

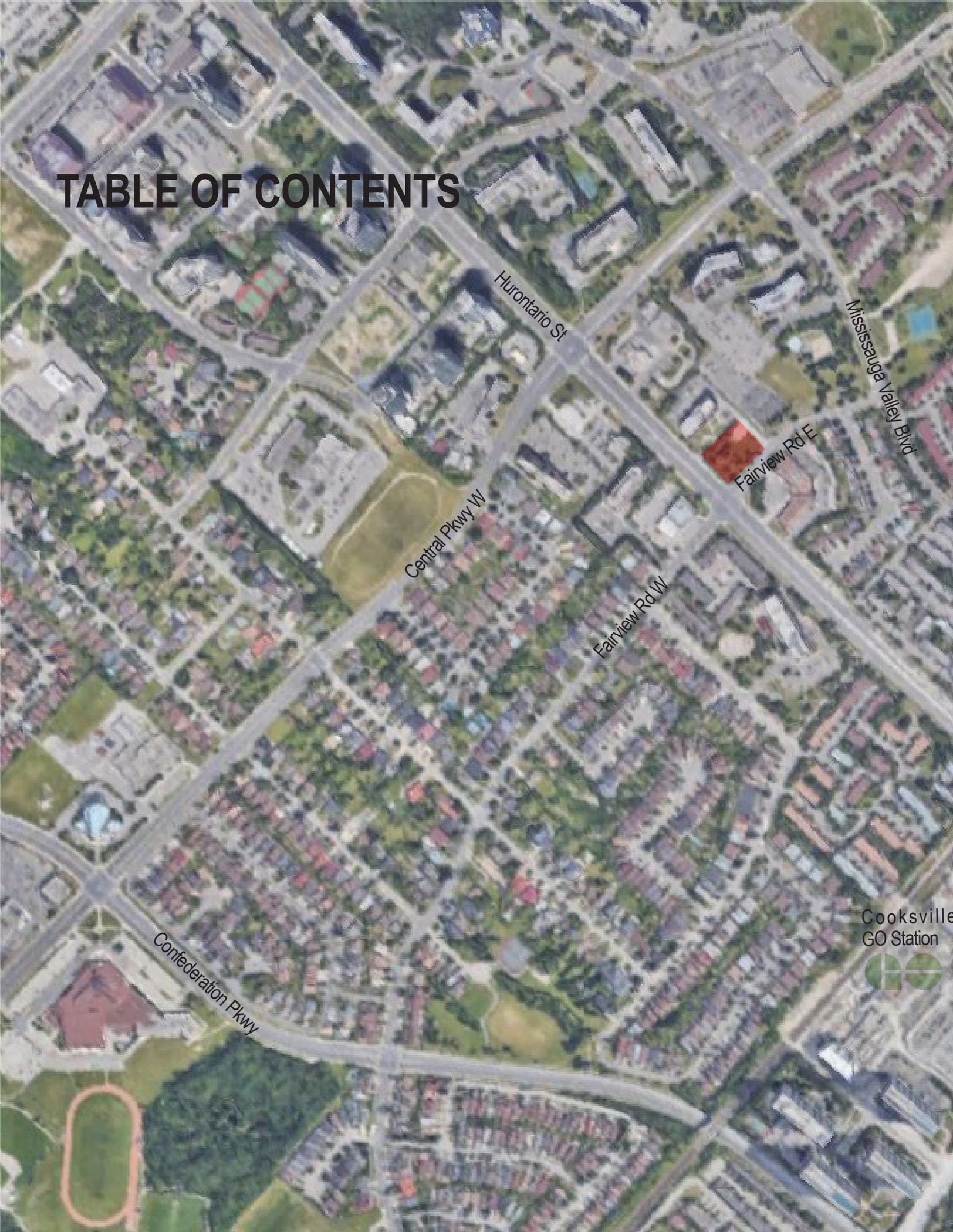
1 Fairview Road East
City of Mississauga

URBAN DESIGN BRIEF

11/2020



TABLE OF CONTENTS



Cooksville
GO Station



1.0 Introduction	1
2.0 Context Analysis	3
2.1 Subject Property	4
2.2 Planning History	5
2.3 Surrounding Land Uses	5
2.4 Transportation Network	9
3.0 Design Vision & Guiding Principles	13
3.1 Design Vision	13
3.2 Guiding Principles	14
4.0 Urban Design Policy	17
4.1 City of Mississauga Official Plan	18
4.2 Downtown Core Built Form Standards	24
4.3 Hurontario / Main Street Corridor Master Plan	24
5.0 The Proposal	25
5.1 Overview	26
6.0 Site Planning & Design Principles	31
6.1 Site Organization	32
6.2 Pedestrian Circulation and Access	32
6.3 Parking, Loading and Servicing	35
6.4 Built Form and Massing	37
6.5 Building Facades and Architectural Articulation	46
6.6 Streetscape and Public Realm Design	47
6.7 Landscaping and Outdoor Amenity Space	47
6.8 Wind Impacts	51
7.0 Conclusion	53

1.0 INTRODUCTION



Figure 1 - Oblique Aerial Image

This revised Urban Design Brief has been prepared by Sajecki Planning Inc. to describe the urban design vision, strategy and rationale for the form and pattern of development proposed by Edenshaw Fairview Developments Limited for the lands located at 1 Fairview Road East (“the subject property”) (see **Figure 1**).

The Urban Design Brief is a companion document to the Planning Justification Report to support Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications for the redevelopment of the subject property. The applications were first submitted in January 2020. This revised report addresses comments received from the first circulation.

The proposal is a residential building with at-grade retail comprising a 34-storey tower, plus mechanical penthouse, over a 6-storey podium. It is located at the north east corner of Hurontario Street and Fairview Road East.

This brief is based on the City of Mississauga Terms of Reference for Urban Design Studies (2019). It includes a contextual analysis of the subject property and surrounding area, as well as an overall design framework for the proposed residential development.

The brief explains how the proposed design achieves key urban design principles and exemplifies best practice. It also provides a discussion regarding how the proposed development complies with the City’s vision for managing growth through intensification and appropriate built form.

2.0 CONTEXT ANALYSIS

2.1 Subject Property

The subject property is located at the north east corner of Hurontario Street and Fairview Road in the City of Mississauga. It is within the Fairview neighbourhood and Ward 4 boundaries, approximately 600 metres (8-minute walk) north of the Cooksville GO Station and 300 metres south of a planned LRT stop..

The site is rectangular with a change in grade across the Fairview Road frontage. Total lot area is 0.72 acres (0.29 hectares) with a frontage of 35.68 metres along Hurontario Street and 55.16 metres along Fairview Road East. The subject property is currently vacant with no existing access points or driveways.

The legal description for the subject property is PL 359 PT LTS 2, 3, RP 43R10450 PTS 3, 4, 7, 8. A shared easement exists between the subject property and the adjacent property to the east.



Subject Property, 1 Fairview Road East (looking northwest on Fairview)

2.2 Planning History

In 1983, OPA and ZBA applications were approved to facilitate the development of an office building on the subject property (City File No. OZ 83 46). The previous landowners did not proceed with completing this proposal. At this time, we are seeking amendments from the office provisions to re-introduce permissions for residential uses to facilitate the development of a 34-storey apartment building with at-grade retail.

East of the subject property are two high-rise apartment buildings approximately 18 to 19 storeys in height. A large surface parking lot, tennis courts and a children's playground surround these buildings.

Located on the west side of Hurontario Street is Fire Station 101 and a 16-storey residential apartment building. Located at the south west corner of the intersection of Hurontario Street and Fairview Road is a 3-storey townhouse development.

2.3 Surrounding Land Uses

2.3.1 Immediate Surroundings

Immediate land uses surrounding the subject property include a range of high and mid-rise residential apartment buildings, numerous low-rise commercial buildings and a variety of low-rise residential properties along internal local roads.

To the immediate north is a 10-storey residential apartment building with surface parking and a children's play area. This building is accessed through a two-way private lane from Fairview Road East on the east side of the subject property. Further north along Hurontario Street, there is an Esso gas station and Tim Hortons.

On the south side of Fairview Road East is a one-storey, 'L' shaped commercial plaza owned by Kaneff Properties that includes a variety of uses such as medical offices, a spa and various eating establishments. Surface parking is located at the front and rear of the building. Further south is a low-rise residential street (Burdock Place) with semi-detached dwellings.



10-storey residential apartment building immediately north of the subject property



Children's play area adjacent to the 10-storey building north of the subject property



Commercial plaza south of the subject property



High-rise apartment buildings and parking immediately east of the subject property

2.3.2 General Surroundings

North (East & West)

The area north of Fairview Road consists of high-rise residential apartment buildings between Mississauga Valley Boulevard to one block west of Hurontario Street. West of the Fire Station are low-rise single and semi-detached dwellings. Building heights increase north of Central Parkway as Hurontario Street transitions towards the Downtown Core.

Additional uses include Fairview Public School and Kariya Park located to the north west, the adult education centre and Bishop Scalabrini School to the west and Mississauga Valley Park and Community Centre to the north east.



31-, 32- and 33-storey residential apartment buildings (looking north on Hurontario St)



City of Mississauga Fire Station 101 on Hurontario St (west of subject property)



Gas station along the east side of Hurontario St (north of subject property)

South (East & West)

The area south of Fairview Road is primarily comprised of low-rise residential buildings in the form of single detached, semi-detached and townhouse units with a strip commercial plaza at the south east corner of Hurontario Street and Fairview Road. South of the rail corridor, the Hurontario Street frontage is primarily comprised of low-rise commercial buildings.

Other notable locations south of the subject property include Stonebrook Park and Thornwood Public School located to the east and the Cooksville GO Station located to the south west.

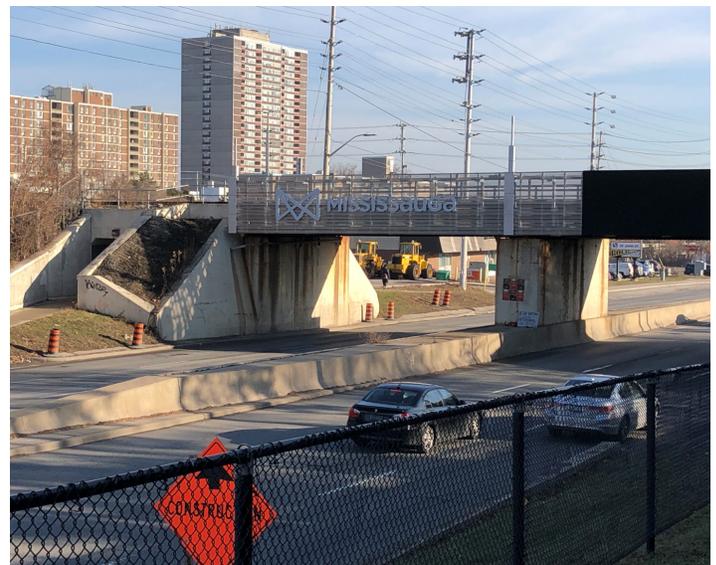
The general neighbourhood is predominated by residential land uses ranging between low to high-rise buildings. In addition to these residential buildings, numerous commercial properties are located south of the rail corridor and are interspersed throughout the neighbourhood.



Townhome development on the southwest corner of Hurontario St and Fairview Rd



Residential neighbourhood along Hurontario St, south of the subject property



Underpass south on Hurontario St (GO rail line)

2.4 Transportation Network

As identified in Schedules One and Two of the City of Mississauga Official Plan (MOP), the subject site is located within the Downtown Intensification Area, specifically Downtown Fairview, and at the congruence of two Major Transit Station Areas (MTSAs) including the Cooksville GO Mobility Hub. The following sub-sections provide a review of the immediate road and transit network.

2.4.1 Road Network

Hurontario Street is identified in the MOP as an Intensification Corridor (Schedule 1c – Urban System – Corridors), Arterial Road (Schedule 5 – Long Term Road Network) and Higher Order Transit Corridor (Schedule 6 – Long Term Transit Network). Hurontario Street is a two-way north-south arterial road with six lanes and dedicated left-turn lanes in both directions at the intersection of Fairview Road. The existing right-of-way will shortly undergo significant changes as the Hurontario Light Rail Transit (LRT) line is constructed. According to Schedule 6, there is a LRT station proposed in close proximity to the subject property. The street is identified as a primary on-road/boulevard cycling route (Schedule 7 – Long Term Cycling Routes). The ultimate right-of-way in between the rail lines to the south and Central Parkway is 45 metres (Schedule 8 – Designated Right of Way Widths).

Fairview Road is identified in the MOP as a Minor Collector (Schedule 5 – Long Term Road Network). It is a local, two-way road running from Grand Park Drive to Mississauga Valley Boulevard with a 26-metre ultimate right-of-way. There is one lane in each direction with dedicated left-turn lanes at major intersections, including Hurontario Street.

Central Parkway is an east-west two-way road identified in as a Major Collector (Schedule 5 – Long Term Road Network). It is a primary on-road / boulevard cycling route (Schedule 7 – Long Term Cycling Route). The ultimate right-of-way increases from 30 metres to 35 metres as it travels east crossing Hurontario Street (Schedule 8 – Designated Right-of-Way Widths).

2.4.2 Transit Network

Bus Services

The subject property is well connected to existing and planned public transit services (see **Figure 2**).

Bus services along Hurontario Street include the **19 Hurontario** and **103 Hurontario Express**. The proposal is also serviced by the **53 Kennedy**, **3 Bloor** and **304 Father Goetz-Mississauga Valley** routes.

