"
PRECAST - WHITE
METAL LOUVRE PANEL
WINDOW WALL GLASS SPANDREL
WINDOW WALL VISION GLASS
BALCONY RAILING GLASS
BRICK VENEER - WHITE
PRECAST - WHITE
METAL LOUVRE PANEL
WINDOW WALL GLASS SPANDREL
WINDOW WALL VISION GLASS
BALCONY RAILING GLASS
BRICK VENEER - WHITE
BRICK VENEER - WHITE
LOT 4 - WEST ELEVATION
LOT 4 - EAST ELEVATION


TOWER "A"
50.00 m
TOWER "B"
TOWER "G"
ROOF
LEVEL PH
LEVEL 40
LEVEL 39
LEVEL 38
LEVEL 37
LEVEL 36
LEVEL 35
LEVEL 34
LEVEL 33
LEVEL 32
LEVEL 31
LEVEL 30
LEVEL 29
LEVEL 28
LEVEL 27
LEVEL 26
LEVEL 25
LEVEL 24
LEVEL 23
LEVEL 22
LEVEL 21
LEVEL 20
LEVEL 19
LEVEL 18
LEVEL 17
LEVEL 16
LEVEL 15
LEVEL 14
LEVEL 13
LEVEL 12
LEVEL 11
LEVEL 10
LEVEL 9
LEVEL 8
LEVEL 7
LEVEL 6
LEVEL 5
LEVEL 4
LEVEL 3
LEVEL 2
LEVEL 1
LEVEL P1
LEVEL P2
LEVEL P3
LEVEL P4
LEVEL P5
TOWER B ROOF
TOWER B LEVEL PH
TOWER B LEVEL 40
OVERALL HEIGHT
HEIGHT OF BUILDING
HEIGHT OF PODIUM
HEIGHT OF LIFT OVERRUN
Lot 1 & 4 - Section 1
SCALE 1 : 250



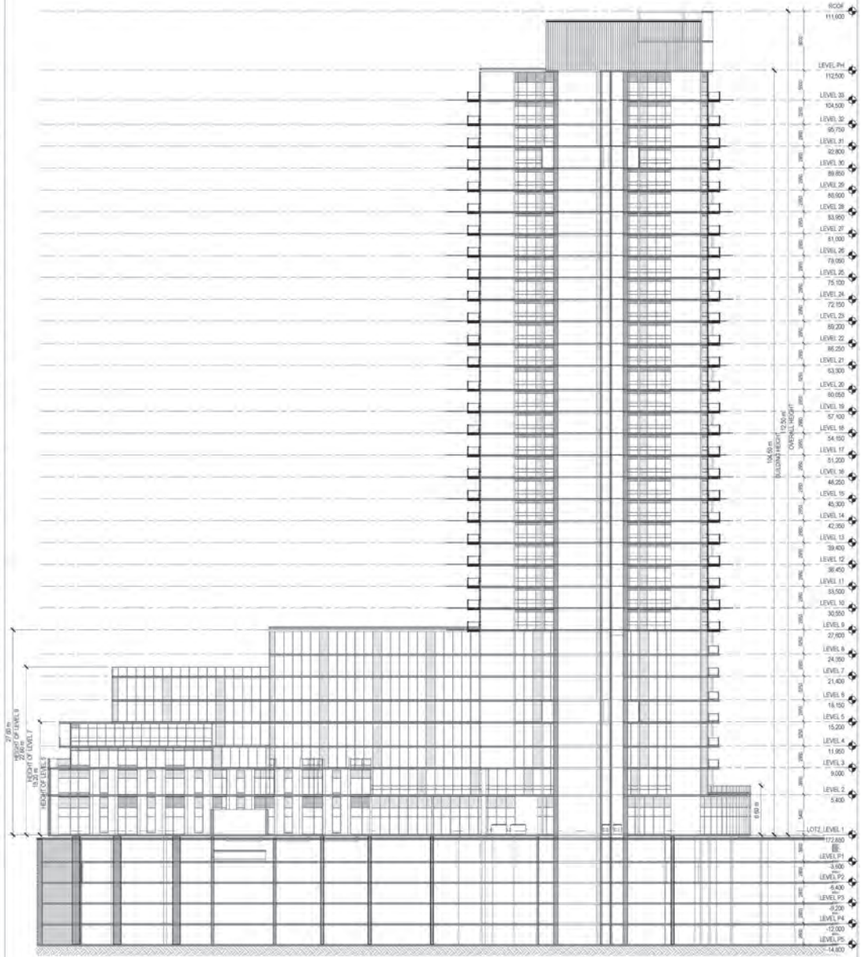
Lot 1 Park - Section 3
SCALE 1: 250

TOWER "G"

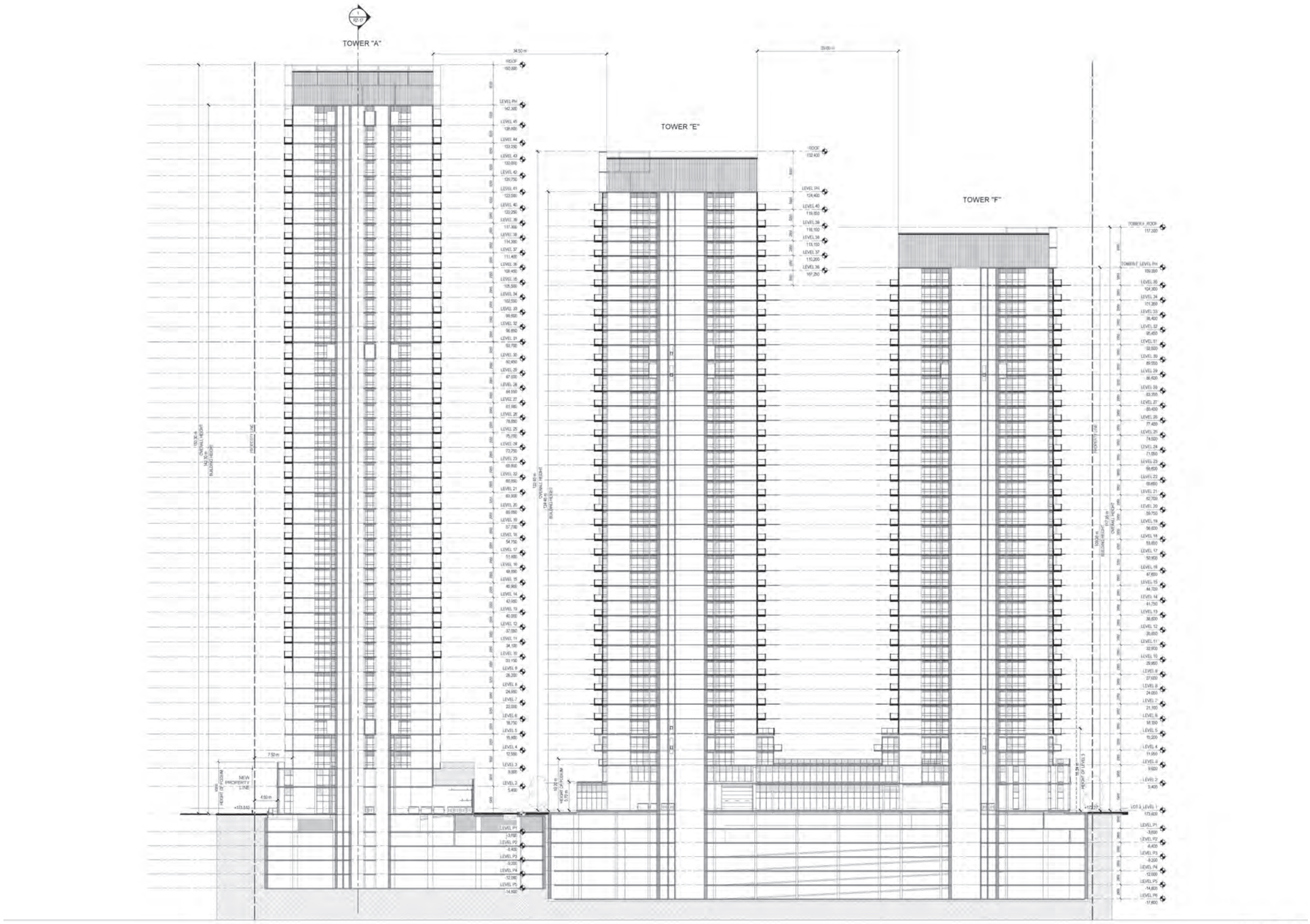


Lot 4 - Section 5
SCALE: 1 : 250

TOWER "D"

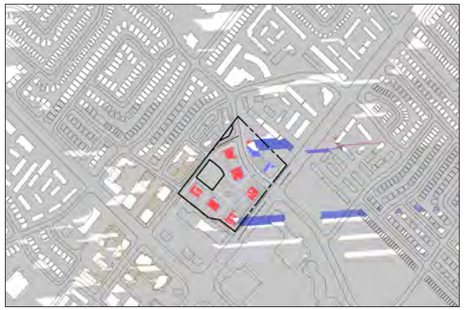


Lot 2 - Section 4
SCALE: 1 : 250


TOWER "A"
TOWER "E"
TOWER "F"
NEW PROPERTY LINE
Lot 1 & 3 - Section 2
SCALE 1 : 250

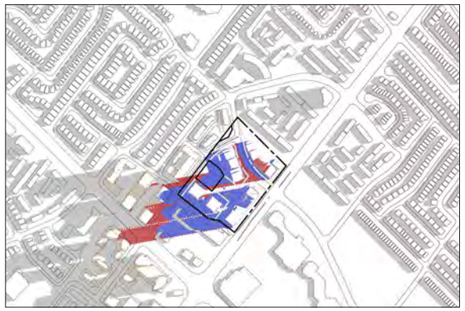
SEPTEMBER - MARCH 21_01_RISE +1-5 H_0835
SCALE 1:1

