130

MOUNTAINVIEW ROAD NORTH

URBAN DESIGN BRIEF

HALTON HILLS

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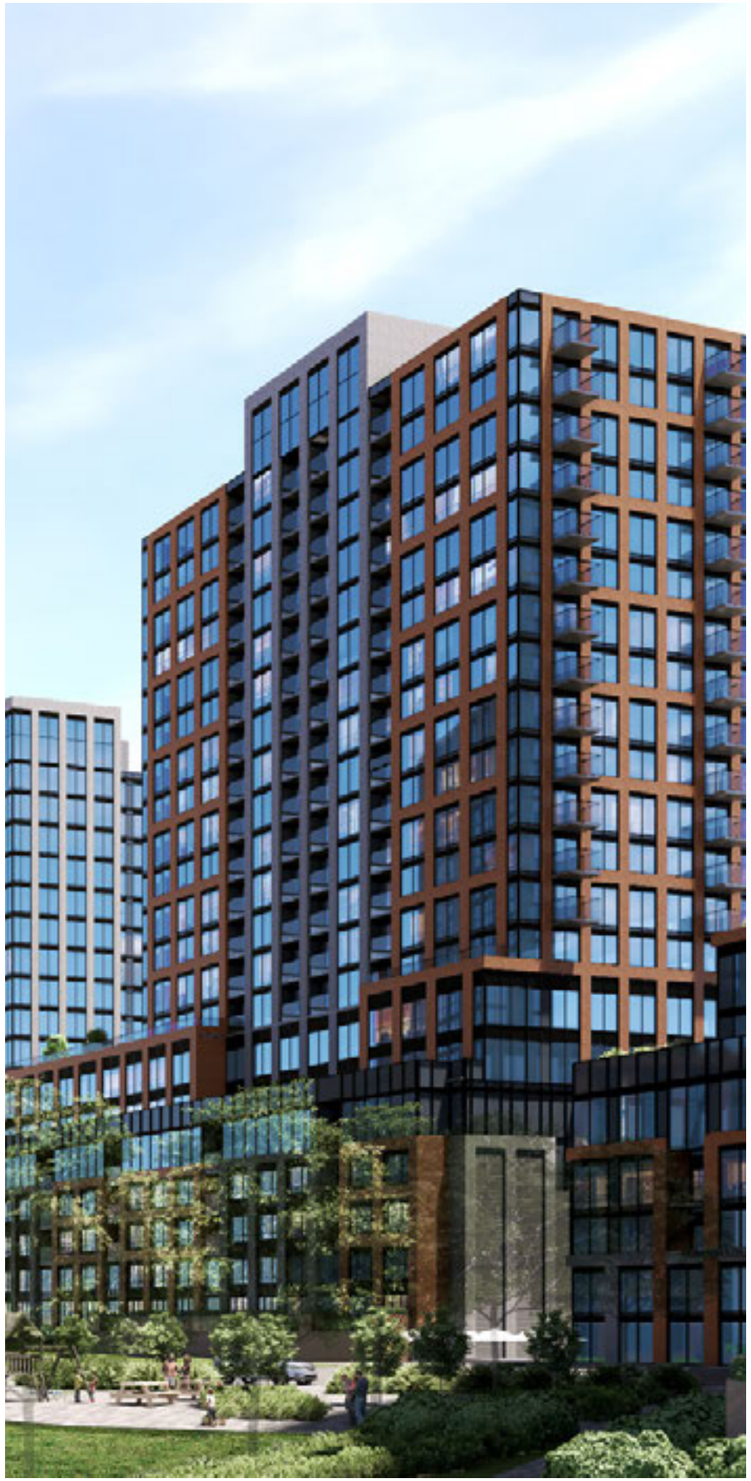


Information contained within this document is conceptual and subject to revisions and modifications. Provided Urban Design Brief is a Live document that will be evolved throughout the approval process.

00

INTRODUCTION
00.1 OVERVIEW

The subject site is located at 130 Moutainview road North in the community of Georgetown in the Town of Halton Hills, Ontario. The site is bound by Mountainview Road North to the northeast, River Drive to the northwest, private properties to the west and CN Rail corridor to the south. The site is designated “High Density Residential/Mixed Use Area 1”. Apartment buildings and mixed-use buildings are permitted under this designation under the Georgetown GO Station Area Secondary Plan. The lands are also identified as a “Redevelopment Site” within the GO North Precinct and a Gateway is identified at the northeast corner of River Drive and Mountainview Road North. The site is in very close proximity to Georgetown GO Station to the west and surrounded by medium-density residential uses and low-rise commercial/industrial uses.

The following Urban Design Brief introduces the site within its context and defines the vision and design intention of the proposed development. The document demonstrates how the proposed design follows the appropriate urban design policies and guidelines and focuses on the importance of keeping with proper scale, architectural language, and the importance of street level engagement and public realm.

The strategies outlined in this document will be used to guide the comprehensive redevelopment of the subject site.

01

SITE PLAN AND OVERVIEW
01.1 CONTEXT

The subject land is located at 130 Moutainview Road North which is situated at the southeast corner of Mountainview Road North and River Drive and north of the CN Rail corridor, which functions as a freight and commuter railway corridor.

01.1.1. The current structure on site is a small 1 storey warehouse building accessed by an unpaved driveway from Mountainview Road North.

01.1.2. There is an unpaved parking lot on the southeast corner of the property and a wooded area across the remainder of the property.

01.1.3. The project site has two frontages approx. 241 m along Mountainview Road North and 83 m along River Drive. The south portion of the site is approximately 203 m along the commuter railway corridor with the Georgetown GO Station to the west of that.

01.1.4. The site is zoned as 'Development (D)' as per the Town of Halton Hills Zoning By-Law 2010-0050.

01.1.5. Site area is approximately 2.85 ha in size.

01.1.6. Properties immediately adjacent to the site are occupied by one industrial building, slated for redevelopment, and two low rise private residential buildings to the west, public roads to the northwest and northeast and CN Rail to the south.

01

SITE PLAN AND OVERVIEW
01.1 CONTEXT

01.1.7. The Site is located within the GO Station area in accordance with Schedule A3 - Georgetown Urban Area Land Use Plan of the Halton Hills Official Plan..

01.1.8. The site is located about 300 m (5 min walk) from the Georgetown GO Station to the west.

01.1.9. The site is located within a close distance to various services including but not limited to retail, food establishments, daycare facilities and schools, community center, golf clubs, parks and extensive network of recreational trails, woodlands and natural heritage areas. The project site is located less than 2 km from the Downtown Georgetown BIA (Business Improvement Area) that provides variety of services to all users of the site such as access to art studios, art galleries, theatre, library and festivals.

01.1.10. The site is in close proximity to green spaces, public schools, daycares, restaurants, community centers and other essential services.

01.1.11. The site's location within the Georgetown GO Major Transit Station Area (MTSA) offers opportunities to provide transit-supportive densities, reduce vehicular dependence and live a more sustainably-driven lifestyle while staying connected to major nodes within Halton Hills and the Greater Toronto Area. In return, the increased residential and employment densities will ensure the viability of existing and planned transit infrastructure and services.

01

SITE PLAN AND OVERVIEW
01.2 OPPORTUNITIES

01.2.1. The site's location at the corner of Mountainview Road North and River Drive provides the opportunity to animate both street fronts, through grade-related commercial space and residential units, to contribute to the livelihood and beautification of the streets.

01.2.2. The site's access to Mountainview Road North and River Drive provide the opportunity for a new road connection through the site with pedestrian and bicycle connections and safe access for residents, away from busy neighboring streets

01.2.3. The site provides a prime location for a new park area for existing and new residents as the community continues to grow and need access to parks and green space. The new park will provide a green buffer to neighboring properties and will provide a range of opportunities for active and passive activities, particularly for young children and older adults seeking close to home activities.

SITE PLAN AND OVERVIEW
01.3 CONSTRAINTS

01.3.1. The south portion of the site is located along a railway corridor which may impose an acoustical concern, that should be addressed through innovative architectural solutions.

01.3.2. Due to the site's location along the railway corridor, a crash wall is required for buildings that interface with the railway right-of-way (ROW).

01.3.3. Regional records indicate a former pulp and paper industry on the property, with liquid waste lagoons and related waste from the industrial use historically present that may have created some soil contamination which need to be addressed.

01

SITE PLAN AND OVERVIEW
01.4 DEVELOPMENT VISION

The proposed development consists of a comprehensive redevelopment of the Subject Lands in three development blocks (parcel A, B & C), a new public ROW through the site connecting River Drive and Mountainview Road North, and a new Privately-Owned Public Space (POPS).

The proposed redevelopment includes 7 residential apartment buildings with towers that range in height from 17 to 22 storeys with an overall FSI of 4.56 (calculated based on total site area including the new ROW). In total the development provides approximately 130,000 m^2 of GFA, 1,481 residential units and 525 m^2 of retail space at the corner of River Drive and Mountainview Road North.

Parcel A is comprised of Buildings A, B, and C which front onto Mountainview Road North over a shared 4-storey podium with a mezzanine, plus 2 additional transition storeys to the superstructure. Tower heights are ranging from 17 storeys (tower A & C) to 22 storeys (tower B).

Parcel B is comprised of Building D and E front onto the CN Rail corridor at south portion of the site over a shared 4-storey podium with a mezzanine, plus 2 additional transition storeys to the superstructure. Tower heights are ranging from 17 storeys (tower D) to 20 storeys (tower E).

Parcel C is comprised of Building F and attached mid-rise Building G front onto the CN Rail corridor at south and neighboring commercial building to the southwest of the site over a shared 4-storey podium with a mezzanine, plus 2 additional transition storeys to the superstructure. Tower F has a height of 22 storeys. Mid-rise Building G features cascading terraces towards southwest, stepping down from 12 to 10, 8, 6 and 4 storey.

The proposed redevelopment of each parcel is supported by shared lobbies, mail/parcel rooms, bicycle storage, below/above ground parking, loading spaces and indoor/outdoor amenity areas. In total, the proposed development provides 1,481 parking spaces which equates to a total blended residential/visitor parking ratio of 1.0 space per unit. The proposed POPS has a total area of 2,721 m^2. The POPS is located at the northwest corner of the site, neighboring 11 & 15 River Drive existing houses and fronting the new public road which connects the Mountainview Road North and River Drive. Outdoor and indoor amenity areas are featured throughout the site at a rate of 4m^2 per unit (2 m^2 indoor + 2 m^2 outdoor). In addition to that, vast majority of units have access to private grade-related outdoor patios, outdoor terraces and balconies.

Vehicular access to the site will be provided from the new public road through the site connecting River Drive to the north and Mountainview Road North. to the east. Each development block has been designed independent from others with direct access to new public road, access to pedestrian network, appropriate resident/visitor drop off, access to parking for residents/visitor as well as functional facilities including loading/moving and waste management. The public road is proposed with 20 m wide ROW with sidewalks along both sides of the road to facilitate pedestrian traffic through the site.

The proposed development of 130 Mountainview Road North offers a unique architectural aesthetics within an upcoming mixed-use area while keeping with the importance of emerging sustainability needs, connectivity to public transit, public realm, users' safety, efficiency, and housing needs. Further, it is designed as a beacon to the build out of the Secondary Plan area.

01

SITE PLAN AND OVERVIEW
01.5 URBAN DESIGN OBJECTIVES

The Town of Halton Hills outlines urban design objectives to create and encourage a high quality of built form.

The following pages provide excerpts of relevant urban design guidelines and policies from the Official Plan, and provide responses explaining how the design of proposed development has considered these policies and guidelines.

This section of the Urban Design Brief provides an overview of how the proposed development meets relevant urban design policies and guidelines and more details will be provided at Site Plan stage.

The following is a summary of relevant Official Plan policies related to site design:

- In the Halton Hills Official Plan, urban design policies are provided in Section F2.2 and shall be applied, as appropriate, to all developments within the Urban Area.

- An additional layer of urban design policies are found in Section H3.3.6, which apply to the lands within the Georgetown GO Station Area Secondary Plan.

- Urban design guidelines for the GO Station District are provided in Section X4.2 of the Official Plan.

02

PUBLIC AND PRIVATE REALM
02.1 GUIDELINES

F2.2.1 Public Realm

The look, feel and treatment of public areas such as roads, parks, and public open spaces are a key component of what makes up the character of the community. Therefore, high quality design in the public realm shall be encouraged in the development of all public parks and open spaces, roads, buildings and engineering projects. The development of new public buildings shall be in accordance with relevant provisions of Sections F2.2.2 of this Plan. The following additional policies shall apply to the design of these public areas and to the public works carried out in these areas.

F2.2.2 Private Realm

A high quality of design of the private realm shall be required in all new development and redevelopment.

F2.2.5 Safety

A. appropriate lighting, visibility and opportunities for public surveillance for parking lots, walkways, parking garages and open space area;
B. unobstructed views into parks and open spaces from adjoining streets;
C. design and siting of new buildings shall provide opportunities for visual overlook and ease of public access to adjacent streets, parks and open space;
D. views into and out of publicly accessible buildings shall be encouraged;
E. landscaping that maintains views for safety and surveillance; and,

H3.3.6 Urban Design

Plan area is the street system.

The Town, in accordance with the policies of Section F2.2.1.1 of the Official Plan, shall develop a specific plan for the improvement of the design of the streetscape in the Secondary Plan area.

A. Public Realm

i. enhancement of the tree lined boulevards;
ii. the creation of specific gateways at key locations identified on Schedule H3 in accordance with the provisions of subsection b) of this Section;
iii. provisions for working with GO Transit, Via Rail and CN to enhance the GO Station area and its relationship with the surrounding area;

B. Gateways

River Drive and Mountainview Road North; and,

C. Redevelopment Sites

Significant redevelopment shall only be permitted on certain strategic sites, as identified on Schedule H3, subject to the relevant policies in Sections H3.5.5, H3.5.6 and H3.6.5. In addition, with respect to such development, careful attention shall be given to:

i. the relationship between the proposed new development and existing, adacent Low Density Residential Areas to minimize poWtential height and massing impacts and to protect privacy;
ii. the relationship of the proposed new development in the North Precinct to the Secondary Plan area as a whole, and surrounding lands generally, taking into account the topography of the area;
iii. the relationship of the buildings to the street to ensure that the development form reinforces the streetscape with the front entrance oriented to the street, and allows for suitable sidewalk and boulevard widths for pedestrian use and the placement of streetscape amenities; and,
iv. the relationship of adjacent buildings to the rail corridor to minimize noise and vibration impacts.

