
URBAN DESIGN STUDY

3403 – 3445 FIELDGATE DRIVE
MISSISSAUGA, ONTARIO

DECEMBER 2024





Sajecki Planning Inc.

TABLE OF CONTENTS

- 1.0 INTRODUCTION 6**
- 2.0 VISION AND PROPOSAL 8**
 - 2.1 Vision and Guiding Principles 9
 - 2.2 Goals and Objectives 14
 - 2.3 Detailed Proposal Description 15
- 3.0 OUR URBAN DESIGN REVIEW AND ANALYSIS. 20**
 - 3.1 Out Future Mississauga (Strategic Plan) 21
 - 3.2 City of Mississauga Official Plan 22
 - 3.3 Green Development Standards 25
 - 3.4 East Bloor Corridor Review 26
 - 3.5 Bloor Street Integrated Road Project (2023) 29
- 4.0 SITE PLANNING AND DESIGN ANALYSIS. 30**
 - 4.1 Site Organization and Built Form 31
 - 4.2 Building Heights and Transitions 32
 - 4.3 Access Locations, Pedestrian and Vehicular Circulation 33
 - 4.4 Landscaping 34
 - 4.5 Amenity Space 34
 - 4.6 Elevations, Sections and Massing 36
 - 4.7 Shadow Study 39
 - 4.8 Wind Study 39
 - 4.9 Acoustical Feasibility Study 40
 - 4.10 Tree Inventory and Preservation Plan 40
- 5.0 CONCLUSION 42**

FIGURES AND TABLES

Figure 1 - Aerial view of the subject site	7
Figure 2 - Contextual transition	10
Figure 3 - Façade articulation	10
Figure 4 - Maximizing sunlight (June 21st, 12pm).	11
Figure 5 - Improved circulation.	12
Figure 6 - Programmable space (Source: onespace)	13
Figure 7 - Outdoor courtyard and patio (Source: onespace)	14
Figure 8 - Proposed site plan (Source: onespace)	16
Figure 9 - Perspective view from Fieldgate Drive (Source: onespace)	18
Figure 10 - Perspective view from Bloor Street (Source: onespace)	19
Figure 11 - Perspective view from Ponytrail Drive (Source: onespace)	19
Figure 12 - East Bloor Study Area building heights (City of Mississauga)	26
Figure 13 - Study area of the Bloor Street Corridor from Central Parkway East to Etobicoke Creek	28
Figure 14 - Approved Alternative 6 - Bloor Street Integrated Road Project (City of Mississauga)	29
Figure 15 - Rendering of proposed building (Source: onespace)	31
Figure 16 - Proposed south elevation along Fieldgate Drive (Source: onespace)	32
Figure 17 - Perspective of central courtyard entrance (Source: onespace)	33
Figure 18 - Landscape Plan (Source: Crozier & Associates)	35
Figure 19 - Proposed west elevation of Building A and B (Source: onespace)	36
Figure 20 - Proposed west elevation along Ponytrail Drive (Source: onespace)	37
Figure 21 - Proposed north elevation (Source: onespace)	37
Figure 22 - Proposed section Building A and B (Source: onespace).	38
Figure 23 - Proposed section Building C and A (Source: onespace).	38
Table 1 - Proposed statistics	17

Page left intentionally blank

1.0 INTRODUCTION

This Urban Design Study (“UDS”) has been prepared by Sajecki Planning Inc. on behalf of Forest Glen Shopping Centre Limited (the owner) to support amendments to the City of Mississauga Official Plan (2024) and Zoning By-law No. 0225-2007 with respect to the lands municipally known as 3403-3445 Fieldgate Drive (the “subject site” or “site”). The subject site is located within Ward 3 of the City of Mississauga and is situated within an existing apartment neighbourhood as shown in *Figure 1*.

The UDS is an accompanying document to the Planning Justification Report (PJR), has been prepared by Sajecki Planning Inc. The purpose of these reports is to support the Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications, which seek to permit 22, 18 and 13-storey mixed-use buildings that would replace an existing one-storey commercial building.

In addition to addressing various urban design policies and guidelines outlined in the City of Mississauga Strategic Plan, Official Plan, Zoning By-law 0225-2007 and the East Bloor Corridor Study, the UDS also demonstrates the compatibility of the development proposal with the surrounding context.

The subject site is an irregularly shaped lot that has frontage along the following roadways:

- Fieldgate Drive: 158.64 m
- Ponytrail Drive: 83.74 m
- Bloor Street: 22.13 m

The site has a total area of 15,840 m² (170,500.34 ft²). Currently located on the subject site is a one-storey commercial building and a large surface parking lot. The proposal contemplates demolishing the existing commercial building and constructing three buildings of 22, 18 and 13-storeys with commercial uses at

grade. The proposed development will include 592 dwelling units.

This UDS concludes that the proposed development is consistent with the City’s urban design policies and guidelines established in the Strategic Plan, Official Plan and Zoning By-law; and the vision and design strategies set out in the East Block Corridor Study. This report also provides an overview of its built form, circulation, and public realm organization.

It is our opinion that both the form and positioning of non-residential and residential uses on the subject site represent good urban design practice and fit well within the surrounding context. From an urban design standpoint, the proposed development will enhance the public realm along Fieldgate Drive and promote connectivity from Bloor Street into the site.

Additionally, the proposed development is respectful of the surrounding context and the architectural and design character along the Bloor Street corridor. The subject site and the Applewood neighbourhood will be improved as a result of the proposed development.

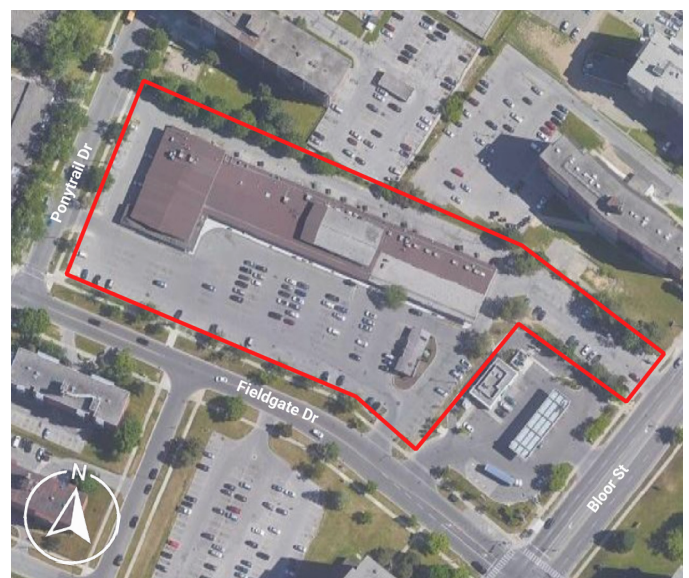


Figure 1 - Aerial view of the subject site

2.0 VISION AND PROPOSAL

2.1 Vision and Guiding Principles

The vision for the redevelopment of 3403-3445 Fieldgate Drive aims to transform the existing one-storey commercial building into a mixed-use podium and tower structure. This redevelopment seeks to enhance the character and development pattern of the neighbourhood and the East Bloor Corridor. The proposed development includes commercial spaces at-grade and residential units on the upper levels. By situating commercial spaces closer to Fieldgate Drive, the proposal aims to foster street animation and improve pedestrian connectivity. Additionally, the proposal introduces landscaped areas and a park to increase available open spaces and pedestrian interaction into the site. All vehicular and long-term bicycle parking has been consolidated below grade, with short-term bicycle parking provided at-grade for easier access and convenience.

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 development.

The proposed development represents an opportunity to make a positive contribution to the East Bloor Street Corridor through the implementation of five key guiding principles:

1. Contextual transition
2. Façade articulation
3. Maximizing sunlight
4. Improved circulation
5. Programmable space

Contextual transition

The surrounding area adjacent to the subject site comprises a diverse mix of medium to high-density residential developments and low-rise commercial buildings. Directly to the north of the site, there are two nine-storey apartment buildings, while to the south, there are two six-storey apartment buildings, and an 11-storey building located at the southwest corner of Fieldgate Drive. To the east of the subject site, there is a gas station, which represents a potential soft site for future development. Finally, to the west, there are two-storey townhouses.

The buildings have been designed to seamlessly integrate with the existing built environment by ensuring that the scale, massing and architectural style are responsive to the surrounding context. This also includes respecting neighbouring buildings in terms of height, setbacks and angular plane.

The proposed development strategically transitions down in height from Bloor Street towards Ponytrail Drive. The tallest tower stands at 22-storeys (71.4 m) and is situated in the southeast portion of the site; an 18-storey (58.9 m) tower is positioned at the center; and a 13-storey (43.4 m) building is located in the western portion of the site. The 13-storey building has been massed to remain within a 45-degree angular plane from the neighbouring low-rise property along Ponytrail Drive. This design approach enables the provision of three-storey townhouses along Ponytrail Drive, to achieve a scale that is consistent with the low-rise residential buildings on the opposite side of Ponytail Drive.

