

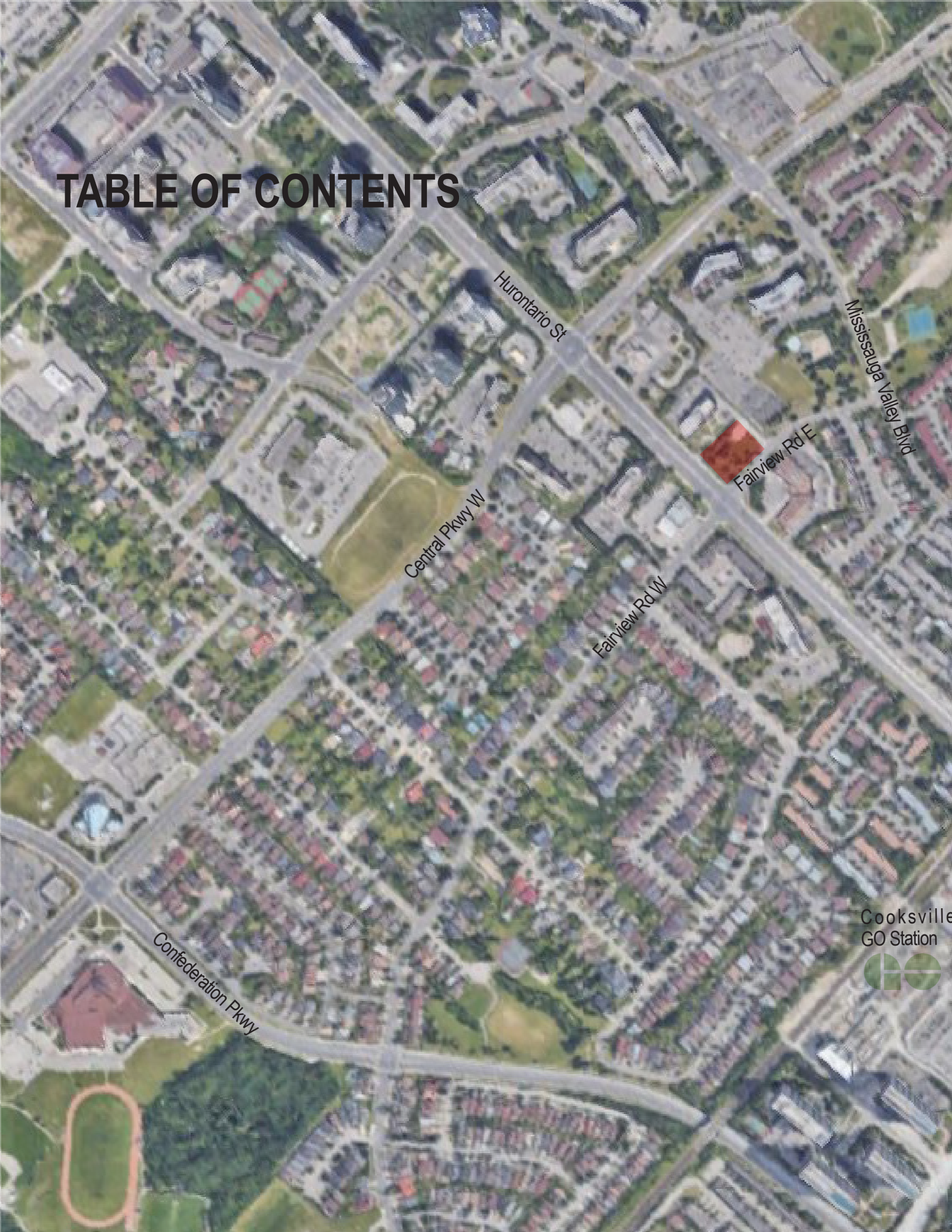
1 Fairview Road East
City of Mississauga

URBAN DESIGN BRIEF

01/2020



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Confederation Pkwy

Hurontario St

Central Pkwy W

Fairview Rd W

Fairview Rd E

Mississauga Valley Blvd

Cooksville
GO Station



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1.0 INTRODUCTION



Figure 1 - Oblique Aerial Image

This 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 being 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 also prepared by Sajecki Planning Inc. in support of an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications for the redevelopment of the subject property.

The redevelopment proposal is for a residential building with at-grade retail comprising a 30-storey tower, plus mechanical penthouse, over a 6-storey podium at the north east corner of Hurontario Street and Fairview Road East. The ground floor and second floors of the podium include retail, indoor amenity and residential lobby space while other ground floor uses include four integral townhouse units along Fairview Road East, outdoor amenity space, short-term secure bicycle parking, one Type G Loading Area and a vehicular ramp leading to underground parking. Aside from short-term bicycle parking all vehicular parking is located underground.

This brief is based on the City of Mississauga Terms of Reference for Urban Design Studies (2019) and contains a contextual analysis of the subject property and its surrounding area and 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 in design. The brief also provides a discussion on how the proposed development complies with the City’s vision of managing growth through intensification and appropriate built form.

This brief is being submitted as part of development applications

for an OPA and ZBA. A number of reports, plans and drawings that were submitted as part of previous submissions have been updated to form part of this submission. These include:

- Architectural package prepared by Core Architects;
- Planning Justification Report prepared by Sajecki Planning Inc.;
- Parking Utilization Study Prepared by LEA Consulting;
- Sun / Shadow Study prepared by Core Architects;
- Wind Study prepared by RWDI;
- Digital 3D Building Mass Model (SketchUp) prepared by Core Architects;
- Acoustical Feasibility Study prepared by J.E. Coulter Associates Ltd.;
- Arborist Report prepared by Kuntz Forestry Consulting Inc.;
- Tree Inventory / Tree Preservation Plan prepared by Kuntz Forestry Consulting Inc.;
- Streetscape Feasibility Study prepared by WSP;
- Traffic Impact Study prepared by LEA Consulting;
- Transportation Demand Management Strategy prepared by LEA Consulting;
- Operations and Safety Assessment prepared by LEA Consulting;
- Functional Servicing Report prepared by WSP;
- Stormwater Management Report prepared by WSP; and
- Phase 1 Environmental Site Assessment prepared by Arcadis Canada Inc.

The required pre-consultation meeting with the Development Application Review Committee (DARC) to discuss the proposal was held on September 4th, 2019. The submission requirements checklist is attached as **Appendix A**. All items identified on the checklist have been prepared and submitted in support of the Official Plan and Zoning Bylaw Amendment applications and fulfill the requirements for a Complete Application.

2.0 CONTEXT ANALYSIS

2.1 The Subject Property

The subject property is located at the north east corner of the intersection of Hurontario Street and Fairview Road in the City of Mississauga. It is within the Fairview neighbourhood and Ward 4 boundaries, approximately 750 metres (a 10-minute walk) north of the Cooksville GO Station.

