



URBAN DESIGN BRIEF

1840 – 1850 Bloor Street
City of Mississauga

BOUSFIELDS INC.
PLANNING | DESIGN | ENGAGEMENT

March 2020
1840-1850 Bloor East Ltd.



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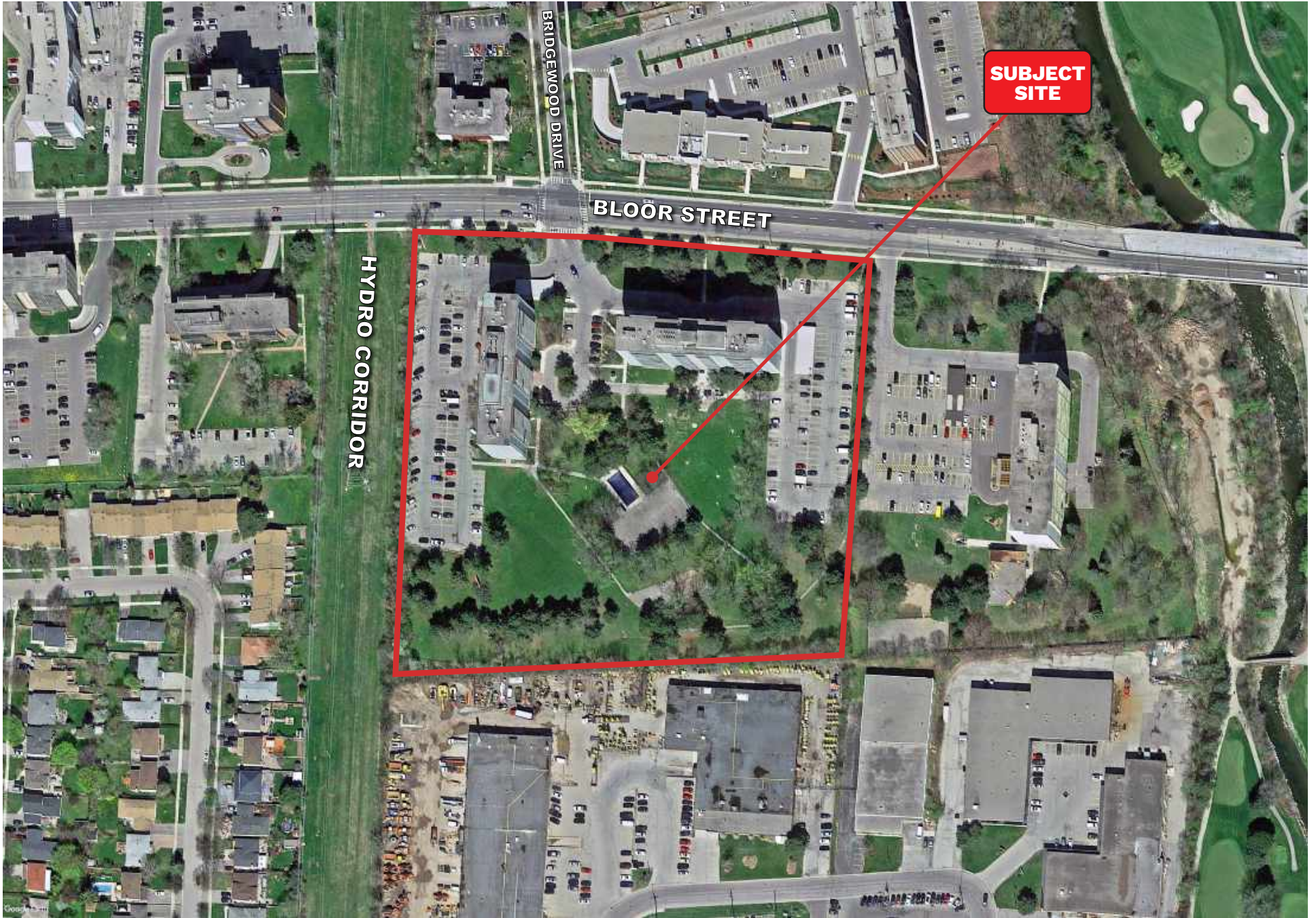


Figure 1 - Subject Site

1.0 INTRODUCTION & PURPOSE

This Urban Design Brief has been prepared by Bousfields Inc. to describe the urban design vision, strategy and rationale for the form and pattern of development being proposed by 1840-1850 Bloor East Ltd. for the lands located at 1840 – 1850 Bloor Street (“the subject site”). The Urban Design Brief is a companion document to the Planning Rationale also prepared by Bousfields Inc. in support of a Zoning By-law Amendment and Official Plan Amendment application for the infill development of the subject site. In addition to addressing the urban design policies in the City of Mississauga Official Plan and the East Bloor Corridor Study, the Brief also provides design guidance for an underutilized property. The subject site is currently occupied by two 14-storey slab-style rental apartment buildings (Building A and Building B) representing a classic “tower in the park” typology. The infill development proposal is for a residential building comprising two 18-storey towers (herein referred to Building D and Building C) sitting atop a shared 4-storey podium, located at the rear of the subject site.

This Brief concludes that the proposed development is consistent with the City’s goals and objectives established in the Official Plan; and the vision and urban design strategies set out in the East Bloor Corridor Study. It is our opinion that the form and pattern of infill development proposed for the subject site represent good urban design practice and are appropriate within the existing and planned physical surrounding context. From an urban design perspective, the proposed infill development will contribute to urban design improvements along Bloor Street Corridor on an underutilized site within an existing apartment neighbourhood. Additionally, the development proposal is respectful of the existing spatial qualities in its vicinity and of Bloor Street corridor’s architectural character and will positively contribute to the improvement of the existing building on the subject site.



Figure 2 - Surrounding Context and Open Space System

2.0 CONTEXT ANALYSIS

2.1 Subject Site

Location and Orientation

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.

Analysis of the Existing Site and Neighbourhood

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. 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.

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



Subject site: 1840 Bloor Street West looking southwest



Subject site: 1850 Bloor Street West looking northwest



Pool at rear of subject site



Tennis court/basketball court at rear of subject site



Swing set at rear of subject site



Tree line buffer at south lot line

Servicing and Access

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 at-grade parking for 1850 Bloor is located to the west of the building. The 1840 Bloor building has 150 outdoor parking spaces and 72 below-grade 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.

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.



Driveway access at Bloor Street and Bridgewood Drive



1840 Bloor Street below-grade parking ramp



1850 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



1759 Bloor Street looking north from Bloor Street



1785 Bloor Street looking north from Bloor Street

2.2 Surroundings

Overview

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.

We also note that east of Etobicoke Creek along Bloor Street in the City of Toronto, the apartment neighbourhood continues to form part of the built form area context.

West of the 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).



1835 Bloor Street looking north from Bloor Street



1855 Bloor Street looking northwest from Bloor Street



1867 Bloor Street looking north from Bloor Street



1900 Bloor Street looking south from Bloor Street



Etobicoke Creek looking south from Bloor Street



*3280 Wharton Way and 1865 Sharlyn Road looking north towards subject site
(Google Streetview image, May 2019)*

North of the 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.

East of the Site

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).

South of the Site

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).



Figure 3 - Highrise Buildings in the Immediate Context East of Site



Figure 4 - Highrise Buildings in the Immediate Context West of Site

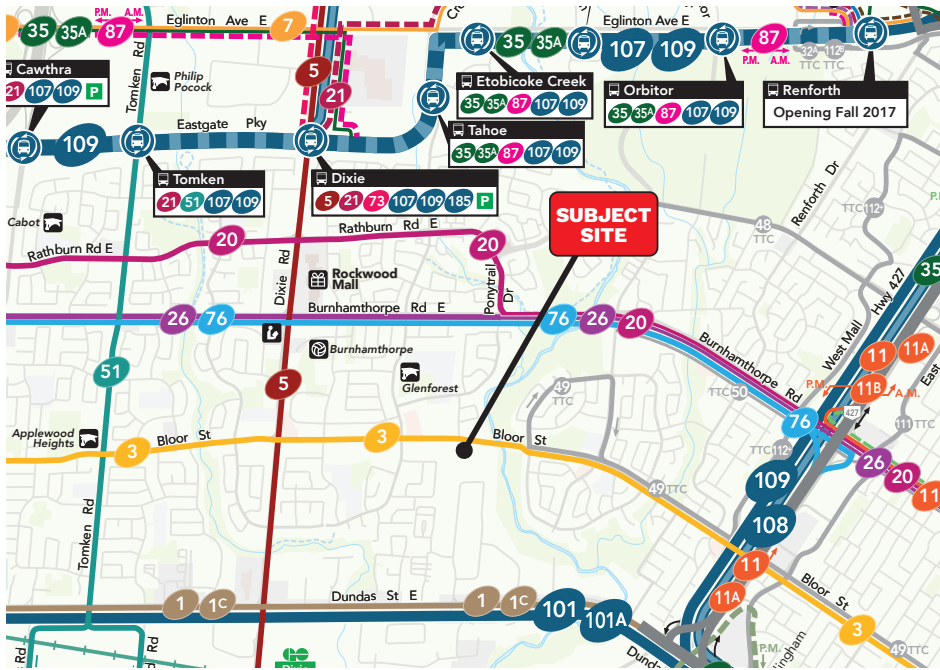


Figure 5 - MiWay Transit Map

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 River 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. 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, to 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.

Additionally, the Dixie GO Station is located approximately 2.0 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.

3.0 GOALS AND OBJECTIVES

Vision Statement

The proposal promotes the infill development of a tower-in-the-park site that can contribute to meeting key provincial and municipal goals including achieving more complete communities that are compatible with and sensitive to the existing and planned context. The proposed redevelopment represents an opportunity to make a positive contribution to the subject site and the urban design of the Bloor Street West corridor through the implementation of the following three strategies and overarching principles:

1. Intensification and Optimization
2. Active Pedestrian Realm
3. Contextual Appropriateness

Key Objectives include:

- Minimizing the development impact through site organization and built form articulation;
- Improving pedestrian movement throughout the site and connection to surrounding area;
- Enhancing on-site amenity for all residents;
- Integrating parking, loading, and servicing, where possible;
- Retaining existing mature trees, where possible;
- Designing a built form which transitions to and is harmonious with the existing character of the surrounding areas.



Figure 6 - Rendering

4.0 ANALYSIS OF THE PROPOSED DEVELOPMENT

The proposed development envisions the revitalization of an existing “tower in the park” apartment building site through the introduction of a new apartment building, significant shared indoor and outdoor amenity space, and a comprehensive approach to landscaping and site circulation. The development vision contemplates contextually sensitive intensification on underutilized lands in a manner that enhances the vitality and functionality of the subject site and contributes to the ongoing revitalization of an older apartment neighbourhood.

4.1 Site Design Site Organization

The proposal is for a residential development at the rear portion of the site, comprising of two new 18-storey buildings (Building C and Building D) joined by a shared 4-storey podium. The podium is generally L-shaped, steps down to 3 storeys towards the rear property line.

Building C is oriented north-south, parallel to Building A, providing a 34 metre setback from the easterly lot line and Building D is oriented generally east-west, parallel to the rear lot line, providing a minimum setback of 7.6 metres from the Greenland Zone and 19.6 metres from the rear lot line.

Indoor and outdoor amenity spaces are provided in a number of locations throughout the subject site, including 771.69 square metres of indoor amenity located on the 4th floor and 3,523.55 square metres of outdoor amenity located on the 4th floor and at grade.

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 area.

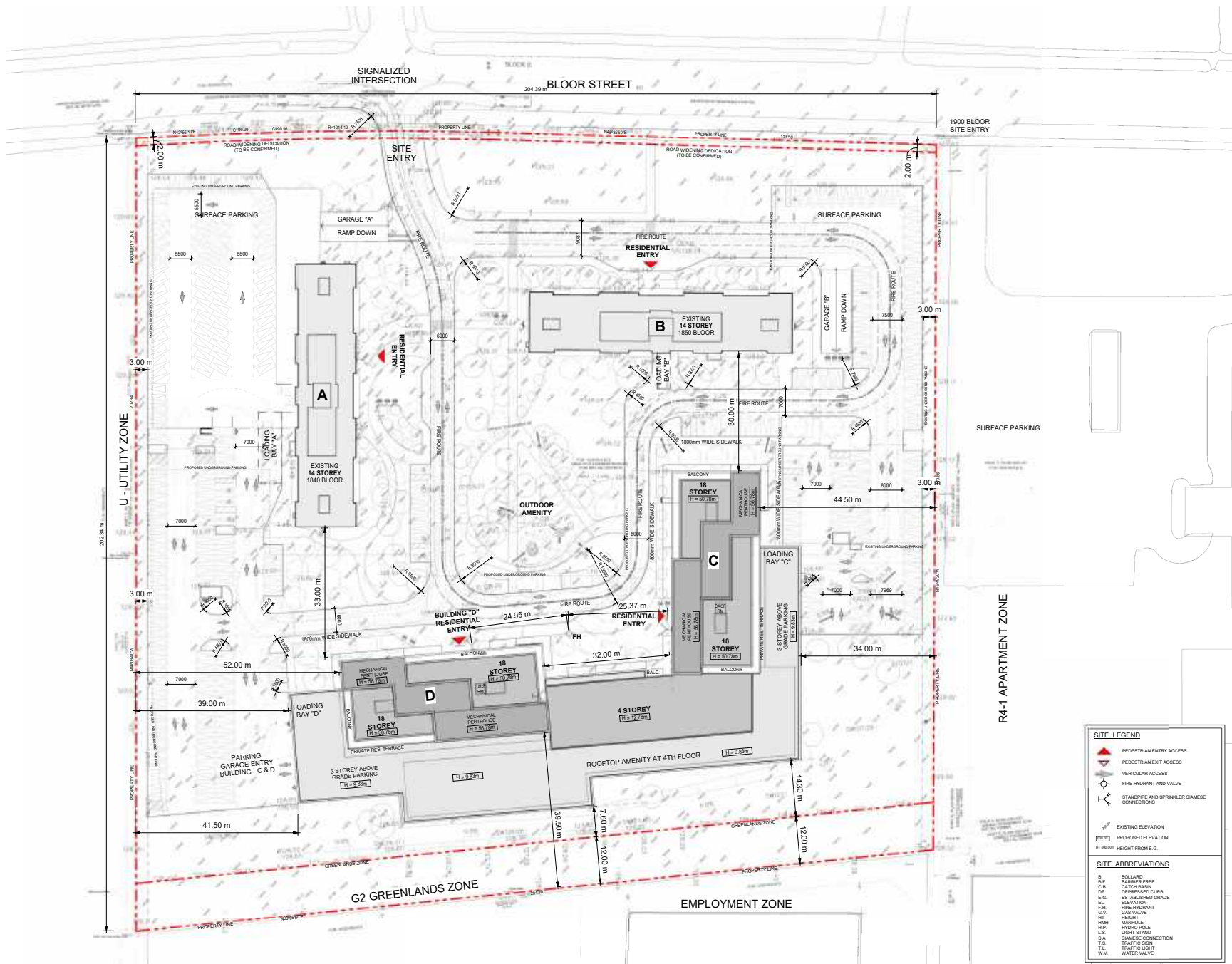


Figure 7 - Site Plan

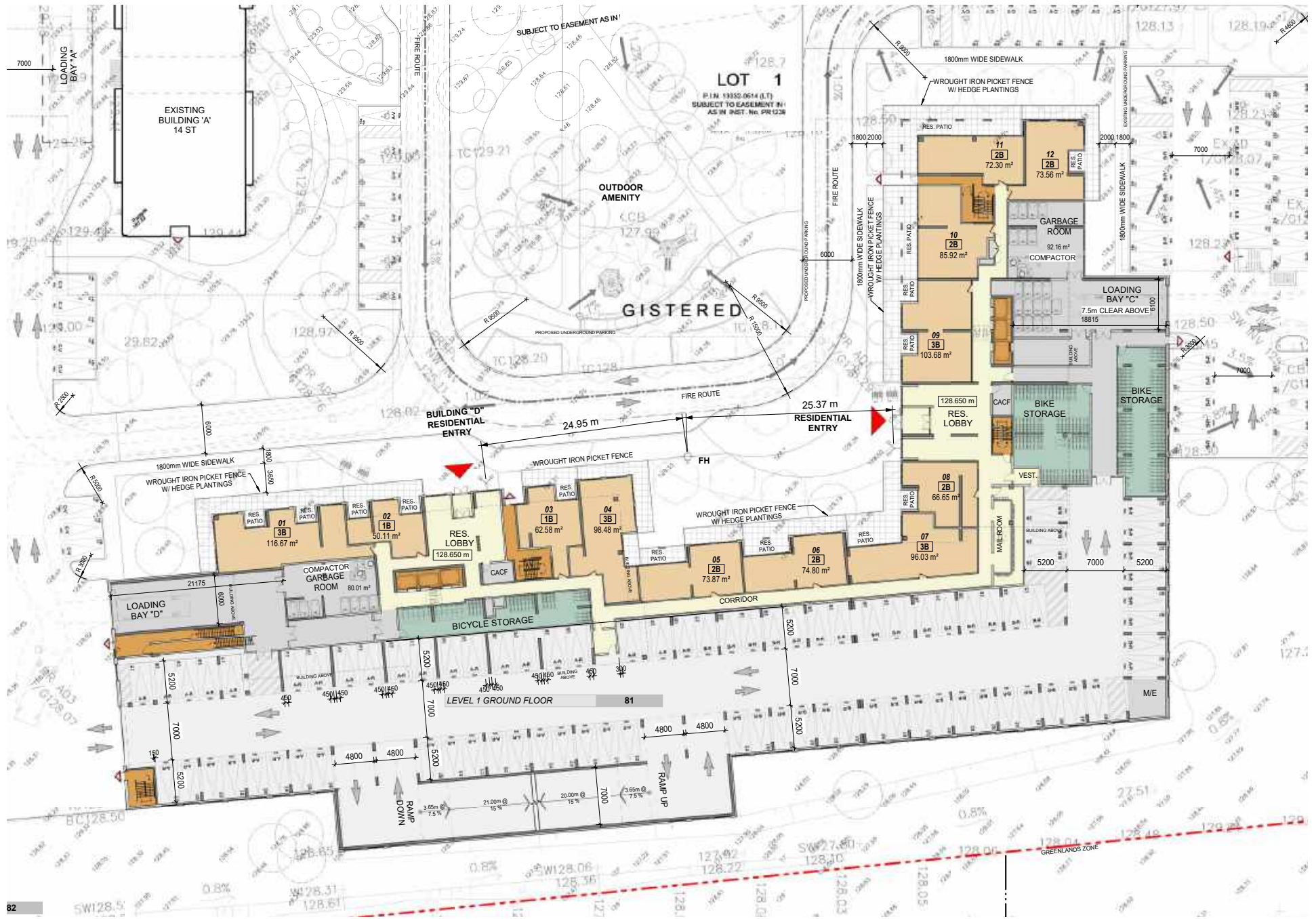


Figure 8 - Ground Floor Plan



LEGEND

- 1 Existing Tree to Remain
- 2 Proposed Shade Tree
- 3 Proposed Small Ornamental Tree
- 4 Vehicular Paving
- 5 Pedestrian Feature Paving
- 6 Play Area
- 7 Drop-off Area
- 8 Shrub/Perennial/Ornamental Grass
- 9 SOD
- 10 Bench
- 11 Raised Planter
- 12 Cross Walk
- 13 Bike Racks



STUDIO **t1a**

Figure 9 - Landscape Concept Drawing Showing Proposed Amenities

Landscaping and Open Space

As indicated on the Landscape Plan, landscape improvements are proposed throughout the site and proposed outdoor amenities and open space enhancements will benefit all existing and future residents. A substantial number of existing trees are to be retained on the site, mostly along the street edge, westerly and southerly property lines, the perimeters of the existing buildings, and within the central courtyard. New shade trees and small ornamental trees are also proposed to complement the continuous green façades that are framing the buildings and defining the centrally located amenity area. The proposal also provides a generous landscape buffer between the new buildings and existing surface parking areas that serve the apartment buildings.

All frontages of the proposed and existing developments are proposed to be treated with some combination of soft landscaping, including sod, landscaped planters, and/or hardscaping, including enhanced paving materials. At the northerly edge of the proposed podium, the ground-related units are provided with increased privacy through landscaping including raised planters.

Furthermore, pedestrian feature paving is introduced within the sidewalk zone that further accentuates the newly enhanced walkways and improves pedestrian experience by enhancing walkability across the site.



Figure 10 - Renderings

4.2 Built Form and Uses

The Official Plan Built Form Standards provides that buildings should be of high-quality architecture, and attractive urban form, and provide appropriate transitions in height and built form towards areas of lower intensity and higher sensitivity, specifically residential neighbourhoods and open space. In addition, the East Bloor Corridor Study states that the type and scale of infill development shall be compatible with the typology of buildings that make up the context and that the design of the infill project should mitigate the height between the proposed built form and massing of adjacent buildings.

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 (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.

The proposal is massed as two towers sitting atop an L-shaped podium that is parallel to the southerly and easterly property lines. The massing of the proposed development maintains an appropriate scale, following the existing spatial and vertical height pattern in the context. The proposal backs onto an industrial area of the subject site. As stated in the East Bloor Corridor Study, adjacent employment uses (e.g. commercial plaza, industrial area) are less sensitive to height and density, however, measures have been taken, through setbacks and stepbacks, to mitigate differences in height between the proposal and the low rise commercial plaza to the south.

The setbacks and siting of the proposed buildings are generally consistent with those associated with the two existing buildings on the subject site and other 'tower-in-the-park'-style buildings along the Bloor Street corridor; in this respect, the location and setbacks fit in harmoniously with the existing context of this mid- to high-rise apartment neighbourhood. The setbacks and separation distance considerations along with compatible heights will ensure access to sunlight, sky views, privacy, visual permeability and comfort on amenity areas.

