334-350 BLOOR STREET W.

WORKING GROUP 3

2021-06-24

IBI

IBI ITPP ERA BA Group BOUSFIELDS INC.

DESIGN REVIEW PANEL SUMMARY

NEXT STEPS / STUDIES

- TOWER DESIGN

- PODIUM DESIGN

- SPADINA PUBLIC REALM

334-350 BLOOR STREET W

WORKING GROUP 3

PROJECT NO: 117334

2021-06-24

334-350 BLOOR STREET W

WORKING GROUP 3

PROJECT NO: 117334

2021-06-24

DESIGN REVIEW PANEL SUMMARY | TOWER VISUALISATION

334-350 BLOOR STREET W

WORKING GROUP 3

PROJECT NO: 117334

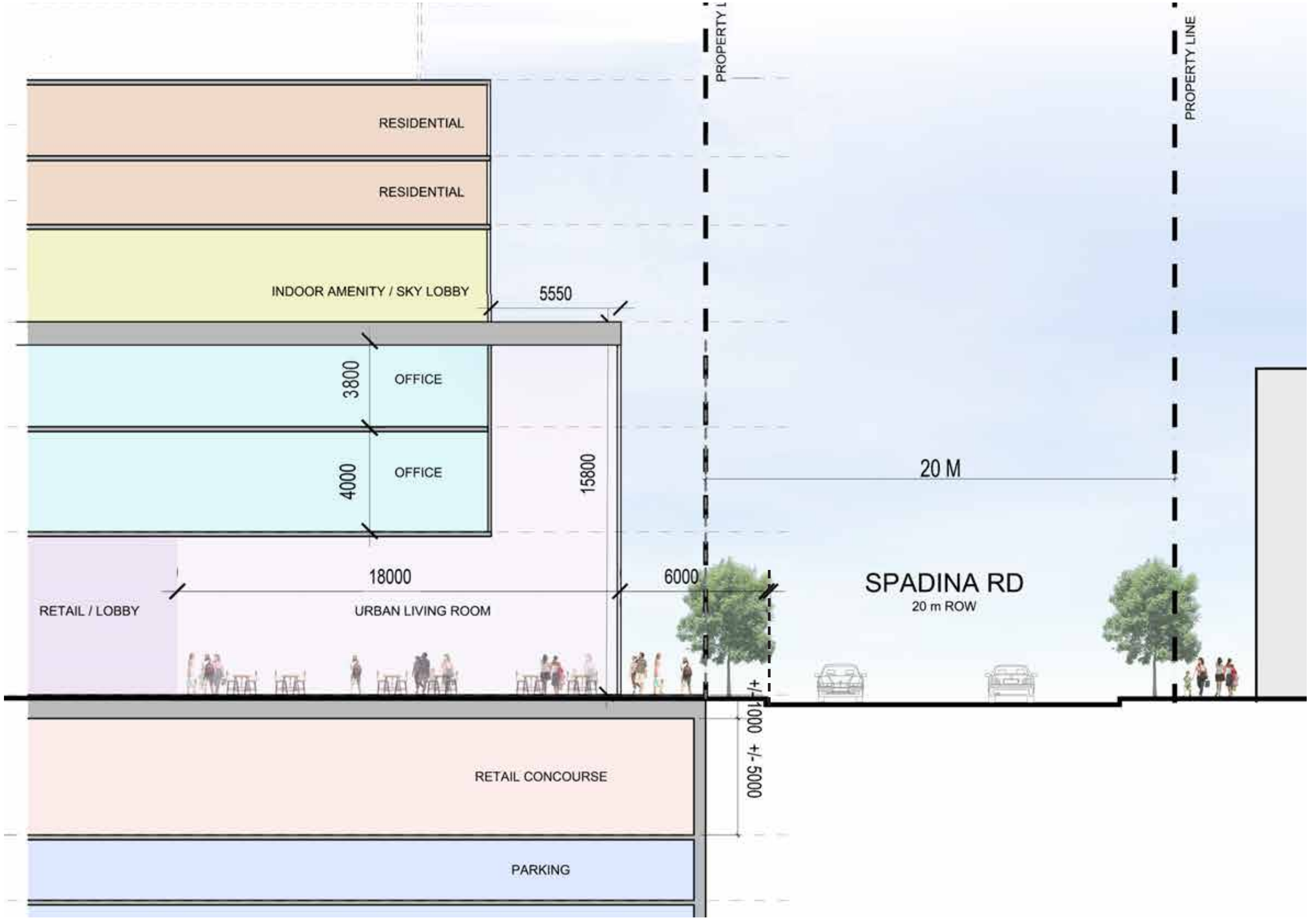
2021-06-24

334-350 BLOOR STREET W

WORKING GROUP 3

PROJECT NO: 117334

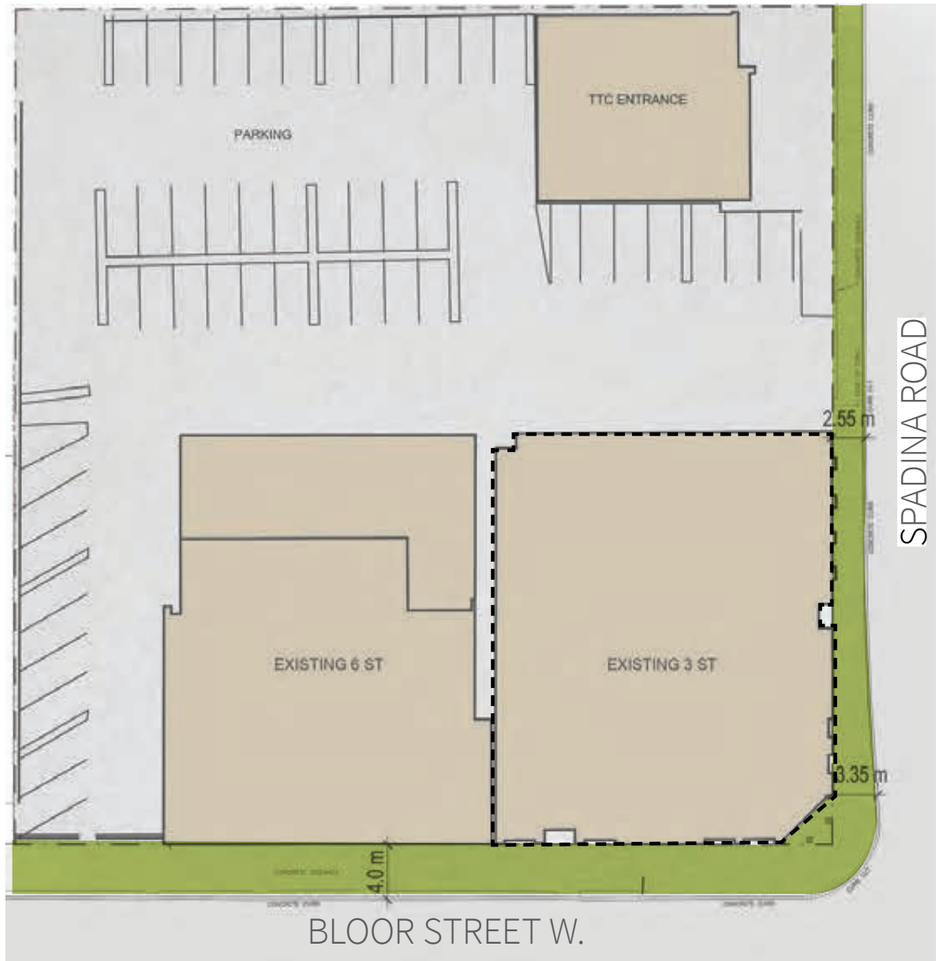
2021-06-24



LEGEND

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

334-350 BLOOR STREET W
WORKING GROUP 3
PROJECT NO: 117334
2021-06-24



Existing

Proposed

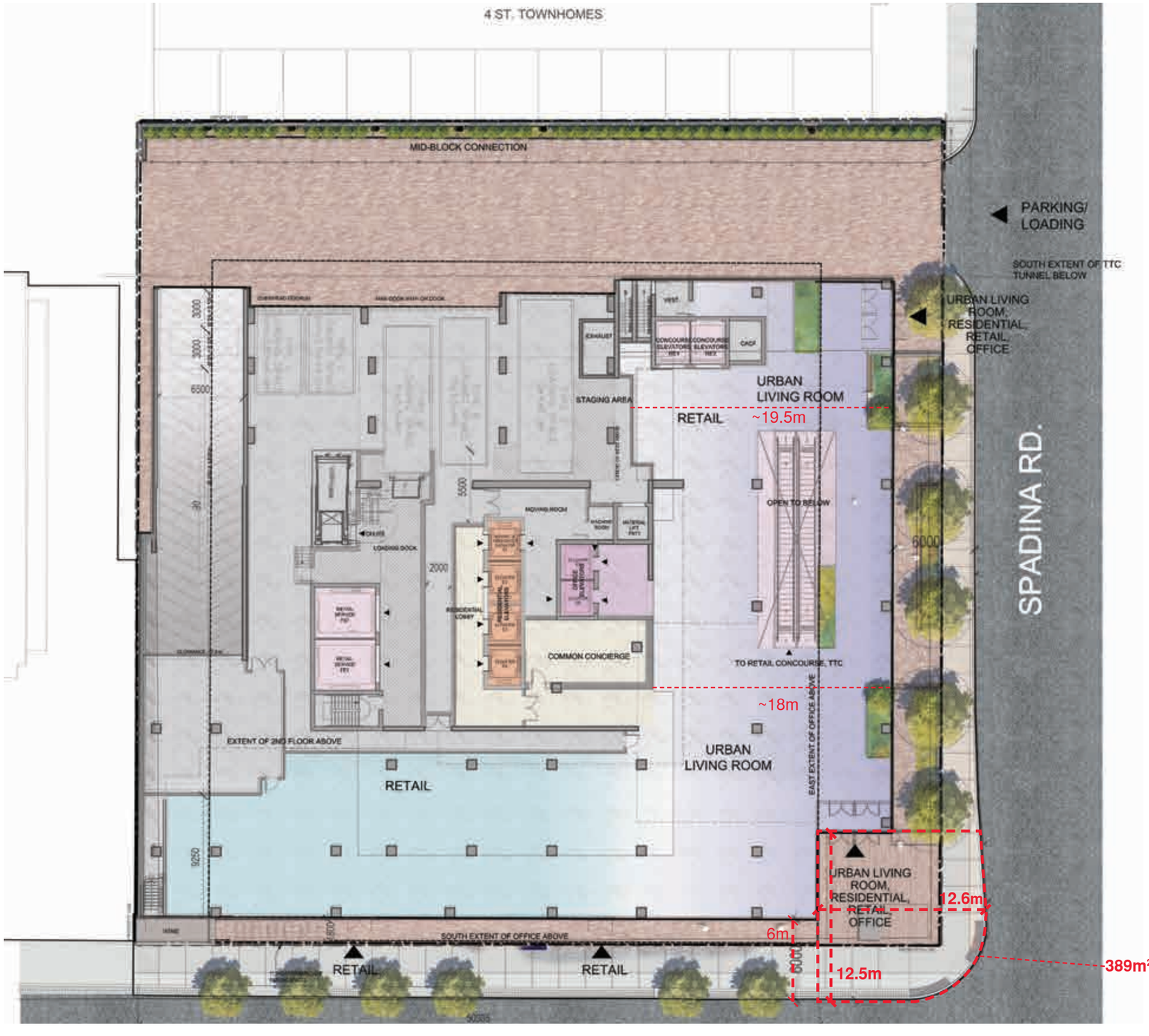
LEGEND

York Apartments building footprint

Public Realm

Existing: ~4590sqft

Proposed: ~17,570sqft



334-350 BLOOR STREET W

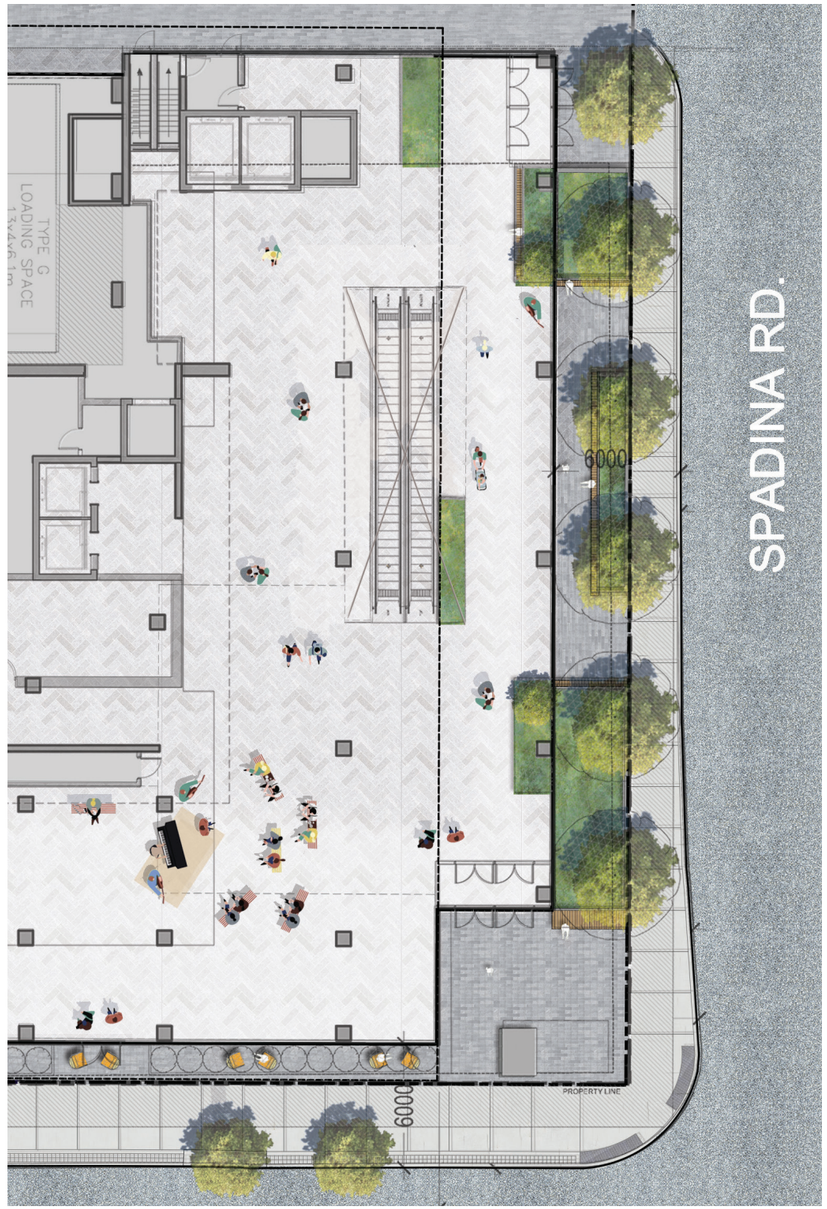
WORKING GROUP 3

PROJECT NO: 117334

2021-06-24

DESIGN REVIEW PANEL SUMMARY | GROUND FLOOR

FOOD KIOSKS/ FARMERS MARKET



CONCERT

AL GREENE THEATRE - ~4300 FT2 VS. ULR 7000 FT2+

334-350 BLOOR STREET W
WORKING GROUP 3
PROJECT NO: 117334
2021-06-24

DESIGN REVIEW PANEL SUMMARY | URBAN LIVING ROOM - ADDITIONAL USES

N

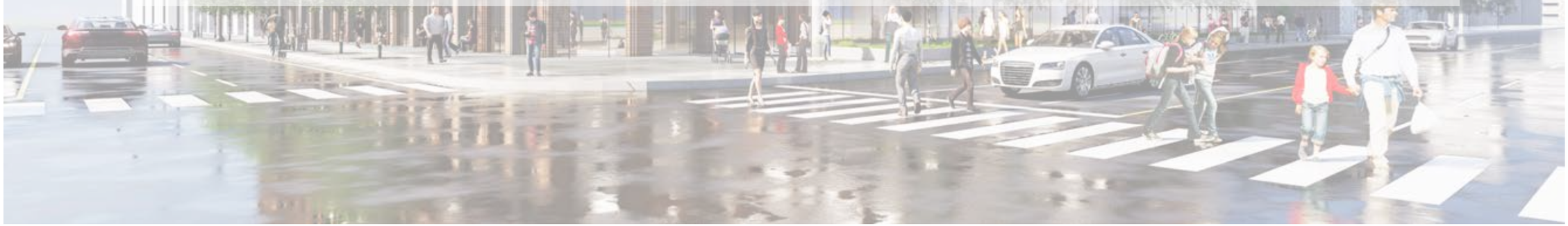
DESIGN REVIEW PANEL COMMENTS

(HERITAGE)

