Urban Design Brief

YEE HONG CENTRE FOR GERIATRIC CARE

5510 MAVIS ROAD, MISSISSAUGA
Mississauga, Ontario

MSAi

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Introduction

This Urban Design Brief is intended to accompany a complete application for an Official Plan Amendment. The Brief describes the proposed project and examines its fit within this existing and planned urban design context.

The defined scope for this Brief was provided by the City of Mississauga planning staff. As there is an existing zoning approval on the subject site for a mid-rise apartment form, this Brief examines that urban form in comparison to the development alternative presented herein.

This Brief demonstrates how the proposed development reflects and respects its unique setting and ensures an appropriate relationship to the adjacent context. Successful built form necessitates strong, positive and complementary relationships, while mitigating negative impacts on the surrounding buildings, streetscapes, open space (private and public parks) and the road network.

The Brief addresses the interface between the proposed development and existing surrounding context, in terms of building relationships, transition of built form, as well as the impact of light, view, overlook, wind and privacy. The proposed designs used in this brief have been prepared by CxT Architects.

Overview

1. Site Context

The Yee Hong Centre for Geriatric Care currently operates 4 seniors oriented long-term care and residential facilities in Ontario. Yee Hong is a fully accredited non-profit organization, focused on delivering high-quality, culturally appropriate services to Chinese and other ethnic seniors such as the Japanese and South Asians, since 1994. Yee Hong operates 805 long-term care home beds and a wide range of community support services. They annually serve over 15,000 individuals across the Greater Toronto Area.

In Mississauga, Yee Hong operates a long-term licensed care facility at 5510 Mavis Rd. In this location Mavis Rd. is a high volume 7 lane arterial roadway providing important city connections on a north-south axis. It has an Official Plan Designated Right-of-Way width of 40m.

Site context view to the west showing the Heartland Town Centre on the right, subject site on the left

North Context- To the north of the subject site lies the Heartland Town Centre, a major retail and commercial node serving the northwest sector of the city. The Mixed Use Official Plan designation of these lands contemplates a full range of commercial and residential land uses. Currently these lands

are developed as predominantly large format retail uses with over 200,000 square metres of shops and services in 180 stores. The introduction of residential uses would support the long-term vision for this "Mixed Use" Official Plan designated sector as a more complete community with a range of uses beyond retail.

Views to northwest and northeast showing extension of the town centre towards the subject site

Between the Town Centre and the subject site lies a one-storey commercial Crossroads Centre at Mavis Rd. and Matheson Blvd. West. The massing is suburban in character with parking located adjacent to the arterial roads. There is no built form definition of the Mavis or Matheson corridor as anticipated in the Official Plan built-form policies for the City.

St. Francis Xavier Catholic Church lies to the immediate north of the subject site at the northwest corner of Father D'Souza Dr. and Mavis Rd. The built form is set back from the corner with a parking lot located there. The church building is sited about 50m north of Father D'Souza Dr., with a setback on Mavis of about 13m. The built form typology is a stand-alone pavilion type rather than an urban street-defining built form.

West Context- The lands to the west of he subject site are designated and built out as **Residential Low Density II** with existing single and semi-detached 2 storey house forms. The houses on Volpe Dr. that back directly onto the subject site are semi-detached units, with rear setbacks to the property line of about 8-9 metres. St. Valentine Elementary School is located about 400m to the west of the subject site.

East Context- The lands to the east, across Mavis Rd. are designated Residential Medium Density with existing buildings in the form of 2 and 3 storey townhouses. Four Winds Hollow Park is located nearby about 160m to the west of Mavis Rd.

Immediate context with subject site currently used for temporary parking

South Context- The existing Yee Hong Centre exists to the immediate south of the subject vacant development parcel. The built form is 5 and 6 storeys in height and defines a strong street-wall enclosure along Mavis Rd., as anticipated in OP built form policy. It is the only building in this immediate vicinity that achieves the OP urban design goals for built form expectations along Mavis Rd.

Further south, Residential Low Density II lands exist, with semi-detached house forms closest to the subject site and single detached houses further away. This establishes a gradual increase in density as development nears the subject site.

The planned context for the subject site is established through zoning by-law which allows built form up to 9 storeys as-of-right on the subject development site, with mid-rise built form aligning with and defining the Mavis Rd. corridor and Father D'Souza Dr. edge.

2. Urban Design Goals

The following urban design goals are proposed to guide the design of the subject site.

- To define the Mavis Rd. corridor with a mass, height, and street wall that reflects the scale and character of the arterial road and Heartland Town Centre precinct.
- To define the emerging Heartland Town Centre as a regional Mixed Use Designation, adding important residential uses to balance the dominant retail character.
- To create a complete community providing more senior citizen living options within this district.
- To create a continuum of care for aging Mississauga residents, from independent living through assisted and memory care services on a single site.
- To create community benefits in the form of a public clinic and an enhanced public realm including public green spaces.
- To establish an appropriate transition of mass and intensity down to low-rise residential uses and forms, while strongly defining the Town Centre entry along Mavis Rd. at a proportionate scale.

Proposed context plan showing building layout with heights and 6m landscaped buffer to west

3. Urban Design Opportunities and Constraints

Opportunities

Yee Hong has many options for expansion of their services throughout the GTA. There is an opportunity to bring their expanded program to Mississauga through a cooperative and supportive approval process that recognizes this community asset.

The Geriatric care model has been steadily evolving over the past decade with the arrival of the post-war baby boomer cohort at the targeted age demographic. This cohort will continue to grow over the next 30 years. Yee Hong is meeting this expanding demand with a wide range of living and care services including the growing demand for memory care services. There is an opportunity to meet this demand here in the Heartland Town Centre, providing high-quality, local and accessible services for the elderly as their needs evolve.

From an urban design perspective there is an opportunity to dramatically express this emerging role within the Town Centre lands with readily identifiable built form that expresses the civic urban structure as a visual marker within this predominantly low-rise suburban expanse. As a Mixed Use Official Plan Designation, the built form of the Town Centre has not embraced the potential benefits of shared co-located facilities, with intensified development at a walkable scale. The Yee Hong Centre is an important step towards this creation of a true mixed-use community. The existing zoning for the site foresees a 9 storey mid-rise built form that clearly recognizes the intention for an intensified building mass on this site in this location.

The form of independent senior's living that is being proposed on the subject site creates a residence that is barrier free with one floor accessible living. The suburban context of double and triple floor residences in single, semi-detached and townhouse forms all include multiple stairways to facilitate movement. These housing types are not suitable for our aging population with mobility and cognitive challenges. There is a great opportunity to allow seniors to age within their community with appropriate accessible housing, not readily available today in this district.

Another opportunity is related to automobile use generated by this development. The intensity of personal car use is greatly reduced with a seniors-oriented development. Only a few residents will be

using their cars given the average age of residents is approximately 85 years. The net traffic impact will be significantly less than a condominium format.

Constraints

Given the predominantly low-rise scale of the context, the introduction of taller built form raises concerns about potential impacts related to sun, shadow and wind. These impacts have been tested through the application process and have demonstrated that all impacts are minor and no worse than the as-of-right zoning permissions.

Given the contrast in height and mass, the form of the proposed development must recognize and be compatible with the existing and planned context through appropriate stepping and sculpting to ensure appropriate skyview and scale relationships at all edges.

Although allowed through the existing zoning, new development on this site that has remained vacant for over 20 years, will generate community concern if not handled carefully with respect to scale, mass, and character. The community must understand that the impact of what is already allowed on the site when compared with what is now proposed, creates no new challenges or impacts to their enjoyment of their homes and neighbourhood. The project responds to the growing demographic demand for suitable housing in a form that complements the community.

Official Plan Policies and Zoning

4. Official Plan Policies

Mississauga's Official Plan is built upon a Strategic Plan that sets out important directions for the City's growth and prosperity. The Strategic Plan sets out desirable development principles for the City's future. Generally, there is a direction to create "complete communities" that offer a range of housing and work options for a wide range of people at different stages of their lives. The idea is to reduce reliance on the car for daily routines, in favour of walking, transit and cycling within one's neighbourhood.

The proposed project achieves the goals of the Strategic plan by creating more housing options for a growing senior's population who prefer to stay and age in the neighbourhood where they currently live and enjoy walking access to shopping and services. The conversion of an automobile-oriented stretch of Mavis Rd. to a more vibrant, well-defined urban main street will achieve a high quality public realm in this district.

The Strategic Plan identifies strategic drivers that operate to achieve new more complete neighbourhoods. Several pointed Strategic Plan Drivers speak directly to the needs of our aging population. The proposed plan helps to recognize and achieve the desired transformation outlined by each driver for change. They are as follows;

> *Density and Pedestrian-oriented Places – Mississauga emerged as a city when the car dominated city planning. The isolation and homogeneity of land uses (vast areas with a single use) poses a challenge. Today, it's time to evolve the urban form of the city. We need to be more heterogeneous, with a "critical mass" of density, and mixed-use, pedestrian-oriented places – healthy street environments where people can more easily walk, gather and cross paths.*
>
> *Placemaking*

The city is striving to create a sense of place – a strong, positive identity for each area and the city as a whole. Neighbourhoods need their own personality, a "heart." Great places – unique, welcoming, livable, beautiful – contribute to an improved quality of life, engage the public realm, and reinforce a sense of community.

More Living Options – Shifting demographics will demand that we create new types of places and spaces, offering more options for aging in place (friendly environments for older adults), and for attracting a younger population (vibrant business, recreation and education opportunities). Both realities demand more and better options for moving around Mississauga.

Direction Our Future
Mississauga is a beautiful, sustainable city with safe neighbourhoods that support a strong, connected and vibrant community – a place where all can live, work and prosper. People can play as a child, walk to meet a friend, fall in love, raise a family and grow old.

