

## 2120 HURONTARIO STREET URBAN DESIGN STUDY



## **Table of Contents**

1.0 – Introduction	3
2.0 – Site Context	3
3.0 – Urban Design Policy Context	4
4.0 – Site Design	5
5.0 – Built Form	6
- Design Approach	6
- High-Rise Component	7
- Mid-Rise Component	8
- Low Rise Component	9
6.0 – Site Circulation	10
- Parking/Loading	
7.0 – Building Heights, Separations, Setbacks	12
- Setbacks & Separation	12
- Building Heights	13
8.0 – Streetscape	15
- Hurontario Streetscape	15
- Grange Drive Streetscape	16
9.0 – Sustainability	17

## 1.0 Introduction

This study outlines the Urban Design features of the proposal in support of the Official Plan Amendment (OPA) and a Rezoning By-law Amendment (RZA) Application. The proposal includes a planned mixed use development comprising two residential towers, a mid rise podium and back-to-back townhousing clusters on the 2.34 acre land assembly known as 2120 Hurontario Street.

## 2.0 Site Context

The site is shown in context on Figure 1 opposite. It is located at the south gateway to Mississauga on Hurontario just north of the newly constructed QEW interchange. The site is in an underdeveloped portion of the Cooksville area. Current surrounding uses include the Trillium Hospital Campus and the Bronte College and Student Residence to the north, and high density residential development all along the east side of Hurontario Street. There is a retail plaza south of the site at the Harborn/Hurontario Street corner and newly developed townhousing in behind, fronting Grange Drive and the South Service Road with low density single family uses on the west side of Grange Drive.

Building heights in the vicinity range from 5-7 storeys in the Hospital Campus, 9 storeys for the Bronte College development and 10-25 storey buildings in the high density residential lands east of Hurontario Street.

The single family parcels on the west side of Grange Drive are severed from the rest of the single family area further to the west by the Mary Fix Creek Greenbelt (Regulatory Floodplain) which serves to both delineate the Grange pocket as a separate enclave and to buffer the lower density uses to the west (see Figure 1, opposite).

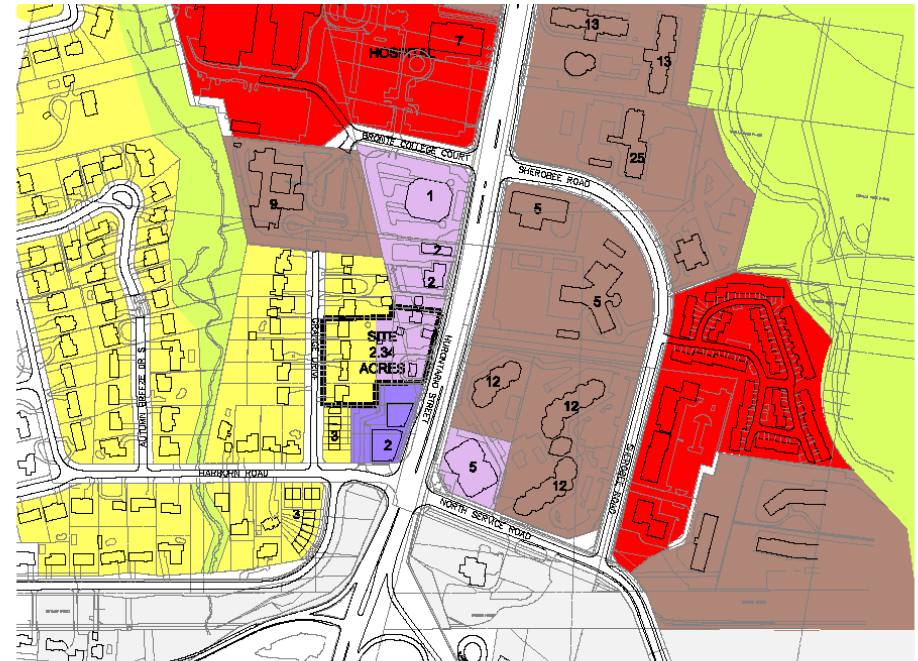


Figure 1 – Area Land Use and Height Map



### **3.0 Urban Design Policy Context**

*This project has been developed in response to Mississauga Policy 3.13.6.4 which calls for built form to achieve a number of principles including:*

