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**URBAN DESIGN STUDY**

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1785 BLOOR STREET  
MISSISSAUGA, ONTARIO

MAY 2022





Sajecki Planning Inc.

# Table of Contents

<b>1.0</b>	<b>INTRODUCTION</b>	<b>6</b>
<b>2.0</b>	<b>SITE AND SURROUNDINGS</b>	<b>8</b>
2.1	SUBJECT SITE	9
2.2	SURROUNDINGS	10
2.3	TRANSPORTATION NETWORK	14
<b>3.0</b>	<b>THE PROPOSAL</b>	<b>16</b>
<b>4.0</b>	<b>URBAN DESIGN REVIEW AND ANALYSIS</b>	<b>22</b>
4.1	OUR FUTURE MISSISSAUGA (STRATEGIC PLAN)	23
4.2	OFFICIAL PLAN	24
4.3	GREEN DEVELOPMENT STANDARDS	27
4.4	EAST BLOOR CORRIDOR REVIEW	28
4.5	BLOOR STREET INTEGRATED PROJECT	31
<b>5.0</b>	<b>DESIGN VISION AND GUIDING PRINCIPLES</b>	<b>34</b>
5.1	VISION	35
5.2	GUIDING PRINCIPLES	35
5.3	GOALS AND OBJECTIVES	38
<b>6.0</b>	<b>SITE PLANNING AND DESIGN</b>	<b>40</b>
6.1	SITE ORGANIZATION AND BUILT FORM	41
6.2	BUILDING HEIGHTS AND TRANSITIONS	42
6.3	ACCESS LOCATIONS, PEDESTRIAN AND VEHICULAR CIRCULATION	42
6.4	LANDSCAPING	43
6.5	AMENITY SPACE	44
6.6	ELEVATIONS, SECTIONS, AND MASSING	46
6.7	SUN/SHADOW STUDY	52
6.8	WIND STUDY	52
6.9	ACOUSTICAL FEASIBILITY STUDY	52
6.10	TREE INVENTORY AND PRESERVATION PLAN	52
<b>7.0</b>	<b>CONCLUSION</b>	<b>54</b>

## LIST OF FIGURES

FIGURE 1 - AERIAL VIEW OF SUBJECT SITE	9
FIGURE 2 - CONTEXT MAP	11
FIGURE 3 - CONTEXT MASSING	13
FIGURE 4 - MISSISSAUGA OFFICIAL PLAN - SCHEDULE 5 - LONG TERM ROAD NETWORK	14
FIGURE 5 - MISSISSAUGA TRANSIT MAP	15
FIGURE 6 - PROPOSED SITE PLAN	17
FIGURE 7 - SITE PLAN OF PROPOSED DEVELOPMENT	18
FIGURE 8 - FLOORS 2 (LEFT) AND 11 (RIGHT)	19
FIGURE 9 - RENDERING OF THE PROPOSED BUILDING:	21
FIGURE 10 - MISSISSAUGA OFFICIAL PLAN - SCHEDULE 10 - LAND USE DESIGNATIONS	25
FIGURE 11 - MISSISSAUGA OFFICIAL PLAN - SCHEDULE 1 - URBAN STRUCTURE	25
FIGURE 12 - MISSISSAUGA OFFICIAL PLAN - SCHEDULE 9 - CHARACTER AREAS	25
FIGURE 13 - EAST BLOOR STUDY AREA BUILDING TYPOLOGY	29
FIGURE 14 - EAST BLOOR STUDY AREA BUILDING HEIGHTS	30
FIGURE 15 - STUDY AREA OF THE BLOOR STREET CORRIDOR	32
FIGURE 16   RENDERING OF PROPOSED BUILDING	41
FIGURE 17   BUILDING ACCESS	42
FIGURE 18   LANDSCAPE PLAN	44
FIGURE 19   PROJECT NORTH ELEVATION	46
FIGURE 20   PROJECT EAST ELEVATION	47
FIGURE 21   PROJECT SOUTH ELEVATION	48
FIGURE 22   PROJECT WEST ELEVATION	49
FIGURE 23   PROJECT EAST ELEVATION SECTION	50
FIGURE 24   PROJECT NORTH ELEVATION SECTION	51

## LIST OF TABLES

TABLE 1 - SURROUNDING DEVELOPMENT APPLICATIONS	13
TABLE 2 - KEY DEVELOPMENT STATISTICS	20

## APPENDIX - SHADOW STUDY

56





# 1.0 INTRODUCTION

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This Urban Design Study (“UDS”) has been prepared in support of applications by 1785 Bloor Holdings Inc. to amend the City of Mississauga Official Plan and Zoning By-law No. 0225-2007 with respect to the lands municipally known as 1785 Bloor Street (the “subject property” or “site”).

The UDS is a companion document to the Planning Justification Report also prepared by Sajecki Planning Inc. in support of Official Plan Amendment and Zoning By-law Amendment applications for the infill development of the subject property.

In addition to addressing the urban design policies and objectives outlined in the City of Mississauga Strategic Plan, Official Plan, Zoning By-law 0225-2007 and the East Bloor Corridor Study, the UDS also demonstrates the compatibility of the development proposal with the surrounding context.

The subject property is 1.20 hectares (12,000 m<sup>2</sup>) and consists of a 10-storey apartment building with a floor area of 17,667 m<sup>2</sup> to the south. A surface parking lot with soft landscaping is located to the north. The infill development proposal is for a 14-storey apartment building containing 481 residential units.

This Study concludes that the proposed development is consistent with the City’s urban design policies and objectives established in the Strategic Plan, Official Plan and Zoning By-law; and the vision and design strategies set out in the East Bloor Corridor Study.

It is our opinion that the form and pattern of infill development proposed for the subject property represent good urban design practice and are appropriate within the surrounding context. From an urban design perspective, the proposed infill development will contribute to an improved public realm and urban design along the Bloor Street Corridor on an underutilized site within an existing apartment neighbourhood.

Additionally, the proposed development is respectful of the spatial context in its vicinity and of the architectural and design character of the Bloor Street corridor. The proposed development will positively contribute to the improvement of the existing development on the subject site and the Applewood neighbourhood.

## 2.0 SITE AND SURROUNDINGS

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## 2.1 Subject Property

### Location and Orientation

The subject property is located at 1785 Bloor Street, north of Bloor Street between Fieldgate Drive and Bridgewood Drive in Ward 3 in the City of Mississauga (Figure 1). The site is generally rectangular in shape, with 85.34 metres of frontage along Bloor Street and a depth of approximately 142 metres at the east lot line and approximately 136 metres at the west lot line. The site has an area of approximately 1.20 hectares (12,000 m<sup>2</sup>).

### Analysis of the Existing Site and Neighbourhood

The subject property is currently occupied by a 10-storey rental apartment building constructed in the 1960s, located at the south of the site. The building is a “tower in the park” design that features ample surface parking and open space. As such, the setbacks and separation distances are from Bloor Street and the surrounding developments are substantial. The existing building is set back 16.45 metres from the front lot line, 22.16 metres from the east property line, and 21.70 metres from the west property line.



Figure 1 - Aerial View of Subject Site

The remainder of the subject property has a significant amount of surface parking and open space. The existing development includes an outdoor swimming pool. The northern and eastern portions of the site primarily consist of open lawns and trees. A hydro corridor and multi-use trail runs immediately east of the site separated by a chain link fence. The building does not contain any notable indoor amenity spaces. An internal pedestrian walkway connects the building to the outdoor swimming pool and the parking lot.

### Servicing and Access

Access to the site is provided from Bloor Street opposite the signalized intersection of Bloor Street and Bridgewood Drive. The building has a drop-off area in front of the primary entrance, accessed via a private driveway. Surface parking is located at the centre of the site, behind the building consisting of 98 parking spaces. Garbage is currently stored within the building, with external collection from a loading space located north of the building.

## 2.2 Surroundings

### 2.2.1 Built Form Context

The subject property is located within the Applewood neighbourhood character area along Bloor Street, a major collector road that is lined with several large apartment buildings near the site. There is significant residential density along Bloor Street near the site, as well as some retail uses.

Primarily established throughout the 1960s and 1970s, the apartment buildings along Bloor Street are generally characterized by generous setbacks and separation distances between buildings, ample open space and surface parking. One of the defining characteristics of the area is the “tower in the park” form of development, with random siting, location and placement of buildings on apartment properties that are defined by large superblocks. There is no cohesive pattern in the built form of the buildings along the Bloor Street corridor. In the area, buildings are oriented parallel or perpendicular to the street, with varying setbacks and an undulating pattern of heights that range from 6 to 27 storeys.

A hydro corridor and multi-use trail run immediately east of the subject property beyond a chain link fence. The site is adjacent to a 6-storey rental apartment building and surface parking to the north. There is a treed fence line along the north property line. There is a 9-storey rental apartment building with a surface parking lot to the west of the site, separated by a chain link fence. On the south side of Bloor Street across from the site there is a 6-storey rental apartment building and a surface parking lot.

Figure 2 provides an overview of the existing land uses and built form context in the vicinity of the site.





Figure 2 - Context Map



### Along Bloor Street

Land uses along Bloor Street near the subject property are primarily high-rise residential apartment buildings with surface parking. There are some low-rise residential townhouses that have frontage along Bloor Street as well. Commercial uses are limited to a gas station at the corner of Fieldgate Drive and Bloor Street.

### North of Bloor Street

Along Fieldgate Drive, north of Bloor Street there is a small plaza that includes several restaurants, a grocery store, a pharmacy, with some medical and other office uses. Two schools, Glenforest Secondary School and Forest Glen Public Elementary School are located north of Bloor Street, near the subject site. Beyond the commercial and institutional uses mentioned, the majority of the land north of Bloor Street is occupied by low-rise detached, semi detached, and townhouse residential dwellings.

### South of Bloor Street

The area south of Bloor Street primarily has low-rise detached, semi detached, and townhouse residential dwellings. There are two elementary schools, St. Alfred Catholic School and Brian W. Fleming Public School. There is also a local park, Bethesda Common, on Fieldgate Drive south of Bloor Street.

### East of Hydro Corridor

East of the hydro corridor, there are a variety of land uses and built forms. There are several high-rise residential apartment buildings with frontage along Bloor Street. North of Bloor Street, the area is characterized by low density residential uses, including detached, semi-detached and rowhouses. South of Bloor Street, there is a large employment area, although these properties are not accessible from Bloor Street.

Etobicoke Creek runs perpendicular to Bloor Street, and Markland Wood Golf Club is also located in this area.

### Area and Urban Design Context

The subject property is located within the Neighbourhood structure, and is located within the Applewood neighbourhood character area ("the Applewood neighbourhood").

Neighbourhoods are planned as stable residential areas where development is required to be context sensitive and respectful of the existing and planned character of the area. The Applewood neighbourhood is a well-established residential area generally bound by Cawthra Road to the west, Burnhamthorpe Road to the north and Dundas Street to the south. Bloor Street runs across the middle of the Applewood character area.

Currently, the Applewood neighbourhood is generally comprised of sites with expansive parking lots and a "tower in the park" style of development. Excluding the proposed development for the site, there are approximately three new mid to high-rise buildings proposed within the Applewood neighbourhood, with heights ranging between 8 and 18 storeys. Figure 3 shows the heights of existing developments in the vicinity of the subject property.

### Surrounding Development

Several development proposals are in progress within close proximity to the subject property. Table 1 outlines active development applications in the surrounding area. Information provided in the table includes approximate distance from 1785 Bloor Street, a description of the proposed development, and the current application status. Content included in Table 1 is sourced from the City of Mississauga's Planning Information Hub.



Table 1 - Surrounding Development Applications

#	Address	Approximate Distance from Subject Site	City File No.	Description	Status
1	1750 Bloor Street & 3315 Fieldgate Drive	50 m	OZ 17/014 W3	A 17 storey apartment building and a 1 storey amenity building. The two existing apartment buildings will remain.	Application in progress
2	1850 Bloor Street	250 m	OZ 20-003 W3	Two 18 storey apartment buildings containing 433 residential units. The two existing apartment buildings will remain.	Application in progress
3	3480 Havenwood Drive	850 m	OZ 18/014 W3	Two new 8 storey rental apartment buildings consisting of 202 residential units.	Application in progress
4	1315 Silver Spear Road	1.5 km	OZ 18/005 W3	8 storey apartment building with 159 units. The existing 8 storey apartment building will be retained.	Application in progress

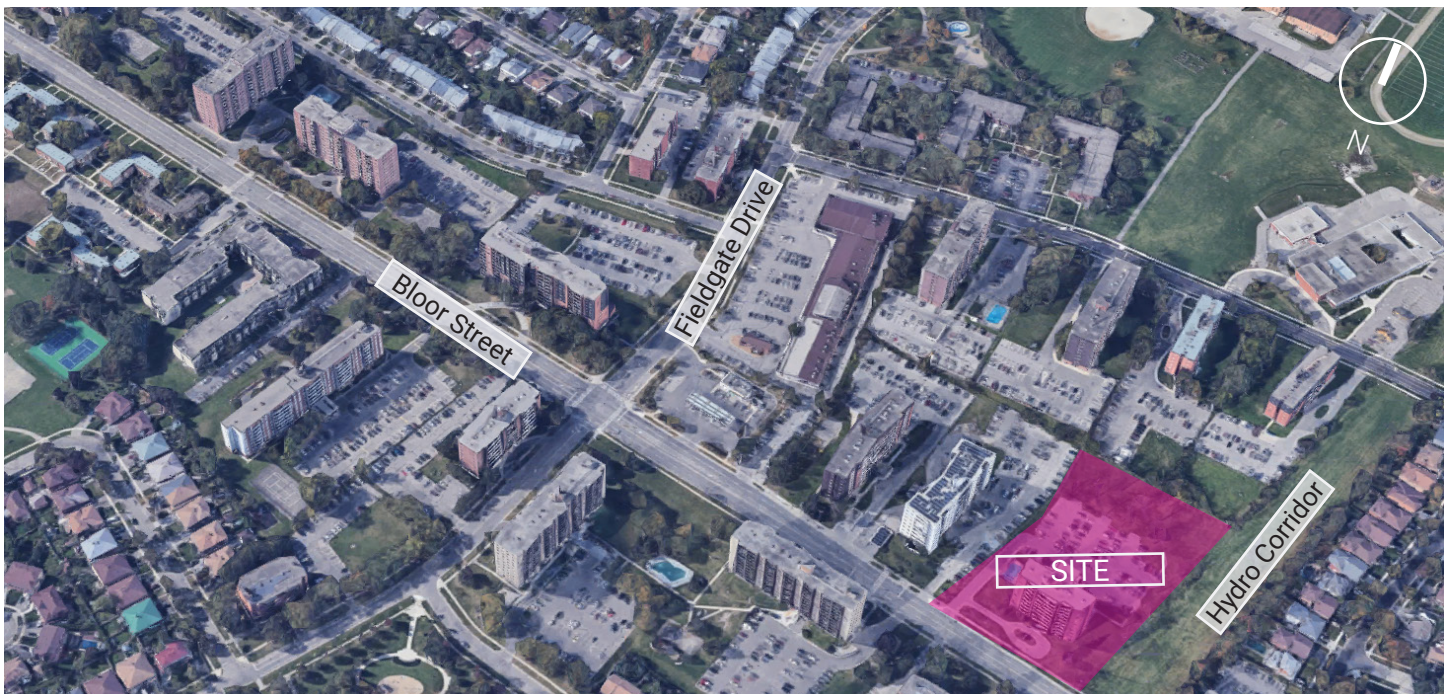


Figure 3 - Context Massing

## 2.3 Transportation Network

The subject property is located on the north side of Bloor Street, between Fieldgate Drive and Bridgewood Drive.

The following subsections outline the transportation network that connects the site to other parts of Mississauga and the wider region.

