



COMMUNITY WORKSHOP #2

AGENDA

WORKSHOP #1 RECAP

Podium Uses

Urban Living Room

Existing Buildings + OPA Views

Transportation



GATEWAY

GATEWAY

SOFTEN THE
CORNER

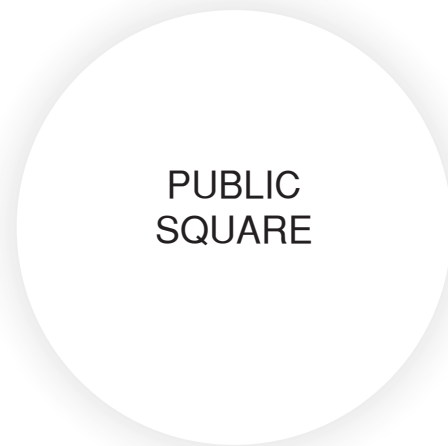
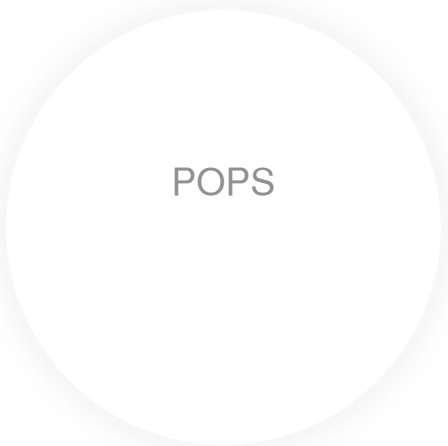


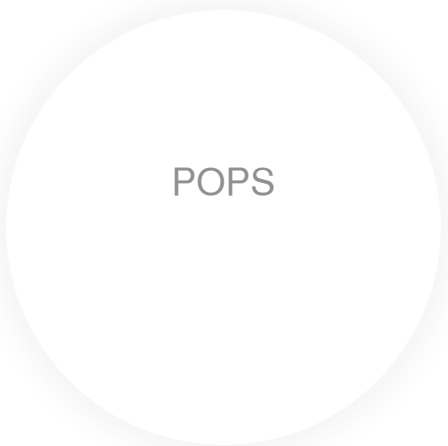












GATEWAY

SOFTEN THE
CORNER

DEFINE THE
COMMUNITY

CROSSROADS

LINKAGES

SUBWAY
INTEGRATION

POPS

PUBLIC
SQUARE

INDOOR /
OUTDOOR
SPACE

DIVERSITY

GATEWAY

SOFTEN THE
CORNER

DEFINE THE
COMMUNITY

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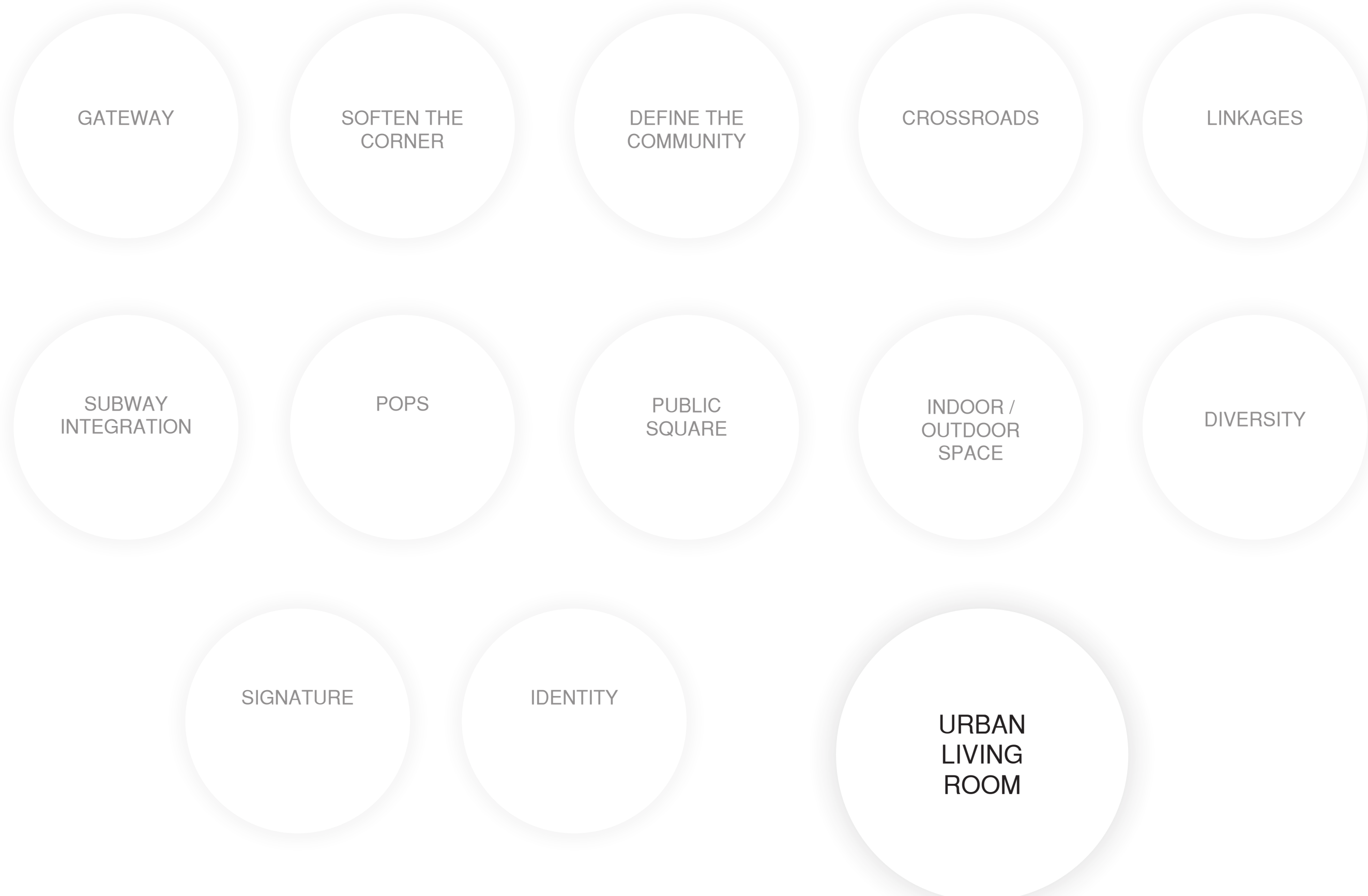
PUBLIC
SQUARE

INDOOR /
OUTDOOR
SPACE

DIVERSITY

SIGNATURE





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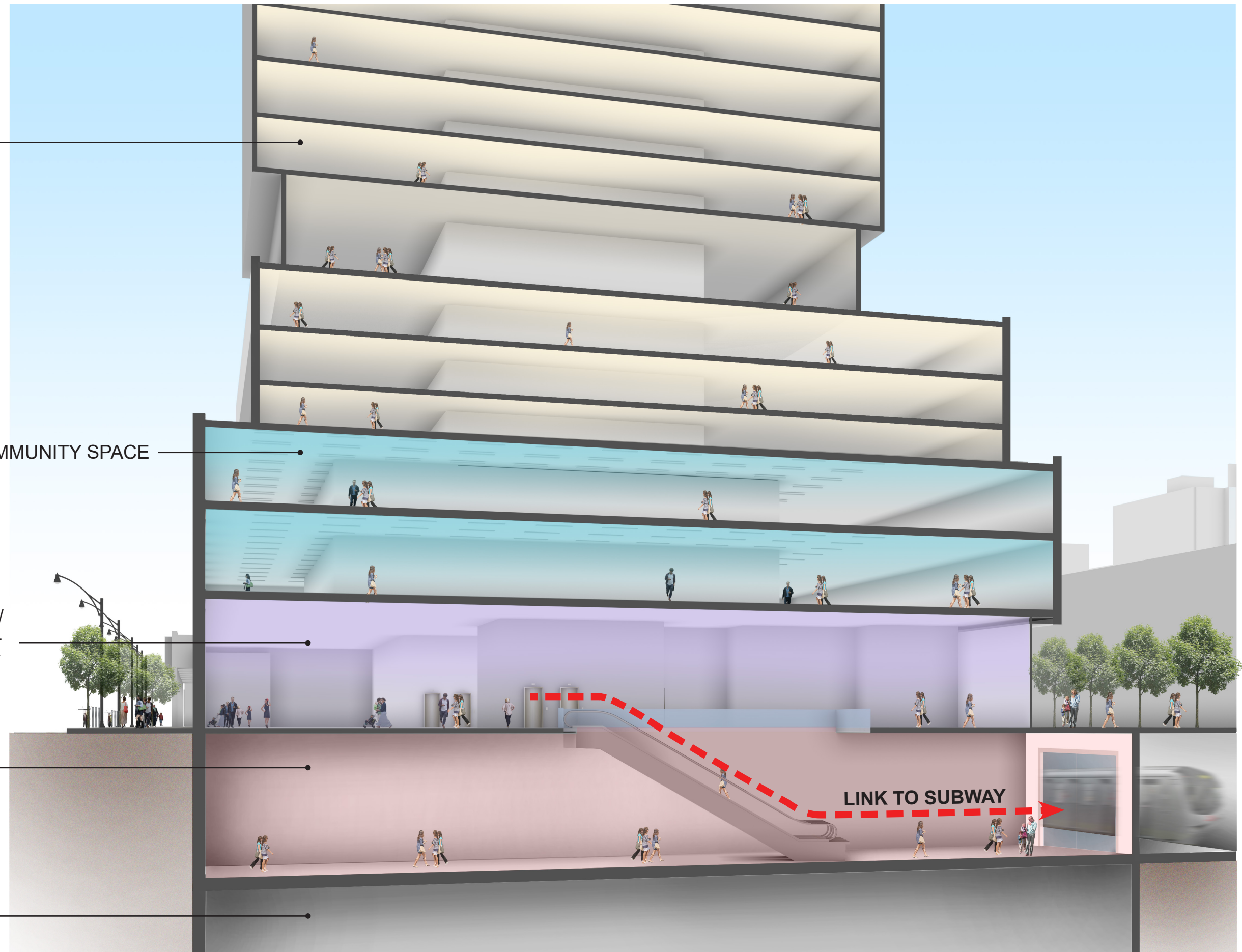
RESIDENTIAL

OFFICES / COMMUNITY SPACE
/ OTHER

RETAIL / CAFE /
RESIDENTIAL +
OFFICE LOBBY

RETAIL /
CONCOURSE

PARKING



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URBAN LIVING ROOM

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Transportation



SPADINA RD. & BLOOR ST. W.
TORONTO, ON
NOVEMBER 2018

URBAN LIVING ROOM PRECEDENTS
APPLE UNION SQUARE - SAN FRANCISCO



SPADINA RD. & BLOOR ST. W.
TORONTO, ON
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URBAN LIVING ROOM PRECEDENTS
APPLE UNION SQUARE - SAN FRANCISCO



SPADINA RD. & BLOOR ST. W.
TORONTO, ON
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URBAN LIVING ROOM PRECEDENTS
590 MADISON AVENUE - NEW YORK



SPADINA RD. & BLOOR ST. W.
TORONTO, ON
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URBAN LIVING ROOM PRECEDENTS
590 MADISON AVENUE - NEW YORK