Mississauga is a city that nurtures a unique quality of life within each neighbourhood, where residents value the beauty and variety of the natural environment, engage in active transportation and support a rich, healthy and prosperous social and cultural mosaic through all stages of the life cycle.

The Official Plan implements these strategic directions through policies that guide development. A complete review of OP policies and compliance status is appended to this Urban Design Brief. The following key policies are identified as follows as a summary of the major guiding principles of the Official Plan.

Section 9.1 of the OP sets out these primary goals:

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.*

Respect for the context is protected through transition strategies that are echoed in many OP policies. Section 9.5 of the OP specifically addresses the issue of building form and transition:

9.5 Site Development and Buildings
A significant part of the urban experience takes place as people move from one building to another. Focusing on the relationship between buildings and the spaces that surround them is critical to quality urban form. The quality and character of different communities and areas will be conserved, in part, by establishing a proper transition between them.
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.
9.5.1.2 Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:

e. the size and configuration of properties along a street, including lot frontages and areas;
f. continuity and enhancement of streetscapes;
g. the size and distribution of building mass and height;

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.

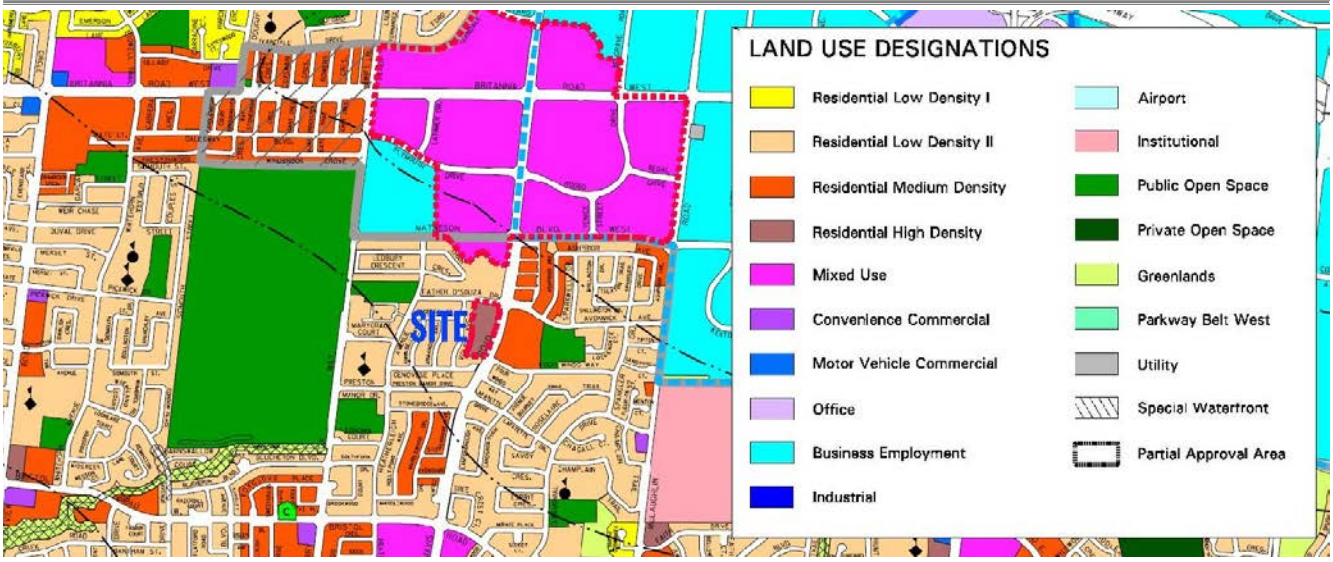
In response to these general policy directions the proposed development attempts to:

- Define a streetwall that is parallel to Mavis Rd. at a height and position that extends the streetwall established by the existing Yee Hong facility, and that is anticipated through the current zoning by-law as the planned context for the street.
- Adopt a massing that attempts to reduce the bulk of the approved mid-rise slab form by using taller point tower elements separated by at least 30m separation distances.
- Limit heights to fall within a 45 degree angular plane drawn from the Neighbourhood boundaries, to protect skyview and ensure gradual massing transition
- Adopt generous building setbacks to position the buildings at appropriate distances from existing houses.
- Provide substantial landscape buffers along the residential edges of at least 6m in width to support significant legacy tree growth mediating between the development contexts. Underground parking is not proposed under these buffer areas to ensure longevity and uninterrupted growth.
- Define a public realm along Mavis Rd. and Father D'Souza Dr. that is broad and well landscaped with a curb to building face dimension of approximately 14.5m (47').
- Define a landscaped public parkette at the corner of Father D'Souza and Mavis Rd. of approximately 23m x 41m from curb to building face.

5. Site Specific Policies

The Official Plan identifies the subject site as **Residential- High Density** Land Use Designation. This designation is the highest density residential category in Mississauga. Apartment Buildings and Special Needs Housing are identified as permitted uses on this site. The proposed development complies with these use parameters at an increased density that is anticipated for this site through the zoning by-law.

The Land Use Designations for the district include the Dominant "Mixed Use" designation of the Heartland Town Centre as well as "Residential Medium Density" to the east and northeast located adjacent to the Town Centre. This land use pattern is evolving as an extension of the "Mixed Use" development intensity penetrating southward between Neighbourhood uses. In conjunction with the St. Francis Xavier church property immediately to the north, there is an emerging consolidation of intensified land uses marking the entrance to the Town Centre precinct.



The Subject Site is designated as "Residential High Density" in the Official Plan

6. Current Zoning Analysis

The development site was the subject of a site specific zoning by-law created approximately 20 years ago. Under the site specific zone category of RA2-24, by-law 0174-2017 the following standards apply:

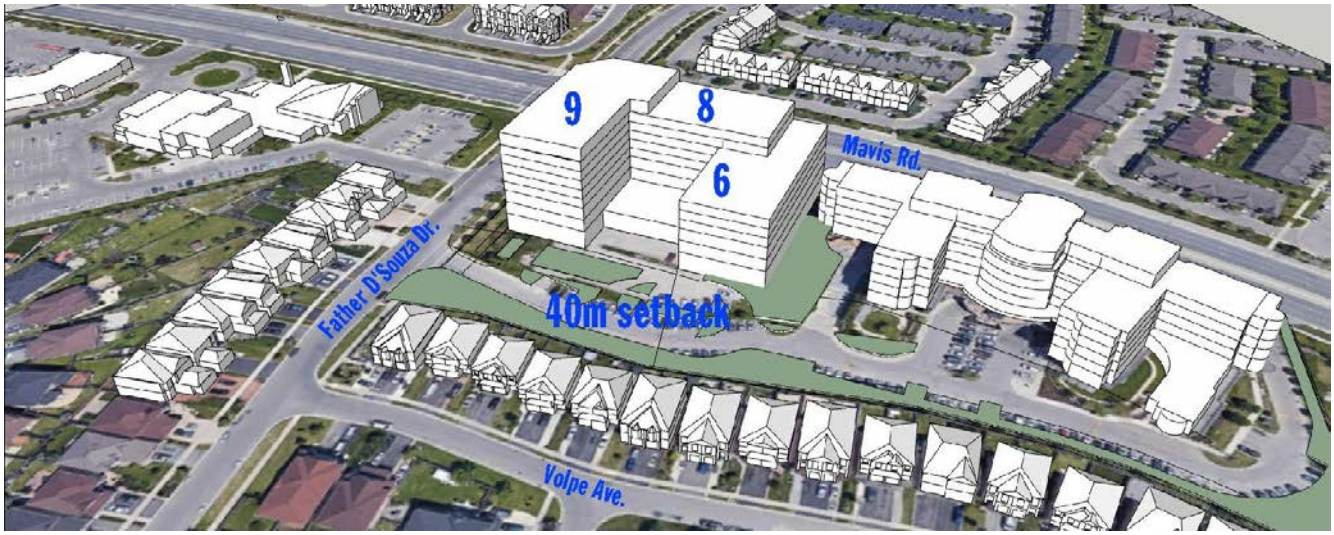
Maximum number of beds in a long-term care building	200
Maximum number of apartment dwelling units	212
Maximum floor space index - apartment zone	1.75
Maximum gross floor area - apartment zone of a long-term care building	18 000 m^2
Maximum gross floor area - apartment zone of an apartment	21 000 m^2

The zoning by-law schedule includes a diagram with the following standards:

Minimum setback to adjacent neighbourhood boundary	40m
Minimum setback to Streets	7.5m
Maximum Heights	6, 8 and 9 storeys

The building mass and area derived from the height and setback standards of the by-law have been calculated using standard architectural layouts for corridor access mid-rise buildings. When configured in this way a total new building area of about 31,000 m^2 results. From an urban design perspective this area results from using the zoning height and setback parameters but varies significantly from the maximum area for an apartment noted above in the by-law as 21,000m^2. There appears to be a disconnect between the anticipated acceptable mass of the building and the floor area limit that has been inserted in the by-law.

From an urban form perspective, the actual expected GFA derived from the preferred mid-rise form should be considered at 31,000m^2 rather than 21,000m^2.



As-of-right Massing based on existing zoning permissions of height and setbacks

The following statistics indicate the proposed and existing gross floor area for the entire site. The total proposed new GCA (gross construction area) is shown at 34, 571m^2, about 13% higher than the anticipated GCA based on height and setback.