### 2.3.1 Road Network

**Bloor Street** is four-lanes wide at the subject site. This section of Bloor Street has sidewalks with a grassed boulevard on either side of the street. Bloor Street is identified as a Major Collector Road in Schedule 5 of the Mississauga Official Plan with a right-of-way width of 30 metres (Figure 4).

Bloor Street is identified as a Primary On-Road cycling route on Schedule 7 of the Mississauga Official Plan. Bloor Street is a major east-west corridor that runs from Central Parkway in Mississauga to the Don Valley Parkway in Toronto.

## 2.3.2 Transit Network

### Regional Rail Service

The Dixie GO Station is located approximately 2km from the site. The Dixie GO Station is located on the Milton GO line, which is a daily route that runs from Milton to Union Station in Toronto. During weekdays, this route has a frequency of between 30 minutes and 1 hour.

### Local Bus Service

MiWay bus services connect the subject site to nearby areas and the wider community (Figure 5).

Bus #3 Bloor runs along Bloor Street from the City Centre Transit Terminal to the Kipling Bus Terminal. The Kipling Bus Terminal provides a connection to the TTC Line 2 subway line and GO Transit Milton Line. Eastbound and Westbound stops for this route are located within 50 metres of the site. This route is operated 24 hours a day, with a frequency of 5 to 15 minutes during weekdays.

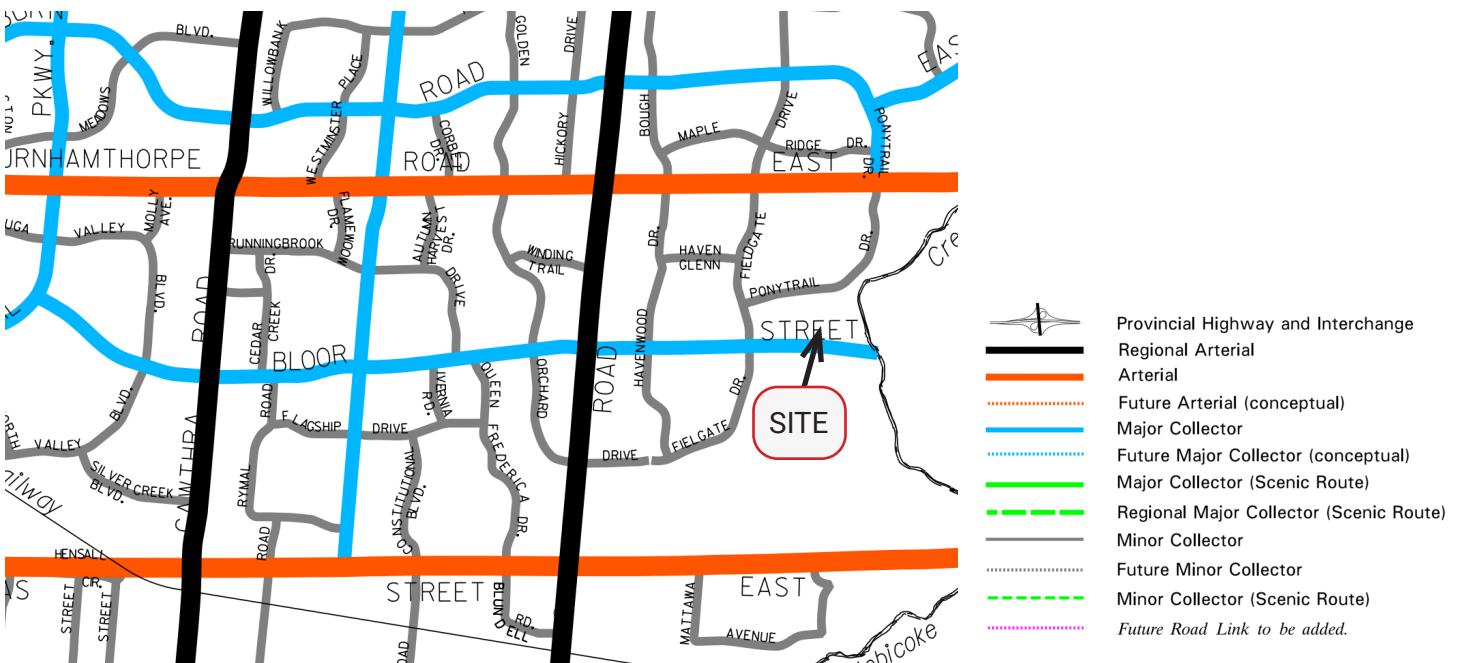


Figure 4 - Mississauga Official Plan - Schedule 5 - Long Term Road Network





Figure 5 - Mississauga Transit Map

## 3.0 THE PROPOSAL

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The proposed development includes a 14-storey apartment building located to the north of the existing 10-storey apartment building. A courtyard is located east of the proposed building. The proposed site plan is shown in Figure 6.

The proposed apartment building includes 238 residential units. The total new development GFA is 22,279 m<sup>2</sup> and the existing apartment building has a GFA of 6,946 m<sup>2</sup>, resulting in a site FSI of 2.43 and a lot coverage of 25%.

Currently, there are 98 surface parking spaces and 0 bicycling parking spaces located on the subject property. Two levels of underground parking with some visitor and accessible parking at-grade, are proposed as part of the redevelopment - totaling 289 parking spaces. A total of 206 bicycle parking spaces and a bicycle repair station are proposed.

The proposal includes 6,741.8 m<sup>2</sup> landscaped area, and a total indoor amenity area (existing and proposed) of 567 m<sup>2</sup>, provided at ground floor and 11th floor, and a total outdoor amenity area (existing and proposed) of 1,192 m<sup>2</sup> provided at-grade and on the 11th floor rooftop.

The materials and specific details contained within the plans, studies and reports represent the direction of the proposed development, rather than the exact intent. A full site plan review process will follow, at which stage refinements may be required.



Figure 6 - Proposed Site Plan (not to scale).



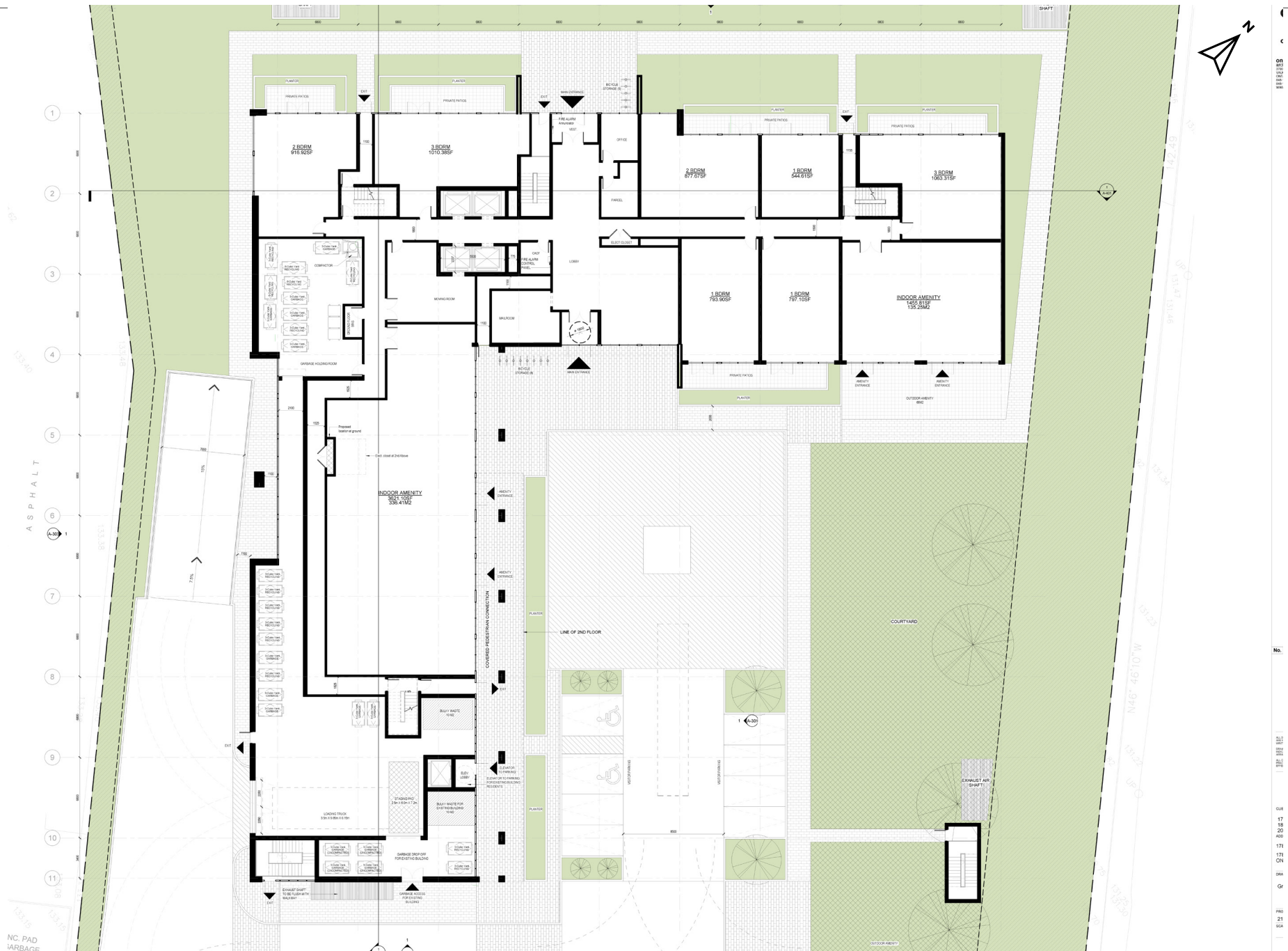




Table 2 - Key Development Statistics

Statistic	Existing	Proposed	Total
Site Area	1.2021 ha (12,021 m <sup>2</sup> )		
Gross Floor Area (GFA)	6,946.31 m <sup>2</sup>	22,279.28 m <sup>2</sup>	29,225.59 m <sup>2</sup>
Floor Space Index (FSI)	0.58	1.85	2.43
Building Height	10 storeys	14 storeys (45.1 m excluding MPH)	—
Residential Units			
Studio	20	0	20
One bedroom	18	73	91
Two bedroom	38	126	164
Three bedroom	0	39	39
Amenity Areas			
Indoor	0	567 m <sup>2</sup>	567 m <sup>2</sup>
Outdoor	0	1,193 m <sup>2</sup>	1,193 m <sup>2</sup>
Vehicle Parking			
Resident	88	270	270
Visitor	11	19	19
	<i>*all existing parking to be removed</i>		
Bike Parking			
Long Term	0	188	188
Short Term	0	18	18



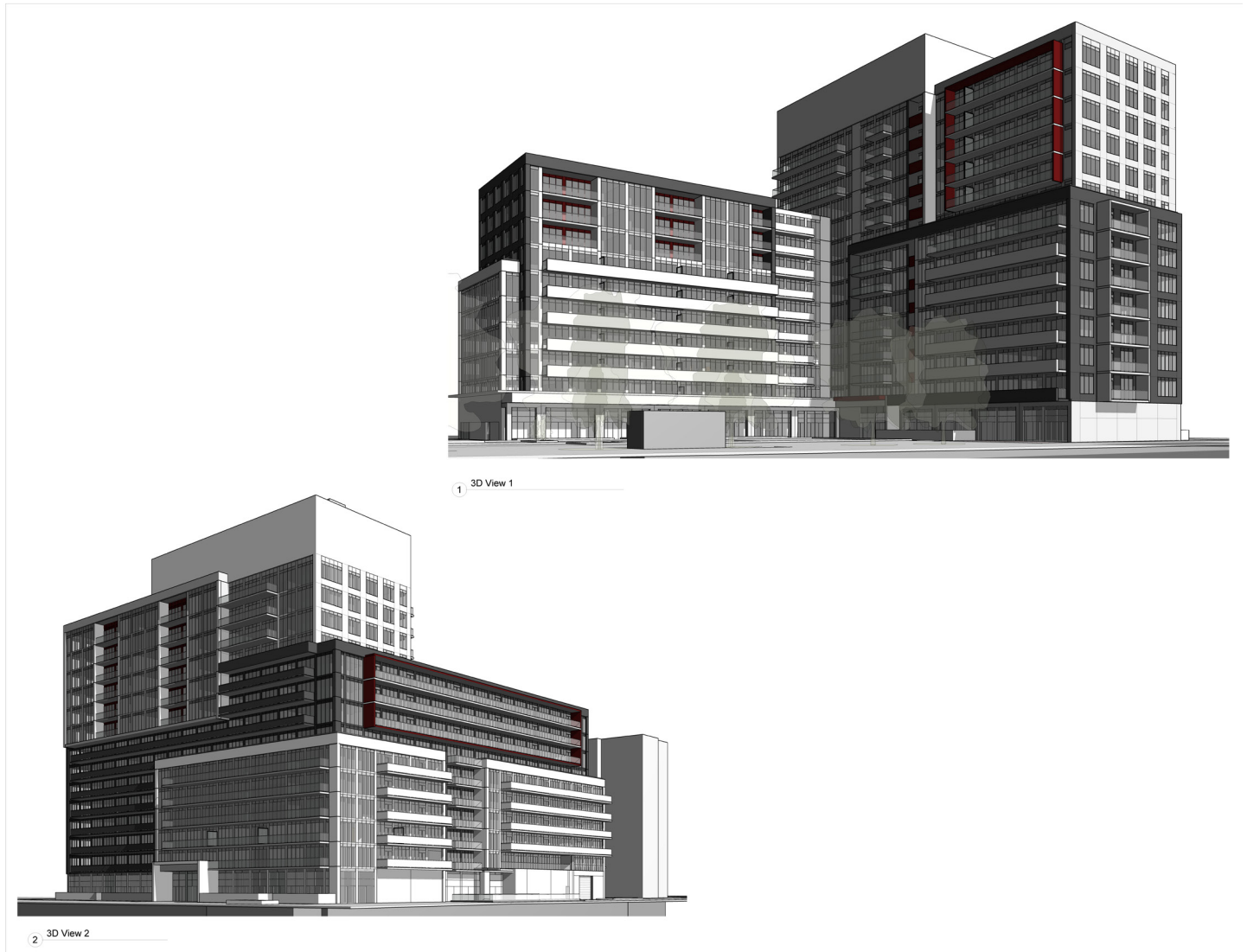


Figure 9 - Rendering of the Proposed Building: Views Looking North (top image) and south (bottom) (Source: onespace)

## 4.0 URBAN DESIGN REVIEW AND ANALYSIS

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This section provides an overview of the of key plans and documents in the City of Mississauga that were used in the review and analysis of the proposal from an urban design perspective.

## 4.1 Our Future Mississauga (Strategic Plan)

Mississauga's Council-initiated Strategic Plan, "Our Future Mississauga", was formed in 2009 following extensive public engagement to identify opportunities, challenges and external forces that can affect how the City plans for Mississauga's future. The Strategic Plan's Vision Statement states the following:

*"Mississauga will inspire the world as a dynamic and beautiful global city for creativity and innovation, with vibrant, safe and connected communities; where we celebrate the rich diversity of our cultures, our historic villages, Lake Ontario and the Credit River valley. A place where people choose to be."*

The Vision Statement is anchored by five key "Pillars of Change":

1. Move – developing a transit-oriented city
2. Belong – ensuring youth, older adults and new immigrants thrive
3. Connect – completing our neighbourhoods
4. Prosper – cultivating creative and innovative businesses
5. Green – living green

Some of the key strategic goals of the second pillar, "Belong", include "ensure affordability and accessibility" and "support aging in place". Some of the key strategic goals of the third pillar, "Connect", include "develop walkable, connected neighbourhoods" and "build vibrant communities".

The proposal contributes to achieving the vision and goals identified in the City's Strategic Plan by providing a mix of housing types and tenures in a neighbourhood. The proposed units cater to all demographics, including youth, other adults and new immigrants, providing them with a sense of place in an area well-served by transit, parks and other amenities.