The subject property is rectangular in shape with a significant change in grade across the Fairview Road frontage. The 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 of the subject property is PL 359 PT LTS 2, 3, RP 43R10450 PTS 3, 4, 7, 8 and 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, Official Plan and Zoning By-law Amendment applications were approved to facilitate the development of an office building on the 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 36-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

The 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 of the subject property 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 consisting of 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) comprised of 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 on the north side 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 are located to the west of the subject property, and Mississauga Valley Park and Community Centre are to the north east.



High-rise residential apartments 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 on the south side of Fairview Road is primarily comprised of low-rise residential buildings in the form of single detached, semi-detached and townhouses 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



Underpass south on Hurontario St (GO rail line)



Residential neighbourhood along Hurontario St, south of the subject property

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 the MOP 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

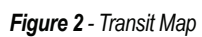
The subject property is well connected to existing and planned public transit services (see **Figure 2**).

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 services that runs 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 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 750 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, alternatively it is a 9-minute walk.

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

The 800 m radius general area surrounding the Cooksville GO Station is identified as the Cooksville GO Mobility Hub.

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.

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 either exists or is planned.

1 Fairview Road East is located along an important 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 30 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 amenity, residential lobby and two-storey residential town units. The proposal aids in establishing strong architectural character to help define the strategic intersection of Hurontario Street and Fairview Road.

The vision for the proposed development is expressed through the following guiding principles, which have been informed by Chapter 9: Build a Desirable Urban Form and Chapter 12: Downtown and the Downtown Local Area Plan of the MOP as well as the City's Downtown Core Built Form Standards (DCBFS).

3.2 Guiding Principles

Design Excellence

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

Respect the Experience, Identity and Character of the Surrounding Context

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

Frame an Active Public Realm and Pedestrian Environment

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

Support Public Transit and Active Transportation

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

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.

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 Major Transit Station Areas. 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 Downtown Fairview (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 Major Transit Station Areas 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 Major Transit Station Areas. 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.

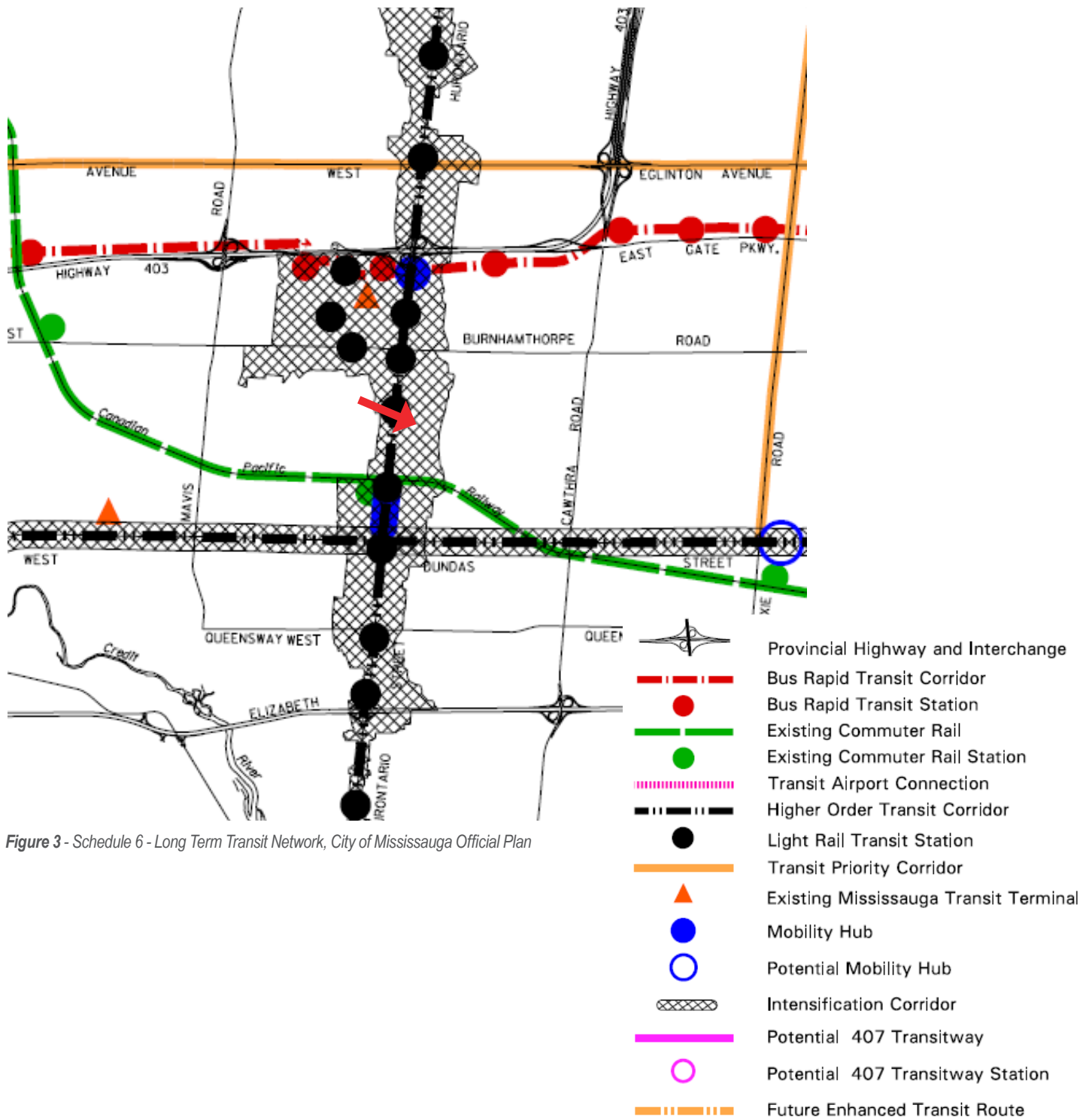


Figure 3 - Schedule 6 - Long Term Transit Network, City of Mississauga Official Plan