Proposed and Existing Site Statistics

Site Area			*22,338.00 m²*
Existing Yee Hong GFA			
Floors 1-5	*5 X*	*3,253.15 m² =*	*17,667.00 m²*
Existing FSI			*0.79*
Total GFA			
North Building (18 Storeys)			
Floor Name			
Ground floor	*1 X*	*1,902.83 m² =*	*1,902.83 m²*
second floor	*1 X*	*1,475.52 m² =*	*1,475.52 m²*
floor 3-4	*2 X*	*1,561.87 m² =*	*3,123.74 m²*
floors 5-6	*2 X*	*1,159.05 m² =*	*2,318.10 m²*
floor 7	*1 X*	*1,120.95 m² =*	*1,120.95 m²*
floor 8-12	*5 X*	*1,085.03 m² =*	*5,425.15 m²*
Floors 13-18	*6 X*	*750.00 m² =*	*4,500.00 m²*
Total	*18 storeys*		*19,866.29 m²*
South Building (13 Storeys)			
Ground floor	*1 X*	*1,737.48 m² =*	*1,737.48 m²*
Floors 2	*1 X*	*1,524.66 m² =*	*1,524.66 m²*
Floors 3-7	*5 X*	*1,259.15 m² =*	*6,295.75 m²*
Floor 8	*1 X*	*705.18 m² =*	*705.18 m²*
Floors 9-13	*5 X*	*897.30 m² =*	*4,486.50 m²*
Total	*13 storeys*		*14,749.57 m²*
Total Two New Buildings			*34,615.86 m²*

Total GCA Existing and Proposed	***52,282.86 m²***	
Assumed GFA after zoning deductions (10%)	*47,054.86 m²*	
FSI (new based on GCA)		*1.55*
FSI (existing+new) Based on Gross Construction Area (GCA)		***2.34***
FSI estimated based on Gross Floor Area (common area deductions)		***~2.11***

FSI is based on Gross Floor Area which is defined in the zoning by-law as noted below;

Floor Space Index (FSI)
means the ratio of the gross floor area of all buildings and structures to the lot area.

Gross Floor Area (GFA) – Apartment Zone
means the sum of the areas of each storey of a building above or below established grade, measured from the exterior of outside walls of the building including floor area occupied by interior walls but ***excluding*** *any part of the building used for mechanical floor area, stairwells, elevators, motor vehicle parking, bicycle parking, storage lockers, below-grade storage, any enclosed area used for the collection or storage of disposable or recyclable waste generated within the building,* ***common facilities for the use of the residents of the building, a day care and amenity area.*** *(0174-2017)*

Retirement and Long Term Care homes include significant amounts of common area and amenity rooms dedicated to social and functional support for the residents. The precise total area of these facilities has not yet been quantified for this project, but past experience has shown that these common areas can comprise approximately 10 to 15% of the total floor area of similar buildings. The chart below shows that the actual FSI, once allowable deductions are factored in, will be approximately 2.11. This adjustment is helpful in understanding the degree of compliance with the zoning limit of 1.75 FSI, reducing the actual area overage to about 14.2% over the by-law limit.

Comparison of proposed statistics to by-law standards.

	By-law	Proposed GCA	Estimated GFA	Difference
Floor Space Index	1.75	2.28	2.11	+20.5%

This comparison of Floor Space Indices is good way to gauge the extent of intensification proposed for the site. Based on the current Residential High Density OP designation and the planned context parameters, the proposed increase in density is reasonable from and urban design perspective. When tested for angular plane and setback standards, the massing of the project creates no tangible negative impacts.

It is important to note that the minimum building setbacks as prescribed in the zoning by-law have been met or improved with the new massing. In particular, the 7.5m street setbacks, and the 40m setback to the Neighbourhood boundary have been met with the proposed built-form.

7. Tall Building Built Form Standards

The City of Mississauga has been creating policies for "Tall Buildings" largely focused on development in the City Centre and other nodes. With a tower component at 18 storeys the subject development is considered a tall building by the City. In this case the height of the building at 56.05m exceeds the Mavis Rd. right-of-way width of 40m, resulting in its definition as a tall building. The 18 storey component, however, does comply with a 45 degree angular plane drawn from the east side of the

Mavis Rd. right-of-way. This is achieved by setting the tower back approximately 18.3m from the west Mavis property line, and 58.3m setback from the east side of the Mavis Rd. right-of-way.

Mississauga Downtown Core Built Form Standards 2013

	Tall Building Standard	Proposed
Setbacks to Street	Up to 7.6m	7.5m
Extent of Streetwall	90%	~90%
Three Part Composition	Podium, Shaft and Top Expression	Complies
Podium Height	Equal to Right-of-way (40m)	7 Storeys- 24.8m
Streetwall Height	5 storeys	6 Storeys- 21m
Maximum Floorplate	750sm	<750sm
Building Separation	30m	30m
Transition to Neigh'hoods	45 degree angular plane	Complies
Transition Setback	1:1 ratio height to setback	38.3m ht:43.9m setback 12 story 56.1m ht:58.9m setback 18 story 42.5m ht:46.1m setback 13 story
Transition zone Res to Streets	3 to 4.5m	7.5m

Based on the above comparison it is evident that the proposed tall building element complies with the general guideline direction for tall buildings in Mississauga's core. The placement of the building is generally further away from the Neighbourhood boundary than the 1:1 or 45 degree plane ratio would dictate.

The question remains, is a tall building form appropriate in this location within Mississauga? At this time in Mississauga, tall buildings are contemplated only in certain designated nodes as expressions of the city's urban structure. The Heartland Town Centre, while performing a "town centre" function within the city (regional retail and employment), lacks this Official Plan designation at this time. The key reasons for considering a tall building in this location are as follows:

- provides a slender alternative to a mid-rise slab at a similar density
- marks an emerging town centre that is physically underdeveloped as a Mixed Use node
- suits the width and character of Mavis Rd. in this district which is 40m wide and has a high speed automobile orientation
- adheres to best practice for both mid-rise and tall building forms defining the Mavis corridor with appropriately scaled and modulated mass.
- There are no negative shadow or wind impacts above what is evident with the as-of-right permissions for the site. The slender tower footprint allows shadows to move quickly and not dwell on the public and private realm for extended periods of time.

MSAi have reviewed the Tall Building Guidelines from other Ontario municipalities and find a similarity to approaches regarding tower floorplate size and tower separation. Where Toronto and Hamilton use a 25m minimum tower separation, Mississauga has adopted 30m to reflect a more open skyview intention.

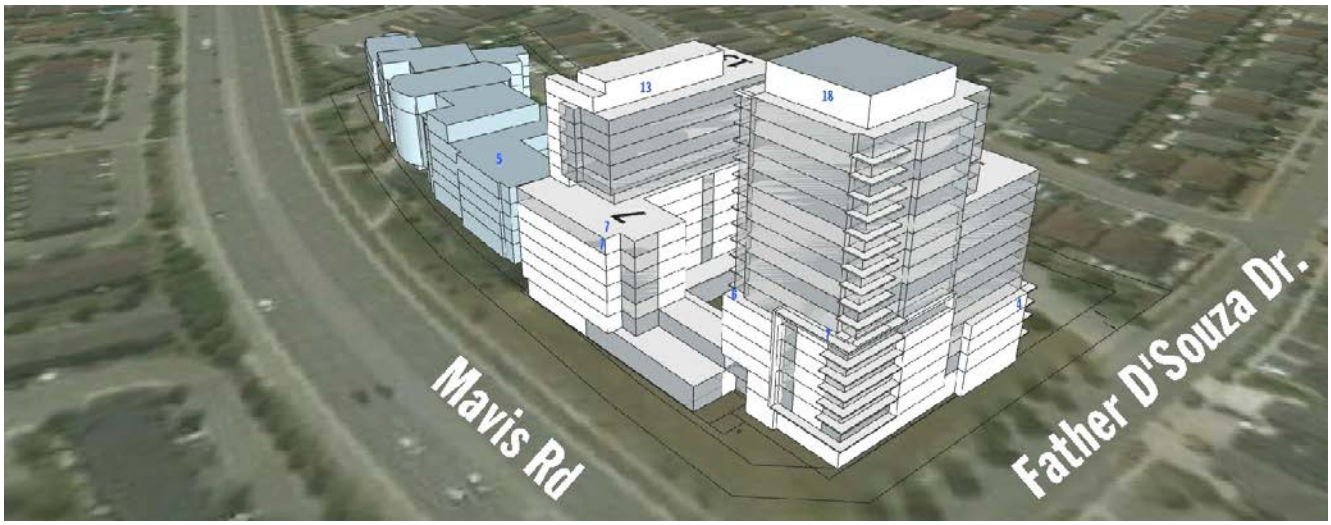
The site appropriately accommodates a tall building at 18 storeys and generally meets all applicable guidelines for such buildings.

8. Good Urban Design Practice

Many recurring themes for best urban design practice are proposed for the subject site. As a hybrid of both tall and mid-rise building types, the massing of the project attempts to mediate between the

existing 5 storey apartment form, townhouse forms and detached low-rise forms. The built form comprises several different building components that range in height from 2 to 18 storeys. Building heights include 2, 4, 6, 7 12, 13, and 18 storey elements. Each height relates to contextual built form elements, effecting a transition profile at each edge.