The proposed development is compact and mixed-use, giving neighbourhood residents ease of access and the ability to engage efficiently and safely in aspects of their everyday lives, within walking distance.

move  
belong  
connect  
prosper  
green

## 4.2 Official Plan

The subject property is designated Residential High Density in the City of Mississauga Official Plan (2013) ("MOP") as per Schedule 10. The site is located within the Neighbourhood Urban Structure as per Schedule 1 of the MOP and the Applewood Neighbourhood Character Area as per Schedule 9. MOP policies applicable to the site are further discussed in the Planning Justification Report prepared by Sajecki Planning.

### Chapter 9: Build a Desirable Urban Form

Chapter 9 of the MOP focuses on achieving a sustainable urban form for Mississauga through high quality urban design and a strong sense of place. The subject site is located in a "Non Intensification Area" within a "Neighbourhood" structural classification. Policy 9.1.3 states that infill and redevelopment within Neighbourhoods will respect the existing and planned character.

Policy 9.1.6 states that the urban form of the city will ensure that the Green System is protected, enhanced and contributes to a high quality urban environment and quality of life.

The subject property is adjacent to a portion of the City's green system, which allows for active transportation, recreation and good quality of life. The building and site design situate the site elements to connect well to this green space, and include additional landscaped amenity spaces for residents.

Policy 9.1.9 states that urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.

The site is adjacent to both the Hydro One Corridor which promotes active transportation options. The site is well-served by frequent bus routes that allow for multi-modal mobility.

Policy 9.1.13 states that development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design.

The proposal adds context-sensitive density to an underutilized site and maximizes the use of space, existing infrastructure and services. The proposed building will also tailor solar heat gain coefficient of glazing to benefit from solar gain during the winter period. The glazing will be bird-friendly. Increased insulation is utilized on the roof to minimize heat gain in summer and heat loss in winter. The design includes water retention through re-use. A cistern in parking level 1 will collect the roof rainwater and can be re-used in the irrigation system or other means. Grass swales to collect all on-site drainage and direct it to the detention tank are also proposed. Further, high solar reflectance surfaces, known as a cool roof or white roof, are to be considered in many areas to reflect more sunlight than a conventional roof and absorb less solar energy. Cool roof is proposed for non-programmed roof areas.

Section 9.2.2 sets out policies for Non Intensification Areas. While tall buildings are generally not permitted (per policy 9.2.2.2), the local context on Bloor Street and existing uses on site create an appropriate site for intensification. Section 9.2.2 states that Neighbourhoods are stable areas where limited growth is anticipated. Development in Neighbourhoods will be required to be context sensitive and respect the existing or planned character and scale of development. Where increases in density and a variety of land uses are considered in Neighbourhoods (and Employment Areas), they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required.

The site is located within the East Bloor Corridor, where infill and context-sensitive intensification is anticipated. There are several high-rise residential buildings located along the Bloor Street Corridor. The



Figure 10 - Mississauga Official Plan - Schedule 10 - Land Use Designations

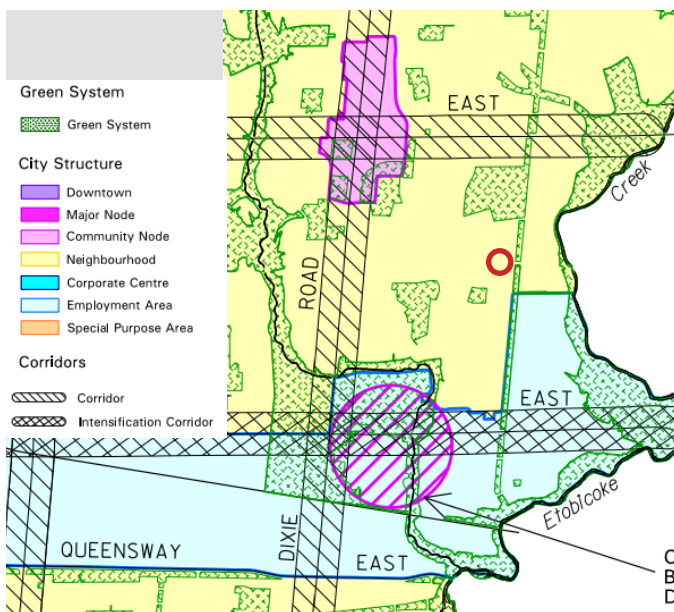


Figure 11 - Mississauga Official Plan - Schedule 1 - Urban Structure

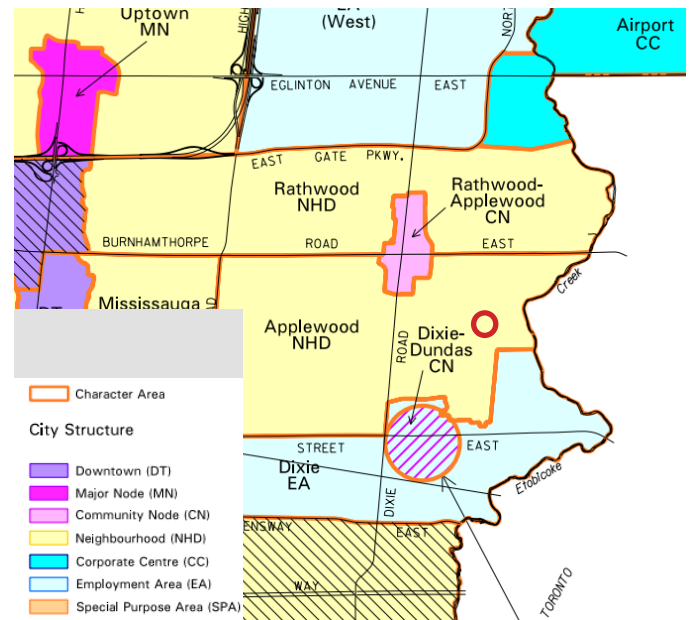


Figure 12 - Mississauga Official Plan - Schedule 9 - Character Areas

proposal represents residential development through infill and is appropriate for the neighbourhood given its existing built form context. The justification for the proposal is further discussed in the Planning Justification Report by Sajecki Planning.

Policy 9.2.2.2 states that tall buildings will generally not be permitted.

The proposal incorporates a 14-storey building with a 10-storey stepback sited to the north of the existing building. The proposed building maintains the scale of existing and proposed development in the vicinity and incorporates generous yard setbacks that mostly exceed the requirements of the Zoning By-law. A 45 degree angular plane is provided to the lower rise residential dwellings to the west and north. The project therefore warrants an exception to the “general” exclusion of tall buildings in Neighbourhoods by virtue of location, contextual land use relationships and the existing High Density Residential land use designation.

Policy 9.2.2.3 states that while new development need not mirror existing development, new development in Neighbourhoods will:

- a) respect the scale and character of the surrounding area;
- b) minimize overshadowing and overlook on adjacent neighbours;
- c) preserve mature high quality trees and ensure replacement of the tree canopy;
- d) be designed to respect the existing scale, massing, character and grades of the surrounding area;

As per the Shadow Study and Wind Study, the proposal respects the scale and character of the surrounding area, minimizes overshadowing and overlook on adjacent neighbouring properties. The hydro corridor to the east also acts as a natural buffer to lower

density neighbourhoods located further east of the hydro corridor. The site design offers opportunities to establish a tree canopy and respects the existing scale, massing and grades of the surrounding area as outlined in the East Bloor Corridor Review.

Policy 9.5.1.1 states that *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.*

As per the Shadow Study and Wind Study, the proposed buildings and site design are not only compatible with the existing site conditions, but will enhance the site and its public realm with the addition of indoor and outdoor amenity spaces, underground parking and landscaping improvements. The proposed building is oriented toward Bloor Street, contributing to a pedestrian-friendly environment along the corridor.

Policy 9.5.1.2 states that *developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:*

- a) continuity and enhancement of streetscapes.
- b) the size and distribution of building mass and height.
- c) views, sunlight and wind conditions.
- d) privacy and overlook.

As per the Shadow Study and Wind Study, the proposal is compatible and provides appropriate transitions to existing and planned development having regard to continuity and enhancement of streetscapes, the size and distribution of building mass and height, views, sunlight and wind conditions, and privacy and overlook.

Policy 9.5.1.9 states that *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.*

As per the Shadow Study and Wind Study, compatibility and integration with surrounding land uses and the public realm is secured by ensuring adequate privacy, sunlight, and sky views are maintained and that microclimatic conditions are mitigated. Further, the proposed building significantly steps back at the 10th floor to respect the scale of the existing 10-storey building on the site.

## Chapter 16: Neighbourhoods

Policy 16.1.1.2 states that *proposals for heights more than four storeys or different than established in the Character area policies, will only be considered where it can be demonstrated to the City's satisfaction that:*

- a) an appropriate transition in heights that respects the surrounding context will be achieved;
- b) the development proposal enhances the existing or planned development;
- c) the City Structure is maintained; and
- d) the development proposal is consistent with the policies of this Plan.

The subject property is located along Bloor Street, where the local context includes many high-rise apartment buildings. Appropriate transitions have been provided in the proposal through the use of setbacks to adjacent properties and landscaping at-grade to respect variations in scale, massing and land uses. The proposed building strategically incorporates generous yard setbacks that significantly exceed the requirements of the Zoning By-law. The proposal enhances the existing site by making it more pedestrian-friendly and providing new on-site amenities for the residents of both the proposed and existing buildings.

Section 16.2 outlines the specific policies relating to the Applewood Neighbourhood Character Area. Map

16-2 permits an FSI of 0.5-1.2 on the site. Generally, a continuous street wall is encouraged along Bloor Street where possible. While the proposed development does not create a continuous streetwall, it enhances the public realm and streetscape through landscaping. The proposed building is placed behind the existing building, and therefore cannot have a streetwall along Bloor Street, but is oriented toward Bloor Street to enhance the pedestrian environment and experience along the Bloor Street corridor.

Policy 16.2.3.1 states that *for Medium and High Density Development, new development should not exceed the height of any existing buildings on the property, and should be further limited in height so as to form a gradual transition in massing when located adjacent to low density residential development. Buildings immediately adjacent to low density housing forms should be limited to three storeys. In situations where the low density housing forms are separated from the high density development by a public road, park, utility or other permanent open space feature, four to five storeys may be compatible.*

The proposal aims to minimize impacts to adjacent low density development, but exceeds the height limits set out in Policy 16.2.3.1. Similarly, the FSI of the property, including the existing building exceeds the range set out in Map 16-2. As per the Shadow Study and Wind Study, the proposal does not pose adverse impacts to surrounding developments or public realm in terms of shadowing or wind speeds. The proposed height will not perceivably be significantly taller than its surrounding development as the tower steps back at the 10th floor to align with and respect the scale of the existing 10-storey building on site. The proposed buildings provides appropriate setbacks from adjacent developments and provides landscaping and yard setbacks that further mitigate any adverse impacts.

## 4.3 Green Development Standards

On July 7, 2010, City Council adopted the Green

Development Strategy, which focuses on achieving sustainability and environmental responsibility in new development in Mississauga and outlines the Stage One Green Development Standards ("GDS") that are to be considered toward site planning prior to development approval.

Section A of the GDS recommends the techniques that can be employed to retain stormwater on site including bio-retention, rainwater harvesting, installation of green roofs and the use of permeable pavements as well as grass and dry swales.

Section B recommends the use of soft landscape materials including new trees and native vegetations to promote bio-diversity, improve air quality, reduce the urban heat island effect, and increase the aesthetic value within the overall area. Furthermore, Section B provides recommended soil volume per tree in different conditions and suggests that a minimum 50% of all proposed plantings to be native species, where feasible.

Section C is centred around pedestrian and cycling comfort and promotes continuous, universally accessible, barrier-free and clearly designated sidewalks.

Section D addresses exterior building design, in particular, bird friendly glazing and site and building lighting. In general, the GDS recommends treating the glass on buildings with a density pattern or muting reflections for a minimum of the first 10 to 12 metres above grade. The GDS also discourages up-lighting and recommends exterior light fixtures to be properly shielded to prevent glare and/or light to trespass onto any neighbouring properties.

The proposal includes several recommendations of the Green Development Strategy. The proposal adds density to an underutilized site and maximizes the use of existing infrastructure and municipal services.

Stormwater techniques for the site include water

retention through re-use. A cistern in parking level 1 will collect the roof rainwater and can be re-used in the irrigation system or other means. Grass swales to collect all on-site drainage and direct it to the detention tank are also proposed. Further, high solar reflectance surfaces, known as a cool roof or white roof, are to be considered in many areas to reflect more sunlight than a conventional roof and absorb less solar energy. A cool roof is proposed for non-programmed roof areas. In addition, outdoor amenity and recreational areas for building residents will feature landscaping, which will help to mitigate stormwater runoff. New trees will be planted on site, including along the hydro corridor and rear property line. A minimum 50% of the shrubs planted on site will be drought tolerant where appropriate. The removal of the existing hard surface parking lot and overall greening of the site will help to reduce overall heat island effect.

The proposal provide for multi-modal and active transportation options, including comfortable active and passive recreational areas that promote non-vehicular modes of transportation. The connected, continuous and barrier-free paths interior to the site promote safety and walkability. Additionally, dedicated bicycle storage area both indoors and outdoors for residents and visitors.

The proposed building will tailor solar heat gain coefficient of glazing to benefit from solar gain during the winter period. The glazing will be bird-friendly. Increased insulation is utilized on the roof to minimize heat gain in summer and heat loss in winter.

#### 4.4 East Bloor Corridor Review

Adopted in March 2013, The East Bloor Corridor Review: Background and Interim Strategy ("Study") identifies:

- An understanding of the existing characteristics and context of the area;



<b>Table 2: East Bloor study area Building Typology</b>		
Height	Properties&Units	General Description
15+ storeys	2 properties 742 units	<ul style="list-style-type: none"> <li>- 26 and 27 storeys built in “Y” configuration</li> <li>- typical “tower in the park” example with combination of underground and surface parking, with outdoor amenity space (tennis courts) and significant landscaping</li> </ul>
5 to 14 storeys	32 properties 3099 units	<ul style="list-style-type: none"> <li>- average height is 9 storeys, taller buildings tend to locate in eastern half of the study area (e.g. 14 storey buildings located between hydro corridor and Etobicoke Creek)</li> <li>- sites represent a modified “tower in the park” development form where many properties include surface and underground parking, along with open space (although properties are smaller)</li> </ul>
1 to 4 storeys	20 properties 1,002 units	<ul style="list-style-type: none"> <li>- majority of buildings are either 2 storeys or 4 storeys in height</li> <li>- buildings typically following one of two types: (a) row-townhouse development with parking in front of each unit or (b) townhouses built in a courtyard format with combination of surface and underground parking</li> <li>- typically this built form represents a transition between higher to lower density development (i.e. parks, schools, low density residential development)</li> </ul>
Total	54 properties 4,843 units	
<ul style="list-style-type: none"> <li>- Urban Design Guidelines provide greater discussion of built form</li> <li>- Properties can have more than one building; however, within this study area buildings on the same property tend to have the same height.</li> </ul>		

Figure 13 - East Bloor Study Area Building Typology (Table 2 of the East Bloor Corridor Review)



Figure 14 - East Bloor Study Area Building Heights

- The planning framework for intensification;
- Potential infill opportunities;
- Information to assist in the review of development applications;
- Interim urban design guidelines to ensure new development contributes positively to the character of the area;
- Opportunities for revitalization and reinvestment; and
- Issues that require further study.

The Study Area is located in Applewood, named after the apple farms that previously in the area. Much of this community was developed during the 1960s and 1970s, having a population of approximately 13,300 people. The area contains a significant concentration

of population, providing affordable rental housing and a gateway community to new Canadians. In addition to residential uses, the study area includes neighbourhood-oriented shopping, schools and parks. The study area contains more than 60 land parcels, with sites ranging in size from less than 0.2 acres to more than 10 acres with an average of approximately 2.5 acres. Surrounding land uses are predominantly detached and semidetached residential subdivisions, creek ravine, schools and a business area.

