

April 9, 2020

Lorie Sterritt
Planner, Development (North)
City of Mississauga, Planning and Building Department
300 City Centre Drive
Mississauga, ON L5B 3C1

Dear Ms. Sterritt,

**Re: *Planning and Urban Design Rationale Addendum Letter
Official Plan and Zoning By-law Amendment Application
File No. OZ 17/014 W3
1750 Bloor Street & 3315 Fieldgate Drive, Mississauga***

This Addendum to our November 2017 Planning and Urban Design Rationale report has been prepared in support of a resubmission by TC Core LP and Mustang Equities Inc. (the “applicant”) of an application to amend the City of Mississauga Official Plan and Zoning By-law No. 0225-2007, in order to permit the intensification of a site located at the southeast corner of Bloor Street and Fieldgate Drive in the Applewood Neighbourhood (“the subject site”). The subject site is municipally known as 1750 Bloor Street and 3315 Fieldgate Drive and is currently occupied by two 11-storey rental apartment buildings.

An official plan amendment and rezoning application was filed in November 2017 to permit new 15-storey and 6-storey residential buildings (Buildings C and D, respectively), as well as new outdoor amenity space. Subsequently, resubmissions were filed in April 2018, October 2018 and January 2019, responding to comments and feedback received from various City departments, the local Councillor and members of the community. The applicant participated in meetings with City Staff as well as a focus group meeting in September 2018 and public open house in July 2019, which were hosted by the Councillor.

Through ongoing discussions with City Staff, the proposed development has been revised to redesign Building D as a single-storey amenity building and to increase the height of Building C to 17 storeys, with minor massing modifications. As set out below, it is our opinion that the revised proposal is appropriate and desirable in land use planning and urban design terms. The revised proposal will facilitate the revitalization and enhancement of an underutilized apartment neighbourhood site located within the Applewood Neighbourhood Character Area that is well-served by public transit. The revised proposal will complement the existing context, while providing an appropriate transition to the low-rise residential neighbourhoods to the south.

Description of the Revised Proposal

Since the January 2019 resubmission, significant revisions have been made to the proposed development. Building D has been redesigned from a 7-storey residential building to a single-storey amenity building. The outdoor playfield has been relocated, allowing for a majority of the existing surface parking spaces to remain, and thereby reducing the footprint of the underground parking garage. The proposed pedestrian entry plaza at the northwest corner of the subject site and the pick-up/drop-off court between Building C and the amenity building will generally remain as previously proposed. The existing buildings on-site, Building A (1750 Bloor Street) and Building B (3315 Fieldgate Drive), will continue to be retained.

Through the redesign of Building D, in particular the reduction in height and massing, the total proposed gross floor area (“GFA”) of the site has been reduced to approximately 44,120 square metres, resulting in a density of approximately 1.75 FSI. The number of units has decreased to 560, inclusive of the 302 existing units in Tower A and Tower B. **Table 1** below provides a comparative summary of the January 2019 revised proposal to the current (April 2020) revision.

TABLE 1: Summary Comparison of Development Statistics

	Revised Proposal (January 2019)	Revised Proposal (April 2020)
Site Area	25,253.2 m²	
Building Height *		
Existing Building A	11 storeys (30 m)	11 storeys (30 m)
Existing Building B	11 storeys (30 m)	11 storeys (30 m)
Proposed Building C	15 storeys (46.75 m)	17 storeys (58.7 m)
Proposed Building D	7 storeys (26.15 m)	1 storey (6.8 m)
Gross Floor Area		
Existing Building A	11,845.1 sq.m	11,845.1 sq.m
Existing Building B	11,845.1 sq.m	11,845.1 sq.m
Proposed Building C	13,998.9 sq.m	20,380.0 sq.m
Proposed Building D	7,514.0 sq.m	50.0 sq.m
TOTAL	45,203.1 sq.m	44,120.2 sq.m
Floor Space Index		
Existing	0.94	0.94
Proposed	1.79	1.75
Dwelling Units		
Bachelor	24 units	0 units
1-Bedroom	167 units	185 units