Mavis streetwall with a 6 and 7 storey podium defining the street at a mid-rise scale

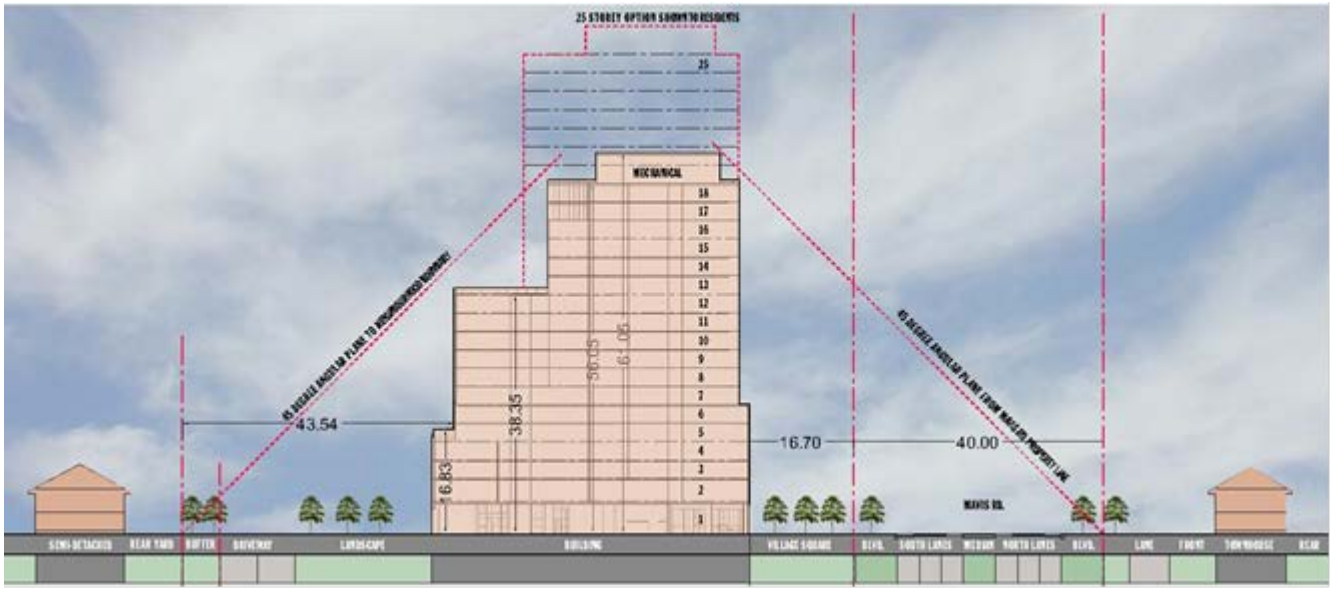


Father D'Souza podium streetwall steps down from 7 to 4 storeys

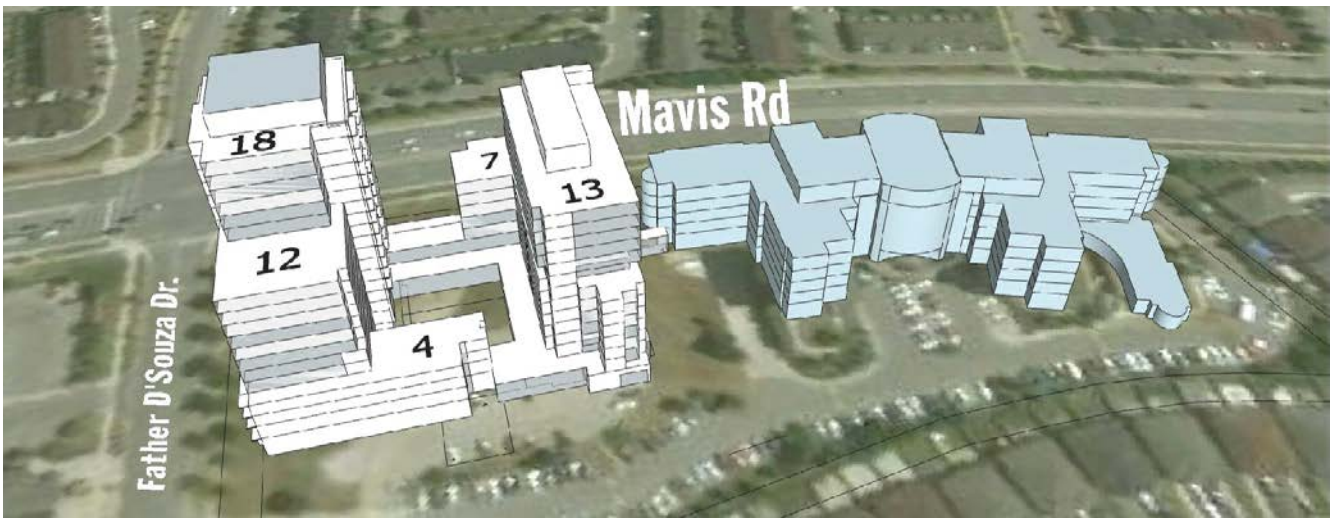
Other best practices for the mid-rise components of the project can be sourced in the Mid-rise guidelines produce by the City of Toronto. These guidelines establish height limits, streetwall heights and relationships to low-rise Neighbourhoods that are instructive in this context. Overall heights are limited to the width of the adjacent street which in this case is 40m. The height of the existing Yee Hong centre is approximately 18m or 5 storeys, well below the 40m reference height. The proposed mid-rise buildings are set at 24.85 and 42.5, generally in compliance with this guideline.

On large sites such as the Yee Hong property, the height relationship to the Neighbourhood is limited by an angular plane drawn from the Neighbourhood lot line. The proposed development blocks all fall well within this 45 degree angle.

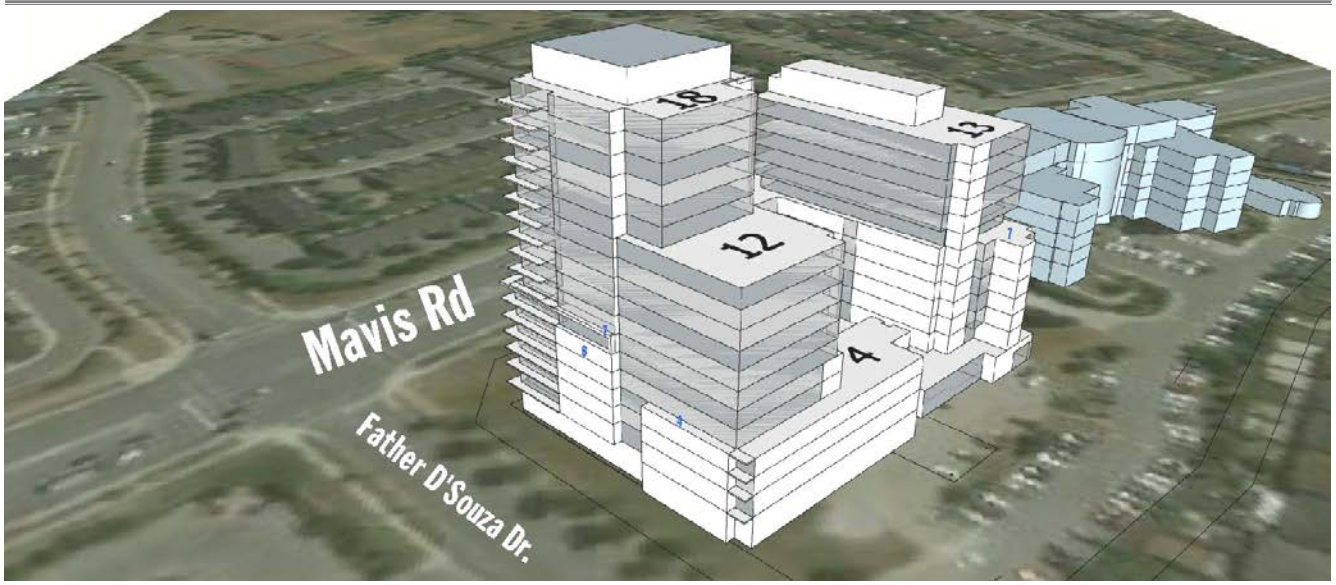
45 degree angular planes in green showing compliance for both existing and proposed built form



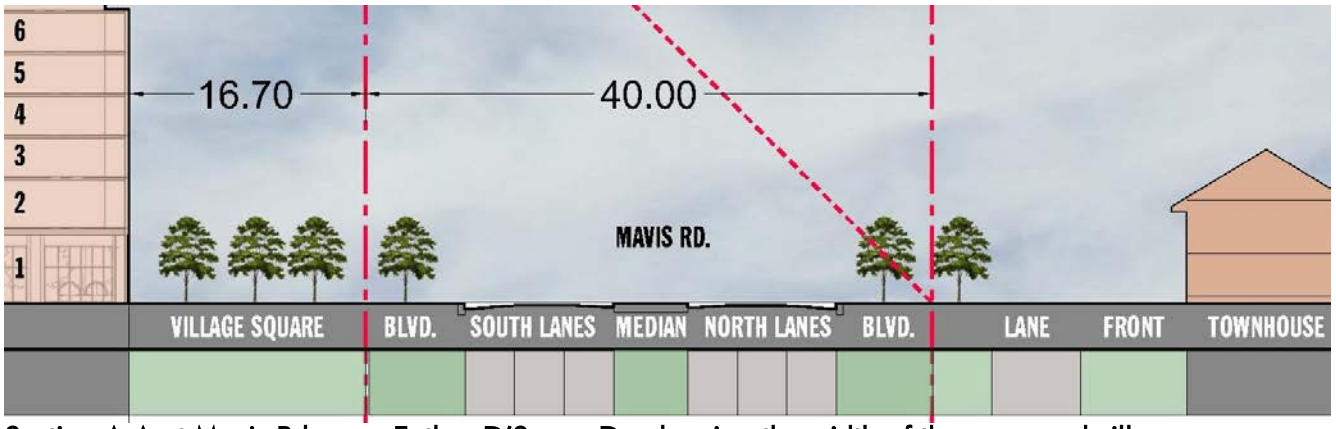
Section A-A looking north showing 45 degree compliance and original 25 storey outline