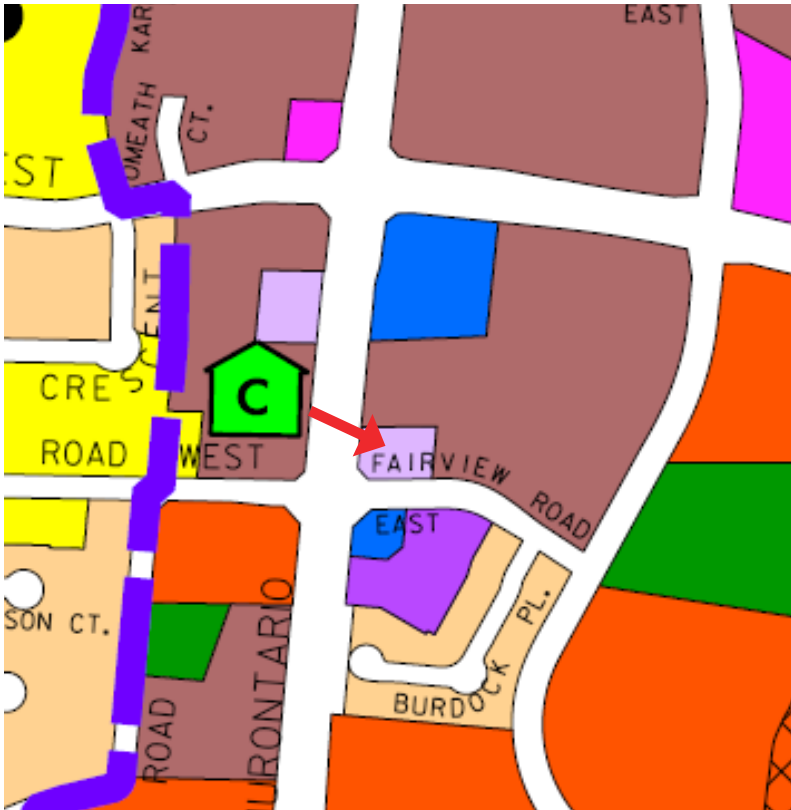





















Figure 4 - Schedule 10 - Land Use Designations, City of Mississauga Official Plan

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		

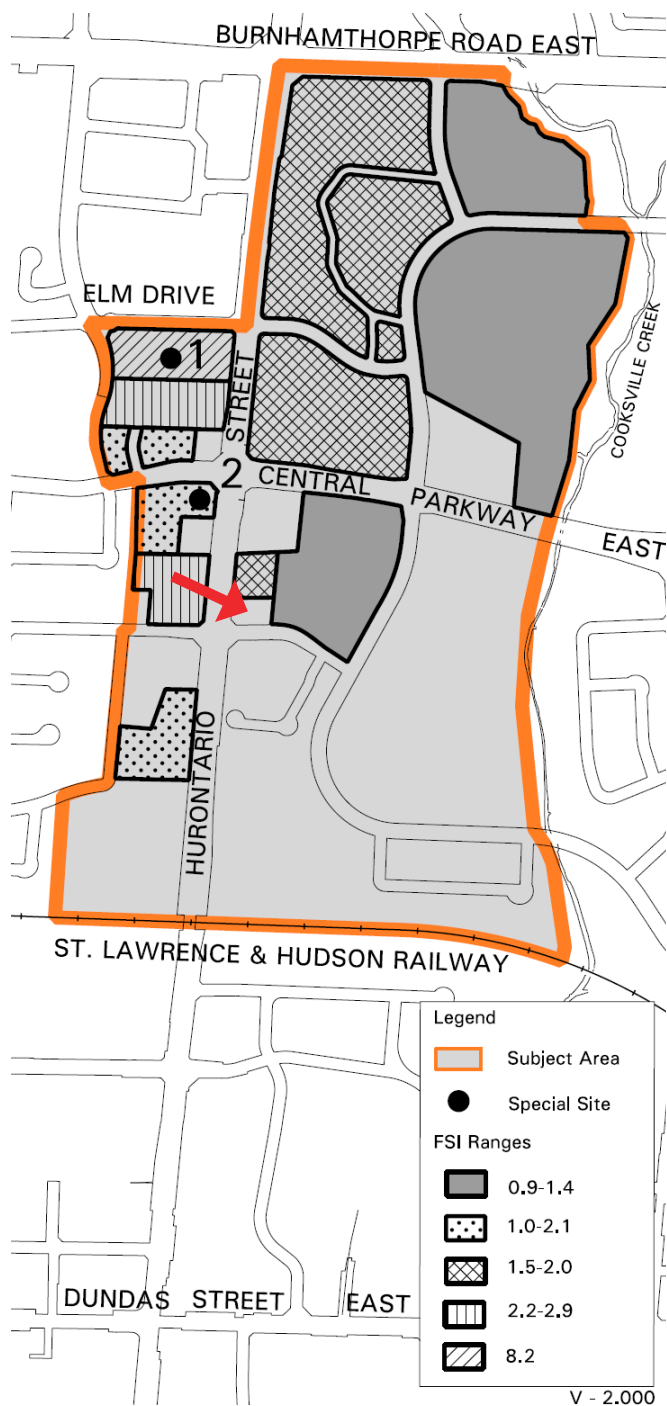


Figure 5 - Map 12-3: Downtown Fairview Character Area, City of Mississauga Official Plan

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.

Although these guidelines do not specifically pertain to the Downtown Fairview Character Area the tall building guidelines are indicative of what may be accepted in an intensification area like a major transit station 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.

5.0 THE PROPOSAL

The development proposal consists of a 30 storey tower and 6 storey podium with retail space and indoor amenity space at grade 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 460 units comprised of 315 one bedroom and one bedroom plus den units and 145 two bedroom and two bedroom plus den units. The site area is 2,901.17 square metres with a proposed retail gross floor area (GFA) of 272.09 square metres and proposed residential GFA of 29,407.91 square metres for a total GFA of 29,680.00 square metres. This results in a Floor Space Index (FSI) of 10.23. The maximum building height is 115.0 metres exclusive of mechanical penthouse.

The podium is setback a minimum of 1.7 metres from 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 public realm along Fairview. An active public realm is also provided along Hurontario with direct access to at-grade retail uses. Indoor amenity space will also be visible from the Hurontario frontage.

Indoor and outdoor amenity spaces are provided at grade and on the seventh floor. Grade related amenity space includes 255.03 square metres of indoor amenity space and 326.46 square metres of outdoor amenity space. The seventh floor is entirely devoted to amenity space with 768.71 square metres of indoor amenity space and 645.53 square metres of outdoor amenity space.

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 proposal provides 312 residential parking spaces and 47 visitor/commercial spaces for a total of 359 vehicular parking spaces over six levels of underground parking.

A table of key site statistics are included in Table 1 - see page 29.

PROJECTS STATISTICS

SITE AREA	2,902 SM / 31,235 SF
GFA	29,680 SM / 319,470 SF
DENSITY	FSI = 10.23 (1,586 UNITS PER HECTARE)
HEIGHT	36 STOREYS @ 115.0m + MECH PH = 121.0m
TOWER DIMENSIONS	44.0m x 23.0m (850 SM / 9,150 SF)
BUILDING SEPARATION	40.2m TO ADJACENT BUILDING
NO. OF RESIDENTIAL UNITS	460 UNITS (APPROX. AVERAGE UNIT SIZE = 62.5 SM / 675 SF)
RETAIL AREA	270 SM / 2,900 SF
INTERIOR AMENITY SPACE	1,025 SM / 11,000 SF (TOTAL AMENITY = 4.3 SM / UNIT)
EXTERIOR AMENITY SPACE	975 SM / 10,500 SF
PARKING	47 VISITOR + 312 RESIDENT = 359 TOTAL SPOTS (0.1/UNIT VISITOR 0.67/UNIT RESIDENT 0.77/UNIT TOTAL)



Development Rendering, 1 Fairview Rd E



Development Rendering, Podium



Development Rendering, Lobby Entrance (on Fairview Rd E)



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

6.0 SITE PLANNING & DESIGN PRINCIPLES

6.1 Site Organization

The building is sited to provide active frontages along both Hurontario Street and Fairview Road East (see **Figure 6**).