SEPTEMBER - MARCH 21_05_SN -1H_1212
SCALE 1:1

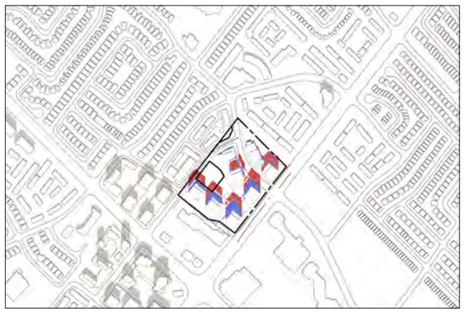


SEPTEMBER - MARCH 21_11_SET -1-5 H_1748
SCALE 1:1

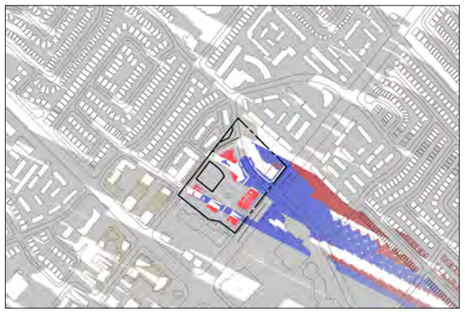
SHADOW STUDY | JUNE 21



JUNE 21_01_RISE+1-5 H_0707
SCALE 1:1



JUNE 21_07_SN - 1 H_1220
SCALE 1:1



JUNE 21_14_SN + 6 H_1920
SCALE 1:1

SHADOW STUDY | DECEMBER 21

DECEMBER 21_01_RISE+1-5 H_0919
SCALE 1:1

DECEMBER 21_04_SN_1217
SCALE 1:1

DECEMBER 21_07_SET - 1-5 H_1515
SCALE 1:1

PROPOSED DEVELOPMENT SHADOW
PLANNED OP DENSITY SHADOW
EXISTING SHADOW
FUTURE DEVELOPMENT PROJECTS

PEDESTRIAN LEVEL WIND VELOCITY COMFORT CATEGORIES
ANNUAL CONDITIONS VS WINTER CONDITIONS

Mitigation Measures

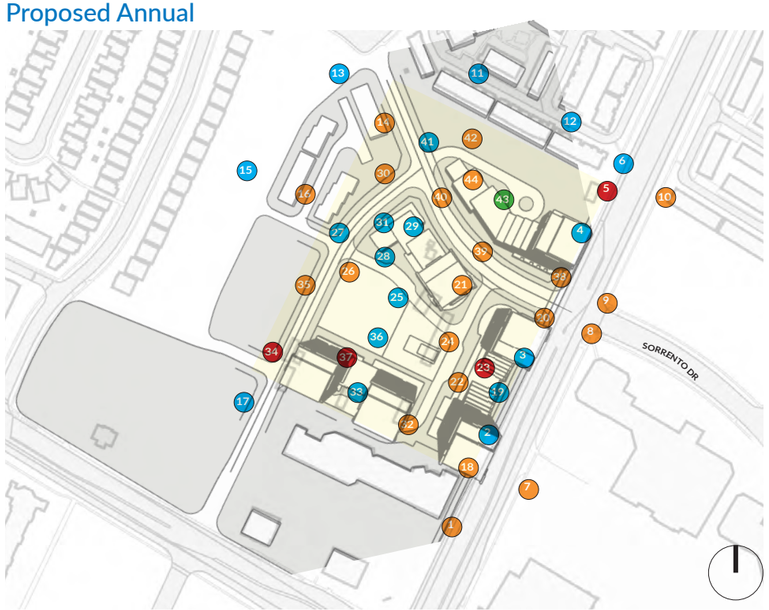
COMFORT CATEGORIES (WIND VELOCITY) | EXISTING

- SITTING <10km/h 80% of the time
- STANDING <14 km/h 80% of the time
- WALKING <19km/hr 80% of the time
- UNCOMFORTABLE >19km/hr 80% of the time

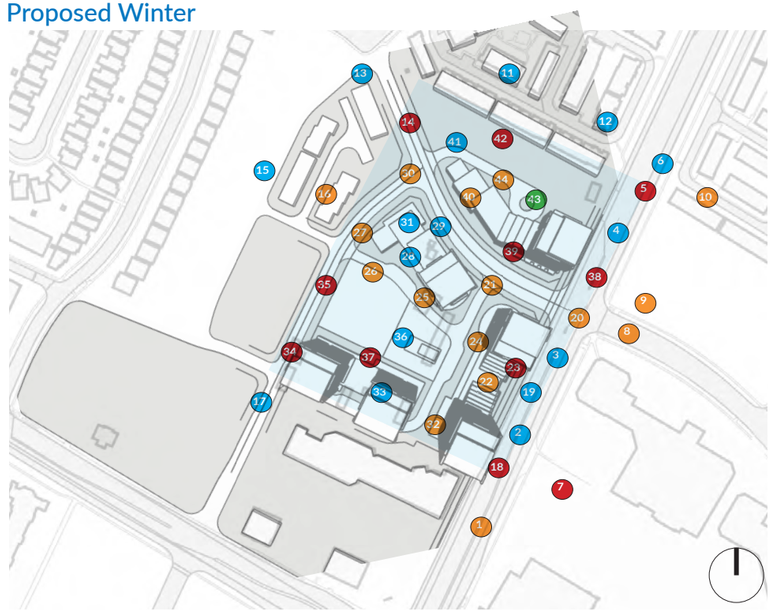
Existing Annual

Existing Winter

Proposed Annual



Proposed Winter



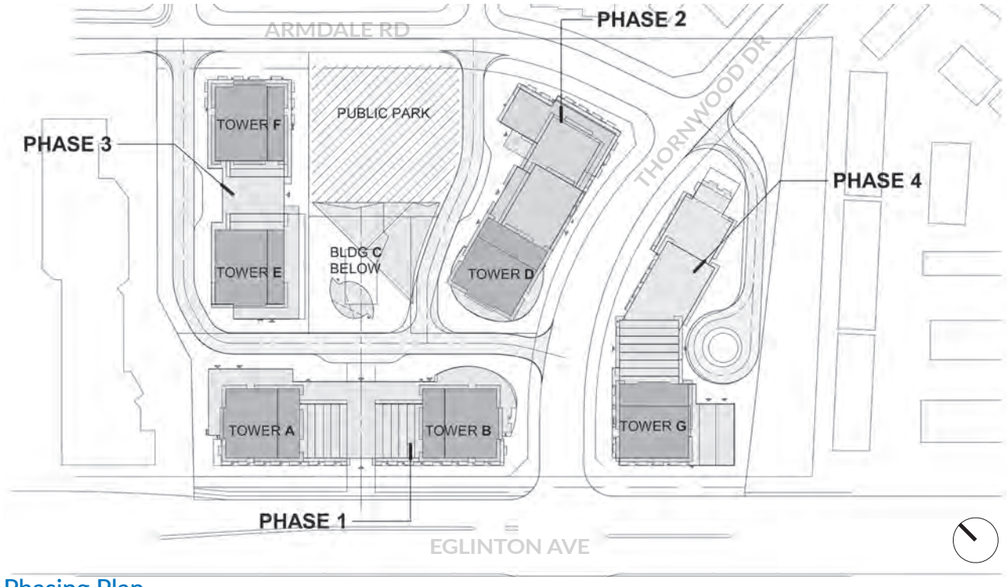
PHASING

Phase One : Phase One of the proposal includes the construction of Tower A, Tower B and Building C as shown on the Phasing Plan. Tower A and B share a common lobby between all residential units. Building C is proposed to host a gym, swimming pool and yoga studio which will be accessible to all residents in the proposed development.

Phase Two : Phase Two of the proposal includes the construction of Tower D as shown on the Phasing Plan. Phase Two includes the provision of 5, 382 square feet of outdoor amenity area and 14, 262 square feet of indoor amenity area for a total of 19, 644 square feet of amenity space to service the residents and the public.

Phase Three : Phase Three of the proposal includes the construction of Towers E and F as shown on the Phasing Plan. The two towers will share a two storey podium. Phase Three includes the provision of 5, 048 square feet of outdoor amenity area and 18, 256 square feet of indoor amenity area for a total of 23, 304 square feet of amenity area.

Phase Four: Phase Four of the proposal includes the construction of the most easterly 30-storey tower, Tower G. Phase Four also includes the provision of 6, 975 square feet of outdoor amenity area and 10, 441 square feet of indoor amenity area for a total of 17, 416 square feet of amenity area.



