6333 HURONTARIO STREET MISSISSAUGA

NOVEMBER 2020

URBAN DESIGN BRIEF

File No. 16257AD

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

CONTENTS

1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC) has been retained by Dymon Capital Corporation (hereinafter referred to as the "Owner") to prepare an Urban Design Brief (the "Brief") for 6333 Hurontario Street (the "Subject Lands") mixed-use development, including self-storage, office, and focused retail uses, located at the east side of Hurontario Street and north of Highway 401 in the City of Mississauga. The purpose of this Urban Design Brief is to illustrate how the proposal will meet the design objectives provided for this area of the City of Mississauga.

The Subject Lands is comprised of approximately 1.00 Ha (2.47 Acre) which includes land aqcuired from the Ministry of Transportation (MTO). The proposal for the Subject Lands is a 7-storey combined office and self-storage development, with the ground floor providing focused retail space and reception along the western frontage and main building entrance. The proposal will also integrate underground parking on the Subject Lands.

THE POLICY FRAMEWORK

The Subject Lands is designated as "Corporate Centre" and is within the Intensification Corridor in the City of Mississauga *Official Plan ("MOP")* (**Figure 3.1**). The *OP* intends for the Subject Lands and surrounding area to develop as part of a distinct Employment Character Area along with mixed employment uses focusing on office development, pedestrian-friendly environment, and providing transit-supportive densities and more efficient use of land through intensification. The *OP* establishes that significant population and job growth will be directed to the Coporate Centre, where the City will strive to achieve and exceed the minimum Provincial density target of 200 people and jobs per hectare by 2031.

The Subject Lands falls within the *Hurontario Main Street Corridor Master Plan (*the "*Hurontario Corridor Master Plan*") that provides design guidelines for lands located along Hurontario Street, in which this Brief will refer to.

OUR APPROACH

In response to the City's design vision, MHBC on behalf of the Owner has prepared this Urban Design Brief to illustrate how the proposed development has met the criteria as set out in the *OP* and the Hurontario Master Plan.

Should you have any questions or wish to discuss the brief in further detail, please do not hesitate to contact us.

Yours truly,

MHBC

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2.0
HOW TO READ THIS BRIEF

MHBC

POLICIES AND GUIDELINES ON VEHICULAR CONNECTIVITY

City of Mississauga *Official Plan*

Policy 8.4.1 (a) Provide safe and efficient access from the road network so that ingress and egress movements minimize conflicts with road traffic and pedestrian movements.

Policy 9.5.3.16. Buildings should coordinate and integrate vehicular and servicing access to minimize their visual prominence.

RESPONSE

The proposal will create a separated vehicular access from pedestrian walkways to mitigate conflict between pedestrians and motorists. The primary vehicular accessway off of Hurontario Street provides ingress to the underground loading and parking area, as well as surface loading and parking areas. This accessway will facilitate vehicular circulation and movement in an adequate, safe manner by encouraging slow-moving vehicle passage internally and externally towards the public roadway through enforcing clear sightlines to ensure pedestrian safety and movement is prioritized. The proposal has situated the vehicular access and circulation interior to the building to minimize its visibility from the public main streets and to mitigate potential conflicts between pedestrian and vehicular movement.

The internal loading area of the building is proposed within the north-west portion of the building and is strategically screened from the public street using high-speed roll up doors. The entrance to the loading area is additionally set back further from the property line to reduce views from the public street. Vehicles will enter the loading area at the front of the building from the proposed access off of Hurontario Street, and will then exit at the rear of the building around the building to exit onto Hurontario Street.

Vehicular circulation and parking routes will ensure sufficient road width and turning radii are maintained for safe movement throughout the site. Vehicular circulation routes will be well-lit with clear sight-lines to ensure high visibility is maintained between pedestrians and motorists. The surface parking and servicing access will be screened and landscaped where appropriate to minimize visual impact to the public realm and pedestrian activity zones.

Design features, including clear wayfinding through signage and well-defined streetscape will be implemented to promote a safe pedestrian and vehicular environment.

Pedestrian-oriented | Wayfinding | Circulation

18

urban design brief

SEVEN STOREY BUILDING
6503 HURONTARIO STREET

HURONTARIO STREET

Vehicular Circulation — Ramp Access

Figure 7.7 Ground floor parking plan and vehicular circulation. Base plan by Nicolas Caragianis Architect.

Figure 7.8 Example of a well-lit vehicular circulation route with clear sightlines to ensure high visibility is maintained between pedestrians and motorists.

Figure 7.9 Example of vehicular circulation designed to encourage slow-moving vehicle passage to ensure pedestrian safety and movement is prioritized.

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Design policy and guidelines from the municipality

Response to design policy and guidelines

Figure illustrating adherence where applicable

Reference to key design principle being acknowledged

This Urban Design Brief organizes key urban design principles into categories. Within each category, a written response demonstrating adherence with those principles is provided. In some cases where strict compliance is not feasible, design rationale is provided to outline how the design intent continues to be respected.

Well-designed developments can help to connect people with places, balance the protection of the environment with emerging built form, and achieve development that promotes a sense of place and local identity within a community. Key urban design terms have been used in this brief to further articulate how the proposal achieves good design principles and enhances the relationship with the surrounding community.

3.0
EXISTING CONTEXT ANALYSIS

The Subject Lands is located in the City of Mississauga and is within the Corporate Centre Intensification Area and the Hurontario Main Street Corridor. It is at the east side of Hurontario Street, just north of Highway 401 and south of World Drive. A portion of the Subject Lands front onto Ministry of Transportation lands that provide existing maintenance access to Highway 401. The Owners propose to acquire these lands such that they form part of the property. The Subject Lands is currently vacant (**Figure 3.2**).

The Subject Lands is surrounded by the following uses:

NORTH Immediately north of the subject lands is a commercial plaza and World Drive with employment lands beyond.

EAST Immediately east of the subject lands are employment lands.

SOUTH Immediately south of the subject lands are employment lands, MTO lands and Highway 401.

WEST Immediately west of the subject lands is Hurontario Street and vacant employment lands.

The Subject Lands is within a 10-minute walking distance to existing transit, commercial, and retail services, as well as recreational facilities, including the Cineplex Cinema, LA Fitness, Homewood Suites by Hilton, and various restaurants. The Subject Lands is well serviced by existing local and regional bus transit networks that provide convenient multi-modal options. The Subject Lands is within an area for intensification as indicated by the City of Mississauga due to the future Hurontario Light Rail (LRT), targeted for completion in 2024. This will also enhance the existing multi-modal transit network by providing a critical link for residents to employment opportunities. Moreover, the Subject Lands are located in close proximity to Highway 401 which will provide convenient access to the proposed development.

This area is experiencing substantial investment of compact development with higher employment densities in the higher order transit area to support the proposed transit infrastructure. Together with the surrounding services and facilities, the proposed mixed-use office, storage, and retail development will provide new employment opportunities to foster a strong corporate centre that is active, convenient, and transit supportive.

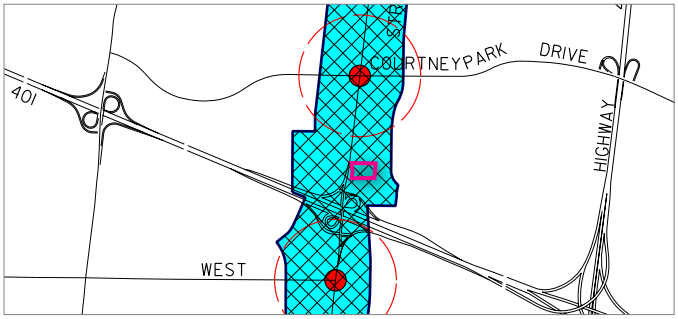


Figure 3.1 City of Mississauga "Schedule 2" Intensification Areas

Figure 3.2 Aerial view of Subject Lands and surroundings.

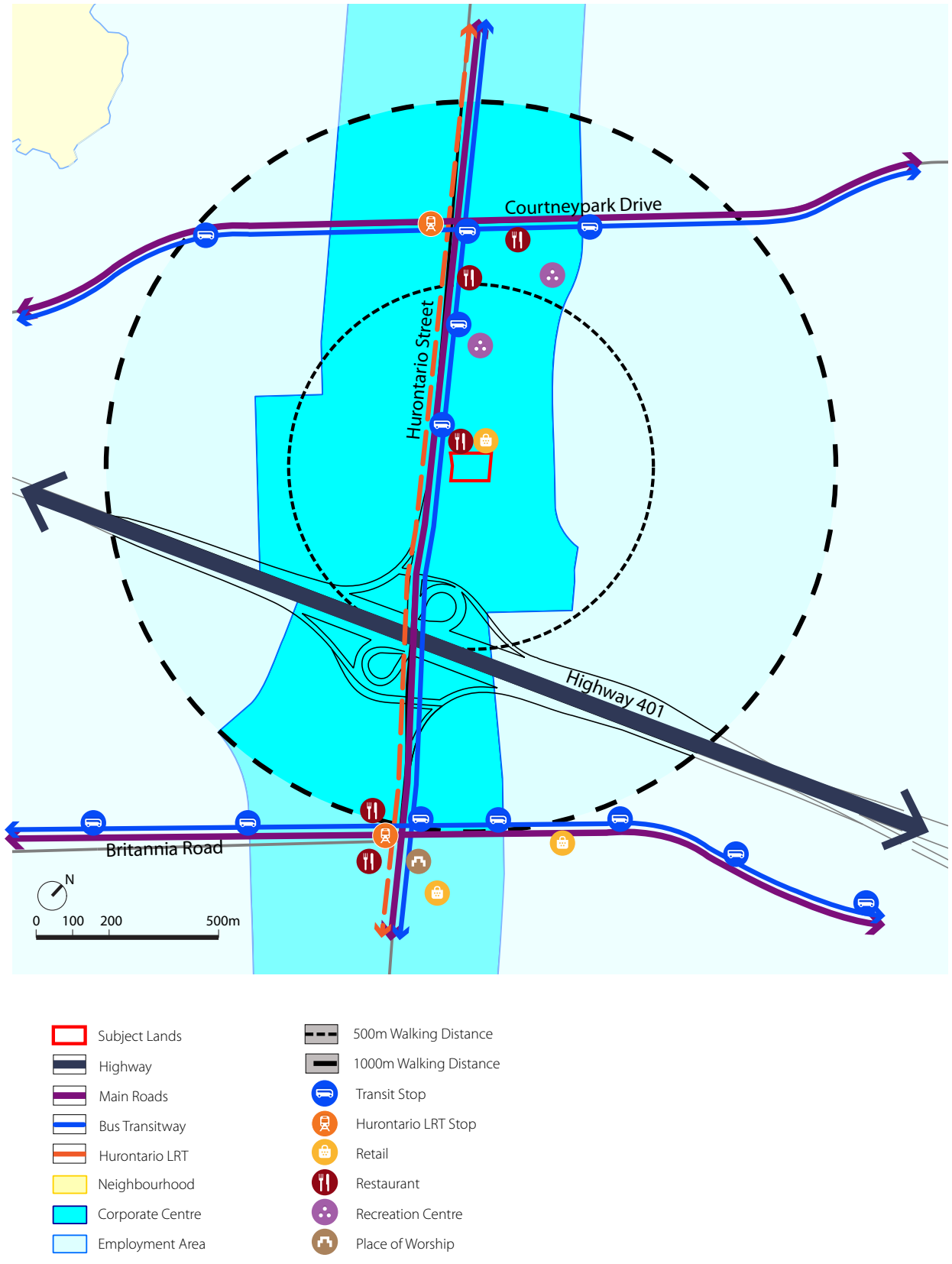


Figure 3.3 Context map showing the Subject Lands in relation to its surroundings.