<i>2-Bedroom</i>	<i>78 units</i>	<i>73 units</i>
<i>Townhouse</i>	<i>23 units</i>	<i>0 units</i>
<i>Existing Units</i>	<i>302 units</i>	<i>302 units</i>
TOTAL	594 units	560 units
Amenity Areas		
<i>Existing Indoor</i>	<i>557.4 sq.m</i>	<i>557.4 sq.m</i>
<i>Proposed Indoor</i>	<i>882.6 sq.m</i>	<i>920 sq.m</i>
<i>Proposed Outdoor</i>	<i>3,132.5 sq.m.</i>	<i>2,885 sq.m</i>
TOTAL	4,015.1 sq.m.	4,362.4 sq.m
Vehicular Parking		
<i>Resident Spaces</i>	<i>385 spaces</i>	<i>365 spaces**</i>
<i>Visitor Spaces</i>	<i>80 spaces</i>	<i>85 spaces</i>
TOTAL	465 spaces	450 spaces
Bicycle Parking Spaces	486 stalls	437 stalls

* Includes mechanical penthouse

** Includes 2 car-share spaces

The key built form changes incorporated as part of the revised proposal are summarized below.

Building C

Height and massing modifications have been made to Building C, including an increase in height from approximately 46.75 metres (plus a 5.5 metre mechanical penthouse (“MPH”)) to 53.2 metres (plus 5.5 metre MPH). The gross floor area of Building C has increased by approximately 6,381 square metres, resulting from a somewhat larger floorplate and the additional 2 storeys of building height, partially offsetting the reduction of gross floor area in Building D. On an overall site basis, the revised proposal results in a somewhat lower gross floor area and a reduced FSI, as indicated in **Table 1** above.

At grade, Building C will be set back between 8.3 and 9.3 metres from the Bloor Street property line and will provide for a separation distance between 11.2 and 15.4 metres from Building A, which will be largely occupied by the underground garage ramp. To the south, a minimum separation distance of approximately 26.8 metres will be provided from Building D. The revised design of Building C includes an angled westerly building wall facing southeast, resulting in a diagonal separation distance of approximately 9.8 to 10.6 metres from Building B.

At Floor 2, the building setbacks will be maintained, with the exception of the southwest corner of the building which will step back by approximately 1.65 to 4.1 metres from the west building face and by approximately 2.3 metres from the south.

At Floor 3, the building will step back an additional 1.5 metres from the north building face and an additional 1.5 metres from the south. The southeast portion of the building wall will be slightly angled, mirroring the northwest corner of the building, resulting in the floorplate taking the general shape of a parallelogram. Stepbacks of between 0.5 and 2.9 metres will be provided from the easterly building face below. These setbacks will be maintained to Floor 9 and will result in a building separation distance of approximately 11.5 to 13.2 metres from Building B and a approximately 12.8 to 16.9 metres from Building A.

At Floor 10, additional stepbacks of approximately 2.4 metres and 1.0 metres will be provided along the northwest and northeast building faces, respectively. These setbacks will be maintained to Floor 17.

Building C is now proposed to contain residential units as well as an indoor amenity area for the building, which will be located at the southwest corner of the ground floor. The proposal no longer includes bachelor units and will provide a greater proportion of one- and two-bedroom units.

In terms of private residential amenity, balconies will be provided for the north- and south-facing units on Floors 3 to 9. On the upper levels of the building (Floors 11 to 17), smaller balconies are provided for the north- and south-facing units. A 210 square metre indoor amenity area will be provided at grade, at the southwest corner of the building.

Building D

As discussed above, Building D has undergone significant built form and massing modifications. Building D has been redesigned as an amenity building, intended to be a shared facility for the entire subject site. The height of Building D has been reduced from 23.75 metres (plus 5.5 metre MPH) to 6.8 metres. Building D will contain an indoor pool, which will replace the current outdoor pool. The other amenity areas within Building D will be refined as the building concept undergoes detailed interior design. An exterior terrace will be provided on the south side of Building D.