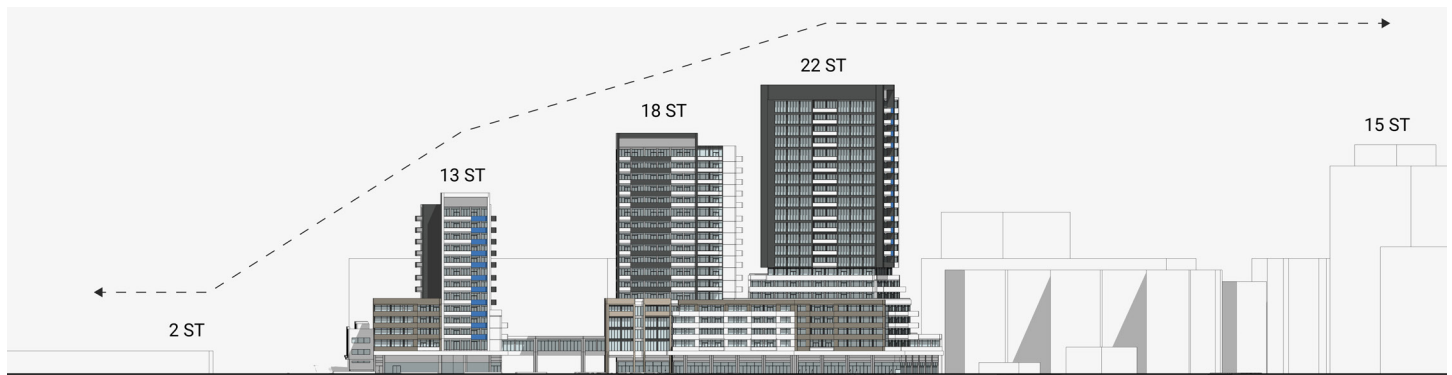


Figure 2 - Contextual transition

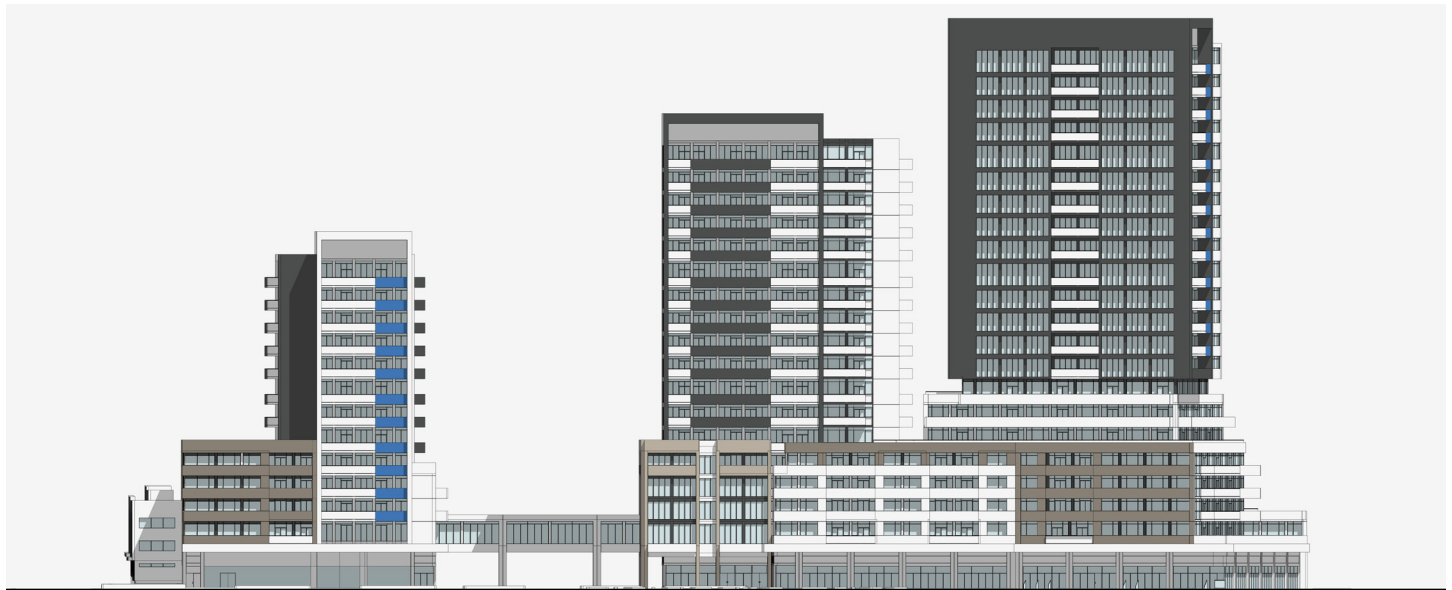


Figure 3 - Façade articulation

Façade Articulation

To enhance visual interest and depth along Fieldgate Drive, the longer podium façade has been articulated by dividing it into distinct sections or compartments. Incorporating features such as adequate stepbacks and variations in materials between the podium and towers creates a more visually appealing and dynamic exterior. These design elements help break up the massing and add character to the façade.

The proposed development also incorporates translucent materials for the commercial at-

grade areas to promote visibility and connectivity between indoor and outdoor spaces, enhancing the pedestrian experience along the street. The use of glazing encourages interaction between retail spaces and passerby while animating the pedestrian environment. Additionally, the residential units on the upper floors are designed to define a modern architectural form and character that aligns with the overall aesthetic of the neighbourhood and the East Bloor Corridor Area. This principle promotes visual harmony with the surrounding area while still making a distinctive architectural statement.

Maximizing Sunlight

The site has been designed to ensure that the layout and orientation of the towers are optimized to maximize sunlight and minimize shadows throughout the site and on surrounding areas. This guiding principle not only enhances the quality of life for residents but also promotes energy efficiency.

To achieve this, the towers are strategically planned and staggered with minimum separation distances of 28.1 m, ensuring that the shadows cast by each tower have minimal impact on adjacent buildings. This arrangement allows for ample sunlight to reach the majority of units and facilitates natural air circulation. Importantly, the placement of the tallest building at the eastern edge of the site ensure that shadows cast by this building fall mostly on the site itself.

The layout of the public realm is carefully considered to always strike a balance between sunlit and shaded areas. This approach creates diverse spaces that cater to various demographics, accommodating different preferences for sun exposure and shade. By integrating a mix of sunlit and shaded areas, the development promotes a comfortable and inviting environment for residents and visitors.



Figure 4 - Maximizing sunlight (June 21st, 12pm)

Improved Circulation

Improving circulation within the development is essential to ensure comfortable and easy movement for both residents and visitors. This is achieved through thoughtful placement of walkways, access points, connections to different spaces, and traffic flow patterns, which collectively contribute to a well-connected and efficient circulation system.

The commercial space is strategically situated along the south side of the site, enhancing the existing public right-of-way along Fieldgate Drive. This placement not only activates the street frontage but also integrates the development with the surrounding urban fabric.

The main driveway entrances from both Fieldgate Drive and Ponytrail Drive form a loop, which encourages the use of different ingress and egress points. Additionally, the walkway from Ponytrail Drive extends further into the site and connects to Bloor Street, the easternmost part of the site, which in turn connects to the proposed park area.

This circulation layout promotes connectivity throughout the development and encourages pedestrian movement between different areas. By providing multiple access points and creating a loop circulation pattern, residents and visitors can navigate the site efficiently and access the commercial spaces and outdoor areas with ease.



Legend:

- Subject Site
- Pedestrian Circulation
- Vehicular Circulation

Figure 5 - Improved circulation

Programmable Space

Integrating flexible and adaptable spaces within the development can encourage various uses and activities. This allows for versatility in accommodating changing resident needs and preferences over time, to help promote social interactions over the long term.

The proposed development includes programmable residential amenity spaces located on the roof of the podium. These spaces serve as an extension of the indoor and outdoor amenity areas provided within the development. Designed to be versatile, these flexible spaces can host events, gatherings, and recreational activities, fostering a vibrant and dynamic environment for residents and visitors alike.

Proposed commercial spaces also have the potential to be designed, divided and programmed to meet varying tenant needs. Importantly, a space has been identified at the ground level of the westernmost building to support community-gearred uses.

By incorporating such programmable spaces, the development enhances its appeal as a community hub where residents can come together, socialize, and engage in various activities, contributing to a sense of belonging and connectivity within the neighbourhood.



Figure 6 - Programmable space (Source: onespace)

2.2 Goals and Objectives

Sustainable Design

Promoting vibrant, healthy and resilient communities by integrating parks and landscaping while reducing surface parking to enhance the environment, social interaction, and quality of life.

Context Appropriate

Designing a built form that harmoniously integrates with the existing neighbourhood, maintaining compatibility and scale; and ensuring an appropriate transition to the surrounding context.

Design Excellence

Elevating the character and urban form along East Bloor Corridor with modern architecture, materials and design principles, while respecting the massing and heights of neighbouring structures and facilitating open access and seamless integration of the proposed development with the existing context.

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.

Enhanced Public Realm and Streetscape

Creating vibrant and dynamic streetscapes along commercial frontages by incorporating features such as outdoor seating areas, street furniture and landscaping. Enhancing connectivity between different areas within the development and connecting it to surrounding neighbourhoods or amenities can encourage walking and promote a sense of community.



Figure 7 - Outdoor courtyard and patio (Source: onespace)

2.3 Detailed Proposal Description

The proposed development features three mixed-use buildings with heights of 22, 18, and 13-storeys. Each of the buildings incorporates commercial and retail uses at grade. The design of the proposed development is informed by applicable land use policy, built form design guidelines, and approved and existing developments within close proximity to the subject site. This has resulted in a design plan and massing scheme that fits well within the existing and approved built form context, enhances the public realm along all lot lines, and enhances pedestrian movement.