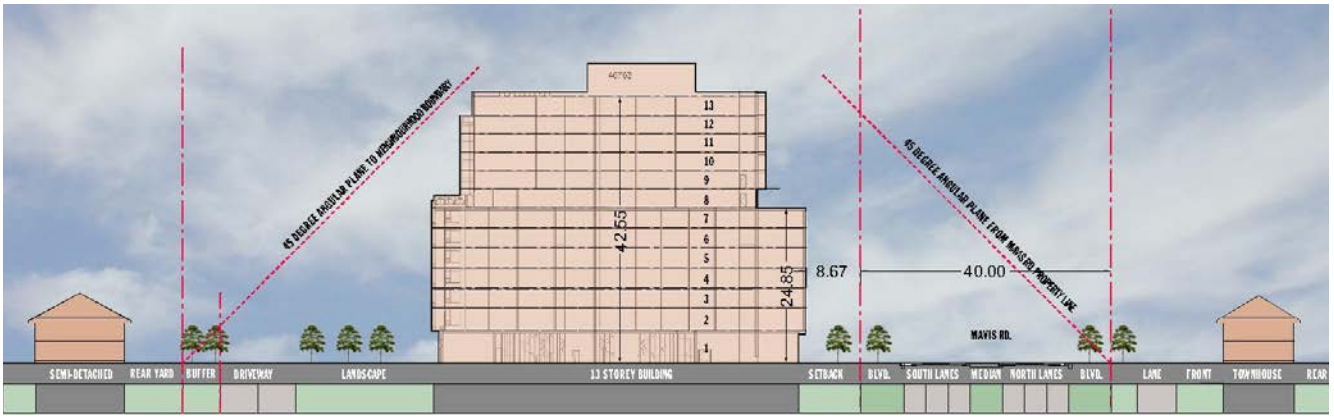
Massing proposed stepping down towards Volpe Ave. houses with 4 storey podium



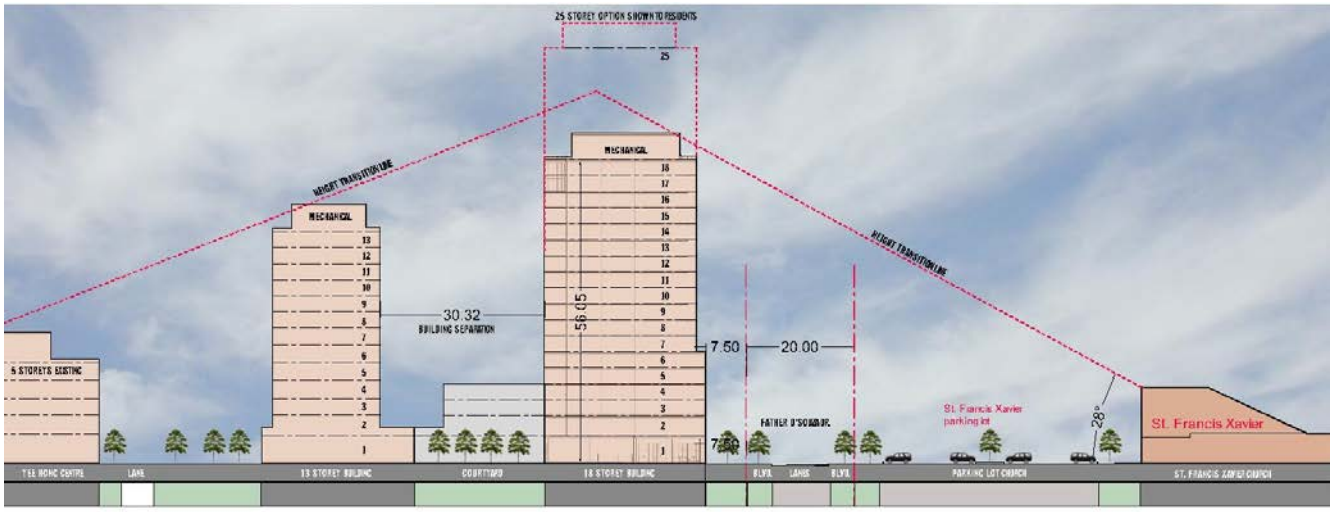
Gradual reduction of height towards Neighbourhood at 40m setback



Section A-A at Mavis Rd. near Father D'Souza Dr. showing the width of the proposed village square



Section B-B through the 13 storey south wing showing podium definition at 7 storeys or 24.85m



Section C-C looking west showing gradual height transition lines to north and south

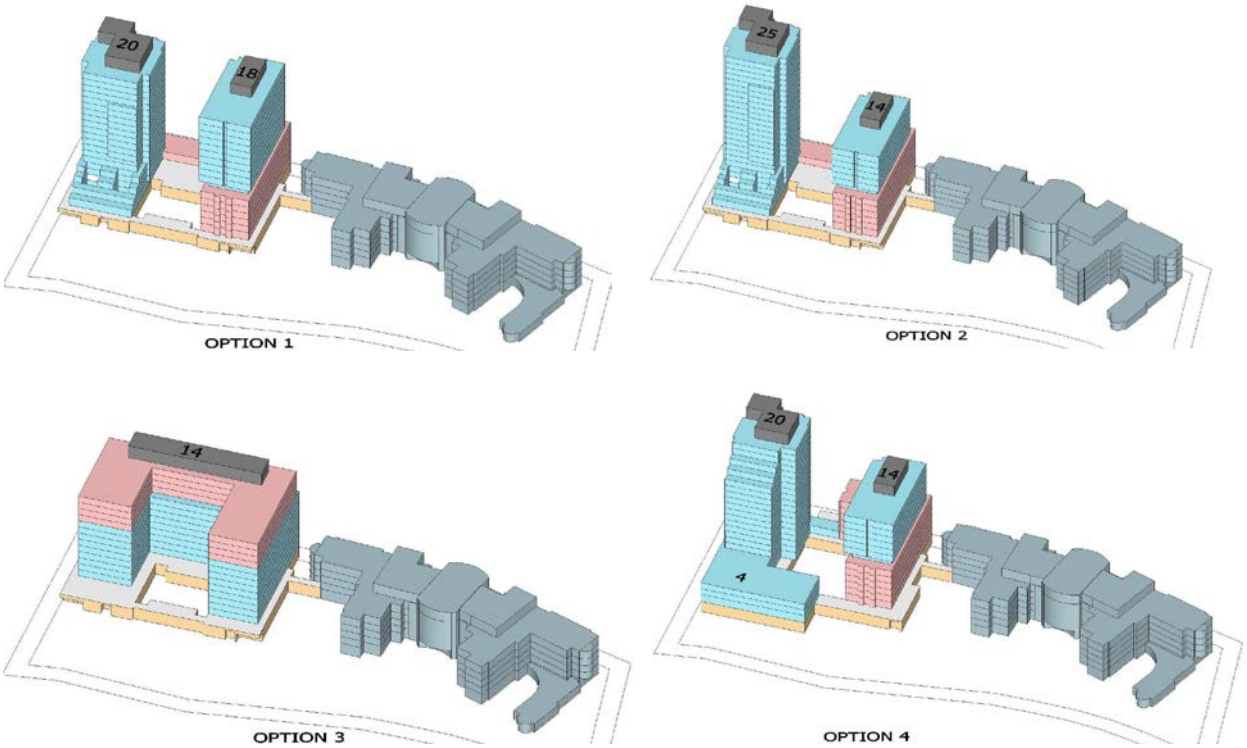
Comparison of Built Form and Uses

9. Comparison of Proposed Built Form to As-of-right Permissions

The preferred approach to height and massing for this site has evolved through a series of meetings and discussions with city staff and residents over the past year. The images below were presented to the community at the outset of the design process. They were prepared by CXT Architects.

View of original design of 25 storey tower building and 14 storey slab

Following the initial meeting a series of massing studies were explored to reduce the visual and shadow impacts of the 25 storey proposal to better suit the context and height transitions to the Neighbourhood. The following option studies were prepared showing various blends of mid-rise and tall buildings.



Massing options 1 through 4 exploring reduced heights and massing

Following this review of options a preferred massing was established that seeks to create a height transition to the immediate context using a combination of a single tall building at 18 storeys and mid-rise forms at 12 and 13 storeys. The heights are limited by a 45 degree angular plane as noted below.

Preferred height and massing at 18 storeys and 13 storeys

Site Concept with setbacks, heights, and building separation distances noted

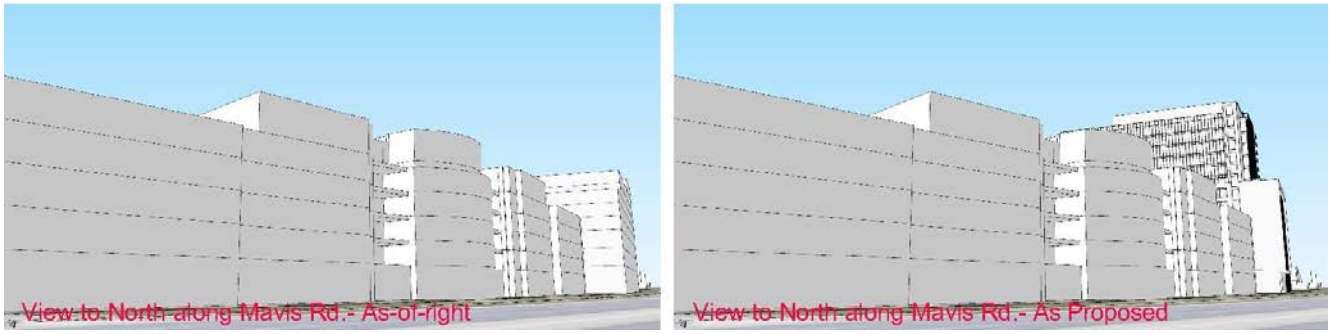
10. View Analysis

A series of comparison views of the current approved mass versus the proposed development from various key vantages points, have been prepared. These studies compare the built form transition of the current approved massing to the proposed development form. The views are taken from prominent public street locations, residential yards, and aerial views to assist in the comparisons.