Route **19** is a local route with all week service running north-south from Highway 407 and Hurontario Park and Ride to Lakeshore Road. There are additional 19 routes including 19A Hurontario Britannia that runs Monday to Friday between Britannia Road and the Trillium Health Centre, 19B Hurontario-Cantay that runs on Saturday's between Heartland Shopping Centre and the Trillium Health Centre.

Route **103** is an express route with all week service that also runs north-south from Brampton Gateway Terminal to Lakeshore Road and the Port Credit GO Station.

Route **53** is a local route with Monday to Friday service that runs north-south from Highway 407 and Hurontario Park & Ride to Fairview Road East. Route 3 is a local route with all week service that runs east-west from City Centre Terminal

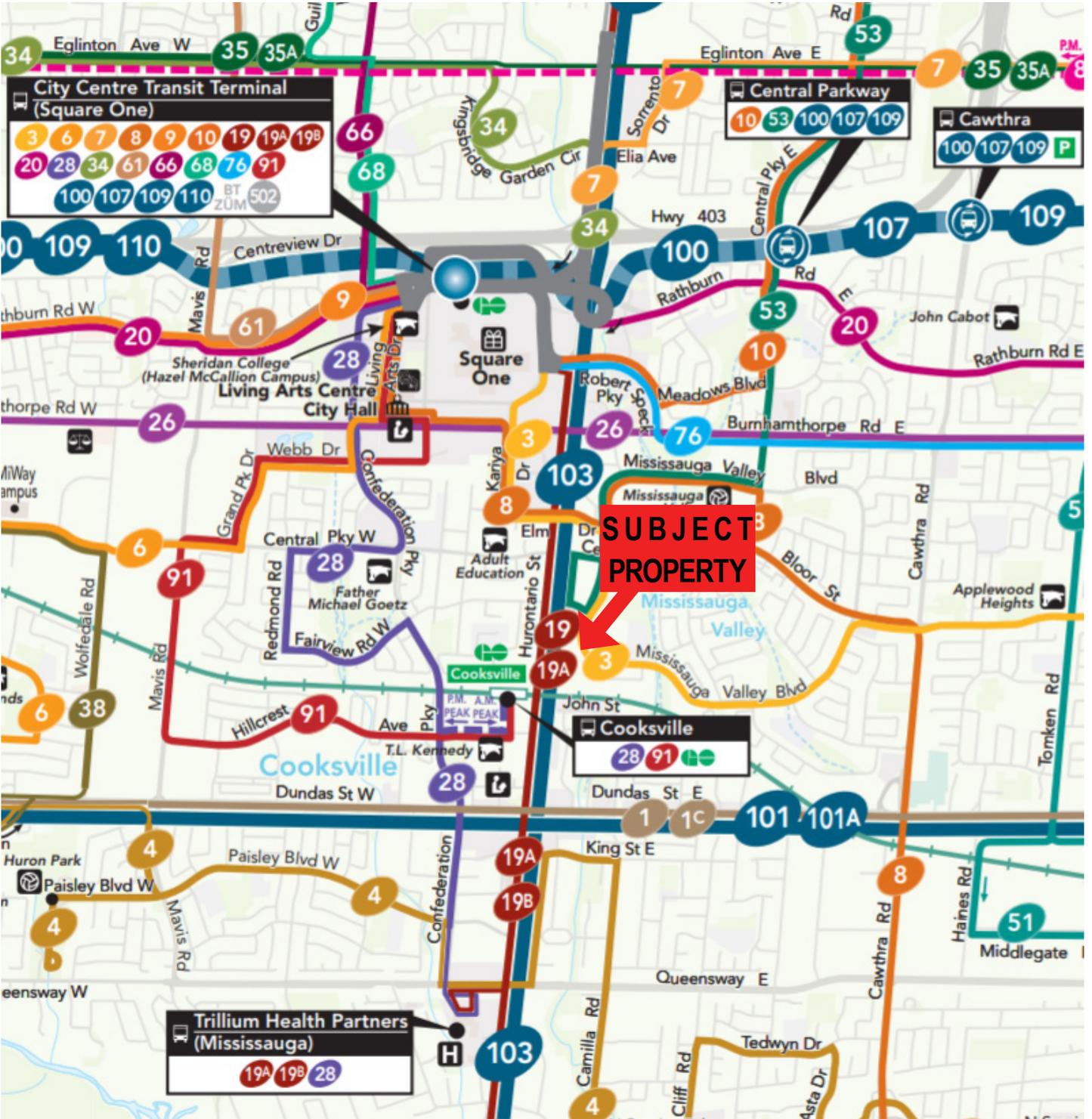


Figure 2 - Transit Map

to the Kipling and Islington TTC stations. Route **304** is a local school route with Monday to Friday service on school days only effective September to June 2019. It runs a loop around Mississauga Valley Boulevard and travels along Central Parkway in the morning and Fairview Road in the afternoon providing a bus route for the Father Michale Goetz Secondary School.

There is a bus stop located in each of the four corners at the Hurontario and Fairview intersection. In addition, there is a bus stop located at the south west corner of Fairview Road East and Burdock Place and two bus stops at the intersection of Fairview Road East and Mississauga Valley Boulevard.

Train and Bus Rapid Transit Services

Cooksville GO Station is located on the east side of Hurontario Street approximately 600 metres south of the subject property. This station forms part of the Milton line that travels east-west between the Milton GO Station and Union Station in Downtown Toronto.

The subject property is connected to the GO Station via the Route 19 bus service.

Major improvements are underway at the GO Station including a new parking structure with pedestrian bridge connecting to the rail platforms, station building, tunnels and a new entrance from Hurontario Street. It is anticipated construction will be complete by the end of 2020.

Hurontario LRT Line will run 18 km north-south from the Brampton Gateway Terminal to the Port Credit GO Station. There will be a total of 19 stops with the LRT running in its own dedicated right-of-way. There are two stops in proximity to the subject property including one at the Cooksville GO Station and another at the corner of Hurontario Street and Central Parkway. Completion is anticipated for 2022.

Located on the Hurontario LRT Line, the **Fairview LRT Station** on Central Parkway is located within a 300 m walking distance from the subject property.

3.0 DESIGN VISION & GUIDING PRINCIPLES

3.1 Design Vision

A well-designed building helps to support a sustainable urban form. High quality urban design leads to a strong sense of place that is vibrant, attractive, livable and functional. Higher density buildings should be organized along Intensification Areas where supportive infrastructure exists or is planned.

1 Fairview Road East is located along an Intensification Area within the Downtown, specifically the Downtown Fairview Character Area and Hurontario Corridor (Schedules 1, 1b and 2 of the MOP). It is located directly adjacent to the planned Hurontario LRT and within two MTSAs, including the Cooksville GO Mobility Hub. The design of 1 Fairview Road East will prioritize high-quality urban design and architectural standards. It will include a mix of uses and support a multi-modal transportation system, specifically encouraging the use of public transit and active transportation.

1 Fairview Road East is proposed as a 28 storey tower above a 6 storey podium. The proposal incorporates an active retail space at grade along Hurontario Street and four integrated townhouse units with direct access to the sidewalk along Fairview Road East. At grade uses include double height retail, indoor amenities including a coworking space, a residential lobby and four two-storey residential town units. The proposal aids in establishing strong architectural character to help define the intersection of Hurontario Street and Fairview Road.

The vision for 1 Fairview is expressed through the following guiding principles, which are based on the urban policies included in Chapter 9 - Build a Desirable Urban Form, and are additionally informed by policies in Chapter 12 - Downtown (Urban Design Policies 12.4.1) and the Downtown Local Area Plan of the MOP (Urban Design Components Section 3.2), in addition to the City's Downtown Core Built Form Standards.

3.2 Guiding Principles

Design Excellence

- Create a sense of gateway for the Downtown Fairview Character Area through prominent built form and landscaping, identifying a focal point between the Downtown Core and Downtown Cooksville Character Areas (MOP 9.2.1.28; 9.3.3.1); and
- Employ high-quality architectural design and materials in all aspects of building design, contributing to and enhancing the Mississauga skyline (MOP 9.2.1.12; 9.3.3.2; 9.5.2.1).

Respect the Experience, Identity and Character of the Surrounding Context (9.1, Section 9 MOP)

- Enhance the Hurontario Corridor and provide appropriate transitions to neighbouring properties (MOP 9.1.5);
- Provide building massing and heights that do not cause inappropriate shadow impacts on adjacent properties (MOP 9.2.2.4d); and
- Respond to the area's existing and emerging urban context (MOP 9.1.10c).

Frame an Active Public Realm and Pedestrian Environment

- Address pedestrian scale through building articulation, massing and materials (MOP 9.2.1.16);
- Ensure a high design standard between the public realm and the development interface (MOP 9.2.1.20);
- Create a sense of place and civic pride (MOP 9.1.8); and
- Provide eyes on the street through active and animated

building frontages (MOP 9.4.1.3).

Support Public Transit and Active Transportation

- Foster the improvement of connections, comfort and accessibility for transit users and promote active transportation modes (MOP 9.4.1); and
- Promote a diverse mix of uses and residential suite type (MOP 9.1.2).

Require Properties to Develop in a Manner that Contributes to the Overall Vision for the City

- Develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System of the MOP (9.1.1).

4.0 URBAN DESIGN POLICY

4.1 City of Mississauga Official Plan

Section 1.12 of the MOP describes the purpose of the Official Plan. It states that the Official Plan provides policies to manage and direct the physical change of the city and the effects of such change on the social, economic, cultural and natural environments. It also forms the basis for detailed land use designations and urban design policies and sets the context for the review and approval of development applications.

Growth Management Policies

Schedule 1 – Urban System identifies the three distinct, yet interconnected, components that comprise the structural framework for the city. These include the Green System, City Structure and Corridors. The subject property is not located within the Green System. It is located within the Downtown element of the City Structure and within an Intensification Corridor.

Schedule 2 – Intensification Areas locates the subject property at the intersection of two MTSAS. Schedule 6 – Long Term Transit Network identifies the subject property as located along a Higher Order Transit Corridor and within close proximity of a Light Rail Transit (LRT) Station (see **Figure 3**). Schedule 7 – Long Term Cycling Routes identifies Hurontario Street as a location for a Primary On-Road / Boulevard Route. Schedule 9 - Character Areas situates the subject property within the Downtown Fairview Character Area and Schedule 10 – Land Use Designations designates the property Office (see **Figure 4**). The accompanying Planning Justification Report discusses the unique details behind this existing land use designation.

Section 5.0: Direct Growth

Section 5 of the MOP sets out the general growth management framework and describes the Urban System that will be used for determining where population and employment growth will be encouraged as well as areas that are expected to remain relatively stable.

Section 5.3 sets out the City Structure, which organizes the city into functional areas to establish the framework for planning policies that will guide development. The City Structure is comprised of a number of elements including Downtown; Major Nodes; Community Nodes; Corporate Centres; Neighbourhoods; Employment Areas; and Special Purpose Areas. Also, within this section of the MOP, height and density permissions for each of the City Structure elements are set out. Within the Downtown, no maximum height is specified while the minimum height is 3 storeys. The density target is 300 to 400 combined residents and jobs per gross hectare by 2031 with a minimum gross density required of 200 residents and jobs.

Section 5.3.1 sets out the general policies for the Downtown. The Official Plan states that the Downtown represents a unique area within the City Structure and that much of the city's new population and employment growth will locate in the Downtown.

Policy 5.3.1.1 identifies the Downtown as comprised of the lands along Hurontario Street between Highway 403 and the Queen Elizabeth Way while policy 5.3.1.2 divides the Downtown into four Character Areas with the subject property located within THE Downtown Fairview Character Area (see **Figure 5**).

Policy 5.3.1.11 provides that development in the Downtown will be in a form and density that achieves a high-quality urban environment.

Section 5.4 of the MOP addresses Corridors. Corridors are important elements of the public realm, as they link communities and are locations where people experience the city on a day-to-day basis. Policy 5.4.3 states that Corridors that run or abut the Downtown are encouraged to develop with a mix of uses oriented towards the Corridor. According to Policy 5.4.7 land uses and building entrances will be oriented to the Corridor where possible.

Section 5.5 Intensification Areas directs that future growth will primarily be directed to Intensification Areas with the focus for intensification located within the Downtown, Intensification

Corridors and MTSAs along with Major Nodes, Community Nodes and Corporate Centres (Policy 5.5.1). Policy 5.5.5 states that development will promote the qualities of complete communities and policy 5.5.8 states that residential and employment density should be sufficiently high to support transit usage. Pedestrian movement and access from transit routes will be a priority in Intensification Areas.

Section 9.0: Build a Desirable Urban Form

Section 9 outlines the built form and urban design policies that assist in creating a “strong sense of place.” These policies are intended to facilitate development that respects the experience, identity and character of the surrounding context; ensures the sustainability of natural systems and urban living; protects the quality of life of residents, employees and visitors; ensure the connectivity and integration of surrounding uses; and that contributes to the overall vision for the city.

Downtown

Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required (Policy 9.1.2). Policy 9.1.10 states that the city vision will be supported by site development that:

- Respects the urban hierarchy;
- Utilizes best sustainable practices;
- Demonstrates context sensitivity, including the public realm;
- Promotes universal accessibility and public safety; and
- Employs design excellence.

Intensification Areas

Section 9.2.1 of the MOP discusses policies for Intensification Areas including the Downtown, Intensification Corridors and MTSAs. It identifies that Intensification Areas are expected to exhibit high standards of urban design. Further, the physical form, relationship among buildings and spaces and the quality

of the built environment will be critical for achieving the vision for Intensification Areas as vibrant, mixed use areas, serviced by multi-modal transportation.

