PLANNING & URBAN DESIGN RATIONALE

1840 AND 1850 BLOOR STREET

CITY OF MISSISSAUGA

PREPARED FOR: 1840-1850 BLOOR EAST LTD.





Job Number - 1997

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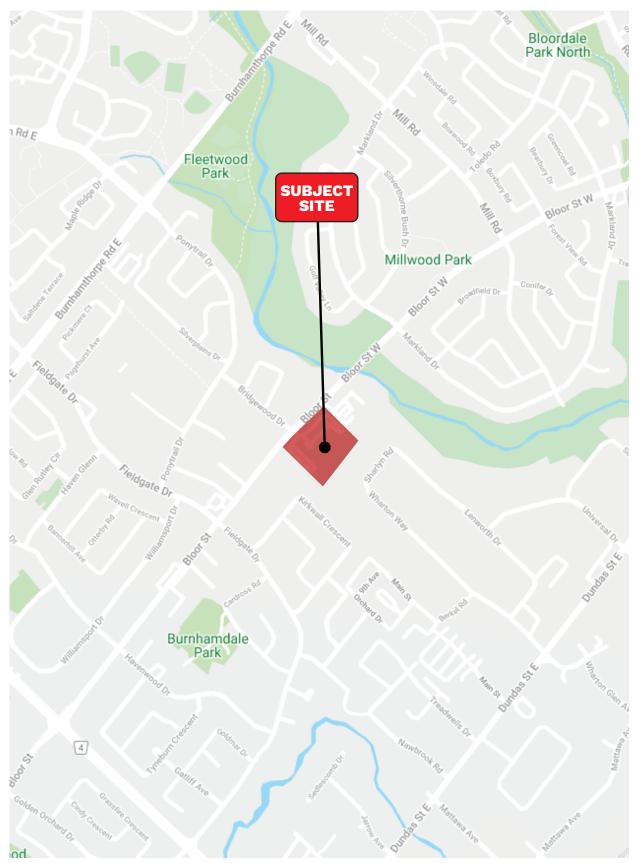


Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of an application by 1840-1850 Bloor East Ltd. to amend the City of Mississauga Official Plan and Mississauga Zoning By-law No. 0225-2007 with respect to a 3.9 hectare property located on the south side of Bloor Street, just west of Etobicoke Creek, municipally known as 1840 and 1850 Bloor Street (the "subject site") (see **Figure 1**, Location Map).

The subject site is currently developed with two 14-storey rental apartment buildings constructed in the 1960s. There are surface parking areas on the east and west sides of the property, a centralized outdoor amenity area with an outdoor pool, and open lawns and treed areas at the rear. The existing layout of the site represents a classic "tower in the park" typology.

The proposed amendments would allow for intensification of the site with two additional apartment buildings, comprising two new 18-storey rental residential buildings connected by a 4-storey podium element located at the rear of the site. The existing 14-storey buildings on the subject site will be retained. The proposal will contribute to the supply of purpose-built rental housing in the City by providing an additional 433 new rental units, while maintaining all of the existing rental housing stock. The proposed gross floor area of both the existing and proposed buildings on the subject site will be approximately 66,428 metres, resulting in a density of 1.69 FSI.

This report concludes that the proposal is in keeping with the planning framework established in the Provincial Policy Statement (the "PPS"), the Growth Plan for the Greater Golden Horseshoe (the "Growth Plan") and the Region of Peel Official Plan and the City of Mississauga Official Plan, all of which support residential intensification in built-up areas. In particular, the proposed development is also in keeping with the conclusions and recommendations of the East Bloor Corridor Study, adopted by Council in April 2013.

From a land use perspective, the proposal will contribute to the achievement of numerous Provincial and municipal policy objectives that promote intensification and a range of housing choices within built-up urban areas, particularly in locations that are well served by municipal infrastructure, including frequent transit service. The proposal will contribute to the revitalization of an existing apartment neighbourhood that predominantly consists of "tower in the park" style apartment buildings and has seen minimal new housing added since the area was initially developed in the late 1960s and early 1970s.

From a built form and urban design perspective, the proposed development is an appropriate and compatible design response to the existing "tower in the park" apartment site and its surroundings. The site is an ideal location for infill apartment development given its large site size, signalized access to Bloor Street, and separation from lowrise residential neighbourhoods. The proposed buildings have been designed to fit harmoniously within the existing and planned context for the East Bloor Corridor, and provide an appropriate transition and separation to buildings on the site and in the surrounding area. The development will substantially improve the internal organization of the site, with improved circulation and landscaping to encourage pedestrian activity and provide on-site amenities.

It is our opinion that the proposed height and density being sought through the requested amendments to the City of Mississauga Official Plan and Zoning By-law are appropriate and desirable. Accordingly, we recommend approval of the applications.

SITE & SITE SURRED SINGS

2.1 Subject Site

The subject site is located at 1840-1850 Bloor Street, on the south side of Bloor Street, approximately 200 metres west of Etobicoke Creek. It is a large site and generally rectangular in shape, with 202.39 metres of frontage along Bloor Street and a depth of approximately 180 metres at the east lot line and approximately 202 metres at the west lot line. Near the west lot line, the front lot line begins to curve slightly southward, following the curve of Bloor Street. The site has an area of 39,280 square metres. See **Figure 2**, Aerial Photograph.

The subject site is currently occupied by two 14-storey slab-style rental apartment buildings constructed in the 1960s. The two towers are positioned perpendicularly to one another, with the westerly building (1840 Bloor Street) oriented north-south and the easterly building (1850 Bloor Street) oriented east-west.



Subject site: 1840 Bloor Street West looking southwest



Subject site: 1850 Bloor Street West looking northwest



Figure 2 - Aerial Photograph



Pool at rear of subject site



Tennis court/basketball court at rear of subject site



Swing set at rear of subject site

The design and layout of the buildings is based upon the modernist "tower in the park" architectural style, which used substantial separation distances and setbacks to mitigate built form impacts. As such, the setbacks and separation distances are substantial. The 1840 Bloor and 1850 Bloor buildings are set back approximately 34 metres and 40 metres from the front lot line, respectively, and the separation distance between the two towers is approximately 44 metres. Each tower contains 167 dwelling units, for a total of 334 existing dwelling units on the site. A range of unit sizes are provided, including 167 one-bedroom units (50%), 113 twobedroom units (34%) and 54 three-bedroom units (16%). Combined, the existing buildings have an estimated gross floor area of 34,198 square metres.

The remainder of the subject site has a significant amount of surface parking, located in two parking lots on the eastern and western portions of the property. The southern and central portions of the site are currently landscaped open space, primarily consisting of open lawns and trees. An outdoor pool, swing set and tennis court, which has recently been converted to a basketball court, are located roughly in the centre of the site. A line of trees runs along the south lot line, buffering the site from the industrial area to the south. Internal pedestrian walkways run around portions of the buildings' perimeters and through the landscaped lawns. The existing buildings do not contain any notable indoor amenity spaces.

Garbage is currently stored within each building, with external collection from a loading space located on the west side of the 1840 Bloor building and a loading space located on the south side of the 1850 Bloor building.

The two buildings share a driveway access opposite the signalized intersection of Bloor Street and Bridgewood Drive. Both towers have drop-off areas in front of their primary entrances, accessed via the private driveway. A pedestrian walkway from 1850 Bloor connects directly to Bloor Street.

Parking for each of the existing buildings is provided separately, with at- and below-grade parking areas for each building. Enclosed ramps located on the north side of 1840 Bloor and the east side of 1850 Bloor provide entrance and egress to the respective underground parking areas. The at-grade parking for 1840 Bloor is located to the east of the building, and the atgrade parking for 1850 Bloor is located to the west of the building. The 1840 Bloor building has 150 outdoor parking spaces and 72 belowgrade parking spaces, while 1850 Bloor has 105 outdoor parking spaces and 99 below-grade parking spaces. A total of 426 parking spaces are currently provided on site, including 22 spaces designated for visitors.



Driveway access at Bloor Street and Bridgewood Drive



1850 Bloor Street below-grade parking ramp



Tree line buffer at south lot line



1840 Bloor Street below-grade parking ramp



1840 Bloor Street at-grade parking

Hydro Corridor looking south from Bloor Street



1780 Bloor Street looking south from Bloor Street



1745 Bloor Street looking north from Bloor Street

2.2 Surroundings

The subject site forms part of a corridor of predominantly tall and mid-rise "tower in the park" apartment buildings as well as some low-rise cluster townhouses that extend along Bloor Street generally between Dixie Road to the west and the Etobicoke Creek to the east. Largely developed throughout the mid-1960s and early 1970s, the apartment buildings along Bloor Street are generally characterized by large setbacks with passive open space or surface parking occupying the front and side yards.

There is no distinguishable pattern in the siting, organization or height of the buildings along the Bloor Street corridor. In the area, buildings are oriented parallel or perpendicular to the public street, with varying setbacks and an undulating pattern of heights that range from 6 to 26 storeys. One of the defining characteristics of the area is the prevalence of tall apartment buildings in proximity to low-rise residential uses, such as townhouses and detached dwellings. The following provides an overview of the existing land uses and built form context in the vicinity of the subject site.

Directly west of the subject site is an approximately 37-metre wide north-south hydro corridor, landscaped with grass and lines of trees on the eastern and western edges. The Project Status Report generated by the City of Mississauga after the applicant's DARC meeting indicated that the City is in discussions with Hydro One to secure a multi-use trail within the hydro corridor.

West of the hydro corridor on the south side of Bloor is a 6-storey apartment building (1780 Bloor Street). West of the rear portion of the subject site, beyond the hydro corridor and south of 1780 Bloor Street, there are two-storey townhouses and one- to two-storey detached houses that front onto Kirkwall Crescent and back onto the hydro corridor.

Further west along Bloor Street are two existing 11-storey apartment buildings (1750 Bloor Street and 3315 Fieldgate Drive). In 2018, a rezoning and Official Plan Amendment application was filed to construct two new infill apartment buildings on 1750 Bloor and 3315 Fieldgate Drive, which is still under review. The latest proposal includes a 15-storey building on the Bloor Street frontage to the west of 1750 Bloor Street, with a 7-storey building located at the rear of the property to the east of 3315 Fieldgate Drive.

West of the hydro corridor on the north side of Bloor is a 10-storey apartment building (1785 Bloor Street), two 9-storey apartment buildings (1759 and 1745 Bloor Street) and a single-storey gas station (1715 Bloor Street).

West of Fieldgate Drive is an 11-storey apartment building (1665 Bloor Street), two 12-storey apartment buildings (1625 Bloor Street and 1615 Bloor Street) and a 6-storey apartment building (1525 Bloor Street) on the north side of Bloor Street, and two 8-storey apartment buildings (3320 Fieldgate Drive and 1660 Bloor Street), a 4-storey condominium apartment (1627 Bloor Street) and a large 2-storey townhouse development (1560 Bloor Street and 69 Havenwood Drive) on the south side of Bloor Street.



1759 Bloor Street looking north from Bloor Street



1785 Bloor Street looking north from Bloor Street



1835 Bloor Street looking north from Bloor Street



1867 Bloor Street looking north from Bloor Street



Etobicoke Creek looking south from Bloor Street



1855 Bloor Street looking northwest from Bloor Street



1900 Bloor Street looking south from Bloor Street



3280 Wharton Way and Road looking north towards (Google Streetview image, May 2019)

1865 Sharlyn subject site

Directly north of the subject site is 4-storey apartment building on the west side of Bridgewood Drive (1835 Bloor Street), with a 4-storey apartment building and an 11-storey apartment building (1855 and 1867 Bloor Street, respectively) on the east side of Bridgewood Drive. The building at 1855 Bloor Street is one of the few recent apartment developments along the Bloor Street corridor. To the north of these buildings is a low-rise residential area generally comprised of one- and two-storey detached houses.

