
URBAN DESIGN STUDY ADDENDUM

1785 BLOOR STREET
MISSISSAUGA, ONTARIO

SEPTEMBER 2023





Sajecki Planning Inc.

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1.0 INTRODUCTION

The purpose of this addendum is to update the information and opinion outlined in the Urban Design Study for 1785 Bloor Street (the “subject property” or “site”) prepared by Sajecki Planning Inc. in May 2022.

This addendum supports applications to amend the City of Mississauga Official Plan and Zoning By-law 0225-2007 for the infill development of a 14-storey rental apartment building.

Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications (“original proposal” or “first submission”) were submitted to the City of Mississauga in May 2022 (application No. OZ/OPA 22-014 W3). Since the original submission, the Project Team has revised the development proposal (“revised proposal” or “second submission”) to address comments from City of Mississauga staff and other commenting agencies.

This addendum updates Sections 3, 5 and 6 of the Urban Design Study submitted as part of the original submission. The remainder of the Urban Design Study continues to apply and is relevant to the site. The updates in this addendum are in accordance with the revised architectural plans prepared by onespace unlimited inc. dated September 28, 2023.

This addendum provides an overview of the policies and guidelines relevant to the revised proposal and an overview of its built form, circulation, and public realm organization.

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

2.0 THE PROPOSAL

The proposed development includes a 14-storey apartment building located to the north of the existing 10-storey apartment building. Amenity space is located to the west and between the proposed and retained buildings. The proposed site plan is shown in Figure 1.

The proposed apartment building includes 234 residential units. The total proposed development gross floor area (GFA) is 22,144.50 m², while the existing apartment building has a GFA of 6,946.31 m², resulting in a site FSI of 2.42 and a lot coverage of 25%.

The revised proposal relocates the driveway away from the signalized intersection at Bloor Street and Fieldgate Drive to the east of the site to align with the Bloor Street Integrated Road Project. Currently, there are 99 surface parking spaces and 0 bicycling parking spaces located on the subject property. Two levels of underground parking with some visitor and accessible parking spaces at-grade are proposed as part of the redevelopment - totaling 285 parking and 238 bicycle parking spaces proposed for the retained and proposed buildings combined. A bicycle repair station is also proposed to encourage active transportation use.

The proposal includes 6,816.74 m² landscaped area. A total indoor amenity area (retained and proposed) of 626 m² is provided within the ground and 11th floors, and a total outdoor amenity area (retained and proposed) of 1,594 m² is provided at-grade and on the 11th floor rooftop, totaling 2,220 m² of amenity space.

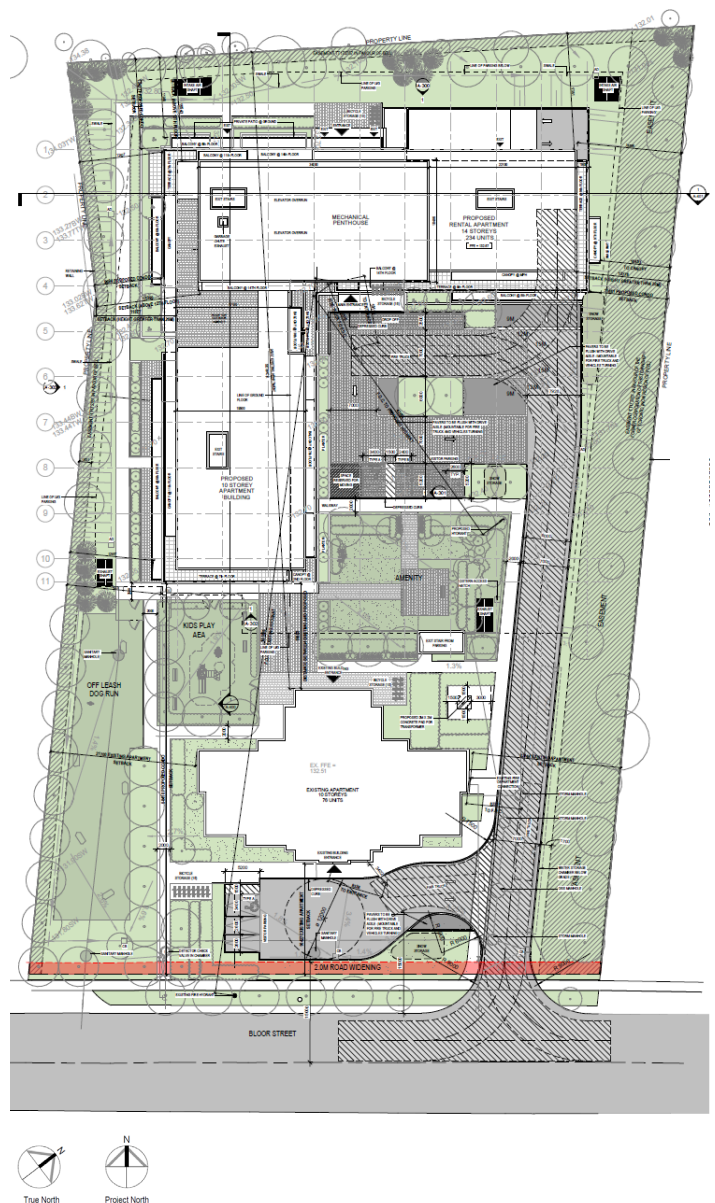


Figure 1 - Proposed Site Plan (not to scale).

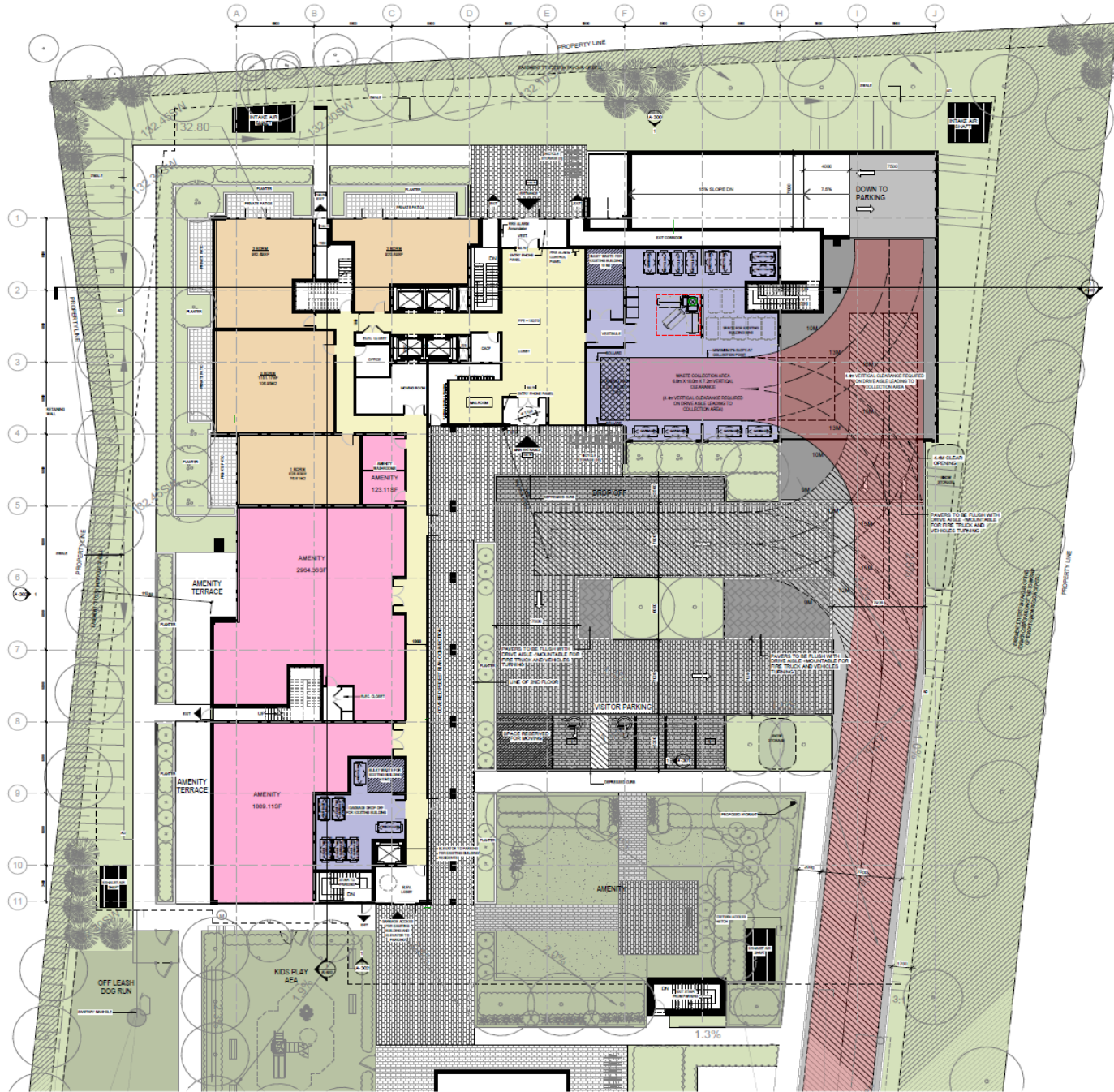


Figure 2 - Ground Floor Plan of Proposed Building (not to scale).

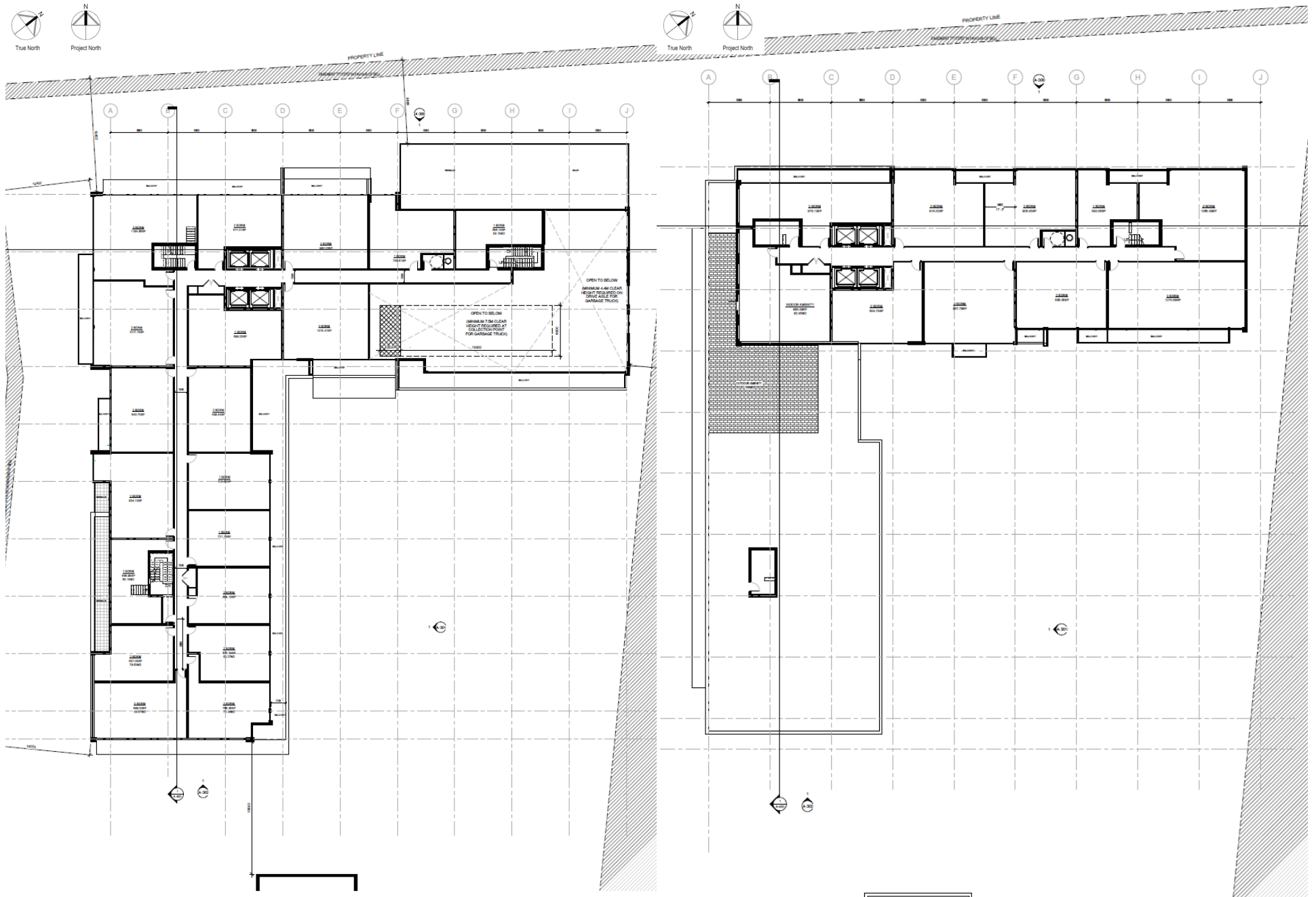


Figure 3 - Level 2 Floor Plan (Left) and Level 11 Floor Plan (Right) (not to scale).