- DISMANTLING, RELOCATION AND REBUILDING OF FACADE (SIMILAR APPROACH TO 1 BED-FORD) WAS OPPOSED

- THE MAJORITY OF THE PANEL COMMENTED POSITIVELY ON REINSTATING THE PUBLIC REALM ON SPADINA ROAD, AND INTRODUCING A NEW LANDMARK BUILDING TO CAPTURE THE FULL POTENTIAL OF THE SITE

- HERITAGE COMMENTS FOCUSED ON THE NEED FOR A HERTIAGE RATIONALE TO REMOVE THE BUILDING



PUBLIC REALM/LANDSCAPING

334-350 BLOOR STREET W

WORKING GROUP 3

PROJECT NO: 117334

2021-06-24

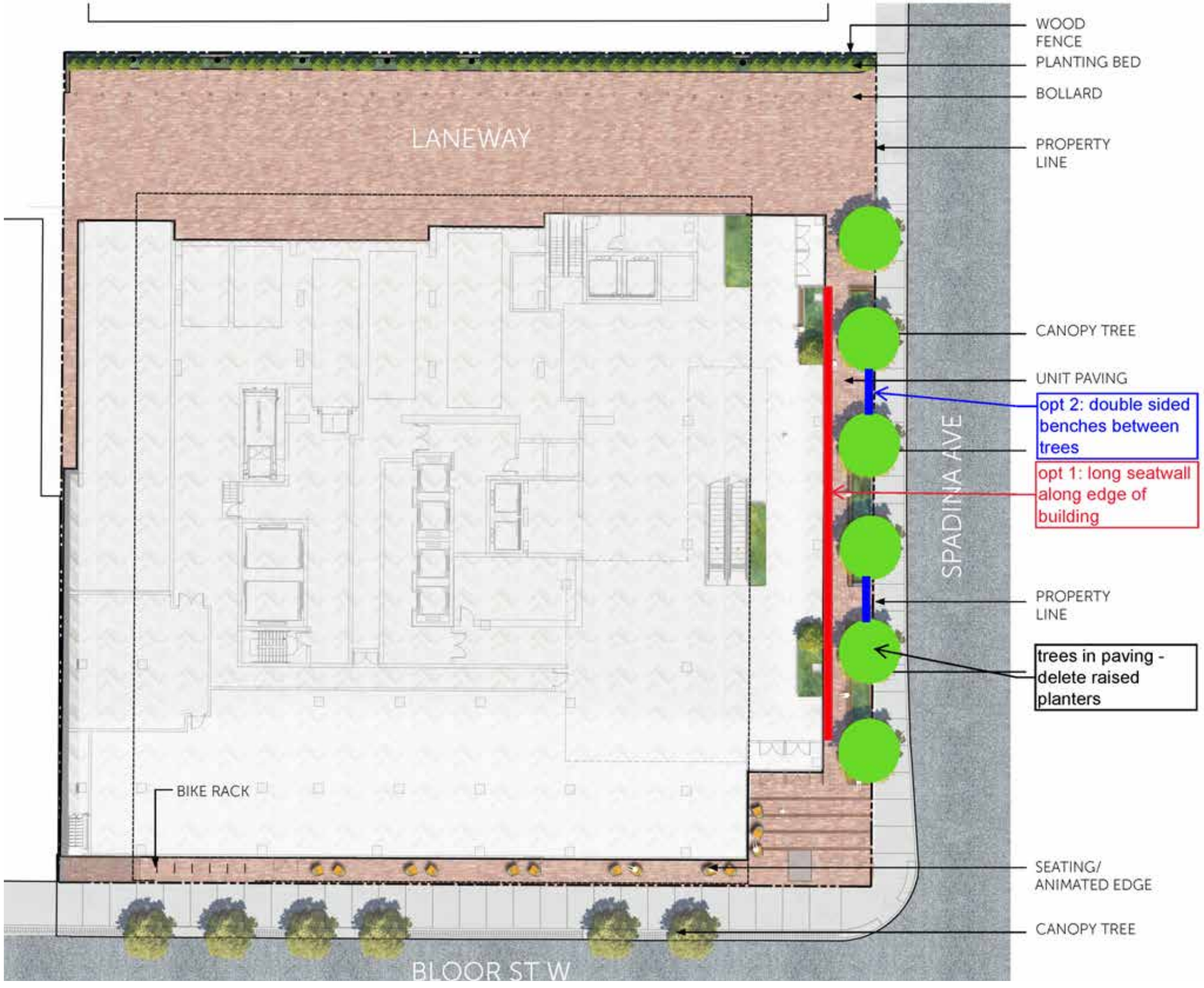
334-350 BLOOR STREET W

WORKING GROUP 3

PROJECT NO: 117334

2021-06-24

PUBLIC REALM/LANDSCAPING | SITE PLAN



334-350 BLOOR STREET W

WORKING GROUP 3

PROJECT NO: 117334

2021-06-24

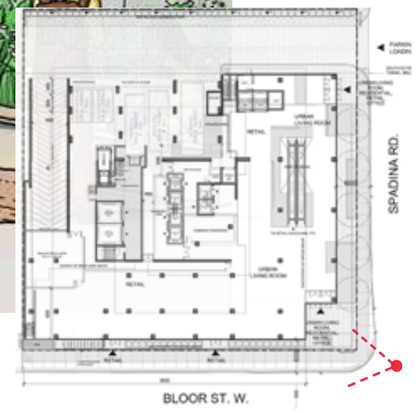
334-350 BLOOR STREET W

WORKING GROUP 3

PROJECT NO: 117334

2021-06-24

PUBLIC REALM/LANDSCAPING | STREET VIEW 1



334-350 BLOOR STREET W

WORKING GROUP 3

PROJECT NO: 117334

2021-06-24

PUBLIC REALM/LANDSCAPING | STREET VIEW 2

TRANSPORTATION

334-350 BLOOR STREET W

WORKING GROUP 3

PROJECT NO: 117334

2021-06-24

Transportation Study

Area Transportation Context

Transportation Demand Management (TDM) Plan

- A Plan to Minimize Auto-Use

Travel Demand Forecasting

- All Travel Modes
- All Land Uses

Traffic Operations Assessment

- Area Street Volume Changes
- Traffic Operations

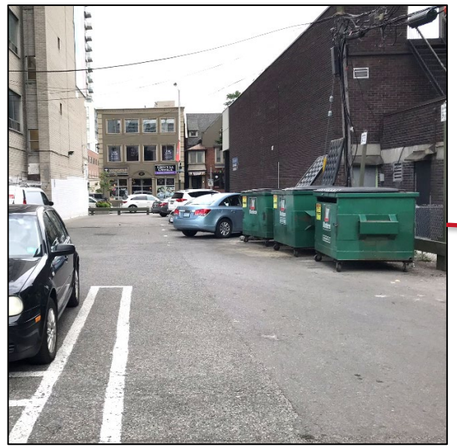
Parking Considerations

- Residential
- Retail / Grocery
- Office
- Residential Visitor

