

ERIN MILLS TOWN CENTRE URBAN DESIGN STUDY

IN SUPPORT OF
OFFICIAL PLAN AMENDMENT & ZONING BY-LAW
AMENDMENT APPLICATIONS

PREPARED FOR
EMTC HOLDINGS INC.

5100 ERIN MILLS PARKWAY
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

OCTOBER, 2024

PREPARED FOR

EMTC HOLDINGS INC.

50 CONFEDERATION PARKWAY
CONCORD, CA-ON, L4K 4T8, CA

PROJECT

ERIN MILLS TOWN CENTRE
5100 ERIN MILLS PARKWAY
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL
CITY FILE NO. DARC 23-173 W9

OCTOBER 2024

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1.0 INTRODUCTION & CONTEXT

INTRODUCTION

An Urban Design Study for 5100 Erin Mills Parkway (the “subject property” or “site”) was prepared by STUDIO tla for EMTC Holdings Inc. in support of an Official Plan Amendment (OPA) and Zoning By-Law Amendment (ZBA) application. The study provides a comprehensive analysis of the proposed development to support a proposed high-density residential development located at Erin Mills Town Centre – Block 1, in Mississauga, Ontario.

The purpose of this Urban Design Study is to illustrate the urban design principles that have informed the proposed development. The Urban Design Study provides an overview of the existing context, vision and objectives, and comprehensive analysis to support the proposed design and its rationale. The proposal makes a concerted effort to adhere to policies in the City of Mississauga Official Plan and all applicable guidelines and standards.



1.1 GOALS AND OBJECTIVES

VISION STATEMENT

“Our mission is to build inclusive, sustainable communities and vibrant public spaces that celebrate cultural diversity, foster safety and connection, and connect people to place.”



GOALS AND OBJECTIVES

GUIDING PRINCIPLES



**PEDESTRIAN ORIENTED
COMMUNITY**



PLACEMAKING



**DIVERSITY OF PUBLIC
SPACES**



INCLUSIVITY



**SUSTAINABILITY AND
GREEN LIVING**

GOALS AND OBJECTIVES

1. PEDESTRIAN ORIENTED COMMUNITY

To create safe, pedestrian-friendly spaces with continuous, accessible, and barrier-free walkways connecting building entrances, parking areas, and transit stops. The streetscape along Erin Centre Blvd. and Glen Erin Drive will feature well-lit, furnished seating areas to enhance public safety, allowing people to walk, gather, and cross paths easily. Elevated crosswalks and a number of pedestrian-priority woonerfs will ease movement and ensure safe access to outdoor open spaces. These routes will connect the entire site to public sidewalks and transit stops, promoting a healthy and accessible public realm.

2. PLACEMAKING

To establish vibrant, welcoming spaces that foster a strong sense of community and belonging. By integrating unique design elements, public art, and community gathering spaces, these areas create a positive identity and a sense of place, enhancing quality of life by encouraging social interaction, supporting local culture, and providing livable, functional environments. Through thoughtful placemaking, the public realm becomes more engaging, inviting residents and visitors to connect with their surroundings and with each other.

3. DIVERSITY OF PUBLIC SPACES AND USES

To create a vibrant and resilient community, the development features ample open spaces with diverse uses. It includes a lively urban plaza, parkland, gateways, and outdoor areas designed to cater to all ages and needs. Key amenities include play areas for children, an open lawn, exercise zones for adults, ping pong tables, community gathering spaces, an amphitheater with a stage, and numerous picnic tables and chairs, all thoughtfully integrated within landscaped areas. This approach avoids the limitations of single-use spaces, encouraging a variety of activities throughout the day while fostering safety, community engagement, and long-term vitality.

4. INCLUSIVITY

To ensure that all amenities and spaces cater to various ages, demographics, abilities, and needs, the design includes features like accessible pathways, adaptable play areas for children with different abilities, and exercise equipment suitable for various fitness levels. Spaces are thoughtfully interconnected to support social interactions and community events, encouraging engagement across diverse groups.

5. SUSTAINABILITY AND GREEN LIVING

To prioritize a sustainable and low-impact development, the design will use indigenous, shade-tolerant, salt-tolerant, pollinator-friendly, and low-irrigation species to support urban biodiversity and minimize maintenance. Strategic placement of canopy trees will provide seasonal shading, while high-SRI paving materials help reduce the heat island effect. Sustainable drainage and stormwater management strategies, including bio-retention systems, bio-swales, rainwater harvesting, and water treatment, will be developed in future design stages. Additionally, full cut-off lighting fixtures will

be introduced to meet dark sky guidelines, ensuring a safe and well-lit environment. Promoting sustainability within the node is key to reducing the environmental impact of redevelopment. Initiatives such as green roofs, energy-efficient buildings, and green infrastructure—like rain gardens and permeable surfaces—further lower the environmental footprint, creating a resilient community.

6. STRENGTHENING COMMUNITY

To preserve the function of the node as the center of the community ensures that the area remains a focal point for social interaction, events, and local identity. A well-designed community node fosters inclusivity, providing spaces where residents can gather, connect, and engage with their community. To strengthen community ties, it is essential that public spaces within the node encourage interaction across all demographics, while incorporating amenities like public parks, urban plazas, and green open spaces.

7. BUILT ENVIRONMENT AND PUBLIC PLACES

To ensure that intensification is appropriate it is key to maintain the quality and character of the built environment as the community evolves. The development will thoughtfully integrate green spaces, streets, and public realms, enhancing the livability of the area. This balance fosters an environment where residents feel connected to both nature and urban life simultaneously. Incorporating design elements such as pedestrian-friendly pathways, lush urban plazas, and public art, alongside sustainable building materials and landscaping, creates a cohesive design language that enhances the identity of the node. These public spaces become integral to the urban fabric, contributing to the overall sense of place.

8. MOBILITY

Improving permeability and connectivity within the node supports all transportation modes, from walking and cycling to transit and private vehicles. Enhancing pedestrian infrastructure and efficient public transit encourages sustainable travel, reducing car dependency and promoting healthier lifestyles. This allows seamless movement within and around the node, benefiting both local businesses and the wider community. Accessible and connected transport systems make the node more equitable, enabling residents to navigate safely and efficiently.

9. PROCESS/PHASING

Effective phasing during redevelopment is critical to maintaining the node's functionality during and after construction. Careful planning keeps key services, public spaces, and infrastructure accessible throughout each phase. By minimizing disruptions and ensuring completed sections are usable, the node can continue to function as the center of community life. A well-executed phasing strategy also helps residents and businesses adapt gradually, ensuring a smooth transition from the current state to a revitalized, integrated node.

1.2. ANALYSIS OF THE EXISTING SITE AND NEIGHBOURHOOD

SITE LOCATION, ORIENTATION, AND BOUNDARIES

Study Area

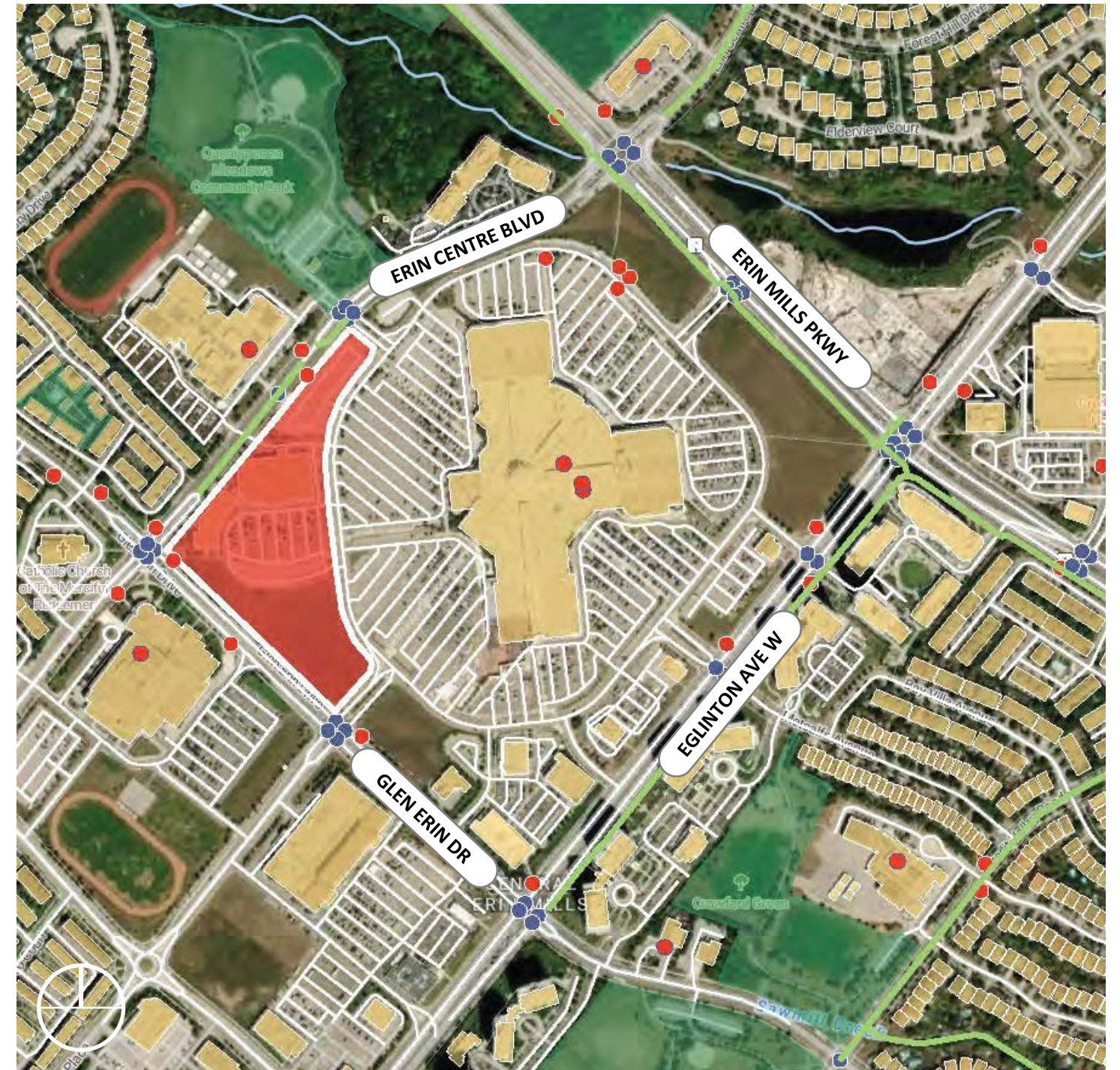
The proposed development area for 5100 Erin Mills Parkway is located in Mississauga, Ontario, within the Erin Mills area, and is situated at the intersection of Glen Erin Drive and Erin Centre Boulevard and is bounded by Erin Centre Boulevard to the northwest, Glen Erin Drive to the southwest, and Erin Mills Town Centre to the east. The site is part of a well-established suburban neighbourhood known for its commercial, and residential developments.

Context and Surroundings:

- **Northwest:** Erin Centre Boulevard – Residential neighbourhoods dominate the northern section, featuring low-rise detached homes, John Fraser Secondary School, two baseball diamonds, a tennis court, and a small playground with a splash pad.
- **Southwest:** Glen Erin Drive – The west side includes St. Aloysius Gonzaga Secondary School, Erin Meadows Community Centre, Erin Meadows Library, and additional retail spaces and convenience stores.
- **East:** Erin Mills Town Centre and its surrounding surface parking lot border the site to the east, with big-box retailers and dining options.

Land Use and Zoning:

- **Current Use:** The site is currently zoned for commercial purposes only, primarily housing the Erin Mills Town Centre Mall and independent commercial, retail and restaurant buildings and the associated parking areas.
- **Development Potential:** The Erin Mills Town Centre mall property is underutilized and primarily car-oriented. Given its proximity to key public and community services, employment and transit, the site is well-suited for the addition of high-density residential development complementary to the Erin Mills Town Centre and mall property overall. The proposed addition of residential uses will support convenient access to housing, quality employment, services and recreation.



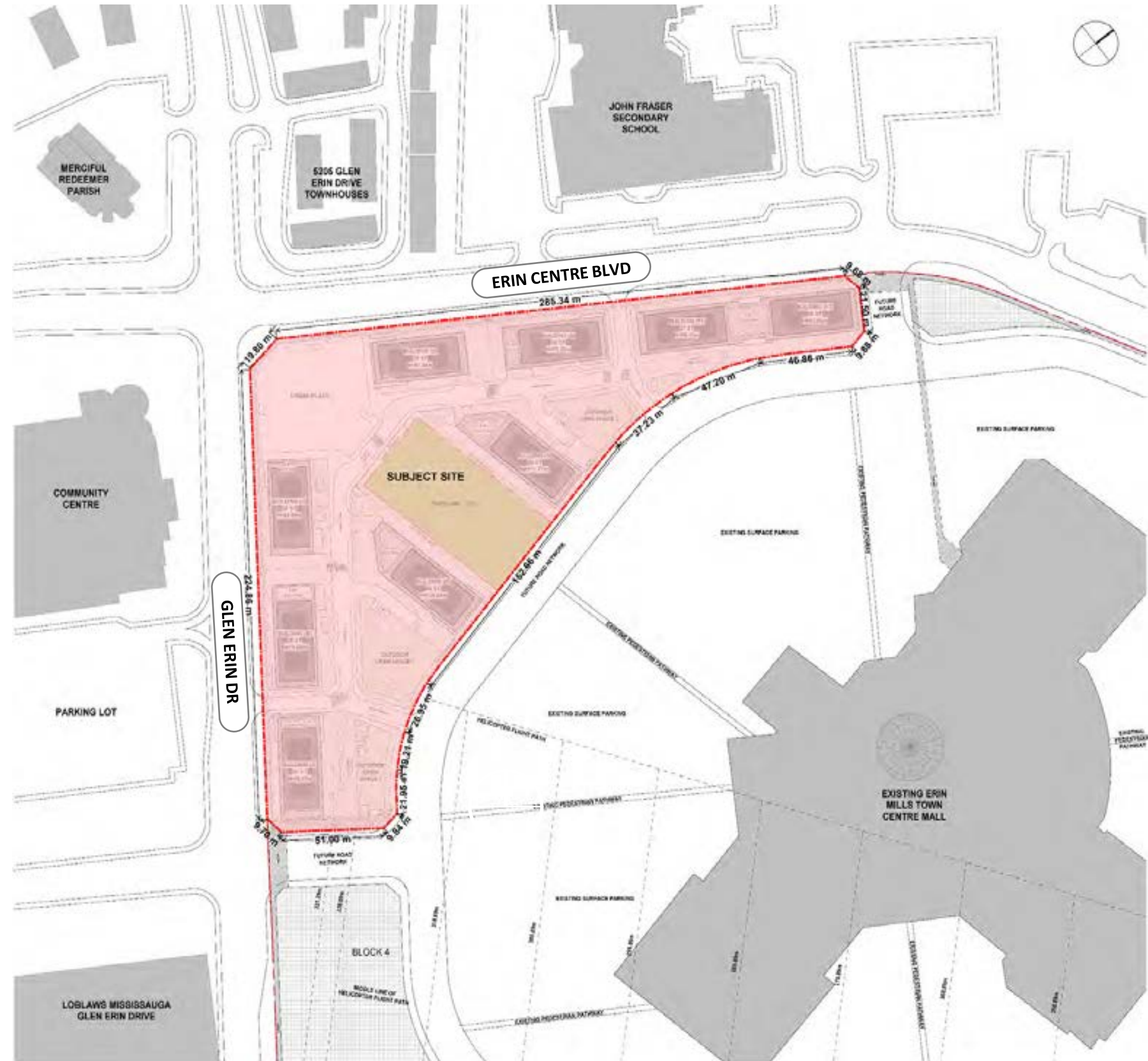
- THE SITE
- PARKS AND GREEN SPACES
- BUILDINGS
- BUS STOPS
- SIGNALIZED CROSSING
- BIKE LANES

1.2. ANALYSIS OF THE EXISTING SITE AND NEIGHBOURHOOD

LOT CONFIGURATION

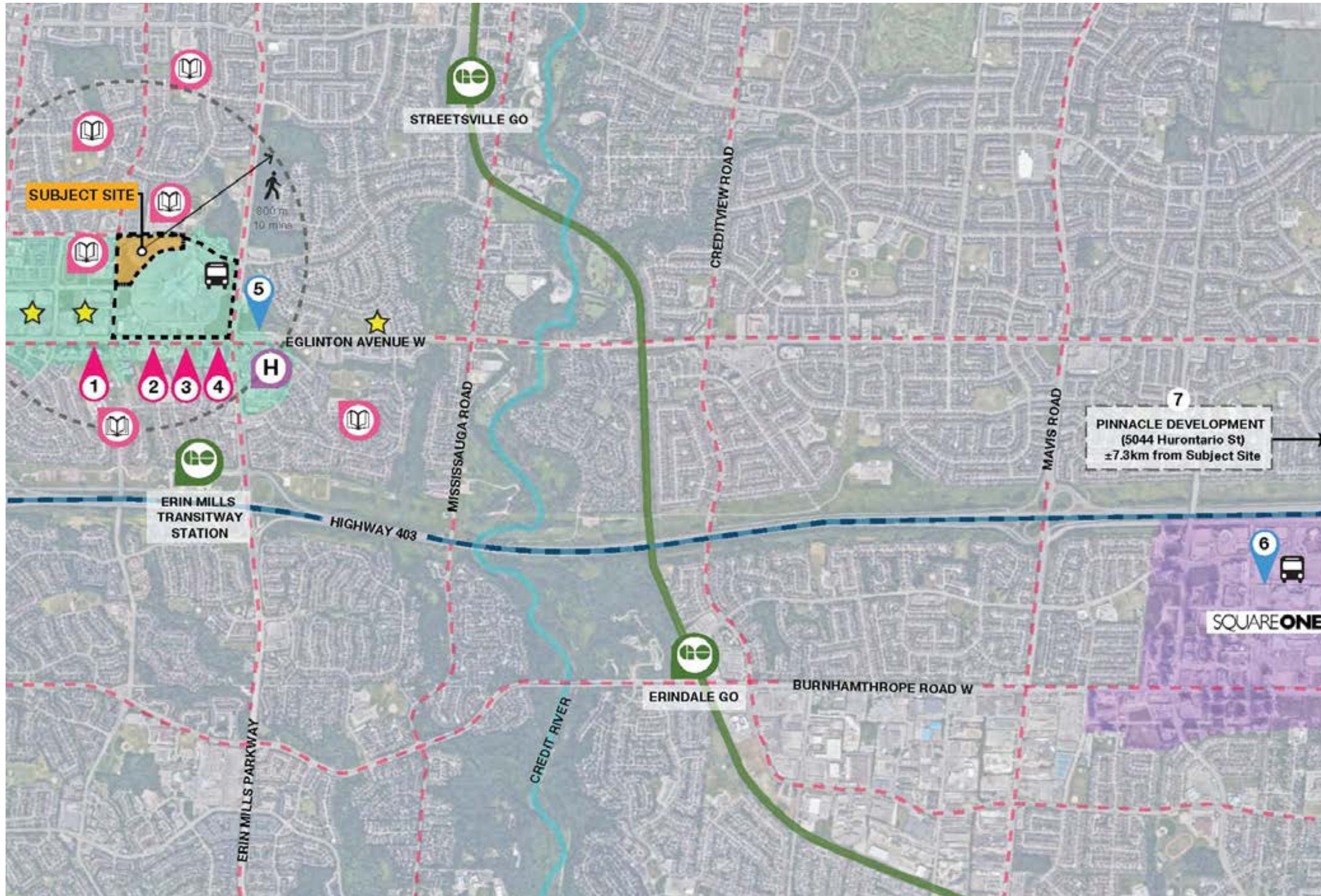
The subject site, outlined in red, has a distinctive boomerang shape. The site measures approximately 285.34 meters along the side facing Erin Centre Blvd and about 224.86 meters along the side facing Glen Erin Drive. The boundary along the future road network extends roughly 152.66 meters, while the opposite side, interfacing with the adjacent urban plaza, spans around 19.80 meters. This unique shape allows for creative design possibilities and efficient use of space. Its strategic location at the intersection of Erin Centre Blvd and Glen Erin Drive ensures excellent accessibility and connectivity.

Additionally, the integration of the urban plaza and the parkland at the central and deepest part of the site allows for generous, wide-open public spaces that contribute to a successful pedestrian-oriented community, with diverse and inclusive public spaces. These two key urban spaces act as a community hub, strengthening the axial relationship to the Erin Mills Town Centre Shopping Mall, enhancing both the functional and visual connections within the site.



OPPORTUNITIES & CONSTRAINTS

LARGE-SCALE CONTEXTUAL PLAN



LEGEND

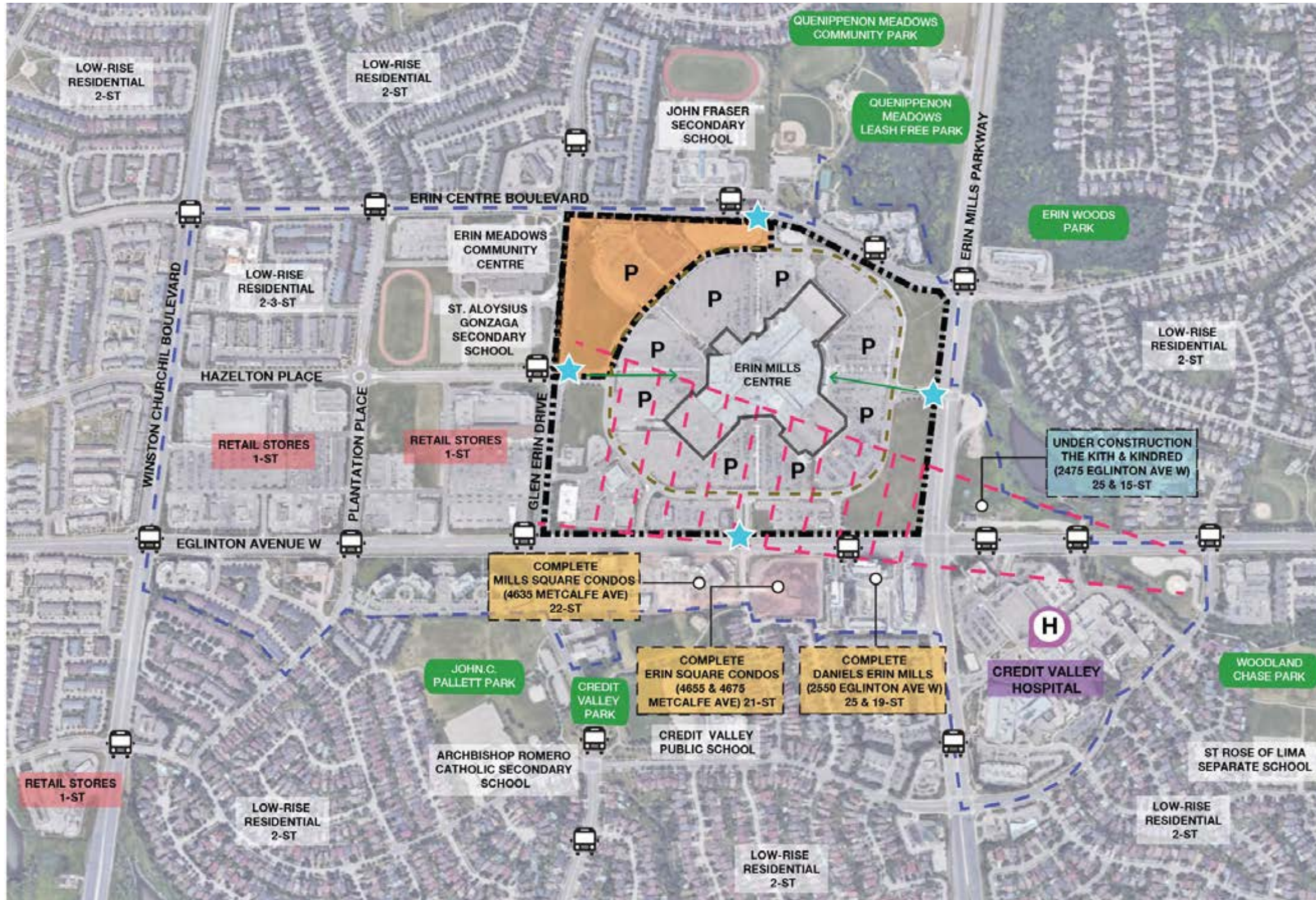
- Erin Mills Town Centre Site
- 10 Minute Walk (800m)
- Contextual Development Approved | Under Construction
- Contextual Development | Complete
- Canadian Pacific Railway/GO Line Route
- Miway Transit Route
- Bus Terminal
- Schools
- Amenities: Groceries, Restaurants, Retail
- Credit Valley Hospital
- Central Erin Mills Major Node Boundary
- Downtown 21 Master Plan Boundary

- ① Miracle In Condos (18-ST) - Pemberton Group
- ② Mills Square Condos (22-ST) - Pemberton Group
- ③ Erin Square Condos (21-ST) - Pemberton Group
- ④ Daniels Erin Mills (25 & 19-ST) The Daniels Corporation
- ⑤ The Kith and Kindred Condominiums (25 & 15-ST) The Daniels Corporation
- ⑥ Square One Expansions and Revitalization Oxford Properties Group
- ⑦ Pinnacle - 5044 Hurontario St Pinnacle International Limited
 - Phase 1,2 & 3: **Complete** (28,26,25-ST)
 - Phase 4.1: **Under Construction** (34 & 15-ST)
 - Phase 4.2 & 5: **Proposed** (38, 35 & 32-ST)

1:20,000

SITE ANALYSIS

CONTEXTUAL PLAN



LEGEND

- Subject Site  Gross Block 1 Area : ±4.29 hectares (±10.61 acres)
- Erin Mills Town Centre Site  Overall Site Area : ±34.38 hectares (±84.95 acres)
- Central Erin Mills Major Node Boundary 
- Miway Bus Stops 
- Credit Valley Hospital Helipad Flight Path (location shown is approximate) 
- Existing Ring-road (Private) 
- Existing Surface Parking 
- Existing Retail & Grocery Stores 
- Existing Parks 
- From Reimagining the Mall 2019 - City of Mississauga
- Potential Transit Hub 
- Existing/Potential Cycling Paths 

CONTEXTUAL REFERENCE FROM PINNACLE DEVELOPMENT

- 5044 Hurontario St (7.3km east of Subject Site, not shown on Site Analysis)
- Major Node: Uptown**
- Max. 5.19 & 7.11 FSI From Planning Justification Report 2020)
 - Approved Height ranges: 15-34-ST
 - Min. 25% Landscaped Area
 - Min. 5.6sm/unit (combined indoor/outdoor amenity)
 - Min. 3m setbacks

MISSISSAUGA OFFICIAL PLAN 2024

- Major Node: Central Erin Mills**
- Max. Tall building HT 25-ST
 - Erin Mills Node, max. FSI 4.0
 - Minimum 30m building separation between tall buildings

1:20,000 

ANALYSIS OF THE ADJACENT CONTEXT

Erin Mills Town Centre Shopping Mall

Erin Mills Town Centre is a large, multi-story commercial building with extensive retail spaces and a significant footprint. It is primarily retail and service-oriented, attracting high foot traffic. As a major commercial landmark, it is located at a major intersection, offering high visibility and accessibility.

Low-Rise Residential Neighborhood at the Northeast Corner of Glen Erin Drive and Erin Centre Blvd

This area features low-rise residential buildings with a suburban character, including single-family homes and low-rise apartments.

John Fraser Secondary School

John Fraser Secondary School is a mid-sized educational facility with a combination of one and two-story buildings. It serves educational purposes with classrooms and recreational facilities. As a key educational landmark, it is integrated into the residential fabric and accessible via public transit.

Quenippenon Meadows Community Park

Quenippenon Meadows Community Park, offers various recreational amenities for the local community. It features baseball diamonds, soccer fields, a playground, and walking trails, making it ideal for sports and family activities. The park also serves as a hub for community events and gatherings, fostering a strong sense of local connection.

Erin Meadows Community Center and Library

The Erin Meadows Community Center and Library is a modern, multi-use building providing community and library services. It hosts recreational programs and library facilities, acting as a central civic landmark. It is accessible from local roads and pedestrian pathways.



Erin Mills Town Centre Shopping Mall



John Fraser Secondary School



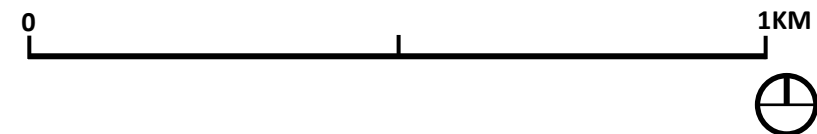
Low-Rise Residential Neighborhood at Glen Erin Drive and Erin Centre Blvd

ANALYSIS OF THE ADJACENT CONTEXT



LEGEND

- ① ERIN MILLS TOWN CENTRE
- ② JOHN FRASER SECONDARY SCHOOL
- ③ ERIN MEADOWS COMMUNITY CENTRE AND LIBRARY & ST. ALOYSIUS GONZAGA SECONDARY SCHOOL
- ④ LOBLAWS
- ⑤ ERIN MILLS TOWN CENTRE BUS TERMINAL
- ⑥ DIVINE MERCY CATHOLIC ELEMENTARY SCHOOL
- ⑦ MIDDLEBURY PUBLIC SCHOOL
- ⑧ THOMAS STREET MIDDLE SCHOOL
- ⑨ ERIN CENTRE PLAZA
- ⑩ CREDIT VALLEY HOSPITAL
- ⑪ MEDICAL OFFICES
- ⑫ ST. ROSE OF LIMA SEPARATE SCHOOL
- ⑬ THE CHASE SQUARE (RETAIL & COMMERCIAL)
- ⑭ BUSY HANDS 'N' MINDS CHILDCARE CENTRE
- ⑮ CREDIT VALLEY PUBLIC SCHOOL
- ⑯ BLESSED TRINITY CATHOLIC EDUCATION CENTRE
- ⑰ MERCIFUL REDEEMER PARISH
- ⑱ ERIN MILLS STATION
- 🚌 BUS STOP
- 🛣️ HWY 403
- 🛣️ GLEN ERIN DR & ERIN CENTRE BLVD



ANALYSIS OF THE ADJACENT CONTEXT

Residential Towers at the Northwest Corner of Erin Mills Parkway and Erin Center Blvd

The residential towers at this location feature high-rises with modern architectural designs. They offer apartment living with nearby amenities and are prominent at a key intersection, providing high visibility and access.

Residential Towers on Ellington Ave W Between Glen Erin Drive and Erin Mills Parkway

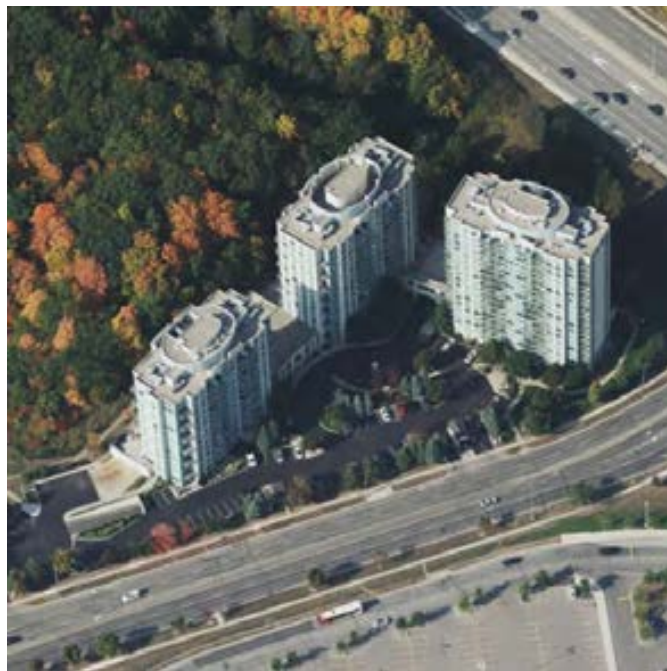
These high-rise and mid-rise residential buildings have contemporary designs and provide residential units with views and proximity to the Erin Mills Town Centre amenities. They contribute to the residential density and skyline of the area, with accessibility from major roads.

Credit Valley Hospital

Credit Valley Hospital is a large, multi-story healthcare facility with a sprawling campus. It provides public healthcare services, including emergency and specialized care. As a critical healthcare landmark, it is well-integrated into the community's service network and accessible from major roads.



Quenippenon Meadows Community Park



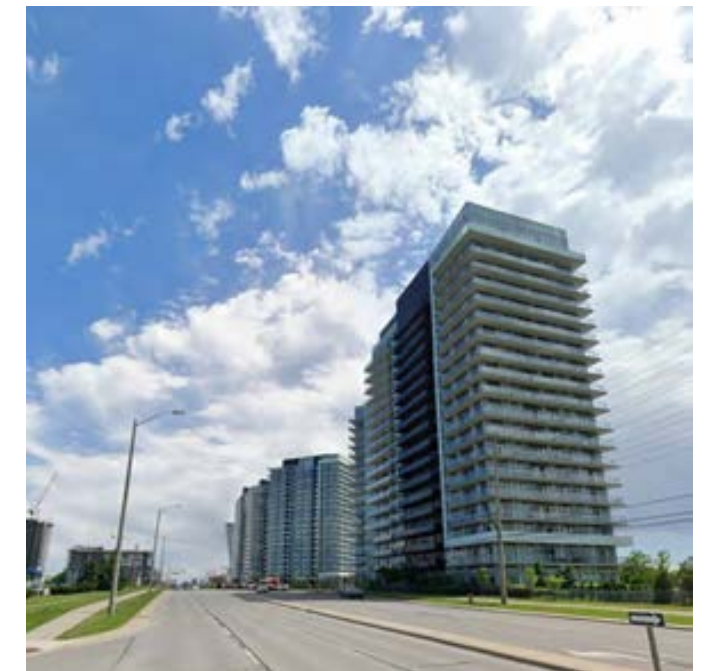
Residential Towers at the Northwest Corner of Erin Mills Parkway and Erin Center Blvd



Credit Valley Hospital



Erin Meadows Community Center and Library



Residential Towers on Ellington Ave W Between Glen Erin Dr. and Erin Mills Pkwy

ANALYSIS OF THE ADJACENT CONTEXT



LEGEND

- ① ERIN MILLS TOWN CENTRE
- ② LOW-RISE RESIDENTIAL NEIGHBORHOOD
- ③ JOHN FRASER SECONDARY SCHOOL
- ④ QUENIPPENON MEADOWS PARK
- ⑤ ERIN MEADOWS COMMUNITY CENTER AND LIBRARY
- ⑥ RESIDENTIAL TOWERS AT THE NORTHWEST CORNER OF ERIN MILLS PARKWAY AND ERIN CENTRE BLVD
- ⑦ RESIDENTIAL TOWERS ON ELLINGTON AVE W BETWEEN GLEN ERIN DRIVE AND ERIN MILLS PARKWAY
- ⑧ CREDIT VALLEY HOSPITAL

Erin Mills Town Centre – August 2022

ANALYSIS OF THE ADJACENT CONTEXT



LEGEND

- ① ERIN MILLS TOWN CENTRE
- ② LOW-RISE RESIDENTIAL NEIGHBORHOOD
- ③ JOHN FRASER SECONDARY SCHOOL
- ④ QUENIPPENON MEADOWS PARK
- ⑤ ERIN MEADOWS COMMUNITY CENTER AND LIBRARY
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- ⑦ RESIDENTIAL TOWERS ON ELLINGTON AVE W BETWEEN GLEN ERIN DRIVE AND ERIN MILLS PARKWAY
- ⑧ CREDIT VALLEY HOSPITAL

Erin Mills Town Centre – August 2022

PHOTOS OF THE SITE AND THE SURROUNDING CONTEXT



Signalized intersection at Erin Centre Boulevard and the stub road leading to Erin Mills Town Center Shopping Mall, looking south



Signalized intersection at Erin Centre Boulevard across from John Fraser Secondary School, looking east



Bus shelter at Erin Centre Boulevard across from John Fraser Secondary School, looking west



View from the existing ring road looking toward the existing shopping plaza

SITE TOPOGRAPHY, NATURAL FEATURES AND VEGETATION

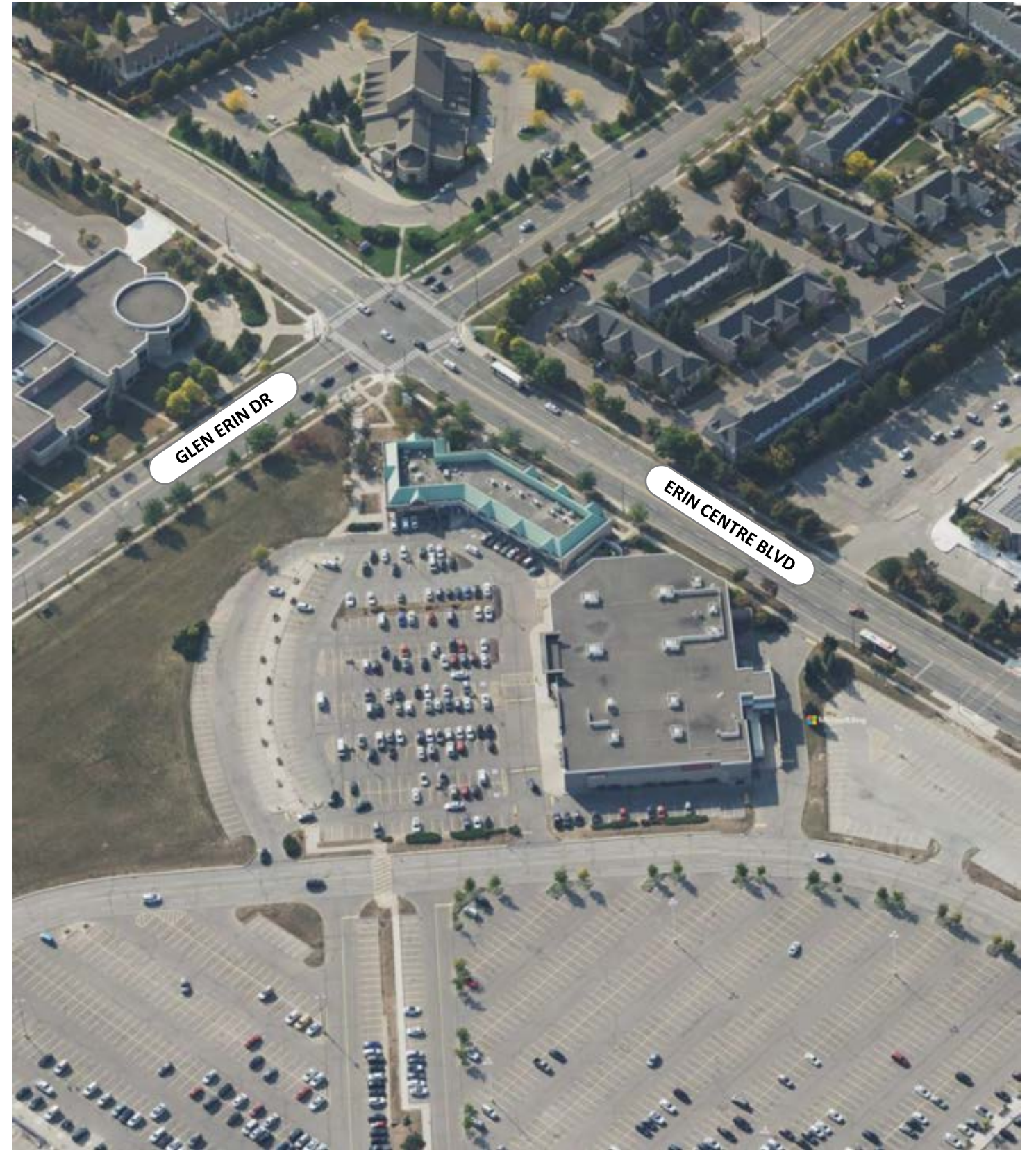
•**Topography:** The site is generally flat, which is typical of the Mississauga area and makes it ideal for a large-scale development.

•**Vegetation and Tree Canopy:**

The area along Erin Centre Blvd features a limited tree canopy, with existing street trees being the greatest contributor to the urban greenery. The subject site, currently occupied by two commercial buildings and surface parking, includes a variety of landscape trees such as Norway Maple, Serviceberry, Shademaster Honey Locust, Apple, White Oak, Colorado Blue Spruce, Austrian Pine, Pear, Valley Forge Elm, and Siberian Elm. Some existing trees within the right of way are dead and need replacement, while others will be removed to accommodate the proposed private road network and ensure safe stopping and turning sight distances. There are plenty of opportunities for more intensive tree planting in this area to enhance shading and reduce urban heat island effects.



View from Glen Erin Dr looking north toward Erin Centre Blvd

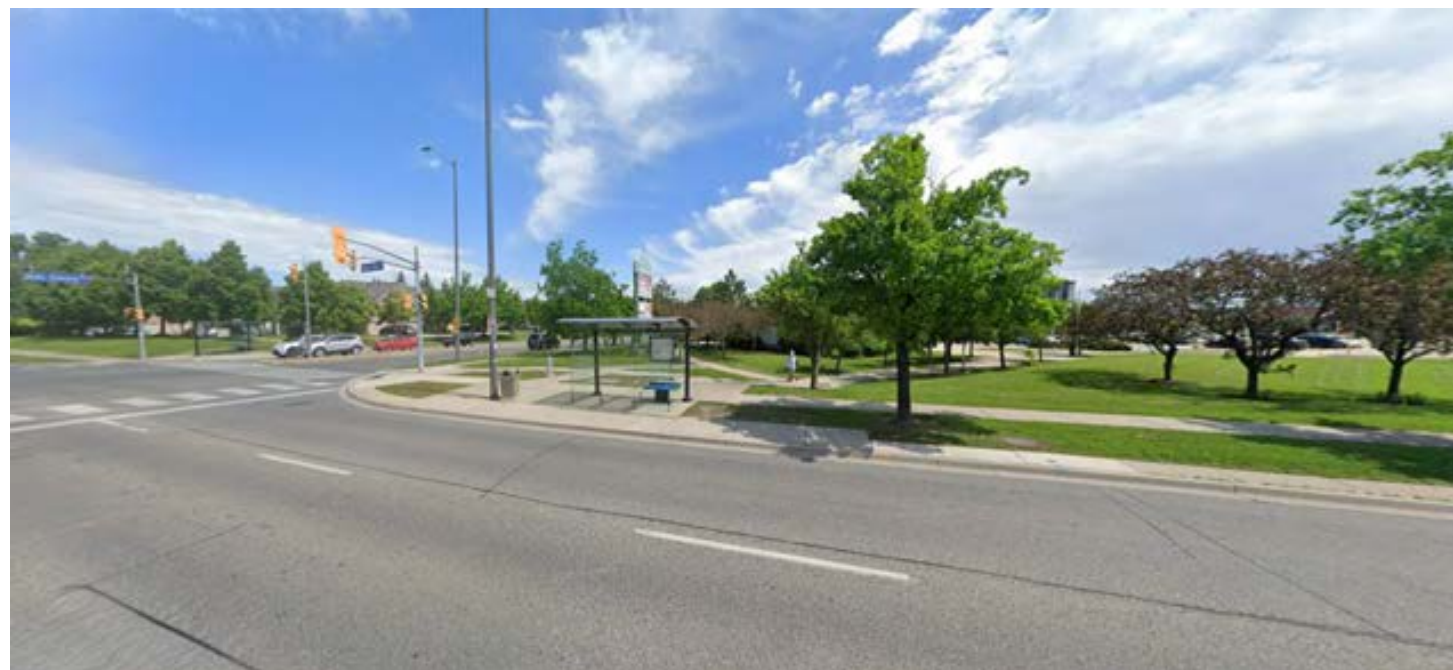


Aerial view shows the existing commercial buildings on site, surface parking, a limited tree canopy, and opportunities for intensified planting.

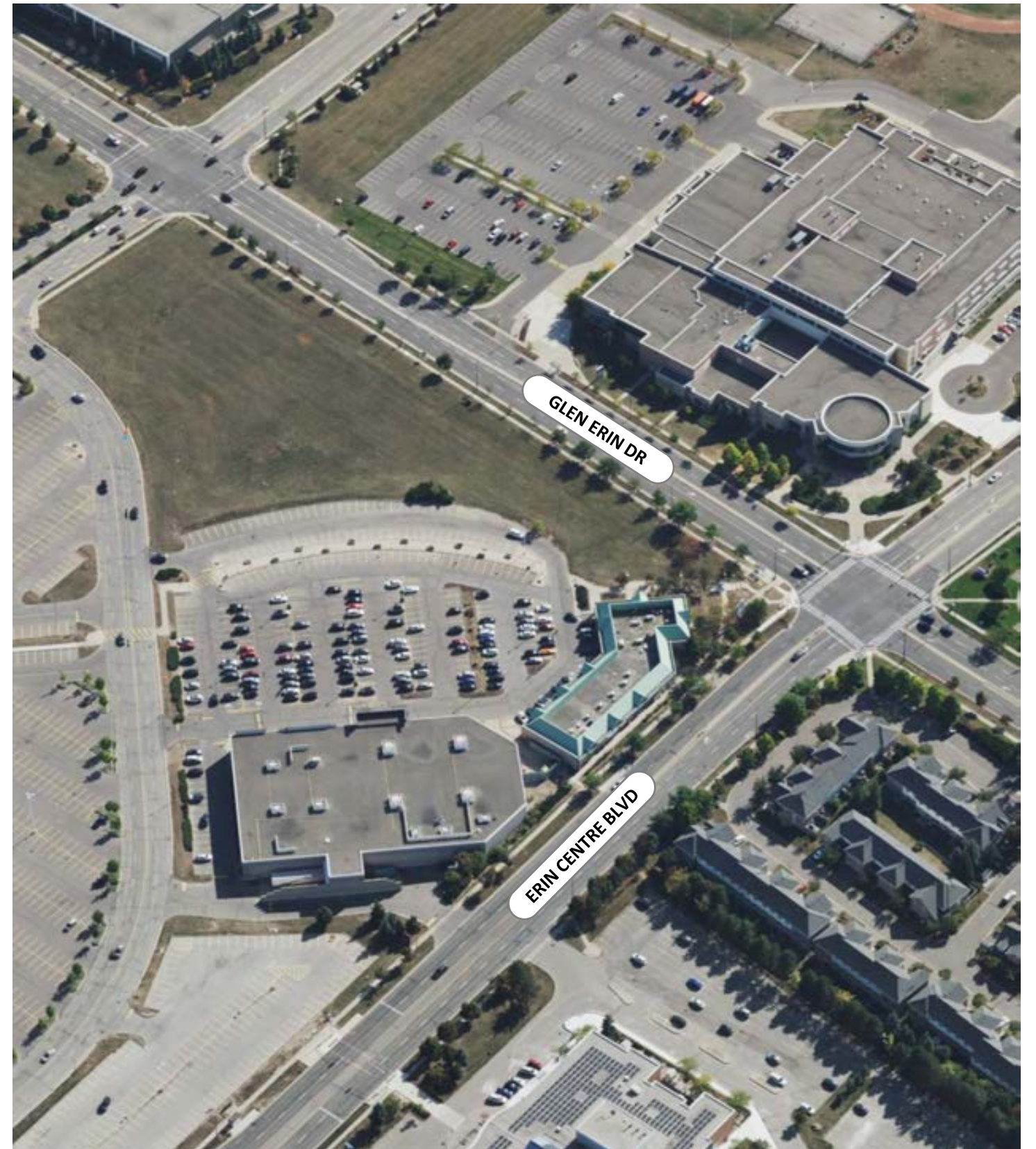
SITE TOPOGRAPHY, NATURAL FEATURES AND VEGETATION



View from Erin Centre Boulevard looking east toward Erin Mills Pkwy



View from Glen Erin Dr. & Erin Centre Blvd intersection looking north



Aerial view shows the existing commercial buildings on site, surface parking, a limited tree canopy, and opportunities for intensified planting.