4.0
OPPORTUNITIES & CONSTRAINTS

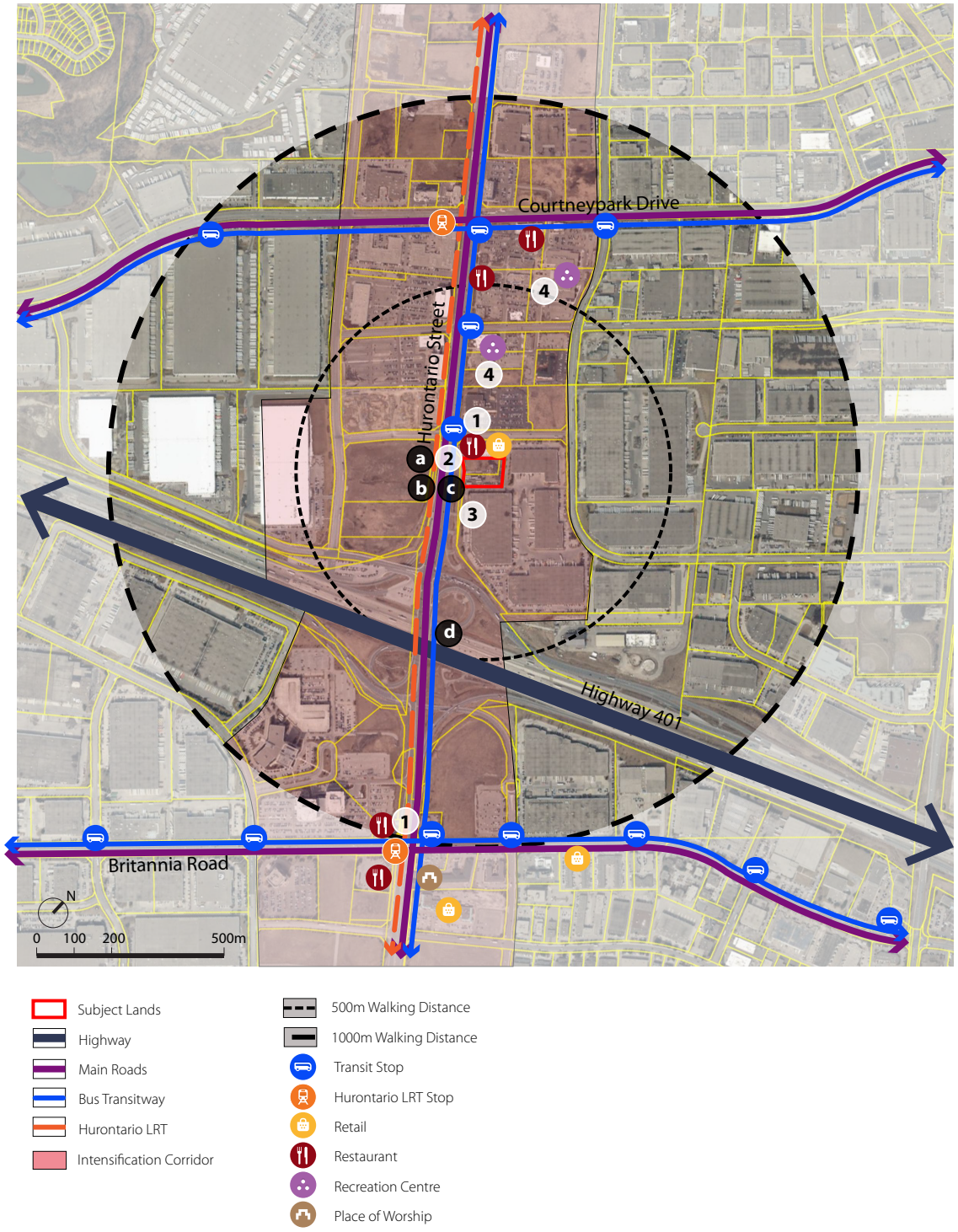


Figure 4.1 Opportunities and Constraints Map

An opportunities and constraints analysis was conducted to evaluate the various factors that may impact future uses of the Subject Lands. While this evaluation is preliminary, it builds a foundation and understanding of the existing context.

OPPORTUNITIES

1. ACCESS TO LOCAL AND REGIONAL TRANSIT

The proposal will contribute employment opportunities along the Hurontario Corridor that is currently well served by existing MiWay bus transit and the GO Bus network. Together, the transit networks provide convenient local and regional connections to support a multi-modal pedestrian oriented experience. The Subject Lands is also located at the confluence of two planned Major Transit Station Areas as part of the Hurontario Light Rail Transit (LRT), of which will provde a critical link between residents and employment opportunities upon completion.

2. FRONTAGE ONTO HURONTARIO STREET

The proposal will help activate the streetscape along Hurontario Street, planned as a mixed-use pedestrian-oriented corridor, through high-quality pedestrian circulation, architectural design, and landscape design.

3. COMPATIBLE USE

The proposal is a mixed use building that offers employment, storage and ancillary retail in an intensified form, contributing to the growth objectives of the Mississauga's Intensification Area. The Subject Lands is located within Mississauga's Corporate Centre among office and employment lands, and thus achieving fit and compatibility.

4. PROXIMITY TO COMMERCIAL SERVICES AND RECREATION FACILITIES

The Subject Lands is within a 10-minute walking distance to commercial services and recreation facilities, including the Cineplex Cinema and LA Fitness, which will provide daily convenience for after work hour activities in support of a active, mixed-use environment.

5. ACCESS TO HIGHWAY 401

The Subject Lands is in close proximity to the Highway 401 access. This provides convenient inter-regional access to the proposed mixed-use development.

CONSTRAINTS

a. PROPOSED HURONTARIO LRT

The Subject Lands fronts onto the proposed LRT alignment. Coordination with relevant agencies may be necessary to ensure compatibility and minimize disruption between the LRT and development proposal.

b. RIGHT IN/ RIGHT OUT VEHICULAR ACCESS ONLY

The Subject Lands are located on a portion of Hurontario Street in which movement will be restricted to right-in/ right out vehicular access only.

c. PRIVATE ROAD REALIGNMENT

The proposed private road realignment provides access to the Subject Lands along Hurontario Street. Coordination with adjacent parcels may be required to ensure linkage and compatibility is maintained for existing uses and future development.

d. PROXIMITY TO HIGHWAY 401

The Subject Lands is in close proximity to the Highway 401 access ramps which may limit full move turns from the Subject Lands.

5.0
THE PROPOSAL

THE PROPOSED DEVELOPMENT

The Subject Lands have a total area of approximately 1.00 ha (2.47 acres), inclusive of the Ministry of Transportation lands. The proposal seeks to implement the proposed 7-storey mixed use office, storage, and ancillary retail building on the Subject Lands. The proposed development will have a total gross floor area of 27,068.00 sq. m (291,357.53 sq. ft.) consisting of approximately 19,126.00 sq. m (205,870.5 sq. ft.) of self-storage, 6,798.00 sq. m (73,173.06 sq. ft.) of office, and 865.00 sq. m (9,310.78 sq. ft.) of Dymon reception and retail.

The proposed self-storage use will offer self-storage services which includes: climate control; full 24-hour access; advanced security monitoring; fully enclosed loading and unloading areas; and free truck and driver services. Customer loading facilities are located internal to the building through high speed roll up doors which provide a safe location for customers to access their storage lockers. The storage spaces have been located on the ground floor and the second to seventh floors towards the east portions of the building, away from the Hurontario Street frontage.

A Dymon retail use, accessory to the self-storage facility, is proposed at-grade which offers storage related products and solutions to Dymon's customers. The office space has been located on floors two to six, fronting onto Hurontario Street to provide an articulated and fenestrated street presence which will help to animate this portion of Hurontario Street.

A minimum 3m landscaping buffer is proposed along all frontages to improve the pedestrian experience from the existing condition and provide for direct pedestrian connections to the main entrances of the building. Specifically, enhanced landscaping and pedestrian connectivity along the building frontage will be provided to create an inviting space for employees and visitors. Pedestrian walkways are provided along the west, south, and east side of the building for potential pedestrian movements between the proposed building entrances, parking space areas and connectivity to Hurontario Street.

Vehicular access to the property is proposed from Hurontario Street. This access leads directly to the interior loading area for the Dymon Storage facility, providing convenient climate controlled access for customers. Furthermore, the Hurontario Street access will provide vehicular access, by way of drive aisle, to the underground parking entrance proposed along the southern façade. Access to the existing driveway for the Ministry of Transportation lands southwest of the Subject Lands is being maintained.

Figure 5.1 Map of Subject Lands.

Subject Lands

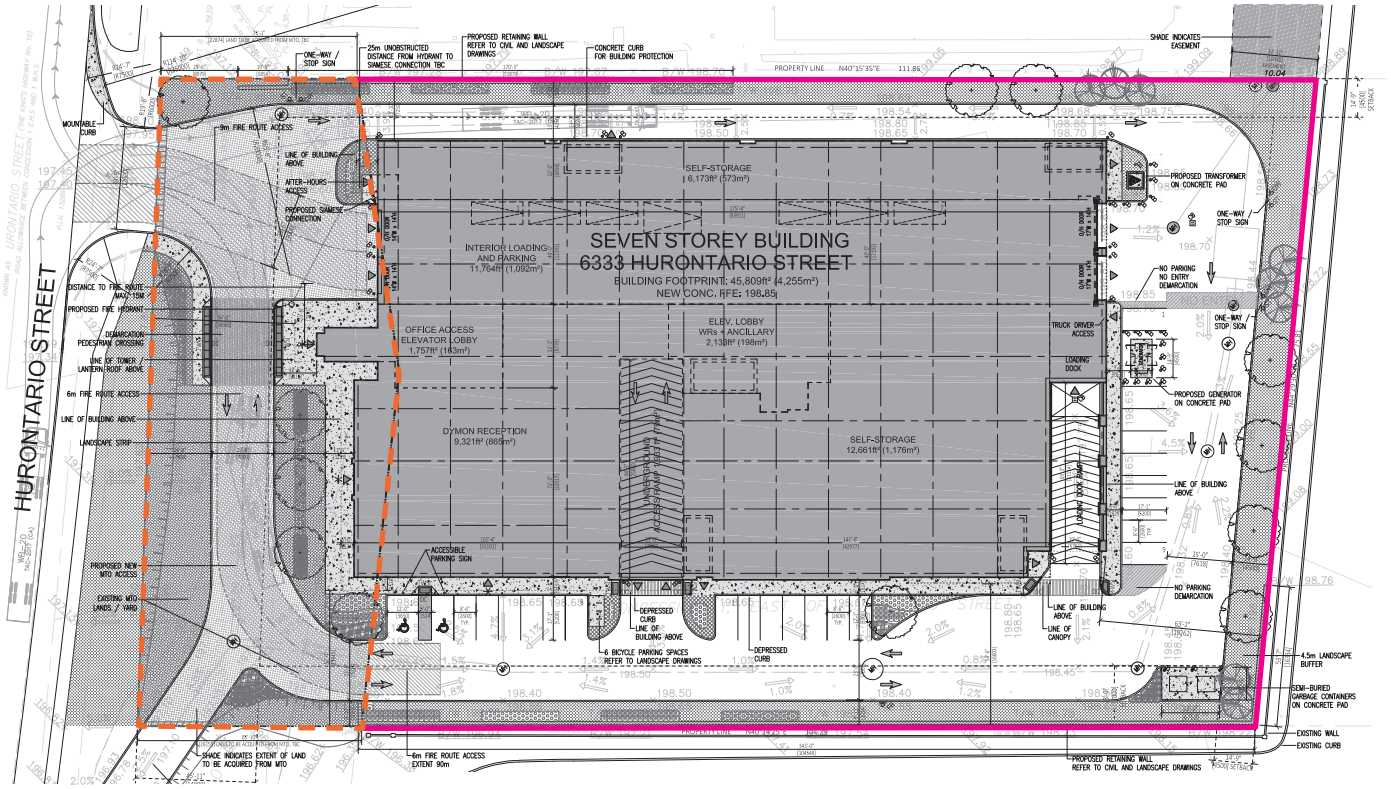


Figure 5.2 Site Plan by Nicholas Caragianis Architect Inc.