In this regard, massing strategies such as the stepping down of buildings to buildings of lower density and the use of two or three storey base podiums, with increased setbacks for storeys above the podium, rather than “slab” building forms, will be employed to minimize impacts, overlook, shadowing, and high wind speeds.

02

PUBLIC AND PRIVATE REALM
02.2 RESPONSE

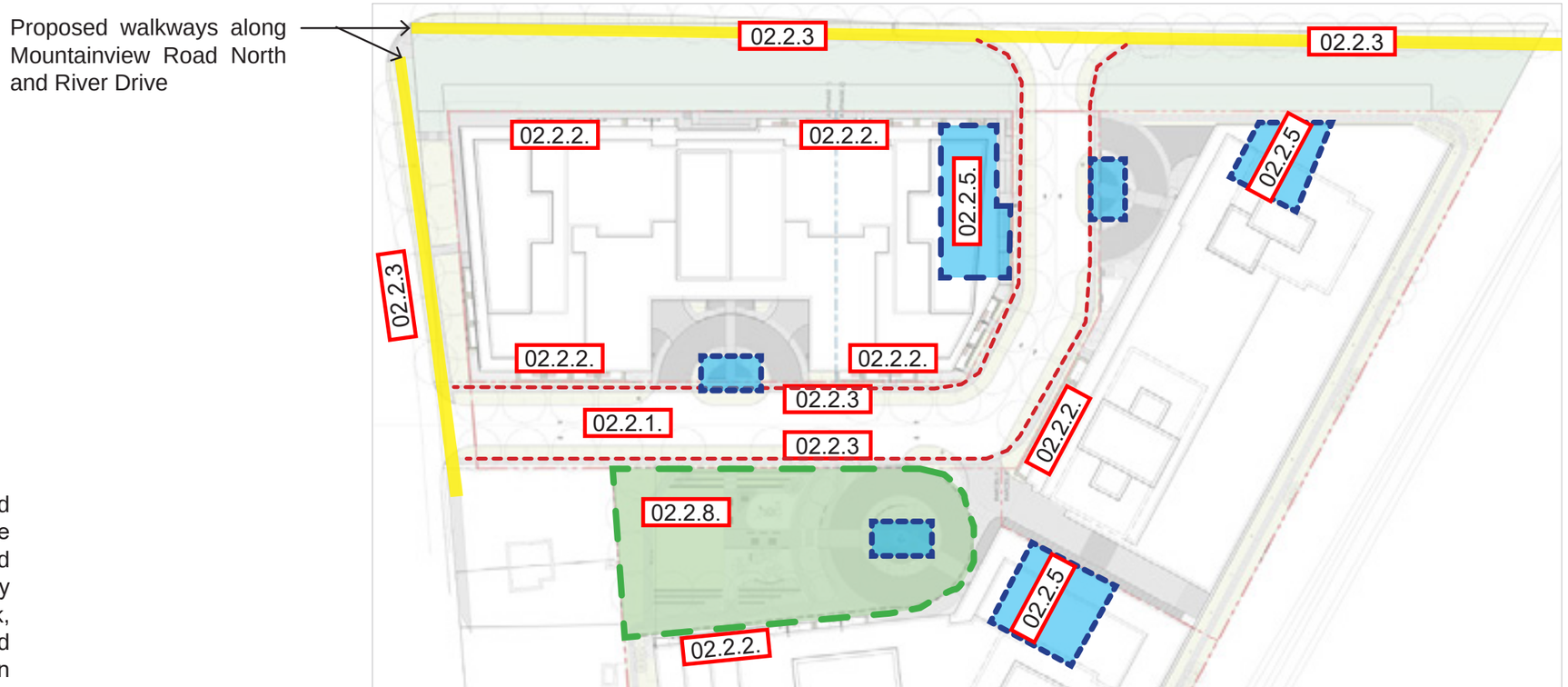
02.2.1. Vehicular and pedestrian circulation for the proposed development is provided by a new public ROW through the project site that connects River Drive to Mountainview Road North. The proposed ROW will incorporate high quality urban design standards to secure an appropriate sidewalk, separation of vehicles/pedestrians, enhanced tree lined boulevards and street/pedestrian-level lighting to maintain safety.

02.2.2. Grade-related residential units with private patios will animate the street wall and provide eyes on the street contributing to additional safety. Furthermore, the proposed POPS, Gateway features, improved public realm and proximity to GO Station will contribute to rehabilitation of the area and create central node within the GO North Precinct and surrounding areas.

02.2.3. Public walkways inside and outside the site boundaries are provided. This will ensure safe and active circulation and will contribute to site and surrounding areas pedestrian connectivity to public transportation in vicinity of the site.

02.2.4. The site proximity to nearby services, GO Station and GO bus stations will be a great opportunity to provide active transportation within the site.

02.2.5. A high bicycle parking rate (about 0.75 spaces/unit) will be provided to encourage active transportation and sustainable lifestyle for future residents. Indoor secure residents' bicycle rooms with direct access to the exterior of the buildings and visitor bicycle spaces at the entry plaza of each parcel will be provided.



02

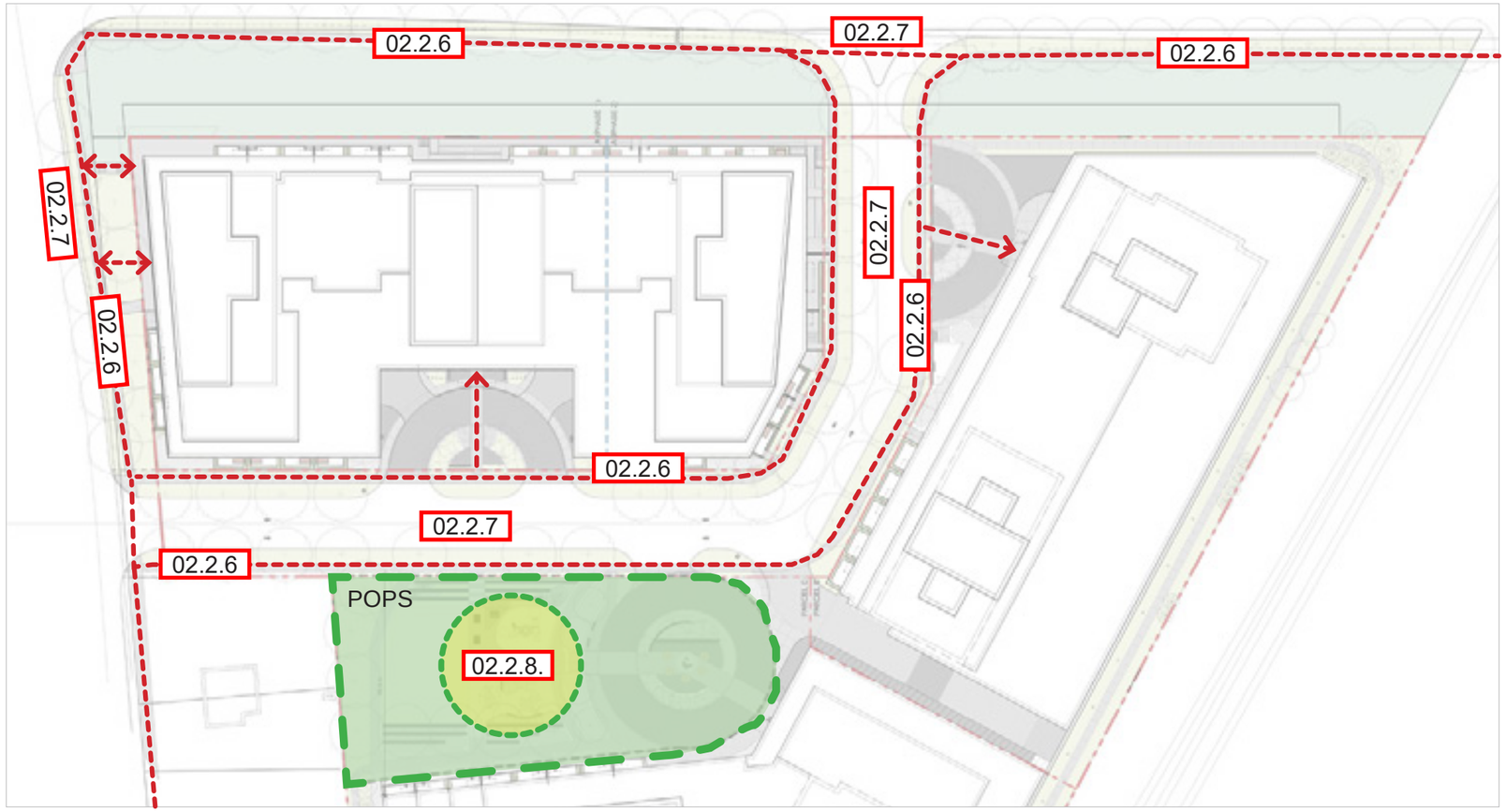
PUBLIC AND PRIVATE REALM
02.2 RESPONSE

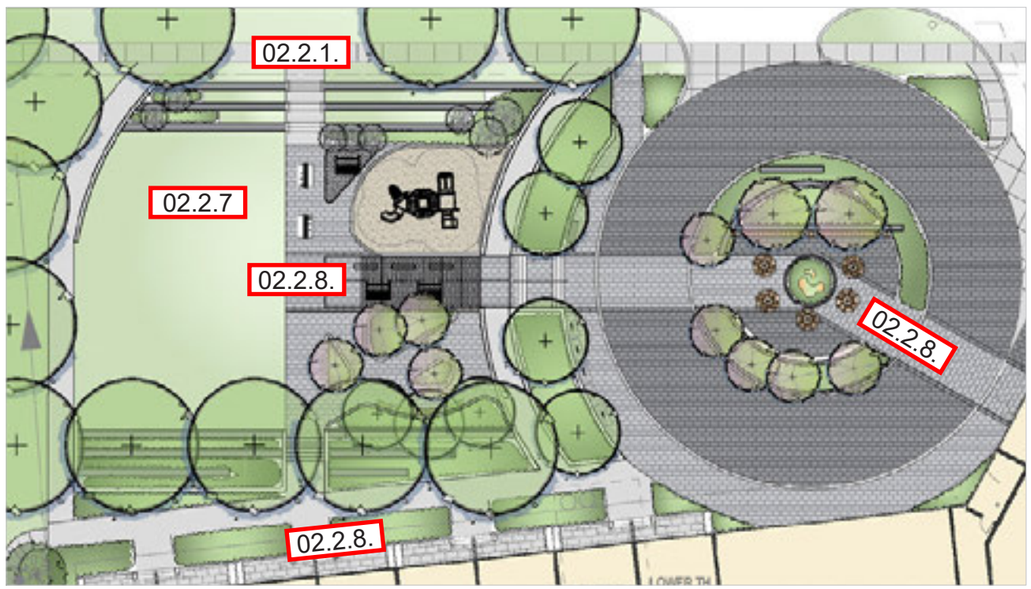
02.2.6. The proposed sidewalks (1.5 m wide) along the existing municipal roads and new ROW will provide safe pedestrians network within the neighborhood and will provide pedestrian connection to nearby routes, trails, services, and transit networks.

02.2.7. The project site and residential entrances will be well-lit to ensure the safety of all users and passersby on and around the site and encourage walking and cycling.

02.2.8. Proposed POPS will be well designed and would serve as a local parkette. It would be equipped with a playground, paved walkways, seating area and green open space. The park is located at corner of the proposed ROW and River Drive to encourage circulation and active uses on site and act as a central node within the neighborhood.

02.2.9. Pathways from retail and residential exits are directly connecting to the public sidewalks to facilitate safe pedestrian movement to/from the buildings





03

STREETSCAPE DESIGN, ROADS AND CIRCULATION
03.1 GUIDELINES

F2.2.1.1 Streetscape

a. Streetscape features located within public rights-of-way, such as lighting fixtures, directional and street signs, parking meters, transit shelters, and street furniture shall be complementary in their design and located in an integrated manner, so as to avoid visual clutter.

b. Gateway features shall be established at strategic locations within the municipality, as identified in Council-adopted Secondary Plan policies and/or Urban Design Guidelines and may include specialized boulevards, landscape medians, decorative street lightings, and/or decorative signage treatments.

F2.2.1.2 Roads

a. Road rights-of-way shall be designed to secure a separation of vehicles and pedestrians and should provide an appropriate sidewalk for pedestrian use;

b. a regularized pattern of street tree planting shall be encouraged along roads within Urban Areas and Hamlet Areas, and the Town shall establish minimum planting standards and species types in the Site Plan Manual and/or Council-adopted Urban Design Guidelines;

c. The number and location of access points onto the public road system shall be minimized by encouraging common access points to be shared by adjacent development;

d. Street lighting shall, where appropriate, incorporate pedestrian-level lighting to maintain pedestrian safety; and;

F2.2.2.8 Access and Circulation

a. To ensure safety and promote their priority over vehicular traffic, major pedestrian routes on the site should be identified and delineated with paving materials that differentiate them from the driving surfaces. Pedestrian walkways should be made continuous across driving aisles as well as across driveway entrances at the street. The use of soft landscaping is also encouraged along major pedestrian routes.

b. Generously sized walkways shall be provided along buildings, particularly in areas with large pedestrian traffic. These walkways should be connected to other pedestrian routes on the site and linked to major pedestrian entry points at the street, and where appropriate to adjacent developments.

X4.2.5.1 Vehicular Access and Circulation

a. Access into, and circulation within, an individual site should provide safe and well-defined routes.

b. Proper lighting, landscaping, and pedestrian amenities along the circulation routes will enhance overall site appearance, promote public safety, and encourage the use of GO transit. Reference should be made to the relevant Regional or municipal documents in regard to safety.

c. In the North Precinct, road connections to existing residential streets are encouraged to complete a connected street network. However, any new street connections should have regard to the topographic conditions (i.e. particularly between Rosetta and John Street, and between River Drive and Mountainview Road/Stuart McLaren Road intersection).

X4.2.2.1 Character Street

a. The quality of ‘character streets’, including the tree-lined boulevard with highly detailed styles of residential dwellings, should be preserved.

b. At the gateways to Queen Street and King Street from Guelph Street and Mountainview Road North respectively, Linden trees should be planted in a grouping, together with a gateway sign, to make a visual link with the GO Station entrance.

03

STREETSCAPE DESIGN, ROADS AND CIRCULATION

03.2 RESPONSE

03.2.1. A 20.0 m ROW is provided to secure a separation of vehicles and pedestrians including 1.5 m sidewalks on both sides and landscape buffer between the road and sidewalks on both sides.