TRANSPORTATION AND ACCESSIBILITY

- **Road Access:** Erin Mills Parkway is a major arterial road that connects the site to the larger Mississauga area and other parts of GTA. The road network surrounding the site including Glen Erin Drive and Erin Centre Boulevard provides excellent vehicular access to the site.

- **Public Transit:** The site is well-served by MiWay buses, with connections to nearby GO Transit stations. The ample bus services make it accessible to non-drivers.

- **Erin Mills Station (Bus Terminal):**

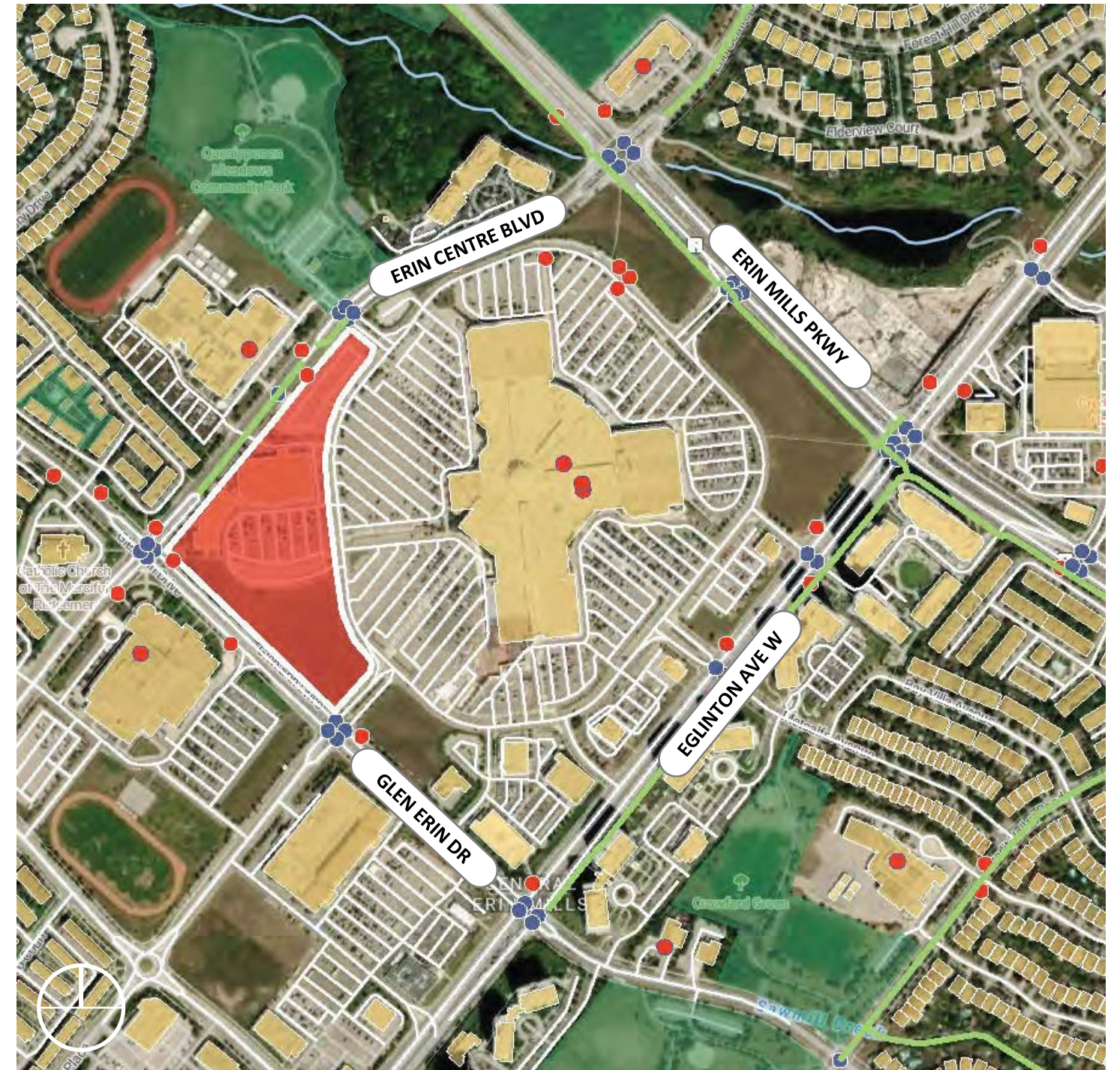
Located adjacent to Erin Mills Parkway and within a short distance from the site, the Erin Mills Station is a major transit hub for the MiWay bus system. It connects the area to other parts of Mississauga, as well as providing access to GO Transit, linking commuters to downtown Toronto and the broader GTA. This proximity enhances the site's accessibility and makes it an attractive option for residents who rely on public transit, reducing dependency on car travel.

- **Proximity to Highway 403:**

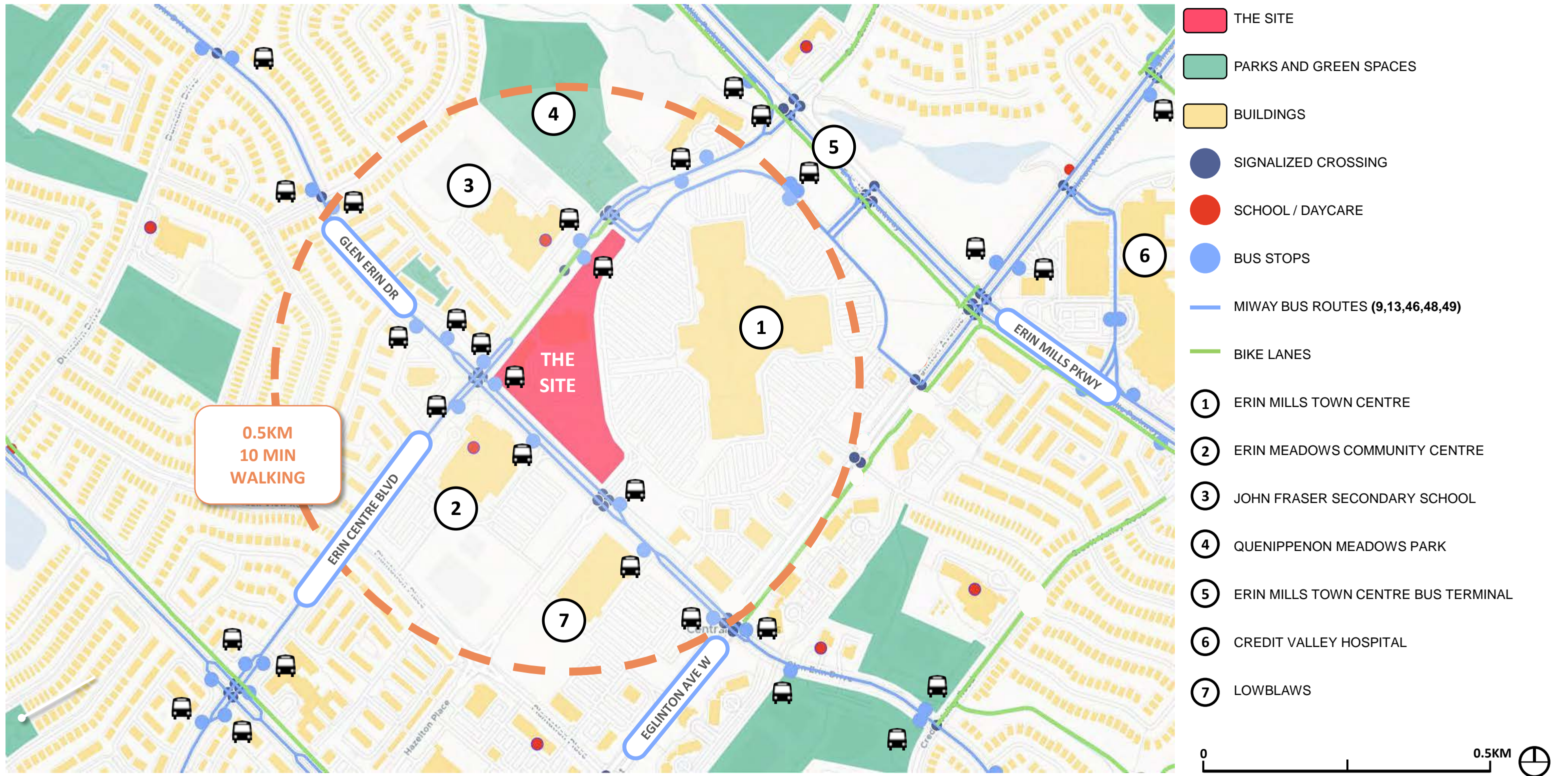
The site's proximity to Highway 403 offers quick access to major east-west routes, connecting Mississauga to Oakville, Burlington, and the broader 400-series highway network. This convenient location enhances the site's appeal for residents and visitors commuting within the GTA.

- **Pedestrian Access:** The 32-meter right-of-way (ROW) on both Erin Centre Boulevard and Glen Erin Drive accommodates 2.8-meter-wide sidewalks. Additionally, the existing easement along these roads provides a pedestrian buffer zone that is 6.0 to 7.0 m wide. The site is also bounded by three signalized intersections, ensuring safe crossing, and features a signalized crossing in front of John Fraser Secondary School. These factors allow for a safe, vibrant, and accessible development.

- **Cycling Access:** The site currently lacks adequate cycling infrastructure. Erin Centre Boulevard has east-west bike lanes, but they are unprotected. The high-speed limit, unprotected bike lanes, and car-centric road design make the road network unsafe for cyclists.



MAP OF THE TRANSPORTATION NETWORK



2.0 ANALYSIS

DEVELOPMENT PROPOSAL

BRIEF DESCRIPTION

The proposed development area is situated at the intersection of Glen Erin Drive and Erin Centre Boulevard and is bounded by Erin Centre Boulevard to the northwest, Glen Erin Drive to the southwest, and Erin Mills Town Centre to the east. The development is designed as Block 1 and is divided into five subphases, each containing various building blocks.

The development features nine residential towers ranging in height from 20 to 44 storeys. Seven of these towers are situated along Erin Centre Boulevard and Glen Erin Drive, with their heights stepping down towards the urban plaza to provide a human-scale transition within the public realm. The arrangement of the towers creates generous open spaces, enhancing the quality of the public realm and allowing for various outdoor activities, fostering a vibrant community.

A central parkland, spanning 46,285 square feet, serves as a green heart of the development, while an urban plaza at the intersection of Glen Erin Drive and Erin Centre Boulevard acts as the community's main gate point and entrance, offering an uninterrupted view corridor to Erin Mills Town Centre mall, and seamlessly connecting the development with the surrounding neighborhood. Existing on-grade retail buildings within Phase 3 of the site will be demolished to accommodate the new development.

Buildings Descriptions

The proposed development consists of nine residential buildings, each designed to complement the surrounding urban environment while providing a range of residential amenity spaces. The buildings vary in height, enhancing the skyline and fostering a dynamic architectural presence:

- **Buildings A and F2:** 30 storeys
- **Buildings B and E:** 25 storeys
- **Buildings C and D:** 20 storeys
- **Building F1:** 27 storeys
- **Building G:** 44 storeys
- **Building H:** 39 storeys



Each building's ground floor is thoughtfully planned to maximize practical usage. Amenity spaces are strategically placed to activate the street frontages, either along municipal roads or adjacent to parkland, encouraging interaction and vibrancy. Residential lobbies are accessible from both sides of each building, providing convenience and enhancing security. Support services, including access to underground parking, are discreetly located on the inner side of the development to minimize both visual and acoustical impacts on residents.

DEVELOPMENT PROPOSAL

BRIEF DESCRIPTION

Building podiums, are designed to house indoor and outdoor amenity spaces, creating functional and inviting areas for residents. The podiums heights ranging from 4 to 6 storeys stepping down towards the urban plaza ensures a human-scale transition between the buildings and the public realm. Additionally, a two-metre projecting canopy and a minimum two-metre tower setback from the podium are incorporated into the design, effectively mitigating wind impacts and downwash effects at building entrances.

Each building's ground floor is thoughtfully planned to maximize practical usage. Amenity spaces are strategically placed to activate the street frontages, either along municipal roads or adjacent to parkland, encouraging interaction and vibrancy. Residential lobbies are accessible from both sides of each building, providing convenience and enhancing security. Support services, including access to underground parking, are discreetly located on the inner side of the development to minimize both visual and acoustical impacts on residents.

Building podiums, are designed to house indoor and outdoor amenity spaces, creating functional and inviting areas for residents. The podiums heights ranging from 4 to 6 storeys stepping down towards the urban plaza ensures a human-scale transition between the buildings and the public realm. Additionally, a two-metre projecting canopy and a minimum two-metre tower setback from the podium are incorporated into the design, effectively mitigating wind impacts and downwash effects at building entrances.

Amenity Spaces

The proposed buildings plan incorporates a variety of indoor and outdoor amenity spaces strategically distributed between the ground and podium floors of all buildings.

Ground Floor Amenities

The ground floor of each building includes secondary indoor amenity spaces that can be used as lounges, fitness areas, and multipurpose rooms, providing accessible community areas for residents.

Podium Floor Amenities

The podium floor of each building serves as the primary amenity hub, featuring expansive indoor spaces that can be used as recreation centers, shared workspaces, and entertainment rooms. These are complemented by adjacent outdoor amenity areas such as landscaped terraces, rooftop gardens, and social gathering spaces.

Development Metrics

The proposed development offers a total Gross Floor Area (GFA) of approximately 2.3 million square feet and a net Floor Space Index (FSI) of 4.7.

The project includes a variety of amenity spaces, with a combined total of 300,000 square feet dedicated to both indoor and outdoor amenities. Additionally, the plan provides approximately 34,000 square feet of open outdoor areas, creating generous spaces for recreation, leisure, and community engagement within the development.

Urban Design & Community Impact

The proposed development contributes significantly to the local housing market by introducing 3,162 residential units, serving to a diverse range of needs. These units include five varieties of suite types, ranging from one-bedroom to multi-bedroom layouts, with sizes spanning from 410 to 690 square feet. This range aligns with Mississauga's housing demands, offering a balanced mix of compact and family-oriented options.

Architecturally, the development creates visual interest through thoughtful site organization. The urban plaza serves as a defining gateway, seamlessly connecting the development to the surrounding parkland and offering a direct visual link to Erin Mills Town Centre mall. Height and density transitions are carefully planned, with towers ranging from 44 storeys to 20 storeys, gradually stepping down toward the lower residential areas along Glen Erin Drive and Erin Centre Boulevard. This design respects the surrounding context, ensuring a smooth integration with the existing built environment.

DEVELOPMENT PROPOSAL

1. ROAD NETWORK AND ACCESSIBILITY

The site is positioned at the intersection of Erin Centre Boulevard and Glen Erin Drive, with prominent access to these two major roads. An extended network of future private roads is planned to enhance connectivity and improve traffic flow throughout the development. A series of pedestrian-priority streets, or woonerfs, are incorporated to slow down vehicle movement and prioritize pedestrian safety.

2. BUILDING LOCATIONS

Glen Erin Drive (Buildings A, B, C): Positioned on the west side of the development, Buildings A, B, and C frame the Glen Erin Drive frontage.

Erin Centre Boulevard (Buildings D, E, F1, F2): Located along the north edge of the development, Buildings D, E, F1, and F2 line Erin Centre Boulevard, contributing to the site's skyline and urban vibrancy.

Parkland-Flanking Buildings (H, G): Buildings H and G surround the central parkland, integrating urban living with direct access to the green space.

3. URBAN PLAZA

Design and Functionality:

The urban plaza serves as the main arrival point, welcoming visitors with a sense of identity and vibrancy. It features wide pathways, trellises, canopies, creating an inviting community gathering space. Within the plaza are seating areas, picnic tables, and a performance stage, fostering cultural and social events. The plaza provides physical and visual axial connection to the parkland and Erin Mills Town Centre.



Vibrant Urban Plaza: A hub for the community with shaded seating and a performance stage, serving as a gateway for the development



Lush Parkland: This park is the heart of the development, offering activities for all ages and abilities in a natural setting

DEVELOPMENT PROPOSAL

4. PARKLAND:

The parkland features a central, expansive great lawn that anchors a variety of activities around it for all age groups. It includes children's play structures, exercise equipment for adults, and areas for wellness activities. Mature trees and landscaped mounds define the space, mitigating wind and creating a sense of enclosure. Picnic tables and benches are spread throughout, providing gathering spots and fostering a strong sense of community.

5. OUTDOOR OPEN SPACES

Outdoor Open Space 1: A passive seating area with benches, tables, and recreational amenities such as ping pong tables, ideal for casual social interactions.

Outdoor Open Space 2: A wellness garden featuring exercise equipment suitable for all ages and abilities, with additional seating areas, surrounded by lush planting buffers.

Outdoor Open Space 3: A dog run with lush landscaping and a fenced area, catering to pet owners in the community.

6. BOULEVARD EDGE AND PEDESTRIAN EXPERIENCE

The development features a vibrant boulevard edge along both Erin Centre Boulevard and Glen Erin Drive, created through wide sidewalks, planting buffers, and deep setbacks to enhance the pedestrian experience.

7. PEDESTRIAN PROMENADE:

An undulating pedestrian promenade connects the outdoor open space spaces and parkland, encouraging pedestrian circulation.

8. GATEWAY ENTRANCES:

Pedestrian gateways between towers (e.g., between Towers D and E, and between Towers B and C) provide safe, identifiable access points from the surrounding municipal sidewalks.



The Urban Plaza serves as a lively and welcoming hub for the community, featuring shade structures and prominent signage that clearly define the corner of the development.



The parkland is situated at the core of the development, providing inclusive spaces for everyone, with easy access through broad pathways and raised pedestrian crossings.

CONCEPT MASTER PLAN



LEGEND

- 1 Passive Garden/ Outdoor Open Space 1
- 2 Wellness Garden/ Outdoor Open Space 2
- 3 Dog Run/ Outdoor Open Space 3
- 4 Urban Plaza
- 5 Parkland
- 6 Gateways
- Project Vistas
- Pedestrian Promenade
- Shade Structures
- Vibrant Boulevard Edge
- Community Space
- Great Lawn
- Focal "Garden"
- Plazas
- Play Structures
- Amphitheaters



KEY URBAN DESIGN CONSIDERATIONS

1. A vibrant **Urban Plaza** at the intersection of Glen Erin Drive and Erin Centre Blvd, envisioned to be a welcoming and inviting **address** for the development, accessible via signalized crossings for pedestrian safety.
2. A strong visual and spatial **axial relationship** from the **Urban Plaza** towards Erin Mills Town Centre, aligning with its iconic glass dome, through the **public Parkland**.
3. Centrally located **public Parkland**, safely accessed via prioritized **raised crosswalks**, away from busy roads and integrated into the future road network for ample frontage and **minimal exposure to traffic**.
4. Generous tower setbacks from the property line, combined with proposed 2.8m sidewalks, easements allowing for wide, activated **pedestrian frontage zones** capable of supporting heavy footfall as the area densifies.
5. An angulating **promenade** pathway that connects all the outdoor spaces and the public Parkland across the development, encouraging fluid walkability, safety, and ease of access.

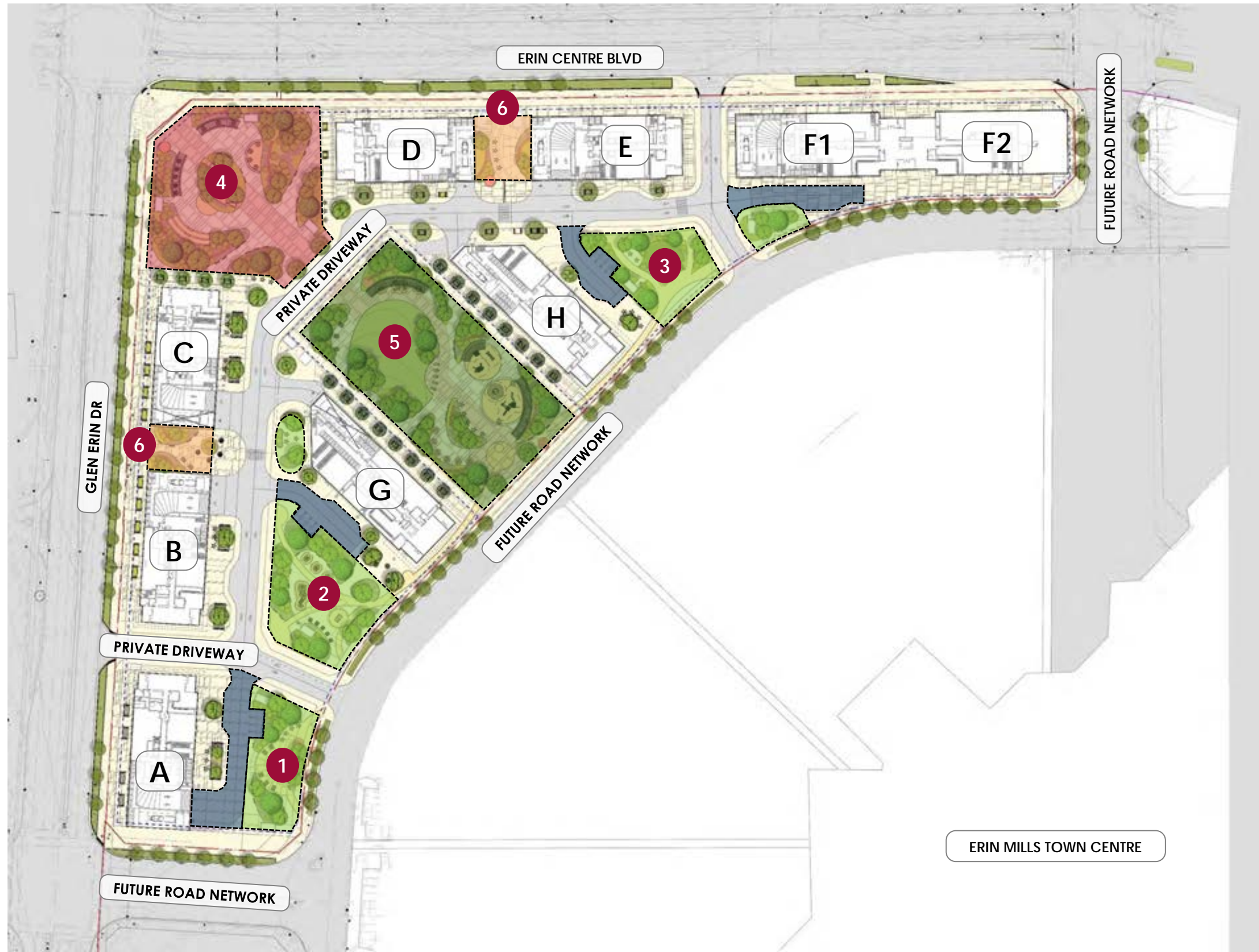


KEY URBAN DESIGN CONSIDERATIONS

6. Four **woonerfs** serving towers A, G, H, F1, and F2, prioritizing **pedestrian safety** and access to neighboring open outdoor spaces and the Parkland.
7. Well-marked **gateways** between towers B & C and D & E, leading into intimate **paseos** that connect to crosswalks and open into the heart of the development.
8. **Lobbies** for towers A, B, C, D, E, F1, and F2 open towards both major roads (Glen Erin Drive and Erin Centre Blvd) and internal private road network, facilitating seamless pedestrian access to sidewalks and public spaces.
9. **Lobbies** for towers G and H open towards the public park and open spaces, creating visual and physical connections.
10. Dedicated **drop-off** areas in front of each tower lobby provide safe and accessible arrival points for residents and visitors.
11. Series of crosswalks within the private road network facilitating safe pedestrian access.



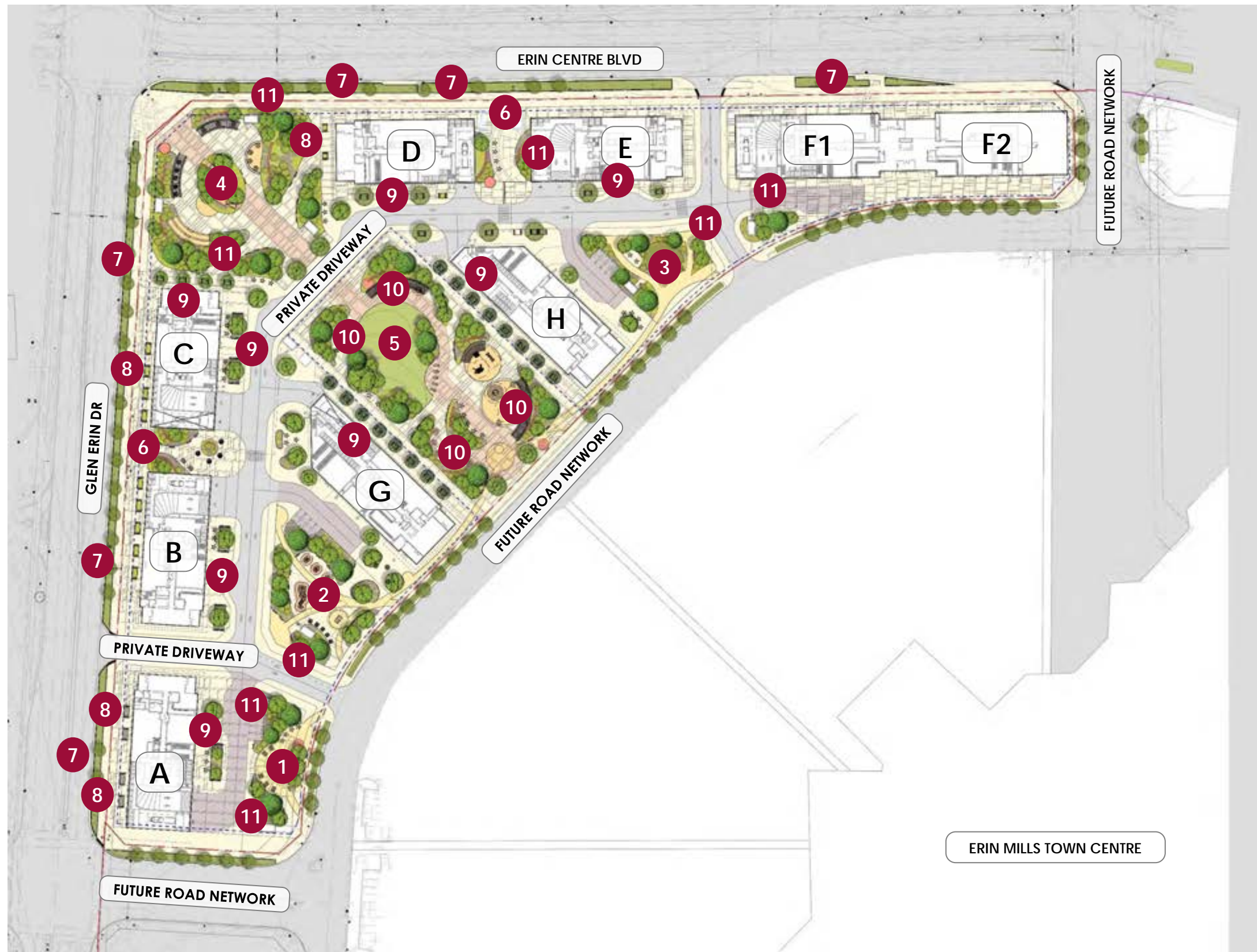
PROPOSED PUBLIC AND PRIVATE OPEN SPACES



LEGEND

- 1 Passive Garden/ Outdoor Open Space 1
- 2 Wellness Garden/ Outdoor Open Space 2
- 3 Dog Run/ Outdoor Open Space 3
- 4 Urban Plaza
- 5 Parkland
- 6 Gateways
- Parkland (Public)
- Urban Plaza (Publicly Accessible)
- Outdoor Open Spaces (Publicly Accessible)
- Community Gateways (Publicly Accessible)
- Woonerf (Publicly Accessible)
- Sidewalks / Walkways / Building Frontage (Publicly Accessible)

ON-SITE LANDSCAPE OPPORTUNITIES



LEGEND

- 1 Passive Garden/ Outdoor Open Space 1
- 2 Wellness Garden/ Outdoor Open Space 2
- 3 Dog Run/ Outdoor Open Space 3
- 4 Urban Plaza
- 5 Parkland
- 6 Gateways
- 7 Existing Boulevard Landscape Buffer w. Trees
- 8 Planters w. Shrubs
- 9 Planters w. Trees on Slab
- 10 Mature Trees on Grade
- 11 Mature Trees on Slab

KEY PUBLIC URBAN SPACES

The Urban Plaza: A Publicly accessible vibrant public address with shaded seating, trellises, and a performance stage, fostering community interaction.

The Parkland: The parkland serves as the green heart of the development, catering to a wide range of activities and providing a serene environment.

Outdoor Open Spaces: Three distinct public spaces designed for social, wellness, and pet-friendly activities, each well-connected through pedestrian paths.

Pedestrian Priority Streets: Elevated priority crosswalks and woonerfs throughout the development prioritize pedestrian safety, circulation, and access, ensuring easy and safe connections to public transport and the surrounding neighborhood.

Pedestrian Gateways: Pedestrian gateways serve as welcoming entry points that enhance accessibility and connect key areas for easy and safe foot traffic, featuring art and signage for wayfinding and character, along with lush planting and large coniferous trees to mitigate wind.

Pedestrian Promenade: The pedestrian promenade is a key feature that connects the development's outdoor open space and parkland, creating a continuous and safe path across the southeast end. Designed with an undulating form, the promenade enhances walkability and fosters social interaction and placemaking by integrating key art installations and smaller plazas, thereby defining the development's identity and creating a vibrant, people-oriented environment.



Vibrant Urban Plaza: A hub for the community with shaded seating and a performance stage, serving as a gateway for the development



Lush Parkland: This park is the heart of the development, offering activities for all ages and abilities in a natural setting

KEY PUBLIC URBAN SPACES



URBAN PLAZA

The **Urban Plaza** is a key element of this proposal, located at the corner of Glen Erin Drive and Erin Centre Blvd, offering a welcoming and inclusive public space. The plaza fosters community engagement through thoughtfully designed zones.

At the heart is the **Focal Garden**, featuring lush, native pollinators that create a welcoming focal point. Surrounding this are **canopies and trellises**, offering shaded areas for visitors to linger while mitigating wind. Paired with **green mounds**, these elements create intimacy, enclosure, and promote year-round comfort and sustainability.

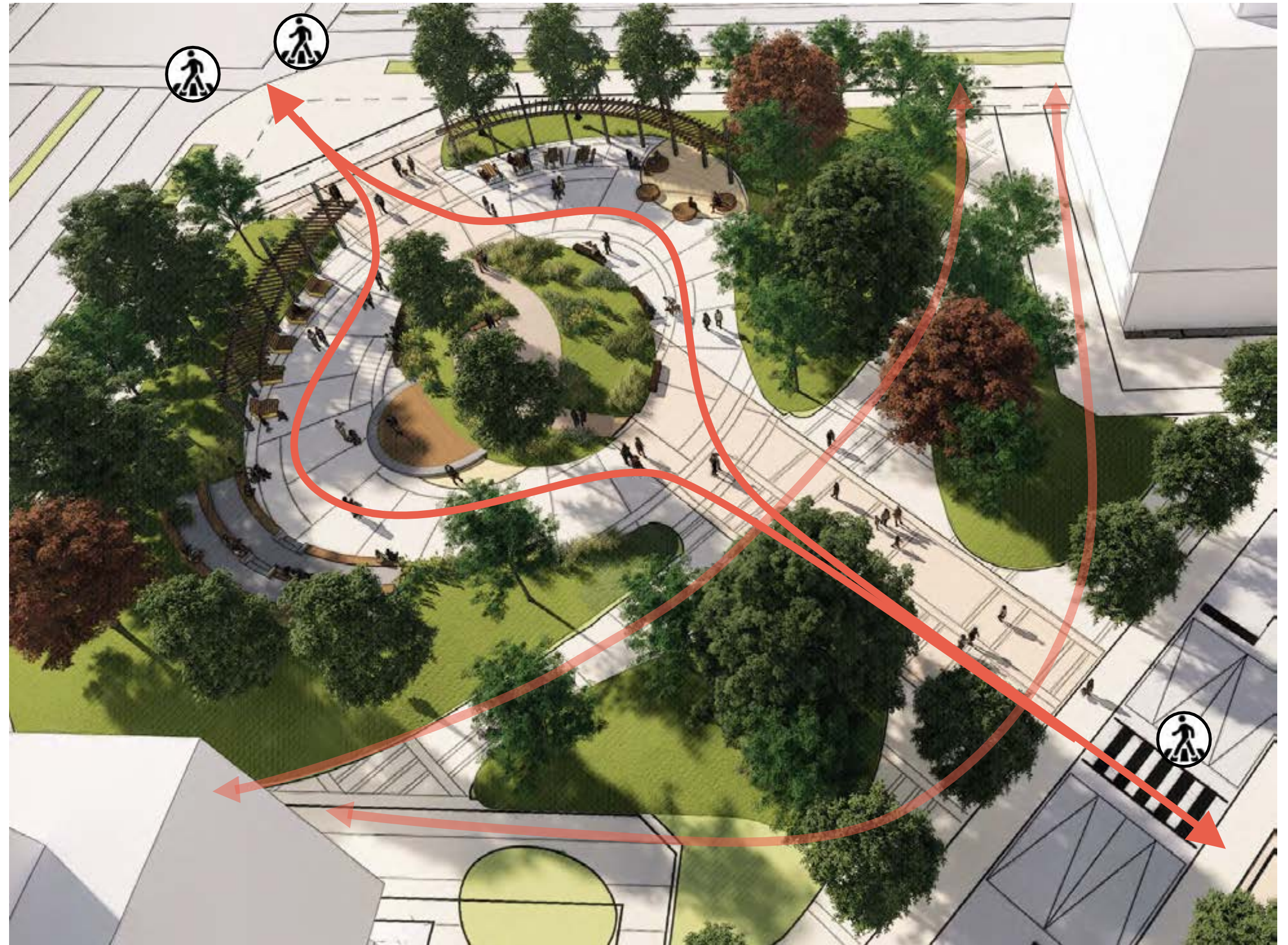
A key feature is the **playful seating areas**, designed to encourage interaction and relaxation. These zones are complemented by a **lounging area**, offering flexible spaces for gatherings or quiet reflection.

The **community stage** serves as a platform for performances and events, acting as a central hub. Adjacent to it, the **community amphitheater** offers stepped seating and flexible space for informal gatherings, fostering a sense of belonging and shared experiences.



URBAN PLAZA

Access to the plaza is seamless, with its main entry point at the northwest corner of Glen Erin Drive and Erin Centre Blvd, connected by signalized intersections that ensure safe pedestrian movement. A **prominent axial path** links the plaza to the **Erin Mills Town Centre Shopping Mall**, visually connecting these spaces through clear sightlines to the mall's iconic glass dome. Pedestrian circulation is further supported by strategically placed **pathways, drop-off areas, and crosswalks**, ensuring fluid movement throughout. An **elevated crosswalk** towards the Parkland enhances pedestrian safety and reinforces the plaza's role as an accessible and inviting public space. The design incorporates **CPTED (Crime Prevention Through Environmental Design)** principles, with well-placed lighting along pathways and entrances to ensure visibility and safety. **Wayfinding signage** throughout the plaza provides clear guidance, supporting ease of navigation. **Public art and sculptures** serve as focal points, reinforcing the plaza's identity as a vibrant, recognizable community space, fostering a sense of place and connection to the local neighborhood.



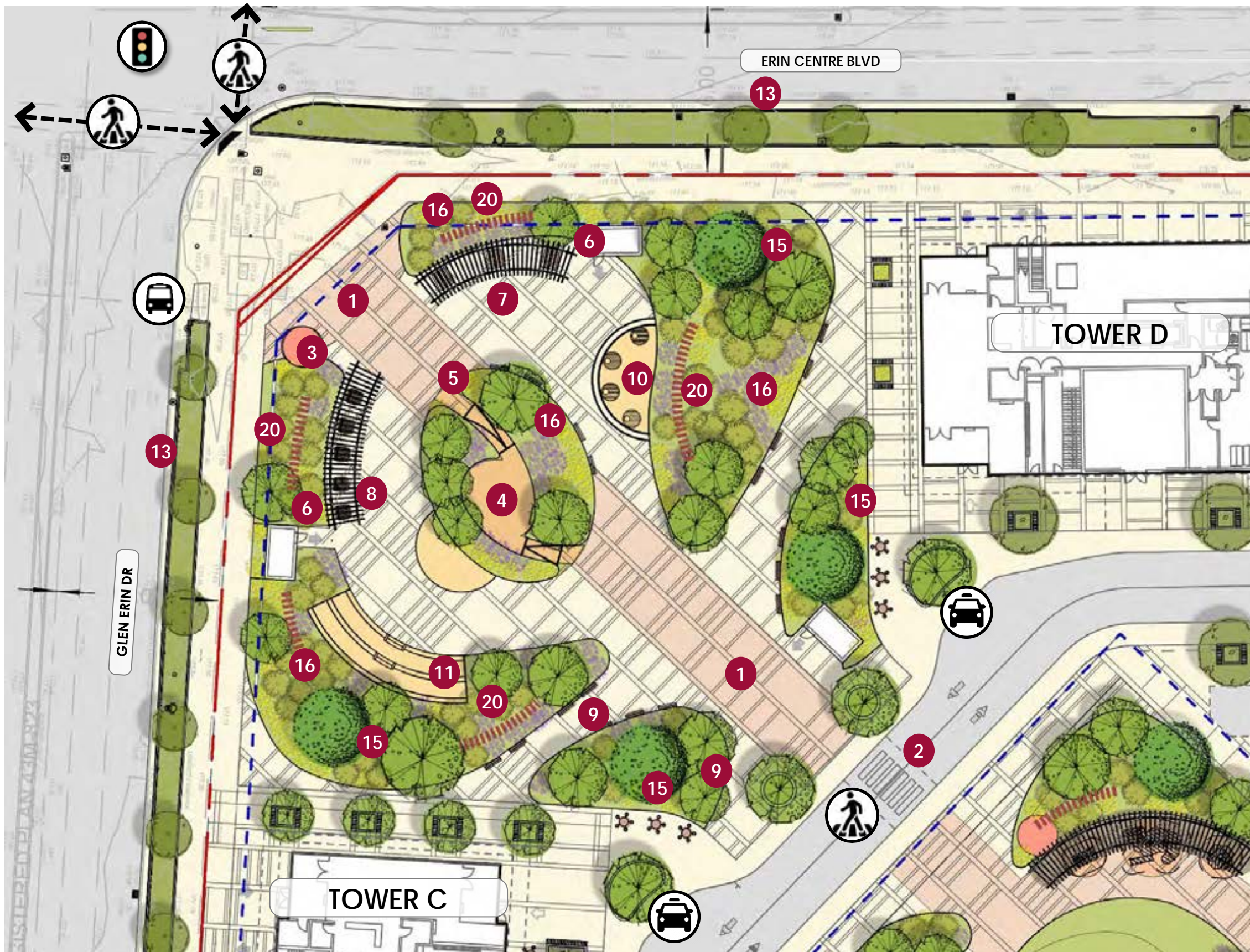
URBAN PLAZA

KEY URBAN SPACES

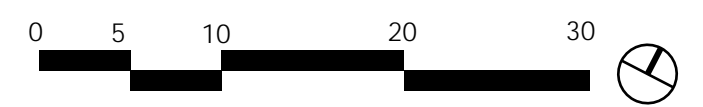


CONCEPT PLAN ENLARGEMENT – URBAN PLAZA

PROPOSED PROGRAM



- 1 Arrival Plaza
- 2 Proposed Elevated Crosswalk
- 3 Wayfinding / Potential Art
- 4 Focal Garden
- 5 Gentle Ramp
- 6 Canopy / Trellis
- 7 Communal Picnic Tables
- 8 Communal Tables
- 9 Benches
- 10 Playful Benches
- 11 Stepped Seating / Amphitheatres
- 12 Lounging Area
- 13 City/ Boulevard Trees
- 14 Planter / Bench Combo
- 15 Lush Planting Buffer
- 16 Shrubs / Pollinators
- 17 Great Lawn Area
- 18 Toddlers' / Children Play
- 19 Exercise Equipment
- 20 Winds Screens
- 21 Woonerf
- 22 Surface Parking
- 23 Drop-Off



URBAN PLAZA: ENTRY

A WELCOMING ENTRY: WIDE PATHWAYS AND GENEROUS GATHERING SPACES



URBAN PLAZA: FOCAL GARDEN

FOCAL GARDEN WITH NATIVE POLLINATORS AND INVITING SEATING FOR THE COMMUNITY



URBAN PLAZA: THE AMPHITHEATER AND STAGE AREA

OPEN AMPHITHEATER WITH SEATING FOR PERFORMANCES AND COMMUNITY GATHERINGS



URBAN PLAZA

Model Views



Urban Plaza Entry: A welcoming space and a clear view of mall's dome



Shaded picnic area for communal gathering amid lush planting



Playful seating area with circular benches surrounded for casual interactions



A relaxing lounging area with comfortable seating and open space

THE PARKLAND

The Parkland is a key public amenity, thoughtfully positioned at the heart of the development to create a vibrant and welcoming space for the local community, and the larger neighborhood. The park's design focuses on promoting wellness, social connection, and leisure through the careful arrangement of distinct yet interrelated functional zones.

The heart of the park is the **Great Lawn**, a generous open space that invites relaxation, casual play, and community gatherings, framed by lush planting and shaded seating areas to provide comfort throughout the year.

Adjacent to the **Great Lawn**, the park features a **Wellness Area** with outdoor exercise equipment, encouraging fitness and physical well-being. These zones are strategically integrated with natural elements like mature trees and shrubs, fostering a serene environment that enhances both mental and physical health.



THE PARKLAND

The **Children’s Play Area**, almost centrally located within the park, provides a safe and playful space for children. The natural play equipment, primarily made to look natural, integrates seamlessly into the surrounding landscape, creating a nurturing environment that encourages both imaginative and active play. Lush planting mounds frame and protect the play areas, serving as a natural buffer that keeps the space away from the road network, enhancing safety.

Communal Seating Areas with picnic tables and shaded trellises are scattered throughout the park, encouraging social interaction and informal gatherings. These spaces are designed with flexibility in mind, allowing for both intimate small-group activities and larger community events. The **Canopy/Trellis structures** provide shade and create inviting micro-environments, enhancing the usability of the park during all seasons.



THE PARKLAND

PROPOSED PROGRAM

THE GREAT LAWN



COMMUNAL PICNIC TABLES



LOUNGING AREA



WELLNESS AND EXERCISE AREA



CHILDREN PLAY



CANOPY / TRELLIS



COMMUNITY GATHERING SPACE



THE PARKLAND

PROPOSED PROGRAM



- 1 Arrival Plaza
- 2 Proposed Elevated Crosswalk
- 3 Wayfinding / Potential Art
- 4 Focal Garden
- 5 Gentle Ramp
- 6 Canopy / Trellis
- 7 Communal Picnic Tables
- 8 Communal Tables
- 9 Benches
- 10 Playful Benches
- 11 Stepped Seating / Amphitheaters
- 12 Lounging Area
- 13 City/ Boulevard Trees
- 14 Planter / Bench Combo
- 15 Lush Planting Buffer
- 16 Shrubs / Pollinators
- 17 Great Lawn Area
- 18 Toddlers' / Children's Play
- 19 Exercise Equipment
- 20 Wind Screens
- 21 Woonerf
- 22 Surface Parking
- 23 Drop-Off



PARKLAND: ENTRY

WELCOMING PARK ENTRY WITH PLAY AREAS AND SHADED SEATING



THE PARKLAND: COMMUNAL SEATING AREA

SHADED COMMUNAL SEATING AREA WITH LUSH PLANTING AND TREE CANOPIES



THE PARKLAND: GREAT LAWN AREA

EXPANSIVE GREAT LAWN FOR RELAXATION, CASUAL PLAY, AND COMMUNITY GATHERINGS



THE PARKLAND

Model Views



Children's play area with junior and senior structures, shaded seating, and open space



Junior play area with safe, engaging play structures surrounded by lush green mounds



Expansive great lawn for relaxation, casual play, and community gatherings



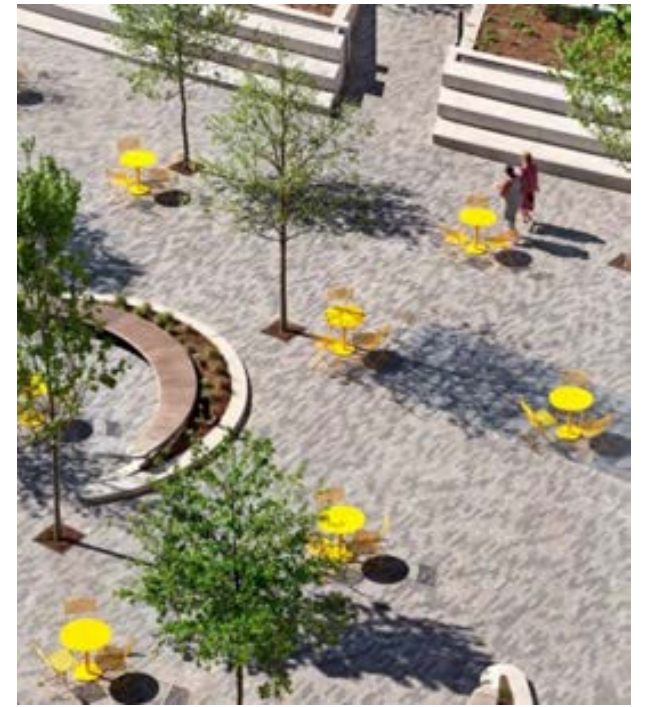
Wellness and exercise area with outdoor fitness equipment for active lifestyles

OUTDOOR OPEN SPACE 1

A PASSIVE GARDEN

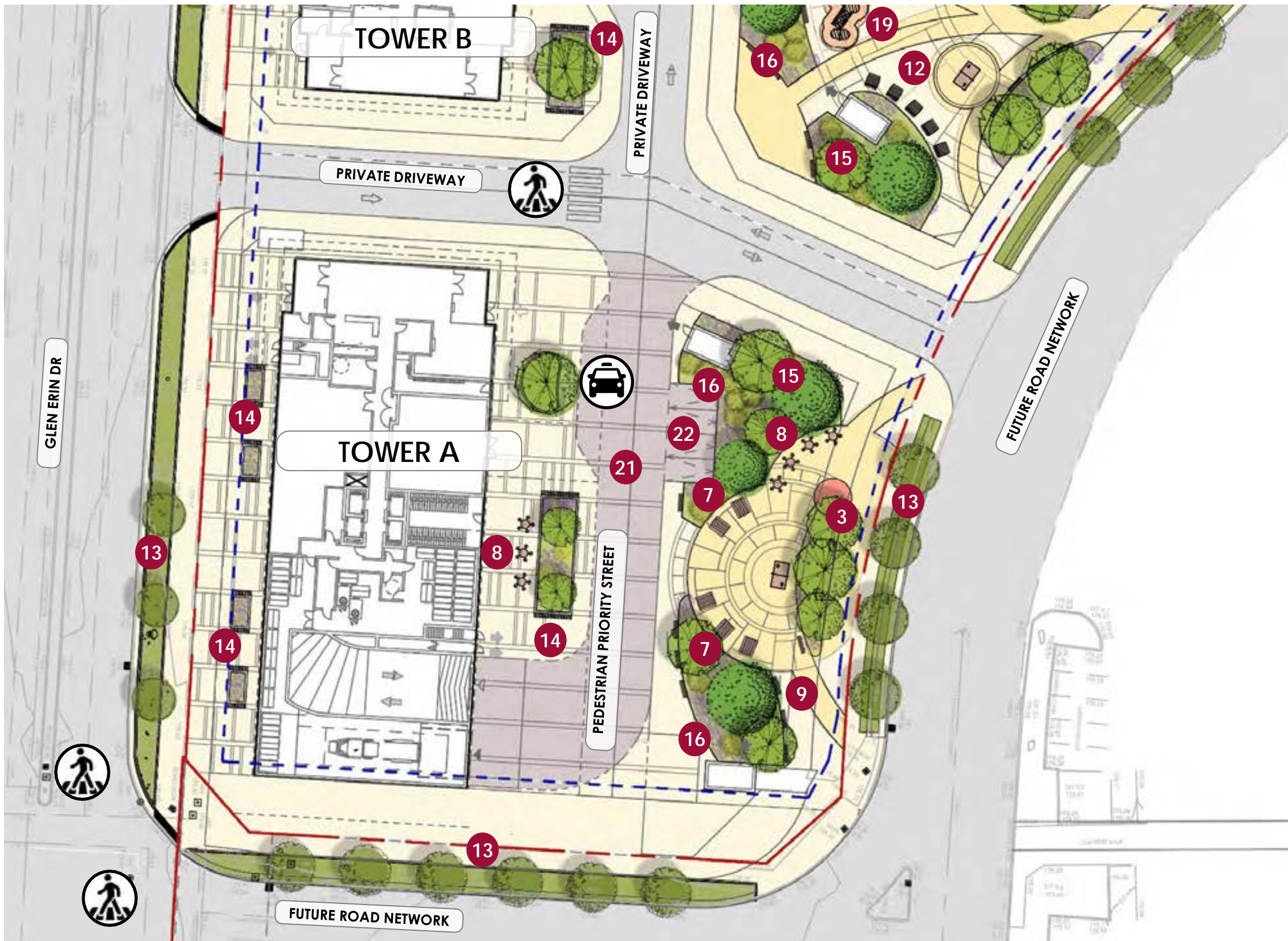
Outdoor Open Space 1 acts as a passive garden designed to offer a peaceful retreat for the local community. The garden encourages a slower, reflective pace with **lush planting buffers**, a small **central plaza**, and a variety of seating options like **benches, playful seating, and communal tables** scattered throughout. The **open plaza** invites informal relaxation and gatherings, while **clustered tables and chairs** create opportunities for social interactions. A **woonerf**, a shared street designed to slow down traffic and prioritize pedestrians, connects the space to **Tower A**, ensuring a **safe pedestrian crossing** between the buildings and the garden.