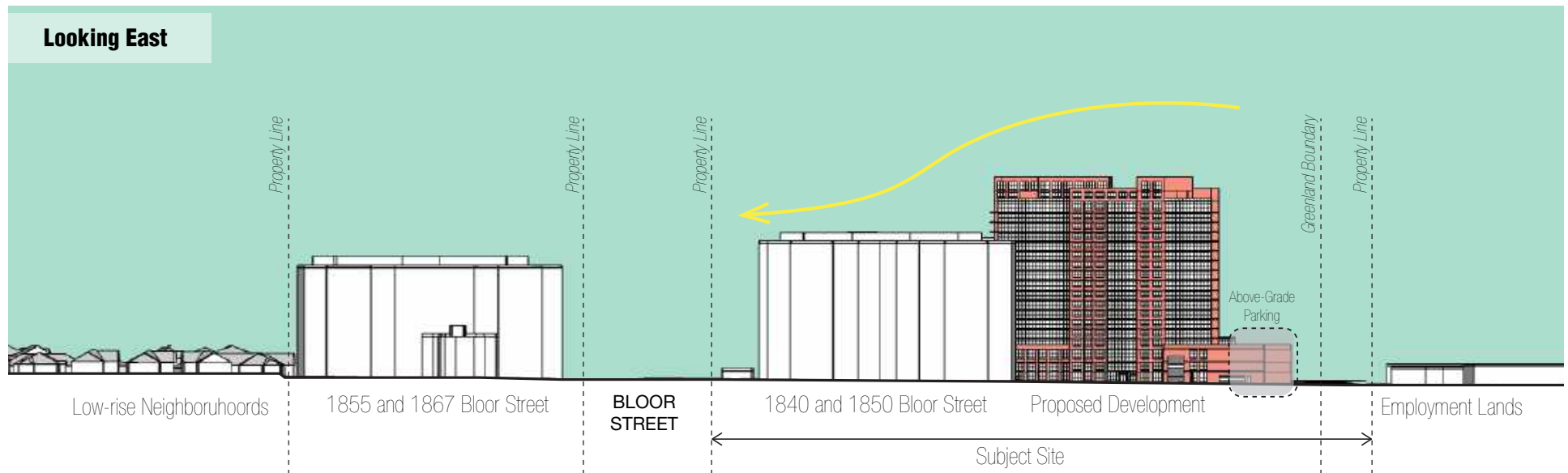


Figure 11 - Transition Diagram

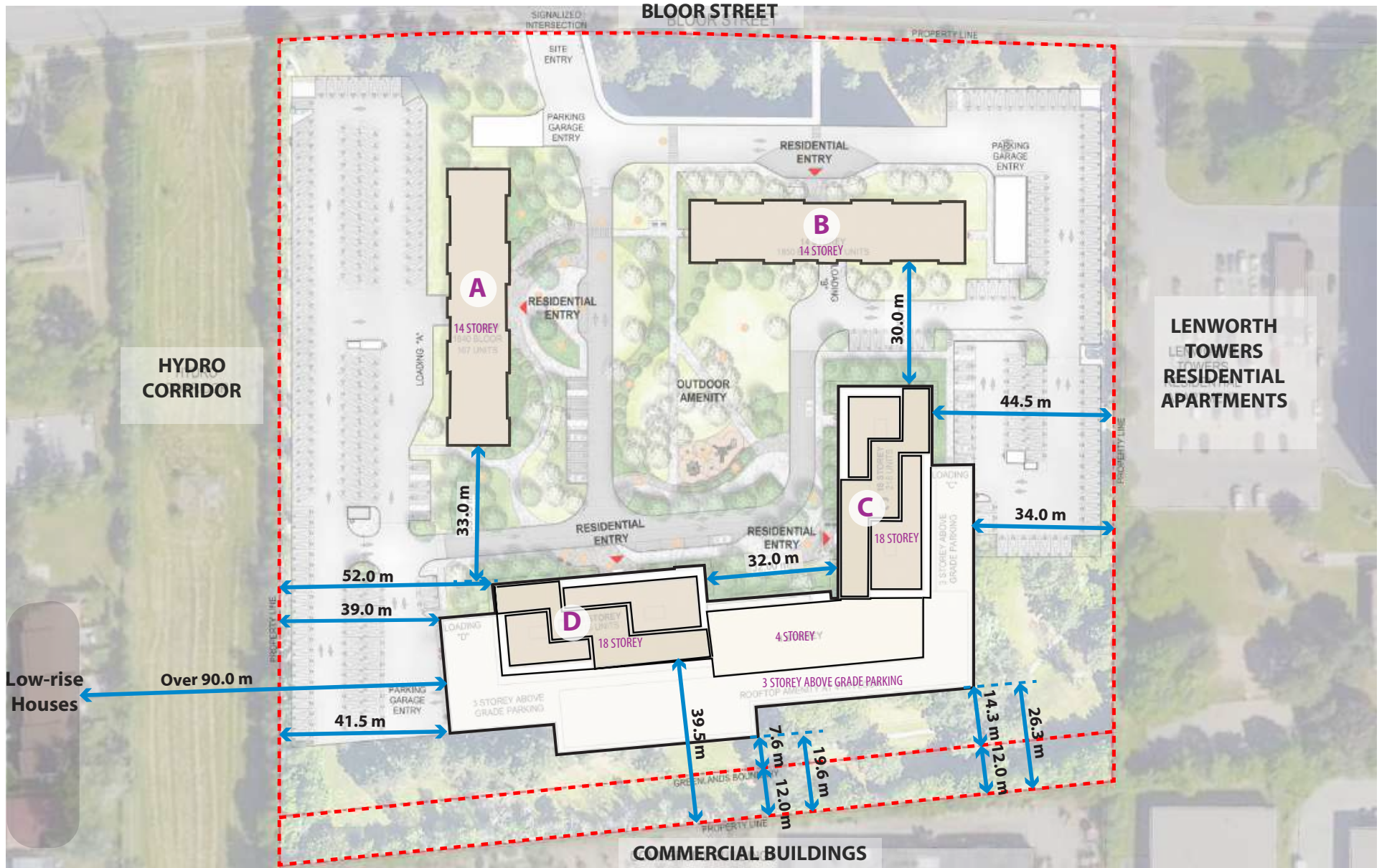


Figure 12 - Setbacks and Separation

In our opinion, the proposed development will reinforce the character of the Bloor Street corridor, and the proposed building contributes to an orderly arrangement of heights in the study area through appropriate location and placement, and by deploying transition strategies.

Building Facades and Architectural Articulation

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.

The towers project upward without setbacks, and utilize texture and materiality to create a commanding presence that matches and balances the existing slab towers buildings. 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.

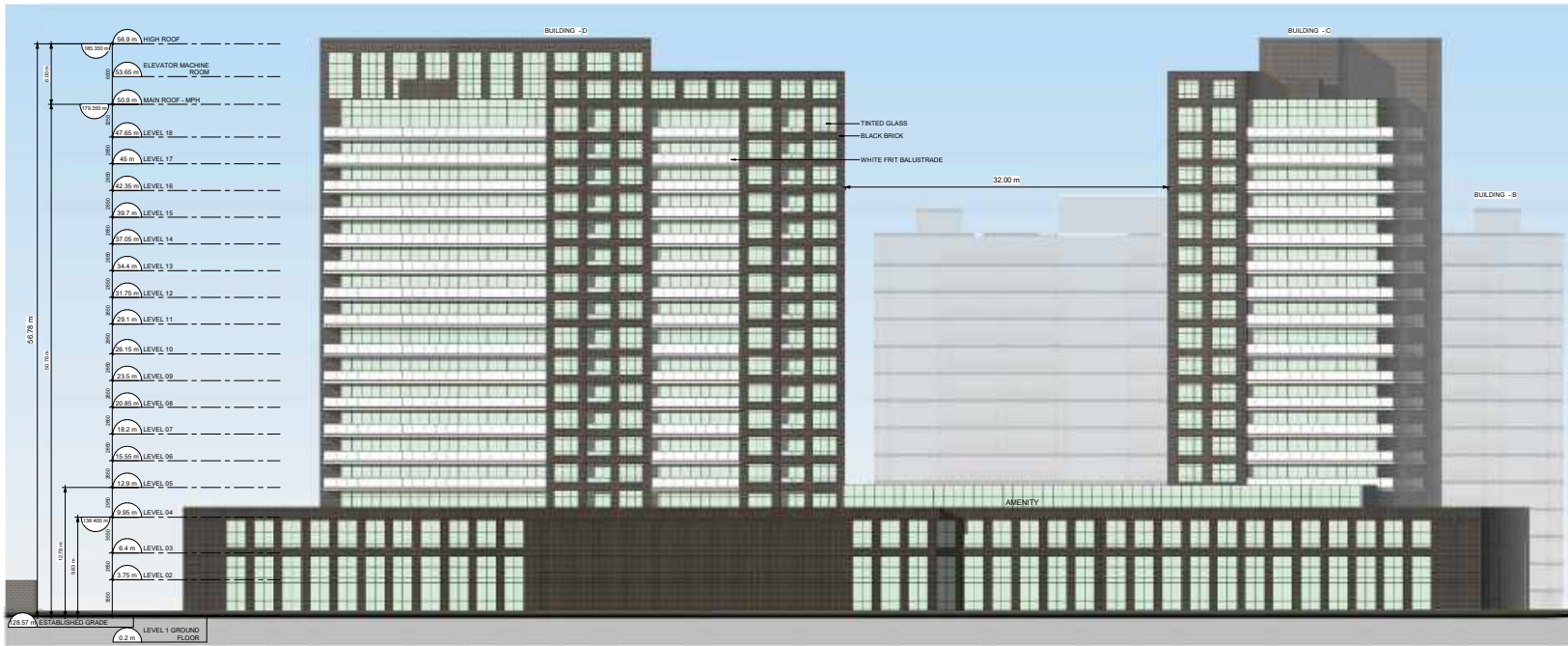


Figure 13 - Elevations

4.3 Access, Circulation, Parking & Service

Both the Official Plan policies and the guidelines outlined in the East Bloor Corridor Study provide guidance for servicing, parking and loading areas in new developments. In general, both documents indicate the importance of strategically locating parking, loading and service spaces to minimize the visual prominence of these areas.

The proposal provides one level of underground parking and 3 levels of above grade parking along with limited number of surface parking spaces. Driveways from Bloor Street will provide full movement access to the indoor parking entrance located on the westerly edge of Building D.

To minimize visual prominence, the majority of the parking areas will be provided internally, and above-grade parking areas will be located at the rear of the proposed podium, wrapped with residential units and therefore well-screened from the amenity area and adjacent residential uses.

Garbage from the existing buildings is currently collected externally from a loading space located on the west side of 1840 Bloor Street, and a loading space located on the south side of 1850 Bloor Street. The new building includes two internalized loading spaces to allow for garbage pickup from the new buildings. Garbage from the existing buildings will also be relocated and picked up from these new loading spaces. This results in a substantial improvement to noise and odour on the site.

The subject site will continue to gain access from the signalized intersection from 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 Transportation Report prepared by BA Group and filed with this application.

4.4 Supporting Studies

A Shadow Study was prepared by IBI Group in support of the proposed development. In our opinion, the shadow impacts of the proposed development area acceptable. An analysis of the shadow study is provided in greater detail in the Planning and Urban Design Rationale submitted as part of this application.

A Pedestrian Wind Study was prepared by RWDI in support of the proposed development. The study concludes that wind conditions that meet the safety criterion are predicted at all locations and for all configurations assessed. This report is summarized in greater detail in the Planning and Urban Design Rationale submitted as part of this application.

An Environmental Noise Study was prepared by Jade Acoustics Inc. in support of the proposed development. The study concludes that with the incorporation of the appropriate acoustical abatement measure, it is feasible to develop these lands for residential use. This report is also summarized in greater detail in the Planning and Urban Design Rationale submitted as part of this application.

5.0 SUMMARY AND CONCLUSIONS

The Brief concludes 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 an underutilized land 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 Review 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 Street 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 projects 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 enhance 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 existing buildings will be picked up within the new building, improving the overall function of the site.

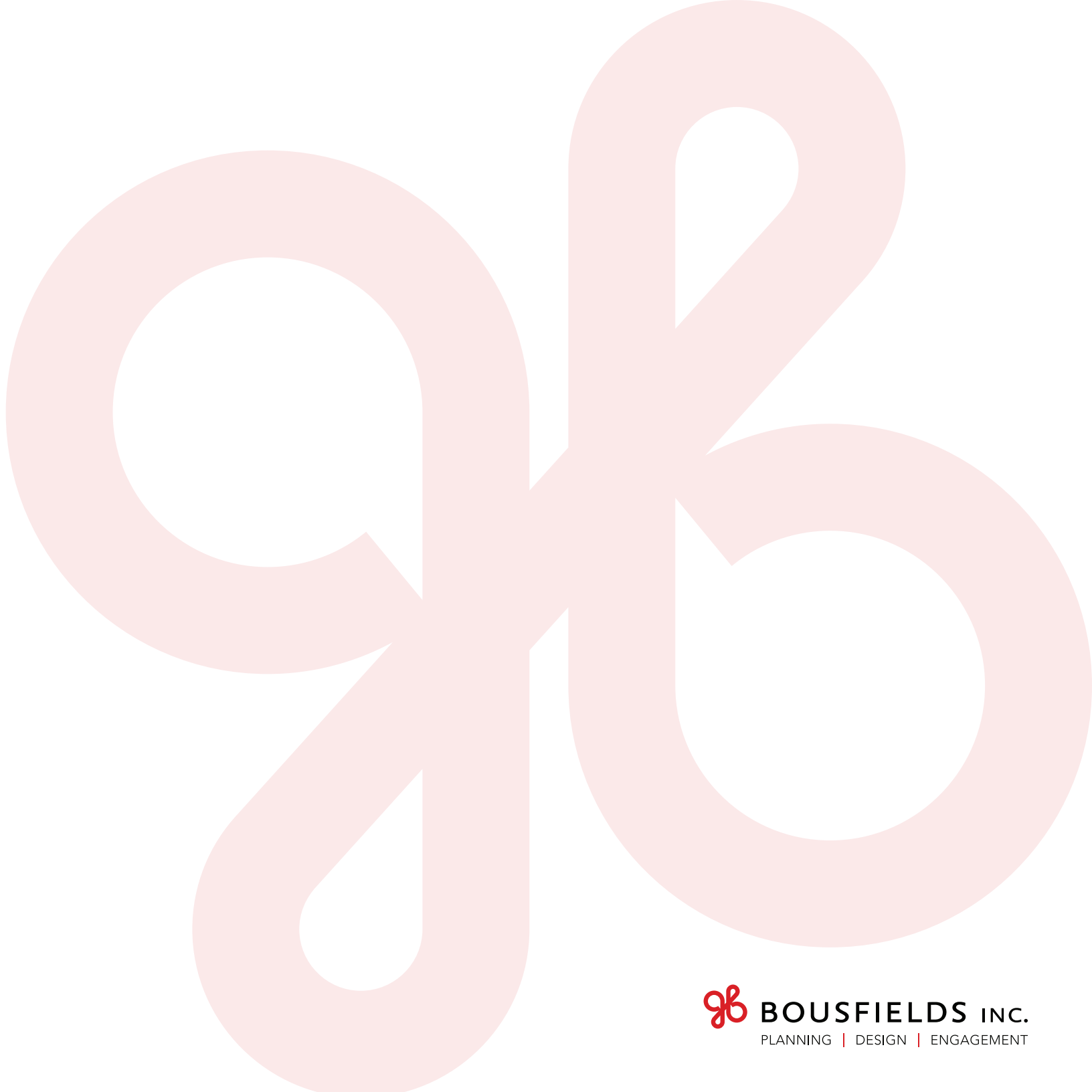
For the reasons set out in this Brief, we are of the opinion that from an urban design perspective, the development proposal is appropriate and desirable, and we would recommend approval of the requested Zoning By-law Amendment and Official Plan Amendment.

Respectfully submitted,

Bousfields Inc.



Shadi Adab, MCIP, RPP



BOUSFIELDS INC.

PLANNING | DESIGN | ENGAGEMENT