Along the Hurontario Street frontage the building includes retail space and indoor amenity space. The podium setback varies along Hurontario and provides space for an outdoor patio associated with the retail use. 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 subject property, thereby providing a continuous urban pedestrian streetscape along both street frontages. A total of 359 parking spaces are provided over six underground parking levels. One type 'G' loading space is located at grade concealed by outdoor amenity space and residential short-term bicycle parking. Secure interior residential short-term bicycle parking is provided directly south-east of the loading space.

Indoor and outdoor amenity spaces are proposed for the ground floor and the seventh floor. Ground floor indoor amenity space totals 255.03 square metres while ground floor outdoor amenity space totals 326.46 square metres. Indoor amenity space is accessed from the residential lobby while outdoor amenity space can be accessed both from the indoor amenity space and from the shared laneway at the north-east portion of the subject property.

A retail space of 272.09 square metres is provided along the majority of the buildings Hurontario Street frontage, bringing active uses and eyes on the street to the intersection of Hurontario Street and Fairview Road. 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 podium canopy providing weather protection. 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 via a 9.1 m ramp that slopes up at a grade of 4.8 percent 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 within close unobstructed proximity 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 residential short-term bicycle parking is provided via the shared laneway off Fairview with a pedestrian walkway connecting to the public sidewalk (see **Figure 7**).

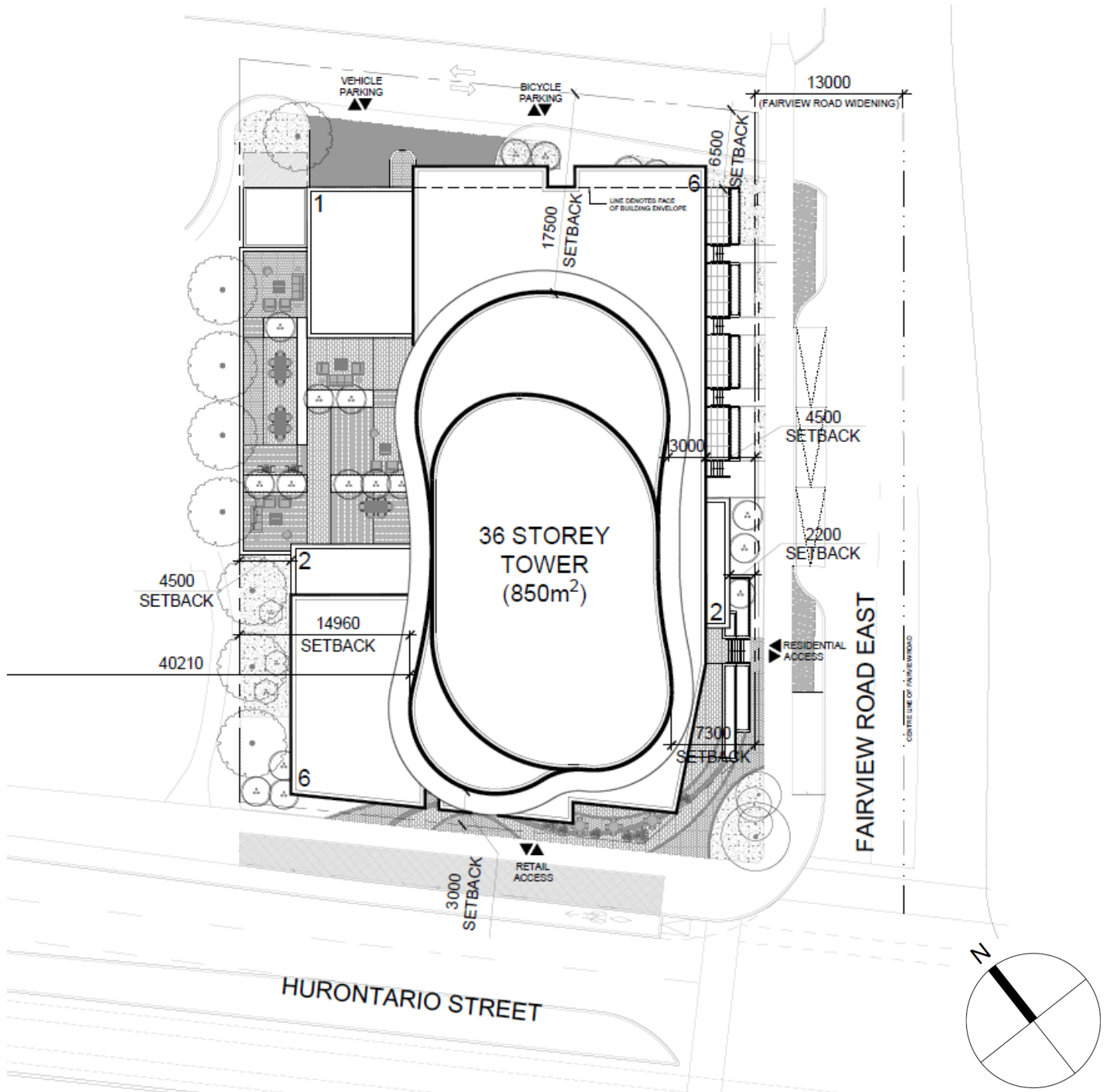
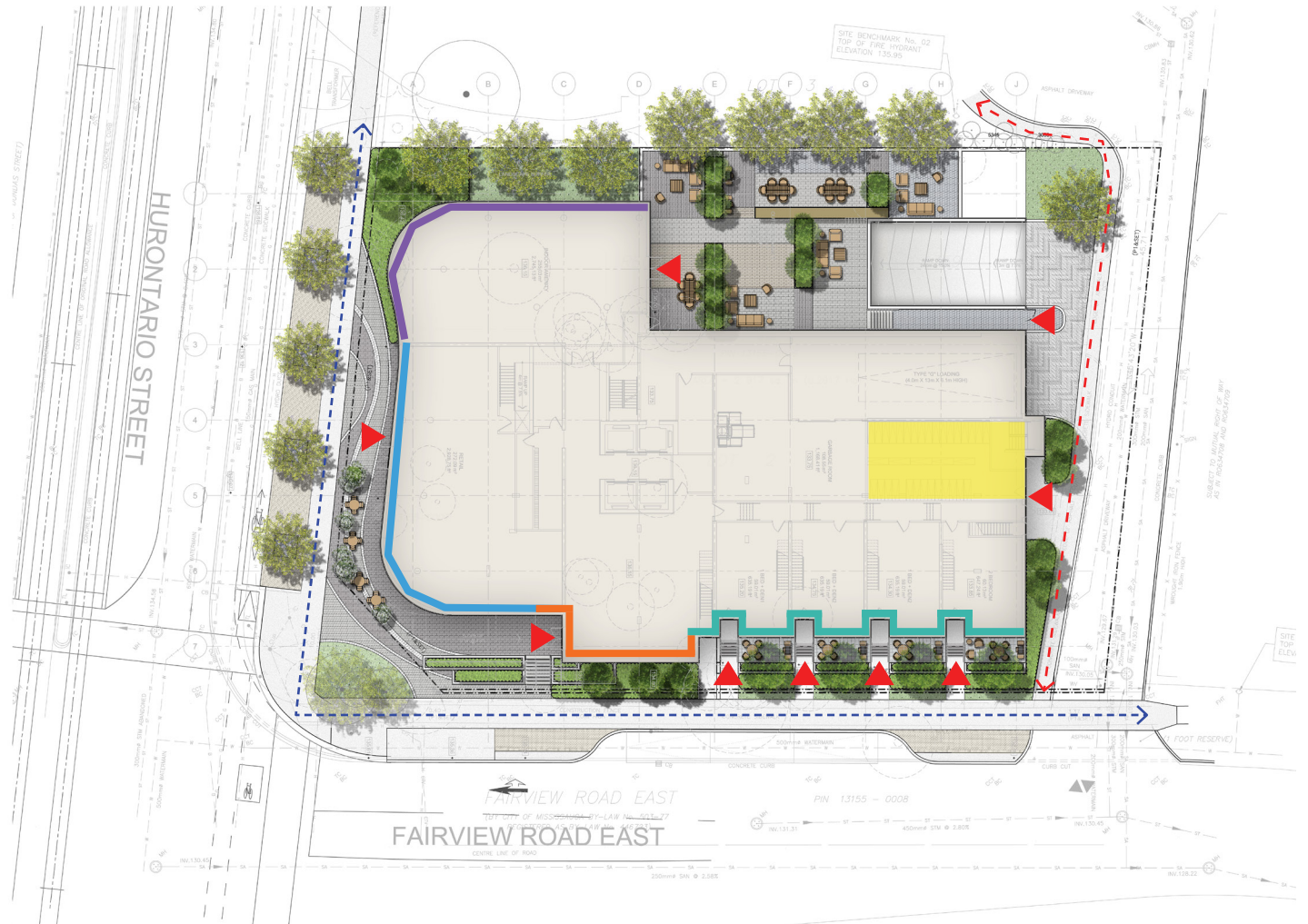