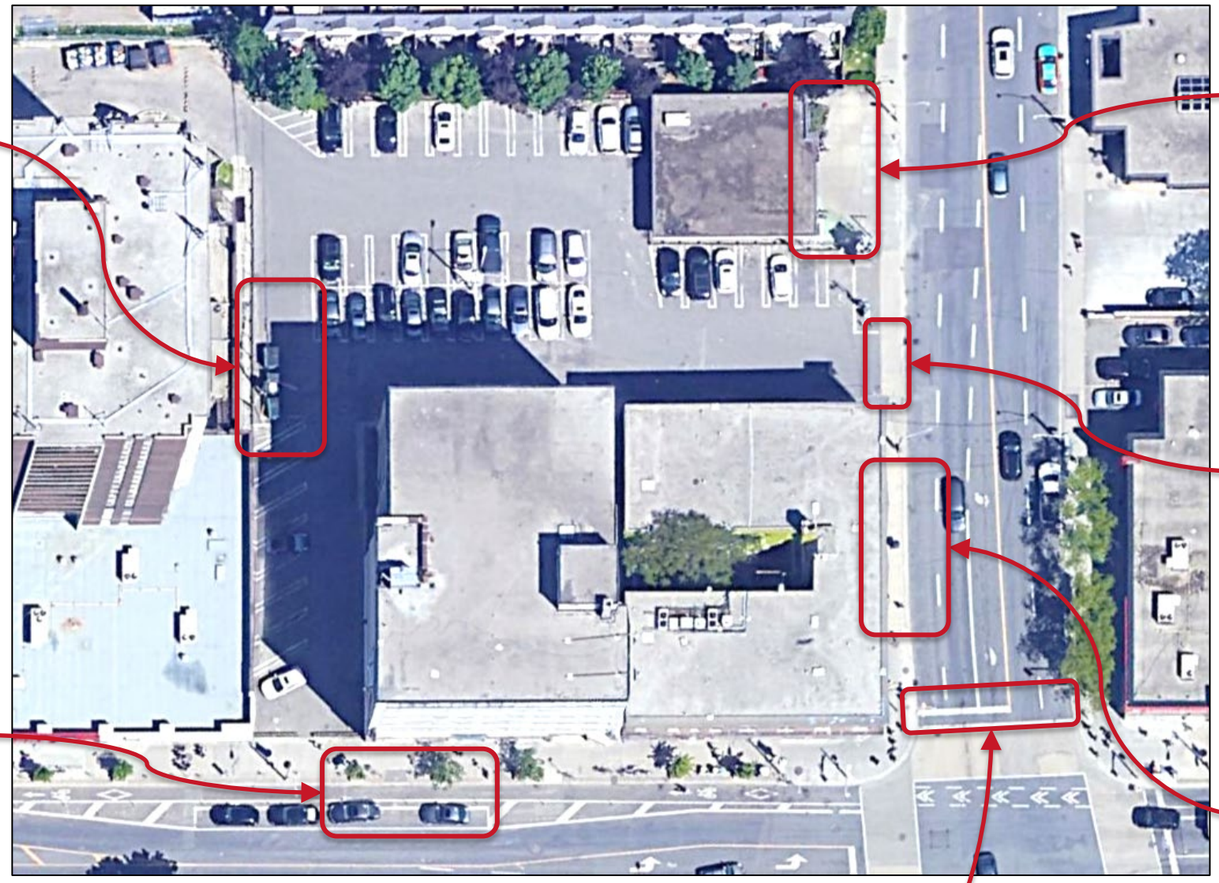
Loading Considerations

Bicycles Considerations

The Site Today



External Loading Area



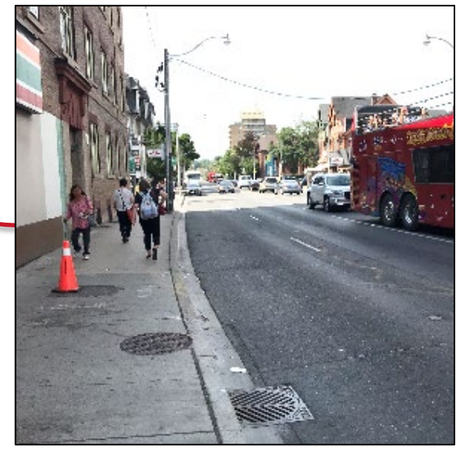
Subway Access

7.25 metre curb cut

Bloor Street Bike Lanes

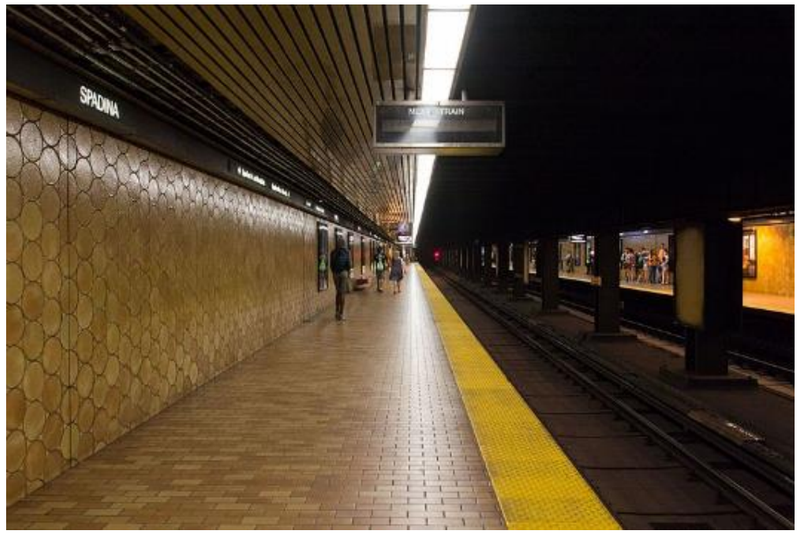
15.5 metre pavement width

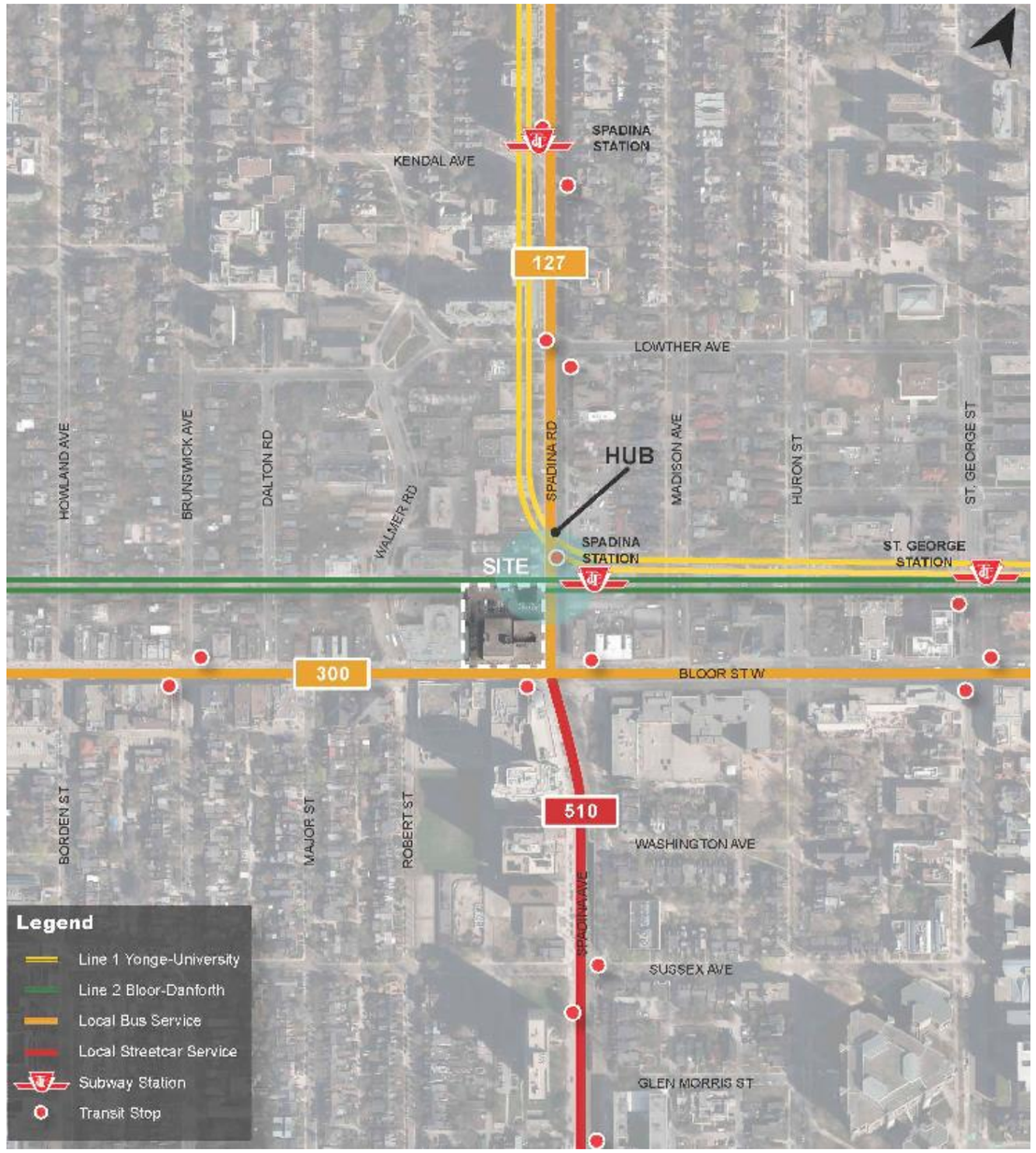
Reduced lane widths to fit left-turn lane



Narrow Sidewalk

Transit Context

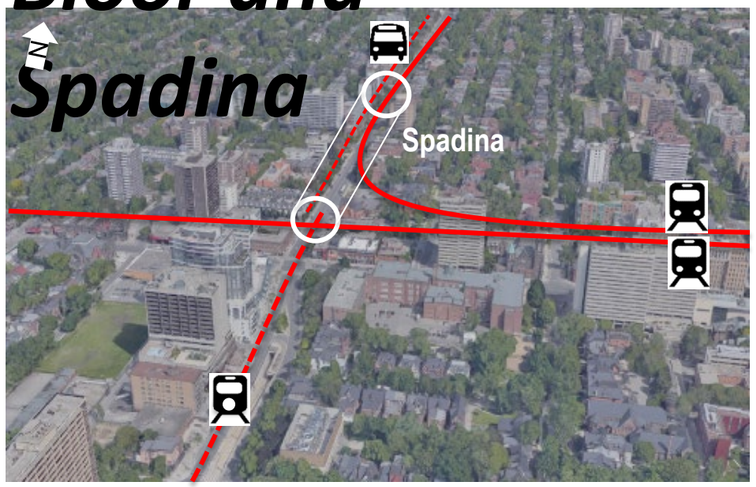




Similar Transit Contexts

Bloor and Spadina

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



Yonge and Eglinton

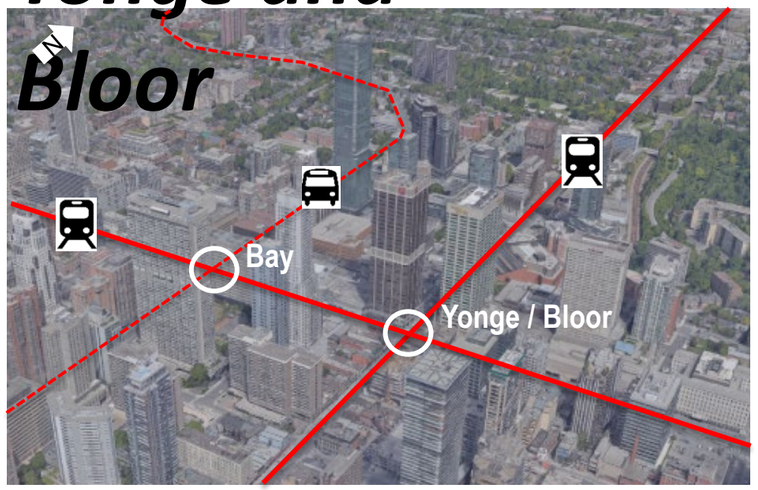
Line 1 Subway
Crosstown LRT
(Under Construction)
Route #61 Bus
Route #51 Bus
Route #54 Bus
Route #56 Bus

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

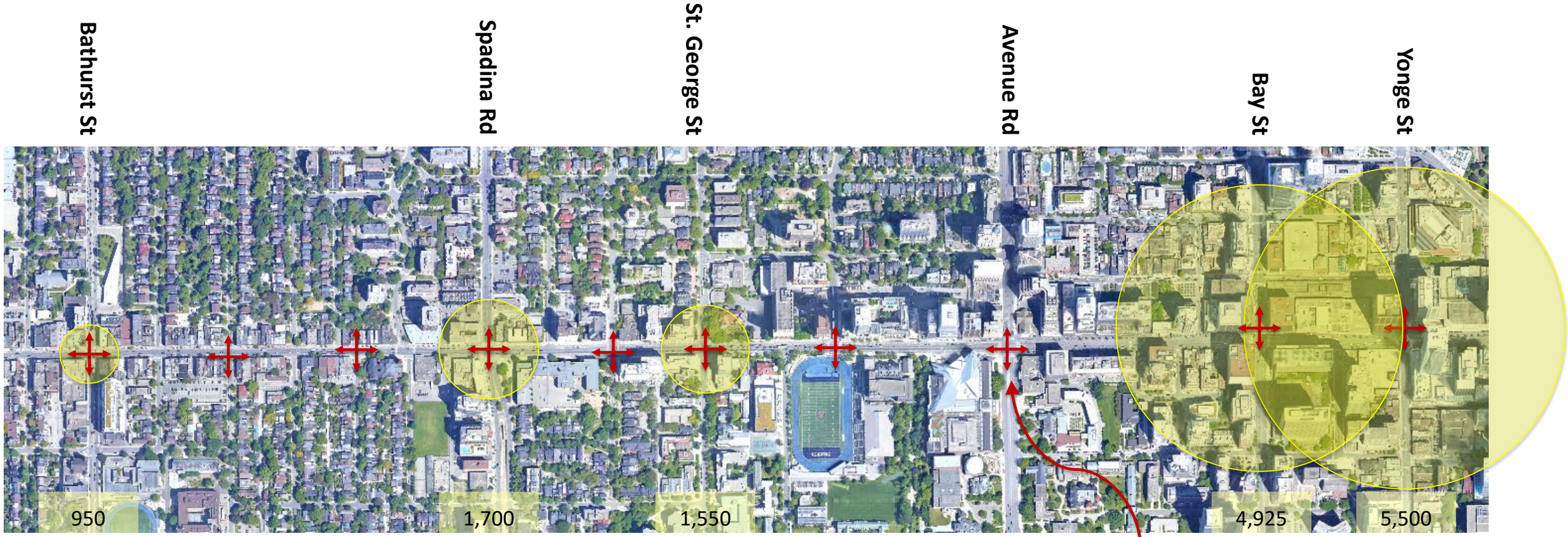


Area Pedestrian Context

Existing Pedestrian Context

- Mature neighbourhood context is composed of a mix of land uses, community facilities, institutional uses, and parklands within a 3 to 5 minute walk from the site
- The sidewalks provided on all roads of the site area serve as primary pedestrian connections to several districts of the downtown, such as the Annex, Yorkville, and the University of Toronto.

Area Pedestrian Context (Cont'd)

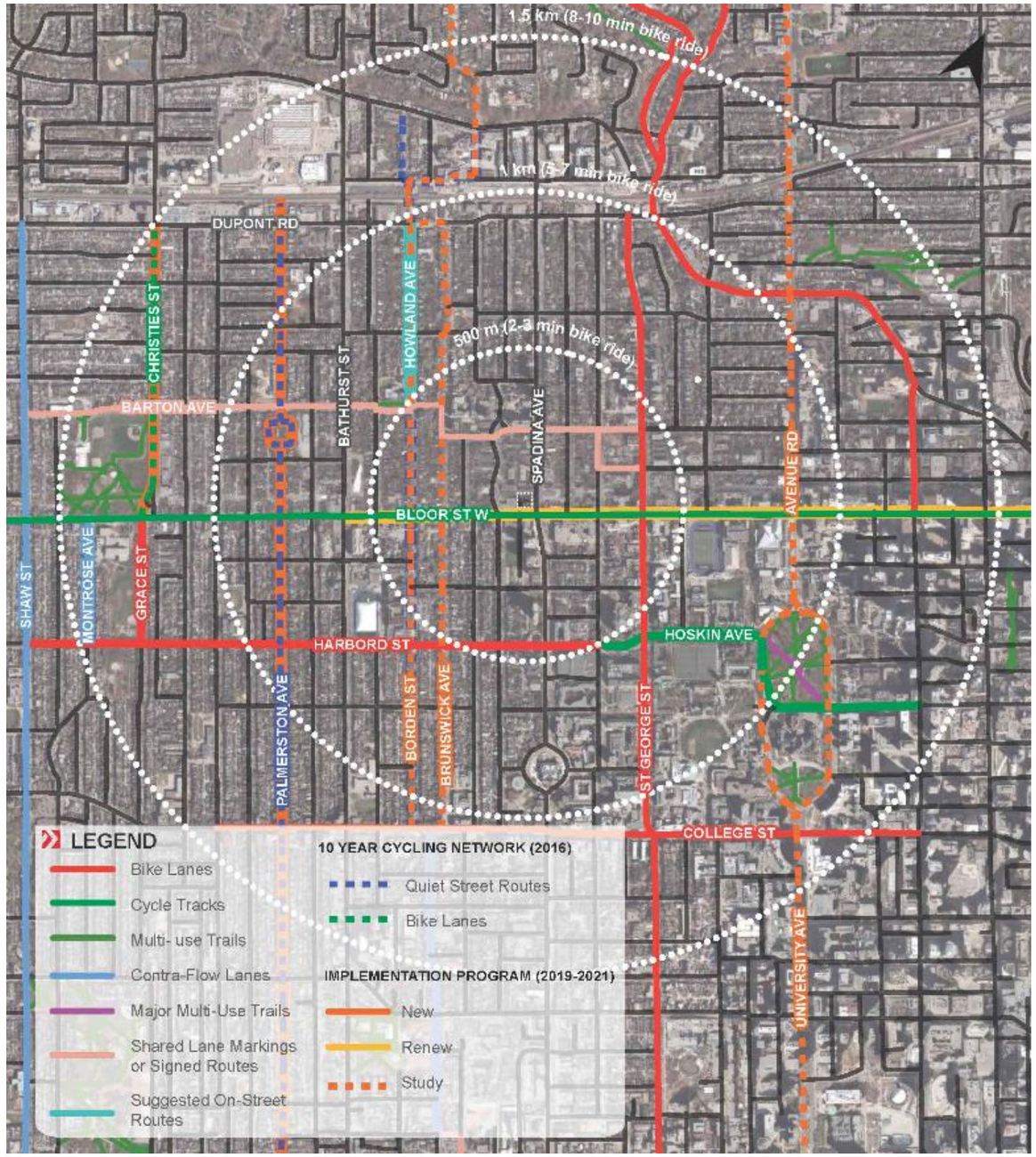


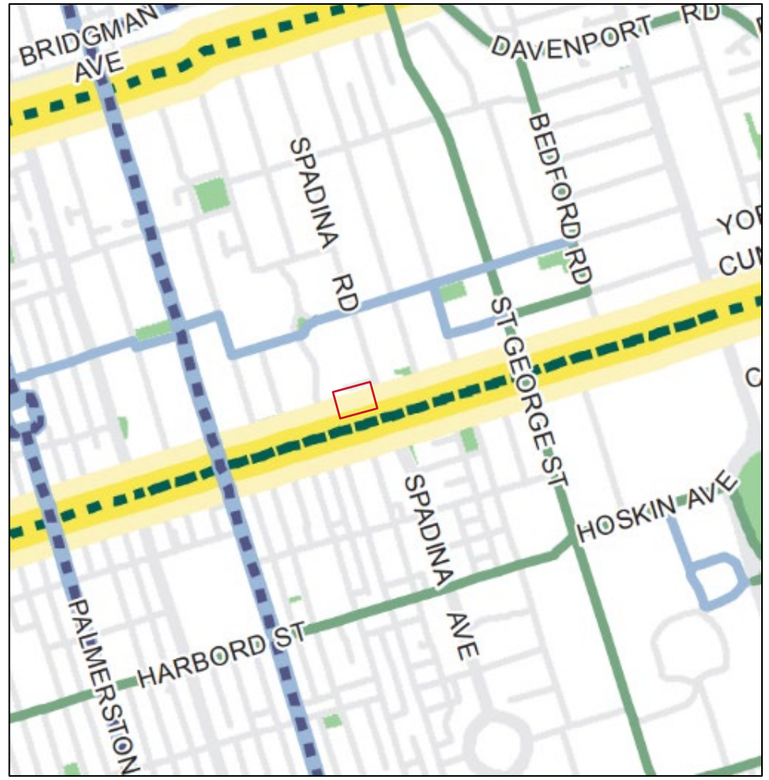
1,000 Pedestrian Crossings

AM Peak Hour

Short city blocks allowing frequent and direct pedestrian routing.