Phasing Plan
The designed masterplan allows for the towers to be phased in pairs for each stage of the development

Estimated Unit count- LOT 1: TOWER A AND B

			Levels	*Unit/...*	*Units*
Level	1		1 x	16	16
Level	2		1 x	23	23
Tower A					
Level	3		1 x	12	12
Level	4		1 x	15	15
Levels	5	to 6	2 x	14	28
Levels	7	to 8	2 x	12	24
Levels	9	to 18	10 x	12	120
Levels	19	to 45	27 x	10	270
Tower B					
Level	3		1 x	12	12
Level	4		1 x	15	15
Levels	5	to 6	2 x	14	28
Levels	7	to 8	2 x	12	24
Levels	9	to 15	7 x	12	84
Levels	16	to 40	25 x	10	250
	Total		45		**921**

Estimated Unit count- LOT 2: TOWER D

			Levels	*Unit/...*	*Units*
Level	1		1 x	9	9
Level	2		1 x	25	25
Levels	3	to 4	2 x	28	56
Levels	5	to 6	2 x	24	48
Levels	7	to 8	2 x	18	36
Level	9		1 x	8	8
Levels	10	to 15	6 x	12	72
Levels	16	to 33	18 x	10	180
	Total		33		**434**

Estimated Unit count- LOT 3: TOWER E AND F

			Levels	*Unit/...*	*Units*
Level	1		1 x	5	5
Level	2		1 x	23	23
Tower E					
Levels	3		1 x	9	9
Levels	4		1 x	12	12
Levels	5	to 40	36 x	10	360
Tower F					
Levels	3		1 x	9	9
Levels	4		1 x	12	12
Levels	5	to 35	31 x	10	310
	Total		40		**740**

Estimated Unit count- LOT 4: TOWER G

			Levels	*Unit/...*	*Units*
Level	1		1 x	18	18
Level	2		1 x	30	30
Levels	3	to 4	2 x	34	68
Levels	5	to 6	2 x	33	66
Levels	7	to 8	2 x	27	54
Levels	9		1 x	15	15
Levels	10		1 x	18	18
Levels	11	to 12	2 x	14	28
Levels	13	to 14	2 x	12	24
Levels	15	to 16	2 x	12	24
Levels	17	to 30	14 x	10	140
	Total		30		**485**

Estimated Total Unit count

	Units
Total...	**2,580**

SECTION 3
STREETSCAPE AND LANDSCAPE

LANDSCAPE ELEMENTS

The proposed development creates opportunities for social interaction and active living. The proposed development creates new access points to the existing sidewalk network. The proposed development will generate opportunities for recreation and interaction in the community by providing opportunities for residents to use existing local recreational services in the area conveniently and efficiently as well as providing more on site.

LANDSCAPE PRINCIPLES DESIGNED INTO THE PROJECT DEVELOPMENT INCLUDE:

- PUBLIC REALM AND AMENITY DESIGN
- FEATURE ENTRANCES
- STRONG AXIS AND DIRECTIONALITY
- COMMUNITY SPACES
- PROGRAMMING
- ACTIVE TRANSPORT AND GOOD CIRCULATION
- DEFINED STREETFRONTS
- OPEN PARK SPACES
- FEATURE LANDSCAPE DETAILS
- SUSTAINABILITY INITIATIVES
- PEDESTRIAN FOCUSED STREETSCAPE

SITE PLAN | DESIGN FEATURES

LEGEND

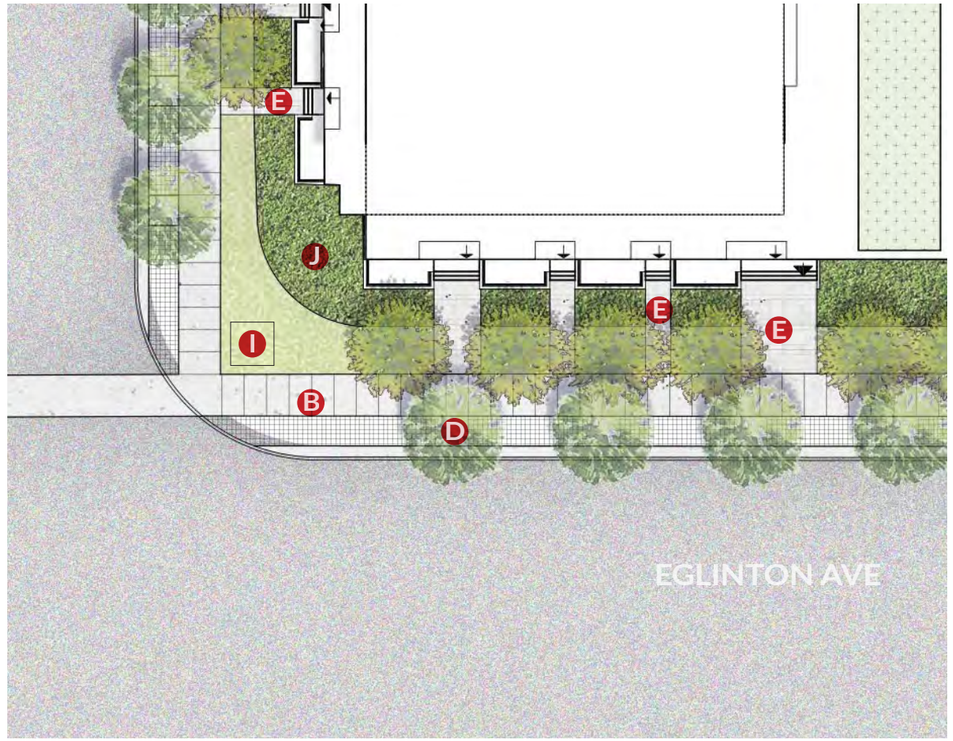
- A PRIVATE DRIVEWAY
- B NEW CITY STREET
- C AMENITY BUILDING
- D SLOPED OPEN ROOF
- E FUTURE CITY PARK
- F ENHANCED BOULEVARD TREATMENT
- G DROP OFF AREA
- H MULTI USE TRAIL
- I PRIMARY BUILDING ENTRANCE
- J GREEN ROOF
- K AMENITY TERRACE
- L PEDESTRIAN BOULEVARD/ROAD
- M TOWNHOUSE ENTRANCES
- N RAMPED TABLE
- O CROSSWALK
- P RETAINING WALL

SITE PLAN | ENTRANCES TOWERS

LEGEND

- PRINCIPLE ENTRANCE
- PRIVATE RESIDENTIAL ENTRANCE
- DROP-OFF RESIDENTIAL ENTRANCE

SITE PLAN | STREETFRONTS



SCALE: 1:400

0 1 10 20m

Feature Entrance | Arrival Space

The entrance to Towers A & B serve a function as the feature entrance, designed as the key arrival space for the proposed development.

- Feature paving that continues to the central courtyard
- Tree-line planting
- Feature wall and gateway feature

LEGEND

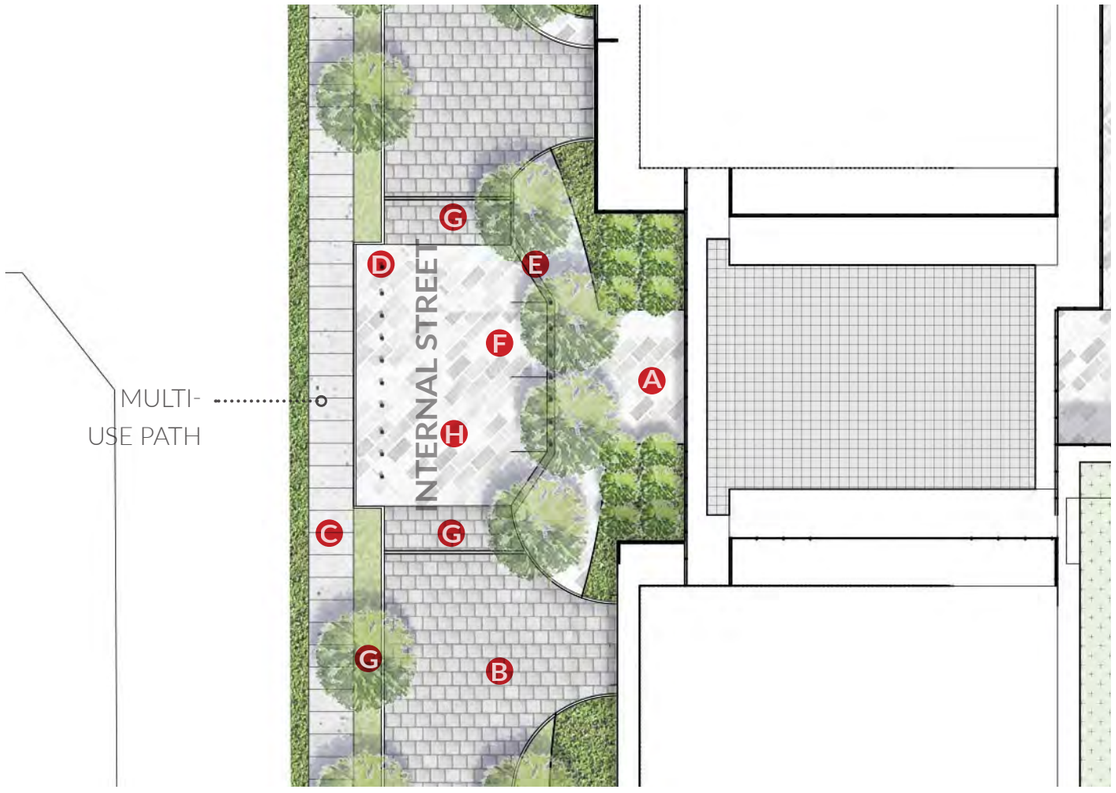
- A CORNER PLAZA
- B CITY SIDEWALK
- C ENHANCED BOULEVARD TREATMENT
- D STREET TREE
- E TOWNHOUSE ENTRYWALK
- F FEATURE/SIGNAGE WALL
- G PRIMARY BUILDING ENTRANCE
- H ACCENT TREE
- I GATEWAY FEATURE AREA
- J SHRUB PLANTING

Feature Entrance | Townhouses

The townhouse entrances with street frontage on Eglinton Ave E form the base of the podium of the towers along Eglinton Ave.