Table 1 - Comparison of Key Development Statistics (Revised Proposal and Original Submission)

Statistic	Original Submission May 2022	Revised Proposal September 2023
Site Area	1.2021 ha (12,021 m ²)	
Gross Floor Area (GFA)		
Existing	6,946.31 m ²	
Proposed	22,279.28 m ²	22,144.50 m ²
Total	29,225.59 m ²	29,090.81 m ²
Floor Space Index (FSI)		
Existing	0.58	
Proposed	1.85	1.84
Total	2.43	2.42
Building Height		
Existing	10 storeys	
Proposed	14 storeys (45.1 m excluding Mechanical Penthouse)	
Residential Units		
Existing	Studio: 20 One bedroom: 18 Two bedroom: 38 Three bedroom: 0 Total: 76	
Proposed	Studio: 0 One bedroom: 73 Two bedroom: 126 Three bedroom: 39 Total: 238	Studio: 0 One bedroom: 69 Two bedroom: 125 Three bedroom: 40 Total: 234
Total (Retained + Proposed)	314	310

Amenity Areas		
Existing	Indoor: 0 m ² Outdoor: 158 m ²	
Proposed	Indoor: 567 m ² Outdoor: 1,192 m ²	Indoor: 626 m ² Outdoor: 1,594 m ²
Total (Proposed)	1,759 m ²	2,220 m ²
Vehicle Parking		
Existing	Resident: 88 Visitor: 11	
<i>*all existing parking to be removed</i>		
Proposed	Resident: 241 Visitor: 48	Resident: 239 Visitor: 47
Total (Proposed)	289	285
Bike Parking		
Existing	Long Term: 0 Short Term: 0	
Proposed	Long Term: 188 Short Term: 18	Long Term: 186 Short Term: 52
Total (Proposed)	206	238



Figure 4 - Renderings of the Proposed Building Looking Northwest (top) and North (bottom) (Source: onespace)



Figure 5 - Rendering of the Proposed Building Looking Southeast (Source: onespace)

3.0 URBAN DESIGN REVIEW AND ANALYSIS

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

3.1 Our Future Mississauga (Strategic Plan)

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

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

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

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

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

The revised proposal contributes to achieving the vision and goals identified in the City's Strategic Plan by providing a mix of unit types of rental tenure that cater to a diverse demographic, including youth, adults and new immigrants, providing them with a sense of place in an area well-served by transit, parks and other amenities.

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

move
belong
connect
prosper
green

3.2 City of Mississauga Official Plan

The subject property is designated Residential High Density in the City of Mississauga Official Plan (March 2023 official consolidation) (“MOP”) as per Schedule 10. The site is located within the Neighbourhood Urban Structure as per Schedule 1 of the MOP and the Applewood Neighbourhood Character Area as per Schedule 9. MOP policies applicable to the site are further discussed in the Planning Justification Report Addendum prepared by Sajecki Planning.

Chapter 9: Build a Desirable Urban Form

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

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

The subject property is adjacent to the City’s green system, which encourages active transportation and recreation, contributing to a good quality of life. The building and site design situate the site elements to provide a strong connection to this green space, and include additional landscaping and outdoor amenity space for residents.

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

The site is adjacent to the Hydro One Corridor, which promotes active transportation options. The site is also well-served by frequent bus routes that allow

for multi-modal mobility. Additionally, the revised proposal includes bicycle parking spaces and storage and covered pedestrian connections to encourage active transportation modes and improve walkability.

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

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

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

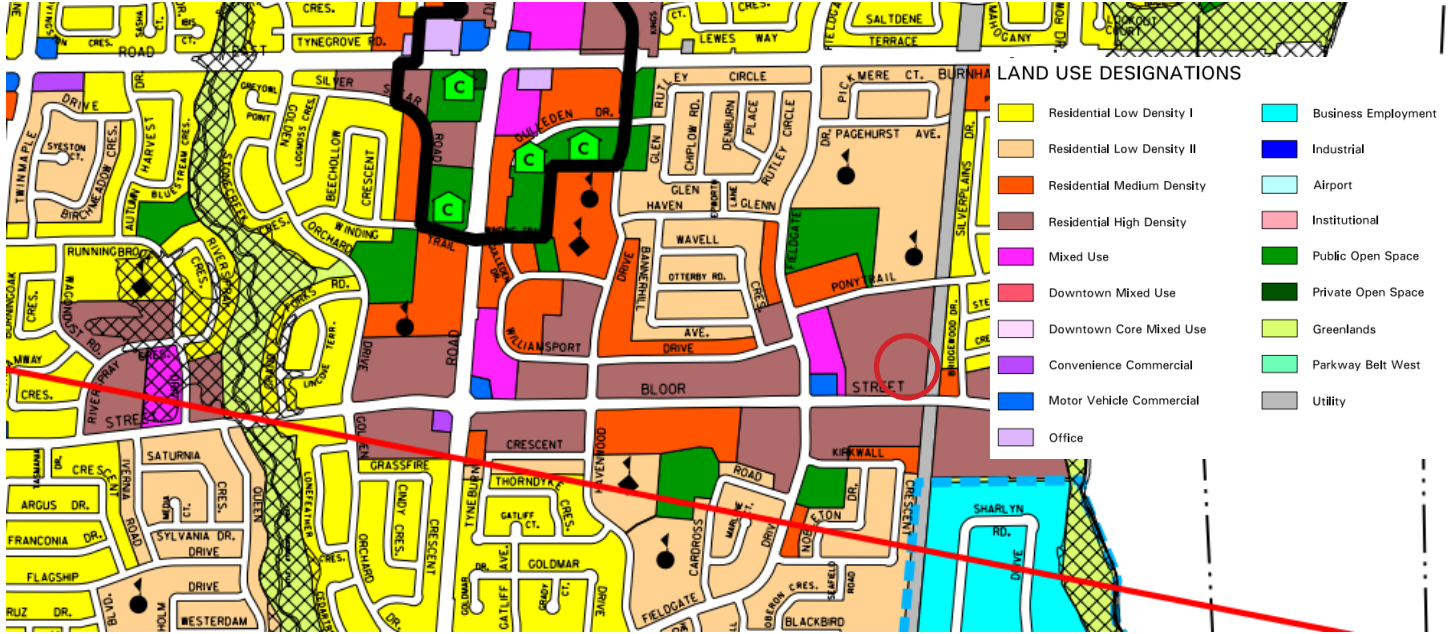


Figure 6 - Mississauga Official Plan - Schedule 10 - Land Use Designations

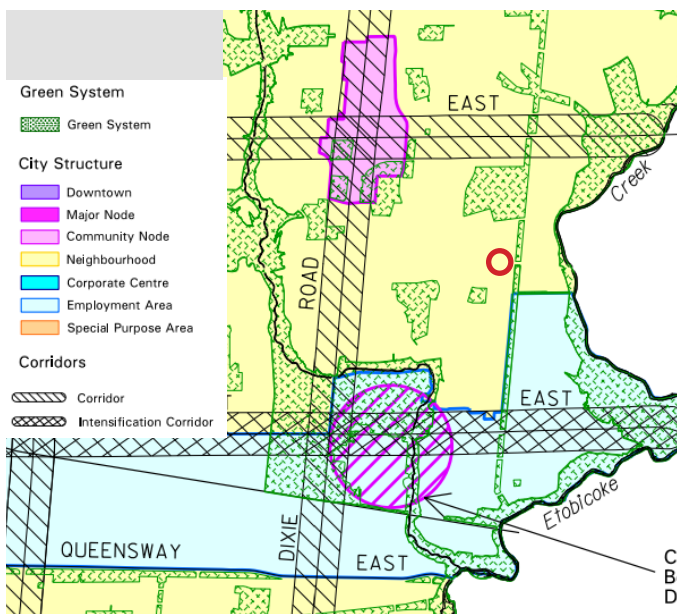


Figure 7 - Mississauga Official Plan - Schedule 1 - Urban Structure

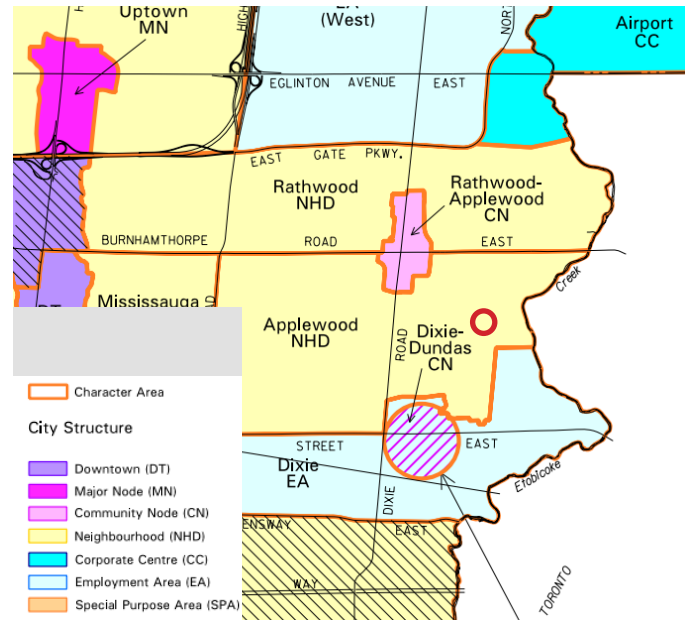


Figure 8 - Mississauga Official Plan - Schedule 9 - Character Areas

The site is located within the East Bloor Corridor, where infill and context-sensitive intensification is anticipated. There are several high-rise residential buildings located along the Bloor Street Corridor. The proposal represents residential development through infill and is appropriate for the neighbourhood given its existing built form context. The justification for the proposal is further discussed in the Planning Justification Report Addendum by Sajecki Planning.

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

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

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

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

As per the Shadow Study and Wind Study, the revised proposal respects the scale and character of the surrounding area and minimizes overshadowing and overlook on adjacent neighbouring properties. The hydro corridor to the east also acts as a natural buffer to lower density neighbourhoods located further east of the hydro corridor. The site design offers opportunities to establish a tree canopy and respects the existing scale, massing and grades of the surrounding area as outlined in the East Bloor Corridor Review (2013).

Policy 9.5.1.1 states that *buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.*

The Shadow Study and Wind Study illustrate that the revised proposal is compatible with the existing site conditions. Further, the proposed buildings and site design will enhance the site and its public realm with the addition of indoor and outdoor amenity spaces, underground parking and landscaping improvements. The proposed building is oriented toward Bloor Street, contributing to a pedestrian-friendly environment along the East Bloor Street Corridor.

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

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

As per the Shadow Study and Wind Study, the revised proposal provides appropriate transitions to existing and planned development, having regard to continuity and enhancement of streetscapes;

size and distribution of building mass and height; views, sunlight and wind conditions; and privacy and overlook.

Policy 9.5.1.9 states that *development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight, and sky views are maintained and that microclimatic conditions are mitigated.*

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

Chapter 16: Neighbourhoods

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

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

The subject property is located along Bloor Street, where the local context includes multiple high-rise apartment buildings. Appropriate transitions have been provided in the revised proposal through the use of setbacks to adjacent properties and landscaping at-grade to respect variations in scale, massing and land uses. The proposed building strategically incorporates yard setbacks that significantly

exceed the requirements of the Zoning By-law. The proposal enhances the existing site by making it more pedestrian-friendly and providing new on-site amenities for the residents of both the proposed and existing buildings.

Section 16.2 outlines the specific policies relating to the Applewood Neighbourhood Character Area. Map 16-2 permits a FSI of 0.5 to 1.2 on the site. Generally, a continuous street wall is encouraged along Bloor Street where possible. Currently, there is no continuous streetwall along Bloor Street adjacent to the subject property; however, the revised proposal enhances the public realm and streetscape through landscaping and active transportation connections. The proposed building is placed behind the retained building, and therefore cannot have a streetwall along Bloor Street, but is oriented toward Bloor Street to enhance the pedestrian environment and experience along the Bloor Street Corridor.