- High quality urban design;
- Built form which is closely related to and integrated with a street line;
- Compatible building bulk, massing and scale of built form to provide an integrated streetscape;
- Retail uses along the main street frontages with direct access to public sidewalks;
- No parking lots/areas between building and street line;
- Blank building walls avoided facing principle street frontages;
- Service loading and garbage storage accessed from the rear;
- Front building facades parallel with the street and to have periodic indentations for visual relief;
- Signage to integrate with the scale and character of built form;
- Continuity of built form from one property to the next.

As well the proposal is consistent with urban form policies for Intensification Areas outlined in Section 9.2.1 of the new Mississauga Official Plan including:

- Development to create distinctive places and locals;
- Design excellence to create a vibrant downtown complimented by communities that retain their own identity;
- Built form to provide for the creation of a sense of place through amongst other matters distinctive architecture and streetscaping;
- High quality, compact and urban built form is encouraged;
- Small land parcels should be assembled to create efficient development parcels;
- Access points should be consolidated.

#### 4.0 Site Design

The overall site has been designed with the high density uses proposed along Hurontario Street and lower density back-to-back townhouses fronting Grange Drive. The high density uses along Hurontario Street provides opportunity to establish a major gateway at the entry to the City from the QEW from the south. The high density uses along Hurontario Street will also support planned higher order transit while contributing to an active streetscape along Hurontario. The proposed back-to-back townhouses along Grange Drive provides a transition from high density uses on Hurontario to the low density residential enclave to the west. The proposed back-to-back townhouses are intended to match the scale of the townhouses recently constructed to the south of the subject site.