The proposed development consists of three buildings atop two podium structures. The west podium transitions from a three-storey townhouse form facing along Ponytrail Drive to five storeys along Fieldgate Drive, and up to a 13-storey taller mid-rise building (Building C). The east podium consists of a connected ground floor level that contains residential and commercial space. Above the first storey, each of the two buildings features a five-storey base building which supports towers with heights of 22-storeys (Building A) and 18-storeys (Building B).

The total gross floor area of the proposed development is 46,024.69 m² (495,409.75 ft²), of which 43,140.38 m² (464,363.30 ft²) is residential and 2,884.31 m² (31,046.45 ft²) is retail space at-grade, resulting in a site FSI of 2.91 and a lot coverage of 44%. A total of 592 residential dwelling units will be housed in the proposed development. The proposed site plan is shown in *Figure 8*. Two levels of underground parking are proposed, a total of 597 parking spaces and 401 bicycle parking spaces are proposed.

The proposal includes a total landscaped area of 2,740 m², a parkland dedication of 1,174 m², and a combined amenity area of 3,340.01 m². This comprises 1,433.10 m² of indoor amenities distributed across the first, second, and sixth floors, along with 1,906.91 m² of outdoor amenities located on the second and sixth floors, providing ample recreational and community spaces for residents.

The materials and details presented in the plans, studies, and reports represent the conceptual direction of the project, with refinements expected during the formal site plan review process.

The proposal will be described in Project North (the orientation of the architectural plan) as per the architectural plans prepared by onespace dated 5th December 2024.

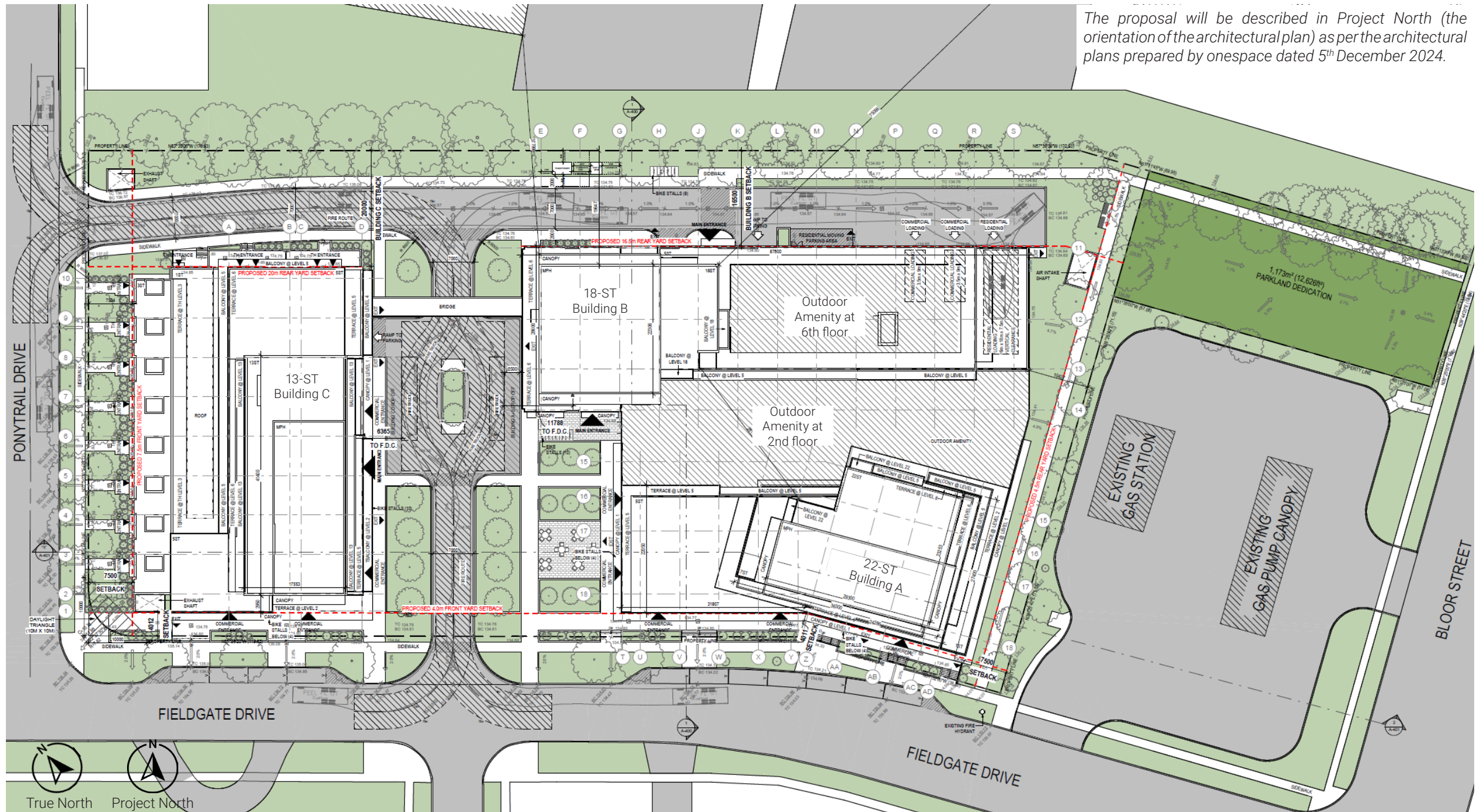


Figure 8 - Proposed site plan (Source: onespace)

Table 1: Proposed statistics.

Site Area	15,840 m² (170,500 ft²)
Building Heights	
Building A	22-storeys (71.40 m)
Building B	18-storeys (58.90 m)
Building C	13-storeys (43.40 m)
Townhouses (Ponytrail Dr)	3-storeys (9.0 m)
Townhouses (Rear lane)	2-storeys (6.0 m)
Podium (Fieldgate street wall)	5 storeys (18.2 m)
Gross Floor Area	46,024.69 m² (495,409.75 ft²)
Residential	43,140.38 m ² (464,363.30 ft ²)
Retail	2,884.31 m ² (31,046.45 ft ²)
Floor Space Index (FSI)	2.91
Lot Coverage	44%
Dwelling Units	592
Studio	30 (5%)
One-bedroom	242 (41%)
One-bedroom + den	77 (13%)
Two-bedroom	182 (31%)
Two-bedroom + den	29 (5%)
Three-bedroom	32 (5%)
Townhouses	13 (included in Two-bedroom + den and Three-Bedroom count)
Parkland	1,174 m² (12,636.83 ft²)
Amenity Space	3,340.01 m² (5.64 m²/unit)
Indoor Amenity	1,433.10 m ² (2.42 m ² /unit)
Outdoor Amenity	1,906.91 m ² (3.22 m ² /unit)
Vehicular Parking Spaces	597 spaces
Resident	454 spaces (0.76 spaces / unit)
Visitor/Retail (shared)	143 spaces
Loading Spaces	1 residential space & 2 commercial spaces
Bicycle Parking Spaces	401
Residential Long-Term Parking	356
Residential Short-Term Parking	32
Commercial Long-Term Parking	5
Commercial Short-Term Parking	8

Setbacks and Stepbacks (to property lines)	
Podium Element:	
Front Yard (south)	4.01 m
Side Yard (east)	7.50 m
Side Yard (west)	7.50 m
Rear Yard (north)	16.50 m
Residential Tower Separation:	
Building B to north property line	19.64 m
Building A to east property line	15.00 m
Building C to west property line	26.70 m
Building A to south property line	7.06 m
Building C to south property line	6.98 m
Building A to Building B (8th floor and above)	28.11 m
Building B to Building C	33.43 m



Figure 9 - Perspective view from Fieldgate Drive (Source: onespace)



Figure 10 - Perspective view from Bloor Street (Source: onespace)



Figure 11 - Perspective view from Ponytrail Drive (Source: onespace)

3.0 OUR URBAN DESIGN REVIEW AND ANALYSIS

This section provides an overview of the key City of Mississauga plans, policies and guidelines that guide urban design within the City, and reviews how the proposed development achieves the overall intent and directions from these documents.

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 "Strategic 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". Some of the key strategic goals of the third pillar, "Connect", include "develop walkable, connected neighbourhoods", "build vibrant communities" and "create great public spaces".

The proposed development contributes to achieving the vision and goals identified in the City's Strategic Plan by providing a mix of unit types and tenures that cater to a diverse population, including youth, adults and new immigrants, helping to foster a sense of place in an area well-served by transit, parks and other amenities. The proposed development is also compact and well connected, giving neighbourhood residents ease of access and the ability to participate in various aspects of their everyday lives, often within walking distance.

move
belong
connect
prosper
green



3.2 City of Mississauga Official Plan

The subject site is designated *Mixed Use* as per Schedule 10 of the City of Mississauga Official Plan (March 2023 official consolidation) (“MOP”). The site is located within a *Neighbourhood* as per Schedule 1 of the MOP and within the *Applewood Neighbourhood Character Area* as per Schedule 9. The analysis below focuses on key urban design and built form policies of the MOP. A more comprehensive policy analysis is provided in the Planning Justification Report prepared by Sajecki Planning and available under separate cover.