Subject Lands MTO Lands

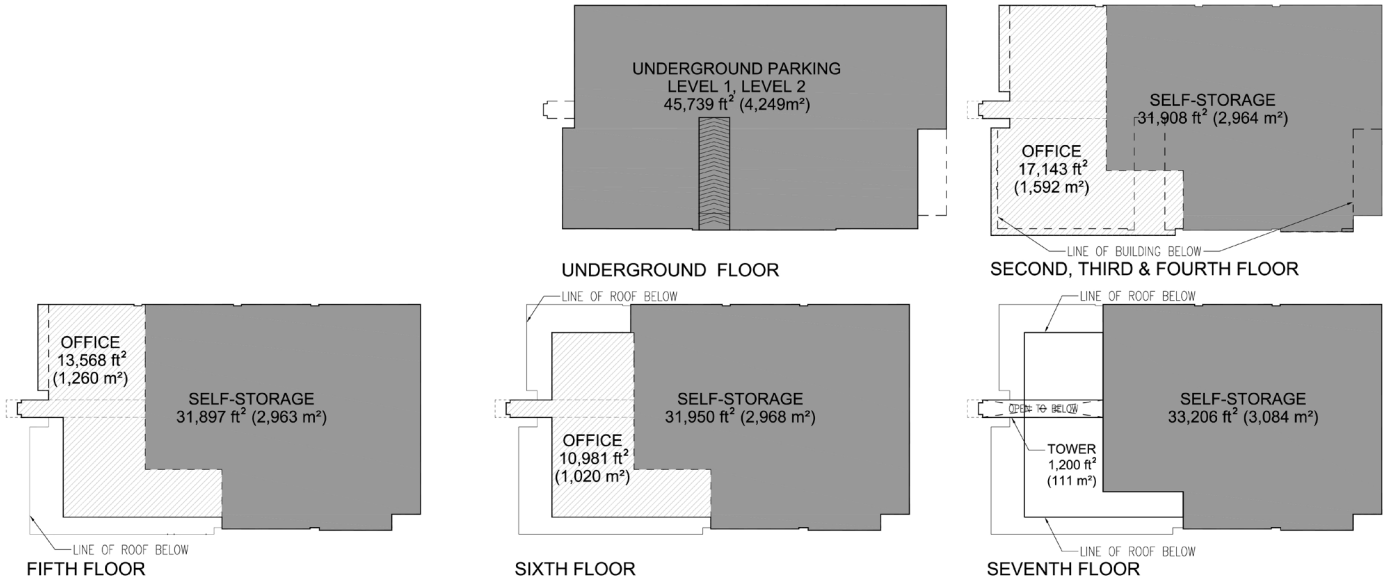


Figure 5.3 Floor Plate Plans by Nicholas Caragianis Architect Inc.

6.0 SITE DESIGN AND ORIENTATION

POLICIES AND GUIDELINES ON BUILDING SCALE AND PLACEMENT

City of Mississauga

Policy 5.1.4 Most of Mississauga's future growth will be directed to Intensification Areas.

Policy 5.1.6 Mississauga encourages compact, mixed-use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.

Policy 5.1.8 Mississauga will protect employment lands to allow for a diversity of employment uses.

Policy 5.3.4.4 Corporate Centres will include a mix of higher density employment uses.

Policy 5.3.4.8 Corporate Centres will be planned to achieve compact transit supportive development at greater employment densities, particularly near higher order transit stations.

Policy 5.4.4 Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.

Policy 5.4.7 Land uses and building entrances will be oriented to the Corridor where possible and surround land use development patterns permit.

Policy 5.4.11 Hurontario Street and Dundas Street have been identified as Intensification Corridors.

Policy 5.5.10 Major office development will be encouraged to locate within the Downtown, Major Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas. Secondary office development will be encouraged within Community Nodes.

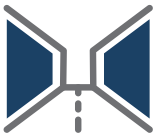
Policy 5.5.15 Intensification Areas will be served by transportation Corridors containing transit and active transportation and may contain higher order transit facilities.

Policy 8.4.7 (c) Within Intensification Areas, Mississauga will give consideration to limiting surface parking by requiring a portion be provided within structured parking facilities;

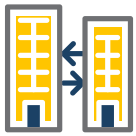
Policy 8.4.7 (d) Within Intensification Areas, Mississauga will give consideration to limiting surface parking by requiring structured parking facilities to be underground, where viable.

Hurontario Main Street Corridor Master Plan

8.4.3 (iii) Mixed-use buildings or mixed-use developments that include industrial uses may be permitted on lands fronting Hurontario Street if the industrial use is not located along the Hurontario Street frontage.



Streetwall



Compatibility

Pedestrian-Oriented

Node

RESPONSE

The proposal will support the creation of a transit-supportive and mixed use corporate centre by providing higher density and diverse employment uses within the growing Hurontario Street Intensification Corridor. The Subject Lands is within a 10-minute walking distance to existing transit, hospitality, and commercial services, as well as recreational facilities, which together provide convenience for daily work and lifestyle activities.

The Subject Lands is at the confluence of two Major Transit Station Areas that provide existing local and regional bus transit connections. The future Hurontario LRT will further enhance the multi-modal transit system and its facilities to improve rider experience, as well as support the City's intensification targets of this area, as set by the *MOP* and the *Hurontario Corridor Master Plan*. The proposed mixed-use office and self-storage development fits into the context of the surrounding Employment Area and seamlessly integrates into the planned character of the corridor.

The proposal will assist in transforming the Corporate Centre by establishing a 7-storey building to frame Hurontario Street and by creating an attractive pedestrian-friendly streetscape traversing north of Highway 401, along Hurontario Street. The proposed development will establish a street wall to complement surrounding existing buildings and to create a sense of continuity and rhythm, while also emphasizing the overall character area. The proposed development is consistent with the general scale, height and massing of neighbouring development along the Hurontario Street corporate corridor.

The proposal will enhance the existing streetscape condition by providing retail and office uses along the Hurontario Street frontage and reinforcing the street edges through landscaping. The primary vehicular access way will be provided off the main road of Hurontario Street for ingress and egress to the development. The proposal will also provide underground parking to serve parking needs while maintaining public-facing design and efficient use of land.

The proposed building frontages along Hurontario Street will provide a generous setback of 14m from the property line to create a landscape transition from public to private realm that will enhance the street edge environment. The proposed landscape treatment and retail frontage will contribute to the creation of an animated, safe, and accessible space.

Figure 6.1 Example of active frontage that provide a variety of Active and Passive Spaces.

7.0 PEDESTRIAN AND VEHICULAR CIRCULATION

POLICIES AND GUIDELINES ON PEDESTRIAN CONNECTIVITY

City of Mississauga *Official Plan*

Policy 5.5.14. Pedestrian movement and access from major transit routes will be a priority in Intensification Areas.

Policy 7.1.3 (b) Design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking.

Policy 8.2.1 (f) Working closely with partner transportation agencies, including the GTAA, to facilitate the protection or acquisition of future corridors or properties where potential land needs are identified

Policy 8.2.2.2 (a) Mississauga will create a multi-modal road network through a transportation system that provides mobility and accessibility to all users.

Policy 8.2.2.2 (c) Mississauga will create a multi-modal road network through pedestrian and cycling access and routes.

Policy 8.2.3.9. Access to transit will be provided within walking distance of the places where people live and work.

Policy 8.2.4.7 Sidewalks and pedestrian amenities will be a priority in Intensification Areas.

Policy 8.3.3.1 The incorporation of cycling facilities will be considered in the construction of new roads and the rehabilitation and reconstruction of existing roadways.

Policy 9.2.1.22. Development will be designed to support and incorporate pedestrian and cycling connections.

Policy 9.2.1.23. Active uses will be required on principal streets with direct access to the public sidewalk.

Policy 9.2.1.35. Buildings and streetscapes will be situated and designed so as to encourage pedestrian circulation.

Policy 9.4.3.1. Mississauga is committed to the creation of an accessible city. The design of the physical and built environment will have regard for universal design principles.

9.5.2.2 (a) Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by providing walkways that are connected to the public sidewalk, are well lit, attractive and safe.

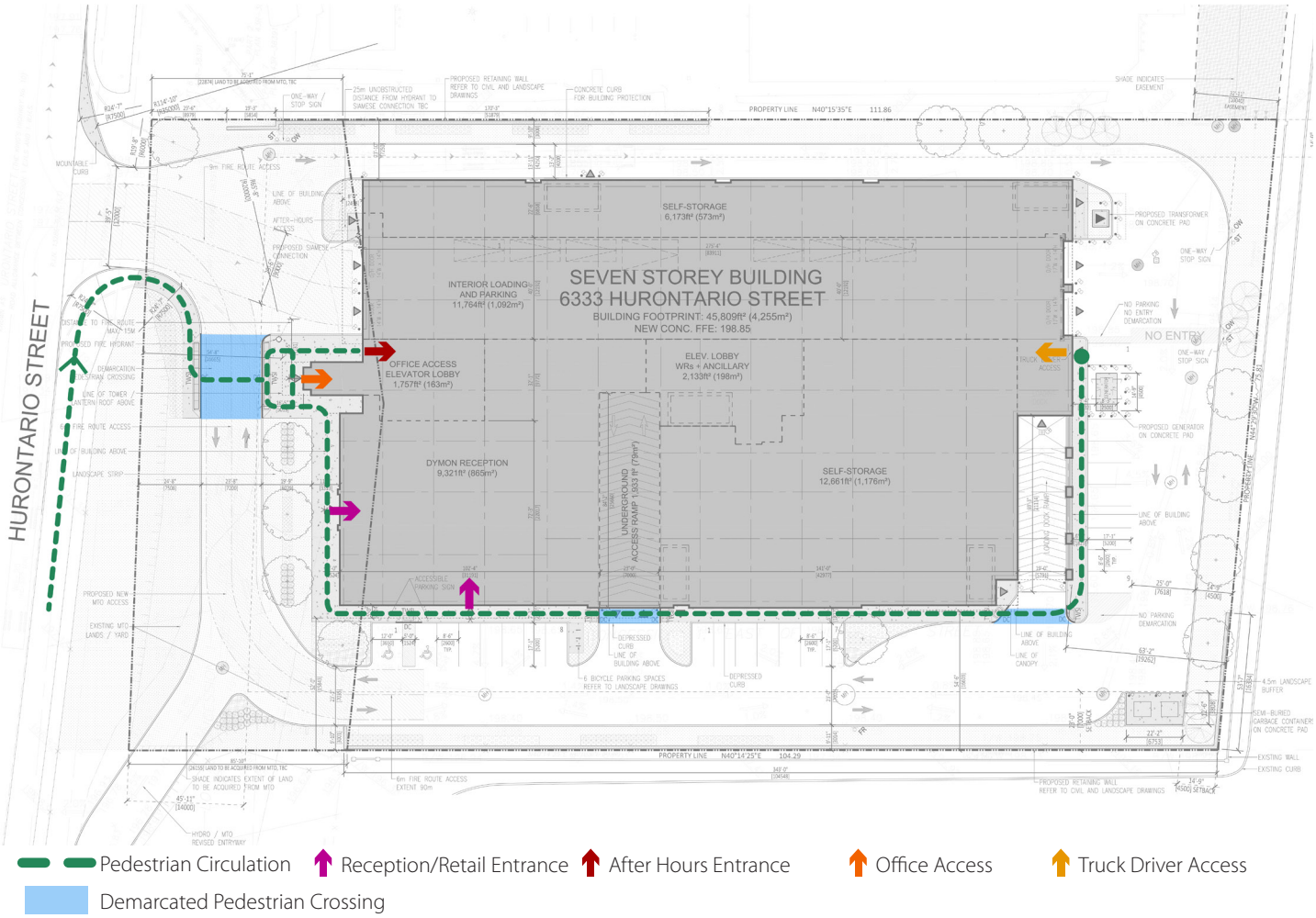


Figure 7.1 Pedestrian circulation and location of main and secondary building entrances. Site plan base by B+H Architects.

Figure 7.2 Example of a clearly defined pedestrian walkway through a consistent hardscape and softscape design.

Figure 7.3 Example of a pedestrian oriented building frontage with landscape elements.

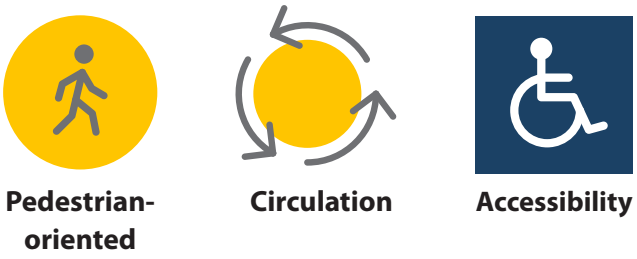
RESPONSE

The siting of the proposed mixed-use building, ground floor office access and retail frontage, as well the underground parking on the Subject Lands will promote safe pedestrian linkages by providing well-defined walkways, pedestrian crossing demarcations, and clear sightlines between pedestrians and motorists. This will also reinforce the Subject Lands' relationship to the public streets and access to major transit routes along the Hurontario Street Corridor and Intensification Area. The proposed development will contribute to improving overall pedestrian experience along Hurontario Street, given the development is in close proximity to existing retail and transit services, as well as recreation facilities, all within a 10-minute walking distance.