- Entrances are designed at grade with the street level
- Private entrances to each townhouse coming off the public sidewalk
- Tree planting along the front of the homes

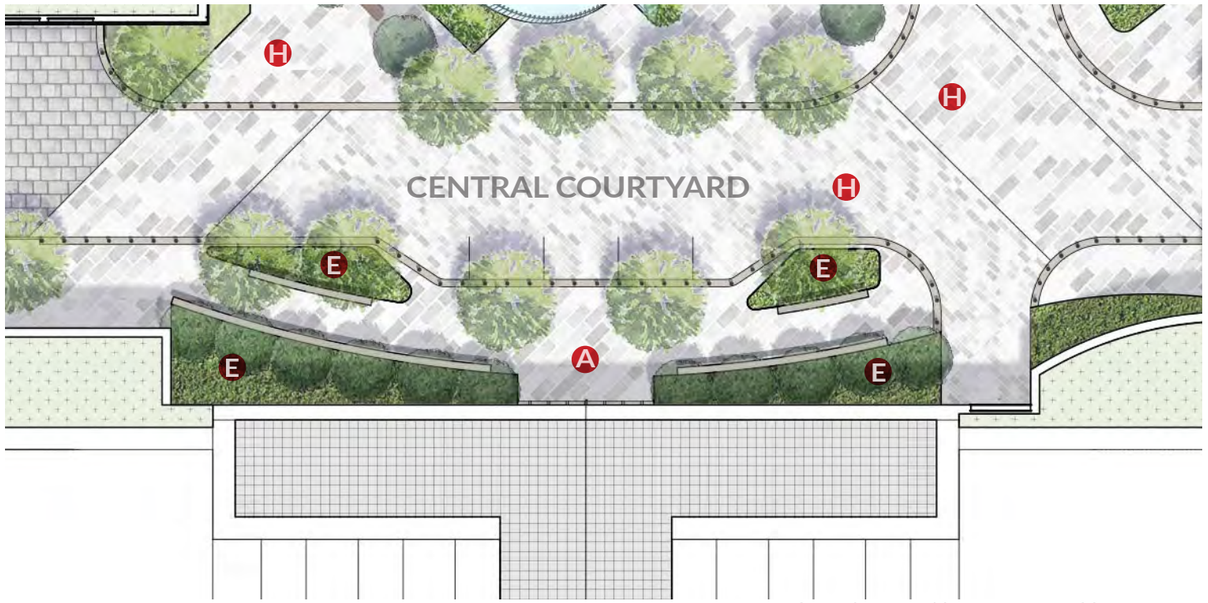
SITE PLAN | BUILDING ENTRANCES



Feature Entrance | Internal Street

- Feature entrance for internal usage is defined by the same feature paving as the central courtyard
- Direct frontage on to the multi-use pedestrian-cycle path
- Direct and visual connection to the central courtyard and the central axis which connect Towers F & E to Towers A&B (as seen on p.34)

Paving of the central courtyard is at the same elevation to allow for full pedestrian access.



Feature Entrance | Central Plaza

- Feature entrance for the central courtyard
- Feature paving carried over from the Feature Entrance on Eglinton Ave

LEGEND

- A PRIMARY ENTRANCE
- B VEHICULAR PAVING
- C MULTI-USE TRAIL
- D BOLLARDS
- E ENTRANCE PLANTING
- F RAISED VEHICLE TABLE
- G RAMP
- H FEATURE PAVING

SITE PLAN | MAIN ENTRANCES + CENTRAL COURTYARD

The central open space is designed at grade to provide outdoor amenity areas for the different phases of development. The design intent is to have the open space visually relate to the public park on the north side of the site. The core of the site is curbless with bollards to direct traffic, so as to focus on pedestrian movement and accessibility.

Design Features:

- A Feature paving to unify the courtyard space across the whole proposed development
- B Strong axis connecting main tower entrances/lobbies to eachother
- C Feature walls and seat walls provide pedestrian amenity
- D Tree lines delineate space but also provide shade and a rich quality to the open space
- E Elevated lawn as proposed by the architects provides unprogrammed space for leisure use
- F Cobble paved sidewalks serve the double purpose of traffic calming and delineating pedestrian walkways
- G Passive Recreation
- H Feature paving carried over from the feature entrance on Eglinton Ave
- I Amenity building as a focal point and architectural feature of the courtyard
- J Cobble paving for traffic calming and to designate pedestrian zone
- K Main vehicular entrance

SITE PLAN | CENTRAL COURTYARD DETAILS

Central Open Space

• The outdoor amenity area will be more hard surfaced with programming where the public park will be softly landscaped with more trees and open use.
• The two open spaces are for use of the entire development
• The public park is strategically located to front on the proposed on the northside of the site for safe and easy public access.
• A centrally located Amenity Centre is underground below the outdoor amenity area.
• The roof of the Amenity Centre is tilted to provide an open and sunny lawn to be accessible and programmed for use by the residents.
• The tilted roof provides natural light for the underground amenity centre, which will have windows for its programmed spaces like the swimming pool, exercise room, and gymnasium.
• A pavilion is centrally located in the middle of the outdoor amenity area to provide at grade entry into the underground Amenity Centre, additionally acting as a central beacon to anchor the masterplan of the development.
• Below this glazed pavilion is a centrally located atrium hub for easy underground/ all-weather access for the residents of all 3 phases of the masterplan.

View Northeast

View North

View South

STREETSCAPES | THORNWOOD DRIVE

16m
Thornwood Drive (new drive)

0.75m
Splashpad

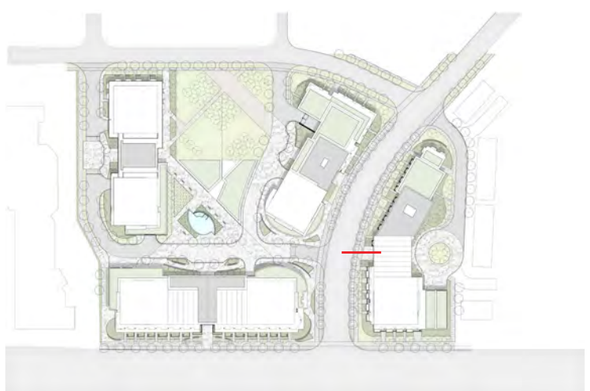
Precast Concrete Paving
- *Street Trees*
- *Tree Grates*
- *Street Furniture*

2.8m
Public Sidewalk Concrete

Feature Paving + Planting
Townhouse Entrances

Proposed R.O.W. 26m

Thornwood Drive



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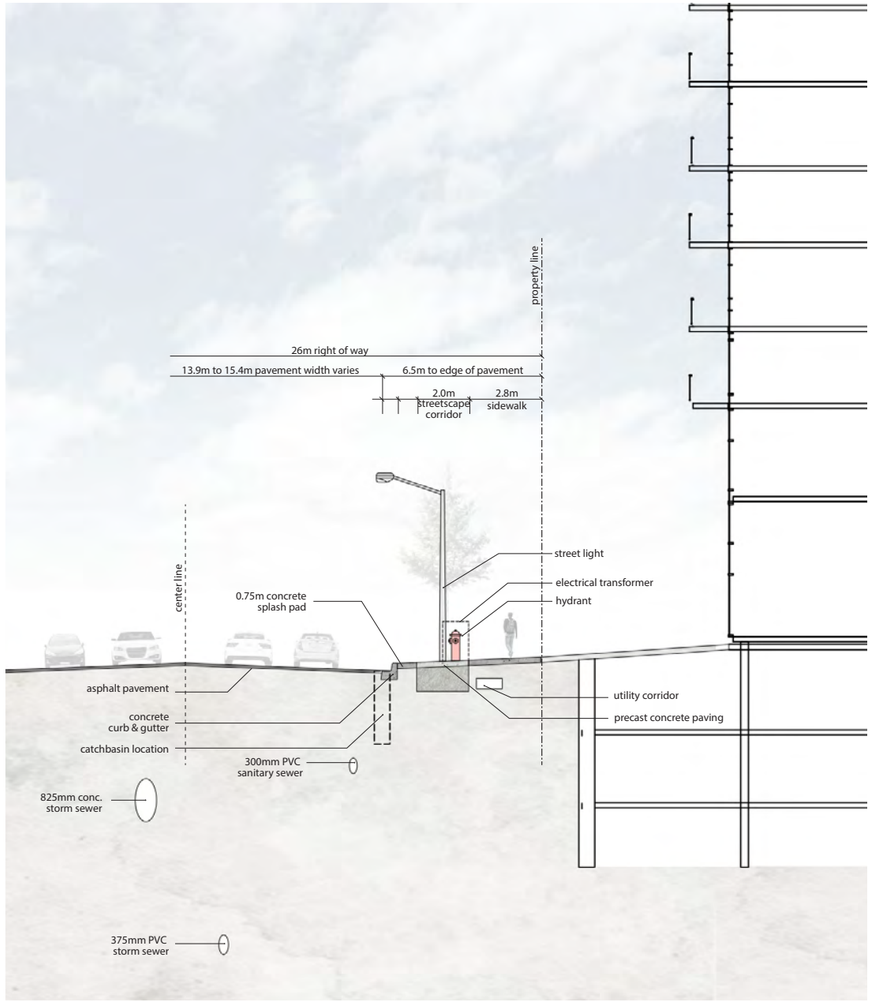