Circulation is **intuitive**, with **primary pedestrian paths** winding gracefully through the garden, complemented by **secondary paths** for quieter exploration. These elements create a welcoming space that fosters social connections.



OUTDOOR OPEN SPACE 1

PROPOSED PROGRAM - PASSIVE GARDEN



- 1 Arrival Plaza
- 2 Proposed Elevated Crosswalk
- 3 Wayfinding / Potential Art
- 4 Focal Garden
- 5 Gentle Ramp
- 6 Canopy / Trellis
- 7 Communal Picnic Tables
- 8 Communal Tables
- 9 Benches
- 10 Playful Benches
- 11 Stepped Seating / Amphitheaters
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OUTDOOR OPEN SPACE 2

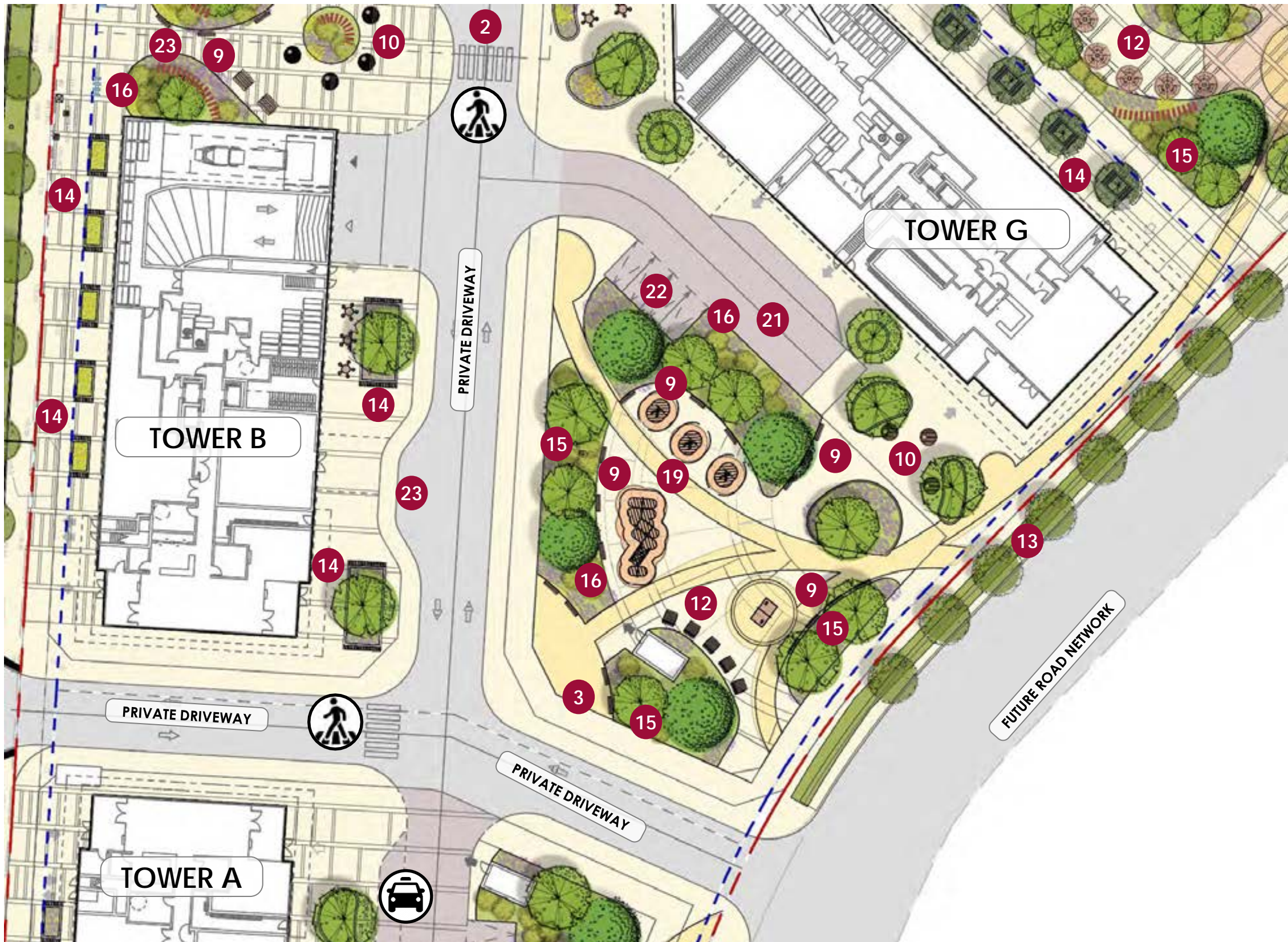
A WELLNESS GARDEN

Outdoor Open Space 2 is a wellness garden designed to promote physical well-being and relaxation for the community. This space integrates **exercise equipment** within a thoughtfully landscaped environment, encouraging active, healthy lifestyles. The **lush planting buffers** and **shrubs** enhance the visual appeal and serenity of the area. **Communal seating areas** and **benches** offer places for rest and reflection, while the **lounging area** invites relaxation. Key features include an open space for activities like yoga, fostering social interaction and fitness. Intuitive **circulation** through **primary and secondary pedestrian paths** ensures easy movement and connection to surrounding areas. The **woonerf** provides safe pedestrian access to **Tower G**.

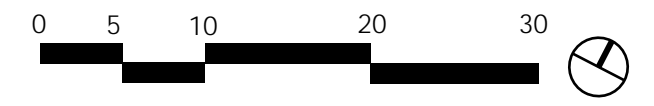


OUTDOOR OPEN SPACE 2

PROPOSED PROGRAM: WELLNESS GARDEN



- 1 Arrival Plaza
- 2 Proposed Elevated Crosswalk
- 3 Wayfinding / Potential Art
- 4 Focal Garden
- 5 Gentle Ramp
- 6 Canopy / Trellis
- 7 Communal Picnic Tables
- 8 Communal Tables
- 9 Benches
- 10 Playful Benches
- 11 Stepped Seating / Amphitheaters
- 12 Lounging Area
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- 17 Great Lawn Area
- 18 Toddlers' / Children Play
- 19 Exercise Equipment
- 20 Wind Screens
- 21 Woonerf
- 22 Surface Parking
- 23 Wind Screen

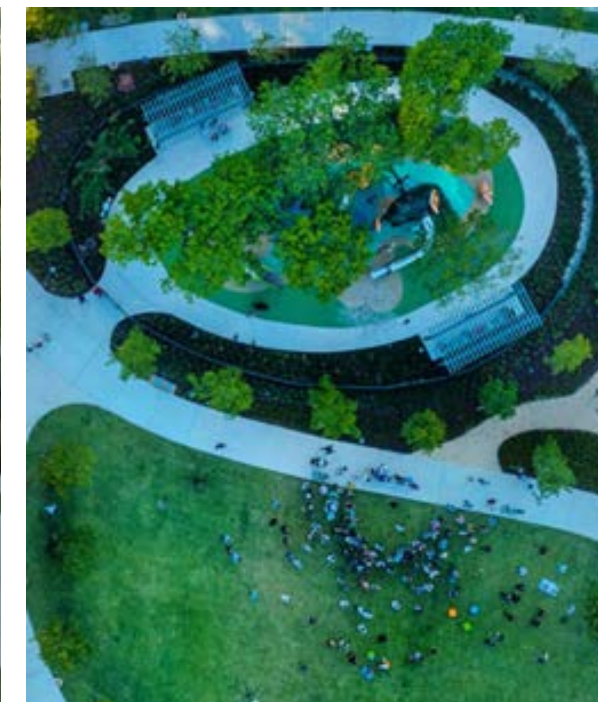
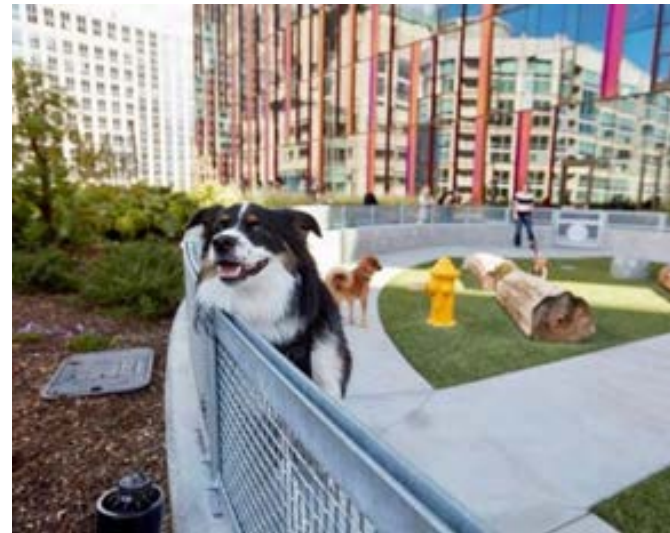


OUTDOOR OPEN SPACE 3

DOG RUN AND PASSIVE GARDEN

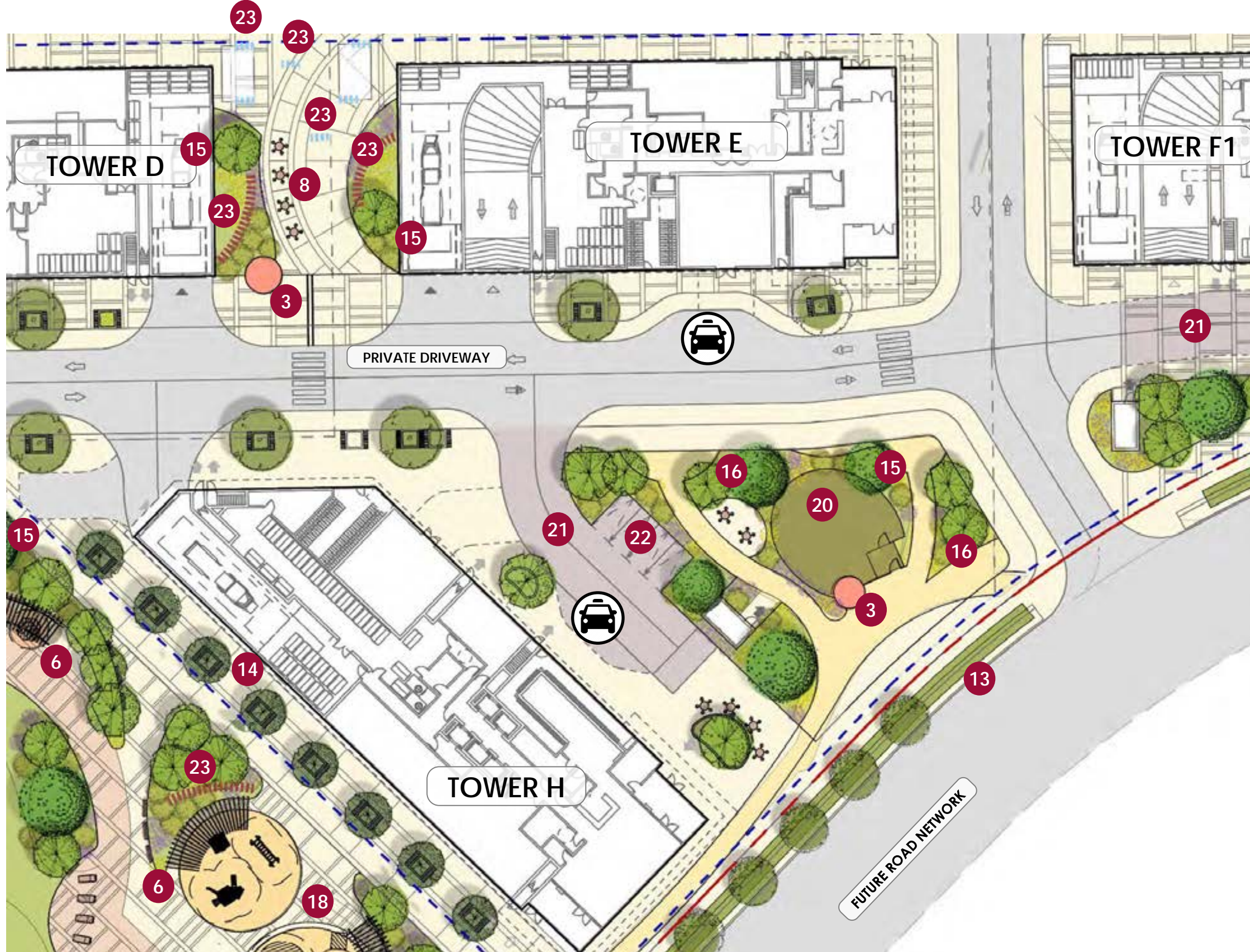
Outdoor Open Space 3 is a fenced dog run designed to provide a safe, open space for pets. The ground is covered with **mulch**, which not only offers a soft, paw-friendly surface but also aids in **drainage, and good hygiene** by reducing mud and making waste cleanup more manageable.

The space includes **seating areas, tables, and chairs**, offering comfort for dog owners as they relax. Shaded areas provide relief during hot weather. **Pedestrian paths** offer direct access from nearby buildings like **Tower H**, and the inclusion of a **woonerf** enhances safety by calming traffic. The space fosters community connection and provides a well-maintained, hygienic environment for dogs to exercise and socialize.

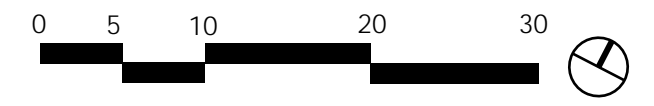


OUTDOOR OPEN SPACE 3

PROPOSED PROGRAM - DOG RUN



- 1 Arrival Plaza
- 2 Proposed Elevated Crosswalk
- 3 Wayfinding / Potential Art
- 4 Focal Garden
- 5 Gentle Ramp
- 6 Canopy / Trellis
- 7 Communal Picnic Tables
- 8 Communal Tables
- 9 Benches
- 10 Playful Benches
- 11 Stepped Seating / Amphitheaters
- 12 Lounging Area
- 13 City/ Boulevard Trees
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- 17 Great Lawn Area
- 18 Toddlers' / Children Play
- 19 Exercise Equipment
- 20 Dog Run
- 21 Woonerf
- 22 Surface Parking
- 23 Winds Screens



LANDSCAPE DESIGN

A key aspiration of the proposed development is to foster **social interactions** and promotes **healthy living** and **well-being** through thoughtfully designed public spaces that will enhance residents' lives by offering generous gathering areas and recreational amenities strategically located throughout the site. Key features of the development include an **Urban Plaza**, a **Public Park**, a **Passive Garden**, and a **Wellness-Focused Green Space**. Additionally, a **Fenced Dog Run** will provide a safe area for pets, while **Pedestrian Gateways** will enhance connectivity throughout the site. The design also incorporates **Generous Streetscapes** and various **Seating and Planting Areas** along pedestrian gateways and pathways to create inviting spaces for relaxation and social interaction.

Key Landscape Principles include:

- Fluid, curvilinear design and natural materials
- Strong axes aligning with Erin Mills Town Centre, and its iconic dome.
- Minimized tower footprints to expand the public realm
- Diverse gathering spaces for all ages and abilities
- Diverse active and passive spaces promoting healthy lifestyles
- Sustainability initiatives
- Feature gateways, signage, and public art for identity and placemaking
- Wind mitigation through screens, canopies, and planting
- Pedestrian-focused streetscapes with wide sidewalks
- Safe, CPTED focused, well-lit pedestrian spaces and pathways.

Various seating types, including **playful yet durable furniture** and **seat walls**, are provided for rest. An open lawn area serves as the heart of the development, while play structures for children create safe, active environments buffered by lush planting. A mix of natural and metal materials, along with concrete and stone, results in an earthy, welcoming, and sustainable palette.

Where possible, **50% of plantings** will be native species to preserve local ecology. **Drought-tolerant** and **salt-tolerant** plants will enhance sustainability. Air intake grates and exhaust systems are positioned away from key outdoor spaces to minimize impact on walkways. The development features **accessible**, barrier-free pathways that connect to building entrances, transit stops, and parking areas.

Shade is strategically provided by **mature trees** along all street frontages and pathways, ensuring comfort for pedestrians. Quality soil and sufficient volume will support large canopy trees, offering shade during summer.

Efforts have been made to retain all healthy trees within the right of way and replace dead trees with mature ones where feasible. A few trees may need to be removed to accommodate the new road network and safe stopping distances and sightlines, in coordination with traffic consultants. Raised planters with seating along Glen Erin Drive will enhance pedestrian experiences. Sidewalks within the right of way along Glen Erin Drive and Erin Center Boulevard have been expanded from **1.5m to 2.8m**, while the existing landscape buffers have been maintained.

PEDESTRIAN AND CYCLING COMFORT AND CONNECTIVITY

PEDESTRIAN COMFORT:

The proposal integrates **continuous, universally accessible, and barrier-free walkways** throughout the development. These walkways are clearly marked and connect seamlessly to building entrances, municipal sidewalks, transit stops, and parking areas for both cars and bicycles. To ensure comfort in all weather conditions, **wind mitigation strategies** have been included, such as **wind screens**, and **canopies**. Additionally, **trellises, raised planters with dense plantings, lush planting mounds, coniferous trees**, and other landscape features help to reduce wind impacts, providing a more comfortable and inviting pedestrian experience year-round.

PEDESTRIAN AND CYCLING COMFORT:

All bicycle parking is conveniently located in **secure, weather-protected storage areas** on the ground floors of all towers, with additional secured bike storage spaces located underground. These facilities encourage the use of **active transportation** by providing **safe and easily accessible storage options** for cyclists. The design promotes cycling as a viable and preferred transportation method by ensuring that cyclists feel confident about the safety and security of their bikes.

CONNECTIVITY:

The development prioritizes **walkability and accessibility**, featuring **wide, paved pathways** and **2.8-metre-wide designated pedestrian sidewalks within the ROW**. This ensures that pedestrians can move easily and safely throughout the site. The community is well-integrated with the public transit network, making it highly accessible. **MiWay bus routes 9, 14, 36, 39, and 40** provide direct connections to the broader **MiWay bus network** and nearby **GO Transit stations**, enhancing connectivity to other parts of the city and beyond. This network of pathways and transit options supports a **sustainable, walkable community** that reduces dependence on cars and encourages healthier, more environmentally-friendly transportation choices.



STREETSCAPE DESIGN

A Streetscape Feasibility Study was conducted for the development by SCS Consulting Group Ltd and STUDIO tla to support the Official Plan Amendment and Zoning By-Law Amendment application. Its primary aim is to demonstrate that the proposed development at Erin Centre Boulevard and Glen Erin Drive will meet the City of Mississauga's Streetscape Feasibility Terms of Reference.

The proposed design enhances the existing streetscape along Glen Erin Drive and Erin Centre Boulevard, providing functional public spaces and pedestrian-friendly environments. The study ensures that necessary urban infrastructure, such as sidewalks, splash zones, and planting corridors, can be established while maintaining utility services.

Design Approach:

On **Glen Erin Drive**, the streetscape design prioritizes preserving natural elements while enhancing pedestrian infrastructure. The existing planting corridors and splash zones are largely maintained to avoid the removal of mature trees and to protect their root systems. These planting buffers, which exceed 2.0 meters in width, support the street's ecological integrity.

A key improvement is the widening of the sidewalk from 1.5 meters to 2.8 meters, enhancing pedestrian capacity and accessibility. This approach allows for a more urbanized environment. Additionally, a consistent 2.7-meter easement beyond the City sidewalk will remain clear of built structures, ensuring an open and unobstructed passage.

Between this easement and the building façade, a frontage zone features planters, shrubs, bike racks, and benches, contributing to an attractive and functional streetscape. Overall, the total boulevard width—from the inner curb to the building façade—exceeds 13.5 meters, ensuring a spacious and well-designed streetscape along Glen Erin Drive.

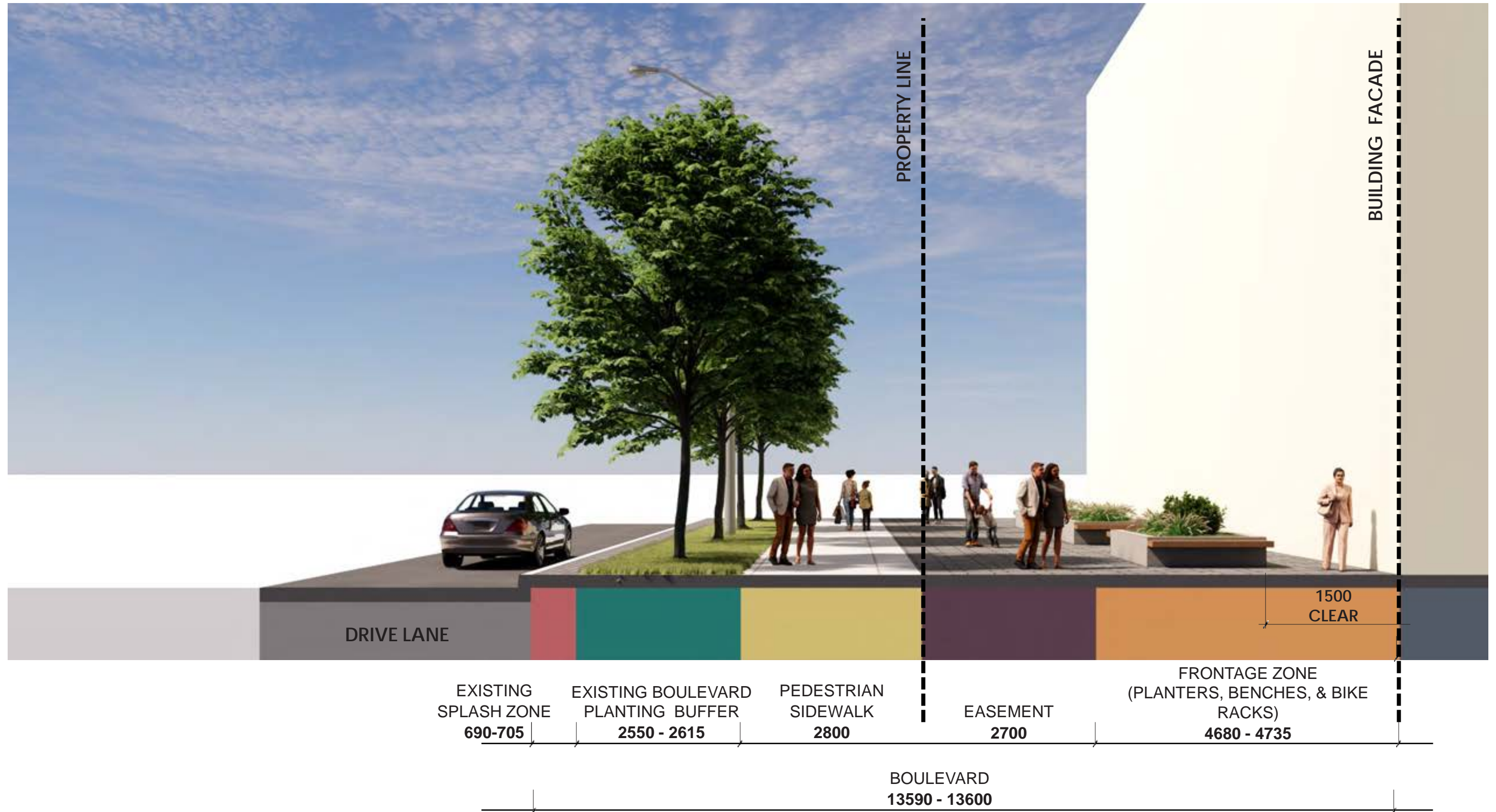
On **Erin Centre Boulevard**, the proposed changes include adding a 0.75-meter splash zone adjacent to the curb by reducing the existing planting buffer. This addition enhances water drainage and road safety. The existing tree planting corridors will be reduced by 0.75 meters to accommodate the splash zone, while still maintaining widths greater than 2 meters to support tree health.

The sidewalk will also be widened from 1.5 meters to 2.8 meters, significantly improving walkability and pedestrian access. Beyond the City sidewalk, a consistent 2.7-meter-wide easement within the property line will remain clear of any built structures, ensuring open and unobstructed space.

Further enhancing the streetscape, a frontage zone between the easement and the building façade will include planters, shrubs, bike racks, and benches. This addition contributes to a more inviting and functional urban environment. Overall, the total boulevard width—from the inner curb to the building façade—will exceed 13.7 meters, creating a spacious and well-designed streetscape along Erin Centre Boulevard.

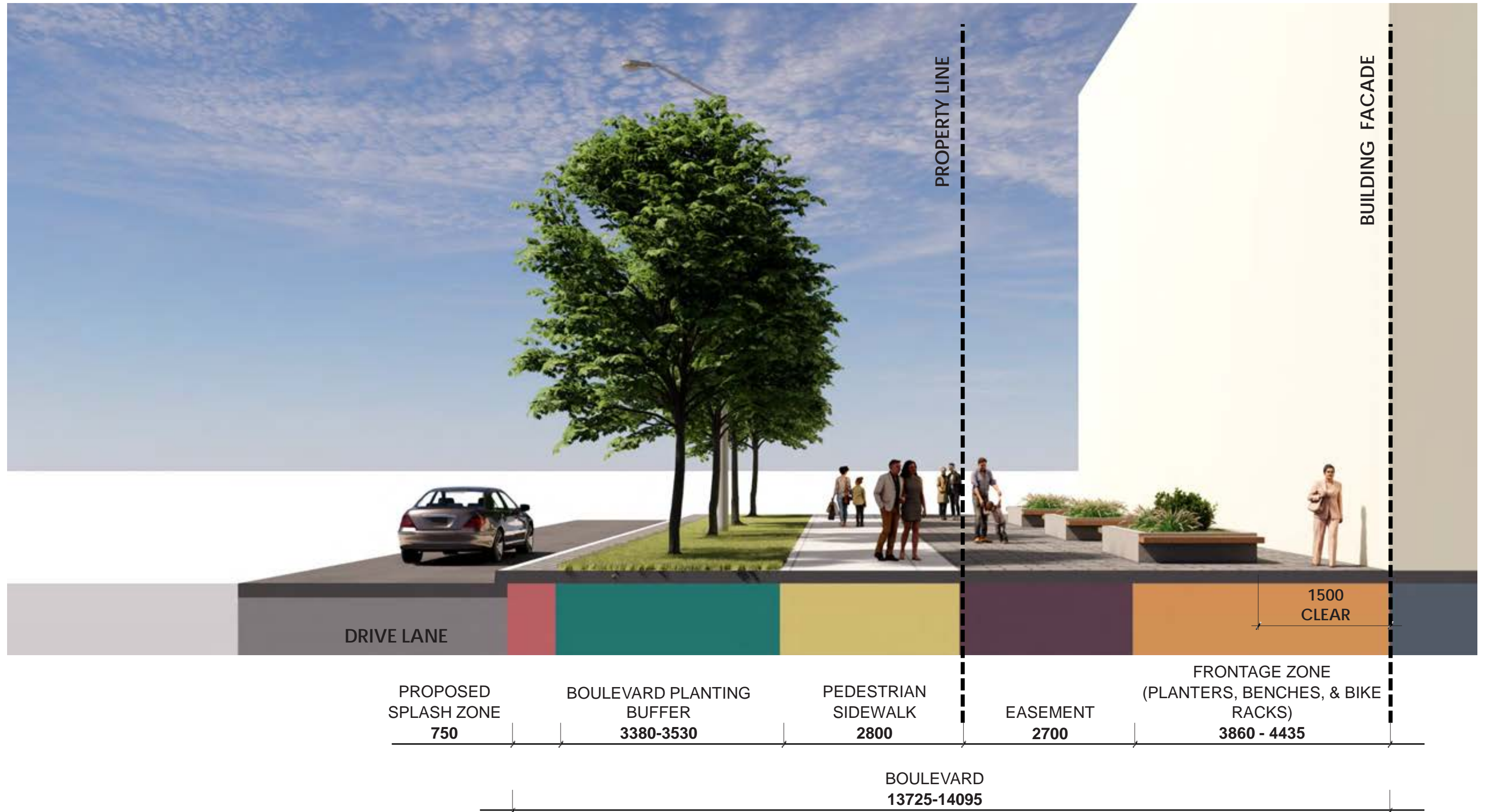
STREETSCAPE DESIGN

SECTION ALONG GLEN ERIN DRIVE LOOKING NORTH

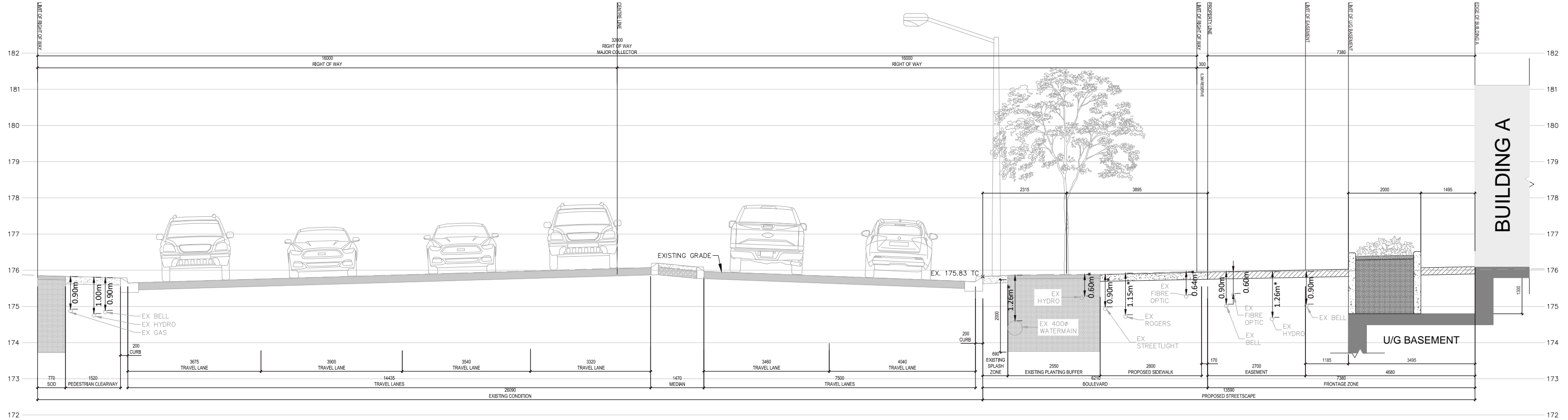


STREETSCAPE DESIGN

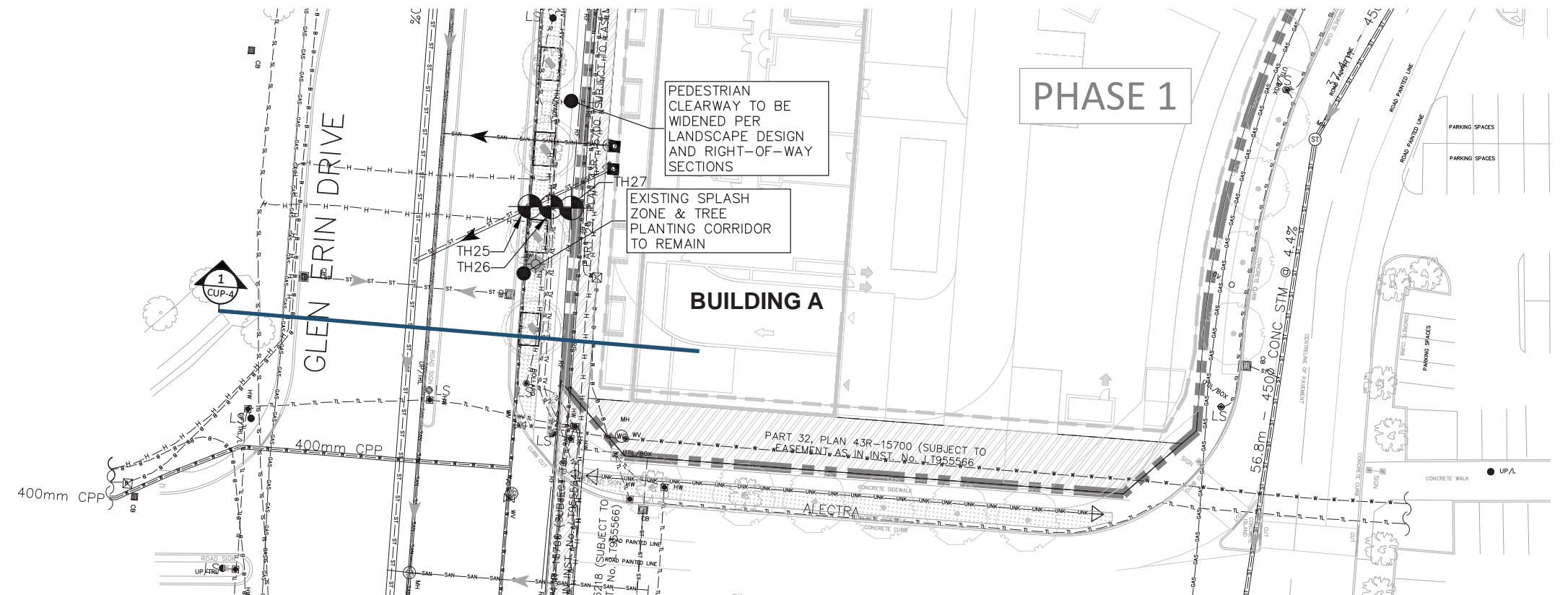
SECTION ALONG ERIN CENTRE BOULEVARD LOOKING EAST



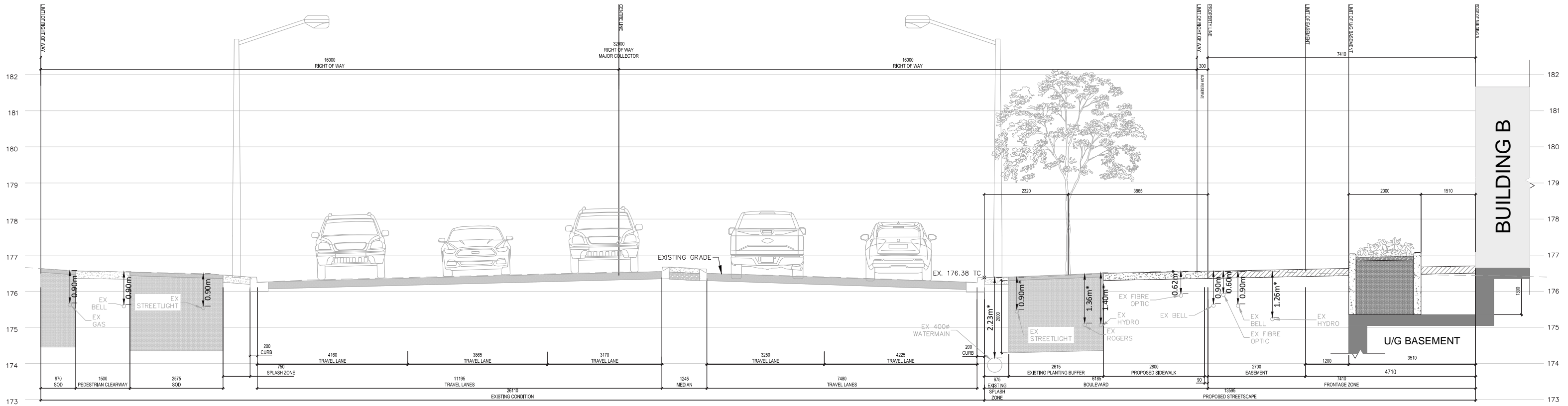
STREETSCAPE PLANS AND ROW SECTIONS



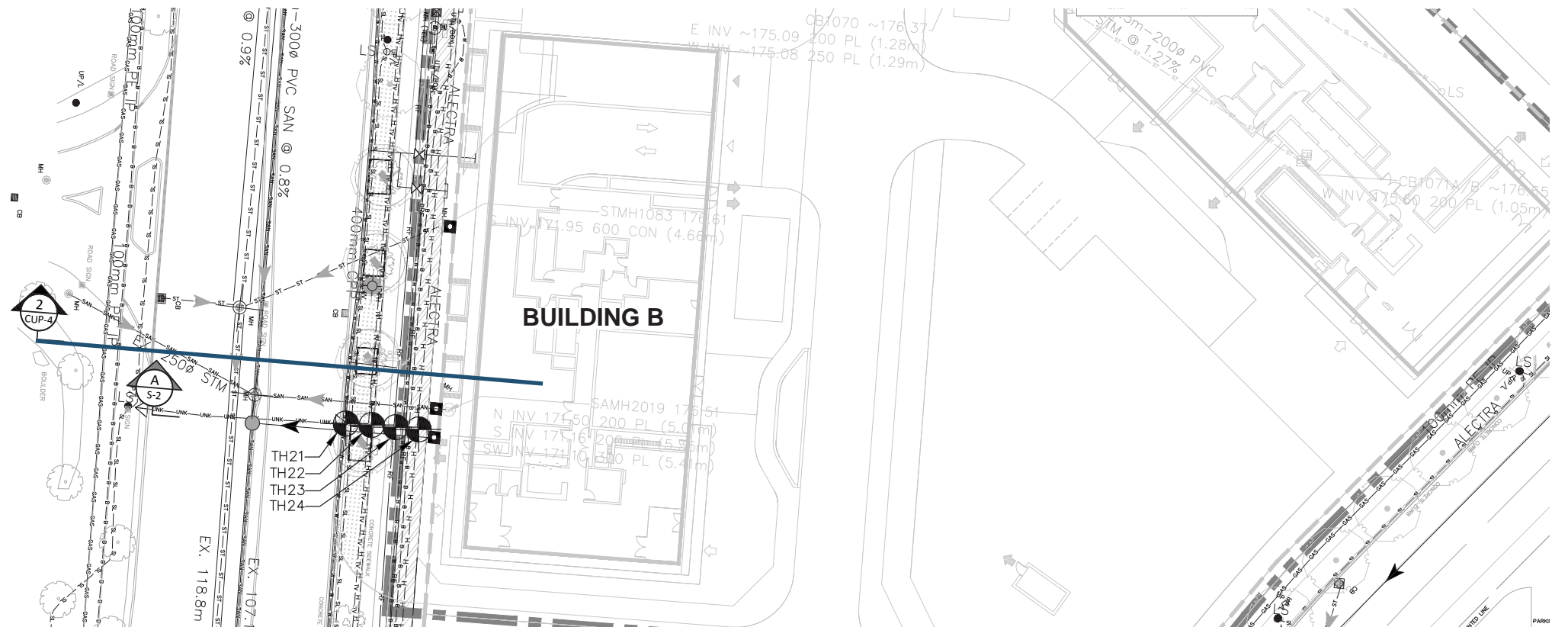
1 GLEN ERIN DRIVE - MAJOR COLLECTOR ROW SECTION AT BUILDING A - LOOKING NORTH
CUP-1 SCALE 1:100



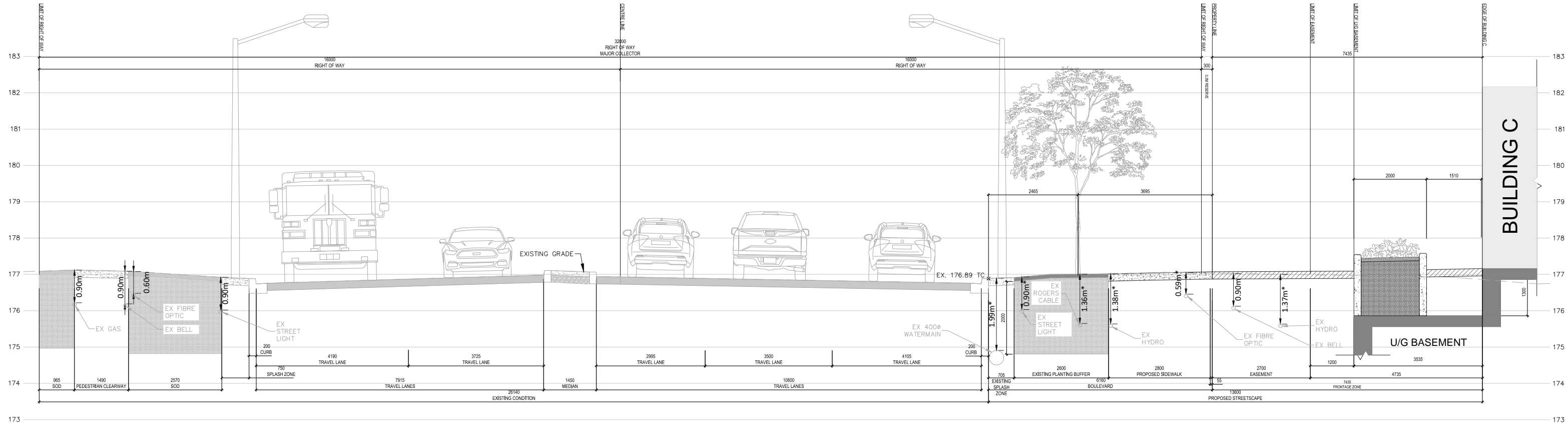
STREETSCAPE PLANS AND ROW SECTIONS



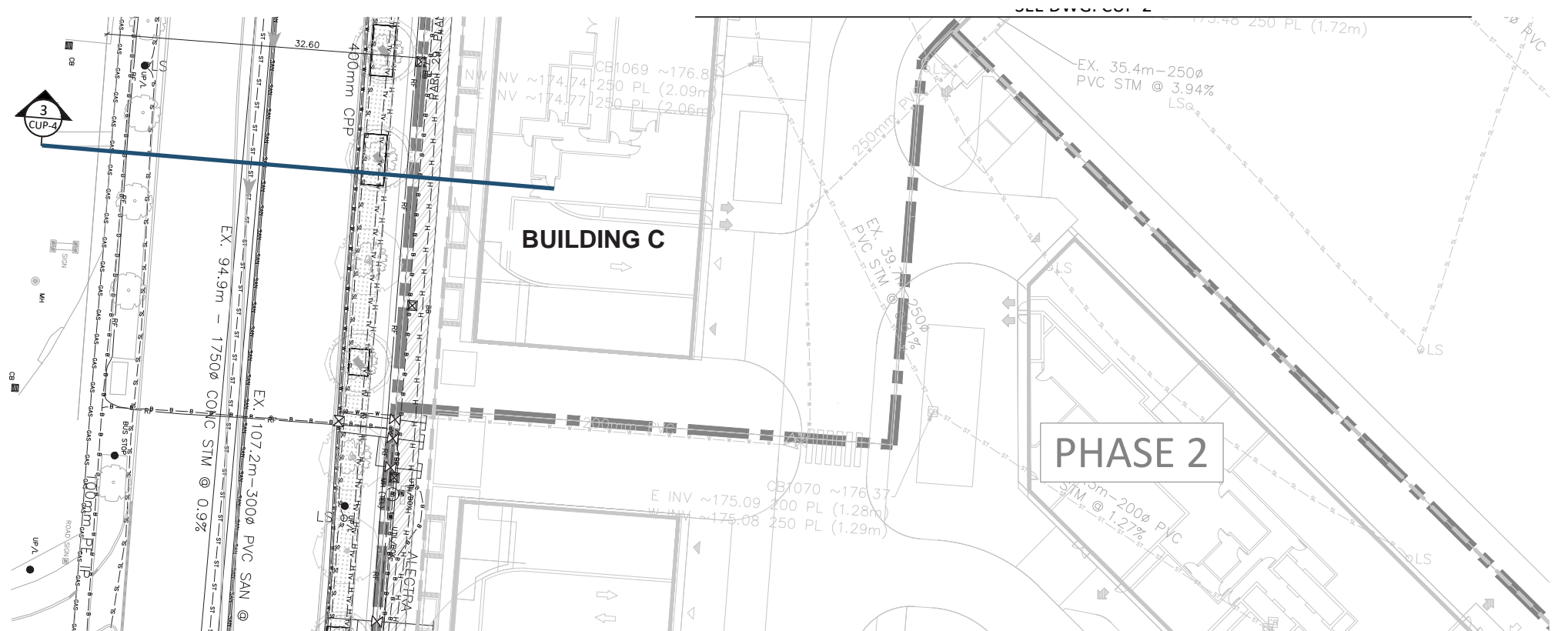
2 GLEN ERIN DRIVE - MAJOR COLLECTOR ROW SECTION AT BUILDING B - LOOKING NORTH
CUP-1 SCALE 1:100