SPADINA RD. & BLOOR ST. W.
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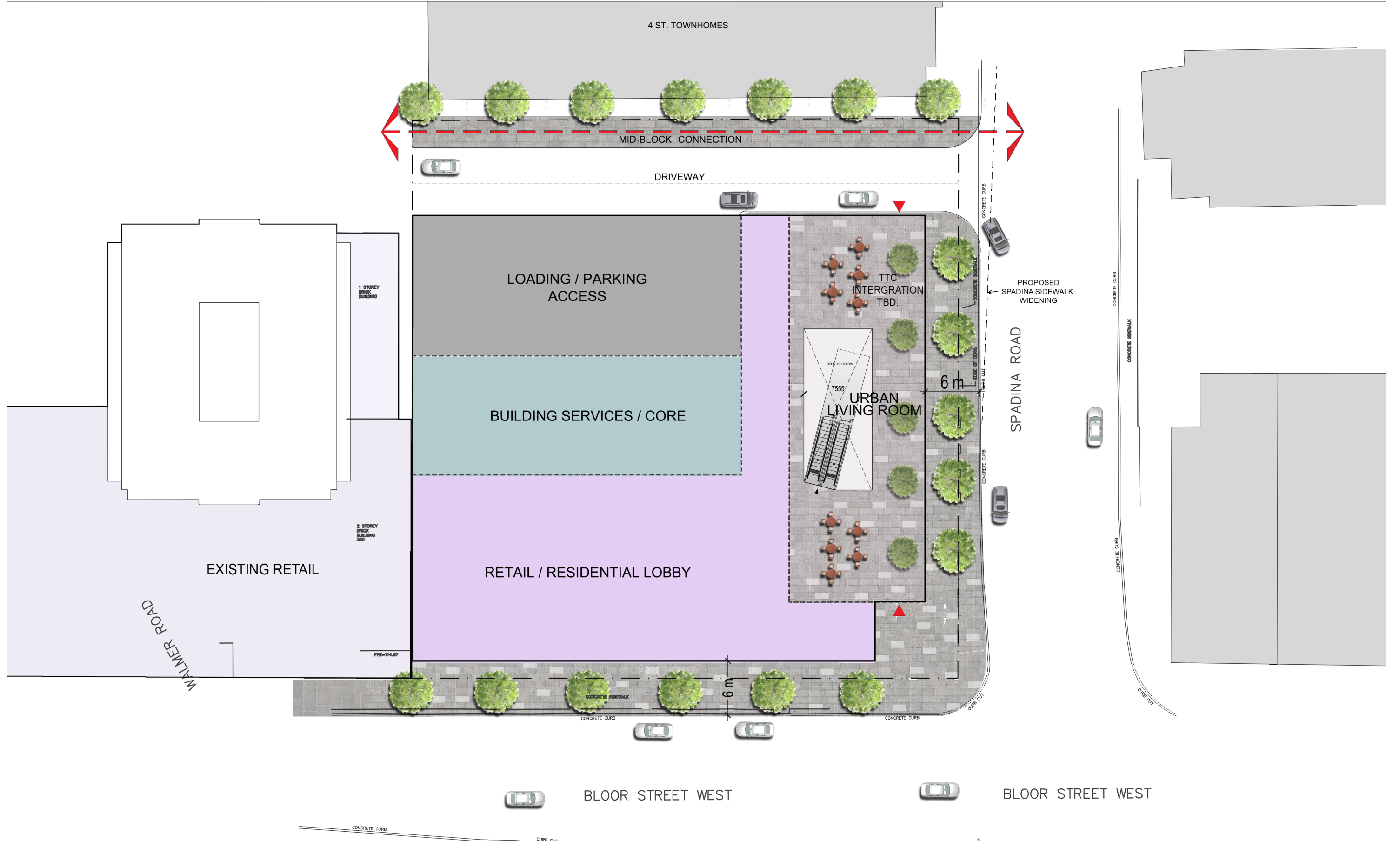
URBAN LIVING ROOM PRECEDENTS
100 FEDERAL ST - BOSTON



