Sajecki Planning

URBAN DESIGN STUDY

1470 WILLIAMSPORT DRIVE
MISSISSAUGA, ONTARIO

FEBRUARY 2025

Sajecki Planning Inc.

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1.0 INTRODUCTION

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This Urban Design Study (UDS) has been prepared by Sajecki Planning Inc. on behalf of 1470 Williamsport Holdings Inc. (the Owner) to support amendments to the City of Mississauga Official Plan and Zoning By-law 0225-2007 with respect to the lands municipally known as 1470 Williamsport Drive (the "subject site" or "site"). The 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) which has also 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 two 12-storey residential apartment buildings that would replace an existing six-storey apartment building. This report provides a detailed overview of the proposed site organization, circulation, built form and architectural treatment.

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

The site has a total area of 5,880.7 m² (63,299 ft²) and consists of a six-storey apartment building located in the northeast corner of the site. A surface parking lot sits on the west portion of the site with soft landscaping located to the east. The proposal contemplates demolishing the existing apartment building and constructing two 12-storey residential apartment buildings atop a shared six-storey podium. The proposed development will feature 283 dwelling units, including the replacement of 53 existing rental units.

This UDS concludes that the proposed development is consistent with the City's urban design policies and guidelines established in the Strategic Plan, OP and Zoning By-law, and with the vision and design strategies set out in the East Bloor Corridor Study.

It is our opinion that both the form and pattern of development proposed for 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 and the urban design character along Williamsport Drive and within the existing apartment neighbourhood. Additionally, the proposed development is respectful of the surrounding context and is of the architectural and design character along Bloor Street corridor. The proposed development will positively contribute to the character of the site and the Applewood neighbourhood.

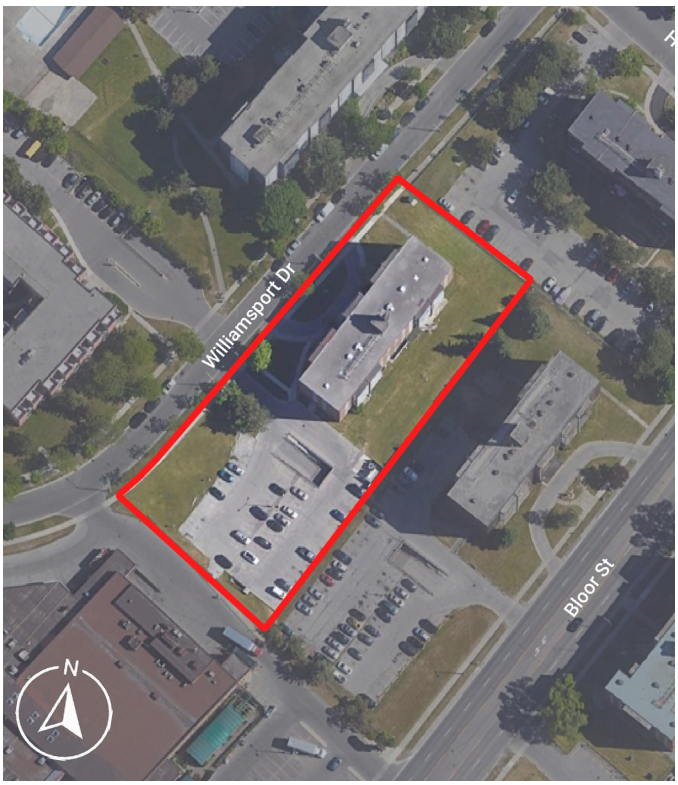

Figure 1 - Aerial view of the site

2.0 VISION AND PROPOSAL

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2.1 Vision and Guiding Principles

The vision for the redevelopment of 1470 Williamsport Drive is to reimagine the site through compatible redevelopment that enhances the character and development pattern of the East Bloor Corridor. The proposal aims to transform the existing apartment building into two 12-storey mid-rise buildings fronting Williamsport Drive. The redevelopment will replace all the existing rental units and will make better use of underutilized land by incorporating new amenity spaces and improved landscaped open spaces. 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 that target housing needs for a growing population across the province, and which promote environmentally sustainable forms of urban development. Overall, the proposal will contribute to the increase of Mississauga's rental housing stock through high quality design.

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

1. Efficient use of land
2. Enhanced public realm and streetscape
3. Improved circulation and connections
4. Contextual transition

Efficient use of land

The "tower in the park" style of the existing slab apartment building site results in an inefficient use of land due to the existing expansive surface parking lots, significant setbacks from the street edge, and extensive underutilized space between adjacent buildings. This form of development has decreased the walkability of the site and the surrounding area, resulting in fragmented urban development along the East Bloor Corridor.

The proposal aims to address this by redeveloping the site with two 12-storey buildings, utilizing the land more efficiently, promoting appropriate intensification, and fostering a desirable built form in alignment with the East Bloor Corridor Study. The development will provide a 1:1 replacement of 53 existing rental units and 230 new residential units, contributing significantly to Mississauga's housing supply.

Additionally, the plan includes replacing the existing 78 surface parking spaces with 272 underground parking spaces distributed across two levels. The redevelopment will feature 1,030.4 m² of outdoor amenity space and 806.1 m² of indoor amenity space, providing ample opportunities for leisure and recreation. The outdoor amenity space, designed as a courtyard between the proposed buildings, will serve as a shared space for all residents and will be seamlessly connected to the common lobby, offering a variety of engaging and usable spaces within the development.

Enhanced public realm and streetscape

The public realm vision for the proposed development has been designed to align with the goals of the East Bloor Corridor Study, promoting active transportation and enhancing pedestrian experiences. The streetscape design prioritizes safe circulation for pedestrians throughout the site, incorporating both softscape and hardscape landscaping features to highlight key building entrances.

The proposed development encourages walking and cycling while providing enhanced views of outdoor amenity areas. The building orientation, massing and shape limits adverse impacts on the pedestrian environment, as concluded in the Shadow Study and Wind Study, which have been prepared in support of this application. Maintaining the current setback from Williamsport Drive 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 within the interior of the Bloor Street corridor to avoid conflict with vehicular traffic while also offering an aesthetically pleasing environment for residents and visitors.

Currently, the existing building has no on-site bicycle parking. The addition of bicycle parking and a bicycle repair station will help encourage non-vehicular transportation and promote active transportation. A total of 248 parking spaces are proposed, which includes EV-ready spaces for 20% of the residential parking and 10% of the visitor parking.

Improved circulation and connections

The proposed design focuses on ensuring continuous and safe pedestrian circulation throughout the site. Internal pedestrian walkway connections link the site to the surrounding municipal sidewalks, fostering ease of movement and promoting walkability. Additionally, a proposed driveway along the west property line includes a public easement, with the potential for a future extension to Bloor Street once neighbouring properties undergo redevelopment. A pedestrian connection along the east property line enhances overall connectivity and encourages a variety of transportation modes. At the nearby major intersection of Dixie Road and Bloor Street, the potential redevelopment of the High Point Mall into a high-rise tower site is expected to bring additional density, and these proposed connections would help balance and support future area development.

Currently, the waste and recycling areas are located in a surface parking area, visible from public walkways. The proposed redevelopment improves this by providing internally integrated loading and waste/recycling storage areas, away from public view and pedestrian paths, thus enhancing both safety and aesthetic appeal. The building's orientation, massing and shape have been designed to ensure there are no adverse impacts on the pedestrian environment, as confirmed by the findings of the Shadow and Wind Studies.

Figure 2 - Massing views looking southeast (Source: BDPQ Architects)

Contextual transition

One of the defining characteristics of the East Bloor Corridor area is the "towers in the park" form of development, with inconsistent siting, location and placement of buildings on apartment properties that are defined by large superblocks. There is no unified pattern in the built form of the buildings along the Bloor Street corridor. Within the local area, buildings are oriented parallel or perpendicular to the street, with varying setbacks and an undulating pattern of heights that range between two and 26 storeys.

The rectangular shape of the proposed buildings improves the cohesiveness of the surrounding built form that includes buildings oriented both parallel and perpendicular to the existing building. The proposed 12-storey height is compatible with the existing neighbourhood in terms of scale, ensuring a smooth transition to surrounding developments.