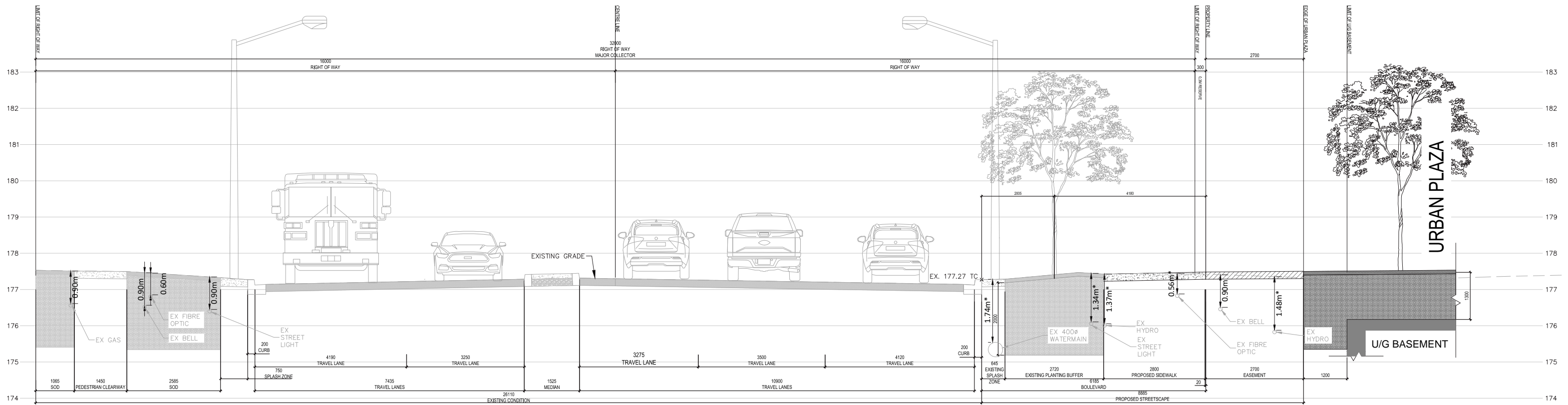
STREETSCAPE PLANS AND ROW SECTIONS



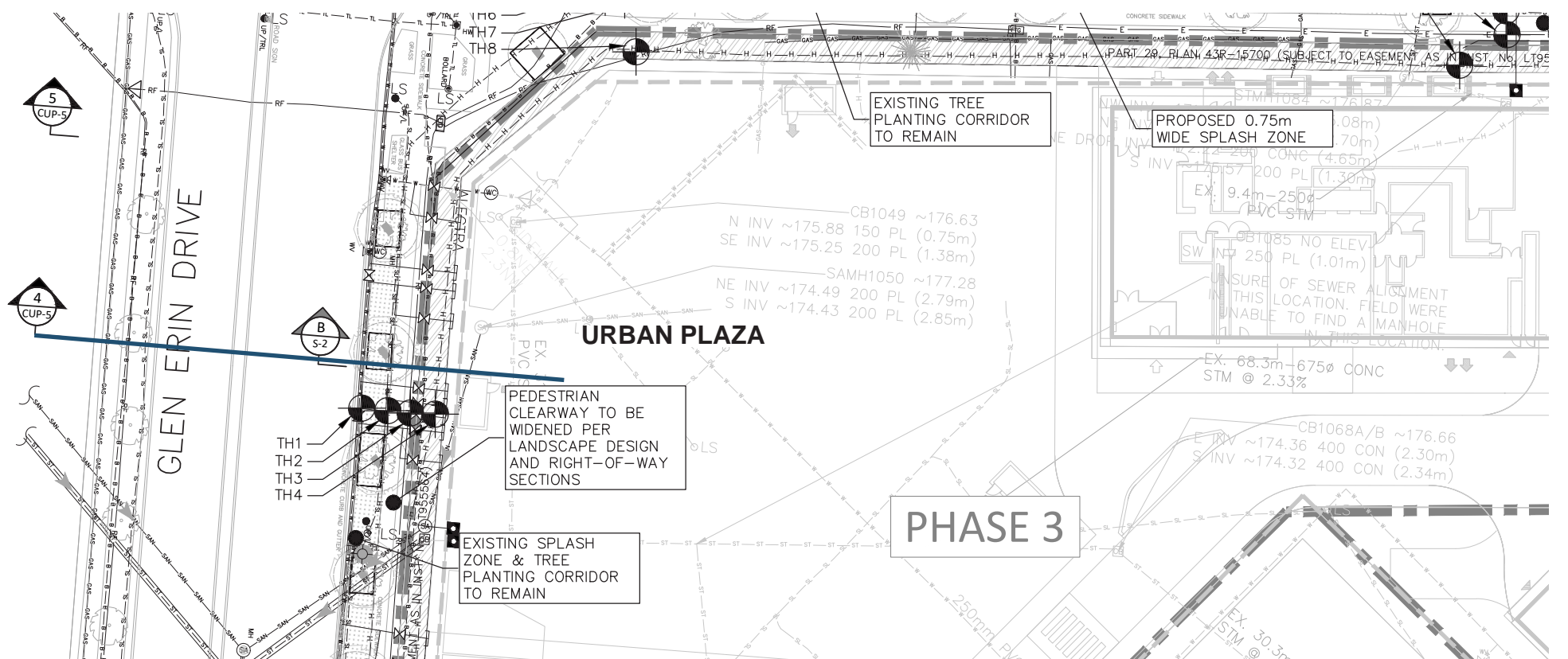
3 GLEN ERIN DRIVE - MAJOR COLLECTOR ROW SECTION AT BUILDING C - LOOKING NORTH
CUP-1 SCALE 1:100



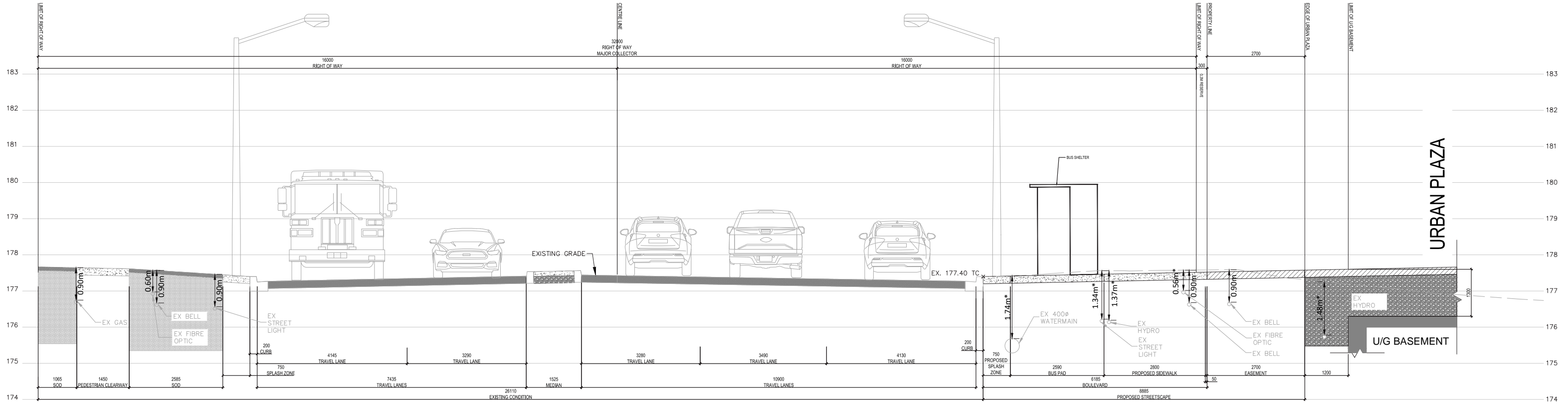
STREETSCAPE PLANS AND ROW SECTIONS



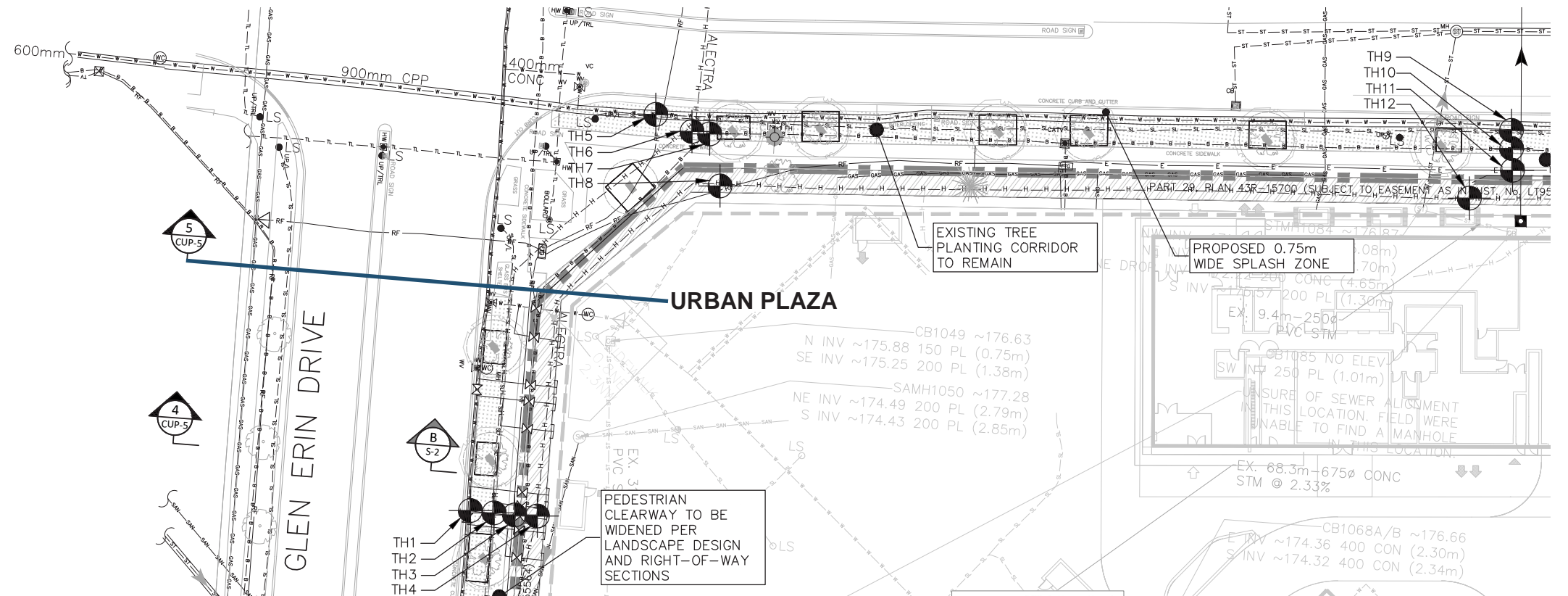
4 GLEN ERIN DRIVE - MAJOR COLLECTOR ROW SECTION AT URBAN PLAZA - LOOKING NORTH
CUP-2 SCALE 1:100



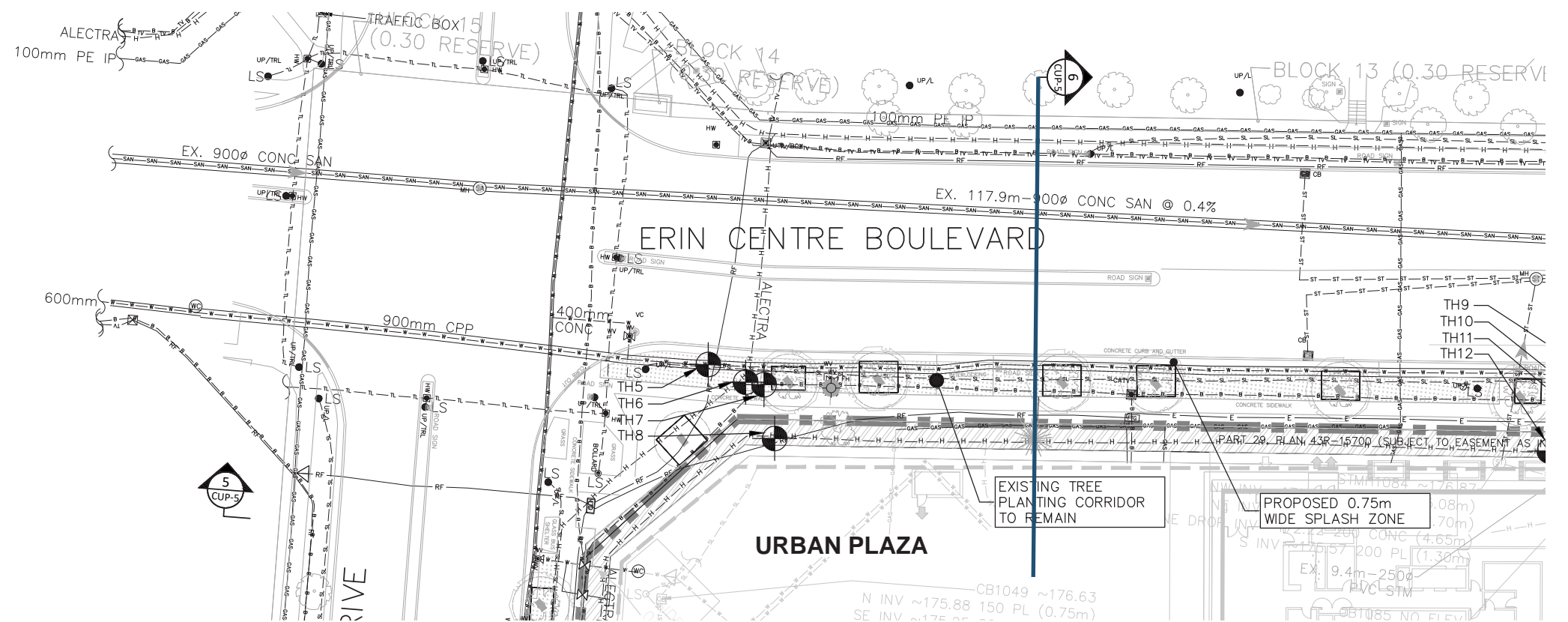
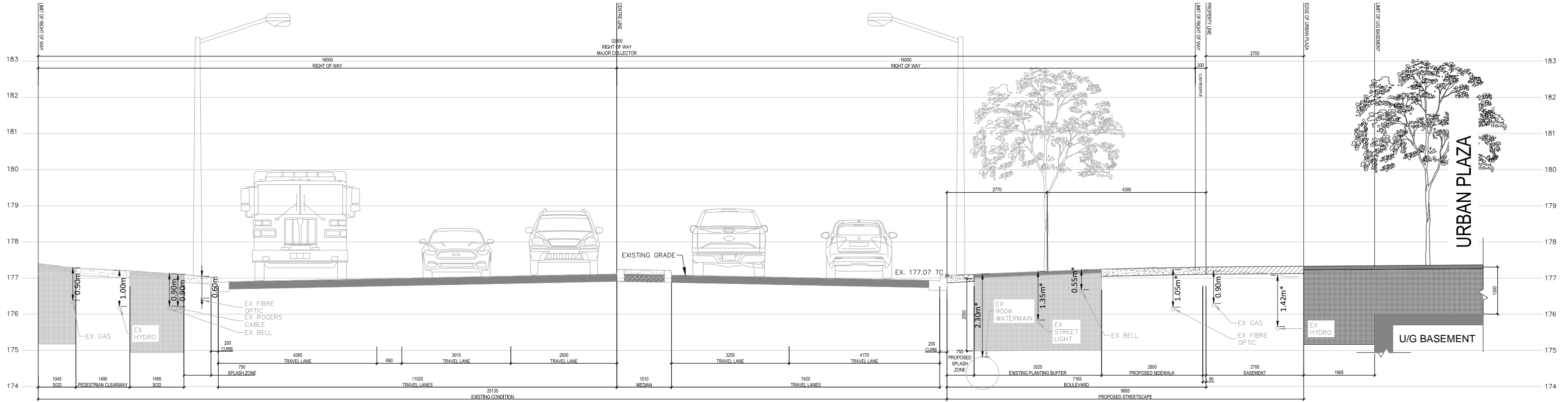
STREETSCAPE PLANS AND ROW SECTIONS



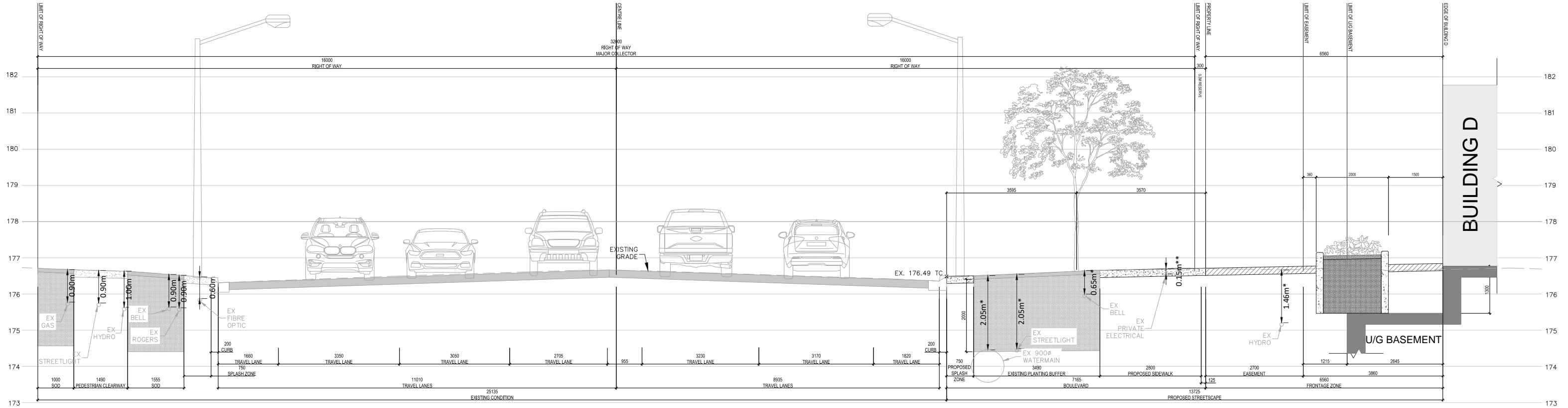
5 GLEN ERIN DRIVE - MAJOR COLLECTOR ROW SECTION AT URBAN PLAZA - BUS SHELTER - LOOKING NORTH
CUP-2 SCALE 1:100



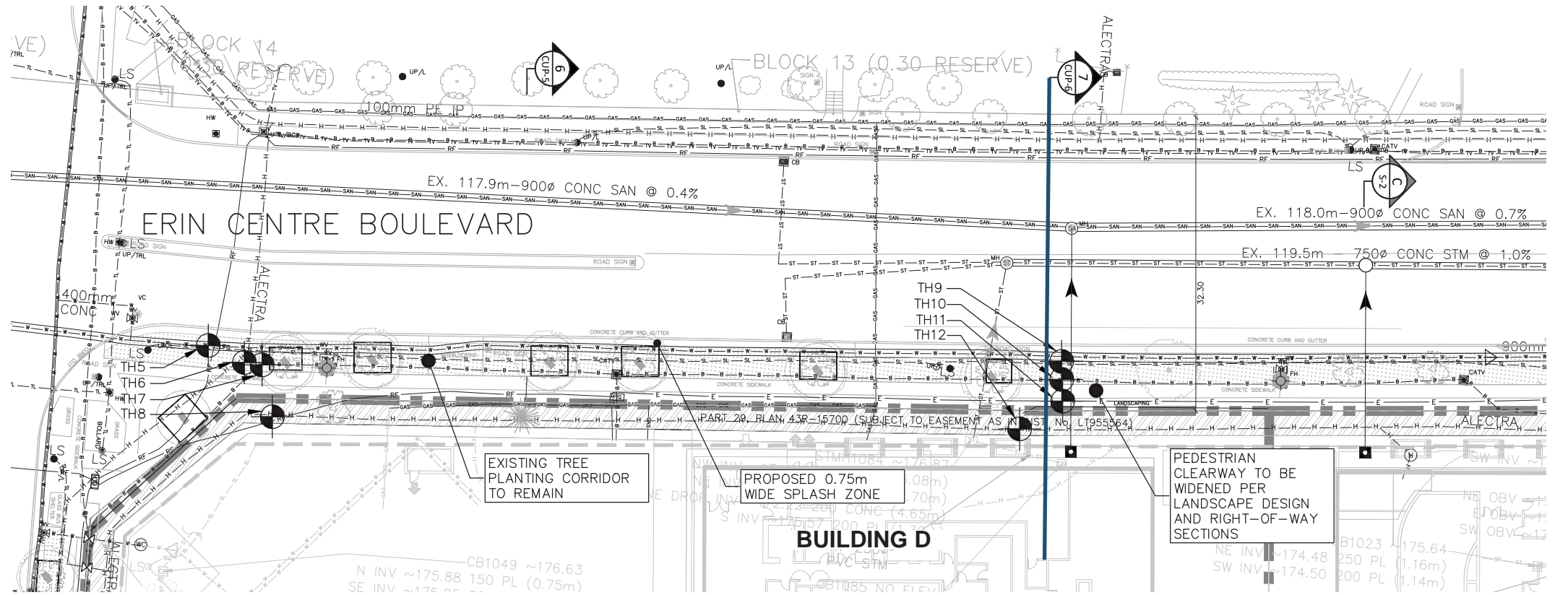
STREETSCAPE PLANS AND ROW SECTIONS



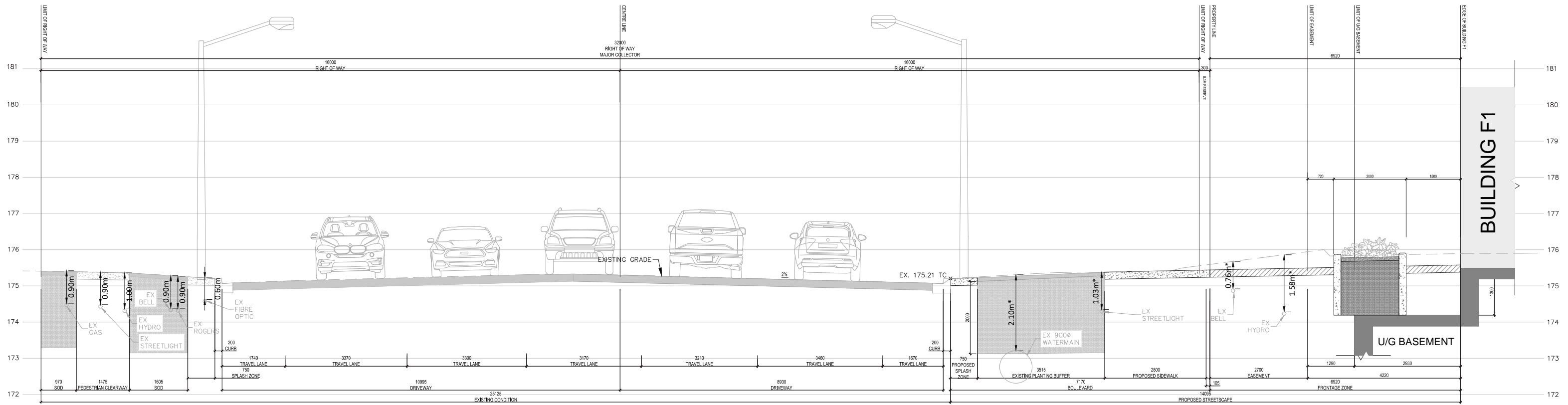
STREETSCAPE PLANS AND ROW SECTIONS



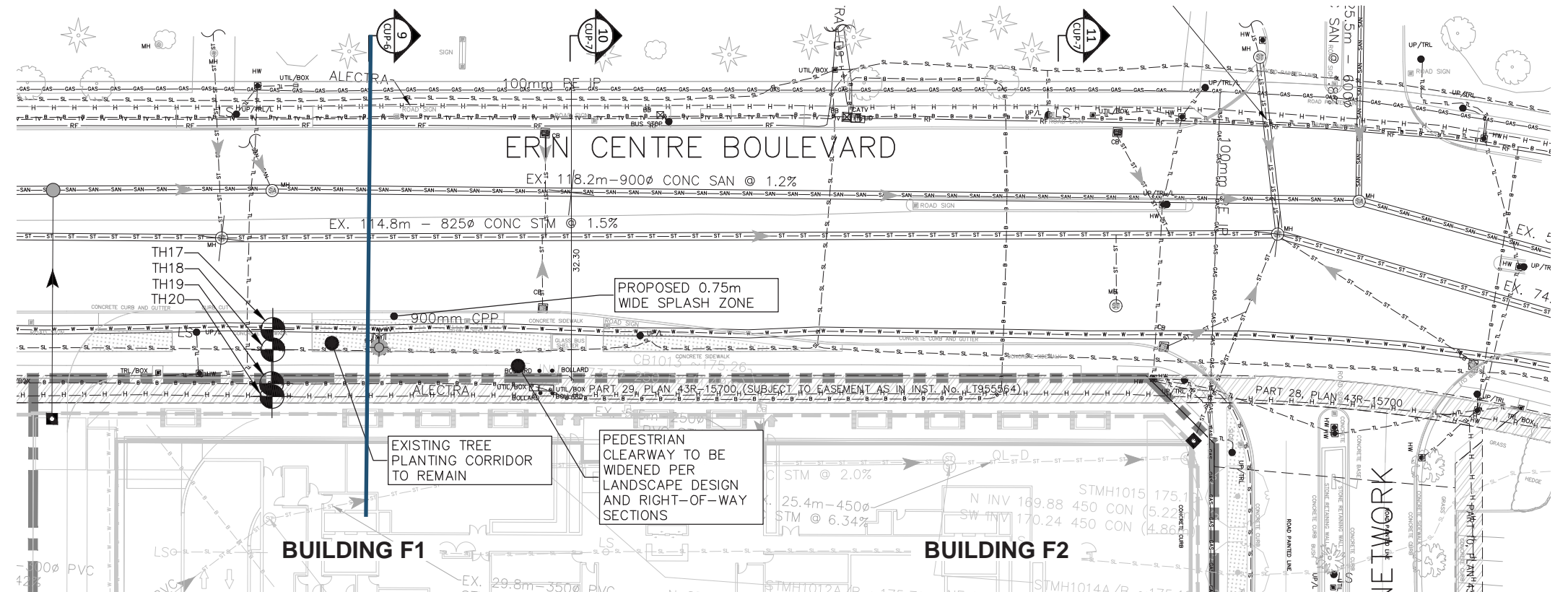
7 ERIN CENTRE BOULEVARD - MAJOR COLLECTOR ROW SECTION AT BUILDING D - LOOKING EAST
CUP-2 SCALE 1:100



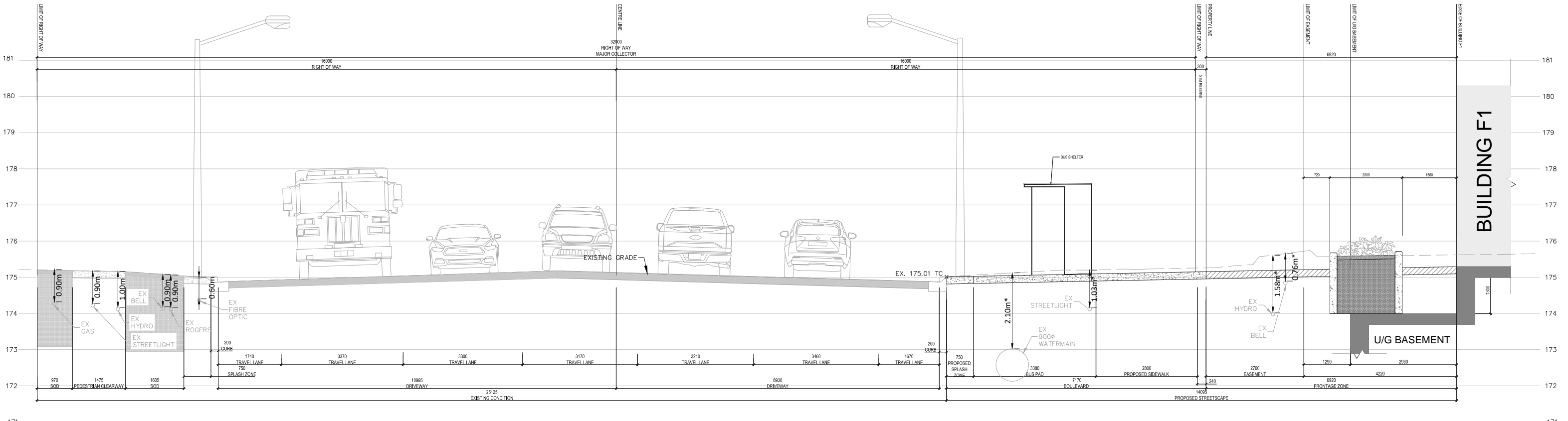
STREETSCAPE PLANS AND ROW SECTIONS



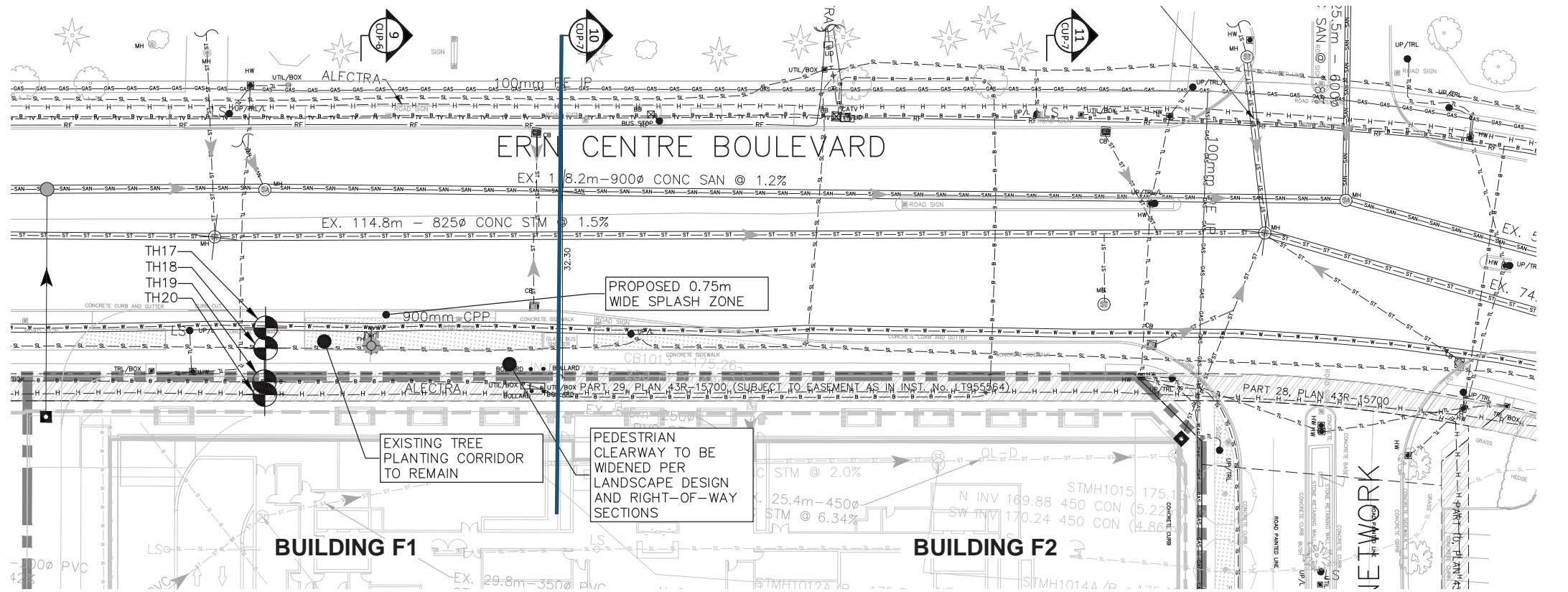
9 ERIN CENTRE BOULEVARD - MAJOR COLLECTOR ROW SECTION AT BUILDING F1 - LOOKING EAST
CUP-3 SCALE 1:100



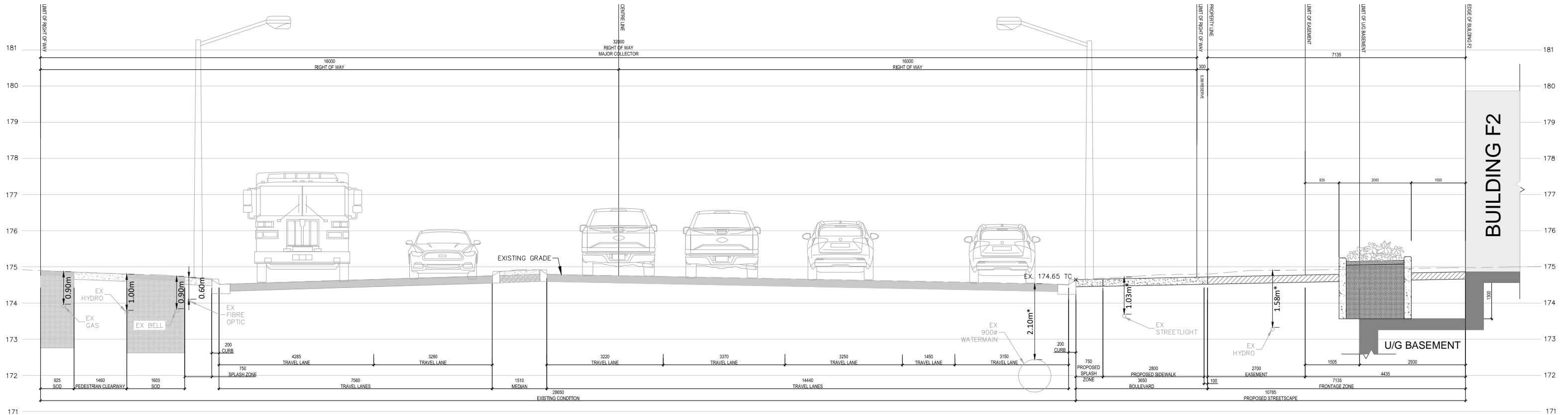
STREETSCAPE PLANS AND ROW SECTIONS



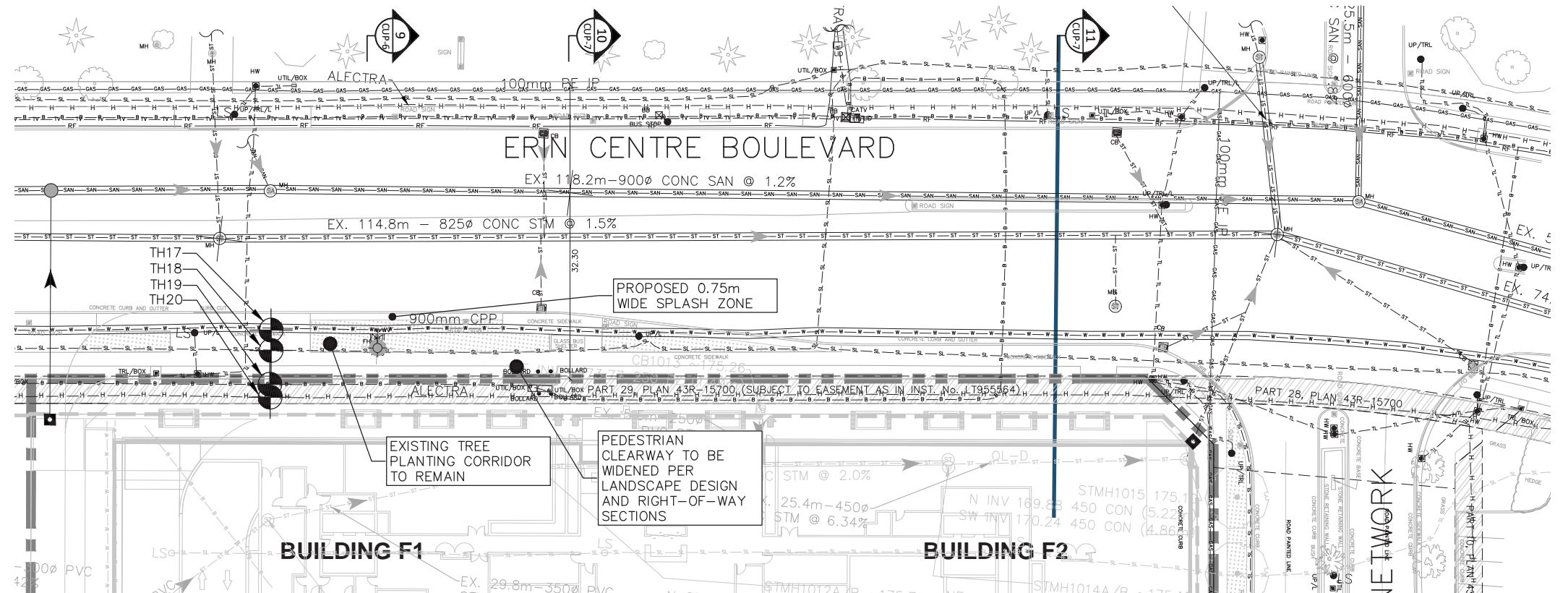
10 ERIN CENTRE BOULEVARD - MAJOR COLLECTOR ROW SECTION AT BUILDING F1 - BUS SHELTER - LOOKING EAST
CUP-3 SCALE 1:100



STREETSCAPE PLANS AND ROW SECTIONS



11 ERIN CENTRE BOULEVARD - MAJOR COLLECTOR ROW SECTION AT BUILDING F2 - LOOKING EAST
CUP-3 SCALE 1:100



LOW IMPACT DEVELOPMENT PRINCIPLES AND GREEN INITIATIVES

The development proposal incorporates several green initiatives in an effort to adhere to the City of Mississauga's Green Low Impact Development (LID) objectives and request for a Green Initiatives list. The following green initiatives and LID strategies will be explored at the Site Plan Approval stage for the proposed development:

WALKABILITY AND BIKEABILITY:

Walkability and bikeability are key priorities in this development, with a focus on promoting sustainable transportation and creating a comfortable environment for pedestrians and cyclists. The development features universally accessible pedestrian paths, continuous barrier-free sidewalks, and clearly designated walkways connecting building entries to transit stops and parking areas. Bicycle racks are provided at ground level within the public realm, and in secure, weather-protected areas both at grade and underground, encouraging active transportation and reducing reliance on cars. Shade trees line pedestrian paths to offer a balance of sun and shaded seating options, while plazas and seating areas are designed to maximize solar gain in active areas for comfort.

LOW IMPACT DEVELOPMENT (LID) AND STORMWATER RETENTION

The development adopts a comprehensive approach to sustainable water management, seamlessly integrating these strategies into the landscape design. In areas where underground parking exists, infiltration is not feasible; however, enhanced topsoil provides water quality benefits and additional water balance storage, minimizing the need for extensive runoff management infrastructure. Grassed Swales and Grassed Filter Strips can be employed to increase perviousness and provide pre-treatment prior to being conveyed to stormwater detention systems. Roof runoff can also be conveyed to Retention Cisterns, promoting water re-use and reducing runoff.

In the parkland where underground parking is not proposed at this time, Bio-retention systems can be employed to filter and temporarily store rainwater, improving water quality before it reenters the environment. Rainwater harvesting systems capture rainfall for future use, reducing the strain on municipal water supplies. Permeable pavements, such as porous asphalt, pervious concrete,

permeable pavers, and gravel-filled plastic grids, can be used for driveways and walkways, promoting infiltration and reducing runoff. Furthermore, Infiltration Trenches, Tree Box LIDs, and Rain Gardens can be used to integrate the stormwater management design with the landscape design and provide additional water quality and quantity control.

GREEN ROOFS

Green roofs, consisting of layers of soil and vegetation, provide multiple benefits, such as improving energy efficiency by enhancing insulation, reducing stormwater runoff, and mitigating the urban heat island effect. They contribute to stormwater management by absorbing rainwater, reducing runoff, and minimizing flood risk. Additionally, vegetation filters pollutants, improves air quality, and serves as recreational spaces, enhancing the aesthetic value of buildings while promoting biodiversity by creating habitats for insects. These roofs help cool the air around the building, leading to energy savings and reduced temperatures. Green and sustainably designed roofs will be considered at the Site Plan Approval stage.

SOFT LANDSCAPE MATERIALS AND TREE PLANTING

Soft landscape materials and tree planting emphasize integrating nature into urban spaces to enhance biodiversity, improve air quality, and provide shade for comfort. New trees, with a minimum of 30 cubic meters of soil allocated, are strategically placed to create comfortable environments. Native, salt-tolerant, and pollinator-friendly species support biodiversity and promote sustainable, low-impact development, while enhancing public spaces' aesthetic and environmental well-being.

BIRD-FRIENDLY BUILDING DESIGN

Bird-friendly building design includes bird-friendly glazing with muted reflections to prevent collisions, especially near green roofs or vegetated areas.

ENERGY-EFFICIENT LIGHTING

Energy-efficient lighting involves shielded light fixtures to prevent light pollution, glare, and light trespass, with up-lighting generally avoided unless part of an art installation.

WIND MITIGATION STRATEGIES

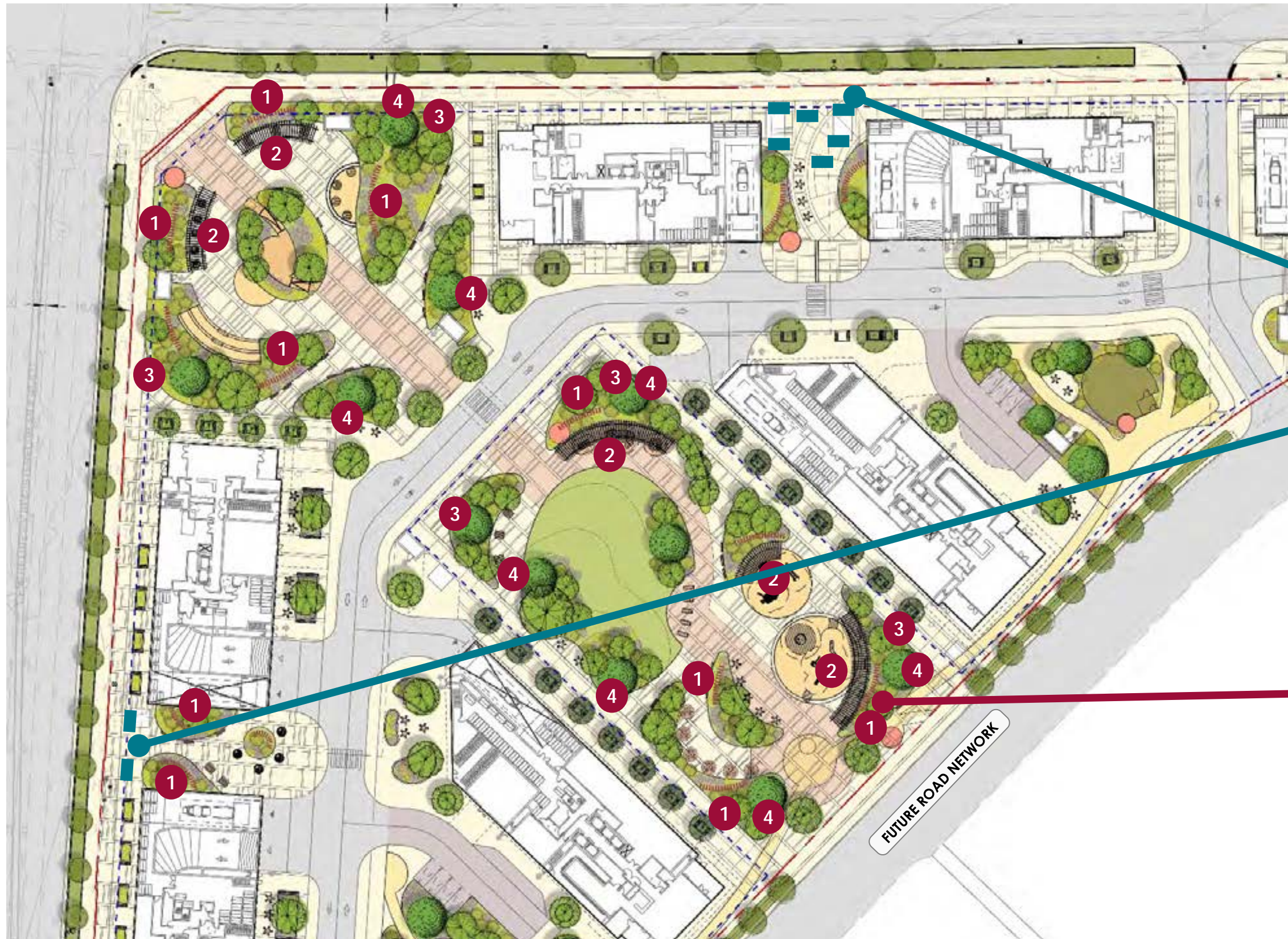
Incorporating effective wind mitigation strategies into the landscape is essential for creating comfortable, safe, and inviting public spaces. By strategically using both natural and built elements such as wind screens, vegetation, and terrain modifications, wind speeds and turbulence can be significantly reduced at the pedestrian level. These interventions not only enhance the usability of outdoor areas throughout the year but also contribute to the aesthetic and ecological value of the space. The following are key wind mitigation techniques that have been thoughtfully integrated into the design to ensure a balanced environment that prioritizes comfort and sustainability:

- Wind Screens** (3.0m high): Vertical wind screens with 40%-60% porosity reduce wind speed and turbulence at pedestrian levels, especially in open areas or near tall buildings.
- Canopies and Trellises**: Overhead structures provide shelter from wind gusts.
- Earth Berms and Mounds**: Raised landforms redirect wind flow and create sheltered areas with lower wind speeds. These features also enhance visual appeal and provide protection from cold winter winds.
- Coniferous Trees**: Dense foliage acts as a natural windbreak year-round, especially in winter, reducing wind force around open spaces and walkways, and serving as visual and noise barriers.
- Planters and Dense Vegetation**: Raised planters with dense vegetation along facades and walkways slow wind and offer pedestrian protection, while adding greenery and aesthetic appeal.
- Mixed Vegetation Heights**: Layered plantings of varying heights disrupt wind flow at multiple levels, enhancing overall wind protection while contributing to biodiversity.
- High Branching Deciduous Trees**: Full canopies reduce down-washing wind flows during summer, offering upper-level protection and shade, though less effective against ground-level winds.