At the time of the Study, the Study Area included approximately 54 residential properties, with approximately 59% of the properties having building heights between 5 and 14 storeys (Figure 13). The area has further developed since, with gentle intensification and infill development occurring along the Bloor Street Corridor.

The Study includes Urban Design Guidelines for the study area that recommend development to:



- Follow existing spatial patterns, consider compatible heights and separation distances to ensure access to sunlight, sky views, privacy, visual permeability and comfort for amenity areas and green spaces
- Mitigate differences in setbacks, ensuring infill projects complete streets and follow existing patterns or building orientations
- Ensure proposal contributes to an orderly arrangement of heights through appropriate location, placement, and transitioning
- Resolve differences in height with adjacent buildings through built form and massing treatments
- Provide ample landscaping and strengthen landscaping, green space and illumination to improve the streetscape
- Pursue the creation of a “Tree District” by enhancing tree coverage along Bloor Street
- Provide improvements in walkability, comfort, safety, connectivity to the public realm and linkages to other apartment sites, transit, local amenities and adjacent neighbourhoods

The proposal is consistent with other developments and lot patterns along the Bloor Street Corridor. The proposed building has an L-shape, which fits well with the existing random pattern of adjacent buildings oriented both perpendicular and parallel to Bloor Street. The existing building on the site is 10 storeys and the proposed building is 14 storeys with setbacks at the 10th floor to respect the height and scale of the existing apartment building.

The proposed infill development is located behind the existing building and therefore, does not have a

front yard on Bloor Street, but it is oriented toward Bloor Street, providing ample amenity space and landscaping to enhance the pedestrian realm within the site and along the Bloor Street Corridor.

There are two outdoor amenity spaces on the site side-by-side that contribute to a shared amenity space of 988 m<sup>2</sup> between the two buildings. Outdoor amenity space is also provided at ground and at the 11th floor rooftop of the proposed building.

The proposed building has yards that greatly exceed the requirements of the Zoning By-law, including a setback of approximately 15.6 metres from the existing building. The proposed building has a setback of approximately 26 metres from the east lot line, 17.6 metres from the west lot line and 11.9 metres (including balconies) from the rear lot line.

Approximately 14 trees will require removal to accommodate the proposed development as per the Tree inventory and Preservation Plan, and 21 trees will need to be planted as replacement. The landscape plans provide for the planting of additional trees along the hydro corridor and within the outdoor amenity area. The site has several mature trees located in front of the existing building along Bloor Street.

The proposal aligns well with the vision and strategy put forth by the East Bloor Corridor Review project and implements infill development encouraged in the area, while respecting the area’s existing character, scale and context.

## 4.5 Bloor Street Integrated Project (Underway)

The Bloor Street Integrated Project (the Project) was initiated by the City of Mississauga to evaluate the preliminary design and planning of various road improvements to the Bloor Street corridor from Central Parkway East to Etobicoke Creek.

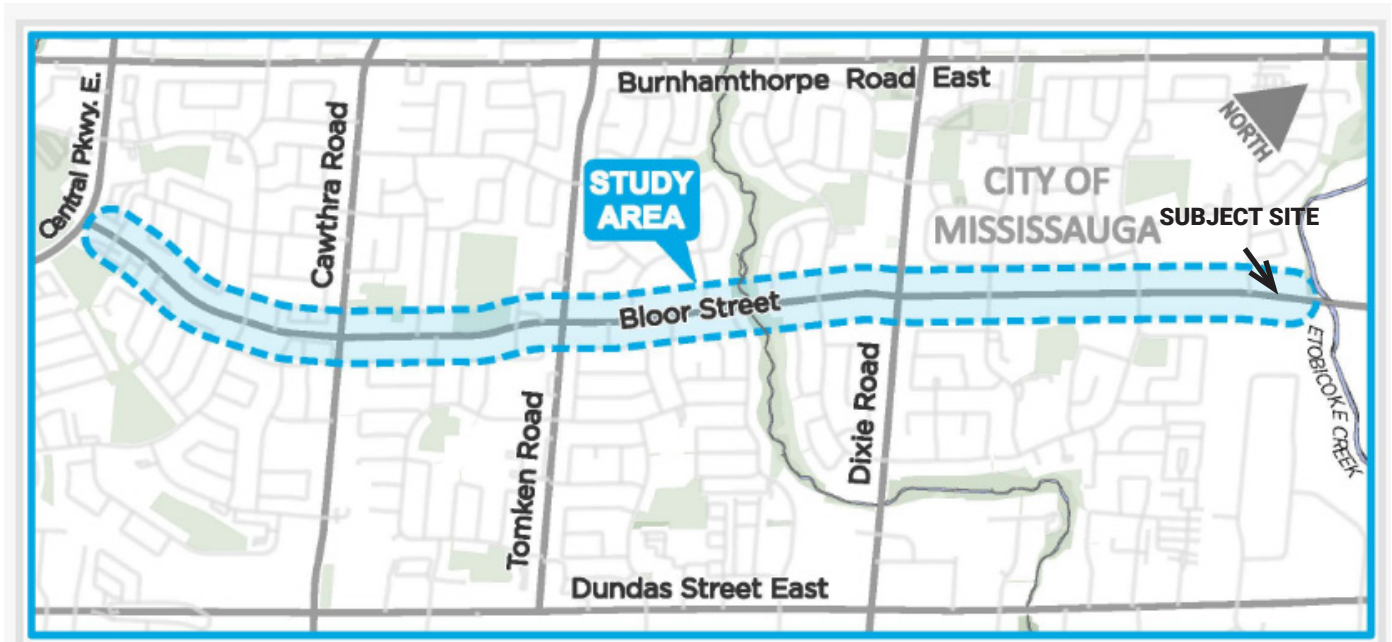


Figure 15 - Study Area of the Bloor Street Corridor from Central Parkway East to Etobicoke Creek

The Project will bundle several road improvement projects which include paving, road safety, noise walls, cycling facilities, street lighting, and transit facilities. The project is currently undergoing public consultation through the Schedule A+ Municipal Class Environmental Assessment to determine the preferred design options.

The site is in the East Character Area of the study, which proposes grade separated cycling lanes in both directions, two lanes of traffic in each direction, and improved sidewalk and boulevard landscaping. As part of this project, additional intersections are proposed. One of the proposed intersections is to the west of the proposed development.

These improvements, along with the landscaping and amenity space improvements proposed at the site, will contribute to a pedestrian experience that is safe, active and vibrant.

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## 5.0 DESIGN VISION AND GUIDING PRINCIPLES

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## 5.1 Vision

The vision for 1785 Bloor Street is to reimagine the site through the use of compatible, infill development to enhance the character and development pattern of the East Bloor Corridor. The proposal includes the addition of a new infill building adjacent to the existing rental tower fronting Bloor Street. The site will leverage existing infrastructure and make better use of underutilized lands through new amenity space and improved landscaped open space areas. The design will reduce the need for surface parking by consolidating parking below grade and introducing new and improved bicycle parking.

The vision is supported by recent development trends in Mississauga and the key objectives of provincial, regional and municipal policies that target housing needs for a growing population across the province and promote environmentally sustainable forms of urban planning. The proposal will contribute to the increase of the City of Mississauga's rental housing stock through high quality design.

The proposed redevelopment represents an opportunity to make a positive contribution to East Bloor Street Corridor through the implementation of three (3) key guiding principles:

1. Efficient use of land
2. Enhance public realm and Bloor Streetscape
3. Consistent building typology and form

## 5.2 Guiding Principles

### 1. Efficient use of land

The existing “tower in the park” style of the existing apartment building results in an inefficient use of land due to the existing expansive surface parking lot, substantial separation distances from the street edge and adjacent development and ample open space between developments. This form of development has decreased the walkability of the site and area in general and created fragmented development along the East Bloor Corridor.

The proposal adds a 14-storey building as infill on the site making better use of the land, promoting appropriate intensification and a desirable built form for the area as described in the East Bloor Corridor Study. The proposed development will add an additional 238 residential units to Mississauga's housing supply.

The proposal will replace 98 existing parking spaces with two levels of underground parking and result in a total outdoor amenity space of 1,192 m<sup>2</sup> of outdoor amenity space and 567 m<sup>2</sup> of indoor amenity space, providing residents with opportunities for leisure and enjoyment on the site (and an amenity area ratio of 5.6 m<sup>2</sup> / unit). The proposal includes a 988 m<sup>2</sup> courtyard between the proposed L-shaped building and the existing building, providing shared amenity space for residents and a seamless connection between the two buildings.





## 2. Enhanced public realm and streetscape

The public realm vision for the development has been designed to promote the goals of the East Bloor Corridor Study. The streetscape design proposes safe circulation for pedestrians through the site as well as the establishment of softscape and hardscape landscaping features to frame key entrances to the building. The proposed courtyard further enhances the public realm by providing outdoor amenity space for residents to enjoy. The orientation, massing and shape of the proposed building does not impose adverse impacts on the pedestrian environment, as concluded in the Shadow Study and Wind Study.

Maintaining the current setback from Bloor Street allows for the provision of a lush tree canopy and opportunities for pedestrian-scale lighting fixtures. These are intended to create an inviting public realm along Bloor Street to avoid conflict with vehicular traffic.

The proposed building design ensures continuous and safe pedestrian circulation within the site. The new development will create new, internal pedestrian walkway connections to the municipal sidewalks.

Open access along the hydro corridor and trail to the east has been maintained. The proposed site circulation will create improved access to the existing building through upgrades to existing walkways and elevator access to the underground parking garage. The loading spaces and waste/recycling storage areas are located internally - away from public sight lines and pedestrian walkways.

Currently, the existing building has no on-site bicycle parking. The addition of bicycle parking and a bicycle repair station will help encourage non-vehicular transportation and promote active transportation.





### 3. Consistent building typology and form

One of the defining characteristics of the East Bloor Corridor area is the “towers in the park” form of development, with random siting, location and placement of buildings on apartment properties that are defined by large superblocks. There is no cohesive pattern in the built form of the buildings along the Bloor Street corridor. In the area, buildings are oriented parallel or perpendicular to the street, with varying setbacks and an undulating pattern of heights that range between 6 and 27 storeys.

The proposed development is situated on the northern portion of the subject site. The L-shaped building design creates an inviting courtyard between the existing and proposed buildings while allowing for views and access to the adjacent greenspace. The L-shape of the proposed building also improves the cohesiveness of the surrounding built form that includes buildings oriented both parallel and perpendicular to the existing building.

The south arm of the proposed building is 10 storeys, reflecting the existing massing of adjacent buildings. The east arm of the building is slightly

taller at 14 storeys and is appropriately setback from surrounding developments. Taller elements of the proposed building are located to the rear of the site to minimize impacts on adjacent properties and the public realm.

## 5.3 Goals and Objectives

### 1. Sustainable Design

Supporting a sustainable environment through infill redevelopment of a “tower in the park” design and reducing surface parking to make efficient use of land and minimize environmental impacts of conventional surface parking lots.



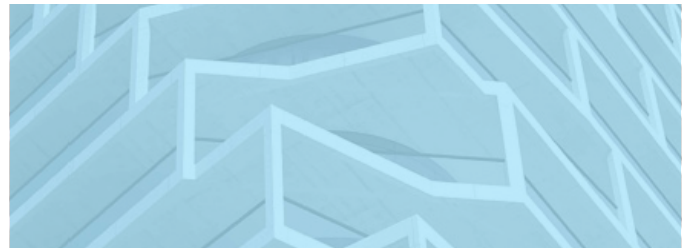
### 2. Context Appropriate

Designing a built form which is harmonious with the existing neighbourhood in terms of compatibility and scale, fits within its existing context and provides appropriate transitioning to surrounding development.



### 3. Design Excellence

Enhancing the character and urban form of the East Bloor Corridor by incorporating modern architecture and design, ensuring massing and heights are respectful of surrounding development and creating open access and seamless integration between the proposed and existing buildings.



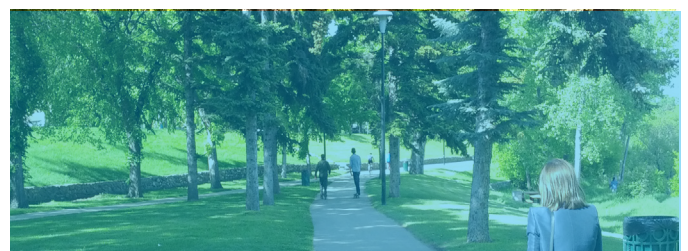
### 4. Enhanced Amenities

Improving on-site amenities for residents by providing new indoor and outdoor amenity space, softscape and hardscape landscaping features and an integrated courtyard. Waste/recycling storage areas will be moved inside the building to allow for more enjoyable space for residents.



### 5. Improved Connections

Enhancing the pedestrian realm by improving pedestrian connections and movement throughout the site and promoting active transportation use. Existing residents will reap the benefits of improvements to the existing site that encourage walking, cycling and enhanced views of outdoor amenity areas.



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## 6.0 SITE PLANNING AND DESIGN

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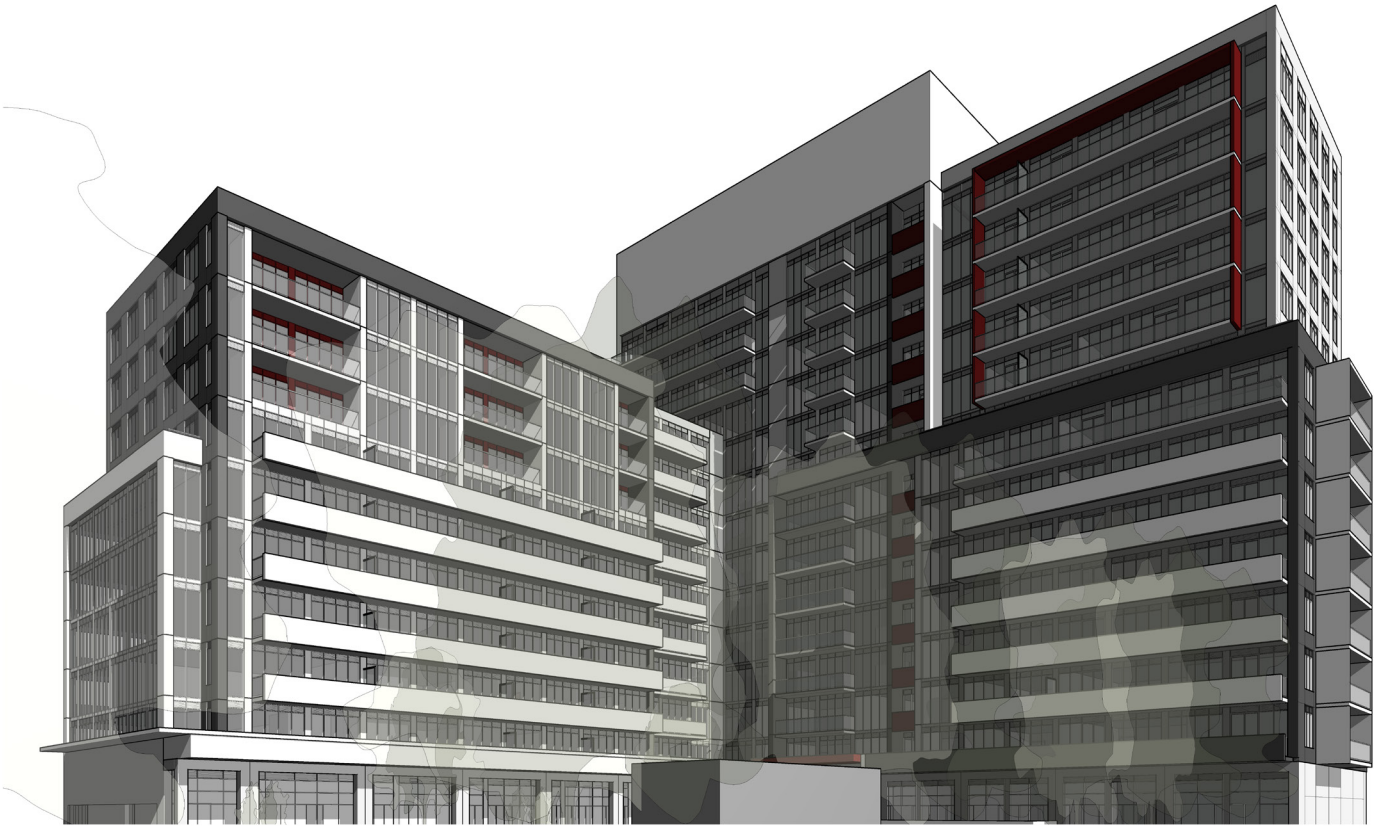


Figure 16 | Rendering of Proposed Building (Source: onespace)

## 6.1 Site Organization and Built Form

The proposed development is situated on the northern portion of the site. The L-shaped building design creates an inviting courtyard between the existing and proposed buildings while allowing for views and access to the adjacent greenspace. The shape of the building compliments adjacent buildings that are oriented perpendicularly and parallel to Bloor Street.