Site Cycling Context





Future 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.

Proposed Site Plan – Overview

Vehicle Parking and Access

Underground shared parking for residential, office, and retail uses

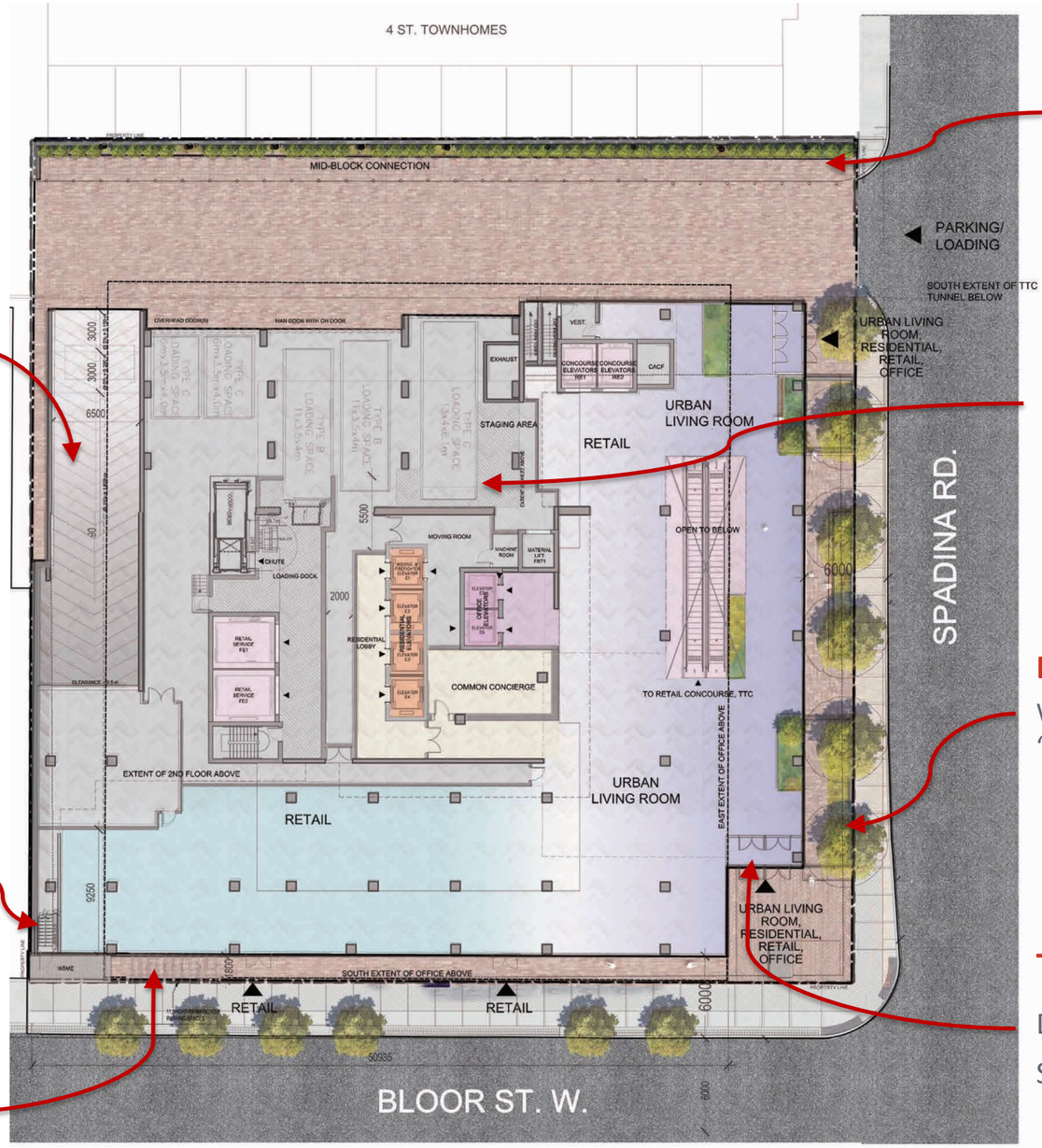
Access internal to development, no queueing on Spadina Road

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"

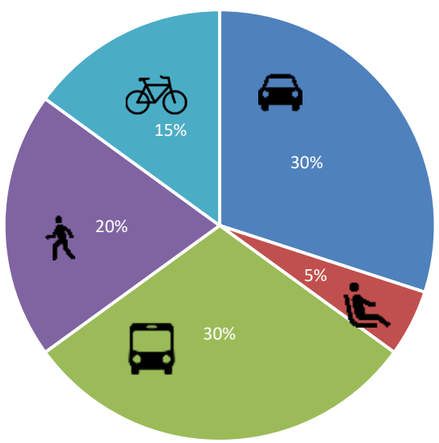
Transit Access

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

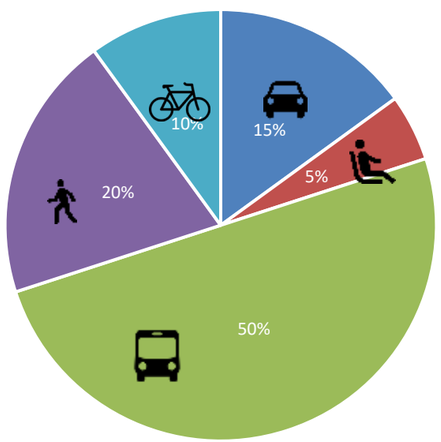
Travel Characteristics

Transportation Tomorrow Surveys (TTS) and surveys of proxy sites provide information regarding how residents, patrons, and employees of the site area travel.

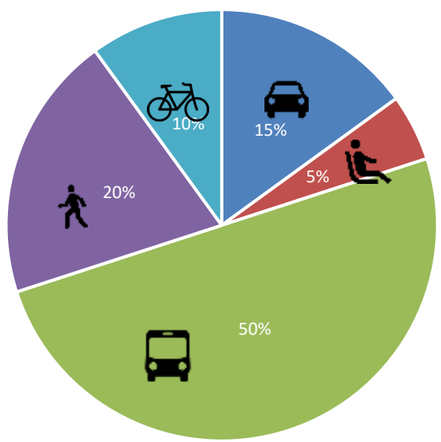
Resident, AM Inbound



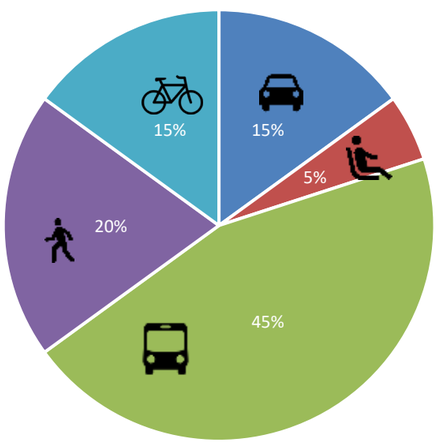
Resident, AM Outbound



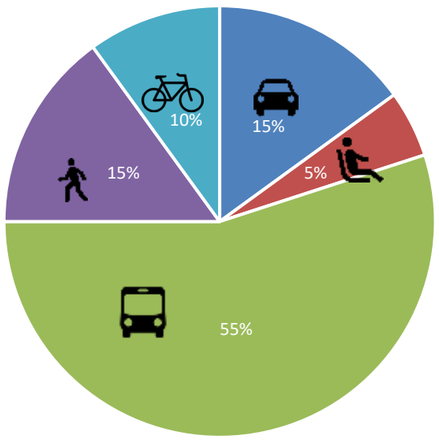
Resident, PM Inbound



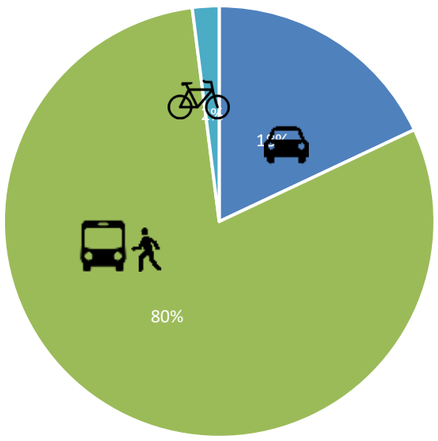
Resident, PM Outbound



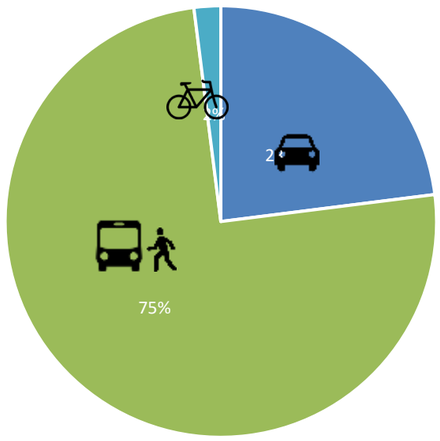
Office, AM & PM



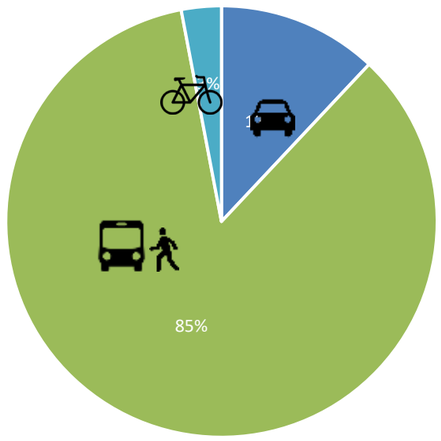
Retail (Grocery), AM Inbound



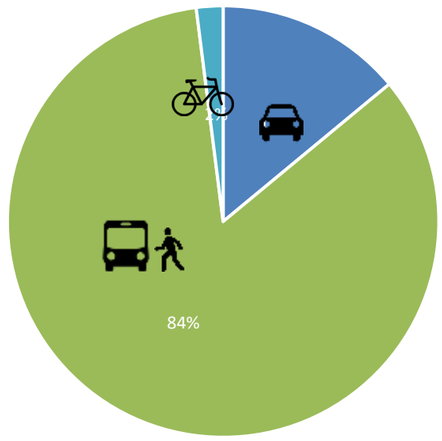
Retail (Grocery), AM Outbound



Retail (Grocery), PM Inbound

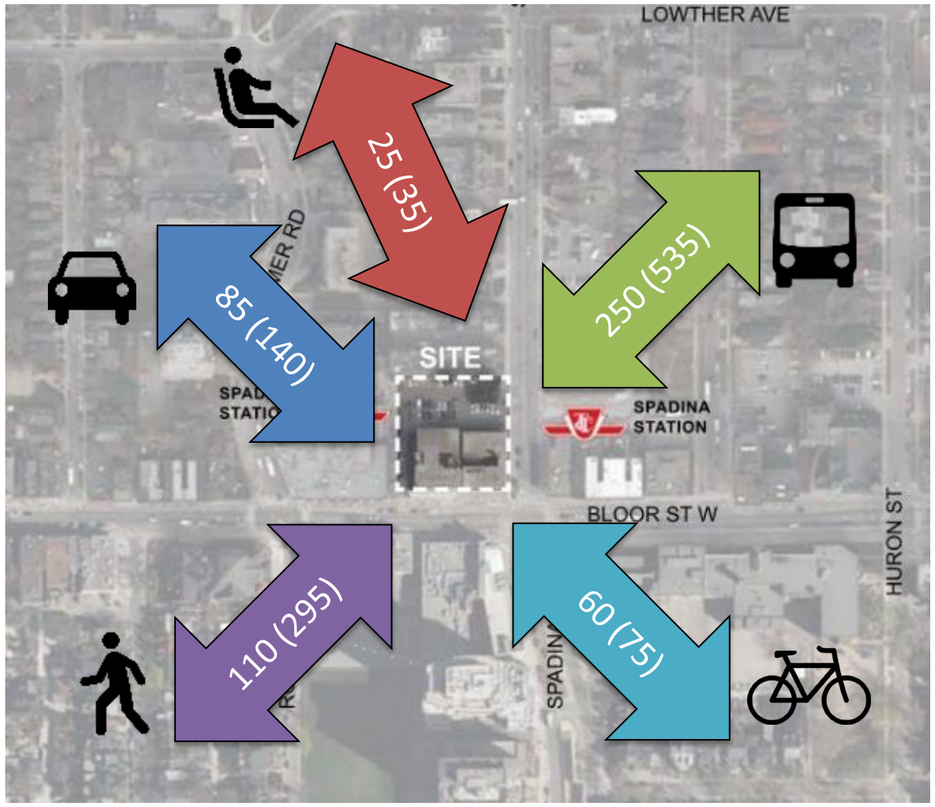


Retail (Grocery), PM Outbound



Travel Demand Forecasting

Weekday peak hour forecasts of new travel demands have been forecast for the proposed residential, retail (grocery), and office uses



TRAVEL DEMAND FORECAST
AM (PM)

TABLE 22 TOTAL SITE: PERSON TRIP GENERATION

Travel Mode	Person Trip Rates					
	AM Peak			PM Peak		
	Inbound	*Outbound*	*Two-way*	*Inbound*	*Outbound*	*Two-way*
Office Land Use						
Auto Driver	10	5	**15**	0	10	**10**
Auto Passenger	5	0	**5**	0	5	**5**
Transit	50	5	**55**	10	50	**60**
Walk	15	0	**15**	0	15	**15**
Cycle	10	0	**10**	0	10	**10**
Residential Land Use						
Auto Driver	15	35	**50**	25	20	**45**
Auto Passenger	5	15	**20**	10	5	**15**
Transit	20	125	**145**	90	50	**140**
Walk	15	50	**65**	35	25	**60**
Cycle	10	25	**35**	20	15	**35**
Retail (Grocery) Land Use						
Auto Driver	10	10	**20**	40	45	**85**
Auto Passenger [1]	0	0	**0**	5	10	**15**
Transit	25	25	**50**	170	165	**335**
Walk	15	15	**30**	110	110	**220**
Cycle	5	10	**15**	20	10	**30**
Total Site						
Auto Driver	35	50	**85**	65	75	**140**
Auto Passenger	10	15	**25**	15	20	**35**
Transit	95	155	**250**	270	265	**535**
Walk	45	65	**110**	145	1150	**295**
Cycle	25	35	**60**	40	5	**75**
Total	**210**	**320**	**530**	**535**	**545**	**1,080**

Notes.
1. Retail passenger trips derived from Metro Supermarket Proxy Site data. Average vehicle occupancy is observed to be 1.1 person per vehicle during the weekday morning peak period, and 1.2 persons per vehicle in the weekday afternoon peak period.
2. Trips rounded to the nearest 5.