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. 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. 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 proposed development adds context-sensitive density to an underutilized site and optimizes the use of land, existing infrastructure and services. The site is well-serviced by frequent bus routes that allow for multi-modal mobility. The design includes water retention, with a cistern in parking level 1 used to collect the roof rainwater. The proposal enhances the soft landscaping on the site. The current use of the site is predominantly a surface parking lot. The proposed development signifies a net positive transformation, restoring much of the area with soft landscaping. Additional sustainable practices will be considered at the site plan stage, such as bird-friendly glazing and sustainable heating and cooling.

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.

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.

Policy 9.2.2.2 states that tall buildings will generally not be permitted. However, Policy 9.2.2.3 goes on to further identify development criteria to assess the contextual fit of a proposed intensification project.

The proposed tall buildings respect the existing character of the apartment neighbourhood, where a number of taller buildings already exist. Appropriate transition is provided to both the adjacent co-op housing complex and apartment buildings, while a 45-degree angular plane is provided to the low-rise residential dwellings to the west. The project therefore warrants an exception to the “general” exclusion of tall buildings in *Neighbourhoods*, given the immediate context, which includes lands designated as Residential High Density.

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

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

As per the Shadow Study and Wind Study, the proposal respects the scale and character of the surrounding area and minimizes overshadowing and overlook on adjacent neighbouring properties.

The site design offers opportunities to preserve and establish a tree canopy that respects 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 proposed development is compatible with the existing site conditions and surrounding context. 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 along Fieldgate Drive, contributing to a pedestrian-friendly environment that connects Bloor Street.

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:

- f) continuity and enhancement of streetscapes.
- g) the size and distribution of building mass and height.
- j) views, sunlight and wind conditions.
- l) 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 micro-climatic conditions are mitigated.

As per the Shadow Study and Wind Study, the proposal provides appropriate transitions, 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 micro-climatic conditions are mitigated. Further, the proposed development significantly steps back above the podium to respect the scale of the surrounding existing and proposed context.

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 site is located along Bloor Street, where the local context includes multiple high-rise apartment buildings. Appropriate transitions have been considered in the proposed development through the use of setbacks to adjacent properties and landscaping at-grade to respect variations in scale, massing and land uses. 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*. 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 proposed development aims to minimize impacts to adjacent low density development but exceeds the height limits set out in Policy 16.2.3.1. As per the Shadow Study and Wind Study, the proposal does not pose adverse impacts to surrounding properties or the public realm. The proposed height will not perceptibly be significantly taller than surrounding development as the towers step back above the podium to respect the scale of the surrounding context. The proposed buildings provide appropriate setbacks from adjacent developments and provide 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. The document outlines the Stage One Green Development Standards (“GDS”) that are to be considered toward site planning prior to development approval.

Section 3 of the GDS recommends 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 4 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 of the overall area. Furthermore, Section 4 provides recommended soil volumes per tree in different conditions and suggests that a minimum 50% of all proposed plantings be native species, where feasible.

Section 5 is centred around pedestrian and cycling comfort and promotes continuous, universally accessible, barrier-free and clearly designated sidewalks.

Section 6 addresses exterior building design, in particular, bird friendly glazing, and site and building lighting. In general, the GDS recommend treating the glass on buildings with a density pattern or muting reflections for a minimum of the first 10 m to 12 m above grade. The GDS also discourage up-lighting and recommend exterior light fixtures to be properly shielded to prevent glare and/or light to trespass onto any neighbouring properties.

The proposed development incorporates several recommendations of the Green Development Standards. The proposal will add density to an underutilized site and to create new commercial and residential units that promotes efficient use of land, reduce environmental impacts, and contribute to the creation of vibrant, walkable communities.

The design includes water retention, using a cistern in parking level 1 to collect the roof rainwater. The proposal enhances the soft landscaping on the site. With much of the site used as a surface parking lot today, the proposed development signifies a net positive transformation, restoring much of the area with soft landscaping and infill density. In addition, outdoor amenity and recreational areas for building residents will feature landscaping, which will help to mitigate stormwater runoff. In total, 55 new trees will be planted on site, exceeding the City’s minimum tree replacement requirements. 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. Additionally, dedicated bicycle storage areas are provided both indoors and outdoors for residents and visitors.

Other sustainable practices will be considered at the site plan stage, such as bird-friendly glazing and sustainable heating and cooling devices.

3.4 East Bloor Corridor Review

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

- 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 the Applewood neighbourhood, named after the apple farms that previously existed in the area. Much of this community was developed during the 1960s and 1970s, and as of 2013 has a population of approximately 13,300 people. The prevalence of apartment buildings within the area helps provide affordable rental housing for residents and allows the area to act as 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 consist predominantly of apartment buildings, detached and semi-detached 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 heights between five and 14-storeys (*Figure 12*). The area has further developed since, with gentle intensification and infill development occurring along the Bloor Street Corridor.

The interim Urban Design Guidelines for the Study Area recommend that development should:

- Follow existing spatial patterns, with consideration for 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 proposals contribute 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 proposed development aligns with the general characteristics of surrounding developments, although there are slight variations in the lot pattern due to a small portion of the site fronting along Bloor Street. The proposed buildings have been oriented to respond to Fieldgate Drive, with podium that help frame the street. Furthermore, the height and scale of the buildings are responsive to the surrounding context, with careful consideration given to the transition from Bloor Street.

While the proposed development does not directly front along Bloor Street, it fosters active pedestrian connections by incorporating features such as a public park and landscaping. These elements enhance the pedestrian realm within the site and along the Bloor Street Corridor, contributing to a cohesive and inviting urban environment.

The ground floors of the proposed development include a mix of commercial and residential uses. While a significant portion is dedicated to the commercial and retail uses, the ground floors also accommodate residential functions such as entrance lobbies, mail-rooms and other servicing areas. The indoor and outdoor amenity areas

are distributed across the first, second and sixth floors. The proposal features an elevated walkway connecting the two podiums, facilitating seamless access between them. Additionally, the outdoor amenity space offers residents the flexibility to utilize the space dynamically for various activities and events.

Currently, there are 58 individual trees that are identified within and around the site, and it is anticipated that 12 trees are private and six trees that are City owned will need to be removed to accommodate the proposed development. In accordance with the Tree Inventory and Preservation Plan, 32 trees will need to be planted as replacements. Despite the removal of 18 trees, the proposal seeks to enhance the public realm by integrating landscaping elements and planting

trees along all sides of the property, including within the proposed park-land dedication areas. A total of 55 trees are planned to be planted as part of the development to contribute to the overall greenery and aesthetic appeal of 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.

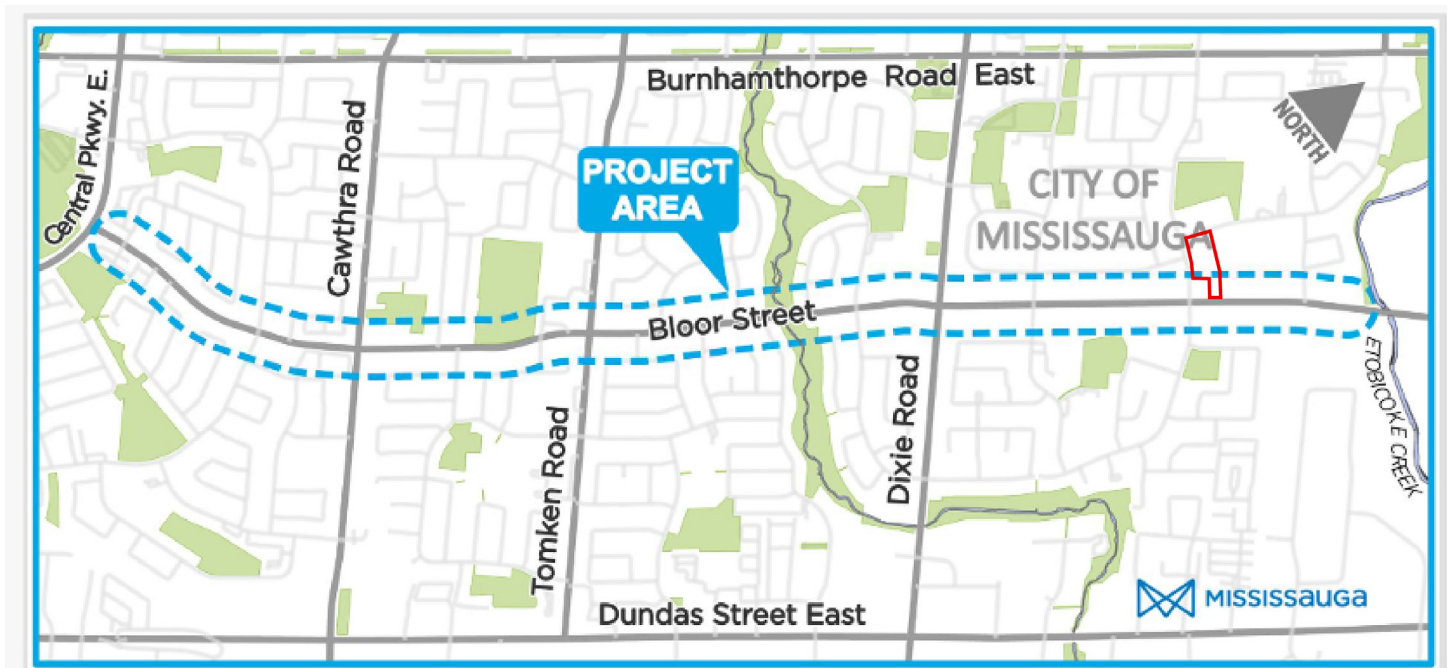


Figure 13 - Study area of the Bloor Street Corridor from Central Parkway East to Etobicoke Creek (City of Mississauga)

3.5 Bloor Street Integrated Road Project

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 13). The Project was completed in 2023.