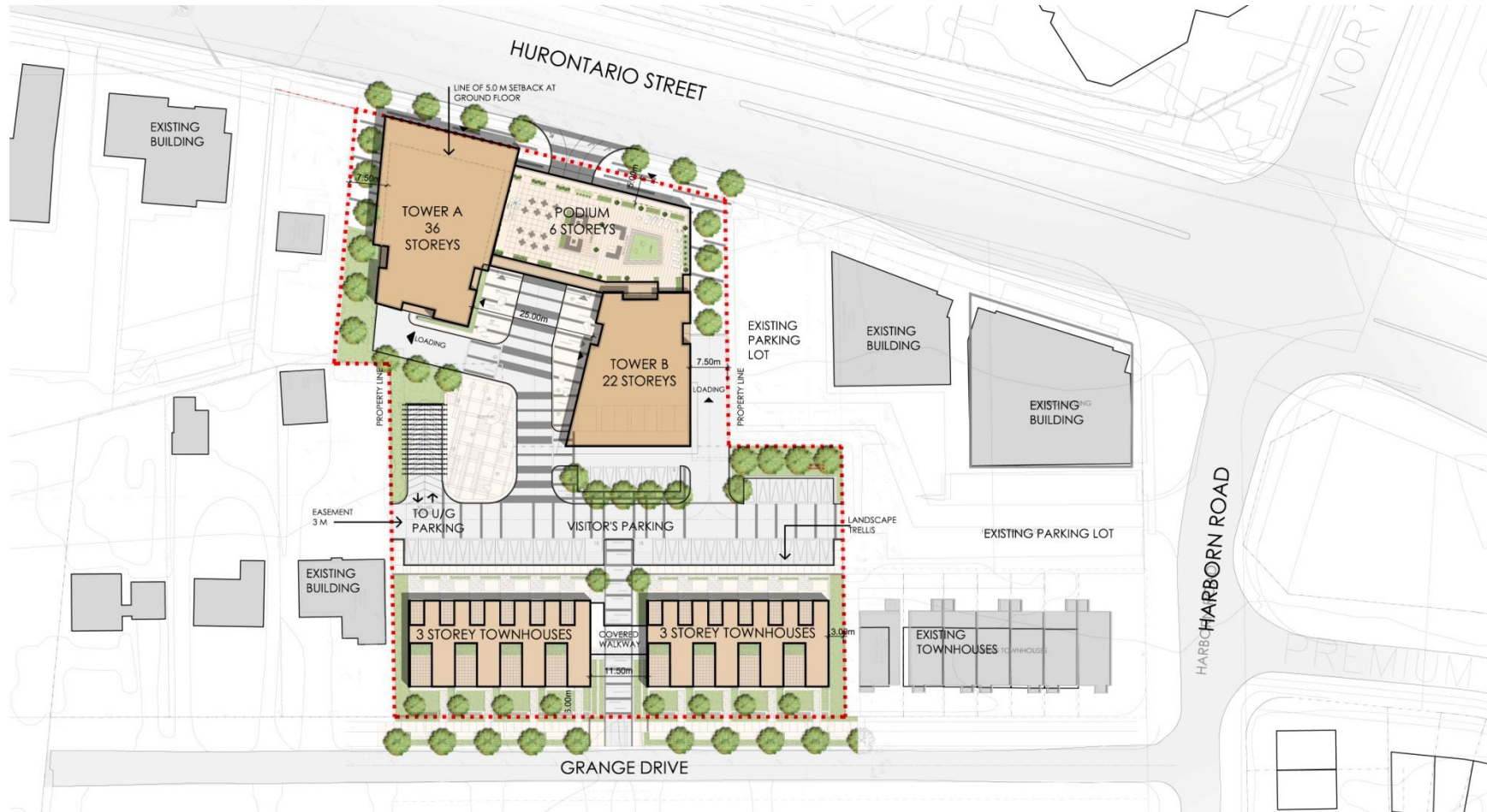


Figure 2 – Site Plan



## **5.0 Built Form**

### **Design Approach**

The ambition of this development is to establish a prominent southern gateway to the downtown and create a landmark that will both punctuate and become a marker for this section of Hurontario Street highlighting this entryway to the downtown core (see figure 3). The scale and character of the development is entirely appropriate in its conceived location, particularly as LRT is planned along this corridor in the near future. The proposed mixed use development includes a high-rise component fronting Hurontario and low-rise townhousing on Grange Drive. A well landscaped multi-purpose courtyard with vehicular access from Hurontario Street serves as the heart of the development becoming an organizer and focal point around which the buildings components are arranged.



**Figure 3 - View looking north on Hurontario St.**

### High- Rise Component

The high-rise component on Hurontario Street includes two residential condominium towers on a six storey podium which contains retail units on the ground floor fronting Hurontario and residential units on the upper floors.

On Hurontario, the north tower leans gracefully out towards the street as it rises out and is capped by a dramatic canopy element above the mechanical penthouse. The mechanical penthouse itself is articulated by a series of glass fins that would be illuminated at night along with the canopy soffit creating a gateway beacon that will be visible from a great distance (see figure 4). The wider north and south faces of this tower are broken down into a series of vertical elements that reinforce the canted east facade and enhance the verticality of the building form. The south tower, although lower is composed of similar building elements with the principle canted facade being the west face of the building.

In contrast to the mostly glazed nature of the tower, the podium is articulated by a series of staggered, precast frame elements. The frame helps to create balcony loggias which have a semi-enclosed character while providing an element of separation from predominantly the vehicular street. A glass reveal on the 7<sup>th</sup> floor houses the amenity spaces for the residents and creates a transition from the tower to the podium.



Figure 4 – View of gateway beacon



### Mid-Rise Component

The street wall extends along Hurontario Street, animating the streetscape through the introduction of commercial uses at grade and the main entrance to the complex.