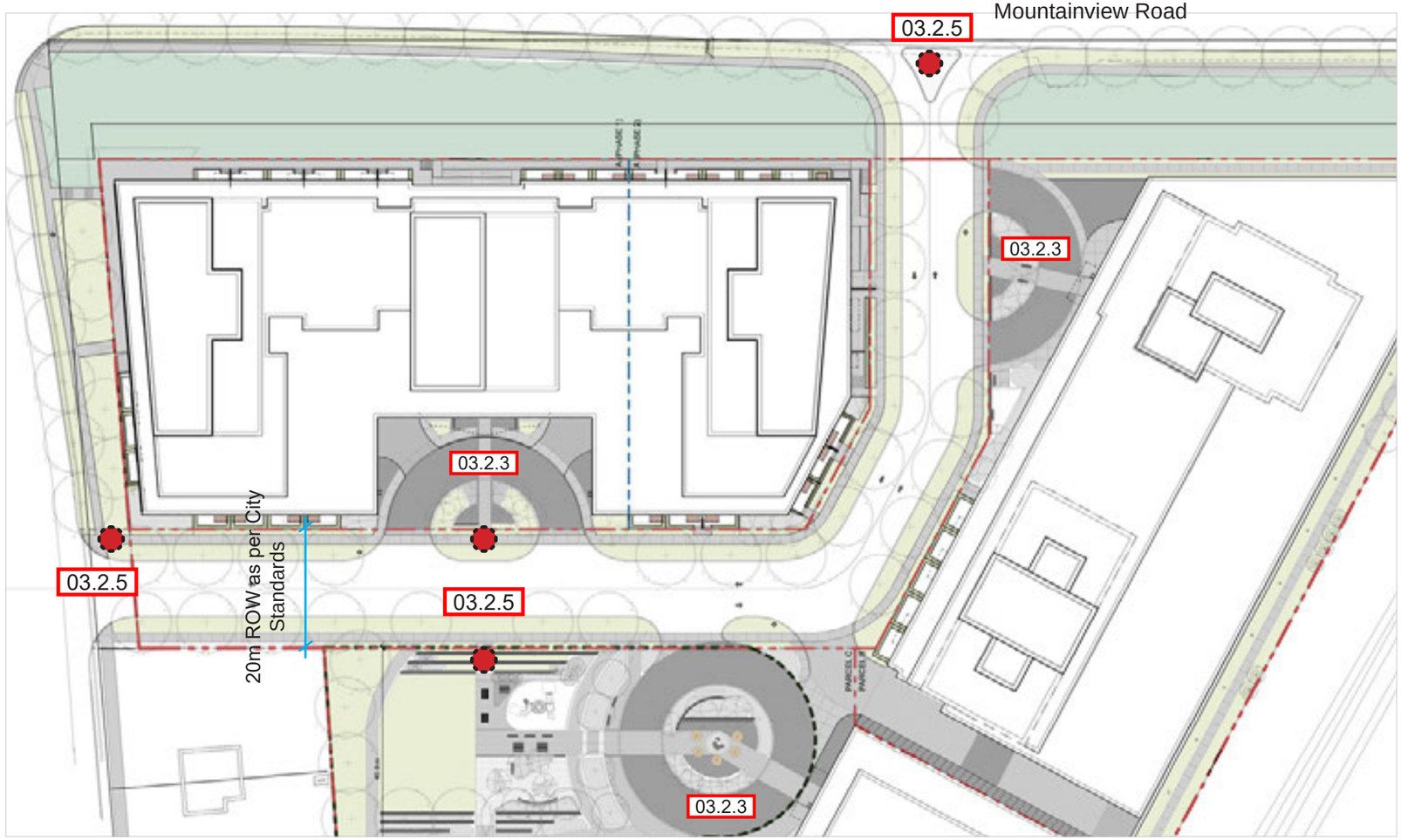
03.2.2. Provided the site's is located within 800 m of a GO Station and GO bus stations, the development is proposing a combined ratio of 1.0 parking space per unit.

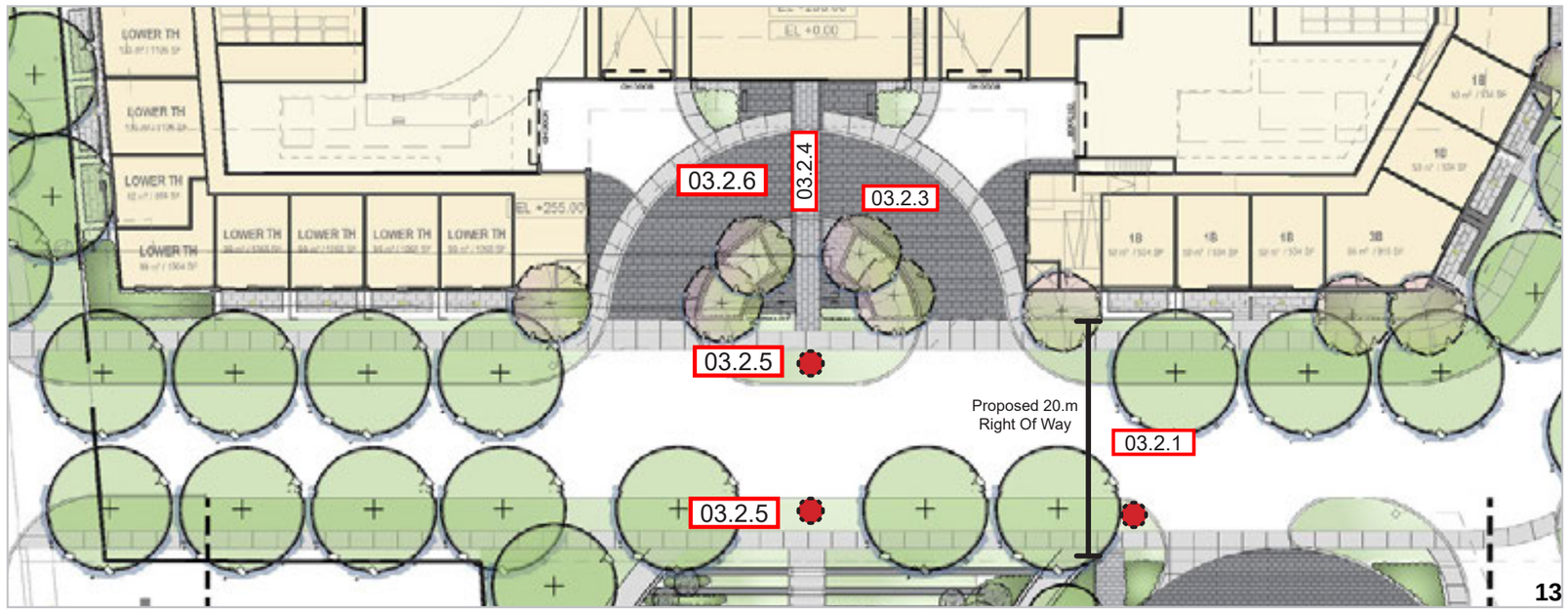
03.2.3. A landscaped entry plaza for each parcel is provided to improve the connectivity to public ROW and contribute to calming the vehicular traffic and safety.

03.2.4. Safe well-lit access routes are located strategically along the entry plaza, to lead all vehicle circulation away from pedestrian flow. Monitored entry gates are equipped with overhead door for all vehicular services including parking entrances, loading bays, garbage disposal routes and retail parking spaces.

03.2.5. Gateway landscape and decorative signage treatments will be explored at strategic locations to improve the way-finding to walkways along existing Mountainview Road North and River Drive that leads to GO Station.

03.2.6. Each parcel entry plaza walkway and vehicular drop off is treated with decorative paving and distinctive patterns that will improve the private realm, traffic navigation and pedestrians' safety. Entry plazas are equipped with linear benches, pedestrian level lighting and low height trees and planting designed not to obscure the entrance lobbies and egress doors.





04

SITE DESIGN
04.1 GUIDELINES

F2.2.2.1 Site Design

A. Site design incorporates the built form of structures, landscaping, services and the layout of all amenities. Site design shall promote an appropriate design relationship between the public realm, adjacent land uses, on-site operations and visual aesthetics, in order to promote an environment that is pleasant and attractive to the community.
B. Site design shall address compatibility between differing adjacent land uses in context of density, height and massing through appropriate site layout, building locations and landscape treatments.
C. The design of sites adjacent to parks, woodlots and watercourses shall be sensitive to these features. In these instances, appropriate setbacks shall be maintained between buildings and sensitive natural areas, while on-site landscaping shall be well integrated with natural areas.
D. Continuous, highly visible, well-articulated and landscaped connections between building(s) and the street should be provided to establish appropriate pedestrian linkages between the sidewalk and building entrances, and generally improve access for public transit users.
E. Along collector and arterial roads within Urban Areas and Hamlet Areas, reverse frontage residential lots shall be minimized through techniques such as window streets and where reverse frontage lots are provided, shall incorporate a substantial landscape buffer to improve the visual amenity of such areas.
F. On large sites, efforts shall be made to encourage pedestrian linkages between uses and adjacent sites.

F2.2.2.8 Access and Circulation

A. To ensure safety and promote their priority over vehicular traffic, major pedestrian routes on the site should be identified and delineated with paving materials that differentiate them from the driving surfaces. Pedestrian walkways should be made continuous across driving aisles as well as across driveway entrances at the street. The use of soft landscaping is also encouraged along major pedestrian routes.
B. Generously sized walkways shall be provided along buildings, particularly in areas with large pedestrian traffic. These walkways should be connected to other pedestrian routes on the site and linked to major pedestrian entry points at the street, and where appropriate to adjacent developments.

X4.2.5.1 Vehicular Access and Circulation

- Access into, and circulation within, an individual site should provide safe and well-defined routes.
- Proper lighting, landscaping, and pedestrian amenities along the circulation routes will enhance overall site appearance, promote public safety, and encourage the use of GO transit. Reference should be made to the relevant Regional or municipal documents in regard to safety.
- In the North Precinct, road connections to existing residential streets are encouraged to complete a connected street network. However, any new street connections should have regard to the topographic conditions (i.e. particularly between Rosetta and John Street, and between River Drive and Mountainview Drive/Stuart McLaren Road intersection).

X4.2.2.1 Character Street

- The quality of ‘character streets’, including the tree-lined boulevard with highly detailed styles of residential dwellings, should be preserved.
- At the gateways to Queen Street and King Street from Guelph Street and Mountainview Road North respectively, Linden trees should be planted in a grouping, together with a gateway sign, to make a visual link with the GO Station entrance.

H3.3.6 D. Building Elements

i. materials and colours for new buildings and additions or renovations to existing structures should complement and be compatible with adjacent buildings;
ii. the facades of buildings should have windows which overlook streets, lanes and parking areas in order to maintain a safe pedestrian environment;
iii. the main access to buildings or a group of buildings should face a street;
iv. pedestrian entrances should be spatially and architecturally prominent and welcoming;
v. buildings on corner lots should have upgraded elevation treatments for both front and
vi. flankage;
vii. blank walls are discouraged in situations which are exposed to public view. Where such walls are essential upgraded design and material standards are required; and,
viii. fine architectural detailing in building facades should be part of any new building or major addition to complement the streetscape.

04

SITE DESIGN
04.2 RESPONSE

04.2.1. The site design is providing proper treatment for all frontages to enhance human scale and active frontages along Mountainview Road North, River Drive, and new proposed ROW by providing grade-related units and retail uses.

04.2.2. The site design maximizes efficiency and safety of all users by separating vehicular/pedestrian circulation and enhancing pedestrian realm around the site through appropriate landscape design and site circulation.

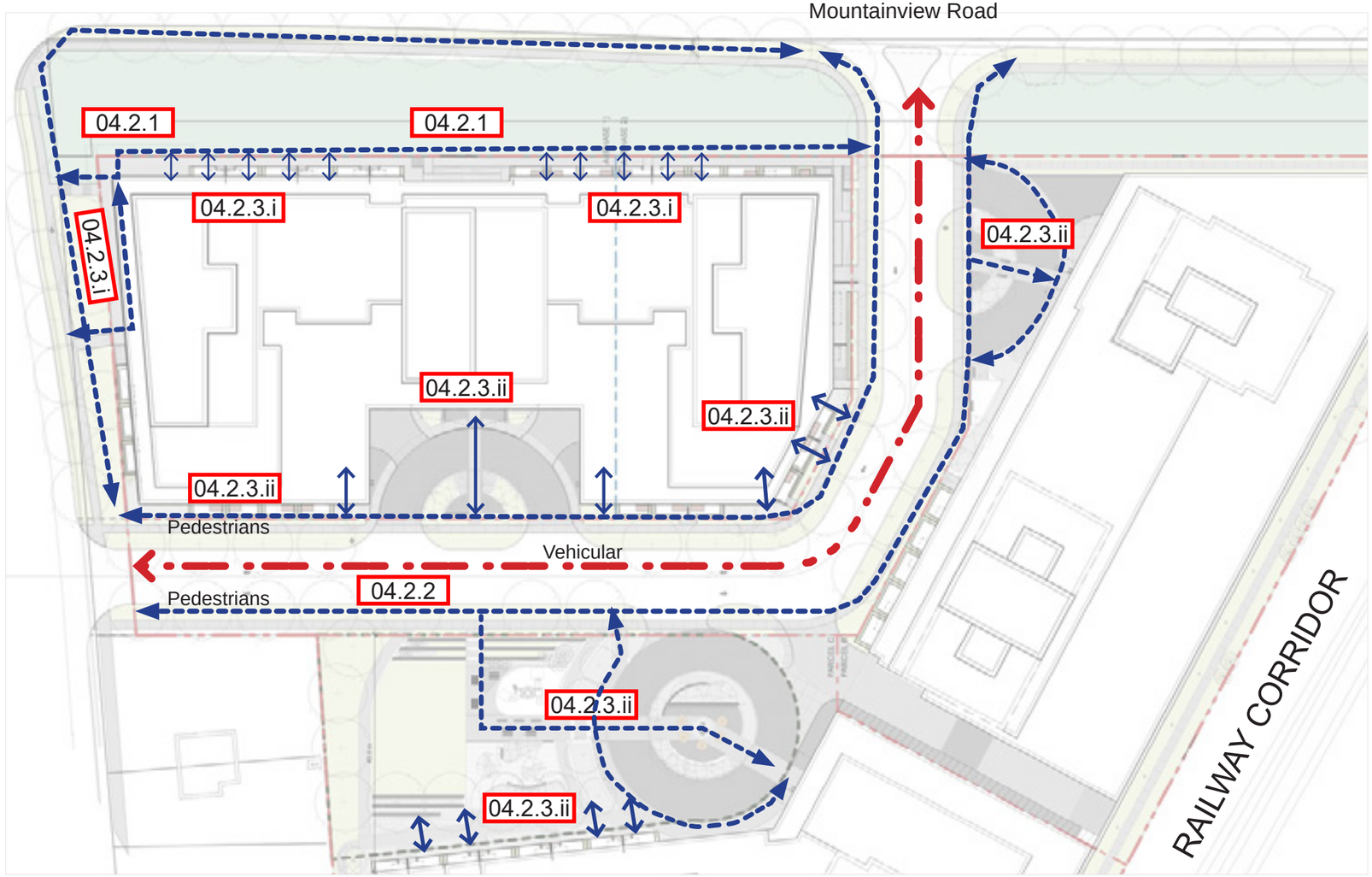
04.2.3. The site design provides safe and accessible pedestrian connections including:

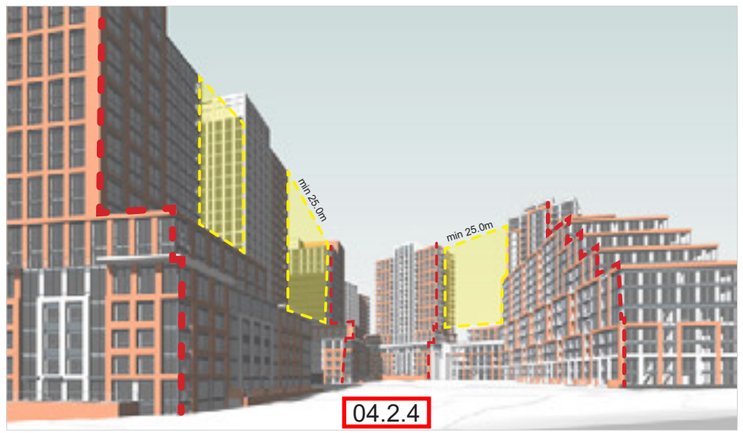
i. A stair and ramp from the street corner at the Mountainview Road North and River Drive intersection will lead pedestrians to the retail entrance and townhouse-style units along Mountainview Road North.

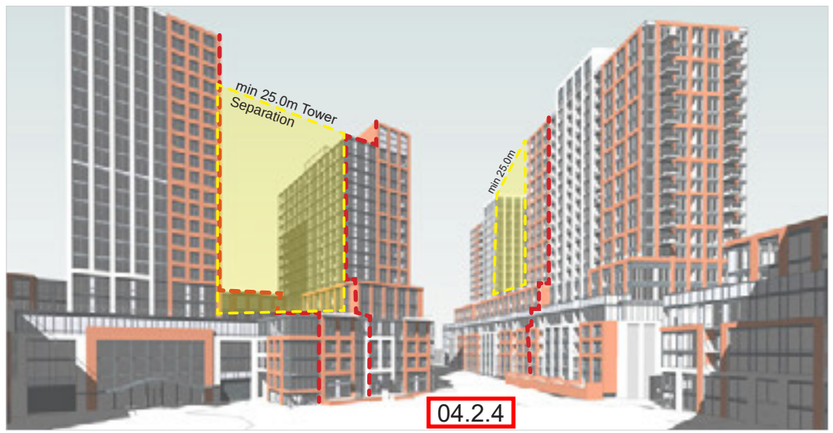
ii. Sidewalks from pedestrian walkways along both sides of ROW and POPS to lead pedestrians into the entry plaza of each parcel and then directly to the residential lobbies.

iii. Building exits are provided with pathways that safely connect to public sidewalks.

04.2.4. The site design provides appropriate massing transition from adjacent residential uses by stepping back the massing of the podium and towers. Strategic massing and location of the high-density towers staggered at opposite ends of shared podiums provides adequate tower separation, reduces shadow impact, improves privacy and maximizes views.







04

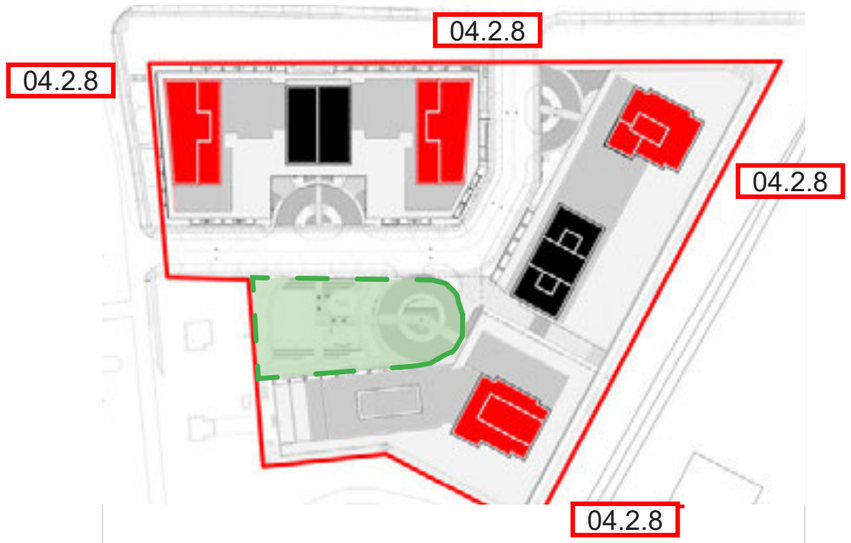
SITE DESIGN
04.2 RESPONSE

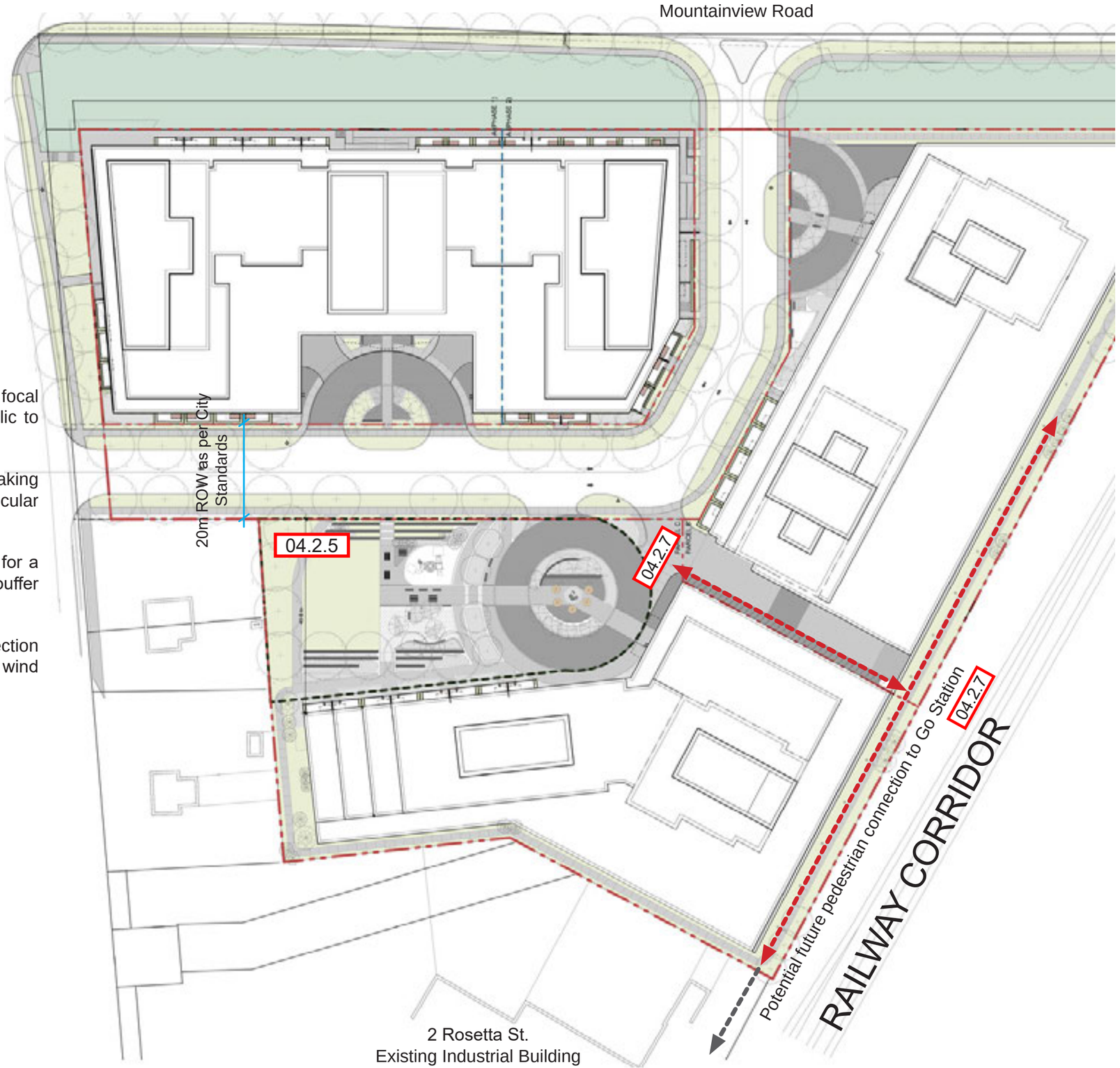
04.2.5. The proposed POPS is located at a strategic location to create a focal point for the community and deliver a pleasant transition from public to private realm.

04.2.6. The proposed development promotes a sustainable lifestyle by taking advantage of the site location within the MTSA by reducing vehicular parking and introducing a high bicycle parking rate.

04.2.7. A mid-block connection between parcel B & C is provided to allow for a potential future connection to the GO Station along the landscaped buffer flanking the railway corridor to the south.

04.2.8. The corner buildings are spatially designed to create visual connection between flanking streets. Special attention to materials, canopies, wind break elements has created attractive vistas along vistas.





05

BUILDING DESIGN, SITING, SETBACKS, HEIGHT & MASSING

05.1 GUIDELINES

F2.2.2.2 Build Design and Siting

A. The design of new buildings should achieve a complementary design relationship to existing buildings, while accommodating a diversity of architectural styles, building materials and colours, energy conservation techniques and innovative built forms.

B. The design of all buildings shall have regard to pedestrian safety and direct street access. Buildings should be massed to recognize pedestrian scale and provide an appropriate street wall height at the street line and be architecturally articulated to provide visual variety and interest, yet be sensitive to high wind speeds, and long periods of shadowing. Generally, building articulation features such as canopies, cornice lines and varying façade materials should be used to reinforce a pedestrian scale.

C. Buildings shall be encouraged to present their principal building facades with an appropriate building design and fenestration to the public street. The design of corner buildings shall take into account exposure to multiple street frontages and high public exposure; as well as incorporate elements such as increased height, fenestration and roof features, and wellarticulated entrances.

D. Buildings located at major vista terminations in their urban setting, or on view corridors within the development site, shall be given special treatment through the use of massing and building articulation strategies, such as added height, special roof treatments, and use of special cladding materials.

E. Building functions that do not directly serve the public, such as loading areas, shall not face a public street and should be located away from noise sensitive land uses, such as residential areas, and buffered as necessary.

F. Buildings should employ devices such as awnings, canopies, building cantilevers / overhangs to minimize uncomfortable high winds which may be associated with the height or placement of buildings, and generally improve the level of pedestrian comfort. Sheltered building entrances should be provided at primary building entrances to high-density residential, public, recreational, industrial, office and commercial buildings, where necessary.

G. When a development is located adjacent to existing, or planned residential areas, sufficient building setbacks should be provided to minimize potential height and massing impacts such as overlook, shadowing and high wind speeds. Massing strategies such as stepping down towards buildings of lower height should be employed to minimize impacts. Site Plan applications may be required to submit wind and/or shadow studies to address such potential conditions.

H. Roofscapes shall be an integral part of the design of a building and harmonize with the design of the rest of the building. On this basis, roof top mechanical units shall be organized and screened with complementary materials, colours and finishes as necessary to provide a skyline with desirable visual attributes.

I. Buildings on corner lots shall be located in close proximity to the street rights of way. Corner lots should emphasize their important urban presence by employing appropriate strategies for major landscape treatments as well as building massing and articulation that emphasize the corner condition.

J. Building entrances shall be located to be visible from the adjoining street(s) and, where possible, directly linked to the sidewalks through appropriately articulated walkways.

K. X4.2.1.1 Building Setbacks

- In the North Precinct, building setbacks from the street line should reinforce the streetscape edge and allow for a suitable sidewalk, boulevard and landscape strip width for general pedestrian use and the placement of streetscape amenities.
- In the North Precinct, the main wall of a residential building should be located closer to the street line with front entrance(s) oriented toward the street.

X4.2.1.2 Building Height and Massing

- In the North and South Precincts, building heights and massing should have regard to the scale, shadow impact, and privacy impact of adjacent properties.
- In the North Precinct, the scale of the new building massing should complement neighbouring properties, particularly where dissimilar land uses abut.
- In the North Precinct, the maximum building height for high density residential uses should be restricted to 6 storeys. However, additional height may be permitted subject to the criteria outlined in the Official Plan. Articulation of the building height and mass to include a 2- to 3- storey base podium, with increased setbacks for the storeys above the base podium, is encouraged in order to establish a unified building edge that related to the adjacent low and medium density residential uses.
- In the North Precinct, taller new buildings should have regard to micro-climate control to minimize shadow impacts to public open spaces, private amenity areas and important public sidewalks, and to protect pedestrian from negative effects of wind induced by buildings.
- In the North Precinct, the maximum building height for medium density residential uses should be restricted to 4 storeys. The massing of townhouse dwellings should comprise a maximum of eight units to prevent a single monotonous elevation to the street.

05

BUILDING DESIGN, SITING, SETBACKS, HEIGHT & MASSING
05.2 RESPONSE

05.2.1. The proposed development is comprised of 3 parcels including one mixed-used parcel with grade-related retail at corner of Mountainview Road North and River Drive plus two residential parcels that are all flanking the new proposed ROW. All parcels follow the same principles in terms of massing and height strategy with special attention to pedestrian scale, safety, direct street access and appropriate street wall height at the street line. All facades are architecturally articulated to provide visual variety and interest, yet be sensitive to high wind speeds, and long periods of shadowing. All parcels offer grade-related townhouses at the base of the building podiums with appropriate building design and fenestrations facing the public streets and equipped with canopies, landscaped patios and varying facade materials to reinforce an appropriate pedestrian scale.