In particular, the proposal will provide a legible walkway to ensure safe, continuous, and universal access from the building's main entrance to the pedestrian walkway along Hurontario Street. Curb ramps will be implemented where applicable to ensure gentle, barrier-free transition between street curbs is achieved. The proposed building entranceways and walkways will ensure AODA accessibility requirements are met by implementing sufficient walkway widths and gradual grade changes where appropriate. Design features, including the provision of textured surface paving and demarcations, will be implemented to safely guide pedestrian movement while visual cues of pedestrian zones to motorists. Walkways will be well-lit and free of obstacles to allow for safe pedestrian movement throughout the development.

Landscaping will be adjacent to pedestrian walkways, including enhanced planting along Hurontario Street to further create an inviting public realm and to integrate the pedestrian connections to the future public sidewalks. The proposal will also accommodate multi-modal transportation by providing bike racks on site and walkway connections to transit services. The proposal will provide a comfortable pedestrian environment around the surface parking and ensure that views from the parking area are limited from the public street.

The building main entrance will be covered and weather-protected through the proposed building entrance overhangs in conjunction with appropriate lighting to create a safe, comfortable, and well-defined pedestrian arrival and departure experience.



Pedestrian-oriented **Circulation** **Accessibility**

Figure 7.4 Example of a pedestrian oriented building frontage with landscape elements and street furniture.

Figure 7.5 Example of a well-lit walkway free of obstacles to allow for safe pedestrian movement.

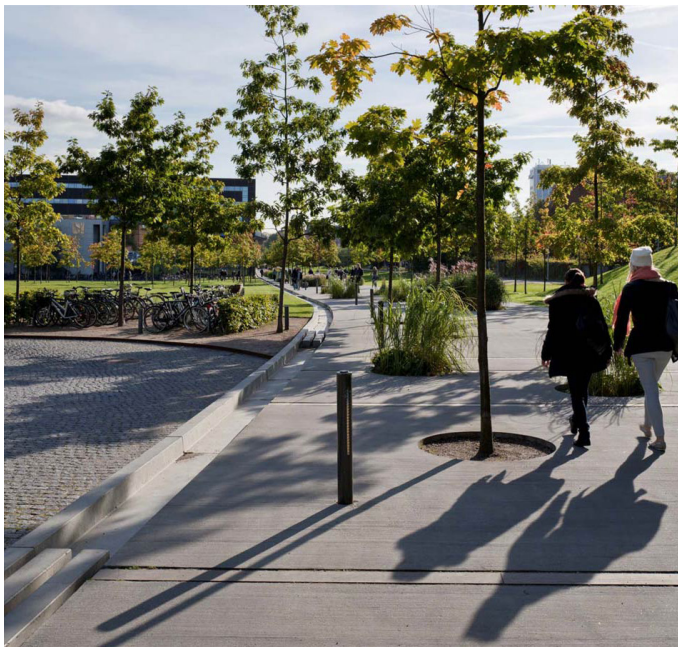


Figure 7.6 Example of a private road that encourages a "shared street" environment and emphasizes pedestrian movement.

POLICIES AND GUIDELINES ON VEHICULAR CONNECTIVITY

City of Mississauga *Official Plan*

Policy 8.4.1 (a) Provide safe and efficient access from the road network so that ingress and egress movements minimize conflicts with road traffic and pedestrian movements.

Policy 9.5.3.16. Buildings should coordinate and integrate vehicular and servicing access to minimize their visual prominence.

RESPONSE

The proposal will create a separated vehicular access from pedestrian walkways to mitigate conflict between pedestrians and motorists. The primary vehicular accessway off of Hurontario Street provides ingress to the underground loading and parking area, as well as surface loading and parking areas. This accessway will facilitate vehicular circulation and movement in an adequate, safe manner by encouraging slow-moving vehicle passage internally and externally towards the public roadway through enforcing clear slightlines to ensure pedestrian safety and movement is prioritized. The proposal has situated the vehicular access and circulation interior to the building to minimize its visibility from the public main streets and to mitigate potential conflicts between pedestrian and vehicular movement.

The internal loading area of the building is proposed within the north-west portion of the building and is strategically screened from the public street using high-speed roll up doors. The entrance to the loading area is additionally set back further from the property line to reduce views from the public street. Vehicles will enter the loading area at the front of the building from the proposed access off of Hurontario Street, and will then exit at the rear of the building around the building to exit onto Hurontario Street.

Vehicular circulation and parking routes will ensure sufficient road width and turning radii are maintained for safe movement throughout the site. Vehicular circulation routes will be well-lit with clear sight-lines to ensure high visibility is maintained between pedestrians and motorists. The surface parking and servicing access will be screened and landscaped where appropriate to minimize visual impact to the public realm and pedestrian activity zones.

Design features, including clear wayfinding through signage and well-defined streetscape will be implemented to promote a safe pedestrian and vehicular environment.

Pedestrian-oriented

Wayfinding

Circulation

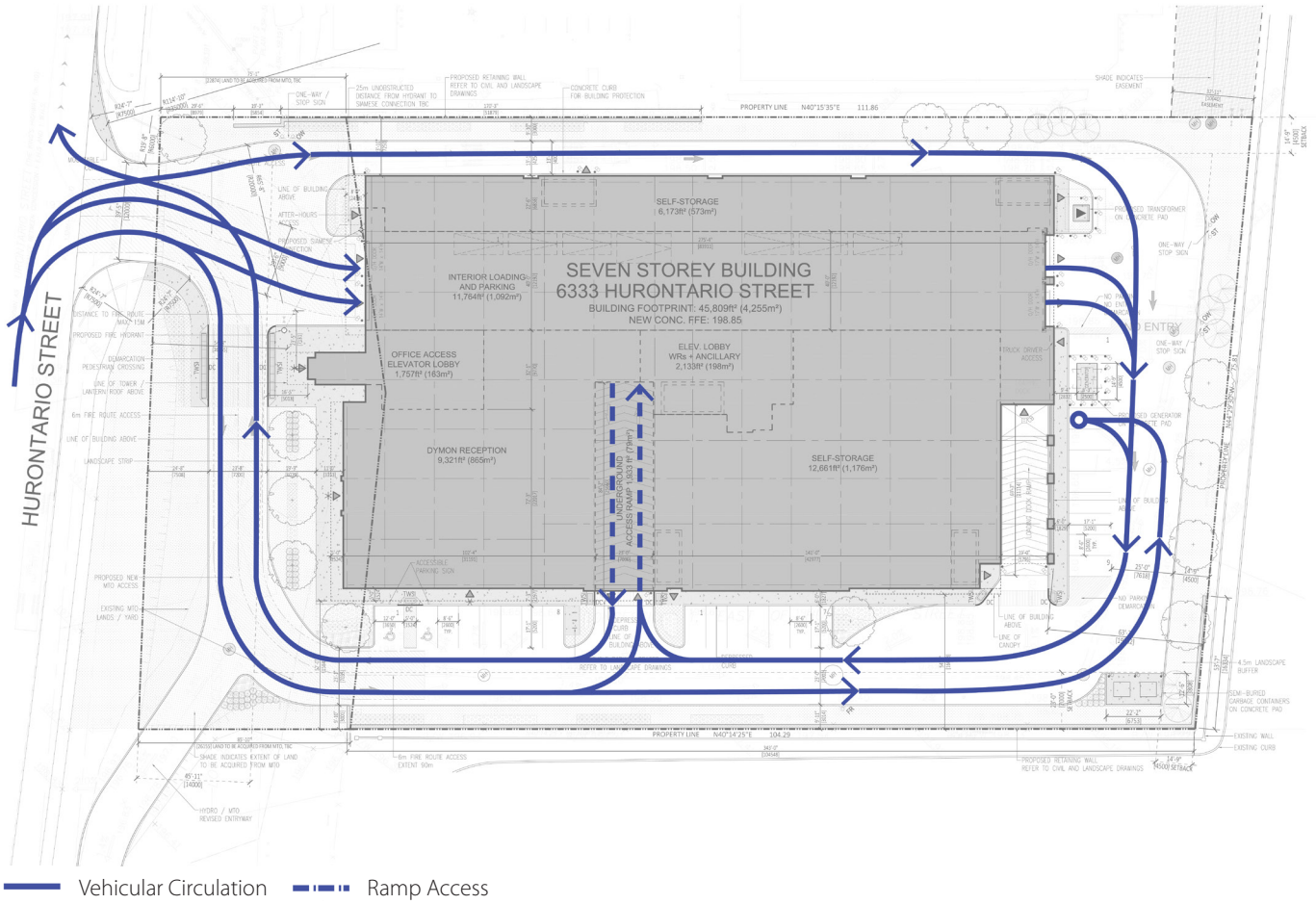


Figure 7.7 Ground floor parking plan and vehicular circulation. Base plan by Nicolas Caragianis Architect.

Figure 7.8 Example of a well-lit vehicular circulation route with clear sight-lines to ensure high visibility is maintained between pedestrians and motorists.

Figure 7.9 Example of vehicular circulation designed to encourage slow-moving vehicle passage to ensure pedestrian safety and movement is prioritized.

8.0
SITE SERVICING AND PARKING

POLICIES AND GUIDELINES ON PARKING

City of Mississauga *Official Plan*

Policy 8.4.7 (a) Within Intensification Areas, Mississauga will give consideration to reducing minimum parking requirements to reflect transit service levels.

Policy 8.4.7 (d) Within Intensification Areas, Mississauga will give consideration to requiring structured parking facilities to be underground, where viable.

Policy 9.2.1.6. Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances.

Policy 9.2.1.37. Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure for natural surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or office uses.

Policy 9.5.5.1 Parking should be located underground, internal to the building or to the rear of buildings

Policy 9.5.5.7. Service, loading and garbage storage areas should be internal to the building or located at the rear of the building and screened from the public realm.

15.3.2 (f) Locate parking facilities at the rear and/or side of buildings instead of between the front of the building and the public street. As sites develop/redevelop, parking should be structured and preferably, underground. Transportation demand management measures will be encouraged.

RESPONSE

The proposal seeks to provide a total of 216 parking spaces on the Subject Site, consisting of 25 self-storage/Dymon retail and 191 office parking spaces. The proposed underground parking allows for continuous vehicular circulation while ensuring accessible parking needs are prioritized and situated in close proximity to building entrances and elevators, acheiving a barrier free access. In addition, parking is located in convenient locations for loading and unloading. The proposed 35 surface area parking, inclusive of 3 accessible parking spaces, provides direct access to the retail and reception components on the ground floor of the building. The remaining 181 parking spaces will be provided below grade and have direct access to the office lobby within the building.

Loading and waste storage will be integrated in one location on the ground level, to the east of the Subject Lands and away from Hurontario Street. The service access will be screened with architectural and landscape elements to minimize visual impact. Frontage landscaped areas adjacent to Hurontario Street will ensure the servicing facilities and entrances are screened appropriately with planting and landscape design features to create an attractive street edge environment. Landscaping details will be discussed later in this brief.

Where appropriate, the proposed development will provide signage that is integrated with the proposed built form and will follow universal design principles.