Section at Thornwood Drive

0 1 2 5 10

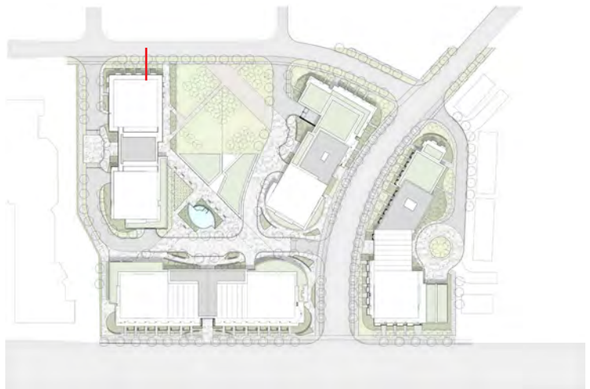
STREETSCAPES | ARMDALE ROAD

10m
Armdale Road (new drive)

Feature Planting
- *Street Trees*
- *Feature Light Posts*
- *Ornamental Grass*

Proposed R.O.W. 22m

Armdale Road



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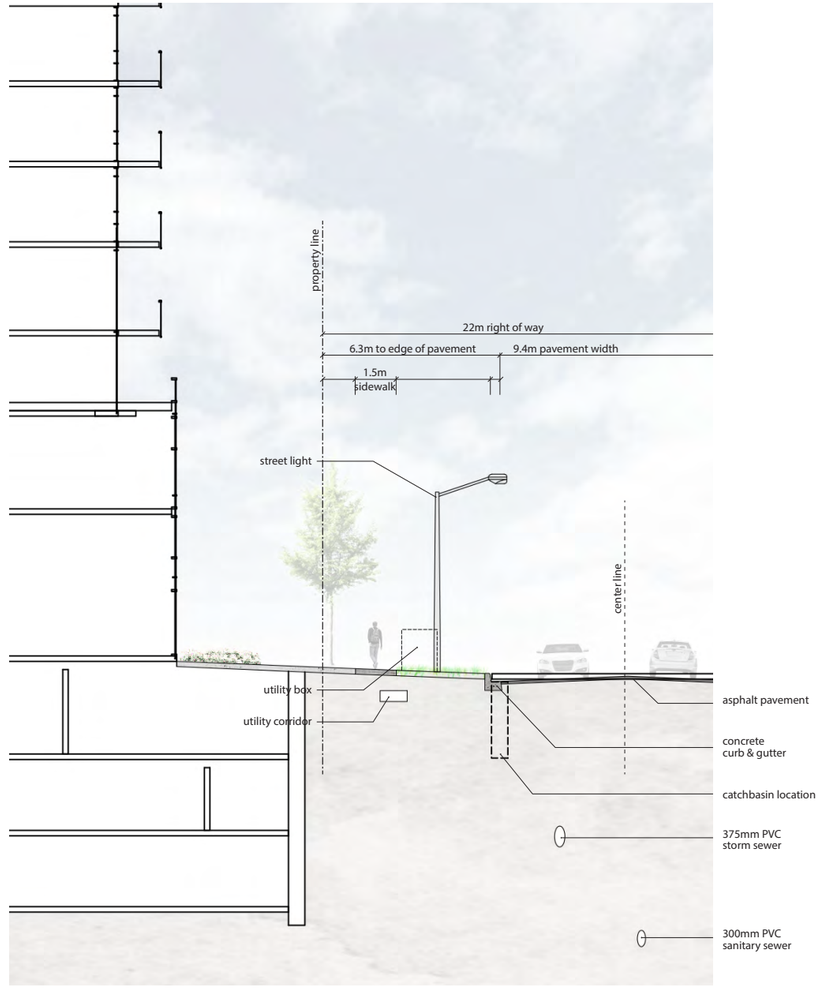


0 1 2 5 10

Section at Armdale Road

STREETSCAPES | EGLINTON AVENUE

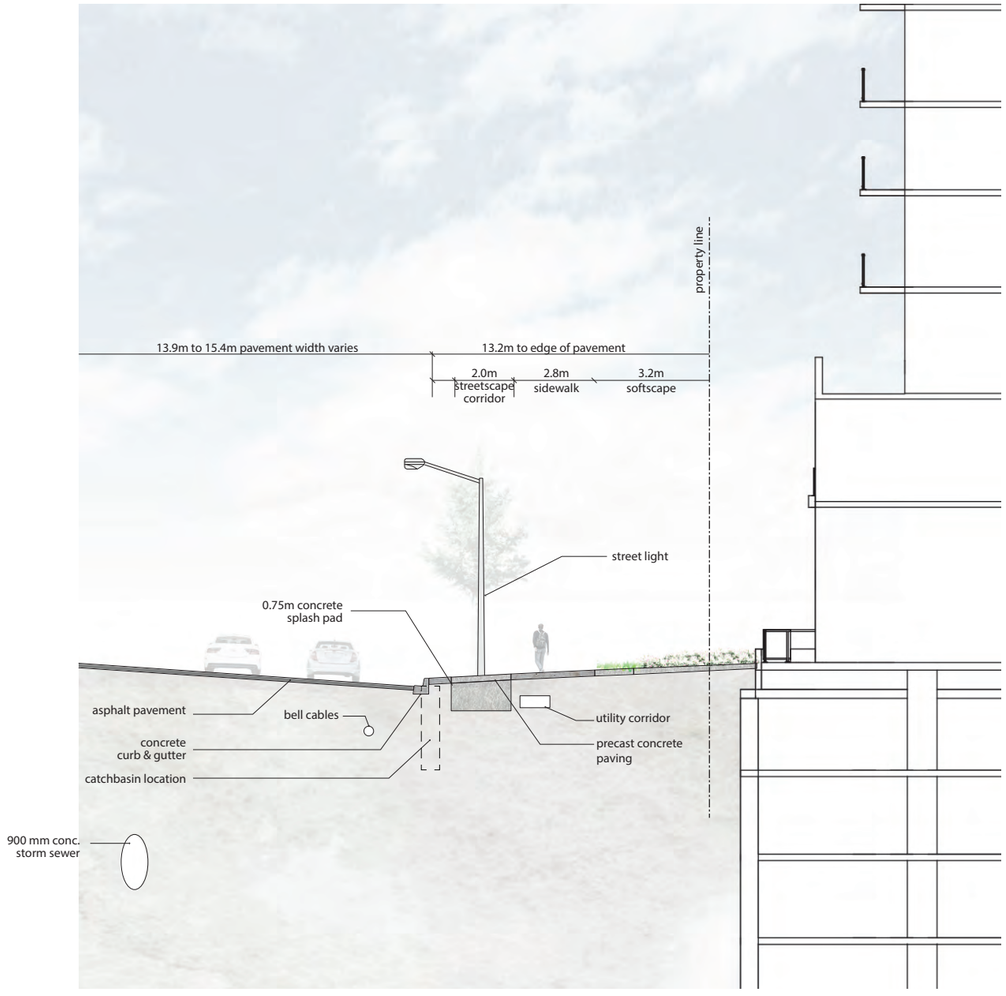
Feature Paving
Townhouse Entrances
- *Street Trees*
- *Tree Grates*
- *Street Furniture*

0.75m
Splashpad

Eglinton Avenue

Proposed R.O.W. 42m

Eglinton Avenue



Section at Eglinton Avenue

0 1 2 5 10

KEY

The proposed development is located in an area identified as an Intensification Area (see below, policy 5.3.2.3) which is an area appropriate for the requested changes in the permitted FSI. Approval of this development will positively contribute to achieving the City's envisioned beautification and livable built form as desired within this Intensification Area.
Section 5.3 City Structure of the Mississauga Official Plan outlines the following policies related to the proposed development:

5.3 City Structure
The City Structure is the basis of the following urban hierarchy:

• Major Nodes will provide for a mix of population and employment uses at densities and heights less than the Downtown, but greater than elsewhere in the city;

As outlined in the MOP, it is intended that Major Nodes will be planned as prominent centres of mixed use activity with a variety of opportunities which are further anticipated to provide a variety of higher density housing for people throughout the different phases of their lifecycle and for a variety of income groups.