Policies 9.2.1.1 to 9.2.1.4 provide direction with regards to buildings creating a sense of place. New development should:

- Create distinctive places and locales;
- Provide the creation of a sense of place through distinctive architecture, streetscaping, public art and cultural heritage recognition; and
- Encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.

Policies 9.2.1.11 through 9.2.1.16 provide specific requirements for tall buildings. Tall buildings should:

- Be sited and designed to enhance an area’s skyline while preserving, reinforcing and defining view corridors;
- Provide appropriate tower separation distance to minimize shadow impacts and provide privacy;
- Incorporate podiums in appropriate locations, and utilize building articulation, massing and materials to address pedestrian scale and mitigate wind and shadow impacts; and
- Minimize adverse microclimatic impacts on the public realm and private amenity areas.

Section 9.3 and 9.4 provide direction for how new buildings relate to the public realm and support transit and active transportation respectively. Buildings are to be designed to foster the improvement of connections and accessibility for transit users and promote active transportation modes as well as vehicular and goods movement. These elements are all impacted by how the development is configured.

Site Development and Buildings

Policies within Section 9.5 of the MOP provide guidance with respect to how buildings should relate to their context including the arrangement of building elements; the relationship between the building and the public realm; the design of parking, servicing and loading areas; and site layout principles to promote safety.

Building facades should be articulated through variations in materials or material treatments. Street facades should have the highest design quality and buildings should be pedestrian oriented through the design and composition of their facades, including their scale, proportion, rhythms, continuity, texture, detailing and materials. Further, developments should enhance public streets by creating a desirable street edge condition.

Section 12: Downtown

Policies in Section 12 provide specific requirements for development located within the Downtown. The Downtown includes four Character Areas: Downtown Core, Downtown Fairview, Downtown Cooksville, and Downtown Hospital. The subject property is located within the Downtown Fairview Character Area. Section 12.3 provides specific urban design policies for developments within the Downtown Fairview Character Area, none of which apply to the subject property.

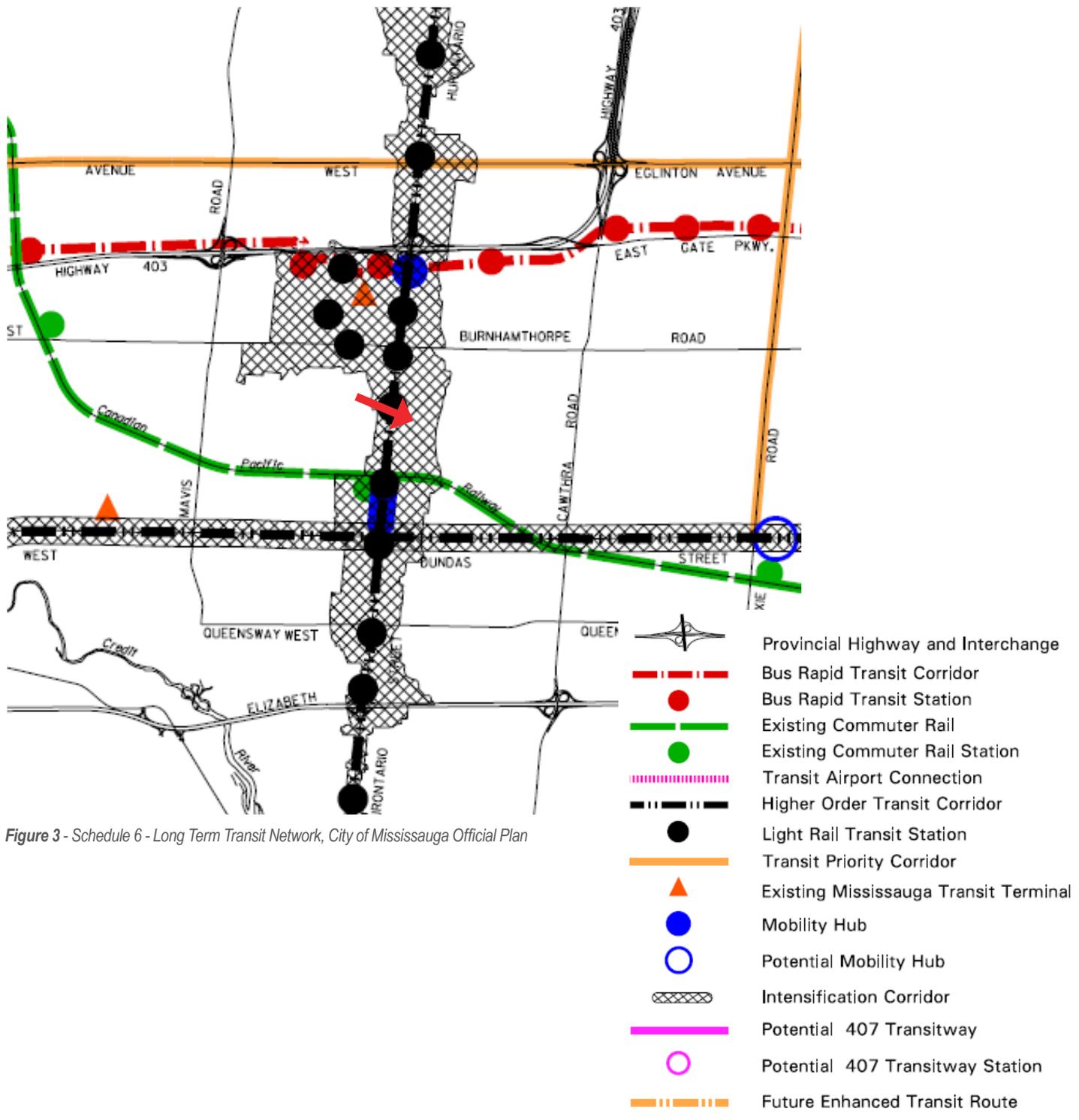


Figure 3 - Schedule 6 - Long Term Transit Network, City of Mississauga Official Plan

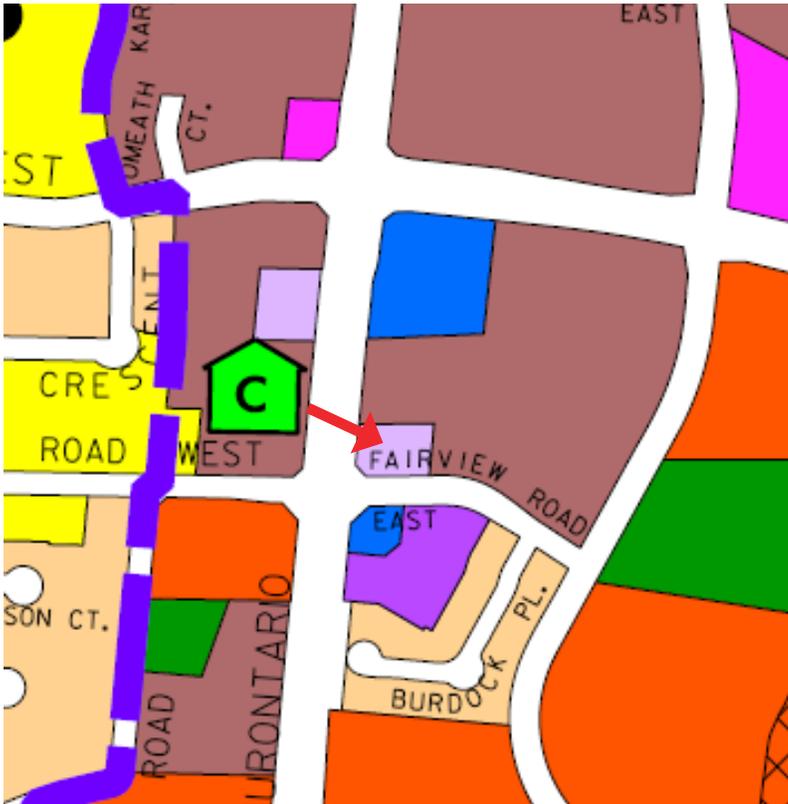


Figure 4 - Schedule 10 - Land Use Designations, City of Mississauga Official Plan

LAND USE DESIGNATIONS

 Residential Low Density I	 Airport
 Residential Low Density II	 Institutional
 Residential Medium Density	 Public Open Space
 Residential High Density	 Private Open Space
 Mixed Use	 Greenlands
 Convenience Commercial	 Parkway Belt West
 Motor Vehicle Commercial	 Utility
 Office	 Special Waterfront
 Business Employment	 Partial Approval Area
 Industrial	

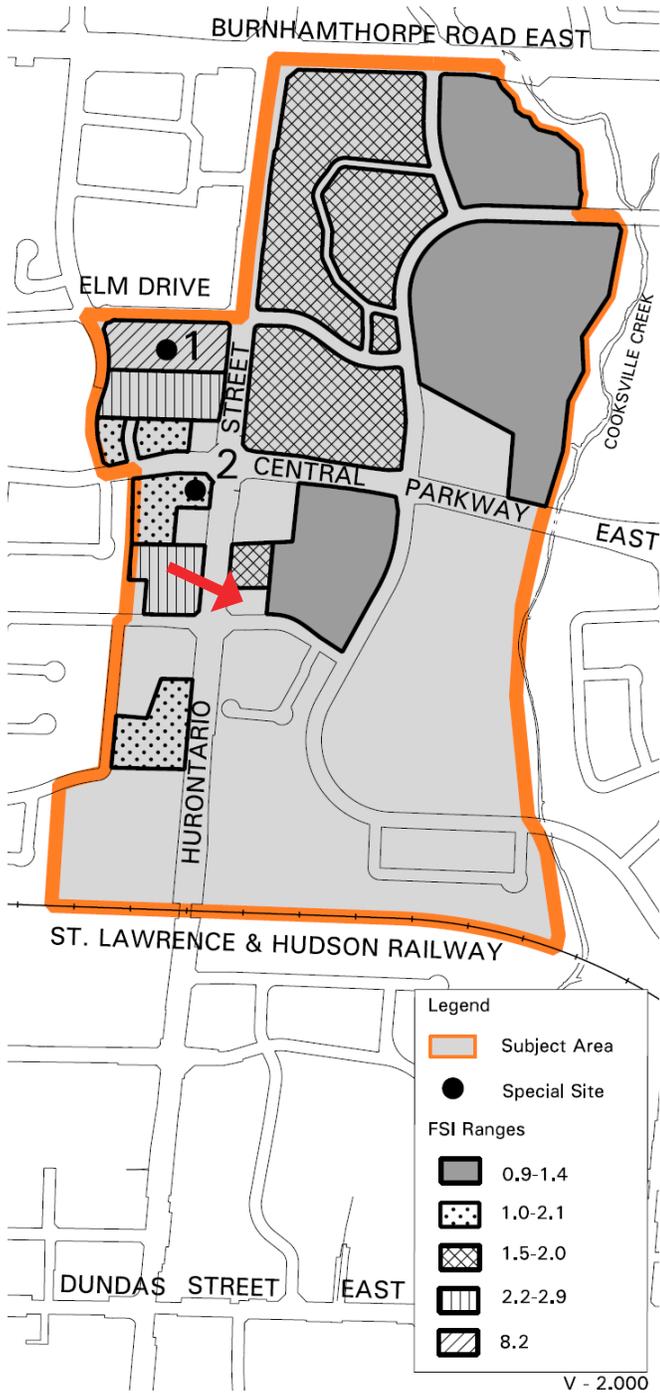


Figure 5 - Map 12-3: Downtown Fairview Character Area, City of Mississauga Official Plan

4.2 Downtown Core Built Form Standards

The Downtown Core Built Form Standards (DCBFS) provide urban design direction and guidance for proposed development in order to assess, promote and fulfill the intent of the City's Official Plan, policies, Downtown21 vision and Zoning By-law 0225-2007.

Although these guidelines do not specifically pertain to the Downtown Fairview Character Area the tall building guidelines are indicative of built form considerations in an intensification area. The Standards set out detailed requirements to achieve a high quality built form in the Downtown Core that interfaces with the public realm in a seamless fashion.

The document is divided into sections covering frontage standards; design standards; and tall building standards such as massing, podium design, tower design, site orientation and compatibility and transition to adjacent areas.

A few key guidelines include:

- Podiums will be articulated to maximize sunlight on the public realm and mitigate effects of wind on the pedestrian environment.;
- Point towers should be located on the north-west and south-west sides of a block so that shadows fall primarily within the block itself;
- Tower floor plates above the podium height will not exceed a maximum area of 850m² (inclusive of core, servicing and circulation components); and
- There should be a minimum 30 m separation distance between towers.

A detailed review of the DCBFS against the proposal is provided in Section 6 of this report.

4.3 Hurontario / Main Street Corridor Master Plan

The Master Plan outlines the vision for the Hurontario Street corridor including mixed-use, compact transit-oriented developments, with varying heights and densities based on the character of existing adjacent communities. The vision for the Downtown Fairview Character Area is to be developed as a complete downtown with a mix of high density uses, predominantly comprised of residential uses with retail encouragement at-grade. Permitted heights and densities for this area identify maximums of 25 storeys and 4.0 FSIs.

5.0 THE PROPOSAL

The development proposal consists of a 28 storey tower and 6 storey podium with retail space along the Hurontario Street frontage, and the residential lobby and four integral grade-related townhouse dwellings along the Fairview Road East frontage. The total proposed unit count is 434 units comprised of 31 studio (seven percent), 304 one bedroom and one bedroom plus den units (70 percent) and 99 two bedroom and two bedroom plus den units (23 percent). The site area is 2,902.17 square metres with a proposed retail gross floor area (GFA) of 272.90 square metres and proposed residential GFA of 28,660.10 square metres for a total project GFA of 28,933.00 square metres. This results in a Floor Space Index (FSI) of 9.97. The maximum building height is 109.1 metres exclusive of mechanical penthouse.