The Project addresses several road improvement projects including paving, road safety, noise walls, cycling facilities, street lighting, and transit facilities.

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 14), 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

The Bloor Street Corridor currently accommodates MiWay routes, with most transit stops located at intersections within the curb lane. Under the proposed Alternative 6, a greater number of transit stops would be located within exclusive right-turn lanes or lay-by lanes. This change enhances safety and reduces operational impacts and delays for motorists using the curb lane.

These improvements, along with the landscaping and amenity space proposed, will contribute to a pedestrian experience that is safe, active and vibrant. The proposal has also taken future bike lane integration into account, providing 401 bike parking spaces to reduce the reliance on vehicles. This project has been put on hold indefinitely.

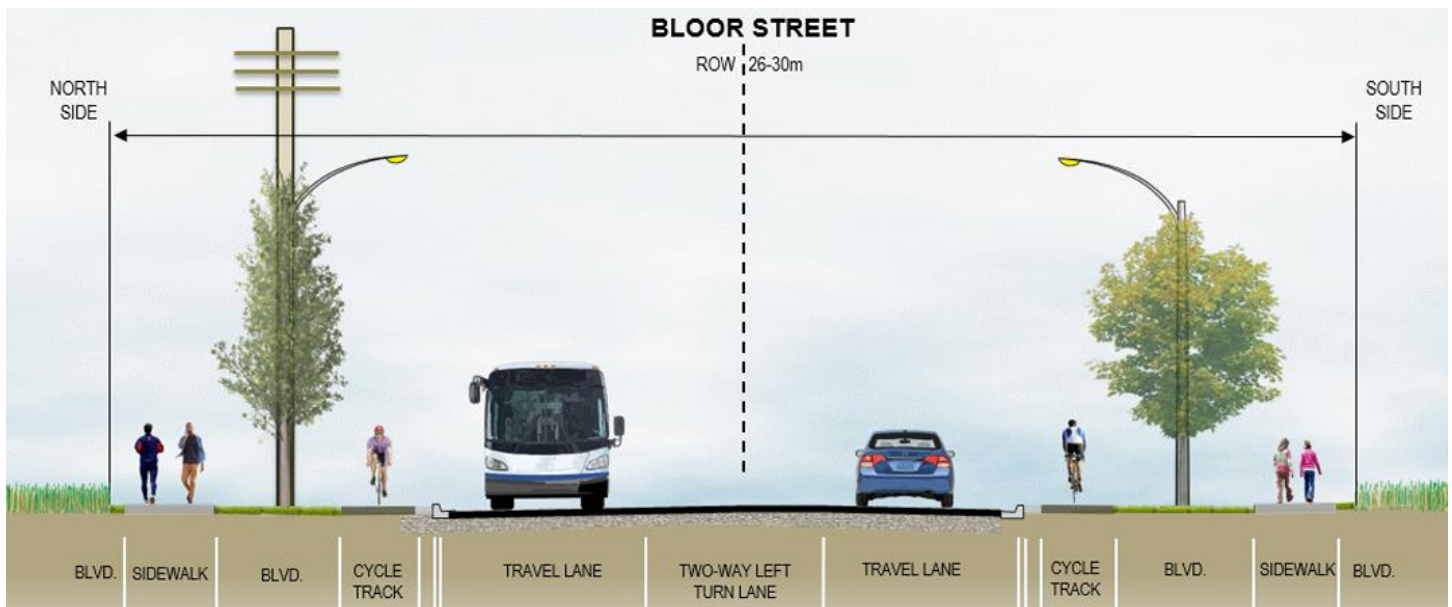


Figure 14 - Approved Alternative 6 - Bloor Street Integrated Road Project (City of Mississauga)

4.0 SITE PLANNING AND DESIGN ANALYSIS

4.1 Site Organization and Built Form

The site is logically organized to optimize its rectangular shape on the western portion of the site, creating functional and well-integrated design. A central driveway extending from Fieldgate Drive leads to a roundabout and connects back to Ponytrail Drive, efficiently servicing both buildings and providing clear circulation. This central driveway also provides access to the residential and commercial entrances and a parking ramp.

Townhouses are positioned along the west edge of the site, aligning with Ponytrail to maintain a pedestrian-friendly scale and transition to the adjacent low-rise context. The placement of commercial units along Fieldgate Drive fosters a dynamic connection with the surrounding context and animates the street, thereby enhancing the sense of safety and vibrancy. Buildings oriented towards Fieldgate Drive contribute to an active public realm, with a focus on highlighting

the proposed landscaped spaces that extend to Bloor Street.

A dedicated parkland area is strategically located at the corner of the site, fronting onto Bloor Street, providing accessible green space that complements the surrounding context. The buildings are connected at the second floor by an elevated walkway, linking residential units from western podium to the proposed amenity space in the eastern podium. Amenity spaces are distributed across the first, second and sixth floors of the eastern podium.

To ensure visual interest and appropriate massing, stepbacks are incorporated at the podium level, creating a distinct separation between the lower and upper residential elements, while maintaining adequate spacing between the towers.



Figure 15 - Rendering of proposed building (Source: onespace)

4.2 Building Heights and Transitions

The proposed mixed-use development features podiums of varying heights, carefully designed to integrate with the surrounding urban context. The west podium includes thirteen three-storey townhouse units along Ponytrail Drive and rises to five storeys along Fieldgate Drive. The east podium transitions from a one-storey commercial space with a rooftop outdoor amenity area to a five-storey podium for each of the two buildings along Fieldgate Drive.

The tallest tower, Building A, is a 22-storey tower strategically positioned at the southeastern portion of the site atop the eastern podium. It incorporates a 7.06 m stepback from the southern property line and a 15.0 m stepback from the eastern property line at the sixth storey, ensuring a gradual height transition that respects the surrounding urban fabric and minimizes visual impacts.

The second tower, Building B, an 18-storey tower located at the center of the site, maintains a tower separation of 28.11 m from Building A and 33.43

m from Building C. It also features a setback of 19.64 m from the northern property line at the sixth storey, further supporting compatibility with the site’s surroundings.

Finally, Building C, a 13-storey tower on the western podium, complies with a 45-degree angular plane from the property line along Ponytrail Drive. It provides a 26.70 m setback at the sixth storey from the western property line, allowing for a three-storey townhouse frontage that aligns with the adjacent context.

Additional design features, such as balconies, canopies, and thoughtfully planned landscaping, enhance the pedestrian experience, creating a safe, attractive, and welcoming environment.

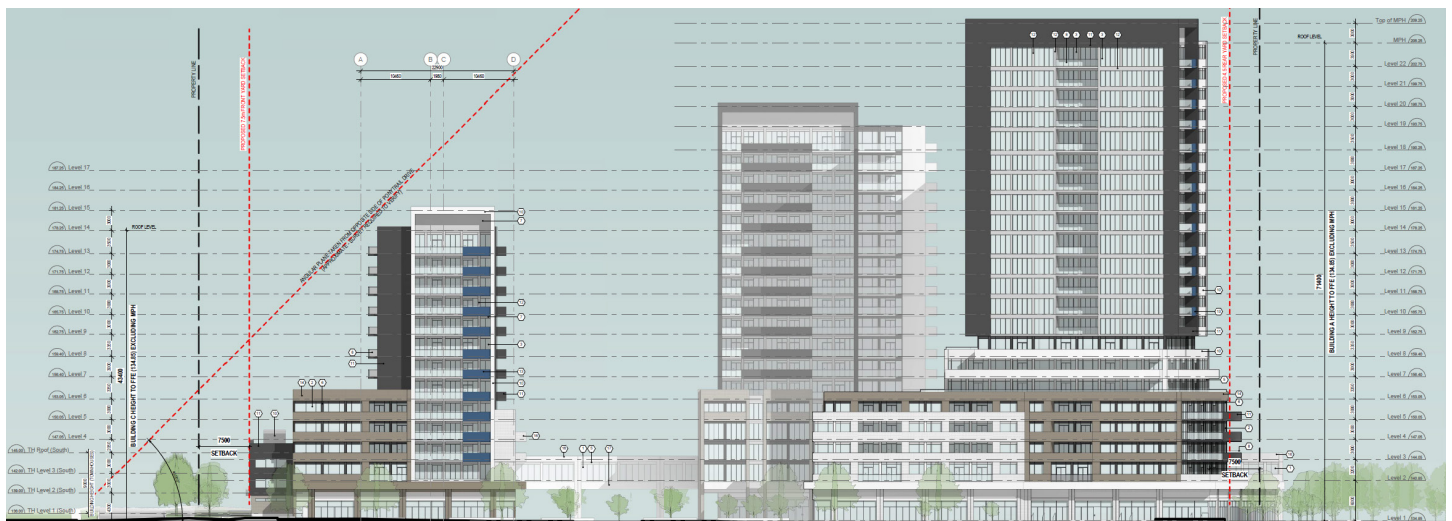


Figure 16 - Proposed south elevation along Fieldgate Drive (Source: onespace)

4.3 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.

The proposed development features two major entry points to optimize circulation and access. A primary central entrance driveway from Fieldgate Drive leads to a roundabout offering access to the residential lobbies and a parking ramp. A secondary entrance from Ponytrail Drive serves the townhouses and connects to the central driveway, forming a loop. This design allows for efficient circulation and access, including streamlined routes for waste collection from basement to the primary waste collection room located at the northeast portion of the east podium.

Vehicle ramps and loading spaces are strategically positioned away from main sidewalks, ensuring pedestrian safety and minimizing visual impact. Pedestrians can access the underground parking via an elevator located from the residential lobbies.



Figure 17 - Perspective of central courtyard entrance (Source: onespace)

4.4 Landscaping

The proposed development achieves a net positive transformation, enhancing the site with soft landscaping and tree planting. The public realm vision promotes the goals of the East Bloor Corridor Study. The streetscape design proposes safe circulation for pedestrians throughout the site and provides softscaping and hardscaping that frame key entrances into the building and proposed amenity areas.

The provision of an enhanced tree canopy and opportunities for pedestrian scale lighting fixtures along the north, west and east property lines are intended to create an inviting public realm along Bloor Street, Fieldgate Drive and Ponytrail Drive, avoiding potential conflict with vehicular traffic, and creating additional screening to the apartment neighbourhood to the north.

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

4.5 Amenity Space

The proposed development provides a total amenity space of 3,340.01 m², with 1,433.10 m² of indoor space and 1,906.91 m² of outdoor, resulting in a ratio of 5.64 m² per unit.

Indoor are located on the first, second and sixth floor of the eastern podium, with connectivity to the western podium through an elevated walkway. Outdoor amenity space is provided at the rooftop of the one-storey commercial podium and at the sixth floor. The outdoor amenity spaces create a welcoming amenity area on site that can be programmed for year-round uses, offering residents the flexibility to utilize the space dynamically for various activities and events.

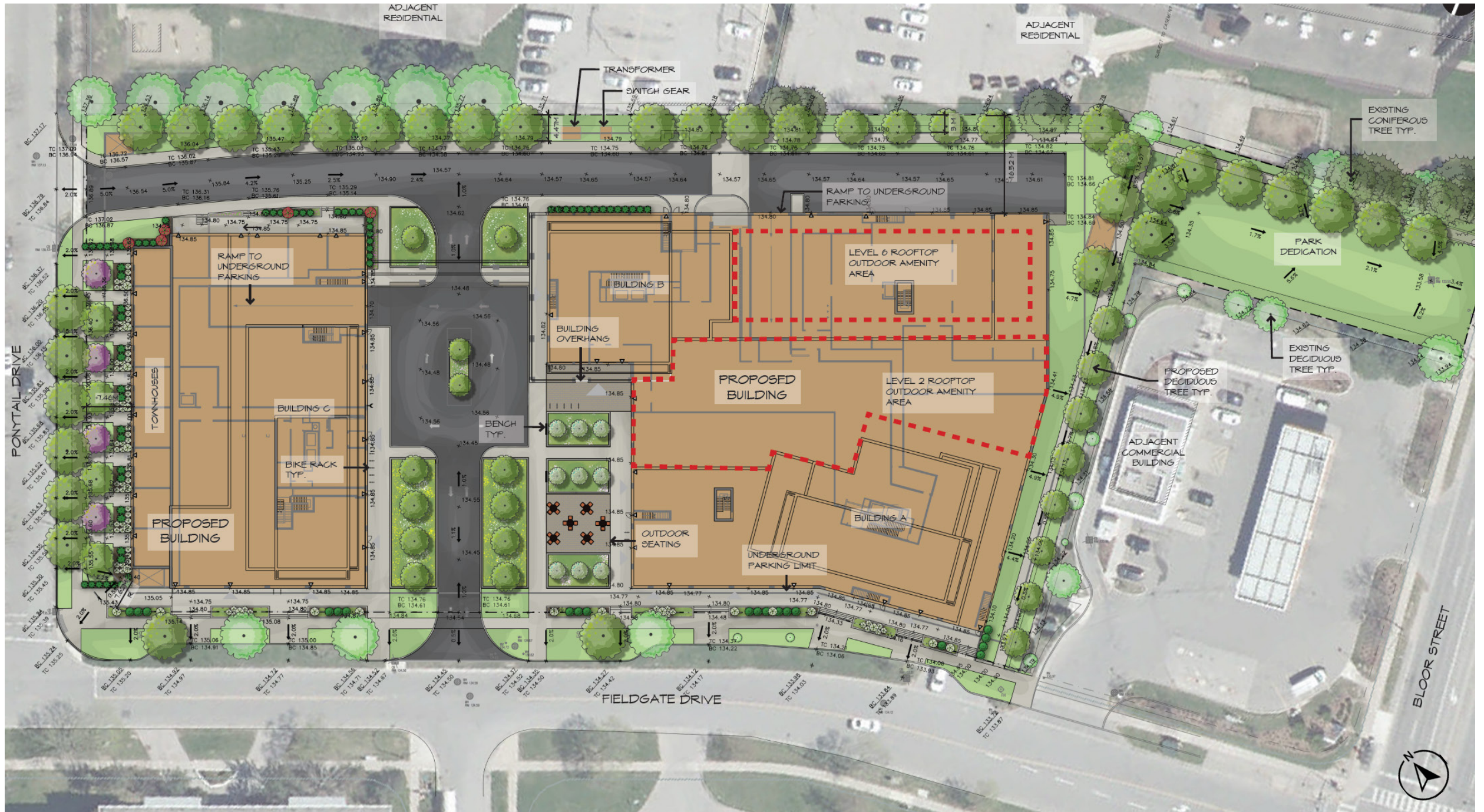


Figure 18 - Landscape Plan (Source: Crozier & Associates)

4.6 Elevations, Sections, and Massing

The proposed development is massed to respect to the scale and built form with the surrounding context. The large site area allows for additional building heights to be comfortably accommodated on the property without creating adverse impacts from shadows or wind, as discussed below.

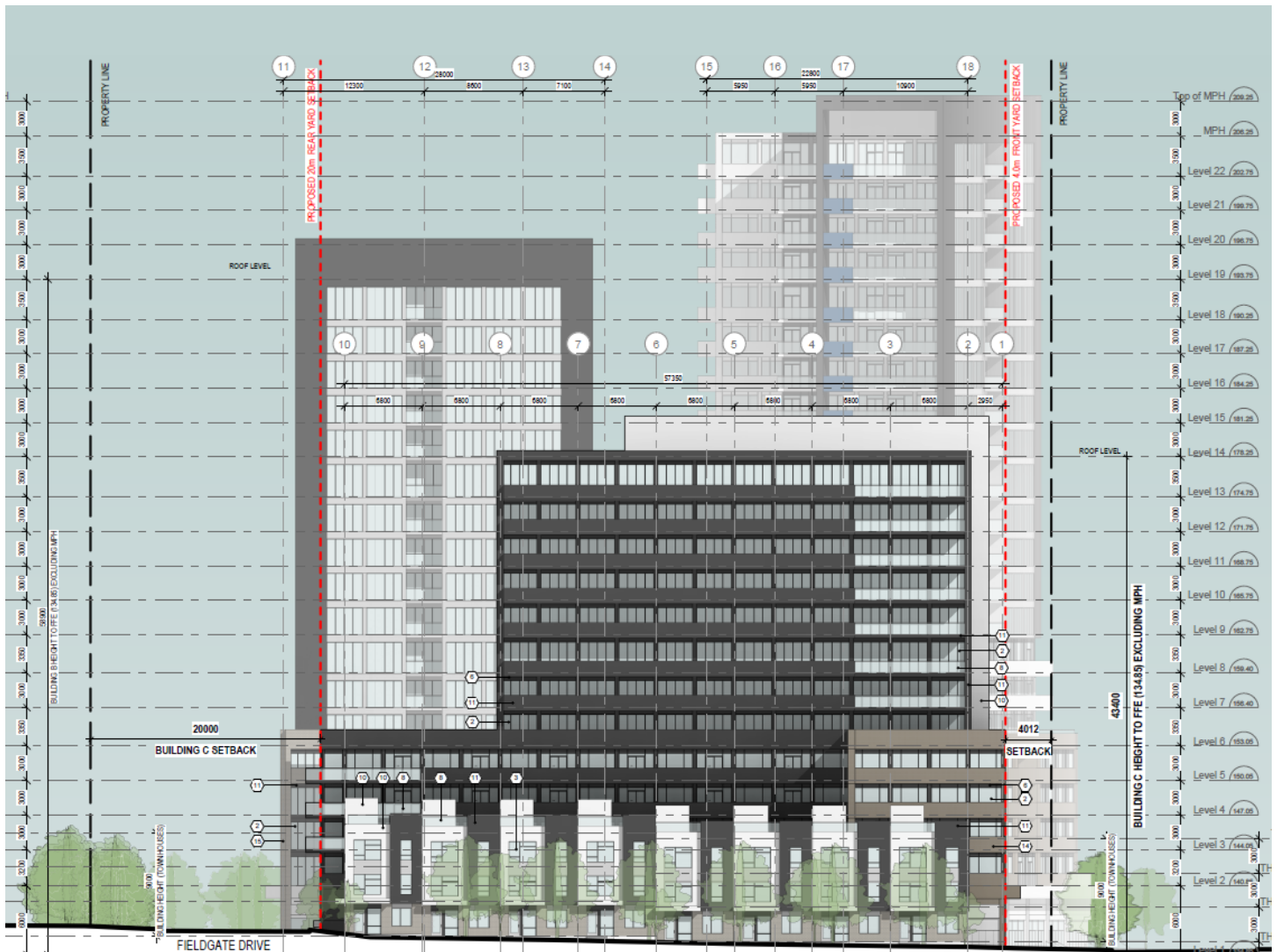


Figure 19 - Proposed west elevation of Building A and B (Source: onespace)

