



Urban Design Study and Guidelines

**4615 Hurontario Street
25, 35, 55, 105 and 110
Elia Avenue and 136
Eglinton Avenue East
City of Mississauga**

**Prepared For
The Elia Corporation**

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This Urban Design Study and Guidelines (“UDSG”) has been prepared by Bousfields Inc. to describe the urban design vision, strategy and rationale and illustrate the principles that will guide the form and pattern of the development being proposed by The Elia Corporation for lands located at 25, 35, 55 Elia Avenue; 105 Elia Avenue and 110 Elia Avenue; 136 Eglinton Avenue East, and 4615 Hurontario Street (“Subject Site”).



An aerial photograph of a city, likely Toronto, showing a mix of residential areas, commercial buildings, and green spaces. A large white circle with a thick border is superimposed on the left side of the image, containing the number 1. The background shows a dense urban landscape with various building types, streets, and some open fields.

1

Introduction & Overview

1.1 Introduction

This Urban Design Study and Guidelines ("UDSG") has been prepared by Bousfields Inc. to describe the urban design vision, strategy and rationale and illustrate the principles that will guide the form and pattern of the development being proposed by The Elia Corporation for lands located at 25, 35, 55 Elia Avenue; 105 Elia Avenue and 110 Elia Avenue; 136 Eglinton Avenue East, and 4615 Hurontario Street ("Subject Site").

The UDSG is a companion document to the Planning Rationale Report, also prepared by Bousfields Inc., which sets out the planning vision and rationale for the Subject Site. From an urban design perspective, the UDSG reviews the architectural design concept prepared by BDP Quadrangle and Ferris & Associates Inc. for the proposed development and addresses the urban design policies of the City of Mississauga's Official Plan, the Downtown Core Built Form Standards, and the Back-to-Back and Stacked Townhouse Guidelines. Additionally, the UDSG establishes urban design and architectural design objectives and performance standards that ensure a high standard of quality for the proposed development.

1.2 Location and Context

The Elia Lands are strategically located at the southeast quadrant of Hurontario Street and Eglinton Avenue East and include a total area of approximately 20 hectares (49.5 acres). The lands are municipally known as 4553 – 4561 Hurontario Street; 4615 Hurontario Street; 136 Eglinton Avenue East; 25, 35, 55 Elia Avenue; 105 Elia Avenue and 110 Elia Avenue. The parcel municipally known as 4553 – 4561 Hurontario Street is occupied by a commercial plaza known as the Mississauga Marketplace Plaza and surface parking areas at the immediate corner of Hurontario Street and Eglinton Avenue West and on the west side of Sorrento Drive. The remainder of the lands, located on the east and west sides of Sorrento Drive and north and south of Elia Avenue, are vacant and underutilized.

The commercial plaza is comprised of five separate buildings and is accessed via two driveways located on the east side of Hurontario Street, a north-south driveway off Elia Avenue and three driveways off of Sorrento Drive.



Figure 1 - Aerial Photo - Immediate Context

Subject Site

The Subject Site is comprised of the vacant portions of the Elia Land Holdings, generally located on the north and south sides of Elia Avenue, from Hurontario Street to James Austin Drive, and on the east side of Sorrento Drive, from Eglinton Avenue East to Elia Avenue. The vacant lands are generally a reverse "L" shape with 73.8 metres of frontage on Eglinton Avenue East and 124.6 metres of frontage on Hurontario Street and bisected by Elia Avenue and Sorrento Drive/Acorn Place. Together, they comprise a total area of approximately 8.49 hectares (20.98 acres) and present a tremendous opportunity to optimize the site by introducing new development that will help establish a walkable, transit-oriented development within a designated Intensification Area, Major Node and Major Transit Station Area.

The existing commercial plaza northwest of the Subject Site does not form part of the current development applications; existing commercial plaza tenants have leases which extend as late as the year 2050. No plans exist to redevelop the commercial plaza portion of the site, but the proposed development has been strategically designed to protect the development potential of the plaza lands. To that end, this UDSG provides guidance on the potential future development of these lands. The site design, organization and layout allow for additional intensification to take place should the existing commercial plaza ever be redeveloped. The location and configuration of proposed development blocks and road network provide for a strong foundation to support future development and are conducive to a comprehensive approach to the full build-out of the Elia Land Holdings, herein referred to the Comprehensive Master Plan area.



Figure 2 - Aerial Photo - Immediate Context



Block 1, looking northwest



Block 2, looking northeast



Block 3, looking southeast



Block 4, looking southwest



Block 5, looking northwest



Existing commercial plaza, looking southeast

Immediate Surroundings

The following provides an overview of the surrounding land uses around the Subject Site.

To the north of the Subject Site, at the southwest corner of Eglinton Avenue East and Forum Drive (220 Forum Drive), is a 21-storey residential building. West of the apartment building is a townhouse development comprised of 3-storey residential townhouses bounded by Forum Drive and Eglinton Avenue East. To the north of the townhouses is a residential complex consisting of a 3-storey seniors residence (155 Forum Drive), a 4-storey long-term care centre (175 Forum Drive), and a 6-storey residential building which provides not for profit family housing (195 Forum Drive).

Directly north of the Subject Site, on the north side of Eglinton Avenue East, are vacant lands (91 and 131 Eglinton Avenue East and 5055 Hurontario Street) that are subject to recent approvals for a high-density mixed-use community consisting of six tall buildings of 19, 24, 25, 35, 35 and 37 storeys containing approximately 2,433 new residential dwelling units. The overall approved density on this property is approximately 5.36 times the area of the lot. This development will also result in the northward extension of Sorrento Drive.

Adjacent to this property, at the northeast corner of Hurontario Street and Eglinton Avenue East is a single-storey neighbourhood shopping centre with ancillary at-grade parking (5027-5035 Hurontario Street).



Looking east along Eglinton Avenue East towards 220 Forum Drive



Looking north towards 155 and 175 Forum Drive



Looking northwest along Eglinton Avenue East towards future development site at 91 and 131 Eglinton Avenue East and 5055 Hurontario Street



Looking north towards commercial plaza at 5027-5035 Hurontario Street

Further north are several active development sites where new tall buildings and residential townhouses are currently proposed and/or under construction, including:

- **5081 Hurontario Street (Proposed)** – At the northeast corner of Hurontario Street and Armdale Road is an active rezoning application to permit a 33-storey residential building with a 6-storey podium containing approximately 509 residential units and 947 square metres of grade related commercial uses.
- **8 Nahani Way (Under Construction)** – At the southeast corner of Hurontario Street and Nahani Way is an approved and under construction development consisting of a 33-storey residential building containing 404 dwelling units.
- **62,70,78 and 86 Preson Meadow Avenue / 57, 65, 73, 81, 89 and 95 Armdale Road (Under Construction)** – to the rear of the 91 and 131 Eglinton Avenue East and 5055 Hurontario Street property is an approved and under construction development consisting of 54 3-storey residential townhouses.

Further north, within the area generally bounded by Nahani Way to the south and east, Bristol Road to the north, and Thornwood Drive to the west, is a large residential area consisting primarily of single and semi-detached residential dwellings and neighbourhood community services and facilities. More specifically, the area includes a cluster of schools, parks, recreation facilities and a library, including the St. Jude Separate School (175 Nahani Way), Nahani Way Public School (235 Nahani Way), Bristoal Road Middle School (210 Bristol Road East), Frank McKechnie Community Centre and Library (310 Bristol Road East), and Sandalwood Park. Both the Frank McKechnie Community Centre and Sandalwood Park contain a children's playground.



Looking southwest along Preston Meadow Avenue towards townhouse development



Looking northwest towards 8 Nahani Way



Low-rise dwellings along Elia Avenue, looking west



Low-rise dwellings along Trudeau Avenue, looking west



Townhouse development at 80 Acorn Place, looking north

To the immediate east of the Subject Site is a low-rise residential neighbourhood which is primarily comprised of single and semi-detached dwellings that are 2-storeys in height. The neighbourhood also includes a large block of 3-storey townhouses located at the southwest corner of the Eglinton Avenue East and Albinia Way/Forum Drive, directly adjacent to Block 2 on the subject site. Within this residential neighbourhood is the St. Pio Pietrelcina School (4765 Huron Heights Drive) and Huron Heights Park, a 6.6 hectare park with a children's playground and several sports amenities including two baseball diamonds and soccer fields.

Beyond Huron Heights Park are additional residential uses, located primarily within single and semi-detached residential dwellings. There is also a low-rise retail commercial plaza with at grade parking (4665 Central Parkway Drive) and Camden Park, which contains a children's playground and two tennis courts. Further east is the Bathgate Golf Centre (600 Eglinton Avenue East), in addition to the Highway 403 interchange with Eglinton Avenue East.

To the immediate south of the Subject Site is a townhouse development comprised of blocks of 3-storey townhouses. East of the townhouse development are four 12-storey residential buildings (85, 100 and 121 Acorn Place), including the Barbertown Co-operative Housing development. In addition to these residential buildings is a 4-storey building occupied by the Peel Youth Village, an organization which provides transitional housing for those aged 16-24 (99 Acorn Place).

Further south is Highway 403 and an interchange with Hurontario Street. Beyond the interchange is the Downtown area, which currently contains a wide variety of land uses of varying intensities, and destinations such as the City Centre Transit Terminal (200 Rathburn Road West), Square One Shopping Centre (100 City Centre Drive) and Mississauga Civic Centre (300 City Centre Drive). Within the City's Urban Structure, the Downtown area is planned as the Regional Centre featuring the greatest mix of land uses as well as civic and cultural activities, and where development of the highest densities and heights is anticipated.

To the immediate west of the Subject Site are a cluster of tall "tower in the park" style residential buildings in addition to several low- to mid-rise commercial buildings with surrounding at grade parking. These uses occupy the lands on the west side of Hurontario Street between Eglinton Avenue to the north and Highway 403 to the south.

At the southwest corner of Hurontario Street and Eglinton Avenue East are two single-storey commercial buildings occupied by a toy store and a financial institution, in addition to a 9-storey commercial office building with ground floor retail uses and associated surface parking (30 Eglinton Avenue West). This property is subject to an active development applications for three new mixed-use buildings of 37, 45 and 45 storeys containing approximately 1,577 new residential units and 1,979 square metres of retail space at grade. Adjacent to this property is an existing 22-storey residential building with a similar built form to surrounding tall buildings (50 Eglinton Avenue West).



Residential apartment buildings at 85, 100 and 121 Acorn Place, looking southeast



Residential apartment buildings at 120 Acorn Place, looking southeast



Looking south towards Highway 403 interchange and Downtown beyond



Looking south towards Highway 403 interchange and Downtown beyond



Looking northeast along Kingsbridge Garden Circle towards Cooksville Creek and adjacent low-rise neighbourhood



Looking southwest towards 10 & 20 Kingsbridge Court and apartment buildings beyond



Looking northeast along Kingsbridge Garden Circle towards Cooksville Creek and adjacent low-rise neighbourhood

Further west is the Cooksville Creek, which flows southward through the City of Mississauga towards Lake Ontario and is part of the larger Cooksville Creek Watershed. Beyond the Cooksville Creek is Kingsbridge Common Park, in addition to a residential neighbourhood consisting primarily of low-rise single- and semi-detached residential dwellings.

To the southwest, on the west side of Hurontario Street and the south side of Kingsbridge Garden Circle, is an 8-storey commercial office building in addition to a 2-storey commercial building with retail uses at grade, surrounded by a large at grade parking lot accessed via Tucana Court (10 and 20 Kingsbridge Court). To the south of this property are three 21-storey residential buildings (4450, 4460 and 4470 Tucana Court), all of which are setback considerably from the property line, contain underground parking, and a tennis court at grade. To the west of 10 Kingsbridge Court is an additional 17-storey residential apartment building that contains underground parking and an at grade tennis court located to the rear (50 Kingsbridge Garden Circle).

On the north side of Kingsbridge Garden Circle, west of the site, is a 2-storey financial institution with at-grade parking located to the rear (4550 Hurontario Street). To the rear of this property, along Hurontario Street, are two 34-storey residential buildings which share a 2-storey podium (25 and 35 Kingsbridge Garden Circle). Adjacent to these buildings is a 37-storey residential building (45 Kingsbridge Garden Circle), in addition to two additional 23-storey residential buildings which share a 1-storey podium (55 Kingsbridge Garden Circle).

To the northwest, at the northwest corner of Hurontario Street and Eglinton Avenue East is a single-storey gas station, in addition to a large assembly of lands which are currently undergoing significant redevelopment as part of the Pinnacle Uptown project. Specifically, Pinnacle Uptown is a five-phase, high-density mixed-use development project proposing a total of 2,800 new residential units. Each of the five phases are described below:

- Phase 1 (Built) – At the northeast corner of Eglinton Avenue East and Four Springs Boulevard are two residential buildings of 25- and 28-storeys on a shared 4-storey podium. Approximately 432 residential units were included as part of this phase.
- Phase 2 (Built) – At the northeast corner of Four Springs Avenue and Little Creek Road is a complex of 54 3-storey residential townhouses.
- Phase 3 (Built) – At the northeast corner of Four Springs Avenue and Little Creek Road are two residential buildings of 23- and 26-storeys attached by a shared 3-storey podium. Approximately 446 residential units were included as part of this phase.
- Phase 4 Part 1 (Under Construction) – At the northeast corner of Four Springs Avenue and Watergarden Drive are two residential buildings of 15- and 34-storeys which are currently under construction. Approximately 468 residential units will be provided as part of this phase.
- Phase 4 Part 2 (Approved) – At the northeast corner of Hurontario Street and Watergarden Drive is an approved 35-storey residential building that will contain approximately 406 residential units.
- Phase 5 (Approved) – At the southeast corner of Hurontario Street and Watergarden Drive are three residential buildings of 32, 35 and 38-storeys which are currently approved. Approximately 949 residential units will be provided as part of this phase.

Adjacent to the Pinnacle Uptown lands is a 10-storey residential building (20 Hurontario Street), in addition to a residential area primarily consisting of low-rise single and semi-detached homes. Within this residential area, in the vicinity of the subject site, is the Cooksville Creek Public School (5100 Salishan Circle), St. Hilary Elementary School (5070 Fairwind Drive) and the Fairwind Senior Public School (5235 Fairwind Drive), in addition to Hawthorne Valley Park.



Looking northwest from the Hurontario-Eglinton intersection towards recent developments



Looking southeast from Watergarden Drive towards recent developments

Area and Urban Design Context

The Subject Site is located within the Uptown Node Character Area ("the Uptown Node"), one of three 'Major Nodes' within the City of Mississauga, in addition to the Downtown. *Major Nodes* are planned as prominent centres of mixed-use activity that will contain a mix of population and employment uses at densities and heights less than the Downtown, but greater than other areas of the City.

The Uptown Node is generally centered around the intersection of Hurontario Street and Eglinton Avenue East, and directly borders the Downtown, located to the south. Currently, the Uptown Node is generally comprised of low-density retail commercial uses, vacant lands, townhomes and mid-to-high rise residential buildings on its northeast and southeast quadrants generally along Hurontario Street. On its northwest quadrant, the node contains several recently built and under construction high density mixed-use developments, including townhouses and several tall residential buildings. Finally, on its southwest quadrant, the Uptown Node contains an abundance of older, "tower in the park" style tall residential buildings, in addition to a handful of mid-rise office buildings with surrounding at grade parking, separated from the low-rise context to the west by the Cooksville Creek.

In general, a mostly continuous landscaped strip separates the existing built form from the main roads. Arterial roads such as Eglinton Avenue East and Hurontario Street lack street related built form and retail frontage for the most part.

The areas directly surrounding the Uptown Node are predominantly low-rise residential areas consisting of 2-storey single- and semi-detached homes on winding curvilinear streets. Within the surrounding area, there is an abundance of existing community facilities and services, including local schools, parks, recreation centres and libraries.

In the coming years, the Uptown Node is planned to accommodate a considerable amount of high-density development and will be a focal point for new residential and commercial activity. Excluding the proposed development for the subject site, there are approximately 17 new tall buildings that are either proposed or under construction within the Uptown Node, with another four tall buildings having recently been constructed. The proposed and approved heights within the Uptown Node currently range from 15 to 45 storeys (see **Figure 3 – Height Map**).

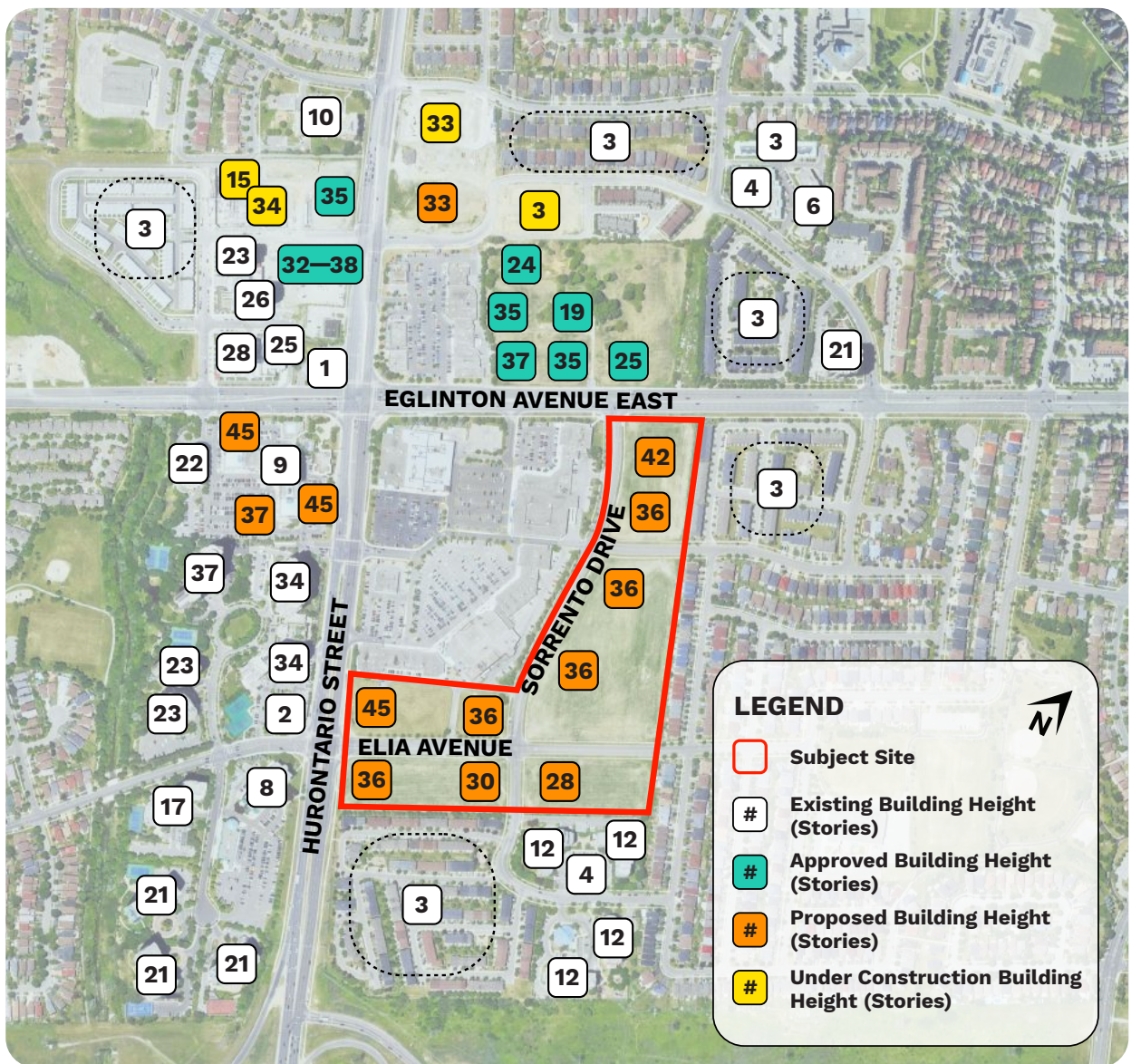


Figure 3 - Height Map



Figure 4 - Context Plan (Prepared by BDP Quadrangle)

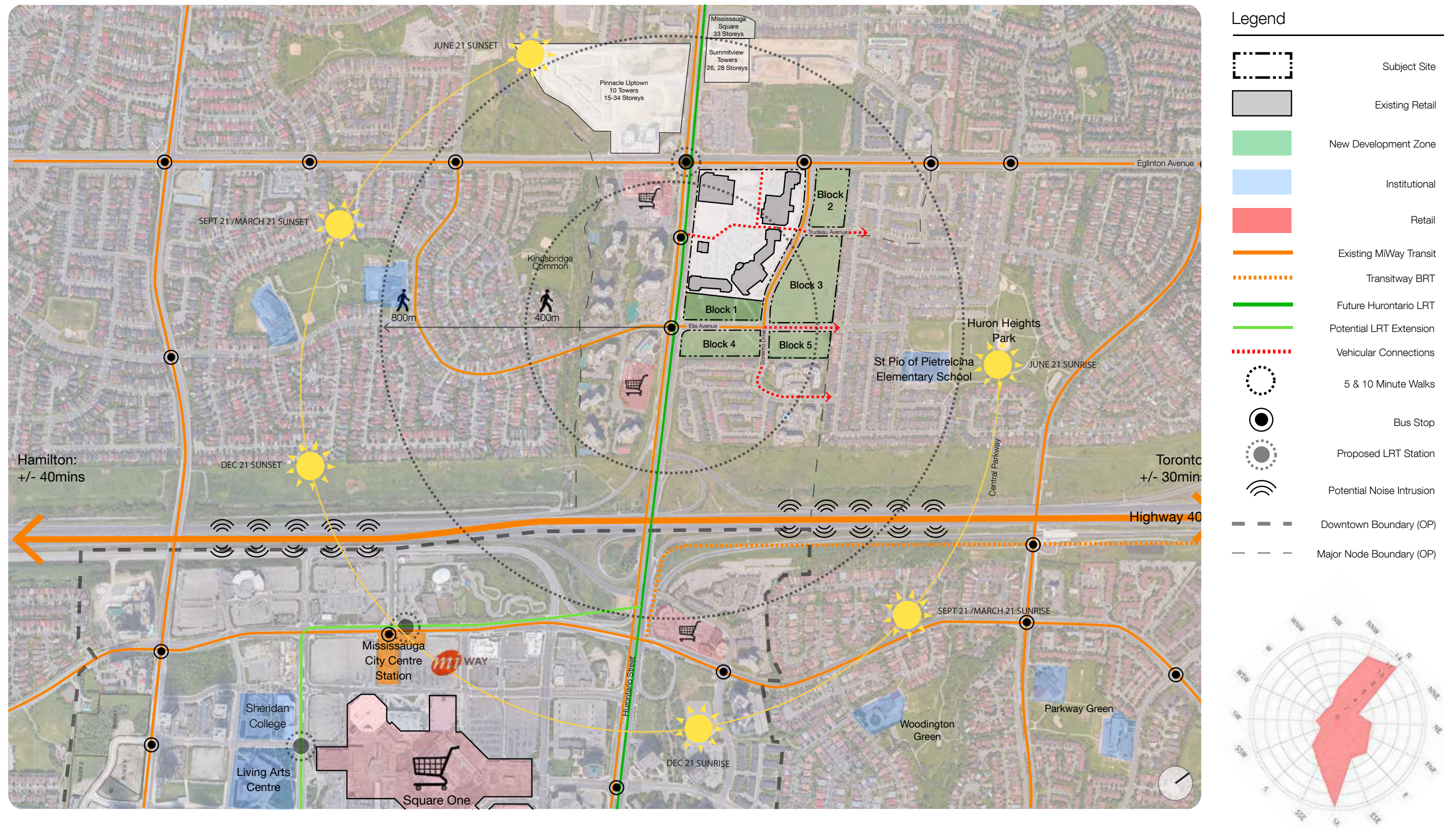


Figure 5 - Opportunities and Constraints Map (Prepared by BDP Quadrangle)

Absolute Towers



3600 Hurontario



Edge Towers



M1 Condo - M City



Mississauga Square



Absolute Towers



Daniels Erin Mills



Pinnacle Uptown



M3 Condo - M City



Parkside Village



Figure 6 - Mississauga Tall Building Context (Prepared by BDP Quadrangle)

Surrounding Development

There are a number of recent tall building development applications and approvals in proximity to the Subject Site, as outlined in Table 1 below.