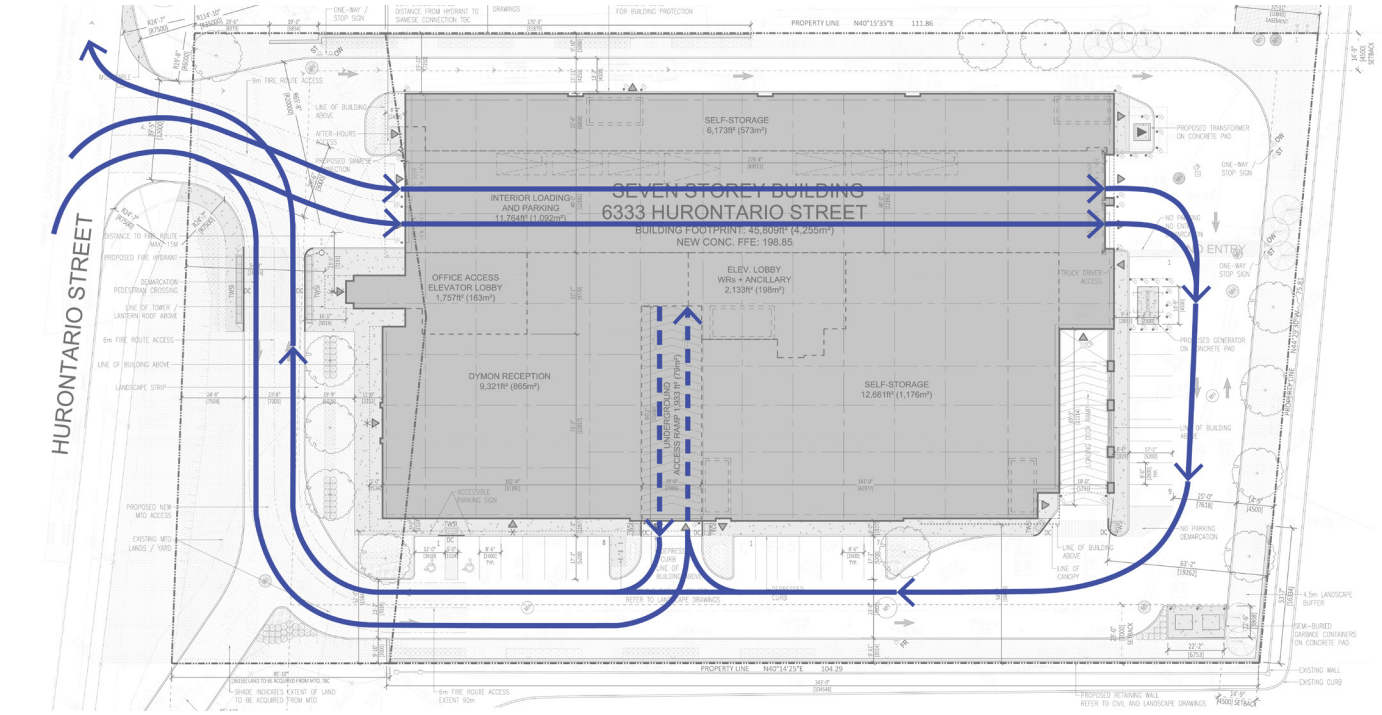


Figure 8.1 Surface and interior parking plan and vehicular circulation. Base plan by Nicolas Caragianis Architect

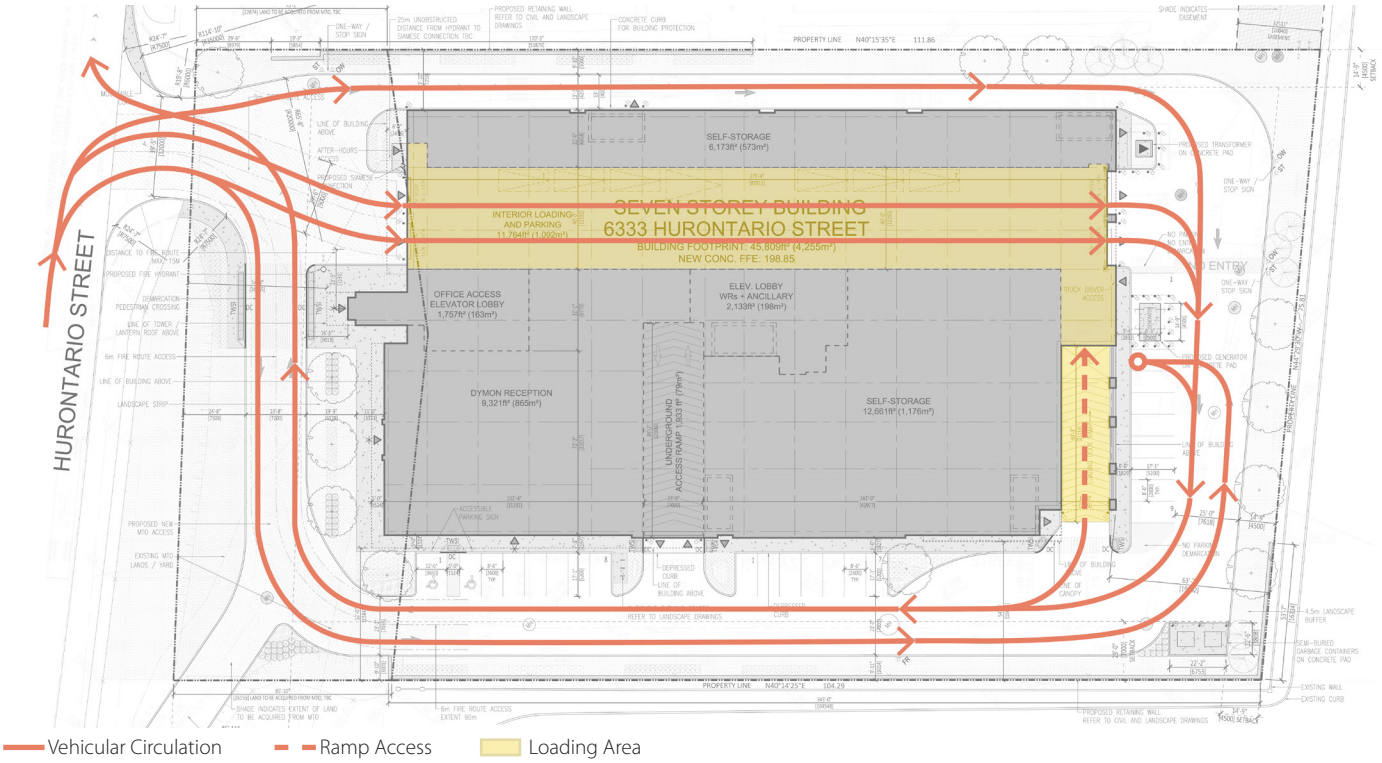


Figure 8.2 Loading and waste storage area on ground level, illustrating access route circulation. Base plan by Nicolas Caragianis Architect

Wayfinding **Circulation**

9.0 ARCHITECTURAL DESIGN

POLICIES AND GUIDELINES ON ARCHITECTURAL DESIGN

City of Mississauga *Official Plan*

Policy 9.1.2. Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.

Policy 9.1.2. Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.

Policy 9.1.9. Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.

Policy 9.2.1.4. Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.

Policy 9.2.1.17. Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings.

Policy 9.2.1.25. Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections.

Policy 9.2.1.26. For non-residential uses, at grade windows will be required facing major streets and must be transparent.

Policy 9.4.1.2. A transit and active transportation supportive urban form will be required in Intensification Areas and in appropriate locations along Corridors and encouraged throughout the rest of the city.

Policy 9.5.1.1 Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.

Policy 9.5.2.2 (b) Fronting walkways and sidewalks with doors and windows and having visible active uses inside.

Policy 9.5.2.2 (c) Avoid blank walls facing pedestrian areas.

Policy 9.5.3.2 (a) Buildings must clearly address the street with principal doors and fenestrations facing the street in order to ensure main building entrances and at grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk.

Policy 9.5.3.3. Building façades should be articulated to include changes in materials, or material treatments, as well as the indication of transition between floors and interior spaces to provide visual interest and relief.

NORTH ELEVATION

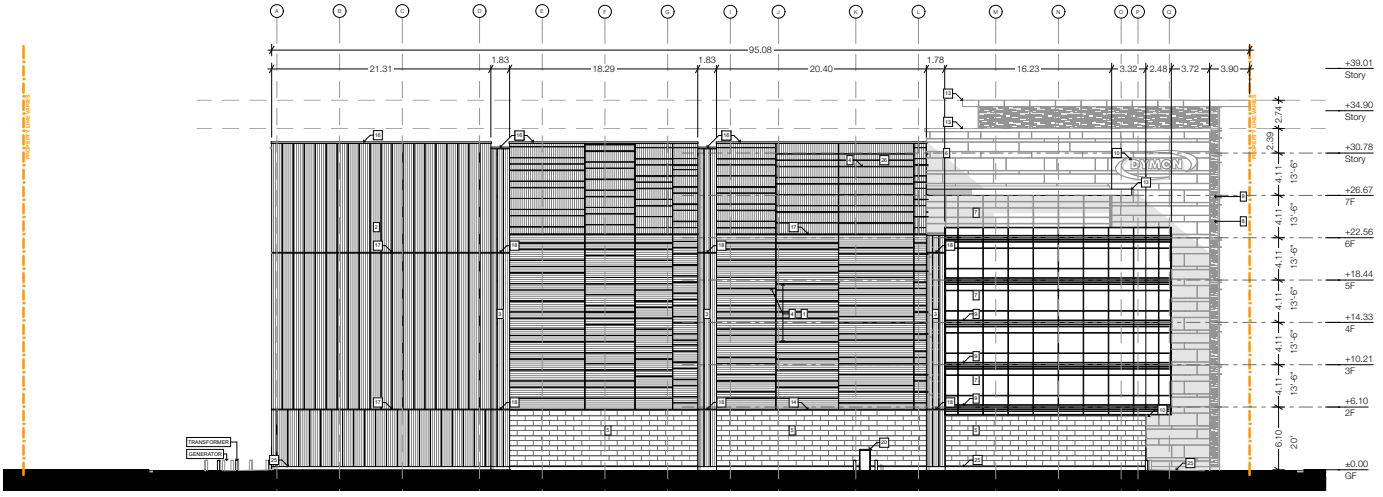


Figure 9.1 North Elevation of the proposed building by TACT Architecture Inc.

EAST ELEVATION

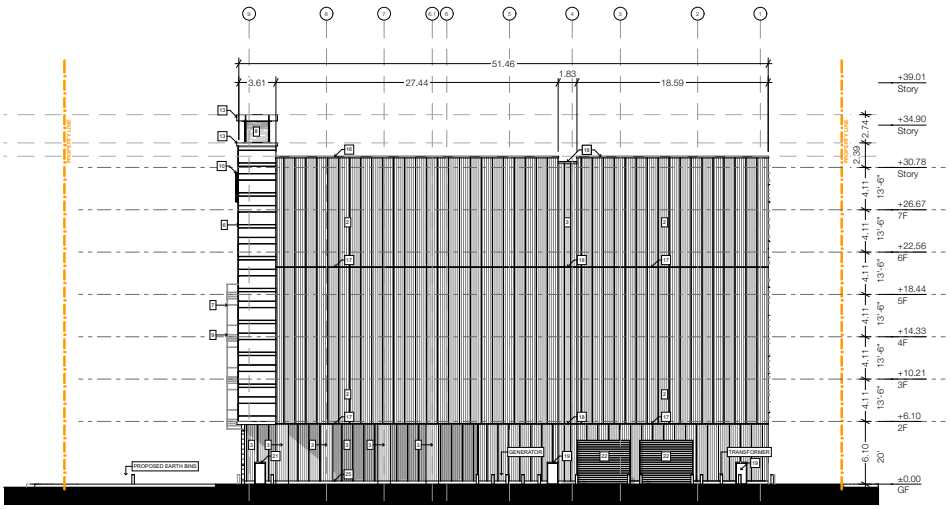


Figure 9.2 East Elevation of the proposed building by TACT Architecture Inc.

Policy 9.5.3.11. Building materials should be chosen for their functional and aesthetic quality, sustainability and ease of maintenance.

Policy 15.3.1.2. (e) Orient the most active and architecturally detailed building façade to the public street by use of main entrances and a large percentage of fenestration addressing the streetscape

Policy 15.3.1.2. (o) Discourage the fragmentation of land parcels that will inhibit the eventual development of employment uses. Encourage land consolidation, in particular at the principal intersections to facilitate useable development parcels.

Hurontario Main Street Corridor Master Plan
8.4.4. (i) Uses along the main street-edge are required to be designated Convertible Employment Frontage.

8.4.5. (i) Density shall be 2.0X FSI.

8.2.6 (i) Maximum building height shall be 33.0m.

8.4.6. (ii) Minimum building height shall be 3 storeys.

8.4.6. (iii) Podiums heights shall have a 3 storey minimum and 21 m (6 storey) maximum podium.

8.4.7. (i) Along the Corridor, in sections between major station nodes an intermittent frontage (minimum 70%) is allowed.

8.4.8. (i) Development will be required to be built within 5.0m of the Street Line (maximum 5.0m setback).
8.4.8. (ii) Buildings above the podium shall be set back a minimum of 2.5m.

RESPONSE

The proposed 7-storey mixed-use self-storage building provides a compact and transit supportive built form. It will assist in defining the street edge experience along Hurontario Street by ensuring a pedestrian scale experience at grade is achieved. The built form proposal seeks to assist the City in establishing an active Corporate Centre and Employment Character Area through appropriate intensification while ensuring compatibility with its surroundings. The architectural design, orientation, and siting will reflect a high quality built form that enhances the public realm experience.

The proposal consists of primarily self-storage and office use with Dymon retail components at grade. The development will provide a consistent rhythm across the building frontages through recesses and material changes to create depth and visual interest. The proposal will ensure that the architectural design establishes a high quality building that defines the Employment Character Area along the Hurontario Main Street Corridor and Highway 401 gateway.