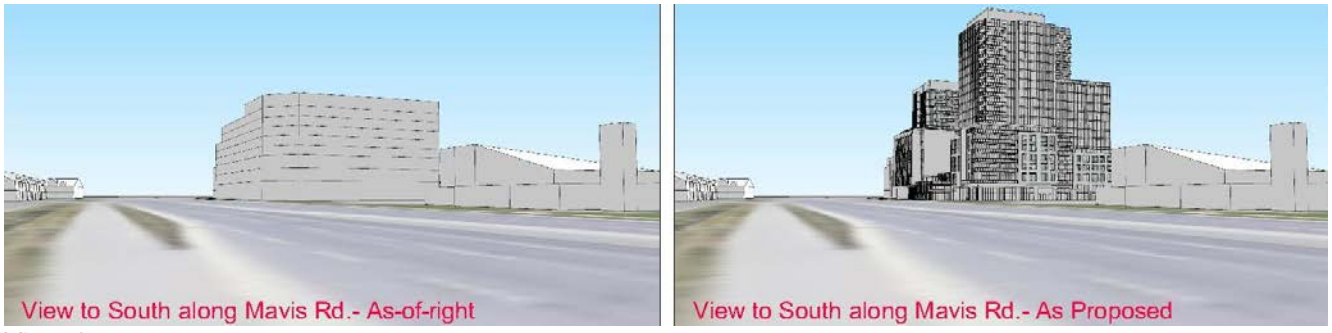
The following Key Map shows 5 views taken at pedestrian heights. The view studies all show the as-of-right zoning compliant massing in the left panel, with the proposed massing in the right panel.
The viewpoints include:

- View north along Mavis
- View south along Mavis
- View east along Father D'Souza
- View west along Avonwick Ave.
- View from the rear of a house on Volpe Ave.

Pedestrian View Locations



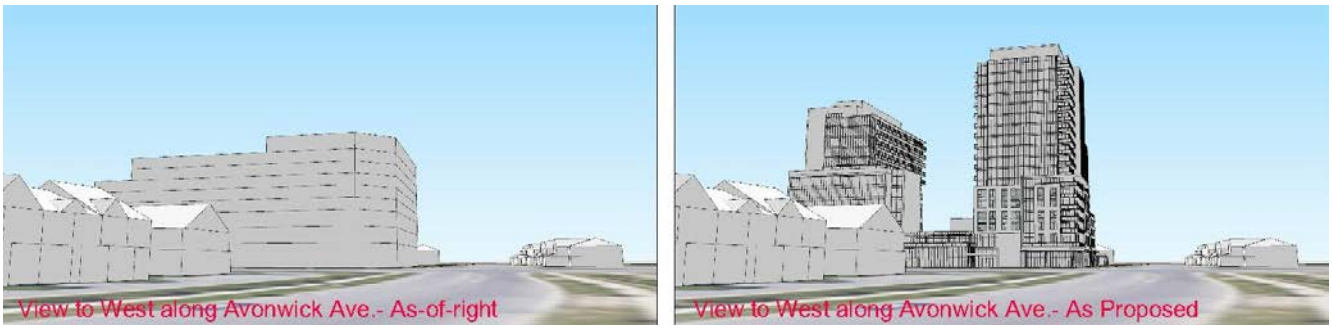
View 1



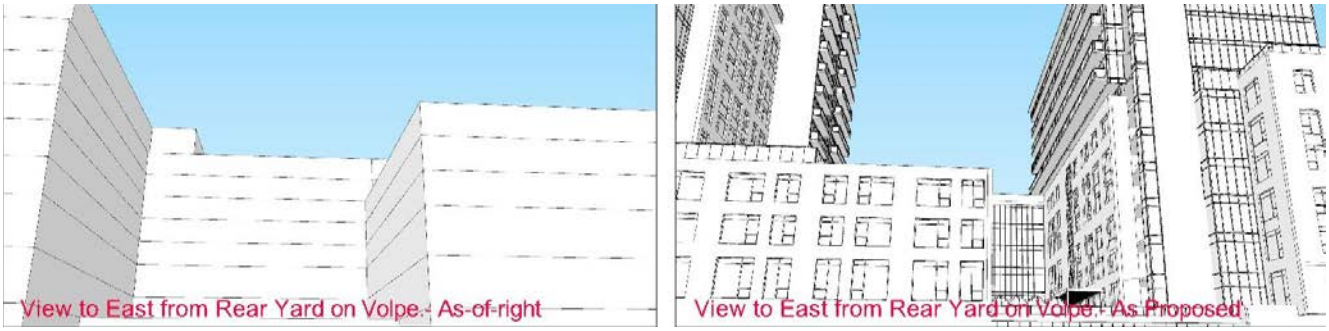
View 2

View 2 Photo Montage

View 3



View 4



View 5

The pedestrian level views above show the effect of introducing a 30m tower separation which creates a skyview benefit that compensates for the proposed additional height.

The following aerial view comparisons show podium and tower massing proposed as an alternative to the as-of-right slab form of building. As-of-right views are on the left with proposed massing on the right

Streetscape and Landscape

11. Public Realm Strategies

Three key landscape strategies have been proposed to provide public and private realm benefits as follows:

- Village Square at Mavis and Father D'Souza corner
- Broad landscaped public realm streetscapes with curb to building face distances of about 14m
- 6m wide landscaped buffer planting along the Volpe rear yards

A public square/ garden has been created at the intersection of Mavis Rd. and Father D'Souza Dr. The curb to building dimensions are 23m x 41m (943sm) establishing a generous public gathering place. This compares favourably with the Port Street Market Square in Port Credit at 27x31 (837sm).

The 7.5m setback in conjunction with a 6.7m boulevard, establishes a 14.2m minimum landscaped public realm along Mavis Rd. and Father D'Souza, in addition to the public square. This broad landscaped boulevard has the potential to allow double tree rows along the entire public street edge.

The provision of a 6m to 10m wide planting strip creates a significant visual buffer to the existing semi-detached houses along Volpe Dr. This buffer will support multiple tree planting as a mediating landscape screen to the proposed development, mitigating any overlook or privacy concerns.

Village Square provides a broad plaza with seating and landscape open to the public

Village Square overview marking a major building entrance integrated with a potential transit stop.

Landscaped buffer of 6 to 10m adjacent to Volpe Ave. rear yards enhances privacy for neighbours

12. Environment & Sustainability

Comparison shadow and wind studies were prepared by RWDI consultants to assess the impact of the current approved massing versus the proposed development onto the existing neighbouring properties and public/private outdoor amenity areas. These studies have been submitted in separate reports.

The important conclusion of these studies is that shadowing caused by the proposed development is comparable to the as-of-right built form with no significant breaches with respect to existing residential parties. The as-of-right massing has some minor exceedances above the City's standards. The proposed mass does not increase these exceedances.

A few shadow studies are included here to test for morning and afternoon impact times on March 21 spring equinox. Morning shadows are shown at 9:10am and 10:10am. Afternoon shadows are included at 4:10pm. Generally the shadows caused by existing buildings and the as-of-right massing are overlaid with the shadows from the proposed massing, so that there are no new net shadows resulting from the proposed massing for more than a 2 hour period.

As-of-right massing on the left with proposed massing on the right

A wind study comparing wind impacts and possible mitigation methods, has also been prepared by RWDI under separate cover. There are no unacceptable wind impacts based on this study.

Environmental strategies have not been determined at this time other than green roof proposals for accessible roof terraces. Stormwater will be contained on site to regional standards. Low impact Development (LID) Strategies will also be employed adjacent to paved areas.

13. Conclusion

The subject site is an appropriate candidate for intensified development based on the existing zoning that envisions a 6 to 9 storey building in a "u" configuration. An alternative approach to massing has been proposed that seeks to modulate the proposed heights in both tower and podium formats to achieve a transition in height down to the adjacent Neighbourhood lands while recognizing the potential emergence of an extended Heartland Town Centre. The proposed urban design strategies for the site will ensure a compatible and sensitive development for the subject site. The project introduces a type of housing needed in the area, allowing residents to age in-place and stay in their community.

The project design realizes the policy goals and principles set out in the Official Plan for Mississauga. It will further assist in creating a more complete and vibrant community experience within this neighbourhood as directed by Mississauga's Strategic Plan.

The improvements to the public realm include landscape strategies that enhance the Mavis Rd and Father D'Souza Dr. pedestrian experience.

The urban design approach portends the emergence of a town centre mixed-use node that is underpinned by a "Mixed-Use" Official Plan designation on the Heartland Town Centre Lands. As configured the urban design approach seeks to mark the entrance to the town centre a memorable gateway architecture.

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 in this Town Centre and Neighbourhood context. 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.*

It is recognized that the urban form envisioned by this Plan will take time to realize. As such, development may be phased provided that the proposed development contributes to and does not hinder the ultimate achievement of the policies of this Plan.