Table 1 - Nearby Development Applications

Address	City File No.	Description	Height (Storeys)	Density (FSI)	Proposed Units	Status
8 Nahani Way	SP 17 144	33-Storey Condominium apartment building consisting of 404 residential units	33	5.07	404	Under Construction
62, 70, 78 & 86 Preston Meadow Ave. / 57, 65, 73, 81, 89 & 95 Armdale Road	21CDM-M 17010	54 horizontal rowhouse dwellings/standard condo	3	1.14	54	Under Construction
0 Four Springs Avenue (Pinnacle - Phase 1) (55 & 75 Eglinton Avenue West)	OZ/OPA/7/25	Two residential apartment buildings of 25- and 28-storeys containing a total of 432 residential units	25 28	7.43	432	Built
0 and 5044 Hurontario Street (Pinnacle - Phase 2)	OZ 16/010 W5	100 rear lane townhomes	3	-	100	Built
0 and 5044 Hurontario Street (Pinnacle - Phase 3) (5025 & 5033 Four Springs Avenue)	OZ 16/010 W5	Two residential apartment buildings of 23- and 26-storeys containing a total of 446 residential units	23 26	6.94	446	Built
0 and 5044 Hurontario Street (Pinnacle - Phase 4 - Part 1) (35 and 65 Watergarden Drive)	OZ 16/010 W5	Two apartment buildings containing a total of 468 residential units	15 34	5.12	468	Under Construction
0 and 5044 Hurontario Street (Pinnacle - Phase 4 - Part 2) (0 and 5044 Hurontario Street)	OZ 16/010 W5	One apartment building	35	4.33	406	Approved by Planning and Development Committee on Sept 9, 2020
0 Four Springs Avenue ((Pinnacle - Phase 5) (0 and 5044 Hurontario Street)	OZ 16/010 W5	Three residential condominium buildings	32 35 38	7.84	949	Approved by Planning and Development Committee on Sept 9, 2020
91 and 131 Eglinton Avenue East and 5055 Hurontario Street	OZ 18/016 W5	Six residential apartment buildings (up to 37 storeys) with grade related podiums, a public park and an amenity building	19 24 25 35 35 37	5.36	2,433	Approved by City Council on November 25, 2020
5081 Hurontario Street	H-OZ 19 6	A 33-storey tower (509 units) with 6-storey podium and 947m ² of at-grade commercial/ retail uses	33	-	509	Active Development Application
30 Eglinton Avenue West	-	Three mixed-use buildings containing a a total of 1,577 residential dwelling units and 1,979m2 of retail space	37 45 45	4.74	1,577	Active Development Application

1.3 Transportation Network

The following provides a summary of the transportation context in the vicinity of the Subject Site, including the surrounding road and transit network.

Road Network

Hurontario Street, which bounds the subject site to the west, is a major transportation corridor within the Region of Peel. The Region of Peel Official Plan classifies Hurontario Street as a *Major Road* (Schedule E) and the Mississauga Official Plan identifies Hurontario Street as an *Intensification Corridor* (Schedule 1C), an *Arterial Road* (Schedule 5) and a *Higher Order Transit Corridor* (Schedule 6). In addition, Schedule 7 of the Mississauga Official Plan identifies Hurontario Street as a *Long Term Cycling Route* which will contain primary on-street cycling routes.

The segment of Hurontario Street adjacent to the Subject Site is comprised of an 8-lane cross section with a planned right-of-way width of approximately 45 metres. At its intersection with Elia Avenue, Hurontario Street has dedicated left and right turning lanes and sidewalks on both sides of the street.

Like Hurontario Street, Eglinton Avenue East is recognized as an important transportation corridor. The Mississauga Official Plan identifies Eglinton Avenue East as a *Corridor* (Schedule 1C), an *Arterial Road* (Schedule 5), and a *Transit Priority Corridor* (Schedule 6). In addition, Schedule 7 of the Official Plan identified Eglinton Avenue East as a *Long Term Cycling Route* which will contain primary on-street cycling routes.

Eglinton Avenue East runs in an east-west direction from Ninth Line in the west to the municipal boundary to the east where the street continues into the City of Toronto. This segment of Eglinton Avenue is comprised of seven lanes with a planned right-of-way width of approximately 45 metres. At its intersection with Sorrento Drive, Eglinton Avenue has dedicated left turning lanes and sidewalks on both sides of the street.

Elia Avenue is a two-way street that runs in an east-west direction from Hurontario Street in the west to Huron Heights Drive in the east, and traverses through the Subject Site. Elia Avenue contains two lanes, with an existing right-of-way of approximately 26 metres. Elia Avenue has sidewalks on both sides of the street and dedicated left turning lanes at its intersection with Sorrento Drive and Hurontario Street. In addition, the Official Plan identifies Elia Avenue as a *Minor Collector* (Schedule 5).

Sorrento Drive is a two-way street that runs in a general north-south direction from Elia Avenue to Eglinton Avenue, intersecting the subject site. Sorrento Drive has an existing right-of-way of approximately 26 metres and contains sidewalks on both sides of the street. The street contains dedicated left turning lanes at its intersections with Trudeau Drive and Elia Avenue, as well as dedicated right and left turning lanes at its intersection with Eglinton Avenue East. There is a planned northward extension of Sorrento Drive to Forum Drive as part of the approved development application at 91 and 131 Eglinton Avenue East. In addition, the Official Plan identifies Sorrento Drive as a *Minor Collector* (Schedule 5).

Acorn Place is a two-way street that runs in both a north-south and east-west direction between Elia Avenue and James Austin Drive, intersecting the subject site. Acorn Place has an existing right-of-way width of approximately 24 metres and contains sidewalks on both sides of the street. As well, the street contains a dedicated left turning lane at its intersection with Elia Avenue. The Official Plan identifies Acorn Place as a *Minor Collector* (Schedule 5).

Trudeau Avenue is a two-way street that runs in an east-west direction from Sorrento Drive in the west to Maxine Place. Trudeau Avenue has an existing right-of-way width of approximately 24 metres and contains sidewalks on both sides of the street. The Official Plan does not identify Trudeau Avenue within its Long Term Road Network (Schedule 5).

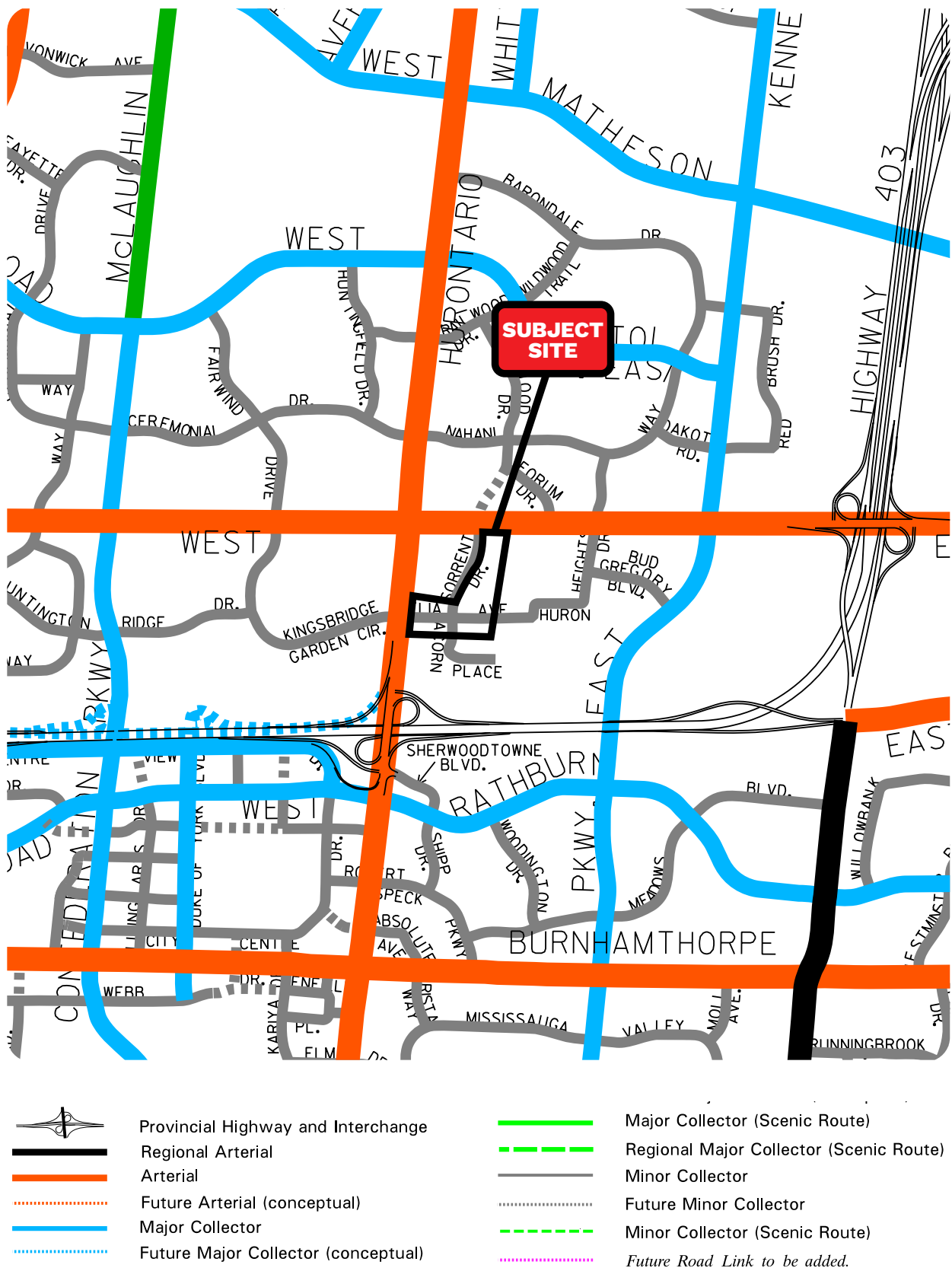


Figure 7 - Mississauga Official Plan - Schedule 5: Long Term Road Network

Transit Network

The Subject Site is well served by existing public transit services. In terms of surface transit, bus stops are currently provided at the north and south sides of the Hurontario Street and Elia Avenue intersection, as well as at all sides of the Hurontario Street and Eglinton Avenue East intersection. In addition, there are existing bus stops along both Elia Avenue and Sorrento Drive, with stops also located at the intersection of Sorrento Drive and Eglinton Avenue East.

The following MiWay routes serve the subject site:

- **17 – Hurontario:** This bus route operates between the City Centre Transit Terminal to the south and the Highway 407 and Hurontario Park & Ride to the north, generally in a north-south direction. This route provides all day 10-15 minute service Monday through Friday and all day, 15-20 minute service on Saturdays and Sundays.
- **103 – Hurontario Express:** This bus route operates between Mississauga Trillium Health Centre (Mississauga) to the south, to the Brampton Gateway Terminal to the north, generally in a north-south direction, with stops at key destinations such as Cooksville GO Station. This route provides all day, 10-15 minute express service Monday through Friday and all day, 15-20 minute express service on Saturdays and Sundays.
- **35 – Eglinton-Ninth Line:** This bus route operates between Ninth Line to the west and Kipling Station on the TTC Bloor Danforth Line and GO Milton Line in the City of Toronto to the east, generally in an east-west direction. As well, the route provides several connections to stations along the Mississauga Transitway. This route provides all day, 10-15 minute service Monday through Friday, and more limited 30 minute service on Saturdays and Sundays.

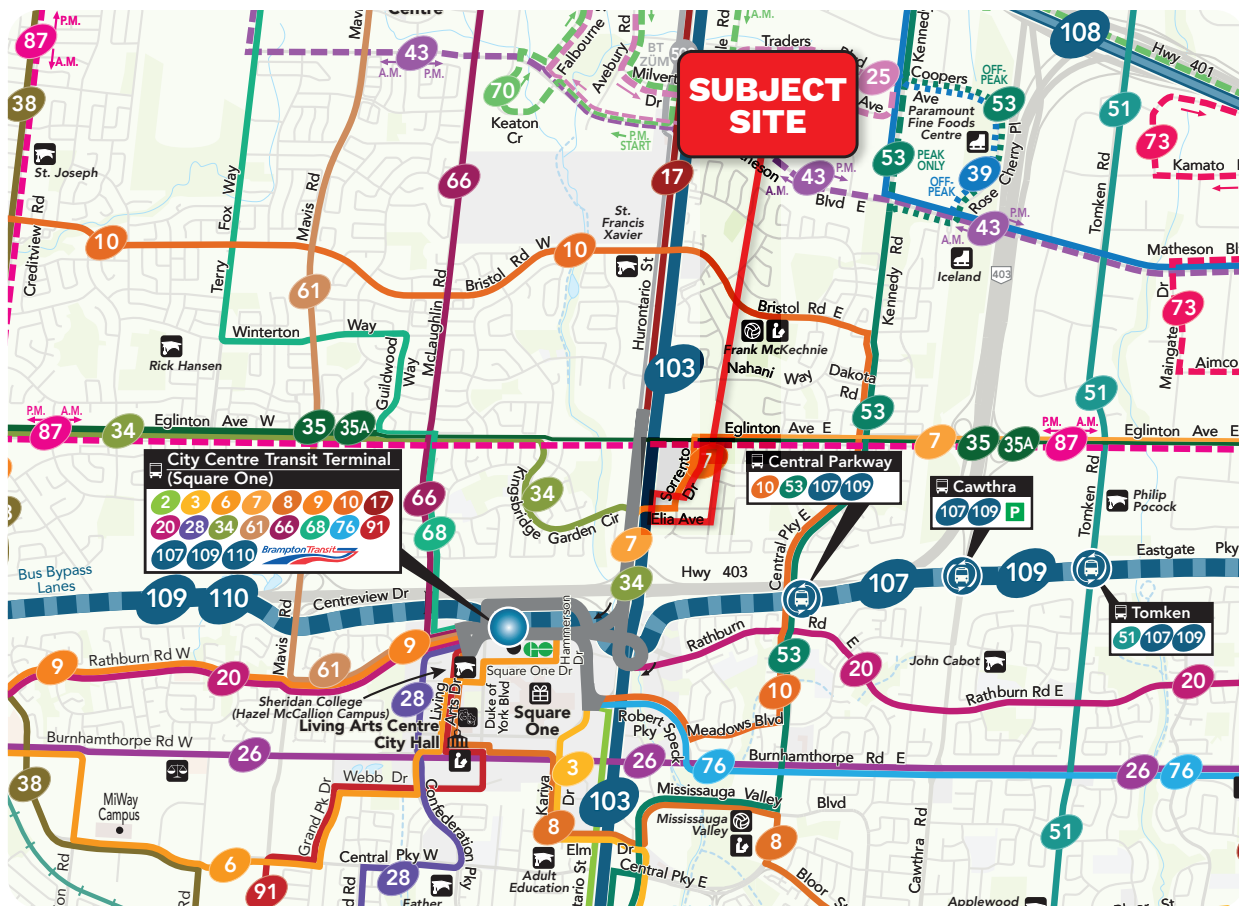


Figure 8 - MiWay Transit Map

- **35A – Eglinton-Tenth Line:** This bus route operates between Tenth Line to the west and Kipling Station on the TTC Bloor Danforth Line and GO Milton Line in the City of Toronto to the east, generally in an east-west direction. As well, the route contains provides several connections to stations along the Mississauga Transitway. This route provides 10-15 minute rush hour service only, Monday through Friday.
- **87 – Meadowvale/Skymark:** This bus route provides service between Meadowvale Town Centre Transit Terminal to the west and Renforth Station on the Mississauga Transitway to the east, generally in an east-west direction. East of Dixie Road, the route travels exclusively along the Mississauga Transitway, providing connections with other routes that utilize this corridor. This route provides 40-45 minute morning rush hour service only, Monday through Friday.
- **7 – Airport:** Operating between the City Centre Transit Terminal to the southwest to the Westwood Square Transit Terminal to the northeast, this bus route includes stops at key destinations such as the Renforth Transitway Station, Malton GO Station and Pearson Airport. This route provides all day, 15-20 minute service Monday through Friday, and 30 minute to hourly service on Saturdays and Sundays.
- **34 – Credit Valley:** This bus route provides service between the Erin Mills Town Centre Transit Terminal and the City Centre Transit Terminal, generally in an east-west direction. This route provides all day, 30 minute service Monday through Saturday, with more limited 45 minute service provided on Sundays. Additionally, the route provides Sunday/Holiday service extending to Tenth Line.

In addition to MiWay services, the following Brampton Züm routes also operate in the vicinity of the subject site:

- **502 – Züm Main:** This bus route operates between just north of Sandwalwood Parkway in the City of Brampton to the north and the Mississauga City Centre Transit Terminal to the south, primarily in a north-south direction along Hurontario Street. This route also provides connections to Brampton GO Station and Brampton Gateway Terminal. This route provides all-day, 10-15 minute service Monday through Friday, and more limited 10-15 minute service on Saturdays and Sundays.

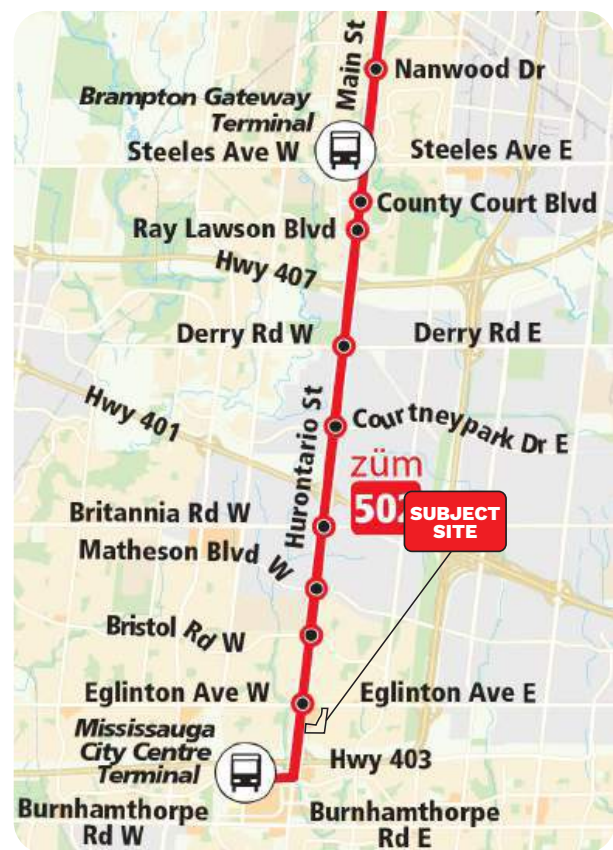


Figure 9 - Züm Main Bus Route 502 Map



Figure 10 - Hurontario LRT Project Map
(Source: Metrolinx)

Higher Order Transit

With respect to higher order transit, the Subject Site is located directly adjacent to the under construction Hurontario LRT line. The Hurontario LRT is an 18-kilometre, 19-stop light rail line that is anticipated for completion in Fall 2024. The line will operate along Hurontario Street between Port Credit GO Station to the south, and the Brampton Gateway Terminal to the north, and will provide additional connections to Cooksville GO Station along the Milton GO Rail Line, in addition to the City Centre Transit Terminal. As such, the line will provide intermodal connections to the Lakeshore West GO Rail Line, Milton GO Rail Line, Mississauga Transitway and the Brampton Züm Transitway, in addition to other local bus connections. The line will be primarily located at grade, within a designated right-of-way that is separated from traffic.

The Subject Site is located in proximity to the planned "Eglinton LRT Station", along the Hurontario LRT. Eglinton Station will be located at grade, on the northside of the Eglinton Avenue East and Hurontario Street intersection, on a new platform in the middle of the right-of-way. In an August 31, 2016 report to the Mississauga General Committee, City staff identified Eglinton Station as a "Level 2 (Boosted)" LRT stop, which are intended to identify destinations along the LRT corridor that are important at the City Scale.

At its closest point, the Subject Site will be located approximately 350 metres from Eglinton Station, while at its farthest point, it will be located approximately 675 metres from Eglinton Station.

Bicycle Infrastructure

Schedule 7: Long term Cycling Routes of the Mississauga Official Plan identifies both Hurontario Street and Eglinton Avenue East as *Primary On-Road / Boulevard* cycling routes. Section 8.2.4 of the Mississauga Official Plan states that these routes are meant to connect key city destinations with cycling infrastructure. In addition, Section 8.2.4 states that the City will protect and may acquire lands required for the cycling facilitates shown on Schedule 7: Long Term Cycling Routes, through the development approval process and capital works program. The City of Mississauga’s Cycling Network Map also identifies Elia Avenue as a *Signed Bike Route* where green route signs indicate the cycling route, and cyclists and motorist share the road.

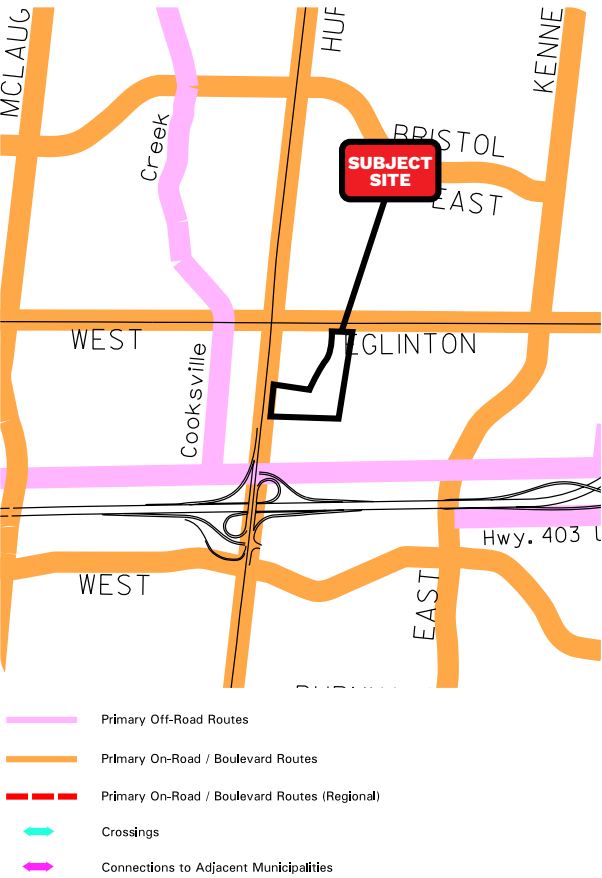


Figure 11 - Mississauga Official Plan - Schedule 7: Long Term Cycling Routes



Figure 12 - City of Mississauga Cycling Map



2

Urban Design Policy & Regulatory Context

2.1 City of Mississauga Official Plan

The City of Mississauga Official Plan ("OP"), adopted by City Council on September 29, 2010 and approved by the Region of Peel on September 22, 2011. The Mississauga Official Plan was appealed in its entirety; however, the appeals were scoped, and a number of appeals were withdrawn. As such, the Mississauga Official Plan is now in force and effect, except for appeals applying to specific lands. None of the policies applicable to the Proposal are under appeal.

2.1.1 Section 9 – Built Form

Chapter 9 of the OP ("Build a Desirable Built Form") outlines the built form and urban design policies that assist in creating a strong sense of place that is attractive, liveable, and functional and enhances natural heritage features with high quality urban design. These policies are intended to ensure that new development on individual sites respects the identity and character of the surrounding existing and planned context; ensures connectivity and integration of surrounding uses; and requires that new developments contribute to the overall vision for the city.

City Pattern

Section 9.2 of the OP, "City Pattern", provides the visual framework of the city, stating that the city pattern that defines Mississauga includes Intensification Areas; Non-Intensification Areas; Green System; and Cultural Heritage.

Section 9.2.1 addresses matters related to "Intensification Area" noting that growth will be directed to Downtown; Major Nodes; Community Nodes; Corporate Centres; Intensification Corridors; and Major Transit Station Areas. The Subject Site is located within one of the three Major Node Character areas (Uptown Node Character Area).

With respect to the design of tall buildings within intensification areas, the OP states that tall buildings will be in proximity to existing and planned Major Transit Station Areas, and will be sited and designed to enhance an area's skyline; preserve, reinforce and define view corridors; provide privacy and permit light and sky views; and, address pedestrian scale. (Policies 9.2.1.8 to 9.2.1.16)

Building and Built Form

Section 9.5.3 deals with buildings and built form, which are often the most noticeable aspect of a development and therefore, good architectural quality and materiality are fundamental to the underlying principles of Mississauga's vision.

In this regard, front building facades should be parallel to the street (Policy 9.5.3.5). Policy 9.5.3.2 states that buildings must clearly address the street with principle doors and windows facing the street to, among other things, provide strong pedestrian connections and landscape treatments that link the proposed building to the street and ensure public safety.

Policy 9.5.3.4 identifies that visual prominence should be given and pedestrian weather protection applied to principle building entrances through the use of a canopy/awning or recessing the entrance door.

Policy 9.5.3.3 indicates that building facades should be articulated to include changes in materiality to provide visual interest and relief. Further, Policy 9.5.3.7 identifies that buildings will be pedestrian oriented through the design and composition of their façades, including their scale, proportion, continuity, rhythms, texture, detailing and materials. To that end, Policy 9.5.3.8 states that buildings should not have blank wall conditions. In addition, high quality and durable building materials will be incorporated for their architectural interest and aesthetic quality and ease of maintenance (Policy 9.5.3.11).

With respect to tall buildings, Policy 9.5.3.9 provides that undue physical and visual negative impact relating to microclimatic conditions; noise; views; skyview; and adjacent cultural heritage resources, open spaces, the public realm, community infrastructure and residences should be minimized. The OP further states that the lower portion of tall building developments will include a built form that achieves street frontage and at grade relationships to support a pedestrian oriented environment (Policy 9.5.3.10).

Public Realm

With respect to public realm in general, an attractive and comfortable public realm will be created through the use of landscaping, the screening of unattractive views, protection from the elements, as well as the buffering of parking, loading and storage areas (Policy 9.5.4.2). Ultimately, development proposals should enhance public streets and the open space system by creating a desirable street edge condition (Policy 9.5.4.1).

Policies related to public realm are located throughout Chapter 9, but are focused in Section 9.3 of the Official Plan. Regarding streets and blocks, Policy 9.3.1.4(a) identifies that development will be pedestrian oriented and support transit use. Further, streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing scale, site layout, orientation, lighting and signage (Policy 9.3.1.7). Further, Policy 9.4.1.3 identifies that development will support transit use and active transportation by locating buildings at the street edge where appropriate, requiring front doors that open to the public street, ensuring animated/active building faces with high quality architecture, ensuring buildings respect the scale of the street and are of appropriate massing for the context, and provide for pedestrian safety and comfort. This is reiterated in site development Policy 9.5.2.11 which states that site development will be required to provide enhanced streetscape, provide landscaping that complements the public realm, and provide landscaping that beautifies the site and complements the building form.