The courtyard is accessed from Hurontario Street through a dramatic archway cut in the lower two floors of the podium (see figure 5). Flanking the driveways are sidewalks providing pedestrian access into the courtyard. The north side of the driveway is occupied by the main lobby for the residential development which extends from Hurontario Street into the courtyard.

Entrances into the lobby are provided from both the courtyard and Hurontario. The glass box defining the lobby will be dramatically illuminated at night providing a striking visual marker for the development at grade and significant animation of the public right realm at night.



Figure 5 – View of podium fronting Hurontario St.



### Low-Rise Component

The townhouses are a series of interlocking framed boxes that are articulated in response to the spaces they enclose, creating balconies and terraces at the upper level for the exclusive use of the owners of these units. The framed profile of the townhouses is repeated at a different scale in the archway entrance into the courtyard and the residential lobby establishing a consistency in architectural vocabulary (see figure 6).



Figure 6 – View of townhouses fronting Grange Dr.

## 6.0 Site Circulation

Pedestrian and vehicular access is proposed through a single new access on Hurontario Street aligned with the driveway opposite the street. There is no vehicular access proposed from Grange Drive.

A mid block east/west pedestrian connection provides convenient access to transit and commercial uses along Hurontario Street for residents on Grange Drive (see figure 7).

The north/south driveway at the visitors parking area is aligned to facilitate a future continuous driveway link for properties to the north and south of the subject site.