Directly east of the subject site is Lenworth Towers, a 14-storey apartment building oriented north-south (1900 Bloor Street). The building is located on the eastern portion of the lot and set back more than 70 metres from the shared lot line. A large surface parking area occupies the western portion of the property with an enclosed underground garage ramp in the centre. The rear portion of the property contains open space and trees, with a small single-storey accessory building near the southern edge of the property. Further east is the Etobicoke Creek, which forms the boundary between the City of Toronto and Peel Region and the City of Mississauga. On the west side of Etobicoke Creek is an 18-hole private golf club (Markland Wood Golf Club, 245 Markland Drive).

Directly south of the subject site is the Summerville industrial area which consists of large industrial and warehouse buildings containing a variety of employment uses.

Directly south of the subject site are two single-storey industrial buildings with extensive surface parking and loading areas occupied by Wajax Inc., an industrial equipment supplier (3280 Wharton Way and 1865 Sharlyn Road). Outdoor storage of equipment is located at the rear of these buildings, adjacent to the property line shared with the subject site. Southeast of the subject site, south of Lenworth Towers, is a single-storey industrial building occupied by a liquidation warehouse (Direct Liquidation Toronto, 1885 Sharlyn Road), and two large-floorplate buildings comprised of commercial retail units which include a print shop, a furniture store and a private technical school (3289 and 3279 Lenworth Drive).

2.3 Transportation Network

The subject site fronts onto the south side of Bloor Street, which is a major east-west residential and commercial thoroughfare that connects from Central Parkway to the Don Valley in Toronto. Bloor Street is a Major Collector with a planned right-of-way width of 30 metres. Presently, Bloor Street includes a four-lane road surface with a soft landscaped boulevard and sidewalks on both sides of the street.

The subject site is serviced by MiWay public transit by way of a bus route along Bloor Street that stops directly in front of the 1840 Bloor Street building. The MiWay Route #3 (Bloor) bus provides direct service along Bloor Street

between the City Centre Transit Terminal at the Square One Shopping Mall in the west and the Kipling and Islington subway stations on the Toronto Transit Commission's Bloor-Danforth line (Line 2) in the east. Route #3 operates all day, every day, with a frequency of five to fifteen minutes during weekdays. See Figure 3.

Additionally, the Dixie GO Station is located approximately 2 kilometres southwest of the subject site. The Dixie GO Station is on GO Transit's Milton Line regional commuter rail service, which operates between Milton and Union Station during peak periods on weekdays.

Bloor Street is also identified as a Primary On-Road long term cycling route.

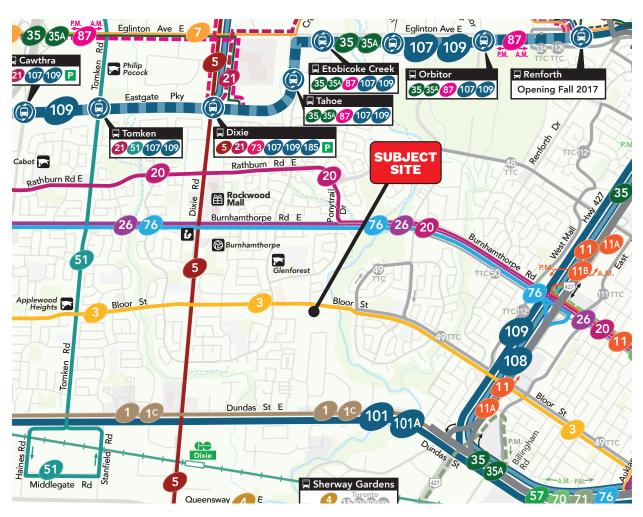


Figure 3 - MiWay Transit Map

PROPOSAL

3.1 Description of the **Proposal**

The proposal envisions the revitalization of an existing "tower in the park" apartment site through the introduction of two new apartment towers, significant shared indoor and outdoor amenity space, and a comprehensive approach to landscaping and site circulation. The development vision contemplates contextually appropriate intensification on underutilized land in a manner than enhances the vitality and functionality of the subject site and contributes to the ongoing revitalization of an older apartment neighbourhood.

The proposed development includes two new 18-storey buildings (50.78 metres to the main roof, 56.78 metres to the top of the mechanical penthouse), joined by a 4-storey "L"-shaped base building. The orientation and design of the new tower components balances and complements the locations and heights of the existing buildings on site, resulting in a unified site structure centred around a new outdoor amenity courtyard area. See Figure 4-Site Plan and Figures 5a-5d-Flevations.

The proposed towers are envisioned to reflect an architectural expression that complements the modernist character of the Bloor Street apartment neighbourhood. The pattern of masonry and glass at the base creates a rhythm of solids and voids, grounding the building and framing the central amenity courtyard.

The towers utilize texture and materiality to create a complementary presence that balances the existing slab towers. The wrap-around balconies visually emphasize the towers, while the masonry components create the impression of slimness, resulting in a modern interpretation of a slab-like building. A comprehensive landscape plan will introduce new and attractive outdoor amenity space, while retaining large areas of existing mature trees. Proposed amenities include a new playground and outdoor seating.

Base and Towers

The base building includes dwelling units overlooking the central courtyard and 3 levels of above-grade parking at the rear. On the ground level, two residential lobbies are provided, which are both accessed from the central driveway. The interior of the ground level includes bicycle storage rooms, garbage storage, and two loading spaces which are located in the southwest and northwest corners of the building. Garbage from 1850 Bloor Street will be relocated and also picked up from the new internal loading space in Building C, in addition to the garbage from the new buildings.

The second and third levels contain dwelling units with inset balconies and above-grade parking, and the fourth level contains dwelling units and a large indoor amenity area connected to an outdoor amenity terrace that faces southward. The development will provide a total of 772 square metres of indoor amenity space and a total of 3,524 square metres of outdoor amenity space. This represents a total of 5.6 square metres of amenity space for the new and existing units, of which approximately one square metre per unit is located indoors.

The two 18-storey towers extend above the base building: Building C is located on the eastern portion of the base and is oriented north-south, and Building D is located on the western portion of the base and is oriented east-west. The towers include a mixture of inset and projecting balconies. A total of 433 units are proposed, with a total of 181 one-bedroom units (41.8 percent), 209 two-bedroom units (48.3 percent) and 43 three-bedroom units (10 percent).

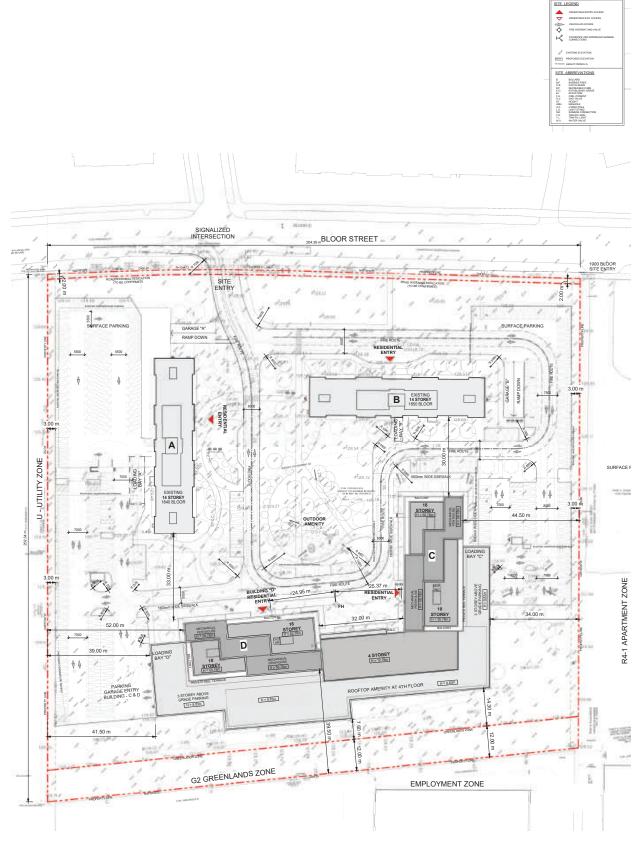


Figure 4 - Site Plan (Prepared by IBI Group)

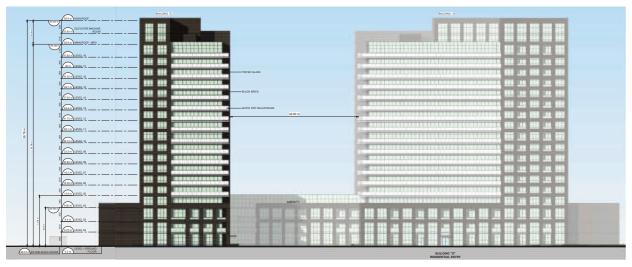


Figure 5a - North Elevation (Prepared by IBI Group)

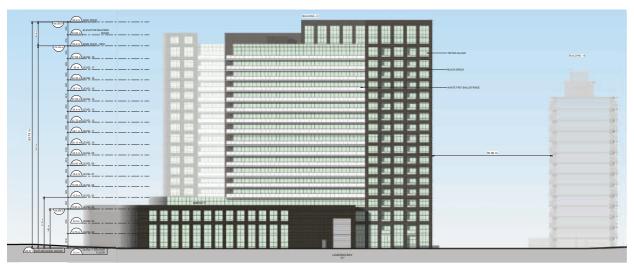


Figure 5b - East Elevation (Prepared by IBI Group)

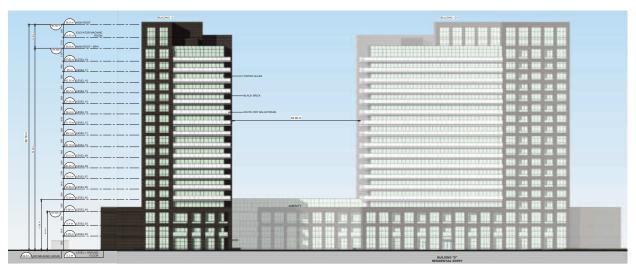


Figure 5c - South Elevation (Prepared by IBI Group)



Figure 5d - West Elevation (Prepared by IBI Group)

Site Access, Circulation, Loading, and Parking

The subject site will continue to gain access from the signalized intersection on Bloor Street. The existing access to the east parking lot on the north side of 1850 Bloor will be retained, while the north access to the west parking lot will be closed and landscaped to provide improved site safety and circulation. More details can be found in the Urban Transportation Considerations report prepared by BA Group and filed with this application.

Vehicular access to the new parking spaces will be located in the southwest corner of the new building. A total of 1,036 parking spaces will be provided on the site overall, based on a proposed minimum rate of 1.15 spaces per unit for residents and 0.2 spaces per unit for visitors. Parking for existing units will continue to be provided at grade and within the respective underground parking levels, and parking for the new units will be located within the new building and in the new below-grade level.

With respect to loading, the garbage from 1850 Bloor and from Building D will be consolidated and picked up in the new internalized loading space of Building C. The garbage from 1840 Bloor will continue to be picked up at the existing loading space on the west side of the building. A total of 4 loading spaces will be located on the site, including two existing outdoor loading spaces and two internal loading spaces (3.5 x 9.0m) in the new buildings. The relocation of garbage pickup for 1850 Bloor Street will limit noise and odour impact on the proposed amenity courtyard.

The proposed development will also include bicycle parking at a rate of 0.7 spaces per new unit for residents (303 spaces) and 0.08 spaces per unit for new and existing units for visitors (65 spaces).

A road widening along Bloor Street will be required. According to the Urban Transportation Considerations report, Mississauga Official Plan Schedule 8 illustrates a requirement for a 30.0 metre right-of-way on Bloor Street across the site frontage. Existing right-of-way widths are approximately 26.0m and 28.0m on the west and east sides of the Bloor Street/Site Access, respectively. A 2.0 metre dedication is proposed along the Bloor Street frontage of the site for the purpose of right-of-way widening. It is expected that the precise extent this widening will be confirmed later in the application process.