Policy 9.2.2.6 states that development along Corridors will be encouraged to face and frame the street to create a continuous street wall where non-residential uses are proposed, providing entrances and glazing along street frontages. Additionally, Policy 9.2.2.6 states that parking should not be located between the building and the street and that access to driveways, parking and service areas should be consolidated and shared.

Amenity Space

Policies 9.3.5.5 and 9.3.5.6 emphasize the necessity of open space and/or amenity areas to be provided with all development, and where residential developments of significant size are proposed, on-site common outdoor amenity space is required. Additionally, secure bicycle parking will be provided in new development (Policies 9.4.1.3(g) and 9.5.5.5)

Servicing, Loading and Parking

Utilities will be grouped or located underground to minimize their visual impact (Policy 9.3.1.10). Similarly, buildings should coordinate and integrate vehicular and servicing access and locate servicing, loading and parking to be underground or screened from the public realm to minimize their visual prominence and provide the opportunity for a continuous streetscape (Policies 9.5.3.16, 9.5.4.3, 9.5.5.1 and 9.5.5.7). Additionally, mechanical equipment and/or rooftop mechanical systems will be integrated in the building design and screened from public view (Policies 9.5.2.12, 9.5.3.17 and 9.5.3.18).

Crime Prevention Through Environmental Design (CPTED)

Pedestrian safety and crime prevention through environmental design ("CPTED") are the basis for Policies 9.5.6.1, 9.5.6.2 and 9.5.6.4. Site layout, buildings and landscaping will be designed to promote natural surveillance and personal safety. Further, active building frontages should be designed to face public spaces to ensure opportunities for natural surveillance. Lastly, development should incorporate site lighting at the pedestrian scale to ensure that all areas of circulation are appropriately illuminated. Policy

9.4.1.4 echoes these considerations by stating that development will provide for pedestrian safety through visibility, lighting, natural surveillance and minimizing vehicular conflicts.

In this respect, Mississauga CPTED Principles document provides further guidance and strategies on how to create a safer and more liveable city. CPTED includes strategies which can reduce the fear and incidence of crime and improve the quality of life include natural surveillance, natural access control, territorial reinforcement, and mechanical forms of surveillance and access control.

2.1.2 Section 13 – Major Nodes

There are three Major Node Character Areas in Mississauga, of which the subject site is located in the Uptown Node Character Area. Typically, lands within a Major Node are permitted to achieve a height of up to 25 storeys, unless otherwise indicated for a specific Character Area. Among other things, building heights in excess of 25 storeys will be considered if the proposal satisfactorily demonstrates appropriate transition to the surrounding context and enhances the existing or planned development of the area.

Section 13.4.1 of the OP indicates that it is the City's intent enhance a sense of community through the development of streetscapes within the Uptown Major Node Character Area.

To that end, the urban design policies in this section state that graduated transition in development intensity and building scale should be provided, in addition to the orientation of buildings to minimize visual and functional conflicts with open spaces and abutting lands.

Identified as Special Site 1 in Section 13.4 of the OP, the portion of the subject site south of Elia Avenue is to be redeveloped in a manner that creates an interesting, identifiable and continuous street edge along Hurontario Street with minimized setbacks from street lines.

2.2 Green Development Standards

On July 7, 2010, City Council adopted the Green Development Strategy, which focuses on achieving sustainability and environmental responsibility in new development in Mississauga and outlines the *Stage One Green Development Standards* ("GDS") that applicants will need to consider when preparing their site plan and rezoning applications prior to development approval. Further to the Stage One Standard requirements, the City also requests that applicants pursue LEED-NC credits required to achieve Silver certification.

Section A of the GDS recommends the techniques that can be employed to retain stormwater on site including bio-retention, rainwater harvesting, installation of green roofs and the use of permeable pavements as well as grass and dry swales.

Section B recommends the use of soft landscape materials including new trees and native vegetations to promote bio-diversity, improve air quality, reduce the urban heat island effect, and increase the aesthetic value within the overall area. Furthermore, Section B provides recommended soil volume per tree in different conditions and suggests that a minimum 50% of all proposed plantings to be native species, where feasible.

Section C is centred around pedestrian and cycling comfort and promotes continuous, universally accessible, barrier-free and clearly designated sidewalks. In addition, Section C recommends:

- Connecting building entries to pedestrian paths, transit stops and parking areas for both cars and bicycles.
- Locating all air-exhaust systems and air intake grates away from pedestrian routes and amenity areas.
- Providing shade trees along pedestrian pathways and in amenity spaces to take advantage of summer shade
- Locating 50 percent of occupant bicycle parking in a secure weather-protected area contained within the development site.

Section D addresses exterior building design, in particular, bird friendly glazing and site and building lighting. In general, the GDS recommends treating the glass on buildings with a density pattern or muting reflections for a minimum of the first 10 to 12 metres above grade. In case there are exhaust/ventilation grates at ground level, the GDS suggests a porosity of less than 2 centimetres in 2 centimetres. The GDS also discourages up-lighting and recommends exterior light fixtures to be properly shielded to prevent glare and/or light to trespass onto any neighbouring properties.

2.3 Downtown Core Built Form Standards

The purpose of the Downtown Core Built Form Standards ("DT Standards") as updated on December 10, 2020, is to provide urban design direction and guidance for proposed developments within Downtown core. Although the Subject Site is located outside of the Downtown boundaries, City staff have requested that the proposed development has regard for the design guidelines provided in the DT Standards.

The DT Standards document identifies pedestrian mid-block connections as elements that can provide improved permeability, additional linkages and access between multiple development blocks and open space (Section 2.9). To that end, the design of mid-block pedestrian connections will be continuous, direct and barrier-free; perpendicular to the public sidewalk; and will have a minimum width of 12 metres. Furthermore, development that incorporates a mid-block pedestrian connection will ensure that the design of built form achieves a height that is proportionally equal to the width of the connection similar to a streetwall. Additionally, the DT Standards recommends incorporating continuous active uses adjacent to walkways along the ground floor. To further enhance the pedestrian experience, the DT Standards recommend a combination of soft and hard landscape treatments to define the walkway edges as well as benches and/or built-in seating spaced at regular intervals.

The DT Standards also provides guidelines regarding the design of tall residential buildings.

Of specific relevance to the Subject Site and the proposed buildings are the following:

- The podium height will generally be equal to the width of the right-of-way, but not less than 3 storeys (4.3.1.)
- Towers should be setback a minimum of 3.0 metres from the top tier of the podium edge in order to establish a clear definition between the podium and tower (4.3.7)
- Residential tower floor plates above the podium height should be designed to achieve proportionately slender tower profiles based on the suggested guideline/by-law (4.4.2):
 - 0 - 30 Storeys = 750 square metres (Tower Floor Plate)
 - 31 - 49 Storeys = Up to 800 square metres (Tower Floor Plate)
 - 50 Storeys and over = Up to 850 square metres (Tower Floor Plate)
- Provide a minimum spatial separation of 30.0 metres between existing and proposed towers to maximize access to sky views, natural daylighting, adequate privacy, minimize wind conditions and collective shade (4.4.3).

Section 4.6 and 4.7 of the DT Standards provides that the point towers should be located on their sites to minimize shadow impacts on adjacent streets and open space. Section 4.8 recognizes the role of towers in creating a distinctive skyline and states that well-designed roofline creates opportunities for views to distinctive landmarks, including orientation and wayfinding.

2.4 Back to Back and Stacked Townhouse Guidelines

City of Mississauga published the Back to Back and Stacked Townhouse Guidelines ("Townhouse Guidelines") in May 2018, to ensure new townhouse developments will be compatible with, and sensitive to, the established context, and to minimize impacts on adjacent properties.

Related to the Subject Site and the proposed development, the following principles are to be considered:

- Maximum building heights of three storeys for Back to Back Townhouses and four storeys for Stacked Townhouses; and
- The maximum length of a block should generally not exceed eight linear unit modules to promote pedestrian connections, allow for landscaping and provide a break in the massing.



Urban Design Vision & Guiding Principles

An aerial photograph of a city, likely Mississauga, showing a mix of urban development. On the left, a tall, modern building with a grid-like facade stands out. To its right and in the foreground, there are several lower-rise buildings, some with flat roofs and others with more traditional pitched roofs. The background shows a hazy horizon with more distant buildings and greenery. The overall tone is light and airy, with a soft focus.

3.1 Vision Statement

The urban design vision for the Proposal is to fit within and form part of the larger Comprehensive Master Plan for development of the entire block including the Mississauga Place commercial plaza. The overall urban design pattern, character and quality of the built form should correspond with its significance as an important part of the Mississauga community at large.

The vision for the Subject Site is to develop the underutilized, vacant lands surrounding the Mississauga Place commercial plaza with highly attractive, transit-oriented mixed-use buildings. The proposed development aims to urbanize and bring prominence to Eglinton Avenue East and Hurontario Street, and to create a focal point that contributes to a distinctive skyline through architectural treatment, all while setting the tone for urbanizing and redeveloping the remaining Comprehensive Master Plan area, comprising the commercial plaza, in the future. The proposed buildings will respond appropriately to the low-rise residential and open space surroundings and will develop and transform the Subject Site into a complete mixed-use community, where people can live, work, and play.

3.2 Guiding Principles



Interconnectivity / Pedestrian Oriented Development

A primary urban design strategy driving the design of the redevelopment is increasing the porosity across and interconnectivity throughout the Subject Site. As such, the design should be organized around four key principles that establish a distinctive site character while allowing for flexibility in the eventual overall development of the Comprehensive Master Plan area:

- Creating a grid-like system of internal pedestrian and vehicular network;
- Placing buildings along the street frontages to establish a pedestrian-scaled street edge condition;
- Integrating pedestrian circulation with the existing and planned pedestrian system in the surrounding area; and
- Providing opportunities for centrally located and publicly accessible open space.

The planning for and introduction of linkages and connections throughout the Subject Site will be integral to the successful redevelopment and eventual build out of the proposed development. These basic design principles provide flexibility for future building design to evolve while establishing a distinctive site character that allows for increased permeability and ease of travel across the Subject Site, in addition to providing a safer, more comfortable environment for pedestrians, cyclists, and existing and new area residents.



Fit and Transition

The intent of the urban design strategy is to achieve well-designed built form that is sited, massed and oriented with consideration for the adjacent and surrounding existing context to create a liveable, functional and attractive environment.

In general, building massing should complement and be compatible with the surrounding built environment, provide visual interest or appeal and create an appropriate relationship with existing and proposed streets. It should define and frame the public realm and influence the site design and function. To that end, built form impacts (such as shadowing and wind) on the streets, sidewalks and surrounding open spaces should be considered when buildings are being sited.

Taller building elements should be generally located along Eglinton Avenue East and Hurontario Street, to anchor the new development and act as gateways to the development site. New high-rise built forms should fit within and contribute to Mississauga's distinctive and dynamic skyline, and create a cohesive design composition through their orientation, proportion, scale, massing, use of materials and architectural character. Tower

floorplate size and separation distance should be in accordance with the Official Plan's Built Form policies and Downtown Core built Form Standards.

Tall buildings should provide transition down to the lower scale areas to the east and south of the Subject Site, through measures such as setbacks and stepbacks and careful configuration of the tower locations. Within the Subject Site, townhouse blocks should be located to provide transition from the proposed tall buildings towards the low-rise community to the east of the Subject Site. The townhouse blocks should have regard for the Townhouse Guidelines and should be designed to establish an appropriate and comfortable relationship with the street and public realm and be supportive of active and passive leisurely uses within the multi-use path zone along the easterly property line.

Lastly, in an effort to provide continuity of streetscape, buildings should be organized to allow for the future framework of streets and blocks to carry out the long-term vision for the overall Comprehensive Master Plan area.



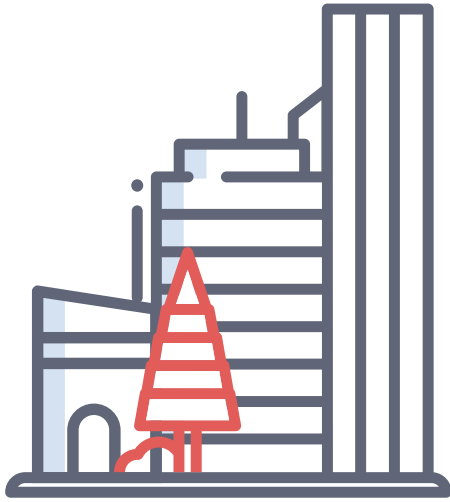
Enhanced Public Realm and Open Space

The public realm is an integral part of Comprehensive Master Plan area design and should complement the architecture, other site components and the overall visual appearance of the area. The exemplary quality of the public realm proposed for the Subject Site will be the basis for and have a lasting impact on the eventual future redevelopment of the commercial plaza. The main objective of the public realm design is to therefore provide a comprehensive, consistent and coherent streetscape and landscape that helps to define and animate the street edges and visually improve the Subject Site as a whole. To that end, the Proposal is designed to encourage a safe, accessible and active public realm and open space, enhanced through the introduction of:

- a large and central park as the focus of the community;
- Private courtyards for each development block where possible, to provide opportunities for active and passive recreation and social interaction;
- well-connected hard and soft landscaped walkways and areas;
- street trees;
- coordinated street furnishings;
- highly articulated buildings clad with high quality architectural finishes; and
- visible building entrances that are directly accessible from public sidewalks.

3.2 Goals and Objectives

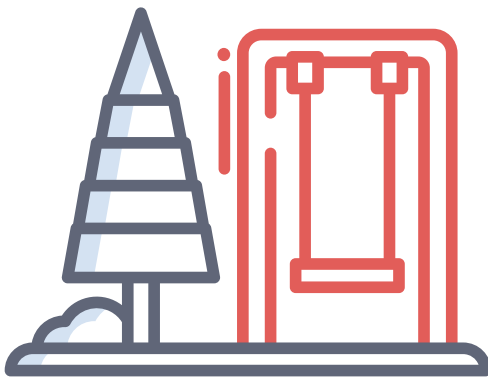
Key objectives for the development of the Subject Site include:



Providing strong built form relationships to the adjacent streets, compatible with the existing and planned built form pattern, height, and scale with a focus on Eglinton Avenue East and Hurontario Street.



Incorporating pedestrian-related architectural scale and treatment within the public and private realm.



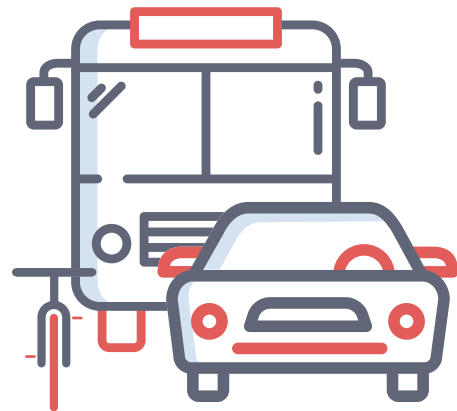
Fostering social interaction and providing opportunities for passive and active recreation on the Subject Site through a variety of open space elements.



Designing built form which is harmonious with the character of the existing stable low-rise neighbourhoods.



Improving pedestrian movement throughout the Subject Site.



Creating an expression of a healthy community concept through the promotion of public transit use, cycling, walking and the use of landscaped open spaces and community facilities.



Figure 13 - Conceptual Build Out of Comprehensive Master Plan area (Prepared by: BDP Quadrangle)

An aerial photograph of a city, likely New York City, showing a dense urban landscape with various buildings, streets, and green spaces. A large, semi-transparent white circle is overlaid on the left side of the image, containing the number 4.

4

Description of Proposal

4.1 Proposal Overview

The Proposal will create a new residential and mixed-use fabric across five development blocks on the vacant lands surrounding the commercial plaza located in the southeast corner of Eglinton Avenue East and Hurontario Street. Building upon the future Hurontario LRT and the existing MiWay transit system, the proposed development introduces a mixed-use transit-oriented community on underutilized lands where people can live, work and play. The development concept includes an appropriate mix of residential, office and commercial uses as well as new open space areas, structured upon a clear and coherent site design. The Proposal introduces:

- Increased interconnectivity by establishing new vehicular and pedestrian connections and enhancing the existing roads and sidewalks;
- Walkable development blocks with active street frontages;
- A large centrally located park; and
- A phasing strategy for the Subject Site that allows for a progressive and successful transformation of the Subject Site and the larger Comprehensive Master Plan area.

4.2 Site & Block Design

The proposed development consists of five development blocks organized around the perimeter of the Mississauga Market Place commercial plaza along Sorrento Drive, Acorn Place, Trudeau Avenue and Elia Avenue. The proposed development includes nine towers ranging from 28- to 45-storeys sitting atop 5- to 8-storey podiums. The Proposal also includes a centrally located public park and an arrangement of 3-storey stacked, back-to-back townhouse blocks adjacent to the low-rise neighbourhoods to the east. Overall, the Proposal will provide 4,690 residential units and 22,375 square metres dedicated to non-residential uses, resulting in an overall density of 4.94 FSI. The non-residential uses are proposed in the buildings that front onto Hurontario Street and Eglinton Avenue East.



Figure 14 - Rendering – View from Eglinton Avenue East looking south along Sorrento Drive
(Prepared by: BDP Quadrangle)

A series of driveways are proposed for each development block to provide vehicular access to parking, loading and servicing areas, as well as pick-up/drop off areas. Parking in all development blocks is located below grade and loading and servicing areas are located internally within the podiums, wrapped around with various active uses and well-screened from the public realm. With respect to the pedestrian access and circulation, sidewalks will be incorporated alongside the new driveways to extend the existing public sidewalks. The driveways and their associated sidewalks are strategically located throughout the Subject Site to create a continuous vehicular and pedestrian circulation network and establish a clear relationship between the proposed blocks.

The proposed buildings consist of three "Landmark Towers", located at the intersections of Eglinton Avenue East and Sorrento Drive, as well as Hurontario Street and Elia Avenue, acting as gateways to the proposed master planned community, incorporating special architectural treatment and façade articulations. The landmark towers are 36, 42, and 45 storeys and are located along arterial roads to maximize the exposure, anchor the development, and provide great access to the existing and future transit. The landmark towers are massed and sited to create a focal point and contribute to a distinctive skyline.

The remaining towers ("Community Towers") are generally modest in height compared to the landmark towers, ranging from 28- to 36-storeys with simple and clear geometries, massed in uncomplicated volumes that respond to their functional organization. The proposed tower heights will convey architectural prominence, contribute to the establishment of an interesting skyline and build upon the overall image and identity of Mississauga.

The podiums are laid out to frame the streets and the public park with an appropriate streetwall and enclose the private courtyards. The podiums are stepped along Sorrento Drive to add further visual interest to the pedestrian realm. The building podiums generally incorporate 2-storey grade-related townhouse units at the base of each building to animate the public realm and to help create a transition in height and relationship at the pedestrian level.

The private courtyards are generally located central to each development block, framed by the buildings' podiums and highly connected through proposed sidewalks. The private courtyards provide additional high-quality landscaped open space and can accommodate a range of uses such as informal gatherings, as well as passive recreation opportunities.

The proposed development provides a 9,065-square metre public park situated on the northeast corner of Elia Avenue and Sorrento Drive, south of Block 3. Furthermore, a multi-use pedestrian/cycling path is proposed along the easterly property line. Running north-south, the proposed pedestrian and cycling trail provides an opportunity for active transportation and passive recreation, and acts as a buffer between the development site and the low-rise context to the east.



Figure 15 - Coloured Landscape Plan/Site Plan (Prepared by: Ferris & Associates Inc.)

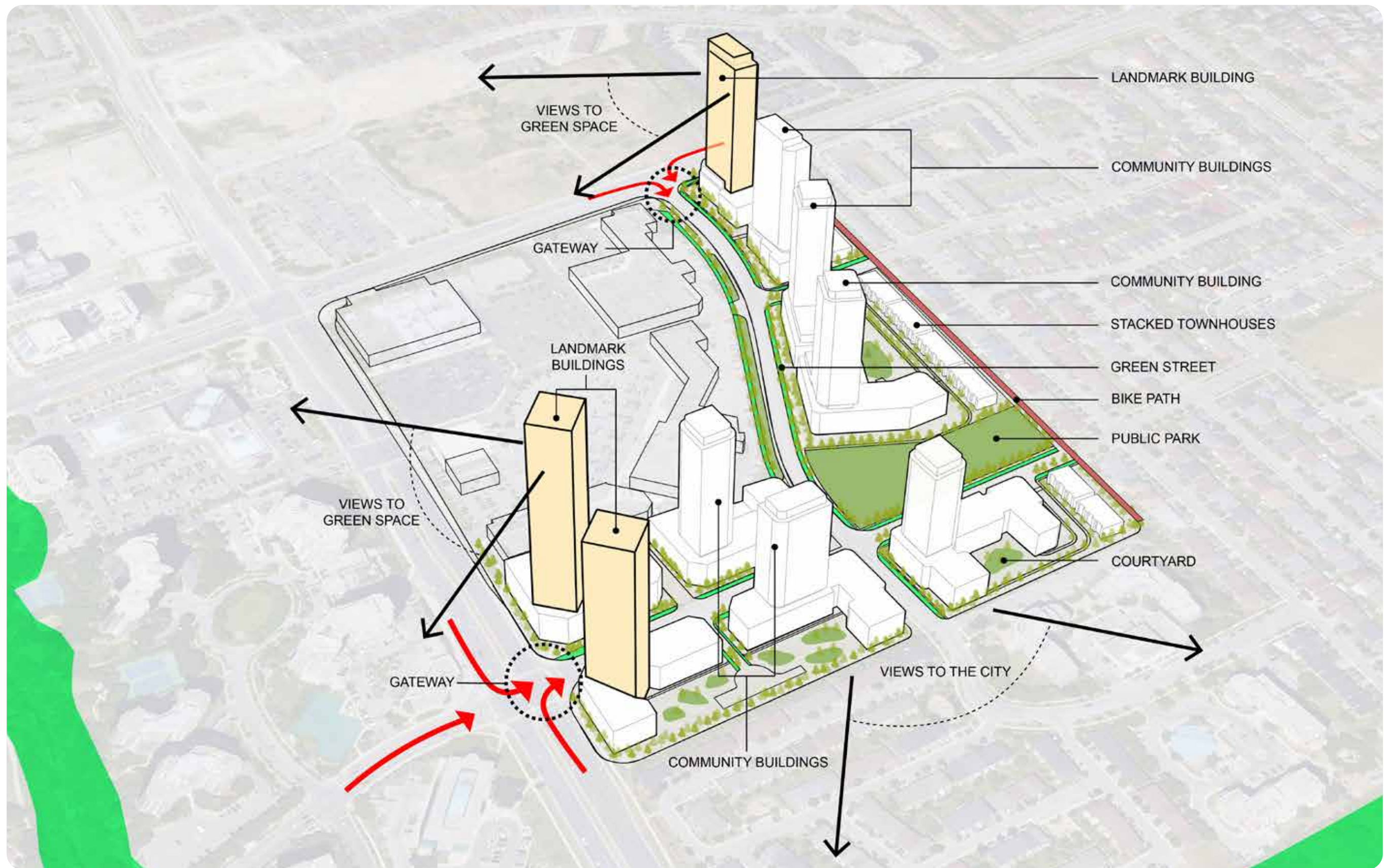


Figure 16 - Annotated Axonometric View Northeast (Prepared by: BDP Quadrangle)

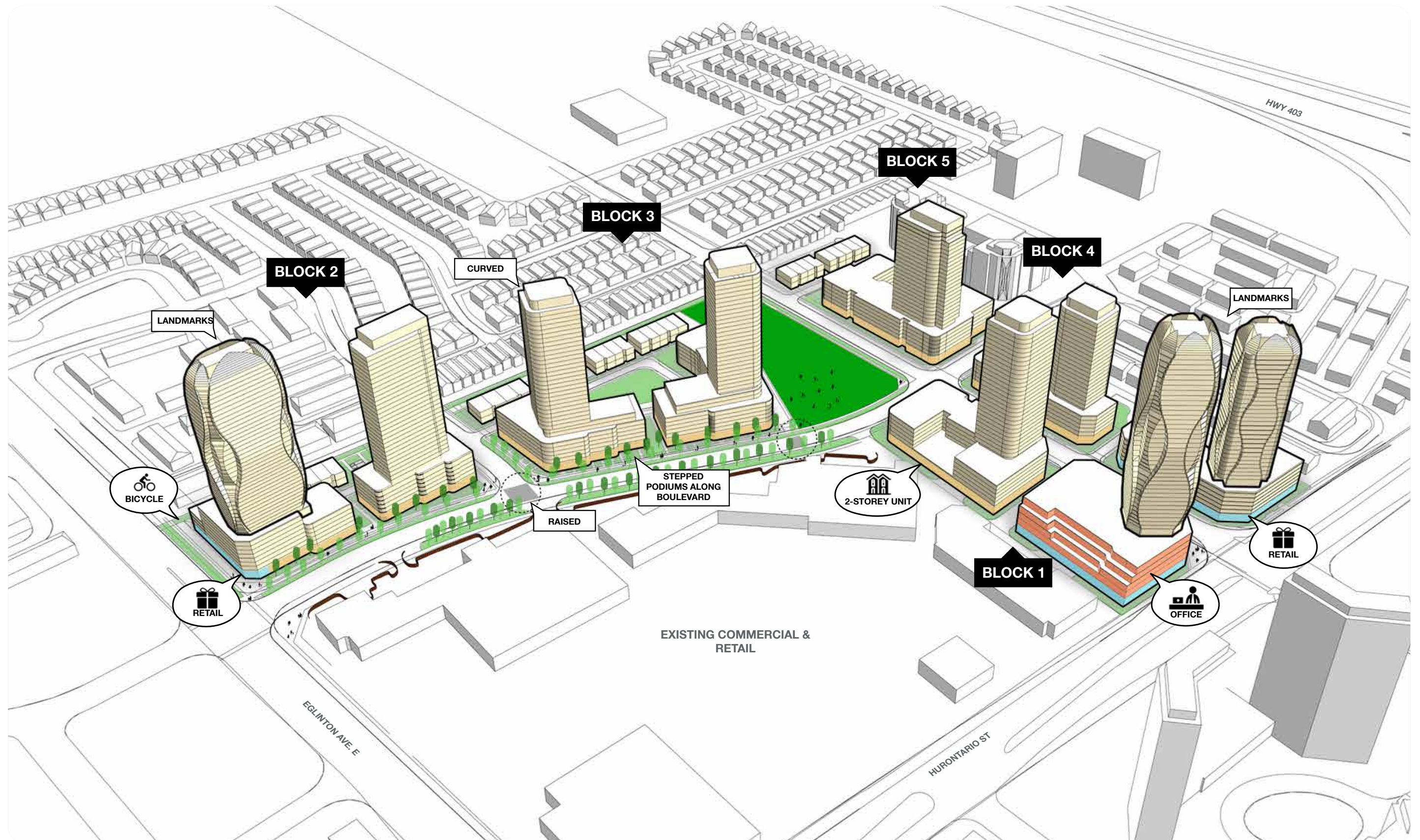


Figure 17 - Site Design Axonometric View Southeast (Prepared by: BDP Quadrangle)



Rendering - View from Eglinton Looking South Along Sorrento Drive (Prepared by: BDP Quadrangle)



Rendering - View from Acorn Place Looking North to Sorrento Drive (Prepared by: BDP Quadrangle)



Rednering - View Looking East from South Side of Elia Avenue (Prepared by: BDP Quadrangle)



Rednering - View of the Stacked Townhouses (Prepared by: BDP Quadrangle)

Block 1

Block 1 is located on the southern periphery of the commercial plaza, on the north side of Elia Avenue, and comprises of two buildings (Building A and Building B). Vehicular access to Block 1 is provided from Elia Avenue through a driveway, servicing both buildings.