The main office building entrance to the lobby area will be highly visible and will serve as a key focal point to the built form. While the proposed setback of 14.0m is greater than requires in the MOP, the main entrance is highly visible as a result of its projection towards the main street. The entrance area is weather protected and higher level window glazing frontage creates a welcoming arrival experience that engages with the public realm streetscape and achieving a triumphal sense of arrival.

The proposal will ensure at grade building frontages are well proportioned to address a pedestrian oriented scale along the streetwalls. As the proposed retail and reception uses front the public walkways, active uses internal to the building will be made visible to the public view. The proposed building will provide variation in architectural detailing that offers visual relief and interest while

SOUTH ELEVATION

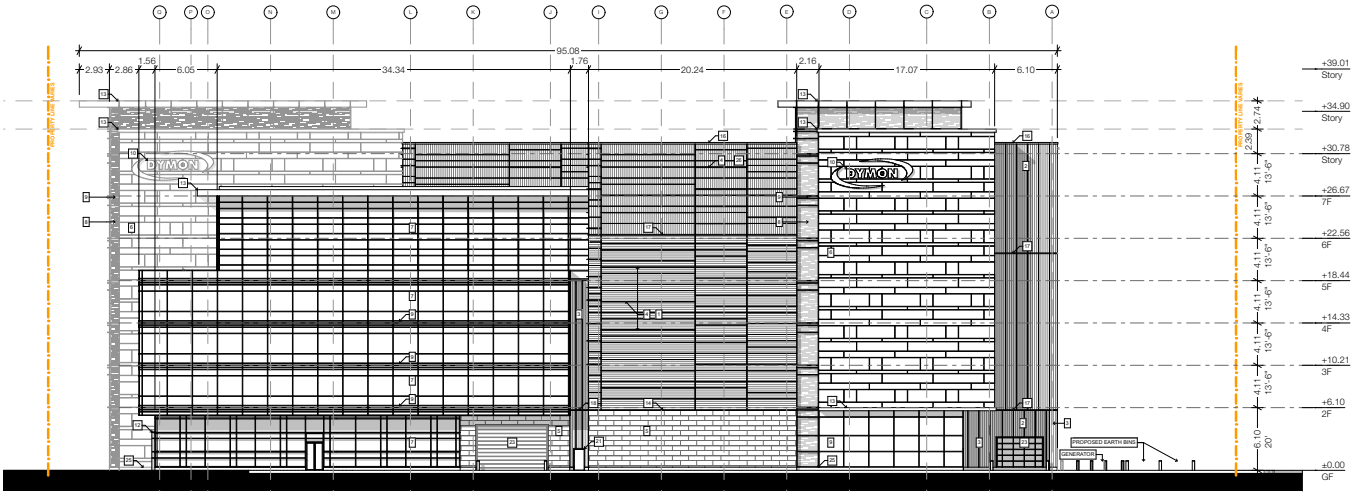


Figure 9.3 South Elevation of the proposed building by TACT Architecture Inc.

EAST ELEVATION

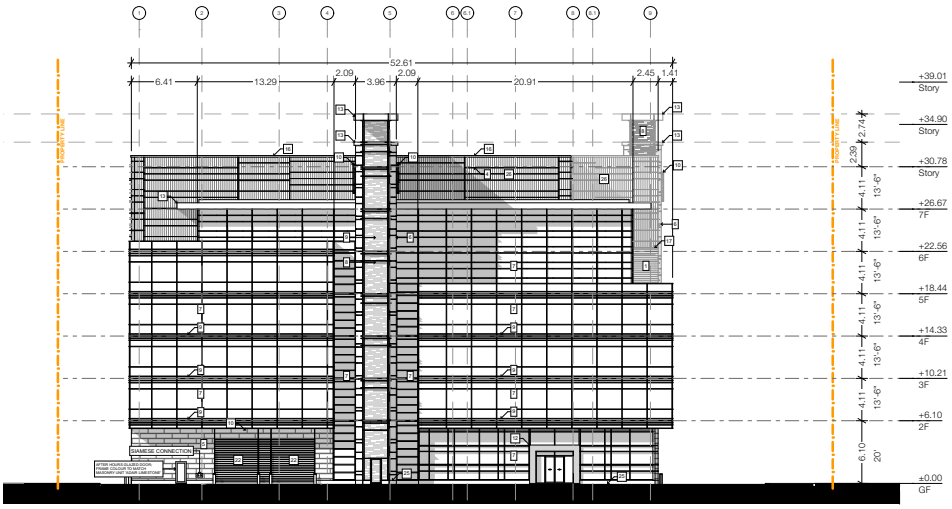


Figure 9.4 East Elevation of the proposed building by TACT Architecture Inc.

maintaining an overall built form consistency. All building entrances at grade will be flushed with the proposed walkways to provide seamless connection to the public sidewalks. The generous building setback from the property line presents an opportunity to create a layered landscape transition from the public to private realm that will enhance the street edge environment.

The proposed building façade design will provide a balanced proportion between glazing and solid materials to achieve a legible, urban, and sophisticated building appearance. The proposed building will establish a streetwall that complements surrounding existing buildings and creates a sense of continuity, while also reinforcing the overall character area.

Rooftop materials and colours will complement the overall design of the building and existing commercial industrial area. The flat roof will further integrate the proposal into the existing context and assist in the transition to the commercial and industrial uses to the north and east. The roof will be articulated on all sides of the building and incrementally providing slight variations in height, further providing an interesting roofline. Any proposed rooftop equipment will be setback from the edge, shielded from view of the public realm and therefore will not result in any impact. A cool roof design is provided to help reduce urban heat island effects.

The overall building height and massing provides a step down in height at incremental portions from the building marquees that comply with the design-related guidelines in the Master Plan and fits into the existing context. Internal to the building, the proposed floor plate sizes are appropriate for office and self-storage uses; the placement of the building maximizes the surface area of the Subject Lands, but still provides space for landscapre treatment on site.

Figure 9.5 Example of transparent glazing and windows with views into the interior.

Figure 9.6 Example of high quality, exterior building façade materials.

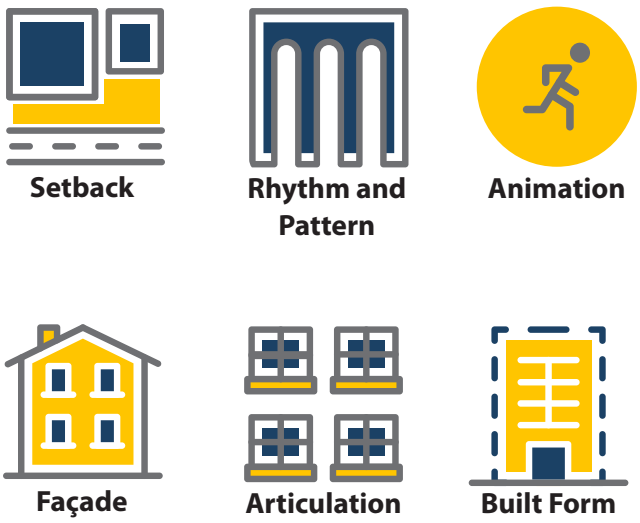


Figure 9.7 Architectural rendering by TACT Architecture Inc.

10.0 LANDSCAPE DESIGN

POLICIES AND GUIDELINES ON LANDSCAPE DESIGN

City of Mississauga *Official Plan*

Policy 9.2.1.21. Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive.

Policy 9.2.1.34. Development will utilize streetscape design to provide visual connections to open space, providing enhanced sidewalk and trail connections near open spaces.

Policy 9.2.1.36. Streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces and walkways, will be coordinated and well designed.

Policy 9.5.2.2 (d) Provide opportunities for weather protection, including awnings and trees.

Policy 9.5.3.2 (b) Provide strong pedestrian connections and landscape treatments that link the buildings to the street.

Hurontario Main Street Corridor Master Plan

7.3.14. (i) Streets and streetscapes shall be designed and landscaped to function as a significant part of the public realm and be oriented to pedestrian use.

7.3.14. (ii) Sidewalks widths should vary depending on their location with respect to: current or proposed uses, frontage designations and proximity to existing and future transit nodes, which will determine future pedestrian flows.

7.3.14. (iv) Pedestrian crossings should be designed to meet municipal standards, located at all signalized intersections and enhanced with different types of paving (unit paving or concrete) or colours and correspond with sidewalk width.

7.3.14. (v) Street furniture and landscaping within the right-of-way should reflect the high quality character of the Corridor.

7.3.14. (vi) High quality street furniture shall be strategically located to allow pedestrians to use the street comfortably, responding to the different uses, frontage designations and proximity to existing and future transit nodes along the Corridor. Street furniture in these areas should help achieve the aim of creating gathering areas along the frontages of the intersection.

7.3.14. (vii) Landscaping should support the movement of pedestrians while still extending the area's tree canopy along the street; and should connect with existing and planned parks and open spaces associated with the new transit-oriented developments.

8.4.10. (ii) New developments shall incorporate outdoor spaces with a scale relative to the number of employees.

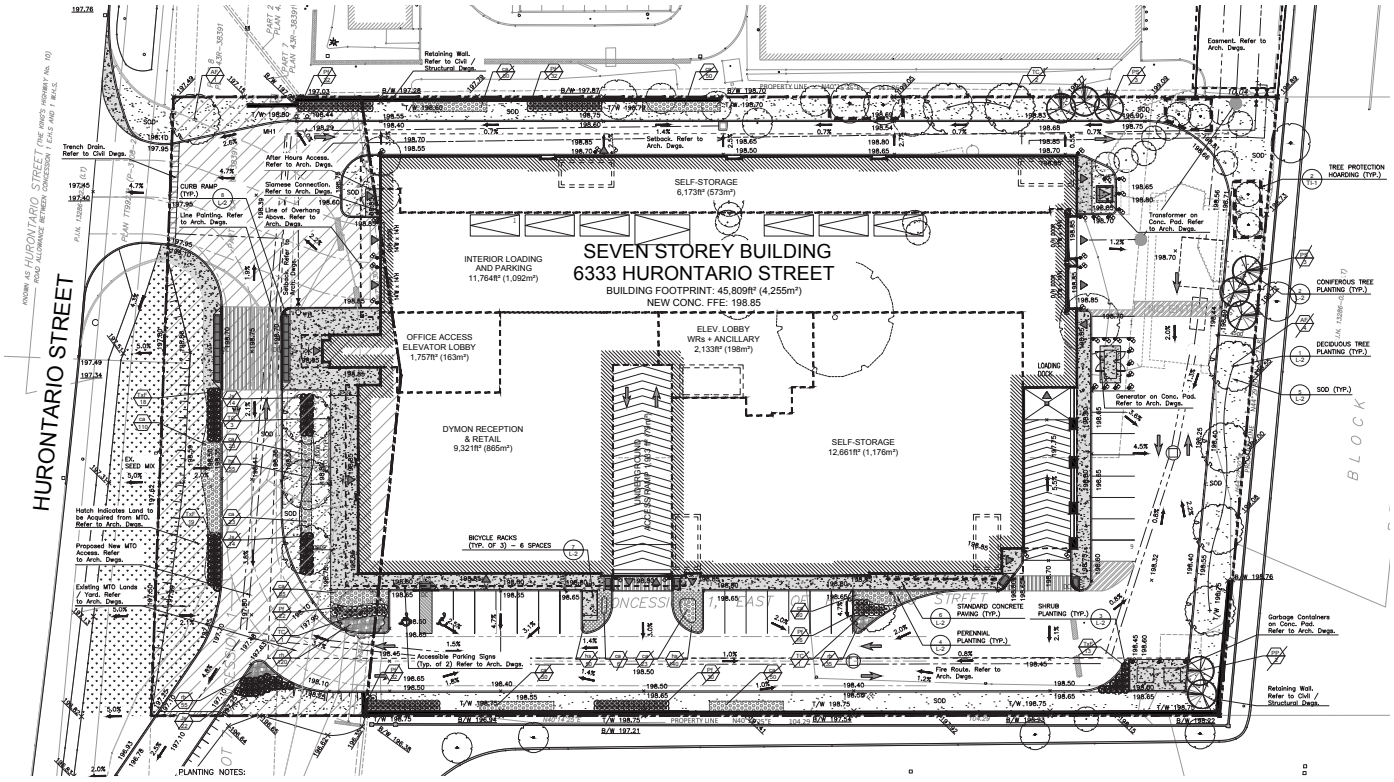


Figure 10.1 Landscape Plan

Figure 10.2 Example of well defined walkway edge through a hardscape and softscape design.