05.2.2. The base building portion of the development including the podium and established street walls maintain a similar architectural style incorporating brick and punch windows to blend in the neighborhood context.

05.2.3. The principal entrances of each parcel are spatially and architecturally designed to be prominent and welcoming. These areas are treated with landscape features, lighting and weather protection canopies. The main entrances are safely connected to public walkways.

05

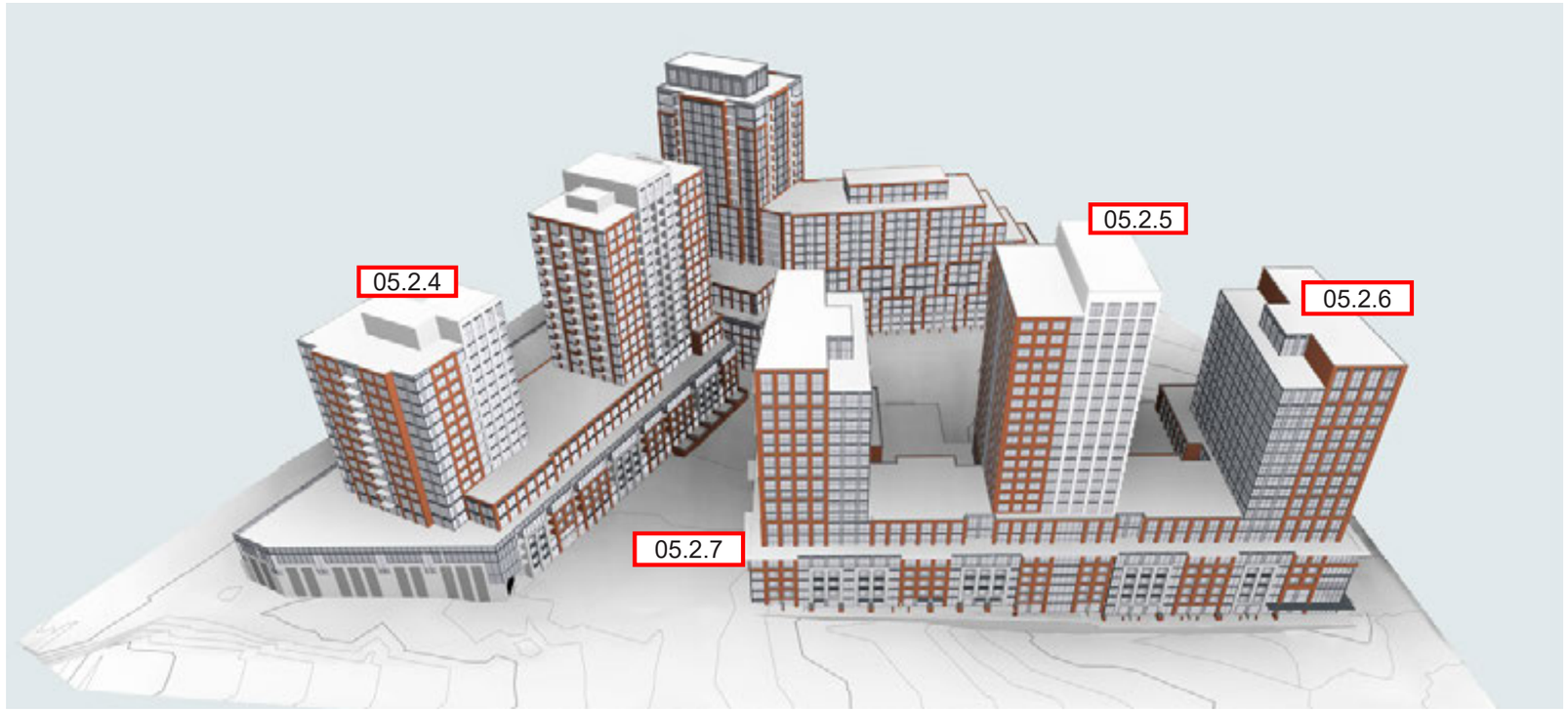
BUILDING DESIGN, SITING, SETBACKS, HEIGHT & MASSING

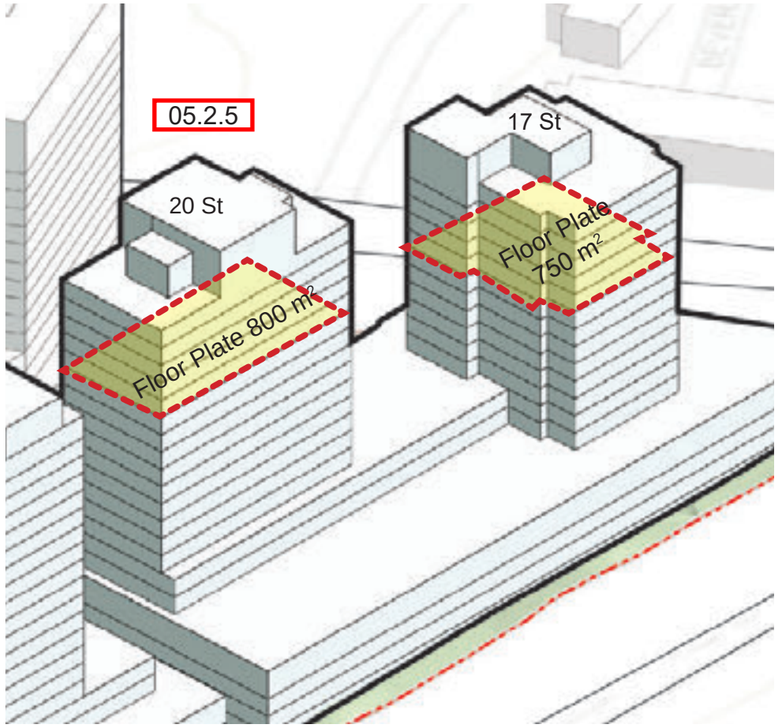
05.2 RESPONSE

05.2.4. The height and location of each tower is carefully adjusted to minimize the impact on each other and surrounding areas. Building heights, plate sizes and shapes are alternating to deliver an attractive views and enhance the public realm. Special building elements and configuration are adopted to minimize shadow impacts to public open spaces, private amenity areas and public sidewalks. All main entrances are equipped with canopies to protect pedestrians from weather and wind.

05.2.5. The towers are given special treatment through the use of different massing and building articulation, such as added height, mechanical penthouse integration, and use of different facade cladding materials. Main residential towers are located on top of the podium transition levels, heavily articulated and vary in height and floor plate size/shape to deliver a vibrant aesthetic and avoid creating monolithic facades. Building overall heights are between 17 to 22 storey and tower plate sizes and shapes are alternating between 750 m² and 800 m².

05.2.6. The mechanical penthouses are integrated with building facades and seamlessly connected to entire building to create a coherent elevation and contribute to overall aesthetics of the project.





05

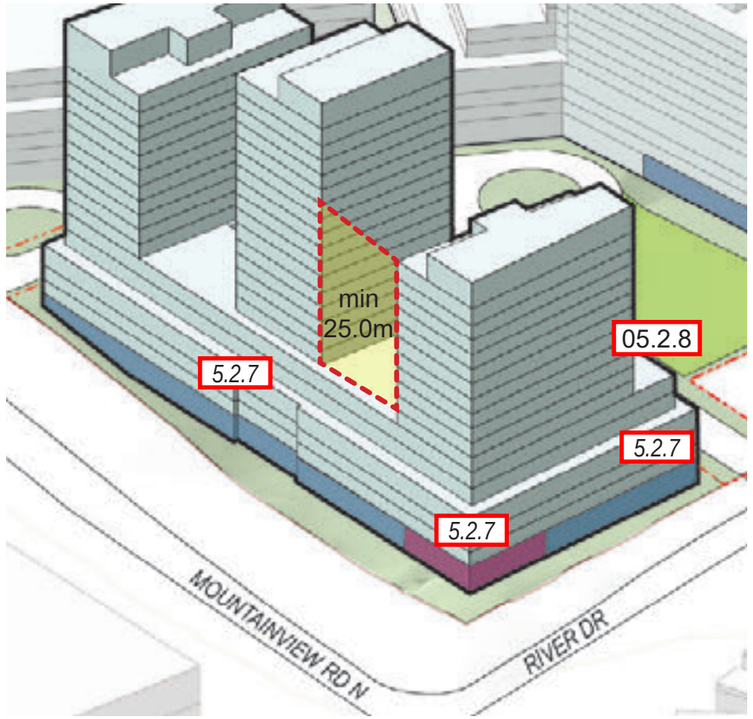
BUILDING DESIGN, SITING, SETBACKS, HEIGHT & MASSING

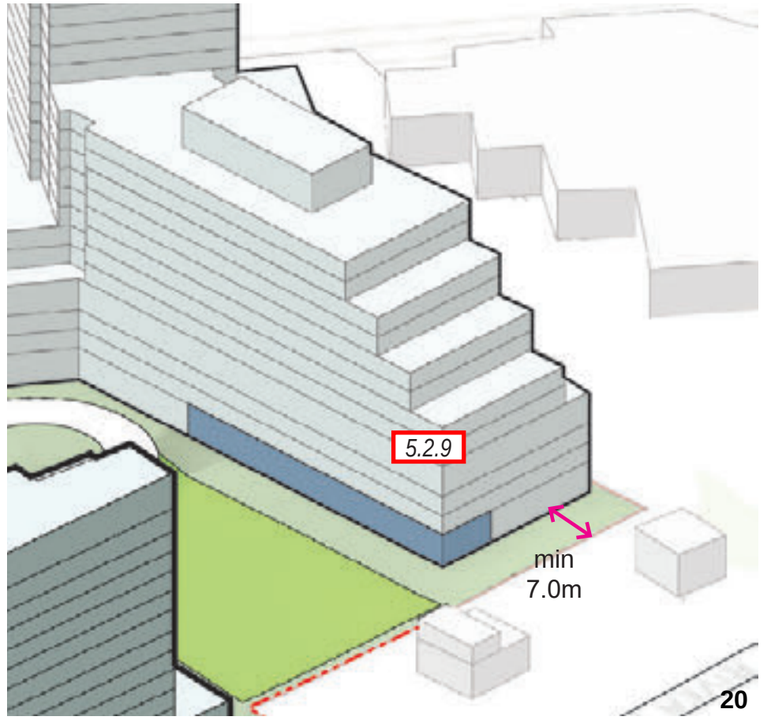
05.2 RESPONSE

05.2.7. A minimum 3.0m podium setback from property line along Mountainview Road North and River Drive and a minimum 2.5m podium setback from the proposed ROW is incorporated into ZBA. The provided setbacks are mostly utilized with private patios and landscape features to soften the street wall and create different opportunities for bike room entrances, storm water tank manholes, widen side walks and to treat elevation changes.

05.2.8. The proposed massing along public roads and ROW are featuring additional setback for upper podium transition levels (L 5-6) from main podium (L 1-4) and street wall facing the Mountainview Road North, River Drive and proposed ROW, to create an architectural articulation while providing outdoor amenity, roof-scape and private patios. These transition levels have greater setbacks for areas facing the railway corridor to conform to Railway Safety and minimum distance of 30.m to residential units. Provided appropriate setbacks from podium levels to tower portions is contributes to the overall aesthetics and massing strategies. A minimum 25.0 m separation for all tower portions are provided.

05.2.9. The proposed massing to the west side of the site is provided with a minimum 7.0m setback for the podium portion of the mid-rise building (G) and featuring a cascading design with multiple setbacks for every 2 floors above level 4 to lighten the overall massing, ensure human scale, animating street frontages and to provide transition to adjacent lower rise properties and future redevelopment sites.





05

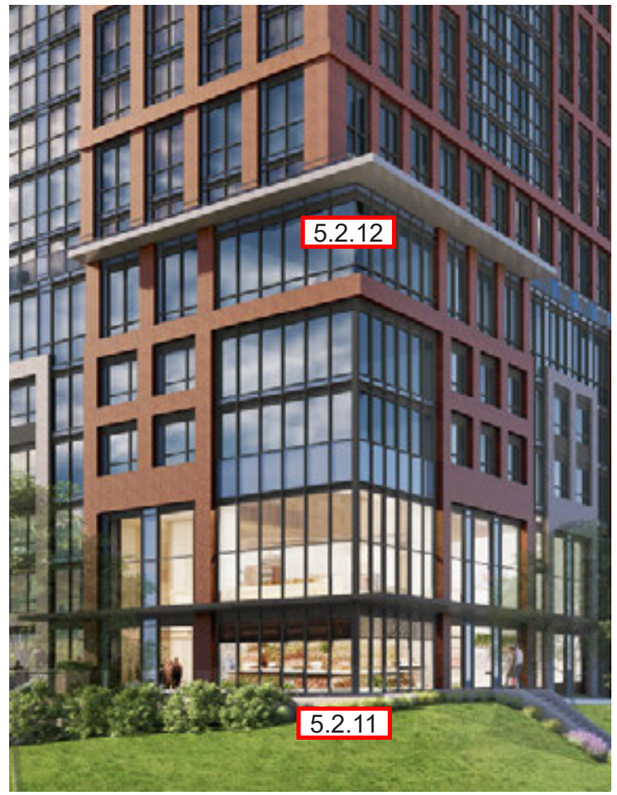
BUILDING DESIGN, SITING, SETBACKS, HEIGHT & MASSING

05.2 RESPONSE

05.2.10. Extensive landscape planting and features are provided throughout the site at grade and the roofs of 4 storey podiums to mitigate the wind impact.

05.2.11. All building entrances are equipped with weather protection canopies to mitigate the wind impact.

05.2.12. Building massing and forms of each parcel are creatively designed to potentially minimize the wind tunneling impacts on other parcels and adjacent properties . Special facade treatments, fenestrations, awnings, recessed and projected balconies would be implemented throughout the site to mitigate the potential wind impact.



06

LANDSCAPE
06.1 GUIDELINES

F2.2.2.4 Landscaping

A. Landscaping is a major contributor to a vibrant streetscape. A high quality of landscape design shall be required to enhance the visual aesthetics of development and to enhance the site and land use compatibility.

B. Landscaping within private lands shall be complementary to streetscape design and materials within the public realm.

C. Where appropriate, planted landscaping strips and fencing shall be used to buffer development from adjacent uses and mitigate on-site operational activities such as loading and waste storage facilities;

D. Landscape materials shall be selected for their aesthetic, ecological, disease-tolerance and maintenance characteristics.