The south arm of the proposed building is 10 storeys, matching the massing of the existing and adjacent buildings. The east arm of the building is slightly taller at 14 storeys. The orientation of the building locates the height to the rear of the site to minimize impacts on adjacent properties and the public realm.

The building is stepped back to provide terraces at the 7th and 9th floors. A canopy is proposed on the 2nd floor to the south of the building and the 11th

floor along the western portion of the south arm. Canopies are also proposed to the east of the east arm at the 9th floor and south of the east arm at the mechanical penthouse level.

Through this design, the proposal incorporates pedestrian-oriented features that ensure accessibility for the residents of the existing and future buildings. The proposal incorporates indoor and outdoor amenity spaces that provide a variety of recreational uses. These are mostly intended to be common areas accessible to all residents and will incorporate functions that meet the needs of all demographics.

## 6.2 Building Heights and Transitions

The proposed building has a total height of 14 storeys. The L-shaped building has a south arm with 10 storeys to align with the existing 10-storey building on the site and a height of 14-storeys on the east arm of the building. The stepbacks from the 10th storey to the 14th storey ensure that the scale and character of the existing area are maintained.

The proposed building is separated from the existing apartment building by 15.7 m, and is set back from the adjacent lot to the west by a minimum of 12.5 m. The proposed side and rear yards greatly exceed the requirements of the Zoning By-law. The proposed building has a setback of approximately 26 metres from the east lot line, 17.6 metres from the west lot line and 11.9 metres (including balconies) from the rear lot line.

The stepping back of the towers at the 10th floor and the significant separation distances between the towers from the existing and surrounding development helps to reduce downwashing and channeling winds around the site and reduces wind speeds on the site. In addition, features such as canopies, as hard and soft landscape features work together to reduce grade-level wind speeds and create a comfortable, safe and attractive environment for pedestrians.

## 6.3 Access Locations, Pedestrian and Vehicular Circulation

The proposed building design ensures continuous and safe pedestrian circulation within the site. The new development will create new, internal pedestrian walkway connections to the municipal sidewalks.



Figure 17 | Building Access

- Residential Access
- Parking Access
- Amenity Access
- Loading Access

The building orientation toward Bloor Street will contribute to the public realm and highlight the landscaped space surrounding the existing and proposed buildings. Residential lobby access is provided on both the north and south sides of the east arm of the proposed building as shown on Figure 17.

Access to underground parking is provided to the west of the site, between the proposed development and the west property line. The vehicle ramp is located away from the main sidewalks and the outdoor amenity space, away from public view, to support safe pedestrian access to and within the site. Pedestrians can access the underground parking via an elevator located from the internal courtyard from the south arm of the building. The proposed development will make use of the existing vehicular access via Bloor Street.

Amenity access to the indoor amenity space is provided from the east and south arms of the proposed building.

The proposed site circulation will create improved access to the existing building through upgrades to existing walkways and elevator access to the underground parking garage.

The service vehicle route is also located along the west of the site. This route provides access to the loading spaces and garbage rooms, which are located away from public sight lines and pedestrian walkways.

The new development will provide garbage access for the existing apartment building to create improved waste management. This allows for streamlined circulation and access for waste collection.

## 6.4 Landscaping

The public realm vision for the development has been designed to promote the goals of the East Bloor Corridor Study. The streetscape design proposes safe circulation for pedestrians through the site as well as the establishment of softscape and hardscape that frames the key entrances into the building.

Maintaining the 16.45 m setback from Bloor Street allows for the provision of a strong tree canopy and opportunities for pedestrian scale lighting fixtures. These are intended to create an inviting public realm along Bloor Street avoiding conflict with vehicular traffic.

Additional tree planting is proposed along the hydro corridor and the rear property line to ensure additional buffering for adjacent developments.

The implementation of the Bloor Street Integrated Project will contribute to more active uses along Bloor Street, which are pedestrian friendly and engaging. The proposal breaks the large site, centred by the courtyard, providing a walkable experience with shared amenity. Much of the existing surface parking will be replaced with underground parking, further improving the pedestrian experience.

The design of the proposed development considers the impacts of wind, noise, and shadows and their impact on creating a comfortable pedestrian environment. Sections 6.7, 6.8 and 6.9 of this study include a summary of supporting studies that determine the appropriate conditions are met.

The proposed development divides a large block and improves connections within the site as well as indirectly animating Bloor Street due to its orientation toward Bloor Street and addition of amenity spaces and landscaping. These features will improve the sense of place for existing and future residents.

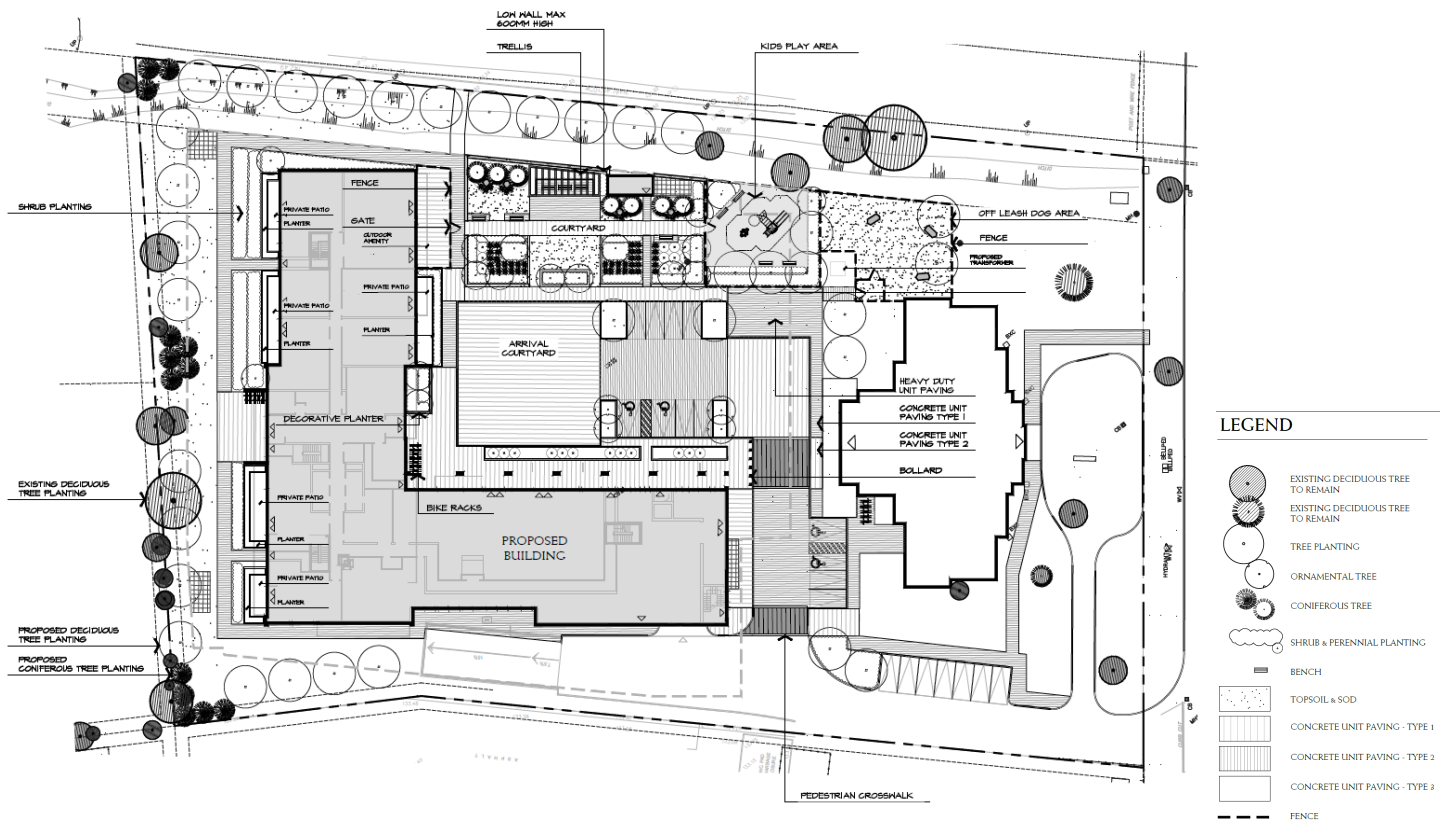


Figure 18 | Landscape Plan

## 6.5 Amenity Space

The proposal includes 1,759 m<sup>2</sup> of amenity space, with 567 m<sup>2</sup> of indoor space and 1,192 m<sup>2</sup> of outdoor space. This results in a ratio of 5.6 m<sup>2</sup> per unit for both the proposed and existing buildings.

Indoor amenity space will be provided on the ground and floor with dedicated entrances to each space. (with opportunities for future programming). Outdoor amenity space will be provided within the courtyard and on the terraces accessed via the 11th floor. The entrances to the amenity space are provided from the north and west of the courtyard.

There are two outdoor amenity spaces provided on the site that contribute to an amenity space of 988 m<sup>2</sup> between the two buildings that residents will be able to share. The outdoor amenity space replaces the existing surface parking on the site and is situated between the buildings to create a pedestrian-friendly public realm on site that is active and vibrant. New plantings, trees and seating options will be available.

Ultimately, significant improvements to indoor and outdoor amenity space areas will be a focus of this proposed redevelopment. This will provide both new and existing residents opportunities to enjoy amenity space year-round.



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## 6.6 Elevations, Sections, and Massing