To further improve the design, the east portion of the podium has considered for gradual increase in setbacks to the seventh and tenth floor, creating a break in the façade that allows for distinct architectural features. On the west side, greater stepbacks have been incorporated to reduce shadow impacts on adjacent properties and public spaces, and to ensure appropriate separation between future developments on adjacent properties. This design provides an opportunity to introduce a variety of housing options that are contextually appropriate and responsive to the existing built environment.

2.2 Detailed Proposal Description

The proposed development features two 12-storey residential apartment buildings atop a shared six-storey podium, replacing the existing six-storey apartment building and surface parking area. The design of the proposed development is informed by applicable land use policy, built form design guidelines, and approved and existing developments within the close proximity to the site. This has resulted in a design plan and massing scheme that fits well within the existing and approved built-form context and which enhances the public realm along all lot lines, including pedestrian connections.

The development has a total Gross Floor Area (GFA) is 19,240.7 m² (207,105 ft²), resulting in a site Floor Space Index (FSI) of 3.3 and a lot coverage of 45.4%. The proposed site plan is shown in *Figure 4*. Two levels of underground parking with some visitor and accessible spaces are proposed, with a total of 272 parking spaces, 260 bicycle parking spaces, and a bicycle repair station.

The proposal includes a 2,480.8 m² (26,703 ft²) landscaped area, with a total indoor amenity area of 806.1 m² (8,676 ft²) provided on the ground and second floors. Additionally, the development offers a total outdoor amenity area of 1,030.4 m² (11,091 ft²), which is distributed at-grade and on the terrace of the second and seventh floor.

The materials and specific 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.

Figure 3 - Conceptual render looking southeast from Williamsport Drive (Source: BDPQ Architects)

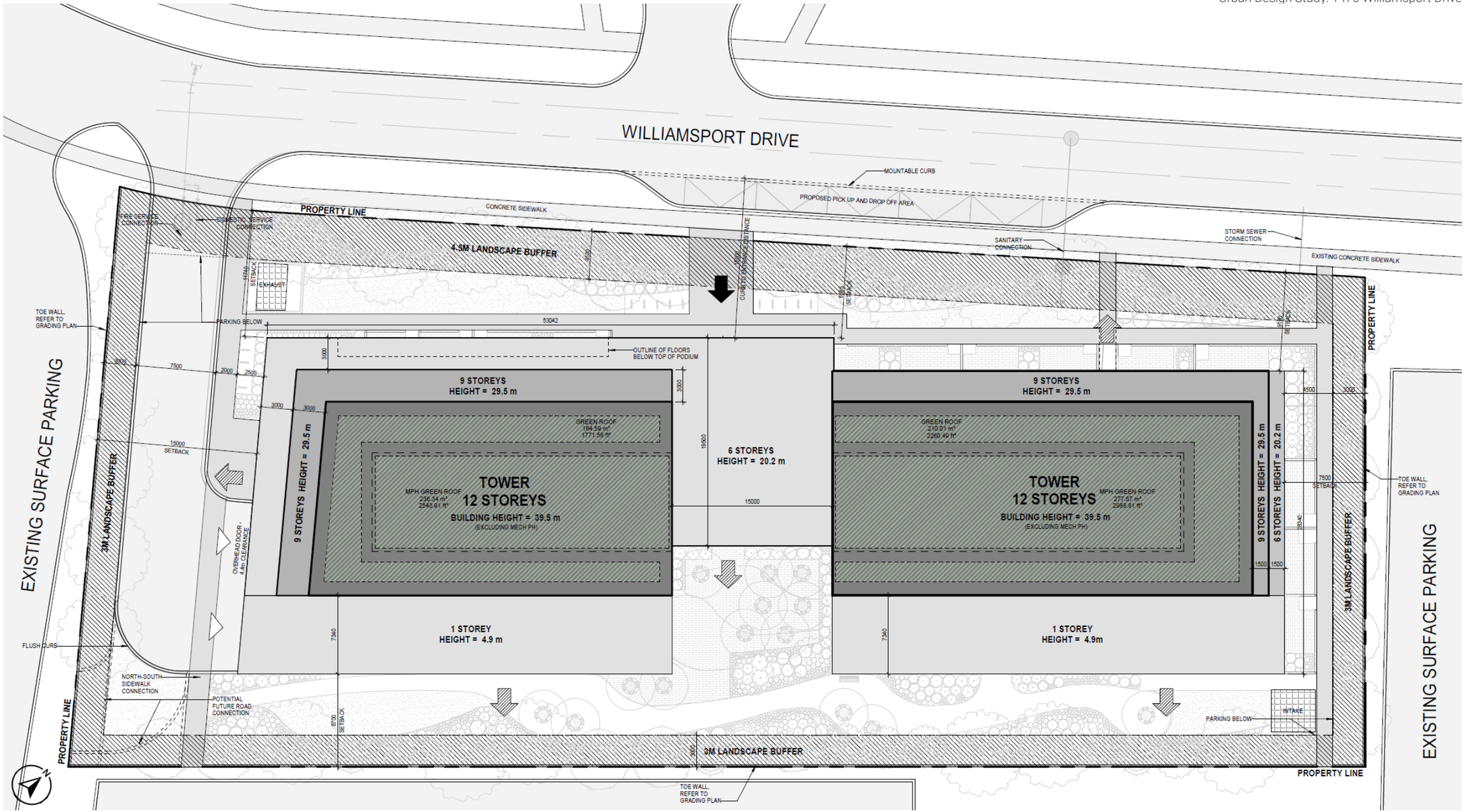

Figure 4 - Site plan (Source: BDPQ Architects)

Table 1: Proposed statistics.

Site Area	**5,880.7 m² (63,299 ft²)**	
Building Height		
Podium	6 storeys	
Total Height	12 storeys (39.5 m, excluding mechanical penthouse)	
Gross Floor Area (GFA)		
Residential GFA	19,240.7 m²	
Amenity	**1,836.5 m²**	
Indoor	806.1 m²	
Outdoor	1,030.4 m²	
Floor Space Index (FSI)	**3.3**	
Dwelling Units	**283 (100%)**	
One-bedroom	38	107 (38%)
One-bedroom + den	69	
Two-bedroom	65	138 (49%)
Two-bedroom + den	73	
Three-bedroom	38 (13%)	
Vehicular Parking Spaces	**272 spaces (0.95 spaces / unit)**	
Residential	242 (0.85 spaces / unit)	
Visitor	30 (0.10 spaces / unit)	
Bicycle Parking Spaces	**260**	
Class A	236	
Class B	24	
Setbacks and Stepbacks (to property lines)		
Ground Floor		
Front Yard (north)	8.58 m	
Side Yard (east)	7.5 m	
Side Yard (west)	15.0 m	
Rear Yard (south)	8.7 m	
Podium Element		
Front Yard (north)	8.58 m	
Side Yard (east)	7.5 m	
Side Yard (west)	15.0 m	
Rear Yard (south)	16.0 m	
Main Residential Element(s)		
Front Yard (north)	9.19 m	
Side Yard (east)	9.0 m	
Side Yard (west)	18.0 m	
Rear Yard (south)	16.0 m	

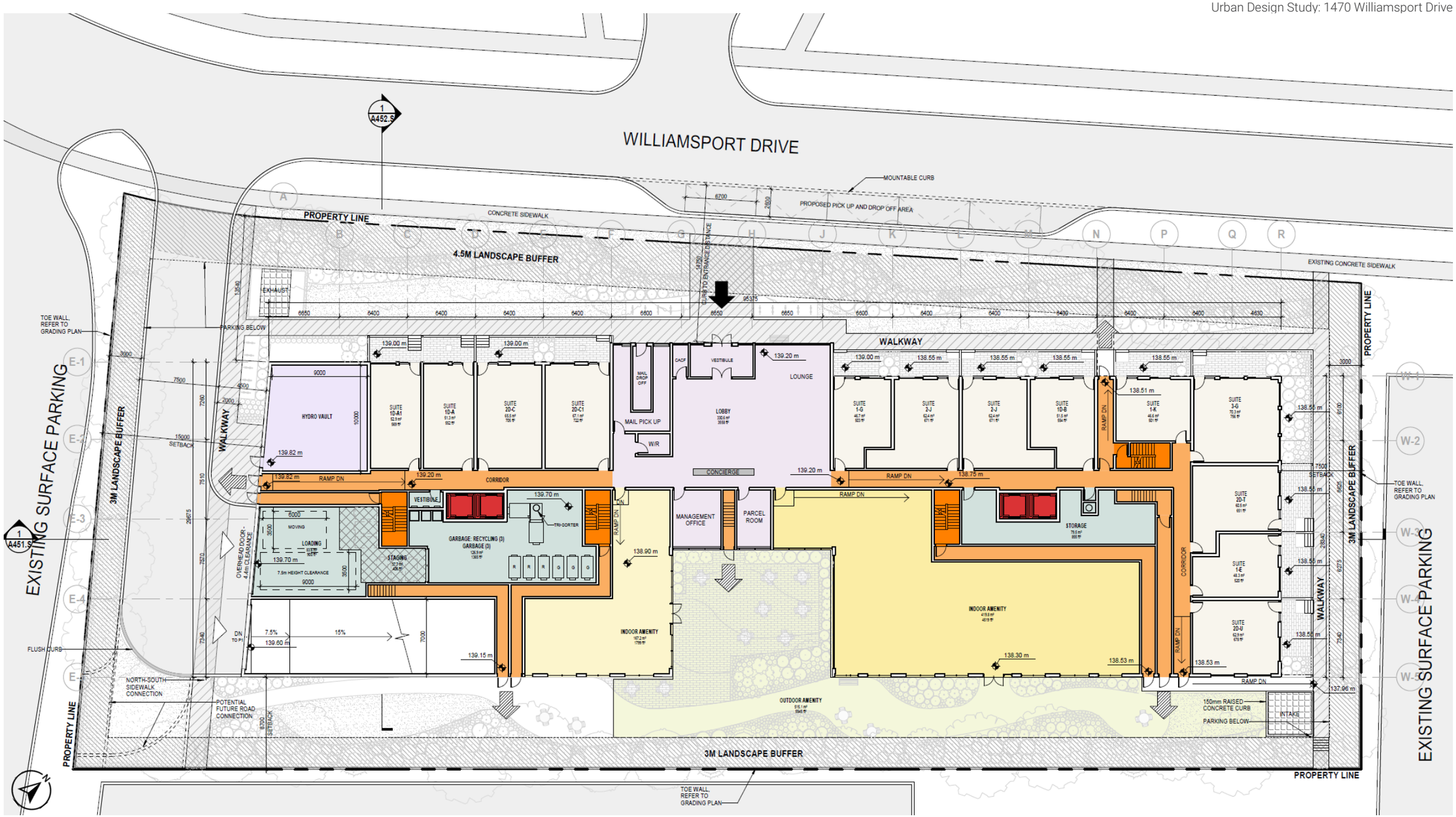

Figure 5 - Ground floor plan (Source: BDPQ Architects)

3.0 STUDY AREA

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The UDS presents a Block Context Plan (BCP) Study Area which was provided by City of Mississauga Staff. The purpose of the BCP is to demonstrate how the proposed built form of development fits within the existing and planned context. The BCP presents the layout and design of public streets and pedestrian connections from the proposed development to the context.

The Study Area is in Ward 3 of the City of Mississauga and is bound by Havenwood Drive to the east, Dixie Road to the west, Williamsport Drive to the north and Bloor Street to the south (*Figure 6*). The site is within an existing apartment neighbourhood and abuts the west property line to commercial use.

Surrounding uses include:

North of the site: A mix of two-, four- and eight-storey apartment buildings along Williamsport Drive.

South of the site: Six- and eight-storey apartment buildings along Bloor Street.

East of the site: Two-, six- and 12-storey apartment buildings along Williamsport and Bloor Street.

West of the site: High Point Mall and a gas station at the northeast corner of Bloor Street East and Dixie Road.

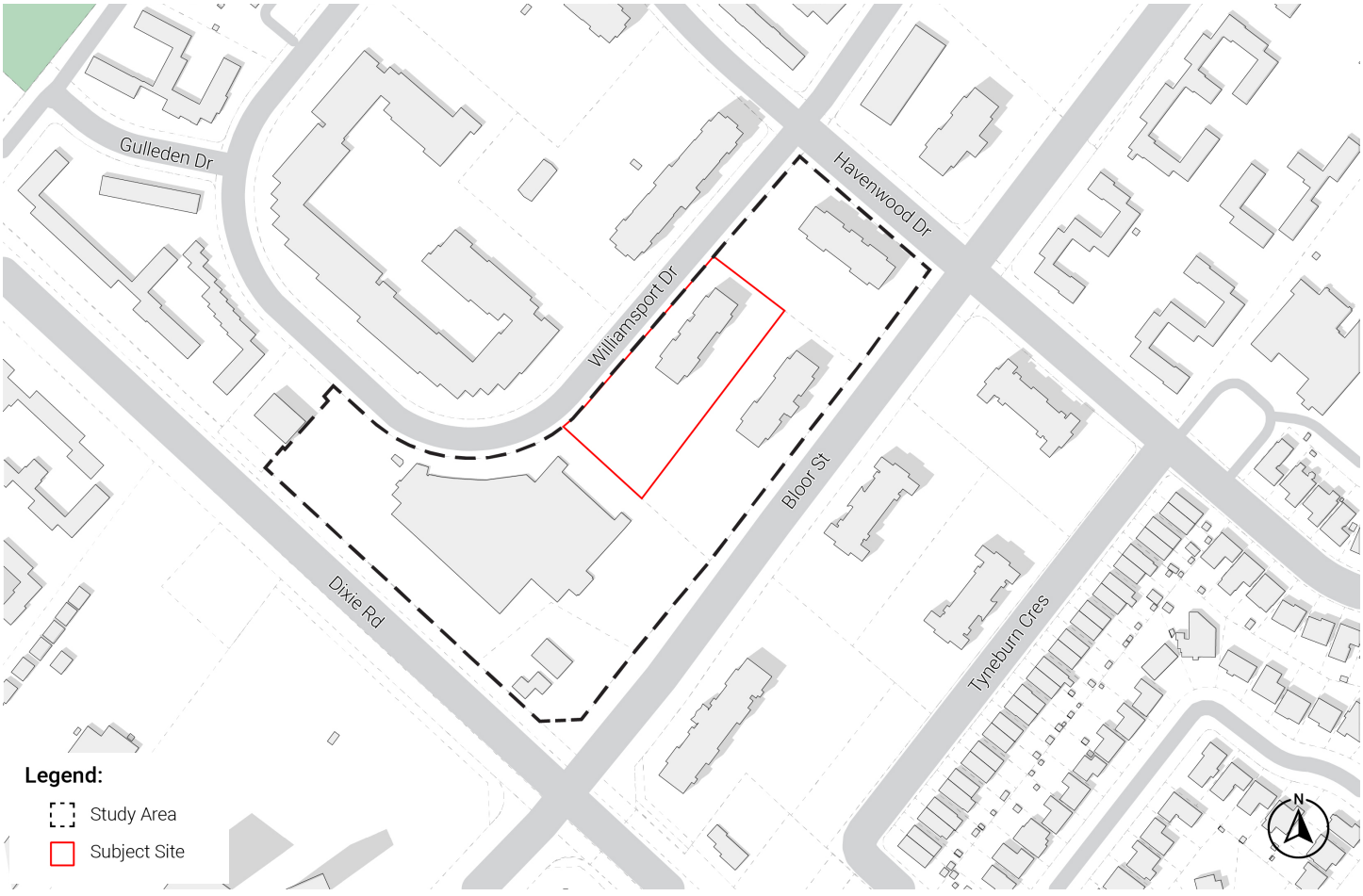

Figure 6 - Study area boundary

4.0 URBAN DESIGN REVIEW AND ANALYSIS

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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 within the Study Area.

4.1 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

Some of the 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" and "build vibrant communities." Finally, among the key strategic goals of the fifth pillar, "Green", is "promote a green culture".

The proposed development contributes to achieving the vision and goals identified in the City's Strategic Plan by providing a mix of purpose-built rental units that cater to a diverse population, including youth, adults and new immigrants, helping them foster a sense of place in an area well-serviced by transit, parks and other amenities. The proposed development is compact and well connected, giving neighbourhood residents ease of access and the ability to engage efficiently and safely in aspects of their everyday lives, within walking distance.

strategicplan
Our Future Mississauga

4.2 City of Mississauga Official Plan

The subject property is designated *Residential High Density* as per Schedule 10 of the City of Mississauga Official Plan (August 2024, Office Consolidation) (OP). The site is located within a *Neighbourhood* as per Schedule 1 of the OP 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 OP. A more comprehensive policy analysis is provided in the Planning Justification Report prepared by Sajecki Planning Inc. and available under separate cover.

Chapter 9: Build a Desirable Urban Form

Chapter 9 of the OP 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 use 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 maximizes the use of 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 roof rainwater. The proposal enhances the soft landscaping on the site. Currently, the site is predominantly occupied by surface parking, with waste and recycling areas visible from public walkways. The proposed development signifies a net positive transformation, restoring much of the area with soft landscaping and thoughtfully consolidating back-of-house functions. 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 extensive surface parking area on site create an opportunity for compatible 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

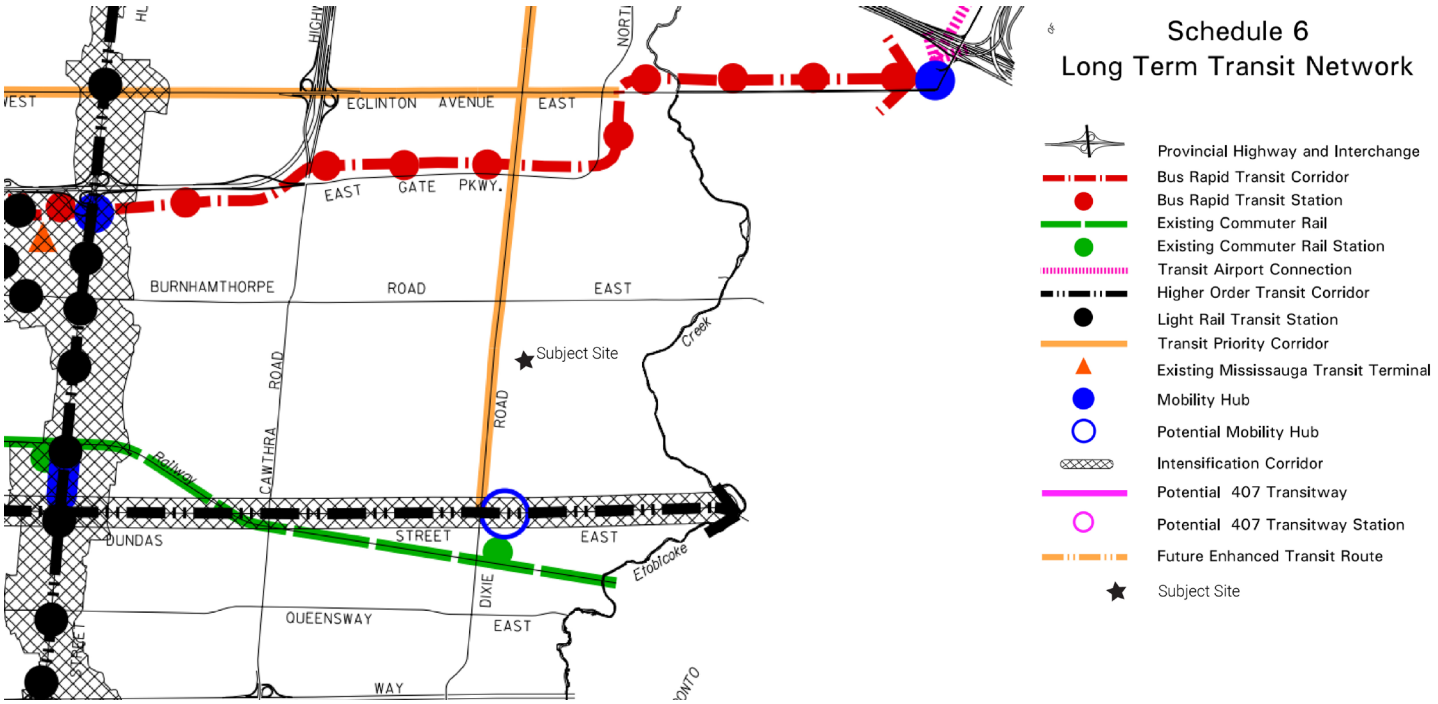

Figure 7 - Mississauga Official Plan - Schedule 6: Long Term Transit Network

buildings located along the Bloor Street Corridor and within the immediate surroundings. The proposal represents residential development through redevelopment 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 proposal incorporates two 12-storey residential apartment buildings over a shared six-storey podium. The proposed building maintains the scale of the existing and proposed development context in the vicinity. At 12 storeys in height, the buildings are considered to be taller mid-rise buildings rather than tall towers, and they are only four storeys taller than the as-of-right height permissions in the current zoning by-law.

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 Pedestrian Level 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 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 Pedestrian Level 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 with the addition of indoor and outdoor amenity spaces, underground parking and landscaping improvements. The proposed building is oriented along Williamsport Drive, contributing to a pedestrian-friendly environment that further extends into the site, and designed to protect for potential future access to Bloor Street once neighbouring properties undergo redevelopment.

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 microclimatic conditions are mitigated.

As per the Shadow Study and Pedestrian Level Wind Study, the proposal provides appropriate transitions to existing and planned development. The quality of 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 sixth and ninth floors to respect the scale of the surrounding 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 site is situated along Williamsport Drive, within a local context that includes multiple mid-rise and taller apartment buildings. Appropriate transitions have been provided 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 proposing a site driveway and walkways the potential to facilitate future access to Bloor Street once neighbouring properties undergo redevelopment, making it more accessible and pedestrian-friendly and providing new on-site amenities for the residents.

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 site is not adjacent to any low-density designated lands. The nearby context is predominantly characterized by mid-rise to taller apartment buildings. The proposal supports future redevelopment at 3415 Dixie Road to the west and 1475 Bloor Street to the south by incorporating a 15m setback from the west property line and a 10.5m setback to the east, ensuring appropriate separation and transition between developments.

As per the Shadow Study and Pedestrian Level Wind Study, the proposal does not pose significant adverse impacts to surrounding properties or the public realm. The proposed height of 12-storeys will not perceived as being significantly taller than surrounding development as the mid-rise towers step back above the podium and are internalized on the site 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.

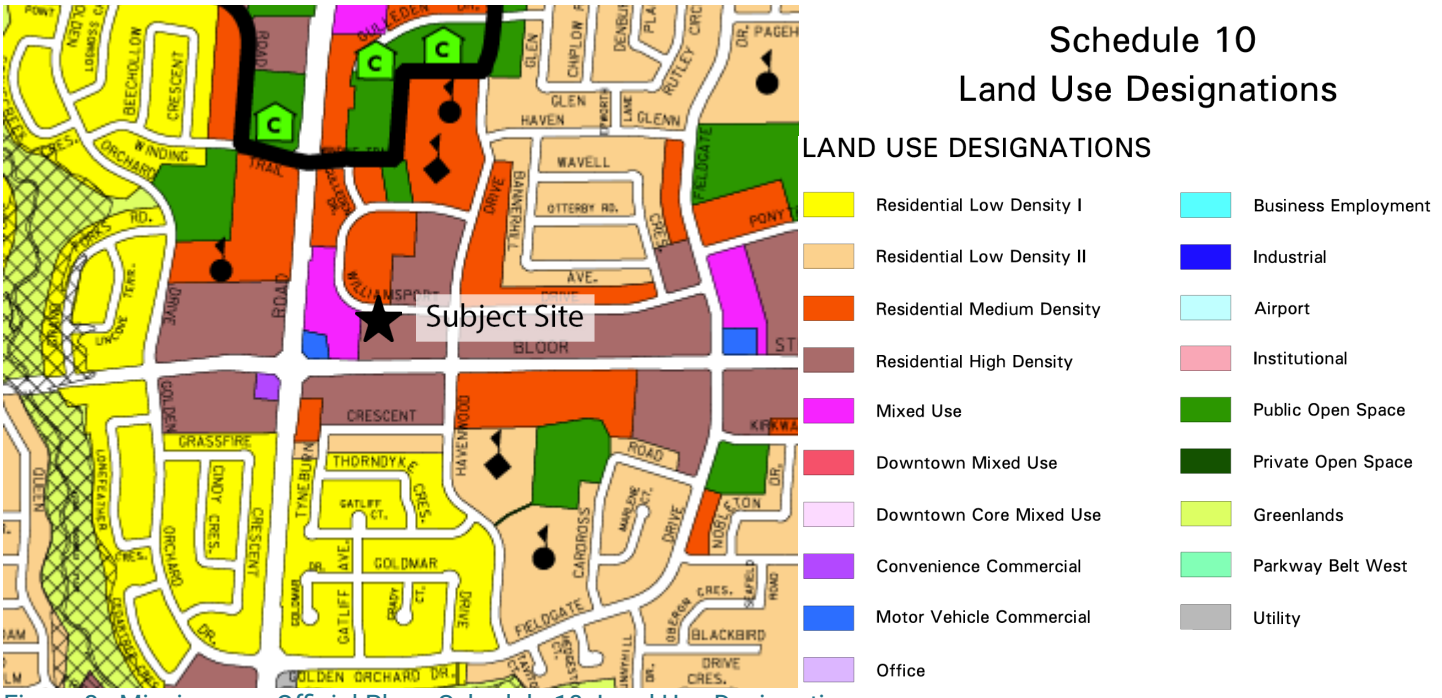

Figure 8 - Mississauga Official Plan - Schedule 10: Land Use Designations

4.3 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 centered 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 Strategy. The proposal will add density to an underutilized site and create new residential units to promote efficient land use, 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 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, 48 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 the 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 and physical activity. The connected, continuous and barrier-free paths interior to the site promotes safety and walkability. Additionally, the proposal provides dedicated bicycle storage areas 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.

4.4 East Bloor Corridor Review

Adopted in March 2013, The East Bloor Corridor Review: Backgrounder and Interim Strategy 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 existed 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

Figure 9 - East Bloor Study Area building heights (Source: City of Mississauga)

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 residential apartments, 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 5- and 14-storeys (*Figure 9*). 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, 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

While the proposed development does not directly front Bloor Street, it is situated within the Bloor Street Corridor study area and aligns with the vision of the corridor. The proposed buildings have been oriented to respond to Williamsport Drive, with a podium that helps frame the street, with the height and scale of the buildings responding to the surrounding context. The project aims to enhance the pedestrian realm within the site by incorporating ample amenity spaces and landscaping, fostering a seamless connection to the Bloor Street Corridor. Furthermore, the proposal improves site accessibility through the addition of a proposed site driveway and walkways, with the potential for future access to Bloor Street as neighbouring properties redevelop.

The ground floors of the proposed development accommodate residential units, entrance lobbies, mail-rooms and other servicing areas. The indoor and outdoor amenity areas are distributed across the first and second floors. Additionally, the outdoor amenity space offers residents the flexibility to utilize the space dynamically for various activities and events.

Approximately 16 trees will require removal to accommodate the proposed development as per the Tree inventory and Preservation Plan, and

34 trees will need to be planted as replacement. The landscape plans provide for the planting of additional trees within the landscape buffers and within the outdoor amenity area. The site has several mature trees located in front of the existing building along Bloor Street.

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

Figure 10 - Aerial view of East Bloor Study Area (City of Mississauga)

4.5 Bloor Street Integrated Road Project

The Bloor Street Integrated Road 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, however its implementation has been put on hold indefinitely.

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 area. 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

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 260 bike parking spaces to encourage cycling use and reduce the reliance on vehicles.

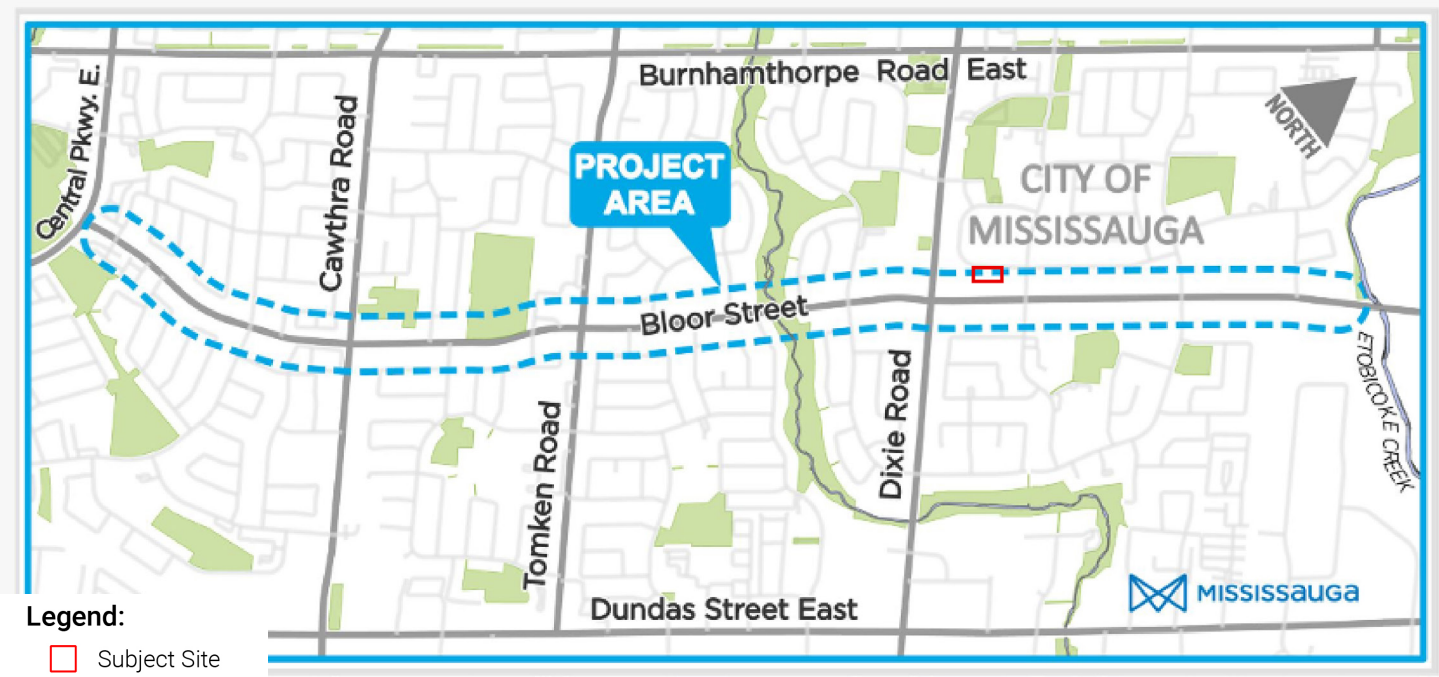

Figure 11 - Study area of the Bloor Street Corridor from Central Parkway East to Etobicoke Creek (Source: City of Mississauga)

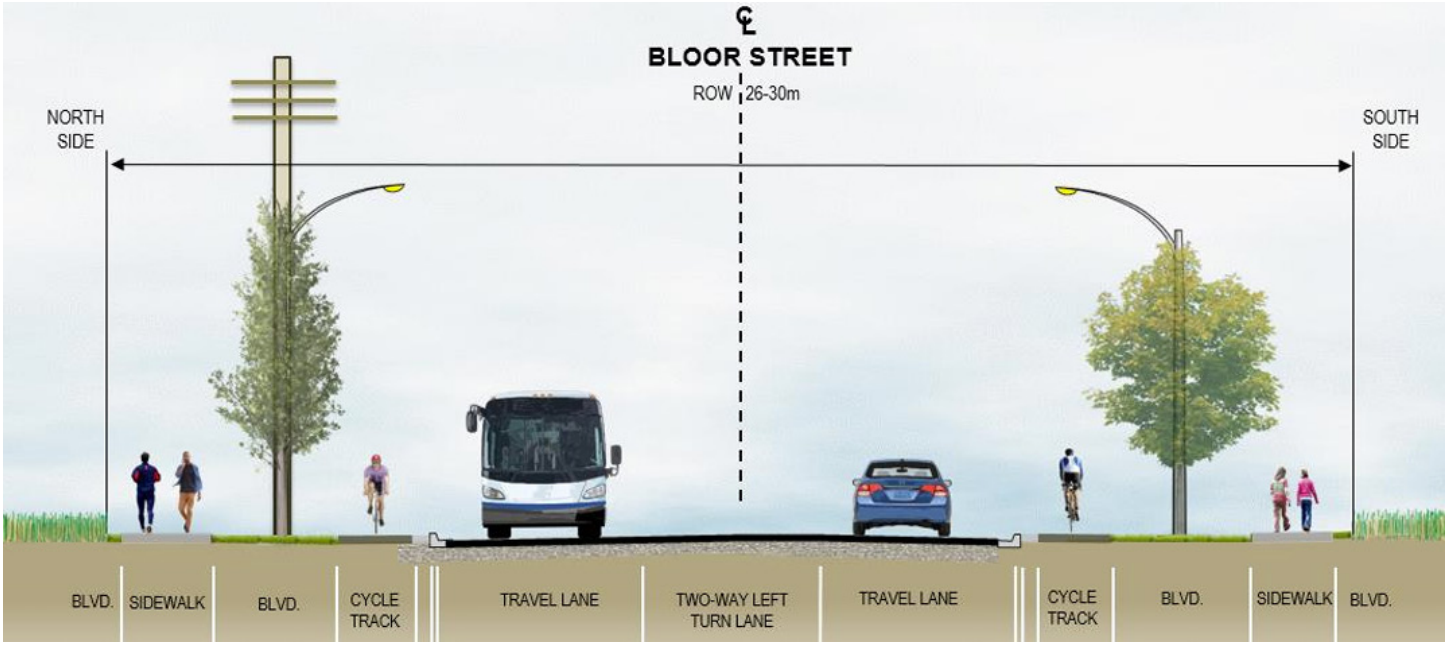

Figure 12 - Approved Alternative 6 - Bloor Street Integrated Road Project (Source: City of Mississauga)

5.0 SITE PLANNING AND DESIGN ANALYSIS

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5.1 Site Organization and Built Form

The site is logically organized to optimize its rectangular shape, fostering functional and well-integrated design, and complementing the existing slab building. The building shape aligns with adjacent structures oriented both perpendicularly and parallel to Bloor Street, while the floor plate size mirrors that of the building opposite along Williamsport Drive, thereby minimizing impacts on neighbouring properties and the public realm.

The podium, connecting the two towers, features varying heights and stepbacks that contribute to a comfortable, safe, and visually appealing pedestrian environment. The podium contains the lobby, amenity areas and primary residential entrances along Williamsport Drive. These interior spaces seamlessly transition to an outdoor amenity area, forming an inviting central courtyard between the two buildings. This design provides views and access from multiple sides of the building façade into the shared outdoor space, enhancing the pedestrian experience and accessibility for future residents.

To ensure visual interest and maintain appropriate massing, stepbacks are integrated at the podium level. These stepbacks create a clear distinction between the lower podium and the upper towers, while also ensuring adequate spacing between the two mid-rise towers.

Figure 13 - Conceptual render looking northwest (Source: BDPQ Architects)

5.2 Building Heights and Transitions

The proposed development consists of two 12-storey buildings atop a podium, with the overall height, excluding the mechanical penthouse, reaching approximately 39.5 m. The mechanical penthouse is well integrated into the building's design by continuing the materiality and cladding to maintain a cohesive aesthetic.

The towers have floorplates of approximately 711 m^2 (east tower) and 612 m^2 (west tower), with a separation distance of 15 m to provide privacy for residents and break up the massing. The buildings are set back from the northern property line by a minimum of 8.5 m. The proposed building has a setback of 15 m from the east lot line, 7.5 m from the west lot line, and 16.0 m from the rear lot line. The application of these generous at-grade setbacks effectively places the building in the centre of the site, which helps to support transition to neighbouring properties and minimize impacts.

To respect the surrounding context, the west and the east tower steps back at sixth and ninth floor, allowing for a smooth transition in building heights. The significant separation distances from the mid-rise towers to surrounding buildings helps to minimize visual impacts on neighbouring properties, contributing to a respectful integration with the existing urban fabric.

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

Figure 14 - Conceptual render looking southeast (Source: BDPQ Architects)

5.3 Access Locations, Pedestrian and Vehicular Circulation

The proposed design prioritizes continuous and safe pedestrian circulation throughout the site by introducing new internal pedestrian walkway connections to the municipal sidewalks. Additionally, a new internal vehicular driveway along the west side of the site will provide access to vehicle ramps leading to the underground garage. This route also leads to loading areas and garbage rooms, which are situated next to the access ramps. These facilities are strategically positioned away from the public sidewalks, which ensures pedestrian safety while minimizing the visual impact of vehicular and servicing infrastructure. Residents can access the underground parking via an elevator located in the lobby, accessible from both the east and west wings of the building.

The new internal vehicular and pedestrian walkway connections that are proposed can extend and include a public easement, with potential future access to Bloor Street once neighbouring properties undergo redevelopment. A pedestrian connection along the east property line will further enhance connectivity and encourage walking.

The building's orientation towards Williamsport Drive will contribute positively to the public realm, highlighting the landscaped spaces that will surround all sides of the buildings. Residential lobby access is centrally located on the north side of the proposed building, as depicted in *Figure 15*. Access to the indoor amenity space is conveniently provided from the internal lobby, promoting ease of use for all residents.

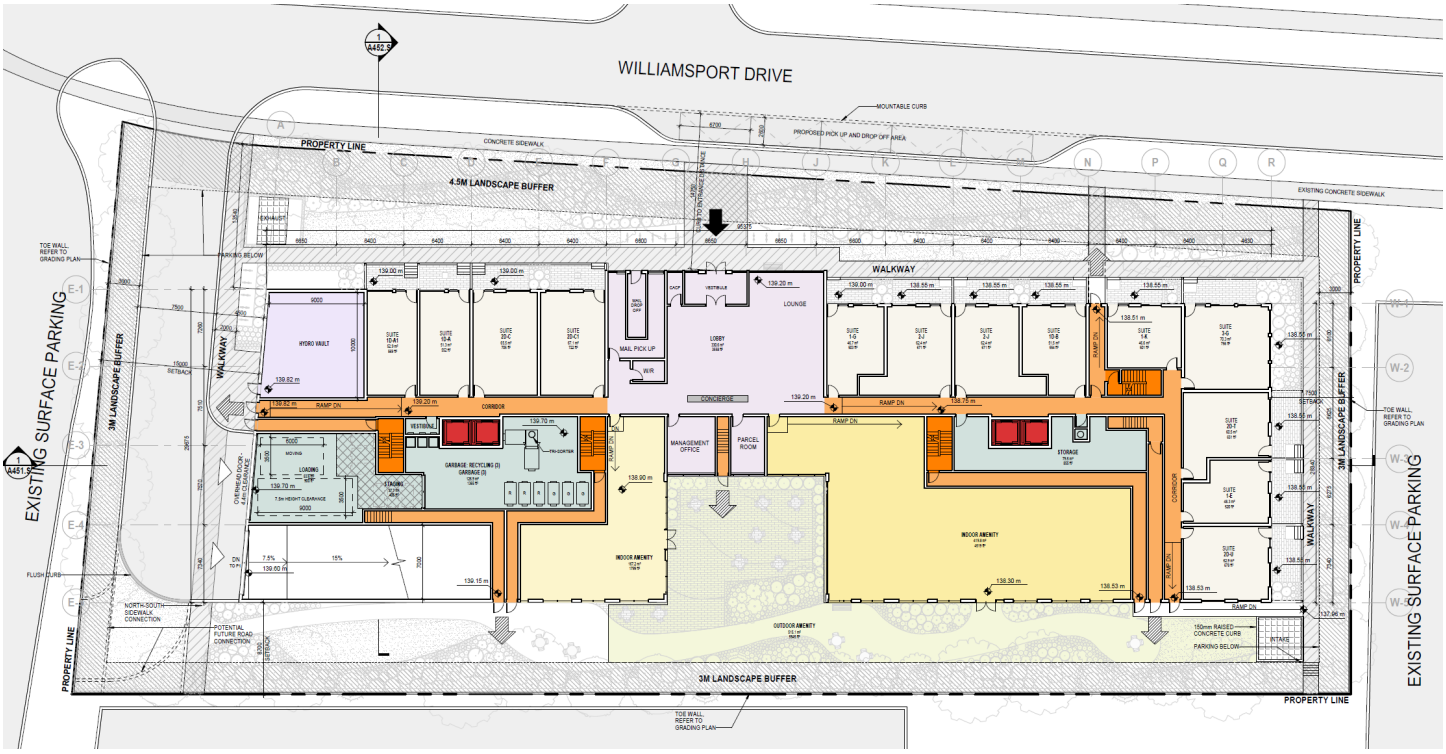

Figure 15 - Ground floor plan (Source: BDPQ Architects)

5.4 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.

The provision of an enhanced tree canopy and opportunities for pedestrian scale lighting fixtures along the north property line is intended to create an inviting public realm along Williamsport Drive avoiding potential conflict with vehicular traffic and creating additional screening to the mixed-use area and apartment neighbourhood to the west, south and east.

5.5 Amenity Space

The proposed development provides a total amenity area of 1,836.5 m², with 806.1 m² of indoor space and 1,030.4 m² of outdoor space , resulting in a ratio of 6.48 m² per unit for the proposed buildings. Access to the amenity areas is conveniently provided through the lobby.

The indoor amenity areas are strategically located on the first and second floors of the building podium, so that they are easily accessible by residents. Complementing these, the outdoor amenity space is designed to extend from the indoor amenity area forming a vibrant and active internal courtyard between the two buildings. This area will include new plantings, trees, and seating options, creating an inviting environment for residents.

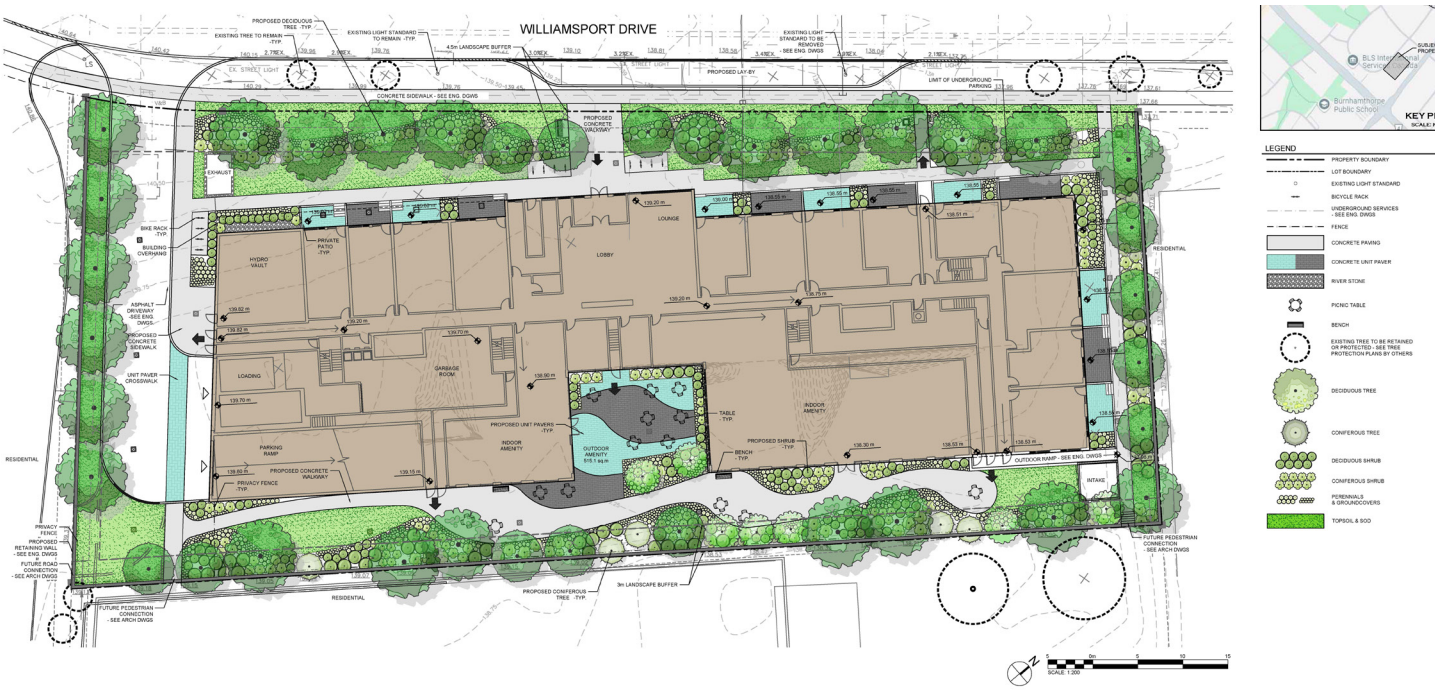

Figure 16 - Landscaping plan (Source: Crozier)

5.6 Elevations, Sections and Massing

The proposed building is massed to reflect the scale and built form of the proposed buildings and the surrounding context.

Figure 17 - North elevation (Source: BDPQ Architects)

Figure 18 - South elevation (Source: BDPQ Architects)

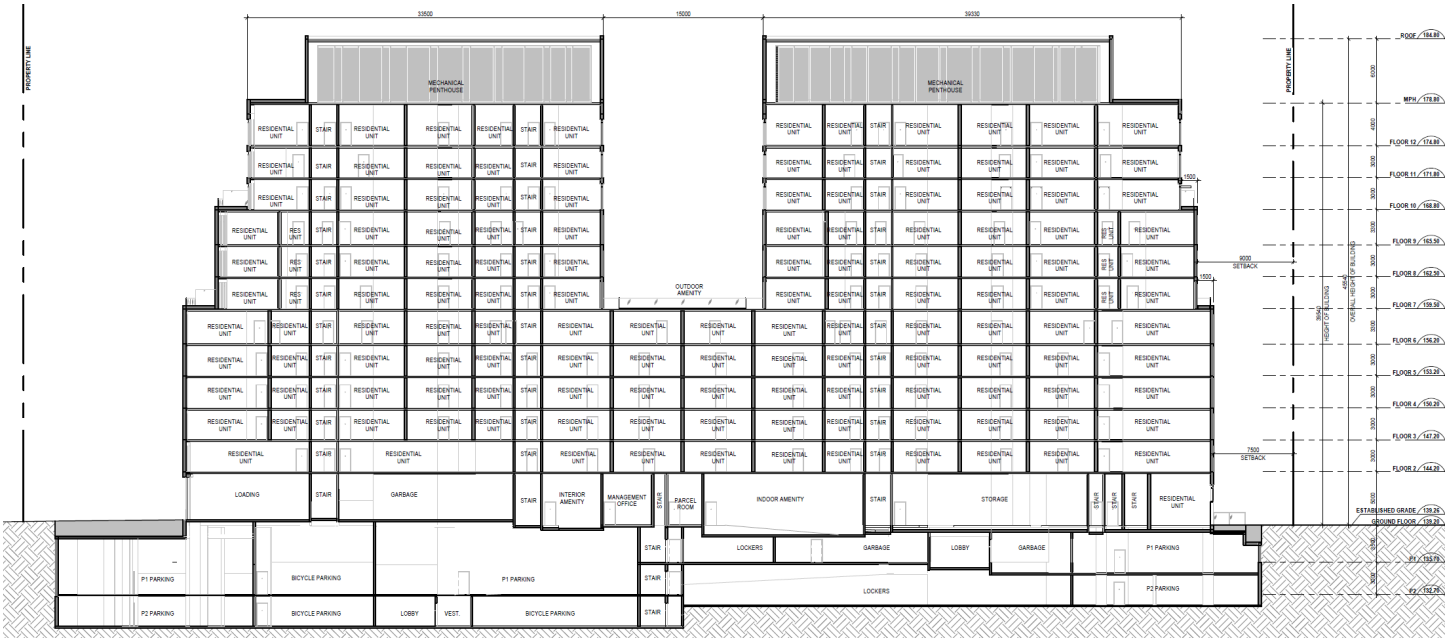

Figure 19 - East-west section (Source: BDPQ Architects)