WIND MITIGATION STRATEGIES

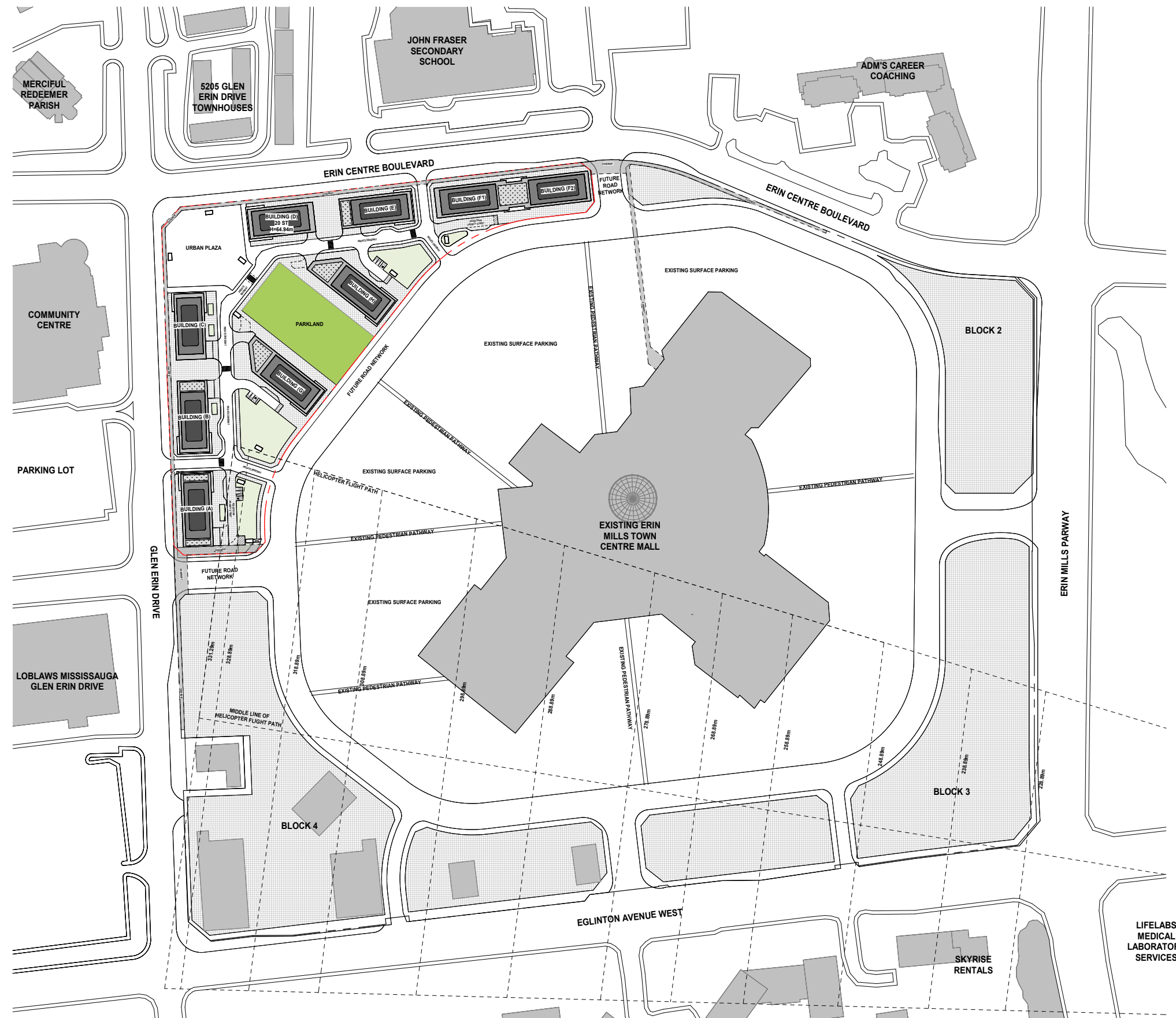
OUTDOOR OPEN SPACE 3



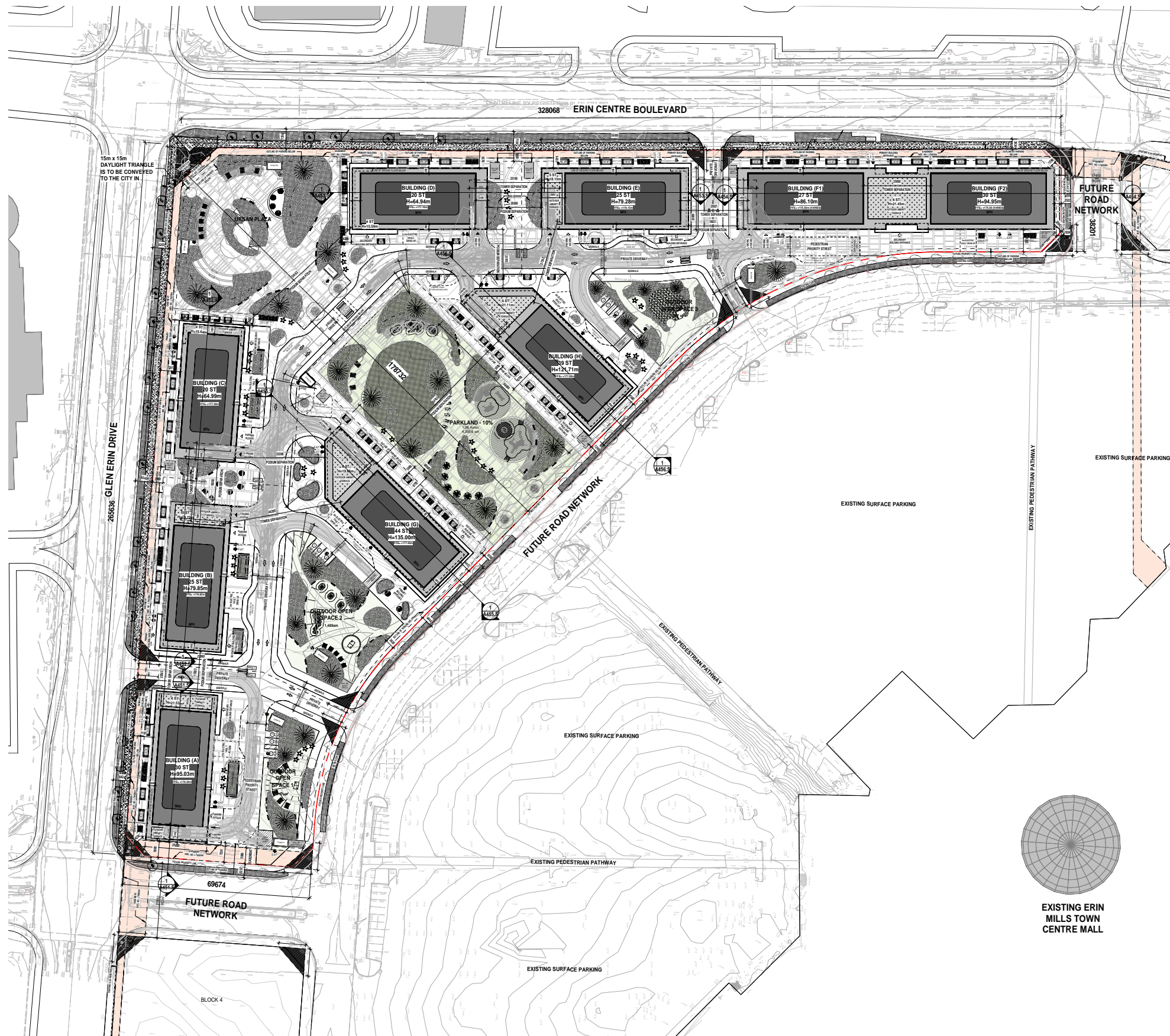
- 1 Wind Screens
- 2 Canopies
- 3 Earth Berms and Mounds
- 4 Coniferous Trees
- 5 Dense Vegetation (Mixed Heights)



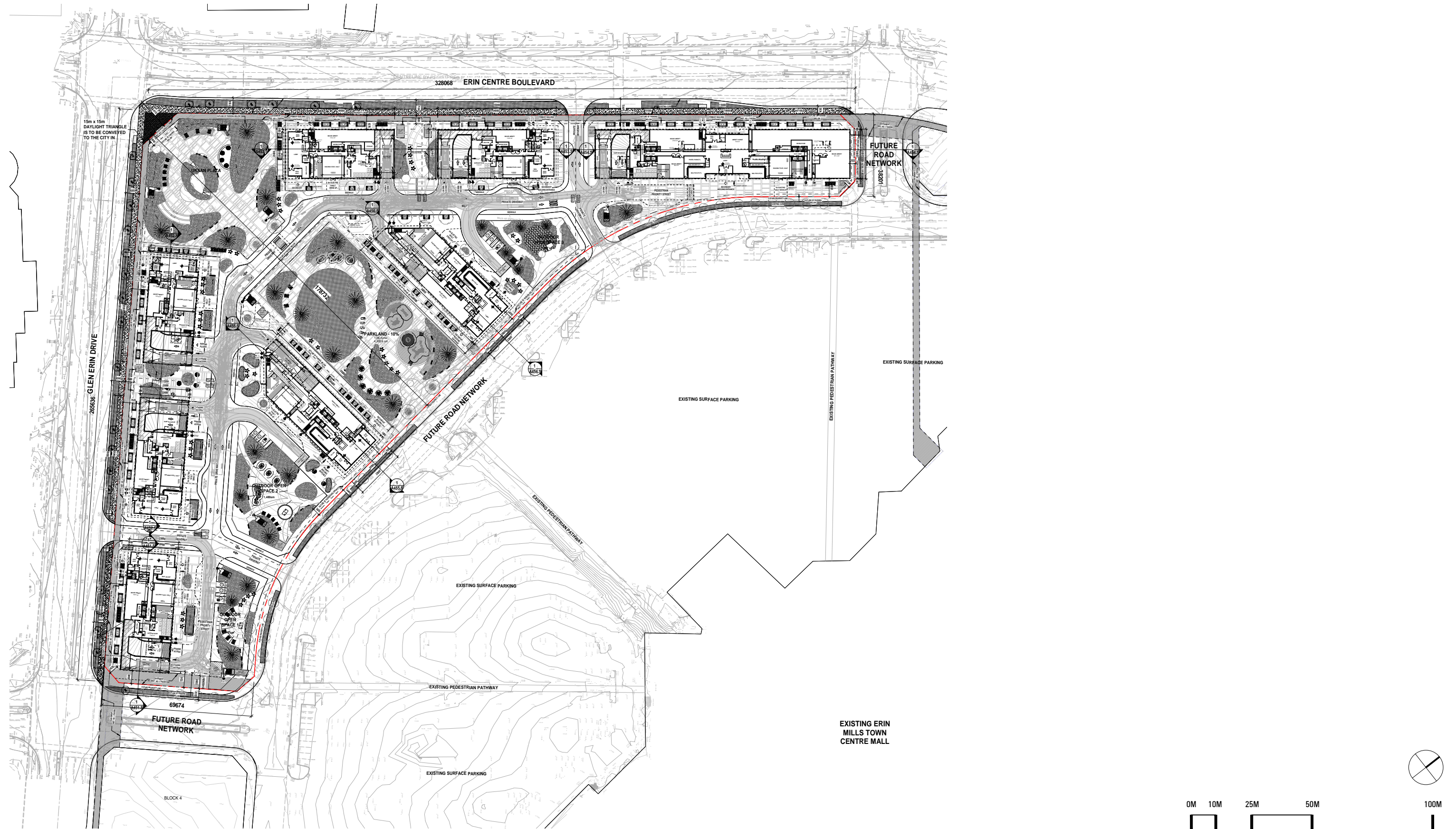
CONTEXT SITE PLAN



CONCEPT SITE PLAN



GROUND FLOOR PLAN



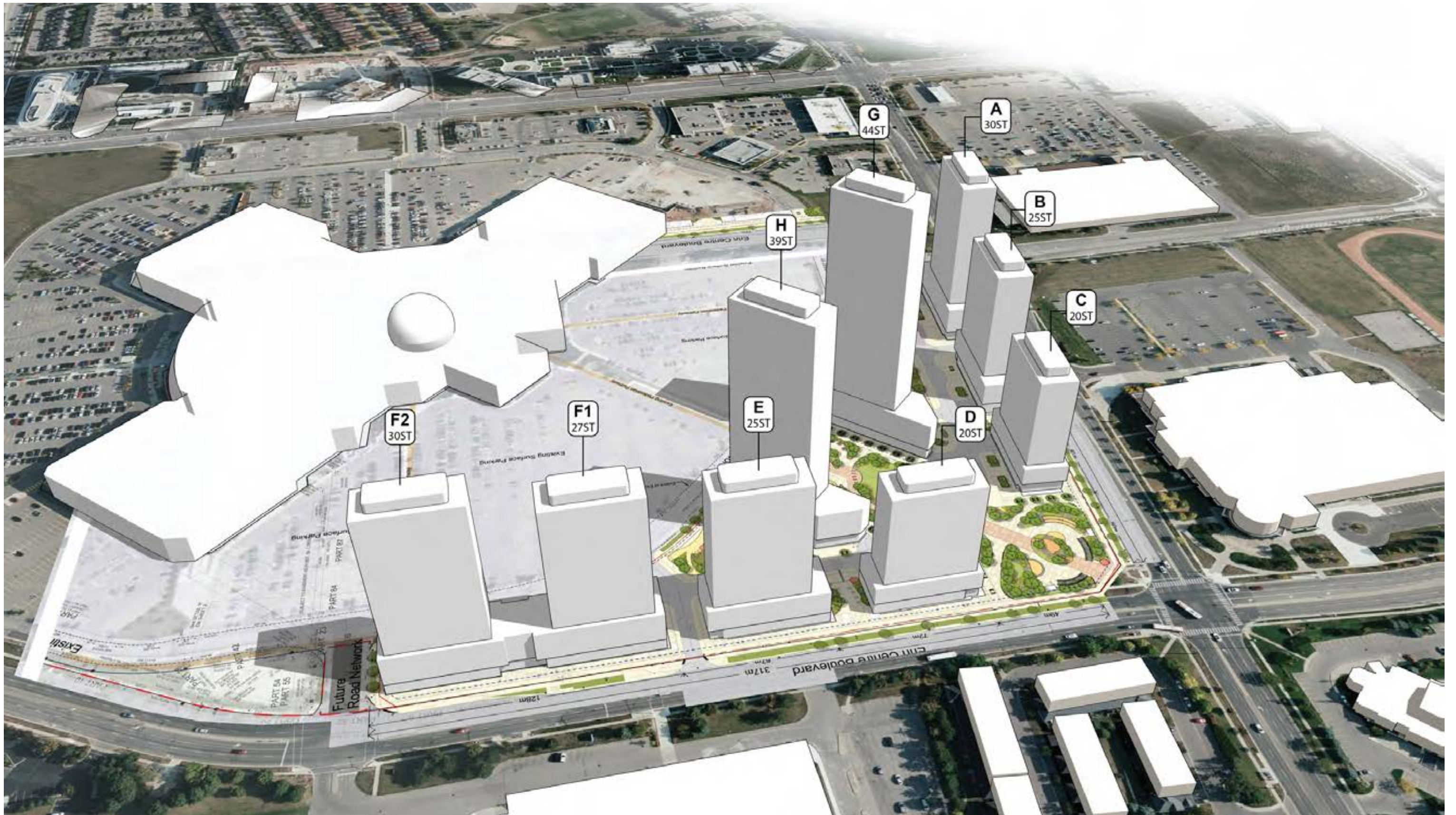
PHASING DIAGRAM



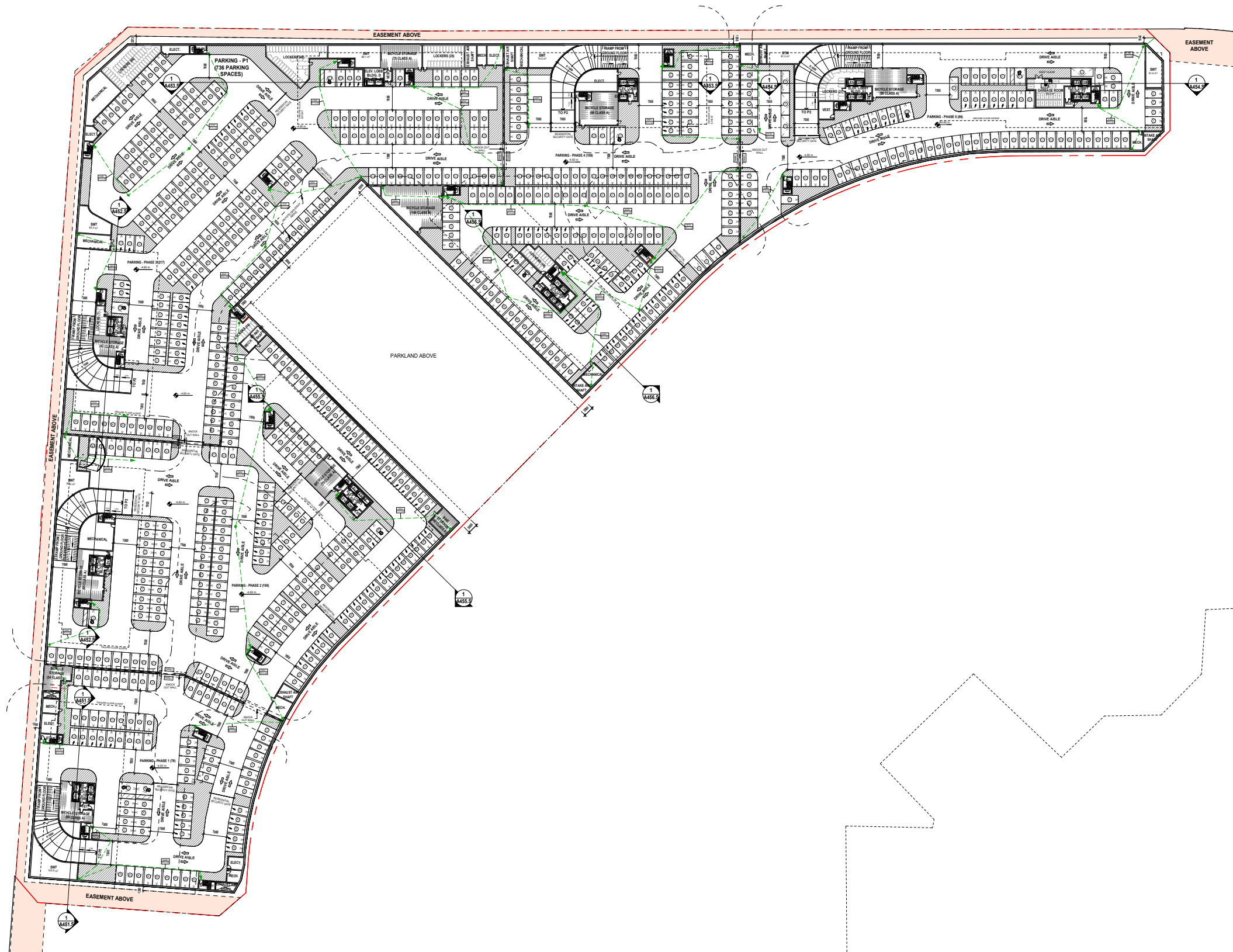
Site Plan Statistics				
	sqm	Acres	Hectares	%
Overall Site Area (Gross)	42,927	10.60	4.29	248%
Existing Public Roads	0	0.00	0.00	0%
Parkland Dedication	4,306	1.06	0.43	10%
Daylight triangle (portion of the triangle to be conveyed)	12.27			0.03%
Developable Site Area (Net)	38,610	9.54	3.86	90%
Buildings Footprint	11,100			29%
Urban Plaza	3,473	0.86	0.35	9%
New Private Roads (including sidewalks)	8,055	1.99	0.81	19%
Pedestrian Pathways (not inclusive to sidewalks)	12,894	3.18	1.29	33%
Landscaped area (softscape, not including planters)	5,752	1.42	0.58	15%
Outdoor Open Spaces	3,192	0.79	0.32	8%
Gross Building Area (Above Grade)	213,177			
FSI (GFA/Overall Site Area)	4.73			
Net FSI (GFA/Net Site Area)	5.26			