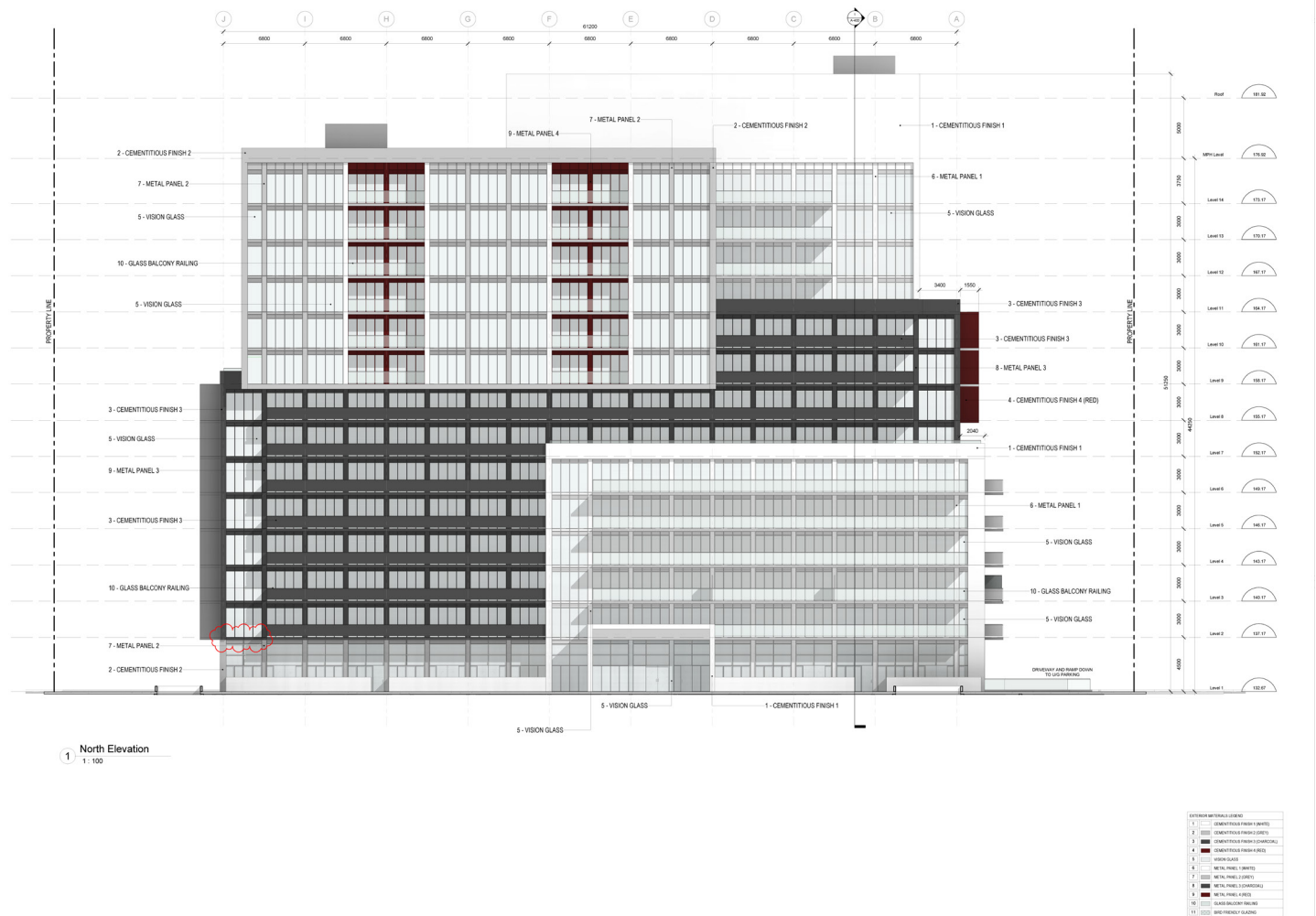


Figure 19 | Project North Elevation



Figure 20 | Project East Elevation

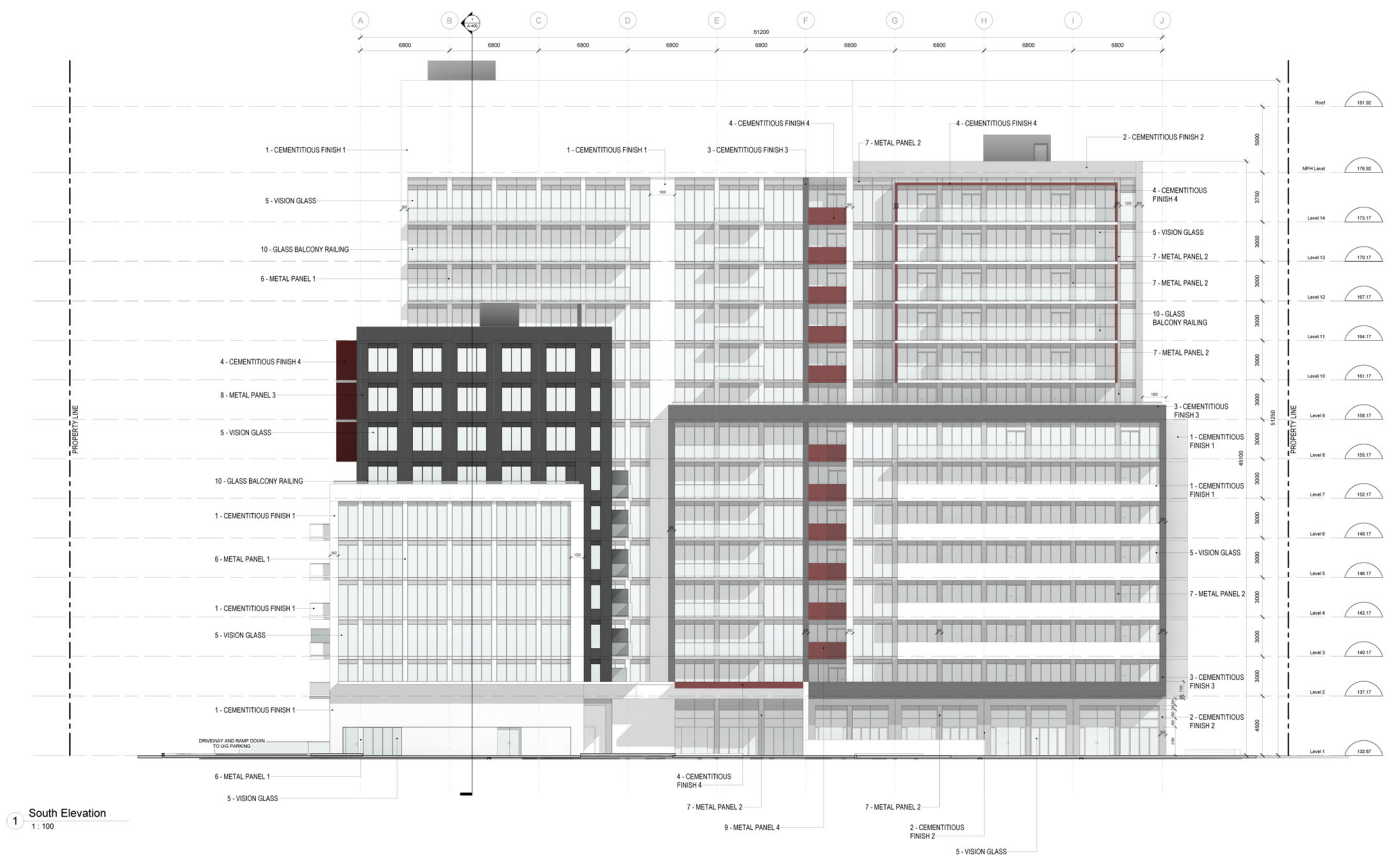


Figure 21 | Project South Elevation



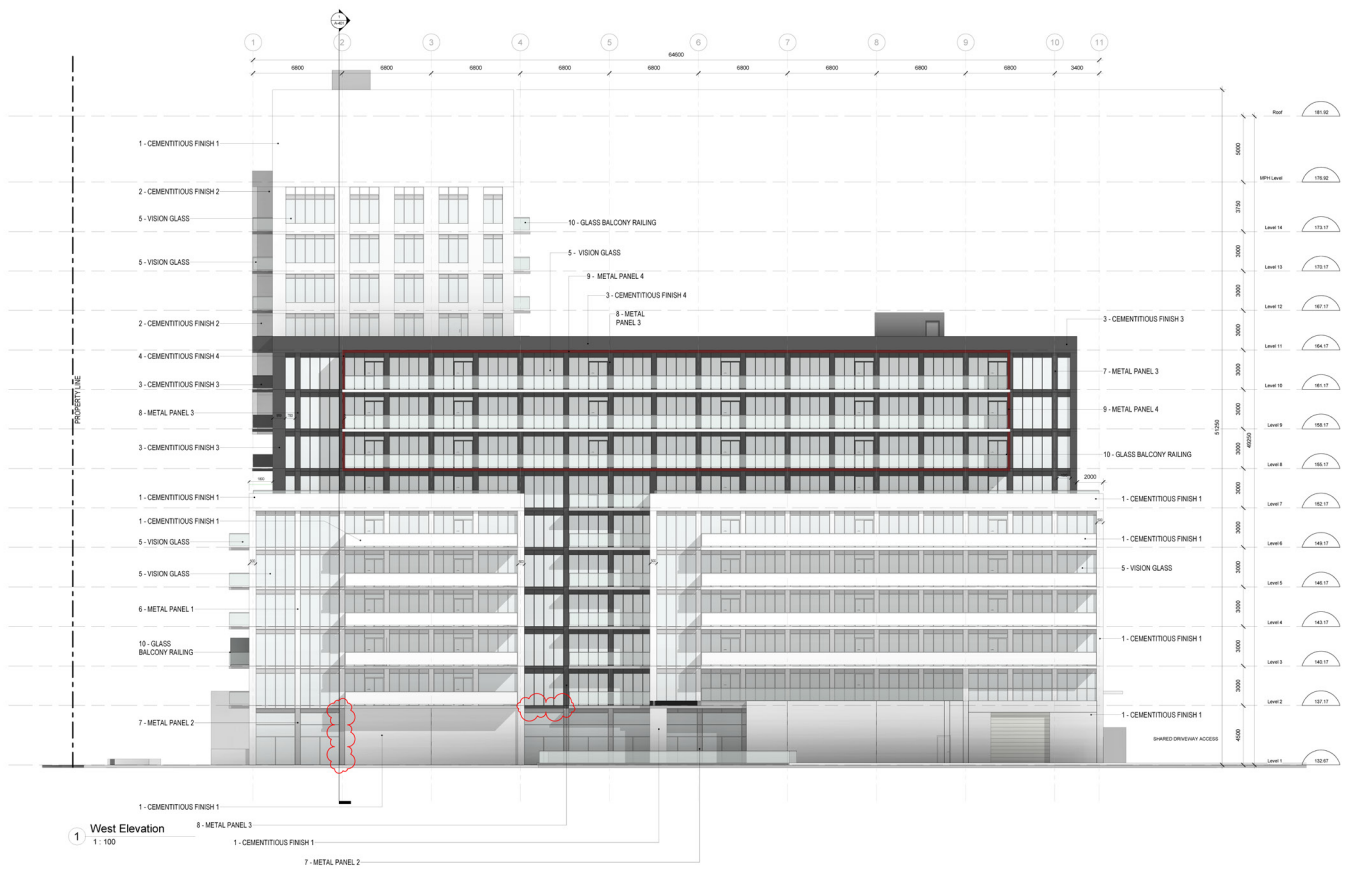


Figure 22 | Project West Elevation

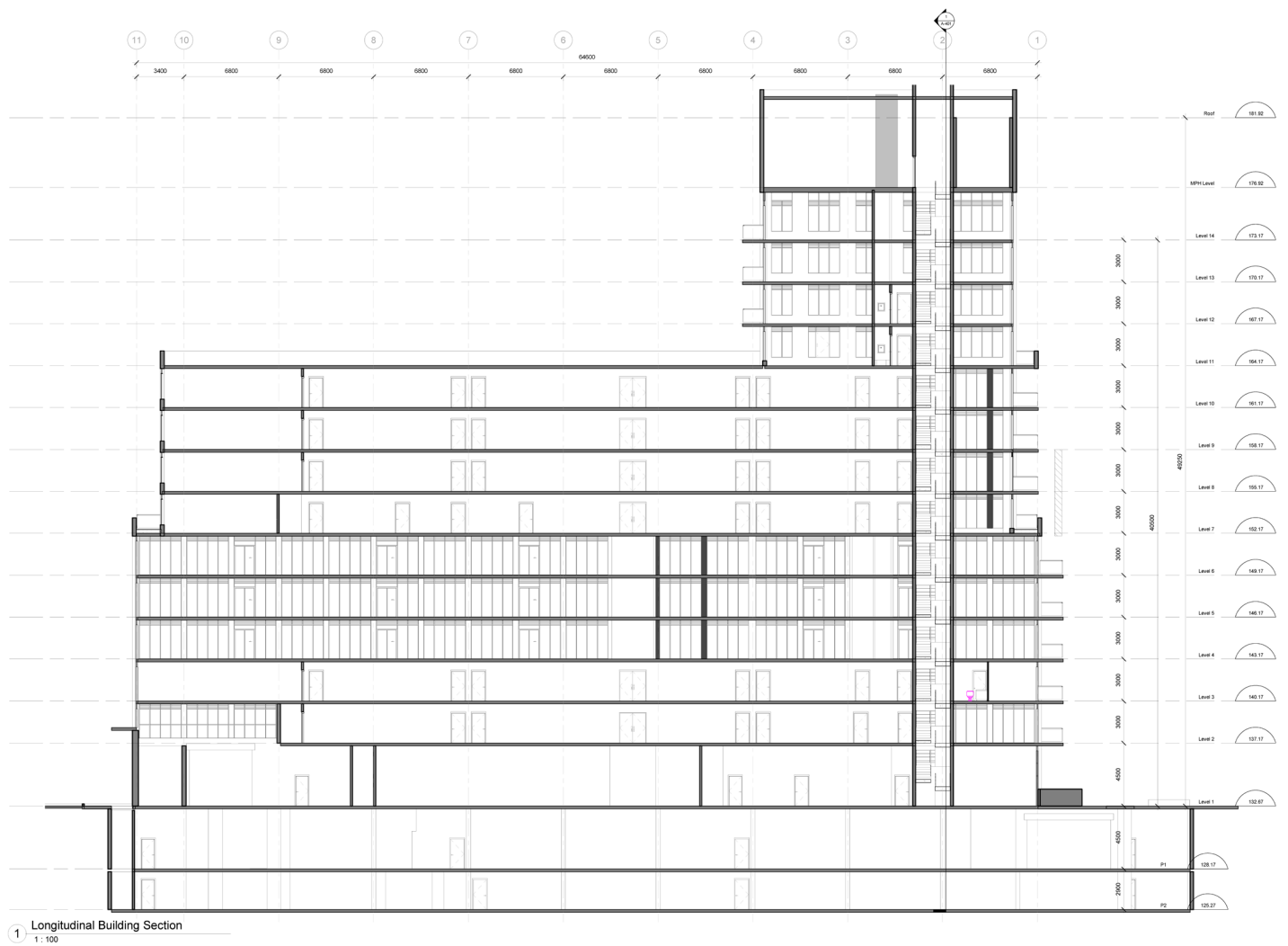


Figure 23 | Project East Elevation Section

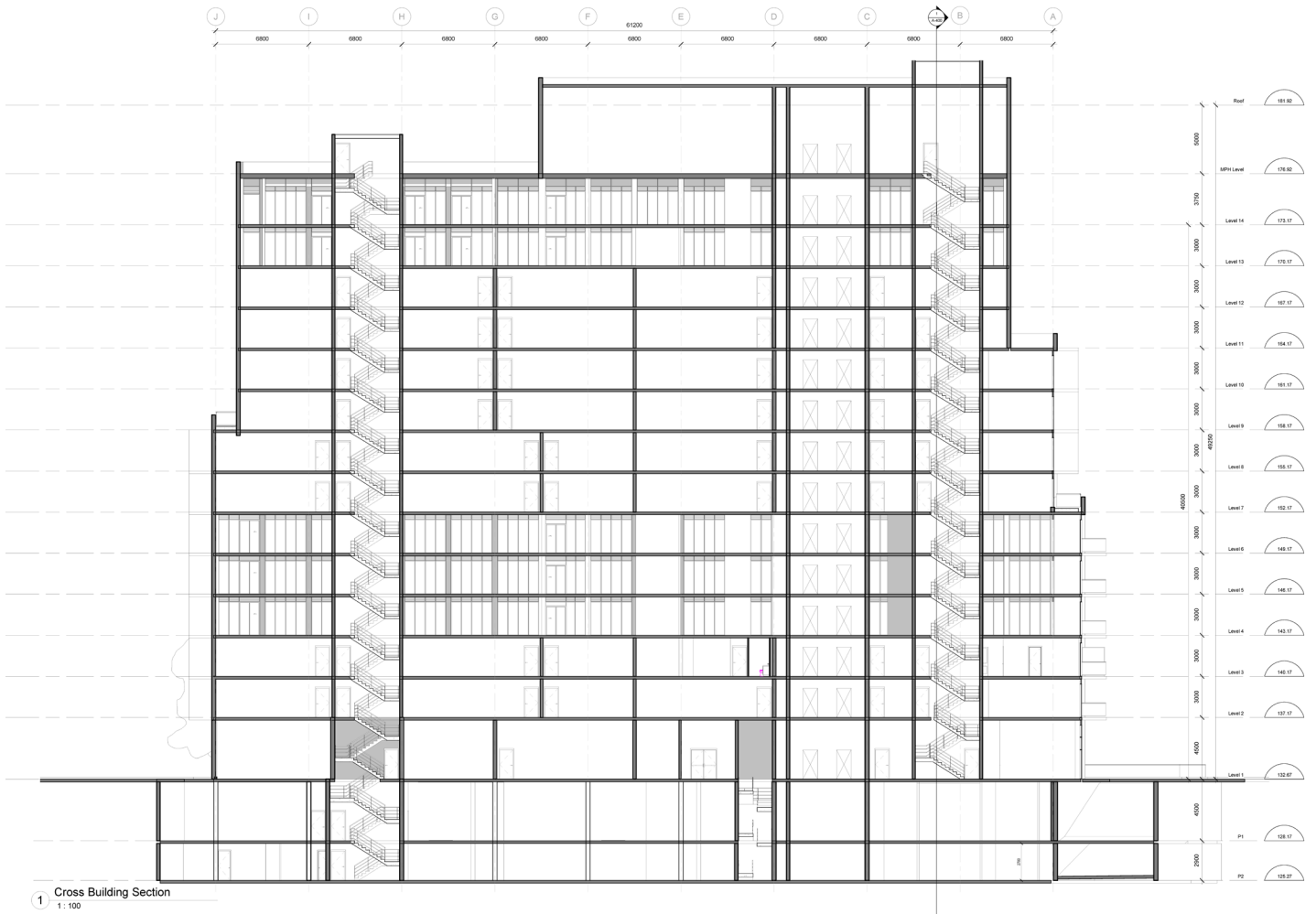


Figure 24 | Project North Elevation Section

## 6.7 Sun/Shadow Study

onespace unlimited inc. have completed a Sun Shadow Study for the proposed development. The Shadow Study reviews existing shadows in the surrounding area along with shadow impacts of the proposed built form. The Shadow Study reviews the impacts on June 21 from 7:07am to 7:33pm, September 21 from 8:35am to 5:48pm, and December 21 from 9:19am to 3:15pm. The analysis demonstrates minimal shadow impacts beyond existing conditions on adjacent properties and the public realm.

## 6.8 Wind Study

A Pedestrian Level Wind Assessment (Wind Study) for the proposed development has been prepared by Theakston Environmental. The purpose of this study was to assess the wind impacts of the proposed development on local pedestrian areas in and around the subject property. Recommendations for minimizing adverse effects are provided, if required.

The existing wind conditions are moderately windy due to the site context. The proposed configuration of the building redirects winds that formerly flowed over the existing lands around the building facade. This creates some minor windswept areas around building corners.

The study has concluded that comfort conditions on the site are similar to, or better than existing conditions and are appropriate for the intended uses.

Where mitigation was required, it was achieved through a variety of design features including modest heights, a podium, stepped facades, and balconies.

## 6.9 Acoustical Feasibility Study

J.E. Coulter Associates Ltd. was retained to prepare an Acoustical Feasibility Study for the proposed

development. The study examined noise and vibration issues, including the impacts of the development on itself and the surrounding area and prepares recommendations to address identified issues.

Key findings include:

- Traffic noise sources include road traffic on Bloor Street, Fieldgate Drive, and Bridgewood Drive;
- Calculated sound levels slightly exceed the MECP guidelines;
- Recommendations for noise include providing central air conditioning and forced air heating, standard building construction, and a warning clause in Agreements of Purchase and Sale or Lease; and,
- As plans for the mechanical/electrical mature, a review of development impacts on itself and the surrounding area will need to be reviewed (prior to building permit).

Further noise analysis will be completed once detailed design drawings are provided at later stages in the development process.