Building A, with frontage on both Hurontario Street and Elia Avenue, is a 45-storey "Landmark tower" sitting atop a 5-storey podium that incorporates retail at-grade along Hurontario Street and office uses above grade within the podium (Floors 2-5). The podium steps down to a height of 2 storeys towards north. 706 square metres of indoor amenity space is provided on the 6th floor with direct access to 2,000 square metres of outdoor amenity spaces in the form of a rooftop terrace.

Building B is a 36-storey community tower sitting atop a 6-storey podium that steps down to 1-storey at rear, towards the commercial plaza. The podium incorporates 2-storey grade-related townhouse units along all edges, creating an active façade along the proposed sidewalks. All grade related units have direct access to the pedestrian sidewalk network. Building B introduces 528 square metres of indoor amenity space on the 7th floor with direct access to 2,800 square metres of associated outdoor amenity space in the form of a roof top terrace, located along the north face of the tower. An additional 938 square metres of outdoor amenity space is provided on the second floor.

Block 1 statistics are as follows:

Block 1 Area	13,095.5 SM
Gross Floor Area	
Non-residential	19,995.7 SM
Residential	73,652.9 SM
Total	93,648.6 SM
FSI	7.15
Building Height	
Building A	45 ST
Building B	36 ST
Number of Residential Units	1,000
Amenity Space	
Indoor	1,234.0 SM
Outdoor	4,800.0 SM
Total	6,034.0 SM
Total Vehicular Parking	1,365 spaces
Total Bicycle Parking	860 spaces

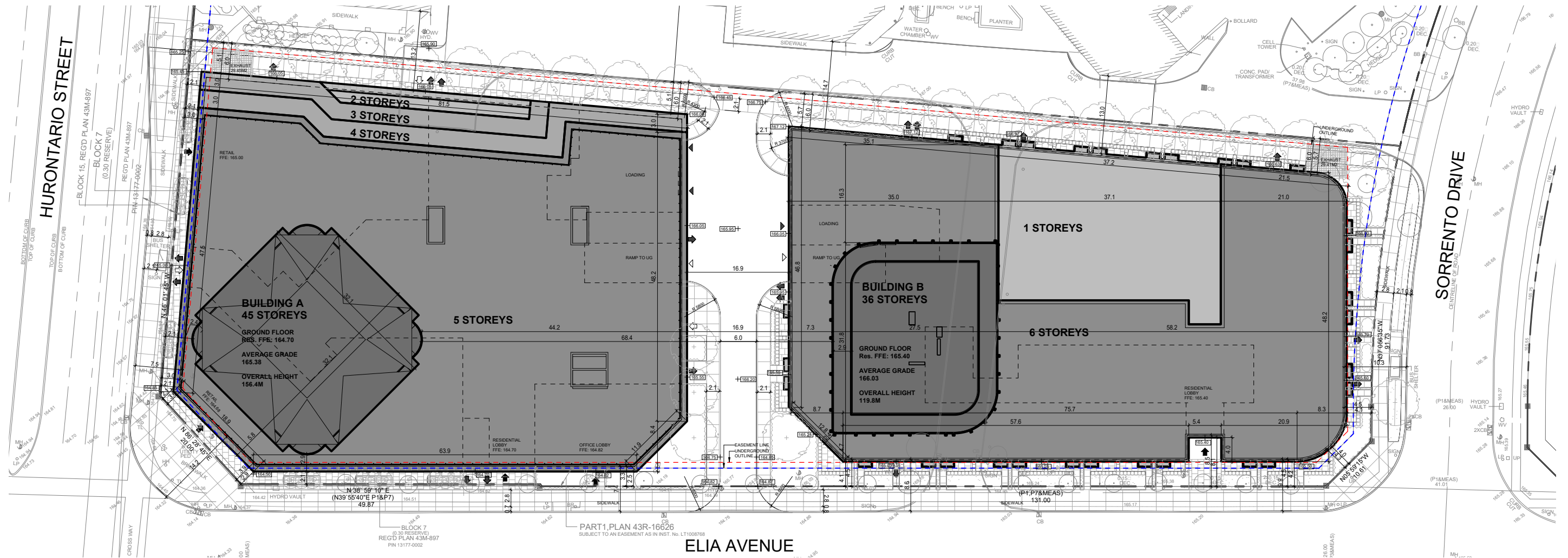


Figure 18 - Block 1 Site/Roof Plan (Prepared by: BDP Quadrangle)

Block 2

Block 2 is located on the southeast corner of Eglinton Avenue East and Sorrento Drive and comprises two towers and two townhouse blocks. Vehicular access to Block 2 is provided from Trudeau Avenue, through a shared driveway servicing the towers as well as the townhouse blocks. All grade related units are connected to the sidewalk network through the provision of walkways and midblock connections. In addition, Block 2 provides 50 square metres of shared at-grade open space.

Building A, with frontage on both Eglinton Avenue East and Sorrento Drive is a Landmark Tower acting as a gateway to the Subject Site. Building A is 42 storeys in height, and sits atop an 8-storey podium that steps down to 4 storeys along Eglinton Avenue East and towards the easterly portion of the block, adjacent to the low-rise neighbourhood, and to 6 storeys along Sorrento Drive. The podium is L-shaped and incorporates retail at grade along Eglinton Avenue East and 2-storey grade-related townhouse units along Sorrento Drive and the southern edge of the podium. Building A's 9th floor is entirely dedicated to amenity areas including 700 square metres of indoor amenity area and 836 square metres of outdoor amenity area located on the roof of the 8-storey element of the podium. Additional

amenity space is provided on the 7th floor, with 1,426 square metres of indoor amenity area on the southern face of the tower, and 614 square metres of outdoor amenity space, in form of a rooftop terrace.

Building B, with frontage on Sorrento Drive and Trudeau Avenue is a 36-storey community tower, sitting atop a 6-storey podium and is primarily residential. The podium incorporates 2-storey grade-related townhouse units along Sorrento Drive and Trudeau Avenue. Building B's 7th floor is entirely dedicated to amenity areas including 706 square metres of indoors amenity area, and a total of 795 square metres of outdoor amenity area located on both the north and the south side of the tower. An additional 650 square metres of indoor amenity space is provide on the 8th floor.

Two **townhouse** blocks, comprising 3-storey stacked, back-to-back townhouses (32 units in total), are located along the easterly edge of the block. All townhouse dwellings are well connected to the proposed pedestrian network through private walkways. A standalone structure is located between the two townhouse blocks and includes parking garage access stairs and an elevator.

Block 2 statistics are as follows:

Block 2 Area	13,053.5 SM
Gross Floor Area	
Non-residential	809.6 SM
Residential	73,193.9 SM
Total	74,003.5 SM
FSI	5.67
Building Height	
Building A	42 ST
Building B	36 ST
Townhouses	3 ST
Number of Residential Units	1,046
Amenity Space	
Indoor	3,482.0 SM
Outdoor	2,295.0 SM
Total	5,777.0 SM
Total Vehicular Parking	1,160 spaces
Total Bicycle Parking	830 spaces



Figure 19 - Block 2 Site/Roof Plan (Prepared by: BDP Quadrangle)

Block 3

Block 3 is located on the southeast corner of Sorrento Drive and Trudeau Avenue, and consists of two 36-storey community towers sitting atop 8-storeys podiums as well as four townhouse blocks on the easterly edge of the block. The buildings are organized to frame the central private courtyard that provides 260 square metres of shared at-grade outdoor amenity space. Furthermore, two stand-alone structures which include stairs to the underground parking, are located in the central courtyard. Additional outdoor amenity space is provided above the podiums of Building A and Building B, in the form of a rooftop terrace. In addition, all grade related units are connected to the sidewalk network through the provision of walkways and mid-block connections. Further, centrally located within the Subject Site, Block 3 will contain a 9,065 square metre public park with frontage onto Sorrento Drive and Elia Avenue

In **Building A**, the L-shaped podium is 8 storeys along Sorrento Drive, and steps down to 6 storey along Trudeau Avenue while incorporating 2-storey grade-related townhouse units along all edges. The 7th floor is entirely dedicated to

amenity space including 1,124 square metres of indoor amenity area and 1,398 square metres of outdoor amenity area.

In **Building B**, the L-shaped Podium is 8 storeys along Sorrento Drive, steps down to 6 storey along the proposed park's edge and further down to 5 storeys towards the townhouse blocks. The podium incorporates 2-storey grade-related townhouse units along all edges. The 7th floor is entirely dedicated to amenity space including 1,457 square metres of indoor amenity area and 1,626 square metres of outdoor amenity area.

Four blocks of **townhouse** dwellings, each comprising of sixteen 3-storey stacked, back-to-back units (64 units in total) are proposed on the easterly edge of the block providing transition to the low-rise dwellings to the east. A standalone structure is located halfway between the four townhouse blocks and includes parking garage access stairs and an elevator.

Block 3 statistics are as follows:

Block 3 Area	33,024.2 SM
Gross Floor Area	
Non-residential	0.0 SM
Residential	89,671.3 SM
Total	89,671.3 SM
FSI	3.74
Building Height	
Building A	36 ST
Building B	36 ST
Townhouses	3 ST
Number of Residential Units	1,111
Amenity Space	
Indoor	2,581.0 SM
Outdoor	3,284.0 SM
Total	5,865.0 SM
Total Vehicular Parking	1,200 spaces
Total Bicycle Parking	888 spaces

Block 4

Block 4 is located south of Elia Avenue, between Hurontario Street and Acorn Place, directly south of Block 1 and comprises of two buildings framing a private courtyard on the southerly edge of the block. Vehicular access to Block 1 is provided from Elia Avenue through a driveway, servicing both buildings. Additionally, all grade related units are connected to the sidewalk network through the provision of walkways.

Building A, with frontage on both Hurontario Street and Elia Avenue, is a 36-storey landmark tower sitting atop an L-shaped 6-storey podium that incorporates retail at-grade along both street frontages to animate the public realm. The 7th floor is entirely dedicated to amenity space including 689 square metres of indoor amenity area with direct access to 2,296 square metres of outdoor amenity spaces in form of a rooftop terrace.

Building B is a 30-storey community tower sitting atop an L-shaped 6-storey podium that incorporates 2-storey grade-related townhouse units along all edges, creating an active façade along the proposed sidewalks. All grade related units have direct access to the pedestrian sidewalk network. Building B introduces 521 square metres of indoor amenity space on the 7th floor with direct access to 2,600 square metres of associated outdoor amenity space in the form of a rooftop terrace.

Block 4 statistics are as follows:

Block 4 Area	14,396.3 SM
Gross Floor Area	
Non-residential	1,570.5 SM
Residential	72,332.3 SM
Total	73,902.8 SM
FSI	5.13
Building Height	
Building A	38 ST
Building B	32 ST
Number of Residential Units	974
Amenity Space	
Indoor	1,210.0 SM
Outdoor	4,896.0 SM
Total	6,106.0 SM
Total Vehicular Parking	1,099 spaces
Total Bicycle Parking	807 spaces

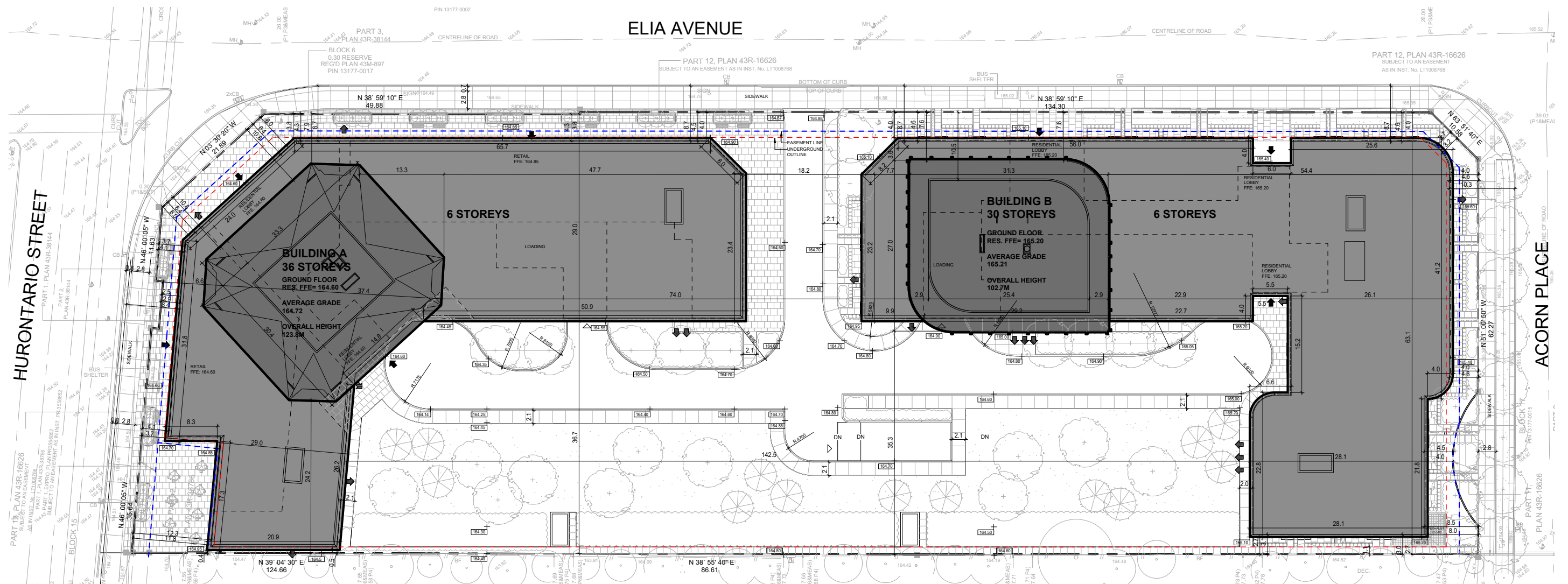


Figure 21 - Block 4 Site/Roof Plan (Prepared by: BDP Quadrangle)

Block 5

Block 5 is located south of Sorrento Drive and east of Acorn Place, south of the proposed public park. It comprises of a 28-storey Community Tower sitting atop a 6-storey podium and two townhouse blocks on the easterly edge of the block, providing transition to the low-rise dwellings to the east.

The C-shaped podium incorporates 2-storey grade-related townhouse units along all edges and encloses a private courtyard, located centrally on the east side of the building's pick up/drop off area. The 7th floor is entirely dedicated to amenity space including 702 square metres of indoor amenity area and 3,204 square metres of outdoor amenity area in form of a rooftop terrace.

Two townhouse blocks comprising six 3-storey stacked, back-to-back townhouses (24 units in total), are located along the easterly edge of the block. All townhouse dwellings are well connected to the proposed pedestrian network through walkways.

Block 5 statistics are as follows:

Block 5 Area	11,347.7 SM
Gross Floor Area	
Non-residential	00.0 SM
Residential	43,730.4 SM
Total	43,730.4 SM
FSI	3.85
Building Height	
Building A	38 ST
Townhouses	3 ST
Number of Residential Units	559
Amenity Space	
Indoor	702.0 SM
Outdoor	3,204.0 SM
Total	3,906.0 SM
Total Vehicular Parking	605 spaces
Total Bicycle Parking	445 spaces

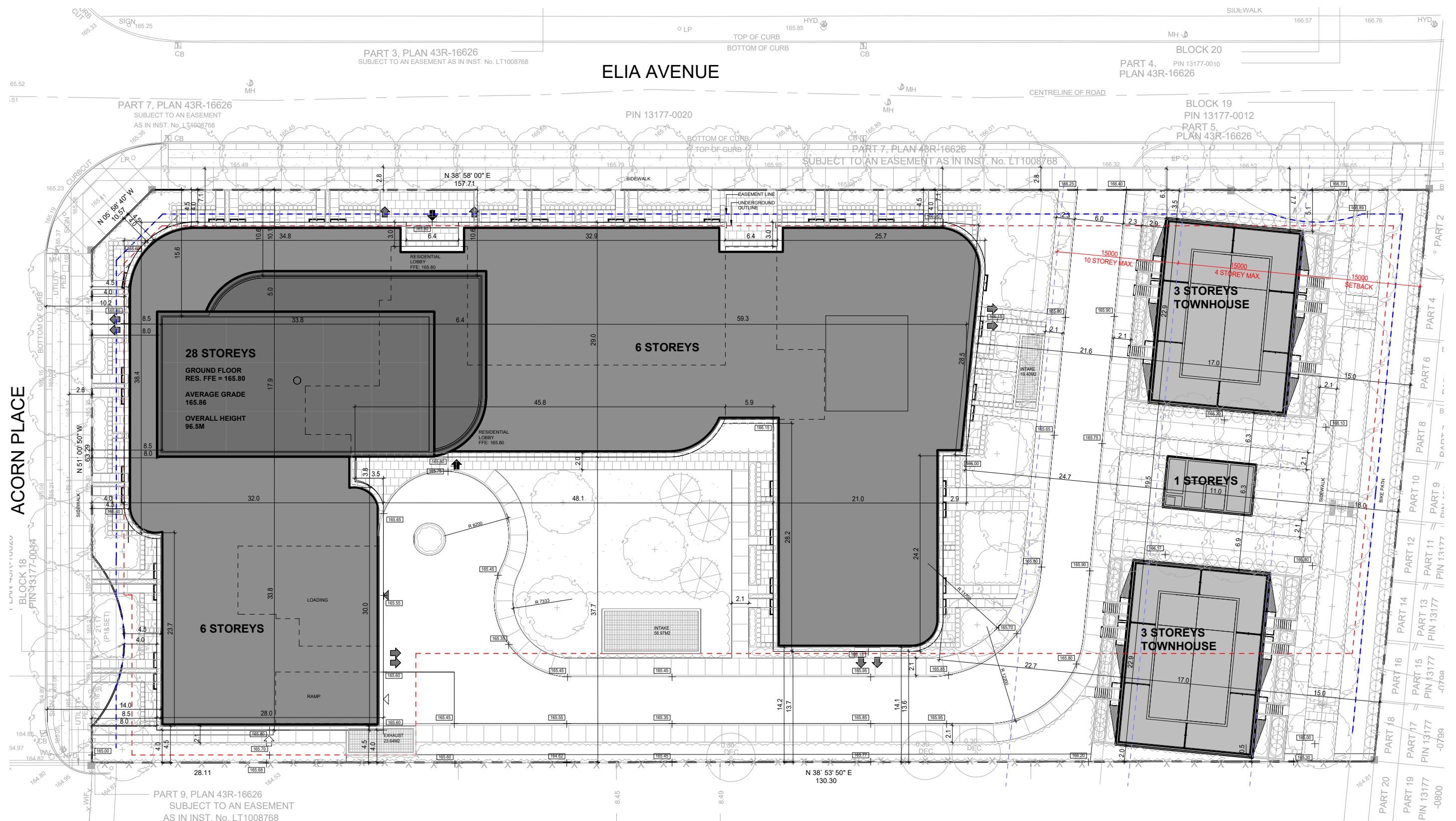
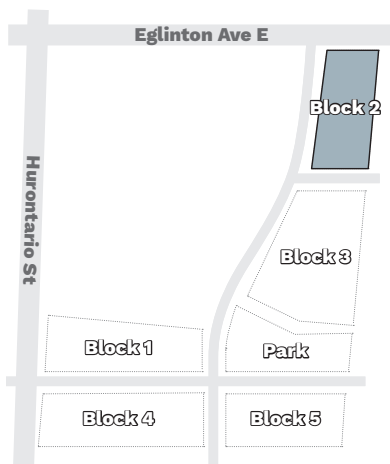


Figure 22 - Block 5 Site/Roof Plan (Prepared by: BDP Quadrangle)

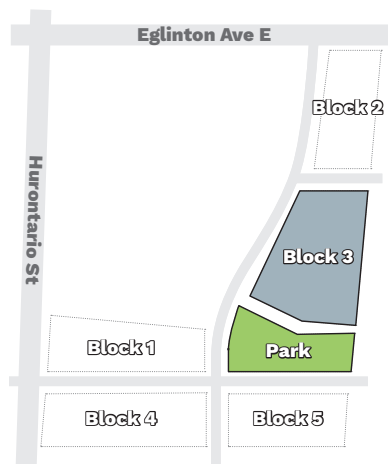
4.3 Phasing

A phasing strategy has been developed to ensure orderly development on the subject site. The first phase of the development starts with Block 2, along Eglinton Avenue East where most of the recent development activity in the area is concentrated and continues south and west with the blocks along Sorrento Drive and Elia Avenue, and ends with Block 1 along Hurontario Street. Following the development of Block 2, the second phase of development would be Block 3, including the public park, which would serve the residents while the remainder of the development is constructed. An overview of the phasing is provided below.

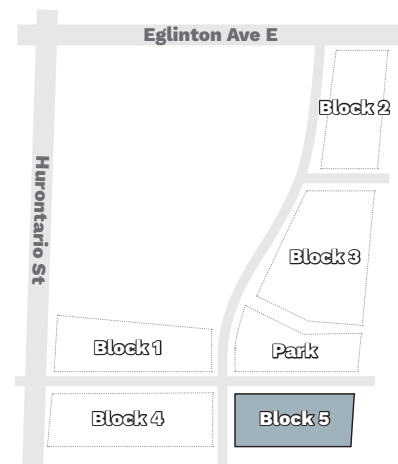
Phase 1: Block 2



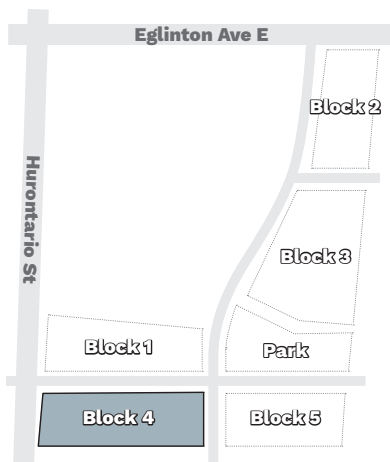
Phase 2: Block 3



Phase 3: Block 5



Phase 4: Block 4



Phase 5: Block 1

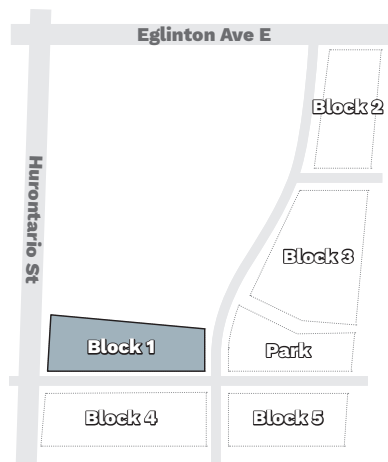





Figure 23 - Phasing Plan (Prepared by: BDP Quadrangle)



Site Planning Strategies & Urban Design Guidelines



From an urban design perspective, the Proposal will improve and urbanize the Subject Site which is currently underutilized and undeveloped. The introduction of the Proposal would be a high-quality addition to the area that is consistent with the City's Official Plan built form policies and urban design guidelines and standards.