The podium is setback a minimum of 3.0 metres from the property line along Hurontario Street, 2.2 metres from Fairview Road East, 4.5 metres from the property to the north and 6.5 metres from the property to the north east.

Along the Fairview Road East frontage, four street-related townhouse dwellings are proposed. These units provide a direct pedestrian connection between the proposed development and the street encouraging an active private and public realm. Active at-grade uses are also provided along Hurontario with direct access to at-grade retail uses and the residential lobby. Aside from access to the residential lobby, the entire Hurontario frontage is comprised of retail space.

Indoor and outdoor amenity spaces are provided on the first and second levels of the podium and on the seventh floor. Grade related amenity space includes 404.79 square metres of indoor amenity space and 77.32 square metres of outdoor amenity space. The second floor includes 189.18 square metres of indoor amenity space. And the seventh floor is entirely devoted to amenity space with 673.15 square metres

of indoor amenity space and 662.32 square metres of outdoor amenity space. This results in 1,267.12 square metres of indoor amenity space and 739.64 square metres of outdoor amenity space for a total of 2,006.76 square metres of total amenity area or 4.60 square metres / unit.

Bicycle and vehicular parking are both accessed via a shared laneway along the north-east side of the subject property. The shared laneway is accessed from Fairview Road East. The visitor bike parking room is located at grade and is directly accessible to the residential lobby. Long term bike parking will be underground, with specific locations to be indicated at a future date. Additionally, several bike parking spaces are provided outdoors on the north-east corner of the site, along Hurontario Street.

The proposal includes 374 residential parking spaces and 65 visitor/commercial spaces for a total of 439 vehicular parking spaces over 8.5 levels of underground parking.

A table of key site statistics are included in Table 1 - see page 27.

1. SITE AREA	2,902.17 SQ.M / 31,238.70 SQ.FT
2. GROSS FLOOR AREA	28,933.10 SQ.M / 311,494.74 SQ.FT
3. DENSITY	FSI = 9.97
4. HEIGHT	34 STOREYS @ 109.1 M + MECH PH = 115.1 M
5. TOWER FLOORPLATE	848.17 SQ.M
6. TOWER SEPARATION	40.875 M TO ADJACENT BUILDING
7. NO. OF RESIDENTIAL UNITS	434 UNITS (31 STUDIO, 304 ONE-BED AND ONE-BED PLUS DEN, AND 99 TWO-BED AND TWO-BED PLUS DEN)
8. RETAIL AREA	272.90 SQ. M / 2,937.47 SQ. FT
9. INTERIOR AMENITY SPACE	1,267.38 SQ. M
10. EXTERIOR AMENITY SPACE	739.64 SQ. M
11. PARKING	65 VISITOR + 374 RESIDENT = 439 TOTAL SPOTS (0.15/UNIT VISITOR 0.86/UNIT RESIDENT 1.01/UNIT TOTAL)



Development Rendering, 1 Fairview Rd E



Development Rendering, Podium



Development Rendering, Townhouse Units and Vehicular Access (along Fairview Rd E)

6.0 SITE PLANNING & DESIGN PRINCIPLES

6.1 Site Organization

The proposal includes active frontages along both Hurontario Street and Fairview Road East (see **Figure 6**).

Along Hurontario Street the frontage is comprised of retail space. The podium setback varies along Hurontario and includes space for an outdoor patio. The Fairview Road East frontage is animated by the residential lobby, landscaping and four integral grade related townhouse dwellings with outdoor patios and individual direct access to the sidewalk.

Vehicular access to parking, loading and servicing is restricted to a shared laneway within the north-east portion of the site supporting a strong pedestrian streetscape along both public street frontages. A total of 439 parking spaces are provided over eight and a half underground parking levels. One type 'G' loading space is located at grade interior to the building and concealed by indoor amenity space and the garbage room. Secure interior residential short-term bicycle parking is located between the townhome units and the garbage room. It has direct access to both the residential lobby and the rear laneway.

Indoor and outdoor amenity spaces are proposed on the first, second and seventh floors. Ground floor indoor amenity space totals 463.10 square metres while ground floor outdoor amenity space totals 77.32 square metres. Indoor amenity space is accessed from the residential lobby while outdoor amenity space can be accessed from the indoor amenity space. Second floor amenity space is all interior. It comprises a business centre / work from home area and is 189.18 square metres. Seventh floor amenity space includes 615.10 square metres of indoor space and 662.32 square metres of outdoor space. This results in total amenity space of 2,007.02 square metres (4.60 m² / unit).

A retail space of 272.90 square metres bring active uses and eyes on the street to the Hurontario Street frontage. This is further emphasized by its adjacency and seamless connectivity to the planned Hurontario LRT.

6.2 Pedestrian Circulation and Access

Pedestrian access to the retail space along Hurontario is directly accessible from the sidewalk. The retail entrance is located under a covered weather protected canopy. Similarly, pedestrian access to the residential lobby is directly accessible through a vestibule to public sidewalks from both Hurontario Street and Fairview Road East. From Hurontario Street access is provided via a 9.1 m sloped walkway and from Fairview Road East access is provided from the sidewalk via a staircase.

Street-related access to the individual townhouse units are also provided along Fairview Road East, directly from the public sidewalk. Access to the townhouse units mimics the grade change along Fairview with this change mitigated via retaining walls and landscaping and requiring approximately four to five steps to reach each unit. All proposed pedestrian access points to retail, townhouse units and the residential building are close to existing transit stops and the planned Hurontario LRT.

As part of the reconstruction of Hurontario Street the planned right-of-way includes physically separated on-street bike lanes. Unobstructed access to short-term bicycle parking is provided via the shared laneway off Fairview (see **Figure 7**).

Since the first submission in January 2020, design changes have been made to improve overall wind conditions. These include increasing setbacks and reducing the overall height of the proposed building. Based on the findings from the revised Pedestrian Wind Study, it can be concluded that the proposed development is not anticipated to have a negative impact on wind conditions on and around the project site. Wind speeds are anticipated to remain suitable for the intended usage throughout the year at all assessed grade and above-grade areas.

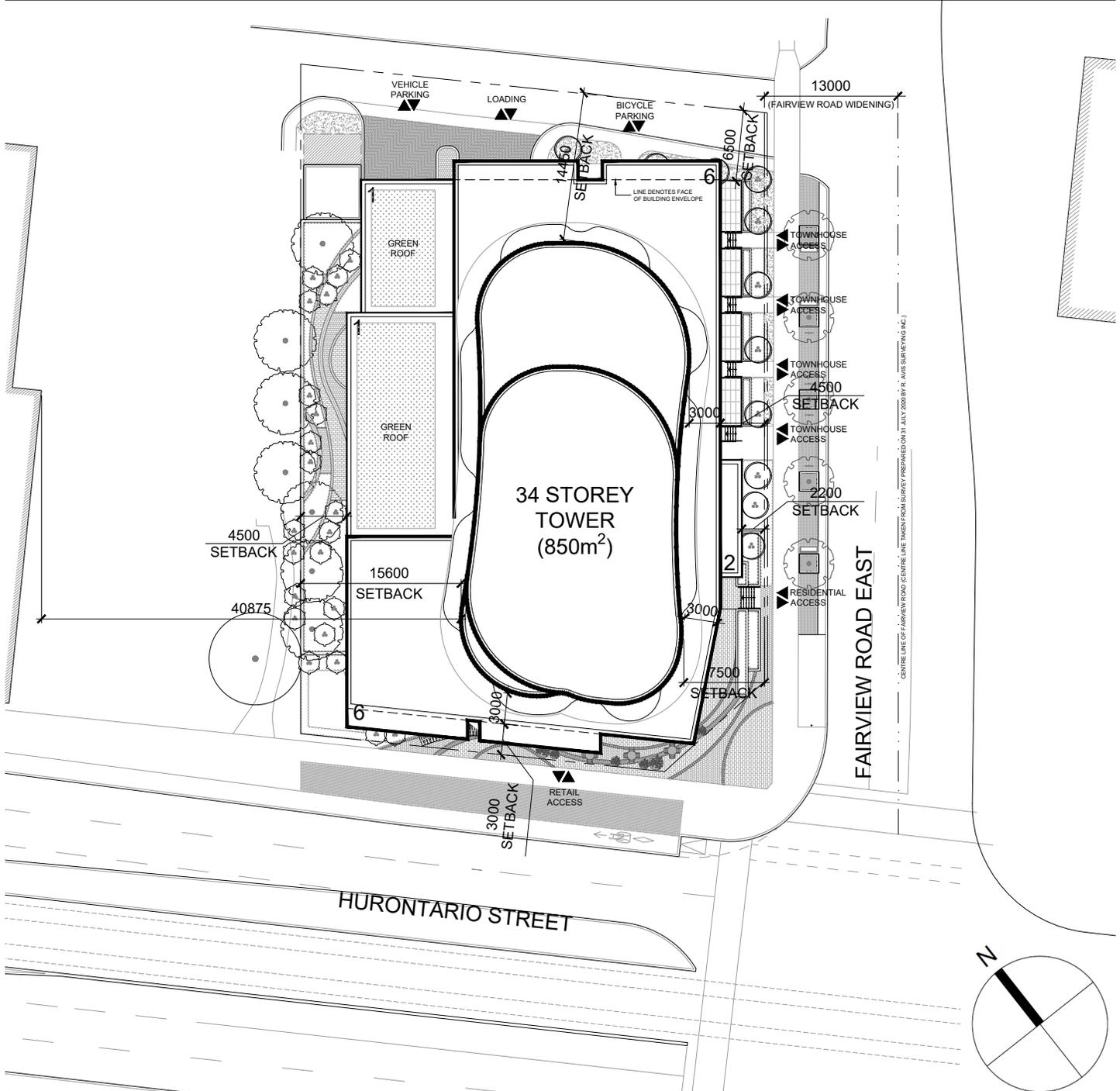


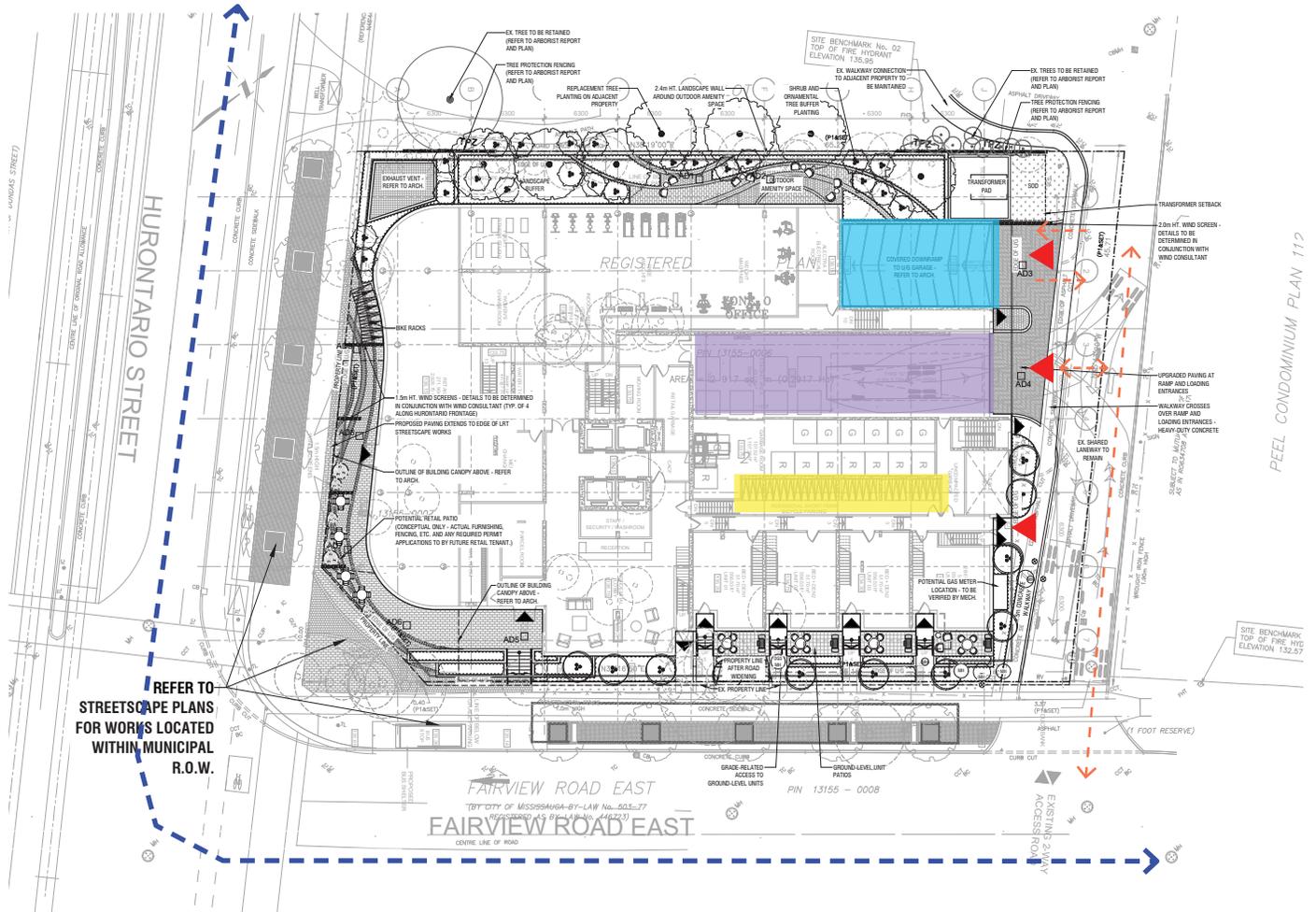
Figure 6 - Site Plan (A100)

6.3 Parking, Loading and Servicing

Section 9.5.5 of the MOP and Section 5.3 of the DCBFS provides guidance related to servicing, parking and loading. Parking, loading and servicing should not be accessed off the primary frontage street and it should be strategically sited to minimize the visual prominence of these areas from the public realm. In addition, these spaces should be located to support a continuous streetscape adjacent to the building (see **Figure 8**).