## 6.10 Tree Inventory and Preservation Plan

Kuntz Forestry Consulting Inc. was retained to prepare a Tree Inventory and Preservation Plan for the proposed development. The Plan sought to identify all trees 10 cm or larger in diameter within six metres of the development, identify trees of all size within the municipal road allowance, evaluate tree saving opportunities, and to prepare a preservation plan.

Findings and recommendations include:

- A total of 35 trees are located within and within six metres of the subject property
- 15 trees require removal to accommodate the proposed development. All of these trees are



greater than 15 cm in diameter;

- Tree protection barriers, fencing, and tree protection zones are required for all trees specified in Figure 1 of the report; and,
- A total of 21 trees are required to be planted on the subject property as compensation for removals.

The landscape plans provide for the planting of additional trees, the exact number a species of which will be determined as the design progresses.

## 7.0 CONCLUSION

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

The proposal adds gentle intensification to an underutilized site along Bloor Street and within a neighbourhood where infill development is encouraged. The proposed infill development makes excellent use of the site's access to public transit and services, enhances the public realm and ensures transit-supportive, but context sensitive density. The proposal represents an appropriate development in terms of its fit within the Applewood Neighbourhood Character Area, its height, scale and architectural treatment with respect to the East Bloor Corridor.

The proposed development makes for an improved use of an underutilized site to respond to the existing and planned adjacent development and the growing demands for transit-oriented and rental housing in the Greater Toronto Area. The design provides landscaping improvements on the site along with outdoor and indoor amenity space that can be shared by residents of the existing and proposed buildings. Located behind the existing building in place of surface parking and oriented toward Bloor Street, the proposal enhances the public realm on the site and along Bloor Street by providing access to amenities in the area to additional residents.

The building has been massed to provide sufficient setbacks from adjacent development and to ensure appropriate transitions between the scale and height of the existing building on site. The siting and shape of the proposed building ensures adequate privacy, sunlight and sky views are maintained.

Access to vehicular parking and loading space has been directed away from the public roads to maximize pedestrian and cyclist safety and minimize the visual prominence of these features from the public realm. New bicycle parking and an on-site bicycle repair station will be integrated on-site to encourage active transportation. Waste/recycling storage areas will be moved inside the new building to make way for more outdoor space for residents to enjoy.

The shadow study found that the proposal generally meets the City's standards, and the Wind Study concluded that comfort conditions on the site are similar to, and in some area better than existing conditions. As per the noise feasibility study, a review of the area indicates there are no sources of stationary noise that would potentially affect the occupants of the future building itself and features will be incorporated into the design to mitigate other noise impacts.

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

# APPENDIX SHADOW STUDY

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JUNE 21 AT 13.20 (SOLAR NOON)  
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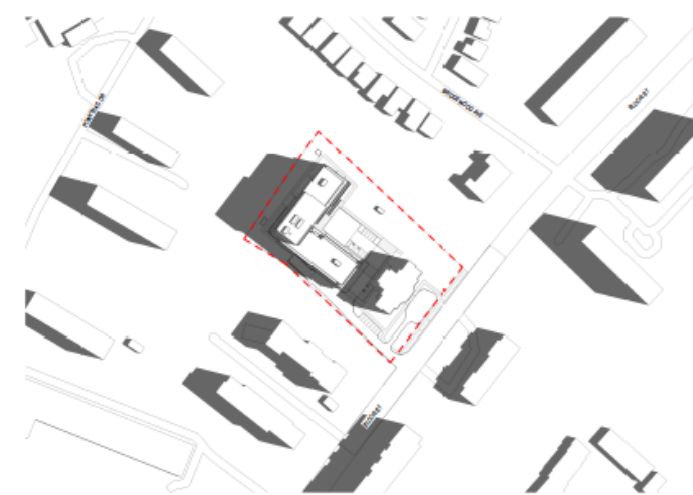
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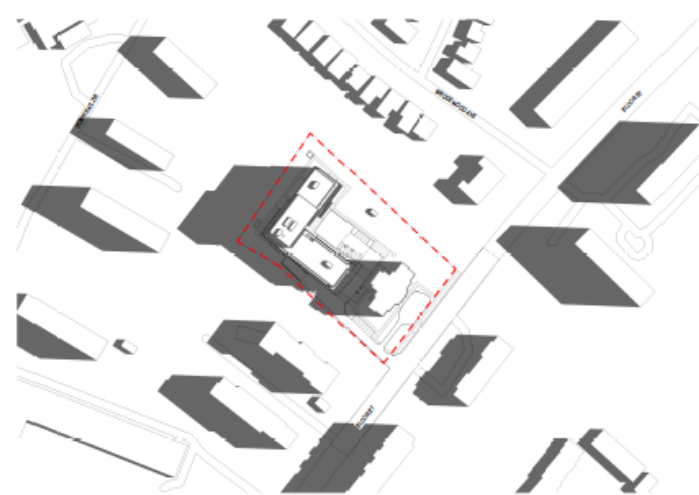
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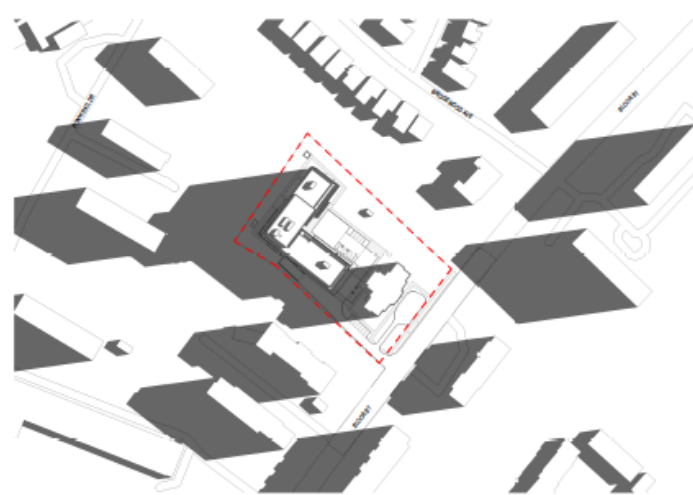
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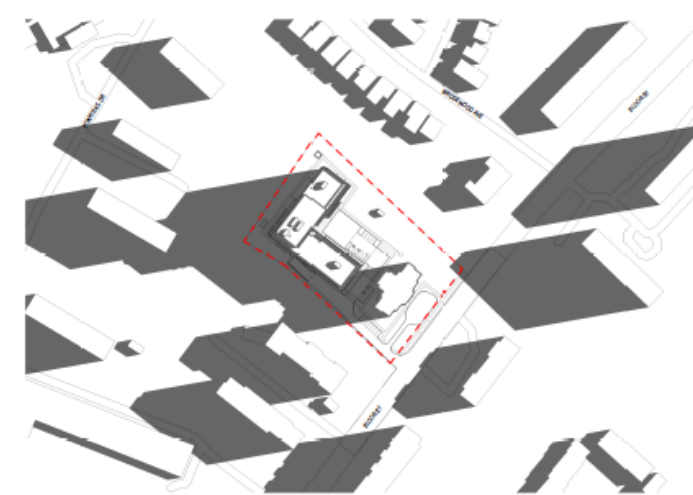
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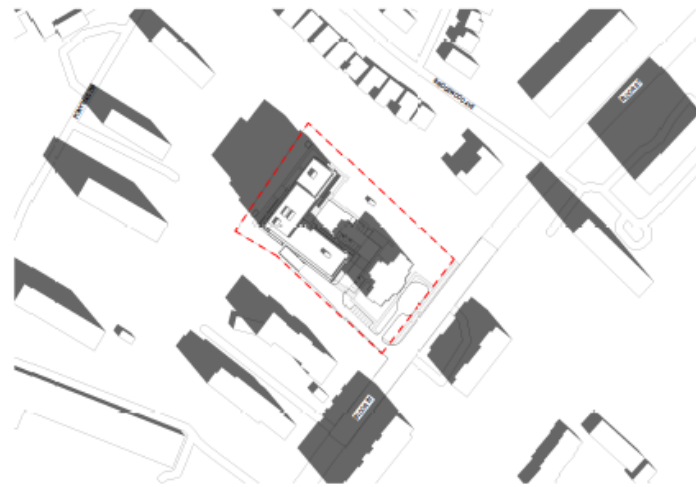
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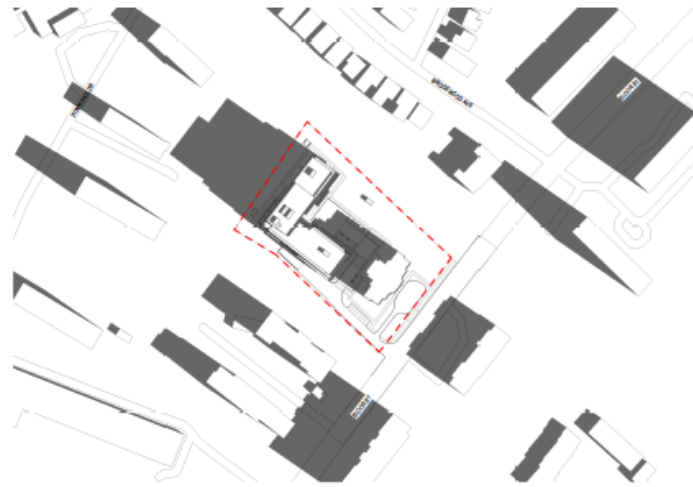
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DESIGNED  
Shadow Studies

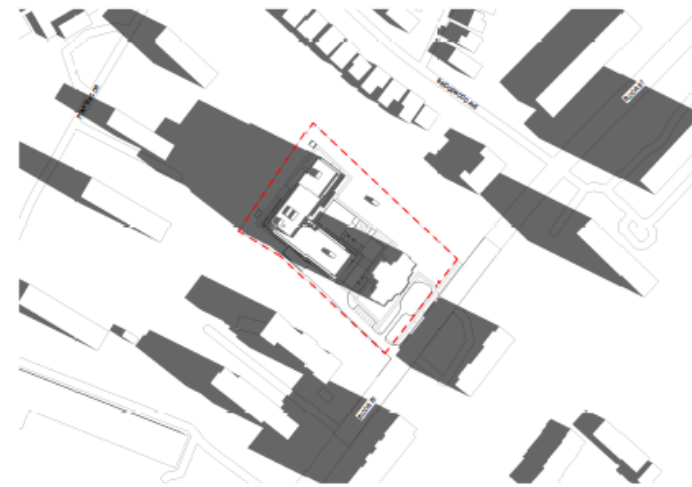
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SCALE	PLOTTED DATE
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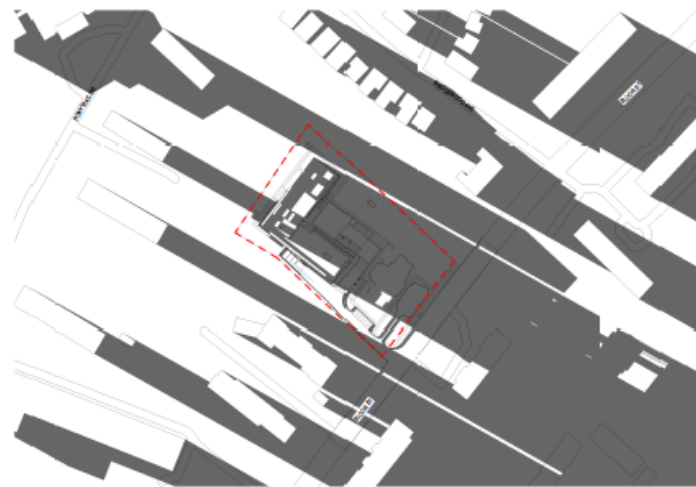
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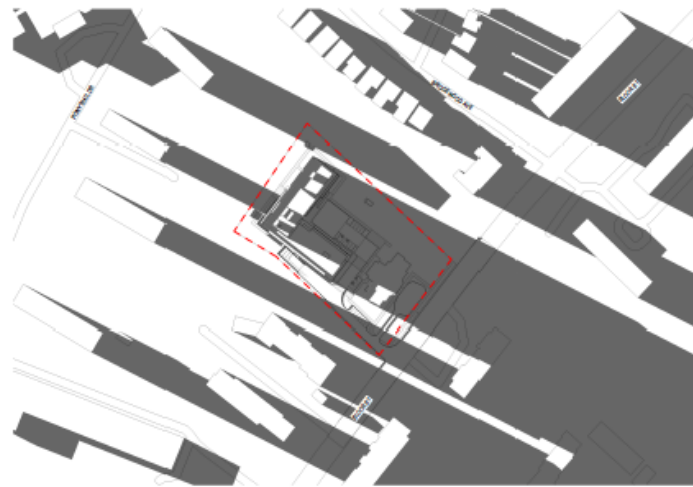
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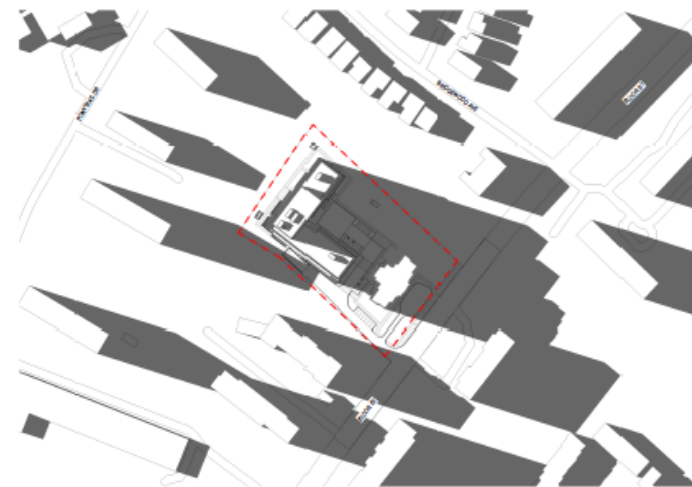
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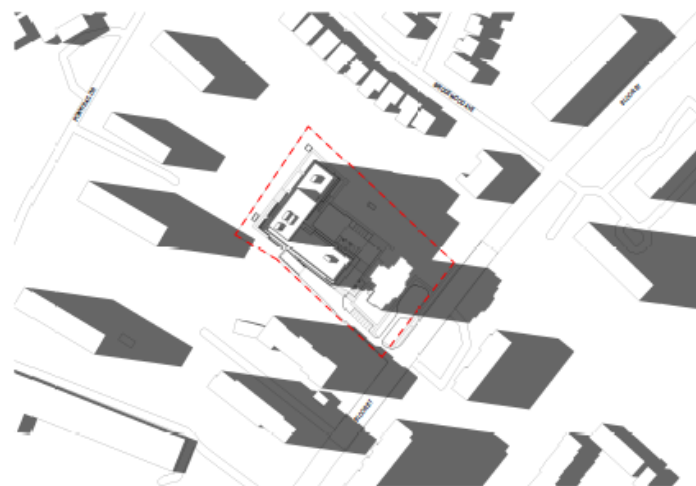
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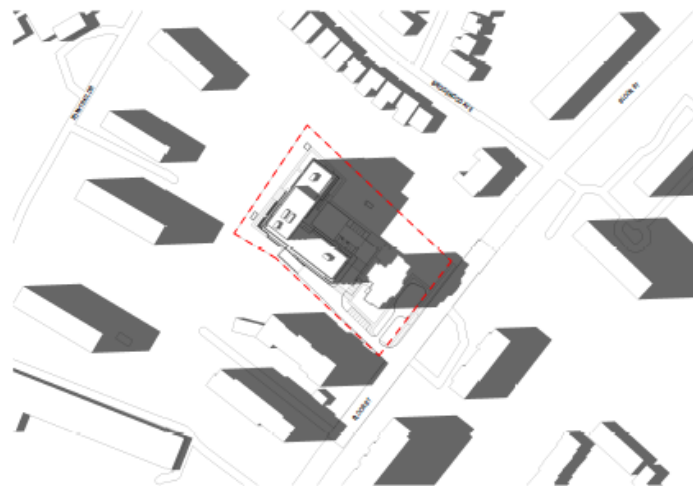
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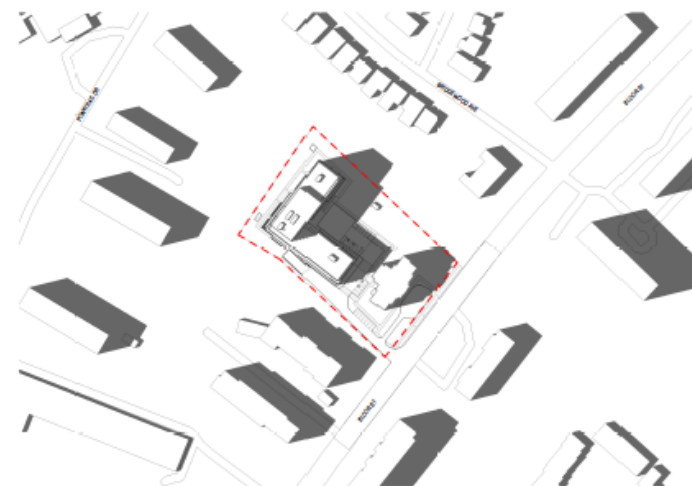
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1 : 1600