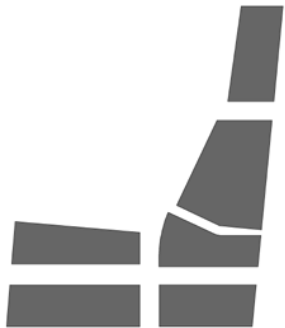
The City's applicable urban design policies and guidelines share the objective of creating healthy, liveable and vibrant mixed-use communities while protecting the stability and integrity of adjacent neighbourhoods. In that respect, the Proposal has been designed in a context-sensitive manner, having a strong consideration for transition through spatial separation and diminishing building scale.

The architecture and urban design proposed for the Subject Site will establish a significant benchmark for the Uptown Node in Mississauga area which is already experiencing revitalization and redevelopment, specifically in the vicinity of the Hurontario-Eglinton intersection. To that end, the proposed towers and integrated podium elements have been designed with a high degree of articulation. The expression of the mid-rise podium elements provides architectural interest from the public realm, framing the public streets with good proportion, while the towers make an appropriate contribution to the quality and character of the Mississauga skyline. The network of proposed open spaces add to the vitality of the area and contribute to a pattern of development that could continue throughout the Comprehensive Master Plan area in the future.

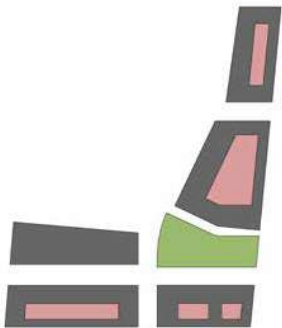
5.1 Site Organization

The proposed community will be transit-supportive and open-space focused, including a network of connecting public streets, private driveways and pedestrian/cycling paths and connections, which define blocks and support a variety of built form and housing types. The street network will include pedestrian mid-block connections, providing access to courtyards internal to the development blocks, in addition to crossings at intersections.

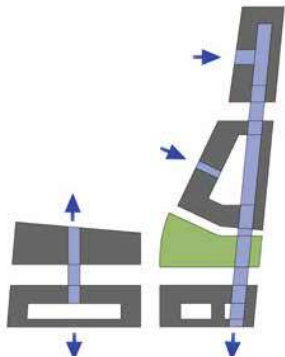
The site organization is predicated on six design cues:



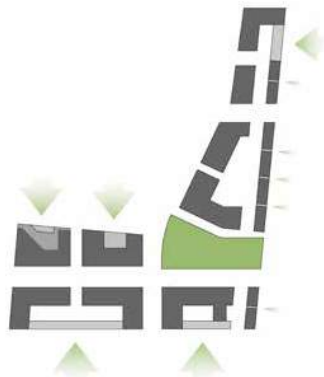
1. Separation of the Subject Site into blocks: Five separate blocks to be constructed in different phases, with lands strategically identified for public open space.



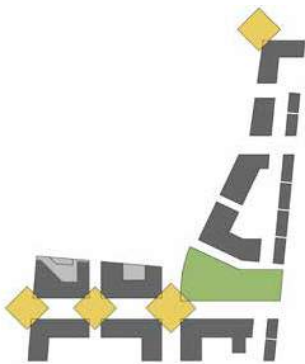
2. Internal courtyards: Courtyards are located throughout the Subject Site, internal to each block.



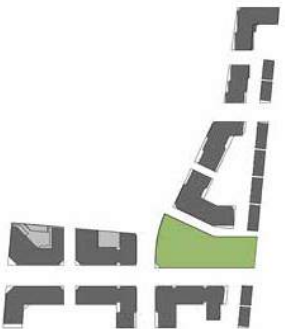
3. Access to courtyards: Mid-block connections established to provide a clear relationship between courtyards from block to block, as well as to the public realm along public streets.



4. Connection to neighbourhood: Introduction and careful siting of courtyards and townhouses open up to surrounding neighbourhood and future developments.



5. Gathering spaces: High traffic areas within the site grant opportunities for gathering spaces. Squares facing main streets act as invitations, while interior squares are for gathering.



6. Sanding the edges: Refinement of block edges to ensure a more coherent design language for the master plan of the site.

Diagrams Prepared by: BDP Quadrangle

Streets

In general, Sorrento Drive acts as a primary organizational feature and the central north-south spine across the larger Comprehensive Master Plan area, connecting with Acorn Place at the southern limit of the Subject Site. An existing grid network is established with east-west streets Trudeau Avenue and Elia Avenue, which divide and organize the Subject Site into a walkable, connected street system that extends into the adjacent neighbourhood to ensure connectivity.

The existing street network running through the Subject Site provides for efficient and effective north-south and east-west access across the site, and as such, no new public streets are proposed as part of the redevelopment application of Blocks 1 through 5. The future potential westward extension of Trudeau Avenue across the Comprehensive Master Plan area would allow for a logical expansion of the street network, providing an additional connection to Hurontario Street west of the existing commercial/retail lands.

Private driveway access is proposed at all development blocks within the Subject Site, each with access from either Elia Avenue or Trudeau Avenue. To internalize traffic movements within the blocks and minimize potential conflicts with pedestrians, no driveway access is provided from Sorrento Drive, Hurontario Street or Eglinton Avenue East. To that end, shared access into blocks is proposed to minimize curb cuts and interaction between vehicles and pedestrians.

A network of mid-block connections throughout the area complements and extends the street network, improving access to transit facilities, parks and open spaces. These will be designed as a series of pedestrian-scaled walkways to break up larger blocks. These linkages will complete the network of streets and blocks throughout the Subject Site.

Guidelines:

1. Establish a safe and comfortable street and pedestrian network consisting of streets, shared driveways and pedestrian connections to create appropriately scaled development blocks and encourage walkability throughout the Subject Site and the Comprehensive Master Plan area.
2. All streets and internal driveways should be designed with generous sidewalk zones to accommodate elements such as street trees and landscaping, pedestrian clearway, and other amenities such as outdoor patios, seating, lighting, and bicycle parking where appropriate.
3. The location of streets should extend logically through the Subject Site and into adjacent areas (i.e. the Comprehensive Master Plan area), connecting directly with transit stops, paths, public sidewalks, community amenities, parks and open spaces.
4. Wherever possible, create mid-block connections and pedestrian paths to increase porosity across the Subject Site.
5. Mid-block connections should be clearly visible from and directly connected to public sidewalks. Landscaping should buffer either side of the pathway from adjacent buildings and uses as appropriate. Blank walls fronting onto mid-block connections are discouraged, whereas active frontages should address proposed mid-block connections.

Blocks

Following the existing street network, the Subject Site has been divided into five development blocks that create positive relationships with the existing and planned surrounding context and support the cohesive, phased redevelopment of the entire Comprehensive Master Plan area. Blocks 1 through 5 provide permeability for pedestrians, cyclists and vehicles and support a connected and continuous street network. Larger blocks have been designed to provide public access between buildings through the introduction of landscaped mid-block connections.

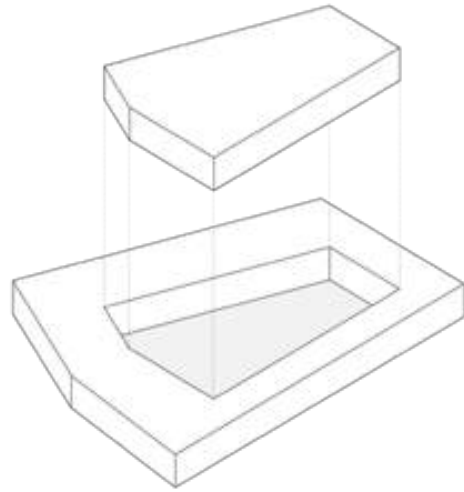
Located along Hurontario Street, Blocks 1 and 4 act as gateways into the Subject Site for both north- and south-bound traffic traveling along Hurontario Street, flanking Elia Avenue. Both blocks are rectilinear in shape and bisected with proposed north-south entrance driveways from Elia Avenue. Block 1 backs onto the existing commercial plaza to the north, while Block 4 backs onto an existing townhouse complex to the south.

Curving south from Eglinton Avenue East, Sorrento Drive provides for the undulating shape of Blocks 2 and 3, connecting to Acorn Place south of Elia Avenue. Both Blocks 2 and 3 introduce north-south driveways off Trudeau Avenue, and back onto existing low-rise residential uses to the east. Southeast of the intersection of Elia Avenue and Sorrento Drive, the smallest of the blocks, Block 5, backs onto existing mid-rise development to the south and low-rise residential uses to the east.

The strategic location of the proposed blocks, and the programming of the blocks, provides for the logical extension of streets to shape future blocks in the redevelopment of the adjacent commercial plaza comprising the remainder of the Comprehensive Master Plan area. It is anticipated that the commercial plaza northwest of the Subject Site could be redeveloped in a manner that responds appropriately to its prominent location at the intersection of Hurontario and Eglinton while still fitting into the street and block network established through the redevelopment of the Subject Site.

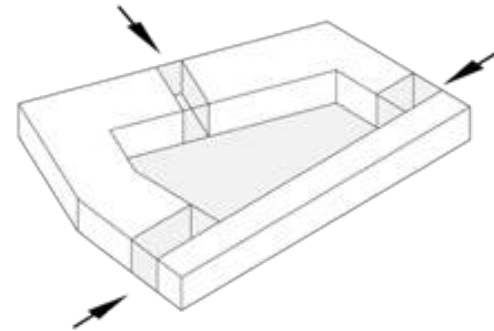
Guidelines:

1. Larger blocks should be broken up with new public and private streets and/or driveways, as well as mid-block connections to improve pedestrian circulation. New streets and/or driveways should align with existing streets wherever possible for continuity of movement.
2. Blocks should provide publicly accessible internal courtyard spaces. These spaces should be framed appropriately by built form, through both spatial separation and scale of adjacent massing.
3. Visual and physical connections across blocks should be incorporated through mid-block connections and pedestrian pathways at strategic locations.



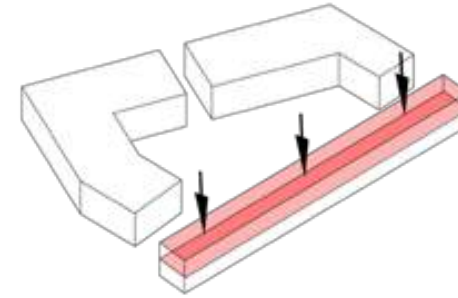
1. COURTYARD CARVED OUT

Massing carved to fit block, and well as courtyard.



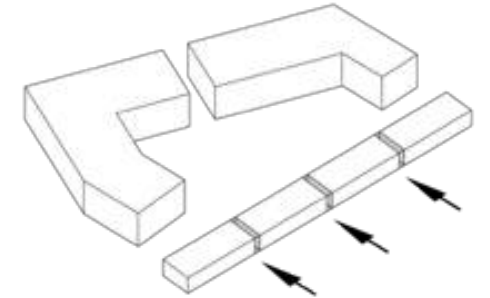
2. ACCESS TO COURTYARD

Massing is further cut for public access.



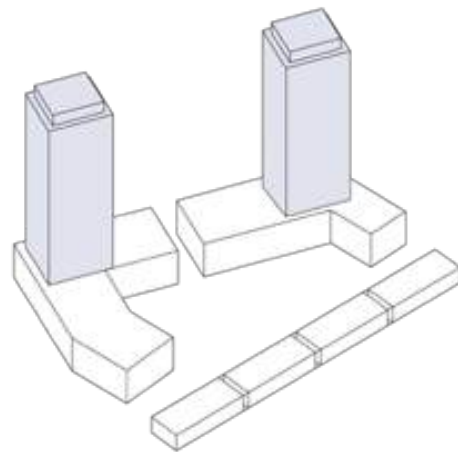
3. TOWNHOUSE MASS DETACHED

Townhouses are detached from overall podium while still maintaining internal courtyard. As well, height is reduced to create a transitions to the adjacent residential neighbourhood.



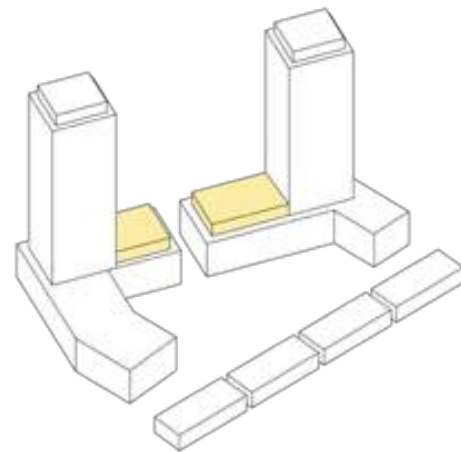
4. SEPARATE TOWNHOUSES

The townhouses are separated into smaller blocks.



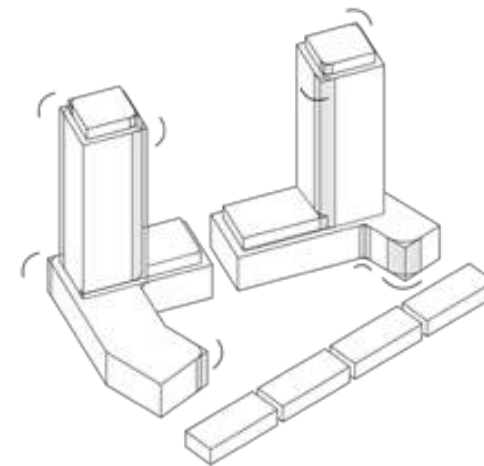
5. TOWER PLACEMENT

Residential towers are located specifically for views.



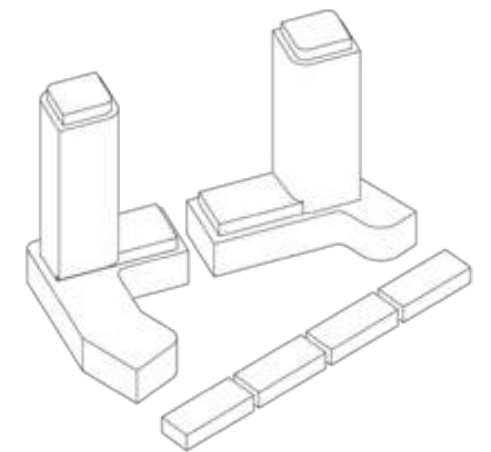
6. AMENITY SPACES

Special amenity spaces are located above the podium.



7. CURVED DEFINITIONS

Edges are sanded to create a calming, domestic effect.



7. FINAL MASSING

Figure 24 - Block 3 Development Design Process (Prepared by: BDP Quadrangle)

5.2 Land Uses

A combination of land uses strategically located across the Subject Site are proposed in order to redevelop the Comprehensive Master Plan area as a true mixed-use community.

Organized to maximize arterial street frontage along Eglinton Avenue East and Hurontario Street and proximity to transit, grade-related retail and mid-rise office uses are situated at the gateways to the Subject Site within Landmark Towers. More specifically, retail uses occupy the ground floor of Building A in Block 2, facing Eglinton Avenue East, in addition to the ground floor of Building A in Block 1 and Building A in Block 4, both facing Hurontario Street with additional frontage along Elia Avenue. Office uses are proposed to occupy Floors 2 through 6 of Building A in Block 1 where the proposed floor plate sizes appropriately accommodate non-residential uses.

Internal to the Subject Site (i.e. away from Eglinton Avenue East and Hurontario Street) are residential uses only, with the exception of the proposed public park. Within each development block, grade-related residential units line the public streets and mid-block connections (where provided), and low-rise residential townhouse units flank the eastern edge of the Subject Site. Above grade, other than the office uses described in Block 1, all base buildings and towers in each development block are proposed to be occupied by residential uses.

In addition to enhancing the broader surrounding community, the proposed non-residential and park uses are intended to be supportive of the future residents of the proposed redevelopment of the Subject Site, providing opportunities for entertainment, recreation and employment within walking distance from one's place of residence. The intentional organization of highly public, non-residential uses along major arterial routes, transitioning eastward, both in scale and in use type, provides an appropriate shift in land use toward the existing low-rise residential neighbourhood east of the Subject Site.

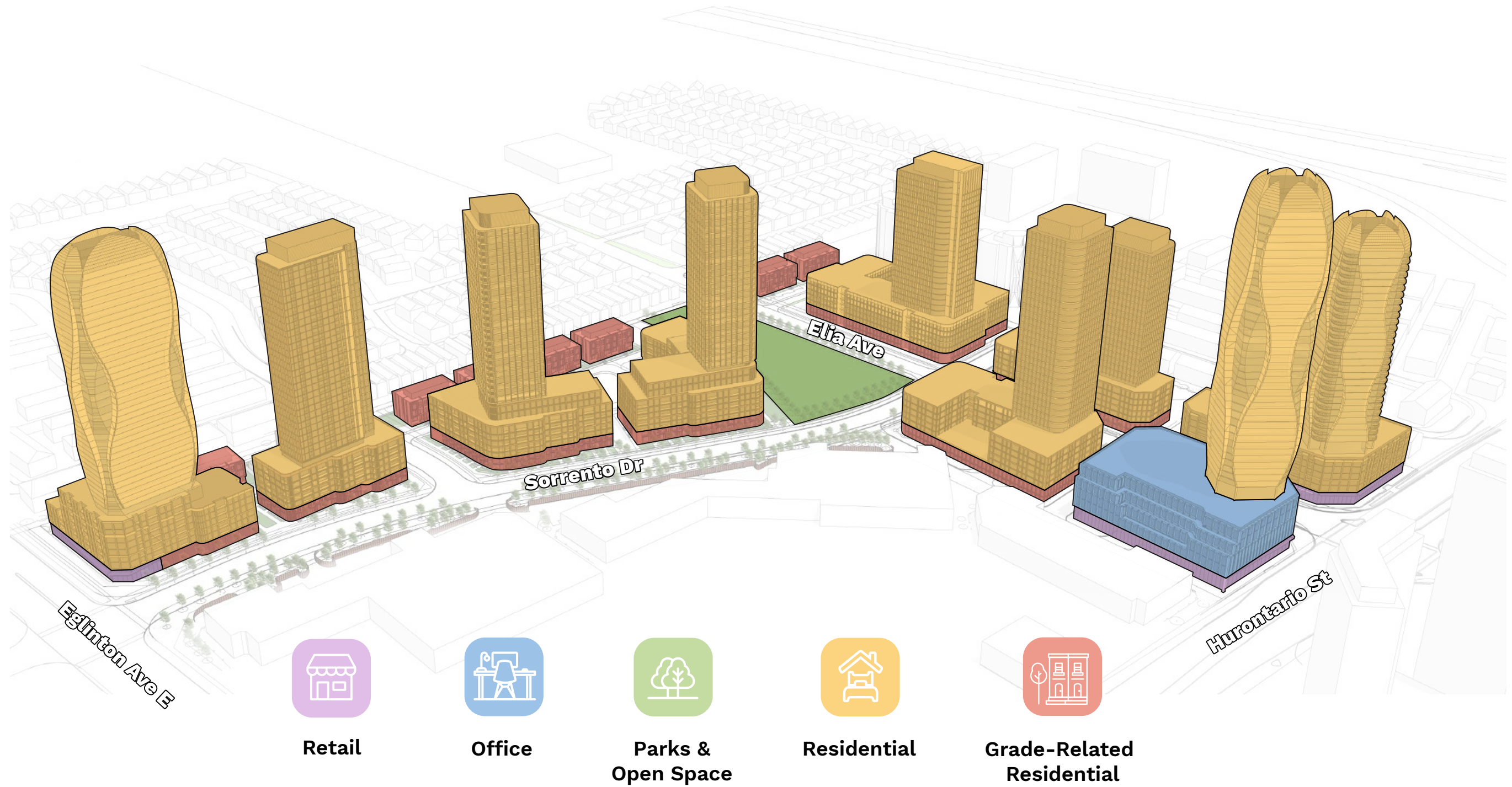


Figure 25 - Proposed Land Use Axonometric Diagram

5.3 Building Typologies and Forms

A variety of built form and housing types are incorporated into the Proposal, in a logical strategic sequence that should inform the potential future build out of the larger Comprehensive Master Plan area. The proposed buildings fit well into the overall built form context of the surrounding area and add interest to the changing skyline within this portion of the city.

As demonstrated in the proposed site layout, tall buildings are appropriately located along Sorrento Drive (and Acorn Place south of Elia Avenue), the central north-south spine of the Subject Site. As part of the Proposal, tall buildings are also appropriately located along both Hurontario Street and Eglinton Avenue East, acting as Landmark Towers and gateway markers into the Subject Site. Where other tall buildings are proposed (i.e. Blocks 1 and 4, internal to the Subject Site), adequate separation distance to adjacent buildings and appropriate transition to low-rise residential areas have been achieved.

Blocks 1 and 4 are comprised of mixed-use tower forms atop mid-rise base building elements. In both Blocks, grade-related residential townhouse units are incorporated along street frontages in each Building B. Tower heights in these Blocks are tallest adjacent to Hurontario Street, decreasing in height in an easterly manner.

Blocks 2, 3 and 5 also all include tower forms atop mid-rise base building elements, however only the Building A in Block 2 will be mixed in use, whereas the remainder of the towers in Blocks 2, 3 and 5 will be residential in nature. As in Blocks 1 and 4 where base buildings are lined with grade-related residential townhouse units along street frontages, the same unit-grade relationship is proposed within Blocks 2, 3 and 5. Additionally within these Blocks, 3-storey stacked, back-to-back townhouse blocks are proposed along the eastern edge of the Subject Site. Ranging from 12 to 16 units per block, a total of 120 grade-related units are proposed within these townhouse blocks, providing passive overlook to and further activating the proposed pedestrian/cycling path, as well as the private driveways internal to Blocks 2, 3 and 5.

Guidelines:

1. Base building elements should be mid-rise in height, depending on the building's location and the width of the right-of-way onto which the building fronts.
2. A minimum 4.5 metre ground floor height should be included where possible for retail uses, building lobbies and indoor amenity spaces.
3. A minimum 3.0 metre ground floor height will be required for residential and townhouse uses.

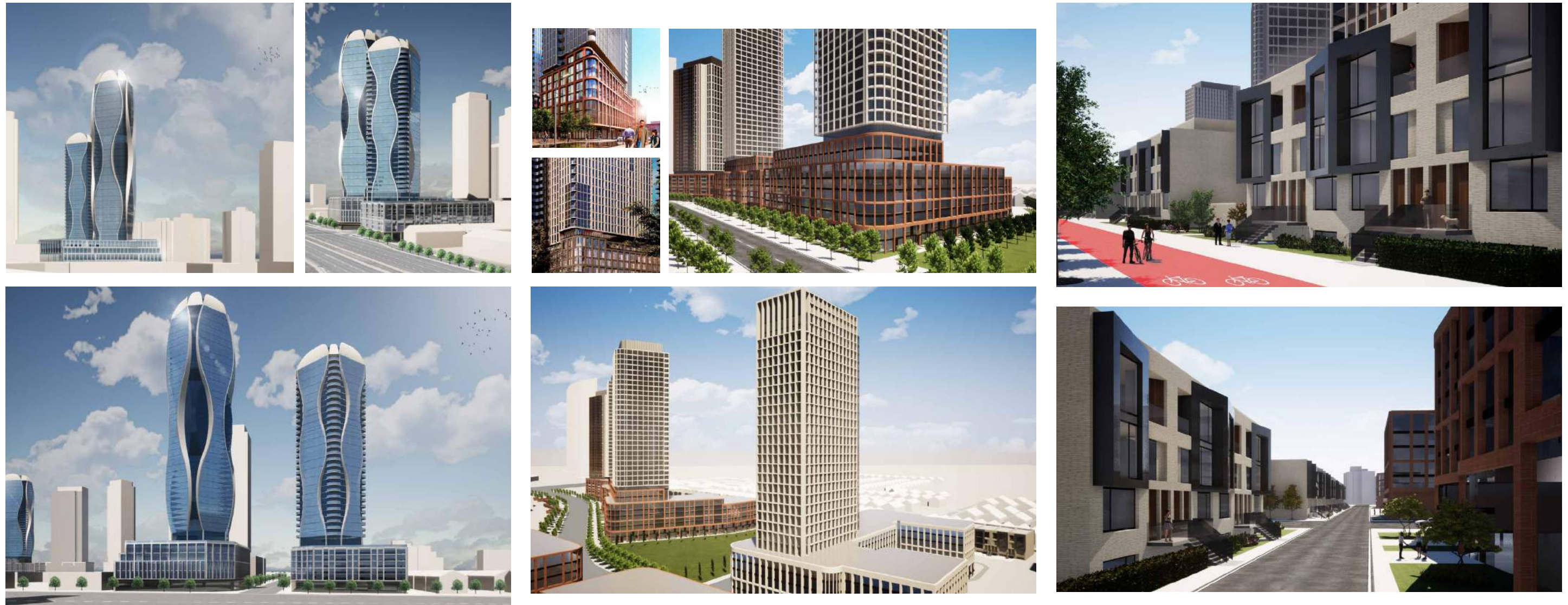


Figure 26 - Built Form Types: Landmark Towers, Community Towers and Townhouse Blocks (Prepared by: BDP Quadrangle)

5.4 Siting and Building Setbacks

Through building heights, stepbacks and setbacks, development within the Subject Site has been strategically designed to facilitate comfortable pedestrian use and circulation within the public realm and frame streets at an appropriate scale, having regard for the surrounding context. Buildings are proposed to be sufficiently set back from streets, parks and open spaces to provide room for pedestrian amenity and landscape character within the public realm. Proposed tall buildings are separated from one another by more than 30 metres to provide adequate access to sunlight and sky view from the public realm and from adjacent properties, while also limiting impacts on these areas. To that end, buildings have been massed to minimize shadow impacts on adjacent streets, sidewalks and parks and mitigate wind impacts on these areas as well.