All proposed vehicular parking is located within 8.5 levels of underground parking. Access to the tenant and visitor parking is located via a ramp off the shared laneway. Secure short-term bicycle parking is internal to the building, accessed off the shared laneway, and connected to Fairview Road East via a direct pedestrian walkway. Loading and servicing is accessed via the shared laneway and located between the secure short-term bicycle parking and the vehicular ramp helping to minimize potential conflicts between cyclists and cars.

Similar to the internal parking areas, service spaces are internally located and screened from public view. Vehicular parking, servicing and loading are completely concealed from public view and no surface parking is proposed.



REFER TO STREETScape PLANS FOR WORKS LOCATED WITHIN MUNICIPAL R.O.W.

LEGEND

- ↔ Public Road
- ↔ Internal Vehicular Circulation
- Parking Ramp
- Type G Loading Space
- Short Term Bicycle Parking
- ▲ Vehicular and Cyclist Entrances

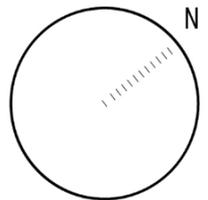


Figure 8 - Vehicular/Cyclist Circulation & Access Diagram

6.4 Built Form and Massing

The MOP and DCBFS provide similar built form and massing direction.

In general, buildings should (1) be parallel to and address and frame the streets onto which they front; (2) be of high-quality architecture and attractive urban form; and (3) provide appropriate transitions in height and built form towards areas of lower built form and open space ensuring adequate privacy, sunlight and sky views are maintained.

Floorplate Size

The proposal includes a podium and tower (middle shaft) with a separate articulated top that integrates the roof top mechanical systems into the design.

Massing maintains an appropriate scale and transition to the surrounding area through site layout, architectural design and orientation that creates a sense of identity and unique architectural form. At 850 square metres the tower floorplate is larger than the recommended maximum floorplate size of 800 square metres for a 34-storey building. However, the floorplate is significantly less than those of many existing “slab” buildings that surround the subject property (see **Figure 9**). The proposal results in a more urban development form with a direct relationship to the Hurontario Street and Fairview Road East frontages.

The small site requires that the structure of the building be as efficient as possible. Maintaining the structural grid of below grade parking coupled with the curved façade of the tower creates less efficient interior spaces requiring that more floor area be provided in each suite to make the units livable.

The curved building significantly reduces unit layout efficiency. The impact is most significant for bedrooms, where there is a need to exceed typical room sizes/areas to accommodate rectangular furniture such as beds.

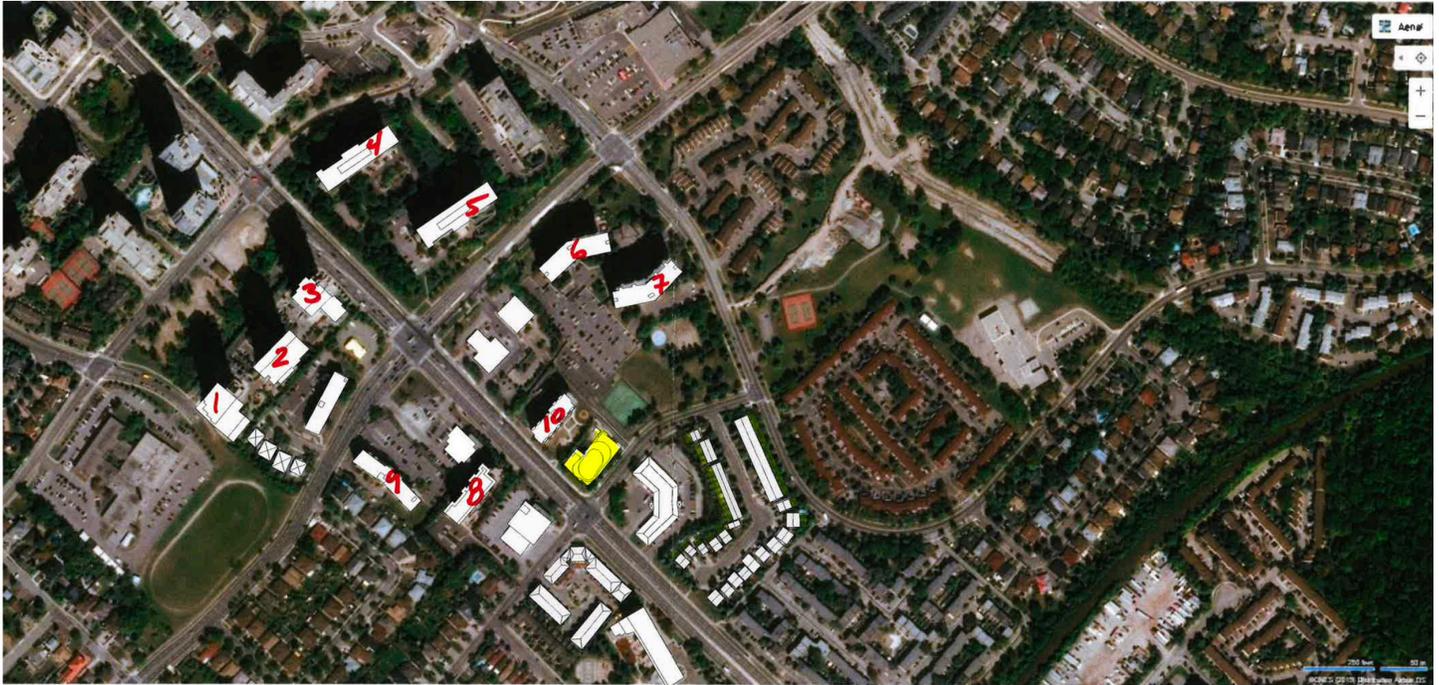
Heights and Densities

The proposed building includes a 28-storey tower, plus mechanical penthouse, on top of a 6-storey podium (see **Figures 10-12**).

The tower portion of the building includes varying stepbacks from the podium. The proposal exceeds the building heights permitted in the Residential High Density designation and the RA5 zone, however, it is our opinion that the additional height is appropriate provided the designation of Hurontario Street as an Intensification Corridor, access to planned higher order rapid transit and GO train, and the fact that the building is designed, sited and oriented in a manner that meets the City’s shadow, separation distance and privacy requirements through appropriate built form compatibility and transition to adjacent properties and dwellings.

The proposed height of 34 storeys is taller than the immediately surrounding buildings, however, the tower design is slimmer than existing buildings and separation distances ensure privacy, light and shadow impacts are minimized. The closest building to the proposed tower is located to the north and has a minimum separation distance of 40.875 metres. The shadow study prepared as part of the proposal confirms City shadow standards are met at the proposed height and mass.

The height is consistent with other active and approved applications within the surrounding area along Hurontario. A 36-storey residential building with a 3-storey podium has been approved one block north of the subject property, on the west side of Hurontario Street (3480 Hurontario Street). Hurontario, north of the subject site is undergoing a period of transition, illustrated by several newer condominiums of 30 storeys and more.



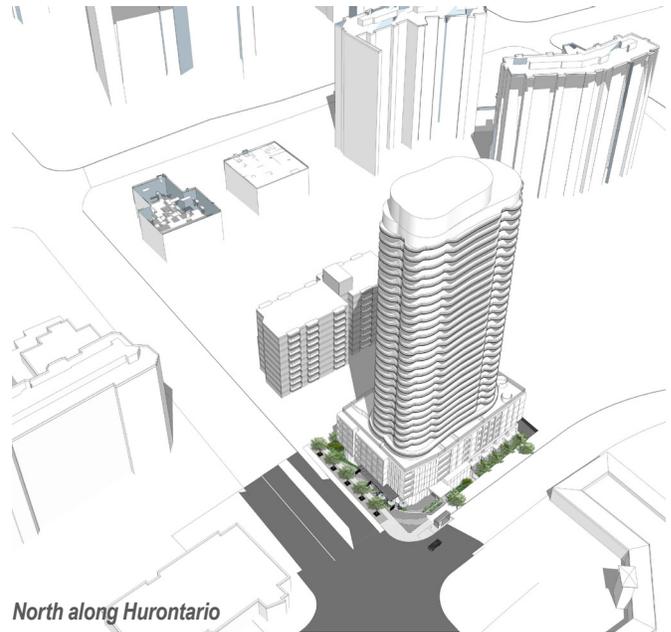
- 1. 850m² - 36m x 26m
- 2. 1,650m² - 29m x 56m
- 3. 950m² - 30m x 34m
- 4. 2,060m² - 90m x 28m (ceiling)
- 5. 1,500m² - 80m x 18m (ceiling)
- 6. 1,400m² - 61m x 22m
- 7. 1,400m² - 83m x 16m
- 8. 900m² - 56m x 16m
- 9. 10. 900m² - 56m x 16m

14,270 sm over 10 projects.
 MUG = 1,427 sm
 WE ARE 60% OF THE COMP. ARE TOWER FOOTPRINTS.

Figure 9 - Surrounding built form and floor plate sizes



South east along Hurontario



North along Hurontario

Figure 10 - Massing Diagrams

View looking southeast along Hurontario Street



View looking northeast from Hurontario Street and Fairview Road East intersection



View looking northwest along Fairview Road East



View facing west to Hurontario Street



Figure 11 - Massing Diagrams



Figure 12 - Massing Diagrams

Proposed Building Compared to RA5 and O Zones

The following section discusses the advantages and disadvantages of the as-of-right Office and RA5 zones in comparison to the proposed development's modified RA5 zone.

As-of-Right O Zone

- Reflects an approved OPA and ZBA from 1983 to facilitate the development of an office building on the property (zone change from residential to office permissions) (see **Figures 13 and 16**);
- Separation distances / setbacks: The separation distance between the office building and the building to the north is 32.745 metres. This compares to a separation distance of 40.875 metres between the proposed tower and building to the north. The significant setback and surface parking along Fairview Rd E deters from developing an active and animated streetscape; and
- Shadow impacts: There are very minor shadow impacts on the playground to the north compared to the as-of-right RA5 zone and the proposed modified RA5 zone between the late morning until approximately 2:20 pm. At their peak, shadows cover approximately one third of the playground, whereas shadows produced by the other two zones cover the entire playground.

Modified As-of-Right RA5 Zone

- Setbacks: Large as-of-right RA5 zone required setbacks are more reflective of a "tower in the park" condition (see **Figures 14 and 17**);
- Floorplate: This zone permits a tower floorplate of 865 square metres, which is lightly larger than the proposed development's 850 square metre floorplate; and
- Shadow impacts: Shadow impacts resulting from the RA5

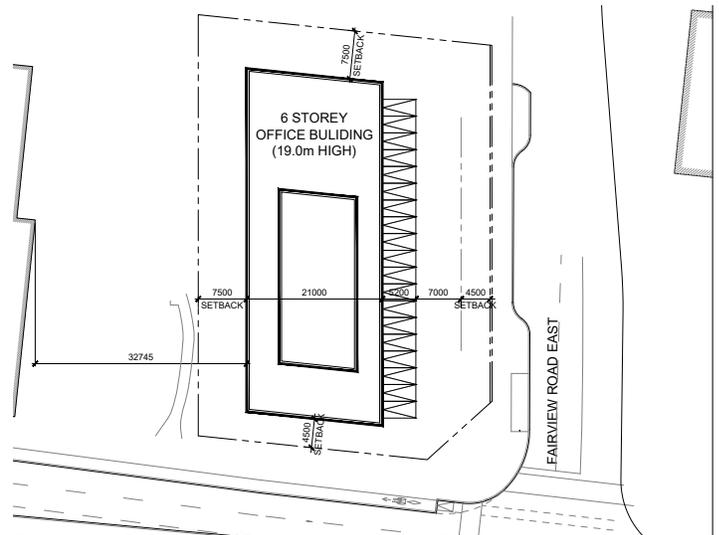


Figure 13 - As-of-Right Office Zone

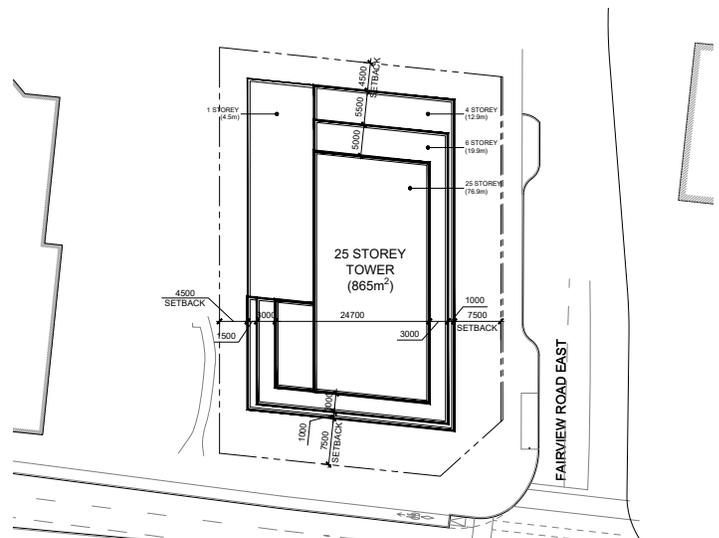


Figure 14 - Modified As-of-Right RA5 Zone

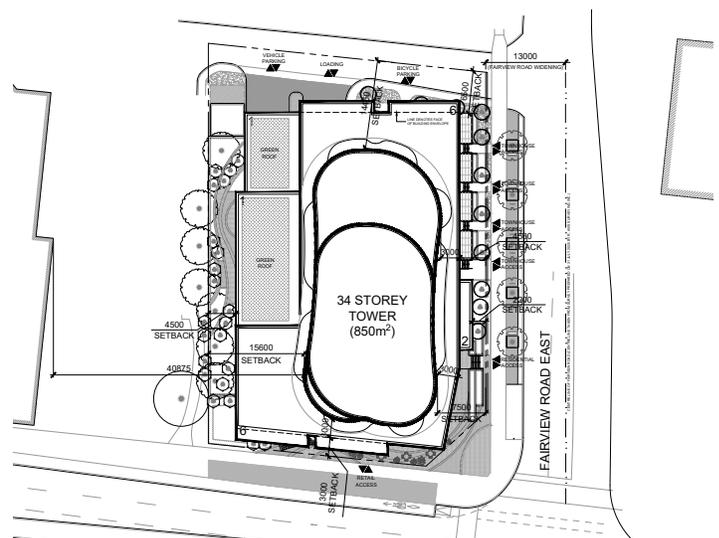


Figure 15 - Proposed Modified RA5 Zone (Proposed Development)

zone (25 storeys) and the proposed modified RA5 zone (34 storeys) are very similar throughout the day (refer to the revised Shadow Study completed by Core Architects). A comparison is provided below. *Confirm whether all options meet shadow requirements.*

Modified RA5 Zone (Proposed Development)

- Separation distances: The closest building to the proposed tower is located to the north and has a minimum separation distance of 40.875 metres (see **Figures 15 and 18**). The proposed distance exceeds the required minimum 30 metre spatial separation and protects for access to sky views, privacy and natural daylighting while minimizing wind conditions and shade on streets and open spaces;
- Shadow impacts: During peak hours (late morning to early afternoon) there are no differences in shadow impacts on the playground to the north when comparing the RA5 Zone and the proposed building; *Are shadow requirements met.*
- Floorplate: The proposed floorplate size of 850 square metres is slightly smaller than that permitted in the modified as-of-right RA5 zone. The floorplate is largely than that recommended in the DCBFS but is less than that of many existing nearby buildings and the proposal meets all City shadow requirements;
- Setbacks: The proposal follows DCBFS build-to-line requirements, providing a consistent streetwall and active uses at grade and will be integrated with Metrolinx's plans for Hurontario to develop an improved public realm and pedestrian environment along the Hurontario Street; and
- Heights: The 34-storey proposal is taller than many adjacent buildings but meets all shadow, separation distance and privacy requirements.

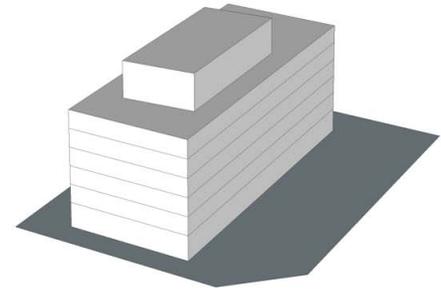


Figure 16 - As-of-Right Office Zone Massing

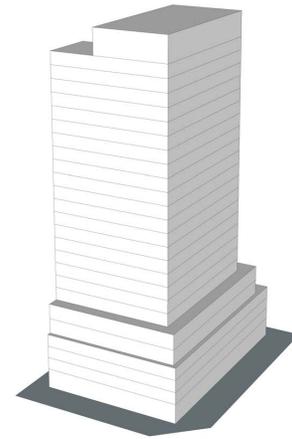


Figure 17 - As-of-Right RA5 Zone Massing

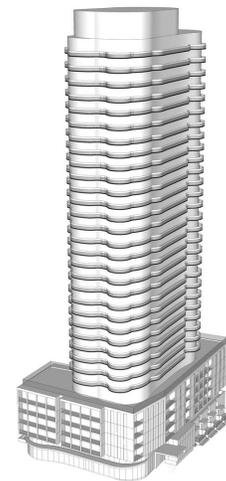


Figure 18 - Proposed Development

Massing and Architectural Detail

MOP Policy 9.5.3.10 directs that the lower portion of tall buildings provide built form that achieves street frontage and at grade relationships supportive of a pedestrian-oriented environment. DCBFS guidelines BF1 and BF5 provide direction for building frontages of corner lot buildings be designed with special massing and architectural treatments to visually distinguish these sites and to mitigate the perception of large buildings by ensuring they are well proportioned to address human scale and provide a change in materials, textures, patterns, colours and details.

The proposal frames the street with good proportion and changes in massing and architectural detail such that:

- The six storey, 20.0 metre tall podium while significantly lower than the 45.0 metre planned right-of-way for Hurontario Street relates well in terms of providing an urban streetwall while maintaining a pedestrian scale;
- The podium height is equivalent to 77 percent of the 26.0 metre planned ultimate right-of-way for Fairview Road East. This relationship, along with direct access to the four integral residential townhouse units provides a high quality interface, animates the frontages with windows and patios on the ground floor that look out onto the street, and supports an appropriate transition between the higher intensity of uses along Hurontario Street;
- The podium include 3.0 metre tall floor to building heights for levels one to four, a 3.3 metre tall floor to building height for level five and a 3.6 metre floor to building height for level six. Retail, indoor amenity and residential lobby spaces are open between levels one and two providing a floor to building height of 6.0 metres;
- The podium's proposed various uses, materials, colours, access points and grade along both street frontages help to mitigate the perception of a large building; and
- The tower floorplate incorporates a unique undulating organic form with light materials that help mitigate the visual perception of a large building. Specifically, the lighter building materials create a less intrusive visual presence than a darker colour palette, while still providing a contrast of material types to provide texture to the building. The light exterior provides contrast with the glazing (which is typically dark in colour) and provides more visual interest.

An appropriate transition to the slab residential buildings to the north, east and west and the low rise residential neighbourhood to the south is achieved through a number of urban design strategies such as site orientation, building separation distances, stepping down of the building height and mass, and addressing shadow, sky-views and sunlight on the private and public realm.

Shadows

Guideline T18 from the DCBFS directs towers to be located on the north-west and south-west sides of a development site to contain as much of the shadow as possible on site thus mitigating shadow impacts on the public and private realm. The proposed site plan locates the tower portion of the development within the south-west corner of the subject property.

The introduction of a 34-storey building with an 850 m² floorplate has raised comments regarding potential sun and shadow impacts. These impacts were analyzed through a shadow study completed by CORE Architects. The shadow studies indicate that criteria to ensure adequate sunlight, as outlined in the City of Mississauga Urban Design Terms of Reference Standards for Shadow Studies, are met including:

- No shadow impact for more than two consecutive hours within the space between the exterior wall of a dwelling and the 7.5 m line of impact assessment for any residential private outdoor amenity spaces adjacent to the subject property. The proposed building casts shadow onto the rear yards of single-family dwellings to the south east in the late afternoon

on June 21 from approximately 4 PM onwards. The shadow cast clears each yard in two hours or less;

- Shadows from the proposed development allow for a minimum of five hours of sunlight on Hurontario Street, including the full width of sidewalk, on September 21 from approximately 10 AM onwards. And for a minimum of five hours of sunlight on Fairview Road from sunrise to approximately 2 PM;
- Shadows from the proposed development allow for a minimum of five hours of sunlight on Stonebrook Park, north east of the subject property. No shadow is cast for three consecutive hours at 9:12 AM, 10:12 AM and 11:12 AM in addition to no shadow being cast from 12:12 PM to 2:12 PM; and
- **Shadow impacts on the playground to the north meet the City's sun access factor criteria.** The sun access factor for shadow cast on the playground to the north in June is 0.50, in September is 0.58 and in December is 0.58.

Separation Distances

With respect to separation distance, guideline T11 from the DCBFS requires a minimum spatial separation of 30 metres between towers. The closest building to the proposed tower is located to the north and has a minimum separation distance of 40.875 metres. The tower is setback 15.6 metres to the north property line and 14.45 metres to the east property line. No buildings are located east of the proposed tower. The property to the east is quite large and if in the future an infill project is developed on that site there is more than enough land to ensure adequate separation distances and to not impede development potential. A 30 metre separation distance can easily be accommodated. These separation distances meet the requirements of the guideline and provide for an appropriate built form relationship to maintain access to light and sky view without introducing issues regarding privacy and/or overlook between residential buildings.

Along the Hurontario Street Intensification Corridor and Downtown Fairview Character Area, within the area bounded by Fairview Road and Elm Drive, approximately 400 metres, exist 10 residential apartment buildings. The floor plates for these buildings range in size from 850 square metres to 2,060 square metres with an average floor plate size of 1,430 square metres. The proposed tower floor plate of 850 square metres is 59 percent of the average residential apartment building floor plate within this area.

At 850 square metres the proposed building floor plate exceeds the recommended building floor plate of 800 square metres identified as guideline T10 in the DCBFS. However, it is our opinion that the existing context, which includes nearby buildings with large floor plates, in combination with the location; orientation; stepping back of the tower; architectural treatment; and unique undulating articulation of the tower floorplate reduces the visual impact of the proposal.

The proposal responds to guideline T9 from the DCBFS to design and articulate the floor plates to break down the mass of the building and to create 'street interest' and enhance skyline character by suggesting an urban podium and unique undulating tower that would provide prominence, while not overpowering, the skyline of this area of the Hurontario corridor. Further, access to light and sky view are maintained from adjacent properties through the positioning and stance separating the proposal from these areas.

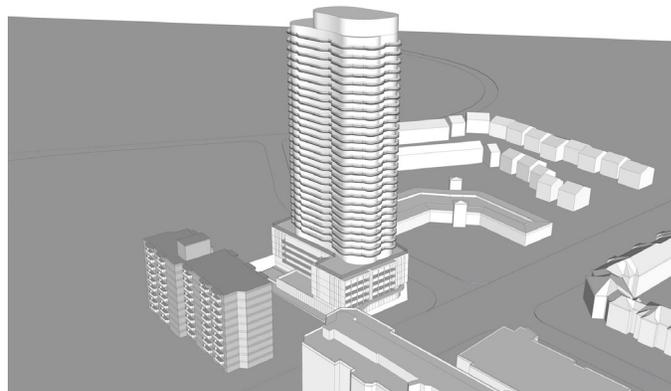
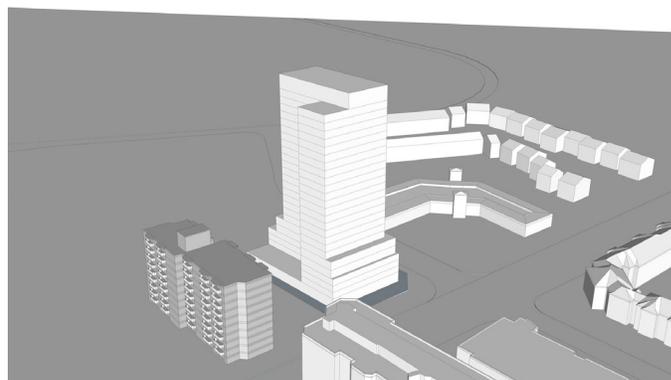
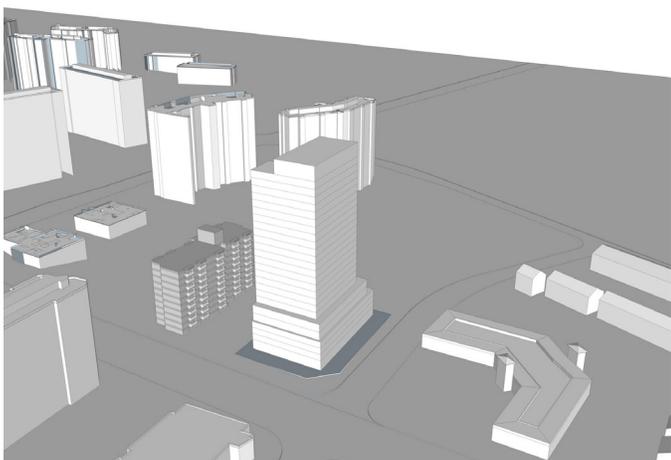
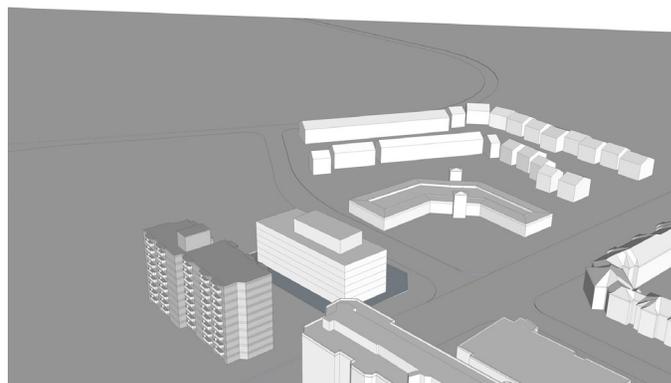
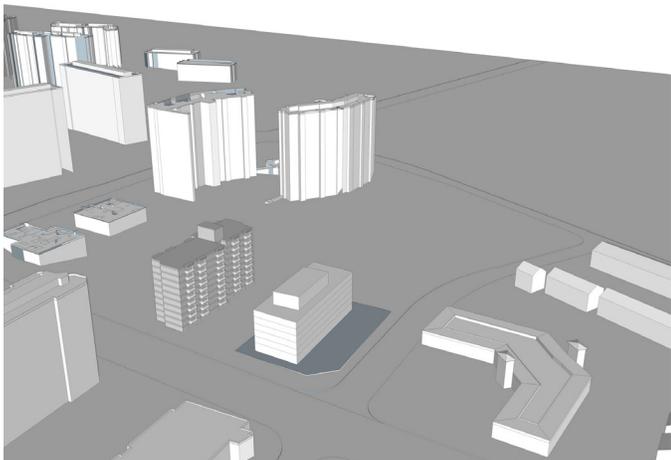


Figure 19 - In-context visualization of As-of-Right Office Zone Massing (Top), RA5 Zone Massing (Middle) and Proposed Modified RA5 Zone Massing (Bottom) looking north east from the Hurontario Street and Fairview Road East intersection

Figure 20 - In-context visualization of As-of-Right Office Zone Massing (Top), RA5 Zone Massing (Middle) and Proposed Modified RA5 Zone Massing (Bottom) looking south along Hurontario Street

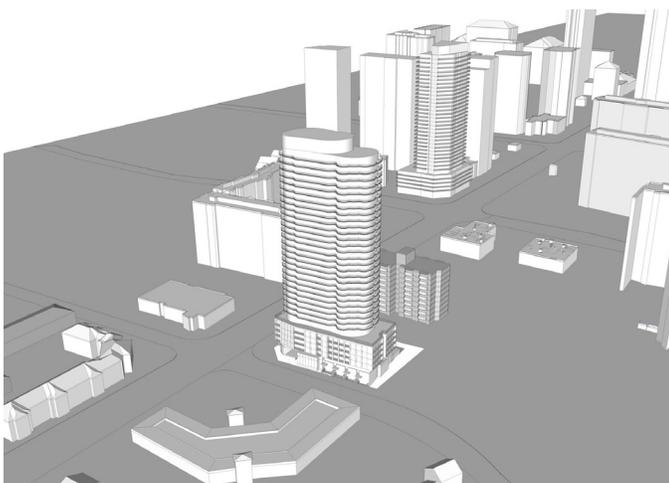
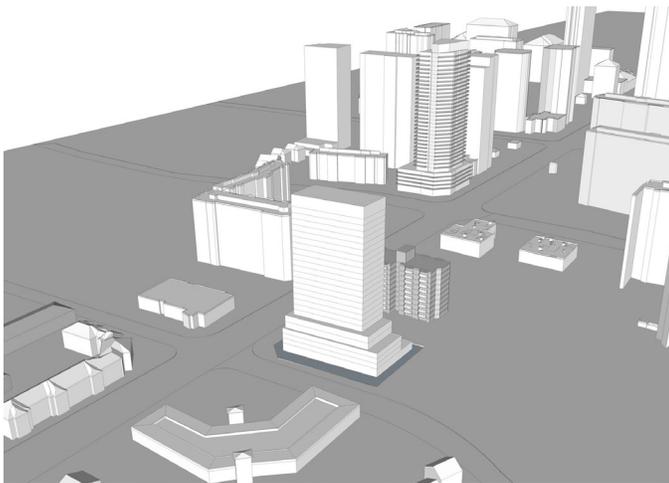


Figure 21 - In-context visualization of As-of-Right Office Zone Massing (Top), RA5 Zone Massing (Middle) and Proposed Modified RA5 Zone Massing (Bottom) looking north along Hurontario Street

6.5 Building Facades and Architectural Articulation

The materiality, rhythm and articulation of building facades provides visual interest and relief. High quality, diverse and innovative design reinforces and enhances local character and creates a quality environment. Changes in materiality, rhythm and articulation also assist in achieving a pedestrian scaled environment both within the public and private realms.

The proposal achieves a high level of articulation and design cohesion by clearly distinguishing, through the use, materials and form, the different elements of the building while ensuring these elements complement the overall vision for the building.

In terms of vertical composition, the proposal utilizes changes in materials and articulation to define several elements comprising the building. With respect to the podium this includes a two storey base that incorporates floor to ceiling glazing along the Hurontario frontage defining the retail space and providing a strong public-private interface. Along the Fairview frontage, materials and massing incorporate a mix of wood and glazing to define the residential lobby and brick and glass for the integral townhouses. Floors two to six of the podium incorporate vertical expressions of solid materiality and inset balconies help to provide visual relief by breaking up the horizontality and overall massing of the podium.

Visual prominence is given, and pedestrian weather protection applied, to the residential lobby entrance through the use of a canopy overhang and vestibule. Similarly, the entrances to the at-grade retail space located along Hurontario are inset from the podium with the podium serving as a canopy overhang. In addition, there is a canopy over the retail entrance which is 35% porous to help mitigate wind conditions at the ground floor level.

The tower portion of the proposal incorporates a unique undulating articulation and a consistent treatment of clear glazing and vertical banding of materials to express a cohesive overall design.

The curved face of the building helps to lessen the visual impact of the tower by softening the corners of the building and creates a more organic building mass that is less intrusive than a rectangular building of the same size. Further, staggered balconies pulled away from the corners improves the overall visual impact of the building mass.

6.6 Streetscape and Public Realm Design

MOP policies and DCBFS guidelines provide direction related to the design and development of an attractive and comfortable public realm and desirable street edge condition, created through the use of landscaping, active at-grade uses, screening and buffering of parking, loading and storage areas and protection from the elements.

The streetscape design along Hurontario and Fairview responds appropriately to the existing and planned nature of each street providing a transition from public to private uses. Along Hurontario Street (an arterial road), the most active uses, retail and patio space, animate the street. Along Fairview Road East (a minor collector), views into the retail space, access to the residential lobby and street related entrances to the four proposed townhouse units all animate the streetscape.

The podium is set back to provide a comfortable transition to the public realm. The opportunity exists to further enhance the streetscape through the inclusion of public art near the Hurontario-Fairview intersection.

Overhanging canopies provide pedestrian weather protection and add architectural interest to the building frontages. Additionally, large portions of glazing along the building frontages assist in animating the public realm. Active uses have been located within the building at grade to face along both Hurontario and Fairview providing views into and out of the building helping to address MOP Section 9.5.6, which emphasizes the importance of Pedestrian safety and crime

prevention through environmental design (“CPTED”). As designed, the proposed building frontages with large sections of clear glazing adjacent to active grade-related uses provide the opportunity for visibility and natural surveillance.

Apart from the singular access point to the internal parking and loading area provided via a shared laneway accessed off Fairview Road East, a continuous streetwall frames both Hurontario Street and Fairview Road East. All parking, servicing and loading areas are concealed from public view and located within the proposed building.

6.7 Landscaping and Outdoor Amenity Space

Landscaping

All four sides of the subject property are proposed to be treated with some combination of soft landscaping, including sod, street trees and landscaped planters, and hardscaping including enhanced paving materials (see **Figure 22**). The total landscaped area is 501.5 square metres.

The public realm along Hurontario Street will be constructed as part of the Hurontario-Main LRT Project. Between the Hurontario Street property line and the building face landscaped planters are proposed along with distinctive paving materials and a potential retail patio. Between the Fairview Road East property line and the building face landscaped planters and street trees are proposed along with front patios for each individual townhouse that includes landscaped planters and hardscaping (see **Figures 22-25**).

Ground Floor Amenity Space

463.10 square metres of indoor amenity space is proposed for the ground floor, with 77.32 square metres of outdoor amenity space.

Ground floor indoor amenity space primarily includes a yoga / fitness studio and gym with direct sunlight through the north facing windows at grade. The orientation of this space allows

for natural light and produces less heat from sunlight than south facing windows, which is ideal for a fitness space. The outdoor amenity space at grade is accessible from the fitness space and is meant to be utilized as a flex space for different fitness activities or as a space to cool down after a workout.

Second Floor

Second floor amenity space is primarily comprised of a business centre / work from home space for residents and is 189.18 square metres.

Seventh Floor Terrace

The seventh floor is proposed to be entirely comprised of amenity space. This includes 662.32 square metres of space dedicated for outdoor amenity uses, and 615.10 square metres of indoor amenity space (see **Figure 25**).

The main amenity space in the building is designed to provide a wide array of entertainment options for all building residents, including dedicated dining rooms to host large dinner parties complete with dedicated outdoor dining areas for use year round. Two party rooms are provided, which can be booked separately or combined for larger gatherings. The larger of the two party rooms also has an outdoor space that can be booked with the party room or utilized by residents when the party room is not in use. An indoor and outdoor kid's play/craft area, outdoor dog run, theater room, sports simulator and games room with a number of game tables in addition to tables where board or card games can be played.



Figure 22 - Key Plan - Landscaped Area



Figure 23 - Landscape Rendering along Fairview Rd E (Lobby)



Figure 24 - Landscape Rendering along Fairview Rd E (Townhouse Units)

Amenity Terrace Landscape

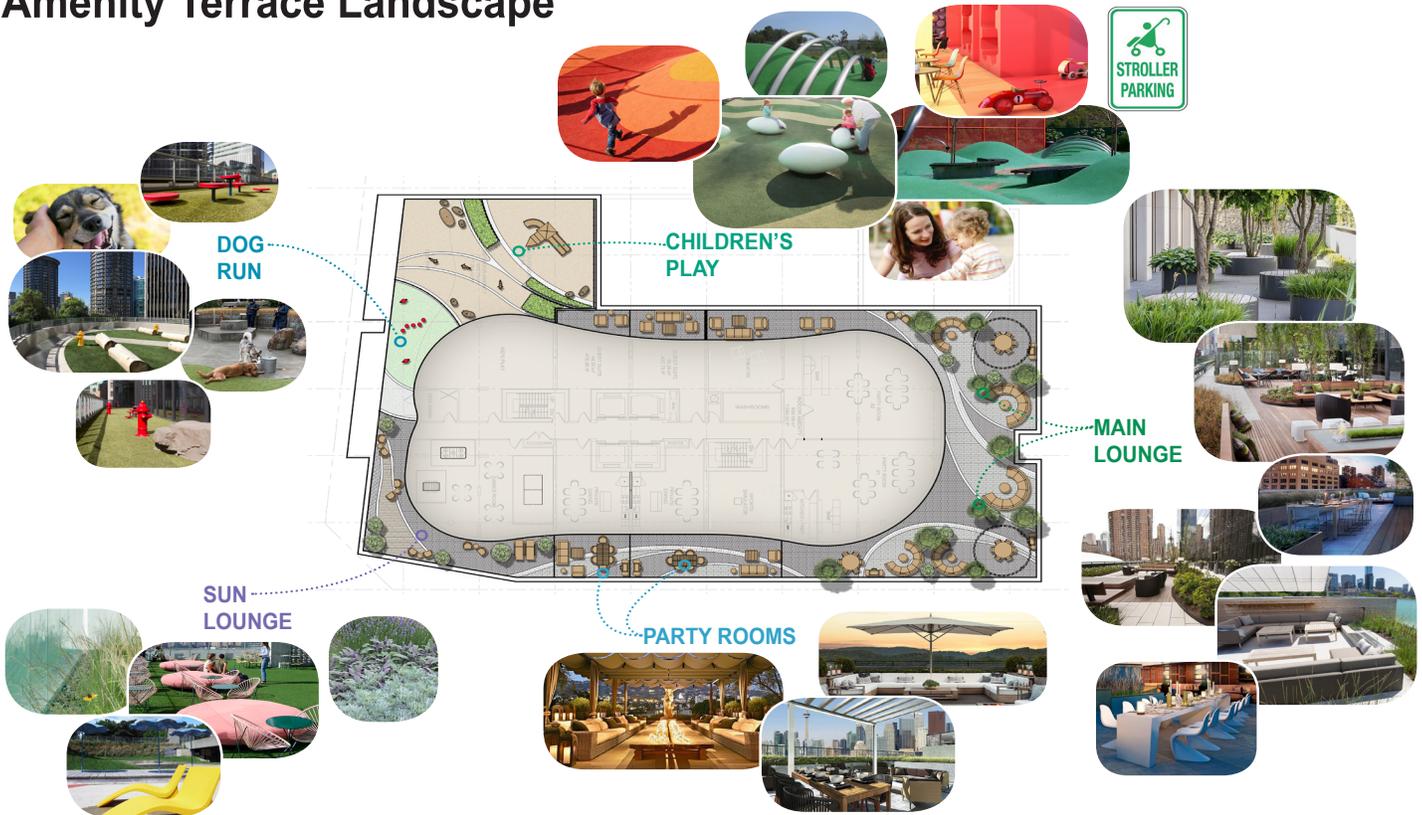


Figure 25 - Amenity Terrace - Landscape

6.8 Wind Impacts

In addition to massing changes outlined in this Report, the following design changes to promote pedestrian wind comfort and safety have been made to the model and are further discussed in the Pedestrian Wind Study completed by RWDI. These include:

- The addition of a canopy above the main entrance;
- The addition of canopies above the residential patios along Fairview Rd E;
- The addition of a porous canopy and four 1.5 m tall porous wind screens at the retail space along Hurontario St.;
- The addition of green roofs at the north side of the building;
- The addition of 2 m tall porous wind screen at the northeast corner of the building;
- The addition of a bus shelter at the existing bus stop near the intersection of Hurontario St and Fairview Rd; and
- The addition of a 2.2 m tall parapet, canopy, trellis and wind screens at the Level 7 Outdoor Amenity Area.

In addition to the features listed above, the existing solid fence along the north property line of the proposed development had been missed from the original study and was also added to the model. These features are all graphically shown in the results presented in the Figures section of the Pedestrian Wind Study.

The Study concludes that the addition of the future buildings around the project site are not anticipated to have a negative impact on wind conditions on and around the project site and wind speeds are anticipated to remain suitable for the intended usage throughout the year at all assessed grade and above-grade areas.

7.0 CONCLUSION

It is our opinion that the proposed development delivers a sound design that demonstrates good practice in urban design. The proposed development duly considers key policies and guidelines contained within the Mississauga Official Plan and Downtown Core Built Form Standards, thoughtfully responding to site specific considerations.

The proposal represents an appropriate development in terms of its fit within the City's urban structure, its height and scale within its local context, and its architectural treatment with respect to the Hurontario Street and Fairview Road intersection. It makes for an improved use of a vacant site at a prominent intersection and responds to and provides streetscape improvements along both of its frontages.

The building has been organized to ensure active uses are the focus along both street frontages, which emphasizes the seamless connectivity of the private space to the public right-of-way to create a pedestrian-friendly environment. Access to vehicular parking and the loading space has been directed away from the public roads to minimize the visual prominence of these features from the public realm and provides for a continuous streetscape adjacent to the building.

While the tower floor plate is larger than the DCBFS recommended 800 square metres for a 34 storey building, the siting of the building and setbacks from the podium ensure adequate privacy, sunlight and sky views are maintained. Appropriate setbacks between the building and lot lines have been incorporated to ensure that should either of the adjacent properties be redeveloped the required building separation distances can be accommodated.

Through the use of varied materials, textures, patterns, colours and details the impact of a larger building have been lessened. Visual prominence at entrances is provided and includes pedestrian weather protection features. The podium

incorporates vertical expressions of solid materiality and inset balconies to help provide relief by visually breaking up the horizontality and overall massing of the podium. The tower portion incorporates a unique undulating articulation with the treatment of clear glazing and vertical banding to create an overall cohesiveness.

The tower's siting and design protects privacy and ensures that light and shadow impacts are minimized on surrounding areas. A shadow study found that the proposal meets the City's standards.

The building's updated design also mitigates pedestrian wind impacts through the inclusion of canopies, green roofs, wind screens and more. The Pedestrian Wind Study concluded that the proposal is not anticipated to have a negative impact on wind conditions on and around the subject site. Wind speeds are anticipated to remain suitable for the intended usage throughout the year at all assessed grade and above-grade areas.

For the reasons set out in this Brief, we are of the opinion that from an urban design perspective, the proposal is appropriate and desirable.

**Sajecki→
Planning**

Appendix A - Official Plan Clauses and Compliance Chart

Official Plan Policies

Mississauga’s Official Plan provides abundant guidance on the intended Urban Design of infill development sites. The following excerpts from the OP are particularly relevant to the subject site along an Intensification Corridor and within the Downtown, specifically the Downtown Fairview Character Area. The following chart identifies specific OP design policies with notations in the right column regarding compliance strategies.

Urban Design Policies

9.1 Introduction

Urban form refers to the physical layout and design of the city. Urban design is the art of shaping the interaction between people and places through the arrangement, appearance, and functions of cities. It addresses the natural and built environments and influences the processes that lead to successful cities. Or more succinctly, how do buildings fit together to make quality spaces.

Site development policies are directed at the creation of buildings and spaces which not only satisfy the needs of its own users and those who will live and work in the area, but also the needs of future generations. Sites will be developed to:

- *respect the experience, identity and character of the surrounding context;*
- *ensure the sustainability of natural systems and urban living;*
- *protect the quality of life of residents, employees and visitors;*
- *ensure the connectivity and integration of surrounding uses; and*
- *require properties to develop in a manner that contributes to the overall vision for the city.*

<u>Specific Official Plan Policies</u>	<u>Notations</u>
9.1.2 Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.	Complies
9.1.5 Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.	Complies
9.1.8 Mississauga will transform the public realm to create a strong sense of place and civic pride.	Complies
9.1.9 Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active	Complies

transportation modes.	
9.1.10 The city vision will be supported by site development that:	
a. respects the urban hierarchy;	Complies
b. utilizes best sustainable practices;	Complies
c. demonstrates context sensitivity, including the public realm;	Complies
d. promotes universal accessibility and public safety.	Complies
e. employs design excellence.	Complies
9.1.15 New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities.	Complies
9.2 City Pattern - City pattern provides the visual framework of the city. The city pattern that defines Mississauga includes: Intensification Area	
9.2.1.1 Development will create distinctive places and locales.	Complies
9.2.1.2 Design excellence will create a vibrant Downtown complemented by communities that retain their own identity and contribute to an overall strong city identity.	Complies
9.2.1.3 Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition.	Complies
9.2.1.4 Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.	Complies
9.2.1.6 Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances.	Complies
9.2.1.7 Development proponents may be required to provide concept plans that show how a site will be developed with surrounding lands.	Complies

9.2.1.8 The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas	Complies
9.2.1.9 Where the right-of-way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width.	Complies
9.2.1.10 Appropriate height and built form transitions will be required between sites and their surrounding areas.	Complies
9.2.1.11 Tall buildings will be sited and designed to enhance an area's skyline.	Complies
9.2.1.12 Tall buildings will be sited to preserve, reinforce and define view corridors.	Complies
9.2.1.13 Tall buildings will be appropriately spaced to provide privacy and permit light and sky views.	Complies
9.2.1.14 In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.	Complies
9.2.1.15 Tall buildings will address pedestrian scale through building articulation, massing and materials.	Complies
9.2.1.16 Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas.	Complies
9.2.1.17 Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings.	Complies
9.2.1.19 The public realm and the development interface with the public realm will be held to the highest design standards.	Complies
9.2.1.21 Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive.	Complies
9.2.1.22 Development will be designed to support and incorporate pedestrian and cycling connections.	Complies
9.2.1.23 Active uses will be required on principal streets with direct access to the public sidewalk.	Complies
9.2.1.24 Development will face the street.	Complies
9.2.1.25 Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections.	Complies

9.2.1.26 For non-residential uses, at grade windows will be required facing major streets and must be transparent.	Complies
9.2.1.27 Development will create a sense of gateway to the Intensification Area with prominent built form and landscaping.	Complies
9.2.1.28 Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired.	Complies
9.2.1.29 Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.	Complies
9.2.1.30 Development will provide open space, including squares and plazas appropriate to the size, location and type of the development.	Complies
9.2.1.31 Buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk.	Complies
9.2.1.32 Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.	Complies
9.2.1.33 Open spaces will be designed to promote social interaction.	Complies
9.2.1.35 Buildings and streetscapes will be situated and designed so as to encourage pedestrian circulation.	Complies
9.2.1.36 Streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces and walkways, will be coordinated and well designed.	Complies
9.2.1.37 Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure for natural surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or office uses.	Complies
9.4 Movement	
9.4.1.1 The design of all development will foster the improvement of connections and accessibility for transit users and promote active transportation modes.	Complies
9.4.1.2 A transit and active transportation supportive urban form will be required in Intensification Areas and in appropriate locations along Corridors and	Complies

encouraged throughout the rest of the city.	
9.4.1.3 Development will support transit and active transportation by:	
a. locating buildings at the street edge, where appropriate;	Complies
b. requiring front doors that open to the public street;	Complies
c. ensuring active/animated building façades and high-quality architecture;	Complies
d. ensuring buildings respect the scale of the street;	Complies
e. ensuring appropriate massing for the context;	Complies
f. providing pedestrian safety and comfort; and	Complies
g. providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.	Complies
9.4.1.4 Development will provide for pedestrian safety through visibility, lighting, natural surveillance and minimizing vehicular conflicts.	Complies
9.4.1.5 The design of transit facilities will consider the convenience, comfort and safety of pedestrians and cyclists.	Complies
9.4.2 Vehicular and Goods Movement	
9.4.2.1 Urban form will balance the needs of vehicular and goods movement with transit and active transportation modes.	Complies
9.5 Site Development and Buildings	
9.5.1.1 Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.	Complies
9.5.1.3 Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.	Complies
9.5.1.4 Buildings, in conjunction with site design and landscaping, will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces.	Complies
9.5.1.5 Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.	Complies

9.5.1.9 Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.	Complies
9.5.1.11 New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare.	Complies
9.5.1.12 Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.	Complies
9.5.1.13 Buildings with exposure to Provincial Highways or public streets in areas of site plan control will be subject to a higher standard of design to achieve upgraded building elevations and landscaping, including principal doors and window fenestration.	Complies
9.5.2 Site Development	
9.5.2.1 High quality, diverse and innovative design will be promoted in a form that reinforces and enhances the local character, respects its immediate context and creates a quality living or working environment.	Complies
9.5.2.2 Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by:	
a. providing walkways that are connected to the public sidewalk, are well lit, attractive and safe;	Complies
b. fronting walkways and sidewalks with doors and windows and having visible active uses inside;	Complies
c. avoiding blank walls facing pedestrian areas; and	Complies
d. providing opportunities for weather protection, including awnings and trees.	Complies
9.5.2.3 Development proponents will be required to ensure that pedestrian circulation and connections are accessible, comfortable, safe and integrated into the overall system of trails and walkways.	Complies
9.5.2.4 Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways.	Complies
9.5.2.6 Development proponents will be required to demonstrate the successful application of universal design principles and compliance with legislated standards.	Complies

9.5.2.7 Site development should respect and maintain the existing grades on-site.	Complies
9.5.2.12 Heating, venting and air conditioning equipment and mechanical/utility functions will be located away from the public realm and not be visible from public view.	Complies
9.5.3 Buildings	
9.5.3.1 Buildings will be designed to create a sense of identity through the site layout, massing, forms, orientation, scale, architectural features, landscaping and signage.	Complies
9.5.3.2 Buildings must clearly address the street with principal doors and fenestrations facing the street in order to:	Complies
a. ensure main building entrances and at grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk;	Complies
b. provide strong pedestrian connections and landscape treatments that link the buildings to the street; and	Complies
c. ensure public safety.	Complies
9.5.3.3 Building façades should be articulated to include changes in materials, or material treatments, as well as the indication of transition between floors and interior spaces to provide visual interest and relief.	Complies
9.5.3.4 Principal building entrances should be covered with a canopy, awning, recess or similar device to provide visual prominence and pedestrian weather protection.	Complies
9.5.3.5 Front building façades should be parallel to the street. Consideration may be given to allow for periodic indentation for visual relief and features such as urban plazas.	Complies
9.5.3.6 Street facing façades should have the highest design quality. Materials used for the front façade should be carried around the building where any façades are exposed to the public view at the side or rear.	Complies
9.5.3.7 Buildings will be pedestrian oriented through the design and composition of their façades, including their scale, proportion, continuity, rhythms, texture, detailing and materials.	Complies
9.5.3.8 Buildings should avoid blank street wall conditions. Blank walls resulting from phased development, will require upgraded architectural treatment.	Complies
9.5.3.9 Tall buildings will minimize undue physical and	

visual negative impact relating to:	
a. microclimatic conditions, including sun, shadow and wind;	Complies
b. noise;	Complies
c. views;	Complies
d. skyview; and	Complies
e. adjacent cultural heritage resources, open spaces, the public realm, community infrastructure and residences.	Complies
9.5.3.10 The lower portion of tall building developments will include a built form that achieves street frontage and at grade relationships to support a pedestrian oriented environment.	Complies
9.5.3.11 Building materials should be chosen for their functional and aesthetic quality, sustainability and ease of maintenance.	TBD
9.5.3.12 The choice of building materials should minimize the risk for bird collisions.	TBD
9.5.3.13 Where appropriate, development should be designed to incorporate measures that minimize urban heat island effects.	Complies
9.5.3.16 Buildings should coordinate and integrate vehicular and servicing access to minimize their visual prominence.	Complies
9.5.3.17 Mechanical equipment, vents and metering devices will be integrated into the building design and will not be visible from the public realm.	Complies
9.5.3.18 Rooftop mechanicals and appurtenances will be integrated into building design and will not be visible from the public realm and residential developments.	Complies
9.5.3.19 It will be the responsibility of proponents of development applications to comply with Airport height restrictions.	Complies
9.5.4 Relationship to Public Realm	
9.5.4.1 Development proposals should enhance public streets and the open space system by creating a desirable street edge condition.	Complies
9.5.4.2 An attractive and comfortable public realm will be created through the use of landscaping, the screening of unattractive views, protection from the elements, as well as the buffering of parking, loading and storage areas.	Complies
9.5.4.3 The sharing and reduction of access points/driveways will be encouraged to promote pedestrian safety and provide the opportunity for a continuous streetscape.	Complies
9.5.4.4 Along Corridors where an urban character is appropriate, buildings should be located close to and	Complies

aligned with the street to enclose the street.	
9.5.4.5 Built form will relate to the width of the street right-of-way.	Complies
9.5.5 Parking, Servicing and Loading	
9.5.5.1 Parking should be located underground, internal to the building or to the rear of buildings.	Complies
9.5.5.5 Secure bicycle parking will be provided in developments.	Complies
9.5.5.7 Service, loading and garbage storage areas should be internal to the building or located at the rear of the building and screened from the public realm.	Complies
9.5.6 Safety	
9.5.6.1 Site layout, buildings and landscaping will be designed to promote natural surveillance and personal safety.	Complies
9.5.6.2 Active building frontages should be designed to face public spaces including entries and windows to ensure natural surveillance opportunities.	Complies
9.5.6.3 Development should clearly define areas of access and egress to avoid the creation of entrapment areas.	Complies
9.5.6.4 Development should incorporate lighting to ensure all designated areas of circulation, entrance, and connections are appropriately illuminated.	TBD