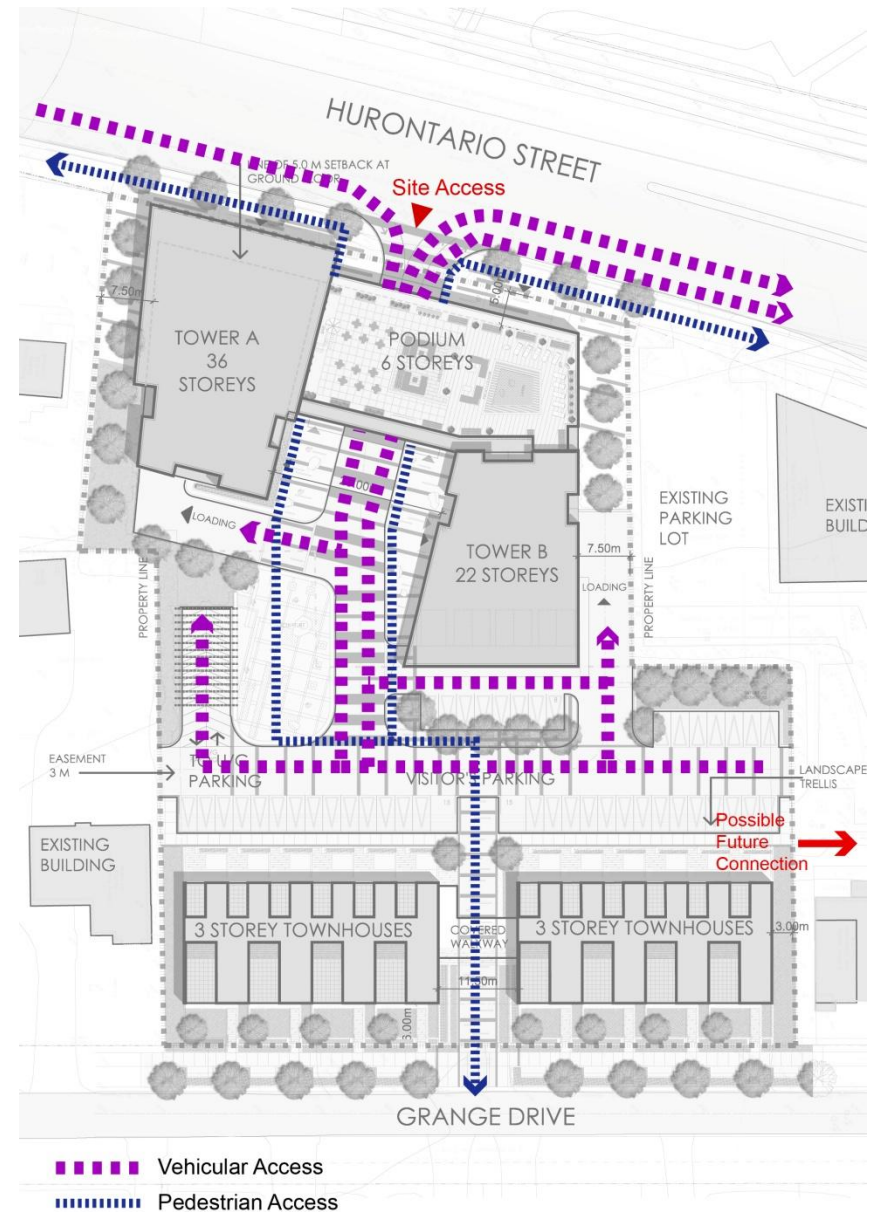


Figure 7 – Circulation Diagram

## Parking/Loading

Access to the underground parking for residents is discreetly located past the courtyard at the north end of the site. Each of the towers has their own dedicated loading area which will be screened from the courtyard by sliding gates. A 37 visitor parking spaces are provided in the space between the towers and the townhouses with an additional 15 dedicated spaces for the retail (see figure 8).

Parking for the townhouses is provided below grade with an elevator and a stair leading up to a common corridor which provides residents with access to their units at grade. In addition to this each unit will also have a front door off Grange Drive or off the courtyard. The absence of garage doors and roofing material on the principle facades of these townhouses will distinguish them from the more conventional form of their neighbours to the south. It also eliminates the need for any curb cuts along the entire frontage on Grange Drive and creates an opportunity for a continuous sidewalk condition with tree planning, benches and private patios which provide some privacy and visual separation of the units from the sidewalk while putting eyes on the street.



### Figure 8 – Parking and Loading Plan



## 7.0 Building Heights, Separations and Setbacks

### Building Setbacks and Separation

The building separations and setbacks are illustrated in Figure 9 and are itemized below:

- 5.0 m setback is proposed along Hurontario Street;
- 6.0 m front yard setback is proposed along Grange Drive;
- 3.0 side yard setbacks are proposed for town housing elements;
- 7.5 m side yard setbacks are proposed for tower elements.