Figure 10.3 Example of landscape layering through a combination of trees, shrubs, and integration of landscape elements.

8.4.10. (iii) Streets and streetscapes should be designed and landscaped to function as a significant part of the public realm and be oriented to pedestrian use. Intersections along Hurontario Street should act as a significant open space features within the Mississauga Employment Character Area. Design and layout shall enable pedestrian circulation from transit stops towards adjacent buildings and destinations in a way that is direct, desirable and safe, year-round, while contributing to the visual appeal of the Corridor.

8.4.10. (iv) Within the Mississauga Employment area, sidewalk widths will vary depending on their location, but will be at least 3 metres clear to ensure comfortable and easy movement, with respect to: current or proposed uses, frontage designations and proximity to existing and future transit nodes, which will determine future pedestrian flows.

RESPONSE

An attractive landscape design will assist in defining and animating the street edge along Hurontario Street. As part of the City's Employment Character Area, the proposal emphasises transit-supportive design through high-quality landscaping treatments along this portion of the Hurontario Street Corridor. Connections to pedestrian walkways and transit-supportive development will be made through the implementation of safe and legible pedestrian walkways from the building's main entrance to the public walkways. Bike parking and street furniture is provided on-site without impeding circulation.

Landscaping and enhanced planting will be sited adjacent to pedestrian walkways along Hurontario Street to create an inviting public realm and sense of place. Landscaping will also function as screen and buffer around the surface parking areas to enable desirable and safe pedestrian circulation, in addition to limiting views of the parking area from the public street.

The planting selection will ensure native, non-invasive plant materials are used where applicable. View corridors towards adjacent public streets will be preserved and enhanced by strategically framing sightlines through hardscape design and planting arrangements.

Permeable paving materials and tree clusters will be included where feasible to reduce runoff and impacts to the existing drainage system.

Figure 10.4 Example of well defined walkway edge through a hardscape and softscape design.

Character

Street Furniture

Sustainability

Figure 10.5 Example of high-quality landscaping to create a legible and safe pedestrian environment.

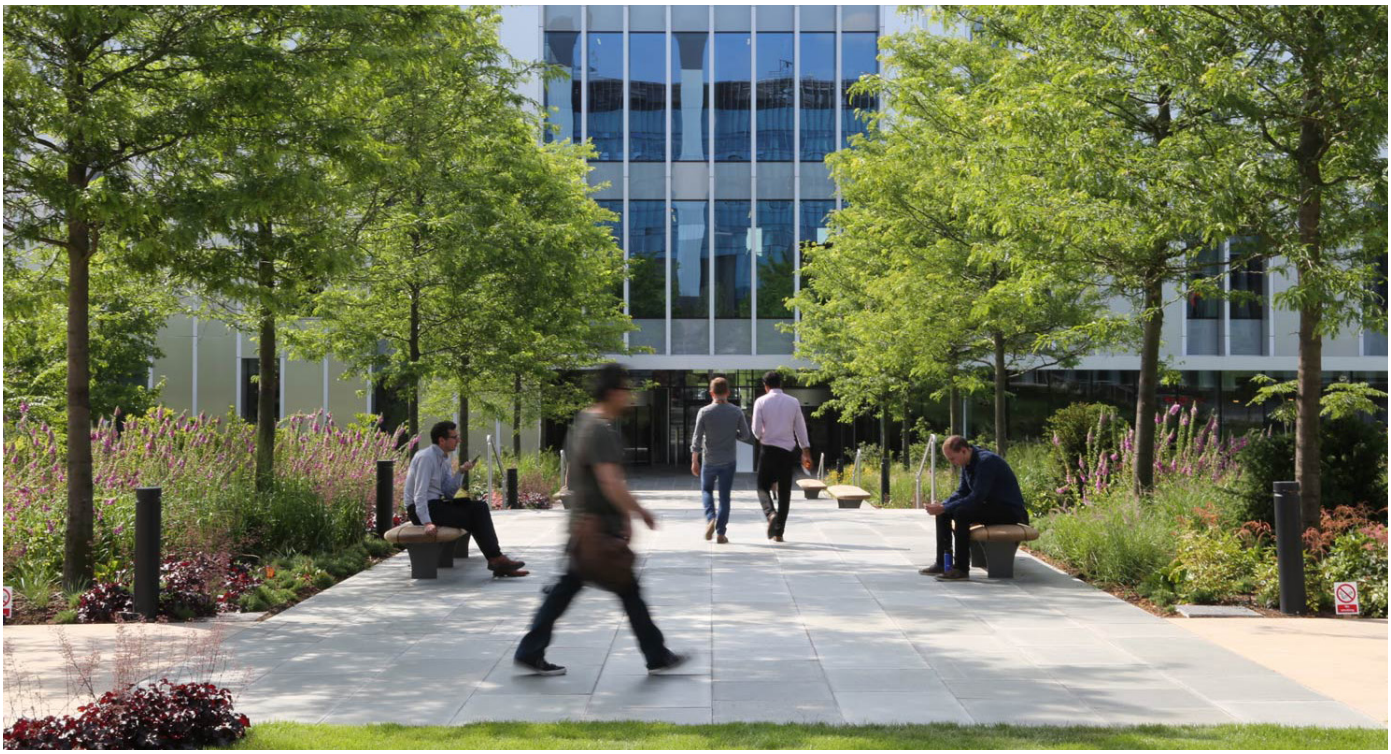


Figure 10.6 Example of a coherent softscape and hardscape landscape design that provides outdoor amenity spaces and facilitate pedestrian circulation.

11.0
UTILITY, LIGHTING AND SIGNAGE

POLICIES AND GUIDELINES ON UTILITIES AND LIGHTING

City of Mississauga *Official Plan*

Policy 9.2.1.39. Signage will be integrated with the scale and character of built form and will follow universal design principles.

Policy 9.4.1.4. Development will provide for pedestrian safety through visibility, lighting, natural surveillance and minimizing vehicular conflicts.

Policy 9.5.2.12. Heating, venting and air conditioning equipment and mechanical/utility functions will be located away from the public realm and not be visible from public view.

Policy 9.5.2.13 (b) External lighting for site development should utilize dark skylight fixtures.

Policy 9.5.3.17. Mechanical equipment, vents and metering devices will be integrated into the building design and will not be visible from the public realm.

Policy 9.5.3.18. Rooftop mechanicals and appurtenances will be integrated into building design and will not be visible from the public realm and residential developments.

Policy 9.5.6.4. Development should incorporate lighting to ensure all designated areas of circulation, entrance, and connections are appropriately illuminated.

Policy 9.5.7.1 (b) Signage should identify businesses and services.

RESPONSE

The proposal will situate and integrate utilities in one location on the ground level and within the rooftop mechanical penthouse of the building. This placement strategy will minimize noise and visual impact to the public realm and surrounding area.

Appropriate lighting will be implemented to ensure high visibility is maintained for all building entrances, pedestrian walkways, interior and exterior parking structure areas, and outdoor rooftop amenity areas. Strategic lighting placement will also be included to create opportunities for informal surveillance to enhance safety of the publicly accessible areas. The proposed lighting for the architecture and landscape components will be of high quality light standards and fixtures that is compatible with the overall Employment Character Area. Particular emphasis will be around the building entrances, walkways, and parking structure ingress and egress zones to ensure a safe pedestrian environment is provided. Light spillage onto adjacent surroundings will be minimized through low-angle spotlights and fixtures where appropriate.

Advance coordination with utility companies will ensure appropriate screening is implemented where necessary to minimize visual impacts, while allowing for connections of existing utilities to align with any future services and expansions.

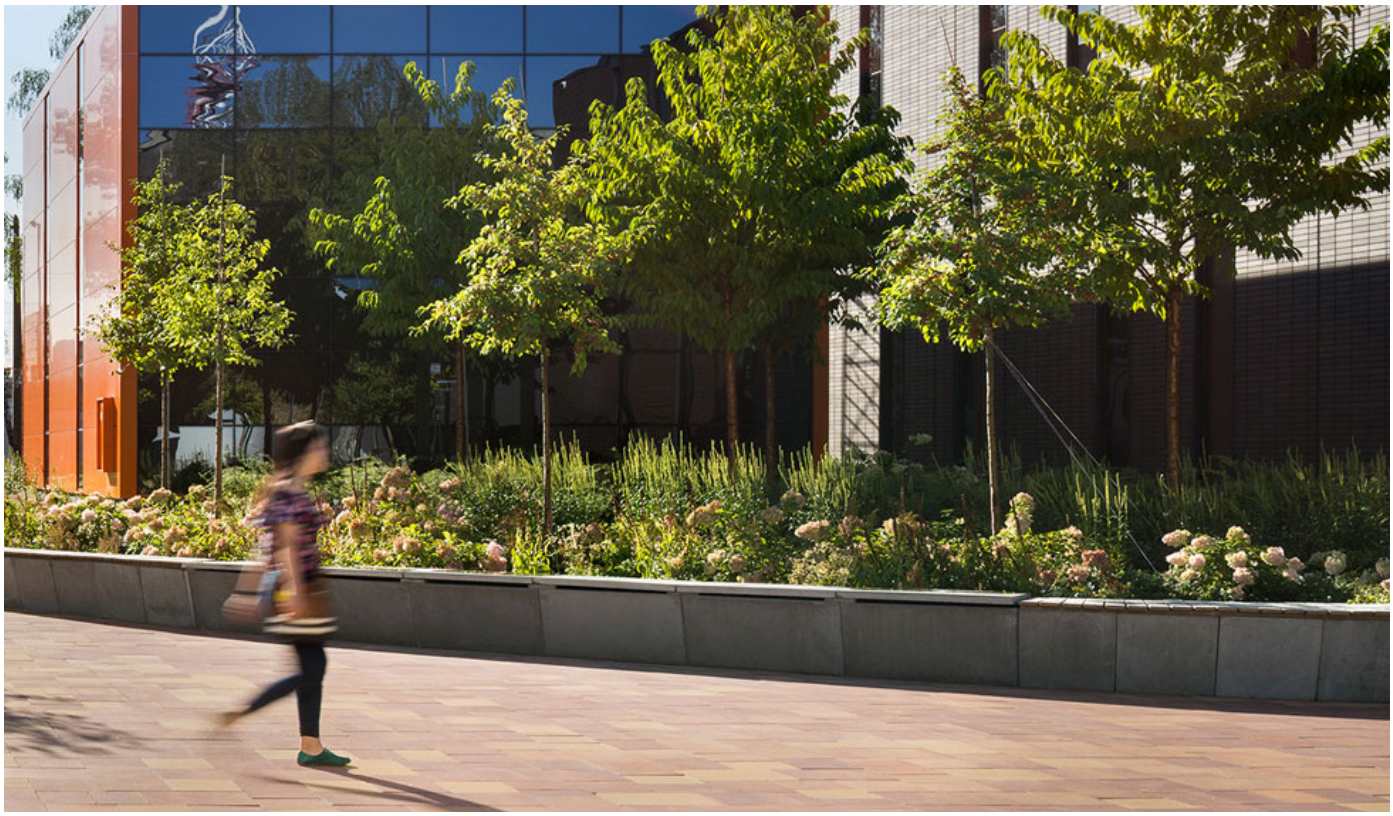


Figure 11.1 Example of using a mixture of landscaping layers to shield undesired views towards utility areas.

Figure 11.2 Example of utilizing paving materials and demarcation to serve as wayfinding while providing an aesthetic appeal.

Figure 11.3 Example of bollard style low-angle light fixtures.

Animation

Character

12.0 SUSTAINABILITY AND MICROCLIMATE

POLICIES AND GUIDELINES ON SUSTAINABILITY AND MICROCLIMATE

City of Mississauga *Official Plan*

Policy 5.3.1.13 The Downtown will be developed to support and encourage active transportation as a mode of transportation.

Policy 8.1.1. Through the creation of a multi-modal transportation system, Mississauga will provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation.

Policy 8.1.12. Mississauga supports multi-modal uses where feasible, in particular prioritizing transit and goods movement over the use of single occupant vehicles.

Policy 9.5.2.8. Site designs that conserve energy will be encouraged. Buildings should be designed, oriented, constructed and landscaped to minimize interior heat loss and to capture and retain solar heat energy in the winter and to minimize solar heat penetration in the summer.

Policy 9.5.2.9. Site designs will be encouraged that minimize the consumption of water.