Figure 6 - Site Plan (A100)



LEGEND

- >> Pedestrian Pathway
- Commercial Frontage
- Indoor Amenity Frontage
- Residential Lobby Frontage
- Integral Townhouse Frontage
- Public Sidewalks
- Short Term Bicycle Parking
- ▲ Building Entrance

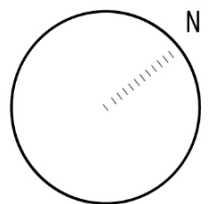


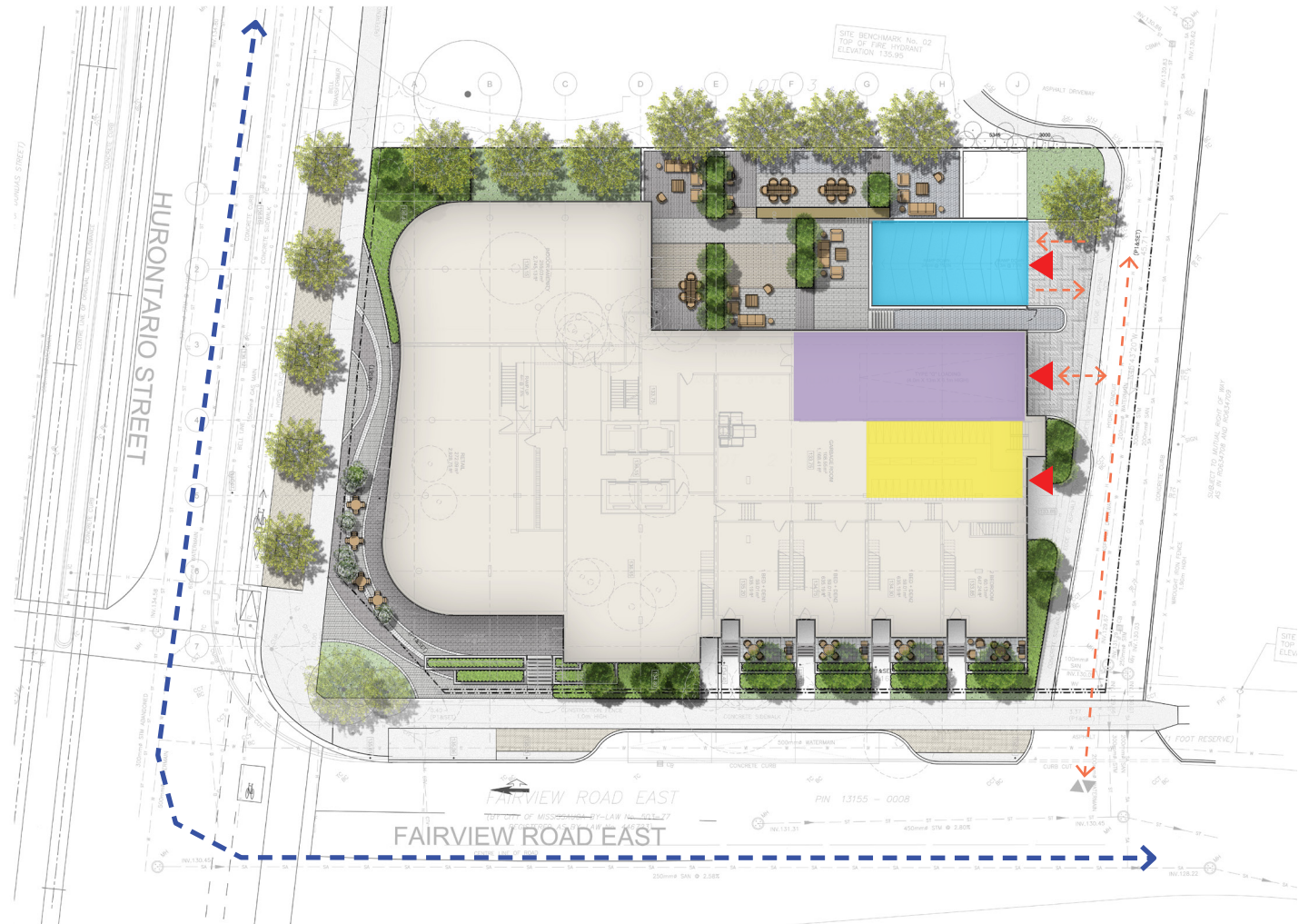
Figure 7 - Site Organization and Pedestrian Circulation and Access Diagram

6.3 Parking, Loading and Servicing

Both the MOP Policies and the design guidelines included with the DCBFS can be assumed to provide guidance for servicing, parking and loading areas in new development. Section 9.5.5 of the MOP and Section 5.3 of the DCBFS respectively speak to parking, loading and servicing. In general, the documents indicate that parking, loading and servicing spaces should not be accessed off the primary frontage street, preferably located underground, and strategically sited to minimize the visual prominence of these areas from the public realm and providing for a continuous streetscape adjacent to the building (see **Figure 8**).

All vehicular parking for the proposed development is located within six underground levels with no surface parking proposed. 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 spaces are accessed via the shared laneway and located between the secure short-term bicycle parking and the vehicular ramp to underground parking thus helping to minimize potential conflicts between cyclists and cars.

Like the internal parking areas, service spaces are internally located and screened from public view by the building. Vehicular parking, servicing and loading are completely concealed from public view. No surface parking is proposed between the building and the two streets onto which it fronts along with the shared laneway, providing for a continuous streetscape where the building has a pedestrian-friendly direct relationship with the public realm.



LEGEND

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

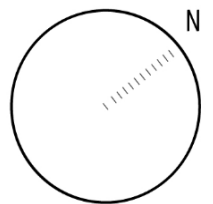


Figure 8 - Vehicular/Cyclist Circulation & Access Diagram

6.4 Built Form and Massing

The MOP and DCBFS share similar requirements regarding built form and massing. In general, buildings should be parallel to, address and frame the streets onto which they front; be of high-quality architecture and attractive urban form; and 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.

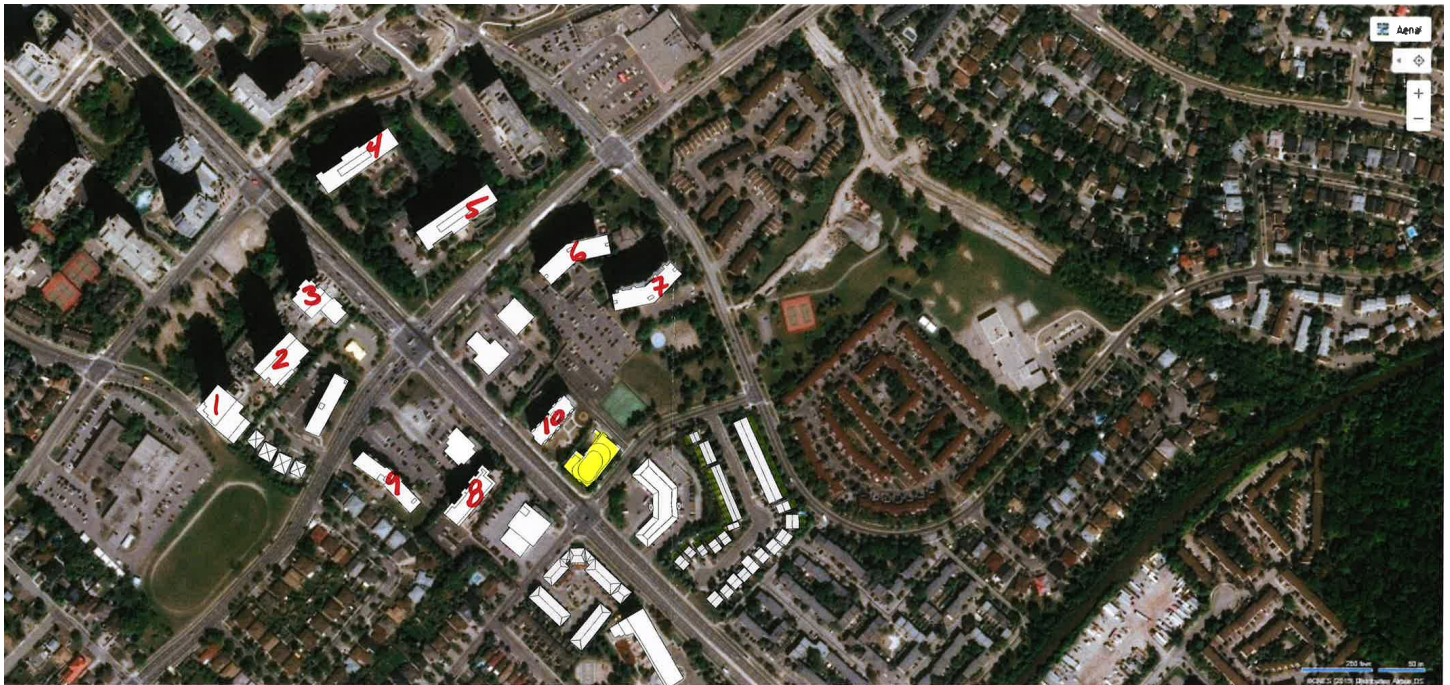
The proposal is massed as a podium and tower (middle shaft) with a separate articulated top that integrates the roof top mechanical systems into the design. The massing of the proposed development maintains an appropriate scale and transition to the surrounding area with a site layout, architectural 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 36-storey building but is significantly less than the floor plates of many of the existing slab buildings that surround the subject property (see **Figure 9**). The proposed development will result in a more urban development form with a direct relationship to the Hurontario Street and Fairview Road East frontages.

The proposed building includes a 30-storey tower, plus mechanical penthouse, on top of a 6-storey podium (see **Figures 10-11**). The tower portion of the proposal has varying setbacks from the podium. The proposed building exceeds the height requirements permitted in the Residential High Density land use designation within the Downtown Fairview Character Area 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 the fact that the building is designed, sited and oriented in a manner that mitigates its impact through appropriate built form compatibility and transition to adjacent properties and dwellings.