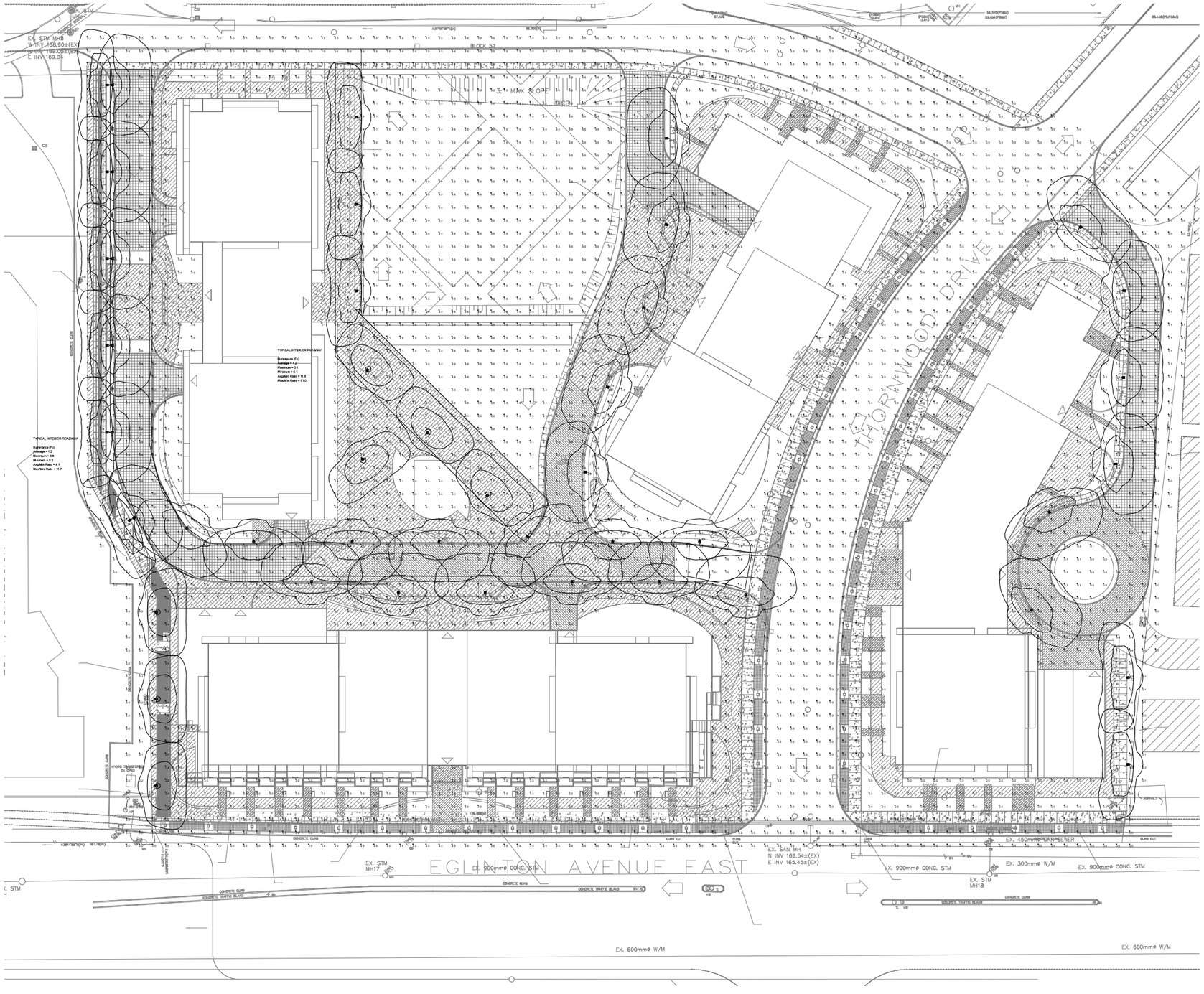
The area is well serviced by existing commercial and retail opportunities which are within a walking distance of the subject site, or alternatively, are reachable via public transit, or active transportation options where warranted. The subject site also provides access opportunities to employment centres though multi modal transportation options.

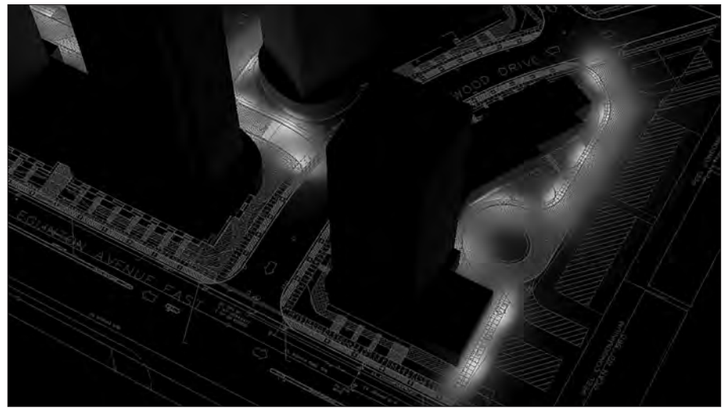
Section 5.3.2 Major Nodes in the Mississauga Official Plan outlines the following policies "Major Nodes have considerable existing or planned capacity to accommodate both residential and employment uses and as such could have a positive effect on travel demand. They are located close to planned higher order transit…. Major Nodes will develop as prominent centres with a regional and city focus, and be served by higher order transit. Major Nodes will provide a mix of uses including employment, commercial, residential, educational and open space."

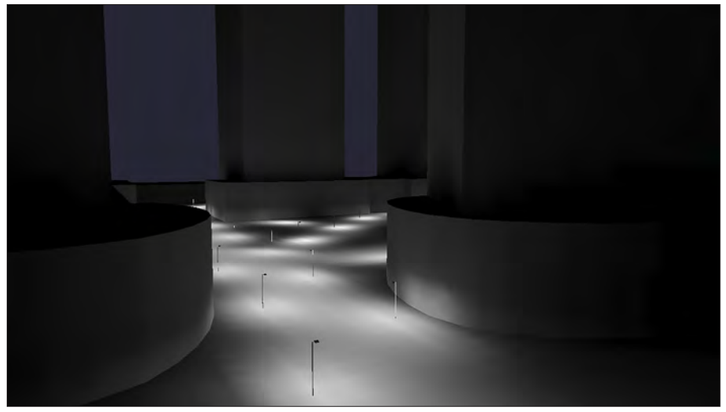
5.3.2.1 There are two Major Nodes in Mississauga:
a. Central Erin Mills, and
b. Uptown.
5.3.2.2 Local area plans will confirm or determine detailed boundaries for Major Nodes.
5.3.2.3 Major Nodes are Intensification Areas.
5.3.2.4 The Major Nodes will achieve a gross density of between 200 and 300 residents and jobs combined per hectare.
5.3.2.6 Major Nodes will achieve an average population to employment ratio of between 2:1 to 1:2, measured as an average across the entire area of each node.
5.3.2.11 Development in Major Nodes will be in a form and density that achieves a high quality urban environment
5.3.2.12 Major Nodes will be served by frequent transit services, including higher order transit facilities, which provide connections to destinations within the city and to neighboring municipalities.
5.3.2.13 Major Nodes will be developed to support and encourage active transportation as a mode of transportation.

The subject lands are located within the Uptown Major Node as defined by the MOP policies. The proposed development reinforces the City's desire for intensification and higher density considering the proposed density which forms the subject application and when taking into consideration the existing mix of land uses in the immediate and surrounding area. The anticipated mix of residential tenures and unit sizes contributes to the policy framework which aims to provide for resident needs based on life-cycle and variety of income levels.