9.1.1 Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.	Complies with intent of zoning
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.	Proposed development adds independent living options for the elderly
9.1.3 Infill and redevelopment within Neighbourhoods will respect the existing and planned character.	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- meets intent of zoning and OP
9.1.8 Mississauga will transform the public realm to create a strong sense of place and civic pride.	Complies

9.1.10 The city vision will be supported by site development that:	
a. respects the urban hierarchy;	Marks emerging node
b. utilizes best sustainable practices;	
c. demonstrates context sensitivity, including the public realm;	Complies
d. promotes universal accessibility and public safety; and	Complies
e. employs design excellence.	Complies
9.2 City Pattern - City pattern provides the visual framework of the city. The city pattern that defines Mississauga includes:	
● Intensification Areas;	Complies
● Non-Intensification Areas;	
● Green System; and	
● Cultural Heritage.	
The city pattern is a reflection of policies and land use decisions that direct growth. It is the major driver of the city's image – it creates order, scale, a sense of place, purpose and identity.	Site marks Town Centre precinct
Mississauga will develop a city pattern that is more sustainable and supports complete communities by directing growth to Intensification Areas and managing growth in other areas. It is intended to create a pattern marked by a greater mixture of land uses in a more compact form of development that supports, and is integrated with a multi-modal transportation system.	
9.2.1 Intensification Areas - Intensification Areas are the principal location for future growth and consist of:	Site is emerging as a node but not yet designated
● Downtown;	
● Major Nodes;	
● Community Nodes;	
● Corporate Centres;	
● Intensification Corridors; and	
● Major Transit Station Areas. Intensification Areas are a major building block of the city pattern and, as such, will be expected to exhibit high standards of urban design that will result in vibrant and memorable urban places. They are intended to create order and a sense of place, with a scale that varies with their intended purpose and role in the urban hierarchy.	
9.2.1.1 Development will create distinctive places and locales.	Complies- Marks town centre gateway
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.	CXT Architects is an award winning design firm

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.	Village Square creates sense of place
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.	The site design consolidates loading and parking at a single existing service point from a single driveway.
9.2.1.7 Development proponents may be required to provide concept plans that show how a site will be developed with surrounding lands.	The proposed development integrates with the existing long-term care facility.
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.	Mavis has a width of 40m in this location. This suggests that a tall mid-rise form (approx. 13 to 15 storeys) would be appropriate as an expected mass on this site.
9.2.1.10 Appropriate height and built form transitions will be required between sites and their surrounding areas.	45 degree angular planes constructed from the stable neighbourhoods and the Mavis ROW edge, limit heights on the site
9.2.1.11 Tall buildings will be sited and designed to enhance an area's skyline.	An 18 storey tower element has been included to mark the emerging Heartland Town Centre Mixed Use designation
9.2.1.12 Tall buildings will be sited to preserve, reinforce and define view corridors.	The proposed 18 storey tower will mark the gateway into the Town Centre lands. It will become a point of orientation.
9.2.1.13 Tall buildings will be appropriately spaced to provide privacy and permit light and sky views.	The single tall building tower is setback at a minimum of 30m from adjacent mid-rise faces. Skyview is maintained.
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.	A podium strategy has been implemented with streetwalls established at 2, 7 and 13 storeys, in a non-continuous mass to reduce the slab visual effect of tall mid-rise heights
9.2.1.15 Tall buildings will address pedestrian scale through building articulation, massing and materials.	The single 18 storey tall element steps back from the 7 storey podium
9.2.1.16 Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas.	The proposed massing has no increased shadow impacts when compared to as-of-right zoning mass.
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.	In this case a continuous streetwall at varying heights has been provided. A gap of 20m above the 2nd floor has been provided to improve skyview.
9.2.1.19 The public realm and the development	A minimum setback along Mavis Rd. and

interface with the public realm will be held to the highest design standards.	Father D'Souza Dr. of 7.5m has been retained and conforms with the existing zoning. This allows a generous planting zone along the street edge public realm, as a character defining attribute.
9.2.1.21 Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive.	The proposed built form aligns with and opens onto the adjacent public sidewalks. A pedestrian supportive garden plaza has been located at the intersection of the 2 adjacent streets
9.2.1.23 Active uses will be required on principal streets with direct access to the public sidewalk.	A public access community health unit is accessed directly from the public realm along Mavis Rd.
9.2.1.24 Development will face the street.	The development directly faces and reinforces the street corridor.
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.	All building faces on the public streets will include active amenity areas, health clinic and lobby areas.
9.2.1.26 For non-residential uses, at grade windows will be required facing major streets and must be transparent.	Transparent glazing dominates the street facing built form
9.2.1.27 Development will create a sense of gateway to the Intensification Area with prominent built form and landscaping.	The proposed massing will act as a gateway to the existing Heartland Town Centre Mixed Use district
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.	A hybrid approach between urban and suburban has been adopted. Rather than an urban 0-3m setback to streets a minimum setback of 7.5m up to 16m at the corner have been proposed to allow an enhanced landscaped foreground treatment
9.2.1.29 Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.	The proposed bulk and mass have been carefully modulated to create a compatible form relationship to the surrounding context
9.2.1.30 Development will provide open space, including squares and plazas appropriate to the size, location and type of the development.	A public square/ garden has been created at the intersection of Mavis Rd. and Father D'Souza Dr. The curb to building dimensions are 23m x 41m (943sm) establishing a generous public gathering place. This compares favourably with the Port Street Market Square in Port Credit at 27x31 (837sm).
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.	This has been achieved
9.2.1.32 Buildings should be oriented to, and	This has been achieved with a primary

positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.	entrance near the intersection, off the public square. Abundant bus transit is available with Line 61 on Mavis (20m), Line 43 on Matheson (280m distance) and Line 39 on Britannia Rd. (880m)
9.2.1.33 Open spaces will be designed to promote social interaction.	The public square is designed to accommodate seating and gathering
9.2.1.35 Buildings and streetscapes will be situated and designed so as to encourage pedestrian circulation.	
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.	The 7.5m setback in conjunction with a 6.7m boulevard, establishes a 14.2m minimum landscaped public realm along Mavis Rd. and Father D'Souza, in addition to the public square.
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.	Surface parking has been minimized and merged with the existing long-term care surface parking. A generous 6m wide planting zone has been created adjacent to the Volpe Dr. rear yards to enhance visual buffering
9.2.1.38 Parking lots and structures should not be located adjacent to major streets.	Parking is hidden to the west of the building.
9.2.2 Non-Intensification Areas Non–intensification areas will experience limited growth and change; consequently, intensive growth will not be directed to them. Non-Intensification Areas consist of:	The site is not identified as an "Intensification Corridor" but as a "Corridor" site where less growth is anticipated.
● Neighbourhoods;	
● Employment Areas;	
● Special Purpose Areas; and	
● Corridors.	As a corridor site adjacent to the Heartland Town Centre with zoning rights already established at 9 storeys, the subject site is an appropriate candidate for the proposed degree of intensification.
9.2.2.1 Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved.	Heights above 4 storeys all conform to transitional angular plane limits to ensure skyview and scale compatibility are achieved.
9.2.2.2 Tall buildings will generally not be permitted.	The 18 storey component can be considered a tall building that complies with a 45 degree angular plane drawn from the east edge Mavis Rd.
9.2.2.3 While new development need not mirror existing development, new development in Neighbourhoods will:	

a. respect existing lotting patterns;	The lot has been established and recognized in zoning as an intensification site
b. respect the continuity of front, rear and side yard setbacks;	Yard standards of the existing zoning by-law have been observed.
c. respect the scale and character of the surrounding area;	Podium scale and angular plane limits have established an appropriate scale when compared with as-of-right permissions
d. minimize overshadowing and overlook on adjacent neighbours;	There are no net new shadow impacts beyond the as-of-right shadows.
e. incorporate stormwater best management practices;	To be determined through Site Plan Approval
f. preserve mature high quality trees and ensure replacement of the tree canopy; and	Existing boundary trees will be maintained.
g**. be designed to respect the existing scale, massing, character and grades of the surrounding area.**	Scale massing character and grading are compatible with the context.
9.2.2.4 Employment Areas adjacent to residential areas, sensitive land uses and major roads will be required to meet higher standards of design and to mitigate adverse impacts on adjacent uses.	The Yee-Hong facility will employ a large number of staff. Parking and transit availability will be abundant to meet the actual need on site.
9.2.2.6 Development on Corridors will be encouraged to:	
a. assemble small land parcels to create efficient development parcels;	A large land assembly of 2.23 ha. (5.5 acres) exists on the subject site with approved zoning for a 9 storey building.
b. **face the street, except where predominate development patterns dictate otherwise;**	Street-facing built form has been proposed with generous landscaped boulevards and setbacks.
c. **not locate parking between the building and the street;**	Parking is concealed
d**. site buildings to frame the street and where non-residential uses are proposed to create a continuous street wall;**	Mavis Rd. has been framed at an appropriate proportion. The mass along D'Souza steps down to reflect a transition of scale.
e. provide entrances and transparent windows facing the street for non-residential uses;	This is achieved
f. support transit and active transportation modes;	Access to sidewalks and transit is direct.
g. consolidate access points and encourage shared parking, service areas and driveway entrances; and	Shared loading spaces are proposed hidden from view
9.3 Public Realm	
9.3.1 Streets and Blocks	
9.3.1.1 Street patterns, development blocks and public open spaces together should create distinctive communities.	The combination of an enhanced public realm, garden square and
9.3.1.2 Mississauga will ensure that urban form, street	Complies with a strong and varied streetwall

patterns and public open space systems are coherent, orderly and legible.	composition
9.3.1.3 Major roads and their streetscapes should be designed to create spaces that are integral parts of the adjacent communities, thus serving to link communities.	Garden square will establish a significant focal point for the community
9.3.1.4 Development will be designed to:	
c. accentuate the significant identity of each Character Area, its open spaces, landmarks and cultural heritage resources;	The Heartland Town Centre has a distinct character that is automobile dominated with intense traffic concentration. It is a de-facto node that has not yet
e. meet universal design principles;	Yee Hong requires enhanced AODA compliance
f. address new development and open spaces;	Integrates with the existing long term care home
g. be pedestrian oriented and scaled and support transit use;	
h. be attractive, safe and walkable;	
i. accommodate a multi-modal transportation system; and	
j. allow common rear laneways or parallel service streets to provide direct access for lots fronting arterial roads and major collector roads, when appropriate.	Access is from a service driveway to the west.
9.3.1.7 Streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.	Enhanced streetscapes and a square are proposed
9.3.1.8 The design of developments at intersections and along major streets should be of a highly attractive urban quality, recognizing that streets are important civic spaces and linkages.	The corner of Father D'Souza and Mavis Rd. is celebrated with a public square.
9.3.1.9 Development and elements within the public realm will be designed to provide continuity of the streetscape and minimize visual clutter.	A coordinated landscape design will unite the entire frontage along each street.
9.5 Site Development and Buildings	
A significant part of the urban experience takes place as people move from one building to another.	