E. Hard and soft landscaping shall be used for the spaces between the street line and buildings to enhance the streetscape, as well as provide a buffering function when on-site parking is placed close to the street or in side yards. To help create a strong landscape presence that also screens surface parking, a generously sized area and/or low decorative fencing should be provided along the street line to allow for an aesthetically pleasing view from the street into the site.

F. Vehicular entrances often present opportunities for landscaping that highlight entry points into the site. Therefore, appropriate landscaping shall be provided on either side of driveway entrances, particularly at the main entrances.

G. The use of berms along public street frontages shall generally be avoided due to their tendency to isolate buildings from the street.

H. Landscaping can play an important role in delineating a site's side yards and often provides a visual break in large asphalted areas. In this regard, landscape strips planted with trees and/or shrubs and flowers shall be used to separate each development and the associated parking areas. The presence of significant trees on a development site shall be determined through a tree survey and, where appropriate, preserved, maintained and integrated into the new landscape design.

X4.2.3 Landscape

- On sites where buildings are to be located close to the front lot line and no parking in front of the building is proposed, landscape planting will be required in order to frame the building. Alternatively, the construction of low metal and masonry fences to define the site will be considered and it should be coordinated with the overall streetscape design.
- Landscape treatments should be provided within medians at major access driveways in the form of high branching street trees and low shrub planting, which do not obstruct vehicular views.
- Shrubs should cover a minimum of 50% of the planting strip.
- Screen planting, where provided, should cover a minimum of 50% of the planting strip area and should form a continuous visual screen between properties.
- All landscape plans should be reviewed by Halton Hills staff to ensure that the proposed landscape design is compatible with adjoining land holdings.

06

LANDSCAPE
06.2 RESPONSE

06.2.1. The proposed development landscape concept is prepared by "adesso design inc." for the ZBA submission, and detailed landscape plans will be prepared at the site plan stage.

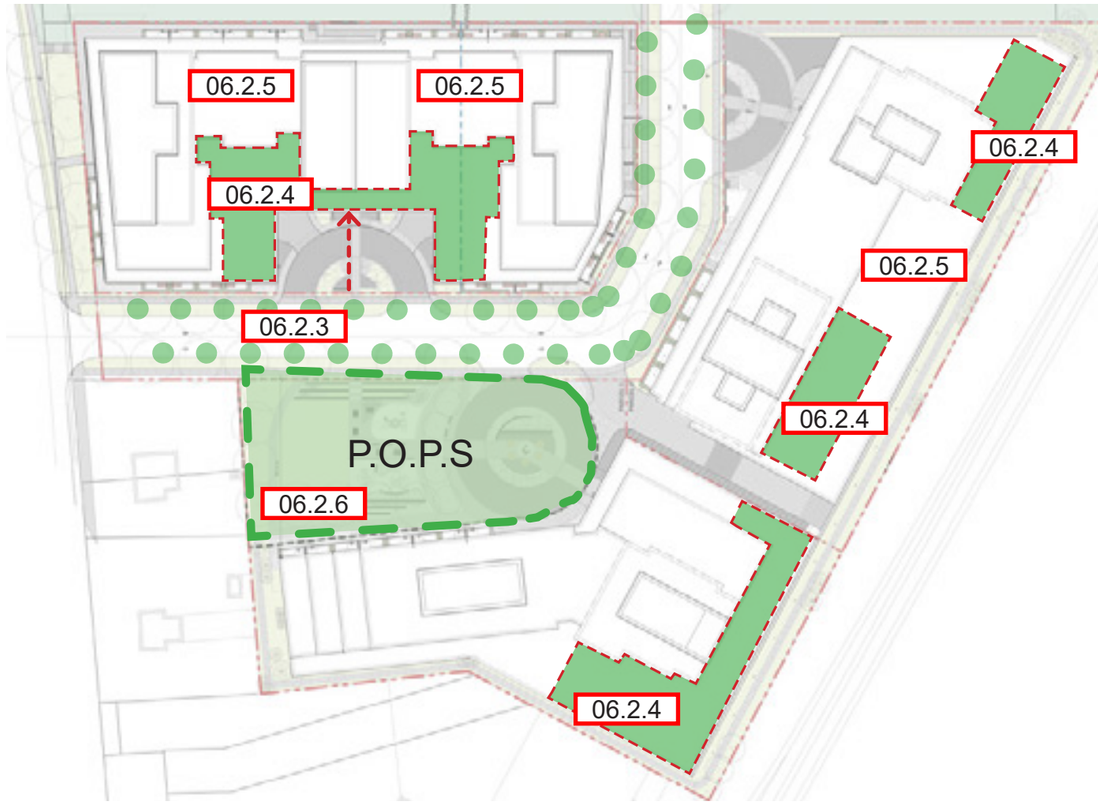
06.2.2. The proposed development features a high level of landscape design at all levels, thoughtfully connecting the public and private realms. Creative landscape features and lighting are provided throughout the site, contributing to pedestrian connectivity, vehicular flow, wayfinding, safety, and enhanced views.

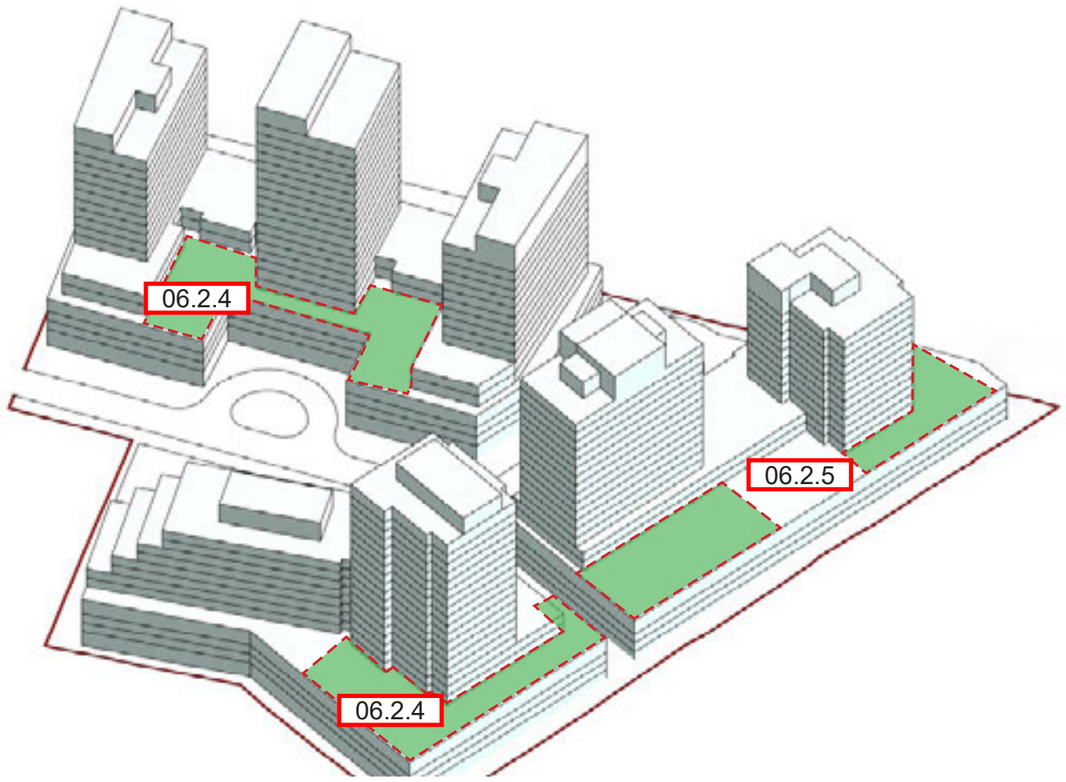
06.2.3. An enhanced tree-lined boulevard is proposed along the ROW, contributing to aesthetics and on-site water treatment. Each parcel features a landscape entry plaza that interlinks with the ROW. The entry plazas will feature distinctive floor patterns, outdoor furniture, pedestrian lighting, and will smoothly connect public and private areas.

06.2.4. The project provides outdoor private amenity areas featuring both soft and hard landscaping for all parcels. These areas are mainly located on the main roof of the 4 storey podiums at a rate of 2.0 m^2 per unit. These spaces will have direct connections to indoor amenity areas and will provide a wide array of activities such as outdoor dining, BBQ areas, lounge areas, landscaped seating areas, outdoor gardens, yoga, and games areas.

06.2.5. Additional private indoor amenity areas are provided, including private patios at grade, roof terraces, and recessed and projected balconies throughout the site. Planters and landscape buffers will be provided for these areas.

06.2.6. The proposed POPS is located at the northwest corner of the site. It will contribute to the overall available outdoor areas of the site and would be equipped with a children's playground and outdoor furniture. POPS will create a focal point in the neighborhood.





07

PARKING, SERVICES, UTILITIES
07.1 GUIDELINES

F2.2.2.5 Parking

A. The location of parking is a major determinant for the layout of a development that is pedestrian friendly and transit supportive. Where appropriate, the Town shall encourage the provision of surface parking areas in locations not visible from the public street, such as in rear yards and/or well-landscaped side yards.
B. Clearly defined pedestrian accesses between parking and adjacent buildings and entrances should be provided with well-delineated walkways using decorative paving surfaces.

F2.2.2.6 Signage, Display Areas and Lighting

All lighting shall be internally oriented so as not to cause glare on adjacent properties or public roads. Outdoor lighting fixtures that reduce energy consumption and direct light away from the night sky shall be encouraged.

F2.2.2.7 Services, Utilities, Outside Processing and Storage

A. Site and building services and utilities such as waste storage facilities, loading, air handling equipment, hydro and telephone transformers and switching gears and metering equipment, shall be located and/or screened from public streets and adjacent residential areas or other sensitive land uses, in order to buffer their visual and operational effects. Waste storage areas should be integrated into the main building on the lot. Waste storage areas external to the main building shall be enclosed and shall not face a public street.
B. Site access, service areas and loading areas shall be located away from streets so as to minimize disruption or conflicts with adjacent land uses, sidewalks and both on-site, and off-site, pedestrian routes and shall be visually screened as necessary from public views. Screening should be designed to use landscaping and/or solid fencing. Loading and service areas should be buffered for noise impacts, particularly when located against residential areas. Buffering strategies include berms, tree and shrub planting and opaque noise walls and fences.

H3.3.6 E. Landscape, Parking and Service Areas

E. Landscape, Parking and Service Areas
   i. Ramps to underground parking areas should not detract from the façade or landscaping of the building.
   ii. The planting of shade trees shall be encouraged.
   iii. Service and loading areas should be located away from the primary building face and public view and integrated within buildings.
   iv. Consideration should be given to the creation of a berm and noise attenuation wall along the railway in conformity with the design specifications of CNs Principal Mainline Requirements. The design should soften the visual impact of the wall on both the side adjacent to development and the rail side to contribute to the ambience of the GO Station.

07

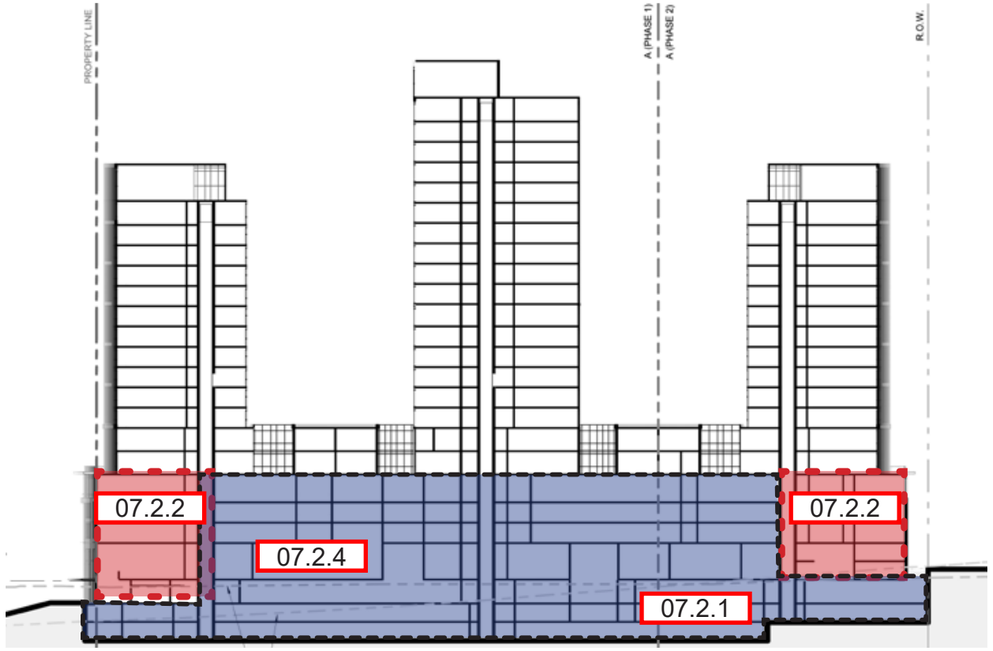
PARKING, SERVICES, UTILITIES
07.2 RESPONSE

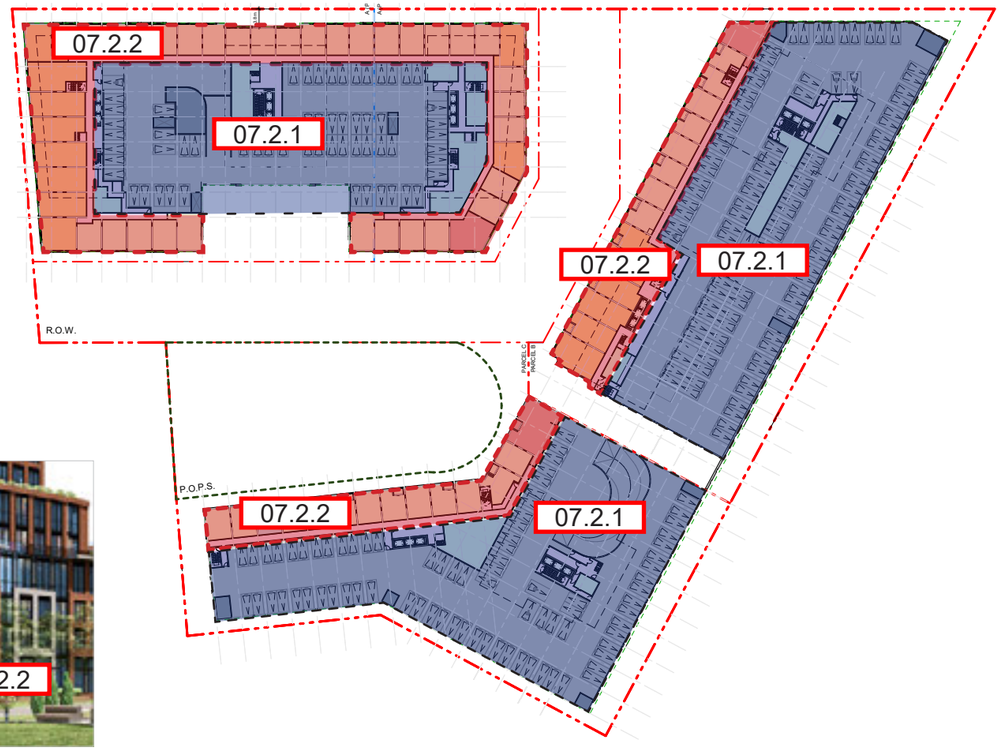
07.2.1. The proposed development features an innovative parking design strategy throughout the site that will enhance visual aesthetics by eliminating surface parking and integrating parking into underground levels and podiums, making them not visible from streets and walkways. Secure overhead access doors are provided.