SPADINA RD. & BLOOR ST. W.
TORONTO, ON
NOVEMBER 2018

URBAN LIVING ROOM PRECEDENTS
100 FEDERAL ST - BOSTON

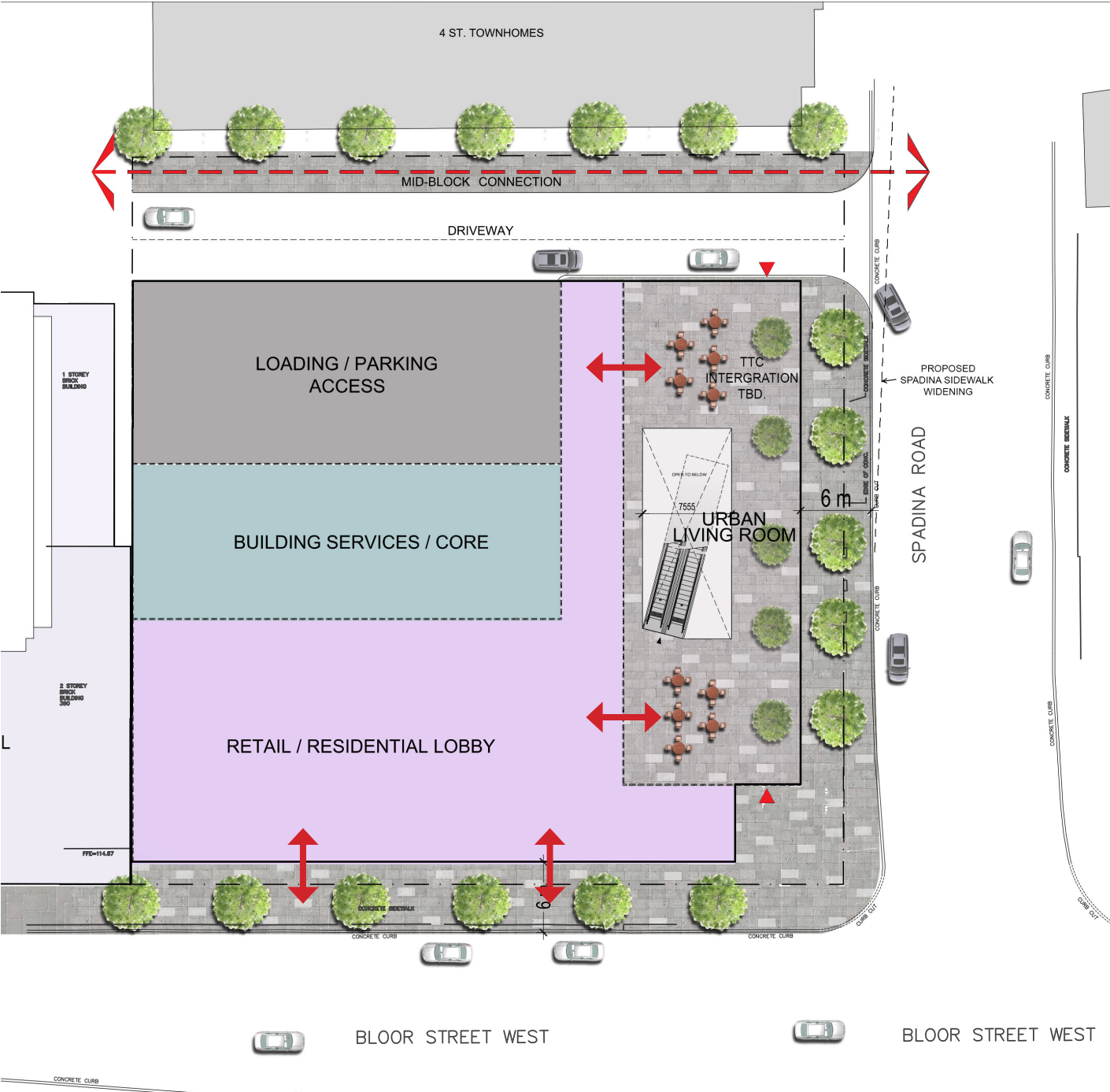




EXISTING SITE CONDITION

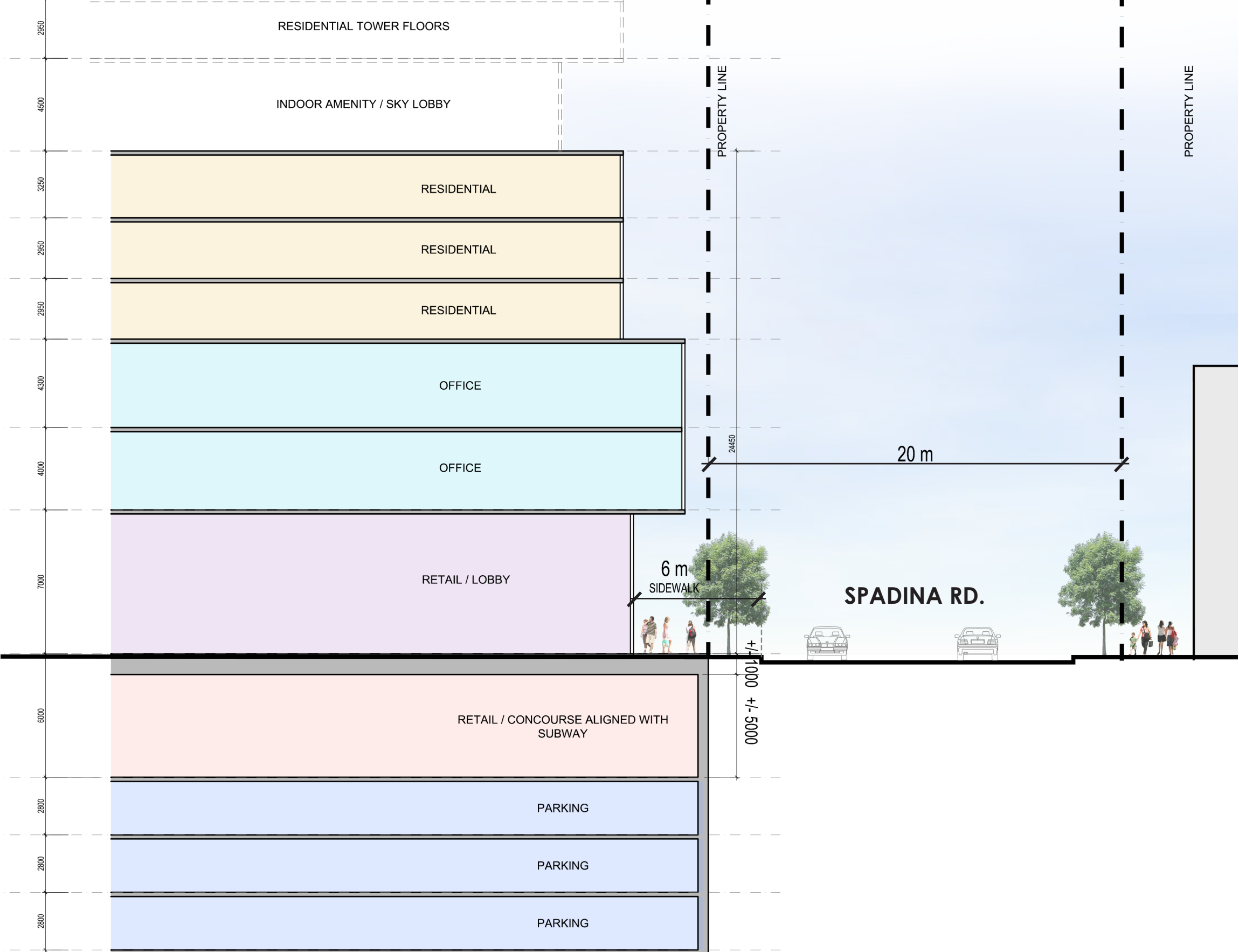


PROPOSED GROUND FLOOR PLAN



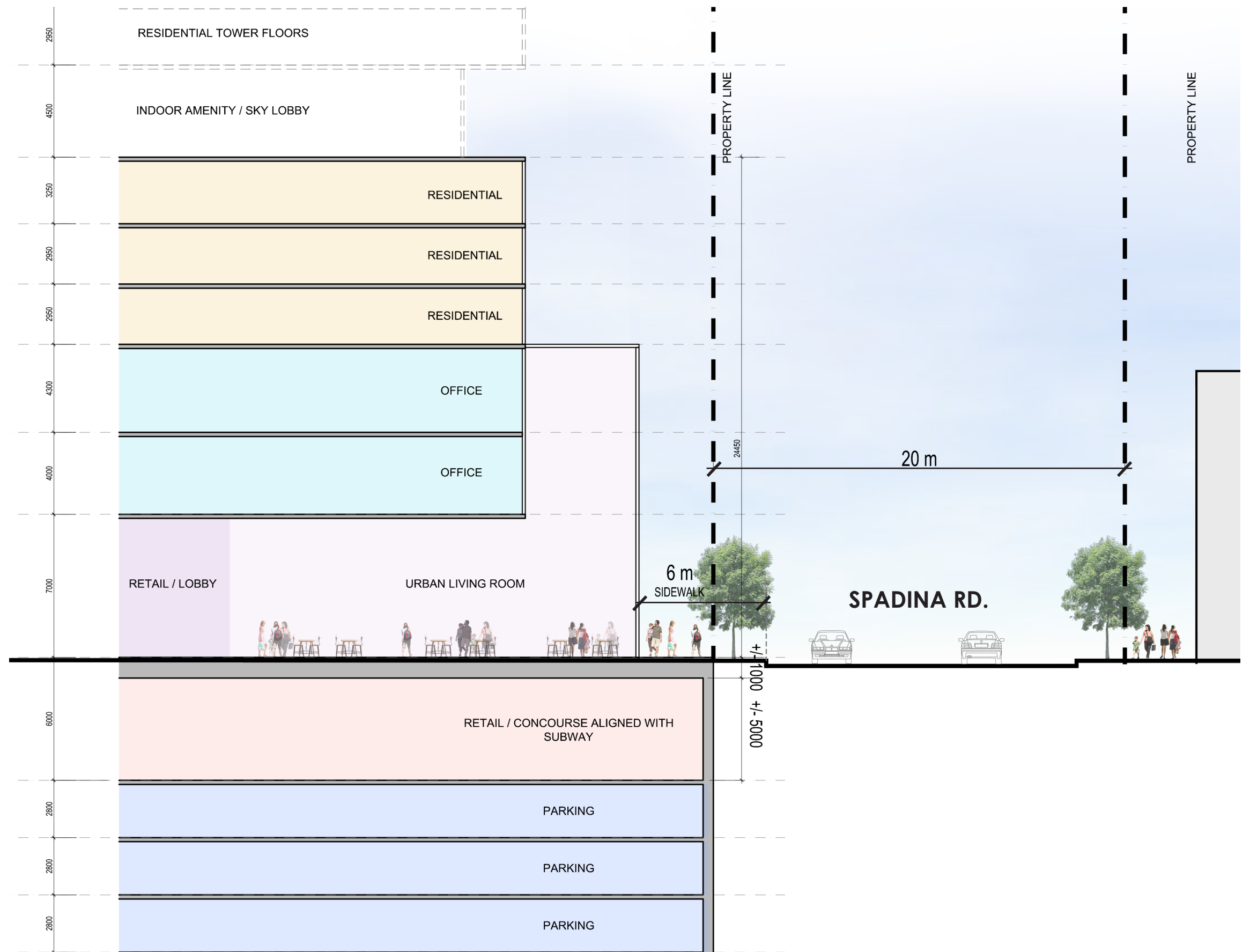
LEGEND

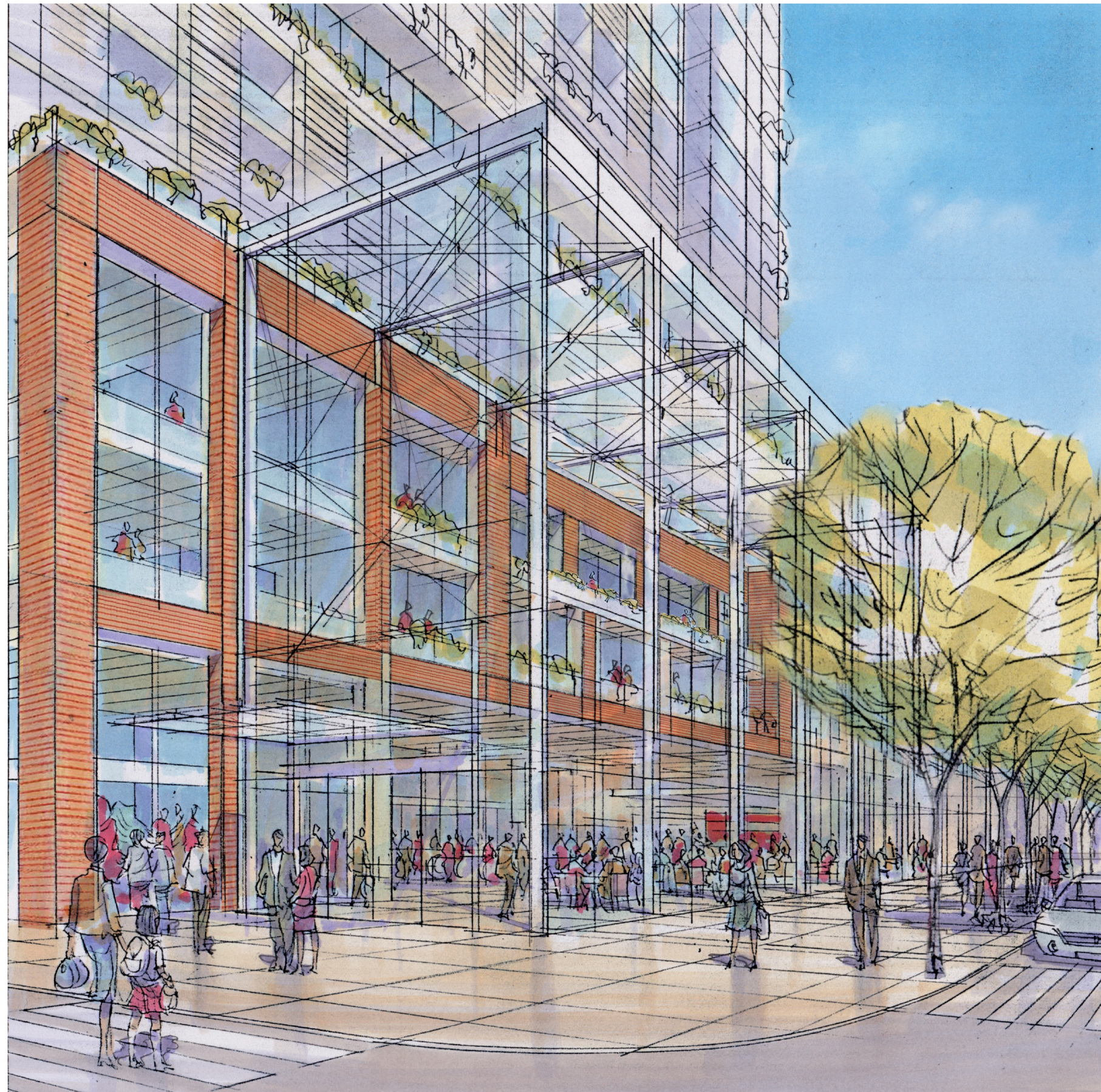
- Retail/Lobby
- Retail/Concourse
- Office
- Residential
- Parking



LEGEND

- Retail/Lobby
- Urban Living Room
- Retail/Concourse
- Office
- Residential
- Parking

