September 30, 2026

Shawni Lo
Senior Director, Development
CAPREIT
437-245-2248
s.lo@capreit.net

Re: 1055 Bloor Street, Mississauga – Proposed Residential Development – ZBA & SPA (Submission #3)

Shawni,

BA Group has been retained by Canadian Apartment Properties REIT (CAPREIT) to provide transportation advisory services in relation to a Site Plan Approval (SPA) application made to the City of Mississauga for a proposed stacked townhouse infill development, municipally known as 1055 Bloor Street, in Mississauga (herein referred to as the "site" or "proposed development"). The site is located on the northeast quadrant of the Bloor Street / Riverspray Crescent intersection.

An initial Transportation Impact Assessment (Access Review) was submitted to the City of Mississauga in August 2025 forming part of the SPA application for the site. With the initial application, the City approved the scope of the study and a Transportation Impact Study was not required. The initial report met the requirements of an 'Access Review,' as defined by the Mississauga Transportation Impact Study Guidelines (December 2022).

City staff provided comments on the initial application, including the BA Group Transportation Impact Assessment (Access Review). As part of a January 2026 resubmission, BA Group prepared a fulsome Transportation Impact Assessment (Access Review) update, for City staff review.

City staff provided further comments (i.e. "Cycle #2") in response to the January 2026 resubmission. This letter (i.e. "Submission #3") is prepared to address the singular remaining transportation issue of note, which is the proposed emergency access to service the north portion of the proposed development (i.e. stacked townhouse Blocks C & D), to be located at Riverspray Crescent approximately across from the southern/eastern terminus of Wagondust Road, as well as to serve as the basis for a concurrent Zoning By-law Amendment application and Site Plan Approval resubmission for the subject site.

An updated architectural plan is included as **Appendix A** and the applicant team's updated landscape plan is included as **Appendix B.** General development statistics remain the same as the January 2026 resubmission, notably including the retention of the existing rental apartment building (323 units) and proposed new stacked

townhouse blocks (totalling 112 units). As it relates to this letter, the previously proposed emergency access to service the north portion of the proposed development remains proposed at the same location, and the landscape plan depicting the "treatment" of this access is updated following discussions with City staff. The Sight Distance Review is contained in **Appendix C**.

1.0 CITY COMMENT AND SUBSEQUENT CORRESPONDENCE

The notable City staff comment provided by Traffic Review staff (that is the subject of this letter) is the following:

Comment Reference – SITE ACCESS / PLAN REVISIONS

"(February 2026) Cycle #2: COMMENT UPDATE: The plans are to be revised to remove the new proposed emergency at the intersection of Riverspray Crescent and Wagon Dust Road. As part of sound access management principles, and consistent with the City's Vision Zero Action Plan, TIS Guidelines, and OP, additional site accesses would not be acceptable to Traffic staff. Alternate routes should be provided within the site for proper fire connectivity."

Subsequent to the issuance of this comment, coordination and consultation was undertaken between the applicant's Planning Consultant team and with City of Mississauga staff from multiple departments including Traffic Review staff. An email was circulated by the City of Mississauga Development Planner on April 2, 2026 stating the following:

> *"I spoke with the urban designer, landscape architect, traffic engineer and fire reviewer regarding the Riverspray fire entrance. Overall, we believe this is the right direction. As you mentioned, providing pavers and other design details can dissuade drivers from identifying the entrance as a road or drop off area.*
>
> *There were several comments/questions. Firstly, the traffic reviewer would like an addendum or analysis identifying that there are no feasible alternatives to the fire route. Secondly, the bollards would need to be removed as the fire route cannot be obstructed. However, on that note, a mountable curb is an acceptable condition. Finally, identify if you can further design the fire route to be designed as a pedestrian mews by adding furniture or landscaping near the end of the required distance for the engine to ensure vehicles do not see this as a through road."*

Given the note that traffic review staff requested an addendum or analysis identifying that there are no feasible alternatives to the proposed fire route, BA Group further coordinated with the staff person, via phone call, on April 6, 2026. It was agreed that the addendum analysis to be included in this letter would be the following:

- Description and analysis regarding why the proposed emergency access location is necessary;
- Description of the proposed emergency access driveway treatment to ensure that motorists do not drive into this access location unintentionally; and
- A sightline analysis to determine whether, in the event that a passenger vehicle must reverse out of this driveway because it accessed it by mistake, that vehicles driving on Riverspray Crescent will have sufficient stopping sight distance and that the proposed location is not a heightened collision risk.

We also note, here, that our understanding is that the City of Mississauga staff position, across departments, is agreement in principle with proposed emergency access location at Riverspray Crescent to service the north portion of the proposed development (i.e. stacked townhouse Blocks C & D).

In accordance with these agreed points, this letter provides the requested materials and analysis.

2.0 NECESSITY OF THE PROPOSED EMERGENCY ACCESS

In compliance with the Ontario Building Code, fire access is required to the access to each townhouse unit and must be 45 metres from the end of the designated fire route. The relevant sections are 3.2.5.4 and 3.2.5.5(4), which are shared below:

> *3.2.5.4. Access Routes*
>
> *(1) A building that is more than 3 storeys in building height or more than 600 m^2 in building area shall be provided with access routes for fire department vehicles,*
>
> *(a) to the building face having a principal entrance, and*
>
> *(b) to each building face having access openings for firefighting as required by Articles 3.2.5.1. and 3.2.5.2.*
>
> *3.2.5.5. Location of Access Routes*
>
> *(4) If a portion of a building is completely cut off from the remainder of the building so that there is no access to the remainder of the building, the access routes required by Sentence (2) shall be located so that the unobstructed path of travel from the vehicle to one entrance of each portion of the building is not more than 45 m.*

With the proposed architectural plan (**Appendix A**), more than half of the proposed townhouse units will essentially have fire route access from the public street network (i.e. Bloor Street and Riverspray Crescent) because the units have frontage onto these streets that is less than 45 metres away, or they are “end units” where the “wrap around” path from the street is less than 45 metres away. In addition, the primary site driveway from Bloor Street that travels towards the existing apartment building will meet this requirement both for the existing apartment building and the remaining proposed townhouse units that face “inwards” within the site that are part of the southern portion of the development (i.e. Blocks A & B).

However, neither this fire route nor Riverspray Crescent will facilitate an unobstructed path of travel to the proposed townhouse units that face “inwards” within the site that are part of the northern portion of the development (i.e. Blocks C & D) because they would be more than 45 metres away, other than the aforementioned “end units” which can be accessed from Riverspray Crescent. The proposed emergency access (i.e. 6-metre wide fire route) taken from Riverspray Crescent that splits Blocks C & D has been included as part of all previous submissions and continues to be proposed to facilitate unobstructed path of travel to satisfy the aforementioned Building Code requirements. It is this access that is the subject of this letter.

Please refer to **Exhibit 1** for Blocks C & D emergency access considerations which are described below.

- This location was selected as it most efficiently facilitates unobstructed path of travel to service the proposed townhouse units that face “inwards”. If a fire route was provided off Riverspray Crescent to service each block from each end, there would be two fire routes off Riverspray Crescent rather than one, which does not meet the spirit of the City comment to not create “additional site accesses.”

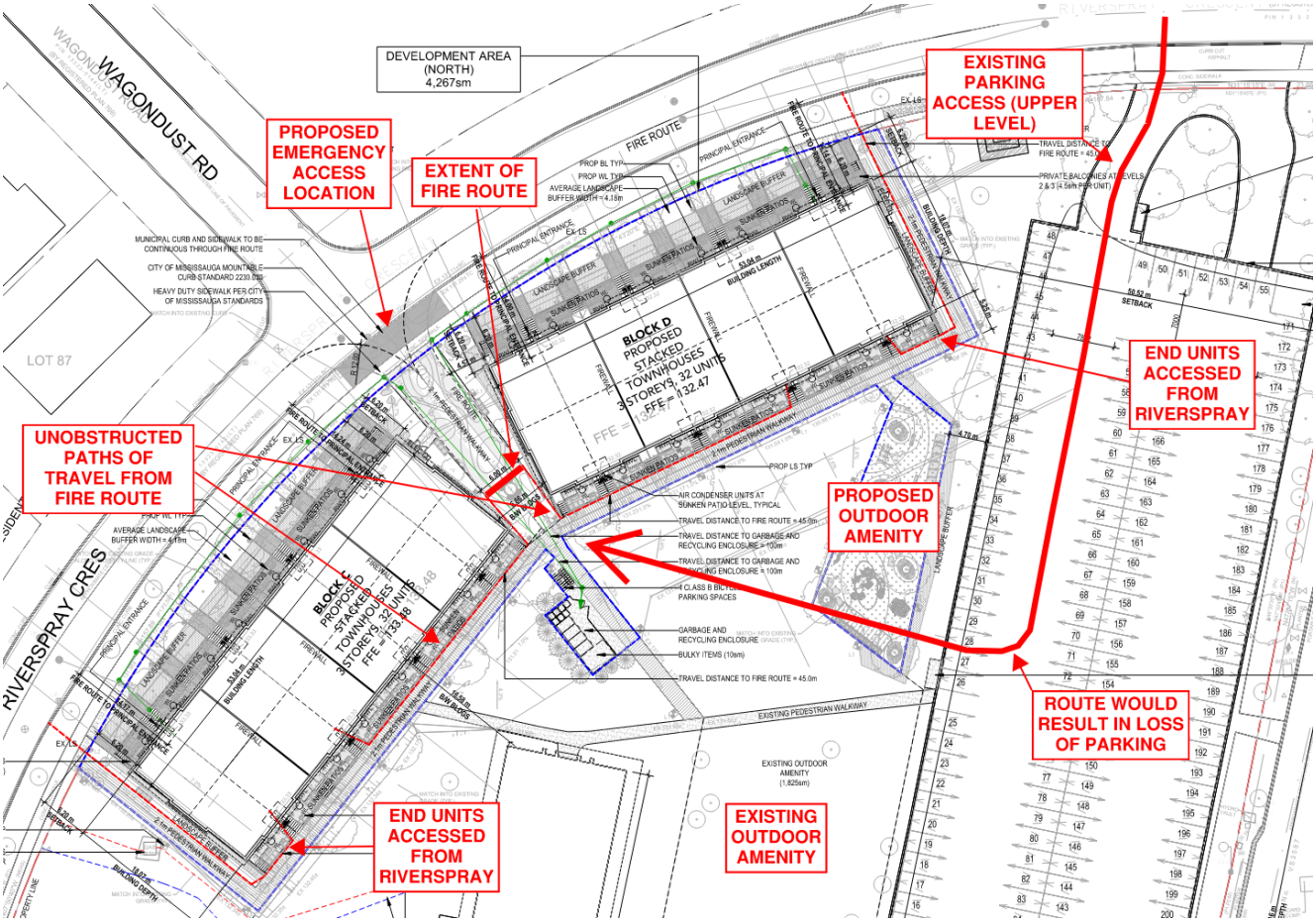


Exhibit 1: Blocks C & D Emergency Access Considerations

- Following the above, any alternative “new” fire route access would necessitate either: a) more curb cuts than proposed (two rather than one) or b) a much longer vehicular access route than shown. The proposed emergency access route is viewed to best balance the desire to reduce new curb cuts and to reduce new vehicular access route length. The proposed route therefore is the most efficient option for a “new” vehicular emergency access route to ensure all of Blocks C & D receive compliant emergency access with compliant 45-metre unobstructed path of travel.