Travel Demand Management

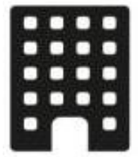
Travel Demand Management features are being integrated into the building design and programming.

Reduced Residential Parking
68 spaces (±0.17 spaces per unit)

Car-Share Facilities
On-Site: 5 spaces
Area: 10 locations within 500 metres

Bicycle Parking
444 bicycle parking spaces
(379 long-term, 65 short-term)

Area Bike-Share Facilities
Area: 90 docks, 5 locations
within 500 metres



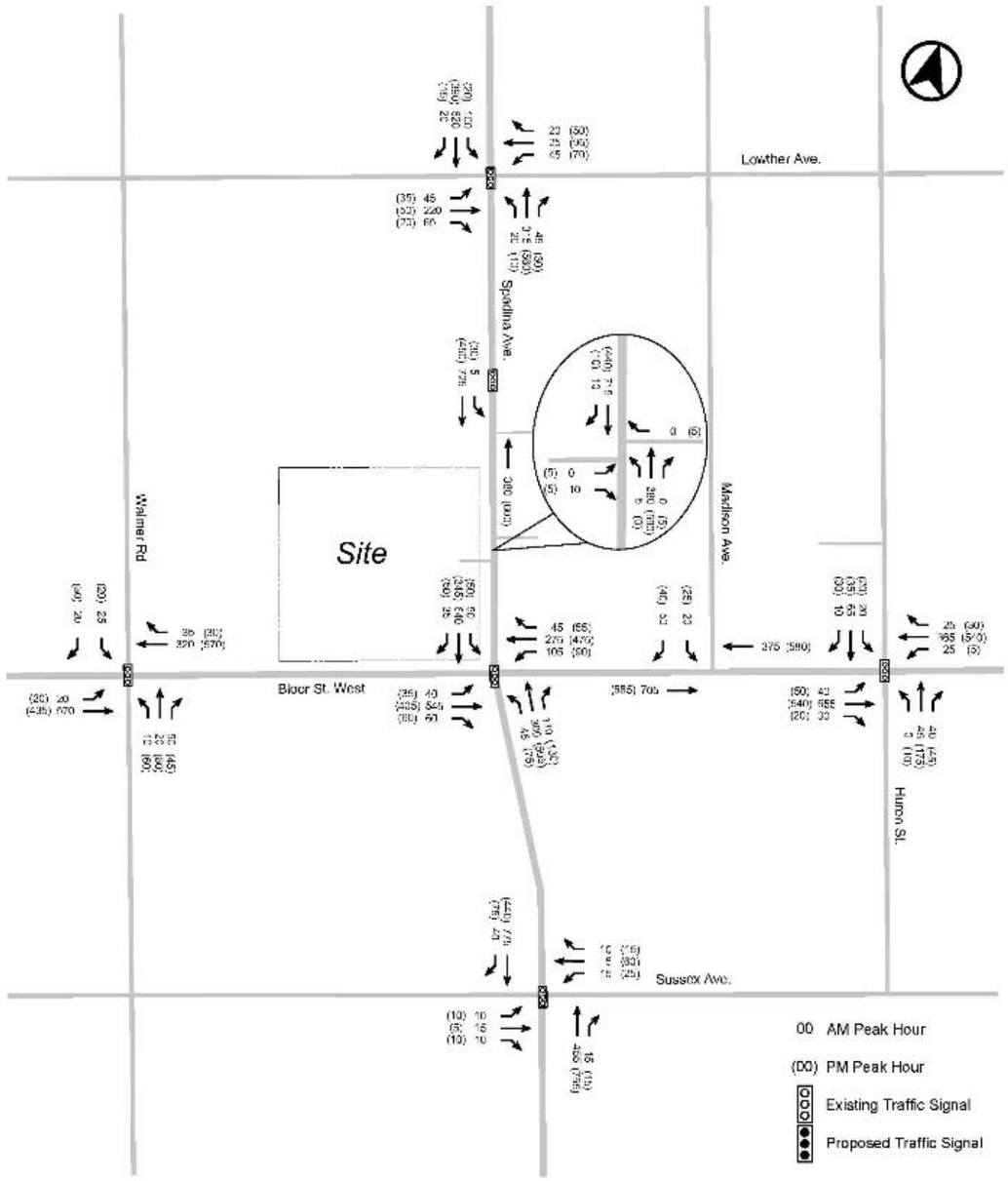
Land Use Integration
Mixed-Use building

Proximity to Transit
Locate above Spadina Station
Connections to Line 1 and Line 2
(all directions)
Streetcar and Bus routes

Pedestrian Connectivity
Primary entrances connect to sidewalks
Mid-block Connection for alternative route

Existing Area Traffic Volumes

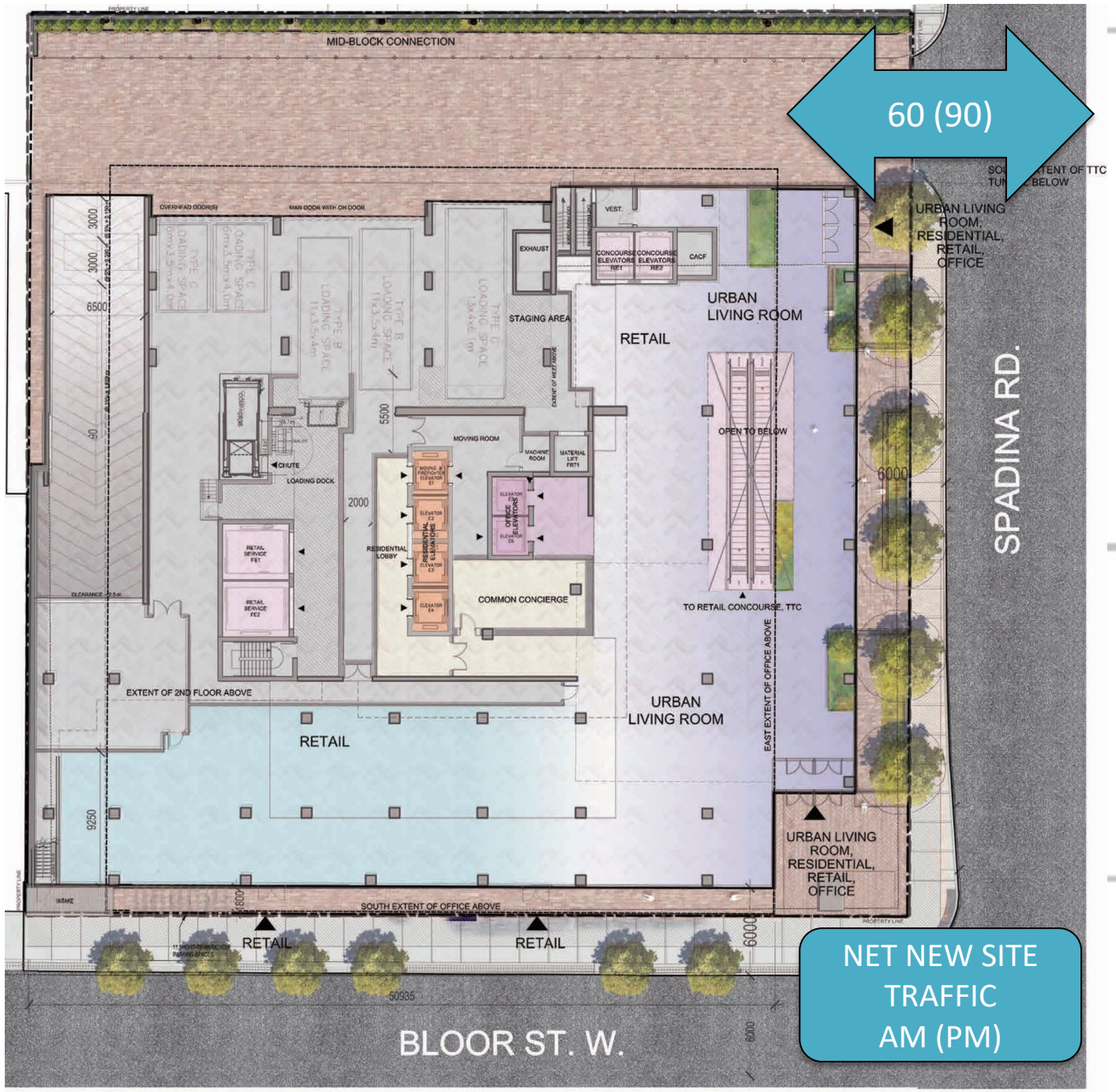
- Traffic counts undertaken for area intersections September 2018
- Although existing Green P lot can be access from Walmer Road, traffic counts indicate minimal routing between site and Walmer Road access

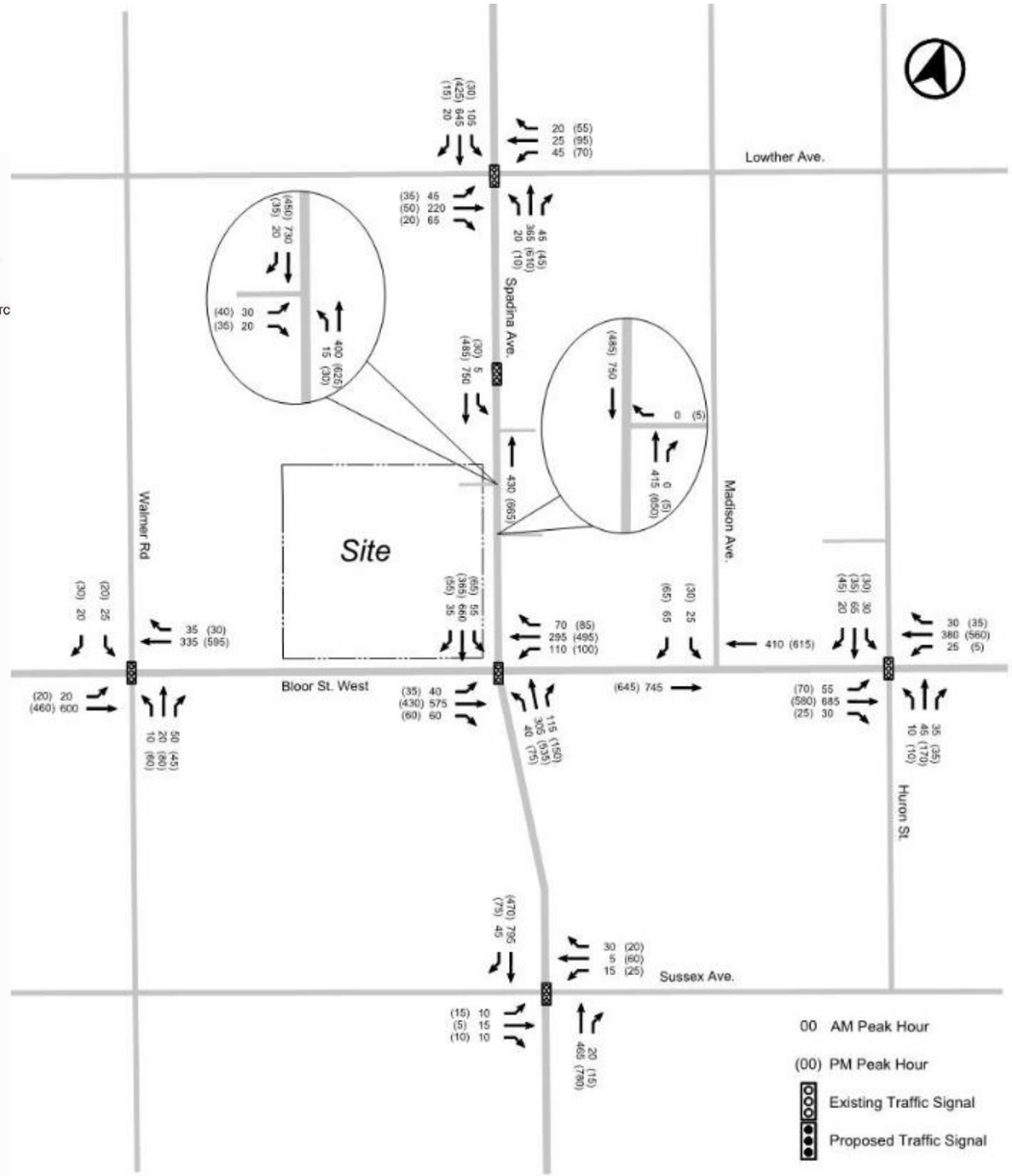


Area Development Changes

- Additional traffic from other area developments has been considered for future background traffic:
  - +/- 1,900 residential units
  - 380 student housing units
  - 24,576m^2 retail GFA
  - 7,839 m^2 office GFA
  - 3,500 m^2 school GFA

Future Area Traffic Volumes



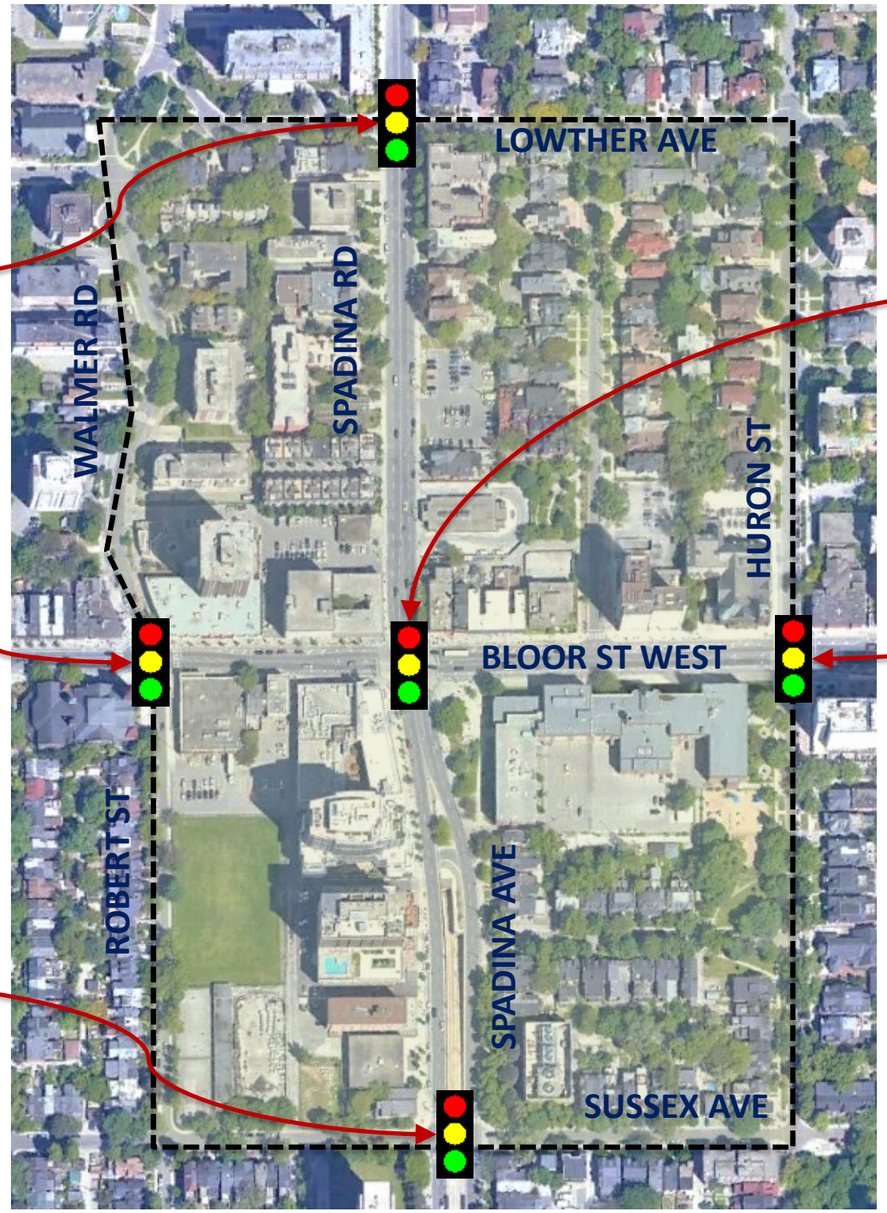


Future Traffic Assessment

SPADINA / LOWTHER		
	AM	PM
Existing	B	B
Future Background	B	B
Future Total	B	B

BLOOR / WALMER / ROBERT		
	AM	PM
Existing	B	B
Future Background	B	B
Future Total	B	B

SPADINA / SUSSEX		
	AM	PM
Existing	A	A
Future Background	A	A
Future Total	A	A



BLOOR / SPADINA		
	AM	PM
Existing	C	B
Future Background	C	C
Future Total	C	C

BLOOR / HURON		
	AM	PM
Existing	B	B
Future Background	B	B
Future Total	B	B

	Unsignalized	Signalized
LOS	Delay (sec)	V/C Ratio
A	≤ 10	0.00 - 0.59
B	> 10 and ≤ 15	0.60 - 0.69
C	> 15 and ≤ 25	0.70 – 0.79
D	> 25 and ≤ 35	0.80 – 0.89
E	> 35 and ≤ 50	0.90 – 0.99
F	> 50	1.00 or greater

Proposed Bicycle & Vehicle Parking Facilities

Proposed Bicycle Supply

- A total of 444 bicycle parking spaces are proposed
    - 379 long-term resident / employee bicycle parking spaces
    - 65 short-term visitor bicycle parking spaces
- Long-term resident bicycle parking spaces are provided on the mezzanine level and on the P2 and P3 parking levels.
- Short-term visitor bicycle parking spaces provided on the Bloor Street frontage and in the mezzanine level of the building.

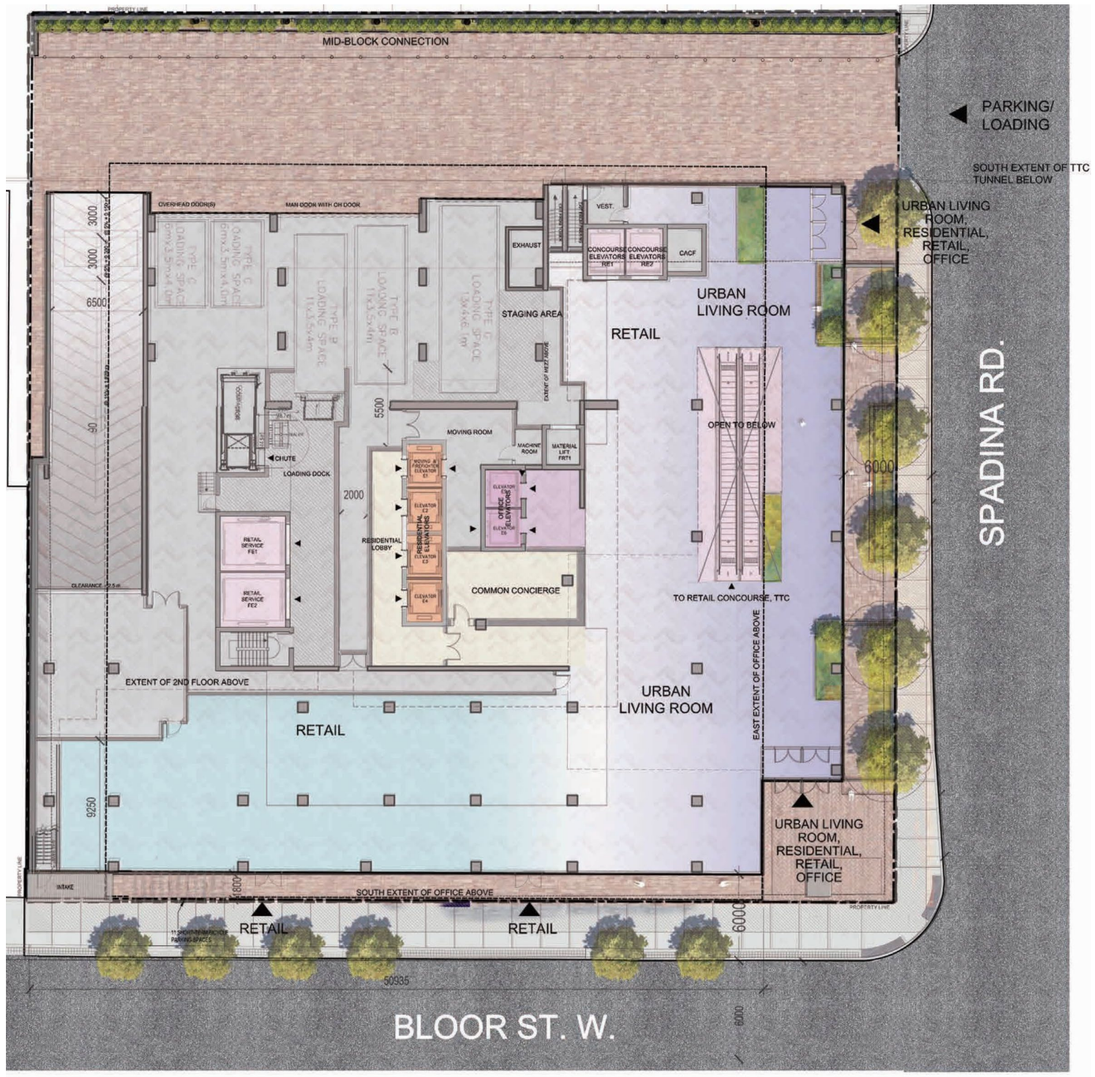
Bicycle Amenities

- Mezzanine level accessed via bicycle staircase from Bloor Street.
- Bicycle repair station on site
- Secure shower and change room facilities for office and retail employees

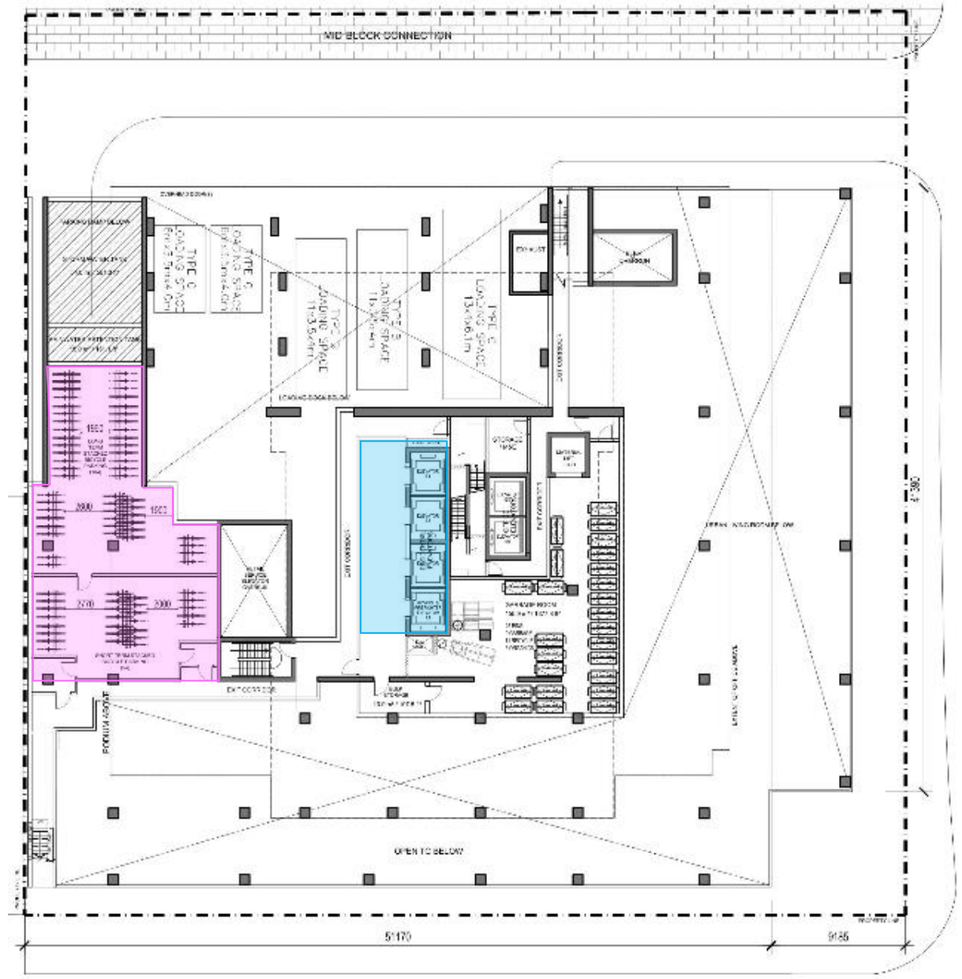
Proposed Parking Supply

- City of Toronto Zoning By-law rates would require the provision of a minimum of **308 parking spaces** (254 resident spaces and 54 non-resident spaces)
- As part of BA Group's August 2020 Report for the site ("Urban Transportation Considerations"), we proposed a reduced parking standard that is appropriate for the Site's transportation context:
    - 68 parking spaces for residents
    - 20 parking spaces for retail / grocery store patrons
    - 15 parking spaces for office tenants
    - 33 parking spaces for residential visitors
    - **Total: 126 parking spaces**
- Parking for retail, grocery, office, and residential visitors is provided within a shared commercial parking area (68 spaces) on the P1 and P2 levels.

Proposed Ground and Mezzanine Level

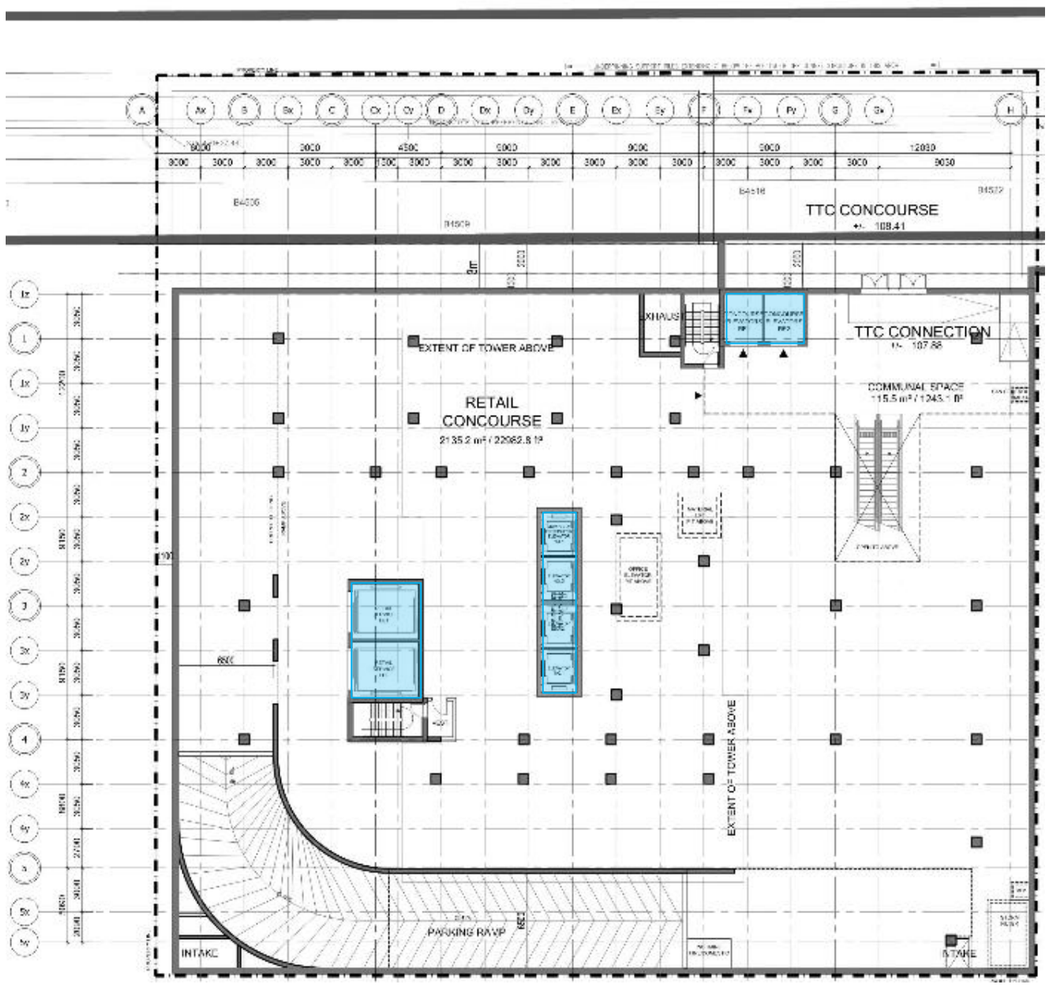


Ground Floor

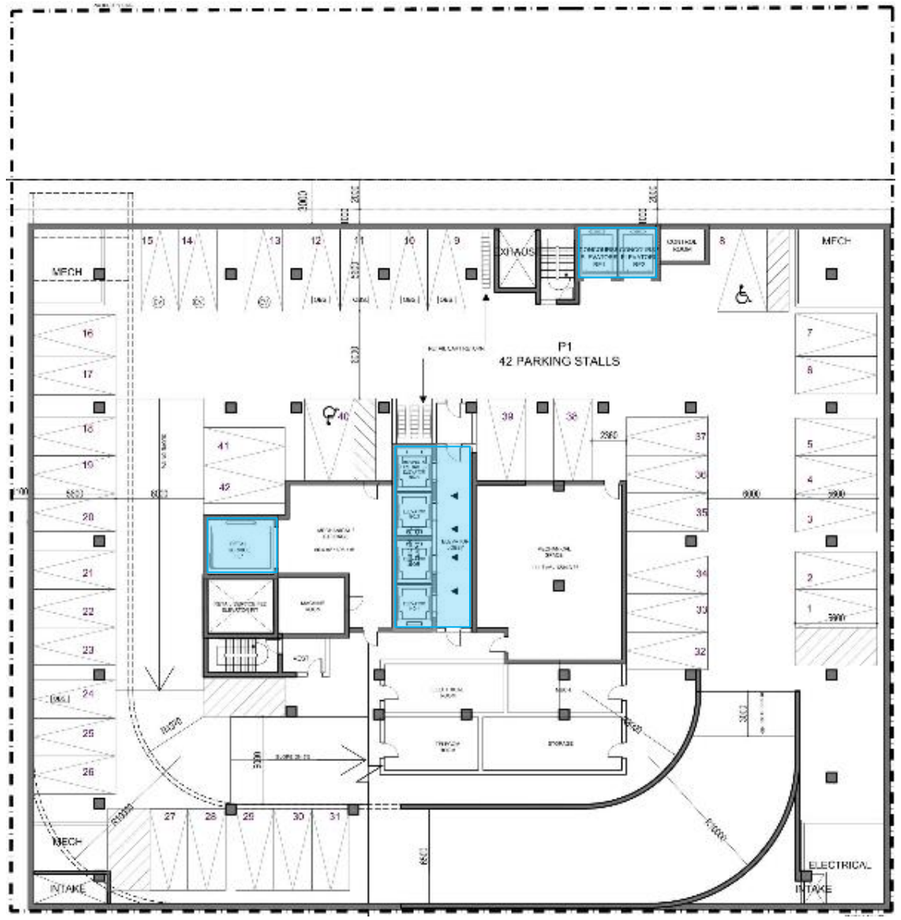


Mezzanine Level

Proposed Underground Structure

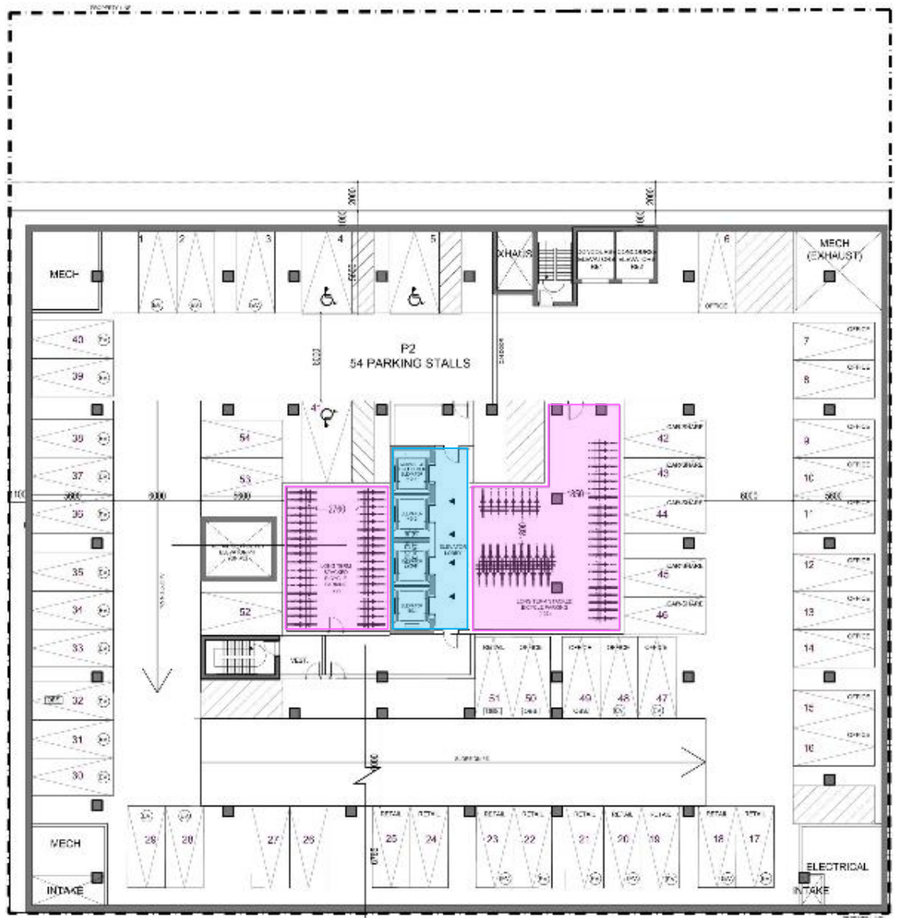


Retail Concourse Level
& TTC Connection

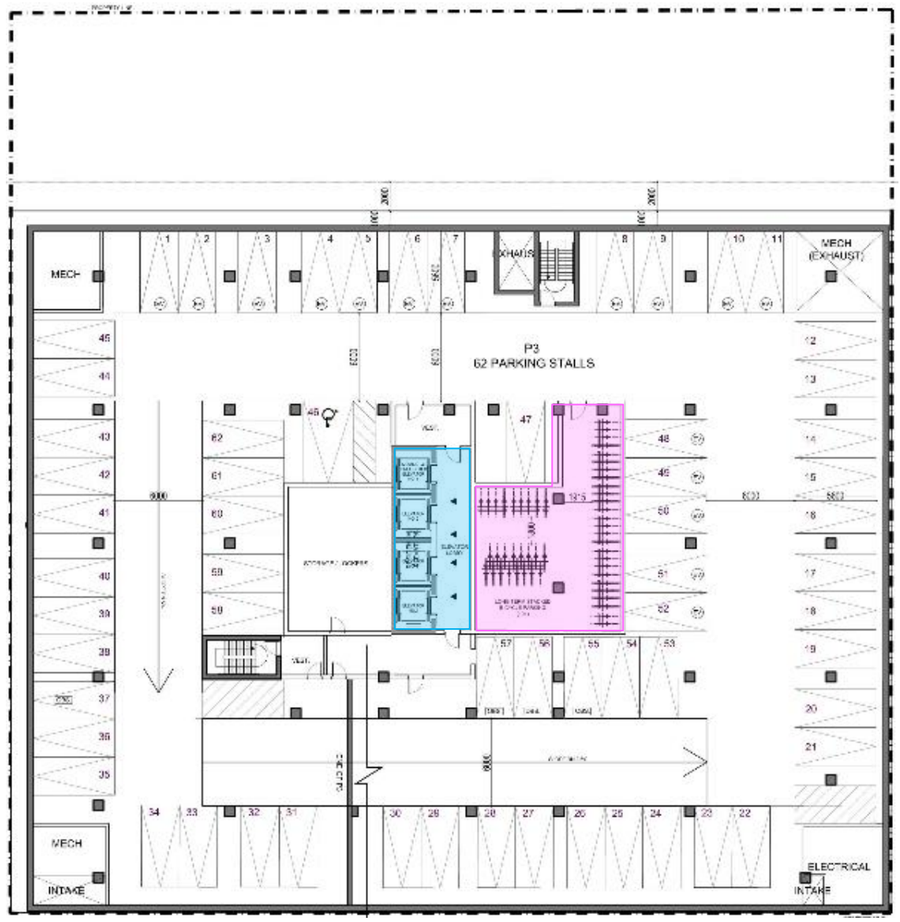


P1 Parking Level
Non-Resident Parking

Proposed Underground Structure

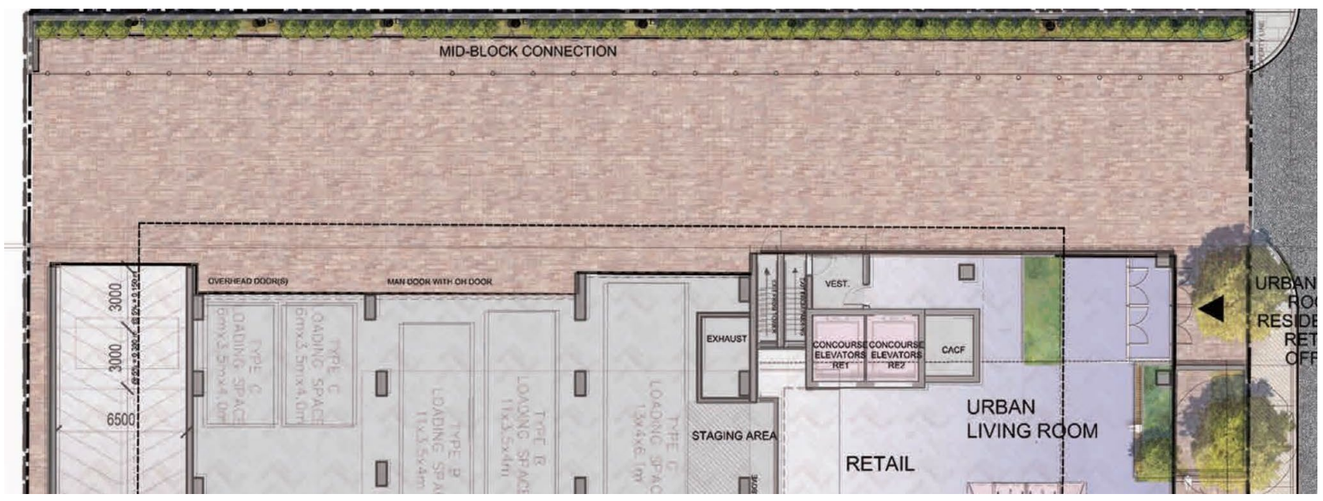


P2 Parking Level
Non-Resident & Resident Parking

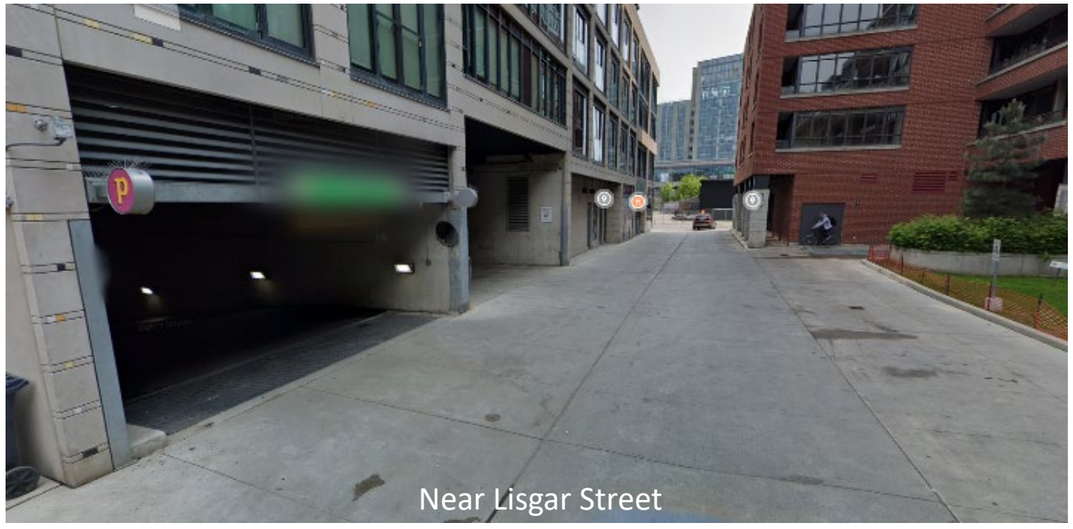


P3 Parking Level
Resident Parking

Proposed Laneway Design



Examples of Laneway Loading and Parking



Near Lisgar Street

Minowan Miikan Lane

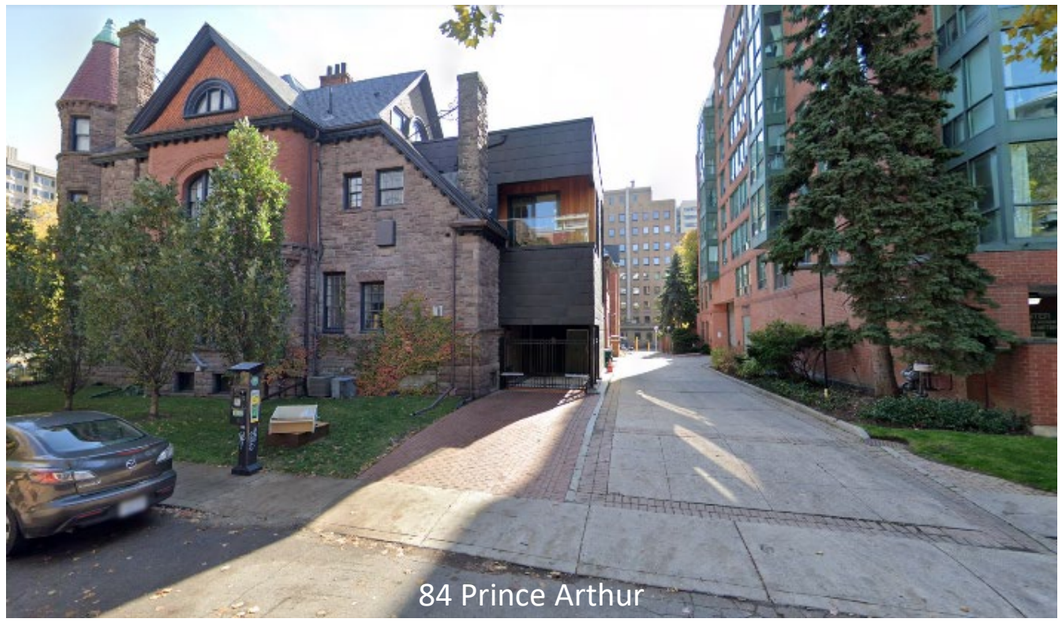
498 Yo-Yo Ma Lane

Tecumseth Place

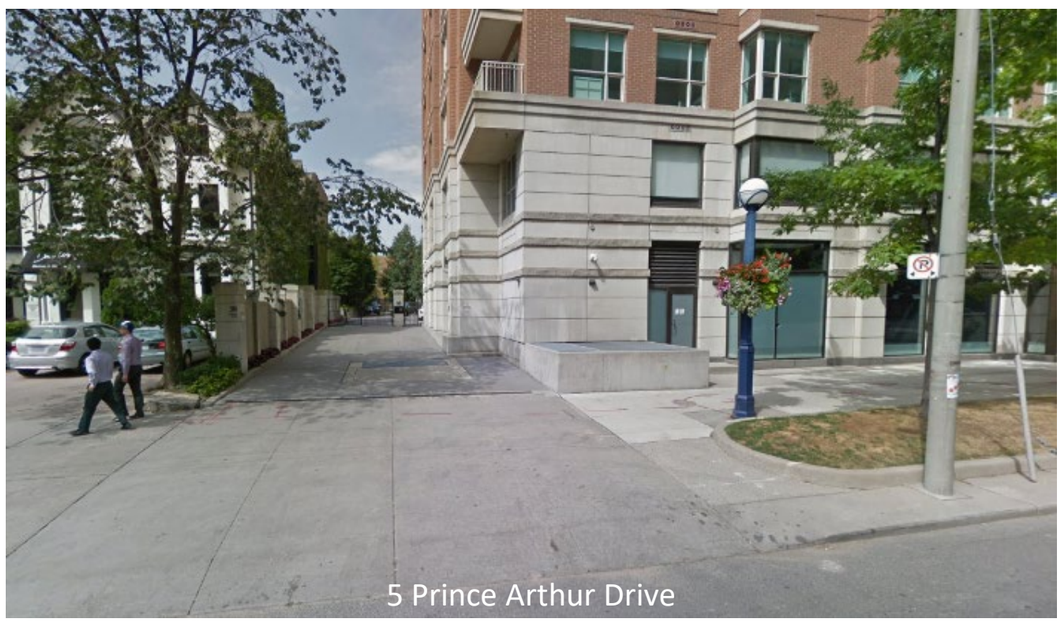
Examples of Laneway Loading and Parking

1 Belsize Drive

Winnifred Ave at Queen St E



84 Prince Arthur



5 Prince Arthur Drive

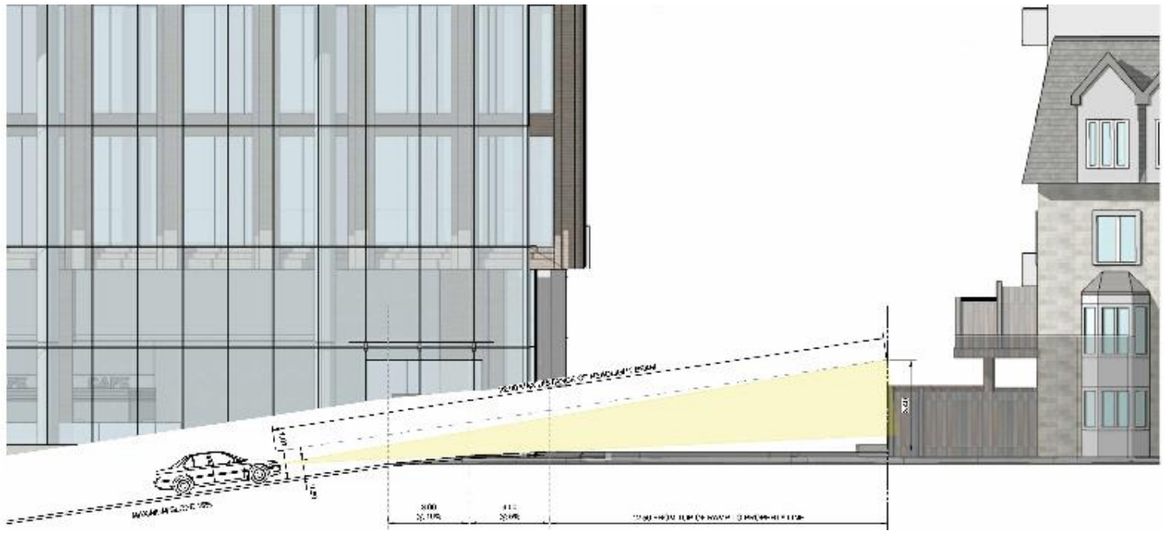
Examples of Laneway Loading and Parking

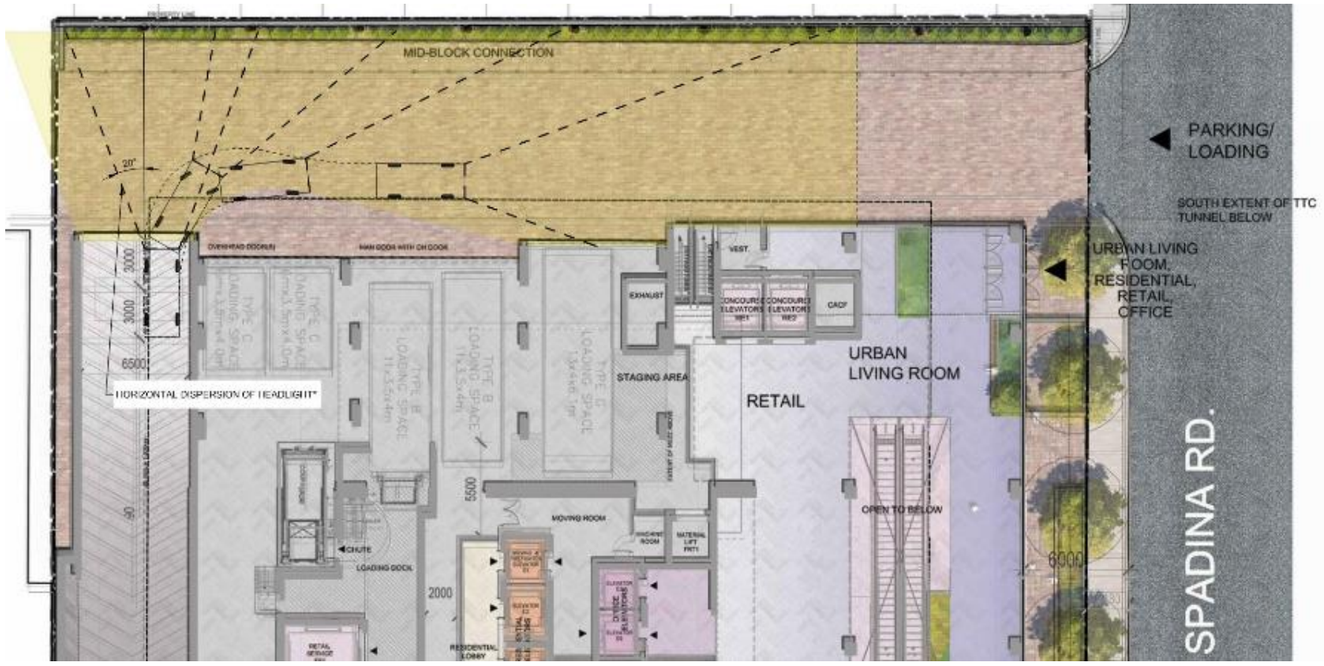

Code Condos (Parkwood & St Clair W)


Code Condos (Parkwood & St Clair W)


Balmoral Ave at Yonge St

Headlights from Parking Ramp





Proposed Loading Facilities

Vehicle Parking and Access

Access to underground parking will have overhead door at the top of the ramp and signs with flashing lights activated by loading activity.

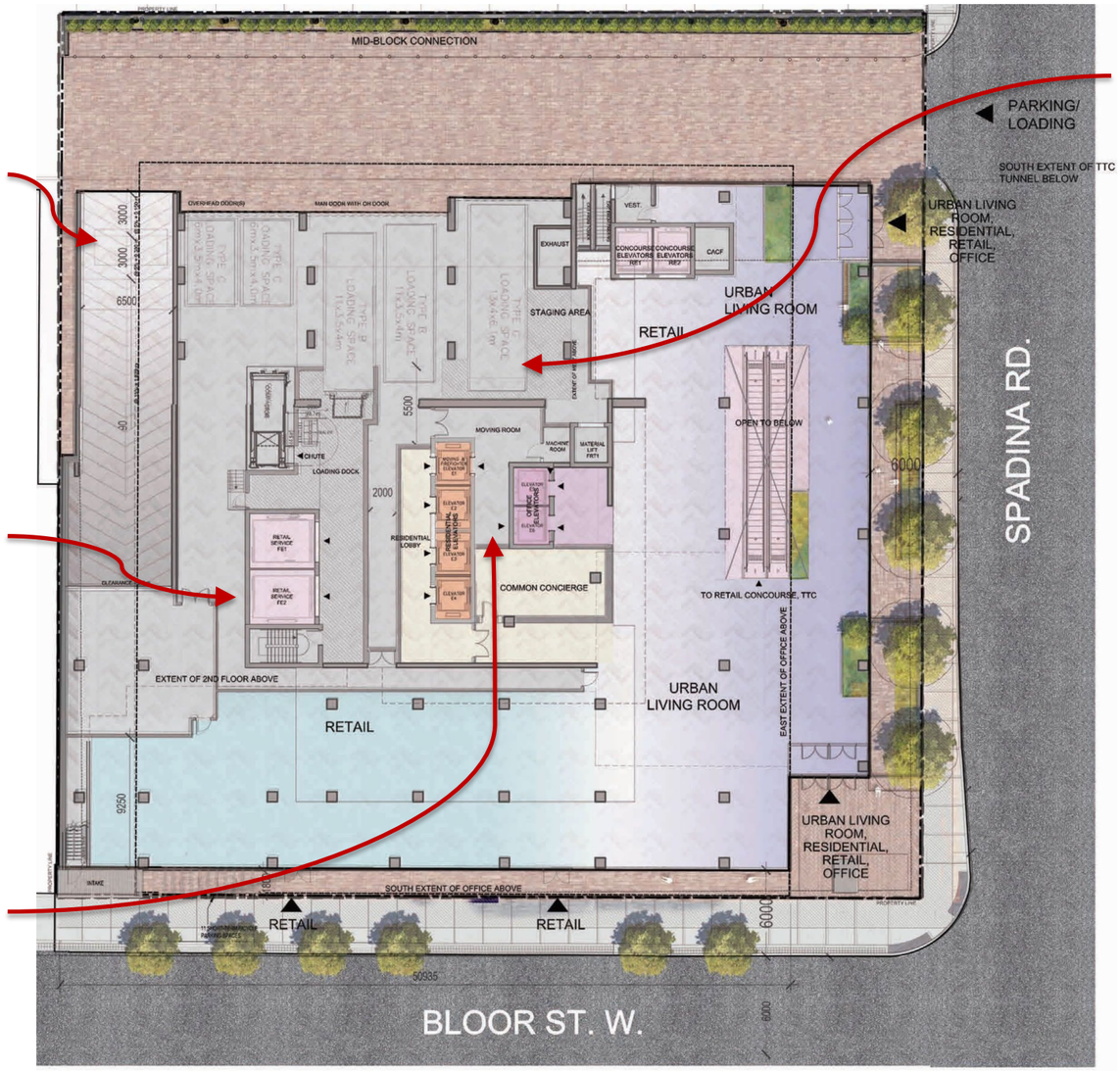
Retail / Grocery Loading

Retail / Grocery loading spaces set back from laneway to ensure overhead doors can be closed during operations.

Service elevators and compactors with direct connection to Concourse.

Residential Moving and Deliveries

Loading area provides direct connection to rear of residential elevators for moving activities and to rear of office elevators for deliveries.



City of Toronto Refuse Collection

Loading space set back from laneway to ensure overhead doors can be closed during operations.

City of Toronto Noise By-law

Noise is not permitted from 11 p.m. to 7 a.m. the next day, except until 9 a.m. on Saturdays, Sundays and statutory holidays. This includes noise from loading, unloading, delivering, packing, unpacking and otherwise handling any containers, products or materials.

Anticipated Loading Activity

Residential Loading

- 404 units
- Est. 10 to 15 daily vehicles
- Est. 85% vans and smaller commercial vehicles
- City garbage / recycling / organics weekly collection

Office Loading

- Approx. 4,500 m^2
- Est. 10 to 15 daily vehicles
- Est. 95% vans and smaller commercial vehicles

Grocery Loading

- Approx. 2,300 m^2
- Est. 35 to 45 daily vehicles
- Est. 60% vans and smaller commercial vehicles
- Site Plan includes dedicated Type B space

Retail Loading

- Approx. 709 m^2
- Est. 5 daily vehicles
- Est. 70% vans and smaller commercial vehicles

Type G – Collection Vehicles

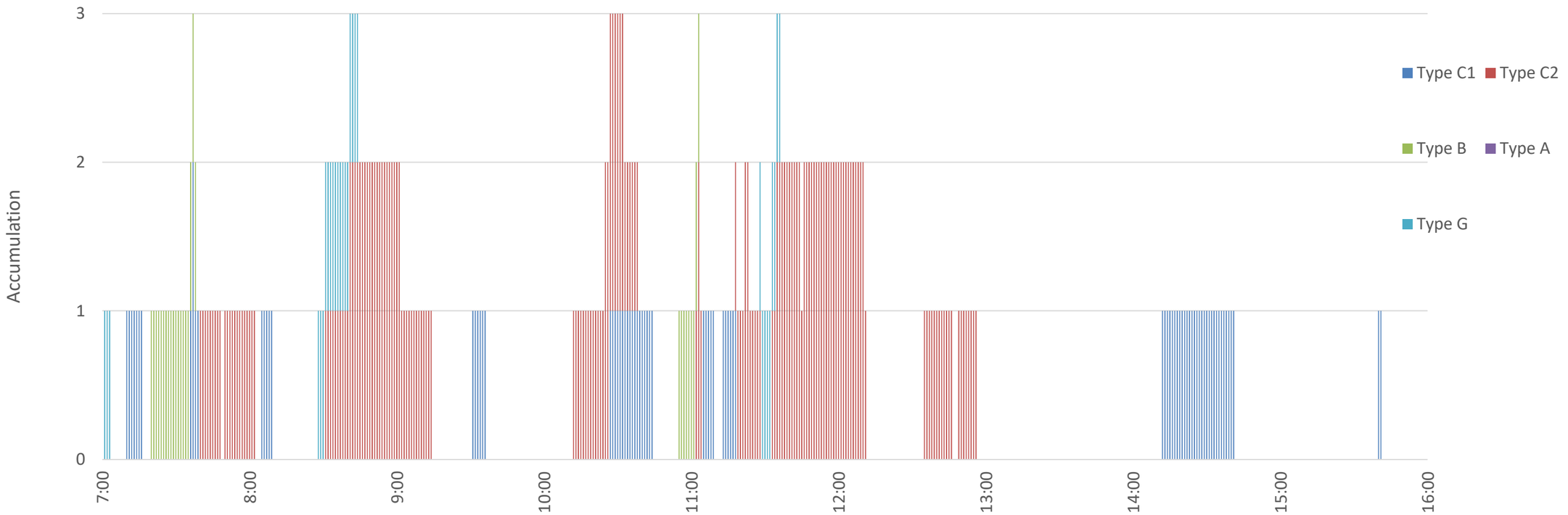
Type B – Single Unit Trucks

Type C1 – Passenger Vehicles

Type C2 – Cube Van / Step Van

Proxy Site: 77-81 St. Clair Ave E

Existing site includes Sobeys (2,167 m^2), office (1,961 m^2), retail (1,057 m^2)
Site survey Wednesday, August 31, 2017



	Total	C1 Type	C2 Type	B Type	A Type	G Type
Total Vehicles	30	10	15	2	0	3
Vehicle Type %	100%	33%	50%	7%	0%	10%

Observed Duration of Stays	(hh:mm)
Minimum Duration	0:01
Average Duration	0:13
85th Percentile	0:21
95th Percentile	0:35
Maximum Duration	0:44

THANK YOU!

334-350 BLOOR STREET W

WORKING GROUP 3

PROJECT NO: 117334

2021-06-24