EXTERIOR LIGHTING | PHOTOMETRIC STUDY



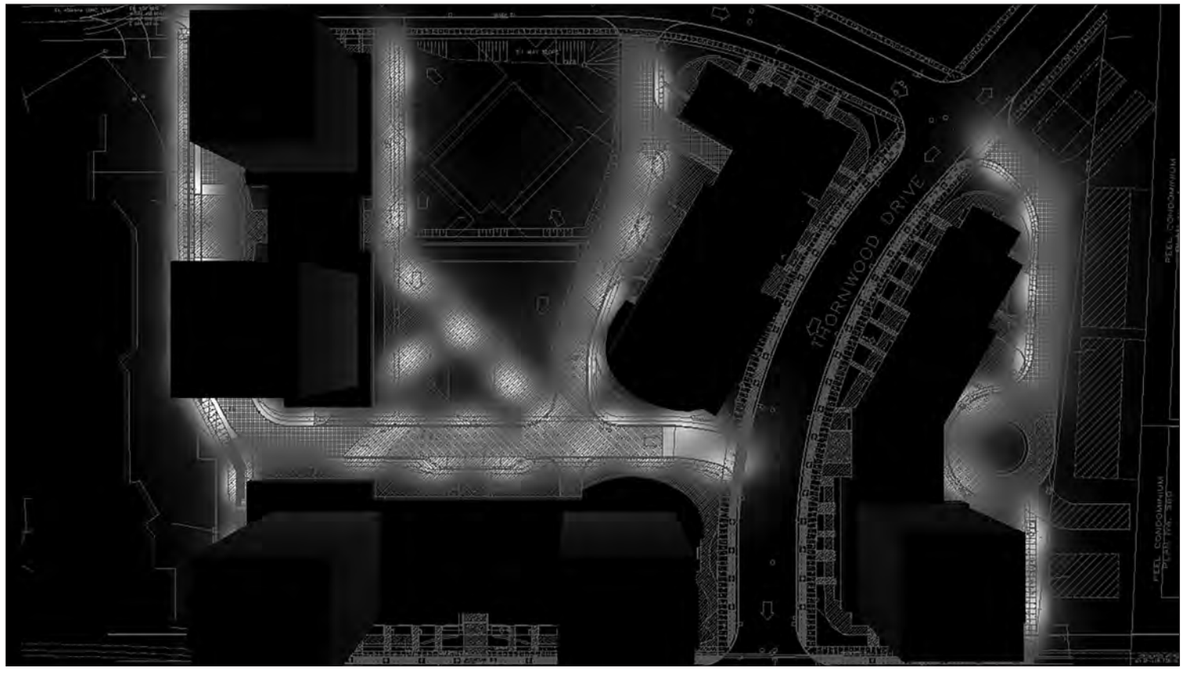


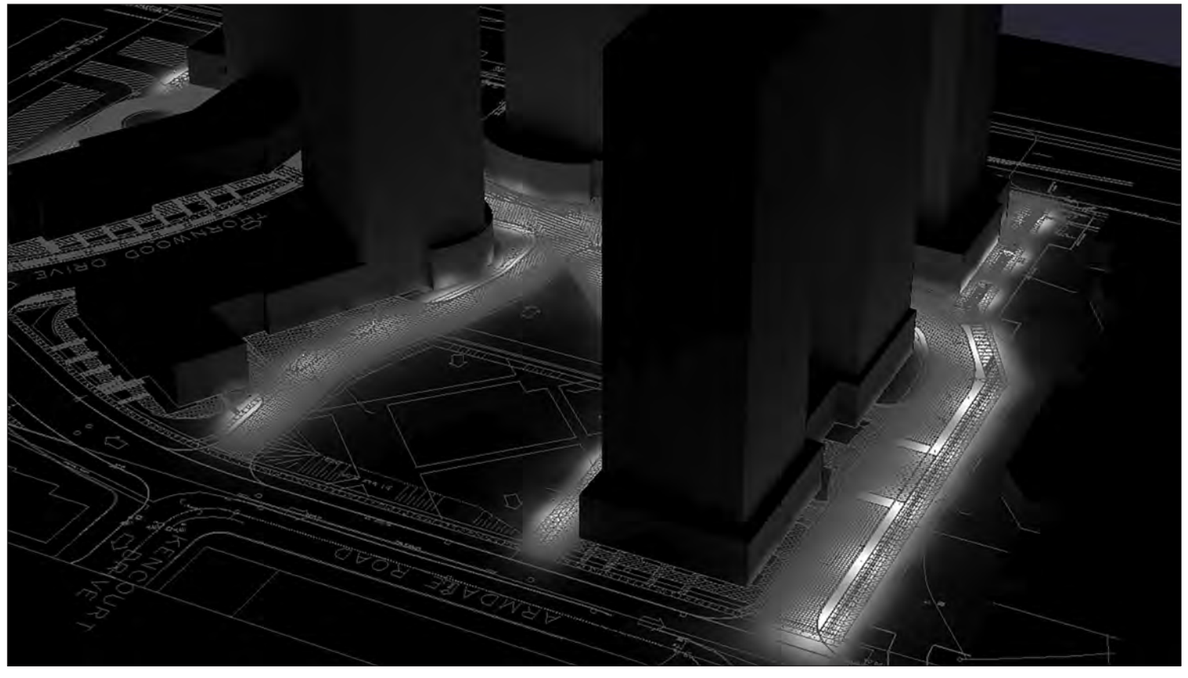


EXTERIOR LIGHTING | PHOTOMETRIC STUDY

Photometric Plan and Perspectives

Spacing of the poles are set at 20m as the light fixtures selected allow for a good distribution of light and wide spacing, Interior streets and pedestrian clear ways have been luminated to illustrate the on site conditions.





SECTION 4
CIRCULATION, ACCESS AND PARKING

TRANSPORTATION | MAJOR ROUTES

Existing Context | Active Transport

SITE

MAJOR BUS RAPID TRANSIT STOPS

PRIMARY ON-ROAD CYCLING ROUTE

HIGHER TRANSIT ORDER CORRIDOR

TRANSIT PRIORITY CORRIDOR

HWY 403

EXISTING TRANSIT SERVICES

TRANSPORTATION | TRANSIT CONNECTIONS

In the MOP, Schedule 6: Long Term Transit Network, it is noted that the subject lands are located slightly east of an intersection where a transit priority corridor (Eglinton Avenue) intersects with an intensification corridor and higher order transit corridor (Hurontario Street). Based on existing transit service and potential future service, this location has both existing and long term potential for optimal transit connectivity within the City of Mississauga, greater Region of Peel and beyond.

It is critical to note that the subject site has immediate access to a number of high frequency bus routes (as exhibited in the Servicing Context Map) which are able to connect users to the Square One Transit Terminal and Lakeshore GO lines, among other major transit lines. This provides opportunity for users to efficiently move within the immediate area and beyond. Specifically, and in consideration of this development proposal through the lens of a typical TOD guideline, the following is noted:

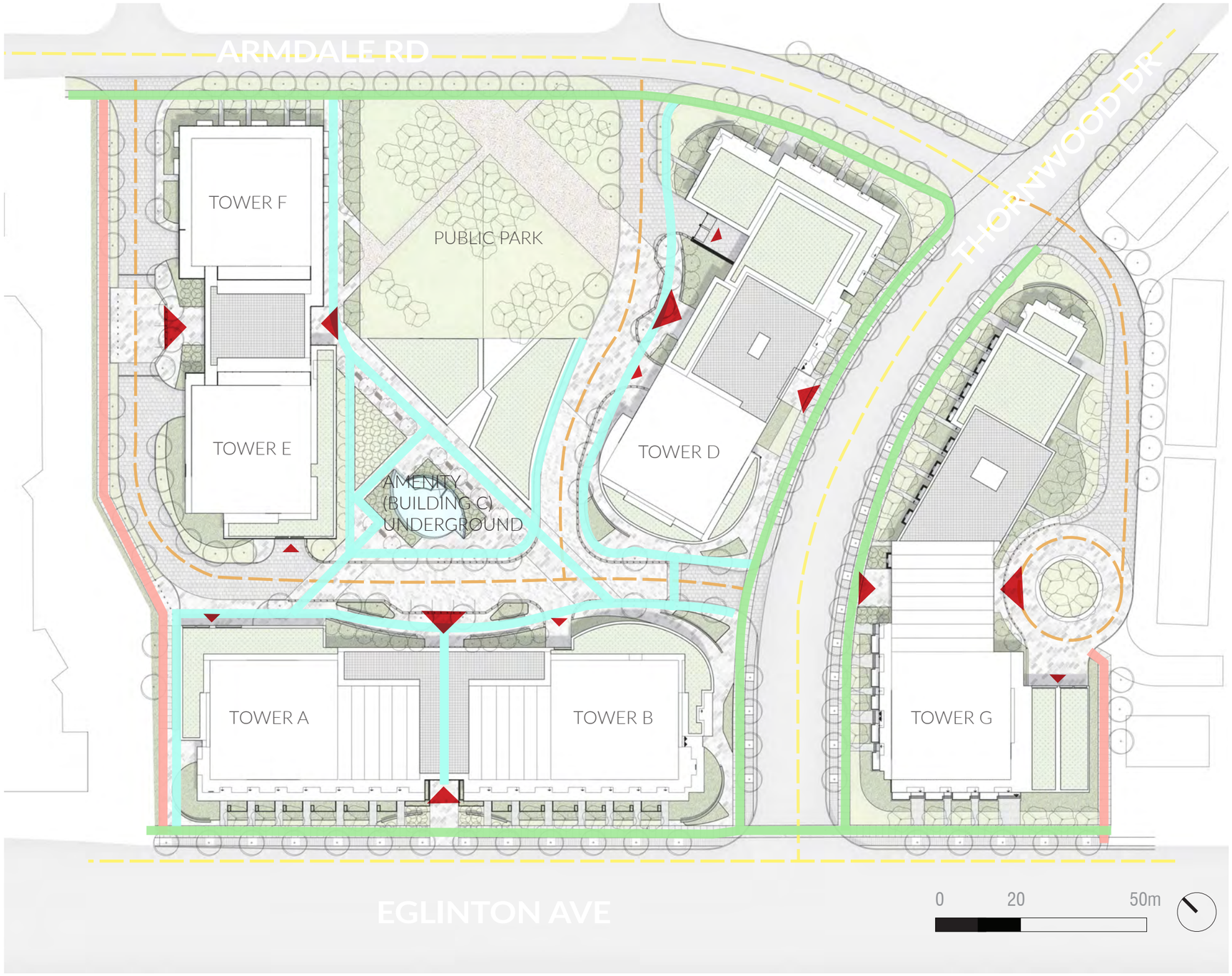
1. The City Mi-Way transit terminal along Hurontario (MiExpress Route 103) provides Monday to Sunday all day service and connections to the City Centre Transit Terminal (considered a Major Transit Terminal), Cooksville GO and Port Credit GO with a stop located at the intersection of Hurontario and Eglinton..
2. The Mi-Way local terminal along Hurontario Street (Milocal 19 Hurontario) providing Monday to Sunday service with a stop located at the intersection of Hurontario and Eglinton.
3. Potential future Hurontario LRT line.

Typical TOD guidelines reference urban villages (as a development scenario) where residents live within a 5-10 minute walk of quick, efficient public transit and can 'live, work, play, shop, and learn' in a pedestrian-friendly environment (as exhibited in the Servicing Context Map). This further infers that use or ownership of an automobile is an option, not a necessity. In consideration of the distances mentioned above, it is clear the development is ideally situated from a TOD perspective with good access to transit infrastructure as well as work/play/shop opportunities within the immediate and greater neighbourhood. This is further reinforced with the proposed design elements of the site offering excellent at-grade connectivity for pedestrian circulation.