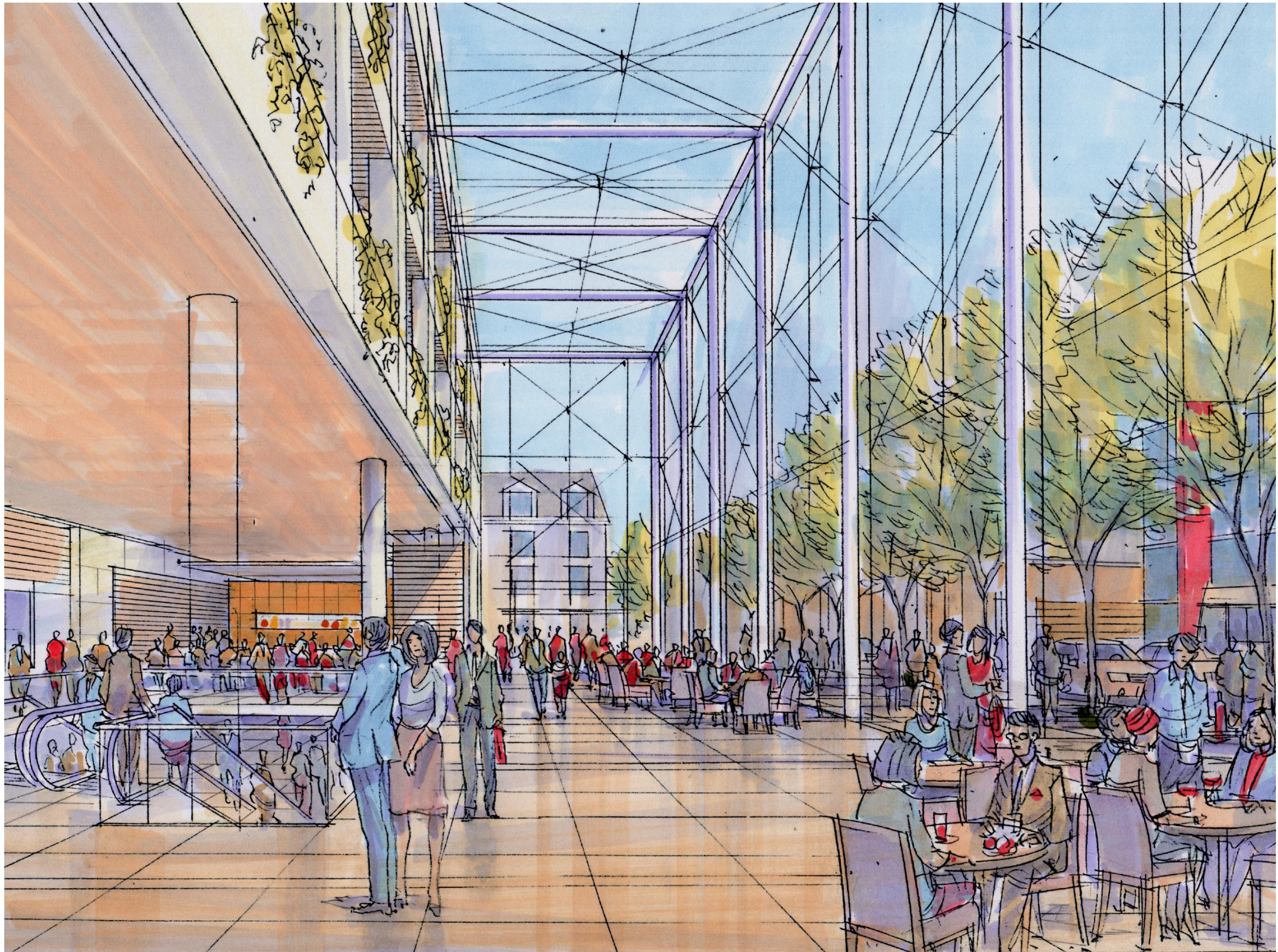




SPADINA RD. & BLOOR ST. W.
TORONTO, ON
NOVEMBER 2018

URBAN LIVING ROOM
3D VISUALISATION

*ARTIST'S INTERPRETATION



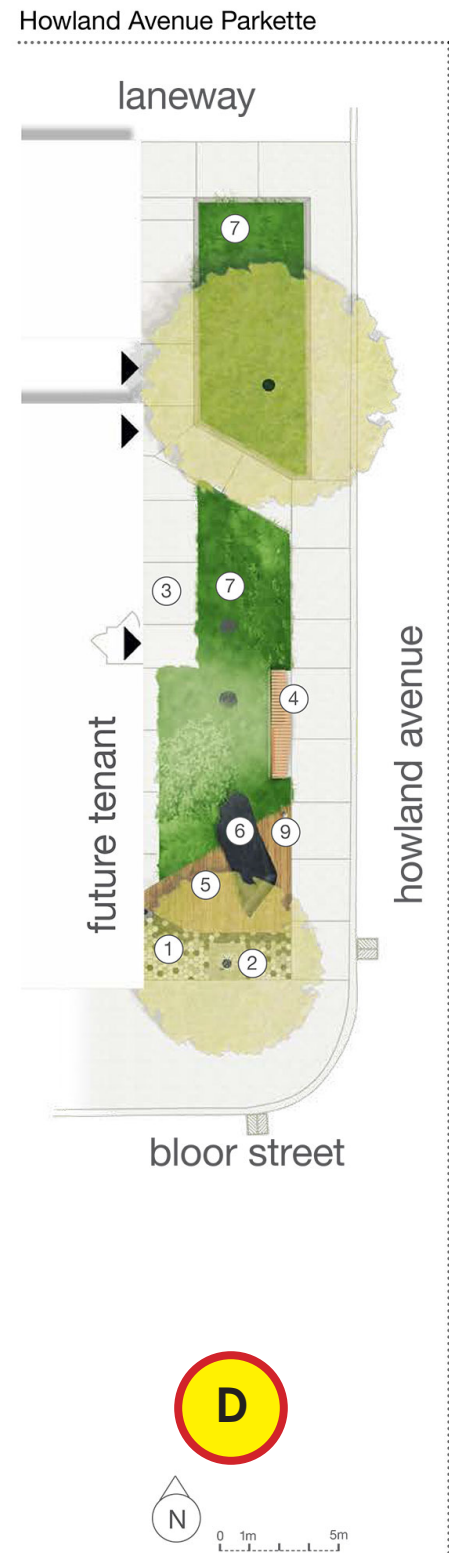
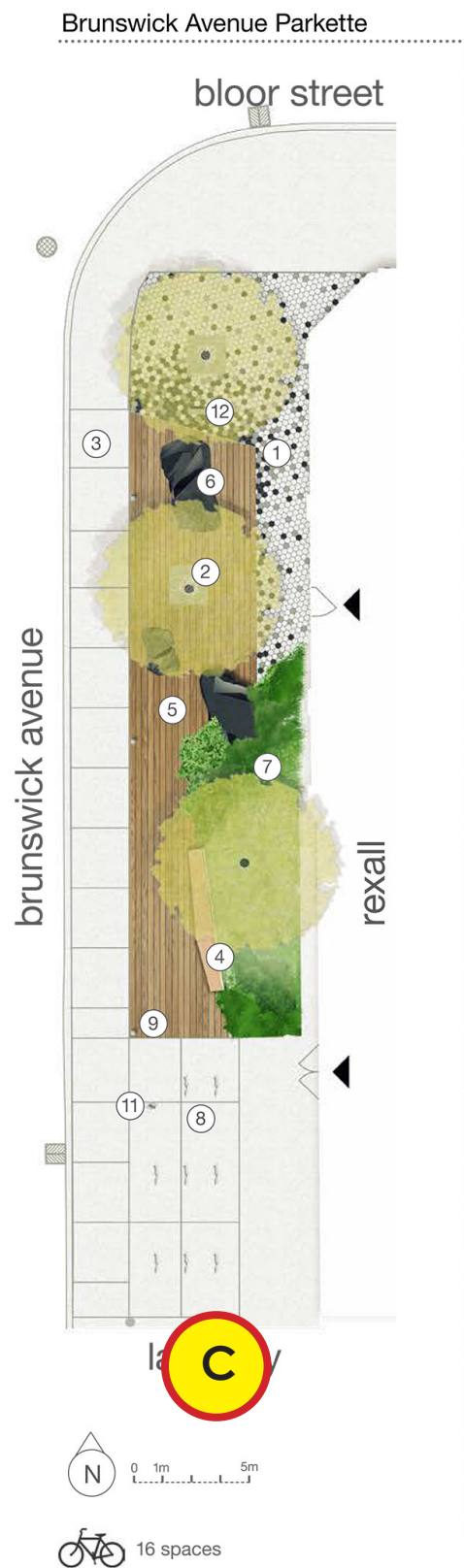
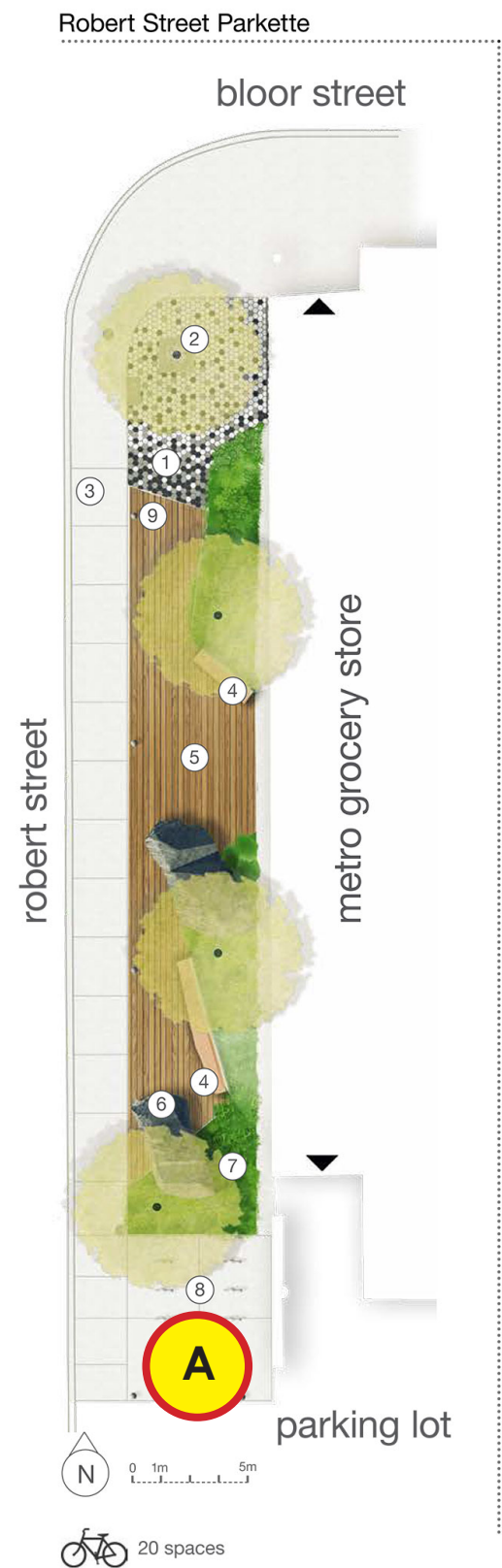
SPADINA RD. & BLOOR ST. W.
TORONTO, ON
NOVEMBER 2018

URBAN LIVING ROOM
3D VISUALISATION

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REVISED PARKETTES

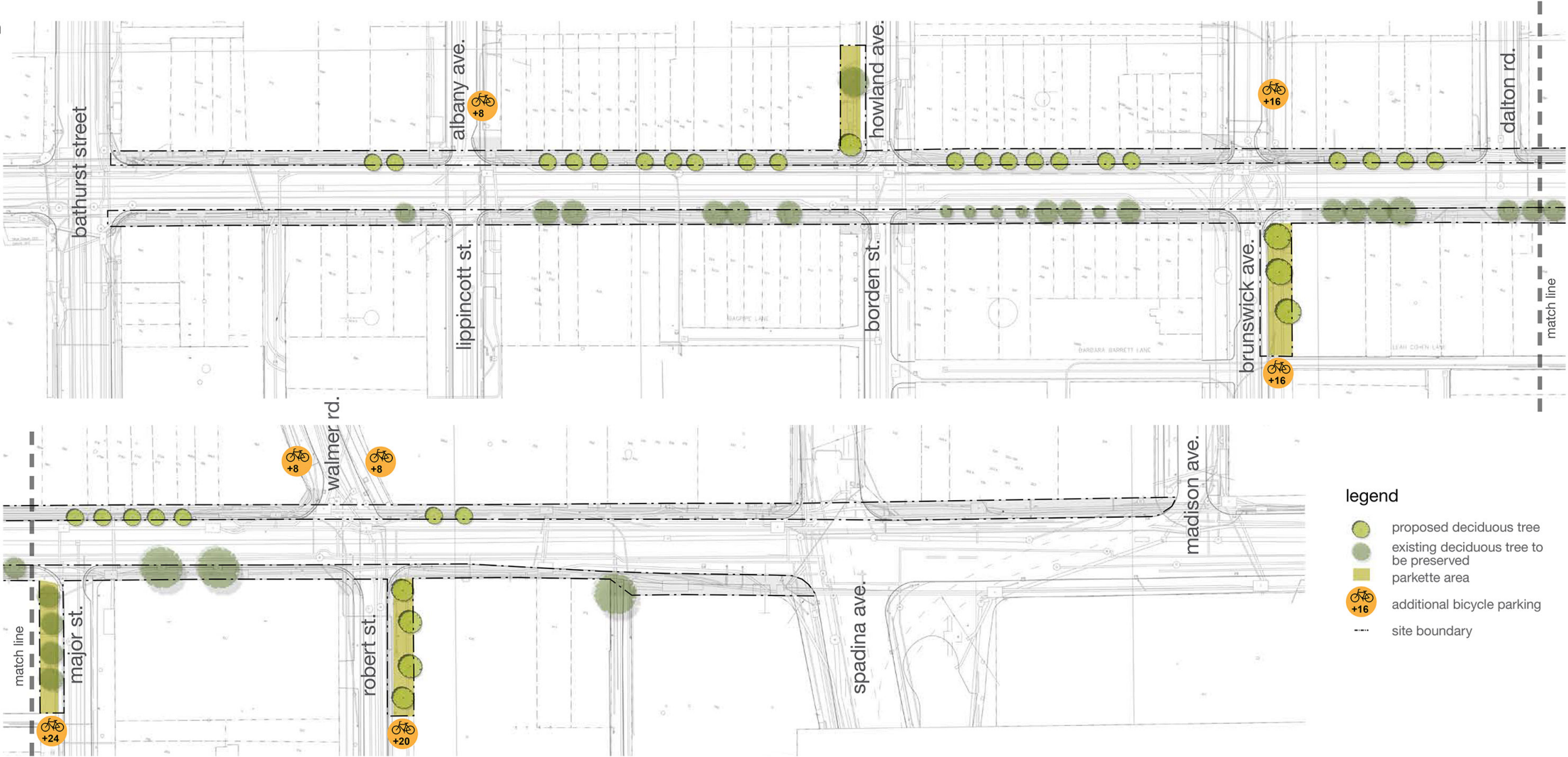


Parkette Elements

- ① hexagonal unit pavers
- ② tree grate and deciduous tree
- ③ concrete sidewalk
- ④ wood clad bench with accent lighting
- ⑤ wood decking
- ⑥ public art seating
- ⑦ pollinator garden
- ⑧ bicycle parking
- ⑨ removable bollards
- ⑩ permanent bollards
- ⑪ fire hydrant
- ⑫ water refill station with pet fountain

BLOOR STREETSCAPE

Streetscape Plan
scale 1:500



The Bloor Annex is an established, unique, and dynamic neighbourhood that is constantly changing and evolving. The vibrant thoroughfare is a thriving mix of residential and commercial activity welcoming both the local and visiting community. The proposed enhancements aim to improve the pedestrian flow along Bloor Street. The design includes: the development of a new tree planting strategy, the removal of the raised concrete planters, new in-ground tree planting details, the creation of side street parkettes, and increased bike parking opportunities.

Street Tree Strategy

increase soil volume

**replace all raised planters with continuous tree pits where possible to achieve 30m3 of soil

urban tolerant street tree species

freeman maple

honey locust

ginkgo *

elm hybrids ***

hickberry

littleleaf linden

bur oak **

kentucky coffee tree *

* male cultivar selection no fruit
** where soil volume is high
*** only disease resistant varieties

ANEX

BLOOR ANNEX BIA

TORONTO

dtah

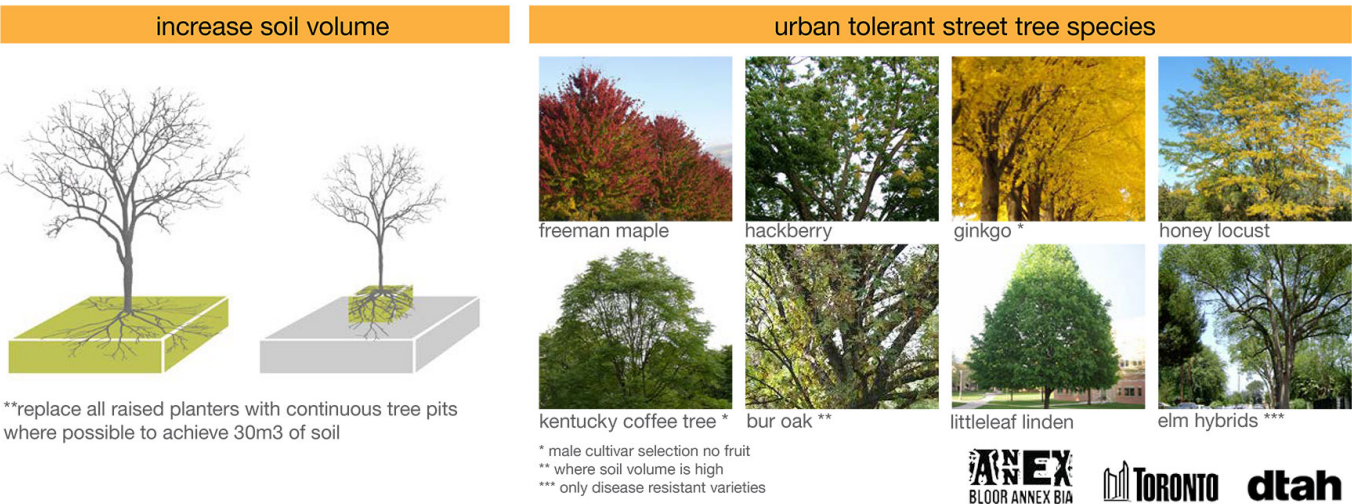
BLOOR STREETSCAPE

Streetscape Plan
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Street Tree Strategy

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334 BLOOR STREET WEST

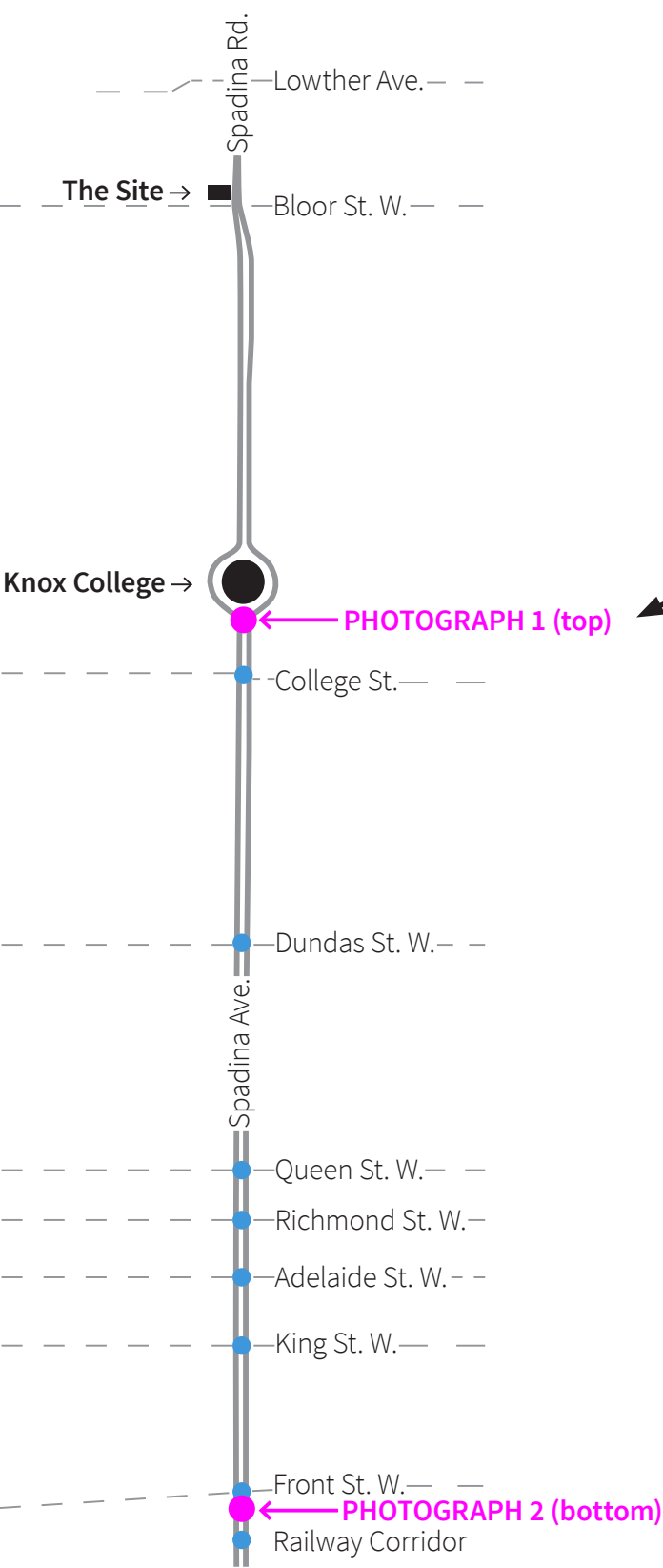
- Not listed or designated under the Ontario Heritage Act
- Constructed c. 1913
- Apartment building with purpose-built ground floor commercial units

344 BLOOR STREET WEST

- Not listed or designated under the Ontario Heritage Act
- Constructed c. 1959-60
- Office building with purpose-built ground floor commercial units

E R A

Photographic Analysis Diagram



PHOTOGRAPH 1 - View of Knox College where the north and southbound lanes of Spadina Avenue split to wrap the property

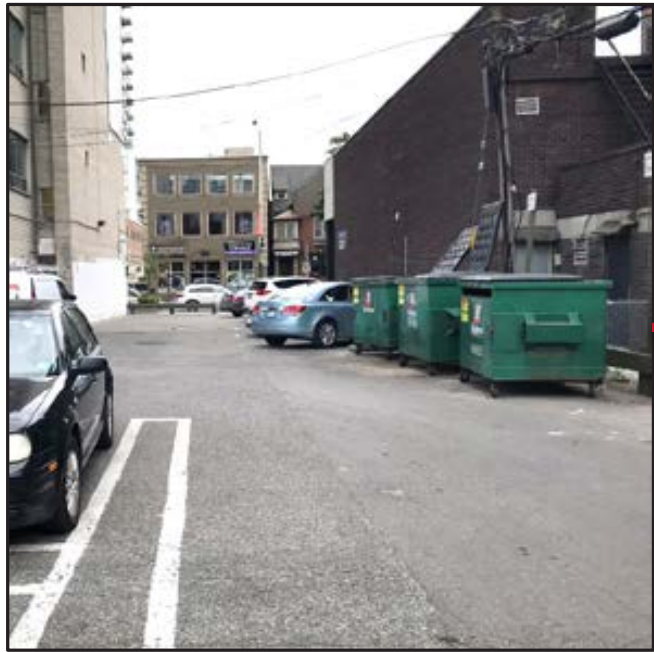


PHOTOGRAPH 2 - View from Bremner Blvd. looking north along Spadina Ave. towards Knox College



AGENDA

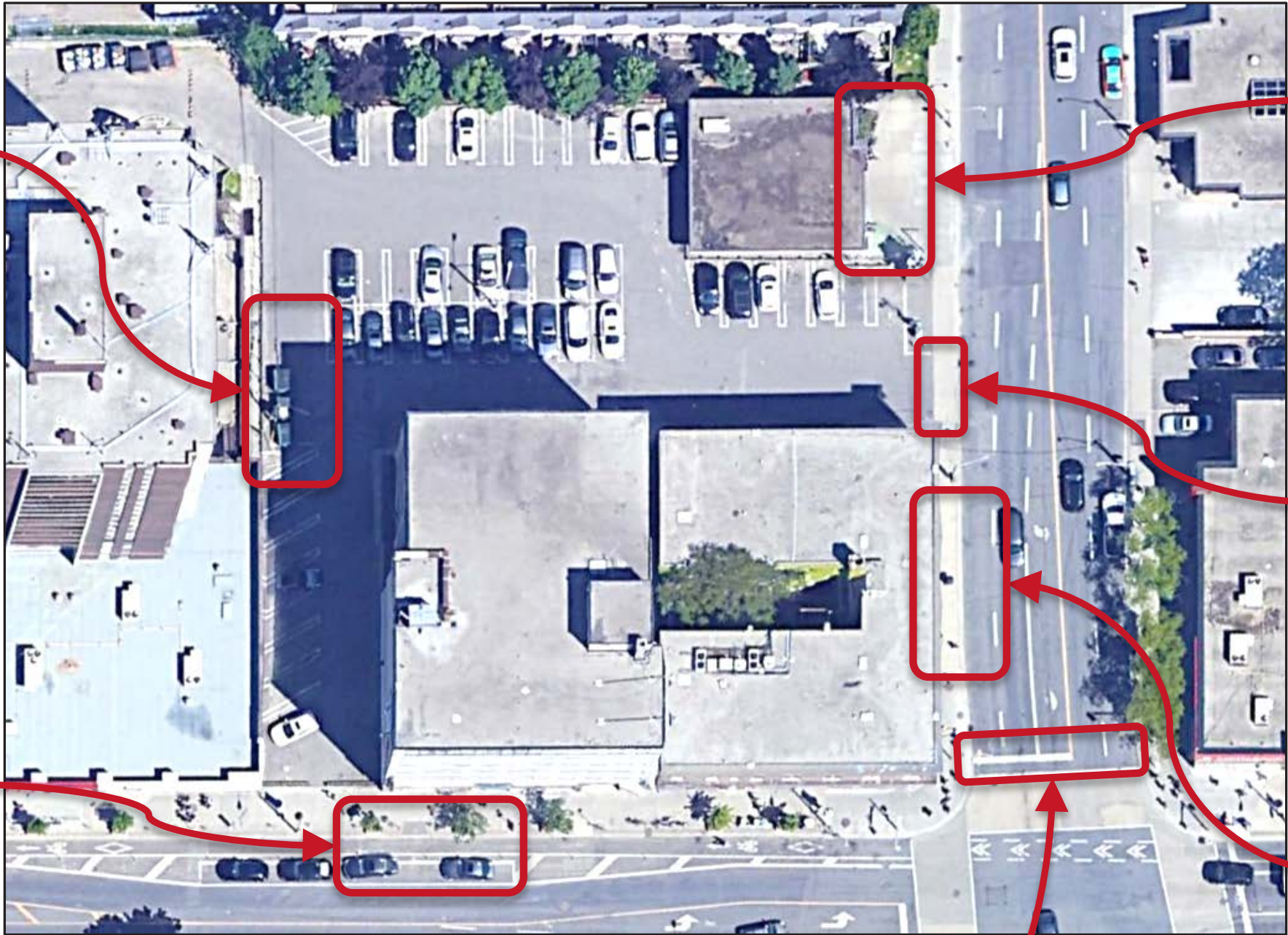
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External Loading Area

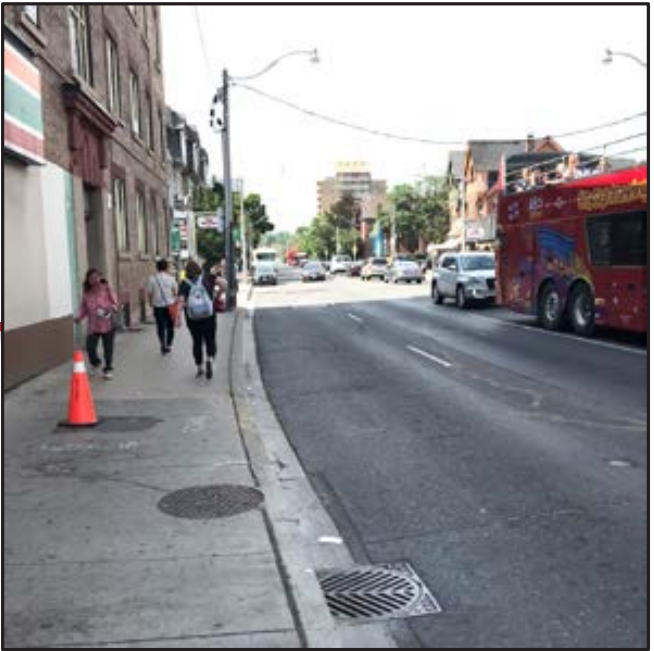


Bloor Street Bike Lanes



Subway Access

7.25 metre curb cut

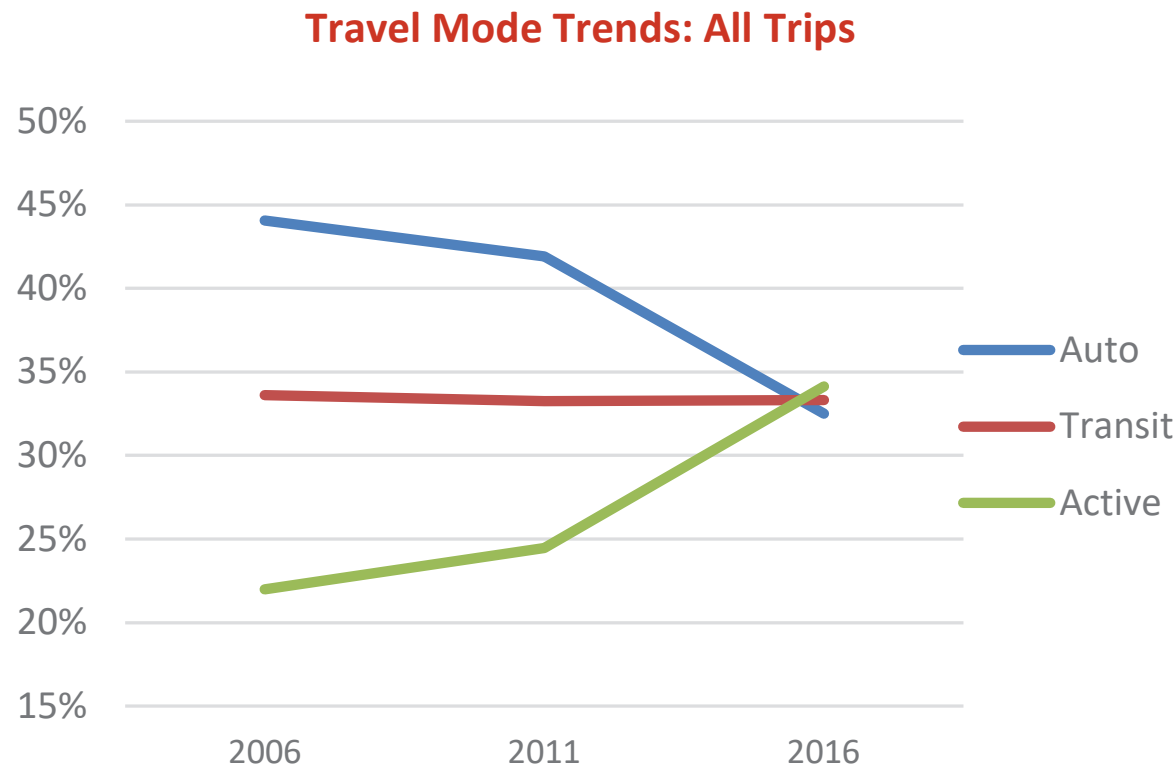


Narrow Sidewalk

15.5 metre pavement width
Reduced lane widths to fit left-turn lane

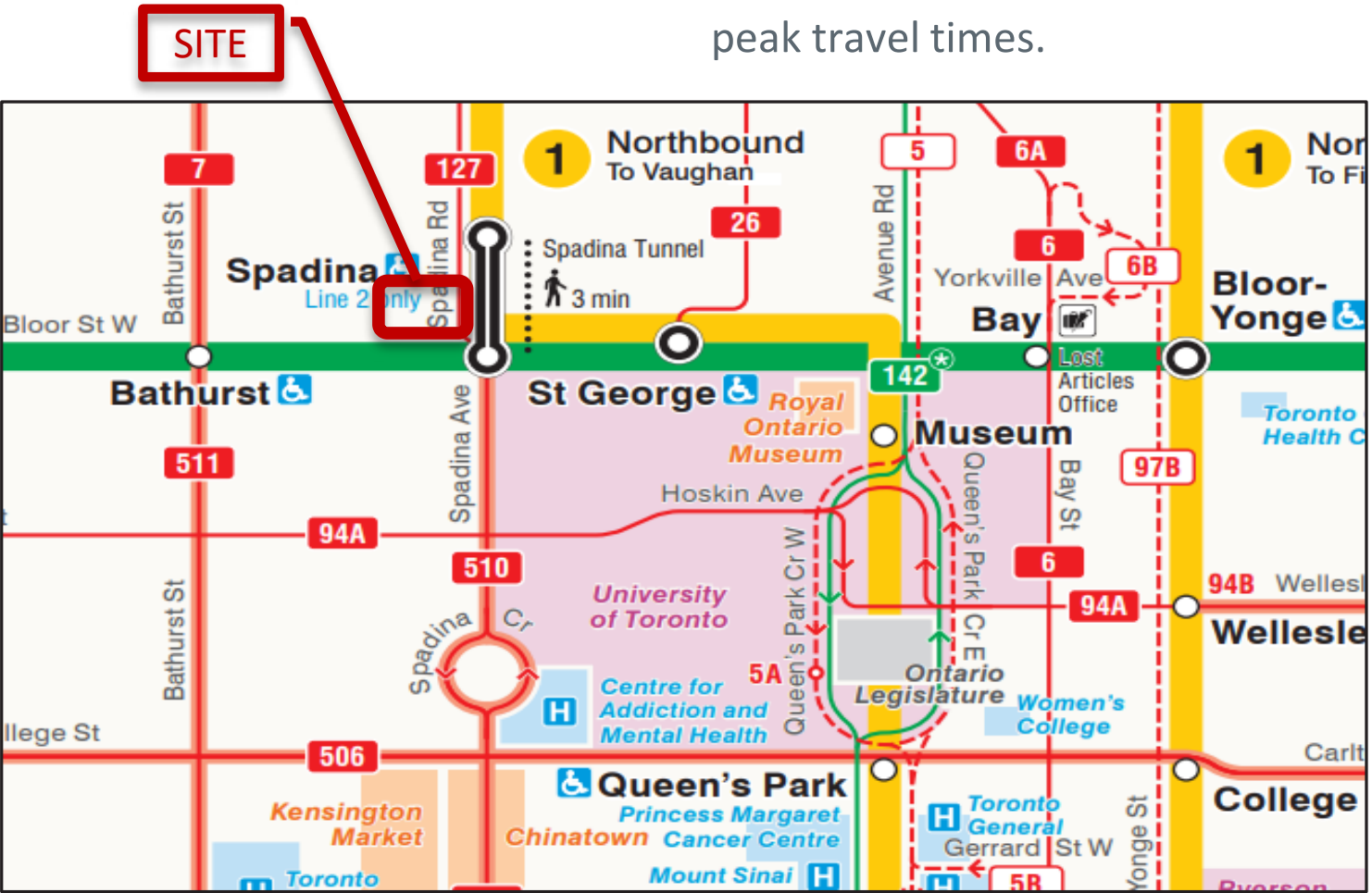
supportive of multiple modes of travel for local residents, employees, students, and visitors.

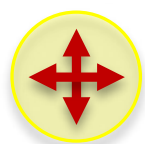
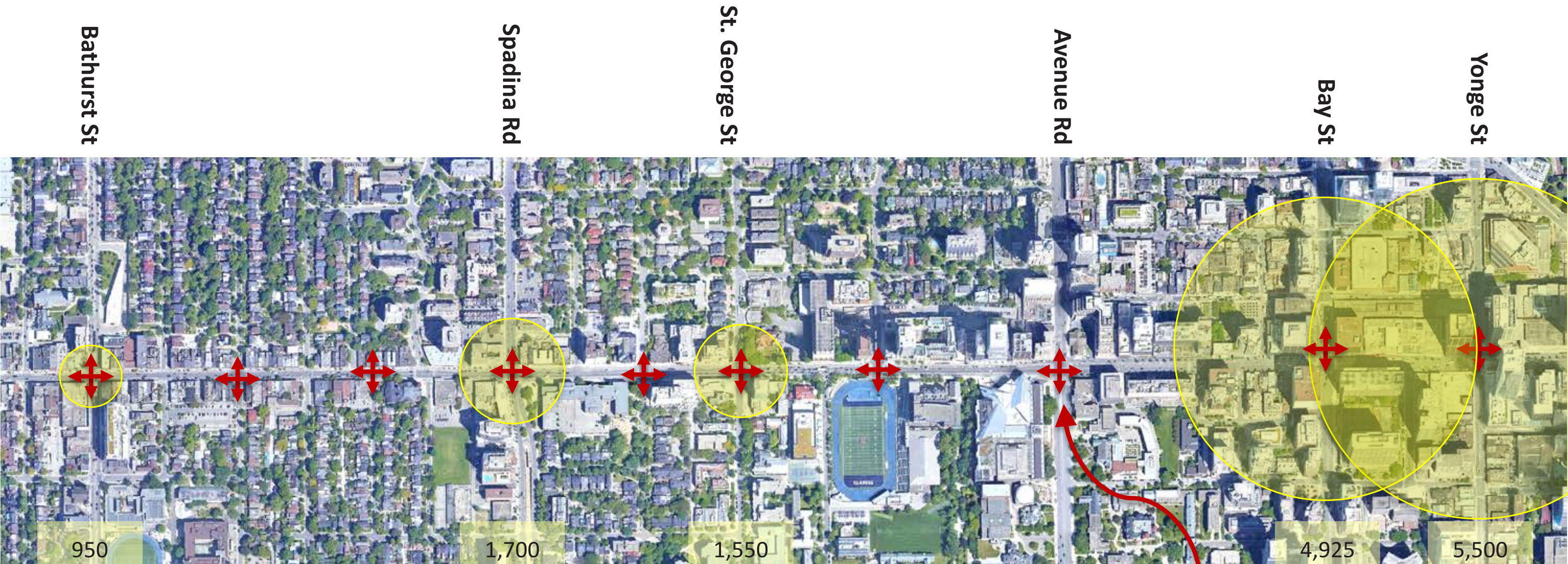
- Existing propensity towards sustainable transportation options expected to continue, decreasing reliance on personal automobiles, and increasing use of active travel modes.



- Lanes in 2016 (Shaw St. to Avenue Rd.) adjacent to the Site.
- Other cycling infrastructure provided in the area (Harbord, St. George, etc..)
- Provision of bicycle share amenities.

- The site is located atop a junction of the Line 1 and Line 2 subways (Spadina Station).
- Provision of local streetcar (#510) and bus (#127) services routing to / from Spadina Station.
- Additional surface transit routes in the local area, including streetcar and bus services.
- Crowding on subway and surface transit during peak travel times.



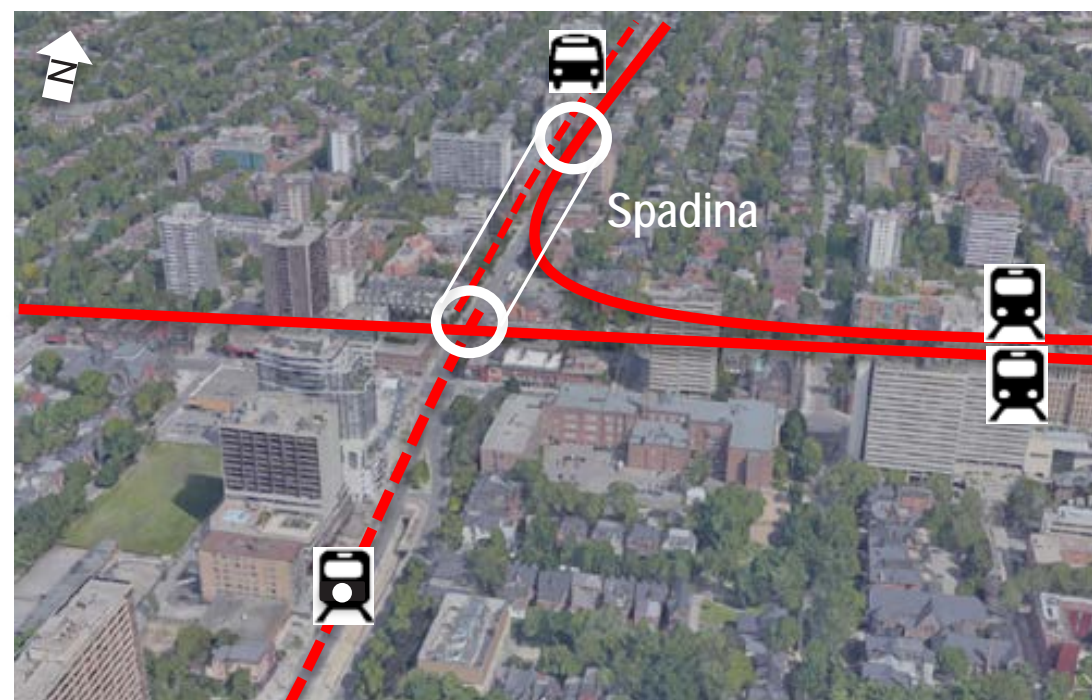


1,000 Pedestrian Crossings
AM Peak Hour

Short city blocks allowing
frequent and direct
pedestrian routing.

Bloor and Spadina

Line 1 Subway
Line 2 Subway
Route #510
Route #127 Bus



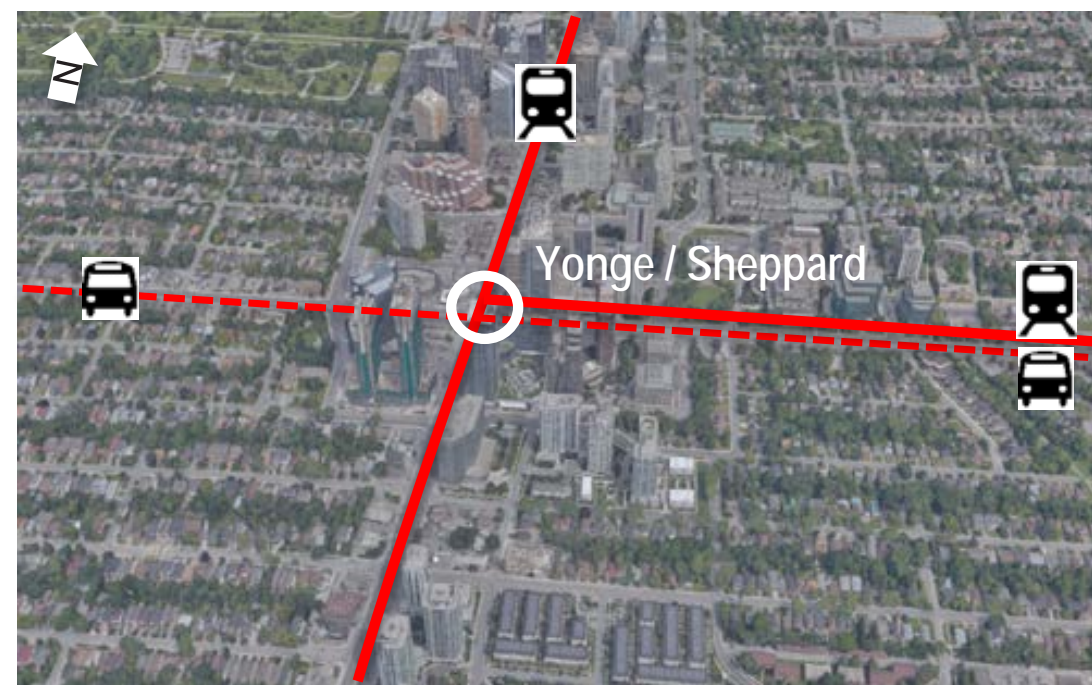
Yonge and Eglinton

Line 1 Subway
Crosstown LRT
(Under Construction)
Route #61 Bus
Route #51 Bus
Route #54 Bus
Route #56 Bus



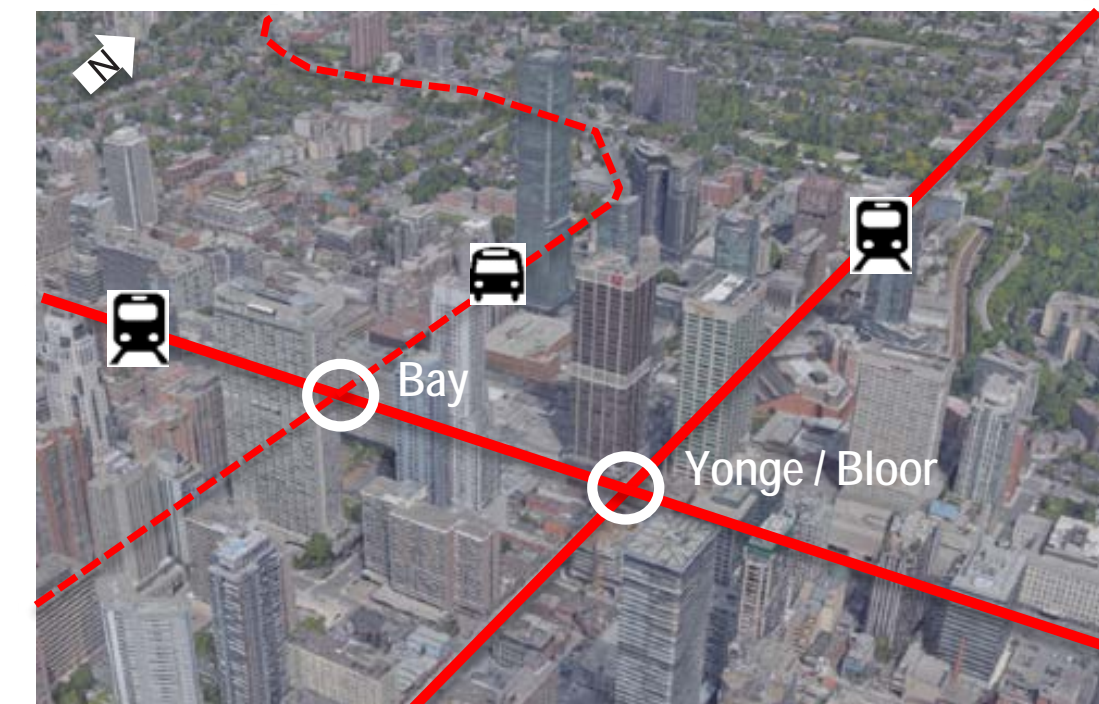
Yonge and Sheppard

Line 1 Subway
Line 4 Subway
Route #84 Bus
Route #85 Bus
Route #98 Bus



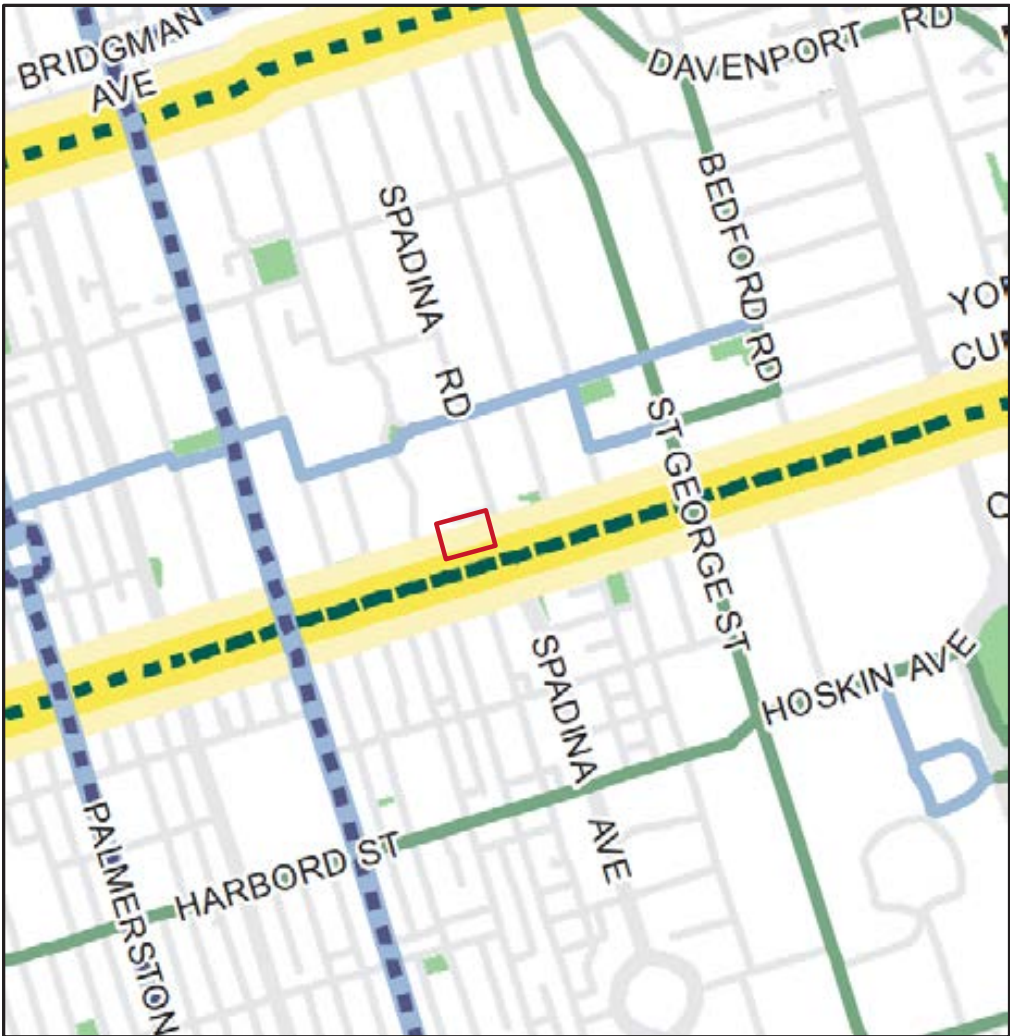
Yonge and Bloor

Line 1 Subway
Line 2 Subway
Route #61 Bus



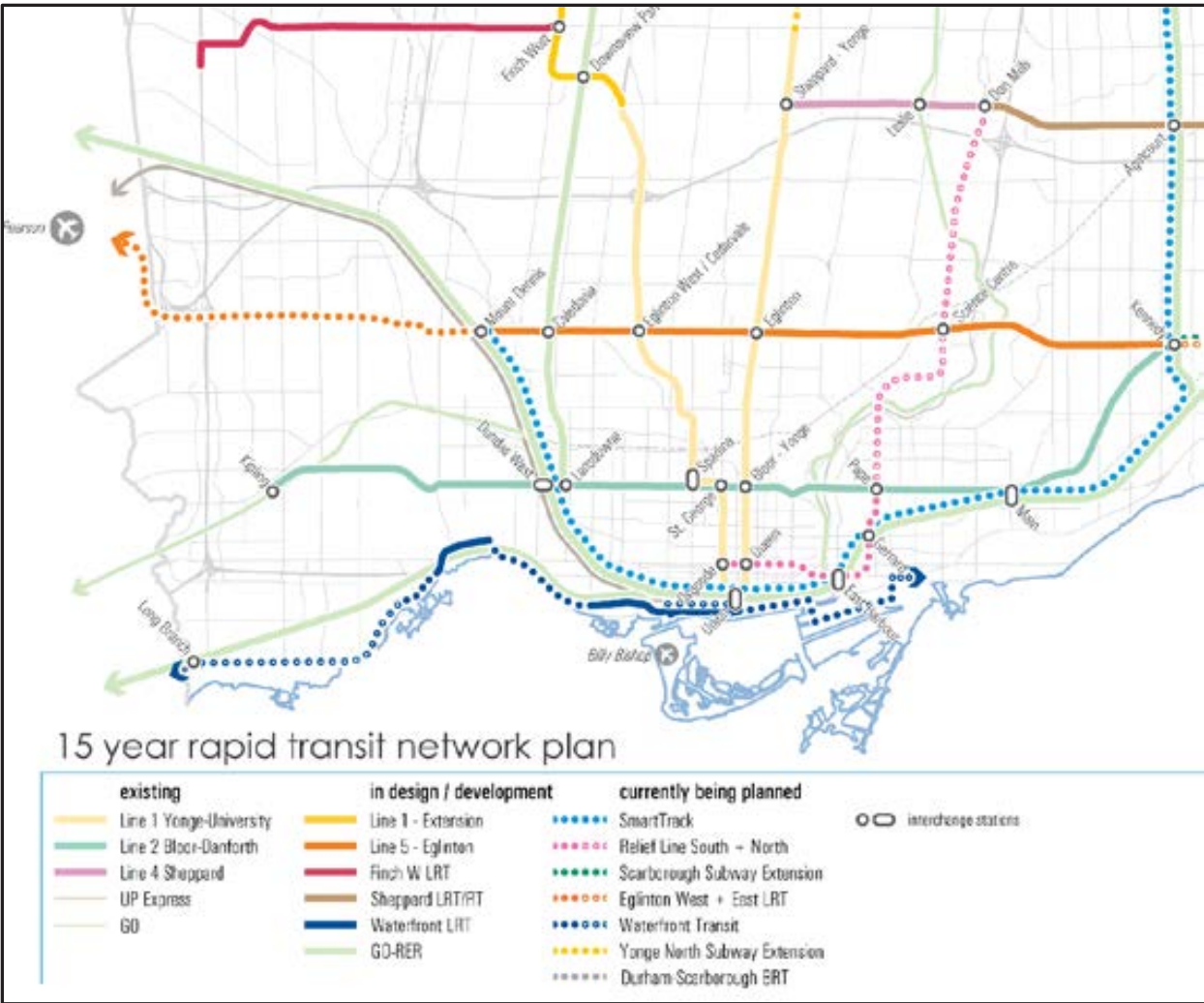
Cycling Infrastructure

- City of Toronto 10 Year Cycling Network Plan indicates a Major Corridor Study for Bloor / Danforth corridor where cycling lanes are not currently provided.
- Provision of bicycle share amenities expected to increase with travel mode trends.



Future Transit Facilities

- Major regional transit investments planned / under construction to enhance the transit network and relieve crowding on the existing network.



Vehicle Parking and Access

Underground shared parking for residential, office, and retail uses

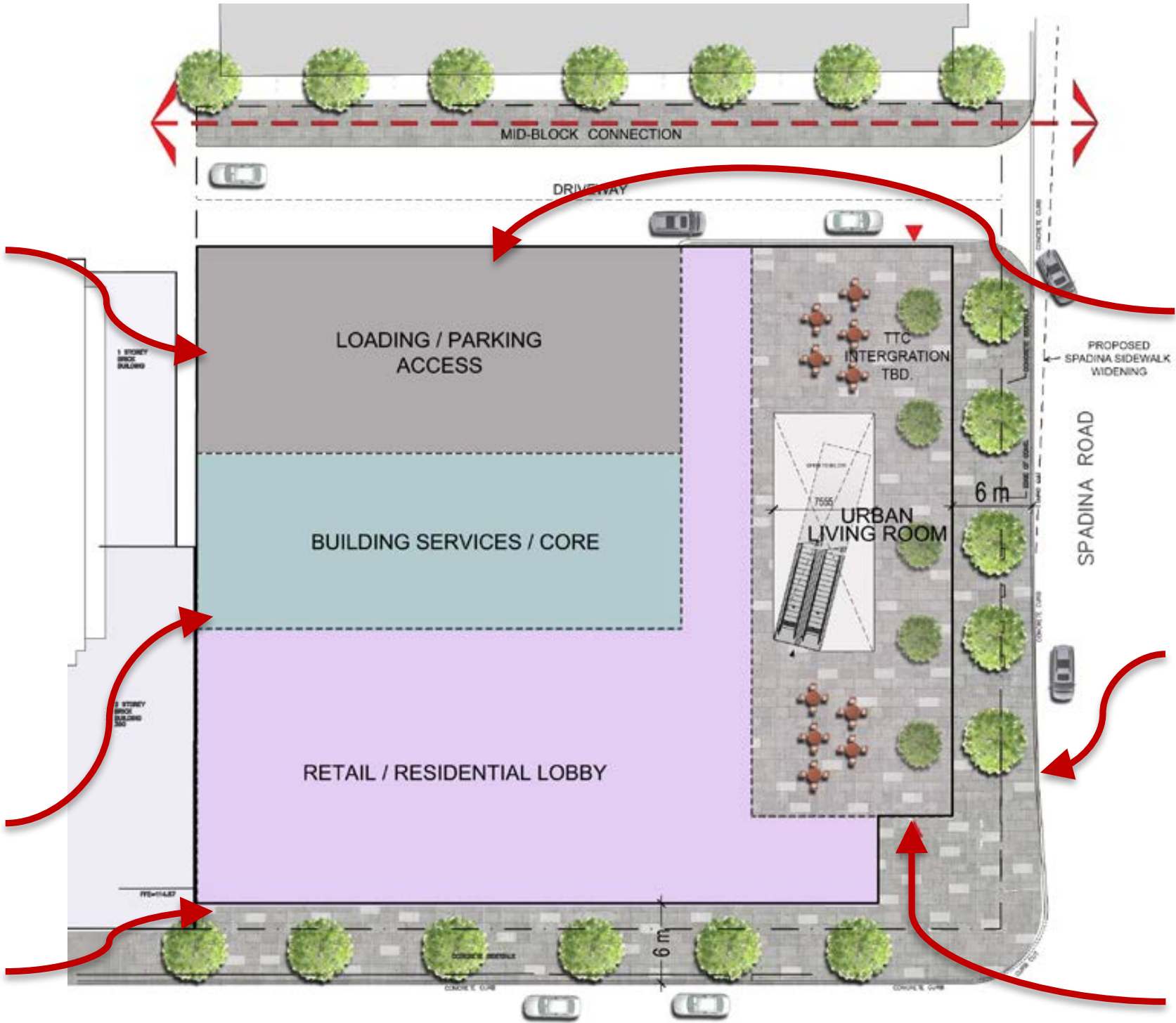
Access internal to development, no queueing on Spadina Road

Bicycle Parking and Access

Bicycle parking provided for residential, office, and retail uses

Planning for access to underground / secure long-term bicycle parking.

Short-term bicycle parking included on-site as part of streetscape design



Mid-Block Connection

Improved pedestrian circulation

Loading Area

Internal to development
Serves residential, office, and retail.

Enhanced Public Realm

Widened sidewalk and internal "Urban Living Room"

Transit Access

Direct, climate-controlled access to Spadina Station from Bloor Street