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

The proposal aims to minimize impacts to adjacent low density development, but exceeds the height limits set out in Policy 16.2.3.1. Similarly, the proposed FSI exceeds the range set out in Map 16-2. As per the Shadow Study and Wind Study, the revised proposal does not pose adverse impacts to surrounding developments or public realm in terms of shadowing or wind speeds. The proposed height will not perceptibly be significantly taller than surrounding development as the tower steps

back at the 10th floor to align with and respect the scale of the existing 10-storey building on site. The revised proposal provides appropriate setbacks from adjacent developments and provides landscaping and yard setbacks that further mitigate potential adverse impacts.

3.3 Green Development Standards

On July 7, 2010, City Council adopted the Green Development Strategy, which focuses on achieving sustainability and environmental responsibility in new development in Mississauga and outlines the Stage One Green Development Standards (“GDS”) that are to be considered toward site planning prior to development approval.

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

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

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

Section D addresses exterior building design, in particular, bird friendly glazing and site and building lighting. In general, the GDS recommends treating the glass on buildings with a density pattern or muting reflections for a minimum of the first 10 to 12 metres above grade. The GDS also discourages up-lighting

and recommends exterior light fixtures to be properly shielded to prevent glare and/or light to trespass onto any neighbouring properties.

The revised proposal includes several recommendations of the Green Development Strategy, including adding density to an underutilized site and maximizing the use of existing infrastructure and municipal services.

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

The proposal provides for multi-modal and active transportation options, including comfortable active and passive recreational areas that promote non-vehicular modes of transportation. The connected, continuous and barrier-free pathways interior to the site promote safety and walkability. The interior pedestrian pathway along the indoor amenity area is covered to provide weather safety. Additionally, dedicated bicycle storage areas are provided both indoors and outdoors for residents and visitors.



Figure 9 - East Bloor Study Area Building Heights (Source: East Bloor Corridor Review, 2013)

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

3.4 East Bloor Corridor Review

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

- An understanding of the existing characteristics and context of the area;
- The planning framework for intensification;
- Potential infill opportunities;
- Information to assist in the review of development applications;
- Interim urban design guidelines to ensure new development contributes positively to the character of the area;

- Opportunities for revitalization and reinvestment; and
- Issues that require further study.

The Study Area is located in Applewood, named after the apple farms that previously in the area. Much of this community was developed during the 1960s and 1970s, having a population of approximately 13,300 people. The area contains a significant concentration of population, providing affordable rental housing and a gateway community to new Canadians. In addition to residential uses, the study area includes neighbourhood-oriented shopping, schools and parks. The study area contains more than 60 land parcels, with sites ranging in size from less than 0.2 acres to more than 10 acres with an average of approximately 2.5 acres. Surrounding land uses are predominantly detached and semidetached residential subdivisions, creek ravine, schools and a business area.

At the time of the Study, the Study Area included approximately 54 residential properties, with approximately 59% of the properties having building

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

Figure 10 - East Bloor Study Area Building Typology (Table 2 of the East Bloor Corridor Review, 2013)

heights between 5 and 14 storeys (Figure 10). The area has further developed since, with gentle intensification and infill development occurring along the Bloor Street Corridor.

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

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

The revised proposal is consistent with other developments and lot patterns along the Bloor Street Corridor. The proposed building has a L-shape, which fits well with the existing random pattern of adjacent buildings oriented both perpendicular and parallel to Bloor Street. The retained building on the site is 10

storeys and the proposed building is 14 storeys with stepbacks at the 10th floor to respect the height and scale of the existing apartment building.

The proposed infill development is located behind the retained building and therefore does not have a front yard along Bloor Street. However, it is oriented toward Bloor Street, providing ample amenity space and landscaping to enhance the pedestrian realm within the site and along the Bloor Street Corridor.

There are three outdoor amenity areas at-grade, located adjacent to the indoor amenity areas on the ground floor, contributing to shared, contiguous amenity space between the two buildings. Outdoor amenity space is also provided at the 11th floor rooftop of the proposed building, along with additional indoor amenity space on the 11th floor.

The proposed yards greatly exceed the requirements of the Zoning By-law, including a separation distance of approximately 15.68 metres from the retained building. The proposed building has a setback of approximately 11.68 metres from the east lot line, 11.35 metres (including private patios) from the west lot line and 13.71 metres (including private patios) from the rear lot line.

The removal of 21 trees is required to accommodate the revised proposal as per the Tree Inventory and Preservation Plan, while the preservation of 14 trees is possible. To compensate for the removal of trees, 53 trees are required to be planted as replacement. The landscape plans provide for the planting of additional trees along the hydro corridor and within the outdoor amenity area. 53 trees are proposed to be replanted on the site.

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

3.5 Bloor Street Integrated Road Project (2023)

The Bloor Street Integrated Road Project (the “Project”) was initiated by the City of Mississauga to evaluate the preliminary design and planning of various road improvements to the Bloor Street Corridor from Central Parkway East to Etobicoke Creek (Figure 11). The Project was completed in 2023.

The Project bundles several road improvement projects which include paving, road safety, noise walls, cycling facilities, street lighting, and transit facilitates.

The subject site is in the East Character Area of the study. As part of this project, additional intersections are proposed. One of the proposed intersections is to the west of the proposed development (to be confirmed during the detailed design phase).

The City is moving forward with the approved Alternative 6 for the Bloor Street Corridor (Figure 12), which includes the following features:

- Two travel lanes (one lane in each direction)
- Continuous two-way left turn lane
- Widened sidewalks on both sides of the road
- In-boulevard cycle tracks, adjacent to curb lane on both sides of the road
- Best opportunity to accommodate trees on both sides of the road

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

The Project will move to the detailed design phase, which includes additional geotechnical and other field investigations to support the design work. The detailed design phase will inform the construction schedule and phasing.

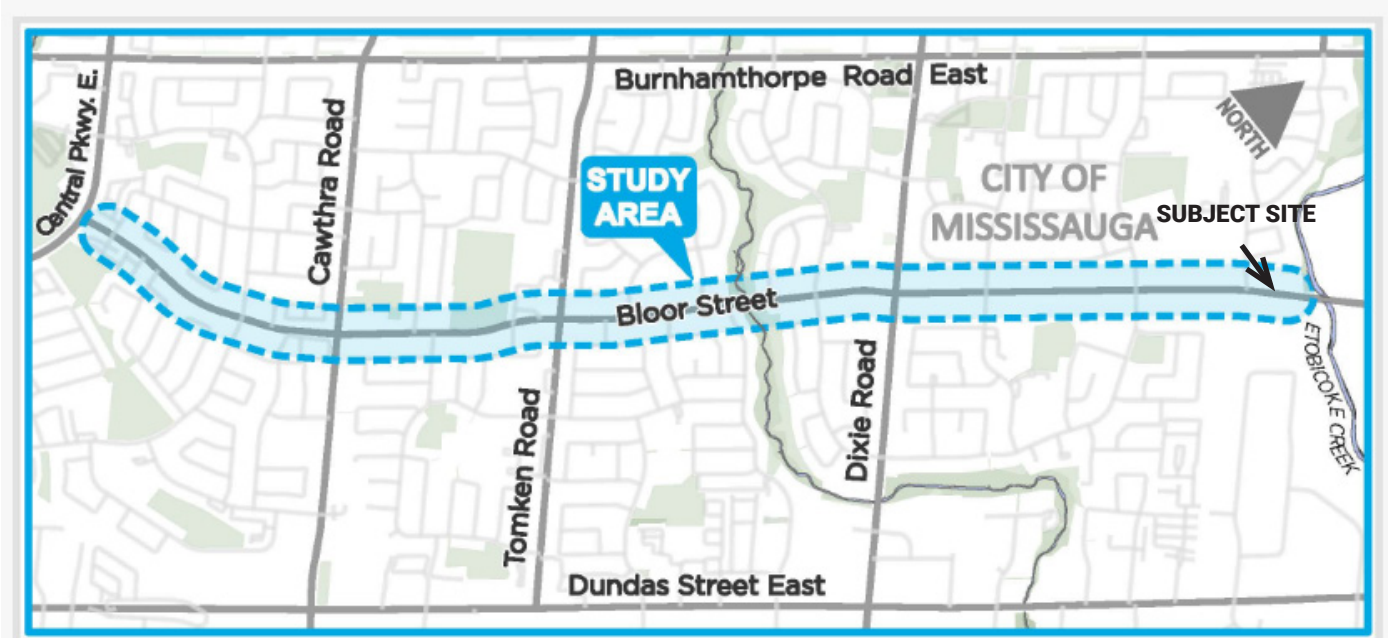


Figure 11 - Study Area of the Bloor Street Corridor from Central Parkway East to Etobicoke Creek (City of Mississauga)

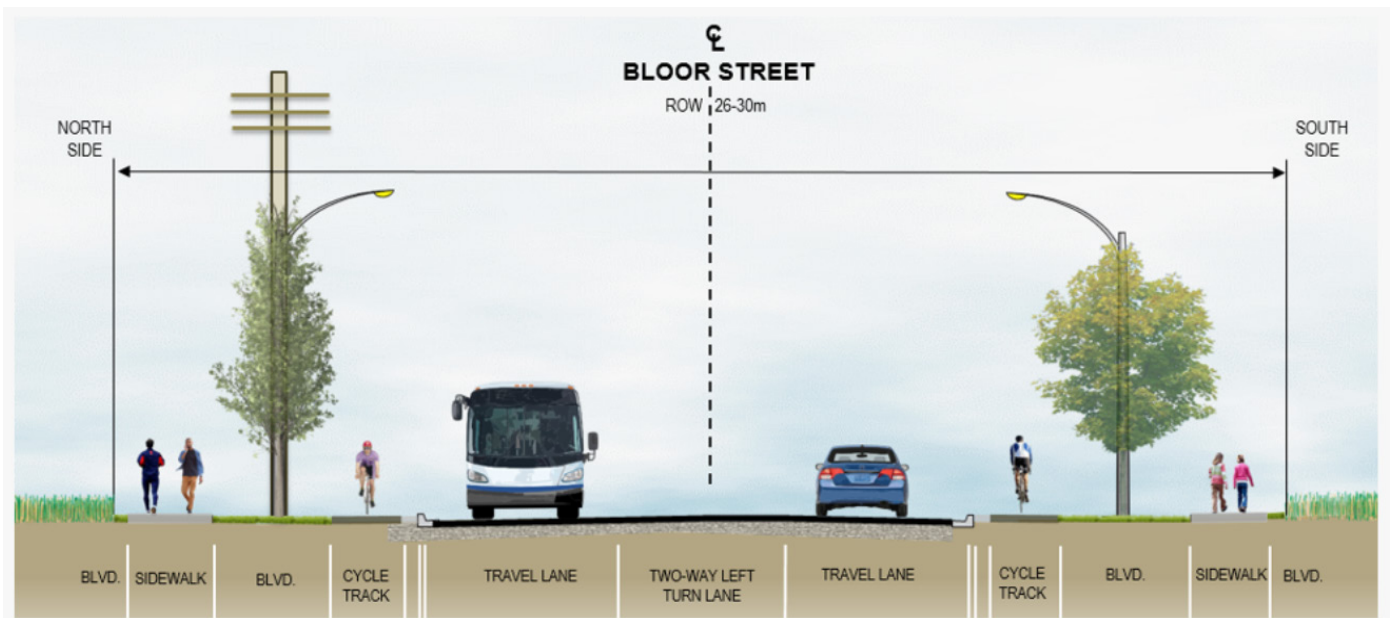


Figure 12 - Approved Alternative 6 - Bloor Street Integrated Road Project (City of Mississauga)

4.0 DESIGN VISION AND GUIDING PRINCIPLES

4.1 Vision and Guiding Principles

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

The vision is supported by recent development trends in Mississauga and the key objectives of provincial, regional and municipal policies targeting housing needs for a growing population across the province and promoting environmentally sustainable forms of urban planning. The proposal contributes to the increase in the City of Mississauga's rental housing stock through efficient use of land and existing infrastructure.

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

1. Efficient use of land
2. Enhanced public realm and streetscape
3. Compatible building typology and form

1. Efficient Use of Land



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

The proposal adds a 14-storey building as infill on the site, making better use of the land, promoting appropriate intensification and a desirable built form for the area as described in the East Bloor Corridor Study. The proposed development will add an additional 234 residential units to Mississauga’s housing supply.

The proposal provides two levels of underground parking replacing 70 existing parking spaces with outdoor amenity space. The total amenity space proposed for the site includes 1,594 m² of outdoor amenity space and 626 m² of indoor amenity space, providing residents with opportunities for leisure and recreation on the site.

Outdoor amenity space includes an off-leash dog area and a kids’ play area, providing recreational options for various households. An amenity area ratio of 7.12 m² / unit is proposed. The shared amenity spaces between the retained and proposed buildings create a seamless connection.

2. Enhanced Public Realm and Streetscape



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

Maintaining the current setback from Bloor Street allows for the provision of a lush tree canopy and opportunities for pedestrian-scale lighting fixtures. These are intended to create an inviting public realm along Bloor Street to avoid conflict with vehicular traffic. Additionally, a 2.0-metre buffer is provided for potential road widening.

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

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

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

Outdoor recreational areas throughout the site further enhance the public realm and contribute to an active environment.

3. Compatible Building Typology and Form



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

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

The south arm of the proposed building is 10 storeys, reflecting the existing massing of adjacent buildings. The east arm of the building is slightly taller at 14 storeys and incorporates greater setbacks from

surrounding developments. Taller elements of the proposed building are located to the rear of the site to minimize impacts on adjacent properties and the public realm.

4.2 Goals and Objectives

1. Sustainable Design

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



2. Context Appropriate

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



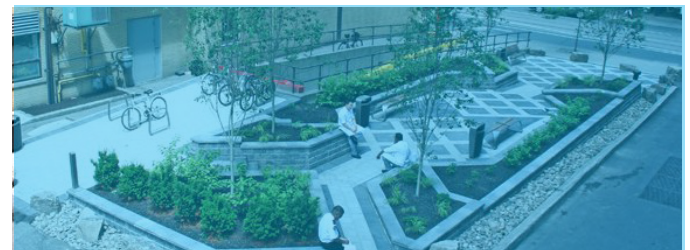
3. Design Excellence

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



4. Enhanced Amenities

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



5. Improved Connections

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



5.0 SITE PLANNING AND DESIGN

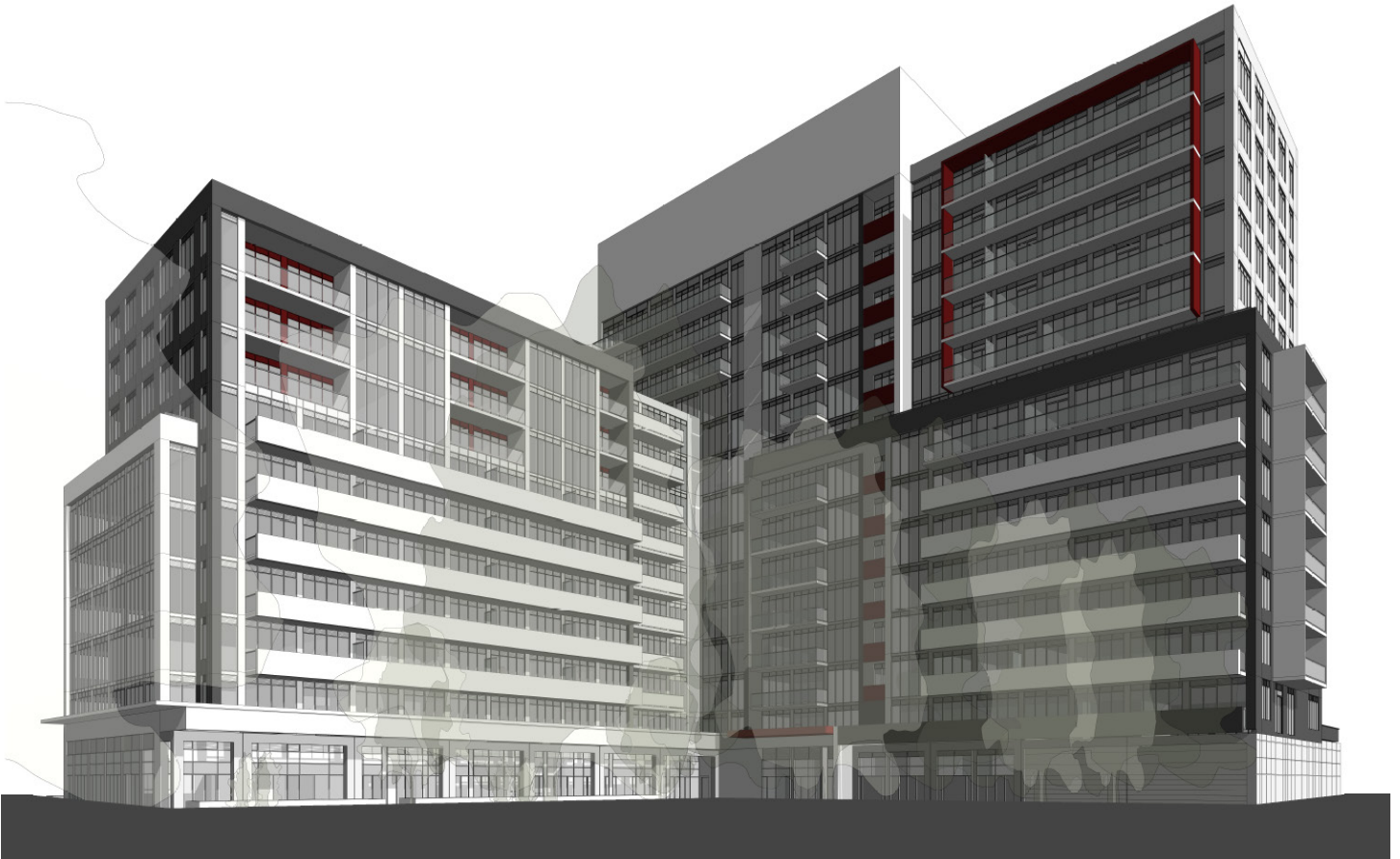


Figure 13 | Rendering of Proposed Building (Source: onespace)

5.1 Site Organization and Built Form

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

The south arm of the proposed building is 10 storeys, similar to the massing of the retained building on site and surrounding development. The east arm of the building is slightly taller at 14 storeys. The orientation of the building locates the 14-storey portion to the rear, minimizing height impacts on adjacent properties and the surrounding public realm.

The building is stepped back at the 11th floor. Terraces are proposed to the east of the south arm at the 2nd floor, north and west of the building at the 7th floor, east of the south arm at the 8th floor, and east and south of the east arm at the 9th floor.

Through its design, the revised proposal incorporates pedestrian-oriented features that ensure accessibility for the residents of the retained and proposed buildings. The proposal incorporates indoor and outdoor amenity spaces that provide a variety of recreational uses, including amenities for children and pets. These are mostly intended to be common areas accessible to all residents and will incorporate functions that meet the needs of various demographics and households.

5.2 Building Heights and Transitions

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

The proposed building has a separation distance of 15.68 metres from the retained apartment building, and is set back from the adjacent lot to the west by a minimum of 9.69 metres. The proposed side and rear yards greatly exceed the requirements of the Zoning By-law. The proposed building has a setback 11.68 metres from the east lot line, 11.35 metres (including private patios) from the west lot line and 13.71 metres (including private patios) from the rear lot line.

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

5.3 Access Locations, Pedestrian and Vehicular Circulation

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

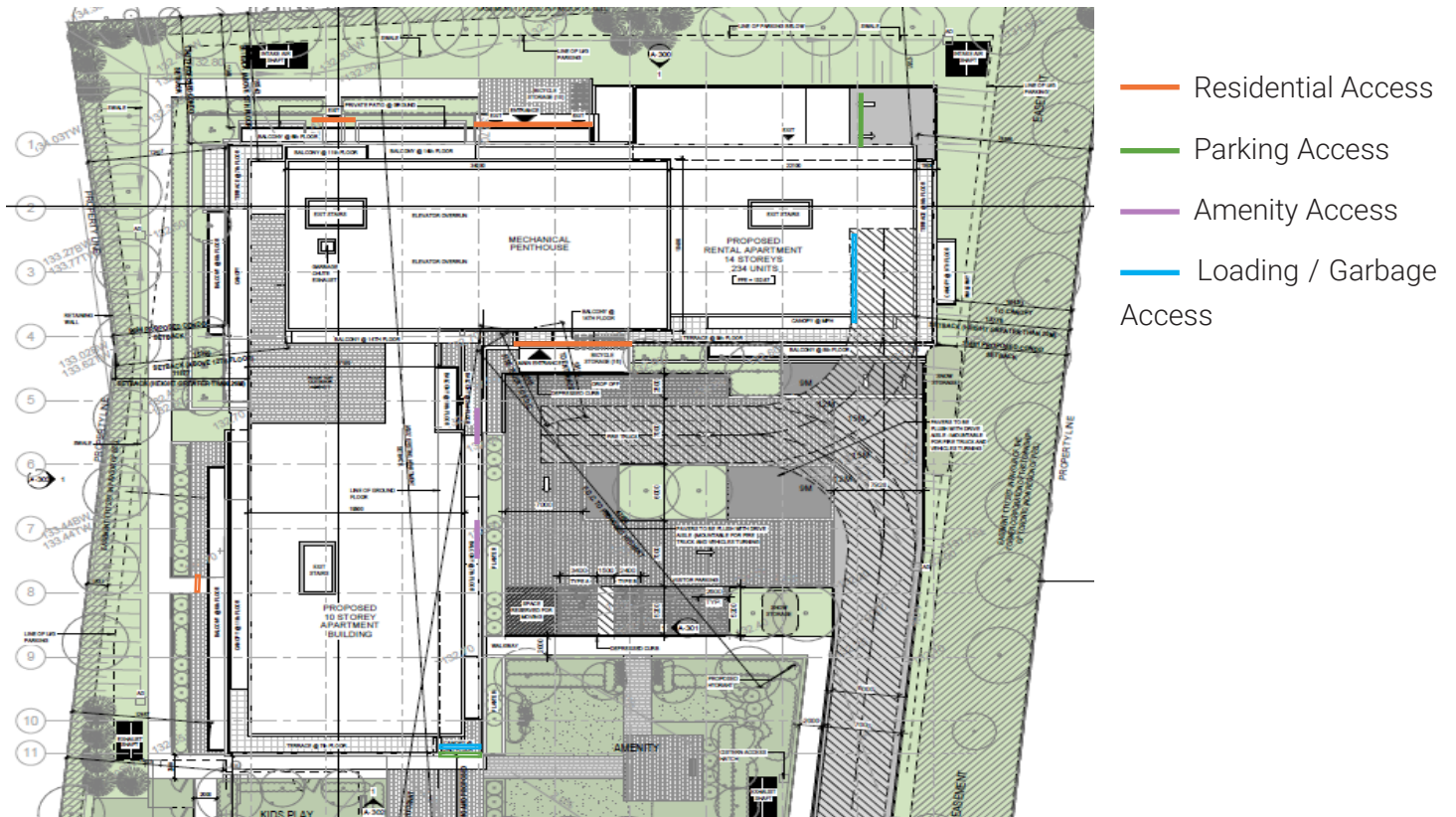


Figure 14 | Proposed Building Access

The building orientation toward Bloor Street contributes to an active public realm and highlights the landscaped space surrounding the retained and proposed buildings. Residential lobby access is provided on both the north and south sides of the east arm of the proposed building as shown on Figure 14.

Access to underground parking has been relocated to the east of the site, with the entrance located within the ground floor, and access via an internal driveway. The vehicle ramp is located away from the main sidewalks and the outdoor amenity space, and away from public view to support safe pedestrian access to and within the site. Pedestrians can access the underground parking via an elevator located from the internal courtyard from the south arm of the building.

Access to the indoor amenity space is provided from the south arm of the proposed building.

The proposed site circulation creates improved access to the existing building through upgrades to existing walkways and elevator access to the underground parking garage. Site access and circulation also locates vehicular traffic to and from the site away from the proposed intersection to the west of the site and aligns with the Bloor Street Integrated Road Project.

The service vehicle route has also been relocated to the east of the site. This route provides access to the loading spaces and garbage rooms, which are located away from public sight lines and pedestrian walkways. Vehicular access to parking and servicing areas are located adjacent to one another within the ground floor.

The revised proposal provides garbage access for the existing apartment building to create improved waste management. This allows for streamlined circulation and access for waste collection.

5.4 Landscaping

The public realm vision for the revised proposal promotes the goals of the East Bloor Corridor Study. The streetscape design proposes safe circulation for pedestrians throughout the site and establishes softscape and hardscape that frame key entrances into the building and proposed amenity areas.

Maintaining the existing 16.42-metre setback from Bloor Street allows for the provision of an enhanced tree canopy and opportunities for pedestrian scale lighting fixtures. These are intended to create an inviting public realm along Bloor Street, avoiding potential conflict with vehicular traffic.

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

The implementation of the Bloor Street Integrated Road Project will contribute to more active uses along Bloor Street, contributing to a pedestrian-friendly and engaging public realm. The revised proposal breaks the large site, with various outdoor amenity areas, providing a walkable experience around the site and shared amenity spaces for residents. Much of the existing surface parking will be replaced with underground parking, further improving the overall pedestrian experience.

The design of the revised proposal considers the impacts of wind, noise, and shadows to create a comfortable pedestrian experience. Subsections 5.7, 5.8 and 5.9 of this Addendum provide a summary of supporting studies that determine the appropriate shadow, wind and noise conditions are met.

The proposed development divides a large block to make efficient use of land, improving active transportation connections within the site as well as indirectly animating Bloor Street with the addition of amenity spaces and landscaping. These features contribute to an improved sense of place for existing and future residents.

5.5 Amenity Space

The revised proposal provides additional amenity space, totaling 2,220 m², with 626 m² of indoor space and 1,594 m² of outdoor space. The original proposal proposed amenity space at a ratio of 5.6 m² per unit for the retained and proposed buildings. The revised proposal increases this ratio to 7.16 m², providing additional indoor and outdoor amenity space.













Indoor amenity space is provided on the ground floor and the 11th floor, with dedicated entrances to each space. Outdoor amenity space is provided at-grade and on the rooftop of the 11th floor. Outdoor amenity space includes a central courtyard, an off-leash dog area and a kids' play area.

The amenity space is to be shared between the residents of the retained and proposed buildings. The outdoor amenity space replaces the existing

surface parking on the site and is situated between the retained and proposed buildings and to the west of the site. The outdoor amenity spaces create a pedestrian-friendly public realm on site that is active and vibrant.

Significant improvements to indoor and outdoor amenity space areas are a focus of the revised proposal, providing both new and existing residents opportunities to access amenity space year-round.

LEGEND

-  EXISTING DECIDUOUS TREE TO REMAIN
-  EXISTING DECIDUOUS TREE TO REMAIN
-  TREE PLANTING
-  ORNAMENTAL TREE
-  CONIFEROUS TREE
-  SHRUB & PERENNIAL PLANTING
-  BENCH
-  TOPSOIL & SOD
-  CONCRETE UNIT PAVING - TYPE 1
-  CONCRETE UNIT PAVING - TYPE 2
-  CONCRETE UNIT PAVING - TYPE 3
-  FENCE

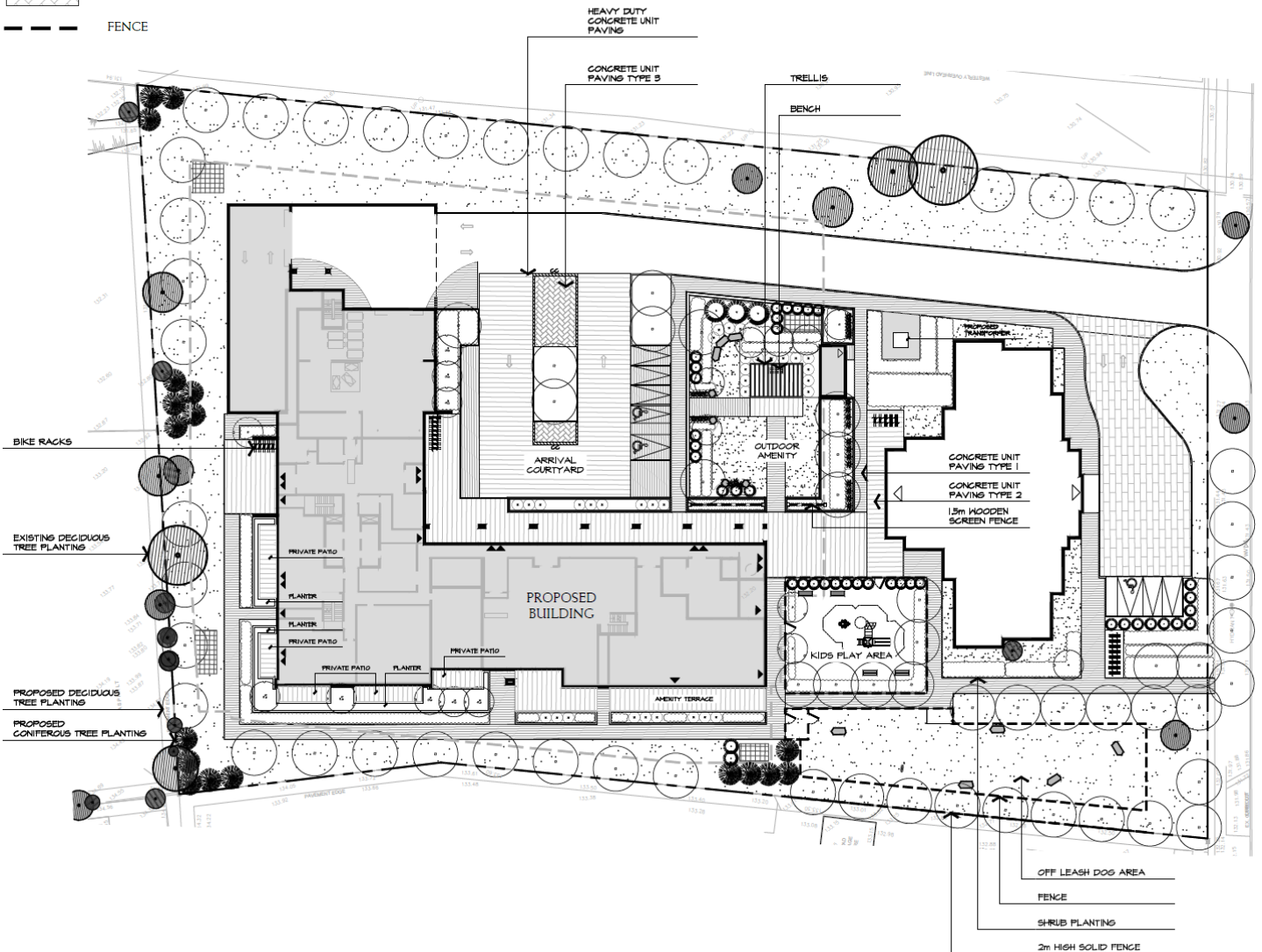


Figure 15 | Landscape Plan

5.6 Elevations, Sections, and Massing

The proposed building is massed to reflect the scale and built form of the retained building and the surrounding context. It is compact and steps back at the 10th storey to protect views and privacy and minimize shadow impacts as illustrated by the elevations, sections, and revised Shadow Study by onespace unlimited inc.



Figure 16 | Project North Elevation

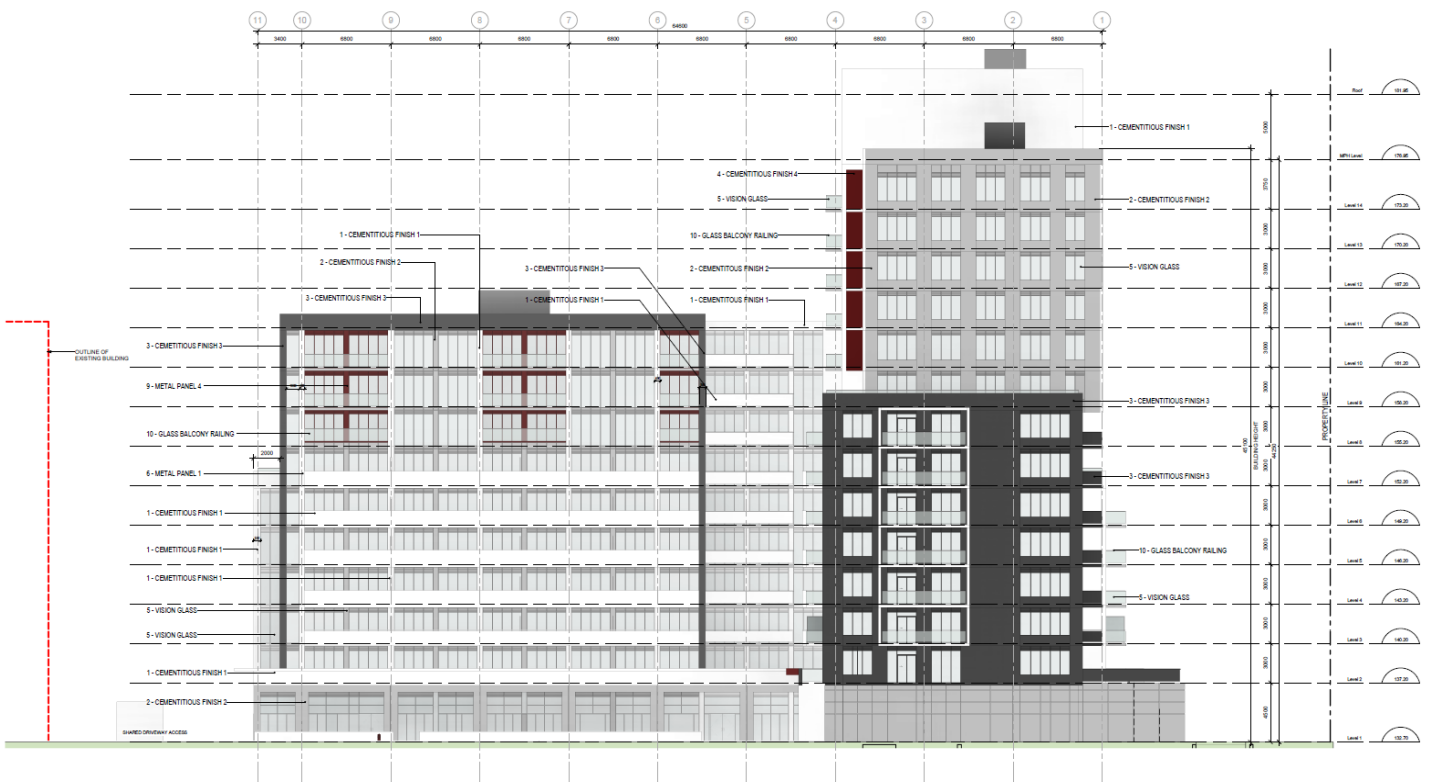


Figure 17 | Project East Elevation

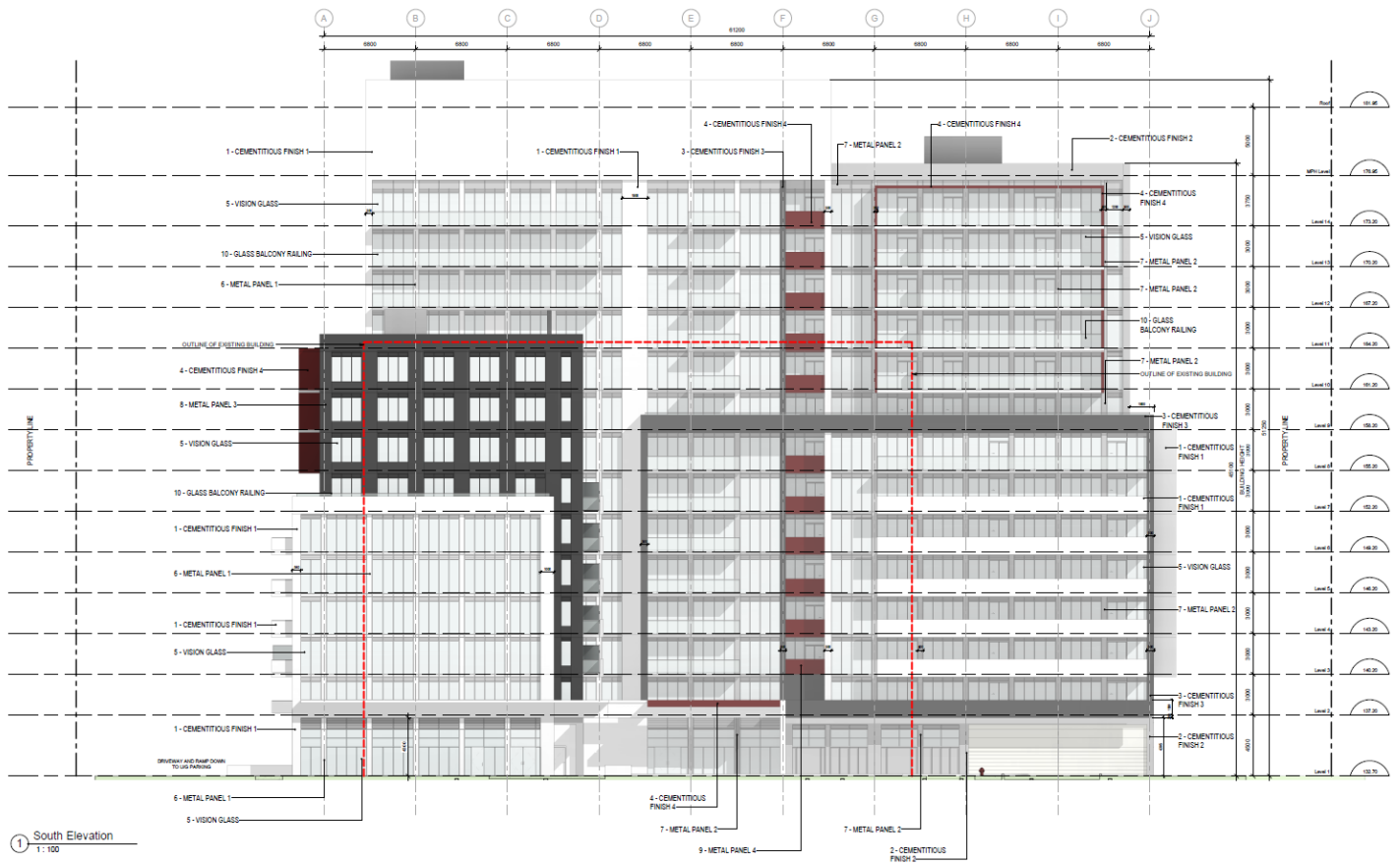


Figure 18 | Project South Elevation

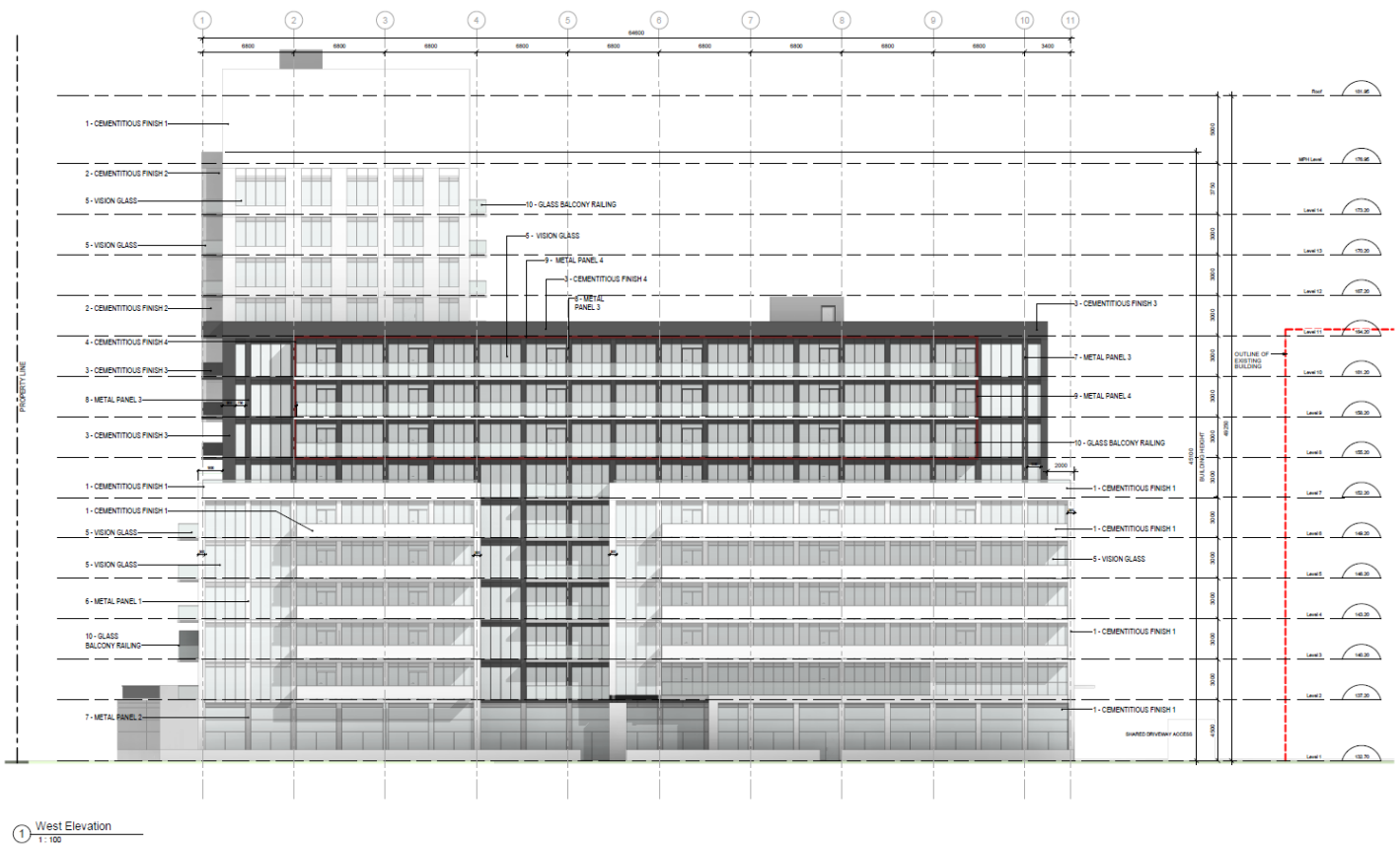


Figure 19 | Project West Elevation

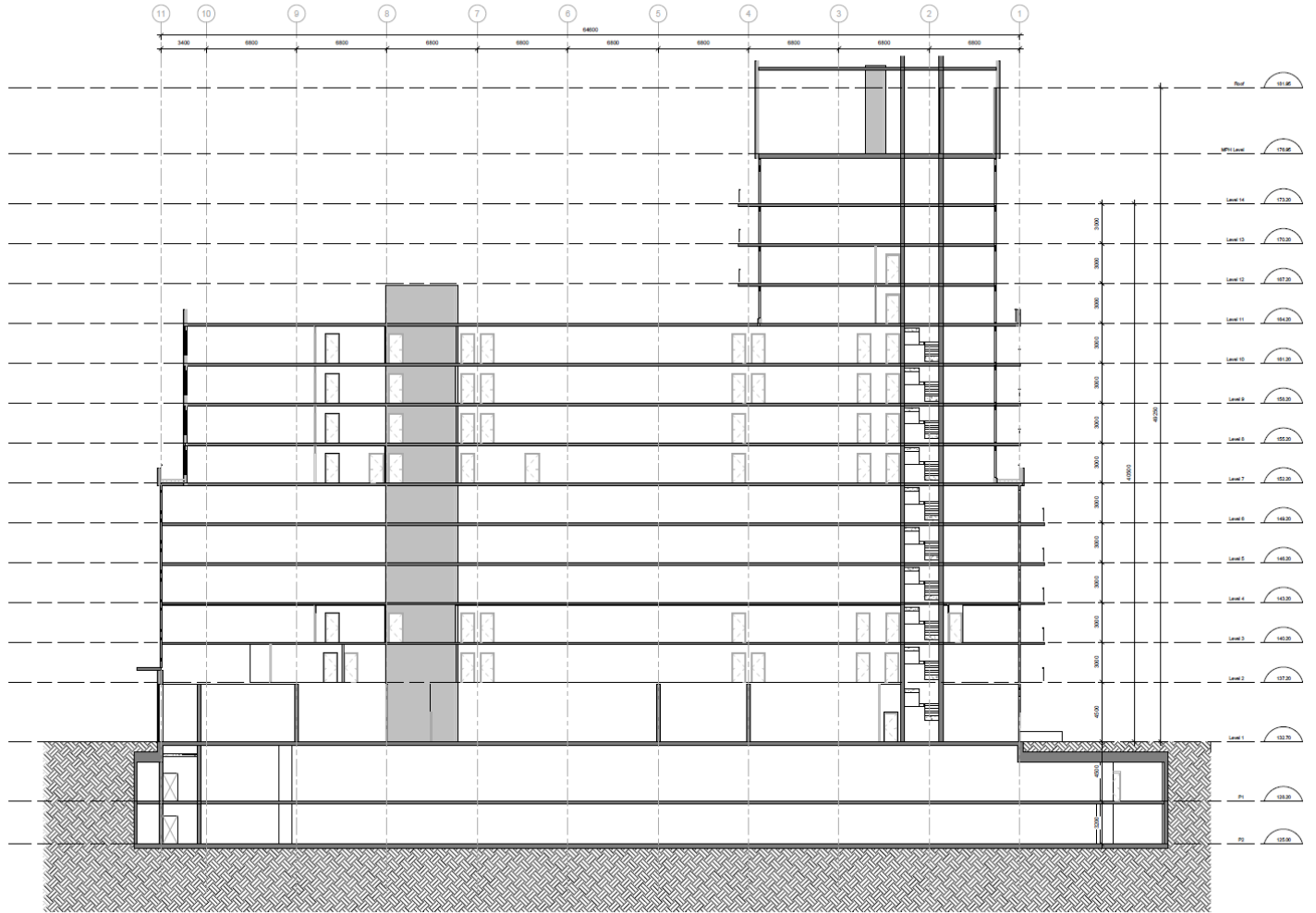


Figure 20 | Project East Elevation Section

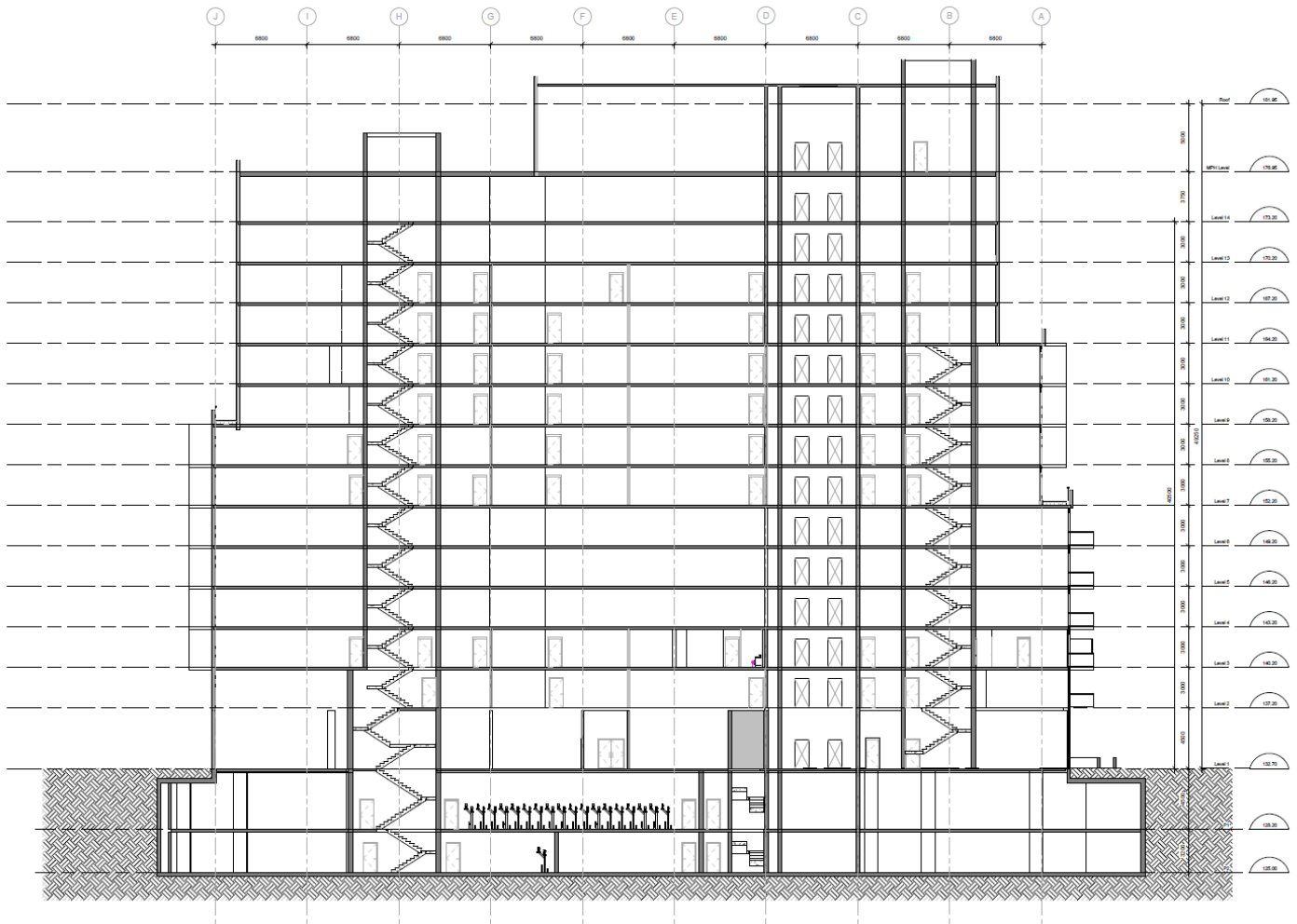


Figure 21 | Project North Elevation Section

5.7 Shadow Study

onespace unlimited inc. have completed a Shadow Study for the revised proposal. The Shadow Study reviews existing shadows in the surrounding area along with shadow impacts of the proposed built form as per the City of Mississauga's Standards for Shadow Studies (2023).

The Shadow Study concludes that the impact on the adjacent properties is acceptable both in duration and placement of shadows. The orientation of the proposed development on the site is designed in such a way that the building casts narrow shadows towards the adjacent low density residential, and there are no long periods of shadow on any one property. The revised proposal relocates some of the outdoor amenity areas to the south of the proposed building, allowing for maximized sun exposure on the communal outdoor areas. Areas that benefit from direct sunlight have ample exposure during relevant timeframes. In conclusion, there is no significant increase to the existing shadows due to the proposed development.

5.8 Wind Study

A Microclimatic Analysis Addendum Letter (the "Letter") for the revised proposal has been prepared by Theakston Environmental. The Letter analyzes the effect of the proposed mitigation plans in the Pedestrian Level Wind Study, dated March 2022, on the predicted pedestrian comfort conditions based on the revised proposal. Recommendations for minimizing adverse effects are provided, if required.

The Letter concludes that with consideration of the proposed mitigation plans, the at-grade outdoor

amenity spaces are expected to realize comfort conditions that are seasonally suitable for the intended uses. A porous fence is proposed along the west property line in order to protect the Dog Run and Kids Play Area from dominant westerly winds flowing through the spaces. Coniferous trees and plantings are also proposed to the northwest of the Dog Run and to the east of the Kids Play Area to further mitigate winds in the area. The Outdoor Amenity Space to the southeast of the proposed building features a trellis, as well as various coniferous trees and plantings situated throughout the space to mitigate winds flowing through the area. The mitigation plans strike a reasonable balance between wind mitigation and function for the spaces and are expected to result in more comfortable conditions than reported that are seasonally suitable for the intended uses.

The rooftop outdoor amenity space requires mitigation. Recommended mitigation measures may include perimeter wind screens, trellises, canopies, coniferous trees, coarse plantings in raised planters, and situated throughout the space. The space is expected to be subject to seasonal use and as such will be suitable for the intended purpose with appropriate mitigation in place. Programming for the rooftop outdoor amenity space, and appropriate wind mitigation features, will be addressed through future submissions.

5.9 Acoustical Feasibility Study

J.E. Coulter Associates Ltd. conducted an Noise and Vibration Impact Study (the "Study") to examine noise and vibration impacts of the revised proposal, and impacts of surrounding transportation noise. The Study concludes that proposed development is in an area with minimal transportation noise due to the distance from nearby roadways. The transportation sound levels slightly exceed the Ministry of the Environment, Conservation and Parks ("MECP") guidelines, and noise control measures in the form of ventilation upgrades will be required.

Overall, the transportation noise study demonstrates that the revised proposal is technically feasible from a noise and vibration perspective. There are no major noise and/or vibration issues that would prove challenging to address at later stages of the design.

To meet requirements of the MECP and the City of Mississauga, the following noise control measures are required:

- All units will be supplied with forced-air heating with the provision for future central air conditioning. Warning Clause Type C will be inserted into the Agreements of Purchase and Sale or Lease for all units.
- Terraces and private balconies greater than 4 metres in depth are not currently proposed and should be avoided on the south side of the building. If included, such areas will need to be addressed to ensure the guidelines are met.
- As per NPC-300, exterior wall and glazing upgrades are not required due to the modest transportation sound levels.
- Prior to the building permit application, a review of the proposed development's mechanical and electrical equipment should be completed to ensure that applicable noise guidelines are met at the surrounding areas as well as at the future development itself.

5.10 Tree Inventory and Preservation Plan

Kuntz Forestry Consulting Inc. prepared a Tree Inventory and Preservation Plan Report (the "Report") for the revised proposal. The findings outlined in the Report indicate a total of 35 trees on and within six metres of the subject property. The removal of 21 trees is required to accommodate the revised proposal. The remaining 14 trees maintained provided adequate tree protection is installed as per Figure 1 of the Report.

The following recommendations are suggested to minimize impacts to trees identified for preservation.

- Tree protection barriers and fencing should be erected at locations as prescribed on Figure 1. All tree protection measures should follow the guidelines as set out in the tree preservation plan notes and the tree preservation fencing detail.
- No construction activity including surface treatments, excavations of any kind, storage of materials or vehicles, unless specifically outlined above, is permitted within the area identified on Figure 1 as a Tree Protection Zone ("TPZ") at any time during or after construction.
- Branches and roots that extend beyond prescribed tree protection zones that require pruning must be pruned by a qualified Arborist or other tree professional. All pruning of tree roots and branches must be in accordance with Good Arboricultural Standards.
- Site visits pre-, during, and post-construction are recommended by either a certified consulting arborist (I.S.A.) or registered professional forester (R.P.F.) to ensure proper utilization of tree protection barriers. Trees should also be inspected for damage incurred during construction to ensure appropriate pruning or other measures are implemented.

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

6.0 CONCLUSION

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

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

The proposed development makes for an improved use of an underutilized site to respond to the existing and planned adjacent development and the growing demands for transit-oriented and rental housing in the City of Mississauga and greater region. The design provides landscaping improvements on the site along with outdoor and indoor amenity space that can be shared by residents of the retained and proposed buildings. Located behind the retained building, in place of surface parking, the proposal incorporates outdoor amenity space to enhance the public realm on the site and along Bloor Street by providing access to amenities in the area to additional residents. Outdoor amenity space is also proposed to the west of the site and on the 11th floor rooftop.

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

Access to vehicular parking and servicing has been directed away from the public roads to maximize pedestrian and cyclist safety and minimize the visual prominence of these features from the public realm. The driveway has been relocated to the east of the site to align with the Bloor Street Integrated Road Project. New bicycle parking and an on-site bicycle repair station will be integrated on-site to encourage active transportation. Waste/recycling storage areas will be moved inside the proposed building to make way for more outdoor space for residents to enjoy.

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

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

APPENDIX: SHADOW STUDY

AVERAGE AREA OF SUNSHINE (As) = 825.8m²
 As (AVERAGE) / Ar = 825.8m² / 1327m² =
 SUN ACCESS FACTOR OF 0.62 FOR JUNE 21ST



onespace unlimited inc.
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 181 EGLINTON AVENUE EAST, SUITE 204
 TORONTO, ONTARIO M4P 1L4
 TEL: 416-593-1111
 WWW.ONESPACEUNLIMITED.COM

SHADOW STUDY LEGEND

- EXISTING BUILDINGS
- PROPOSED DEVELOPMENT
- PROPOSED DEVELOPMENT SHADOWS
- OUTDOOR AMENITY PROPOSED AND ADJACENT TENS
- NO IMPACT ZONE



No.	DATE	ISSUED



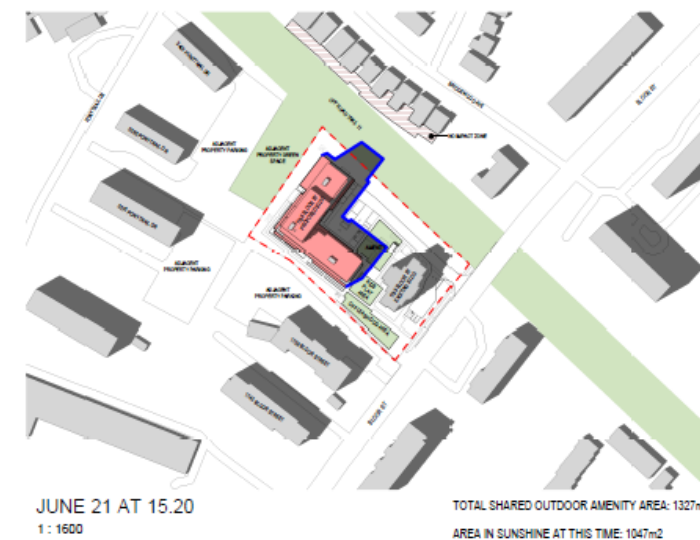
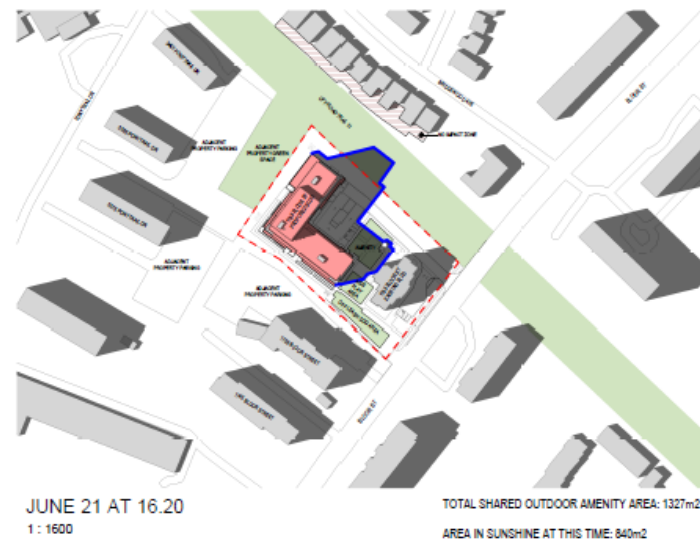
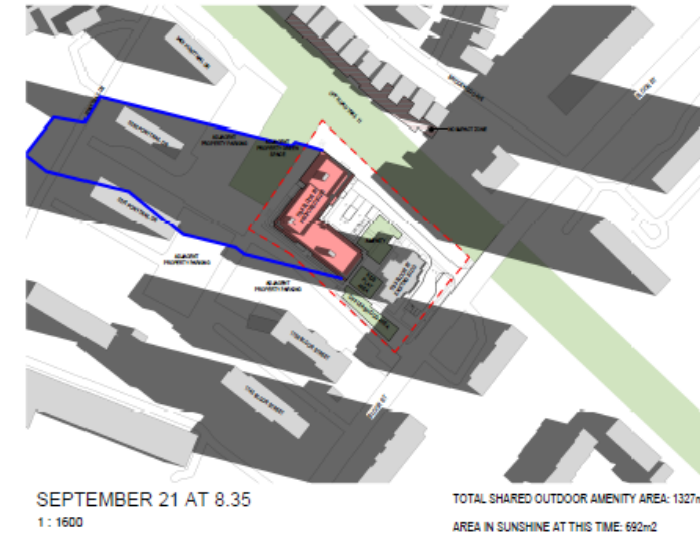
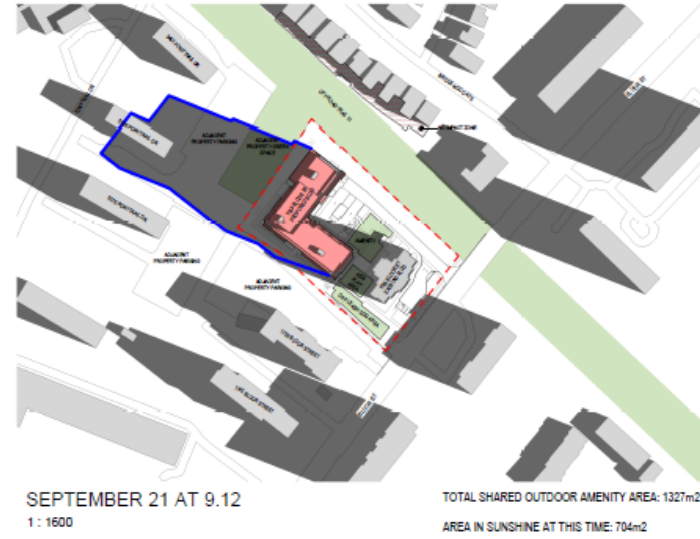
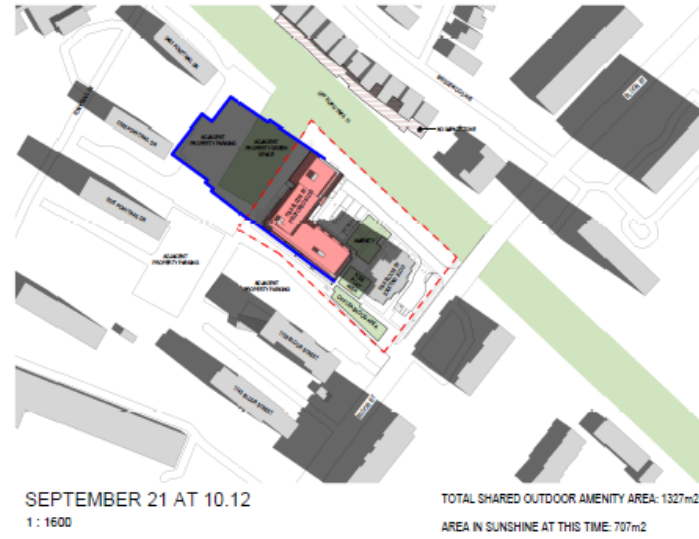
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 TORONTO, ONTARIO M4P 1L4
 ADDRESS

1785 Bloor Street, Mississauga, ON L4X 1S8

DRAWING
 Shadow Studies

PROJECT NUMBER	DATE
21045	28 APRIL 2023
SCALE	PLOTTED DATE
As Indicated	28 APRIL 2023



AVERAGE AREA OF SUNSHINE (As) = 652.7
 As (AVERAGE) / Ar = 652.7 / 1327m² =
 SUN ACCESS FACTOR OF 0.49 FOR SEPTEMBER 21ST



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SHADOW STUDY LEGEND

- EXISTING BUILDINGS
- PROPOSED DEVELOPMENT
- PROPOSED DEVELOPMENT SHADOWS
- OUTDOOR AMENITY PROPOSED AND ADJACENT (THIS)
- NO IMPACT ZONE



No.	DATE	ISSUED



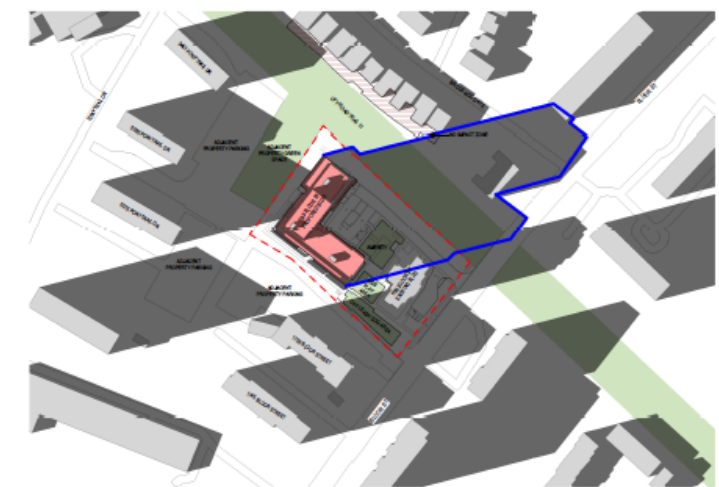
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DRAWING
 Shadow Studies

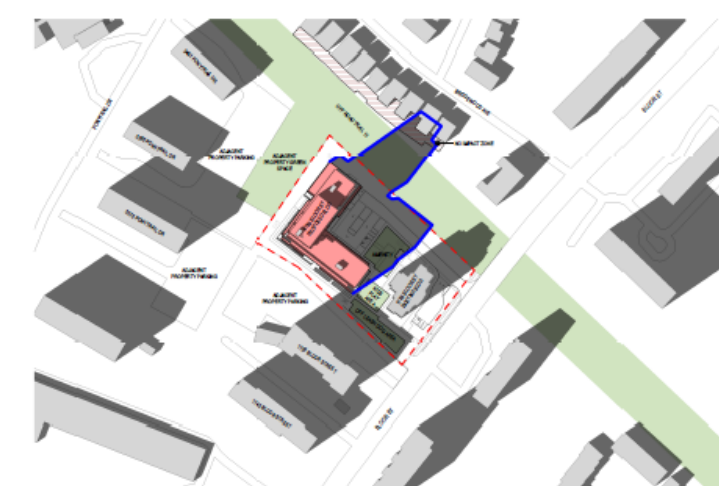
PROJECT NUMBER	DATE
21045	28 SEPT 2022
SCALE	PLOTTING DATE
As Indicated	28 SEPT 2022



SEPTEMBER 21 AT 17.48
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 AREA IN SUNSHINE AT THIS TIME: 227m²



SEPTEMBER 21 AT 17.12
 1 : 1600
 TOTAL SHARED OUTDOOR AMENITY AREA: 1327m²
 AREA IN SUNSHINE AT THIS TIME: 75m²



SEPTEMBER 21 AT 16.12
 1 : 1600
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 AREA IN SUNSHINE AT THIS TIME: 270m²



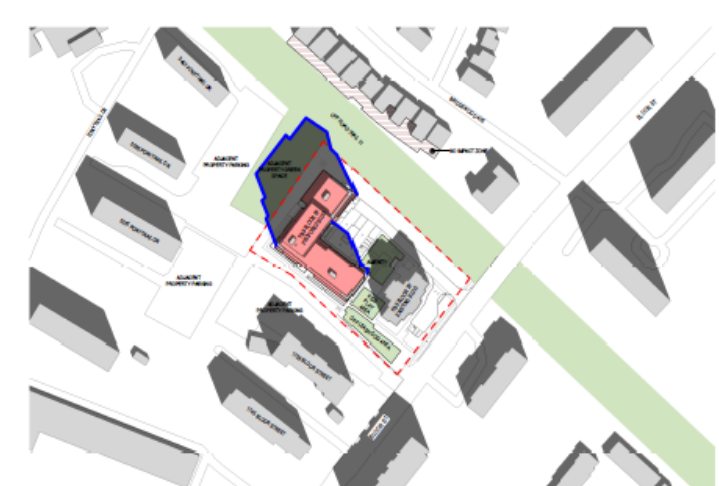
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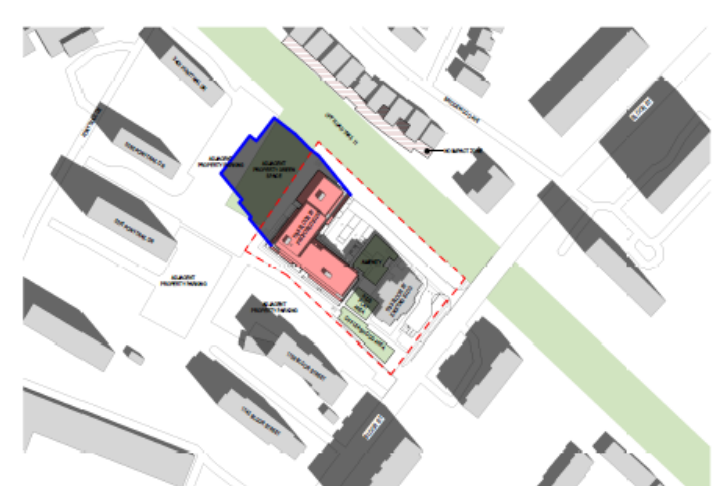
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 AREA IN SUNSHINE AT THIS TIME: 1172m²



SEPTEMBER 21 AT 13.12
 1 : 1600
 TOTAL SHARED OUTDOOR AMENITY AREA: 1327m²
 AREA IN SUNSHINE AT THIS TIME: 1085m²



SEPTEMBER 21 AT 12.12
 1 : 1600
 TOTAL SHARED OUTDOOR AMENITY AREA: 1327m²
 AREA IN SUNSHINE AT THIS TIME: 779m²



SEPTEMBER 21 AT 11.12
 1 : 1600
 TOTAL SHARED OUTDOOR AMENITY AREA: 1327m²
 AREA IN SUNSHINE AT THIS TIME: 642m²

AVERAGE AREA OF SUNSHINE (As) = 505.7m²
 A_s (AVERAGE) / A_r = 505.7 / 1327m² =
 SUN ACCESS FACTOR OF 0.38 FOR DECEMBER 21ST

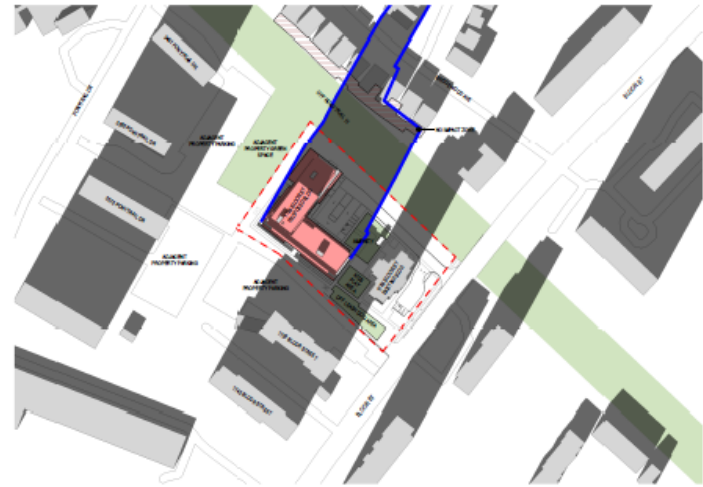


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- SHADOW STUDY LEGEND**
- EXISTING BUILDINGS
 - PROPOSED DEVELOPMENT
 - PROPOSED DEVELOPMENT SHADOWS
 - OUTDOOR AMENITY (PROPOSED AND ADJACENT TRAIL)
 - NO IMPACT ZONE



DECEMBER 21 AT 15.15
 1: 1600
 TOTAL SHARED OUTDOOR AMENITY AREA: 1327m²
 AREA IN SUNSHINE AT THIS TIME: 22m²



DECEMBER 21 AT 14.17
 1: 1600
 TOTAL SHARED OUTDOOR AMENITY AREA: 1327m²
 AREA IN SUNSHINE AT THIS TIME: 227m²



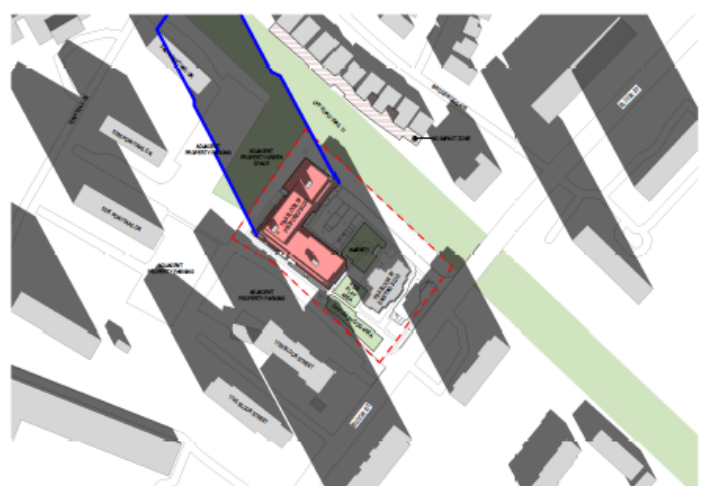
DECEMBER 21 AT 13.17
 1: 1600
 TOTAL SHARED OUTDOOR AMENITY AREA: 1327m²
 AREA IN SUNSHINE AT THIS TIME: 750m²



DECEMBER 21 AT 12.17
 1: 1600
 TOTAL SHARED OUTDOOR AMENITY AREA: 1327m²
 AREA IN SUNSHINE AT THIS TIME: 871m²



DECEMBER 21 AT 11.17
 1: 1600
 TOTAL SHARED OUTDOOR AMENITY AREA: 1327m²
 AREA IN SUNSHINE AT THIS TIME: 476m²



DECEMBER 21 AT 10.17
 1: 1600
 TOTAL SHARED OUTDOOR AMENITY AREA: 1327m²
 AREA IN SUNSHINE AT THIS TIME: 564m²



DECEMBER 21 AT 9.19
 1: 1600
 TOTAL SHARED OUTDOOR AMENITY AREA: 1327m²
 AREA IN SUNSHINE AT THIS TIME: 630m²



No.	DATE	ISSUED



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DRAWING
 Shadow Studies

PROJECT NUMBER	DATE
21045	28 SEPT 2023
SCALE	PLOTTING DATE
As Shown	28 SEPT 2023

A-093

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2023