Amenity Areas

The revised proposal continues to provide new outdoor amenity space for both the new and proposed buildings on the subject site. As mentioned above, the changes to Building D result in the proposed outdoor playfield shifting westwards, towards the interior of the site. The revised proposal will provide a direct connection between the amenities within Building D and the playfield. In addition, an outdoor terrace will be located south of Building D. The proposal continues to provide a dog run on the south side of Building B.

With respect to interior amenity areas, no changes are proposed to Buildings A and B. Building C will include an amenity room at grade, intended for the use of the building residents. The amenity area proposed within Building D is intended for all residents of the subject site.

Parking, Loading and Servicing

In terms of vehicular parking, the revised proposal includes two additional levels of underground parking, generally located below Building C. As a result, the extent to which the existing underground garages will be altered has been significantly reduced. The proposal will continue to utilize the existing driveway from Kirkwall Crescent and the garage ramp adjacent to Building B. Access to the expanded underground parking level (P1), which connects the existing parking adjacent to Buildings A and B will be provided through a new ramp accessed through Building C. Through revisions to the size and location of the at-grade amenity facilities, the project retains more of the existing surface parking spaces to the south Building A.

Loading, servicing and garbage storage for Building C have been relocated to an enclosed space at the southeast corner of the building. The proposal maintains the enclosed servicing building located in south portion of the subject site, immediately south of Building D. As illustrated in the West Elevation (see the revised Architectural Drawings, prepared by WZMH Architects), the servicing building is at a lower elevation than Buildings C and D and will generally appear to be the same height as Building D.

Policy and Regulatory Context

The policy and regulatory context applicable to the subject site is largely unchanged since the original application in November 2017. However, the Growth Plan for the Greater Golden Horseshoe (2017) has been replaced with the new 2019 Growth Plan, as described below. In addition, the new 2020 Provincial Policy Statement (“PPS”) was released in February 2020. The 2020 PPS will come into effect on May 1, 2020. A summary of the proposed changes is discussed in detail below.

Growth Plan for the Greater Golden Horseshoe

The new Growth Plan (A Place to Grow: The Growth Plan for the Greater Golden Horseshoe) came into effect as of May 16, 2019. The Growth Plan (2019) includes significant new policies addressing employment areas, designated greenfield areas and settlement area boundary expansions. Within “strategic growth areas”, including “urban growth centres” and “major transit station areas”, minor policy adjustments have been made to strengthen the applicable intensification policies.

The subject site would be considered to be part of a “strategic growth area” pursuant to the 2019 Growth Plan (i.e. a focus for accommodating intensification and higher-density mixed uses in a more compact built form). “Strategic growth areas” include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas.

In this respect, the site is located along Bloor Street, which has been identified as a Major Collector road in the City’s Official Plan and has access to frequent transit service. The Growth Plan defines “frequent transit” as a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week (our emphasis). In this regard, during typical weekday peak periods, the #3 (Bloor) bus operates with a frequency of 10 minutes and a frequency of 20 minutes during weekday off-peak periods. On weekends, the route operates with 30-minute frequency. In our opinion, the subject site would be considered to be within a strategic growth area given its location on a major road and its proximity to transit.

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit where it exists or is planned), and areas with existing or planned public service facilities. Policy 2.2.1(3)(c) directs municipalities to undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will, among other things, provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.

Policy 2.2.1(4) provides that applying the policies of the Growth Plan will support the achievement of complete communities that, among other things, feature a diverse mix of land uses, provide a diverse range and mix of housing options, expand convenient access to a range of transportation options, provide for a more compact built form and a vibrant public realm, including public open spaces, and mitigate and adapt to climate change impacts and contribute to environmental sustainability.