Note: Net area excludes parkland area and widening for daylight triangle

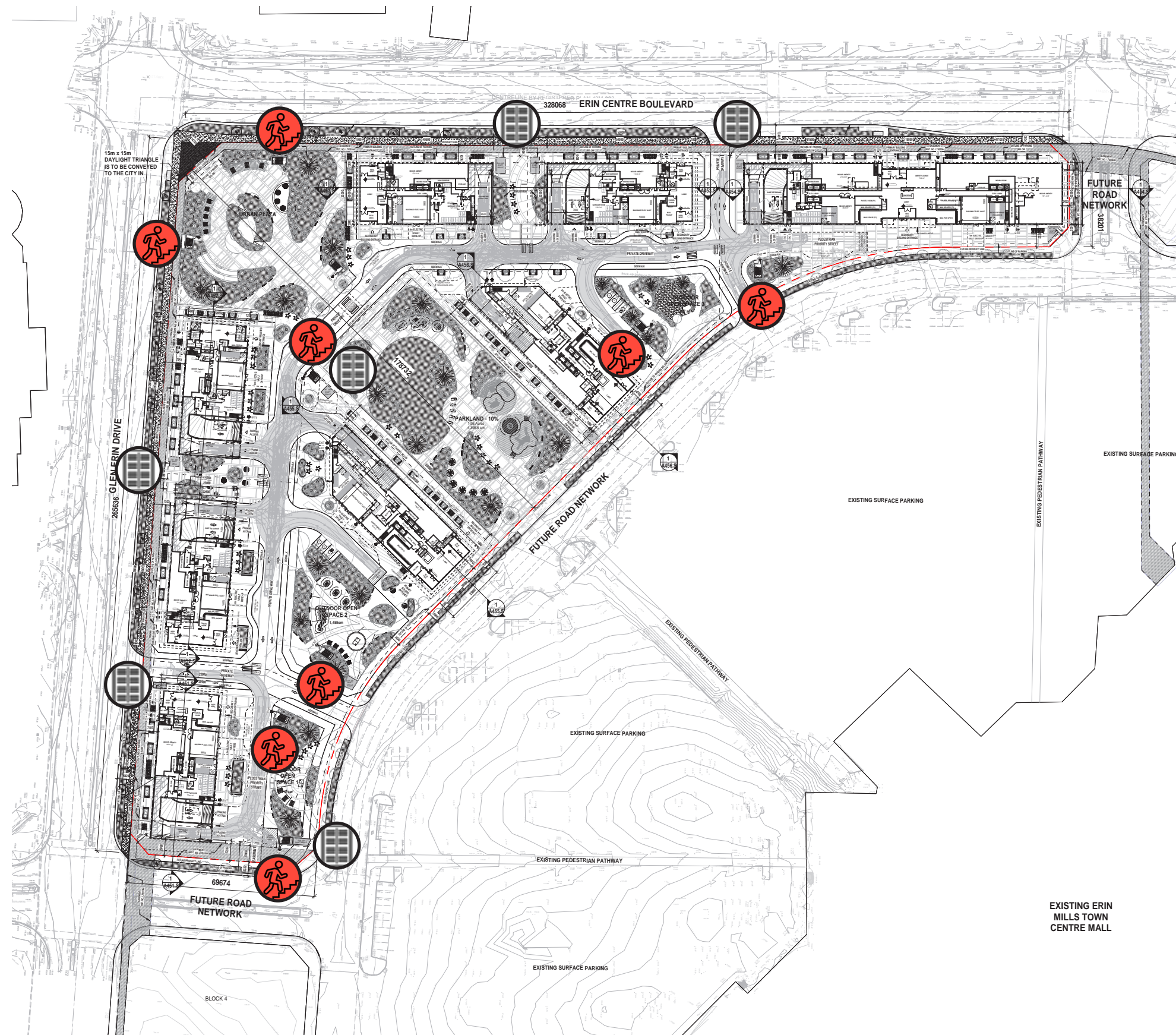
HEIGHT & MASSING MODEL AXONOMETRIC VIEW





UNDERGROUND PARKING

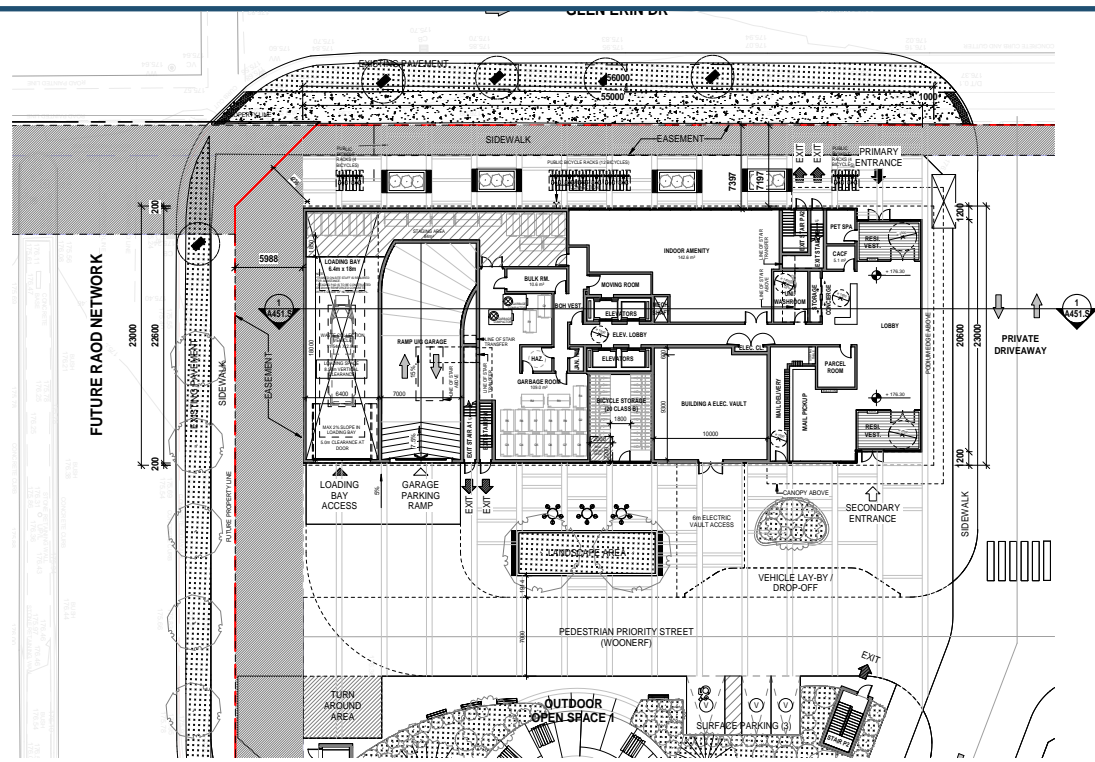


LOCATION OF STAIRWAYS AND EXHAUST VENTS

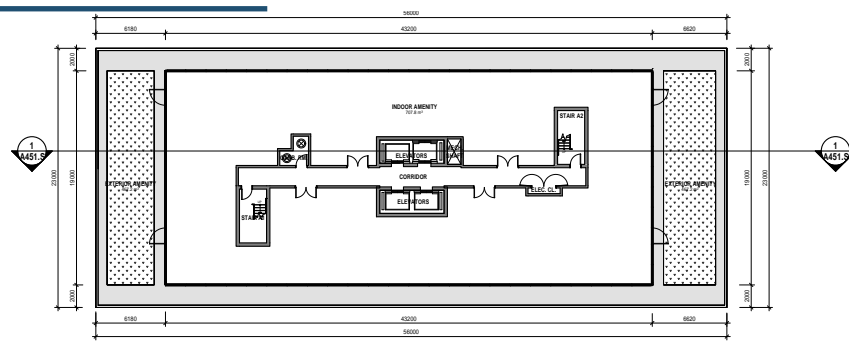


-  Stairways from underground parking
-  Exhaust and intake vents at garage

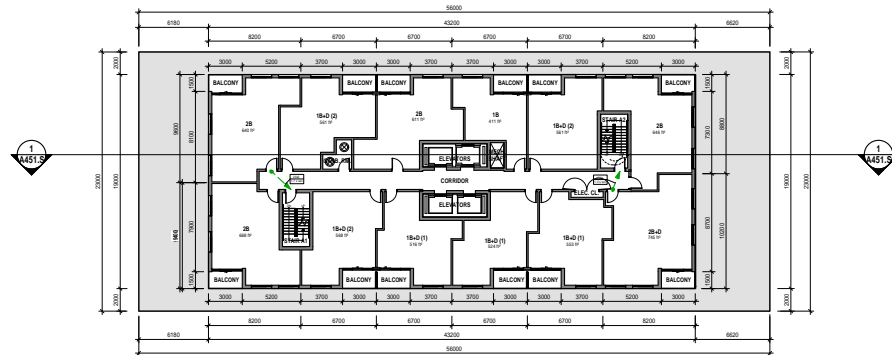
FLOOR PLANS - BUILDING A



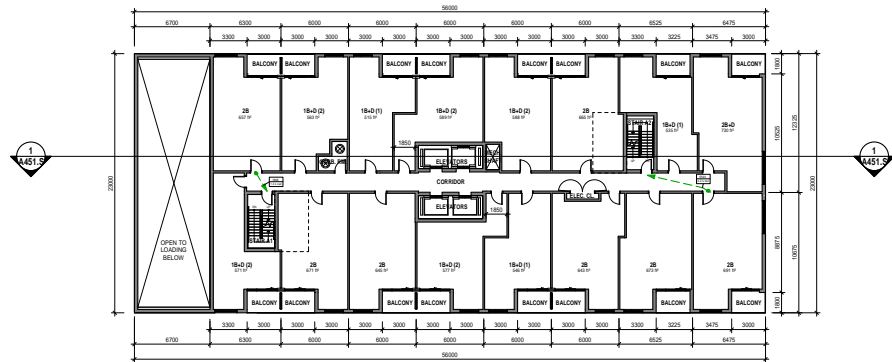
1 BUILDING A - GROUND FLOOR



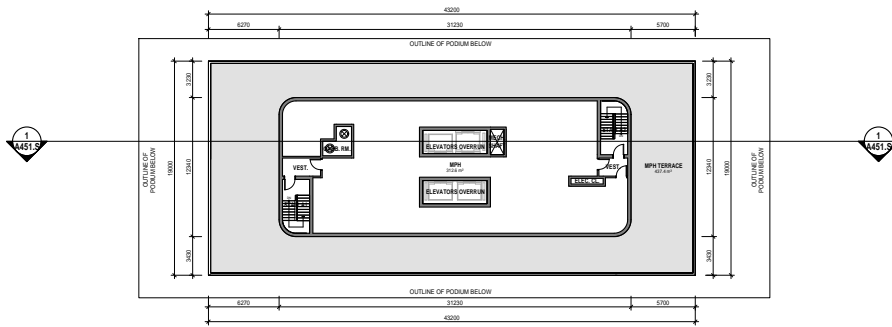
4 BUILDING A - FLOOR 7 - AMENITY



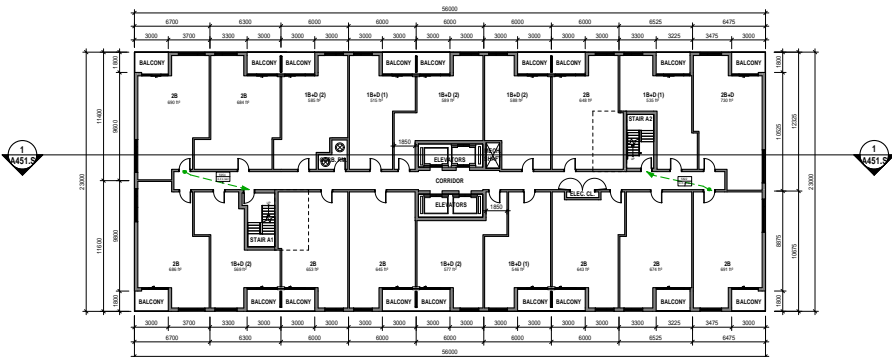
5 BUILDING A - FLOOR 8-30



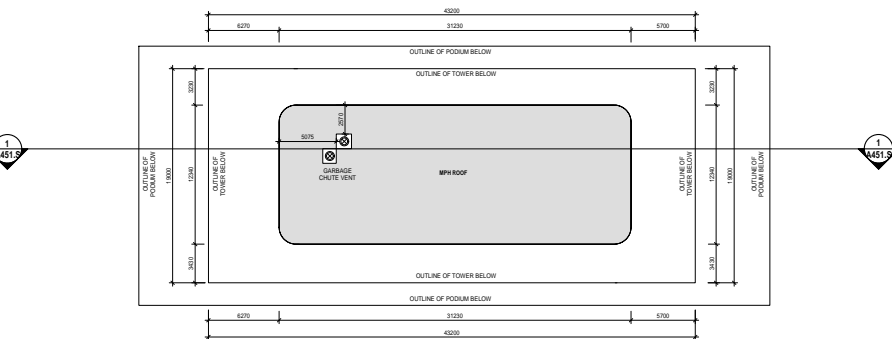
2 BUILDING A - FLOOR 2



6 BUILDING A - FLOOR 31 - MPH



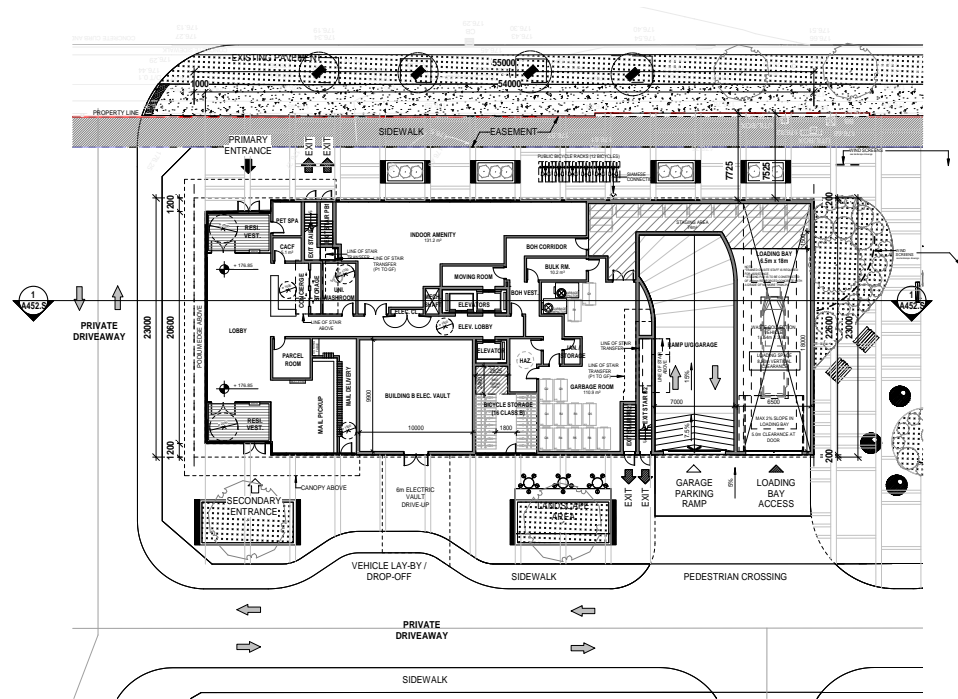
3 BUILDING A - FLOOR 3-6



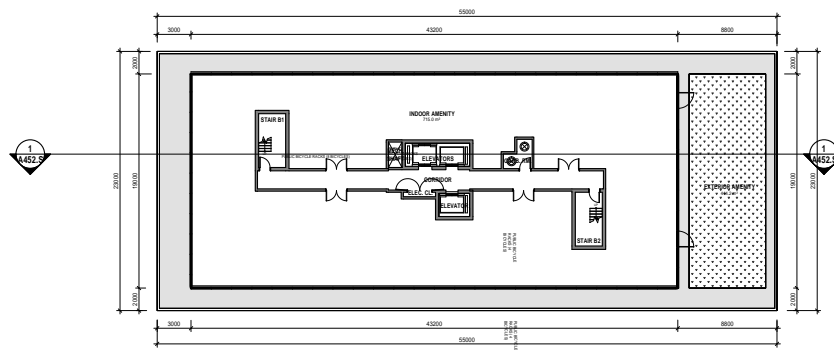
8 BUILDING A - MPH ROOF



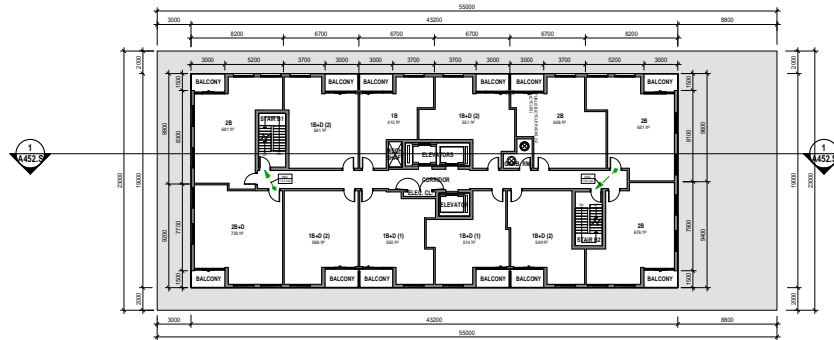
FLOOR PLANS - BUILDING B



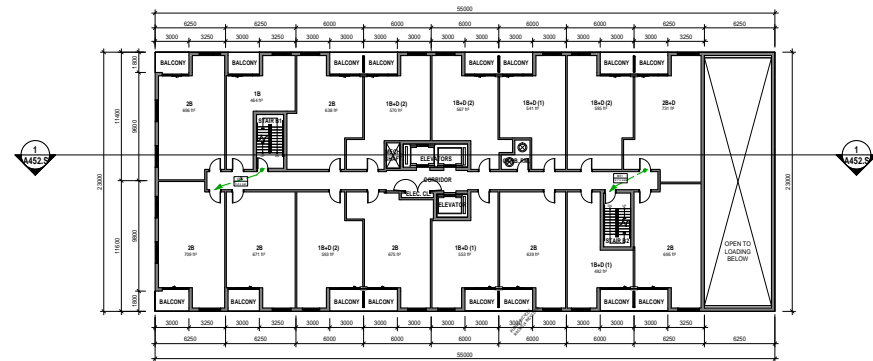
1 BUILDING B - GROUND FLOOR



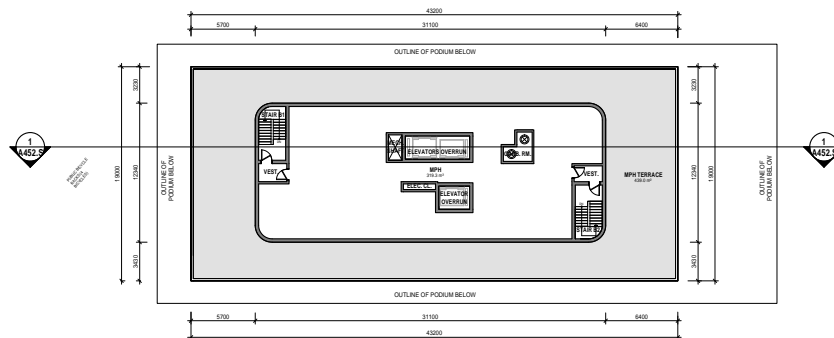
4 BUILDING B - FLOOR 6 - AMENITY



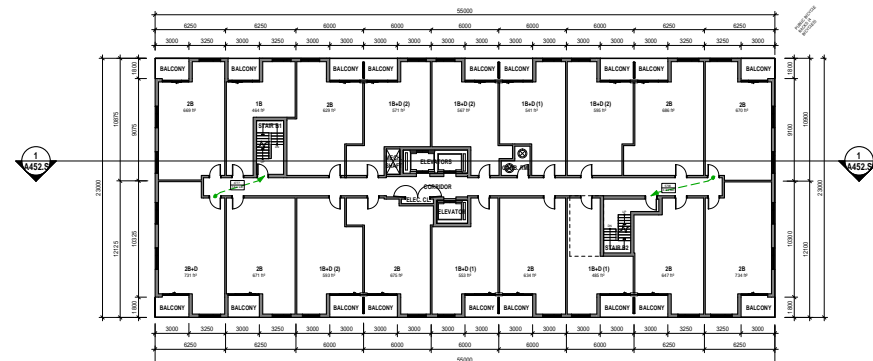
5 BUILDING B - FLOOR 7-25



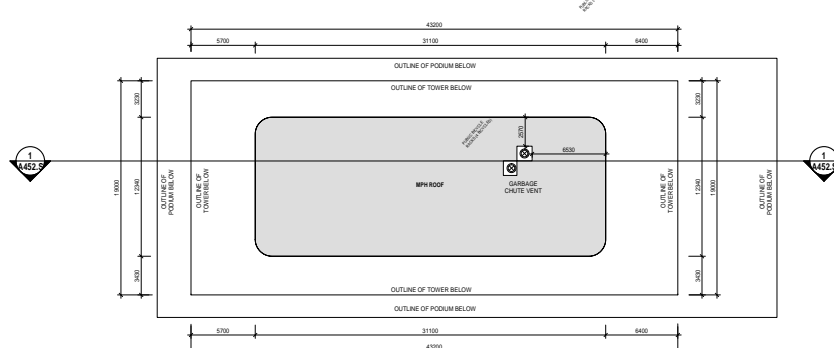
2 BUILDING B - FLOOR 2



6 BUILDING B - FLOOR 26 - MPH



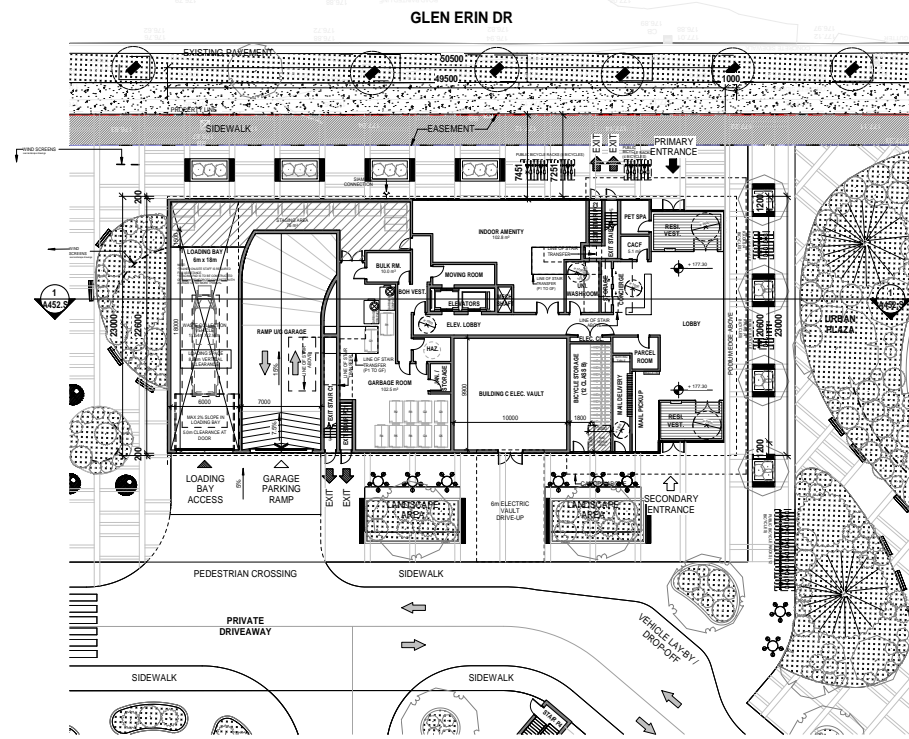
3 BUILDING B - FLOOR 3-5



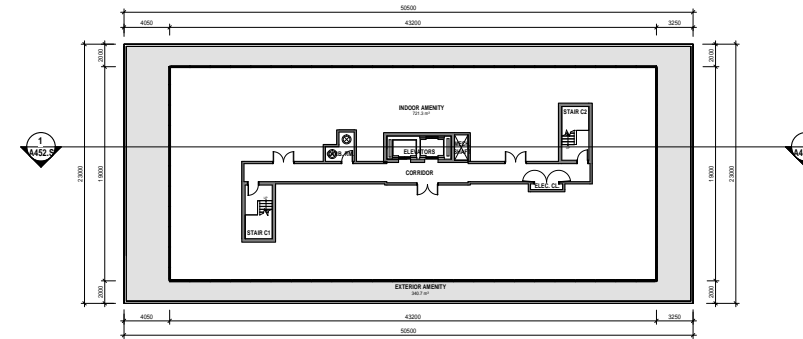
7 BUILDING B - MPH ROOF



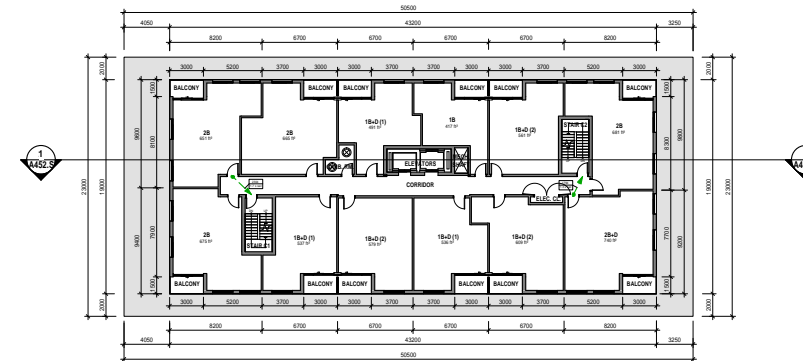
FLOOR PLANS - BUILDING C



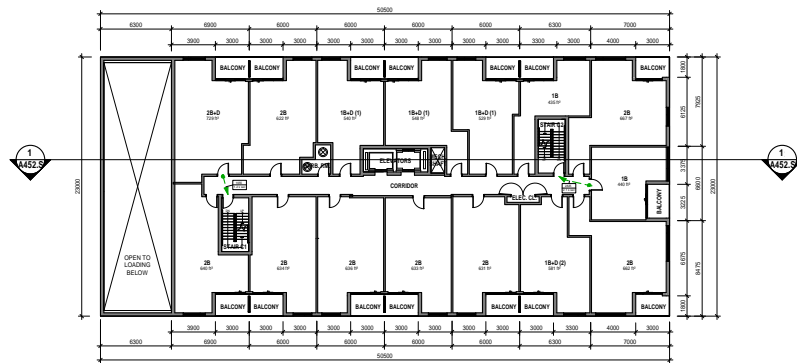
1 BUILDING C - GROUND FLOOR



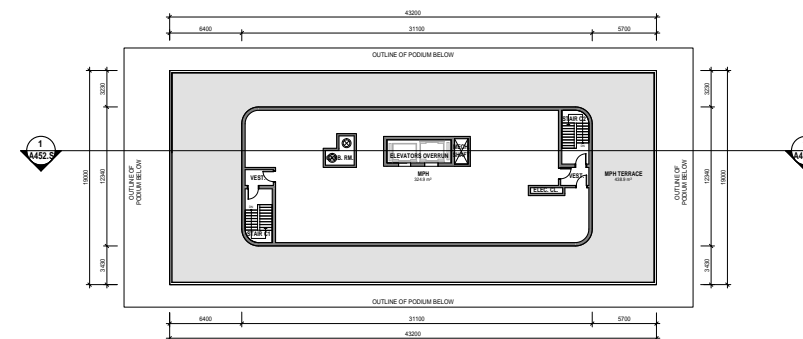
4 BUILDING C - FLOOR 5 - AMENITY



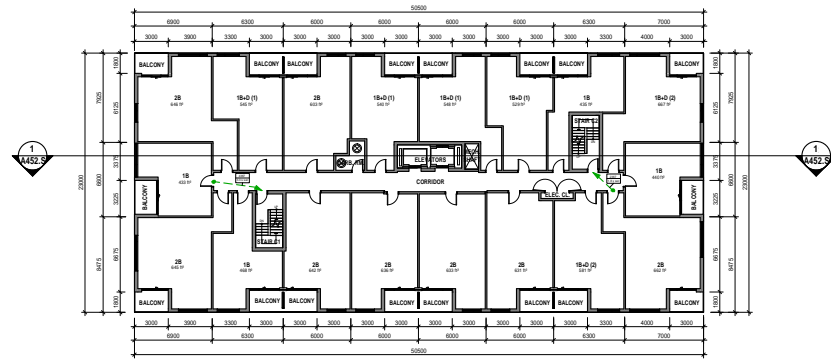
5 BUILDING C - FLOOR 6-20



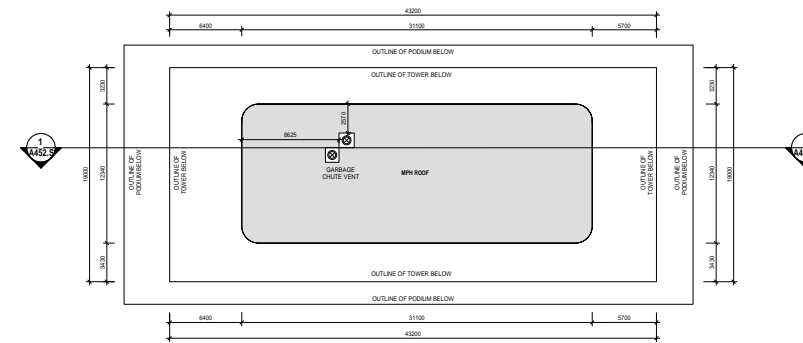
2 BUILDING C - FLOOR 2



6 BUILDING C - FLOOR 21 - MPH



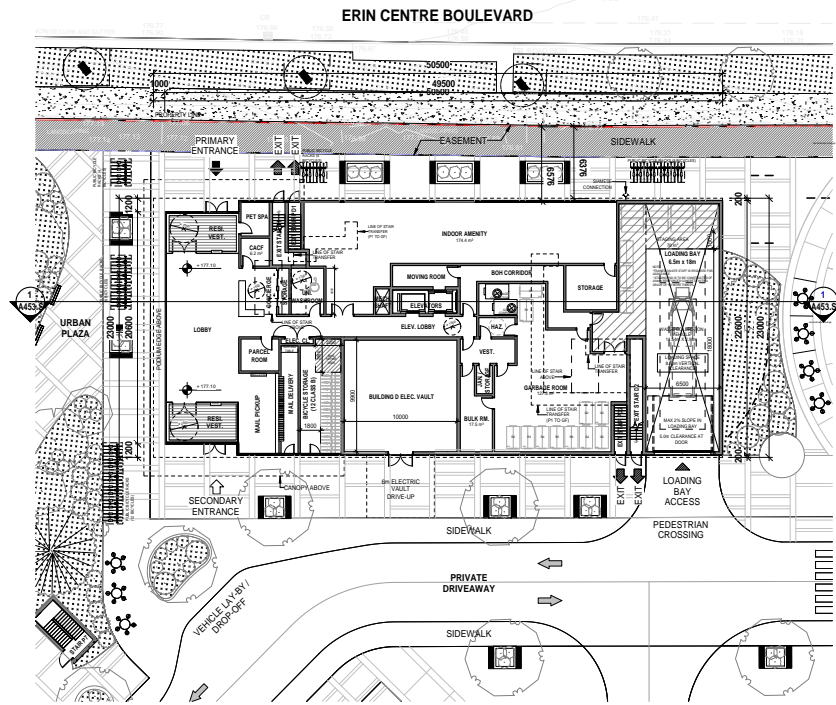
3 BUILDING C - FLOOR 3-4



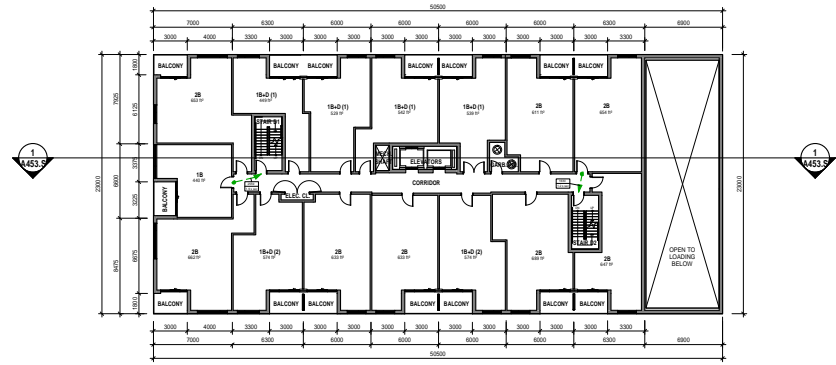
7 BUILDING C - MPH ROOF



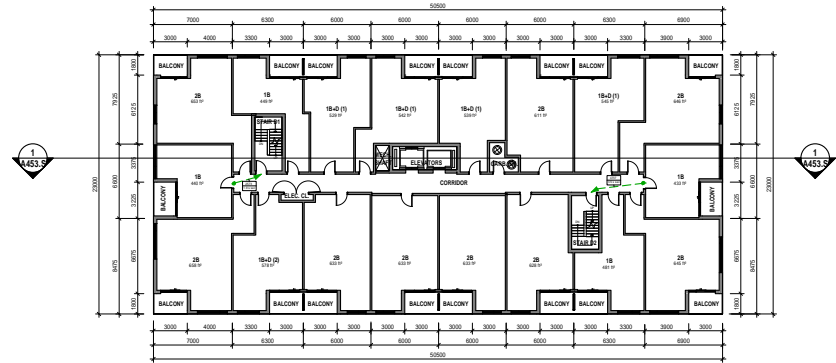
FLOOR PLANS - BUILDING D



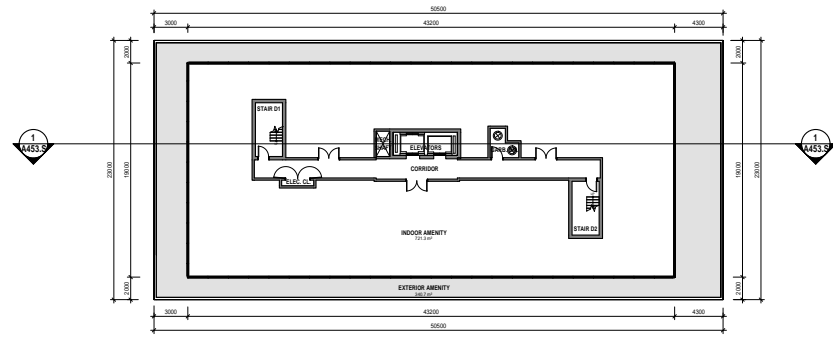
1 BUILDING D - GROUND FLOOR



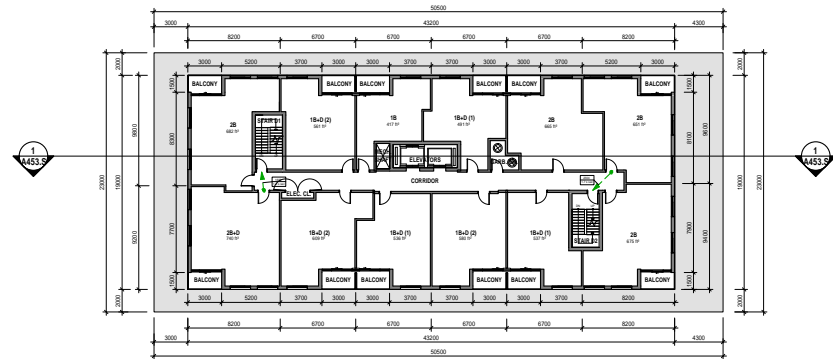
2 BUILDING D - FLOOR 2



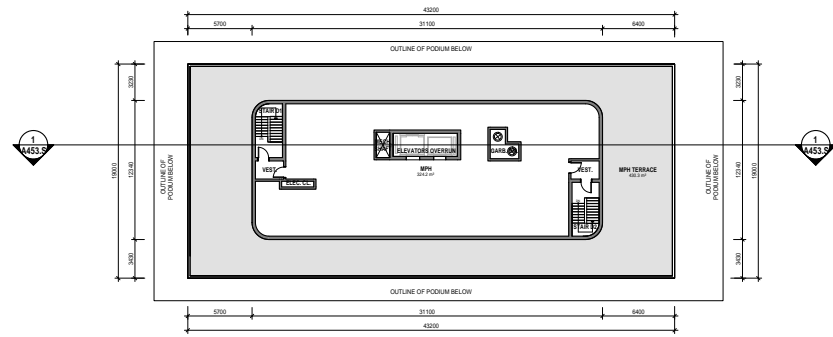
3 BUILDING D - FLOOR 3-4



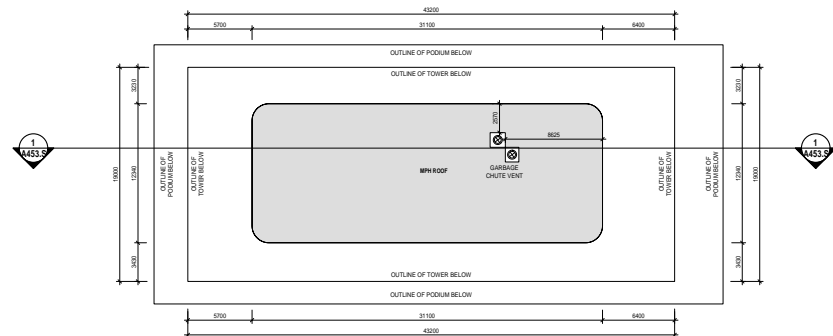
4 BUILDING D - FLOOR 5 - AMENITY



5 BUILDING D - FLOOR 6-20



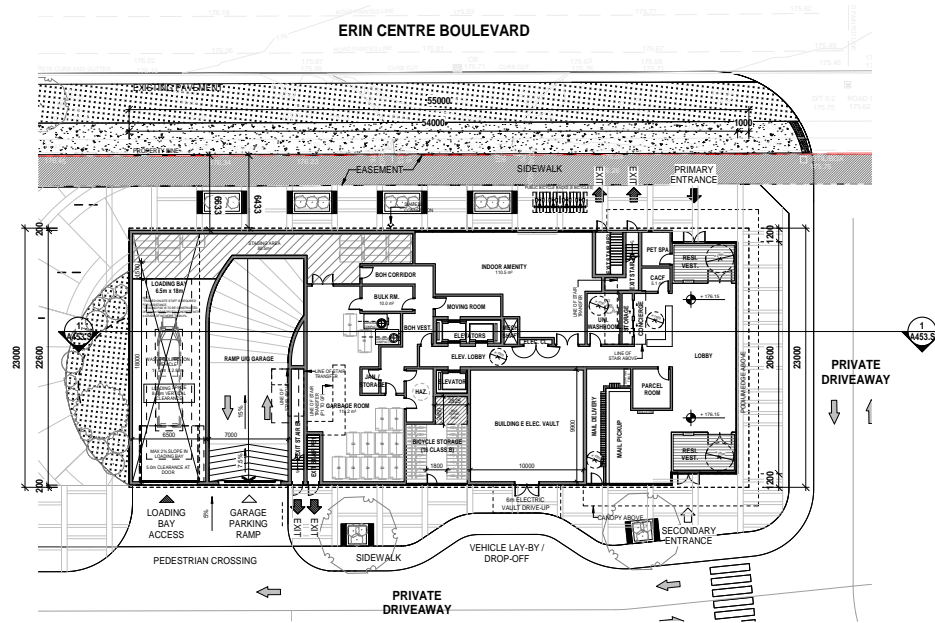
6 BUILDING D - FLOOR 21 - MPH



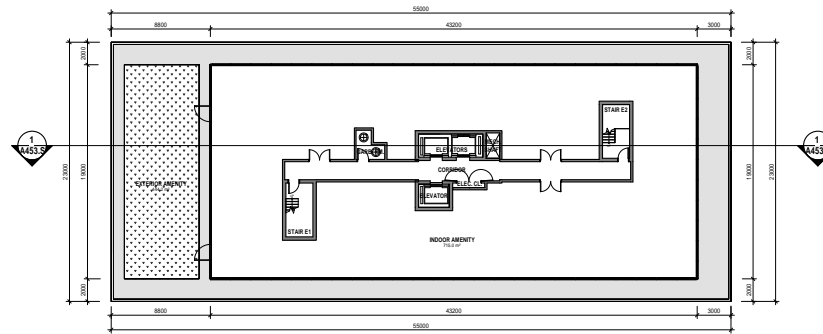
7 BUILDING D - MPH ROOF



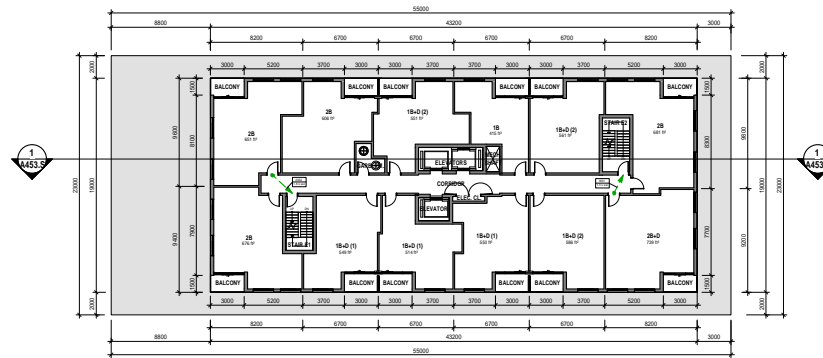
FLOOR PLANS - BUILDING E



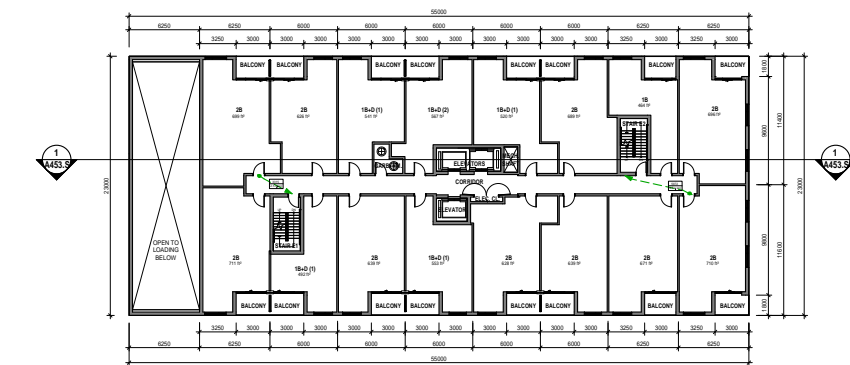
1 BUILDING E - GROUND FLOOR



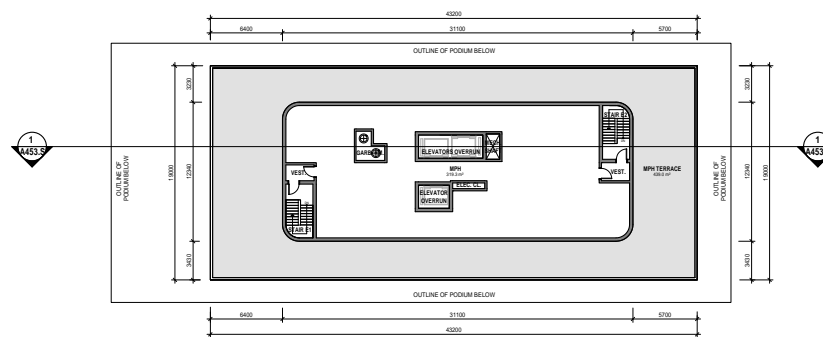
3 BUILDING E - FLOOR 6 - AMENITY



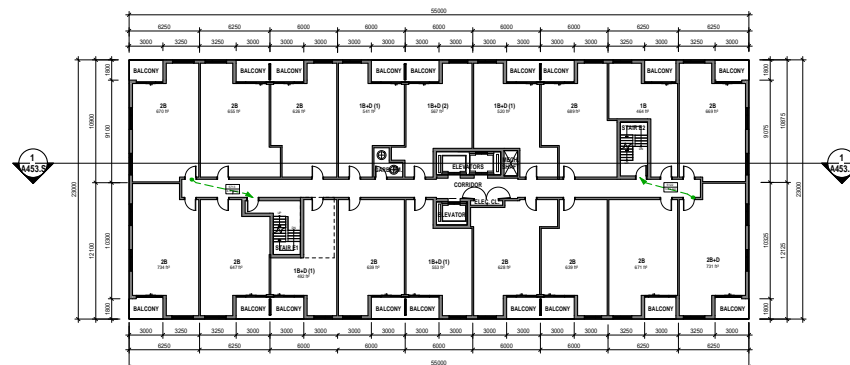
2 BUILDING E - FLOOR 7-25



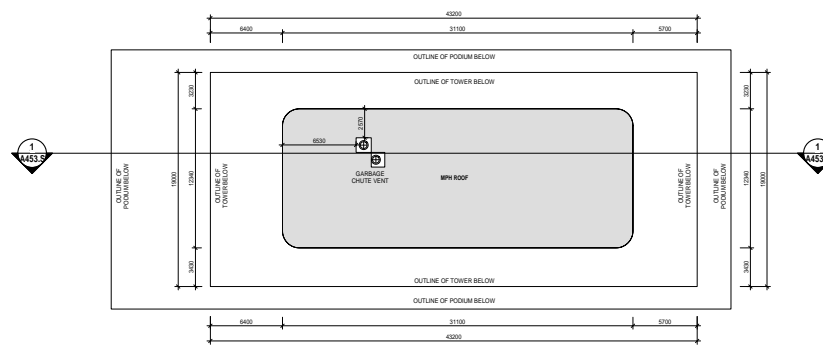
5 BUILDING E - FLOOR 2



6 BUILDING E - FLOOR 26 - MPH



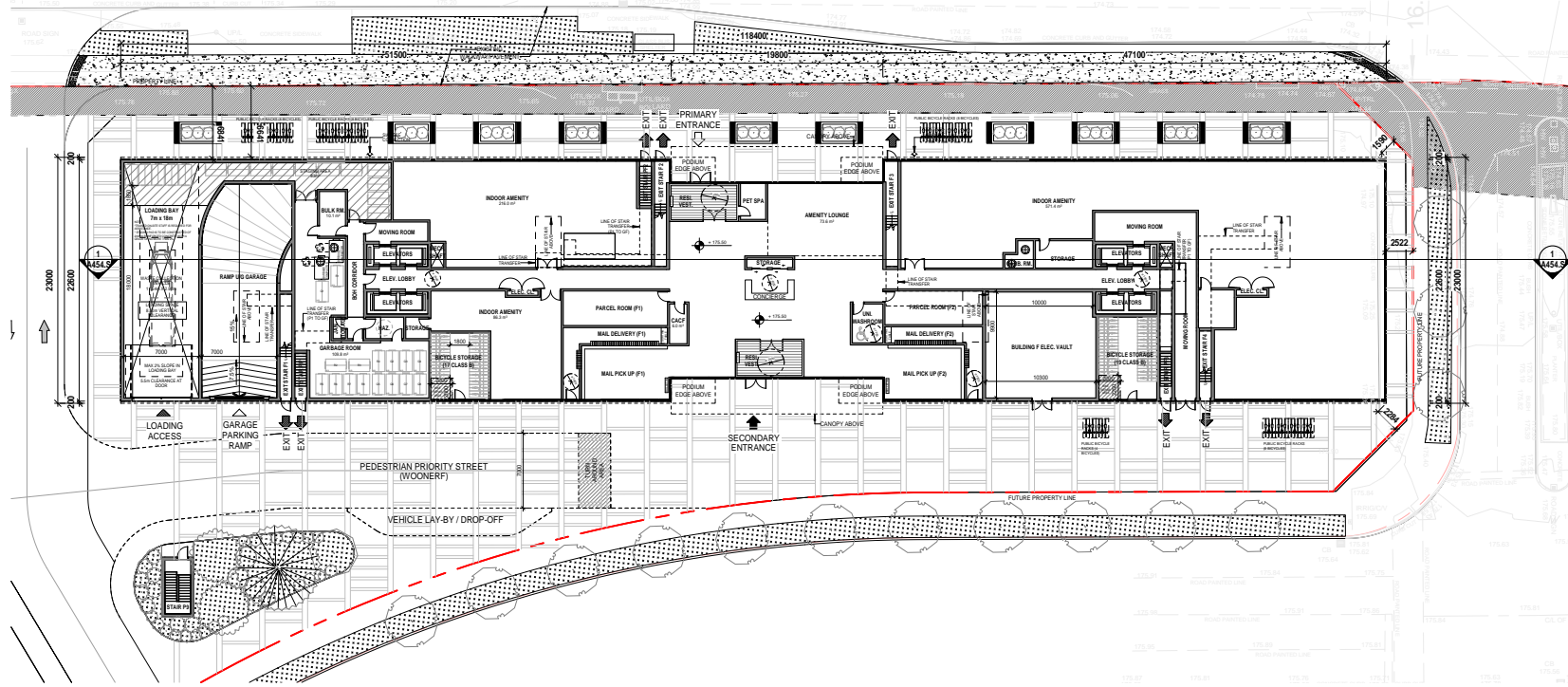
4 BUILDING E - FLOOR 3-5



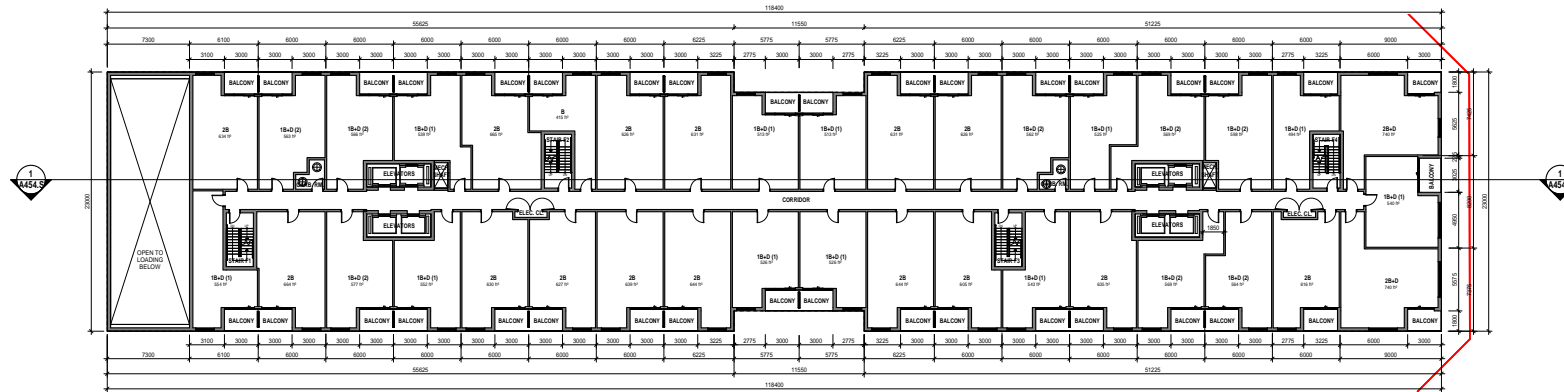
7 BUILDING E - MPH ROOF



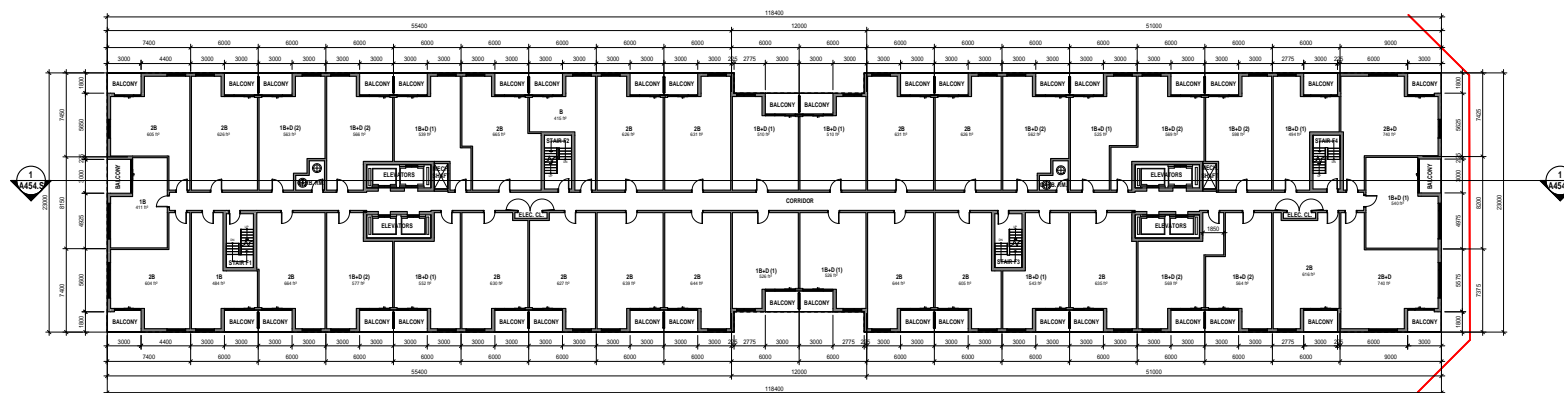
FLOOR PLANS - BUILDINGS F1 AND F2



1 BUILDING F - GROUND FLOOR



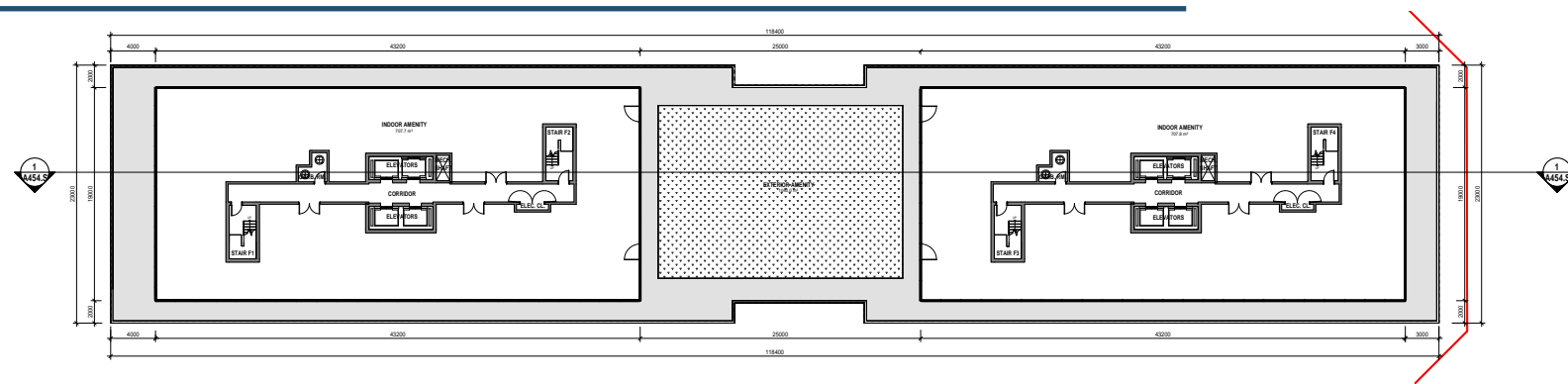
2 BUILDING F - FLOOR 2



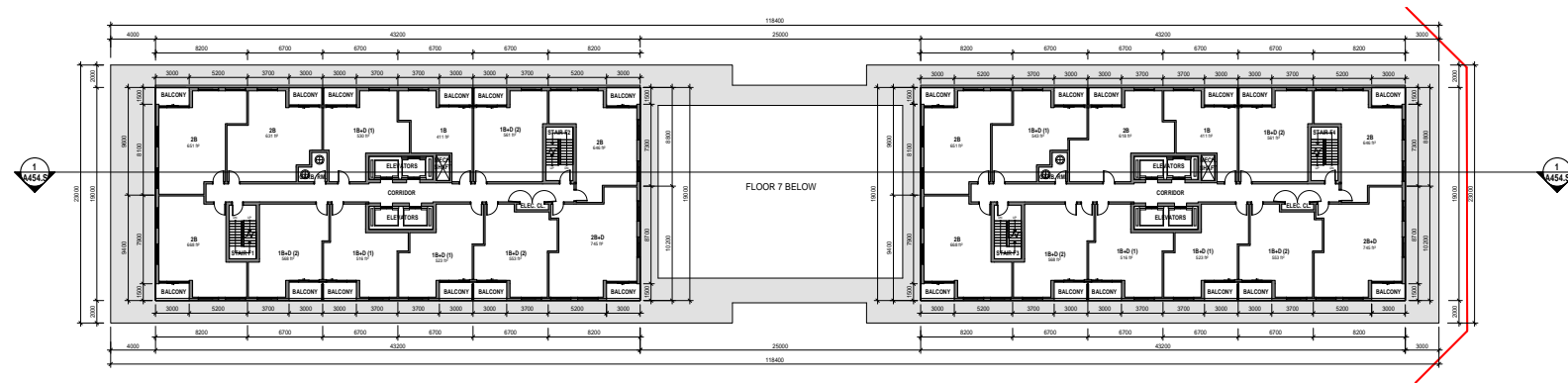
3 BUILDING F - FLOOR 3-6



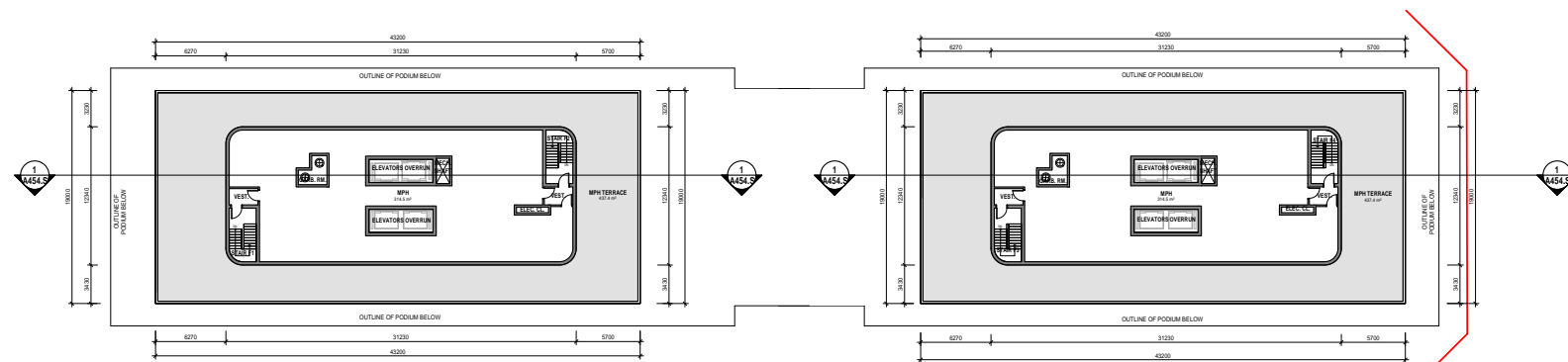
FLOOR PLANS - BUILDINGS F1 AND F2



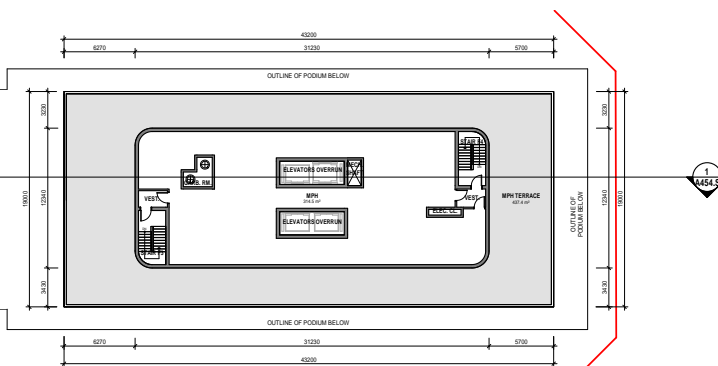
1 BUILDING F - FLOOR 7 - AMENITY



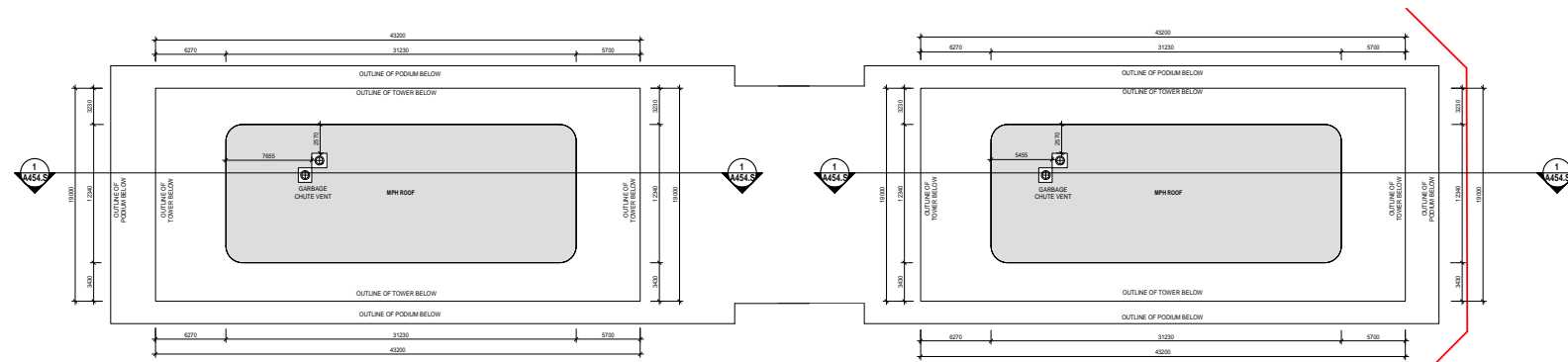
2 BUILDING F - FLOOR 8-30



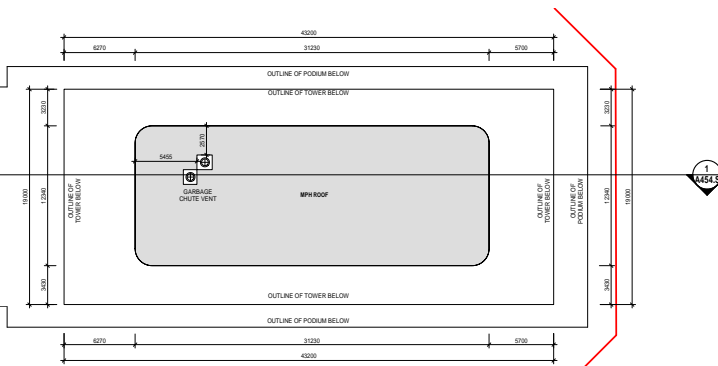
3 BUILDING F1 - FLOOR 28 - MPH



4 BUILDING F2 - FLOOR 31 - MPH



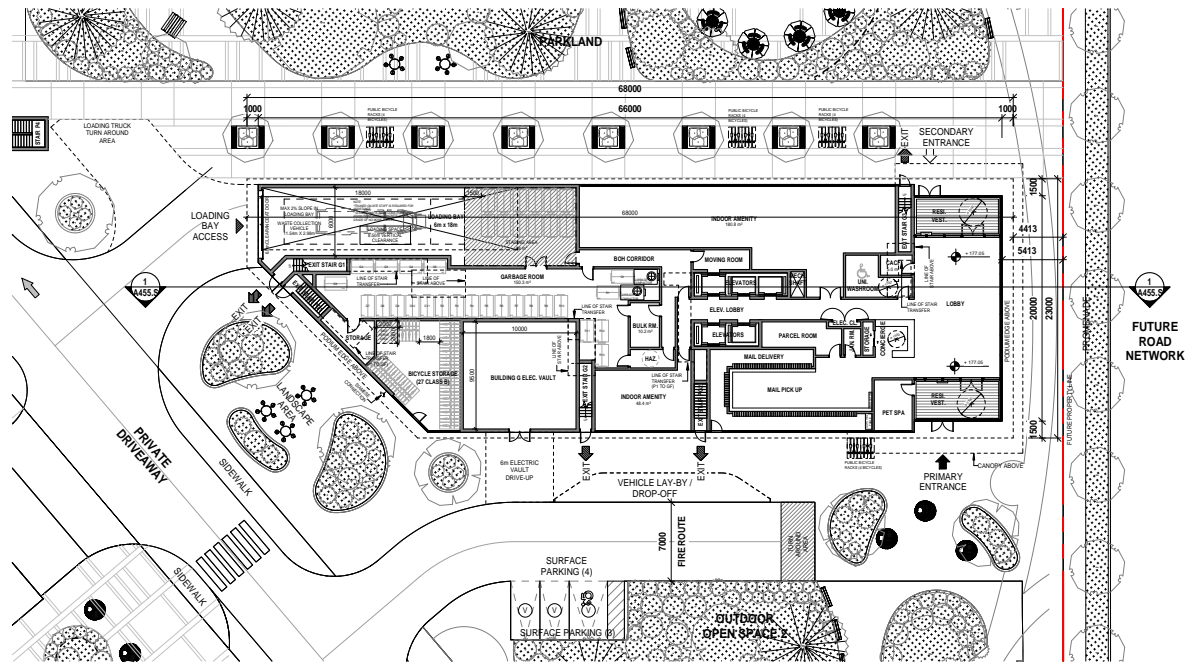
5 BUILDING F1 - MPH ROOF



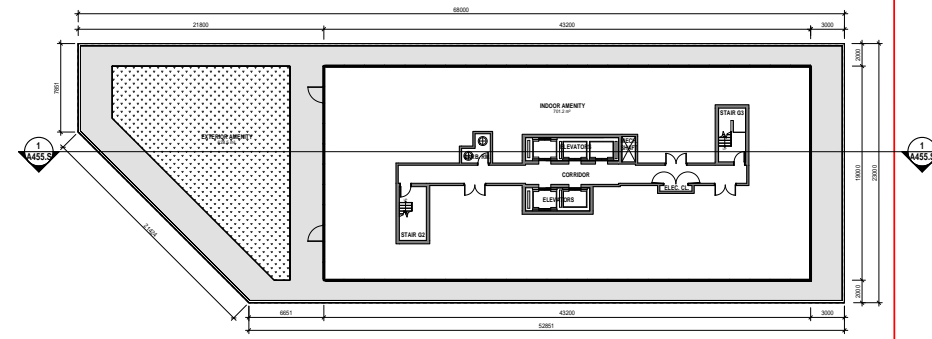
7 BUILDING F2 - MPH ROOF



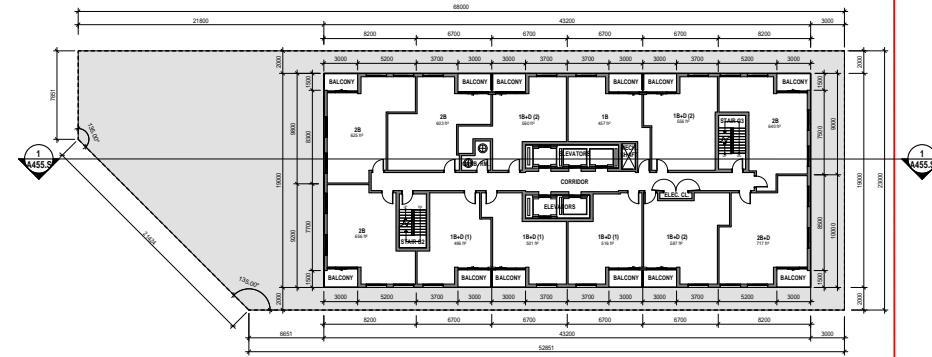
FLOOR PLANS - BUILDING G



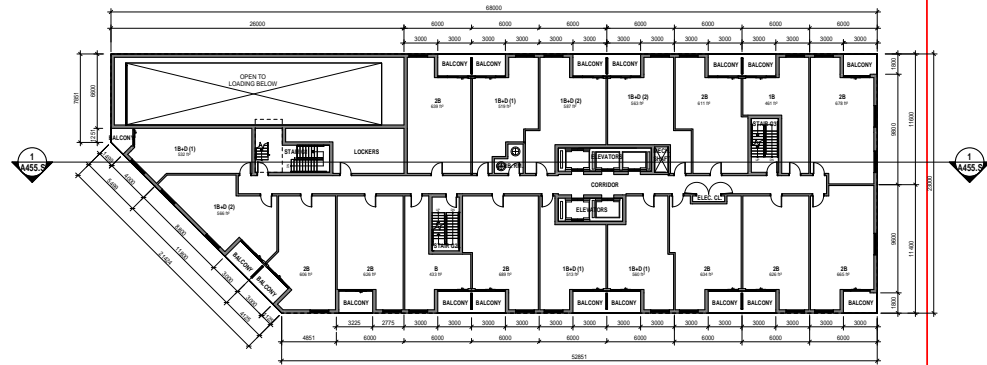
1 BUILDING G - GROUND FLOOR



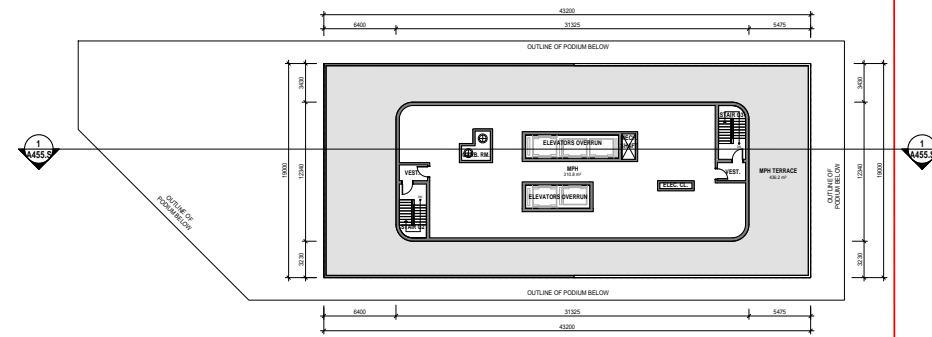
4 BUILDING G - FLOOR 7 - AMENITY



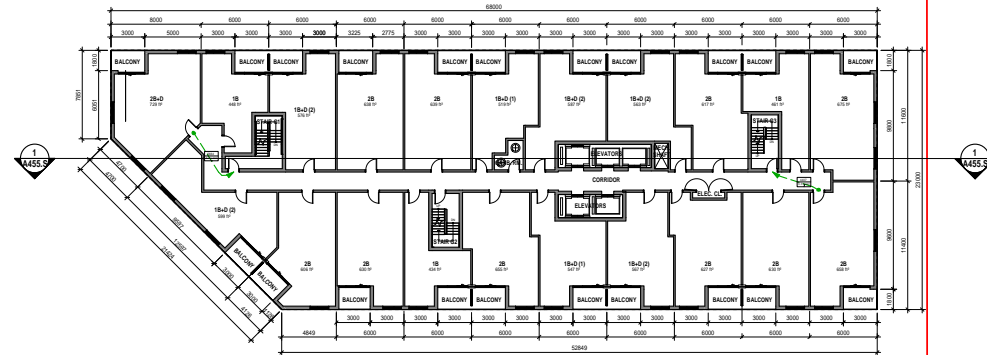
5 BUILDING G - FLOOR 8-4



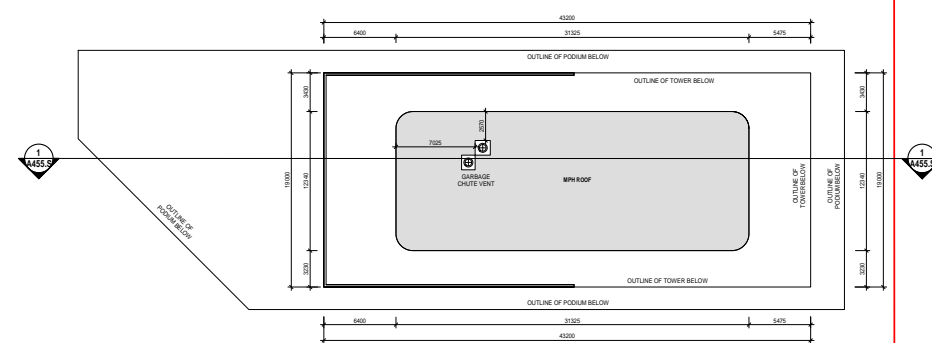
2 BUILDING G - FLOOR 2



6 BUILDING G - FLOOR 45 - MPH



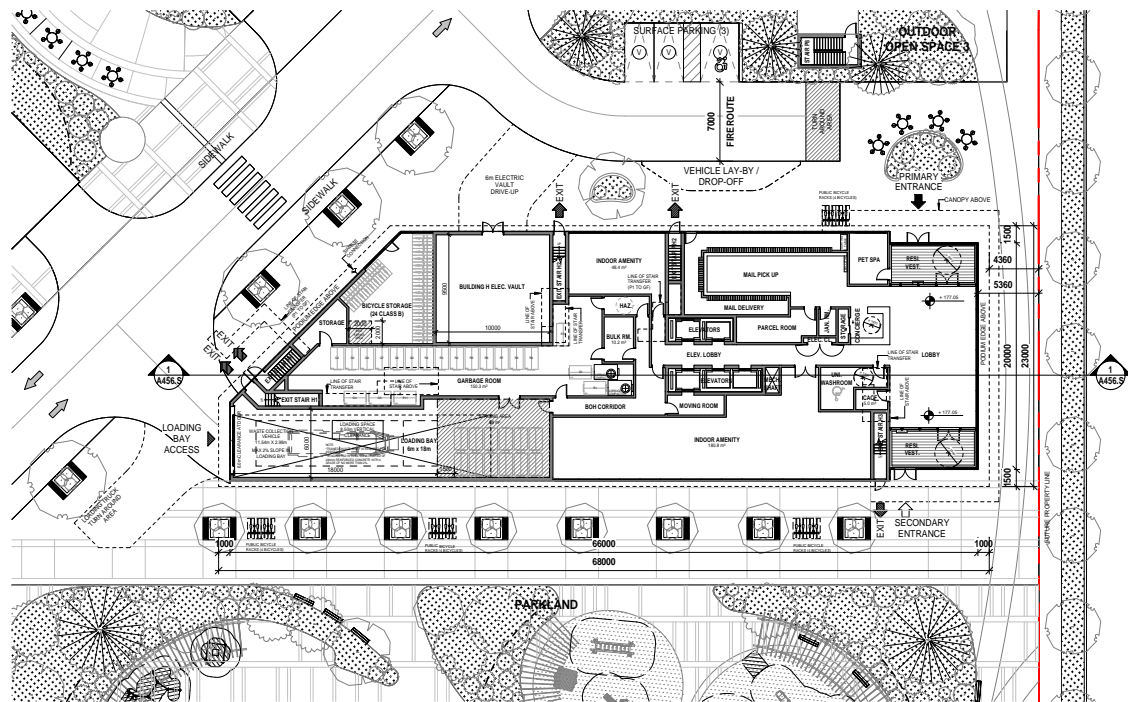
3 BUILDING G - FLOOR 3-6



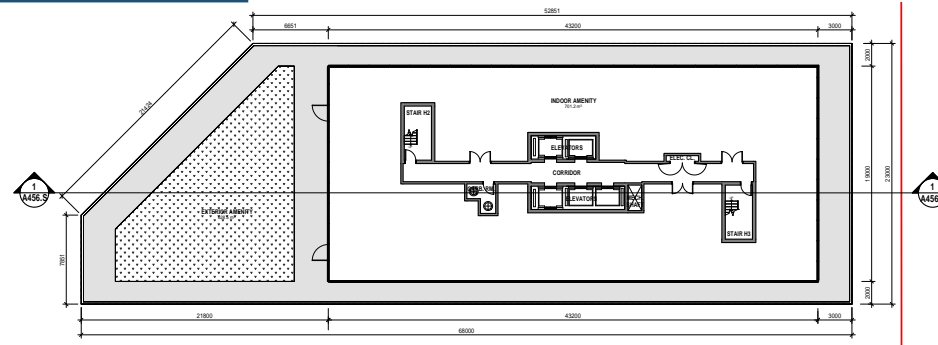
7 BUILDING G - MPH ROOF



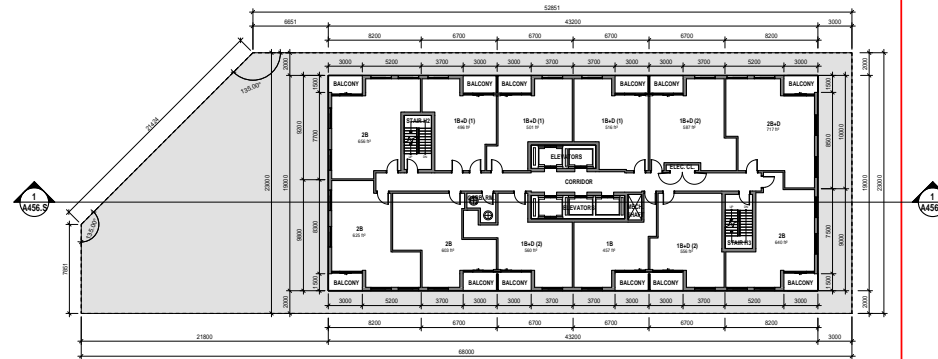
FLOOR PLANS - BUILDING H



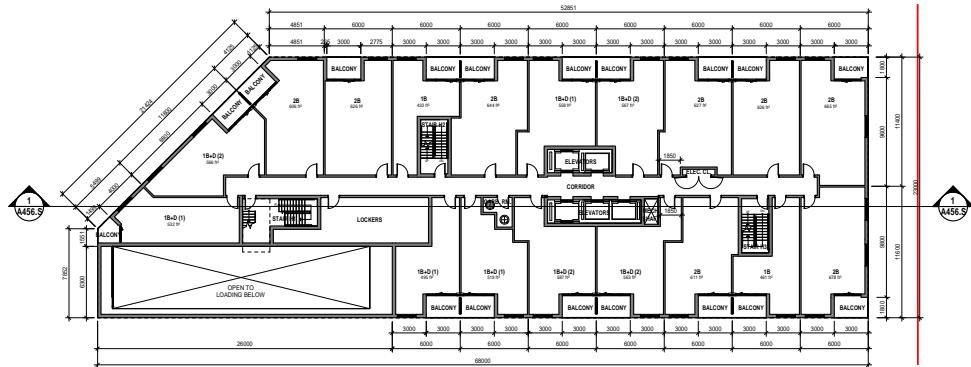
1 BUILDING H - GROUND FLOOR



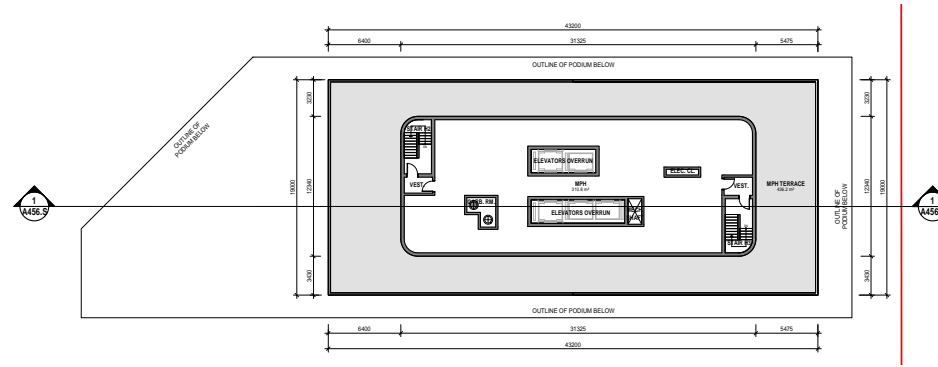
4 BUILDING H - FLOOR 7 - AMENITY



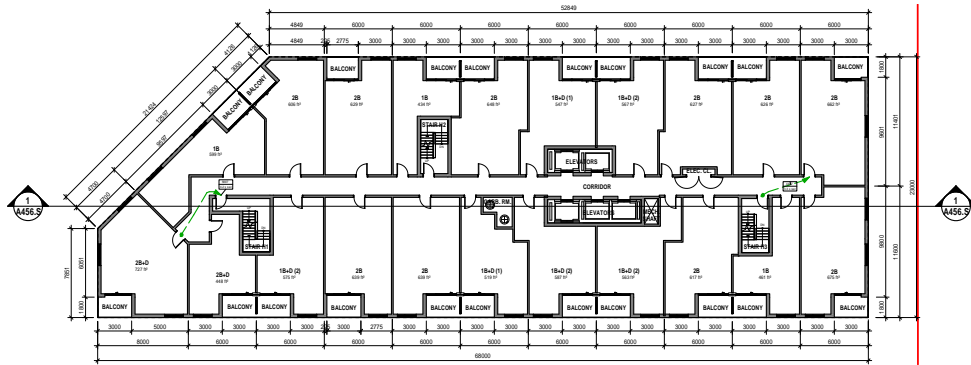
5 BUILDING H - FLOOR 8-39



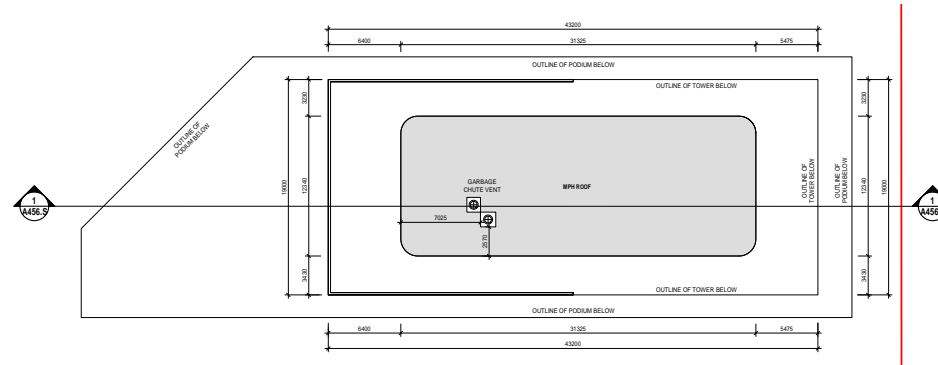
2 BUILDING H - FLOOR 2



6 BUILDING H - FLOOR 40 - MPH



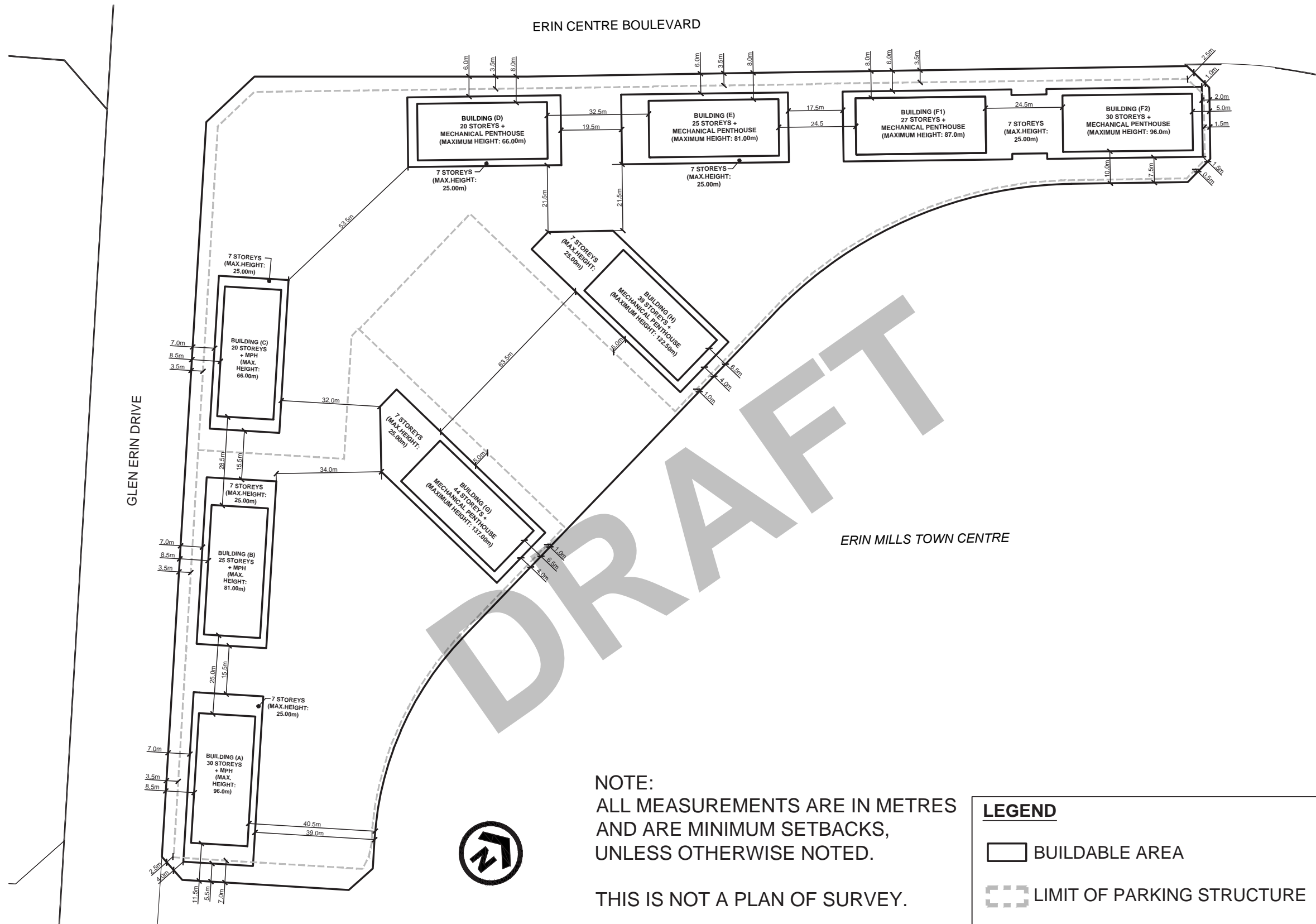
3 BUILDING H - FLOOR 3-6



7 BUILDING H - MPH ROOF



BUILDING SEPARATION AND SETBACKS



VISUAL IMPACT STUDY - BEFORE AFTER COMPARISON



View along Erin Centre Blvd looking toward buildings F1 and F2 - Before



View from Erin Centre Blvd and Glen Erin Drive looking toward the Urban Plaza - Before



View along Erin Centre Blvd looking toward buildings F1 and F2 - After



View from Erin Centre Blvd and Glen Erin Drive looking toward the Urban Plaza - After

DEVELOPMENT STATISTICS

Site Plan Statistics				
	sqm	Acres	Hectares	%
Overall Site Area (Gross)	42,927	10.60	4.29	246%
Existing Public Roads	0	0.00	0.00	0%
Parkland Dedication	4,306	1.06	0.43	10%
Daylight triangle <i>(portion of the triangle to be conveyed)</i>	12.27			0.03%
Developable Site Area (Net)	38,610	9.54	3.86	90%
Buildings Footprint	11,100			29%
Urban Plaza	3,473	0.86	0.35	9%
New Private Roads <i>(including sidewalks)</i>	8,055	1.99	0.81	19%
Pedestrian Pathways <i>(not inclusive to sidewalks)</i>	12,894	3.18	1.29	33%
Landscaped area <i>(softscape, not including planters)</i>	5,752	1.42	0.58	15%
Outdoor Open Spaces	3,192	0.79	0.32	8%
Gross Building Area (Above Grade)	213,177			
FSI (GFA/Overall Site Area)	4.73			
Net FSI (GFA/Net Site Area)	5.26			

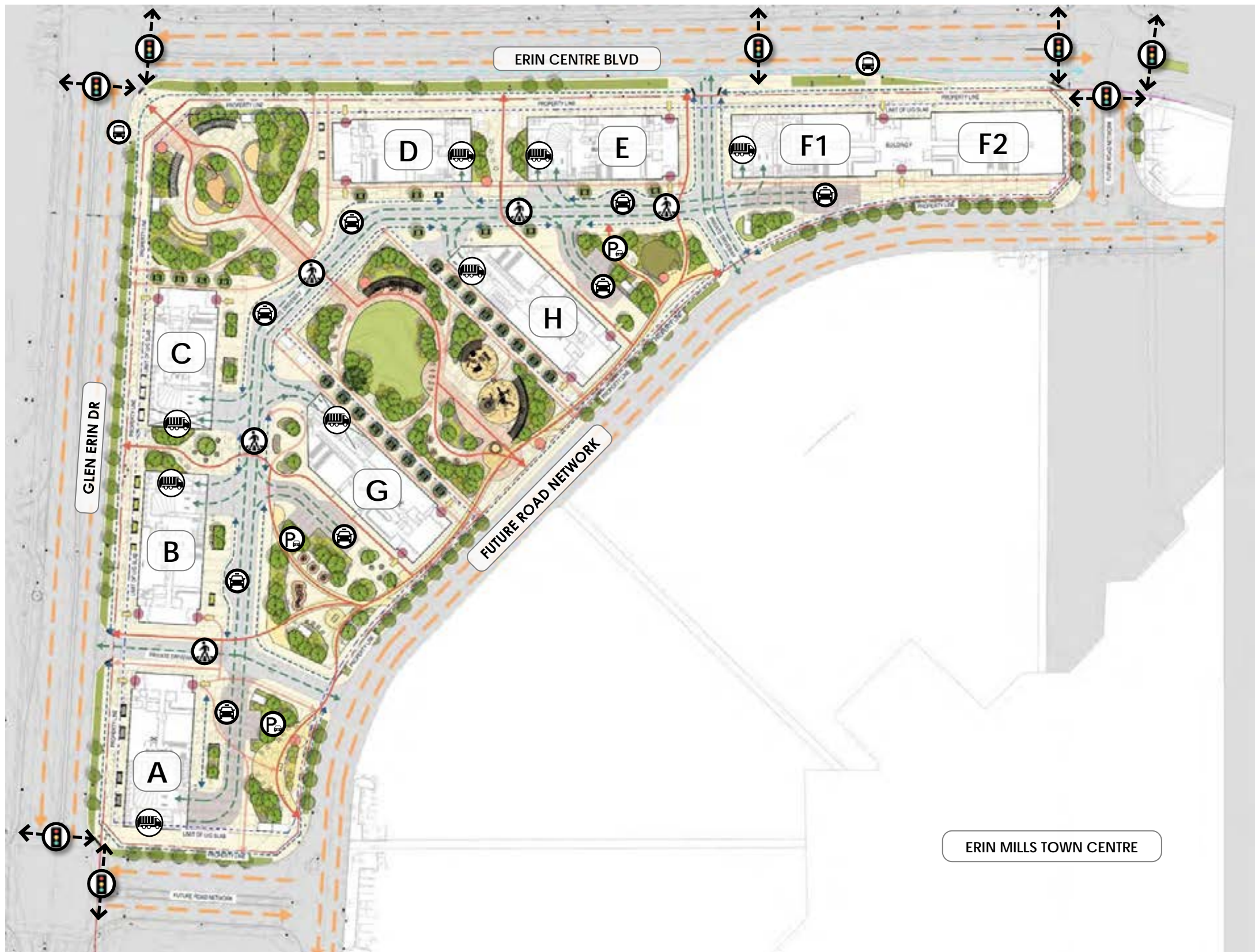
Vehicular Parking	Level	Provided		Total (Resi + Visitors)		Provided		