The siting of buildings is intended to activate proposed pedestrian routes and reinforce existing ones. Proposed buildings have been placed along street frontages to establish a strong street edge condition and to create pedestrian-scaled public and semi-public spaces. As such, buildings will provide direct access to pedestrians from public streets and/or private driveways.

Having regard for the low-rise residential neighbourhoods in the vicinity of the Subject Site, considerations have been made through the siting of tall buildings to limit impacts on these areas. The siting of buildings is predicated on the ability to achieve an appropriate built form separation and transition to adjacent low-rise residential areas, as described in greater detail in Section 5.5 below, and to minimize shadow and wind impacts on such areas.

Through its overall design, the siting of buildings in Phases 1 through 5 supports the overall build out of the Comprehensive Master Plan area, providing an urban design language, pattern and logical sequencing that can be implemented in future phases of redevelopment.

Guidelines:

1. Buildings should be designed, sited and landscaped with setbacks and other open spaces so as to create places for pedestrians to linger and add to the vitality of the streetscape.
2. Buildings should front onto a street with generally consistent setbacks.
3. Primary entrances to all buildings should be clearly visible and directly accessible from the sidewalk.
4. Ground floor uses should animate the public realm and no blank walls are to be proposed.
5. Base building elements should generally be oriented and parallel to the adjacent public street and massed respecting a pedestrian-scaled environment.
6. Notwithstanding applicable policy, new tall or mid-rise buildings should be set back from public and private streets by approximately 4 to 5 metres, unless otherwise specified.
7. Tall buildings should be separated from one another by at minimum 30 metres.
8. A minimum of 15.0 metres should be provided between a tower and a rear or side property line or the centerline of an adjacent right-of-way.
9. A minimum of 11 metres should be provided between primary windows of podium base buildings or mid-rise buildings.
10. A minimum 3-metre stepback should be applied to a tower above a podium base building.
11. Stepbacks within a podium base building should be considered to mitigate height and create comfortable conditions for pedestrians within the public realm.
12. Mid-rise base building elements should allow for adequately limited shadowing onto the opposite sidewalk from March 21st to September 21st.



Figure 27 - Tower Separation and Setbacks

5.5 Built Form Transition

The Proposal for the Subject Site will include varying building types and heights that respond to a number of issues relating to the physical limitations of the site and surrounding area.

The overall built form strategy, intended to inform development across the Comprehensive Master Plan area, is to provide for a gradual stepping of height and scale from a height peak at the gateway entrances from arterial roads into the Subject Site. Heights will step down substantially as buildings approach the low-rise residential neighbourhood surrounding the Subject Site. Buildings are located and massed to ensure compatible scale relationships and appropriate separation distances, as well as appropriate framing of the streets. Adequate access for sunlight on parks and open spaces will be preserved.

In this regard, the tallest buildings heights proposed are 45 storeys (i.e. Block 1 Building A) and 42 storeys (i.e. Block 2 Building A), the former situated at the northeast corner of the Hurontario-Elia intersection and the latter at the southeast corner of the Eglinton-Sorrento intersection. In addition to their increased height, each of these buildings has also been treated with an enhanced architectural language to signify their importance as Landmark Towers within the Subject Site. Moving southeast from Building A in Block 1, tower heights step down to 36- and 30-storeys west of Sorrento Drive/Acorn Place and 28-storeys east of Sorrento Drive/Acorn Place (i.e. Block 5 Building A). Moving south from Building A in Block 2, tower heights decrease to 36-storeys north of the public park (i.e. Block 3 Building B).

In an effort to ensure that an appropriate built form transition could be achieved in the area immediately adjacent to the low-rise residential area to the east, parameters for spatial separation and height limitations were considered when developing the massing strategy for the Subject Site. For example, a 15-metre east setback from the property line to all new buildings was incorporated into the site plan. From that point, an additional 15-metre setback was incorporated

within which a 4-storey height limit would be in place. Finally, subsequent to that setback, an additional 15-metre setback was incorporated within which a 10-storey height limit would be in place. This maintains that, within 45 metres of the eastern edge of the Subject Site, no built form would be in excess of 10-storeys in height. As demonstrated by the proposed design, within this 45-metre setback, no building is proposed to be taller than 8-storeys in height. Three-storey townhouse blocks provide a comparable and complementary low-rise scale along the eastern edge of the Subject Site, further west of which, base building elements are proposed at 5- to 6-storeys, except for those immediately fronting along Eglinton Avenue East where the proposed podium height steps from 4- to 8-storeys.

Guidelines:

1. In the Comprehensive Master Plan area, tallest proposed building heights should be located closest to the intersection of Hurontario Street and Eglinton Avenue East, fronting major arterial roads, and providing considerable separation distance to adjacent areas of lower density.
2. Tall building impacts on surrounding low-rise residential areas should be mitigated through the siting and massing of tower elements. On the Subject Site, tall buildings, up to a height of 45 storeys, should be appropriately massed to be distinct from its associated base building, and should be located and sited to provide appropriate transition to nearby low-rise areas.
3. Base building elements should be no taller than 6 to 8 storeys in height, depending on the building's location and the width of the right-of-way onto which the building fronts.
4. Low-rise buildings are permitted in all the same areas as other buildings but are particularly encouraged in the easterly portion of the Subject Site area where they serve as an important transition in scale down to the adjacent existing residential community.



SITE SECTION A



SITE SECTION B



Figure 28 - Annotated Site Sections (Prepared by: BDP Quadrangle)

5.6 Street Facades

At the core of the urban design strategies for the Subject Site is creating visual interest within the public realm. Pedestrians predominantly engage with buildings at grade, and the treatment of a building's lower floors and landscape is critical to how it is experienced. While mid-rise buildings and tall building podiums may vary in height, both can potentially appear as long and continuous, depending on site frontage conditions. The articulation of these facades at the base of a building is an important aspect to be considered in creating a coherent and vibrant community. Throughout the Subject Site, the first two storeys should be designed at an especially high standard.

Facades of mid-rise building elements, such as the podium base of tall buildings, should be composed of a rhythm of vertical articulations and/or shifting materials, introducing a controlled variety. Horizontal articulation should be used to distinguish between storeys. Ultimately, the two will create a grid, or series of grids, that will add definition to the façade and prevent monotony across the building facade.

Building materials should range from masonry, stone, precast concrete, metal paneling, to glass and vary in a complementary manner from one building to another throughout the Subject Site and larger Comprehensive Master Plan area.

Throughout the Subject Site, building facades have been designed to achieve visual interest along the street facade by:

- Creating a style and rhythm of consistent architectural elements;
- Varying complementary architectural materials and textures;
- Breaking up and/or articulating overly long wall portions; and
- Incorporating glazed area along the streetwall to promote transparency and visibility.

In order to ensure a vibrant, pedestrian-friendly environment along streets and open spaces, active grade-related uses are proposed throughout the Subject Site. Uses such as retail, lobbies, grade-related residential units with active doors and patios, or amenity spaces will animate the pedestrian realm and provide eyes on the street, generally improving safety as well.

Two different types of ground floor active edges are incorporated into the proposed site design:

1. Active edges primarily comprising retail uses. These may also include office and residential lobbies, as well as residential amenity areas, if visible through transparent glazing.
2. Active edges primarily comprising grade-related residential units. These may also include associated proposed outdoor patio spaces adjacent to the public realm.

Guidelines:

1. For the Comprehensive Master Plan area, the following guidelines should apply to the first type of active edges identified above:
 - a. Grade-related uses of this type should be included along most of the street frontage along Hurontario Street and Eglinton Avenue East, as well as at new and existing public streets intersecting with these streets.
 - b. Private vehicular drop-offs and driveways to development blocks should be located away from these edges where possible.
 - c. Where residential and/or office lobbies front onto streets, adequate space should be provided for a landscaped entrance area. A paved walkway leading from the public sidewalk should be included, and awnings or canopies of an appropriate depth should be provided at lobby entrances for pedestrian weather protection.
 - d. Where retail entrances front onto public streets, ample space should be provided, with features such as planters and/or seating areas. Retail entrances should incorporate awnings or canopies of an appropriate depth for pedestrian weather protection.
2. For the Comprehensive Master Plan area, the following guidelines should apply to the second type of active edges identified above:
 - a. Where ground floor residential uses front onto public streets or walkways, sufficient setbacks for features such as landscaping, porches or patios should be provided. A balance should be struck between ensuring privacy and engagement with the public realm.
 - b. Where ground floor residential uses front onto a private road or mid-block connection, a minimum 2.0-metre setback should be incorporated, unless otherwise specified, to accommodate features such as private patios, porches and buffer plantings.
 - c. Where ground floor residential uses front onto a park or open space, a minimum 4.0- to 5.0-metre setback should be incorporated as a transition area which may be used to accommodate features such as private patios, porches and buffer plantings. Additionally, a minimum 10- to 12-metre setback from the edge of the park boundary should be provided to accommodate landscaping and common pedestrian clearways and to ensure an appropriate transition from public to private uses.

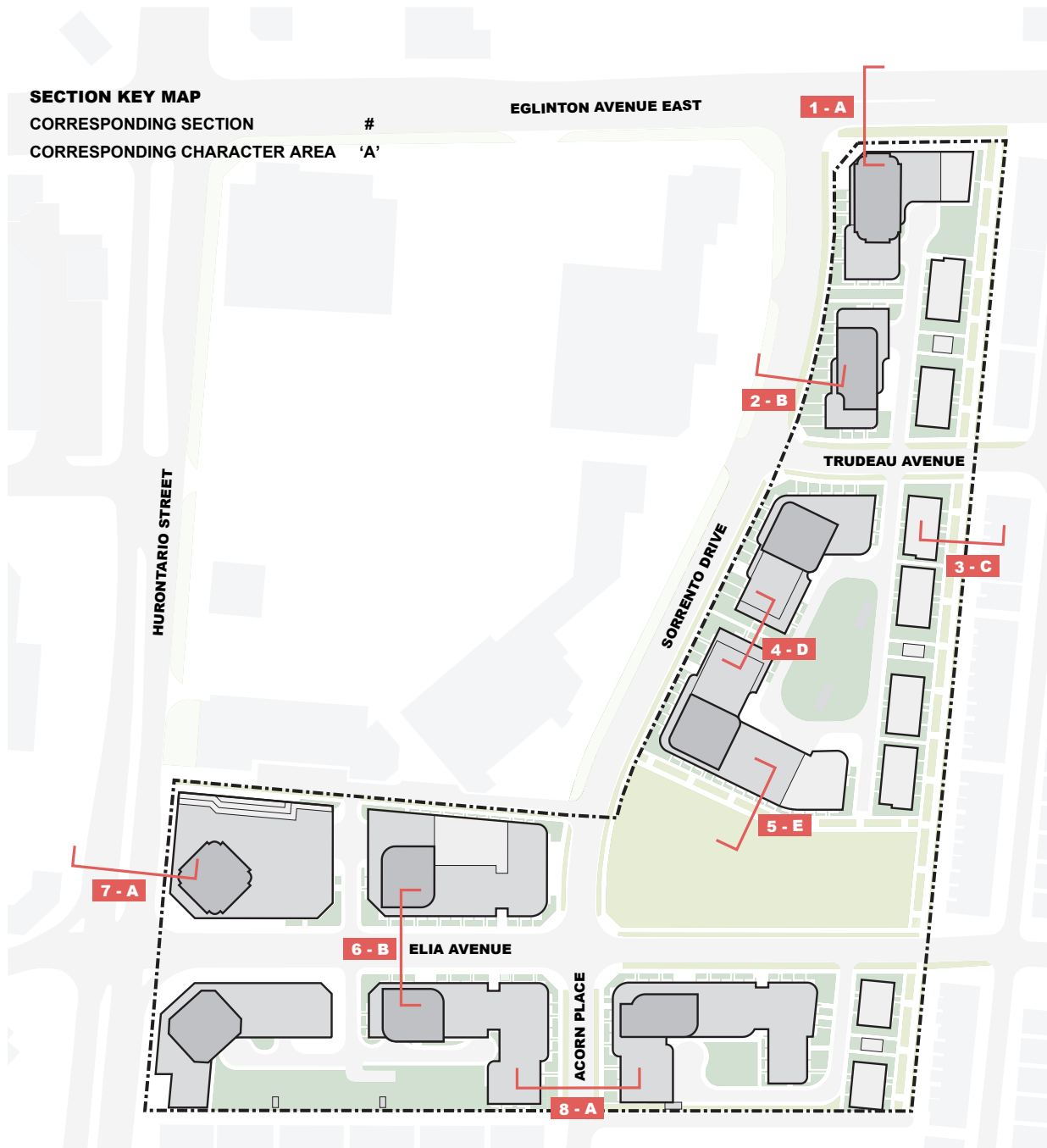
With respect to the Proposal, the highly transparent building facades lining the street edge at retail and lobby spaces provide views into active edges, while also allowing for passive observation of the streetscape from the building interior. To that end, no blank walls are proposed along street facades. Where grade-related uses are more private in nature, for example at residential townhouse units, the proposed setbacks from the public realm are generous in width to accommodate private patios leading to units, as well as space for landscaping and privacy screening where appropriate. Where the townhouse blocks along the eastern edge of the Subject Site are proposed to face the multi-use pedestrian/cycling pathway, appropriate spacing and landscaping are proposed to ensure a separation between public and private uses while allowing each space to add activity and visual interest for pedestrians and residents.

Overall, the variations in street facades proposed across the Subject Site demonstrate a high regard for the pedestrian-oriented nature of the proposed public realm. To that end, the design and typical characteristics of the various proposed street facades introduce an appropriate design language to carry forward in the future buildout of the Comprehensive Master Plan area at large.

Character Areas

With a variety of built forms interacting with varied degrees of public and private nature at grade, a number of edge conditions have been thoughtfully considered to illustrate the proposed development on the Subject Site and guide the future development in the Comprehensive Master Plan area. Demonstrating areas of distinct character, the Character Area cross sections below demonstrate the typical interrelationship between the active edges previously described in Section 5.6 and the public realm throughout the Subject Site. These Character Areas should inform the redevelopment of areas with similar qualities in the potential eventual build out of Comprehensive Master Plan area.

Key Map



Character Area A – Active Edge at Major Arterial Street

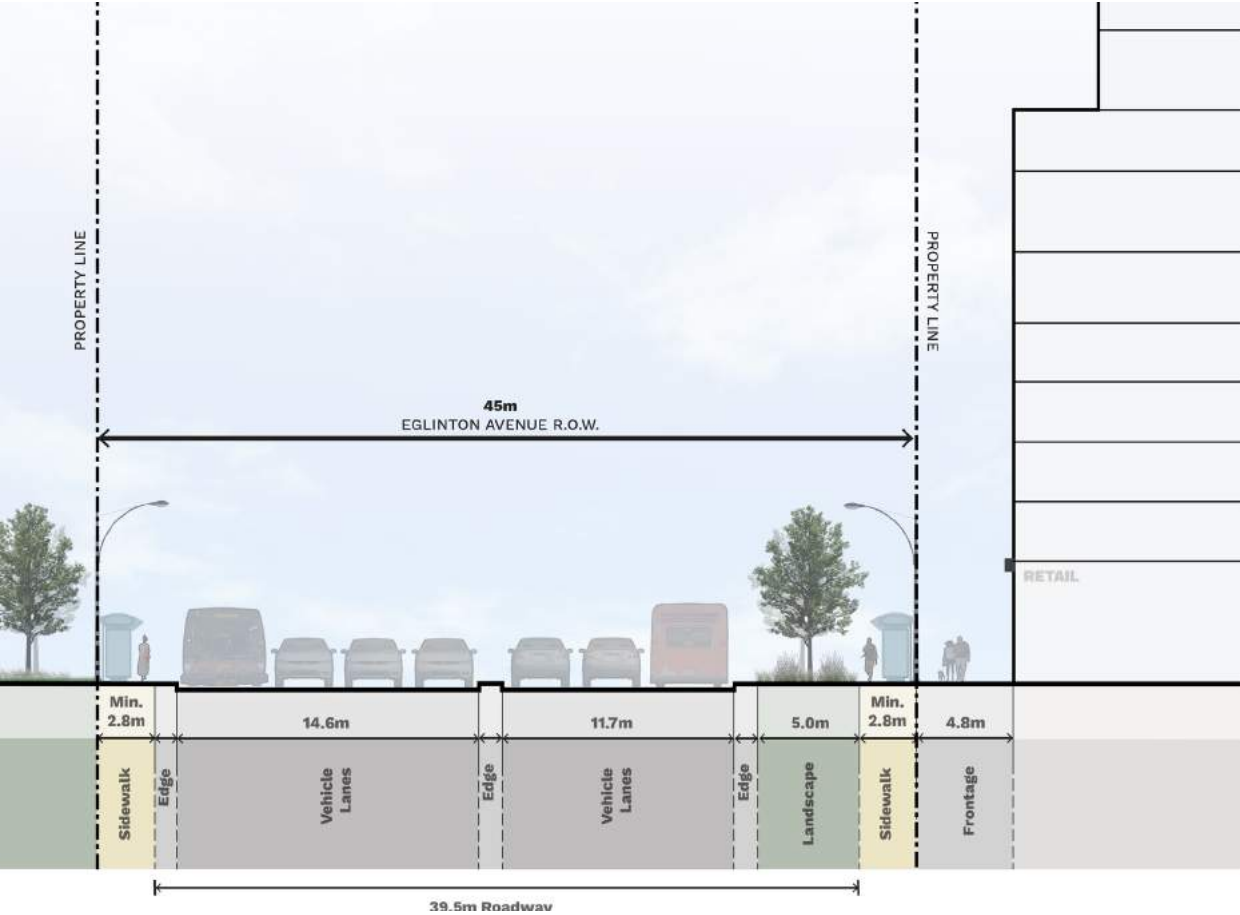


Figure 29 - Section 1-A (Not to Scale)

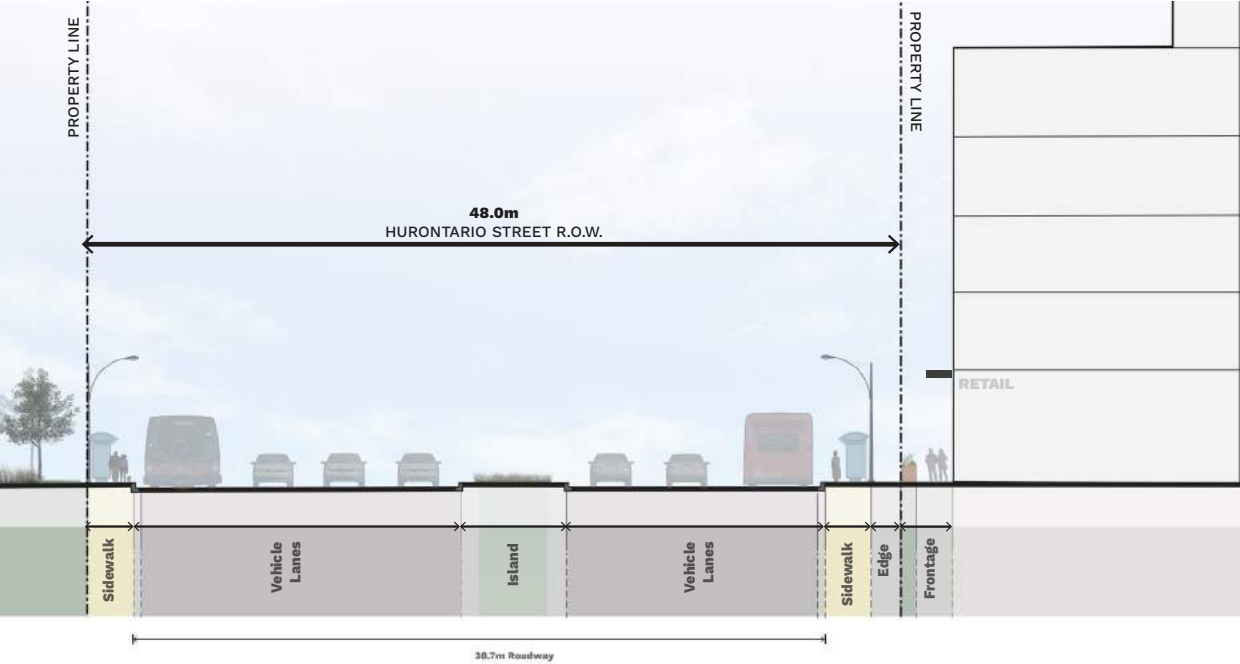


Figure 30 - Section 7-A (Not to Scale)

Character Area B – Active Edge at Interior Public Street

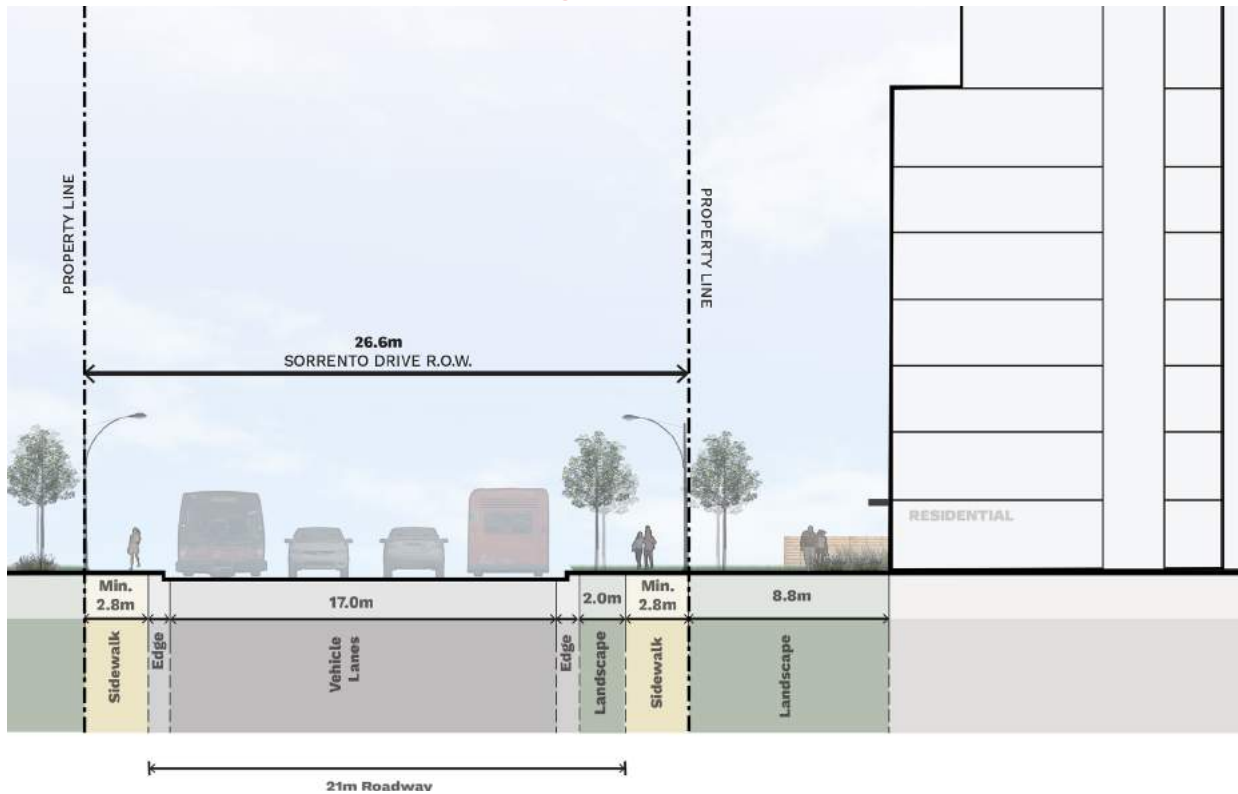


Figure 31 - Section 2-B (Not to Scale)