MOP Policy 9.5.3.10 directs that the lower portion of tall buildings includes a built form that achieves street frontage and at grade relationships to support a pedestrian-oriented environment. DCBFS guidelines BF1 and BF5 provide directions for building frontages to design corner lot buildings with special massing and architectural treatments along both streets 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, 18.9 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 along the Hurontario frontage;
- The podium is also 73 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 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 is comprised of 3.0 metre tall floor to building heights for levels one to four, 3.3 metre tall floor to building height for level five and 3.6 metre floor to building height for level six. Retail, indoor amenity and residential lobby spaces are open between levels one and two for a floor to building height of 6.0 metres;
- There are several changes along the podium in terms of building uses, materials, colours, access points and grade along both street frontages that mitigates the perception of a large building; and



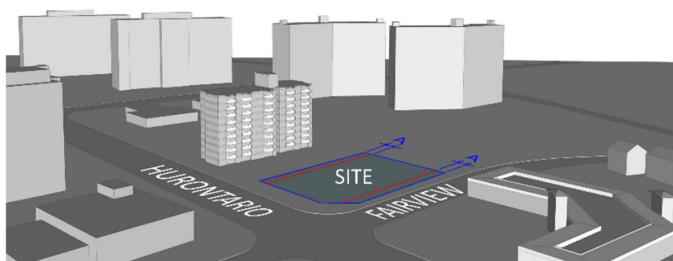
1. $850m^2$ - $36m \times 26m$
2. $1,650m^2$ - $29m \times 56m$
3. $950m^2$ - $30m \times 34m$
4. $2,060m^2$ - $90m \times 28m$
5. $(green)$
6. $1,500m^2$ - $80m \times 18m$
7. $(green)$
8. $1,400m^2$ - $61m \times 22m$
9. $1,400m^2$ - $83m \times 16m$
10. $900m^2$ - $56m \times 16m$

14,270 sqm over 10 projects.
 $AVG = 1,427 sqm$

WE ARE 60% OF THE GROUP AVG
 TOWARD FOOTPRINTS.

Figure 9 - Surrounding built form and floor plate sizes

A. 4.5m setback



D. Curved tower expression
brought down to base
E. Pulled out to accent
residential entrance
F. Canopy element to further
enhance residential entrance

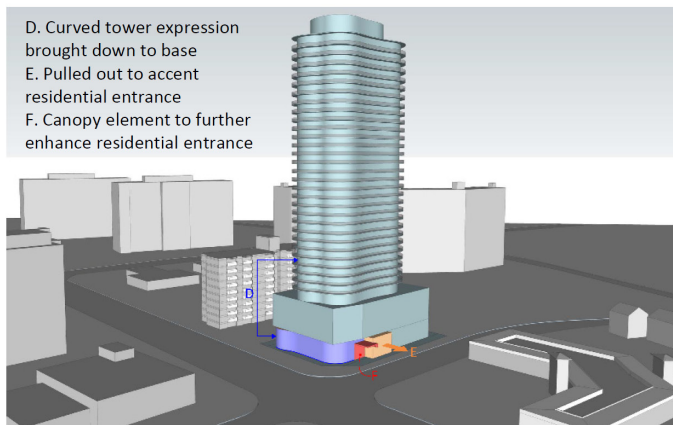


Figure 10 - Massing Diagrams

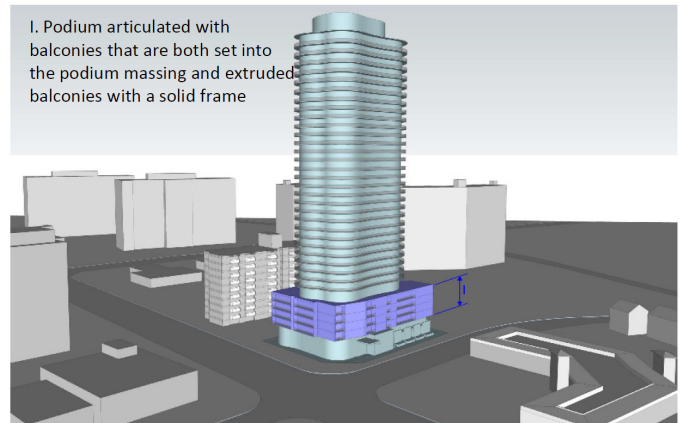
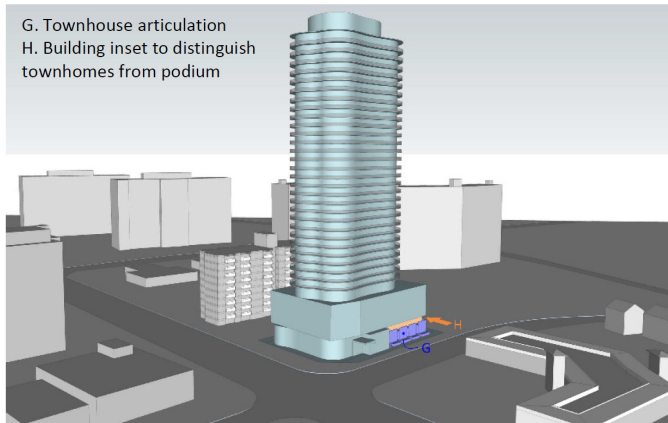
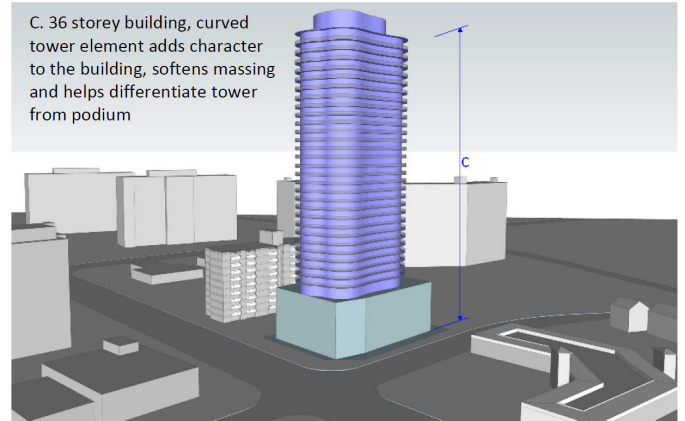
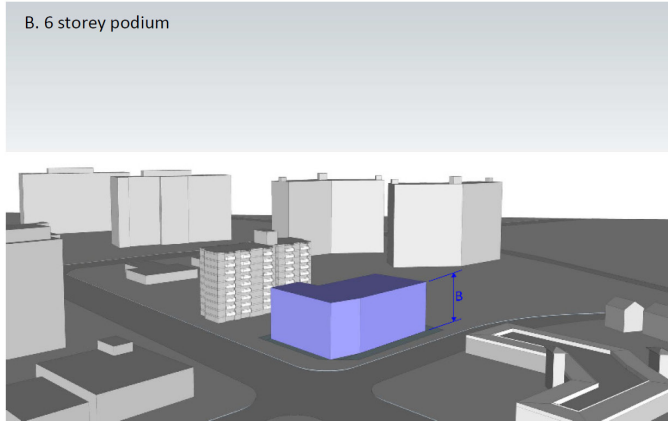


Figure 11 - Massing Diagrams

- The tower floorplate incorporates a unique undulating organic form with light materials that helps mitigate the visual perception of a large building.

In our opinion 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 the impacts of shadow, sky-views and how sunlight can be maximized on the private and public realm.