		Residential <i>(1 space/unit)</i>	Visitors <i>(0.15 space/unit)</i>	Required	Provided	EV - Resi <i>(20%)</i>	EV - Visitors <i>(10%)</i>	Accessible Parking
	GF	0	12		9			3
	P1	252	484		736			10
	P2	727			727			9
	P3	727			727			9
	P4	727			727			9
	P5	727			727			9
		3,160	496	3,636	3,653	727	50	49
								1.34%

LEVEL 2 ELECTRIC VEHICLE CHARGING CRITERIA AS DEFINED BY SAE INTERNATIONAL'S J1772 STANDARD














Phase	Building	No. of Storeys (excl. MPH)	NO. UNITS	GBA - Above Grade (no exclusions)		GFA (By-Law 0225-2007)	
				sm	sf	sm	sf
1	A	30	364	27,078	291,468	25,885	278,621
2	B	25	298	22,610	243,374	21,417	230,527
3	C	20	231	17,729	190,835	16,536	177,988
	D	20	231	18,479	198,908	17,286	186,061
4	E	25	298	21,859	235,290	20,666	222,443
5	F (F1+F2)	27 & 30	709	32,147	346,030	30,245	325,557
2	G	44	546	38,555	415,006	37,362	402,159
4	H	39	485	34,720	373,726	33,527	360,879
	Total		3162	213,177	2,294,637	202,921	2,184,236

Total GFA (less required amenity) 202,921 sm **2,184,236** sf
 Floor Space Index (FSI) **4.73**
 Number of Residential Suites **3,162**
 Vehicular Parking Required *1.15 space/unit* 3,636 5 U/G Levels

PEDESTRIAN AND VEHICULAR CIRCULATION MASTER PLAN



LEGEND

-  Drop-off Area
-  Surface Parking
-  Bus Stop
-  Crosswalk
-  Signalized Crossing
-  Waste Collection
-  Main Pedestrian Path
-  Secondary Pedestrian Path
-  Sidewalks
-  Main Road
-  Private Driveway
-  Bike Lane
-  Building Entrance
















URBAN PLAZA

PEDESTRIAN CIRCULATION DIAGRAM



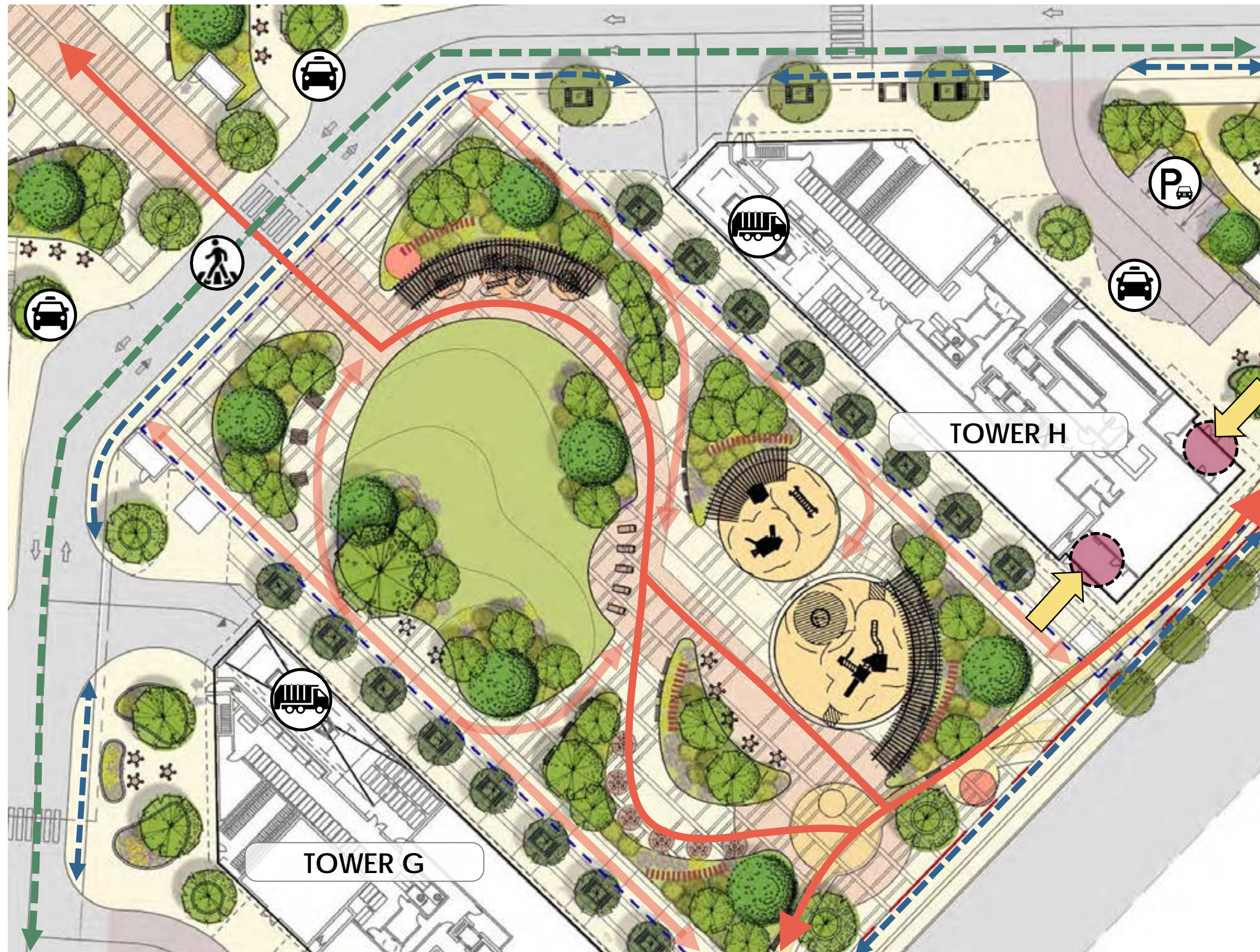
LEGEND

-  Drop-off Area
-  Surface Parking
-  Bus Stop
-  Crosswalk
-  Signalized Crossing
-  Waste Collection
-  Main Pedestrian Path
-  Secondary Pedestrian Path
-  Sidewalks
-  Main Road
-  Private Driveway
-  Bike Lane
-  Building Entrance



THE PARKLAND

PEDESTRIAN CIRCULATION DIAGRAM



LEGEND

- Drop-off Area
- Surface Parking
- Bus Stop
- Crosswalk
- Signalized Crossing
- Waste Collection
- Main Pedestrian Path
- Secondary Pedestrian Path
- Sidewalks
- Main Road
- Private Driveway
- Bike Lane
- Building Entrance



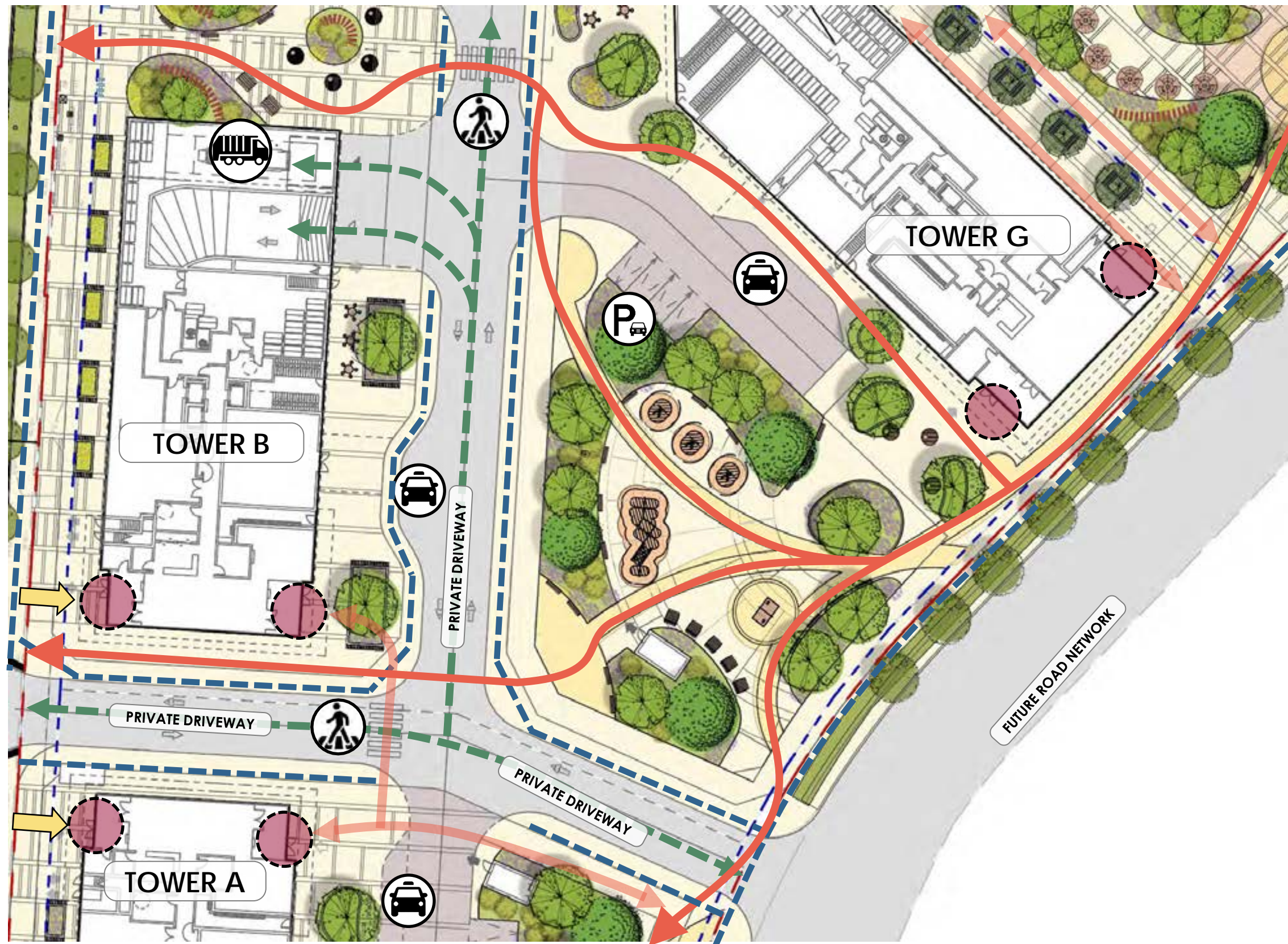
OUTDOOR OPEN SPACE 1

PEDESTRIAN CIRCULATION DIAGRAM



OUTDOOR OPEN SPACE 2

PEDESTRIAN CIRCULATION DIAGRAM



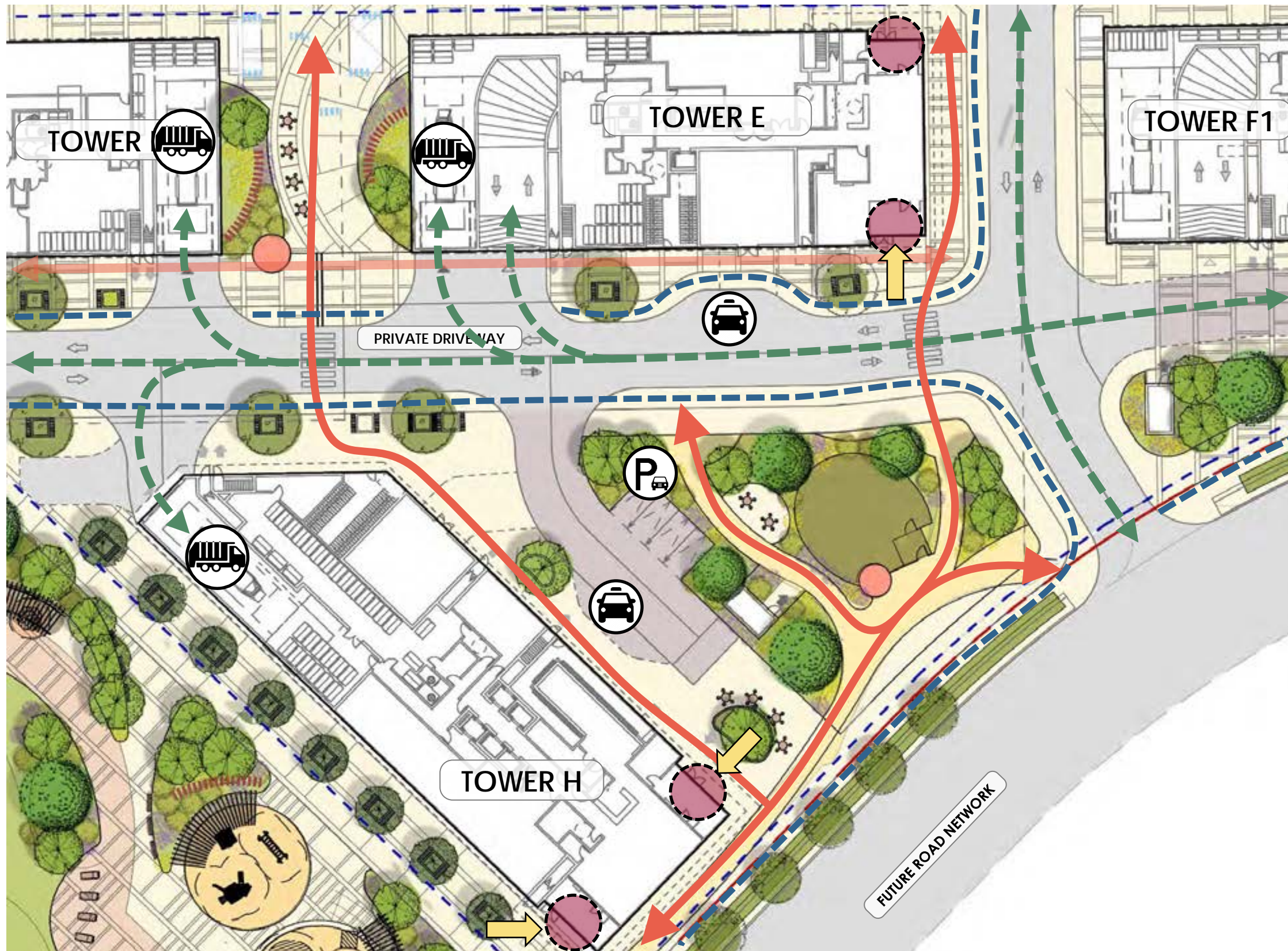
LEGEND

- Drop-off Area
- Surface Parking
- Bus Stop
- Crosswalk
- Signalized Crossing
- Waste Collection
- Main Pedestrian Path
- Secondary Pedestrian Path
- Sidewalks
- Main Road
- Private Driveway
- Bike Lane
- Building Entrance
















OUTDOOR OPEN SPACE 3

PEDESTRIAN CIRCULATION DIAGRAM

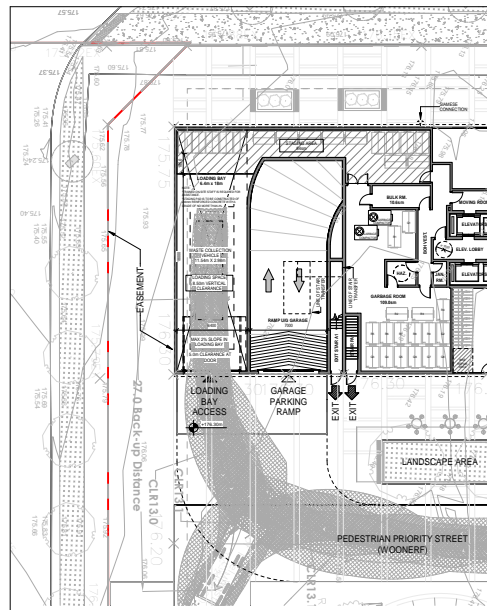


LEGEND

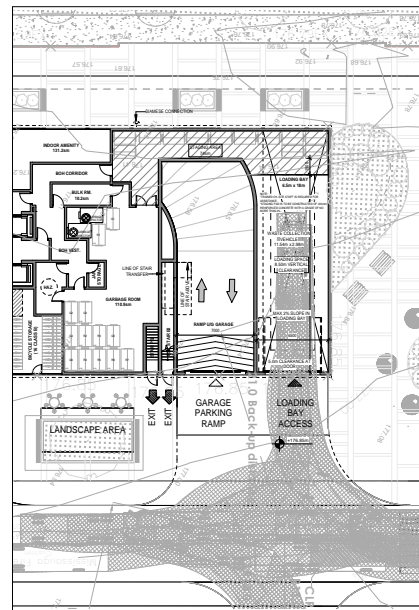
-  Drop-off Area
-  Surface Parking
-  Bus Stop
-  Crosswalk
-  Signalized Crossing
-  Waste Collection
-  Main Pedestrian Path
-  Secondary Pedestrian Path
-  Sidewalks
-  Main Road
-  Private Driveway
-  Bike Lane
-  Building Entrance



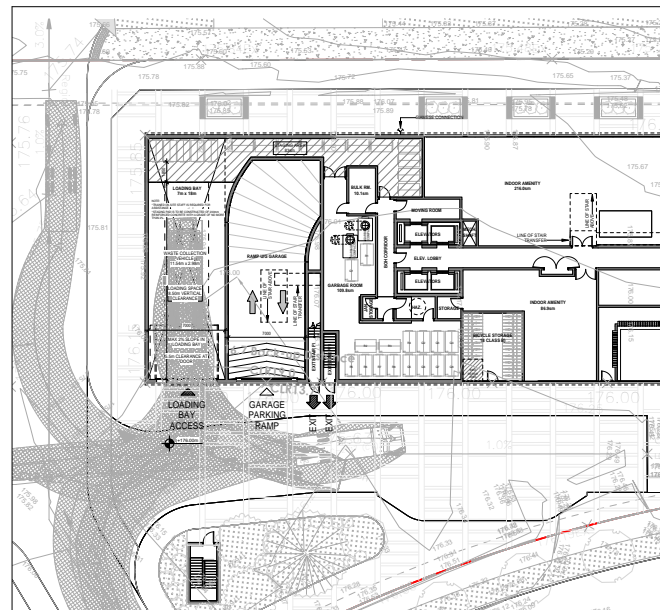
WASTE MANAGEMENT PLAN



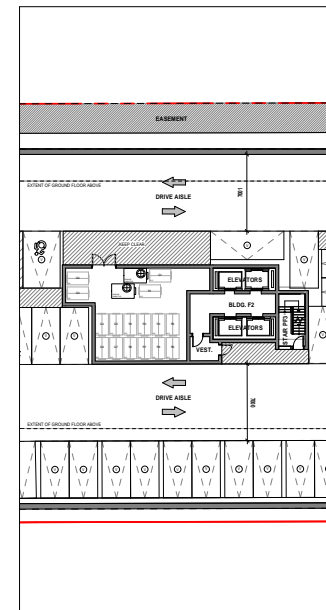
1
A140.S WASTE MANAGEMENT - A



2
A140.S WASTE MANAGEMENT - B



3
A140.S WASTE MANAGEMENT - F1

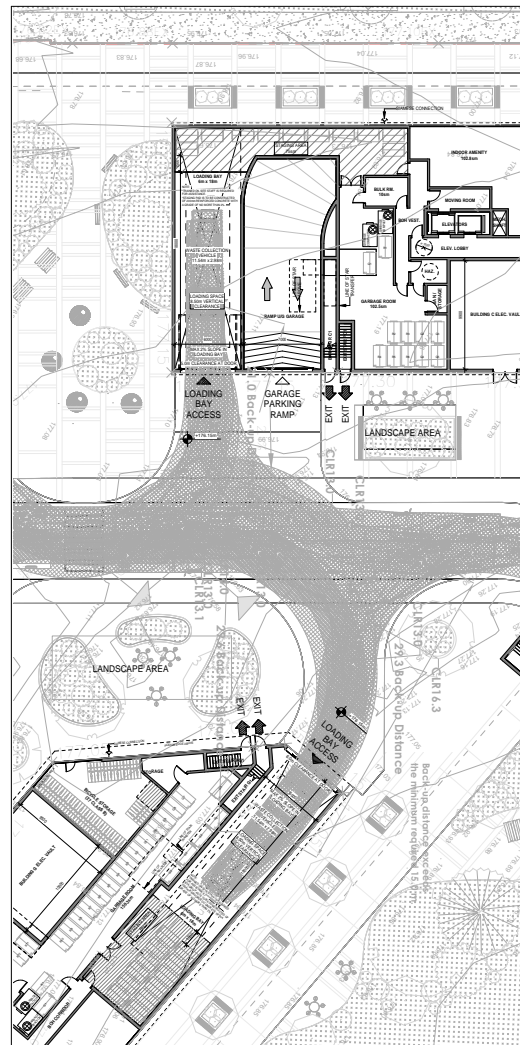


4
A140.S A140.S - WASTE MANAGEMENT - F2 - LEVEL P1

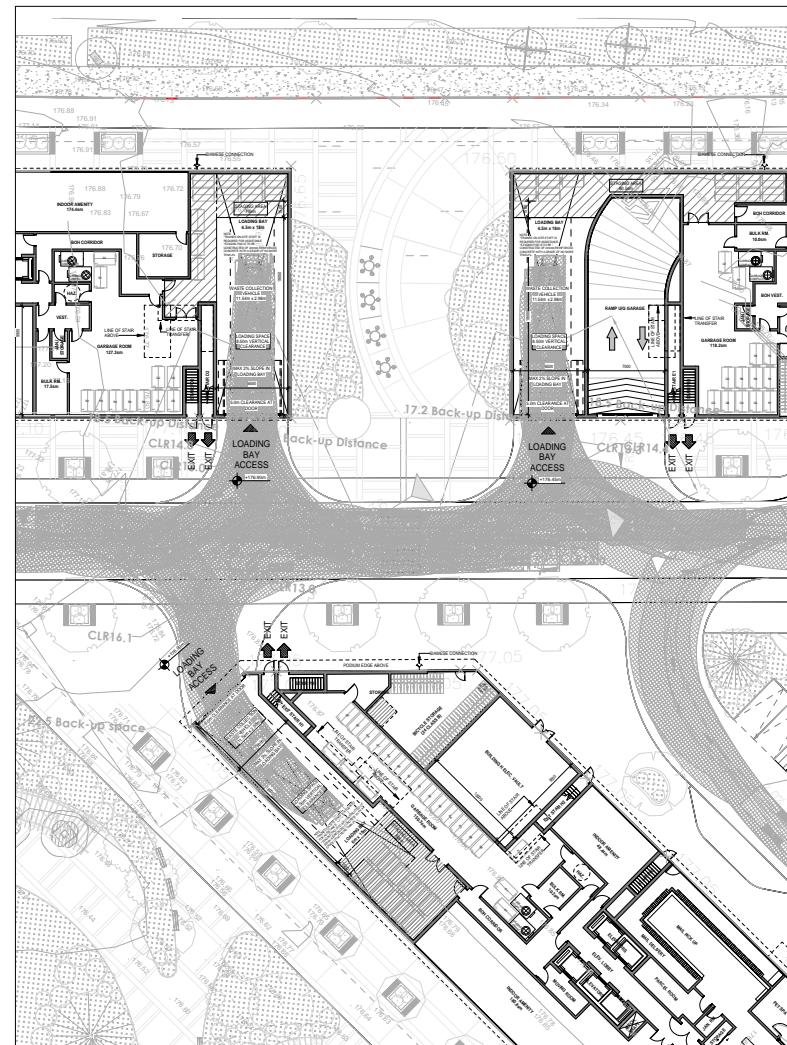
Design Vehicle -
PEEL REGION GARBAGE - FRONT LOADER



GARBAGE AND RECYCLABLE MATERIAL BIN CALCULATION					
GARBAGE BIN CALCULATION					
Tower	Suites	Type of Bins	Requirement	Required Bins	Bins Provided
Building A	377	3-Cubic Yards	1 bin per 54 suites	7	7
Building B	304	3-Cubic Yards	1 bin per 54 suites	6	6
Building C	243	3-Cubic Yards	1 bin per 54 suites	5	5
Building D	240	3-Cubic Yards	1 bin per 54 suites	5	5
Building E	304	3-Cubic Yards	1 bin per 54 suites	6	6
Building F1	337	3-Cubic Yards	1 bin per 54 suites	7	7
Building F2	373	3-Cubic Yards	1 bin per 54 suites	7	7
Building H	486	3-Cubic Yards	1 bin per 54 suites	9	9
Building G	546	3-Cubic Yards	1 bin per 54 suites	11	11
RECYCLABLE MATERIAL BIN CALCULATION					
Tower	Suites	Type of Bins	Requirement	Required Bins	Bins Provided
Building A	377	3-Cubic Yards	1 bin per 45 suites	9	9
Building B	304	3-Cubic Yards	1 bin per 45 suites	7	7
Building C	243	3-Cubic Yards	1 bin per 45 suites	6	6
Building D	240	3-Cubic Yards	1 bin per 45 suites	6	6
Building E	304	3-Cubic Yards	1 bin per 45 suites	7	7
Building F1	337	3-Cubic Yards	1 bin per 45 suites	8	8
Building F2	373	3-Cubic Yards	1 bin per 45 suites	9	9
Building H	486	3-Cubic Yards	1 bin per 45 suites	11	11
Building G	546	3-Cubic Yards	1 bin per 45 suites	13	13



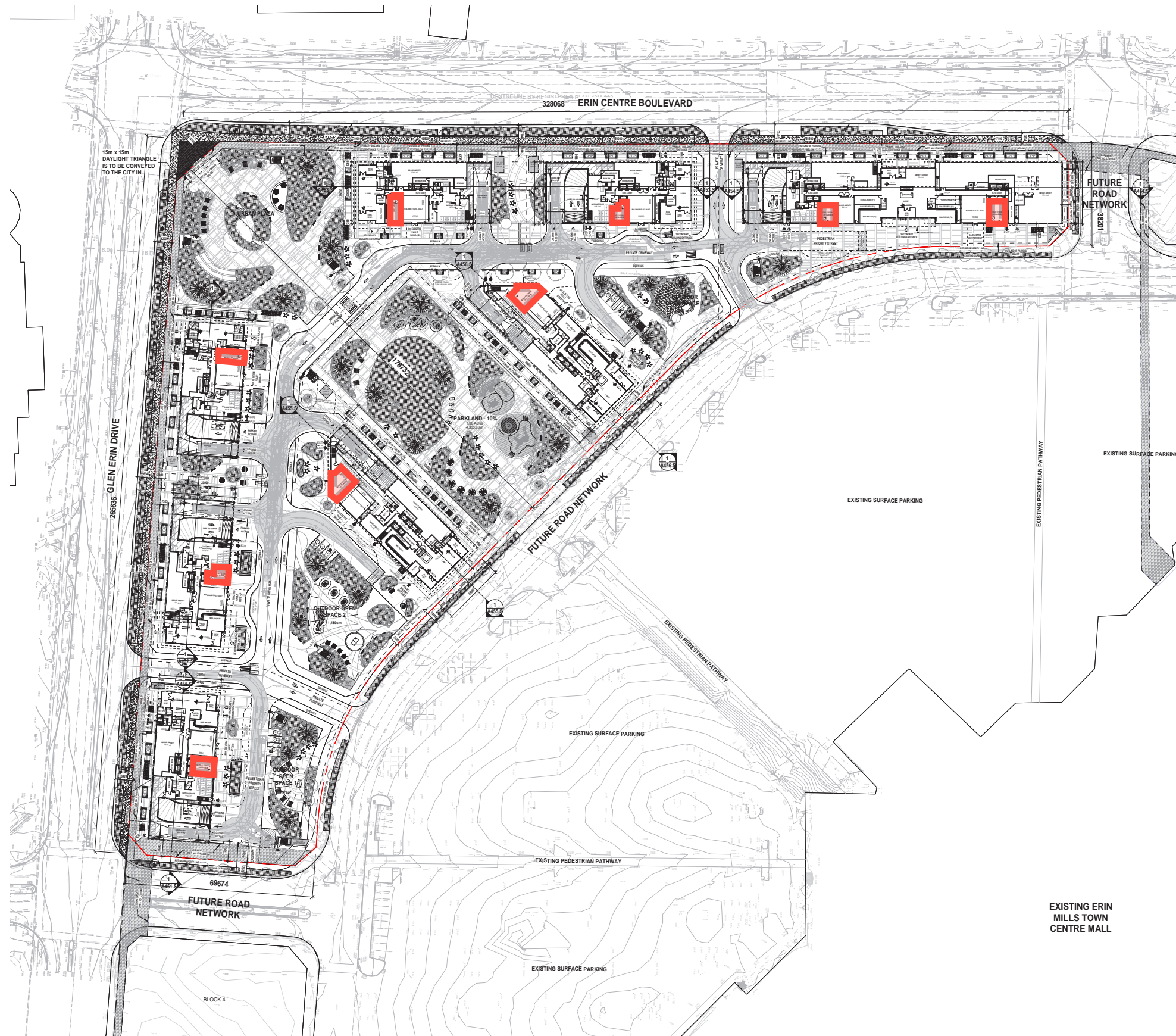
5
A140.S WASTE MANAGEMENT - C & G



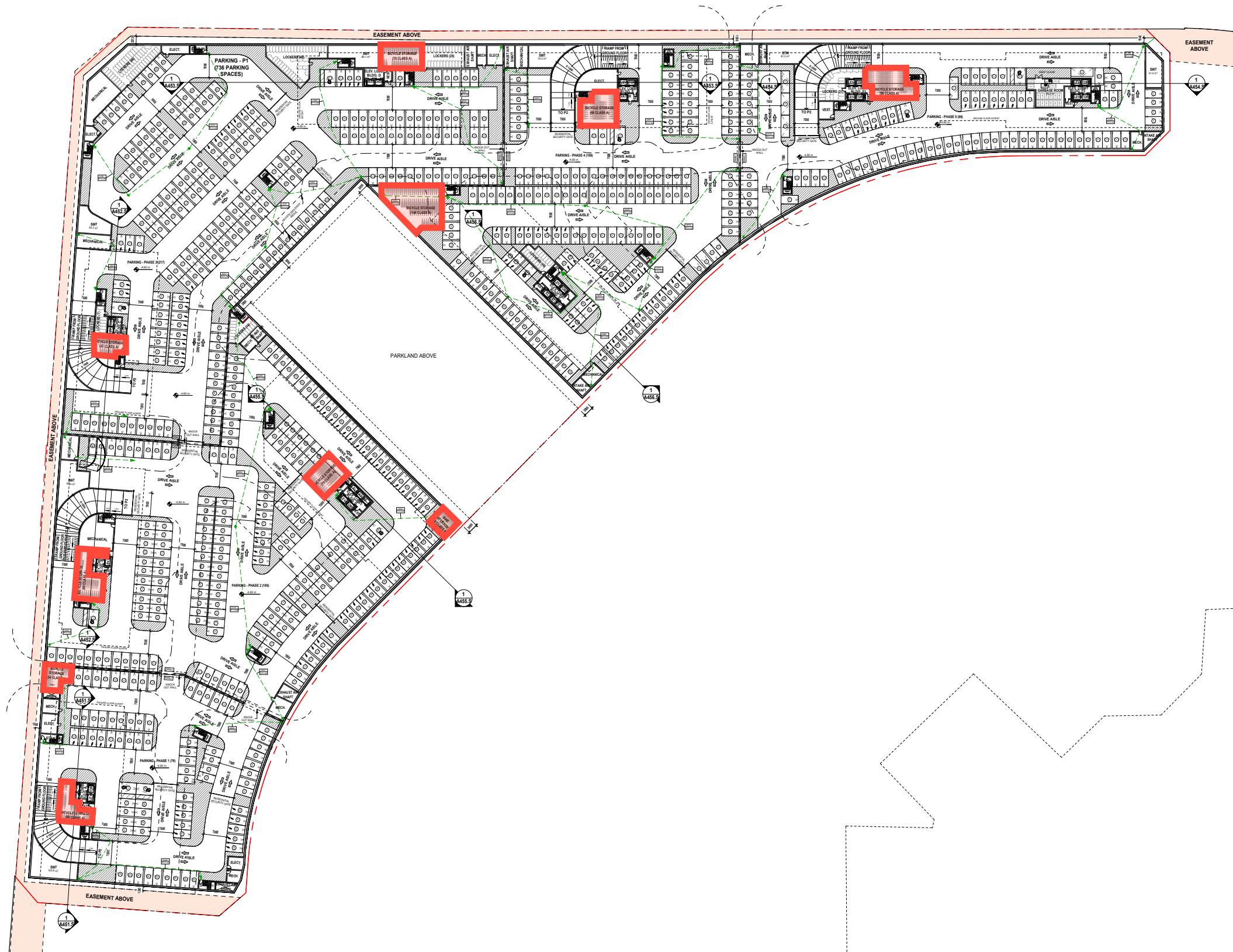
6
A140.S WASTE MANAGEMENT - D, E & H



AT GRADE BICYCLE STORAGE



UNDERGROUND VEHICULAR PARKING AND BICYCLE STORAGE



SUPPORTING STUDIES

SUN/SHADOW STUDY ANALYSIS

BDP Quadrangle completed a Shadow Study Analysis for the proposal on 6 May 2024. Sun angles used in this study are based on the following latitude and longitude of the proposed development at Erin Mills Town Centre in Mississauga, Ontario.

Latitude: 43°55' 81.31"N

Longitude: 79°71' 10.03"W

The base plan was drawn from a combination of the site survey and Google Earth images. This drawing was created in Sketch Up. Astronomic north was never altered from the original site survey used for the base plan. All images in this document are scaled at 1:10,000 and are illustrated in colour. The second page is the key plan showing the areas surrounding the proposed development that were included in the study as set out in the document "Standards for Shadow Studies" from the City of Mississauga, dated February 2023.

The study show the incremental and existing shadow images for the proposed development and its surrounding context. Existing shadows are represented by the gray and the incremental shadows of the proposal are in dark and light purple. Where proposed and existing shadows overlapped, proposed shadows will be deducted from existing. As outlined in the Mississauga standards document, September 21 shadows are similar to March 21 and therefore, deemed to apply in March 21 in this analysis.