- Another option that has arisen in discussions is to provide no new curb cut and instead, to facilitate emergency access through the existing parking garage access to the east of Blocks C & D, through the upper level which is essentially “flush” with the ground level of the property to the west (i.e. north of the

existing apartment building). The idea would be to “punch through” a fire route through the western row of parking in the upper level to provide a driveable route towards Blocks C & D. A conceptual version of this is depicted in **Exhibit 1**. Any form of this route that creates a new emergency access through the upper level of the parking garage would create complications for other aspects of the application, as follows:

- It is desirable to maximize the parking supply provided by the parking garage, including on the upper level. Punching a route through the western row of parking on the upper level would reduce the overall parking supply and one or more of the targeted parking rates.
- This area of the site contains existing outdoor amenity space that services the existing apartment building and the proposed outdoor amenity space to service the proposed townhouse development. Any form of this route would take the form of a driveable path for emergency vehicles (i.e. fire trucks) which would pass through either the existing amenity space, the proposed amenity space, or both. This path would not be countable as amenity space which would therefore count as a loss of amenity space. Therefore, any form of this route would challenge the ability for other City of Mississauga departments to support the ongoing Site Plan Application due to the loss of outdoor amenity space.
- For these reasons, it is our opinion that facilitating emergency access through the existing parking garage upper level will create complications for other aspects of the application and is therefore undesirable.

For these reasons, it is our opinion that the proposed emergency access to service the north portion of the proposed development (i.e. stacked townhouse Blocks C & D), to be located at Riverspray Crescent approximately across from the southern/eastern terminus of Wagondust Road, is the optimal location that best balances good site planning and advancing the application forward.

3.0 PROPOSED EMERGENCY ACCESS TREATMENT

Given the necessity of the proposed emergency access location as outlined above in **Section 2.0**, an outcome of the coordination and consultation undertaken between the applicant's Planning Consultant team and with City of Mississauga staff was to evolve the design of this access to discourage motorists from interpreting this area as an entry point; i.e. not a typical passenger vehicle driveway or drop-off area.

Based on written feedback from City staff (shared verbatim in **Section 1.0**), the project team understands the following to be staff's preferences:

- The use of pavers – rather than asphalt – as a visual signifier to dissuade drivers from entry;
- City staff do not want to see bollards, even if retractable, at the access point from Riverspray Crescent to not obstruct the fire route;
- A mountable curb – as opposed to a typical depressed curb – is an acceptable condition at this location; and
- The fire route portion (i.e. 6m width) is to be designed a 'pedestrian mews' with outdoor furniture or landscaping near the end of the fire route.

On account of these preferred details, the landscape architect on the project team has updated the landscape plan and it is included in **Appendix B**. The aim of the exercise is for the condition to discourage motorists (operating passenger vehicles) from interpreting this area as an entry/access point to the subject site. To this end, the following features – informed by staff preferences – are included:

- Bollards are not included at the entrance to ensure an unobstructed fire route, as requested;
- Introduction of a standard mountable curb at the entrance (rather than a typical depressed curb) as per City of Mississauga Mountable Concrete Curb Standard 2230.030;
- Replacement of the existing sod area within the municipal right-of-way (ROW) with poured-in-place (PIP) coloured and patterned concrete paving to accommodate emergency vehicle loading;
- Continuation of sidewalk in municipal ROW; heavy duty (180mm) concrete sidewalk as per City of Mississauga Standard Detail 2240.010;
- Integration of poured-in-place (PIP) coloured and patterned concrete paving across the area splitting Blocks C & D and notably covering the extent of the fire route within the site boundary; and
- Addition of a raised metal planter with integrated seating and an ornamental tree planting, located beyond the minimum 6.0 m fire route width at its terminus.

It is our opinion that the updated Landscape Plan will suitably achieve the stated goal to discourage motorists from interpreting this area as an entry point, which is understood to be the primary concern of City staff to be resolved.

4.0 RIVERSPRAY CRESCENT SIGHT DISTANCE REVIEW

Irrespective of the proposed updates to the emergency access that are outlined above in **Section 3.0**, City Traffic Review staff requested that a sightline analysis be undertaken illustrating stopping sight distance for motorists travelling in both directions on Riverspray Crescent in the event that a motorist operating a passenger vehicle, in error, has turned into the emergency access in a forward motion, and must reverse directly out (i.e. back out) onto Riverspray Crescent. The requested sight distance review is provided in **Appendix C**.

The sight distance review demonstrates, in the event of a passenger vehicle reversing out of this emergency access, that drivers have sufficient sightlines traveling in both directions, based on a 65m stopping sight distance for 50 km/h design speed, given that the speed limit is 40 km/h. These parameters are per TAC Chapter 2.5.3 Table 2.5.2. Sightlines are entirely contained within the municipal right-of-way.

We note that there are existing trees within the sightline from both directions but the foliage of the line of trees along the south side of Riverspray Crescent is generally of sufficient height to not obstruct the depicted sightlines.

We further note that the provided stopping sight distance is purposefully conservative as the reversing vehicle is depicted at the edge of pavement and is not yet encroached into the roadway, in the tested circumstance. If the vehicle was further into the roadway, sightlines from vehicles traveling in both directions would be commensurately improved compared to what is shown in **Appendix C**.

5.0 PROPOSED PARKING SUPPLY

A parking utilization study prepared by BA Group, dated June 2026, with respect to a Minor Variance Application was made for the subject site. This report does not assess the proposed parking supply (applicable to the existing apartment building and the proposed infill townhouse units), an updated parking utilization study is provided as a separate report, in conjunction with the application being made which responds to City Staff comments.

* * * * * * * * *

We trust that this letter will satisfy City of Mississauga staff with respect to the proposed emergency access to service the north portion of the proposed development (i.e. stacked townhouse Blocks C & D), and also provides appropriate documentation of the parking aspects of the proposed development. If there are any questions or concerns with the above, please don't hesitate to reach out to BA Group.

Sincerely,
BA Consulting Group Ltd.



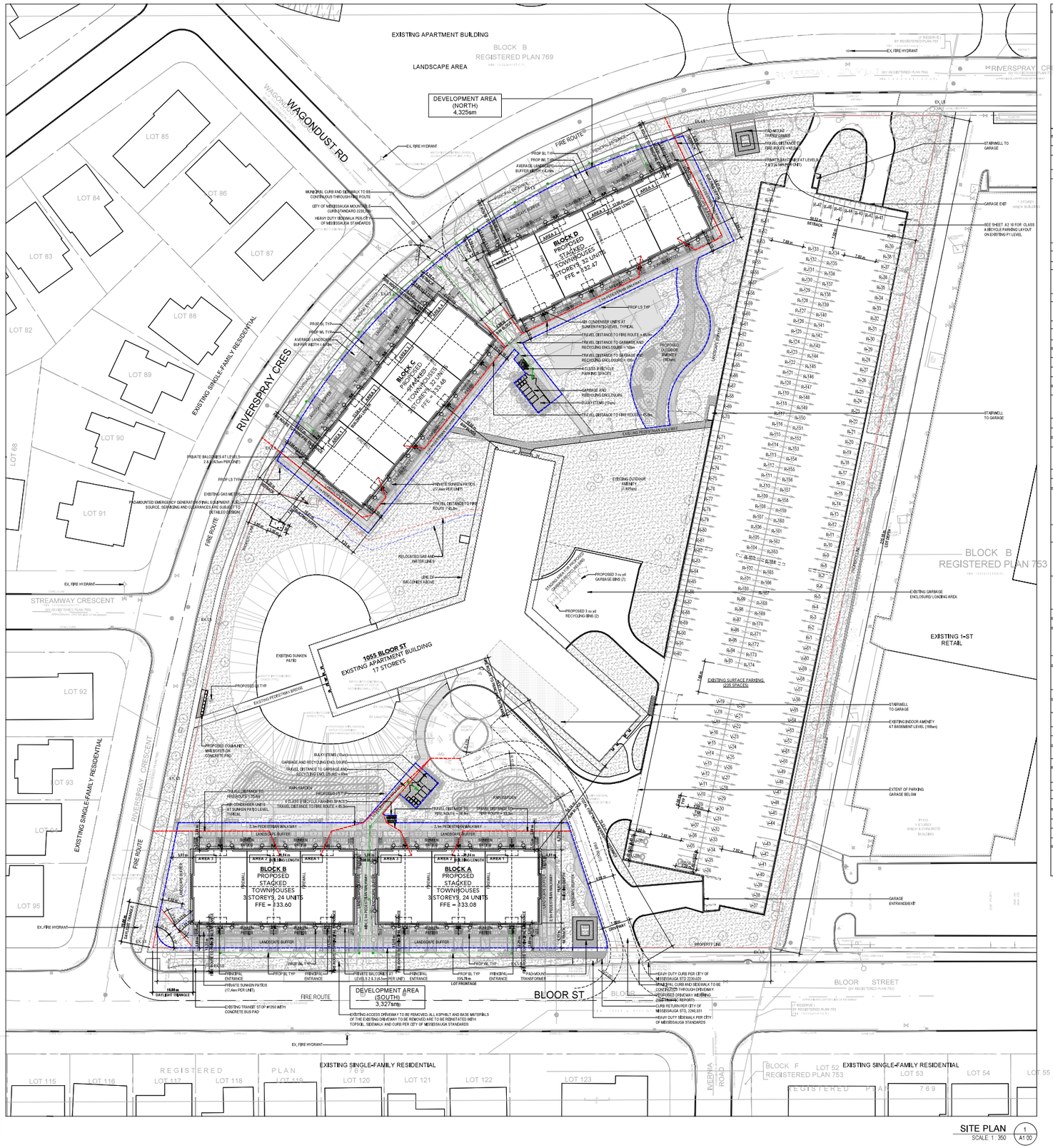


Michael Giallonardo, M.PL.
Associate

Madeleine Catz, M.Eng., P.Eng.
Transportation Engineer

cc:
Stuart Anderson, P.Eng., Principal, BA Group
Theressa Chung-Hun, P.Eng., Transportation Engineer, BA Group