Policy 9.5.2.11 (g) Site development will be required to incorporate techniques to minimize urban heat island effects such as providing planting and appropriate surface treatment.

Policy 9.5.2.13 (a) External lighting for site development should be energy efficient.

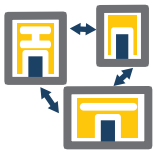
Policy 9.5.3.12. The choice of building materials should minimize the risk for bird collisions.

Policy 9.5.3.13. Where appropriate, development should be designed to incorporate measures that minimize urban heat island effects.

Policy 9.5.3.14. Buildings should be designed to conserve energy and incorporate sustainable material.

Policy 9.5.3.15. Buildings should be designed to minimize the consumption of water and to utilize stormwater best management practices.

Sustainability



Connectivity

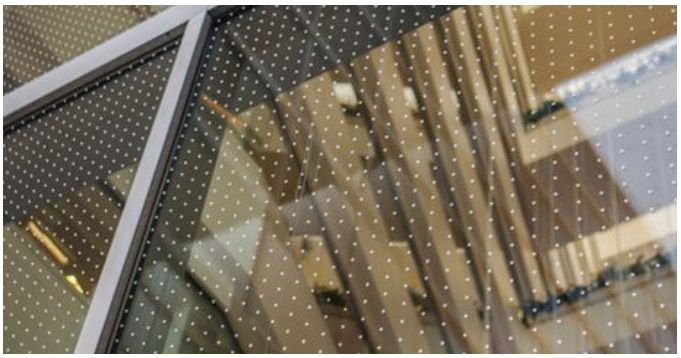


Figure 12.1 Example of bird friendly glazing / translucent surfaces to reduce flight path collision.

Figure 12.2 Example of energy efficient LED lighting.

Figure 12.23 Example of a high albedo roof finishing to reduce urban heat island effect.

Figure 12.4 Example of surface parking area with permeable paving.

Figure 12.5 Example of a transit supportive, multi-modal network that also encourages active transportation modes, including biking and walking.

RESPONSE

The proposal represents an infill redevelopment that will contribute to the Mississauga's vision as a vibrant city and regional centre through supporting a mixed use, pedestrian friendly, and transit oriented corridor and employment area. The proposed commercial office development will promote better use of land resource and energy efficiency through a compact built form that emphasizes a pedestrian oriented and active living experience.

The proposal is within a 10-minute walking distance to a range of existing commercial, retail, recreational, institutional, and government services and is well serviced by existing local and regional transit network, making the Subject Lands is a highly walkable, multi-modal form of development. This will create a framework for office employees and visitors to be less dependent on private vehicles and reduce greenhouse gas emissions.

Bicycle parking will be provided on the ground floor outside of the posposed building to promote active transportation and a healthy urban lifestyle. This is in support of reducing reliance on private vehicles and minimizing commuter's carbon footprint through providing supporting active transit facilities, both existing and emerging.

The proposal will maximize natural light penetration year round while minimizing heat penetration in the summer months through a window glazing treatment in conjunction with proposed building orientation. The façade design captures low angle sunlight during winter months to suport sustainable winter heating.

The shadow study illustrates that the proposed built form and orientation allows shadows to move quickly across the site to minimize shadow impacts of its adjacencies, thereby protecting for solar access for more than 5 consecutive hours (**Figure 12.6**).

Energy efficient and sustainable practices will be implemented where applicable, including the use of cool roofs and wind and drought tolerant plantings to reduce storm water runoff, as well as urban heat island effects. Other sustainable features, including integration of LED lighting with occupancy sensors and bird-friendly window glazing, will be implemented where feasible.

Light pollution reduction will be carried out through low-reflectance surfaces and low-angle spotlights where feasible to minimize disturbance to the adjacent areas.

The proposed development will provide a high standard of construction materials for the proposed building and landscape elements that exhibit enduring quality and proven durability. Hardscape materials for streetscape design and construction, including permeable paving materials will be used where applicable to reduce surface run-off.

The landscaping will select native, non-invasive plant species to promote local biodiversity. Where feasible, drought and salt tolerant plant species will be used along street edge landscapes to minimize water consumption and planting replacement as a result from road salt damage during winter months.

Together with the immediate surrounding of mixed use buildings, residential, commercial retail, and transit infrastructure, this proposal will assist Mississauga in fostering a diverse, vibrant, and sustainable employment area.

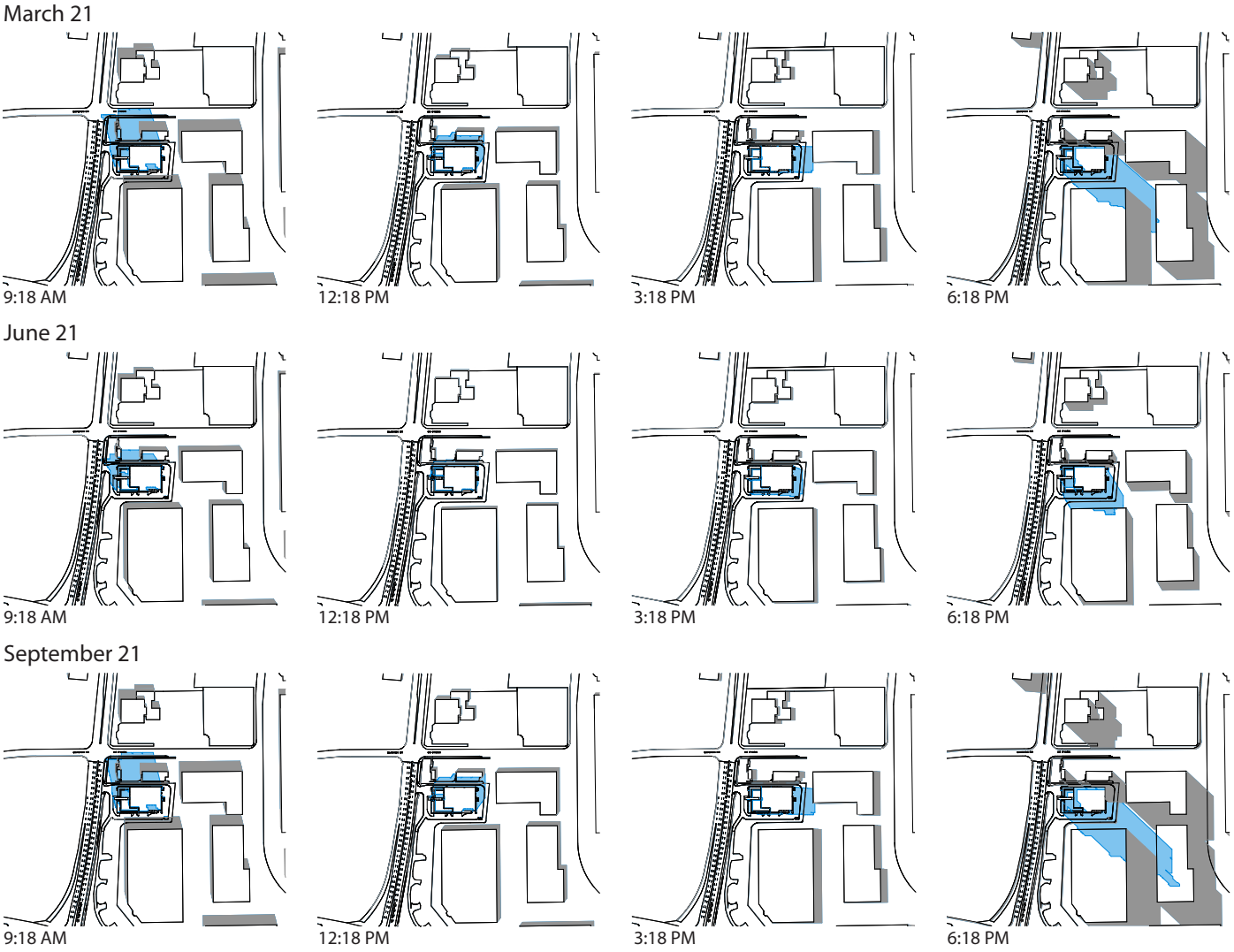


Figure 12.6 Shadow Impact Study of the proposed development by TACT Architecture Inc.

13.0 CONCLUSIONS

The proposed 7-storey mixed use self-storage, office, and ancillary retail buildig represents intensification on opporutune land along the Hurontario Street corridor and intensification area. The proposed development is well serviced by existing local and regional transit, and is in close proximity to existing retail and recreational services. The proposal will provide employment and retail opportunities to assist the City of Mississauga in meeting its population and job growth targets while fostering a pedestrian-oriented and transit supportive environment that fits well into Missisauga's Employment Centre.

The architectural design, site orientation, and siting of the building has been carefully designed to compliment the existing area by defining the street edge along Hurontario Street and supporting the existing transit network. The proposal implements an appropriate architectural design and massing approach that is consistent with the surrounding and current developments. The proposal also considers on-site bicycle parking and connector walkways to existing public sidewalks to promote active transportation and a healthy urban community.

The proposal supports the interconnected relationship between intensification, multi-modal transportation, and the creation of a diverse Corporate Centre while minimizing land area for singular parking uses. The proposal utilizes both high-quality architectural and landscape design to create a visually appealing, appropriately scaled streetscape environment that is welcoming to a range of users.

The proposal will be compatible with the City's Employment Centre vision, and will adhere to both the City of Mississauga's *Official Plan* and the *Hurontario Main Street Corridor Master Plan* to assist the City in achieving its population and job growth resiliently, and meeting its development objectives in achieving a transit-oriented and pedestrian-focused urban design along the corridor.

Architectural Rendering by TACT Architecture Inc.

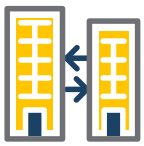
14.0 DESIGN TERMS

ACCESSIBILITY
Providing for ease, safety, and choice when moving to and through places

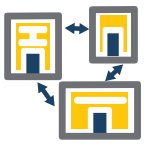
ADAPTIVE REUSE
Converting an existing building into a new use

ANGULAR PLANE
A geometric measurement that maintains solar access and height transition

ANIMATION
Support sustained activity on the street through visual details, engaging uses, and amenities



COMPATIBILITY
Similar size, form and character of a building relative to others around it



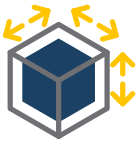
CONNECTIVITY
The ease of movement and access between a network of places and spaces

DESIRE LINE
Shortest or most easily navigated route marked by the erosion of the ground caused by human traffic

FACADE
The exterior wall of a building exposed to public view

HEIGHT TRANSITION
The gradual change in height between buildings within a community

LANDMARK
Highly distinctive buildings, structures or landscapes that provide a sense of place and orientation



MASSING
The effect of modifying the height and bulk of the form of a building or group of buildings

NODE
A place where activity and circulation are concentrated

STEP BACK
A recess of taller elements of a building in order to ensure an appropriate built form presence on the street edge

STREETWALL
The consistent edge formed by buildings fronting on a street

STREET FURNITURE
Municipal equipment placed along streets, including light fixtures, fire hydrants, telephones, trash receptacles, signs, benches, mailboxes, newspaper boxes and kiosks

SUSTAINABILITY
Developing with the goal of maintaining natural resources and reducing human impact on ecosystems

ARTICULATION
The layout or pattern of building elements (e.g. windows, roofs) that defines space and affects the facade

BUILT FORM
The physical shape of developments including buildings and structures

CHARACTER
The look and feel of an area, including activities that occur there

CIRCULATION
The movement patterns of people and vehicles through a site or community

FIGURE GROUND
The visual relationship between built and unbuilt space

FINE GRAIN
A pattern of street blocks and building footprints that characterize an urban environment

FOCAL POINT
A prominent feature or area of interest that can serve as a visual marker

GATEWAY
A signature building or landscape to mark an entrance or arrival to an area

PEDESTRIAN-ORIENTED
An environment designed to ensure pedestrian safety and comfort for all ages and abilities

PUBLIC REALM
Public spaces between buildings including boulevards and parks; where pedestrian activities occurs

RHYTHM AND PATTERN
The repetition of elements such as materials, details, styles, and shapes that provide visual interest

SETBACK
The orientation of a building in relation to a property line, intended to maintain continuity along a streetscape

URBAN FABRIC
The pattern of lots and blocks in a place

VIEW TERMINUS
The end point of a view corridor, often accentuated by landmarks

VISTA
Direct and continuous views along straight streets or open spaces

WAYFINDING
Design elements that help people to navigate through an area (e.g. signs, spatial markers)

MHBC

PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE