

Memorandum

To: Tim Jessop, NYX Capital Corp.

cc: Suran Ketheeswaran, NYX Capital Corp.

From: Todd Smith, Beacon Environmental Ltd.

Date: February 19, 2021

Ref.: 221059

Re: Tannery-Emby Development – Landscape Approach for Crash Wall

Dear Mr. Jessop,

The following memorandum outlines our recommended landscape design approach to the screening and integration of the CP rail corridor crash wall into the proposed site plan context of 51 & 57 Tannery Street and 208 Emby Drive multi-residential development in the City of Mississauga. This memorandum will be used to support site plan application reviews by the City of Mississauga.

Site and Situation

The area for the landscape integration is a triangular parcel in the eastern corner aspect of the site; bounded by a proposed municipal street, a proposed berm, and a proposed crash wall adjacent to the rail corridor (see **Figure 1**). The area will be highly visible from the new residences and from passersby. The objectives of the design solutions are to screen or block the majority of the crash wall from view, and/or to integrate its scale into the future landscape experience.

Landscape Design Approach

With increasing urban development closer to and adjacent to infrastructure, crash walls, noise barriers, and fencing treatments are being recommended and specified for safety, security, and legal reasons. Along with this, urban and landscape design is responding with how to integrate these elements into community viewsheds to become a less impactful part of the visual experience.

We outline two (2) approaches as design solutions; these treatments have been constructed or installed in cities all over the world and recently in Greater Toronto Area municipalities

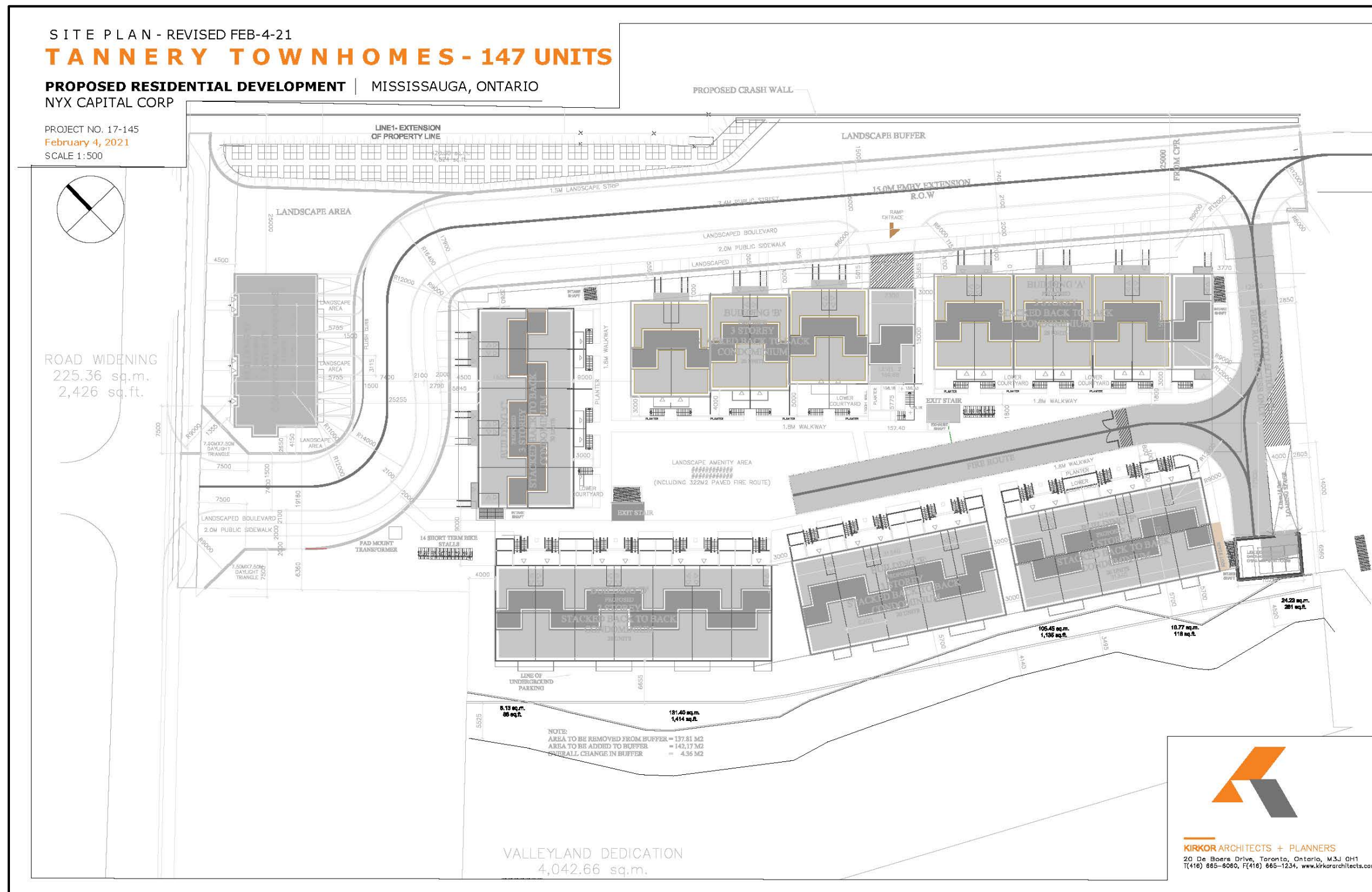


Figure 1. Proposed Site Plan (Kirkor Architects + Planners)

Concept 1 – Full Vegetative Screening of Crash Wall

This concept (**Figure 2**) uses selected trees and shrubs known for their urban tolerance, low maintenance after establishment, varying seasonal foliage and interest (Oak retains foliage through winter); mature height, and salt tolerance. Moving from north to south, we recommend:

- *Juniperus chinensis* 'Mint Julep' (Mint Julep juniper);
- *Juniperus chinensis* 'Mountbatten' (Mountbatten juniper);
- *Quercus robur* 'Fastigiata' (Columnar English oak);
- *Cornus racemosa* (Grey dogwood) *;
- *Parthenocissus tricuspidata* 'Veitchii' (Boston ivy); and
- *Juniperus sabina* 'Arcadia' (Arcadia juniper).

*native to the region

The heights and sizes shown are a 6-9 year projection.