All calculations and analysis in this report are based on the shadows cast by the proposed 9 tower development as follows:

Pages 108-109 of the study show the existing and incremental shadows on June 21 at the following times: 7:07, 7:20, 8:20, 9:20,10:20, 11:20, 12:20, 13:20 (Solar Noon), 14:20,15:20, 16:20, 17:20, 18:20, 19:20 and 19:33.

Pages 109-110 show the existing and incremental shadows on September 21 at the following times: 8:35, 9:12, 10:12, 11:12, 12:12, 13:12 (Solar Noon), 14:12, 15:12,16:12,17:12 and 17:48

Page 110 show the existing and incremental shadows on December 21 at the following times: 9:19, 10:17, 11:17, 12:17 (Solar Noon), 13:17, 14:17 and 15:15.

SUPPORTING STUDIES

SUN/SHADOW STUDY ANALYSIS

Analysis based on proposed 9 tower development as follows:

-Buildings 1 – 8: 20 to 44 storeys, Mechanical Penthouse – 5 metres

Areas Analyzed and Reviewed for Shadow Impact Criteria

RESIDENTIAL PRIVATE OUTDOOR AMENITY SPACES

Study images were analyzed for shadow impacts on residential private outdoor amenity spaces as below;

- **Townhouses to the North of Erin Centre Boulevard**

The townhouses affected by the proposed building shade was analyzed to ensure the possibility of using solar energy on building faces. The shadow impact criteria was met for June 21 and September 21, as the no impact zone was impacted by the incremental shadow of the proposed development for no more than two (2) consecutive hourly test times.

COMMUNAL OUTDOOR AMENITY AREA

- **John Fraser School Yard**

The outdoor school yard and play area at 2665 Erin Centre Boulevard was analyzed to ensure a minimum of 50% sun access factor as part of the communal outdoor amenity areas. This area located at grade at the northwest of the site was found to meet the criteria on June 21 as the proposed building shadows do not impact this area. On September 21, the sun access factors are over 50% sun coverage at each hour. On December 21, the sun access factors 50% sun coverage all the time. Therefore, the criterion is met.

- **Quenippenon Meadows Community Park**

The community park area at 5315 Middlebury Drive was analyzed to ensure a minimum of 50% sun access factor as part of the communal outdoor amenity areas. This area located at grade at the west of the site was found to meet the criteria on June 21 as the proposed building shadows do not impact this area. On September 21 and December 21, the sun access factors are over 50% sun coverage at each hour. Therefore, the criterion is met.

PUBLIC REALM

- **Sidewalk North of Erin Centre Boulevard and Glen Erin Drive**

The opposite boulevard along Glen Erin Drive meets the criterion. Erin Centre Boulevard is not shadowed during the times outlined in the criterion from 3:12pm to 5:12pm. There are incremental shadows cast on Erin Centre Boulevard from 12:12 pm to 2:12pm, therefore, the criterion is not met.

- **Subject Site: Urban Square**

The urban square within the site should have a sun access factor of at least 50% during the test times in September 21. During September 21, the sun access factor is 74%.

- **Subject Site: Parkland Dedication**

The parkland dedication area within the site should have a sun access factor of at least 50% during the test times in September 21. During September 21, the sun access factor is 62%.

- **Subject Site: Open Space 1**

Open Space 1 within the site should have a sun access factor of at least 50% during the test times in September 21. During September 21, the sun access factor is 36%.

- **Subject Site: Open Space 2**

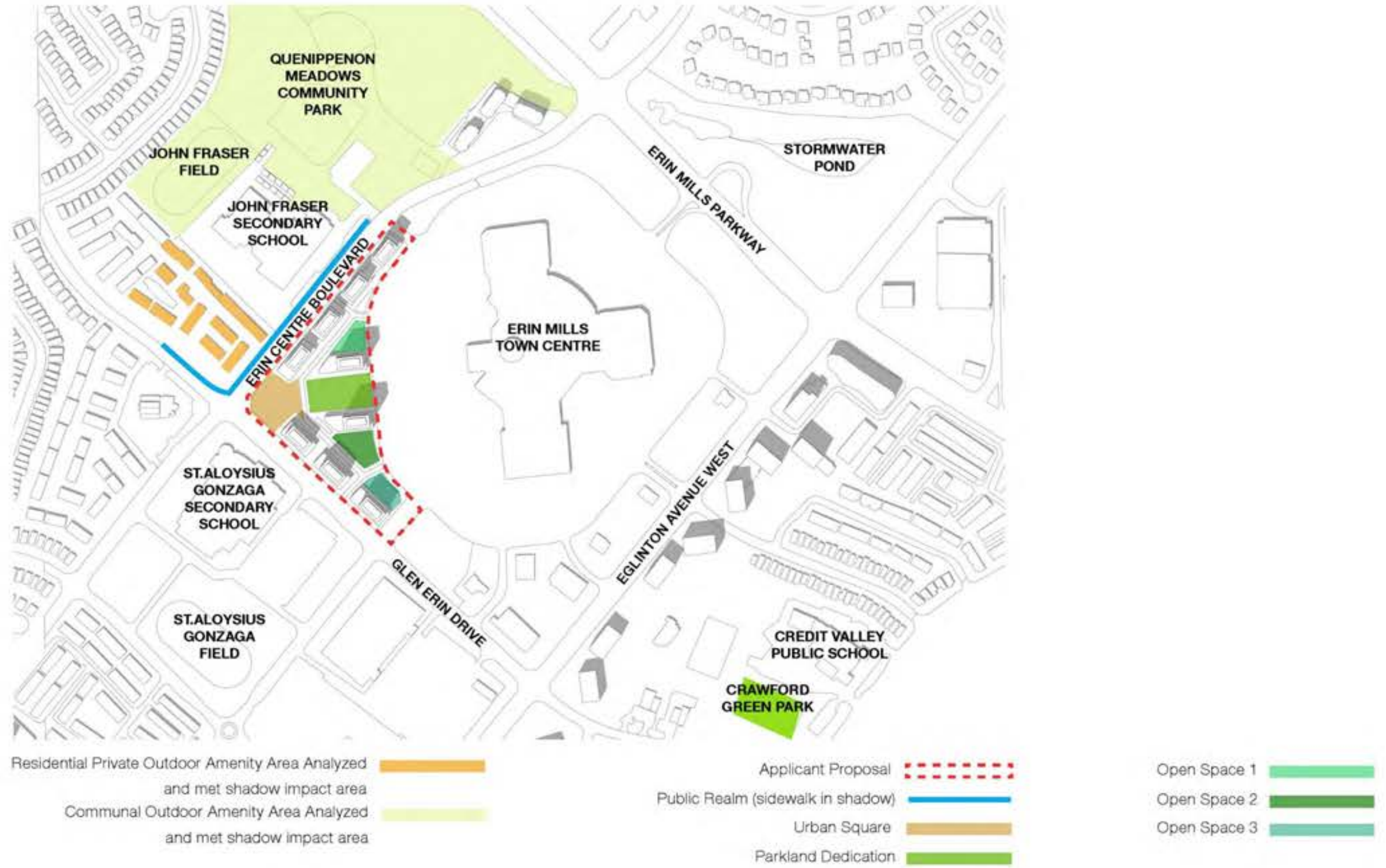
Open Space 2 within the site should have a sun access factor of at least 50% during the test times in September 21. During September 21, the sun access factor is 60%.

- **Subject Site: Open Space 3**

Open Space 3 within the site should have a sun access factor of at least 50% during the test times in September 21. During September 21, the sun access factor is 52%.

SUN/SHADOW STUDY ANALYSIS

KEY PLAN

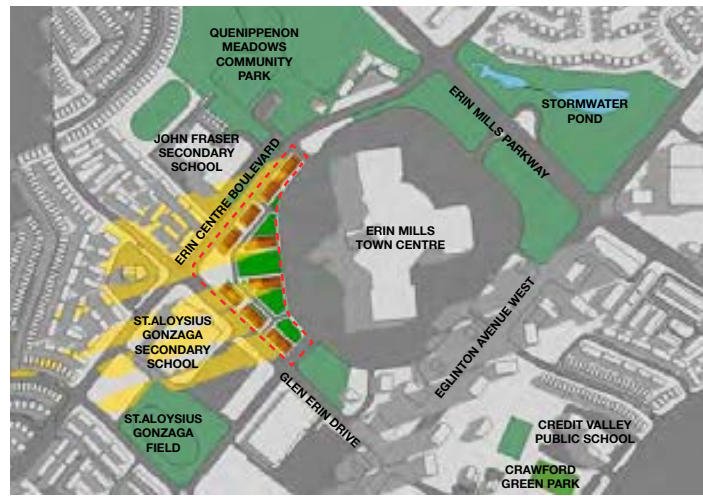
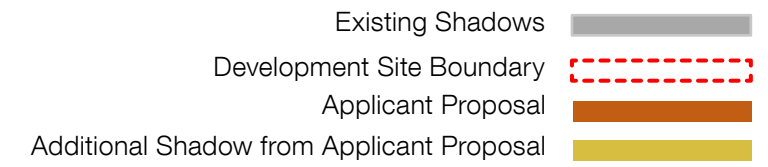


NOTE: September 21 times and shadows reflect March 21 as stated in the Mississauga Standards for Shadow Studies 2014

Plans, dimensions, and calculations are preliminary and approximate. Conceptual design as shown is subject to municipal approvals



SUN/SHADOW STUDY ANALYSIS



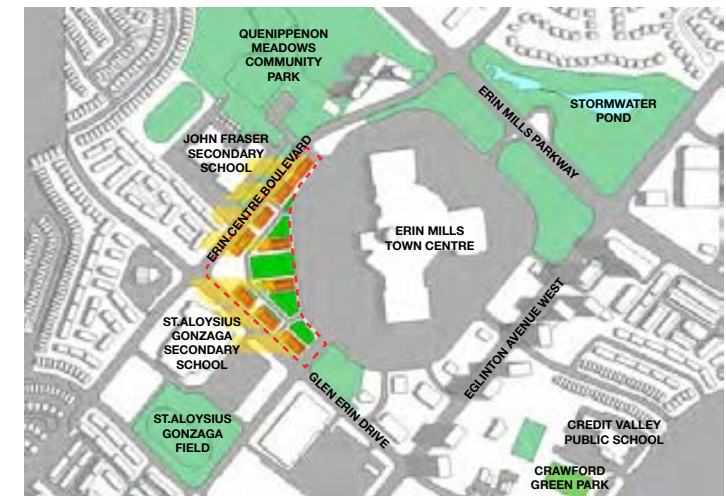
June 21 | 7:07 am



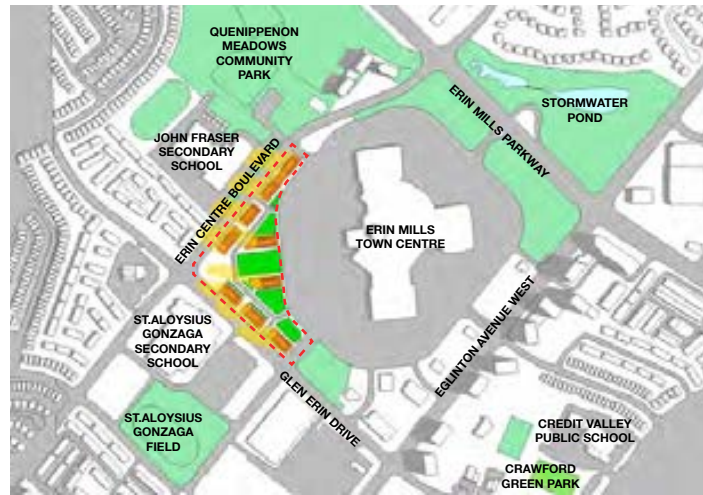
June 21 | 7:20 am



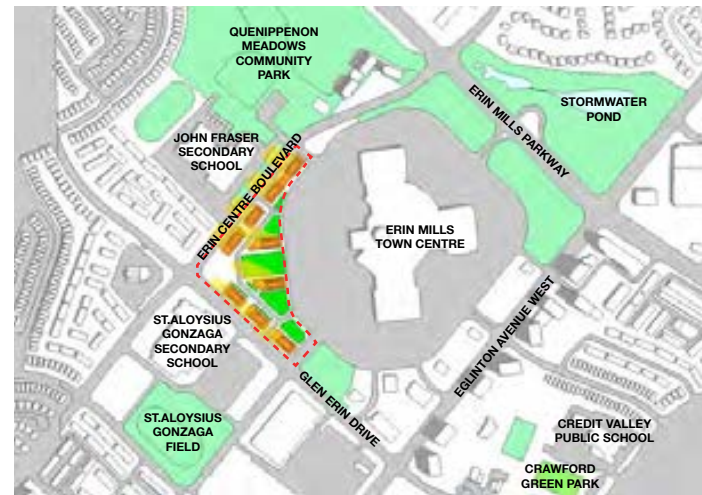
June 21 | 8:20 am



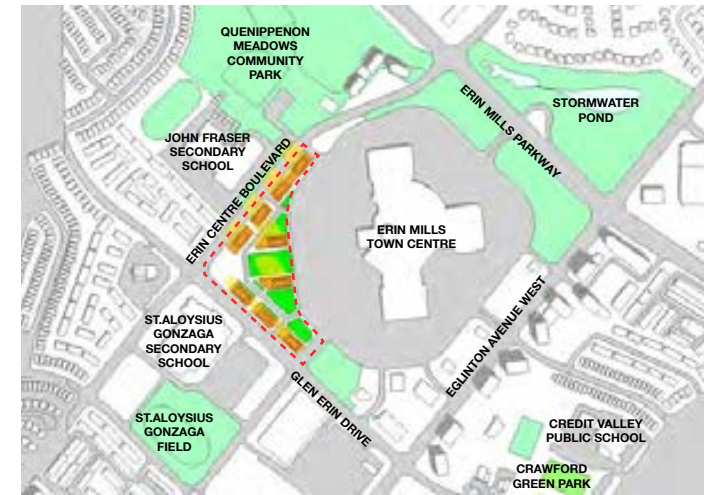
June 21 | 9:20 am



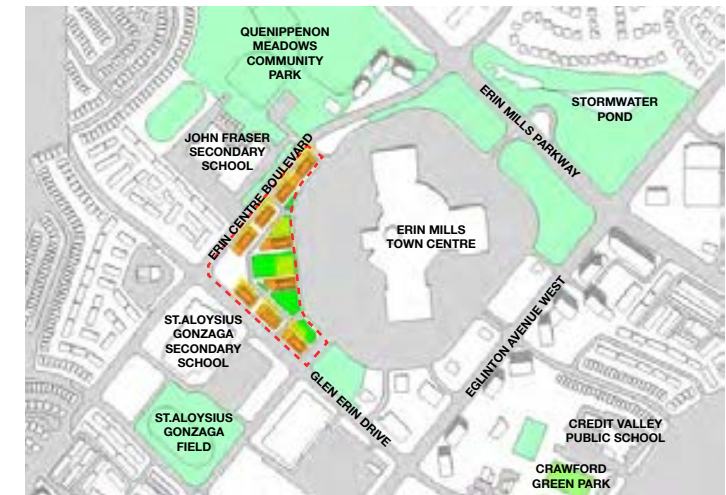
June 21 | 10:20 am



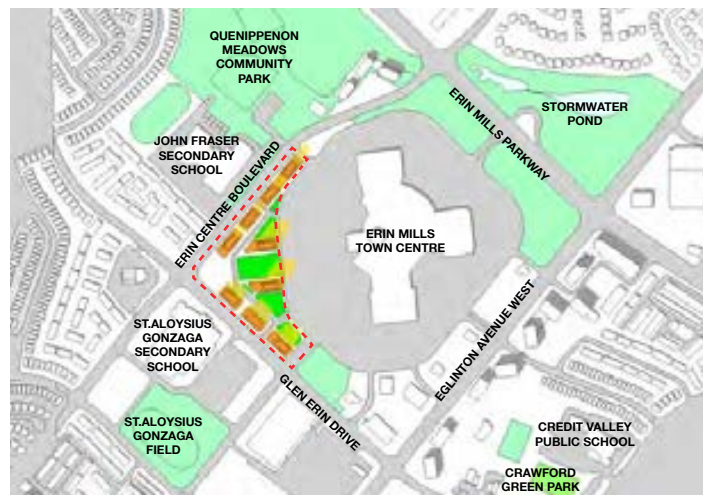
June 21 | 11:20 am



June 21 | 12:20 pm



June 21 | 1:20 pm (Solar Noon)



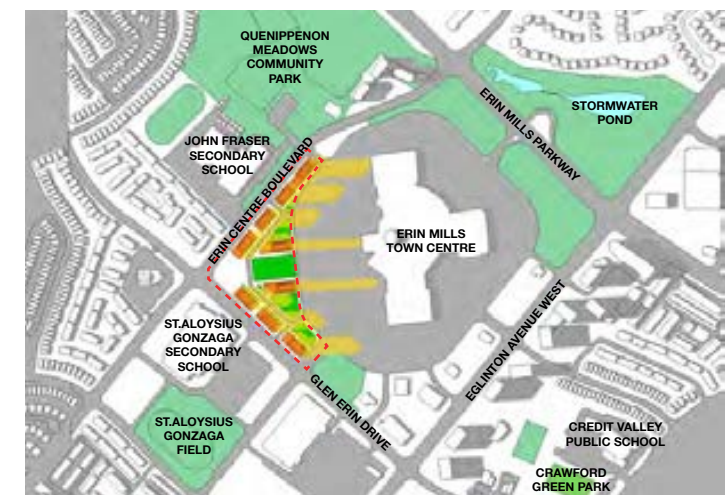
June 21 | 2:20 pm



June 21 | 3:20 pm



June 21 | 4:20 pm







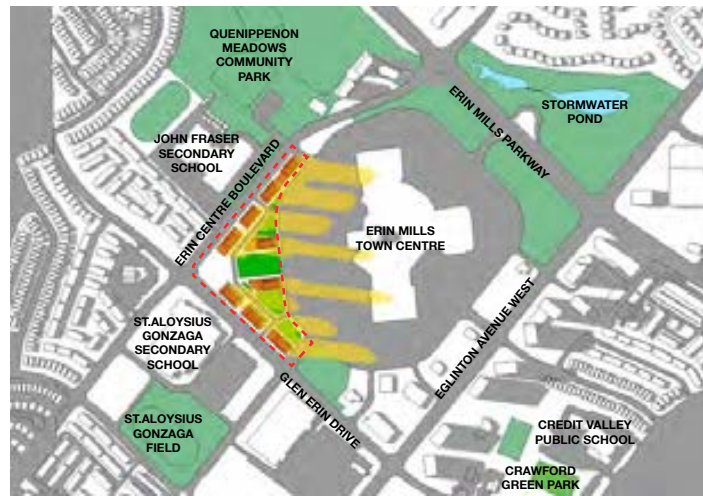
June 21 | 5:20 pm

NOTE: September 21 times and shadows reflect March 21 as stated in the Mississauga Standards for Shadow Studies 2014
Plans, dimensions, and calculations are preliminary and approximate. Conceptual design as shown is subject to municipal approvals



SUN/SHADOW STUDY ANALYSIS

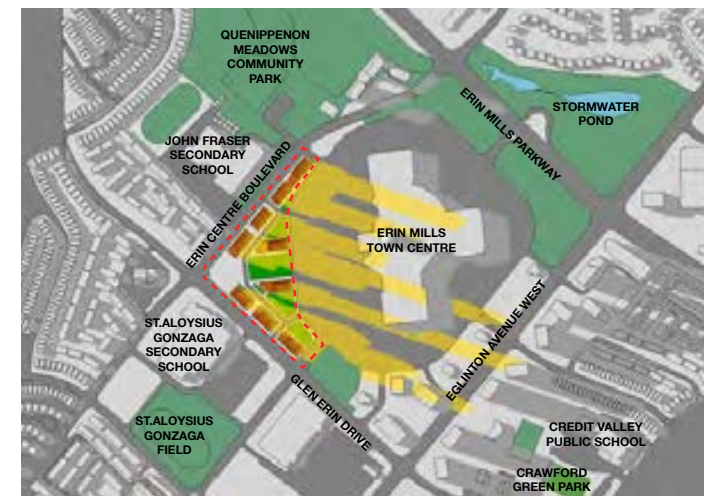
- Existing Shadows 
- Development Site Boundary 
- Applicant Proposal 
- Additional Shadow from Applicant Proposal 



June 21 | 6:20 pm



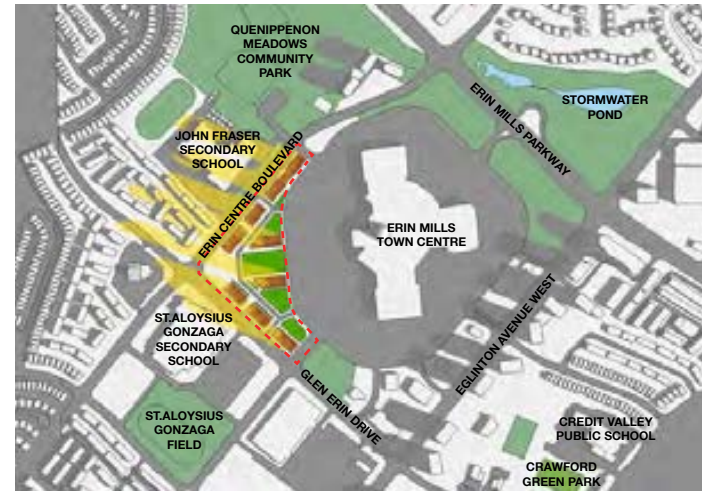
June 21 | 7:20 pm



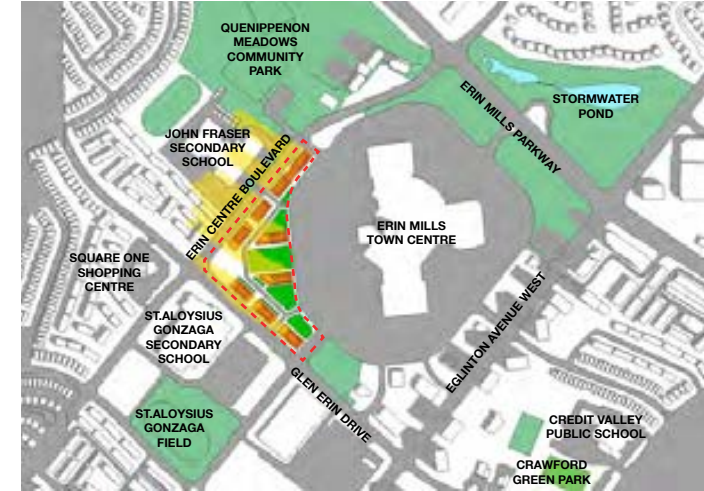
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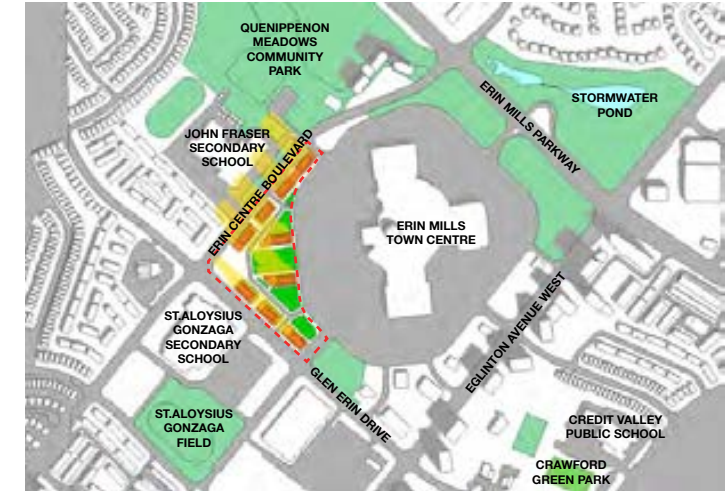
September/March 21 | 8:35 am



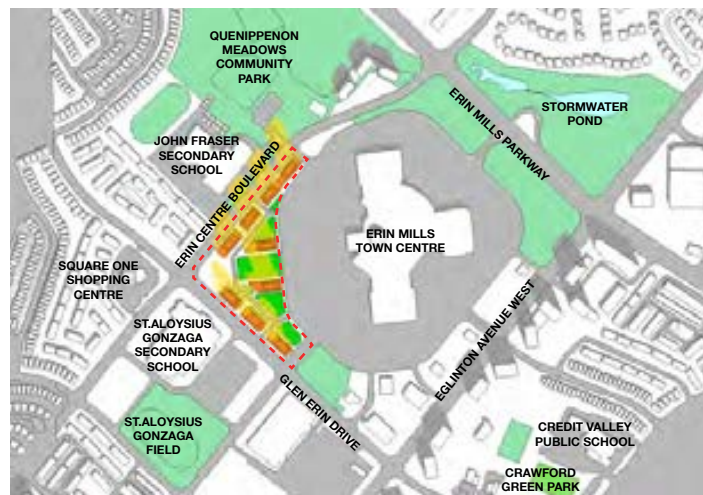
September/March 21 | 9:12 am



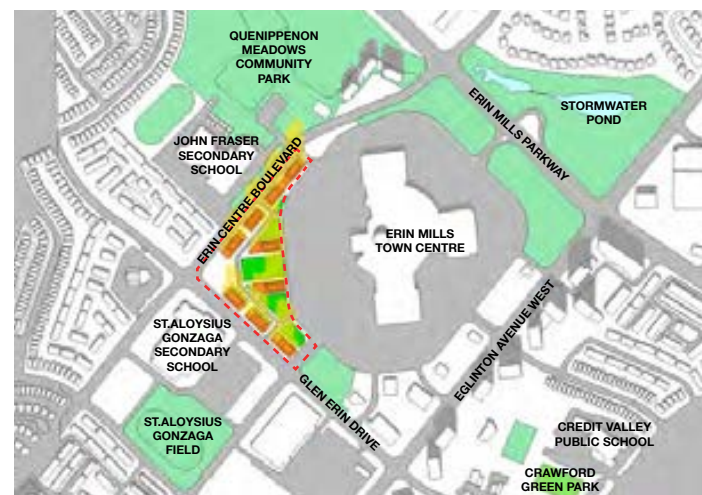
September/March 21 | 10:12 am



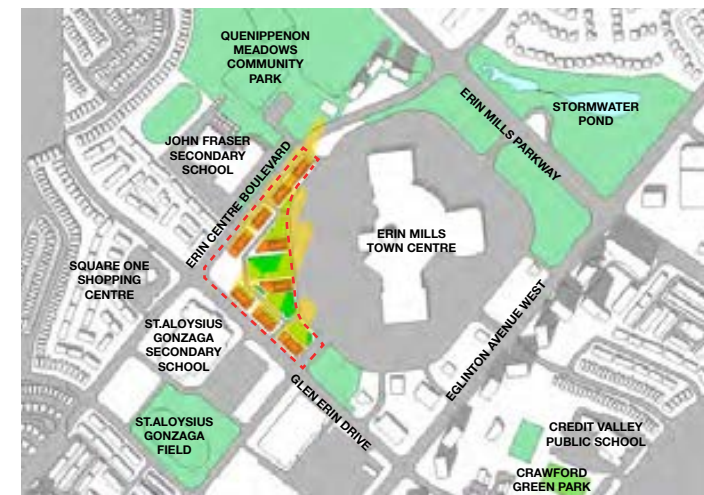
September/March 21 | 11:12 am



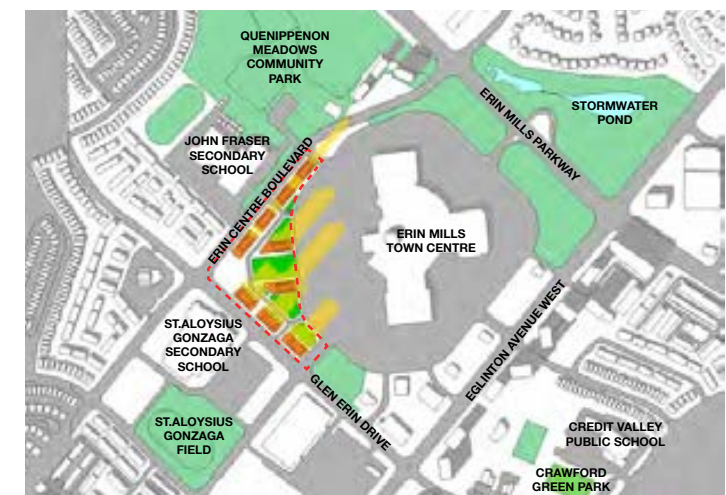
September/March 21 | 12:12 pm



September/March 21 | 1:12 pm (Solar Noon)



September/March 21 | 2:12 pm

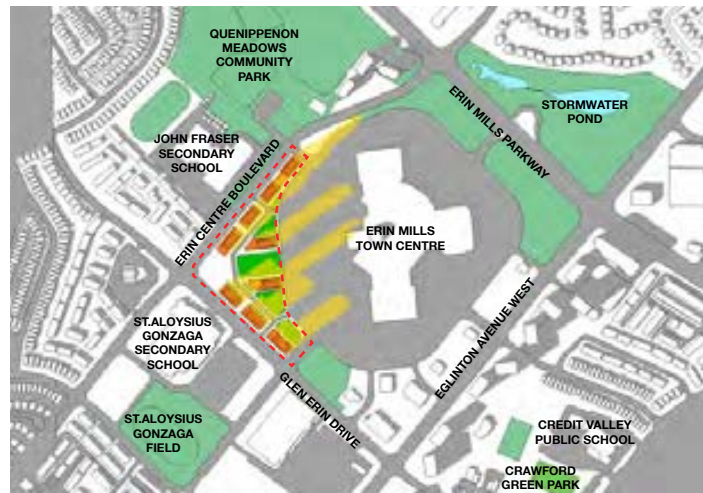
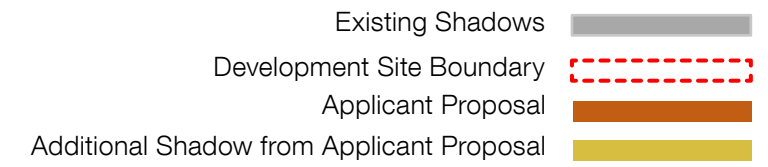


September/March 21 | 3:12 pm

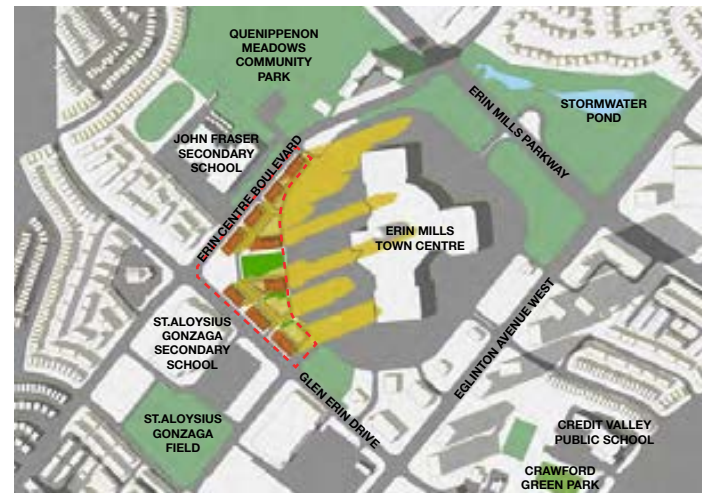
NOTE: September 21 times and shadows reflect March 21 as stated in the Mississauga Standards for Shadow Studies 2014. Plans, dimensions, and calculations are preliminary and approximate. Conceptual design as shown is subject to municipal approvals.



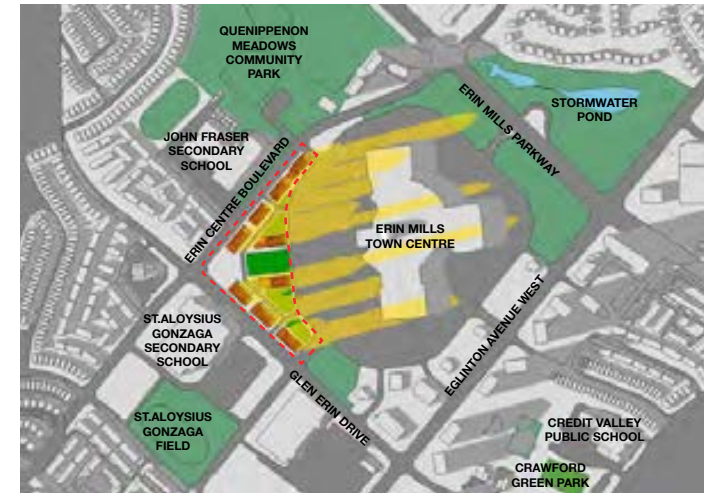
SUN/SHADOW STUDY ANALYSIS



September/March 21 | 4:12 pm



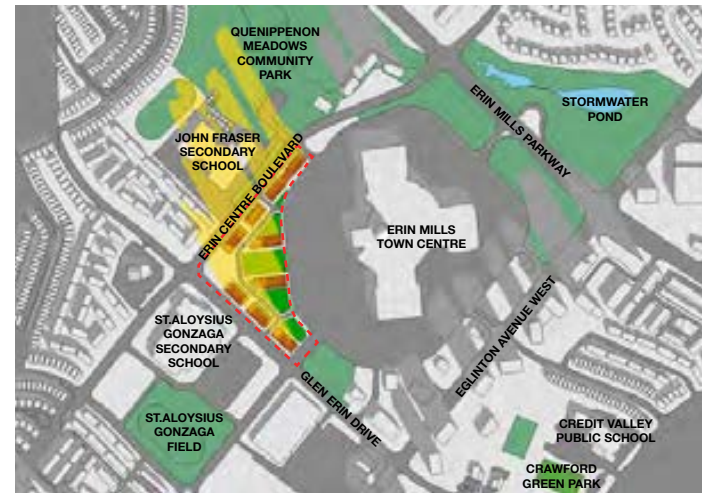
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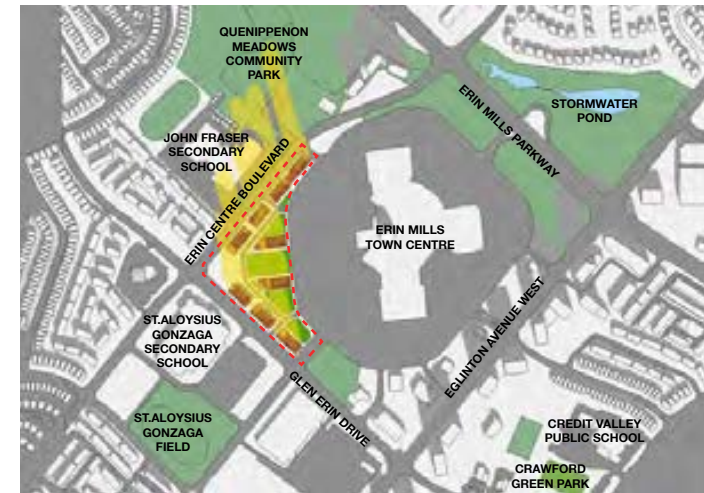
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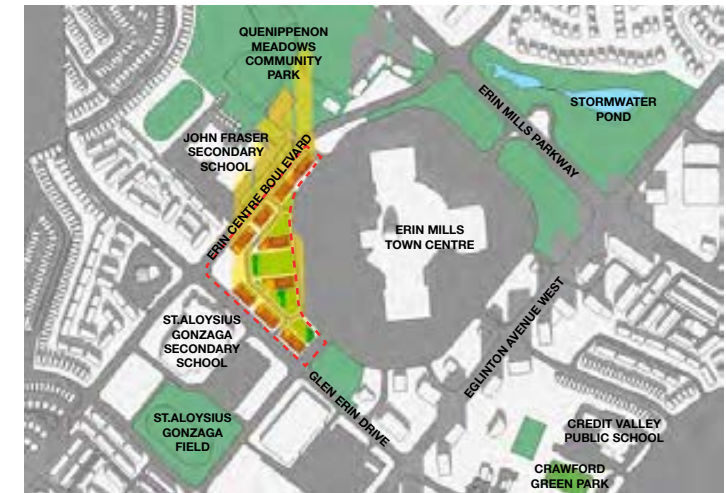
December 21 | 9:19 am



December 21 | 10:17 am



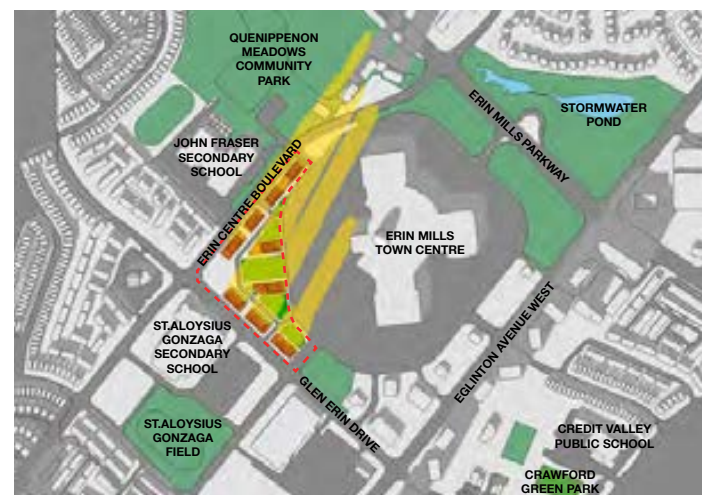
December 21 | 11:17 am



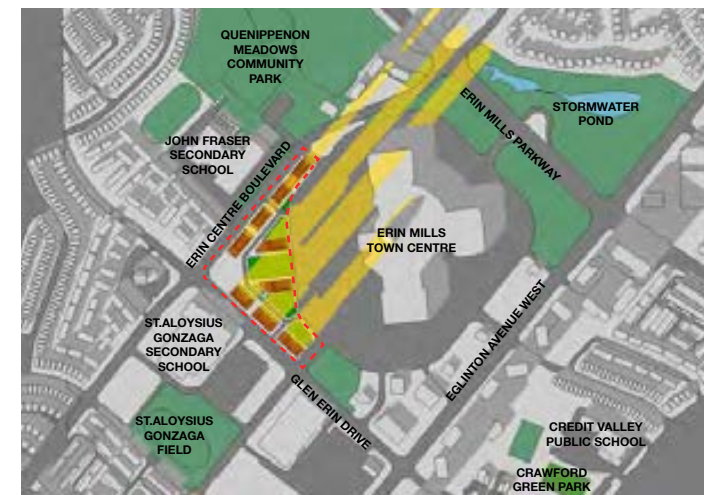
December 21 | 12:17 pm



December 21 | 1:17 pm (Solar Noon)



December 21 | 2:17 pm



December 21 | 3:15 pm

NOTE: September 21 times and shadows reflect March 21 as stated in the Mississauga Standards for Shadow Studies 2014. Plans, dimensions, and calculations are preliminary and approximate. Conceptual design as shown is subject to municipal approvals.



SUPPORTING STUDIES

PEDESTRIAN WIND COMFORT AND SAFETY STUDY

A Pedestrian Level Wind Study for Phase 1 of the Erin Mills Town Centre redevelopment, located at 5100 Erin Mills Parkway in Mississauga, was conducted by Theakston Environmental to assess wind conditions around the proposed new buildings. The study aims to determine whether the development will lead to uncomfortable or unsafe wind conditions for pedestrians and suggests mitigation strategies where necessary. The project involves replacing existing low-rise commercial buildings with eight high-rise residential towers, ranging from 20 to 44 storeys in height.

Key Findings

The study measured pedestrian-level wind velocities at 126 points around the site, examining both existing conditions and the anticipated impact of the proposed buildings. Results indicate that replacing low-rise structures with high-rise towers will redirect wind flows significantly, causing localized increases in ground-level wind speeds in certain areas. High-rise structures tend to direct upper-level winds down to pedestrian levels, creating areas of intensified wind, particularly near building corners and between structures, where gusty conditions may arise due to the "downwash" effect. Key wind-prone areas identified in the report include spaces between Buildings A and B, and E and F1, along with the north corner of Building F2 and the southern corners of Buildings A and D. These areas are predicted to experience elevated wind speeds during winter, reaching levels categorized as uncomfortable and exceeding pedestrian safety criteria. Conversely, some locations are expected to see improved wind conditions, especially areas shielded by the new buildings, which will block prevailing winds from the north, west, and southwest. For example, central zones along Erin Centre Boulevard and Glen Erin Drive will generally experience winds suitable for walking, standing, or sitting year-round, except for a few high-wind zones. Nonetheless, additional mitigation is necessary for pedestrian safety and comfort, particularly in exposed locations near building corners and within amenity areas.

Mitigation Measures

The study tested several mitigation strategies to minimize adverse wind impacts, focusing on pedestrian pathways, building entrances, and outdoor amenity spaces. Recommended measures include wind screens, trellises, coniferous vegetation, and raised planter beds strategically placed

around high-traffic areas. These features help to deflect or diffuse winds at critical pedestrian locations, reducing downwash and creating more sheltered spaces. For entrance areas, the study suggests that buildings incorporate recessed entryways and additional landscaping, as these design elements can buffer wind exposure and improve comfort. Outdoor amenity areas, such as the urban plaza, the parkland, and elevated terraces, also require specific mitigations, including taller perimeter wind screens and raised plantings, to ensure that these spaces remain comfortable during the summer months. Without these interventions, many outdoor spaces would remain suitable for standing or walking but may not reach the comfort levels desired for sitting, particularly in winter.

Seasonal and Contextual Considerations

The study incorporates seasonal variations, recognizing that pedestrian tolerance for wind tends to decrease in winter due to lower temperatures. Thus, areas deemed comfortable for walking in summer may become uncomfortable in winter, necessitating stronger mitigation measures for the colder months. The report bases its seasonal predictions on historical wind data from Pearson International Airport, indicating that Mississauga experiences stronger, more frequent winds from the north and west during winter.

Overall, the study concludes that, with the implementation of the recommended wind mitigation strategies, the Erin Mills Town Centre redevelopment will meet suburban pedestrian comfort and safety standards. However, ongoing attention to site-specific wind conditions and additional mitigation may be necessary as the project progresses to ensure that pedestrian areas remain safe and comfortable across seasons.

Conclusion

The wind study affirms that while the Erin Mills Town Centre redevelopment will alter local wind dynamics, carefully planned mitigation strategies can address potential wind-related challenges. By integrating these measures, the development can ensure a pedestrian-friendly environment that meets safety and comfort expectations throughout the year, enhancing the overall urban experience for residents and visitors.

SUPPORTING STUDIES

ACOUSTIC IMPACT AND VIBRATION STUDY

The Noise Feasibility Study (NFS) for the proposed residential development at 5100 Erin Mills Town Centre in Mississauga, Ontario, conducted by HGC Engineering for EMTC Holdings Inc., assesses the impact of noise from transportation and nearby stationary sources on the new residential towers. The development consists of nine residential towers ranging from 20 to 44 storeys. The study is part of the planning and approvals process required by the municipality to ensure noise levels remain within acceptable limits for residential living environments.

Key Noise Sources:

The primary noise sources identified are road traffic from Erin Centre Boulevard, Glen Erin Drive, Eglinton Avenue West, and Erin Mills Parkway. These roadways contribute significant transportation noise to the site, and their traffic data, including vehicle counts and types, were obtained from the City of Mississauga and the Region of Peel. Secondary noise sources include nearby commercial facilities, particularly the Erin Mills Town Centre, Loblaws, and associated delivery truck traffic and rooftop mechanical equipment.

Noise Criteria:

The study utilizes noise level criteria set by the Ministry of the Environment, Conservation, and Parks (MECP) and the City of Mississauga. The guidelines define acceptable sound levels in terms of A-weighted decibels (dBA), with specific limits for both outdoor and indoor living areas. The report focuses on limiting daytime (7:00 AM to 11:00 PM) and nighttime (11:00 PM to 7:00 AM) noise exposure, particularly for outdoor living areas and bedroom windows.

Noise Predictions:

Noise levels were predicted using both the STAMSON 5.04 and Cadna-A acoustic modeling software. Predicted traffic sound levels at the building facades indicate that daytime noise levels may reach as high as 64 dBA at some facades, while nighttime noise levels may reach up to 58 dBA. These levels exceed the MECP's limits, necessitating the implementation of noise mitigation measures.

Mitigation Recommendations:

To mitigate the impact of traffic noise, the study recommends installing central air conditioning in all units to allow windows to remain closed, particularly where noise levels exceed 60 dBA during the day and 55 dBA at night. Building facades should incorporate noise insulation features, such as double-glazed windows with a minimum Sound Transmission Class (STC) of 33. Purchasers and tenants should be informed about the potential noise impact through warning clauses in their agreements, notifying them of expected noise levels and the presence of nearby commercial and transportation noise sources.

Stationary Noise:

The study also analyzed noise from stationary sources such as mechanical equipment and delivery trucks from nearby commercial facilities like Loblaws and Erin Mills Town Centre. These noise sources could exceed background sound levels during both daytime and nighttime, especially in worst-case scenarios. The study recommends seeking a Class 4 designation from the municipality, allowing for higher allowable noise limits in urban areas near commercial or industrial facilities.

Conclusion:

The NFS concludes that with the proposed mitigation measures, the noise levels will comply with MECP guidelines. Due to the site's proximity to commercial facilities, obtaining a Class 4 designation is recommended to relax noise limits and proceed without further physical mitigation. This designation helps manage higher noise levels from nearby commercial activities while ensuring a suitable living environment for future residents.

In summary, the study addresses the challenges of integrating residential development into a busy urban area, offering comprehensive recommendations to mitigate noise impacts and meet local and provincial guidelines.

3.0 SUMMARY & CONCLUSIONS

SUMMARY & CONCLUSIONS

The **Erin Mills Town Centre Urban Design Study** focuses on transforming a largely commercial, car-oriented site into a vibrant, high-density residential community. The study supports the Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications, proposing a multi-phase residential development surrounding **diverse and inclusive public spaces**. The design addresses site context, transportation infrastructure, and the creation of community-focused amenities.

The development emphasizes the creation of a **pedestrian-oriented community**, with continuous, accessible, and barrier-free walkways connecting building entrances, parking areas, and transit stops. Features such as **elevated crosswalks** and **pedestrian-priority woonerfs** ensure seamless movement and safety, enhancing pedestrian comfort and connectivity throughout the development.

Key public spaces, including a **central parkland** and a **vibrant urban plaza**, are thoughtfully designed to foster a strong sense of place. The **urban plaza** serves as a vibrant hub for the community, featuring shaded seating, wide pathways, and a performance stage, creating an active space for events and gatherings. It connects visually and physically to the surrounding development, reinforcing its role as a community centre. The **parkland** offers amenities for all ages, such as children's play areas, wellness zones with exercise equipment, and the **Great Lawn**, designed for relaxation, play, and community activities, framed by trees and landscaped mounds for comfort and **wind protection**.

The design incorporates **sustainability and green living** as guiding principles. **Low-impact development (LID) strategies**, including green roofs, permeable pavements, and bio-retention systems for stormwater management, are integrated throughout the site. The use of **drought-tolerant, native, and pollinator-friendly species** underscores the development's commitment to promoting urban biodiversity and minimizing environmental impact.

Focusing on **connectivity**, the development promotes active transportation with **pedestrian promenades**, cycling infrastructure, and close proximity to MiWay transit hubs. **Wide, well-lit sidewalks** and safe pedestrian crossings enhance accessibility and promote walking, reducing car dependency.

In conclusion, the Erin Mills Town Centre development strives to create an **inclusive, pedestrian-oriented and sustainable community**, fostering **social interaction, well-being**, and a vibrant public realm that enhances the long-term vitality of the area.



THANK YOU