07.2.2. All podium parking structures are clad with residential units. These units face Mountainview Road North, River Drive, ROW, and POPS. The grade-related units feature landscaped private patios.

07.2.3. A portion of the parcel B and C podium parking structure adjacent to the railway corridor is subject to Railway Safety requirements and cannot accommodate residential units The lower podium structure's facade will resemble the articulation of residential uses.

07.2.4. Parking spaces will be well-lit and monitored for safety. Parking numbers and signage will be provided.





07

PARKING, SERVICES, UTILITIES
07.2 RESPONSE

07.2.5. Internalized waste and loading services within each parcel podium structure are provided away from street frontages. Loading bays of each parcel are well linked to garbage, bulk storage, and moving rooms.

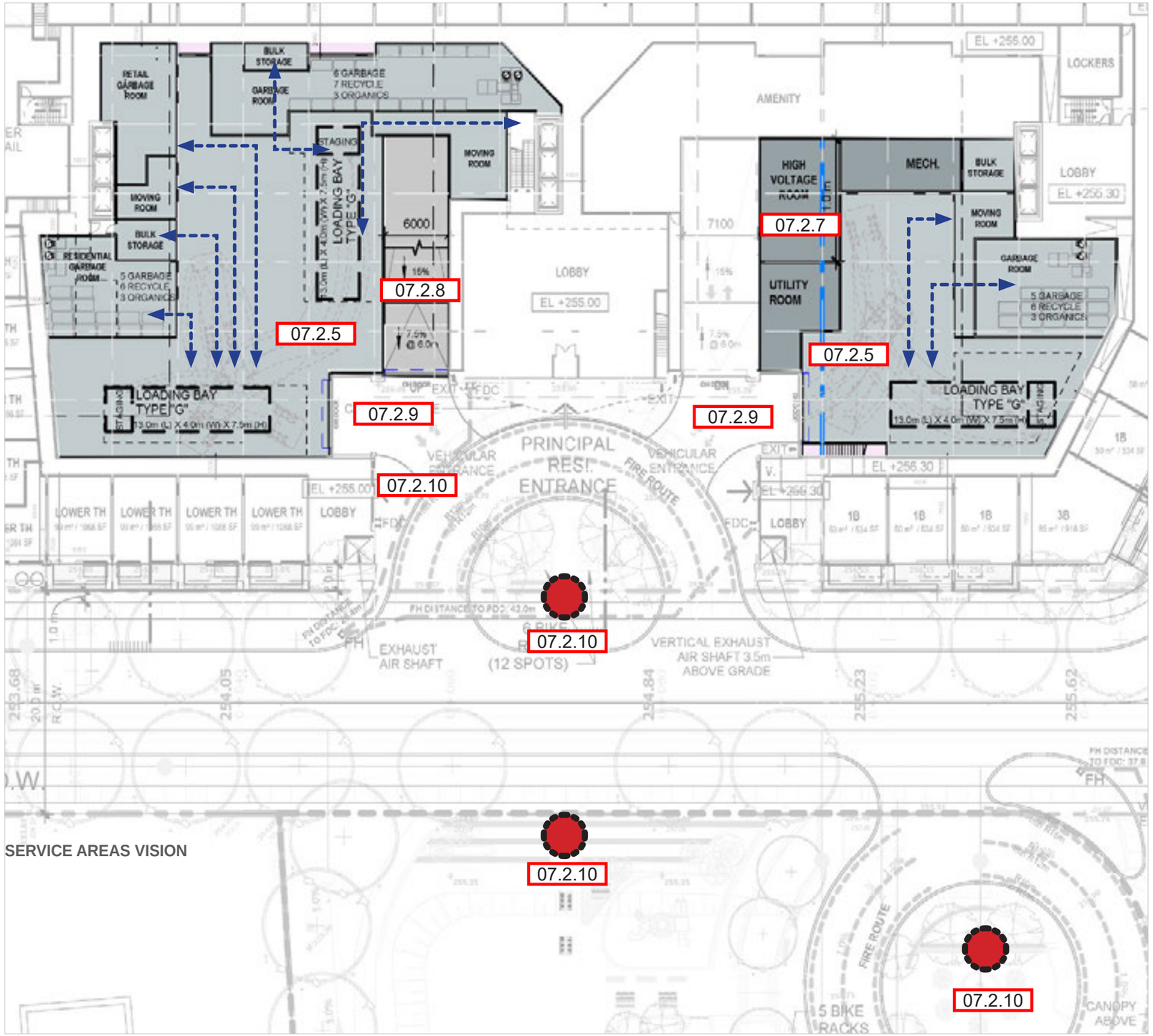
07.2.6. Exhaust/intake air shafts, gas meters, and other utilities are located away from pedestrian circulation and visually screened. These elements are either located high above pedestrian routes or screened by landscape elements where allowed.

07.2.7. Halton Hills Hydro transformers are required to be surface mounted, clear from any landscape and obstruction and periodically need to be serviced. To eliminate the use of outdoor pad mounted transformer, a provision for indoor high voltage room for each parcel is proposed. The use of Indoor substations will free up a substantial area at grade and enhance the landscaping and public and private realms.

07.2.8. Safe, well-lit parking access ramps are internalized and accessed from landscaped entry plazas that lead all vehicle circulation to underground and above-ground indoor parking spaces. Vehicular entrances will be marked with appropriate signage and distinctive paving treatments.

07.2.9. Entry gates will be monitored and equipped with overhead doors for all uses, including parking entrances, loading bays, garbage disposal routes, and retail parking spaces

07.2.10. Informative signage and creative treatments would be established at strategic gateway locations to improve wayfinding to walkways along ROW and intersections with Mountainview Road North and River Drive. Outdoor lighting fixtures that reduce energy consumption and direct light away from the night sky will be incorporated into the site design..



08

HERITAGE
08.1 GUIDELINES

F2.2.4 Cultural Heritage

Development shall be designed to incorporate, conserve and enhance identified cultural heritage resources as distinct elements and/or focal points, and incorporate these features into the overall site and building design.

HERITAGE
08.2 RESPONSE

The proposed development was evaluated by LHC for potential direct or indirect impacts to adjacent or nearby heritage properties.

The site is adjacent to and in the surrounding area of several cultural heritage resources. The site itself was not found to meet the criteria of O. Reg. 9/06 and is not considered to have cultural heritage value.

The HIA suggests that there is no direct impact on any potential heritage attributes of adjacent or nearby properties. However, indirect impacts were identified for 2 Rosetta Street as a result of construction. A plan to clearly identify access onto the property and delivery of materials will be provided to all involved to lessen these potential impacts.

The overall development's scale, form, massing, design, and selected materials are proposed to be consistent with the industrial origins of the area to ensure harmony with the features of the existing buildings in the vicinity of the project site.

Legend

Property

Adjacent Heritage Properties, Civic Address

TITLE
Current Conditions of the Property

CLIENT
Whitestone Georgetown Developments LP

PROJECT
Heritage Impact Assessment, 130 Mountainview Road N, Georgetown, Halton Hills, Ontario

PROJECT NO. LHC0436

NOTE(S) 1. All locations are approximate.
REFERENCE(S) 1. Peel Region, Town of Oakville, Maxar, Microsoft
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YYYY-MM-DD 2024-09-26

FIGURE # 2

LHC HERITAGE PLANNING & ARCHAEOLOGY

09

PUBLIC AMENITIES
09.1 GUIDELINES

F2.2.6 Barrier-Free Access

A. Barrier-free access for persons using walking or mobility aids shall be provided in all public and publicly-accessible buildings and facilities and along major pedestrian routes. Such barrier-free access features may include level surfaces, ramps and curb cuts, railings, automatic door openers and rest areas.
B. Barrier free features shall be integrated with the functional and design components of the site and/or buildings.

F2.2.7 Public Art

The creation of public art in public and private spaces which fosters community identity by interpreting local history, traditions and culture shall be encouraged.

F2.2.8 Views and Vistas

The preservation, enhancement and/or creation of significant views and vistas shall be encouraged as part of comprehensive planning studies, such as Secondary Plans and during the review of development applications. Examples of significant views include the Niagara Escarpment, Fairy Lake, the Downtowns, particularly Mill Street in Acton and Main Street in Georgetown, important public or historic buildings and natural heritage features and open space.

09

PUBLIC AMENITIES
09.2 RESPONSE

09.2.1. The safety and security of the residents are highly prioritized in the site design

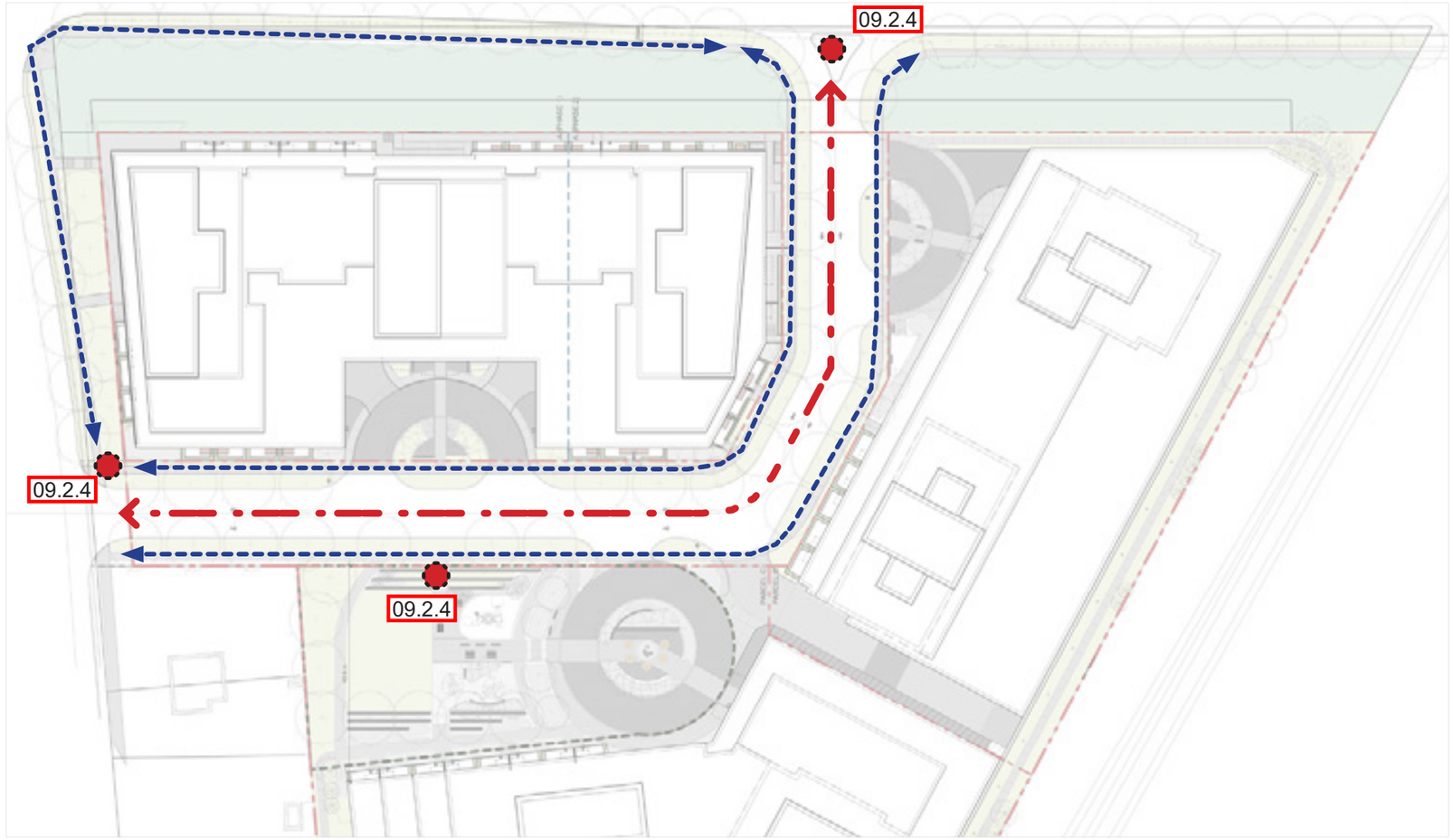
09.2.2. The development will be designed and constructed as per Ontario Building Code and applicable accessibility standards.

09.2.3. The site design includes creative architectural and grading measures to provide safe and accessible pedestrian connections from existing and future public ROW:

- A stair and ramp from the street corner at the Mountainview Road North and River Drive intersection will lead pedestrians to the retail entrance and townhouse-style units along Mountainview Road North.
- Sidewalks from pedestrian walkways along both sides of the proposed ROW and POPS will lead pedestrians into the entry plaza of each parcel and then directly to the residential lobbies.
- Building exits are provided with pathways that safely connect to public sidewalks.

09.2.4. The site design includes potential locations for public art that will conform to the district vision and enhance wayfinding and the public realm.

09.2.5. The site design takes advantage of the grade changes along building edges facing Mountainview Road North, River Drive, and ROW to create dynamic street frontages and enhanced view corridors. The overall massing is broken up to ensure a human scale and transition to adjacent lower-rise properties and future redevelopment sites.