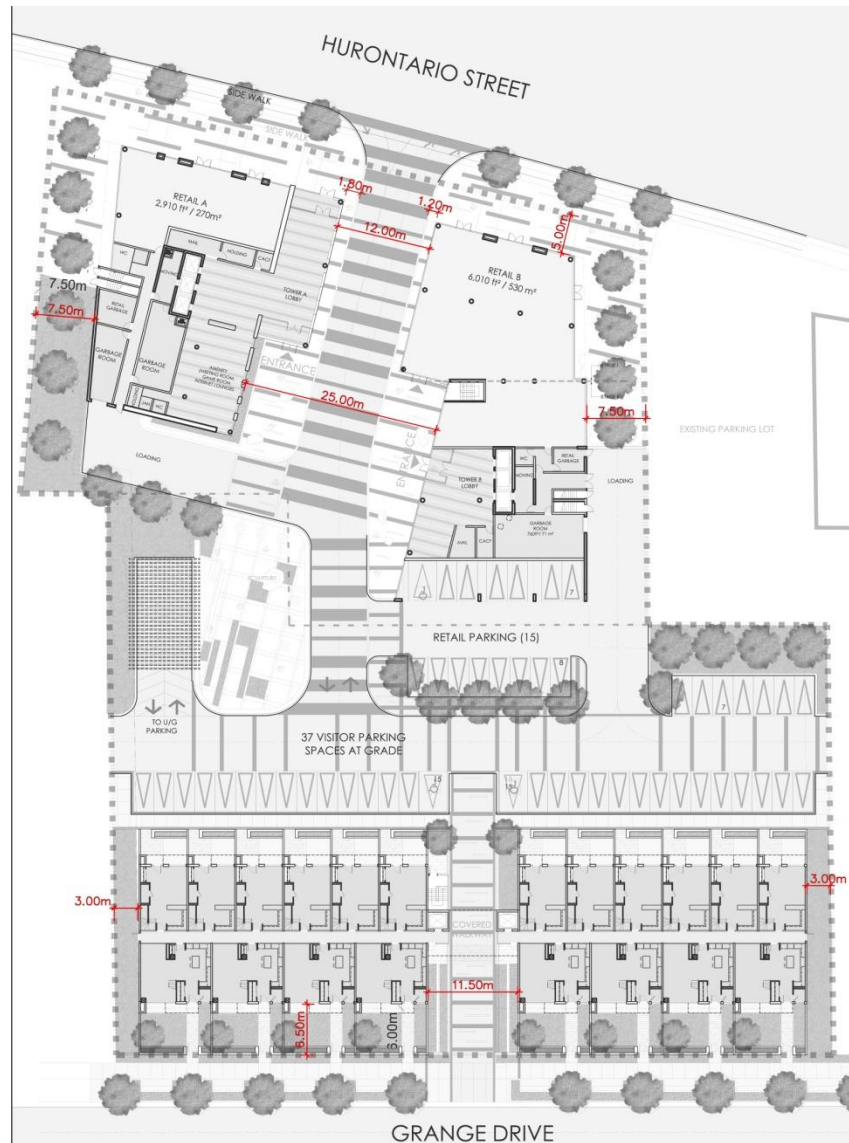


Figure 9 – Building Separations and Setbacks



## Building Heights

Building heights and separations are illustrated in figures 10 & 11. The proposed towers are 26 and 22 storeys in height with the north tower being taller and closer to Hurontario and the south tower being lower and significantly setback minimizing the overlap between the towers. Towers are separated by a distance of 25 m creating ample opportunities for views past the tower.