Appendix A:
Reduced Scale Architectural Plans



KEY MAP



SITE AND BUILDING STATISTICS

EXISTING ZONING: RA5-1	PROPOSED ZONING: RA5-1	
	AREA (sm)	AREA (sf)
GROSS LOT AREA	28,234 sm	303,918 sf
DEVELOPMENT AREA	7,594 sm	81,741 sf
TOTAL GFA	44,692 sm	481,060 sf
LOT FRONTAGE	151.78 m	498 ft
LOT DEPTH	210.16 m	690 ft
EXISTING BUILDING HEIGHT	50.4 m (APPROX.)	165 ft (APPROX.)
BLOCK A BUILDING HEIGHT (ZONING)	12.06 m	39.6 ft
BLOCK B BUILDING HEIGHT (ZONING)	11.37 m	39.3 ft
BLOCK C BUILDING HEIGHT (ZONING)	12.22 m	40.1 ft
BLOCK D BUILDING HEIGHT (ZONING)	11.87 m	38.9 ft
BLOCK A BUILDING HEIGHT (BUILDING PERMIT)	7.78 m	25.5 ft
BLOCK B BUILDING HEIGHT (BUILDING PERMIT)	7.69 m	25.2 ft
BLOCK C BUILDING HEIGHT (BUILDING PERMIT)	7.94 m	26.1 ft
BLOCK D BUILDING HEIGHT (BUILDING PERMIT)	7.59 m	24.9 ft
No. OF STOREYS	17 STOREYS EXISTING / 3 STOREYS PROPOSED	
DENSITY (FSI)	1.6	(TOTAL GFA / GROSS LOT AREA)

LANDSCAPE AREAS + DEVELOPMENT AREA		
BUILDING COVERAGE	3,402 sm (45%)	(BUILDING FOOTPRINT / DEV. AREA)
HARDSCAPE COVERAGE	2,815 sm (37%)	(PHYSICAL AREA / DEV. AREA)
LANDSCAPE COVERAGE	1,357 sm (18%)	(LANDSCAPE AREA / DEV. AREA)

LANDSCAPE AREAS + GROSS LOT AREA		
NON-LANDSCAPE AREA	15,891 sm (56.3%)	(NON-LANDSCAPE AREA / GROSS LOT AREA)
LANDSCAPE AREA	12,343 sm (43.7%)	(LANDSCAPE AREA / GROSS LOT AREA)
SOFT LANDSCAPE AREA	10,189 sm (82.4%)	(SOFT LANDSCAPE AREA / LANDSCAPE AREA)

LANDSCAPE BUFFER	REQUIRED	PROPOSED
PROPOSED STACKED TH	4.5 m	3.00 + 5.31 m

EXISTING BUILDING STATISTICS (APPROXIMATE)			
	GFA (sm)	GFA (sf)	UNITS
17-ST HIGH RISE (RENTAL)	31,314 sm	337,061 sf	323
TOTAL	31,314 sm	337,061 sf	323

PROPOSED GROSS FLOOR AREA			
	GFA (sm)	GFA (sf)	
BLOCK A (RENTAL)	2,875 sm	30,950 sf	
BLOCK B (RENTAL)	2,875 sm	30,950 sf	
BLOCK C (RENTAL)	3,821 sm	41,129 sf	
BLOCK D (RENTAL)	3,821 sm	41,129 sf	
TOTAL	13,392 sm	144,158 sf	

PROPOSED UNIT MIX AND COUNT				
	3 BED	3 BED + DEN	4 BED	TOTAL
BLOCK A	12	8	4	24
BLOCK B	12	8	4	24
BLOCK C	16	12	4	32
BLOCK D	16	12	4	32
TOTAL	56 (35%)	40 (25%)	16 (10%)	112

AMENITY SPACES
AMENITY AREA RATES
OUTDOOR EXISTING 5.6 sm/ UNIT
OUTDOOR PROPOSED 2.8 sm / UNIT
PRIVATE OUTDOOR 4.5 sm / UNIT
INDOOR EXISTING 1.52 sm/UNIT

INDOOR AMENITY	EXISTING	RETAINED
EXISTING APARTMENT	168 sm	168 sm

COMMUNAL OUTDOOR AMENITY	REQUIRED	PROPOSED
EXISTING APARTMENT (5.6sm/UNIT)	1,809 sm	1,825sm
PROPOSED STACKED TH (2.8sm/UNIT)	314 sm	383 sm
TOTAL COMMUNAL OUTDOOR AMENITY	2,123 sm	2,208 sm

PRIVATE OUTDOOR AMENITY		
STACKED TH SUNKEN PATIOS (4.0sm/UNIT)	672 sm	1,949 sm
STACKED TH BALCONIES (4.5sm/UNIT)	252 sm	504 sm
TOTAL PRIVATE OUTDOOR AMENITY	924sm	2,453 sm
TOTAL OUTDOOR AMENITY AREA	3,047sm	4,661sm

PARKING SPACES RATES
SURFACE RESIDENT PARKING 0.77/UNIT
SURFACE RESIDENTIAL VISITOR PARKING 0.14/ UNIT
STACKED TH RESIDENT PARKING 1.27/ UNIT
STACKED TH RESIDENTIAL VISITOR PARKING 0.13/ UNIT

PARKING SPACES	EXISTING	RETAINED
SURFACE PARKING	243 SPACES	235 SPACES
UNDERGROUND PARKING	216 SPACES	210 SPACES
TOTAL SPACES	459 SPACES	445 SPACES

BARRIER-FREE PARKING	REQUIRED	PROPOSED
REQUIRED VISITOR RATE 4% OF TOTAL REQUIRED		
SURFACE PARKING	4 SPACES	3 SPACES
UNDERGROUND PARKING	0 SPACES	0 SPACES

NOTE: REFER TO TRANSPORTATION IMPACT STUDY FOR FURTHER DETAILS.

BICYCLE PARKING SPACE RATES	
REQUIRED CLASS A RATE 0.8 SPACES / UNIT	REQUIRED CLASS B RATE GREATER OF 0.05 SPACES / UNIT OR 6.0 SPACES

BICYCLE PARKING SPACES	REQUIRED	PROPOSED
CLASS A	67 SPACES	67 SPACES
CLASS B	6 SPACES	8 SPACES
TOTAL SPACES	73 SPACES	75 SPACES

NOTE: BICYCLE REPAIR STATION PROVIDED ON P1 LEVEL.

LOADING SPACE RATES
RESIDENTIAL LOADING

LOADING SPACES	EXISTING	RETAINED
RESIDENTIAL	1	1

SURVEY INFORMATION
PLAN OF SURVEY OF ALL OF BLOCK C REGISTERED PLAN 769 CITY OF MISSISSAUGA REGIONAL MUNICIPALITY OF PEEL
PREPARED BY: R. AVES SURVEYING INC. TORONTO, ON T: (416) 490-6352

MISSISSAUGA STANDARD SITE PLAN APPROVAL NOTES

I, WE HEREBY CERTIFY THAT THIS DRAWING CONFIRMS IN ALL RESPECTS TO THE SITE DEVELOPMENT PLANS.

II. THE CITY OF MISSISSAUGA REQUIRES THAT ALL WORKING DRAWINGS SUBMITTED TO THE BUILDING DIVISION AS PART OF AN APPLICATION FOR THE ISSUANCE OF A BUILDING PERMIT SHALL BE CERTIFIED BY THE ARCHITECT OR ENGINEER AS BEING IN CONFORMITY WITH THE SITE DEVELOPMENT PLAN AS APPROVED BY THE CITY OF MISSISSAUGA.

III. ALL EXTERIOR LIGHTING WILL BE DIRECTED ONTO THE SITE AND WILL NOT INFRINGE UPON THE ADJACENT PROPERTIES.

IV. ALL ROOFTOP MECHANICAL UNITS SHALL BE SCREENED FROM VIEW BY THE APPLICANT.

V. PARKING SPACES RESERVED FOR PEOPLE WITH DISABILITIES MUST BE IDENTIFIED BY A SIGN, INSTALLED AT THE APPLICANT'S EXPENSE, IN ACCORDANCE WITH THE BY-LAW REQUIREMENTS AND BUILDING CODE REQUIREMENTS.

VI. THE APPLICANT WILL BE RESPONSIBLE FOR ENSURING THAT ALL PLAN CONFORM TO TRANSPORT CANADA'S RESTRICTIONS.

VII. GRADES WILL BE MET WITH A 33% MAXIMUM SLOPE AT THE PROPERTY LINES AND WITHIN THE SITE.

VIII. ALL DAMAGED AREAS ARE TO BE REINSTATED WITH TOPSOIL AND SOD PRIOR TO THE RELEASE OF SECURITIES.

IX. SIGNAGE SHOWN ON THE SITE DEVELOPMENT PLANS IS FOR INFORMATION PURPOSES ONLY. ALL SIGNS WILL BE SUBJECT TO THE PROVISIONS OF SIGN BY-LAW 0054-2002, AS AMENDED, AND A SEPARATE SIGN APPLICATION WILL BE REQUIRED THROUGH THE BUILDING DIVISION.

X. ANY FENCING ADJACENT TO MUNICIPAL LANDS IS TO BE LOCATED 15 CM (6.0 IN.) INSIDE THE PROPERTY LINE.

XI. ONLY SHIELDED LIGHTING FIXTURES ARE PERMITTED FOR ALL DEVELOPMENT, EXCEPT FOR DETACHED AND SEMI-DETACHED DWELLINGS WITHIN 60 M OF A RESIDENTIALLY ZONED PROPERTY AND MUST CONFORM TO THE ENGINEER CERTIFIED LIGHTING PLAN.

XII. THE ENGINEER CERTIFIED LIGHTING PLAN MUST BE SIGNED BY THE CONSULTING ENGINEER.

XIII. THE OWNER COVENANTS AND AGREES TO CONSTRUCT AND INSTALL SHIELDED LIGHTING FIXTURES ON THE SUBJECT LANDS, IN CONFORMITY WITH THE SITE PLAN AND ENGINEER CERTIFIED LIGHTING PLAN TO THE SATISFACTION OF THE CITY OF MISSISSAUGA.

XIV. WHERE PLANTING IS TO BE LOCATED IN LANDSCAPED AREAS ON TOP OF AN UNDERGROUND PARKING STRUCTURE, IT IS THE RESPONSIBILITY OF THE APPLICANT TO ARRANGE THE COORDINATION OF THE DESIGN OF THE UNDERGROUND PARKING STRUCTURE WITH THE LANDSCAPE ARCHITECT AND THE CONSULTING ENGINEERING, UNDERGROUND PARKING STRUCTURES WITH LANDSCAPING AREA TO BE CAPABLE OF SUPPORTING THE FOLLOWING LOADS:

- 1.5 CM OF DRAINAGE GRAVEL PLUS 40 CM TOPSOIL FOR SOD
- 1.5 CM OF DRAINAGE GRAVEL PLUS 60 CM TOPSOIL FOR SHRUBS
- 1.5 CM OF DRAINAGE GRAVEL PLUS 90 CM FOR TREES OR
- PREFABRICATED SHEET DRAIN SYSTEM* WITH A COMPRESSIVE STRENGTH OF 1003 KPA PLUS 40 CM TOPSOIL FOR SOD
- PREFABRICATED SHEET DRAIN SYSTEM* WITH A COMPRESSIVE STRENGTH OF 1003 KPA PLUS 60 CM TOPSOIL FOR SHRUBS
- PREFABRICATED SHEET DRAIN SYSTEM* WITH A COMPRESSIVE STRENGTH OF 1003 KPA PLUS 90 CM TOPSOIL FOR TREES *TERRADRAIN 900 OR APPROVED EQUAL

XV. THE STRUCTURAL DESIGN OF ANY RETAINING WALL OVER 0.6 M IN HEIGHT OR ANY RETAINING WALL LOCATED ON A PROPERTY LINE IS TO BE SHOWN ON THE SITE GRADING PLAN FOR THIS PROJECT AND IS TO BE APPROVED BY THE CONSULTING ENGINEER FOR THE PROJECT.

XVI. CONTINUOUS 15 CM HIGH BARRIER TYPE POURED CONCRETE CURBING WILL BE PROVIDED BETWEEN ALL ASPHALT AND LANDSCAPED AREAS THROUGHOUT THE SITE.

XVII. ALL UTILITY COMPANIES WILL BE NOTIFIED FOR LOCATES PRIOR TO THE INSTALLATION OF THE HOARDING THAT LIES WITHIN THE SITE AND WITHIN THE LIMITED OF THE CITY BOULEVARD AREA.

Kohn

Kohn Partnership Architects Inc.
116 Spadina Avenue, Suite 501, Toronto ON M5V 2K6
Tel 416.703.6700 www.kohnarchitects.com

ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE NOTED.

DO NOT SCALE DRAWINGS.

CONTRACTOR SHALL VERIFY AND CHECK ALL DIMENSIONS AND CONDITIONS ON SITE PRIOR TO STARTING ANY OF THE WORK AND SHALL IMMEDIATELY REPORT TO THE ARCHITECT EVERY VARIATION FROM THE DRAWINGS. ALL CONSTRUCTION MUST CONFORM TO ALL APPLICABLE CODES AND REGULATIONS OF AUTHORITIES HAVING JURISDICTION OVER THE PROJECT AND SITE.

THE ARCHITECT IS NOT RESPONSIBLE FOR ANY OF THE PRESENTATION ON OF THESE DRAWINGS IN ANY ELECTRONIC FORMAT. THE ARCHITECT SHALL ONLY BE BOUND BY THE FINAL PRINTED VERSION OF DRAWINGS AND SHALL NOT BE RESPONSIBLE FOR ANY INFORMATION CONTAINED IN ANY ELECTRONIC FORMAT.

THE ARCHITECT IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL REVIEW ALL CONTRACT DOCUMENTS AND REPORT ANY ERRORS, OMISSIONS OR INCONSISTENCIES TO THE ARCHITECT BEFORE COMMENCING WORK.

LOCATION OF EXISTING MECHANICAL OR ELECTRICAL SERVICES, PIPES AND DUCTWORK AS SHOWN IN ELEVATIONS ARE INDICATED ON ARCHITECTURAL DRAWINGS ONLY AND SHALL GOVERN. EXACT LOCATION OF MECHANICAL AND ELECTRICAL SERVICES, WHICH ARE NOT CLEARLY INDICATED, TO BE COORDINATED AND DIRECTED BY THE ARCHITECTS.

NO ASBESTOS OR ANY OTHER HAZARDOUS MATERIALS ARE REPORTED ON THE SITE EITHER IN REGARDS TO THE ENVIRONMENTAL CONDITIONS OR POLLUTIONS OF THE SITE.

COPYRIGHT RESERVED

COPYRIGHT OF THIS DRAWING AND THE DESIGN SHOWN IS RESERVED BY THE ARCHITECTS. THE DRAWING AND ALL ASSOCIATED DOCUMENTS ARE AN INSTRUMENT OF SERVICE BY KOHN ARCHITECTS INC. THE DRAWING AND THE INFORMATION CONTAINED HEREIN MAY NOT BE REPRODUCED IN WHOLE OR IN PART WITHOUT PRIOR WRITTEN PERMISSION BY OF THE KOHN ARCHITECTS INC.

ALL DRAWINGS ARE THE PROPERTY OF THE ARCHITECT AND MUST BE RETURNED ON REQUEST.

ISSUE DATES AND DISTRIBUTION LOG

No.	Date	Note
1	25/08/13	SPA SUBMISSION
2	26/01/23	SPA RESUBMISSION
3	26/05/06	SPA RESUBMISSION
4	26/09/11	ISSUED FOR ZBA/SPA RESUBMISSION

SITE PLAN SYMBOL LEGEND

	PRINCIPAL ENTRANCE
	SECONDARY ENTRANCE
AD	AREA DRAIN
FD	FLOOR DRAIN
RD	ROOF DRAIN
SD	SCUPPER DRAIN
TD	TRENCH DRAIN
MH	MANHOLE
FDC	FIRE DEPARTMENT CONNECTION
FH	FIRE HYDRANT
LS	LIGHT STANDARD
WL	WALL LIGHT
BL	BOLLARD LIGHT
	BARRIER FREE CURB CUT
	BARRIER FREE TURNAROUND SPACE
HC	ACCESSIBLE PARKING SIGNAGE
FR	FIRE ROUTE SIGNAGE
	PEDESTRIAN WALKWAY
RWL	RAIN WATER LEADER

SITE PLAN APPLICATION #: SP 25-49 W3

CANADIAN APARTMENT PROPERTIES • REIT

PROJECT NORTH | TRUE NORTH | SEAL

ONTARIO ASSOCIATION OF ARCHITECTS — ANDREW D. MUFFITT — LICENCE 6567

Project:
1055 BLOOR STREET STACKED TOWNHOUSES

CAPREIT APARTMENTS INC.

11 CHURCH STREET, TORONTO, ON M5E 1W1
Tel 416.861.0404 hellb@capreit.net

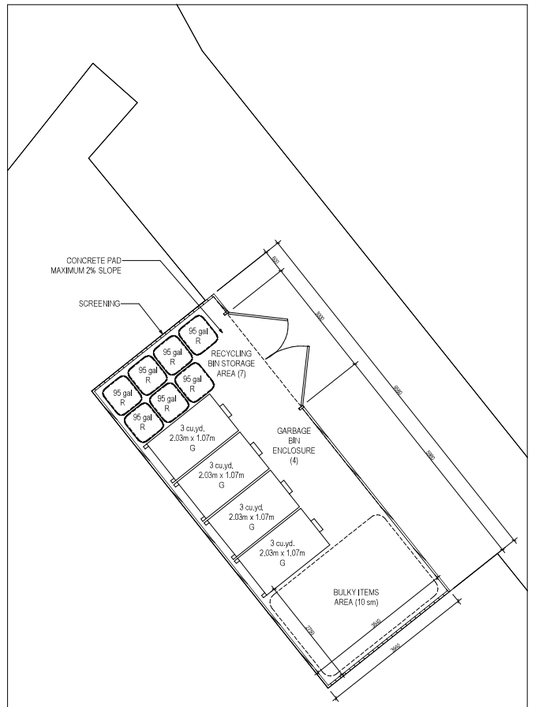
Drawing Title:
SITE PLAN AND SITE STATISTICS

Project Manager Team:	Project No.
AN	25-106
Date Plotted:	Scale:
2026-09-11 6:10:22 PM	As indicated

Drawing No.:
A1 00

FILE: N:\AA\Autodesk Docs\25-106_1055BloorSt_ACC25-106_1055BloorSt.rvt

A0

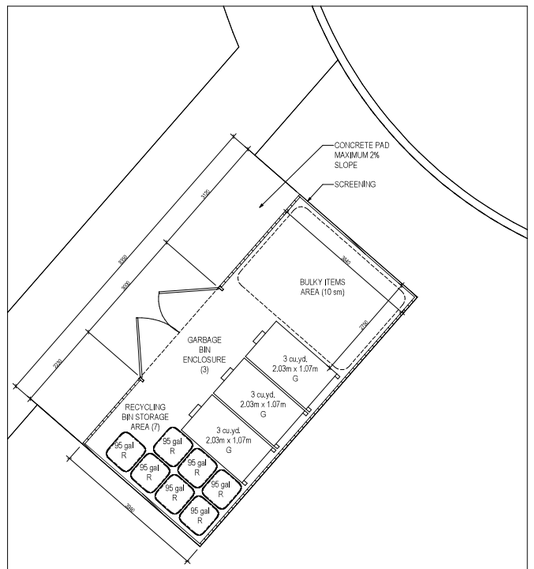


FRONT-END BIN CALCULATIONS:

FOR NON-COMPACTED GARBAGE
BIN SIZE: 3 cu yd. 68 UNITS/ 18 = 3.8 I.e. ROUNDED TO 4 BINS (2 BLOCKS)

FOR RECYCLABLE MATERIALS
BIN SIZE: 3 cu yd. 68 UNITS/ 45 = 1.5 I.e. ROUNDED TO 2 BINS (2 BLOCKS) LOCATED AT EXISTING LOADING AREA.
7 95 gal RECYCLING CARTS PROVIDED FOR CONVENIENCE.

GARBAGE ENCLOSURE PLAN (BLOCKS C & D) 3 A2.01
SCALE: 1 : 50

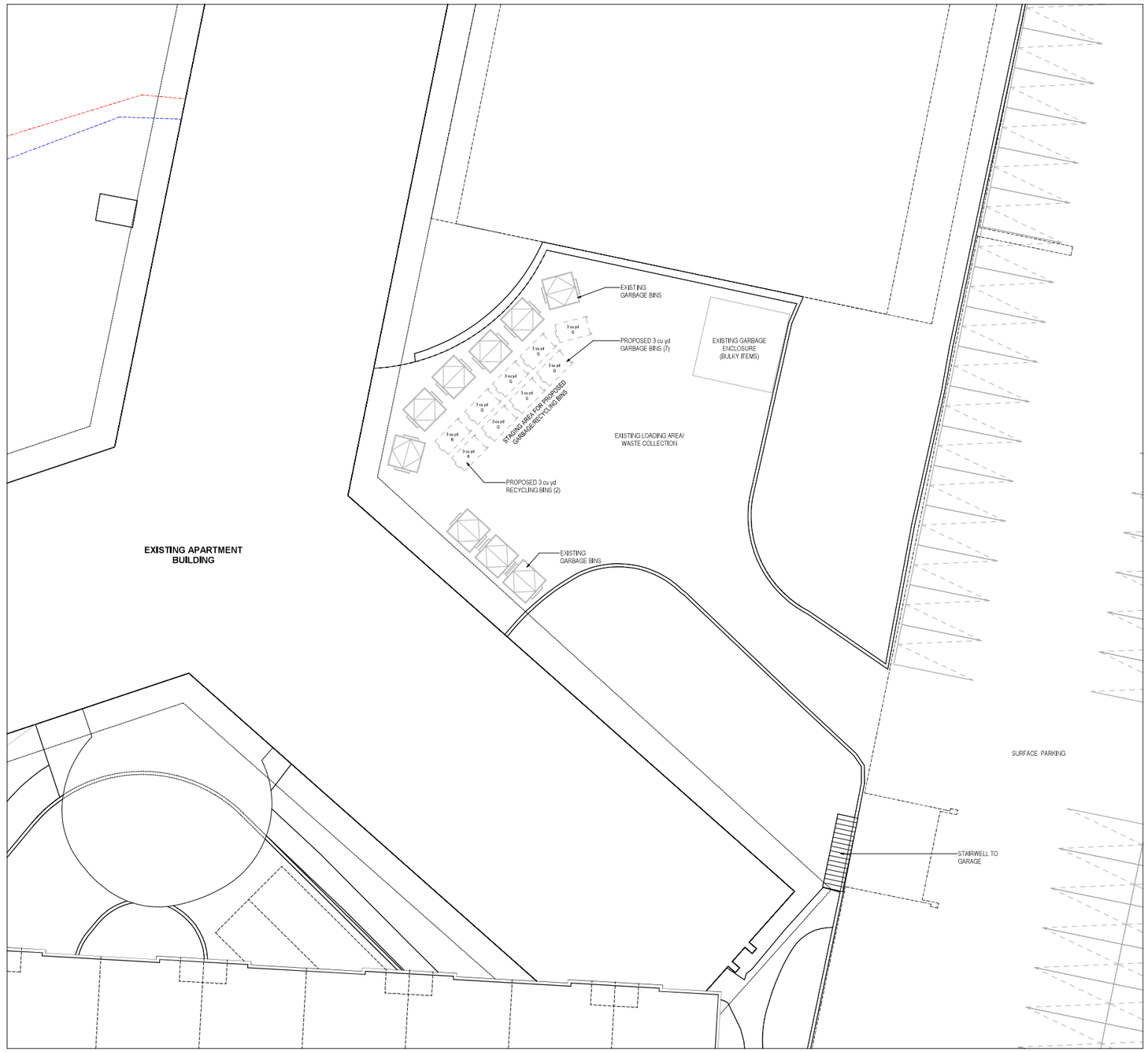


FRONT-END BIN CALCULATIONS:

FOR NON-COMPACTED GARBAGE
BIN SIZE: 3 cu yd. 48 UNITS/ 18 = 2.6 I.e. ROUNDED TO 3 BINS (2 BLOCKS)

FOR RECYCLABLE MATERIALS
CART SIZE: 95 gal. 48 UNITS/ 7 = 6.9 I.e. ROUNDED TO 7 CARTS (2 BLOCKS)

GARBAGE ENCLOSURE PLAN (BLOCKS A & B) 2 A2.01
SCALE: 1 : 50



EXISTING LOADING AREA 1 A2.01
SCALE: 1 : 100

NOTES FOR WASTE MANAGEMENT PLAN:

1. THE BINS SHOULD BE PROPERLY POSITIONED IN THE COLLECTION AREA ON THE DAY OF COLLECTION BEFORE 7 AM.
2. THE DRIVER IS NOT REQUIRED TO EXIT THE COLLECTION VEHICLE TO FACILITATE COLLECTION.
3. PROPERTY MANAGEMENT IS RESPONSIBLE FOR MOVING BINS DURING COLLECTION.
4. THE REGION WILL NOT BE RESPONSIBLE FOR EMPTYING BINS THAT ARE INACCESSIBLE TO THE COLLECTION VEHICLE.

NOTES FOR PROPERTY MANAGEMENT STAFF REGARDING WASTE MANAGEMENT

1. THE BINS SHOULD BE PROPERLY POSITIONED IN THE COLLECTION AREA ON THE DAY OF COLLECTION BEFORE 7 AM.
2. THE DRIVER IS NOT REQUIRED TO EXIT THE COLLECTION VEHICLE TO FACILITATE COLLECTION.
3. PROPERTY MANAGEMENT IS RESPONSIBLE FOR MOVING BINS DURING COLLECTION.
4. THE REGION WILL NOT BE RESPONSIBLE FOR EMPTYING BINS THAT ARE INACCESSIBLE TO THE COLLECTION VEHICLE.
5. PROPERTY MANAGEMENT MUST BE VISIBLE TO WASTE COLLECTION VEHICLE ON APPROACH TO SITE, OTHERWISE THE WASTE COLLECTION VEHICLE WILL NOT ENTER THE SITE.
6. PROPERTY MANAGEMENT WILL BE RESPONSIBLE FOR SAFELY MANEUVERING WASTE COLLECTION VEHICLES INTO AND/OR OUT OF, AS WELL AS AROUND, THE SITE.
7. PROPERTY MANAGEMENT STAFF WILL BE RESPONSIBLE FOR MOVING BINS TO THE STAGING AREA AT THE TIME OF COLLECTION AND RETURNING TO STORAGE ROOM FOLLOWING COLLECTION.

GENERAL WASTE MANAGEMENT NOTES 4
SCALE: 1 : 10

Kohn

Kohn Partnership Architects Inc.
116 Spadina Avenue, Suite 501, Toronto ON M5V 2K6
Tel 416.703.6700 www.kohnarchitects.com

ALL DIMENSIONS ARE GIVEN IN METRES UNLESS OTHERWISE INDICATED.

DO NOT SCALE DRAWINGS.

CONTRACTOR SHALL VERIFY AND CHECK ALL DIMENSIONS AND CONDITIONS ON SITE PRIOR TO ATTENDING OFF THE WORK AND REPORT ANY DISCREPANCY TO THE ARCHITECT AND CONSULTANTS BEFORE PROCEEDING. ALL CONSTRUCTION MUST CONFORM TO ALL APPLICABLE CODES AND REGULATIONS OF AUTHORITIES HAVING JURISDICTION AND TO THE LATEST EDITION.

THE ARCHITECT DRAWS NO RESPONSIBILITY FOR THE INTERPRETATION OF THESE DRAWINGS BY THE CONTRACTOR OR SUB-CONTRACTORS. ANY DEVIATION FROM THESE DRAWINGS WITHOUT OR GRANTING CLEAR EXPLANATION SHALL RELIEVE THE ARCHITECT OF RESPONSIBILITY FOR ANY RESULTING DEFICIENCIES.

LOCATION OF EXPOSED MECHANICAL OR ELECTRICAL SERVICES, PIPES AND DUCTWORK IS TO BE AGREED WITH THE ARCHITECT PRIOR TO INSTALLATION. ALL SERVICES ARE TO BE LOCATED ON ARCHITECTURAL DRAWINGS. ANY SERVICES SHALL BE GIVEN TO THE MECHANICAL AND ELECTRICAL DRAWINGS, THOSE ITEMS NOT CLEARLY LOCATED TO BE LOCATED AS DIRECTED BY THE ARCHITECT.

NO ASBESTOS HAS BEEN KNOWINGLY OR REPORTED ON THIS SITE IN REGARDS TO THE ENVIRONMENTAL CONDITIONS OR POLLUTIONS OF THE SITE.

COPYRIGHT OF THIS DRAWING AND THE DESIGN SHOWN IS RESERVED BY THE ARCHITECTS. THE DRAWINGS AND ALL ASSOCIATED DOCUMENTS ARE AN INSTRUMENT OF SERVICE BY KOHN ARCHITECTS INC. THE DRAWINGS AND THE INFORMATION CONTAINED HEREIN MAY NOT BE REPRODUCED OR USED IN WHOLE OR IN PART WITHOUT PRIOR WRITTEN PERMISSION OF THE KOHN ARCHITECTS INC.

ALL DRAWINGS ARE THE PROPERTY OF THE ARCHITECT AND MUST BE RETURNED ON REQUEST.

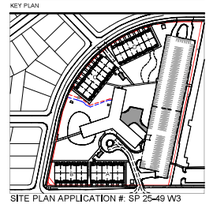
ISSUE DATES AND DISTRIBUTION LOG

No.	Date	Note
1	25/08/13	SPA SUBMISSION
2	26/01/23	SPA RESUBMISSION
3	26/05/06	SPA RESUBMISSION
4	26/09/11	ISSUED FOR ZBA/SPA RESUBMISSION

FLOOR PLAN (ABOVE GRADE) LEGEND:

AD	AREA DRAIN (REFER TO MECH. DWGS.)
FD	FLOOR DRAIN (REFER TO MECH. DWGS.)
RD	ROOF DRAIN (REFER TO MECH. DWGS.)
TD	TRENCH DRAIN (REFER TO CIVIL DWGS.)
	WALL MOUNTED EXTERIOR LIGHT FIXTURE
	WARNING SYSTEM FOR MOTORISTS
AO	AUTO OPERATORS
E/P,UC/P	ELECTRICAL PANEL
	CONVEX MIRROR
	PAINTED YELLOW LINES (PEDESTRIAN PATHWAYS)
	SIAMESE (STANDPIPE) CONNECTION
FHC	FIRE HOSE CABINET
SVP	STANDPIPE HOSE VALVE CABINET
FEC	FIRE EXTINGUISHER CABINET
	EXTENTS OF BUILDING ABOVE
	BARRIER FREE TURNING RADIUS

KEY PLAN



SITE PLAN APPLICATION #: SP 25-49 W3

CANADIAN APARTMENT PROPERTIES • REIT

PROJECT NORTH | TRUE NORTH | SEAL

ONTARIO ASSOCIATION OF ARCHITECTS — ARCHITECT — ANDREW C. MURFITT — LICENCE 6527

Project:
1055 BLOOR STREET
STACKED TOWNHOUSES

CAPREIT APARTMENTS INC.

11 CHURCH STREET, TORONTO, ON M5E 1W1
Tel 416.861.9404 hello@capreit.net

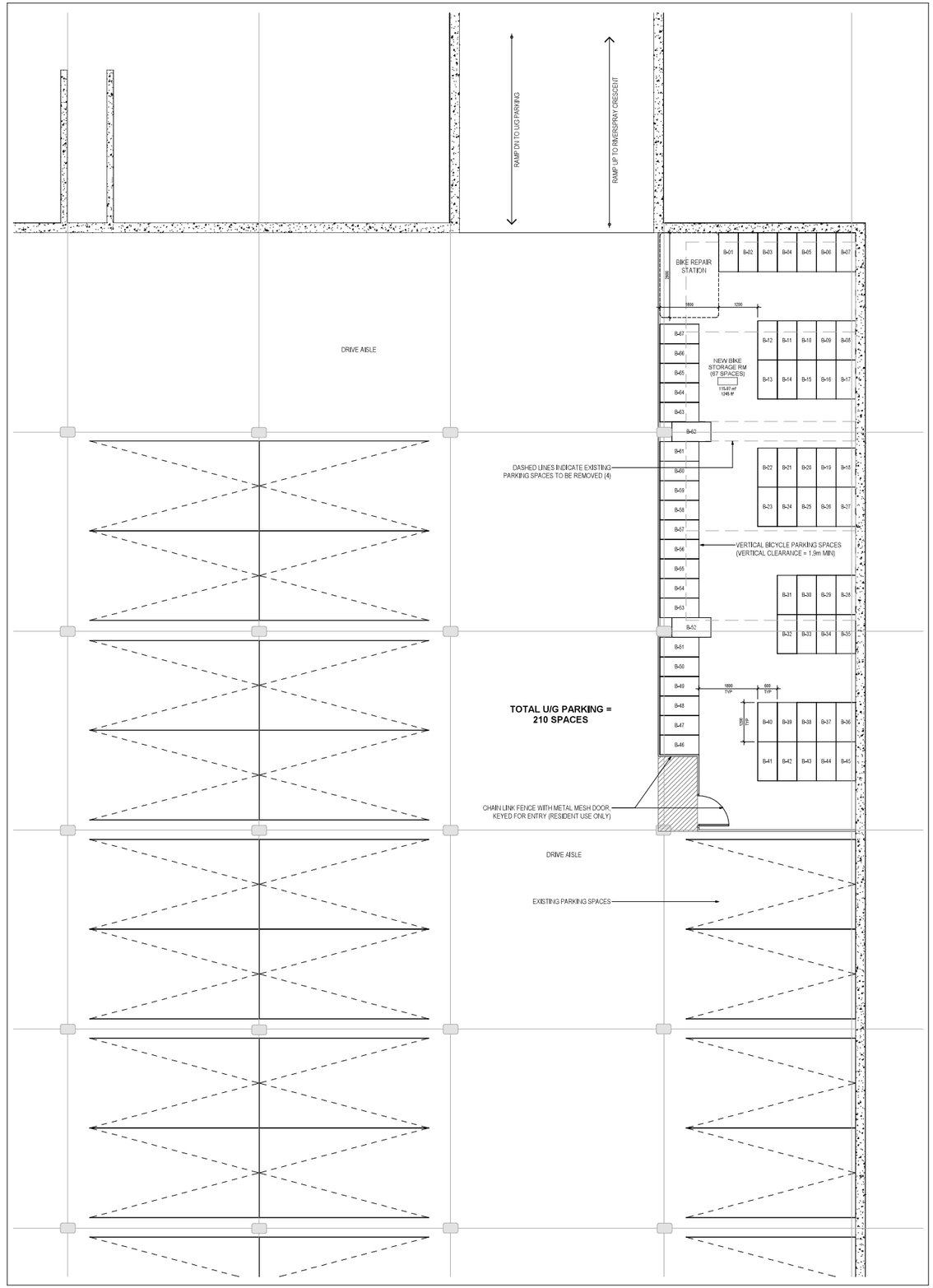
Drawing Title:
WASTE MANAGEMENT PLANS

Project Manager Team:	Project No:
AN	25-106
Date Plotted:	Scale:
2026-09-11 6:10:34 PM	As indicated

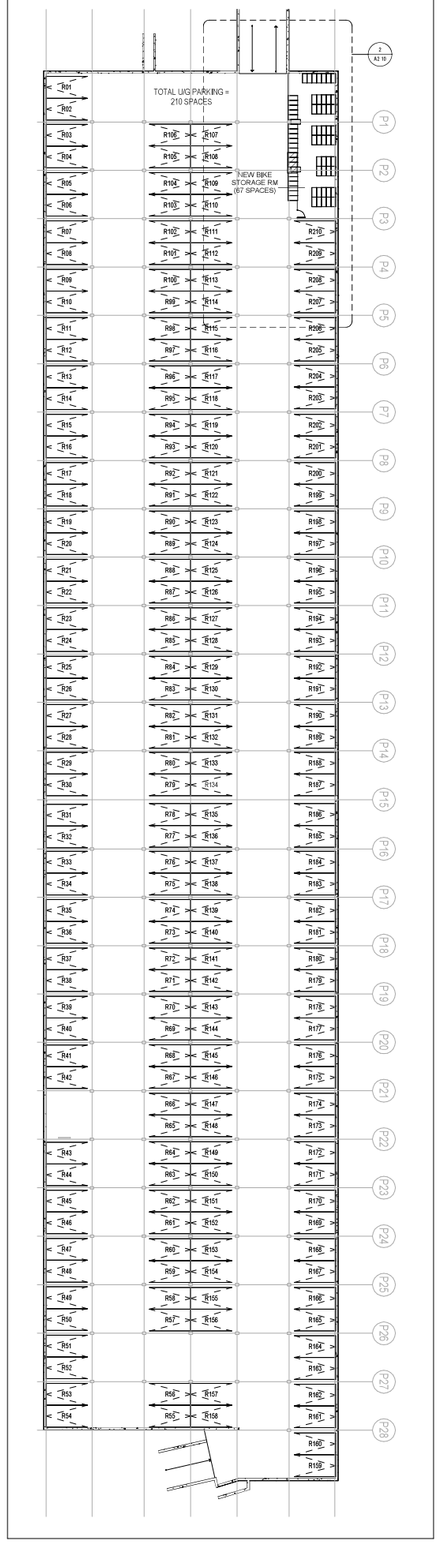
Drawing No.:
A2 01

FILE: M:\ARB\Autodesk Docs\25106_1055BloorSt_ACC25106_1055BloorSt.rvt

A0



NEW BIKE STORAGE RM#1 — SCALE: 1 : 50 — 2 / A2.10



EXISTING P1 LEVEL — SCALE: 1 : 250 — 1 / A2.10

Kohn

Kohn Partnership Architects Inc.
116 Spadina Avenue, Suite 501, Toronto ON M5V 2K6
Tel 416.703.6700 www.kohnarchitects.com

ALL DIMENSIONS ARE GIVEN IN METRES UNLESS OTHERWISE NOTED.

DO NOT SCALE DRAWINGS.

CONTRACTOR SHALL VERIFY AND CHECK ALL DIMENSIONS AND CONDITIONS ON SITE AND SHALL BE RESPONSIBLE FOR THE RIGHT AND EXACT FIT AND CORRESPONDENCE OF THE WORK AND EXACT FIT AND CORRELATION OF ALL CONSTRUCTION. IN ALL CONSTRUCTION TO BE CONFORMED TO ALL APPLICABLE CODES AND REGULATIONS OF AUTHORITIES HAVING JURISDICTION OVER THE PROJECT WORKS.

THE ARCHITECT BEARS NO RESPONSIBILITY FOR THE INTERPRETATION OF THESE DRAWINGS BY THE CONTRACTOR OR SUBCONTRACTORS. ANY WORK DONE WITHOUT FULL CONSULTATION OR DRAWINGS CLARIFICATION IS AT CONTRACTOR'S OWN RISK. IF ANY INFORMATION IS MISSING OR IN DISPUTE OF THE CONTRACT DOCUMENTS, CONTACT THE ARCHITECT IMMEDIATELY.

LOCATION OF EXPOSED MECHANICAL OR ELECTRICAL SERVICES, VENTS, CEILING FIXTURES ARE INDICATED ON ARCHITECTURAL DRAWINGS AND SHALL GOVERN OVER THE MECHANICAL AND ELECTRICAL DRAWINGS, WHICH MAY NOT CLEARLY LOCATE THEM. TO BE LOCATED AS DIRECTED BY THE ARCHITECT.

NO ASBESTOS HAS BEEN KNOWINGLY OR EXPECTED TO BE SPECIFIED IN REGARDS TO THE ENVIRONMENTAL CONDITIONS OR POLLUTIONS OF THIS SITE.

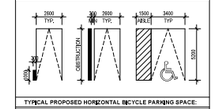
COPYRIGHT OF THIS DRAWING AND THE DESIGN SHOWN IS RESERVED BY THE ARCHITECTS. THE DRAWINGS AND ALL ASSOCIATED DOCUMENTS ARE AN INSTRUMENT OF SERVICE BY KOHN ARCHITECTS INC. THE DRAWINGS AND THE INFORMATION CONTAINED HEREIN SHALL NOT BE REPRODUCED IN WHOLE OR IN PART WITHOUT PRIOR WRITTEN PERMISSION BY OF THE KOHN ARCHITECTS INC.

ALL DRAWINGS ARE THE PROPERTY OF THE ARCHITECT AND MUST BE RETURNED ON REQUEST.

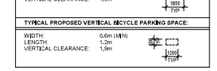
ISSUE DATES AND DISTRIBUTION LOG

No.	Date	Note
1	25/05/13	SPA SUBMISSION
2	26/01/23	SPA RESUBMISSION
3	26/05/06	SPA RESUBMISSION
4	26/09/11	ISSUED FOR ZBA/SPA RESUBMISSION

TYPICAL PROPOSED VEHICULAR PARKING SPACE:
PER CITY OF MISSISSAUGA BY-LAW
DRIVE AISLE: MIN. 7.0m
TYPICAL PARKING SPACE DIMENSIONS:
WIDTH: MIN. 2.6m LENGTH: 5.2m VERTICAL CLEARANCE: 2.0m
TYPICAL ACCESSIBLE PARKING SPACE DIMENSIONS:
WIDTH: MIN. 3.4m LENGTH: 5.2m VERTICAL CLEARANCE: 2.1m



TYPICAL PROPOSED HORIZONTAL BICYCLE PARKING SPACE:	
WIDTH:	0.6m (MIN)
LENGTH:	1.2m
VERTICAL CLEARANCE:	1.9m



TYPICAL PROPOSED VERTICAL BICYCLE PARKING SPACE:	
WIDTH:	0.6m (MIN)
LENGTH:	1.2m
VERTICAL CLEARANCE:	1.9m



SITE PLAN APPLICATION #: SP 25-49 W3

CANADIAN APARTMENT PROPERTIES • REIT

PROJECT NORTH | TRUE NORTH | SEAL

ONTARIO ASSOCIATION of ARCHITECTS — ANDREW C. MUFFITT — LICENCE 9557

Project:
1055 BLOOR STREET STACKED TOWNHOUSES

CAPREIT APARTMENTS INC.

11 CHURCH STREET, TORONTO, ON M5E 1W1
Tel 416.861.9434 hallg@capreit.net

Drawing Title:
FLOOR PLAN LEVEL P1

Project Manager Team:	Project No.
AN	25-106
Date Plotted:	Scale:
2026-09-11 6:10:38 PM	As indicated

Drawing No.:
A2 10

FILE: N:\#Studio\Jobs\Active Docs\25\106_1055BloorSt_ACC\25106_1055BloorSt.rvt

A0

Appendix B:
Reduced Scale Landscape Plan

TREE PROTECTION NOTE:

THE APPLICANT IS RESPONSIBLE FOR ENSURING THAT TREE PROTECTION HOARDING IS MAINTAINED THROUGHOUT ALL PHASES OF DEMOLITION AND CONSTRUCTION IN THE LOCATION AND CONDITION AS APPROVED BY THE PLANNING AND BUILDING DEPARTMENT. NO MATERIALS (BUILDING MATERIALS, SOIL, ETC.) MAY BE STOCKPILED WITHIN THE AREA OF HOARDING. FAILURE TO MAINTAIN THE HOARDING AS ORIGINALLY APPROVED OR THE STORAGE OF MATERIALS WITHIN THE HOARDING WILL BE CAUSE FOR THE LETTER OF CREDIT TO BE HELD FOR TWO YEARS FOLLOWING COMPLETION OF ALL SITE WORKS. HOARDING MUST BE INSPECTED PRIOR TO THE REMOVAL OF ANY TREE HOARDING FROM THE **SITE.**

OWNER'S SIGNATURE: _____

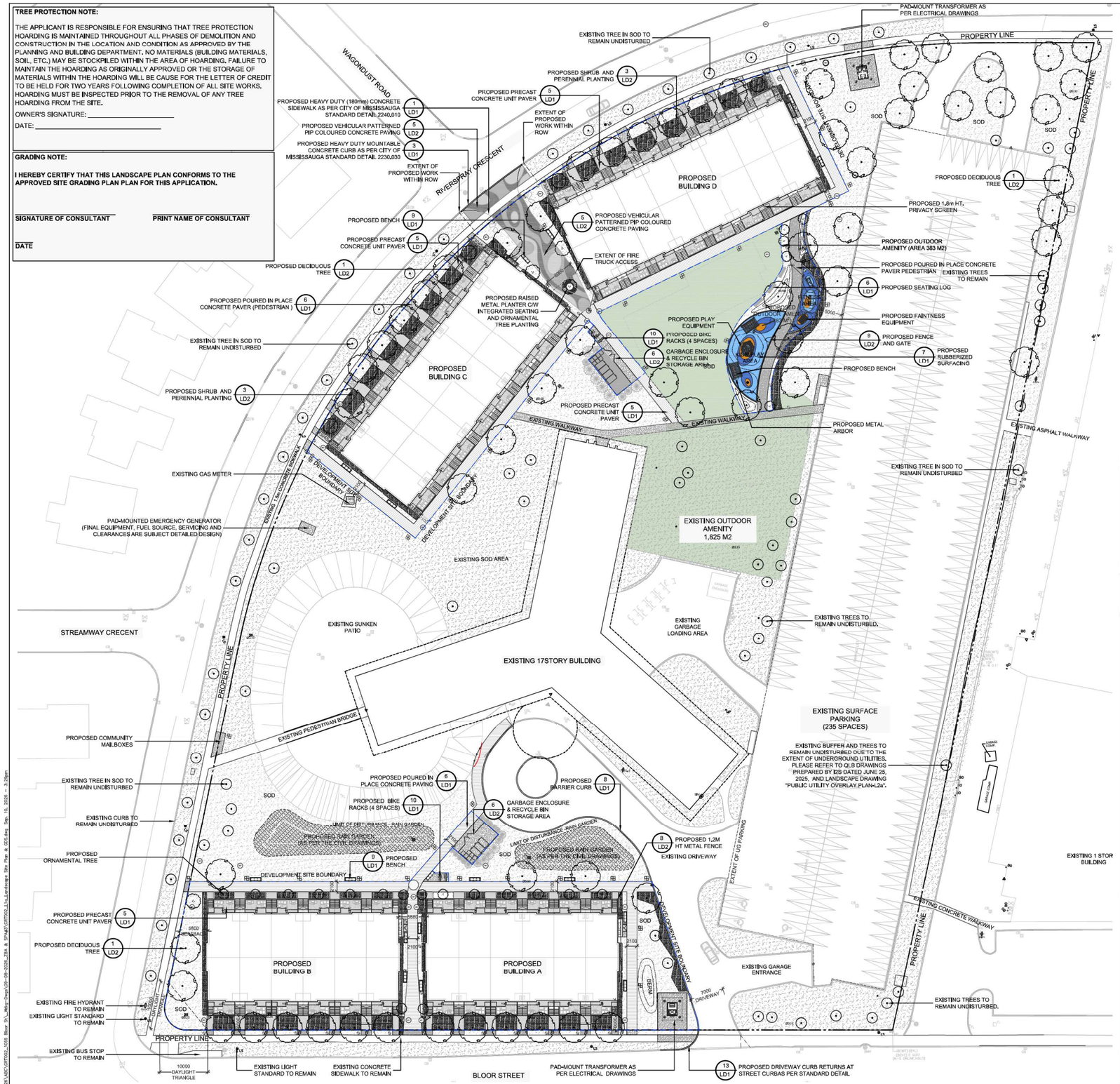
DATE: _____

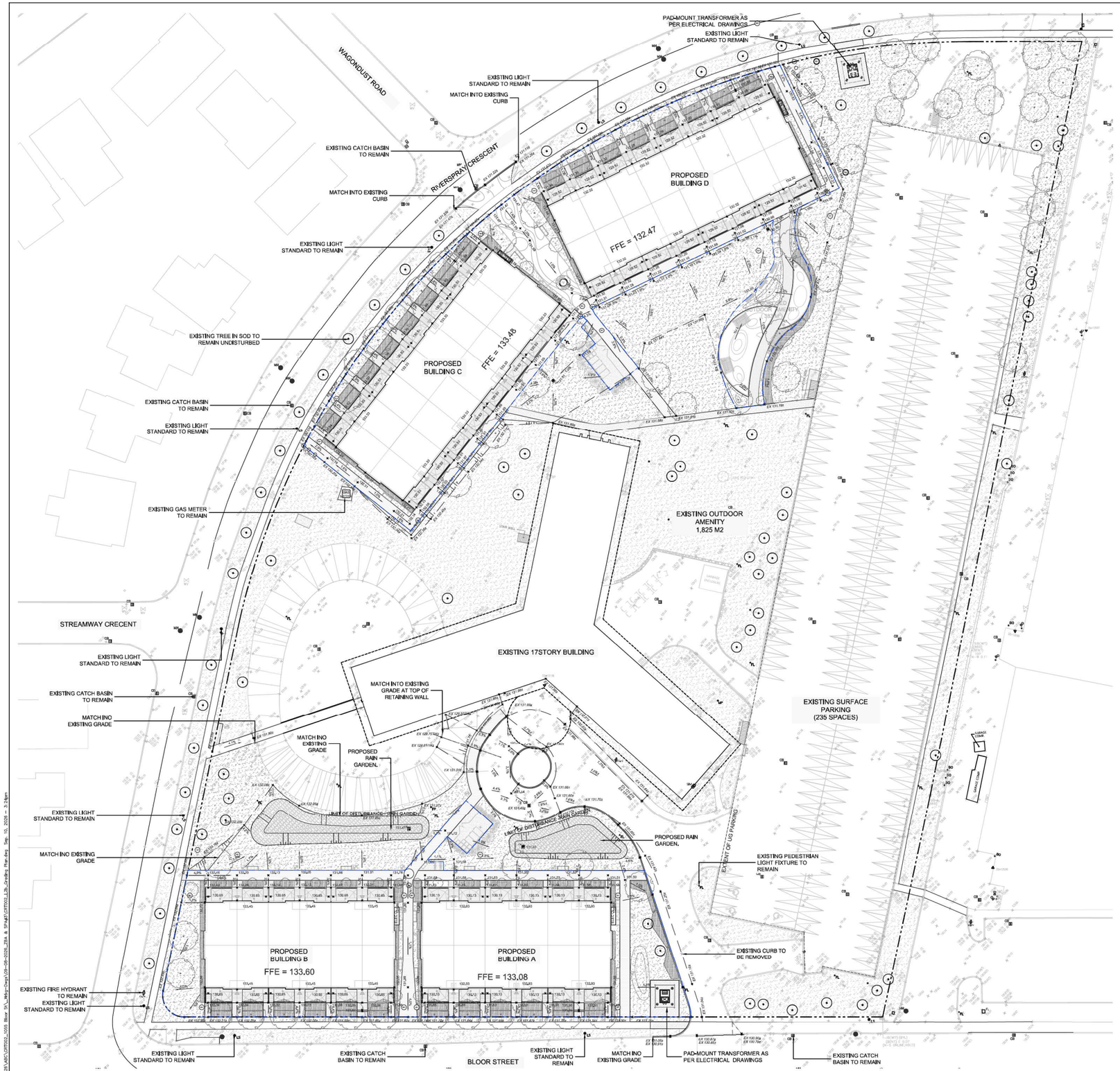
GRADING NOTE:

I HEREBY CERTIFY THAT THIS LANDSCAPE PLAN CONFORMS TO THE APPROVED SITE GRADING PLAN PLAN FOR THIS APPLICATION.

SIGNATURE OF CONSULTANT **PRINT NAME OF CONSULTANT**

DATE


PAD-MOUNT TRANSFORMER AS PER ELECTRICAL DRAWINGS
EXISTING TREE IN SOD TO REMAIN UNDISTURBED
PROPERTY LINE
WAGONDUST ROAD
PROPOSED SHRUB AND PERENNIAL PLANTING 3 LD2
PROPOSED PRECAST CONCRETE UNIT PAVER 5 LD1
PROPOSED HEAVY DUTY (180mm) CONCRETE SIDEWALK AS PER CITY OF MISSISSAUGA STANDARD DETAIL 2240,010 1 LD1
PROPOSED VEHICULAR PATTERNED PIP COLOURED CONCRETE PAVING 5 LD2
PROPOSED HEAVY DUTY MOUNTABLE CONCRETE CURB AS PER CITY OF MISSISSAUGA STANDARD DETAIL 2230,030 3 LD1
EXTENT OF PROPOSED WORK WITHIN ROW
EXTENT OF PROPOSED WORK WITHIN ROW
RIVERSPRAY CRESCENT
PROPOSED BENCH 9 LD1
PROPOSED PRECAST CONCRETE UNIT PAVER 5 LD1
PROPOSED DECIDUOUS TREE 1 LD2
PROPOSED POURED IN PLACE CONCRETE PAVER (PEDESTRIAN) 6 LD1
EXISTING TREE IN SOD TO REMAIN UNDISTURBED
PROPOSED SHRUB AND PERENNIAL PLANTING 3 LD2
EXISTING GAS METER
PAD-MOUNTED EMERGENCY GENERATOR (FINAL EQUIPMENT, FUEL SOURCE, SERVICING AND CLEARANCES ARE SUBJECT DETAILED DESIGN)
EXISTING 1.5M CONCRETE SIDEWALK
DEVELOPMENT SITE BOUNDARY
EXISTING SOD AREA
PROPOSED BUILDING C
PROPOSED BUILDING D
PROPOSED 1.8m HT. PRIVACY SCREEN
PROPOSED OUTDOOR AMENITY (AREA 383 M2)
PROPOSED POURED IN PLACE CONCRETE PAVER PEDESTRIAN
EXISTING TREES TO REMAIN
PROPOSED SEATING LOG 6 LD1
PROPOSED FAINTNESS EQUIPMENT
PROPOSED FENCE AND GATE 9 LD2
PROPOSED RUBBERIZED SURFACING 7 LD1
PROPOSED BENCH
PROPOSED METAL ARBOR
PROPOSED DECIDUOUS TREE 1 LD2
PROPOSED VEHICULAR PATTERNED PIP COLOURED CONCRETE PAVING 5 LD2
EXTENT OF FIRE TRUCK ACCESS
PROPOSED RAISED METAL PLANTER C/W INTEGRATED SEATING AND ORNAMENTAL TREE PLANTING
PROPOSED PLAY EQUIPMENT
PROPOSED BIKE RACKS (4 SPACES) 10 LD1
GARBAGE ENCLOSURE & RECYCLE BIN STORAGE AREA 6 LD2
PROPOSED PRECAST CONCRETE UNIT PAVER 5 LD1
EXISTING WALKWAY
EXISTING WALKWAY
EXISTING ASPHALT WALKWAY
EXISTING TREE IN SOD TO REMAIN UNDISTURBED
EXISTING OUTDOOR AMENITY 1,825 M2
EXISTING SUNKEN PATIO
EXISTING GARBAGE LOADING AREA
EXISTING TREES TO REMAIN UNDISTURBED.
EXISTING 17STORY BUILDING
EXISTING SURFACE PARKING (235 SPACES)
EXISTING BUFFER AND TREES TO REMAIN UNDISTURBED DUE TO THE EXTENT OF UNDERGROUND UTILITIES. PLEASE REFER TO QLB DRAWINGS PREPARED BY EIS DATED JUNE 25, 2025, AND LANDSCAPE DRAWING "PUBLIC UTILITY OVERLAY PLAN-L2a".
EXISTING 1 STOR BUILDING
EXISTING CONCRETE WALKWAY
EXISTING GARAGE ENTRANCE
EXISTING TREES TO REMAIN UNDISTURBED.
STREAMWAY CRESCENT
EXISTING PEDESTRIAN BRIDGE
PROPOSED COMMUNITY MAILBOXES
EXISTING TREE IN SOD TO REMAIN UNDISTURBED
EXISTING CURB TO REMAIN UNDISTURBED
PROPOSED ORNAMENTAL TREE
PROPOSED PRECAST CONCRETE UNIT PAVER 5 LD1
PROPOSED DECIDUOUS TREE 1 LD2
EXISTING FIRE HYDRANT TO REMAIN
EXISTING LIGHT STANDARD TO REMAIN
EXISTING BUS STOP TO REMAIN
PROPOSED POURED IN PLACE CONCRETE PAVING 6 LD1
PROPOSED BIKE RACKS (4 SPACES) 10 LD1
PROPOSED BARRIER CURB 8 LD1
GARBAGE ENCLOSURE & RECYCLE BIN STORAGE AREA 6 LD2
PROPOSED RAIN GARDEN AS PER THE CIVIL DRAWINGS
PROPOSED BENCH 9 LD1
PROPOSED 1.2M HT METAL FENCE 8 LD2
EXISTING DRIVEWAY
EXTENT OF UG PARKING
DEVELOPMENT SITE BOUNDARY
PROPOSED BUILDING B
PROPOSED BUILDING A
SERVICE ENTRANCE
SERVICE ENTRANCE
SERVICE ENTRANCE



1 Grading Plan

Scale: 1:400

NOTE :

- SERVICING REFLECTS THE CIVIL DRAWINGS PREPARED BY ENVISION ENGINEERING, ISSUED FOR THE ZBA & SPA 3RD SUBMISSION DATED SEPTEMBER 04, 2026.
- ELECTRICAL POWER (TRANSFORMER) REFLECTS THE ELECTRICAL DRAWINGS PREPARED BY CBM GROUP, ISSUED FOR THE 3RD SPA SUBMISSION DATED JUNE 09, 2026

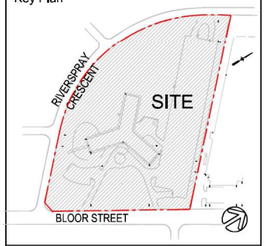
GRADING NOTE:

I HEREBY CERTIFY THAT THIS LANDSCAPE PLAN CONFORMS TO THE APPROVED SITE GRADING PLAN PLAN FOR THIS APPLICATION.

SIGNATURE OF CONSULTANT **PRINT NAME OF CONSULTANT**

DATE

Key Plan



Legend

205.00	PROPOSED GRADES AS PER CIVIL DRAWINGS
EX.208.05	EXISTING GRADES AS PER SURVEY PLAN
TC / BC	TOP OF CURB / BOTTOM OF CURB
TW / BW	TOP OF WALL / BOTTOM OF WALL
TS / BS	TOP OF STEP / BOTTOM OF STEP
TOS / FG	TOP OF SLAB / FINISHED GRADE
2.0%	DIRECTION OF SURFACE DRAINAGE
	PROPOSED AREA DRAIN / PROPOSED CATCHBASIN
	PROPOSED TRENCH DRAIN
MH	PROPOSED MANHOLE BY CIVIL ENGINEER
EXZB / DUMH	EXISITING CATCH BASIN / EXISTING MANHOLE

No	Date	Revisions	By
3.0	09.08.2026	ISSUED FOR ZBA & SPA SUBMISSION #3	SM
2.0	01.23.2026	ISSUED FOR SPA SUBMISSION #2	SM
1.0	08.15.2025	ISSUED FOR SPA SUBMISSION #1	SM

This drawing, as an instrument of service, is provided by, and is the property of the MBTW Group. The contractor shall check and verify all dimensions and report all errors and omissions to the landscape Architect whose seal is affixed to this drawing before proceeding with the work. This drawing is not to be scaled.

Designed By

North Arrow

Capreit Apartments Inc
11 CHURCH STREET, TORONTO, ON M5E 1W1
Tel 416.861.9404 hello@capreit.net

the mbtw group
landscape architecture | urban design | design guidance | architecture | grill design | bloom design
295 Wickstead Ave., Unit 1A | Toronto, Ontario, Canada M4H 1G8
T: (416) 448-7787 | F: (416) 448-1803 | www.mbtw-wd.com

Project Name:

1055 Bloor Street
Stacked Townhouses
City of Mississauga

Site Plan Application Number : SP 25-49 W3

Sheet Title:

Grading Plan

Designed:	Drawn:	Scale:	Drawing No.:
SM	PP	AS SHOWN	L2b
Date of Drawing: July 2025		Job No.: CRT002	

Appendix C:
Sight Distance Review (Emergency Access at Riverspray Crescent)

SIGHT DISTANCE REQUIREMENTS

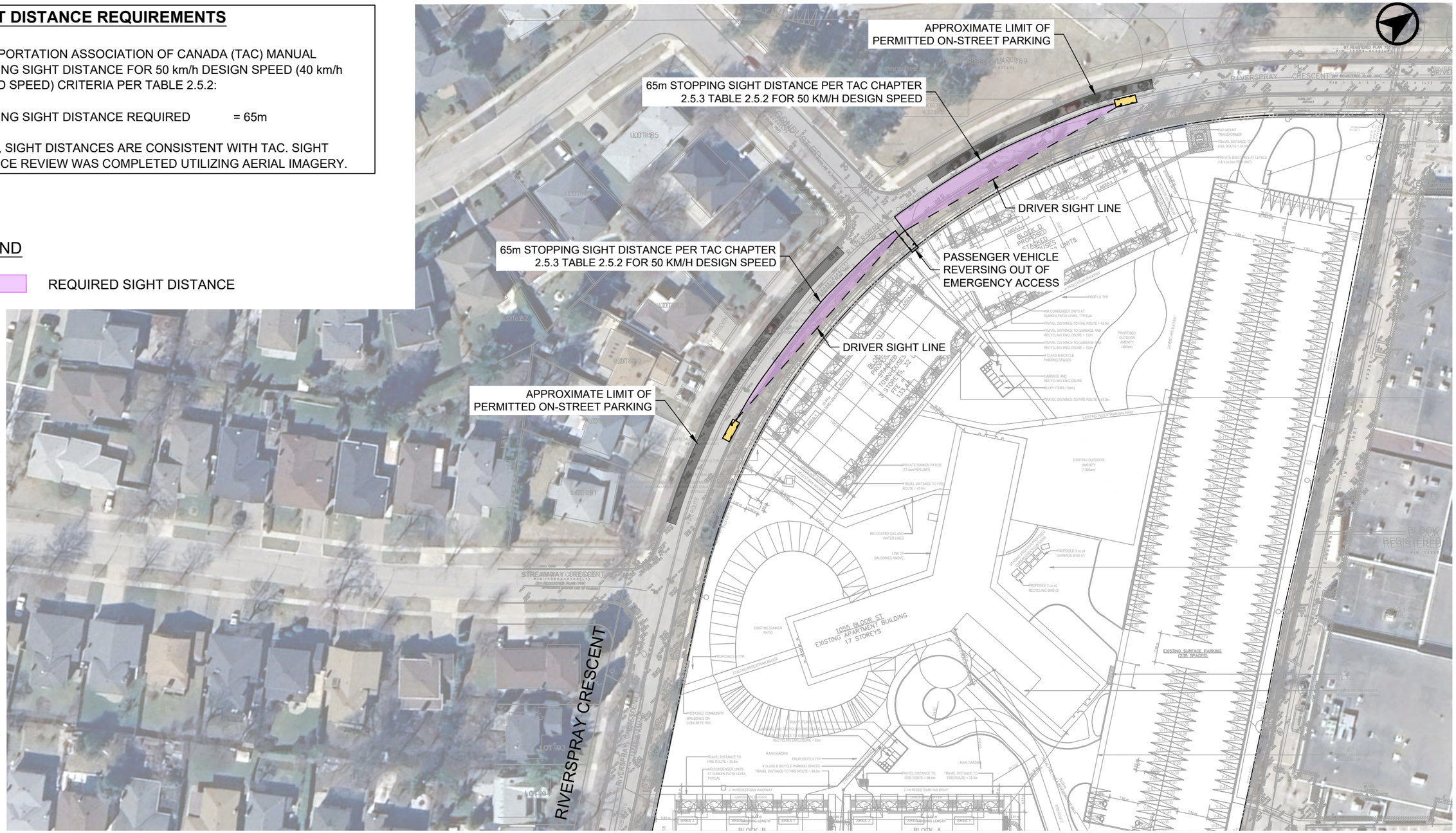
TRANSPORTATION ASSOCIATION OF CANADA (TAC) MANUAL STOPPING SIGHT DISTANCE FOR 50 km/h DESIGN SPEED (40 km/h POSTED SPEED) CRITERIA PER TABLE 2.5.2:

STOPPING SIGHT DISTANCE REQUIRED = 65m

* NOTE, SIGHT DISTANCES ARE CONSISTENT WITH TAC. SIGHT DISTANCE REVIEW WAS COMPLETED UTILIZING AERIAL IMAGERY.

LEGEND

REQUIRED SIGHT DISTANCE



Date Plotted: September 30, 2026 Filename: J:\7765-04\BA\Functional Design\2026\R05 - Sep25-26 - Sight Distance\ba-1055 Bloor-FD-R05-7765-04.dwg

BA Group

1055 BLOOR STREET, MISSISSAUGA

SIGHT DISTANCE REVIEW

RIVERSPRAY CRESCENT - STOPPING SIGHT DISTANCE

Project:	1055 BLOOR ST
Project No.	7765-04
Date:	April 9, 2026
Revised:	September 30, 2026

Scale 1:750 (0, 15, 30m)

Drawing No. SD-01