JUNE 21 AT 17.20  
1 : 1600



JUNE 21 AT 16.20  
1 : 1600



JUNE 21 AT 15.20  
1 : 1600



No.	DATE	ISSUED
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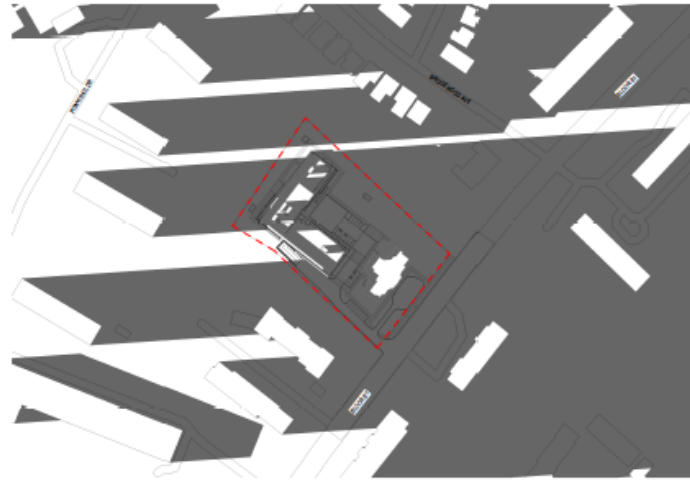
CLIENT  
1785 Bloor Holdings Inc.  
181 Eglinton Avenue East, Suite 204  
Toronto, ON M4P 1L4  
ADDRESS

1785 Bloor Street, Mississauga,  
ON L4X 1S8

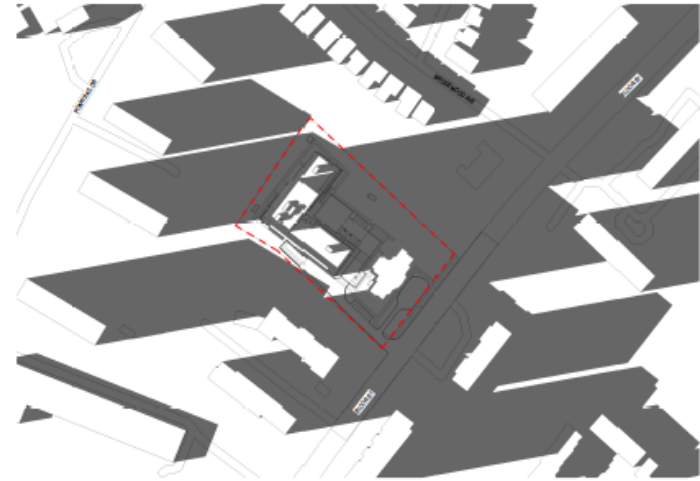
DESIGNED  
Shadow Studios

PROJECT NUMBER	DATE
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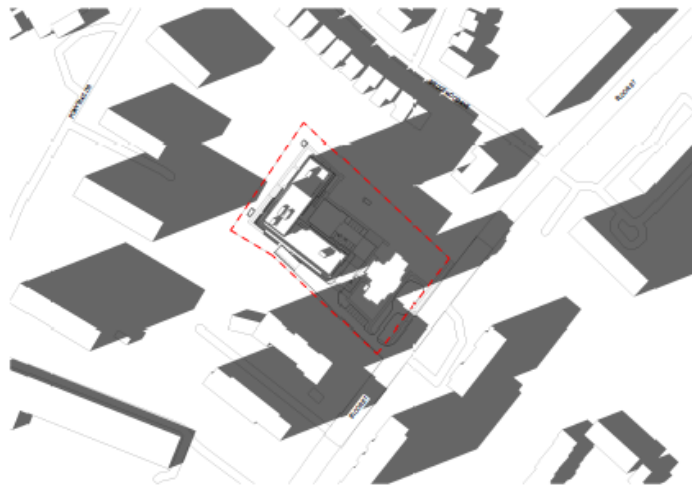




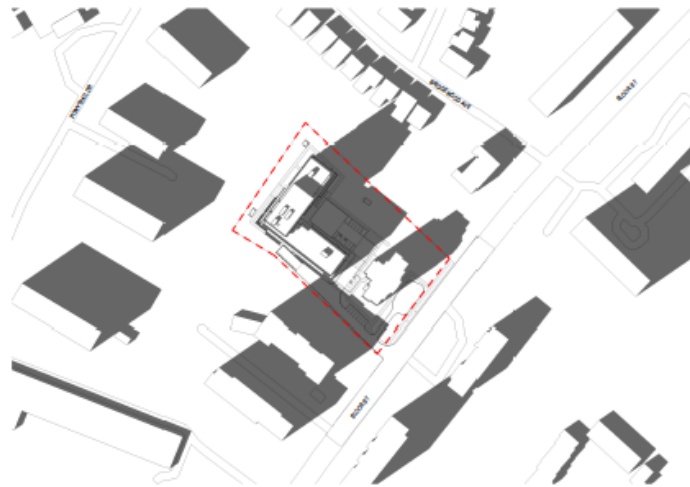
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SEPTEMBER 21 AT 15.12  
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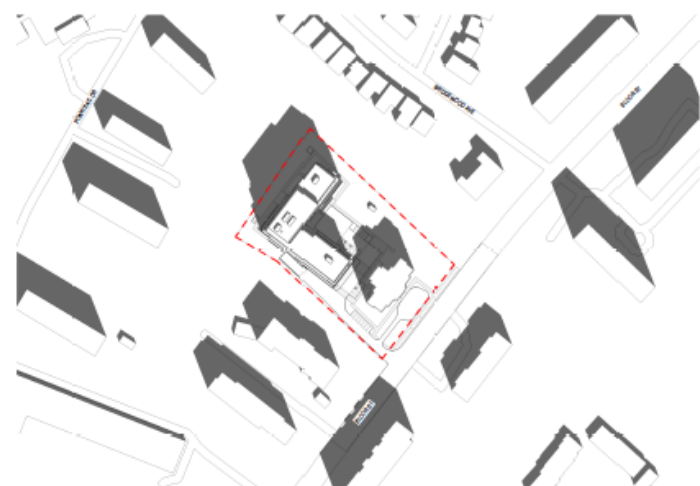
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SEPTEMBER 21 AT 13.12  
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SEPTEMBER 21 AT 12.12  
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SEPTEMBER 21 AT 11.12  
1:1600



No.	DATE	ISSUED



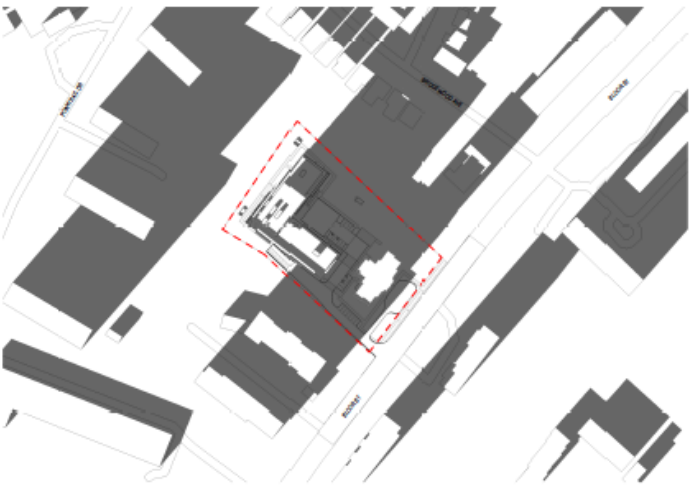
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204, Toronto, ON M4P 1J4  
ADDRESS

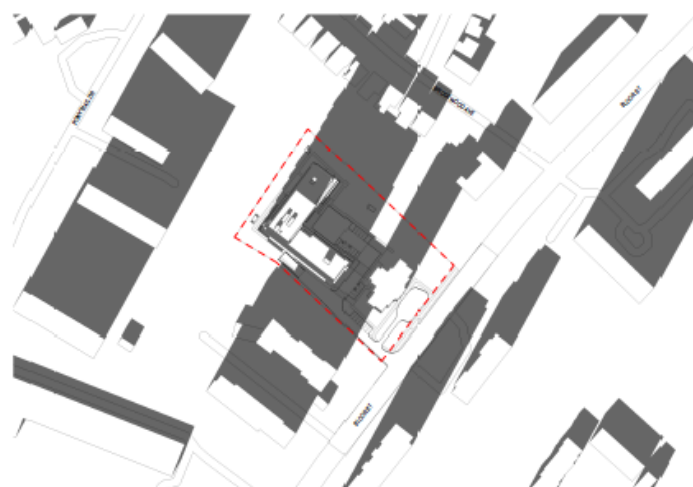
1785 Bloor Street, Mississauga,  
ON L4X 1S8

Drawn  
Shadow Studies

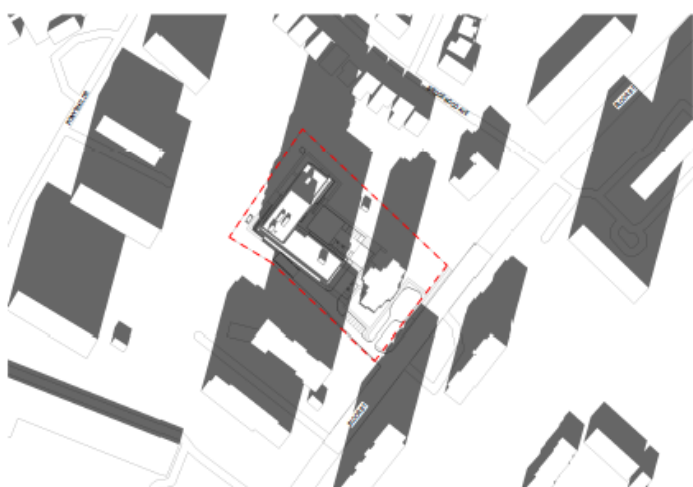
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SCALE	PLOTTED DATE
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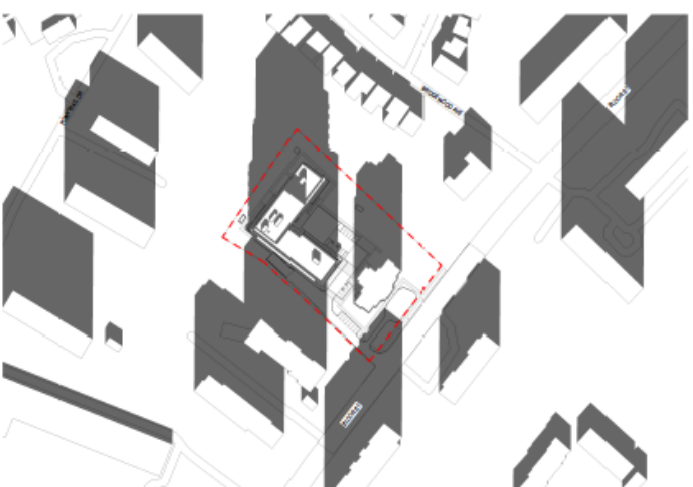
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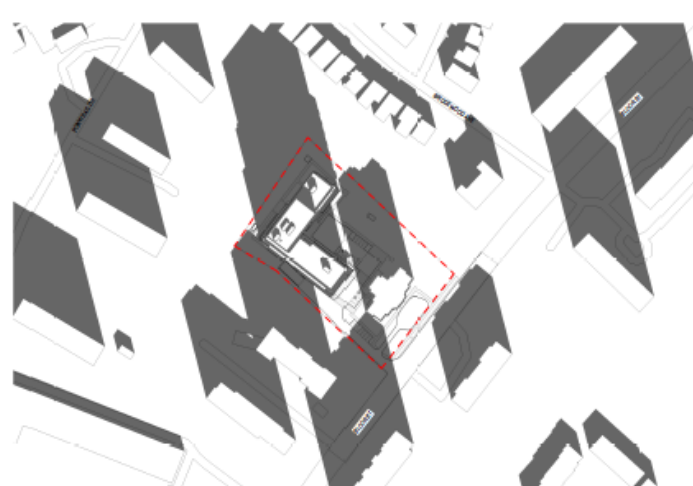
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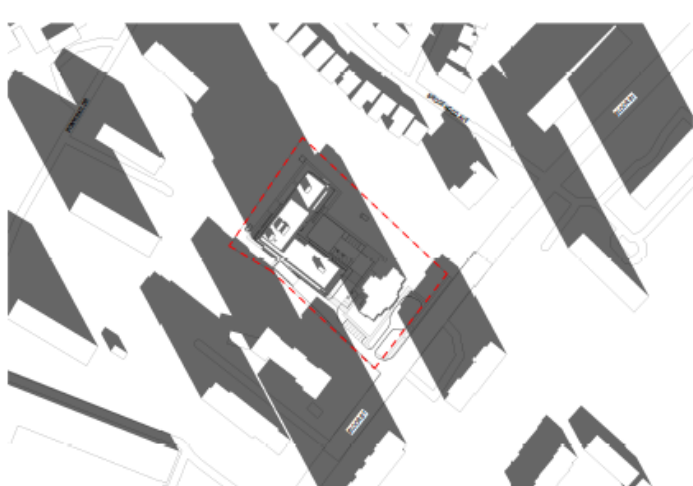
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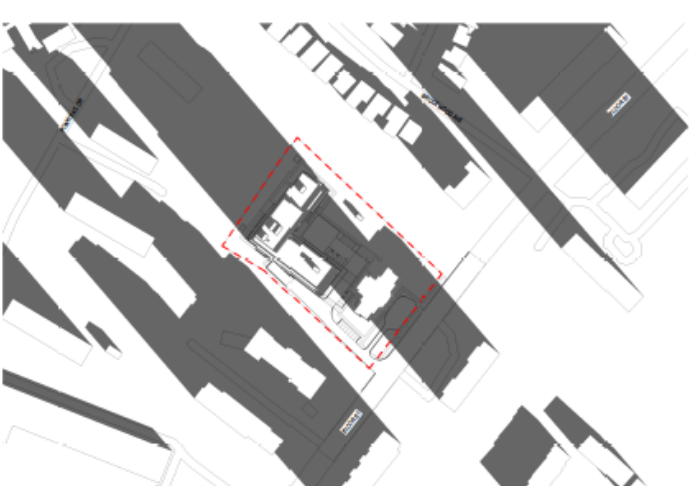
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DECEMBER 21 AT 10.17  
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DECEMBER 21 AT 9.19  
1:1600



No.	DATE	ISSUED



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**DESIGNER**  
Shadow Studios

PROJECT NUMBER	5479
DATE	27 MAY 2022
SCALE	PLOTTED 50% 1:1600



**S|P**

2022