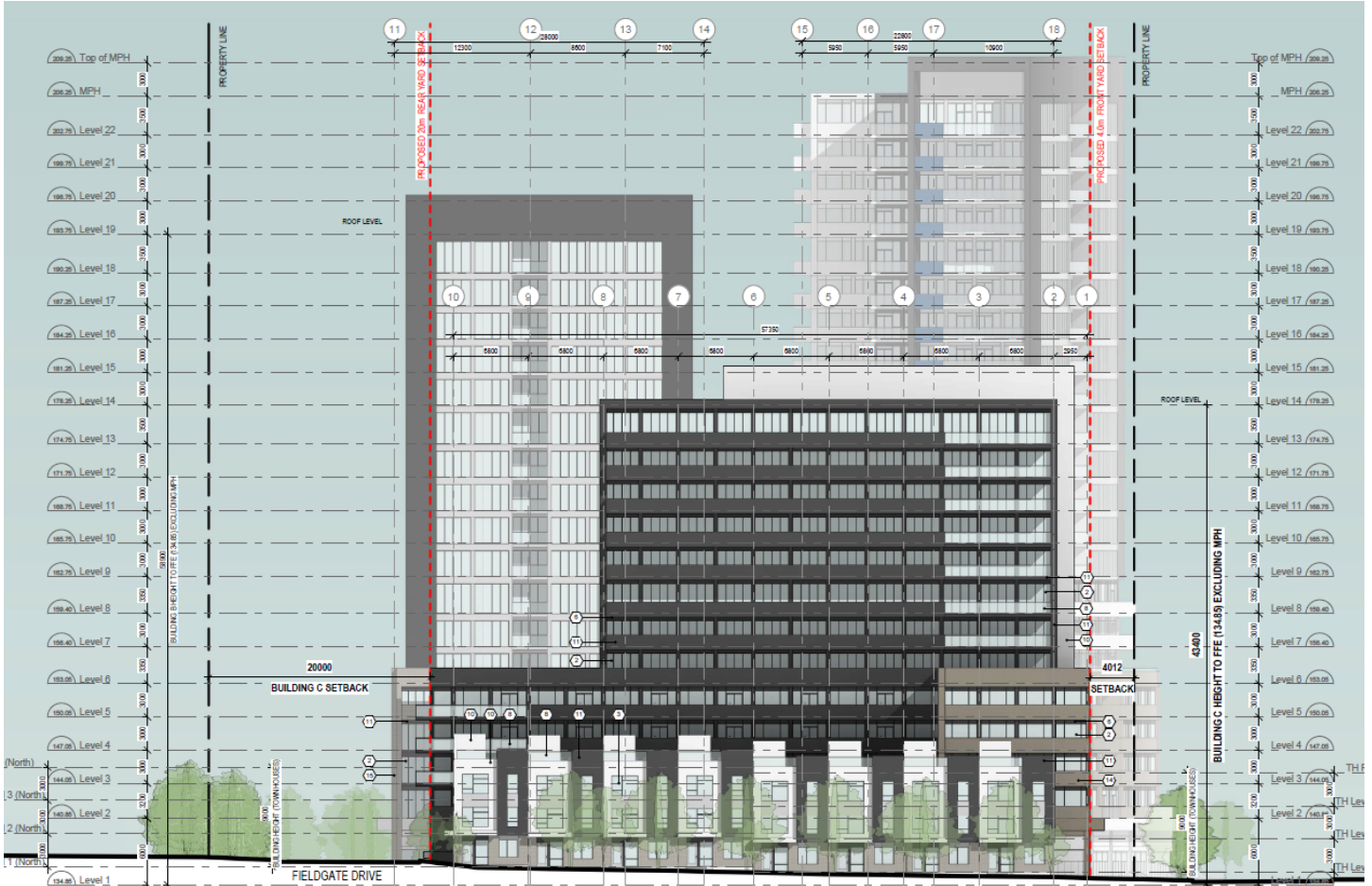


Figure 20 - Proposed west elevation along Ponytrail Drive (Source: onespace)

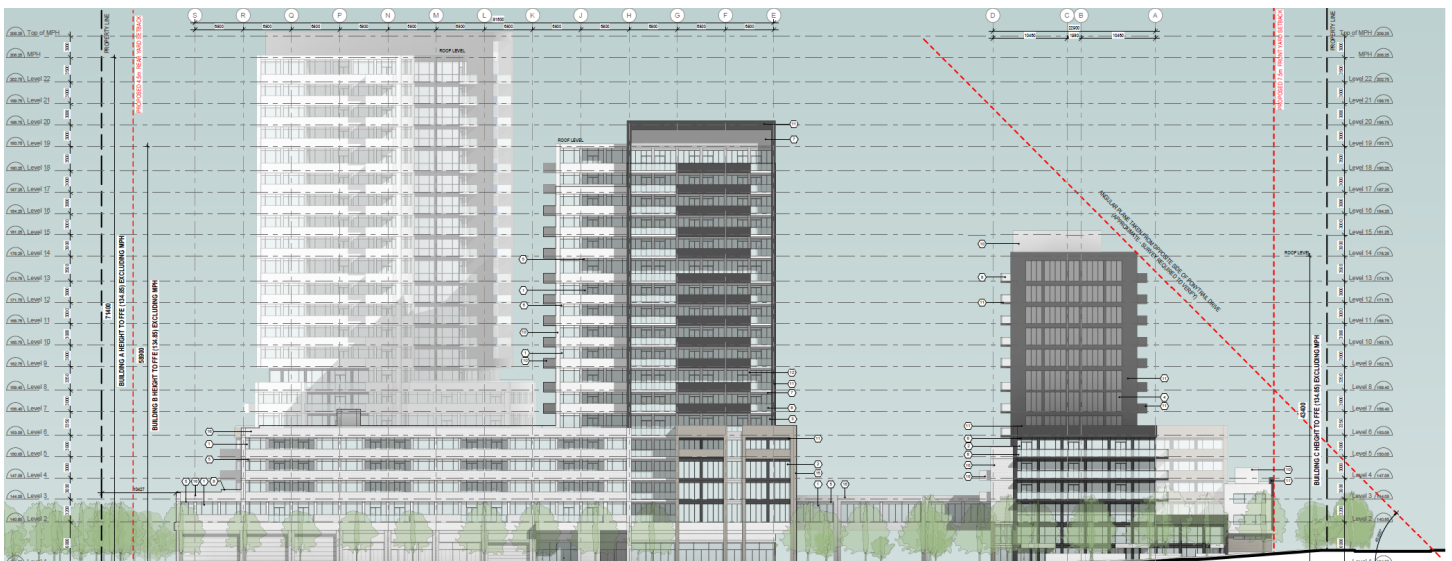


Figure 21 - Proposed north elevation (Source: onespace)

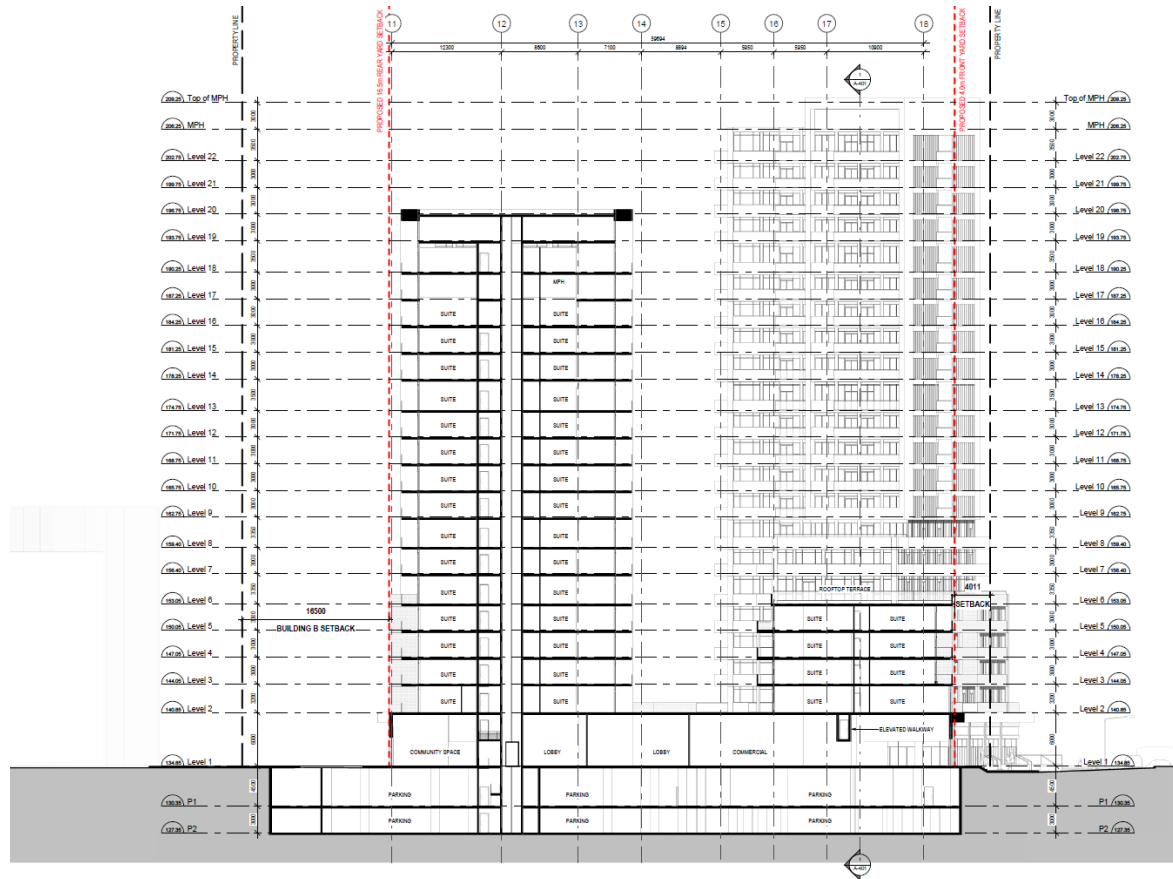


Figure 22 - Proposed section Building A and B (Source: onespace)