3.2 Key Statistics

Site Area	39,279 square metres		
Gross Floor Area: Existing Building A and B (1840 and 1850 Bloor Street) Proposed Building C and Proposed Building D TOTAL Gross Floor Area	34,198 square metres 32,230 square metres 66,428 square metres		
Floor Space Index Existing FSI Proposed FSI	0.87 1.69		
Building Height Existing Building A Existing Building B Proposed Building C Proposed Building D	14 storeys 14 storeys 18 storeys (50.78 m, 56.78 m including MPH) 18 storeys (50.78 m, 56.78 m including MPH)		
Residential Units Bachelor Units One-Bedroom Units Two-Bedroom Units Three-Bedroom Units Total Dwelling Units	0 167 (50%) 113 (33.8%) 54 (16.2%) 334	Proposed 0 181 (41.8%) 209 (48.2%) 43 (10.0%) 433	TOTAL 0 348 (45.4%) 322 (42.0%) 97 (12.6%) 767
Amenity Areas Proposed Indoor Proposed Outdoor (at grade) Proposed Outdoor (roof top) TOTAL Amenity Areas	771.69 m2 2,332.3 m2 1,191.25 m2 4,295.24 m2 (5.6 m2 per new and existing unit)		
Car Parking Spaces Resident Visitor TOTAL Parking Spaces	883 153 1,036 at 1.35 spaces per unit (1.15 per unit for residents and 0.2 per unit for visitors)		
Bicycle Parking Spaces Resident Short Term Resident Long Term Total Bicycle Parking Spaces	65 (all units) 303 (new units only) 368		

3.3 Required Approvals

An amendment to the City of Mississauga Official Plan is required in order to increase the permitted maximum density, and to allow the proposed building heights to exceed the existing building heights.

An amendment to Zoning By-law No. 0225-2007, as amended, is necessary in order increase the permitted density and to revise other development regulations as necessary to permit the proposed development.

POLICY REGULATORY C O N T E X T

4.1 Overview

As set out below, the proposed development 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 the efficient use of land and infrastructure within built-up areas.

4.2 Provincial Policy Statement (2014)

The Provincial Policy Statement 2014 ("PPS") came into effect on April 30, 2014 and provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the Planning Act, all land use planning decisions are required to be consistent with the PPS. In this regard, Policy 4.4 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

One of the key policy directions expressed in the PPS is to build strong communities by promoting efficient development and land use patterns. To that end, the PPS contains a number of policies that promote intensification, redevelopment and compact built form, particularly in areas well served by public transit.

In particular, Policy 1.1.1 provides that healthy, liveable and safe communities are sustained by promoting efficient development and land use patterns, accommodating an appropriate range and mix of residential, employment (including industrial and commercial), institutional, recreation, park and open space, and other uses, and promoting cost-effective development patterns and standards to minimize land consumption and servicing costs.

Policy 1.1.2 directs that sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years, and within settlement areas, sufficient land shall be made available through intensification and redevelopment.

Policy 1.1.3.2 of the PPS supports densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities, and which are transit-supportive where transit is planned, exists or may be developed. Policy 1.1.3.3 provides that planning authorities shall identify appropriate locations promote opportunities for intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities. In addition, Policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact built form, while avoiding or mitigating risks to public health and safety.

With respect to housing, Policy 1.4.3 requires provision to be made for an appropriate range of housing types and densities to meet projected requirements of current and future residents by, among other matters, facilitating all forms of residential intensification and redevelopment and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and public transit.

The efficient use of infrastructure (particularly public transit) is a key element of provincial policy (Section 1.6). With respect to transportation systems, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support the current and future use of transit and active transportation.

Policy 1.7.1 of the PPS states that long-term prosperity should be supported by optimizing the use of land, resources, infrastructure and public service facilities, maintaining and enhancing the viability of downtowns and mainstreets, and encouraging a sense of place by promoting well-designed built form and cultural planning.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 directs planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which: promote compact form and a

structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; and improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

For the reasons outlined in Section 5.1 of this report, it is our opinion that the proposed development and, more particularly, the requested amendments to the City of Mississauga Official Plan and Zoning By-law are consistent with the Provincial Policy Statement and, in particular, the policies relating to residential intensification and the efficient use of land and infrastructure.

4.3 Growth Plan for the Greater Golden Horseshoe

On May 16, 2019, a new Growth Plan (A Place to Grow: The Growth Plan for the Greater Golden Horseshoe) came into effect, replacing the Growth Plan for the Greater Golden Horseshoe, 2017. All decisions made on or after this date in respect of the exercise of any authority that affects a planning matter will conform with the 2019 Growth Plan, subject to any legislative or regulatory provisions providing otherwise.

While many policies in the 2019 Growth Plan are unchanged from the 2017 Growth Plan, modifications were made to policies related to employment areas, settlement area boundary expansions, agricultural and natural heritage systems, intensification and density targets, and major transit station areas.

The Guiding Principles which are important for the successful realization of the Growth Plan are set out in Section 1.2.1. Key principles relevant to the proposal include:

- supporting the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
- prioritizing intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability; and
- · supporting a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.

Section 1.2.3 provides that the Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation.

The Growth Plan policies emphasize importance of integrating land use and infrastructure planning, and the need to optimize the use of the land supply and infrastructure. The Growth Plan includes objectives that support the development of complete communities and promote transit-supportive development adjacent to existing and planned "frequent transit". As noted in Section 2.1 of the Plan:

"To support the achievement of complete communities that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made carefully. Better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and greyfields. Concentrating new development in these areas provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while also supporting a more diverse range and mix of housing options... It is important that we maximize the benefits of land use planning as well as existing and future investments in infrastructure so that our communities are well-positioned to leverage economic change."

Section 2.1 of the Growth Plan goes on to further emphasize the importance of optimizing land use in urban areas:

"This Plan's emphasis on optimizing the use of the existing urban land supply represents an intensification first approach to development and city-building, one which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area."

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated builtup 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. In this respect, Schedule 3 of the Growth Plan forecasts a population of 1,770,000 and 880,000 jobs for the Region of Peel by 2031, increasing to 1,970,000 and 970,000, respectively, by 2041.

Policy 2.2.1(4) states 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 including residential and employment 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, 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, encourage intensification generally throughout the delineated built up area, ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities, and be implemented through official plan policies and designations, updated zoning and other documents.

Policy 2.2.4(10) provides that lands adjacent 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.

In this respect, the site is located along Bloor Street, which is a major road with "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. In this regard, the service frequency for the #3 (Bloor) bus is greater than every 15 minutes during weekdays; as well, the

route runs every day of the week, albeit with somewhat reduced frequency on Saturdays and Sundays (approximately every 18 minutes and every 23 minutes, respectively).

Section 2.2.6 of the Growth Plan deals with housing. Policy 2.2.6(1) requires municipalities to support housing choice through, among other matters, the achievement of the minimum intensification and density targets in the Growth Plan by identifying a diverse range and mix of housing options and densities to meet projected needs of current and future residents, including establishing targets for affordable ownership and rental housing. Notwithstanding Policy 1.4.1 of the PPS, Policy 2.2.6(2) states that, in implementing Policy 2.2.6(1), municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth; planning to achieve the minimum intensification and density targets; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify the overall housing stock across the municipality.

Generally, the infrastructure policies set out in Chapter 3 place an emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. The introductory text in Section 3.1 states that:

"The infrastructure framework in this Plan requires that municipalities undertake an integrated approach to land use planning, infrastructure investments, and environmental protection to achieve the outcomes of the Plan. Co-ordination of these different dimensions of planning allows municipalities to identify the most cost-effective options for sustainably accommodating forecasted growth the horizon of this Plan to support the achievement of complete communities. It is estimated that over 30 per cent of infrastructure capital costs, and 15 per cent of operating costs, could be saved by moving from unmanaged growth to a more compact built form. This Plan is aligned with the Province's approach to long-term infrastructure planning as enshrined in the Infrastructure for Jobs and Prosperity Act, 2015, which established mechanisms to encourage principled, evidence-based and strategic long-term infrastructure planning."

Policies 3.2.3(1) and 3.2.3(2) state that public transit will be the first priority for transportation infrastructure planning and major transportation investments, and that decisions on transit planning and investment will be made according to a number of criteria including prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels, and increasing the capacity of existing transit systems to support strategic growth areas.

For the reasons outlined in Section 5.1 of this report, it is our opinion that the proposed development and, more particularly, requested amendments to the City of Mississauga Official Plan and Zoning By-law conform with the 2019 Growth Plan and, in particular, the policies encouraging growth and intensification generally throughout existing built-up areas, including areas with frequent transit service.

4.4 Region of Peel Official

The Region of Peel Official Plan ("Regional Official Plan") was adopted by Regional Council on July 11, 1996 and was subsequently appealed to the Ontario Municipal Board. Sections of the Regional Official Plan that were not subject to appeal came into effect on October 1, 1997. The most recent consolidation of the Regional Official Plan is dated December 2018. A review of the Regional Official Plan is currently underway.

Regional Structure

The subject site forms part of the Mississauga Urban System as shown on Schedule D (Regional Structure) to the Regional Official Plan and is identified as part of the "Built-Up Area" as identified on Schedule D4 (the Growth Plan Policy Areas in Peel).

Section 5.1.2 outlines the goal of Peel Region with respect to its urban structure, which is:

"... to provide a diversity of healthy complete communities for those living and working in Peel Region, offering a wide range and mix of housing, employment and recreational and cultural activities. These communities will be served and connected by a multimodal transportation system and provide an efficient use of land, public services, finances and infrastructure, while respecting the natural environment, hazards and resources and the characteristics of existing communities in Peel."

Section 5.3.1 of the Regional Official Plan sets out objectives for the Urban System which seek to, among other matters:

- establish healthy, complete urban communities that contain living, working and recreational opportunities, and which respect the natural environment, resources and the characteristics of existing communities;
- achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services;
- achieve an urban structure, form and densities which are pedestrian-friendly and transitsupportive;
- recognize the integrity and physical characteristics of existing communities in Peel; and
- provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.

Section 5.3.2 of the Regional Official Plan sets out general policies for the Urban System. Policy 5.3.2.2 states that urban development and redevelopment will be directed to the Urban System within the 2031 Regional Urban Boundary, consistent with the policies of the Regional Official Plan and the area municipal official plans.

Policy 5.3.2.6 directs that area municipalities will include policies in their official plans that, while taking into account the characteristics of existing communities:

- support the Urban System objectives of the Regional Official Plan;
- support pedestrian-friendly and transit-supportive urban development;
- provide transit-supportive opportunities for redevelopment, intensification and mixed land use: and
- support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.

Growth Management

The Regional Official Plan sets out policies for growth management. Section 5.5.1 identifies the general objectives for growth management that seek to, among other matters:

- optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit station areas;
- establish intensification and greenfield density targets;
- manage growth based on the growth forecasts and intensification targets;
- support planning for complete communities that are compact, well designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs; and
- optimize the use of existing and planned infrastructure and services.

To achieve these objectives, Policy 5.5.2.1 seeks to facilitate the development of complete communities that are compact, well-designed and transit-oriented; include a diverse mix of land uses and accommodate people at all stages of life; and have an appropriate mix of housing, a good range of jobs, high quality public open space, and easy access to retail and services. Similarly, Policy 5.5.2.2 seeks to direct a significant portion of new growth to the built-up areas of the community through intensification.

Section 5.5.3 addresses the Region's intensification goals and states that forms of intensification include redevelopment, development of underutilized lots within previously developed areas, infill development, and the expansion or conversion of existing buildings. A number of general objectives for achieving the intensification policies of the Regional Official Plan are set out in Section 5.5.3.1. Among other matters, these objectives seek to:

- achieve compact and efficient urban forms;
- optimize the use of existing infrastructure and services;
- revitalize and/or enhance developed areas;
- intensify development on underutilized lands;

- reduce dependence on the automobile through the development of mixed-use, transit supportive, pedestrian-friendly urban environments;
- optimize all intensification opportunities across the Region; and,
- achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.

To that end, Policies 5.5.3.2.2 and 5.5.3.2.3 seek to facilitate and promote intensification, particularly within urban growth centres, intensification corridors, nodes and major transit station areas, and any other appropriate areas within the built-up area.

The intensification policies require that, by 2015 and for each year until 2025, a minimum of 40 percent of the Region's residential development occurring annually be located within the built-up area (Policy 5.5.3.2.4). Additionally, Policy 5.5.3.2.5 requires that by 2026 and for each year thereafter, a minimum of 50 percent of the Region's residential development occurring annually be located within the built-up area. To the year 2031, the Regional Official Plan requires that the minimum amount of residential development occurring within the built-up area of Mississauga is 52,000 dwelling units.

Housing

The Housing policies of the Regional Official Plan are set out in Section 5.8. The general objectives for housing seek to:

- provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents;
- foster the availability of housing for all income groups, including those with special needs;
- foster efficient and environmentally-sensitive use of land and buildings in the provision of housing; and
- achieve annual minimum new housing targets for the Region by tenure.

Policy 5.8.2.2 encourages area municipalities to establish policies in their official plans that, while taking into account the characteristics of existing communities, support residential redevelopment in appropriate areas that have sufficient existing or planned infrastructure and

cost-effective development standards for new residential development, redevelopment and intensification.

Policy 5.8.2.3 encourages and supports area municipalities to plan for a range of densities and forms of housing affordable to all households, including low- and moderate-income households. Policy 5.8.2.5 provides that the Region of Peel will support the initiatives of the area municipalities in the construction and retention of rental housing. To that end, Policy 5.8.2.6 supports collaboration between area municipalities and other stakeholders (e.g. the building and development industry and landowners) to encourage new residential development, redevelopment and intensification in support of Regional and area municipal official plan policies promoting compact forms of development and residential intensification.

According to Policy 5.8.2.14, Regional Council is to review and update, jointly with the area municipalities, annual minimum new housing unit targets as shown below, based on most recent Census of Canada results and other relevant sources:

Annual Minimum New Housing Unit Targets in Peel:

- Social Housing: 17%
- Affordable Rental: 3%
- Market Rental and Affordable Ownership: 35%
- Market Ownership: 45%

4.5 City of Mississauga **Official Plan**

City of Mississauga Official ("Mississauga Official Plan") was adopted by City Council on September 29, 2010 and was approved by the Region of Peel on September 22, 2011. The Mississauga Official Plan was appealed in its entirety; however, the appeals were scoped, and a number of appeals were withdrawn. As such, the Mississauga Official Plan is now in force and effect, except for appeals applying to specific lands. None of the policies applicable to the subject proposal are under appeal.

Growth Management Policies

Chapter 5 ("Direct Growth") sets out the broad growth management framework and describes the Urban System that will be used as the framework for determining where population and employment growth will be directed and encouraged and, conversely, those areas of the City that are expected to remain relatively stable. Section 5.1 of the Mississauga Official Plan states that:

"Mississauga's population and employment growth prospects are expected to remain strong over the next 25 years. Mississauga has sufficient land to accommodate projected growth to 2031 and beyond. As Mississauga is now at the end of its greenfield growth phase, new growth will be accommodated through redevelopment and intensification within developed areas [...]

"Encouraging compact, mixed use development in appropriate locations will provide greater opportunities to live and work in Mississauga and reduce the need for extensive travel to fulfill the needs of dayto-day living. Directing growth to locations with existing or planned higher order or express transit service and enhancing opportunities for walking and cycling will allow for competitive alternatives to vehicular travel, which will minimize impacts on our environment and promote public health."

Policy 5.1.3 states that forecasted growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:

- a. protect ecological functions, public health and safety;
- b. utilize existing and proposed services and infrastructure such as transit and community infrastructure:
- c. minimize environmental and social impacts;
- d. meet long term needs;
- e. build strong, liveable, universally accessible communities; and
- f. promote economic prosperity.

Section 5.3 sets out the City Structure, which is intended to organize the City into functional areas to establish the framework for planning policies that will guide development. The City Structure consists of a number of elements, including: the Downtown, Major Nodes, Community Nodes, Corporate Centres, Neighbourhoods and Employment Areas, as well as Special Purpose Areas. The subject site is located within the Neighbourhoods element of the City Structure as shown on Schedule 1 (Urban System) (**See Figure 6**).

Figure 5-5 sets out height and density permissions for each of the City Structure elements. Within Neighbourhoods, the maximum permitted building height is four storeys and there are no prescribed density limitations.

Section 5.3.5 sets out the general polices for Neighbourhoods. The Official Plan states that Neighbourhoods are characterized as physically stable areas with a character that is to be protected and are not appropriate for significant intensification. The Mississauga Official Plan notes that the policies for Neighbourhoods are not intended to imply that these areas will remain

static or that new development must imitate previous development patterns but rather that, when development does occur, it should be sensitive to the Neighbourhood's existing and planned character.

To that end, Policy 5.3.5.3 states that, where higher density uses are proposed within Neighbourhoods, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.

Policy 5.3.5.5 provides that intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan. Further, Policy 5.3.5.6 states that new development in Neighbourhoods will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.

Section 5.5 acknowledges that, while future growth will primarily be directed to Intensification Areas, "other areas of the city, such as Neighbourhoods, will receive modest additional growth in keeping with established land use patterns and their existing or planned character."

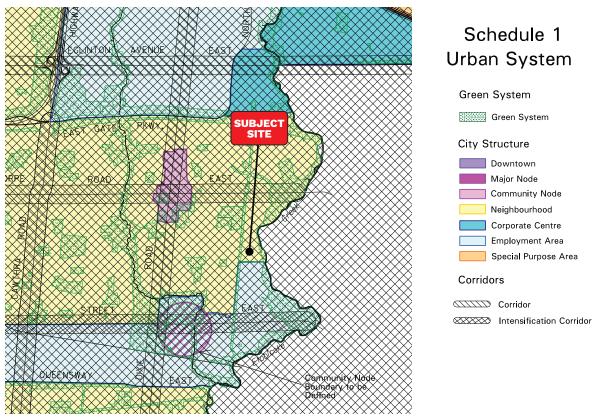


Figure 6 - City of Mississauga Official Plan - Schedule 1 - Urban System

Complete Community Policies

The complete community policies of the Mississauga Official Plan are set out in Chapter 7 ("Complete Communities"). These policies address elements of urban living particularly important to completing communities, including policies regarding meeting the housing needs of people of all ages, abilities and income groups; providing opportunities for education, physical fitness, leisure, social interaction, worship and spiritual contemplation; protecting and enjoying the city's rich cultural heritage; providing the inclusion of art and culture; and creating areas with distinct identities that foster community identity and pride.

To that end, Policy 7.1.3 states that, in order to create a complete community and develop a built environment supportive of public health, the City will:

- encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community and recreational land uses;
- b. design streets that facilitate alternative modes of transportation such as public transit, cycling and walking;
- encourage environments that foster incidental and recreational activity; and
- d. encourage land use planning practices conducive to good public health.

Furthermore, Policy 7.1.6 states that the City will ensure that the housing mix can accommodate people with diverse housing preferences and socio-economic characteristics and needs.

Section 7.2 speaks specifically to housing policies. It is expected that most future additions to the housing stock will be higher density forms, particularly apartments. To that end, Policy 7.2.1 provides that Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents, and Policy 7.2.2 states that Mississauga will provide opportunities for:

- a. the development of a range of housing choices in terms of type, tenure and price;
- the production of a variety of affordable dwelling types for both the ownership and rental markets;
 and
- c. the production of housing for those with special needs, such as housing for the elderly and shelters.

Policy 7.2.4 requires the City to ensure that the quality and quantity of the existing housing stock is maintained. In accordance with Policy 7.2.7, Mississauga is to directly assist all levels of government in the provision of rental housing by assisting the development of new rental units through the promotion of, and participation in, programs aimed at producing rental housing and supporting the preservation of the rental housing stock

Built Form Policies

The built form and urban design policies of the Mississauga Official Plan are set out in Chapter 9 ("Build a Desirable Built Form"). Generally, these policies are intended to ensure that new development respects the experience, identity and character of the surrounding context; ensures connectivity and integration of surrounding uses; and contributes to the overall vision for the city.

Section 9.1 of the City of Mississauga Official Plan states that:

"Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties. Redevelopment projects include a range of scales, from small residential developments to large scale projects, such as redeveloping strip malls. Redevelopment must also be sensitive to the existing urban context and minimize undue impacts on adjacent properties."

With respect to Neighbourhoods, Policy 9.1.3 states that infill and redevelopment will respect the existing and planned character of the area, while Policy 9.1.9 provides that urban form will support the creation of an efficient multimodal transportation system that encourages a greater utilization of transit and active transportation modes. Additionally, Policy 9.1.10 states that the city vision will be supported by site development that:

- a. respects the urban hierarchy;
- b. utilizes best sustainable practices;

- c. demonstrates context sensitivity, including the public realm;
- d. promotes universal accessibility and public safety; and
- e. employs design excellence.

To achieve this end, the City may undertake or require studies that develop additional policies, guidelines and design control tools that may contain more specific urban form requirements (Policy 9.1.14).

Distinct from the City Structure set out in Chapter 5 of the Mississauga Official Plan, Section 9.2 outlines the City Pattern that defines Mississauga and includes: Intensification Areas; Non-Intensification Areas; Green System; and Cultural Heritage. The city pattern is a reflection of policies and land use decisions that direct growth and is the major driver of the city's image.

Section 9.2.2 states that non-intensification areas, including Neighbourhoods, will experience limited growth and change with lower densities, lower building heights and more homogeneous land uses than Intensification Areas. Policy 9.2.2.1 specifies that, in non-intensification areas, building heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved. Further, Policy 9.2.2.2 states that tall buildings will generally not be permitted in non-intensification areas.

The Mississauga Official Plan recognizes that new development need not mirror existing development. Rather, Policy 9.2.2.3 states that new development in Neighbourhoods will:

- a. respect existing lotting patterns;
- respect the continuity of front, rear and side yard setbacks:
- c. respect the scale and character of the surrounding area:
- d. minimize overshadowing and overlook on adjacent neighbours;
- e. incorporate stormwater best management practices;
- f. preserve mature high quality trees and ensure replacement of the tree canopy; and
- g. be designed to respect the existing scale, massing, character and grades of the surrounding area.

Section 9.3 provides policies regarding the public realm. Policy 9.3.1.4 requires that development be designed to, among other things, be pedestrian oriented and scaled and support transit use, be attractive, safe, and walkable, and accommodate a multi-modal transportation system. Policy 9.3.1.7 requires that streetscapes be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.

Policy 9.3.5.5 requires that private open space and/or amenity areas will be required for all development, and Policy 9.3.5.6 provides that residential developments of significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.

Section 9.4 sets out policies ensure the ease of movement between the built form and transit facilities and active transportation routes. Policy 9.4.1.1 and Policy 9.4.1.3 provide that the design of all development will foster the improvement of connections and accessibility for transit users and promote active transportation modes, by:

- a. locating buildings at the street edge, where appropriate;
- b. requiring front doors that open to the public street;
- c. ensuring active/animated building façades and high-quality architecture;
- d. ensuring buildings respect the scale of the street;
- e. ensuring appropriate massing for the context;
- f. providing pedestrian safety and comfort; and
- g. providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.

Policy 9.4.1.4 provides that development will provide for pedestrian safety through visibility, lighting, natural surveillance and minimizing vehicular conflicts. Policy 9.4.2.3 states that, where buildings and structures are separated from roadways by parking lots, efforts to upgrade pedestrian access to buildings through landscaping, site design and the development of street related frontages is encouraged.

Section 9.5 sets out general policies for new development with respect to site organization and buildings. Policy 9.5.1.1 directs 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. Policy 9.5.1.2 provides that development should be compatible and provide appropriate transition to existing and planned development by having regard for a number of key elements, including but not limited to:

- streets and block patterns;
- the size and configuration of properties along a street, including lot frontages and areas;
- · continuity and enhancement of streetscapes;
- the size and distribution of building mass and
- front, side and rear yards;
- · the orientation of buildings, structures and landscapes on a property;
- views, sunlight and wind conditions;
- the local vernacular and architectural character as represented by the rhythm, textures and building materials;
- privacy and overlook; and
- the function and use of buildings, structures and landscapes.

Additionally, Policy 9.5.1.3 specifies that site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. Buildings will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces (Policy 9.5.1.4). Policy 9.5.1.9 requires new development to 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.

Policy 9.5.2.1 states that high quality, diverse and innovative design will be promoted in a form that reinforces and enhances the local character, respects its immediate context and creates a quality living or working environment. According to Policy 9.5.2.2, new development will be sited and massed to contribute to a safe and comfortable environment for pedestrians by:

- a. providing walkways that are connected to the public sidewalk, are well lit, attractive and safe;
- b. fronting walkways and sidewalks with doors and windows and having visible active uses inside;

- c. avoiding blank walls facing pedestrian areas; and
- d. providing opportunities for weather protection, including awnings and trees.

Policy 9.5.2.7 provides that site development should respect and maintain the existing grades on-site. Policies 9.5.2.8 and 9.5.2.9 encourage site designs that conserve energy and water. Policy 9.5.2.11 provides that site development will be required to, among other things:

- provide enhanced streetscape;
- provide landscaping that complements the public
- preserve significant trees on public and private lands; and
- provide landscaping that beautifies the site and complements the building form.

Additionally, Policy 9.5.3.2 states that buildings must clearly address the street with principal doors and fenestration facing the street in order to:

- a. ensure main building entrances and at-grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk;
- b. provide strong pedestrian connections and landscape treatments that link the buildings to the street; and
- c. ensure public safety.

Policy 9.5.3.3 states that building façades should be articulated to include changes in materials or material treatments, as well as the indication of transition between floors and interior spaces to provide visual interest and relief. Policies 9.5.3.5 and 9.5.3.7 state that front façades should be parallel to the street, and that buildings will be pedestrian oriented through the design and composition of their façades, including their scale, proportion, continuity, rhythms, texture, detailing and materials.

With respect to tall buildings, Policy 9.5.3.9 seeks to minimize undue physical and visual negative impact relating to: microclimatic conditions, including sun, shadow and wind; noise; views; sky view; and adjacent cultural heritage resources, open spaces, the public realm, community infrastructure and residences. Policy 9.5.3.10 provides that the lower portion of tall building developments will include a built form that achieves street frontage and at grade relationships to support a pedestrian oriented environment.

Policy 9.5.3.11 encourages the choice of building materials for their functional and aesthetic quality, sustainability and ease of maintenance. Policy 9.5.3.16 provides that buildings should coordinate and integrate vehicular and servicing access to minimize their visual prominence, and Policy 9.5.3.17 requires that mechanical equipment, vents and metering devices be integrated into the building design and not be visible from the public realm. Policy 9.5.3.18 requires the integration of rooftop mechanicals and appurtenances into building design.

Section 9.5.4 provides policies relating to the relationship to the public realm. Policy 9.5.4.1 states that development proposals should enhance public streets and the open space system by creating a desirable street edge condition, and Policy 9.5.4.2 requires the creation of an attractive and comfortable public realm through the use of landscaping, screening of unattractive views, protection from the elements, and buffering of parking, loading and storage areas. Policy 9.5.4.5 states that built form will relate to the width of the street right-of-way.

Policy 9.5.5.1 directs that parking should be located underground, internal to the building or to the rear of buildings. Policy 9.5.5.2 provides that above grade parking structures should be screened in such a manner that vehicles are not visible from public view and have appropriate directional signage to the structure. Policy 9.5.5.5 requires the provision of secure bicycle parking, and Policy 9.5.5.7 provides that service, loading and garbage storage areas should be internal to the building or located at the rear of the building and screened from the public realm.

Section 9.5.6 outlines policies related to Crime Prevention through Environmental Design principles (CPTED). Policy 9.5.6.1 requires that site layout, buildings and landscaping will be designed to promote natural surveillance and personal safety. Policy 9.5.6.2 provides that active building frontages should be designed to face public spaces, including entries and windows, to ensure natural surveillance opportunities. Policy 9.5.6.3 states that development should clearly define areas of access and egress to avoid the creation of entrapment areas. Policy 9.5.6.4 provides that development should incorporate lighting to ensure all designated areas of circulation, entrance and connections are appropriately illuminated.

Land Use Policies

The Mississauga Official Plan sets out general policies for all land use designations in Chapter

11, and the policies for Neighbourhood Character Areas are set out in Chapter 16. The subject site forms part of the Applewood Character Area as shown on Schedule 9 (Character Areas) and is designated as *Residential High Density* on Schedule 10 (Land Use Designations) (see **Figure 7**).

Section 11.2.5 of the Mississauga Official Plan sets out the general land use policies for residential designations. Within the *Residential High Density* designation, Policy 11.2.5.6 permits apartment dwellings, as well as all forms of townhouse dwellings accessory to apartment dwellings on the same property. Convenience commercial uses are also permitted at grade within an apartment building.

Policy 16.1.1.1 permits a maximum building height of four storeys within Neighbourhoods, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies. At the same time, Policy 16.1.1.2 states that proposals for building heights of 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 hierarchy is maintained; and
- d. the development proposal is consistent with the policies of the Plan.

Policy 16.1.2.4 provides that proposals for additional development on lands with existing apartment buildings will recognize and provide appropriate transition to adjacent low density residential uses.

The policies applicable to the Applewood Character Area are set out in Section 16.2 of the Mississauga Official Plan. Section 16.2.1 describes the area as a mature and well-established neighbourhood with a mix of detached, semidetached, townhouse and apartment dwellings.

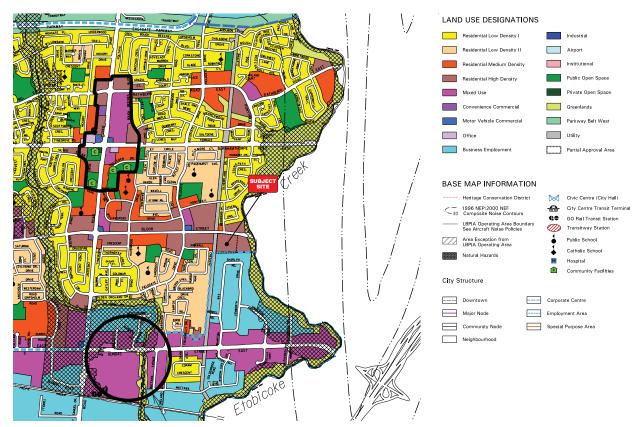


Figure 7 - City of Mississauga Official Plan - Schedule 10 - Land Use

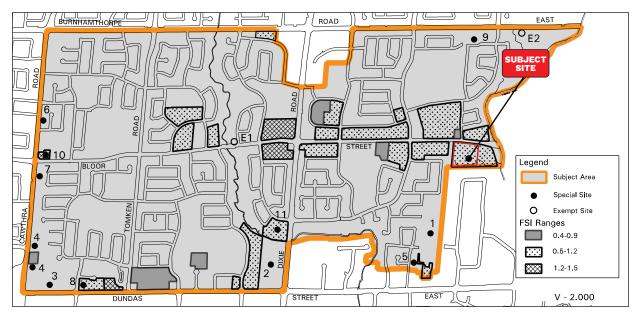


Figure 8 - City of Mississauga Official Plan Map 16-2 - Applewood Neighbourhood Character Area

Apartments are predominantly located along arterial and major roads and are an important piece of the overall housing stock. Apartments should be retained to provide housing options for varying lifestyle and economic needs. Major collector roads like Bloor Street will be the focus of future low-rise and mid-rise mixed use development.

Specifically, Policy 16.2.2.1 recognizes that, along Bloor Street east of Dixie Road, development consists primarily of high density residential uses, with some mixed uses. The policy states that:

"High density residential development should relate to the street, with buildings sited to minimize setbacks from Bloor Street. Efforts to develop a continuous street frontage through the construction of ground related podium structures (not including above ground parking structures), intensive landscaping at the street edge, and the orientation of buildings parallel to the street are encouraged."

Map 16-2 illustrates a density range of between 0.5 FSI and 1.2 FSI for the subject site (see **Figure 8**).

For medium and high density development within the Applewood Character Area, Policy 16.2.3.1 states that 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, however, where 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.

4.6 East Bloor Corridor Study

At its meeting on April 10, 2013, City Council received for information the East Bloor Corridor Review — Background and Interim Strategy (the "East Bloor Corridor Study") and adopted City staff's recommendation to utilize the findings of the study in the review of development applications within the study area.

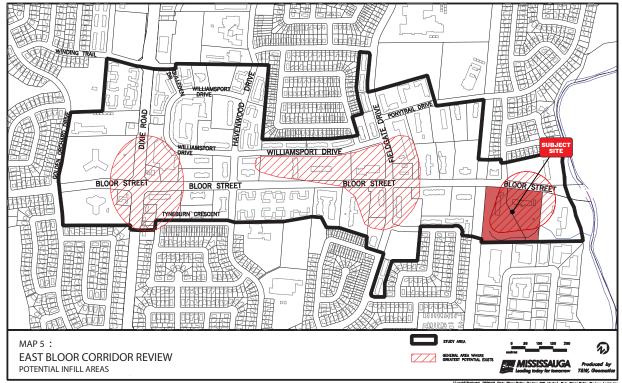
The East Bloor Corridor Study area extends between Dixie Road to the west and the Etobicoke Creek to the east, and generally includes properties that are within 100 to 200 metres of the south side of Bloor Street and between 150 and 400 metres of the north side of the street. The study area contains a significant concentration of "tower in the park" style apartment and townhouse buildings that were constructed throughout the mid-1960s and early 1970s.

The purpose of the East Bloor Corridor Study is to identify opportunities for revitalization and redevelopment along the corridor, guided by a set of urban design guidelines and based on a detailed review of the existing physical and demographic context of the neighbourhood and an assessment of the applicable planning framework, as well as an analysis of potential development sites.

Map 5 to the East Bloor Corridor Study identifies potential infill areas within the study area. As shown on **Figure 9**, the subject site forms part of a potential infill area that is focused to the east of the hydro corridor. Section 5.1 identifies a number of criteria that were considered in evaluating appropriate sites for potential infill development, including among other matters:

- size of the property;
- proximity of uses that could mitigate impacts;
- proximity of sensitive land uses;
- · proximity of other apartment buildings;
- · location of existing buildings; and
- extent of existing buildings and potential surplus land.

Based on this analysis, the East Bloor Corridor Study concludes that, although the City's Official Plan policies generally speak to restricting infill development to townhouses, or in some cases, a five-storey building, somewhat taller apartment buildings may be appropriate in certain locations (e.g. when surrounded by other apartment buildings and townhouses, commercial plazas or employment areas), based on a site-specific review as part of an Official Plan Amendment application.



NOTE: Site specific review required to confirm appropriateness of infill development, and may require amendments to the Official Plan and Zoning By-Law. There may be some sites outside of shaded areas where infill development could be accompodated.

Figure 9 - East Bloor Corridor Potential Infill Areas (Map 5)

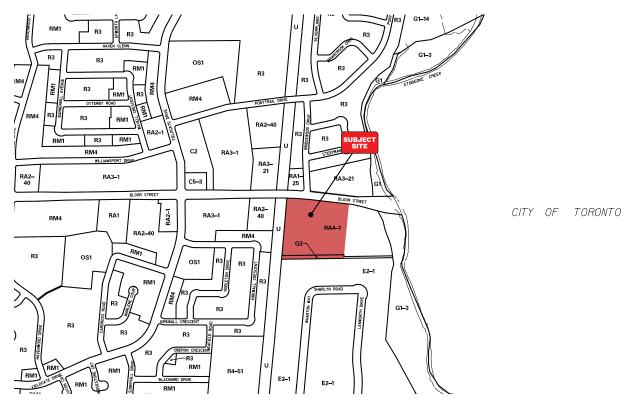


Figure 10 - Map 19 to the Mississauga Zoning By-law 0225-2007

Section 7 of the East Bloor Corridor Study sets out a number of urban design guidelines that are intended to be used in the evaluation of infill development proposals on larger apartment sites within the study area. The urban design guidelines have been prepared with the desire to consider and protect the character-defining features of the area as well as to ensure that, where infill development opportunities exist, transition and fit are appropriately addressed so that new buildings make a positive contribution to the overall condition of the area.

The East Bloor Corridor Study urban design guidelines are intended to reflect a context-sensitive approach that guides and provides direction on the general location, disposition and treatment of new development, including strategies for the public realm. A detailed analysis of the East Bloor Corridor Study urban design guidelines is provided in Section 5.6 of this report.

4.7 Zoning

The subject site is zoned Residential Apartment ("RA4-1") and Greenlands ("G2") on Map 19 to Schedule 'B' of the City of Mississauga Zoning By-law No. 0225-2007, as amended (see **Figure 10**).

Within the RA4-1 zone, permitted uses include an apartment, retirement building, and long-term care building. The maximum permitted height is 18 storeys (56.0 metres). The site-specific exception attached to the RA4-1 zone prescribes a minimum floor space index of 0.5 times the lot area and a maximum FSI of 1.0. A summary of the key regulations for the RA4-1 zone is provided below in **Table 1**.

Table 1 - Summary of Key RA4-1 Zoning Regulations

Zoning Provision	Regulation
Min. Lot Frontage (m)	30.0 m
Max. Building Height (m / storeys)	56.0 m / 18 storeys
Min. Floor Space Index	0.5 FSI
Max. Floor Space Index	1.0 FSI
Max. GFA - Apartment Zone per storey for each storey above 12 storeys	1,000 m ²
Min. Front Yard Setback (m)	7.5m
Height is equal to 13.0m or less	7.5m
Height is greater than 13.0m or less than or equal to 20.0m	8.5m
Height is greater than 20.0m or less than or equal to 26.0m	9.5m
Height is greater than 26.0m	10.5m
Min. Interior Side Yard Setback (m)	
Height is equal to 13.0m or less	4.5m
Height is greater than 13.0m or less than or equal to 20.0m	6.0m
Height is greater than 20.0m or less than or equal to 26.0m	7.5m
Height is greater than 26.0m	9.0m
Where an interior side lot line abuts an Apartment or Utility Zone	4.5m

Zoning Provision	Regulation
Min. Rear Yard Setback (m)	
Height is equal to 13.0m or les	7.5m
Height is greater than 13.0m or less than or equal to 20.0m	10.0m
Height is greater than 20.0m or less than or equal to 26.0m	12.5m
Height is greater than 26.0m	15.0m
Min. Landscaped Open Space (%)	40.0%
Minimum Above Grade Separation Between Buildings (m)	
Height is equal to 13.0m or less	3.0m
Height is greater than 13.0m or less than or equal to 20.0m	9.0m
Height is greater than 20.0m or less than or equal to 26.0m	12.0m
Height is greater than 26.0m	15.0m
Minimum amenity area	The greater of 5.6 m ² per dwelling unit or 10% of the site area
Minimum amenity area to be provided outside at grade	55.0 m ²

The Greenlands Zone ("G2") applies to a strip of land along the rear portion of the subject site. Based on our discussions with City Planning Staff, it is understood that the Greenlands strip has a width of 12 metres. The permitted uses in the G2 zone are flood control, stormwater management, erosion management, natural protection area, and natural heritage features and areas conservation.

LS.O.J.
PLANNING & NANALYSIS

Intensification 5.1

Intensification on the subject site is supported by policy directions articulated 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 urban area that are well served by municipal infrastructure, including public transit.

The proposal is in keeping with the intensification policies of both the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. In particular, the 2019 Growth Plan transit-supportive promotes development along major roads such as Bloor Street, which have frequent transit service. In our opinion, the proposed addition of two new residential apartment buildings, connected by a low-rise base, on underutilized portions of the subject site represents a desirable opportunity to provide a significant number of new housing units within an established apartment neighbourhood that has been identified as an appropriate location for intensification and infill development.

Infill development on the subject site is further supported by policies set out in the Regional Official Plan which seek to optimize intensification opportunities across the Region in manner that contributes to the achievement of compact and efficient urban form, optimizes the use of existing infrastructure and services, revitalizes or enhances existing neighbourhoods and intensifies development on underutilized lands.

The subject site is located on the East Bloor Corridor, which is a corridor of mid-rise and tall "tower in the park" style apartment buildings developed throughout the mid-1960s and early 1970s. The subject site has access to a public transit route along Bloor Street, with frequent transit service that directly connects to existing and planned higher order public transit located at the Mississauga City Centre as well as along the TTC's Bloor-Danforth subway line.

The Mississauga Official Plan supports intensification in Neighbourhoods that is compatible with, and sensitive to, the existing and planned built context through the use of appropriate transitions in built form, density and scale. Recognizing that Neighbourhoods will not remain static, the Mississauga Official Plan provides that higher density land uses may be permitted on sites identified through a local area review, along Corridors, or in conjunction with existing apartment sites or commercial centres.

In this respect, the subject site has been identified through the East Bloor Corridor Study as an appropriate location for infill development and intensification. The East Bloor Corridor Study recognizes that, although the Mississauga Official Plan policies generally speak to restricting infill development to medium density residential uses (e.g. townhouses and low-rise apartment buildings), the development of taller buildings may be appropriate in certain locations based on a site-specific review as part of an Official Plan Amendment application.

The subject site contains a significant amount of underutilized land that can accommodate new development while maintaining appropriate built form relationships with the existing and adjacent buildings. Only about 9.4 percent of the subject site is currently occupied by the footprints of the two existing apartment buildings and the remaining portions contain mostly passive landscaped open space and surface parking areas. As a result of the proposed development, the lot coverage of new and existing buildings will increase to approximately 20 percent, with new outdoor amenity spaces that will be programmed for use by residents.

Mississauga is at the end of its greenfield growth phase and, therefore, new growth will need to be accommodated through redevelopment and intensification within developed areas. In accordance with the policies for development in Neighbourhoods set out in Section 9.1 of the Mississauga Official Plan, the proposed development has been organized to respect the existing and planned character of the area and will support the creation of an efficient, multimodal transportation system that encourages greater utilization of public transit and active transportation modes.

Based on the foregoing, it is our opinion that optimization of density on the subject site would be in keeping with both good planning practice and overarching Provincial, Regional and City policy direction, subject to achieving appropriate built form relationships.

5.2 Land Use

The proposed apartment residential uses are consistent with the existing use of the subject site, as permitted in the *Residential High Density* designation of the Mississauga Official Plan and the Residential Apartment (RA4-1) zone in Zoning By-law No. 0225-2007. The proposal represents a continuation of the existing apartment use, and a comprehensive approach to improved shared amenity spaces and enhanced landscaping will ensure that the revitalized site will complement the surrounding land use context of mid-rise and tall apartment buildings that extends along the East Bloor Corridor.

The Mississauga Official Plan establishes a 4-storey height limit within lands identified as Neighbourhoods on the City Structure map and the Applewood Character Area policy 16.2.3.1 provides that, for High Density Development, new development should not exceed the height of any existing buildings on the property. Further, Map 16-2 for the Applewood Neighbourhood Character Area prescribes density range of 0.5 to 1.2 FSI. As such, an Official Plan Amendment is required, and is being submitted as part of this application.

As set out below, the proposed development will fit harmoniously within the existing and planned built form context and will conform with the criteria for new development in non-intensification areas set out in Policy 9.2.2 and the general site development policies set out in Policies 9.5.1.2, 9.5.1.3 and 9.5.1.4, as well as the policies for new development in the Applewood Character Area as set out in Section 16.2.1 of the Mississauga Official Plan.

5.3 Housing

In our opinion, the proposal is supportive of Provincial, Regional and City policies that encourage a range and mix of housing to accommodate people with diverse housing preferences and socio-economic characteristics and needs.

The East Bloor Corridor study highlights the need for new purpose-built rental housing, stating that the vacancy rate for rental buildings in the study area was 1.2 percent (based on October 2011 data), which is below the City average of 1.4 percent and below what is considered a balanced market rate of 3 percent. The proposed development provides new rental housing that expands the range of housing choices, with a variety of unit types and sizes to meet a variety of needs. The proposal will also retain the existing buildings and provide new amenities for all residents to share.

5.4 Height, Massing, and Density

As noted in Section 5.1 above, the subject site is an appropriate location for intensification from a planning policy perspective. From a built form perspective, the subject site is an appropriate location for the proposed new 18-storey buildings, given the existing and planned context of the apartment neighbourhood along Bloor Street.

Existing apartment buildings along Bloor Street are characteristic of "tower in the park" apartment neighbourhoods located throughout Mississauga, typically fronting onto arterial roads at the edge of low-rise residential areas and surrounded by large open spaces and surface parking areas, with substantial separation distances to adjacent low-rise residential areas.

As shown on **Figure 11**, there is no distinguishable pattern of building heights along the Bloor Street Corridor. As an example, adjacent to the intersection of two arterial roads, Bloor Street and Dixie Road, are the two tallest buildings along the corridor at 25 and 26 storeys as well as some of the shortest apartment buildings (6 to 8 storeys). The remainder of Bloor Street primarily consists of building heights between 8 and 14 storeys.

Although Policy 16.2.3.1 of the Mississauga Official Plan states that new development "should not" exceed the height of any existing buildings on the property, it is our opinion that the determination of appropriate building heights for new development should be based on an assessment of existing patterns of building height, built form relationships and potential impacts. Existing building heights on the subject site, while part of the built form context, should not be determinative in evaluating the appropriate built form approach for intensification and infill development.

The site forms part of a distinct apartment neighbourhood along the East Bloor Corridor that lies between Etobicoke Creek and the hydro corridor, with the Summerville industrial area to the south. Due to both the size of the subject site and its unique locational attributes, in our opinion the site represents an appropriate location for moderately taller buildings that those existing on the site currently.

The site and the adjacent site to the east have already been developed with 14-storey towers, which are taller than the majority of the apartment buildings along the corridor. At 18 storeys (50.78 metres, 56.78 metres including mechanical penthouse), the proposed buildings would be taller than the majority of the buildings along the corridor yet still within the range of heights along the corridor as a whole. In particular, the proposed heights are only moderately taller than the existing buildings on the site and adjacent site, respecting the existing scale of development in this node. It is also important to note that the proposed height falls within the as-of-right zoning height for the site which permits a height of 18 storeys and 56.0 metres, plus a mechanical penthouse of up to 6.0 metres.

Unlike most of the apartment sites along Bloor Street, the subject site is substantially separated and buffered from low-rise residential uses and other sensitive land uses. The nearest low-rise residential properties are located to the west of the hydro corridor, resulting in a total separation of over 90 metres from the tower of Building D to the closest low-rise residential property (52 metre setback from the tower to the west lot line and approximately 37 metres across the hydro corridor). The new buildings have also been substantially set back from the apartment site to the east.

When viewed from Bloor Street, the new buildings will be substantially set back and screened from the public realm by the existing buildings. The existing buildings will provide a visual transition of height towards Bloor Street, which will result in a comfortable relationship with the street. Internally, the towers are well-separated from the existing buildings.

In our opinion, the proposal meets the tests set out in Policy 16.1.1.2 for proposals for heights greater than 4 storeys by achieving an appropriate transition in heights that respects the surrounding context without resulting in any unacceptable built form impacts (as discussed below) and by enhancing the existing and planned development context (i.e. the mid-rise and tall building context of the East Bloor Corridor). The substantial size of the site, in combination with the layout and orientation of the existing apartment buildings, presents an opportunity to introduce moderately taller buildings than what currently exists on the site and will contribute positively to the character of the area.

With respect to massing, the proposed development has been massed to fit the existing and planned built form context. The proposed new buildings will complement the modernist character of the East Bloor apartment neighbourhood. The tower components will not be set back above the 4-storey base building, which will give the impression that the buildings are individual towers connected by a low-rise element rather than a more typical tower-andpodium design. The pattern of masonry and glass at the base creates a rhythm of solids and voids, grounding the building and framing the central amenity courtyard. Both towers use texture and materiality to create a complementary presence that balances the existing slab towers on the site. The wrap-around balconies visually emphasize the towers, while the masonry components create the impression of slimness, resulting in a modern interpretation of a slab-like building. With respect to the size of the floorplates, the zoning by-law establishes a maximum floor plate size of 1,000 square metres of GFA for each storey above 12 storeys. The proposed towers will have a GFA of 977 metres, meeting the by-law requirements.



Figure 11 - Height Map - Apartments

From a density perspective, it is our opinion that the proposed total FSI of 1.69 is desirable and appropriate, and represents a modest increase over the as-of-right density permissions. While the Mississauga Official Plan does not generally provide for density limitations in the Neighbourhoods city structure element or the Residential High Density designation, the policies for the Applewood Character Area identify minimum and maximum densities of 0.5 FSI and 1.2 FSI, respectively.

However, the East Bloor Corridor Study states that, while Official Plan policies generally speak to restricting infill development to medium density residential uses (e.g. townhouses and low-rise apartment buildings), the development of taller buildings may be appropriate in certain locations based on a site-specific review as part of an Official Plan Amendment application. As part a planned intensification area along Bloor Street, optimization of the potential density on the subject site through the development of taller buildings that achieve appropriate built form relationships is central to the revitalization of the corridor.

From a planning policy perspective, it is appropriate and desirable to optimize density on the subject site given its location in an apartment neighbourhood with proximity to high frequency transit service and given the lack of built form impacts on low-rise neighbourhoods. A quantitative assessment of density should not be determinative in evaluating proposals for new development, but should also consider potential built form impacts resulting from the proposed density. A detailed evaluation of the potential built form impacts resulting from the proposed development is provided in Section 5.5 of this report.

5.4 Built Form Impacts

As set out below, it is our opinion that the proposed development would have minimal and acceptable built form impacts on surrounding properties, including the surrounding apartment buildings within the Residential High Density designation to the east and north, and the Residential Medium Density and Residential Low Density II designations to the west of the hydro corridor.

Light, View, and Privacy

Light, view and privacy (LVP) impacts are generally addressed through a combination of spatial separation, orientation and mitigating measures between buildings. Although there are no design guidelines for the development of tall buildings outside of Downtown Mississauga, 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. The zoning by-law requires a minimum separation distance of 15 metres for building elements greater than 26.0 metres in height.

The Building C tower will be separated from the existing 1850 Bloor Street building by a minimum of 30 metres and the Building D tower will be separated from 1840 Bloor by a minimum of 33 metres, while the towers of Building C and Building D will be separated by a minimum of 32 metres. These separation distances are at least twice the by-law requirement of 15 metres and will ensure adequate light, view and privacy for the existing and new tenants on the site. Further, the new buildings have been oriented perpendicularly to the existing buildings to further mitigate LVP impacts by limiting the width of the face-to-face portions of the buildings.

The Building C tower has been set back a minimum of 44.5 metres from the east lot line, providing substantial separation to the apartment site to the east (1900 Bloor Street) and allowing appropriate separation for potential future intensification on that site, should it occur. The Building D tower has been set back a minimum of 39.5 metres from the rear lot line and 52 metres to the west lot line, allowing appropriate separation for potential future development of these lands, should it occur.

Shadow Impacts

A Shadow Study was prepared by IBI Group in support of the proposed development. The shadow study includes an assessment of the net incremental shadow impact of the proposed development on residential private outdoor amenity space (e.g. private rear yards, 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, 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, incremental shadows are cast on low-rise private amenity areas of the townhouses fronting onto Kirkwall Crescent only at sunrise (5:37 a.m.) on June 21st, and they move fully off this area by 7:07 a.m. No shadows are cast on low-rise residential buildings on September 21st.

With respect to public amenity areas, public open spaces, parks and plazas, and turf and flower gardens, there are none impacted by the proposed development.

With respect to shadowing of on-site amenity areas, the common at-grade outdoor amenity area that is part of the proposed development will have a Sun Access Factor of:

- June 21 64%
- September 21 45%
- December 21 29%.

While the Sun Access Factor does not meet the criterion, we note that part of the shadow cast on the outdoor amenity area is due to the existing buildings. Between March and September, when outdoor amenities typically receive their heaviest use, the proposed development substantially complies with this criterion.

With respect to public streets, the proposed development casts no incremental shadowing on low- and medium-density residential streets on September 21st. The proposed development casts no incremental shadowing after 9:12 a.m. on Bloor Street on September 21st. The proposed development results in no incremental shadowing until after 5:12 p.m. on Sharlyn Road/Lenworth Drive on September 21st, and no incremental shadowing on Wharton Way.

With respect to building faces of low-rise residential buildings, on September 21st, incremental shadows from the new buildings do not fall on any properties containing low-rise residential buildings including townhouses, detached and semi-detached dwellings.

Based on this analysis, it is our opinion that the proposed development will create minimal and acceptable shadowing impacts on adjacent low-rise neighbourhoods, or private amenity areas, and no impact on public parks in accordance with Policy 9.2.2.3 and Policy 9.5.3.9 of the Mississauga Official Plan.

Wind Impacts

A Pedestrian Wind Study was prepared by RWDI in support of the proposed development. The purpose of the study was to assess the wind environment around the proposed development in terms of pedestrian comfort and safety. The study is required as per the City of Mississauga's Urban Design Terms of Reference for Pedestrian Wind Comfort and Safety Studies.

The study concludes that wind conditions that meet the safety criterion are predicted at all locations and for all configurations assessed. Existing conditions are comfortable for standing or walking in the summer and generally comfortable for walking in the winter. These conditions are appropriate for the intended use of most areas and are typical for this area of Mississauga. Uncomfortable wind speeds occur to the east and west of Building B during the winter months.

With the addition of the proposed development to the site, wind speeds are still expected to be comfortable for the intended use throughout the year, with calmer wind speeds close to the proposed building perimeters. Potentially higher-than-desired wind speeds are predicted in the outdoor amenity area in the summer. The pre-existing areas of uncomfortable wind speeds in the existing configuration are anticipated to improve in the presence of the proposed development.

In the summer, wind speeds on the Level 4 amenity terrace are anticipated to be comfortable for the intended use in most areas; however, higher-than-desired wind speeds are expected in the northwest area, to the east of the base of Building D. Elevated wind conditions predicted in the winter months may be considered acceptable as the outdoor amenity terrace would not be used frequently during this time.

5.6 Urban Design

In accordance with the criteria for development in Neighbourhoods as set out in Policy 9.2.2.3 of the Mississauga Official Plan, the proposed buildings will:

- respect the continuity of front and side yard setbacks;
- respect the existing scale, massing, and character of the site and surrounding area by providing two towers that are moderately taller than the existing buildings on the subject site and the adjacent site, have floor plates smaller than 1,000 square metres, and architecturally complement the surrounding slab-style building context;
- provide substantial separation distances between existing and new towers, and substantial setbacks to side and rear property lines to minimize overshadowing and overlook on adjacent neighbourhoods; and
- preserve existing mature trees, where possible.

The proposed development has been designed in accordance with the public realm, site organization and building policies set out in Policies 9.3.1.4, 9.3.5.6, 9.4.1.1, 9.4.1.3, 9.4.1.4, 9.4.2.3, 9.5.1.2, 9.5.1.4, 9.5.1.7, 9.5.1.9, 9.5.2.1, 9.5.2.2, 9.5.3.2, 9.5.3.3, 9.5.3.5, 9.5.3.7, 9.5.3.9, 9.5.4.5, 9.5.6.1, 9.5.6.2, 9.5.6.3 and 9.5.6.4 of the Mississauga Official Plan. In particular, the proposed development has been designed to:

- be oriented to pedestrians and support transit use by improving site circulation to encourage pedestrian activity on the site, connecting existing and new front doors to the new pathway system on site and providing improved pedestrian connections to Bloor Street;
- provide common on-site amenity, including an attractive new outdoor amenity courtyard, to be shared by all residents;
- provide resident bike storage for new units within the new buildings, and visitor bike parking on site for all residents;
- respect the existing pattern of streets and blocks in the area, and retain the existing front yard setbacks on the site;
- · locate the new buildings at the rear of the site behind the existing buildings, resulting in an appropriate transition to Bloor Street;
- provide a new landscaped area between 1840 Bloor Street and the public realm with new tree planting and landscaping, and enhance the internal landscaping design of the site with new plantings and programmed areas;
- provide an appropriate height, massing and density that will not result in any unacceptable built form

- impacts and will provide appropriate transition to the surrounding area, as discussed in Section 5.5 above;
- create a well-balanced site design structured around a central amenity courtyard, provide substantial building separation, and orient the buildings perpendicularly to the existing buildings to further mitigate LVP impacts and respond to the "tower in the park" character;
- contribute to improved safety and overlook on the centre of the site with grade-related units, and provide new lighting and landscaping to enhance the pedestrian walkways;
- utilize a variety of building materials and balcony patterns to add articulation to the building design;
- provide well-glazed units at grade with separate entrances to enhance and activate the building frontages and promote natural surveillance and personal safety;
- integrate new vehicular parking and loading within the new buildings and locate garbage pickup for new buildings and 1850 Bloor Street within the new enclosed loading area in Building C;
- locate the entrances to the parking and loading areas away from the communal amenities and public realm, and screen above-grade parking within the building; and
- integrate the rooftop mechanical equipment into the building design to minimize the visual impact.

In our opinion, the proposed development is generally in keeping with the urban design guidelines set out in the East Bloor Corridor Study, as outlined below:

Streets, Access and Walkability

- 1. Enhance the existing pedestrian network by strengthening:
 - a. the pedestrian environment within apartment sites:
 - b. pathways and desire lines through apartment block sites with improved connections to existing public sidewalks, open space, transit stops and the surrounding community;
 - c. connectivity between adjacent apartment building sites and properties situated within super blocks.
- 2. Utilize existing roads and streets where possible in providing access for proposed infill.

Response: The proposed development will strengthen the internal pedestrian environment within the site by implementing a new network of pathways that connects the entrances to the existing and new buildings to the public street. Access to the site will continue to be provided from the signalized intersection at Bloor Street and Bridgewood Drive.

Lot Fabric, Character & Form

- 4. Where infill projects are considered on apartment sites, development proponents will be required to demonstrate that:
 - a. there is sufficiently large enough space to accommodate additional development on the site, precluding landscaped open space frontages or areas that wrap the sides of apartment buildings that may contribute to the presentation of the apartment property and area character;
 - such proposals are able to demonstrate how the siting of the new building(s) integrate positively with: existing buildings on the property; and the overall site organization and enhancement of the larger apartment property, including amenity areas, vehicular access and pedestrian circulation aspects;
 - c. projects are able to achieve: a good contextual fit with adjacent properties, including built form compatibility with neighbouring buildings, open space and amenity areas; and compatibility with the study area character as a whole.

Response: The site has sufficient space to accommodate additional development. The proposed 18-storey buildings are moderately taller than the existing buildings on the site and the adjacent site to the east and fall within the range of building heights in the East Bloor Corridor, resulting in a well-proportioned development that contextually fits within the site and surrounding area context and is compatible with the study area character. The new buildings have been designed and oriented to integrate positively into the subject site and will provide new indoor and outdoor amenities for all residents to share. Vehicular and pedestrian circulation through the site will be improved.

Building Typology and Form

- 5. The type, form and scale of infill development will be compatible with the typology of buildings that make up the study area.
- 6. The design of infill projects will:
 - a. mitigate differences in height between the proposed built form and the existing height and massing of adjacent buildings within the study area;
 - through built-form treatments, ensure compatible relationships with the form and scale of buildings that interface with the study area.

Response: The proposed buildings are within the range of heights of existing buildings along Bloor Street and have been organized to maintain an appropriate transition in built form to Bloor Street, the low-rise residential areas to the west, and the 14-storey apartment site to the east. The difference in height between the new and existing buildings has been mitigated through site layout and orientation, as well as through substantial building separation distances. In our opinion, the proposed 18-storey buildings will have a compatible relationship to the existing 14-storey buildings on the site.

Height, Pattern and Transition

8. Where a difference in scale exists between building heights, development will be required to deploy transition strategies through massing and built form, to achieve a harmonious relationship between proposed and existing development, and/ or adjacent open spaces.

Response: The proposed building heights have been organized on the subject site in a manner that provides for a harmonious relationship between proposed and existing development. Building D will be located over 90 metres from the nearest low-rise residential properties on the west side of the hydro corridor. In our opinion, this separation allows for a substantial visual distance between the intensity of use, and no unacceptable built form impacts will result from the proposed development.

Building Location, Siting and Orientation

- 9. The location, siting and orientation of infill projects will:
 - reinforce existing spatial qualities, setback patterns, and how buildings orient themselves to streets and frontages, side yards and property edges;
 - b. be designed to complete the street or frontage along the length of blocks and apartment sites;
 - where positioned at the rear of buildings or back of properties, will be located to form site layouts that strengthen the internal organization of apartment properties, and create a sense of 'place'; and
 - d. through site design and building placement, mitigate any differences in setback(s) between adjacent development or buildings where there are contrasting conditions between sites.

Response: The proposed buildings have been located and oriented on the subject site to reinforce the existing development pattern on the site by providing large separation distances, side yard setbacks and perpendicular building relationships to mitigate light, view and privacy impacts. The new buildings have been organized around a new central courtyard on the site, and the proposed height and massing complement and balance the existing buildings, resulting in a unified site design.

Infill development will be designed to:

- 10. ensure maximum access to sky views, natural sunlight and privacy between buildings;
 - incorporate minimum separation distances between buildings, when such proposals are located on the same development site or block, or adjacent to an existing property or site containing other buildings; and
 - b. include a minimum separation distance between building(s) measured between outside faces: 20 m (66 feet) between an apartment building (up to 5 storeys in height) and a townhouse block.

Response: As part of the proposed development, new buildings have been organized and located to preserve access to sky views, natural sunlight and privacy between buildings. The buildings substantially exceed the 15 metre requirement for tower separation in the Zoning By-law, and exceed the recommended 20 metre separation in the East Bloor Corridor Study (which applies to relationships between townhouses and apartment buildings). Within the context of an apartment neighbourhood identified as a focus area for infill development and intensification, the proposed separation distances are appropriate.

Corridor Architectural Character

- 11. The exterior design of Infill proposals should:
 - have a well-executed architectural expression that is compatible with the contemporary character and style of buildings in the general vicinity;
 - use high quality exterior materials that are resilient such as brick, wood, glass and architectural metals;
 - c. use stucco, horizontal or vertical siding materials in very limited amounts; and
 - d. use high quality fenestration and apertures, including entrance doors and garage doors.

Response: The proposed buildings have incorporated an architectural expression that complements the modernist aesthetic of the East Bloor Corridor. High quality materials will result in attractive new buildings.

Landscaped Open Space

- 12. Infill development will be required to (among other things):
 - a. conserve the generous spatial character and setback of lawns and landscaped areas that wrap around the frontages and sides of apartment buildings;
 - b. preserve existing landscapes, mature trees and vegetation that contribute positively to the existing character of individual apartment sites and the study area as a whole;
 - provide or enhance landscape treatments and plantings for: the infill project site itself; and the apartment property as a whole
 - d. build upon the existing pattern, siting and placement of trees using a mix of deciduous and evergreen species;
 - e. ensure existing amenity areas are provided, preserved or enhanced, through site furnishings, provision for playground areas and equipment;
 - f. strengthen walkways within apartment sites in order to enhance wayfinding, orientation and navigation through sites for residents and visitors;
 - g. consider the following with respect to fencing on apartment sites and improving the study area character: removal of fencing to improve the presentation of the apartment site and streetscape; or apply artful installations over existing fences with themes that express representations of culture, local history and/ or community stories; or relocate fencing to the building setback and provide soft landscape materials around the perimeter of properties;
 - h. provide a generous landscape buffer between infill project sites and exiting surface parking areas that serve apartment buildings;
 - ensure that apartment sites have sufficient illumination in parking areas, playground areas, along walkways, and near entrances to improve safety and navigation through sites during evening hours;
 - j. locate and screen service areas, ramps and garbage storage areas to minimize the impact on the adjacent streets and residences;
 - k. the creation of hard surface areas for additional parking on the site (as a result of site modifications), will be discouraged; and
 - existing parking areas will be screened with plantings where they are visible from the street, adjacent amenity areas or open spaces.

Response: The proposed development will provide substantial building separation on site and will conserve the existing front yard setback in a manner which respects the existing character. Mature trees have been integrated into the landscape design, where appropriate. New amenities will be enhanced through site furnishing and a playground. Pedestrian circulation has been improved. Service areas, new loading spaces and access to new parking spaces will be screened within the building. Details of the proposed landscape have been provided in a Landscape Concept Plan prepared by Studio TLA, which is being submitted as part of this application.

5.7 Noise Study

A Preliminary Environmental Noise Report has been prepared by Jade Acoustics Inc. as part of this application. The report concludes that with the incorporation of the appropriate acoustical abatement measures, it is feasible to develop these lands for residential use.

Based on the current analysis, no mitigation measures are required to address road traffic noise. Several options have been investigated in the preliminary report to address stationary noise sources applicable to Class 1 Area and Class 4 area.

In accordance with the City and the Ministry of Environment's implementation guidelines, where mitigation is required, future purchasers will be advised through the use of warning clauses.

5.8 Urban Design Brief

An Urban Design Brief has been prepared by Bousfields Inc. as part of this application. The report concludes that that the urban design form and pattern of the proposed infill development appropriately addresses Provincial and local policy objectives with respect to the intensification of underutilized lands within built-up areas that are well served by municipal infrastructure. Specifically, the development proposal is supportive of, and appropriately addresses, the Mississauga Official Plan urban design-related policies, in addition to the urban design-related objectives contained within the East Bloor Corridor Study.

With respect to the urban design character of Bloor Street and the contemporary character and style of buildings in the general vicinity, the proposed development is appropriate and desirable within the East Bloor Corridor, and more broadly within Mississauga. The infill development promotes a complete community by providing housing, amenity space (both indoor and outdoor) and pedestrian realm improvements, while respecting and further enhancing the generous spatial character and landscaped treatments for the infill project itself and the subject site as a whole.

The subject site is an underutilized large site identified through the East Bloor Corridor Study as an appropriate location for infill development and intensification. The site is substantially separated from low-rise residential uses, and provides appropriate transition to the surrounding area. The proposed development is appropriately scaled and massed for the site and surrounding area.

From a built form perspective, the proposed development will provide new buildings at an appropriate height and scale that enhances the surrounding apartment neighbourhood context. New landscaping will be provided, resulting in an attractive and holistic site design which improves pedestrian connectivity, provides new amenities and retains mature trees where possible. New parking and loading will be screened within the new building to minimize impact on the public realm and site amenities, and garbage from 1850 Bloor Street will be picked up within the new building, improving the overall function of the site.

5.9 Transportation and Servicing

Transportation

An Urban Transportation Considerations Report was prepared by BA Group as part of this application. The report concludes that the site is located in an area with a high level of transit accessibility, and a review of the data from the Transportation Tomorrow Survey confirms that a high proportion of apartment residents currently travel by non-auto means (in the order of 50% of the total site trips in each direction).

With respect to parking, BA Group undertook an analysis of parking rental records and a series of resident parking demand surveys. Based on the conclusions of their analysis, a resident parking supply rate of 1.15 spaces per unit is proposed for all buildings on the site. A visitor parking supply of 0.20 spaces per unit is proposed for all buildings on the site, which meets the minimum supply requirement of Zoning By-law 0225-2007.

With respect to loading, the report concludes that the application of the prevailing City of Mississauga Zoning By-Law 0225-2007 to the development results in a requirement for four loading spaces with minimum dimensions of 3.5 metres by 9.0 metres.

Four (4) loading spaces are provided at the ground level with one space provided at the east face of Building 'C' and one space provided at the west face of Building 'D'. Garbage collection for Buildings 'B' and 'D' will be consolidated into Building 'C'.

With respect to bicycle parking, the recommended bicycle parking supply rates of the City of Mississauga Cycling Master Plan have been applied to the two new buildings proposed on the site. The rate for short-term bicycle parking has been applied to all buildings on the site.

With respect to the area road network, the report concludes that the proposed development can be appropriately accommodated on the area road network.

Servicing

AFunctional Servicing and Preliminary Stormwater Management Report was prepared by Crozier and Associates as part of this application. The report concludes that the proposed development can be serviced for water, sanitary and stormwater in accordance with the City of Mississauga and TRCA requirements and standards. The report recommends the following:

- 1. Existing Buildings A and B will maintain their existing water, storm and sanitary servicing schemes. Drainage catchments for the existing buildings will be reduced as a result of the site grading.
- 2. Water demand for proposed Buildings C and D will be provided using a 200 mm diameter fire line and 100 mm diameter domestic line extending from the existing 300mm diameter watermain located in the Bloor Street right-of-way.
- 3. Sanitary servicing for Buildings C and D will be provided with a 200mm diameter sanitary sewer at a slope of 1% extending from the existing 825mm concrete sanitary sewer in the easement adjacent to the property.
- 4. Stormwater runoff from Catchment 203 will flow controlled per the TRCA Unit Flow Rates and will outlet to the 525mm storm sewer located in the Bloor Street right-of-way. Quantity control has been provided using an underground stormwater tank and an orifice tube to match the Etobicoke Creek Unit Flow rates.
- 5. Water quality for Catchment 203 will be provided through a treatment train approach including a bioswale and an OGS (Stormceptor Model EF8 or equivalent) to achieve enhanced protection (80% TSS removal).
- 6. Water balance for the site will be provided through the retention of the 5 mm rainfall event as dead storage below the invert in each stormwater tank.

IGONCLUSION

For the reasons set out in this report, it is our opinion that the applicable planning framework is supportive of intensification on the subject site, given that is located within Mississauga's builtup area and is well served by existing municipal infrastructure, including public transit.

From a land use perspective, the proposed development will facilitate the introduction of additional residential uses through intensification on underutilized portions of the subject site. All of the existing rental apartment units will be retained, and the proposed development will provide additional housing along the East Bloor Corridor in an area that has been identified by the City as an appropriate location for infill development and intensification.

From a built form perspective, the proposed development will provide new buildings at an appropriate height and scale that enhance the surrounding apartment neighbourhood context. New landscaping will be provided, resulting in an attractive and holistic site design which improves pedestrian connectivity and provides new amenities. New parking and loading will be screened within the new building to minimize impact on the public realm and site amenities.

Accordingly, it is our opinion that the proposed Official Plan Amendment and Zoning By-law Amendment application is appropriate and desirable in planning and urban design terms and we recommend that it be approved.

Respectfully submitted,

Bousfields Inc.

Peter F. Smith, MCIP, RPP