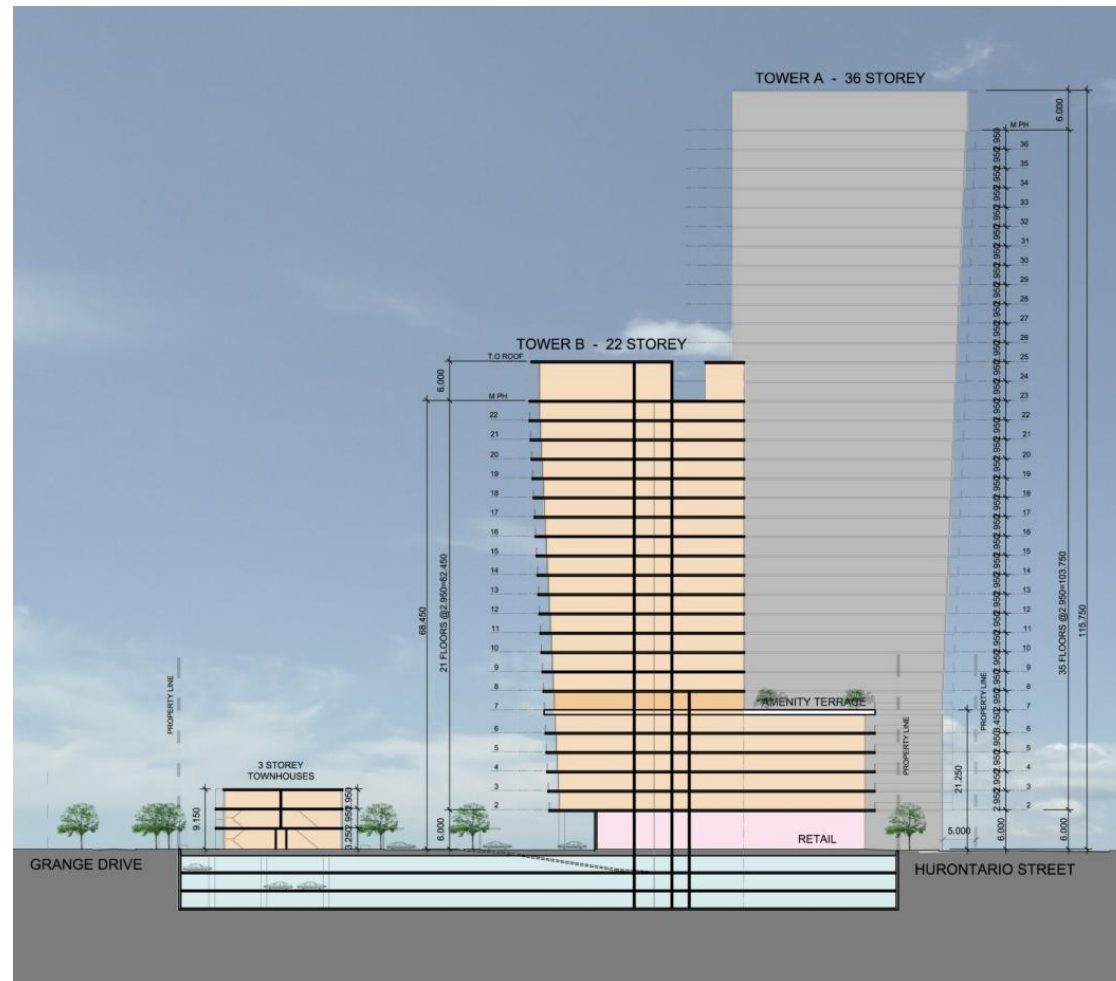


Figure 10– East-West Section through 22 storey high tower

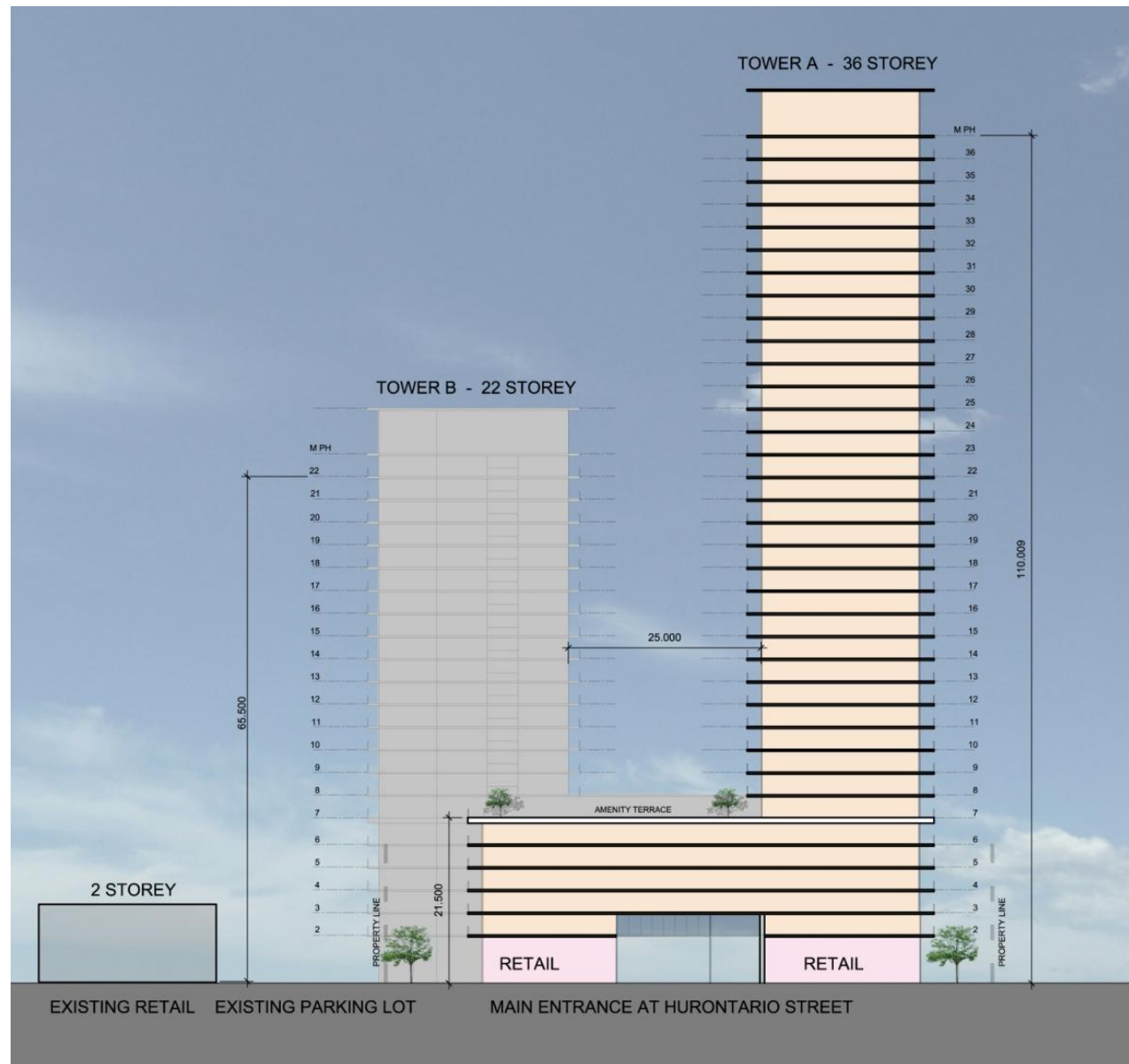


Figure 11 – East West Section through 36 storey high tower

## 8.0 Streetscape

The site contains frontages on both Hurontario Street as well as Grange Drive, each providing its own challenging condition for the ground plane and for interface.

### Hurontario Streetscape

On Hurontario, the streetscape is envisioned as an urban boulevard with a great urban green interface between the road and the pedestrian zone. The podium has a 5m setback from the right-of-way to provide a very generous sidewalk condition. The over 10m boulevard will encourage dynamic and interactive street life with animated ground floor, retail or restaurant spill-out, movable planters as seasonal decoration and choices of seating. It will facilitate a kill strip, tree planting in continuous trenches; raised planters, seat walls with recessed lighting and consistent paving from the public sidewalk to the building face providing a seamless integration into the public realm (see Figure 12 ). High quality paving materials and street furniture will be coordinated in contemporary style, color, material and scale for aesthetic and place identity. Large deciduous canopy trees will be located at regular intervals, providing a shaded pedestrian boulevard and reducing urban heat-island effect.

Moreover, it is recognized that a public realm study for Hurontario is currently underway and that this may very well further guide our streetscape development.