Policy 2.2.2(3) requires municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will, among other things, identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development, identify the appropriate type and scale of development in strategic growth areas and transition of built

form to adjacent areas, and encourage intensification generally throughout the delineated built-up area.

Section 2.2.4 of the Growth Plan provides policies related to transit corridors and station areas. Policy 2.2.4(10) provides that lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

Other applicable policies of the 2019 Growth Plan, which remain unchanged from those of the 2017 Growth Plan, are discussed in Section 4.3 of our Planning and Urban Design Rationale report, in particular, the housing policies in Section 2.2.6 and the infrastructure policies set out in Chapter 3.

In our opinion, the revised proposal conforms with the Growth Plan (2019) and, in particular, the policies encouraging growth and intensification in “strategic growth areas”.

Provincial Policy Statement (2020)

On February 28, 2020, the Province released an updated Provincial Policy Statement. The 2020 PPS will come into effect on May 1, 2020 and will apply to all planning decisions made after that date.

The 2020 PPS includes strengthened policies related to increasing housing supply and transit-supportive intensification. Among other revisions, the 2020 PPS adds further reference to addressing a changing climate; clarifies policies related to market-based and affordable housing; and includes additional land use compatibility policies related to sensitive land uses. In our opinion, the revised proposal is consistent with the 2020 PPS.

Planning and Urban Design Analysis

Intensification

As set out in our November 2017 Planning and Urban Design Rationale report, it is our opinion that residential intensification on the subject site is supportive of numerous policy directions set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the City of Mississauga Official Plan, all of which promote intensification on sites within the built-up area that are well served by municipal infrastructure.

It continues to be our opinion that a new residential development on an underutilized portion of the subject site offers an excellent opportunity to provide a significant number of new rental

housing units within an established apartment neighbourhood on a site that can optimize the use of land and infrastructure, including public transit. The proposal is in keeping with the recommendations of the East Bloor Corridor Study, which identified an opportunity for intensification and infill development at the intersection of Bloor Street and Fieldgate Drive.

Land Use

The revised development proposal is in keeping with the land use permissions in the Residential High Density designation in the Mississauga Official Plan and the Residential Apartment (RA3-1) zone in Zoning By-law No. 0225-2007. The revised unit mix within Building C appropriately responds to the housing policies and directions set out in both Provincial and municipal planning documents.

In our opinion, the revised development proposal will provide for a new residential use that fits harmoniously within the existing and planned built form context, in particular along Bloor Street, west of Etobicoke Creek to Dixie Road.

Height, Massing and Density

In our opinion, and as noted in our 2017 Planning Rationale report, the subject site is an appropriate location for significant intensification in land use policy terms. From a built form perspective, the subject site is a contextually appropriate location for a tall mid-rise building given the range of heights within the apartment corridor along Bloor Street.

As set out in our 2017 Planning Rationale, the determination of the appropriate height for a new building should be based on an assessment of existing patterns of building height, built form relationships and potential impacts. It is our opinion that the proposed height of 17 storeys (53.2 metres plus MPH) is appropriate and desirable given the range of existing building heights along Bloor Street generally and within the immediate surroundings, as well as the absence of any unacceptable built form impacts, as described below.

The proposed building height will reinforce the character of Bloor Street as a mid-rise and tall apartment building corridor, which transitions down to the low-rise neighbourhoods to the north and south. The orientation and location of Building C adjacent to the Bloor Street/Fieldgate Drive intersection will give prominence to the corner and will limit any built form impacts on the neighbourhood to the south.

With respect to massing, Building C maintains a distinction in form between the lower and upper levels of the building through the use of setbacks and materiality. Along the Bloor Street frontage, the proposal provides for a setback above Floor 2 to reinforce the pedestrian-scale of the building. Above Floor 9, an additional setback is provided along both

the north and west facades facing Bloor Street and Fieldgate Drive to differentiate the upper portion of the building from the middle portion. In terms of materiality and architectural treatment, the proposal continues to incorporate different expressions for the two-storey base, the 7-storey mid-rise element and the upper 8 storeys, with greater use of glass on the upper storeys, to create visual interest and relief within the massing.

From a density perspective, it is our opinion that the proposed density of 1.75 FSI continues to be appropriate and desirable, representing a minor reduction from the 1.79 FSI density proposed in the January 2019 resubmission. As articulated in our 2017 Planning Rationale report, the proposed density represents a modest increase to the permitted maximum density of 1.2 FSI specified for the Applewood Character Area and provides for the optimization of land and infrastructure within the East Bloor Corridor.

Built Form Impacts

Light, View and Privacy

It continues to be our opinion that the proposed infill development would have minimal and acceptable built form impacts on surrounding properties, including the surrounding apartment buildings and adjacent low-rise residential dwellings and open spaces to the south.

Light, View and Privacy (“LVP”) impacts are generally addressed through a combination of spatial separation, setbacks, building orientation and mitigating measures between buildings. The City of Mississauga does not currently have a formal set of guidelines for the development of tall buildings outside the downtown, however, the East Bloor Corridor Study urban design guidelines recommend a separation distance of 20 metres between low-rise apartment buildings (up to five storeys) and townhouse dwelling blocks.

In terms of the relationship between Building A and proposed Building C (Levels 3 to 9), the revised proposal provides for a separation distance of 12.8 to 16.9 metres between the two buildings. As compared with the previous proposal, which provided a 15 metre separation distance across the entire easterly building façade, the revised proposal incorporates a building setback to the northeast portion of the building and an angled building face at the southeast corner, thereby increasing the separation distance between the two building faces and minimizing any potential LVP impacts. As stated in our 2017 Planning Rationale report, the westerly building face of Building A contains non-primary windows, which further helps mitigate any privacy impacts.

A separation distance of approximately 13.2 metres is proposed between Building C and Building B to the west, above Floor 2. Building B and Building C are sited diagonal to one another, minimizing opportunities for overlook or direct views between the two buildings.

Based on the foregoing, it is our opinion that the proposed separation distances between Building C and the existing apartment buildings are appropriate and would not result in unacceptable LVP conditions.

Building C continues to provide a substantial separation distance from the adjacent low-rise residential uses, in particular the townhouse blocks on the north side of Kirkwall Crescent (1856-1914 Kirkwall Crescent), which are within the *Residential Medium Density* designation, and the nearest properties within the *Residential Low Density II* designation.

Based on the foregoing analysis, it is our opinion that the revised proposal will result in no unacceptable LVP impacts on adjacent properties and will maintain appropriate separation distances to the existing buildings on the subject site.

Shadow Impacts

A Shadow Study was prepared by Bousfields Inc. in support of the revised development proposal and in accordance with the City of Mississauga's Urban Design Terms of Reference Standards for Shadow Studies dated June 2013 ("the shadow study"). The shadow study includes an assessment of the net incremental shadow impact of the revised development proposal on residential private outdoor amenity space (e.g. private rear yards, decks, patios and pools), communal outdoor amenity areas that are part of the proposed development or adjacent apartment sites, public realm elements (e.g. sidewalks, open spaces, parks and plazas, as well as turf and flower gardens) and building faces to allow for the possibility of using solar energy.

With respect to residential private outdoor amenity spaces, the shadow study illustrates that the proposed development will result in incremental shadowing on the rear yards of the townhouses fronting onto Kirkwall Crescent and houses fronting onto Nobleton Drive on June 21st and September 21st. The resultant shadows do not affect private amenity areas for more than two consecutive hourly test times. On June 21st, Building C results in incremental shadows at 6:20 PM. On September 21st, the incremental shadows from Building C reach the rear yards of the townhouses fronting onto Kirkwall Crescent at 5:12 PM.