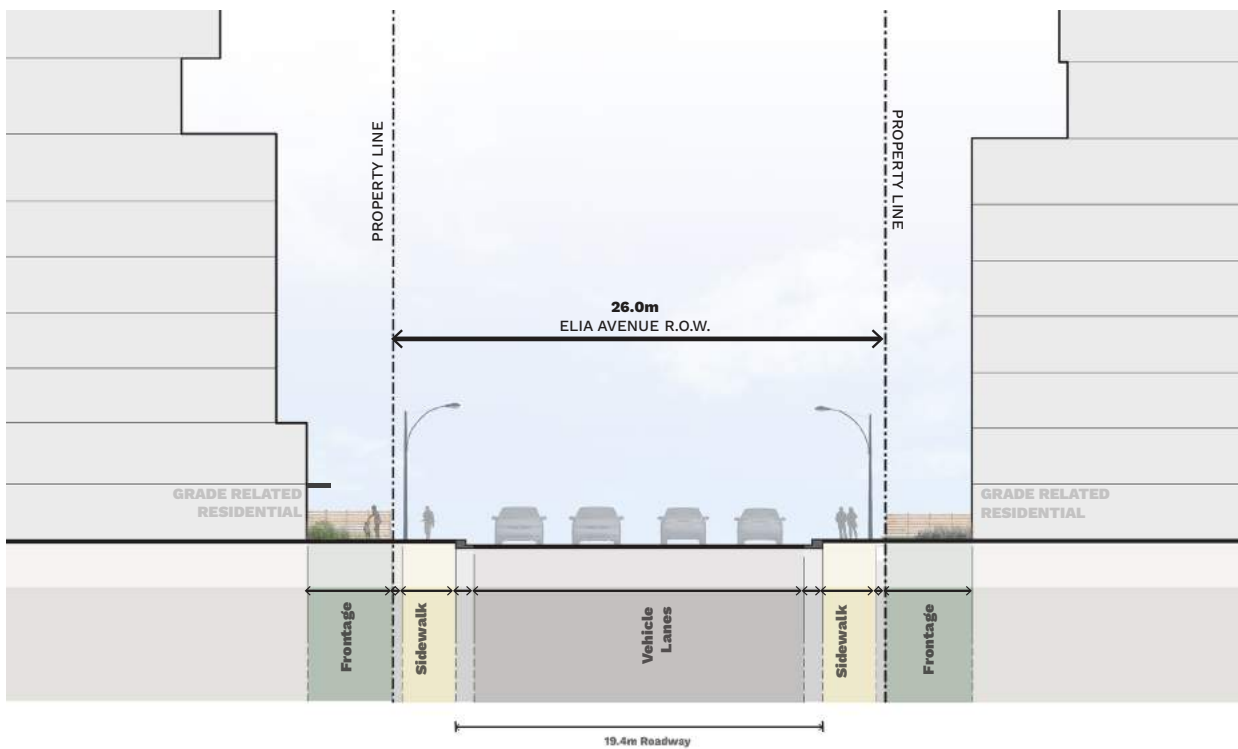


Figure 32 - Section 6-B (Not to Scale)



Figure 33 - Section 8-B (Not to Scale)

Character Area C – Active Edge at Multi-Use Pathway

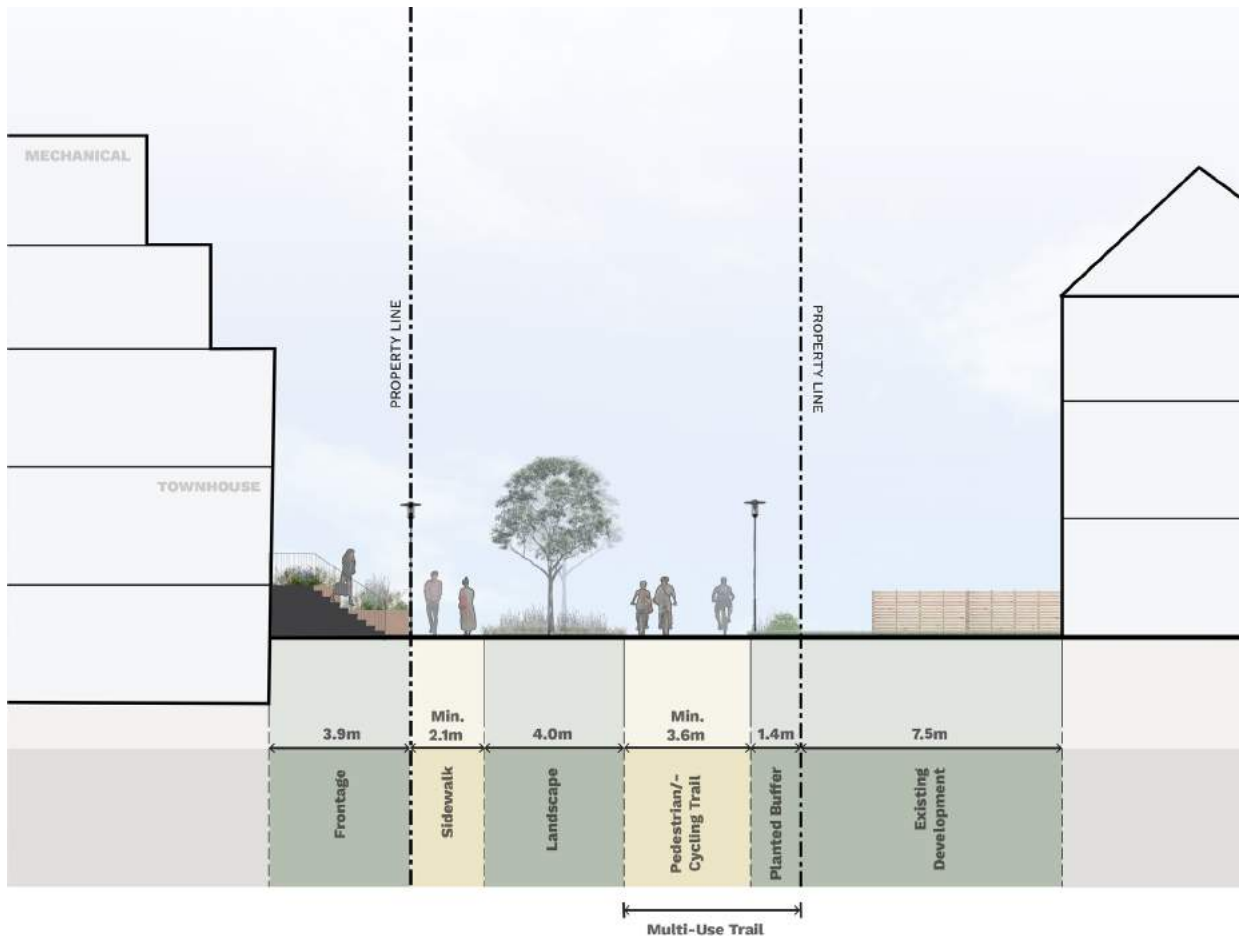


Figure 34 - Section 3-C (Not to Scale)

Character Area D – Active Edge at Mid-block Connection

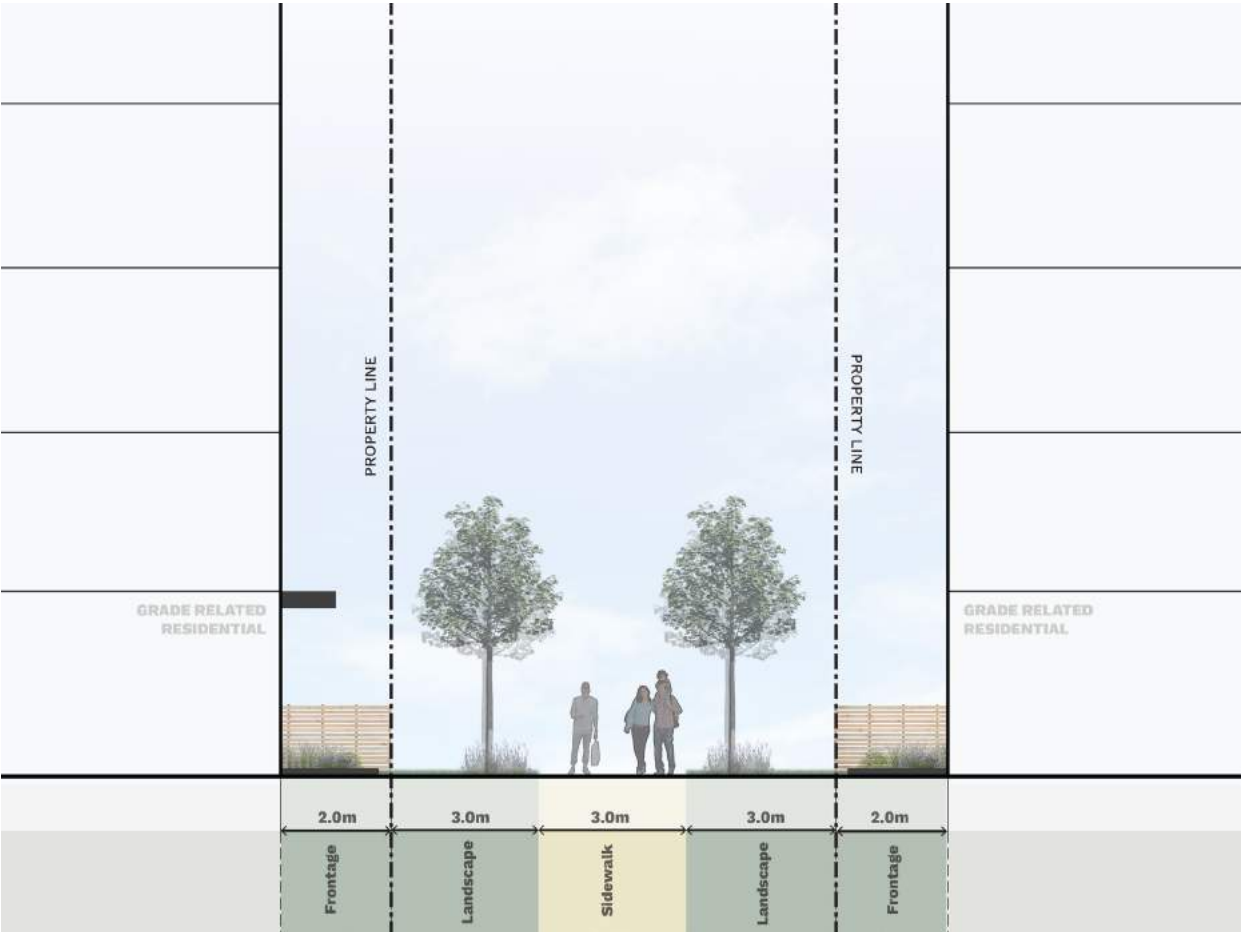


Figure 35 - Section 4-D (Not to Scale)

Character Area E – Active Edge at Public Park

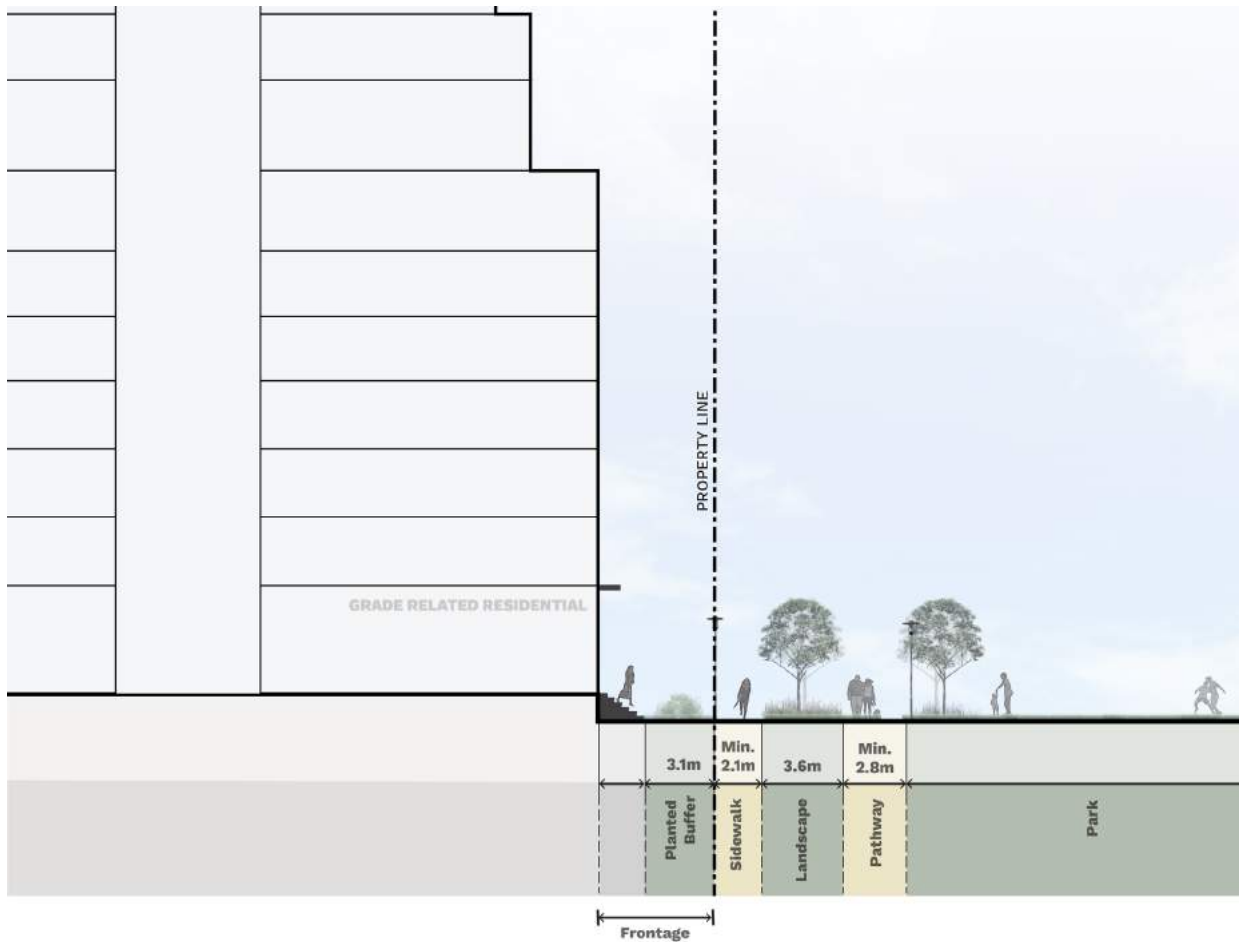


Figure 36 - Section 5-E (Not to Scale)

5.7 Streetscape and Public Realm Design

The public realm strategy is focused on creating new public and private open spaces throughout the Subject Site. The Proposal supports the development of a high-quality, attractive and sustainable public realm that includes new public open space as well as publicly accessible private spaces in each development block that could also inform the redevelopment of the remainder of the Comprehensive Master Plan area.

Specifically, the Subject Site has been designed to incorporate areas to accommodate all modes of transportation, most notably through the pedestrian/cycling pathway running the eastern length of the site, as well as through mid-block connections around the site.

Further, the introduction of the large, central public park will enhance the quality of life for new residents and provide a setting for community life, as well as for those residing in its proximity, through the implementation of high-quality, sustainable design approaches.

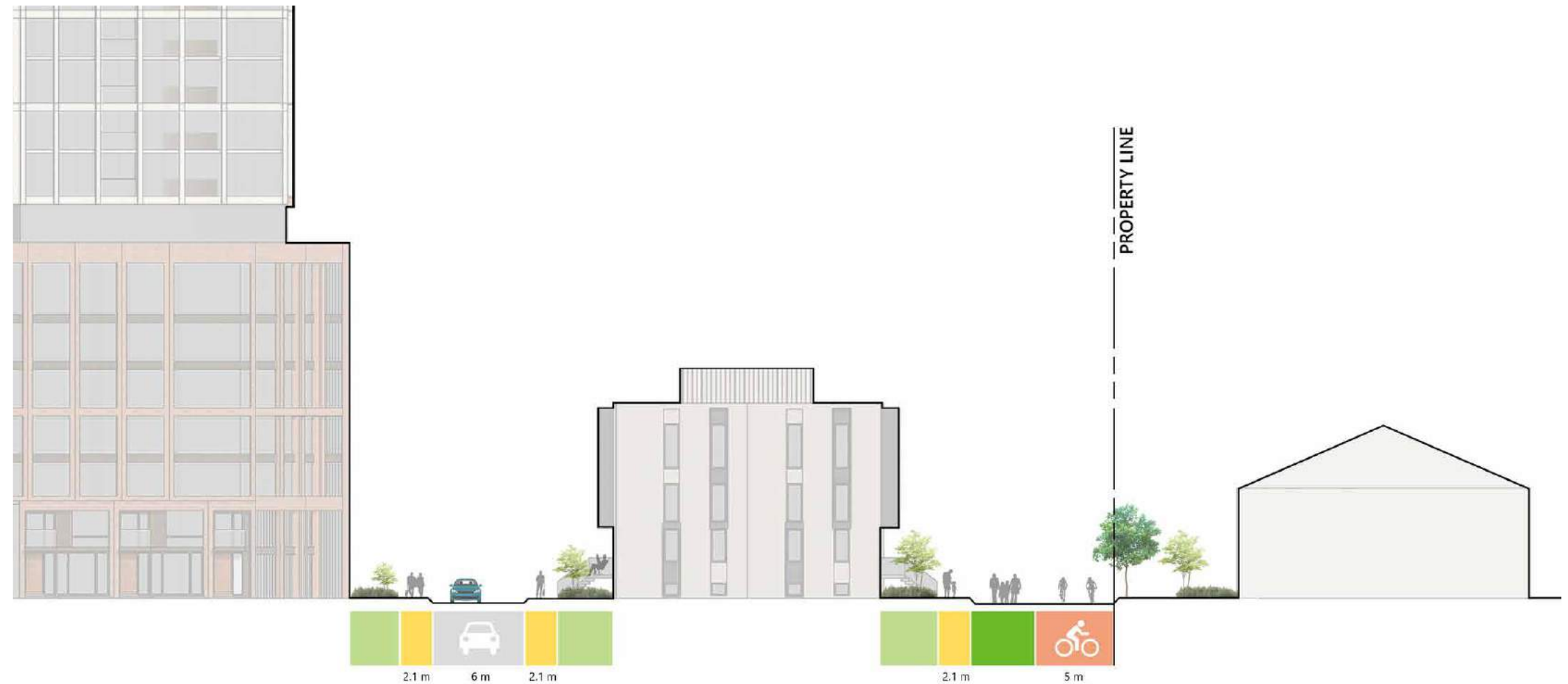


Figure 37 - Conceptual Section at Eastern Edge of Subject Site (Prepared by: BDP Quadrangle)

PUBLIC REALM

- GATEWAY
- LANDSCAPING
- PUBLIC PARK
- POTENTIAL PUBLIC ART LOCATION
- FEATURE ART SCREEN INSTALLATION
- ACTIVE RESIDENTIAL FRONTAGE
- ACTIVE RETAIL FRONTAGE
- ACTIVE OFFICE FRONTAGE



Figure 38 - Public Realm

Streetscape Elements

The Proposal will implement a public realm strategy that improves the pedestrian experience on and off streets throughout the Subject Site.

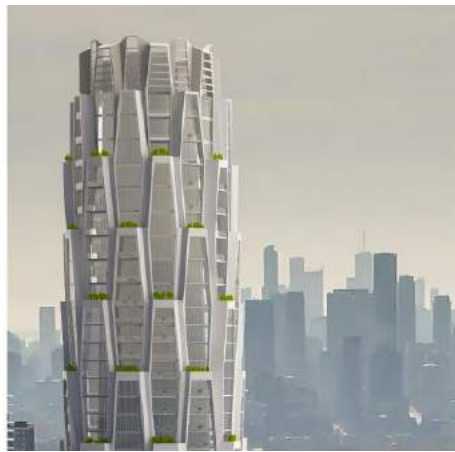
The public realm will be enhanced through the incorporation wide, pedestrian-oriented sidewalks, complete with clear pathways, coordinated furnishings, building lighting, street trees, landscaping and bicycle parking (where appropriate). The landscaping elements of the public realm will be chosen from an appropriate palette of materials and plants which will unify the pedestrian environment by creating a consistent character across the Subject Site.

Further, the continuous, articulated building frontage along each Sorrento Drive/Acorn Place, Elia Avenue and Trudeau Avenue will contribute to an active and animated public realm within the site while framing each street with good proportion. Building entrances will serve as an extension of the pedestrian environment and will be accessible and visible from the public sidewalk. Building entrances will be marked by canopies and/or overhangs which will also function as pedestrian weather protection elements.

Coupled with the locations of various pedestrian connections throughout the Subject Site, the sidewalk elements, plantings and sitting areas will encourage walking and encourage lingering within the public realm. Together, these elements will provide a basis for the urban character of this new mixed-use community. Having strong regard for the pedestrian-oriented nature of the entire development site and contributing to the creation of a safe, lively and attractive neighbourhood, the design of the streetscape and public realm introduces an appropriate strategy to carry forward in the future build out of the Comprehensive Master Plan area.

Guidelines:

1. As part of a planting strategy, a tree hierarchy should be introduced throughout the site, including large canopy trees within the streetscape and in parks, medium sized ornamental trees, and smaller trees and shrubs placed at strategic locations.
2. Trees should be spaced evenly along streets within the public realm, using a variety of species for diversity and interest.
3. Lighting fixtures should be chosen and located to provide quality performance and illumination.
4. Well-illuminated areas should be balanced in terms of ambiance and safety, while avoiding undesired light spillage or pollution.
5. Ensure that multi-modal spaces incorporate a variety of scales of lighting and function.
6. Consistency in the appearance and quality of seating for street furniture should be considered. Benches, tables and chairs should support versatility in their organization and orientation, as well as in their distribution across the Subject Site, to enhance the pedestrian experience.
7. Introduce bike rings to provide the important function of servicing the public realm. Bike rings should be selected to be consistent with and complementary to other site furnishings.



Precedent Imagery

Public Art and Gateway Features

Clearly defined gateways symbolize the arrival to a distinct area and can be achieved through a variety of ways, such as built form, landscaping or public art. These focal points within the public realm and open space network will be designed to provide a sense of place where plantings, street furniture, wayfinding signage and/or public art can be used to mark significant locations.

Gateway features will be incorporated into the overall design of the Subject Site at strategic locations to add vibrancy and interest to the public realm. Two locations where gateway feature should mark a sense of arrival into the Subject Site are:

- the western edge of the Subject Site near to the Landmark Towers in Blocks 1 and/or 4, (i.e. each Building A) where Elia Avenue meets Hurontario Street; and,
- at the entrance to the Subject Site from Eglinton Avenue East at Sorrento Drive, northwest of the Landmark Tower (i.e. Building A) in Block 2.

Gateway features at these locations will help to establish the character and identity of the Subject Site while creating a sense of entry from each Hurontario Street and Eglinton Avenue East.

Public art installations will also act as an orienting feature of the Subject Site, as either a free-standing installation or integrated into the architectural or infrastructure design. In addition to the location of gateway features, potential public art locations will be:

- near to the public park at the intersection of Elia Avenue and Sorrento Drive;
- at the intersection of Sorrento Drive and Trudeau Avenue; and,
- along the western edge of Sorrento Drive, lining and/or screening the commercial plaza lands (i.e. feature art screen/installation).

Guidelines:

1. Landmark Towers should take advantage of their prominent locations to act as gateways into the Subject Site by incorporating distinct architectural expression, special attention to design at building corners with major arterial streets, and/or special materials and facade treatments at gateway locations.
2. Provide enhanced landscape treatments such as planting beds and/or street trees at gateway locations.
3. Provide lighting, upgraded sidewalk treatment and/or street furniture at gateway corner locations.
4. Public art should be located strategically to be highly visible and supportive of the identity and character of the Subject Site while also functioning as a gateway element from adjacent arterial roads. The scale of public art features should correspond to the visual prominence of its location within the Subject Site.
5. Public art pieces should be the subject of design competitions to support local artists and to promote excellence and innovation.

5.8 Public Parks and Open Space

The pattern of open spaces and the creation of vistas and gateways between buildings will provide clear and legible visual and physical connections throughout the Subject Site. Open spaces proposed as part of the redevelopment will facilitate access into the Subject Site from Eglinton Avenue East, as well as from the existing residential neighbourhood to the east, while also providing an attractive destination for new and existing residents of the area.

Street trees and landscape plantings will be used to create an attractive pedestrian environment. Public open spaces have been thoughtfully designed and will be treated with hard and soft landscaping that enhance the pedestrian experience within these areas. The new public spaces proposed will be high-quality urban environments that support a wide range of functions, allow for a variety of pedestrian uses, and are distinct yet visually connected through the incorporation of contemporary materials and details.

The primary open space proposed as part of the redevelopment of the Subject Site is a 9,065 square metre public park fronting Elia Avenue and Sorrento Drive at the southern end of Block 3. The park, which is proposed to be treed along its entire perimeter, is generally rectilinear in shape, fanning northward along Sorrento Drive and expanding the park's western frontage along that right-of-way. Oriented to maximize public access, opportunities for socializing and views as a prominent site feature, the proposed park is of a size and shape that can accommodate a range of potential uses and programs year-round. It supports the linkage of other open spaces as it is bound on the west and south by public sidewalks and at its east by the multi-use pedestrian/cycling path along the edge of the Subject Site. At its north, the public park is flanked by a landscaped pathway, north of which grade-related townhouse units front onto the

park. The buildings, spaces and uses adjacent to the park have been designed to provide an effective transition between public and private space through the incorporation of landscaping and private outdoor amenity space for each unit while still prioritizing public access to the park, providing eyes on the public space and preserving the utility of the proposed open space.

In accordance with the City's active transportation policies, the Proposal promotes the use of active transportation modes generally through the provision of walkable connected blocks, but more specifically through the proposed cycling infrastructure incorporated into the design of the Subject Site. In addition to the grade-related and internal bicycle storage facilities included in the design of each building, a 5-metre-wide pedestrian/cycling path runs the eastern extent of the Subject Site, connecting Eglinton Avenue East and the south end of the Subject Site. Separated from vehicles traveling through the site, this landscaped multi-use pathway provides an attractive and comfortable space for cyclists and pedestrians to move through the site while also providing connections to the residential neighbourhood to the east. The multi-use path is proposed to be landscaped and lined on its western edge with grade-related residential uses to provide passive surveillance of the area, increasing safety and pedestrian comfort within the space.