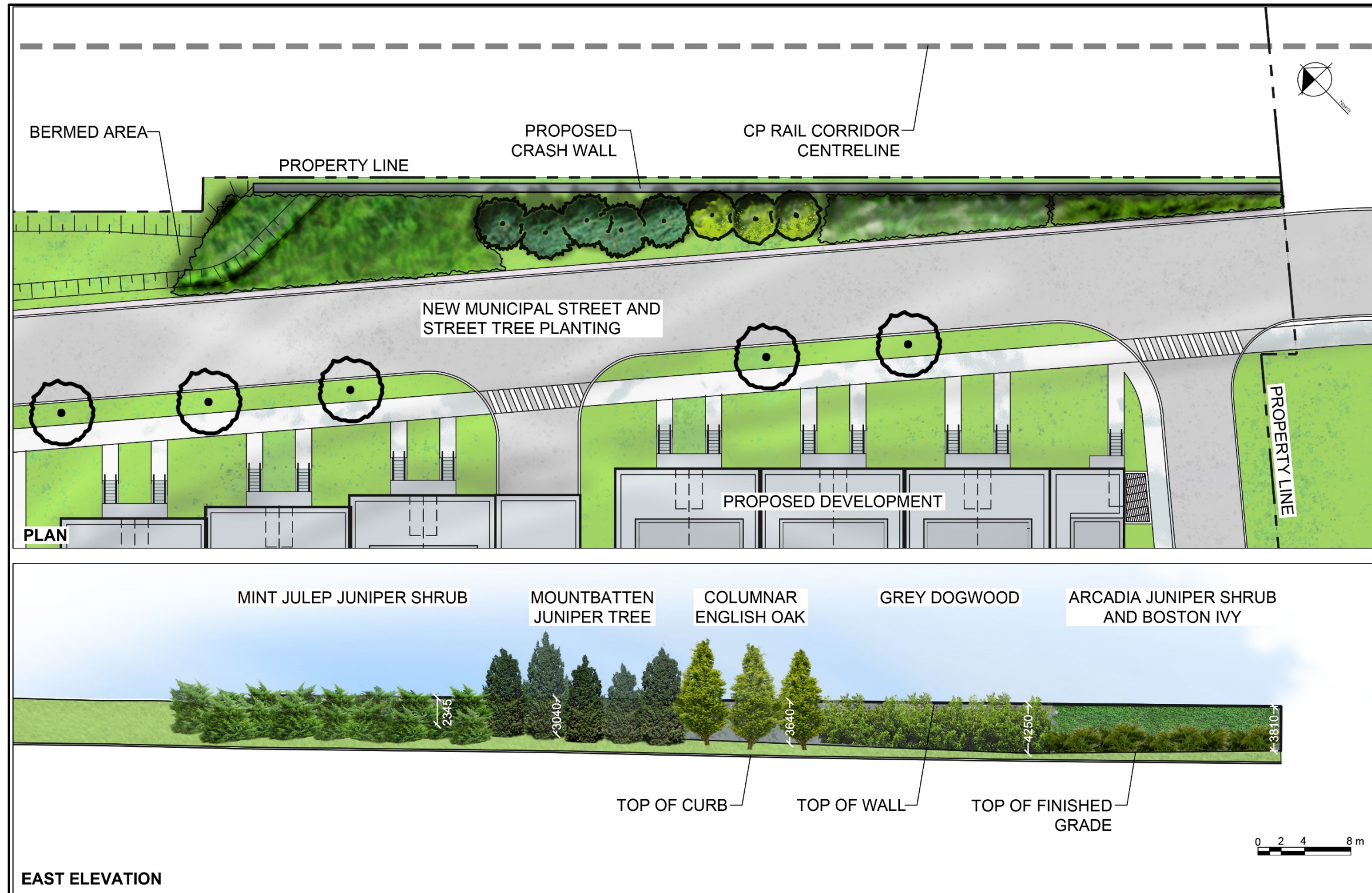


Figure 2.

Concept 2 –Commissioned Public Art Mural and Partial Vegetative Screening of Crash Wall

This concept (**Figure 3**) presents an opportunity to integrate commissioned public art for a section of the wall. Art murals are increasingly seen around the GTA where viewsheds and scale benefit from the colour and vibrance that art brings to a landscape. As well, the layout uses selected trees and shrubs known for their urban tolerance, low maintenance after establishment, varying seasonal foliage and interest; mature height, and salt tolerance. Moving from north to south, we recommend:

- *Juniperus chinensis* 'Mint Julep' (Mint Julep juniper);
- *Juniperus chinensis* 'Mountbatten' (Mountbatten juniper);
- *Quercus robur* 'Fastigiata' (Columnar English oak);
- *Cornus racemosa* (Grey dogwood) *;
- *Parthenocissus tricuspidata* 'Veitchii' (Boston ivy); and
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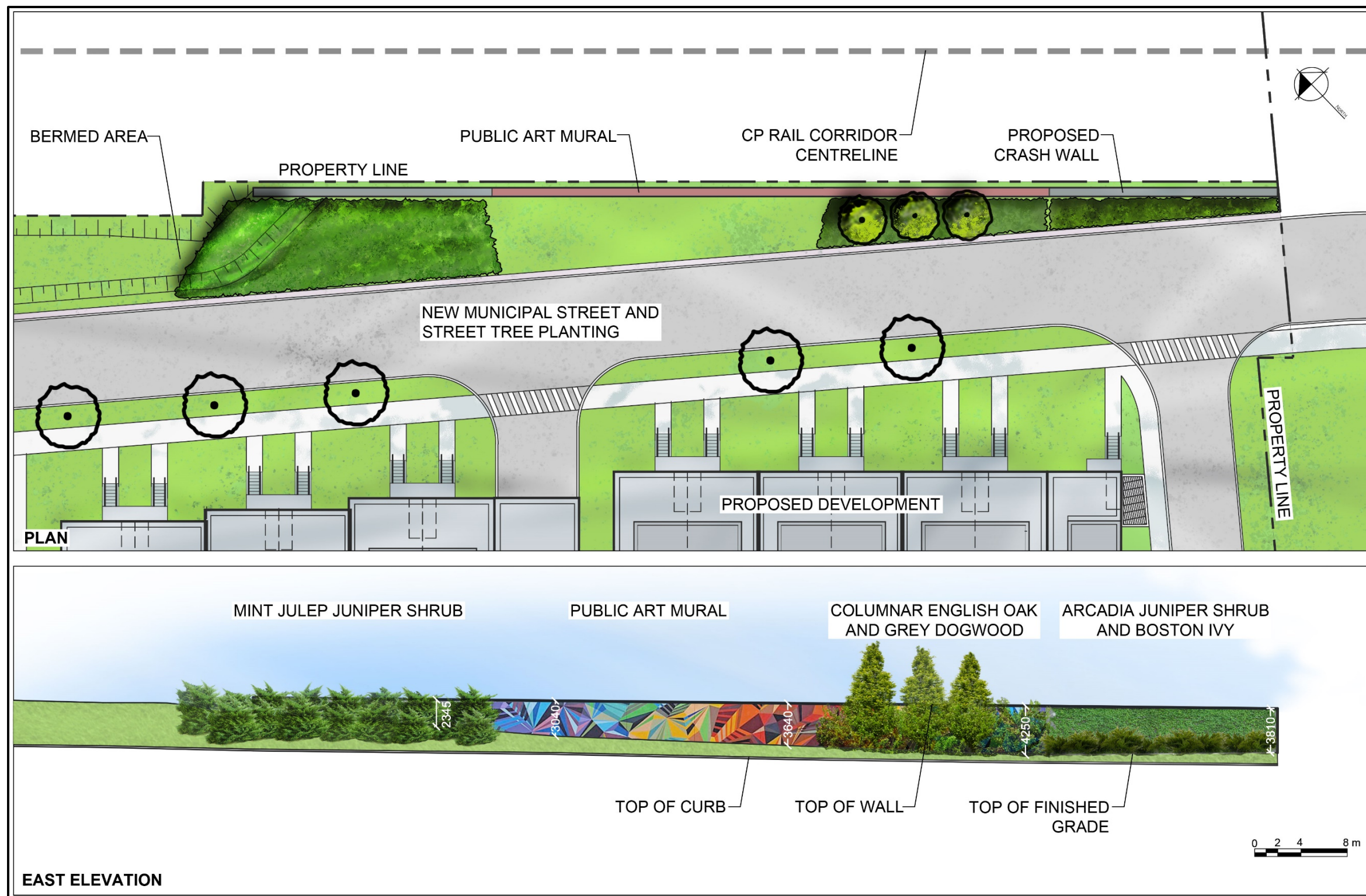


Figure 3.

Built Precedents

The concepts illustrated above have many successful and built precedents throughout the GTA and abroad. Below are some of these projects:



Wynwood Walls Public Parks, Miami



GO Kitchener Corridor noise barrier – Dundas Street West, Toronto



GO Kitchener Corridor noise barrier – near Mount Dennis, Toronto



GO Kitchener Corridor – Queen Street West, Toronto



GO Kitchener Corridor crash/retaining wall – Lansdowne Avenue, Toronto



GO Kitchener Corridor crash wall – Douro Street, Toronto