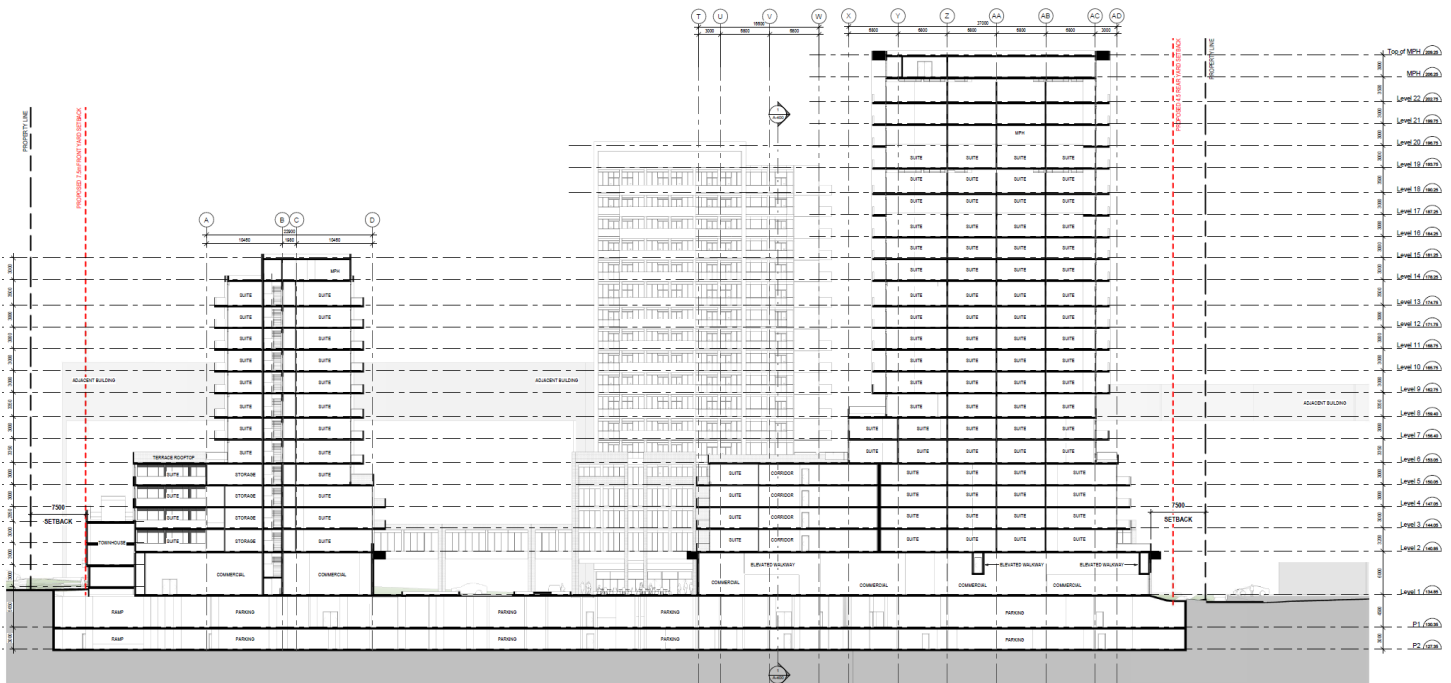


Figure 23 - Proposed section Building C and A (Source: onespace)

4.7 Shadow Study

onespace unlimited inc. have completed a Shadow Study for the proposed development. The Shadow Study reviews existing shadows in the surrounding area along with shadow impacts of the proposed buildings as per the City of Mississauga's Standards for Shadow Studies (2024).

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 areas, and there are no long periods of shadow on any one property. The proposed outdoor amenity areas on the sixth level optimizes sun exposure on the communal outdoor areas. Areas that benefit from direct sunlight have ample exposure during relevant time-frames. The shadow study concludes that there is no significant increase to the existing shadows due to the proposed development.

4.8 Wind Study

A Pedestrian Wind Study (the "Study") for the proposed development has been prepared by RWDI. This Study analyzes the effect of the proposed development on local conditions in pedestrian areas and around the study site. Recommendations for minimizing adverse effects are provided, if required.

The study concludes that, with the proposed mitigations, sidewalks and nearby properties are expected to experience comfortable wind conditions for pedestrian use. To address dominant northwesterly winds, a 2.0 m high porous fence with landscaping is proposed along the southwest corner of Building B to protect adjacent sidewalks and walkways.

While the proposed building entrances are generally appropriate for pedestrian use, higher-than-ideal wind conditions are anticipated at the main entrance of Building C. To mitigate this, it is recommended that wind screens be installed on either side of the entrance, or that the entrance be recessed, to create a sheltered zone.

The rooftop outdoor amenity space requires additional measures to address wind conditions. Suggested mitigation includes perimeter wind screens, trellises, canopies, coniferous trees, and coarse plantings in raised planters distributed throughout the area. As the space is intended for seasonal use, it will be suitable for its purpose once appropriate mitigation measures are in place. Programming and wind mitigation strategies for the rooftop outdoor amenity space will be refined in future submissions and through the site plan review process.

4.9 Acoustical Feasibility Study

RWDI conducted a Noise Impact Study (the “Study”) to examine noise and vibration impacts of the proposal and impacts of surrounding transportation use.

The study concludes that the proposed development is located in an area with minimal transportation noise due to its distance from major roadways and commercial areas. Transportation sound levels slightly exceed the Ministry of the Environment, Conservation and Parks (“MECP”) guidelines, necessitating noise control measures, including ventilation upgrades.

Overall, the noise study demonstrates that the proposed development 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:

- Central air conditioning will be provided for all units to ensure windows and doors can remain closed as a noise mitigation measure.
- No noise control measures are required for outdoor living areas, and standard Ontario Building Code requirements will suffice to meet interior sound level criteria for building façade components.

4.10 Tree Inventory and Preservation Plan

C.F. Crozier & Associates Inc. prepared an Arborist Report and Tree Preservation Plan (the “Report”) for the proposed development. The findings outlined in the Report indicate a total of 58 trees on and within 6.0 m of the site. The removal of 18 trees is needed due to poor tree conditions or to accommodate the proposed development. The 40 trees that will be maintained will be subject to the installation of adequate tree protection measures, as per Appendix 4 of the Report.

Based on Mississauga’s tree compensation requirements, the City requires a total of 32 replacement trees to be provided. The conceptual landscape plans prepared by Crozier indicate that 55 new trees will be planted, which exceeds the minimum required by the City. The exact number and type of trees that will be planted will be further confirmed through the detailed design process.

Page left intentionally blank

5.0 CONCLUSION

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

The proposed development will revitalize an underutilized site within an apartment neighbourhood, aligning with the neighbourhood's goals for mixed-use developments. Its design leverages the site's proximity to public transit and community services, enhancing the public realm while achieving a transit-supportive and context-sensitive density. The project demonstrates compatibility with the Applewood neighbourhood and the East Bloor Corridor in terms of height, scale, and architectural treatment.

The proposed development incorporates landscaped areas, open spaces, and shared indoor and outdoor amenities, contributing to community accessibility. An outdoor courtyard and patio is proposed centrally on the site to enhance the quality of the residential and commercial experience. Short term bicycle parking is provided at grade to encourage active transportation. The buildings are designed with appropriate setbacks to ensure smooth transitions in height and scale, maintaining privacy, sunlight, and sky views for surrounding properties.

Vehicular parking and servicing functions have been internalized on the site and located away from the public streets to maximize pedestrian and cyclist safety and minimize the visual prominence of these features. The primary waste collection room is located to the northeast of this block.

Technical studies support the project's feasibility. The shadow study confirms compliance with the City's standards, and the wind study suggests relatively standard mitigation measures to improve comfort conditions. The noise feasibility study also identifies typical mitigation measures, including central air-conditioning and a warning clause, ensuring that the development is compatible with its surroundings.

Overall, the proposed development demonstrates thoughtful urban design and represents a desirable and appropriate redevelopment for the area.

S | P

2024