Figure 12 – Section through podium at Hurontario St.

## Grange Drive Streetscape

Along Grange Drive, a 6m setback is proposed from the right-of-way within which will be located a raised planter, ornamental grasses, privacy fencing and patios of townhouses. (see Figure 13). The streetscape is intended to create a soft transition to the existing rural residential on the west of Grange. The proposal currently contemplates introducing a sidewalk element within the public boulevard however, in the context of comments made at the Urban Design Panel about respecting the rural character of Grange Drive, this element may be revisited.



**Fig. 13 – Section through townhouses at Grange Drive**



## 9.0 Sustainability

This proposal responds to and/or is consistent with the Green Development Standards as follows:

- The project will incorporate low impact development (LID) technologies to maximize natural infiltration retention of storm water;
- Is the intention that rainwater harvesting systems will be in place as well as permeable pigment materials;
- Grass and dry swale may be employed along Grange Drive, if possible;
- Native vegetation and salt tolerant species will be used where feasible;
- Private sidewalks and walkways will be barrier free and clearly designated and building entries will be connected to pedestrian paths;
- Bicycle parking will be in a secure weather protected area;
- The project will incorporate bird friendly glazing treatment;
- Site and building lighting (non-glare, non-trespassing, LED lighting);
- It is the intention that the building will be designed to LEED standards.