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 Sun / Shadow Study conducted for this proposal by Core Architects indicates that all city criteria has been 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 clear 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; and
- 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.

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 40.21 metres. While no existing buildings are located in close proximity to the north east of the subject property, the tower is setback 17.5 metres from this property line ensuring that if the adjacent property is intensified 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 1,427 square metres. The proposed tower floor plate of 850 square metres is 60 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 comprised of nearby buildings with large floor plates, in combination with the location; orientation; stepping back of the tower above the podium; 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.

The mitigation of built form impact through transition, separation distance, building form and mass has been identified in the Shadow Study prepared by Core Architects Inc. in support of this application.

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 architectural articulation and design cohesion by clearly distinguishing, through the use, materials and form, the different element 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 to define the retail and indoor amenity spaces providing a strong public-private connection. 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 helping to provide visual relief by visually 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 is inset from the podium with the podium serving as a canopy overhang.

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

6.6 Streetscape and Public Realm Design

The MOP policies and DCBFS guidelines provide direction on 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 such as indoor amenity space, retail and patio space animate and provide direct access to the street. Along Fairview Road East (a minor collector) uses transition from views into the retail space, access to the residential lobby and street related entrances to the four proposed townhouse units all animating the streetscape but resulting is a lower intensity of uses and pedestrians.

At grade along each frontage, the building 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 located within the 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 12**).

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 13-14**).

Ground Floor Outdoor Amenity Space

A 326.46 square metre outdoor amenity space is proposed for the ground floor with access from the ground floor indoor amenity space and the shared lane located along the north-east portion of the subject property. The outdoor amenity space has not yet been designed but may include children’s play areas, decorative paving features, a variety of seating options and raised planting areas. This space will be visible from the indoor amenity space providing sightlines both into and out of the area. The outdoor amenity space will be screened from the shared laneway and property to the north and bordered by the podium to the south-west and south-east.

Seventh Floor Terrace

The seventh floor is proposed to be entirely comprised of amenity space. This includes 645.53 square metres of space dedicated for outdoor amenity uses. The design of this space has not yet been determined but precedents for uses have been discussed including dividing the area into spaces dedicated for a children’s play area, sun lounge, outdoor party rooms, main lounge and dog run (see **Figure 15**). The final design will be determined at a later stage of the developments approval process.





Figure 13 - Landscape Rendering along Fairview Rd E (Lobby)



Figure 14 - Landscape Rendering along Fairview Rd E (Townhouse Units)

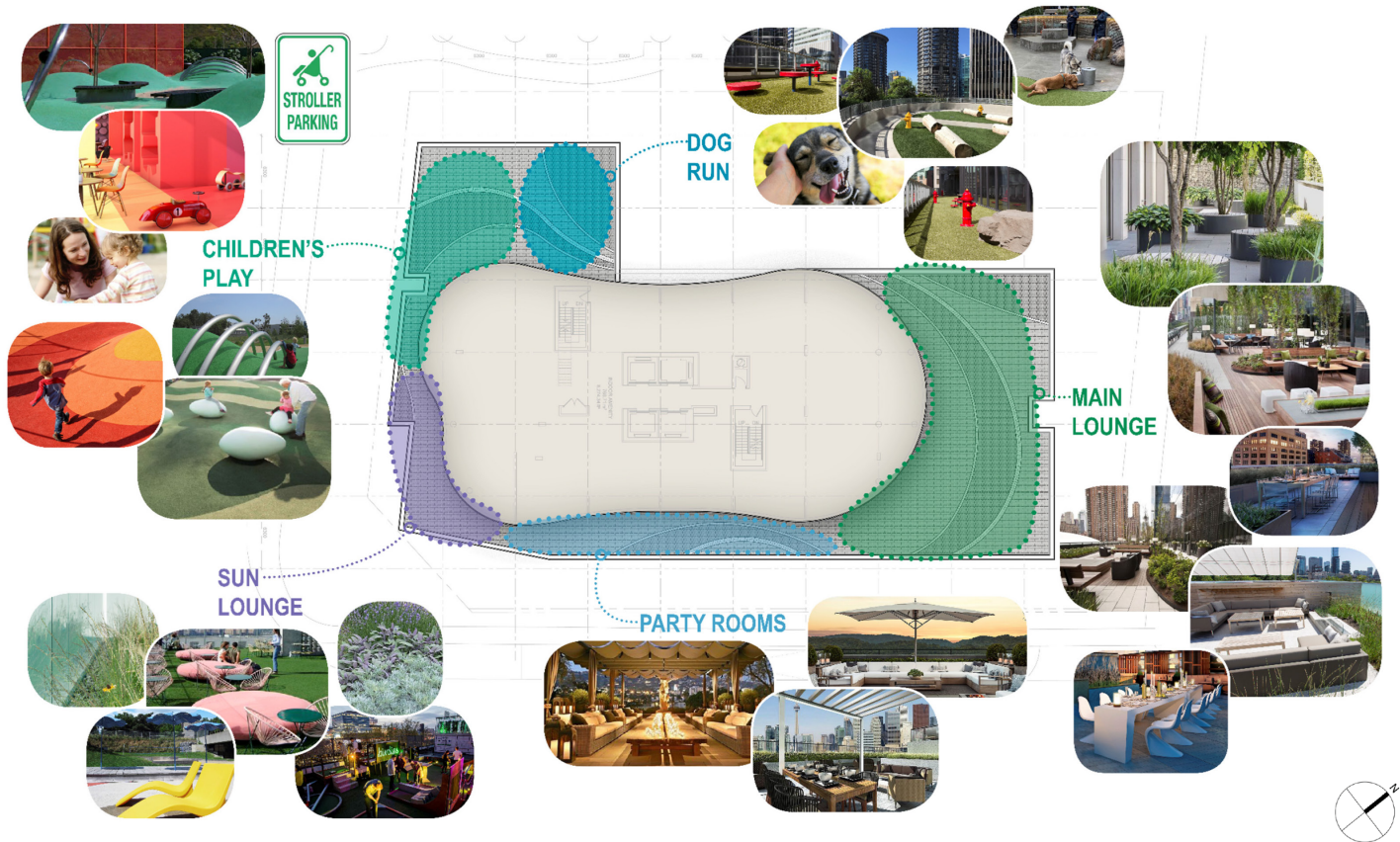


Figure 15 - Landscape Plan - Amenities

7.0 CONCLUSION

It is our opinion that the proposed development delivers a sound design that demonstrates good practice in urban design. The proposal 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 proposed development represents an appropriate development in terms of its fit within the City's urban structure, is 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 slightly larger than the recommended 800 square metres, the siting of the building and stepbacks 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 different materials, textures, patterns colours and details the impact of a larger building have been minimized. Visual prominence at entrances has been provided with 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.

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