It is intended that the proposed public park and other publicly accessible open spaces will each have its own individual character and role but will also contribute to the broader open space system on the Subject Site and throughout the Comprehensive Master Plan area at large. To that end, further proposed open space and landscaped connections are envisioned as part of the full build out of the entire Comprehensive Master Plan area, including additional public park and urban plaza spaces, creating a public open space network in tandem with those incorporated into the proposed design.

OPEN SPACE NETWORK

PRIVATE OPEN SPACE
PUBLIC OPEN SPACE
PUBLIC PARK

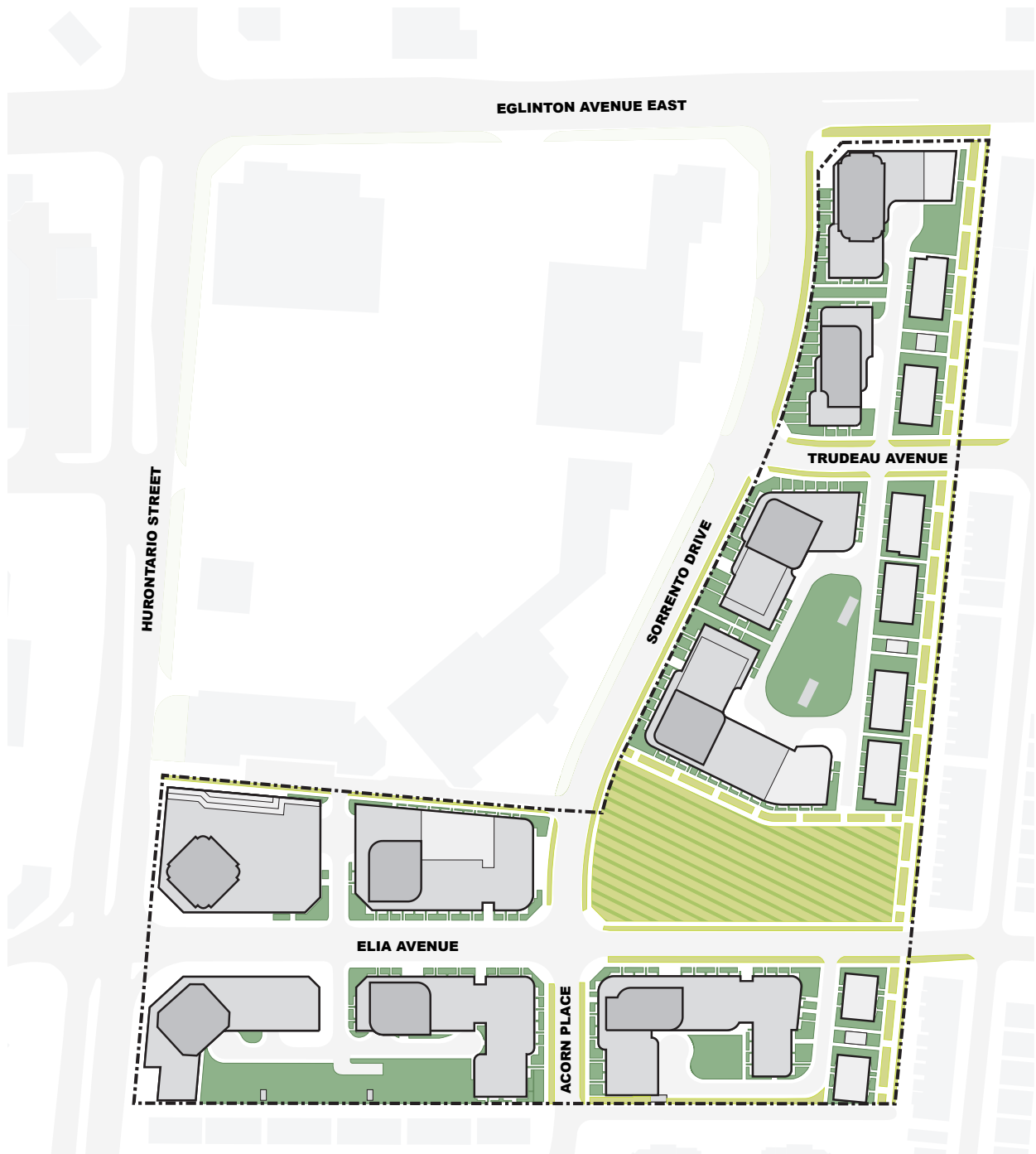


Figure 39 - Public Parks and Open Space Network

Guidelines:

1. Parks are to provide a high-quality design, be sustainable and provide a sense of place for residents.
2. Parks and open spaces should have an appropriate building height to open space ratio for pedestrian comfort, access to sunlight and limiting wind impacts.
3. Buildings will be sited and oriented to define the shape and function of public parks and publicly accessible open spaces, framing and supporting adjacent public parks with active and interesting building elevations.
4. Provide opportunities for passive recreation through landscape design features such as planting beds and seating.
5. Landscaped mid-block connections should link areas within the public realm with pedestrian paths that are well-lit, pedestrian scaled and with adequate furnishings to promote the use of the space.
6. Landscaping and ground floor uses along the pedestrian/cycling path should be designed to provide direct views along the pathway to increase safety.

5.9 Private Landscaped Open Space

Publicly accessible private landscaped open space is included in the Proposal in the form of courtyards internal to Blocks 2, 3, 4 and 5. Further proposed private amenity space includes the provision private front porch/patio spaces in the front yard setbacks adjacent to grade-related residential units, as well as outdoor amenity space within each building atop the base building element (connected directly to private indoor amenity space).

Guidelines:

1. Private outdoor amenity areas should be clearly distinguished from public areas through the use of elements such as low masonry walls, decorative fencing, hedges or landscape planters.
2. Locations where public walkways connect with public paths should be clearly marked through the use of elements such as varying pavers, landscaping and/or decorative treatments.

5.10 Pedestrian and Cycling Connections

The desired outcome of introducing a new circulation network within the Subject Site is to address a number of challenges in the Comprehensive Master Plan area. These include large impermeable blocks, indirect access to transit stops, limited pedestrian crossings and limited connections to the surrounding area. To address these issues, a series of new pedestrian connections are proposed throughout the Subject Site which carry the dual function of acting as place-making features within the site. The primary goal of a functioning multi-modal circulation network will be to balance vehicular traffic flow with transit connectivity, pedestrian and cyclist safety, and vibrant attractive streetscapes.

The network of sidewalks, mid-block walkways and pedestrian/cycling paths have been designed to increase permeability and connectivity throughout the Subject Site, as well as to promote active transportation. Pedestrian crosswalks and boulevards along the streetscape have been provided to connect the proposed uses throughout the Subject Site and to the major arterial streets to the north and west of the Subject Site. Further, pedestrian crosswalks are generally located in close proximity to MiWay bus stops within the Subject Site along the bus route running along Elia Avenue/Sorrento Drive.

The Proposal will contribute to pedestrian and cycling improvements by providing features such as landscaped walkways, pedestrian zones with generous widths, and bicycle parking internally within proposed buildings and at grade where possible. An important north-south multi-use path along the eastern edge of the Subject Site provides a dedicated, safe connection for pedestrians and cyclists coming into the Subject Site and adjacent neighbourhood from Eglinton Avenue East. This path connects in the east-west direction with the signed bicycle route along Elia Avenue.

Guidelines:

1. Ensure safety and high visibility at major intersections, reducing crossing distances wherever possible to further improve pedestrian safety.
2. Entrances to internal short term bicycle parking should be easily identifiable and located in highly visible areas, in close proximity to transit and open space areas where possible.
3. Avoid conflicts between service/loading areas and pedestrian/cycling connections.
4. Where possible, pedestrian and cycling paths should be combined to encourage non-automobile trips and active transportation.
5. In addition to bicycle parking provided within proposed buildings on the Subject Site, individual bike locking facilities should be located throughout the Comprehensive Master Plan area where appropriate.

PEDESTRIAN AND CYCLING NETWORK

PEDESTRIAN CIRCULATION

MID-BLOCK CONNECTION

PEDESTRIAN CROSSWALKS

RESIDENTIAL ENTRANCE

RETAIL ENTRANCE

CYCLING CONNECTIONS

SIGNED BIKE ROUTE

INTERNAL SHORT TERM BIKE STORAGE

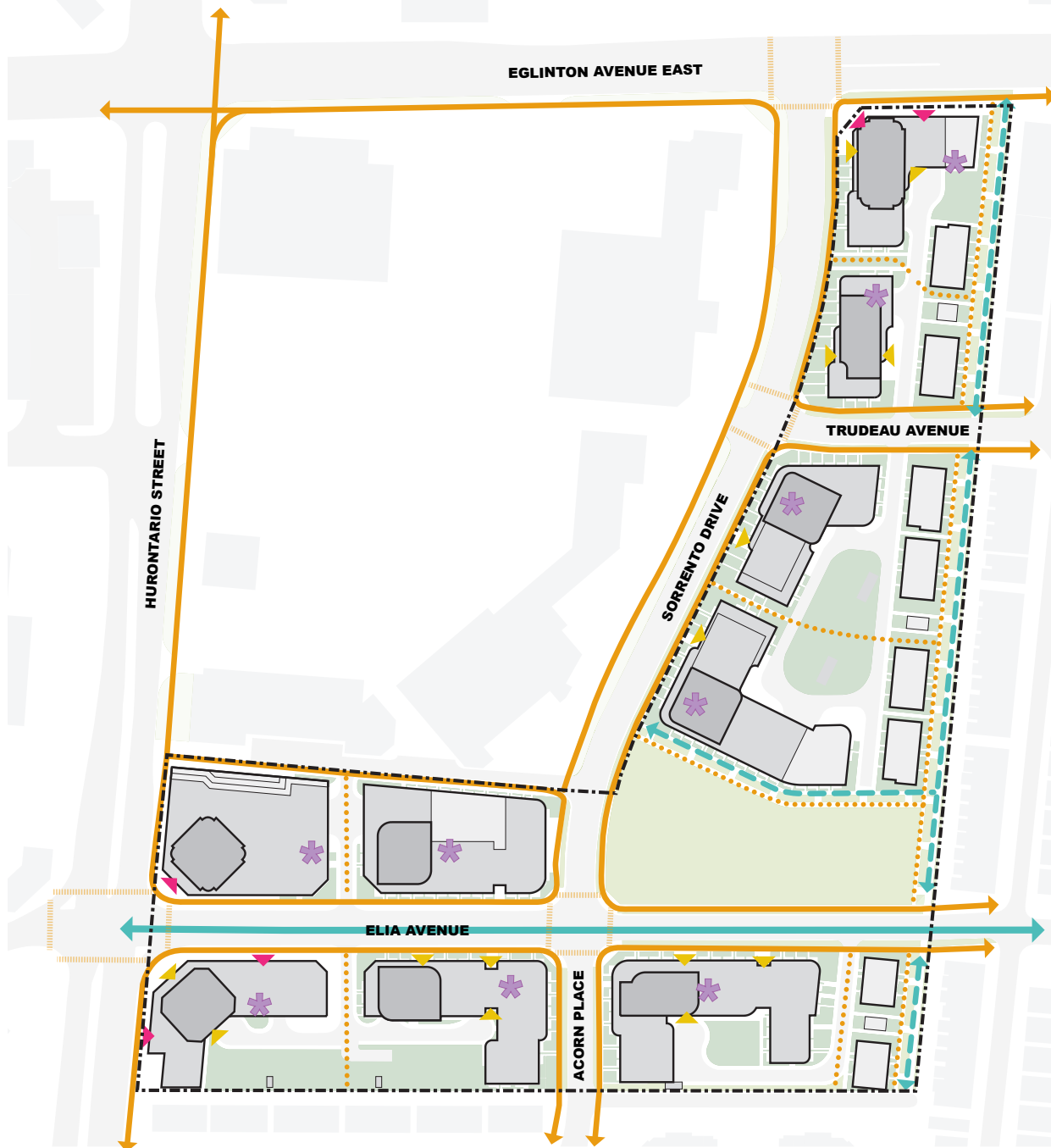


Figure 40 - Pedestrian and Cycling Network

5.11 Vehicular Circulation, Parking and Service Area Design

Vehicular circulation through the Subject Site is provided by the network of existing public roads, connecting to Hurontario Street to the west and Eglinton Avenue East to the north. Within the development blocks, private driveways support internal vehicular movement, with limited access points along Elia Avenue and none provided directly from Sorrento Drive. For Blocks 2 and 3, vehicular access is solely provided off of Trudeau Avenue and for Blocks 1, 4 and 5, vehicular access is provided at coordinated intervals along Elia Avenue. To minimize the impacts of vehicular movement throughout the Subject Site, traffic calming measures have been introduced (i) near to prominent pedestrian mid-block connections along Sorrento Drive and/or (ii) where a new private driveway intersects with Elia Avenue or Trudeau Avenue.

With respect to parking and servicing, the principal strategy for each phase of redevelopment is for parking, loading and servicing activities on site to take place below grade and/or internal to each proposed building. This is to ensure that the visual impact from these spaces is minimized from the public realm and residential uses adjacent to the Subject Site.

On-street vehicular parking is not proposed; however, each development block has been designed to incorporate sufficient space to accommodate short-term drop off uses and visitor parking as required. All vehicular parking facilities associated with each building (including the proposed townhouse blocks in Blocks 2, 3 and 5) are located below grade and accessed via ramps off driveways internal to each development block. The number of below-grade parking levels per block ranges between two and four, with two levels proposed at Block 3, three levels proposed at Blocks 4 and 5 and four levels proposed at Blocks 1 and 2.

All proposed servicing areas have been situated at grade, accessed via driveways internal to each development block, providing ample room for trucks of various kinds to maneuver safely away from higher-traffic pedestrian areas. Loading, staging and garbage storage areas are integrated internally within each building, appropriately screened from public view.

At no point is access to underground parking or grade-related loading areas provided directly off of Sorrento Drive, Elia Avenue or Trudeau Avenue. This provides for a primarily uninterrupted pedestrian realm along these main streets.

Guidelines:

1. Below-grade parking garages are the preferred option for vehicle parking. Surface parking is discouraged.
2. Vehicular access to below-grade parking should be located away from major arterial streets and main building frontages. Access to underground parking should be provided internally within development blocks.
3. Where possible, access to underground parking should be integrated into the overall building design.
4. Pedestrian entrances to below-grade parking should be located adjacent to main building entrances, along public streets or at other highly visible locations.
5. To the extent possible, pick-up and drop-off access should be provided on driveways internal to development blocks.
6. Loading, servicing, staging and garbage storage areas should be coordinated, consolidated and situated in close proximity to each other. These areas shall be integrated within the building.

PARKING, SERVICING AND VEHICULAR CIRCULATION

VEHICULAR MOVEMENT - PUBLIC ROADS

VEHICULAR MOVEMENT - PRIVATE DRIVEWAYS

EXISTING SIGNALIZED INTERSECTIONS

TRAFFIC CALMING MEASURES

LOADING ACCESS

VEHICULAR BELOW GRADE PARKING ACCESS

PEDESTRIAN BELOW GRADE PARKING ACCESS



Figure 41 - Vehicular Circulation & Servicing Network

TRANSIT NETWORK

BUS ROUTE
BUS STOP

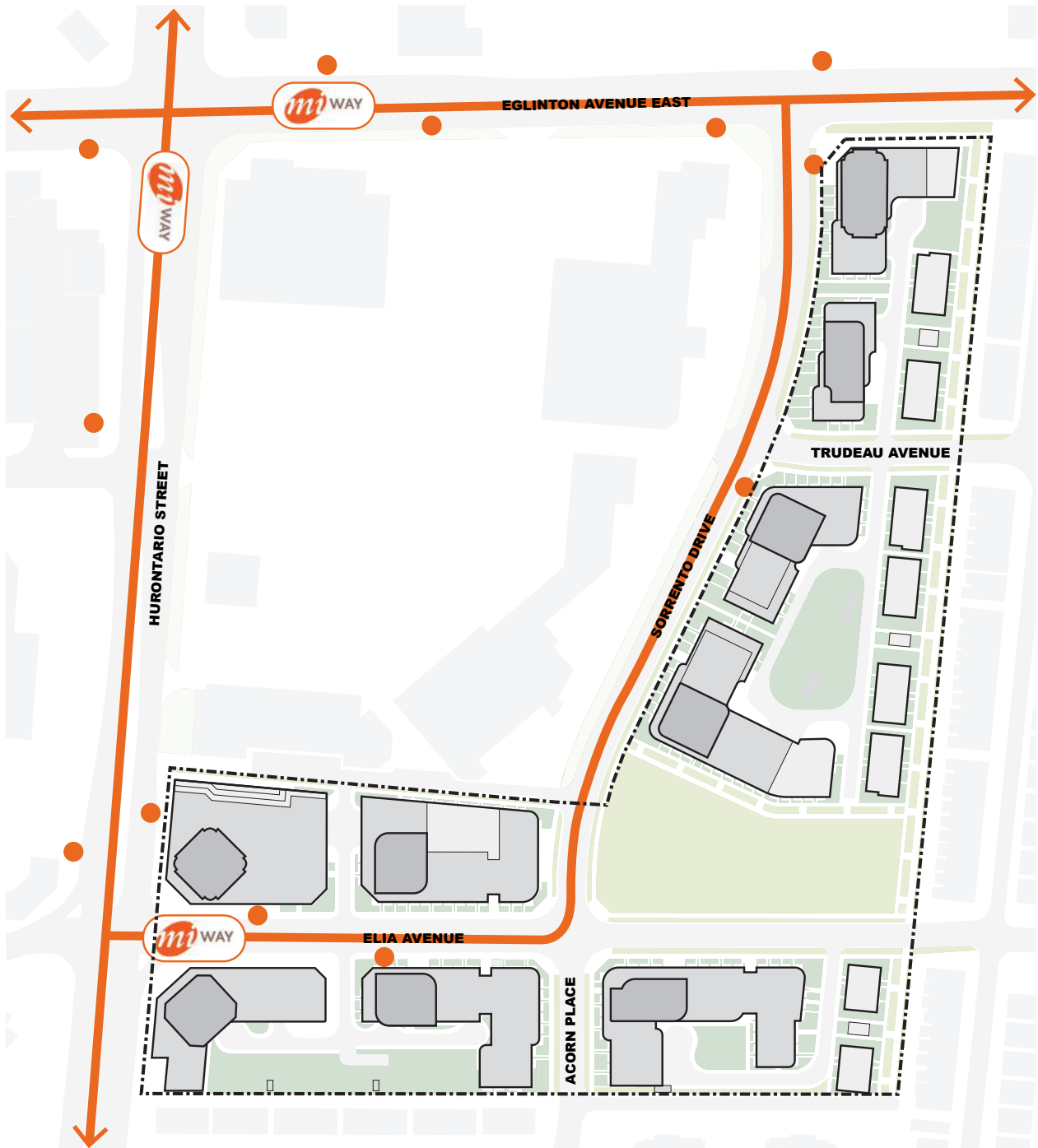


Figure 42 - Transit Network

7. Access to parking, servicing and loading areas should be provided from secondary streets or internal driveways within development blocks. Vehicular access points should include design treatments to minimize impact and improve safety for pedestrians and cyclists crossing these areas.
8. Shared access to parking, servicing and loading areas is encouraged to reduce the extent of curb cuts and potential vehicular interaction with pedestrians within the public realm.
9. Utilize traffic calming measures throughout the Subject Site to minimize negative impacts on the existing neighbourhood to the east of the Comprehensive Master Plan area.

5.12 Sustainability Measures

Sustainability in urban design refers to the mechanisms with which built forms can contribute to an environment to encourage environmental responsibility and health while also limiting the potential negative impacts of and from redevelopment.

In the City's Strategic Plan, which outlines Mississauga's vision for the future, five strategic pillars for change are identified, of which one is "Living Green". To that end, one of the City's goals in upholding this pillar is to lead and encourage environmentally responsible approaches. Supporting this vision, Section 6.0 of the City's Official Plan outlines policies related to sustainability that implements measures that are sensitive to and complement the natural environment. Section 6.2 of the Plan includes policies that support the City's approach to achieving a more sustainable built environment, utilizing technologies and approaches that conserve energy and water, reduce waste, improve air quality and protect the natural environment.

In line with the City's approach to "Living Green", the following architectural, landscape and transportation sustainability measures are being considered for the comprehensive redevelopment of the Subject Site. These include the implementing of mixed-use buildings, applying innovative architectural design, and taking advantage of nearby transit infrastructure, among other things.

Architectural Sustainability Measures

Environmental responsibility in architecture and urban design refers to the mechanisms in which built form may contribute to a more sustainable built environment. As such, the development of the Subject Site will include various low impact design elements to maximize energy and water efficiency, promote a healthy indoor air environment for occupants and enhance the local environment through the selection of building materials. To the extent possible, some of the potential elements to be implemented may include:

- Stormwater Management and Stormwater Re-Use
- Alternative Modes of Transportation: In addition to the Subject Site's proximate location with respect to transit access, bicycle parking will be available inside the buildings and near building entrances as an alternative mode of transportation. The convenience of cycling will reduce car dependency and greenhouse gas emissions.
- Water Conservation: Low-flow plumbing fixtures will be installed in each of the buildings to reduce overall water consumption, thereby conserving local water resources.
- Energy Conservation: Residential units will contain Energy Star appliances, energy efficient lighting and programmable thermostats. High-efficiency mechanical systems will be specified to maximize energy efficiency.
- Waste Management: To minimize the amount of waste being disposed of in landfills, tri-sorter chute systems will be included in the design of each mixed-use residential tower. All residents will have access to the tri-sorter chute and will be expected to dispose of waste, recyclables and organics separately.
- Bird-Friendly Design: Where appropriate, the buildings will incorporate bird-friendly window applications, such as visual markers like patterned or fritted glass in combination with non-reflective glass which could be perceived by birds from a distance. The buildings will also have awnings and overhangs where appropriate which will mute reflections in the glass thereby reducing the likelihood of bird collisions.
- Heat Island Mitigation: To mitigate heat island effects, the buildings have been designed to incorporate high albedo roofing materials. High albedo and permeable paving materials will also be used throughout the Subject Site.

Landscape Sustainability Measures

To the extent possible, the following tools will be employed to ensure that the landscaping associated with the redevelopment of the Subject Site takes full advantage of current materials and techniques to ensure its sustainability.

- Growing large shade trees: This is the number one way to achieve many sustainability goals. The landscape design will continue to address opportunities to maximize tree planting. A variety of species will be used to promote healthy long-lived tree growth and resist deforestation by pests.
- Shared soil volumes: Shared soil volumes to support large growing shade trees of 15 – 30 cubic meters per tree. Soil cells and covered continuous tree pits extend soil volumes beneath paved surfaces where necessary; however open tree planting is maximized and pursued wherever possible.
- Rain gardens: Rain gardens and infiltration beds have been considered for sodded areas to allow for increased rain capture and to support biodiversity and pollinator species.
- Providing comfortable, accessible pedestrian routes: Pedestrian routes will be designed to encourage a walkable community. Connected pathways with adjacent shade trees are proposed throughout.
- Pedestrian Lighting: Pedestrian lighting is dark sky appropriate and will further the goal for safe, secure and highly-used pedestrian routes.
- Water efficient planting materials: Water efficient plant materials will be selected to reduce the need for intensive irrigation and potential potable water use.

Transportation Sustainability Measures

The following transportation-related initiatives for sustainability will be considered to the extent possible in coordination with the abovementioned architectural and landscaping measures:

- Transportation Demand Management Plan: A transportation demand management plan will encourage the reduction in the automobile reliance, promote sustainable transportation modes.
- Bicycle Parking: Bicycle parking spaces will be provided at accessible locations to improve the ease of use.
- Parking Management Strategy: To reinforce the vision for the Uptown, the over-supply of vehicular parking spaces is discouraged. As such, the parking requirement has been established that would promote the sustainable transportation modes.
- Pedestrian Connections: the site layout provides direct and convenience connections for pedestrians. It will improve the convenience and comfort levels for active transportation mode users (i.e. pedestrians, cyclists, and transit users) which will encourage the further use of the active transportation modes.
- Proximity to Transit Infrastructure: The subject lands are within the walking distance to planned Hurontario Light Rail Transit, which will provide a convenient access to reliable transit services throughout the day.
- Synergy within Site: The proposed development will provide a mixed-use, providing an opportunity for residents in the area to walk to work and shop. This will further reduce the need for the vehicle ownership.



6

Conclusions



This Study concludes that the urban design vision, strategy, form and pattern proposed for the Subject Site appropriately addresses and is supportive of City of Mississauga Official Plan urban design-related policies, among other relevant built form standards and guidelines.

With respect to the urban design character of transit-supportive, pedestrian-oriented development, the proposed development is appropriate and desirable within the Uptown Node Character Area, and more broadly within the City. The Proposal makes for improved use of vacant lands by introducing housing, amenity and open space, office uses and retail space lining major streets, transforming the Subject Site into a complete mixed-use community where residents can live, work and play.

Forming one part of the Comprehensive Master Plan area, the Proposal supports the urbanization of the intersection of Hurontario Street and Eglinton Avenue East, creating a focal point that distinctively contributes the City's changing skyline. Importantly, the Proposal also fits well and responds appropriately to the existing low-rise residential neighbourhoods and open spaces in the vicinity of the Subject Site.

From an urban design perspective, it is our opinion that the Proposal for the Subject Site is appropriate and desirable, represents good urban design practice, can be appropriately accommodated within the overall regulatory framework, can inform the future redevelopment and build out of the larger Comprehensive Master Plan area, and ultimately should be approved.

Respectfully submitted,

Bousfields Inc.



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