10

NOISE AND VIBRATION IMPACT
10.1 GUIDELINES

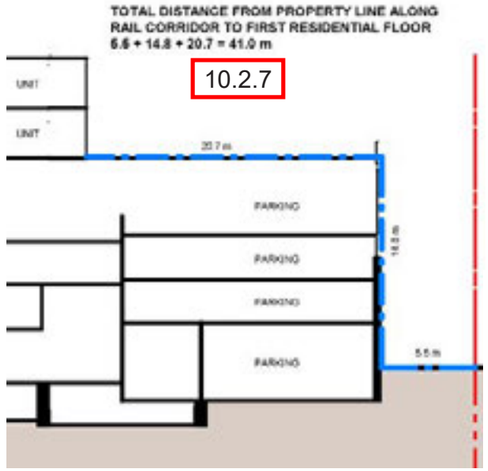
X4.2.8.1 Noise, Vibration and Safety Mitigation Measures

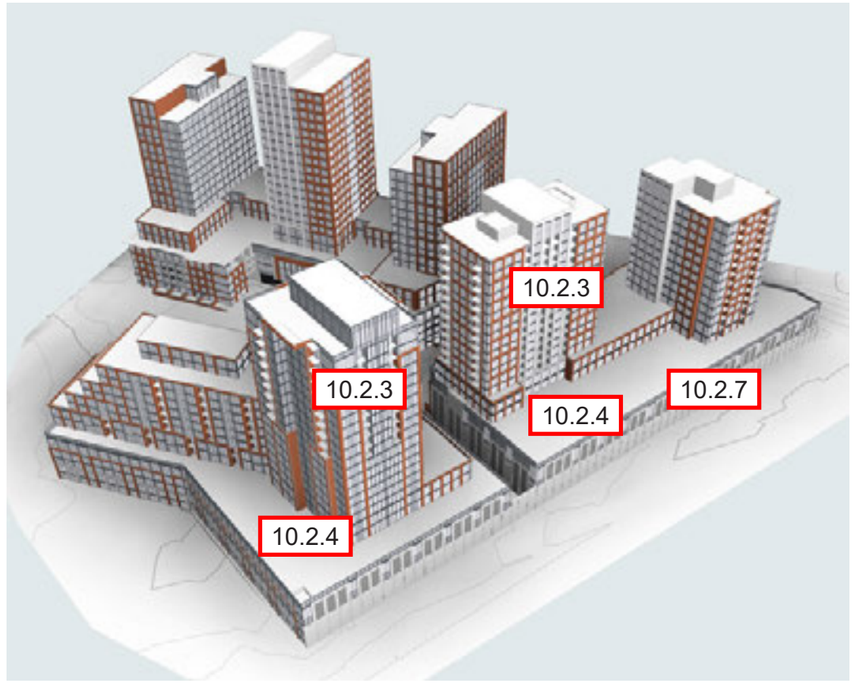
- A berm, at approximately 2.5 metres in height, should be constructed as a safety element along the railway (Figure X4.13, Figure X4.14).
- A noise attenuation wall should be provided above the safety berm to protect residential properties.
- Design specifications of the safety berm, noise fence and vibration measure and development setback should conform to the CN's Principal Mainline requirements.
- The noise wall should have a unique design character. Plantings should be provided along the whole north side of the noise attenuation wall to soften the visual impact of the wall, while a low maintenance planting material (such as fescues and wildflowers) should be planted to the rail side to contribute to the ambience of the GO station.
- Tree planting in these areas should be generous, providing high level screening. Shrubs should be planted according to their size to create masses and continuous planting beds on 50% of the land surface of the buffers. Grass maintenance should be minimized or eliminated from areas within the jurisdiction of GO transit.

10

NOISE AND VIBRATION IMPACT

10.2 RESPONSE





10.2.1. The south portion of the site is located along the railway corridor, which may impose noise and vibration concerns. The proposed development environmental noise and vibration assessment is prepared by "SLR" for the ZBA submission, and details will be prepared at site plan stage.

10.2.2. The project proposes innovative engineering, architectural, and landscape measures to lower the impact and contribute to the safety and comfort of the residents.

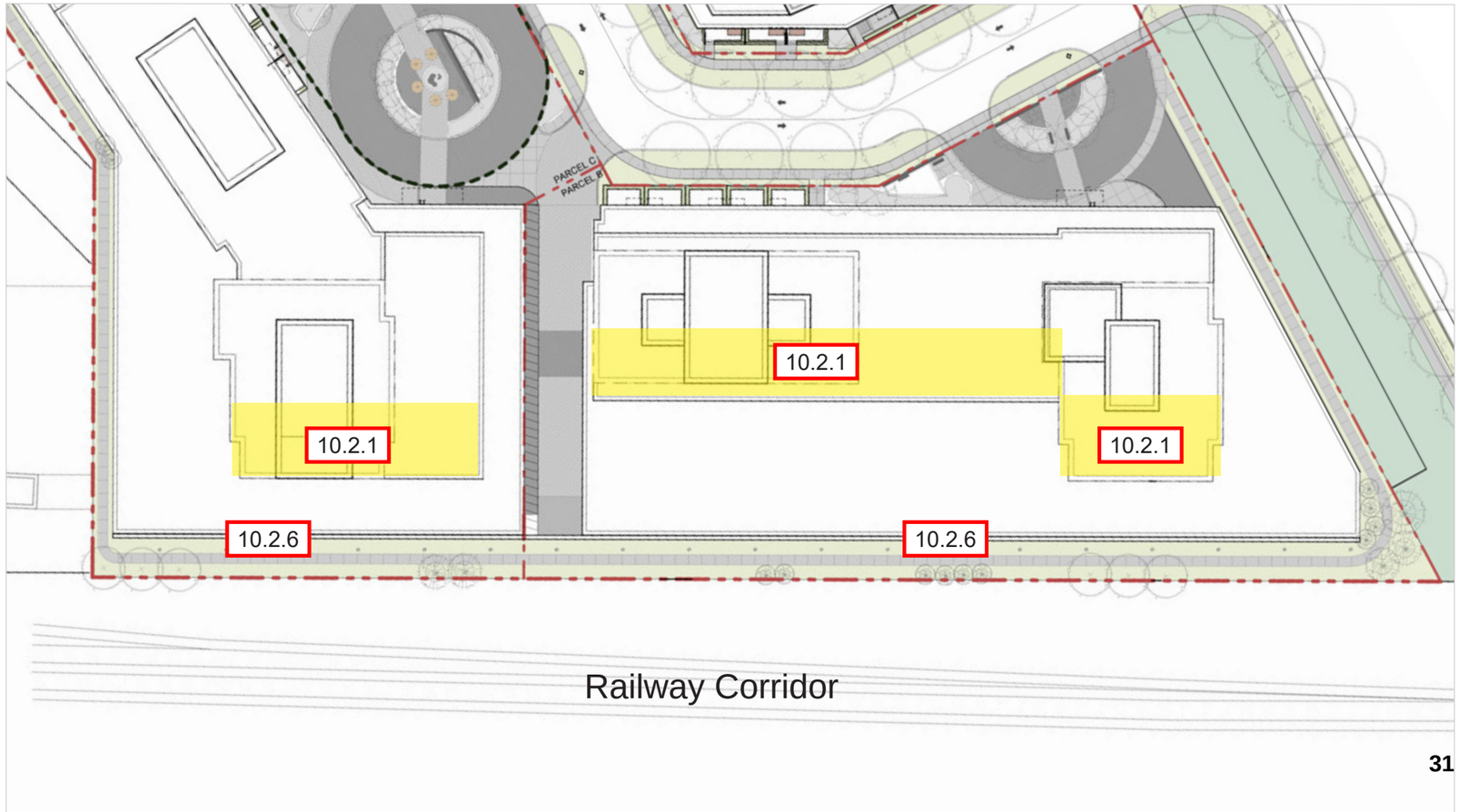
10.2.3. The south facades of all towers feature recessed balconies to provide an adequate sound buffer while maintaining the building's aesthetics.

10.2.4. Soft and hard landscaping on rooftops facing the railway corridor would reduce the noise impact and enhance the view corridor.

10.2.5. The proposal further includes an intricate play between inside and outside balconies to break the massing, provide shadow play, and improve acoustics.

10.2.6. A crash wall (minimum 6.0 m high) is provided for the safety of residents living in proximity to the railways. The crash wall is incorporated into the lower podium structure

10.2.7. A portion of the parcel B and C podium parking structure adjacent to the railway corridor is subject to Railway Safety requirements and cannot accommodate residential units. The lower podium structure's facade will resemble the articulation of residential uses.



11

SUSTAINABILITY PRINCIPLES

The driving design principles of a successful project highlight the needs of the area and the users of the site. Following this, the proposed project places great importance on the design of an appropriate public realm, prioritizing mixed use with active retail at grade, amenities at rooftop podiums, and diverse residential units at grade and top. Sustainable measures are incorporated at all levels of design, including reduced parking, a high bicycle parking ratio, improved pedestrian circulation, landscape features, landscaped roofs, efficient lighting, and other sustainable measures.

The site's location near the existing GO Station, along with GO bus stops in the vicinity, allows for improved public transit and low dependency on vehicles, leading to a responsible and sustainable lifestyle. The proposed built form highlights the importance of high design standards, prioritizing excellence and introducing efficient materials and appropriate massing.

11.1.1. The site location allows for high density while providing low dependency on vehicular circulation, thus requiring less parking.

11.1.2. High bicycle parking rates are provided to support active transit and promote more responsible transit uses.

11.1.3. Soft and hard landscaped roofs are provided to reduce the heat island effect and promote sustainable water management on site.

11.1.4. The project uses proper lighting and materials both internally and externally to ensure efficiency.

11.1.5. The project provides diverse unit types that would help mitigate the housing issues in the area.

11.1.6. Thoughtful design features are provided, including a low window-to-wall ratio, inside balconies, and the orientation, shaping, and location of towers to create a more responsible project within the emerging need for more sustainable urban centers.

11.1.7. The project is currently meeting the requirements for the Town of Halton Hills Green Development Standards by achieving a minimum of 20 required points.


PUBLIC REALM


MIX USE SITE


BUILT FORM


SUSTAINABILITY


PUBLIC TRANSIT


DIVERSE UNITS


ACTIVE COMMERCIAL FRONTAGE

DESIGN EXCELLENCE

12

SUMMARY

Based on our review of the Halton Hills Official Plan, urban design policies provided in Section F2.2, X4.2 and H3.3.6 of Georgetown GO Station Area Secondary Plan, we believe that the proposal adheres to the vision and design direction for this area. In our opinion the proposed uses contemplated in the Official Plan Amendment and Zoning By-law Amendment is appropriate for the Subject Lands.

The proposal provides a variety of unit mix in different sizes. It introduces appropriate scale, intensification and density onto the Subject lands, while also respecting the built form and character of the surrounding neighborhood.

The proposal delivers a high-quality architecture and design that adds visual interest and a well-defined pedestrian-friendly streetscape along proposed ROW and existing streets.

Overall, the proposal represents high-quality architecture, public and private realm, urban design, site design, built form and landscape. Yet, responds well to heritage aspects, public amenities, noise and vibration impact and sustainability principles.

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VISUAL IMPACT STUDY

This Visual Impact Assessment (VIA) is meant to evaluate the effect of the new proposed development on the Secondary Plan or any of the work initiated as part of the Go Station Secondary Plan review. The following images are prepared to compare existing vs. as-of-right (existing secondary plan), vs. proposed development.

The assessed areas are located at key vistas from:

Maple & Mountainview Road North

Guelph St & Mountainview Road North

Maple Avenue & Guelph Street

River Drive & Mountainview Road North

King Street & Mountainview Road North

John Street & Mountainview Road North

Main Avenue & Confederation Street (in Glen Williams)

Hwy 7 on the way into town.

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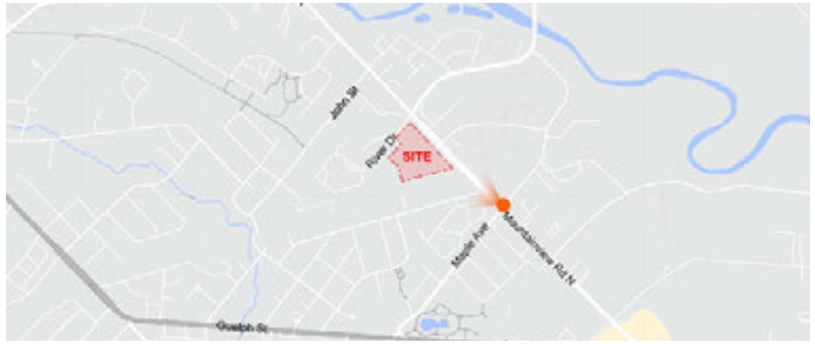
VISUAL IMPACT STUDY



MAPLE & MOUNTAINVIEW ROAD NORTH TOWARDS NORTH

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VISUAL IMPACT STUDY

GUELPH STREET & MOUNTAINVIEW ROAD NORTH TOWARDS NORTH

MAPLE AVENUE & GUELPH STREET TOWARDS NORTH

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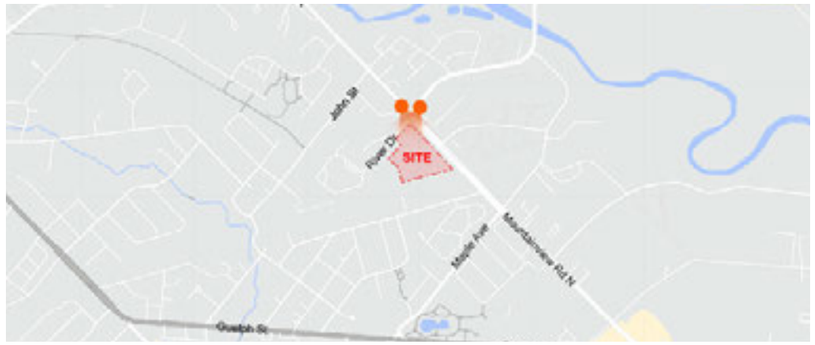
VISUAL IMPACT STUDY



MOUNTAINVIEW ROAD NORTH & RIVER DRIVE TOWARDS SOUTH

MOUNTAINVIEW ROAD NORTH & RIVER DRIVE TOWARDS WEST

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VISUAL IMPACT STUDY

MOUNTAINVIEW ROAD NORTH & KING STREET TOWARDS NORTH

MOUNTAINVIEW ROAD NORTH & JOHN STREET TOWARDS SOUTH

13 VISUAL IMPACT STUDY

MAIN AVENUE & CONFEDERATION STREET (IN GLEN WILLIAMS) TOWARDS SOUTH

13.2. CONCLUSIONS

Based on the above simulated imagery, the new development does not seem to affect the view corridor significantly beyond the impact of the as-of-right building. Furthermore, the proposed building appears to have a minor effect on residential areas. Its overall appearance and the proportions of its podium fit well within the local urban context and future developments.