Communal outdoor amenity areas are located within the subject site and on an adjacent "tower in the park" apartment site and include children's play areas, school yards, tot lots and park features. For the testing dates on June 21st, September 21st and December 21st, the revised proposal will not create shadow impacts that reduce sun coverage to less than half of the time. That is, the "sun access factor" does not fall below 0.78 on June 21st, 0.80 on September 21st and 0.72 on December 21st.

With respect to shadowing on the public realm, the revised development proposal continues to briefly shadow the sidewalk on the north side of Bloor Street at 12:12 PM, however, the shadow moves off the sidewalk by 1:12 PM. The shadow study determined that the “sun access factor” along this portion of the public realm is 0.99 which meets and exceeds the minimum requirement of 0.5. Therefore, the shadow impact is considered to be in compliance with the City’s Terms of Reference criteria.

Furthermore, as it relates to the adjacent public open spaces, parks and plazas (i.e. Bethesda Common Park), the revised development proposal does not result in any shadow impact on September 21st. The development proposal meets, and exceeds, the City’s sun access factor of 0.5, and as such, complies with the City’s criteria for public open spaces, parks and plazas. Similarly, the revised development proposal will create no incremental shadow impacts on the turf and flower gardens in Bethesda Common Park on September 21st and meets the City’s criteria for the possibility of harvesting solar energy.

Based on this analysis, it is our opinion that the revised development proposal will result in minimal and acceptable shadowing impacts on adjacent low-rise neighbourhoods, amenity areas, public realm and open spaces and parks and is in accordance with the City of Mississauga’s Urban Design Terms of Reference Standards for Shadow Studies and Policies 9.2.2.3, 9.5.1.9 and 9.5.3.9 of the Official Plan.

Urban Design

From an urban design perspective, it is our opinion that the revised proposal would continue to result in an architecturally distinctive building that will bring prominence to the intersection of Bloor Street and Fieldgate Drive, while limiting adverse effects on the adjacent public parkland and low-rise neighbourhoods. The proposal continues to enhance the pedestrian environment and public realm with active at-grade uses, landscaping and materiality that will create visual interest and relief along the street. Furthermore, the proposed entry plaza and internal sidewalks and pathways will continue to enhance permeability into and through the site.

The orientation and design of Building C will continue to preserve access to sky view, natural sunlight and privacy between buildings. While the separation distances between Building C and Buildings A and B are less than the 20 metres recommended by the East Bloor Corridor Study, it continues to be our opinion that the proposal will not result in negative privacy or built form impacts for the reasons discussed above. Building C will not have any balconies or terraces along the west and east building facades and the angled nature of the building facades will minimize the potential for any direct views.

Based on the foregoing, it continues to be our opinion that the design and organization of the development proposal are appropriate and desirable in urban design terms, conform with the applicable policies of the Official Plan and are generally in keeping with the urban design guidelines set out in the East Bloor Corridor Study.

Summary Opinion

Based on the analysis set out above, in conjunction with the analysis set out in our November 2017 Planning and Urban Design Rationale report, it is our opinion that the revised proposal is appropriate and desirable in both land use planning and urban design terms. Specifically, it is our opinion that the proposed development is in keeping with the planning and urban design framework set out in the 2014 and 2020 PPS, the 2019 Growth Plan, the Region of Peel Official Plan and the City of Mississauga Official Plan, as well as the applicable urban design guidelines.

The revised proposal will provide for residential intensification on an underutilized site in an apartment neighbourhood served by existing public transit on Bloor Street. The revised proposal will provide enhanced landscaping, amenities and parking facilities, as well as provide for new housing choices within the neighbourhood and the City as a whole. Building C has been designed to fit harmoniously within the existing and planned context, provides an appropriate transition in scale to adjacent low-rise neighbourhoods, and creates no unacceptable built form impacts with respect to light, view, privacy or shadowing.

Thank you for your consideration of this addendum letter. Should you have any questions or comments, please do not hesitate to contact me or Claire Ricker of our office.

Yours very truly,

Bousfields Inc.



Peter F. Smith, MCIP, RPP