Mi-Way City Centre Transit Terminal with express routes along Hurontario St

Mi-Way Hurontario Express Stop at Hurontario St and Eglinton Ave E

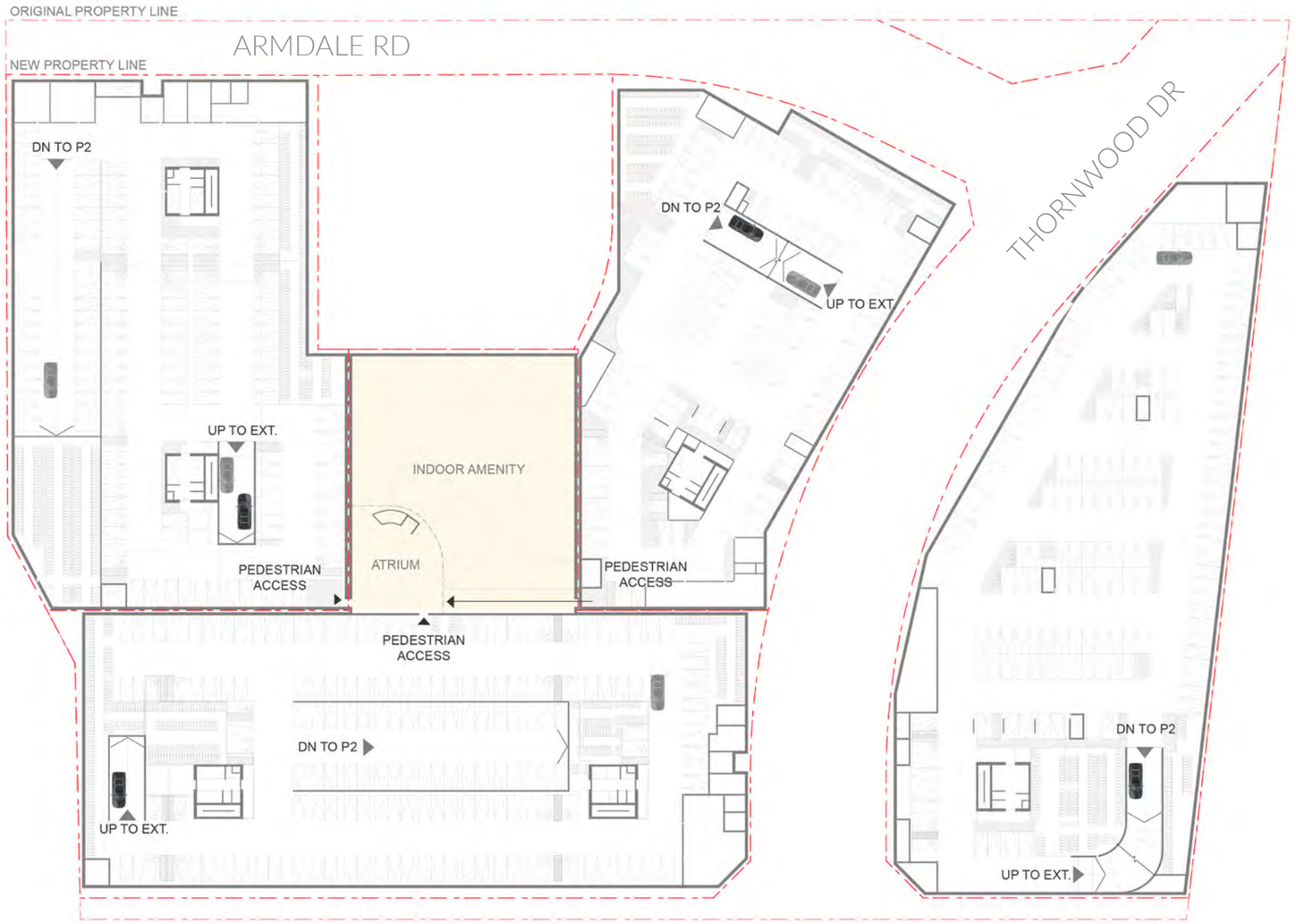
SITE CIRCULATION



LEGEND

- PUBLIC ROAD
- PRIVATE STREET (VEHICULAR + PEDESTRIAN)
- PUBLIC SIDEWALK
- PRIMARY INTERIOR PEDESTRIAN ROUTE
- MULTI-USE CYCLE + PEDESTRIAN PATH
- PRIMARY BUILDING ENTRANCE
- SECONDARY BUILDING ENTRANCE
- SERVICE ENTRANCE

SITE CIRCULATION | UNDERGROUND



Underground Parking Plan

The site circulation was designed so that the site and parking level layouts provide adequate maneuverability for the necessary vehicles to access / egress all designated loading spaces, that the underground parking levels can accommodate simultaneous access and egress throughout and that all parking spaces are accessible.

Underground Parking

The typical parking garages will be done by phases in accordance with the phasing of the development. Parking will extend under the central private amenity area but not under the public park.

SECTION 5
ENVIRONMENT AND SUSTAINABILITY

KEY SUSTAINABILITY TARGETS

• ACCESS TO QUALITY TRANSIT

The site is in close proximity to public transportation including the future access to Hurontario LRT line. The selected site falls within an appropriate context for high density development, resulting in minimal impact on existing urban infrastructure from the proposed development density.

• ACCESS TO BICYCLE STORAGE & CHANGE ROOMS

• PEDESTRIAN WALKWAYS

• PEDESTRIAN COMFORT

• GREEN VEHICLE PARKING SPACES

• MAXIMIZE OPEN SPACE

• STORM-WATER DESIGN : QUALITY CONTROL

Stormwater flows will be controlled to meet and exceed City of Mississauga standards.

• HEAT ISLAND REDUCTION: GREEN & LIGHT COLOURED GRAVEL ROOFS

Use of solar reflective paving, shade trees and a reduction of asphalt surface paving will reduce the heat island effect for both the site and green roofs.

• OPTIMIZE ENERGY PERFORMANCE: ENVELOPE, INTERIOR GAINS & HVAC SYSTEMS

• REDUCE STORM-WATER RUNOFF

• OUTDOOR WATER USE REDUCTION: WATER EFFICIENT LANDSCAPING

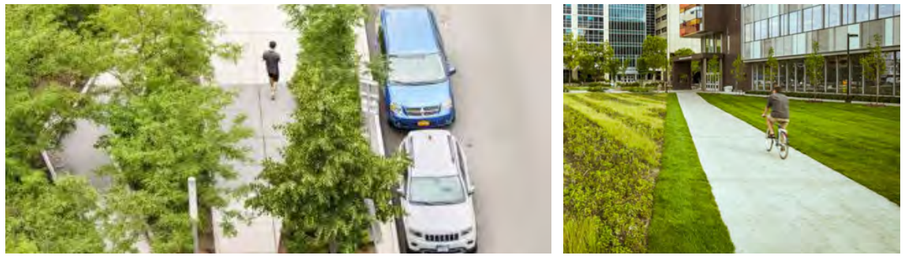
• INDOOR WATER USE REDUCTION

• BUILDING-LEVEL WATER METERING

• CONTROLLABILITY OF SYSTEMS: LIGHTING AND THERMAL COMFORT

• DAYLIGHT & VIEWS

• LIGHT POLLUTION REDUCTION



Landscape design for pedestrian and cyclist comfort

Access to quality transit

Daylight and views designed into amenity spaces

LOW IMPACT DEVELOPMENT PRINCIPLES

Low Impact Development (LID) strategies will be considered for use throughout the proposed development during the detailed design stage for each phase. The following LID strategies may be applicable for this site:

Green Roofs

Green roofs make up a significant portion of the landscape design of the development. The green roofs for this project provide both intensive and extensive design, providing aesthetic and environmental value as well as providing active recreational space. This method is beneficial due to its water quality, water balance, and peak flow control benefits. In addition to water resource management, green roofs improve energy efficiency, reduce urban heat island effects, and create greenspace for passive recreation.

Rainwater Harvesting

With minimal pretreatment, the captured rainwater within the underground storage tanks can be used for outdoor non-potable water uses such as irrigation, drip, or in the buildings as gray water. “Treated rainwater may also be used as make-up water for building cooling systems

Enhanced Grass Swale and Bioretention

Enhanced grass swales are designed to convey, treat and attenuate stormwater runoff. This feature slows the water to allow sedimentation, filtration through the soil matrix, evapotranspiration, and infiltration into the underlying native soil. Bioretention methods, such as rain gardens and stormwater planters, allow to temporarily store, treat and infiltrate runoff. It is typically designed to capture small storm events. Where underground parking facilities exists, infiltration is not a feasible option.

Permeable Pavement

Porous asphalt, pervious concrete, permeable paver and plastic grid filled with gravel can be used for driveways and walkways to reduce the amount of impervious area throughout the site. This approach encourages infiltration and reduces runoff volumes. Again, where underground parking facilities exists, infiltration is not an option.

Enhanced Topsoil

Enhanced topsoil provides water quality benefits in addition to water balance storage which will reduce the infrastructure required to store the required water balance volume.

Enhanced Grass Swale

Permeable pavement

Amenity Green Roof

PEDESTRIAN DESIGN | PEDESTRIAN AND CYCLING COMFORT

- Where feasible, 50% of proposed plantings are native species to maintain the quality of the local landscape and fit into the surrounding context.
- Many large open lobbies utilise green infrastructure to aesthetically enhance indoor environments.
- All air intake grates and air exhaust systems are located away from pedestrian walkways and all outdoor amenity spaces.
- The development's private sidewalks, crosswalks and walkways are continuous, accessible, barrier-free, designated and are well connected to building entries, transit stops and parking areas.

Trees

- Shade is provided by strategic tree planting to ensure comfort of pedestrians, cyclists and people using the amenity spaces.
- Shade trees are proposed along all street frontages and pedestrian walkways
- Trees will be planted in quality soil with sufficient soil volume
- Large canopy trees are proposed along pedestrian pathways and amenity areas to provide shade in hot summer months

Bicycles

- Bicycle parking is provided in convenient locations underground
- Multi use trail provided
- All pedestrian walkways are continuous, connected and accessible
- 50% of occupant bicycle parking in secure weather are provided protected areas within the development site to park and store their bicycles.

Hard Landscape

Paving choices and designated pedestrian walkways makes this development a sustainable and easily accessible public amenity. Great access to an existing trail network and great transportation links to build a strong active transportation system connecting this site to the downtown core through public transport.

Building Details

Bird friendly glazing

Lighting Plan

Shade trees and a multi-use path for comfortable and accessible streets

Strategic tree planting and native plant species in amenity spaces