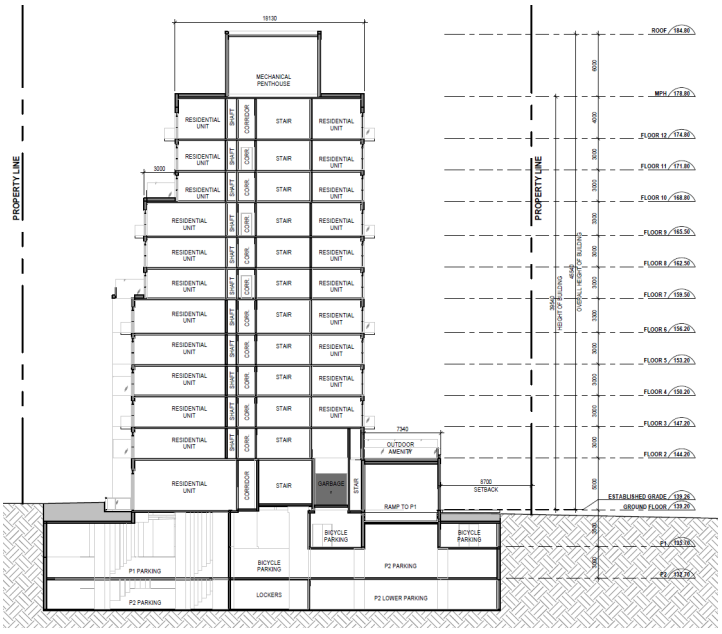

Figure 20 - North-south section (Source: BDPQ Architects)

Figure 21 - East elevation (Source: BDPQ Architects)

Figure 22 - Massing views looking east from Williamsport Drive (Source: BDPQ Architects)

Figure 23 - Massing views looking west from Williamsport Drive (Source: BDPQ Architects)

5.7 Shadow Study

A Shadow Study was prepared by BDP Quadrangle Architects Limited based on Criteria 3.1 to 3.5 as outlined in the City of Mississauga Urban Design Terms of Reference (TOR) - Standards for Shadow Studies (July 2024). The study reviews existing shadows in the surrounding area compared to new shadows produced by the proposed buildings. It analyses the shadow impacts on dates and times per the Terms of Reference, which include June 21 from 7:07am to 7:33pm, September 21 from 8:35am to 5:48pm, and December 21 from 9:19am to 3:15pm.

The study illustrates that the sun access factor minimums are mostly met and that there is minimal shadow impact on the surrounding areas and public realm. The following findings are based on the criteria outlined under the TOR.

Communal Outdoor Amenity Areas:
The findings concluded that in communal outdoor amenity areas, the required sun access factor minimums (minimum 0.5As) on the identified communal outdoor amenity areas are not met on:

- September 21, in Areas 1 (0.46As) and Areas 2 (0.45As)
- December 21st, in Area 1 (0.29As), Areas 2 (0.48As), Areas 4(0.49As) and Areas 6(0.35As).

The criterion for communal outdoor amenity area is met all other times.

Public Realm:
Within the public realm, the opposite boulevard of Williamsport Drive has full sunlight on September 21 between 1:12pm and 4:12pm. While there is an incremental shadow on the opposite boulevard of Williamsport Drive between 8:35am and 12:12pm on September 21, the criterion is met all other times.

5.8 Pedestrian Level Wind Study

A Pedestrian Level Wind Study was prepared by Theakston Environmental. The main objective of the study is to determine areas of higher-than-normal wind velocities induced by the shape and orientation of the proposed buildings and surroundings. The wind velocities are rated in accordance with the safety and comfort of pedestrians, notably at entrances to the buildings, sidewalks, courtyards on the property, as well as other buildings in the immediate vicinity. To determine an objective analysis of the wind conditions for the property, the wind environment was tested in three configurations:

- **Existing:** The existing building on-site, and the existing and approved buildings in the surrounding area.
- **Proposed:** The replacement of the existing building with the proposed development.
- **Future:** Upon request of Urban Design, a future scenario which includes the development proposed at 3480 Havenwood Drive and 1485 Williamsport Drive.

Figure 24 - Wind Testing Facility (Source: Theakston)

The study concluded that the observed wind velocity and flow patterns at the proposed development are largely influenced by approach wind characteristics that are dictated by the surrounding areas to prevailing and less dominant wind directions. These surroundings moderate wind flow in streamlines near the pedestrian level, resulting in generally comfortable conditions in the existing setting, with localized windier conditions proximate to high-rise buildings and gaps in between in the surrounding area.

With inclusion of the proposed and future developments, ground level winds at some locations will improve, with localized areas of higher pedestrian level winds, resulting in wind conditions that generally remain comfortable and appropriate to the areas' intended purposes throughout the year. While some uncomfortable winter conditions are noted to the north of the proposed development, these areas are anticipated to improve with further refinements to the detailed design and landscaping.

Further recommendations include mitigation plans for the at-grade Outdoor Amenity Space and residential units proximate to the north most corner, along with subsequent testing of the Outdoor Amenity Space at the 7th level. Overall, the proposed development will realize wind conditions acceptable to a typical suburban context.

5.9 Noise Impact Study

A Noise Impact Study was prepared by J.E. Coulter Associated Limited. The purpose of the study is to prepare recommendations to address potential stationary and transportation noise issues in support of the proposed development's OPA/ZBA application.

This report concluded that applicable MECP and City of Mississauga noise guidelines can be met with modest noise control measures, including ventilation upgrades, noise barriers, exterior glazing and walls/panels. These recommendations will take into consideration the sound from the surrounding roadways as well as the commercial plaza to the west of the development. There are no major noise issues that would prove challenging to address at later stages of the design.

5.10 Tree Inventory and Preservation Plan / Arborist Report

A Tree Inventory and Preservation Plan / Arborist Report was prepared by Kuntz Forestry Consulting Inc. The work plan for the study included:

- Preparing an inventory of tree resources measuring 10 cm diameter at breast height (DBH) and greater on and within six metres of the subject property and trees of all sizes within the adjacent road right-of-way;
- Evaluating potential tree saving opportunities based on proposed development plans, and;
- Documenting the findings in a Tree Inventory and Preservation Plan.

The findings indicate a total of 25 trees on and within six metres of the subject property and within the adjacent road right-of-way. The removal of 14 trees will be required to accommodate the proposed development. The removal of two additional trees is recommended regardless of the proposed development due to their dead condition. The remaining trees can be preserved provided proper tree protection is installed as per the Tree Preservation Plan (TPP). The following recommendations are proposed:

- Tree protection barriers and fencing should be erected at locations as prescribed on the TPP. All tree protection measures should follow the guidelines as set out in the TPP 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 TPP as a tree protection zone (TPZ) at any time during or after construction.
- Special mitigation measures have been prescribed for select trees.
- 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 or registered professional forester 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.

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6.0 CONCLUSION

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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. 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 and shared indoor and outdoor amenities, contributing to community accessibility. An outdoor courtyard and amenity area is proposed centrally on the site to enhance the quality of the residential experience. Short term bicycle parking is provided at grade along Williamsport Drive 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 realm to maximize pedestrian and cyclist safety and minimize the visual prominence of these features. The primary waste collection room is located in the west wing of the podium.

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 impact 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.

2025