Focusing on the relationship between buildings and the spaces that surround them is critical to quality urban form. The quality and character of different communities and areas will be conserved, in part, by establishing a proper transition between them.	
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.	Gradual height transitions establish massing compatibility
9.5.1.2 Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:	Complies
a. Natural Heritage System;	
b. natural hazards (flooding and erosion);	
c. natural and cultural heritage features;	
d. street and block patterns;	Complies
e. the size and configuration of properties along a street, including lot frontages and areas;	Complies
f. continuity and enhancement of streetscapes;	Complies
g. the size and distribution of building mass and height;	Complies
h. front, side and rear yards;	Complies with zoning
i. the orientation of buildings, structures and landscapes on a property;	Complies
j. views, sunlight and wind conditions;	Complies
k. the local vernacular and architectural character as represented by the rhythm, textures and building materials;	Streetwall components reflect character scale and materiality
l. privacy and overlook; and	40m setback upheld
m. the function and use of buildings, structures and landscapes.	
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 with streetwall approach
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.	Heights and mass have been modulated to relate to Neighbourhood mass.
9.5.1.6 Existing vegetation patterns and preservation and/or enhancement of the Urban Forest will be addressed in all new development.	Complies
9.5.1.7 Developments adjacent to public parkland will complement the open space and minimize negative impacts.	
9.5.1.8 Proposed development should encourage	

public open space connections that link public parks	
and community facilities through the use of walkways, bikeways and bridges.	
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.	See RWDI reports for compliance
9.5.1.10 Where employment and commercial uses are adjacent to noise sensitive uses, noise mitigation should be provided at the source of the noise to ensure compatibility and acceptable noise levels.	
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.	Street edge is defined continuously
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.	
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.	Wide boulevard offers potential enhanced planting
9.5.1.14 Sites that have exposure to parks or double exposure to both Provincial Highways and public streets will be required to be designed with upgraded building elevations and landscaping facing all parks, public highways and public streets.	
9.5.1.15 Development in proximity to landmark buildings or sites, to the Natural Areas System or cultural heritage resources, should be designed to:	
a. respect the prominence, character, setting and connectivity of these buildings, sites and resources; and	Heartland Town Centre prominence is announced by the proposed massing.
b. ensure an effective transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking, amenity and open spaces.	Complies
9.5.2 Site Development	
The arrangement of elements on a site, as well as their massing and design, should contribute to achieving the City's vision and the intended character for the area. The development of a property may include one or more buildings or structures, services and utilities, parking areas and driveways and landscaping. Site design which incorporates stormwater best management practices will assist in achieving sustainable development objectives.	The area character is evolving with the next stage of development of the Heartland Town Centre
9.5.2.1 High quality, diverse and innovative design will	Complies

be promoted in a form that reinforces and enhances the local character, respects its immediate context and creates a quality living or working environment.	
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.	Canopies provided at entries
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.	
9.5.2.5 Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by providing:	Complies
a. street trees and landscaping, and relocating utilities, if required;	Complies
b. lighting;	Complies
c. weather protection elements;	Complies
d. screening of parking areas;	Complies
e. bicycle parking;	Complies
f. public art; and	Tbc
g. street furniture.	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
9.5.2.8 Site designs that conserve energy will be encouraged. Energy conservation will be addressed at the development application stage and during the preparation of building and site designs. Buildings should be designed, oriented, constructed and landscaped to minimize interior heat loss and to capture and retain solar heat energy in the winter and to minimize solar heat penetration in the summer.	Complies
9.5.2.9 Site designs will be encouraged that minimize the consumption of water.	

9.5.2.10 Site development will be encouraged to meet a minimum standard of LEED Silver or custom green development standards.	Tbc
9.5.2.11 Site development will be required to:	
a. incorporate stormwater best management practices;	Complies
b. provide enhanced streetscape;	Complies
c. provide landscaping that complements the public realm;	Complies
d. include the use of native non-invasive plant material;	Tbc
e. protect and enhance habitat;	Tbc
f. preserve significant trees on public and private lands;	
g. incorporate techniques to minimize urban heat island effects such as providing planting and appropriate surface treatment; and	Complies
h. provide landscaping that beautifies the site and complements the building form.	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
9.5.2.13 External lighting for site development should:	
a. be energy efficient;	Complies
b. utilize dark skylight fixtures; and	Complies
c. not infringe on adjacent properties.	Complies
9.5.2.14 Development on a site may be phased provided that the location of buildings and services allow for future development. For projects that will be phased, applications shall be accompanied by a detailed phasing plan.	Site development is the 2nd phase of a planned expansion
9.5.3 Buildings	
Buildings are often the most noticeable aspect of site development and therefore, the quality of their design and the materials selected is fundamental to good urban form. The articulation of a building is often what gives it a human scale and a sense of quality through attention to detail. The entrance of a building is often the most recognizable and used part of the façade and should be prominent, recognizable and accessible. All buildings should be designed to incorporate sustainable technologies. Where tall buildings occur, they are prominent features of the urban form and should be designed to the highest of standards.	
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	Complies

principal doors and fenestrations facing the street in order to:	
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.	Podium sections define streetwall at an appropriate height

9.5.3.11 Building materials should be chosen for their functional and aesthetic quality, sustainability and ease of maintenance.	Lower wall materials to be masonry to relate to house materials.
9.5.3.12 The choice of building materials should minimize the risk for bird collisions.	Complies
9.5.3.13 Where appropriate, development should be designed to incorporate measures that minimize urban heat island effects.	Complies
9.5.3.14 Buildings should be designed to conserve energy and incorporate sustainable material.	Tbc
9.5.3.15 Buildings should be designed to minimize the consumption of water and to utilize stormwater best management practices.	Tbc
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	
The public realm is an integral part of any site development. The relationship between buildings, site layout and elements within the public realm has a great impact on the urban form and the experience of those who live, work and play in the city.	
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- single driveway shared
9.5.4.4 Along Corridors where an urban character is appropriate, buildings should be located close to and aligned with the street to enclose the street.	Complies
9.5.4.5 Built form will relate to the width of the street right-of-way.	Proportional heights do not exceed a 1:1 ratio of height to ROW width
9.5.4.6 Outdoor storage will not be located adjacent	Complies

to, or be visible from city boundaries, the public realm or sensitive land uses by incorporating the use of appropriate setbacks, screening, landscaping and buffering.	
9.5.4.7 Display areas are to be an integral part of the overall site design and evaluated based on their visual impact on the streetscape.	Complies
9.5.5 Parking, Servicing and Loading	
The design of parking, servicing and loading areas is a key component in the development of sites. These areas serve a functional need, but should be designed in a manner that screens less desirable aspects and provides high quality treatment of exposed areas while addressing safe and efficient movement of pedestrians and vehicles. Parking surfaces are a contributor to the urban heat island effect and, as such, should be designed to mitigate the heat effects.	Complies
9.5.5.1 Parking should be located underground, internal to the building or to the rear of buildings.	Complies
9.5.5.2 Above grade parking structures should be screened in such a manner that vehicles are not visible from public view and have appropriate directional signage to the structure.	Complies
9.5.5.3 Where surface parking is permitted, the following will apply. Parking should:	
a. not be located between the building and the street;	Complies
b. incorporate stormwater best management practices, such as, permeable paving, bioretention areas and tree clusters;	Complies
c. provide safe and legible raised walkways, with curb ramps, within parking areas to buildings and streets;	Complies
d. incorporate universal design principles;	Complies
e. be configured to permit future development;	NA
f. have appropriate landscape treatment including trees and lighting, throughout parking lots;	Complies
g. provide appropriate landscape treatment to provide shading of parking areas; and	Complies
h. provide landscape buffering at the street edge.	Complies
9.5.5.4 Shared parking between developments will be encouraged, where appropriate.	Complies
9.5.5.5 Secure bicycle parking will be provided in developments.	Complies
9.5.5.6 Site plans will demonstrate the ability for shared servicing access between adjacent 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

High Density Residential Land Use	
11.2.5.2 In addition to the Uses Permitted in all Designations, residential designations will also permit the following uses:	
a. residential dwelling;	Complies
b. accessory office for physicians, dentists, health professionals and drugless practitioners;	
c. home occupation;	
d. special needs housing; and	Complies
e. urban gardening.	
11.2.5.6 Lands designated Residential High Density will permit the following use:	
a. apartment dwelling.	Complies
11.2.5.7 Accessory offices for physicians, dentists, health professionals, and drugless practitioners will	
only be permitted in detached and semi-detached dwellings provided the dwelling is their principal	
private residence.	
11.2.5.8 Second units within detached dwellings, semi-detached dwellings and townhouse dwellings	
will be permitted, where appropriate.	
11.2.5.9 Special needs housing will be in a built form consistent with the dwelling forms permitted by the residential designation.	Complies