

ADDENDUM TO PLANNING & URBAN DESIGN RATIONALE

35 & 37 Pacific Avenue
1844-1854 Bloor Street West &
6-14 Oakmount Road

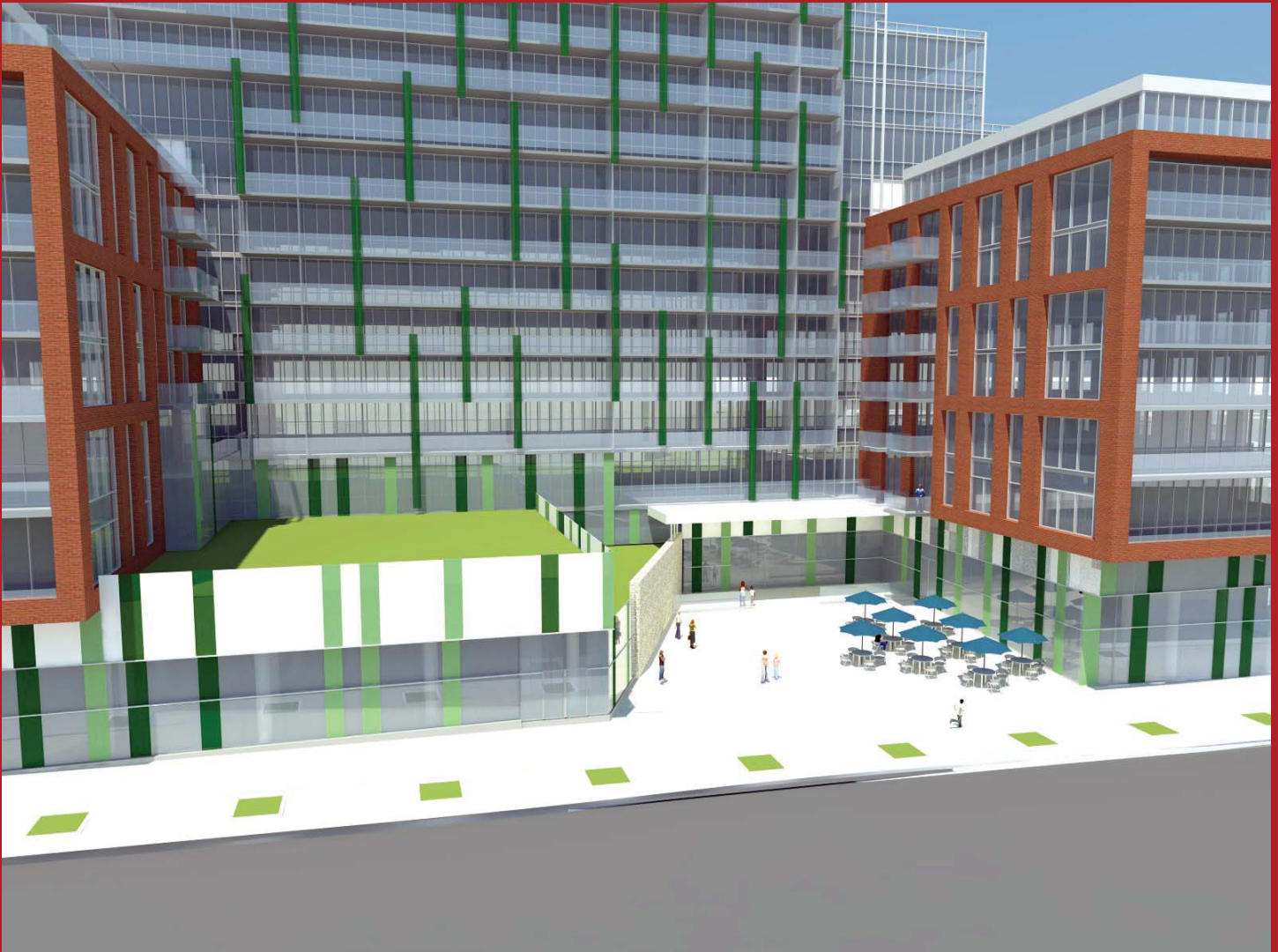


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1.0 Introduction

This document is an addendum to the Planning and Urban Design Rationale prepared by Bousfields Inc. dated September 2010. This addendum is in support of revised Official Plan and Zoning amendment applications and the submission of the Site Plan Approval application. It responds to urban design comments arising from the original application and details the changes made in this revised application. The addendum specifically provides a response to the Issues List from City of Toronto Design Review Panel dated April 19, 2011 as well as comments and input from City staff provided during a collaborative effort over the course of several follow-up meetings.

The following chart is a summary of key statistical changes to the proposed mixed-use development.

	September 2010 (original application)	October 2011-10-25 (revised application)
Site Area	5,155.7 sm	6,535 sm
Gross Floor Area		
-residential	28,525 sm	32,616 sm
-retail	1,425 sm	1,510 sm
-non-residential (daycare)		634 sm
Total	30,955 sm	34,750 sm
Height	Up to 14 storeys (48.0m)	Up to 14 storeys (52.0m)
Residential Units	346	378
Parking	263	274
FSI	6.0	5.3

The proposed changes to the design of the building do not affect the planning merits of the project in terms of consistency with and conformity to the policies of the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. The project continues to represent the intensification of an underutilized site within an area well served by infrastructure including public transit. In addition to residential and retail uses which formed part of the original application the revised concept allows for a daycare facility which is situated on lands the applicant is currently in process of acquiring from the City. This change is reflected in the Site Area as well as FSI.

2.0 Description of Revised Proposal

The following is a summary of the proposed changes arising from the City of Toronto Design Review Panel and comments from City Planning staff:

1. Pedestrian Perception: height of Bloor Street facade in relation to the Mid-Rise Building Performance Standards. A height of 7-storeys was suggested

as being more appropriate.

The Mid-Rise Guidelines recommend a setback at a height which is equal to the 80% of the right of way width of the Avenue which in this case is approximately 21.6m or 7 storeys to ensure at least 5 hours of sunlight on the sidewalk on the opposite side of the Avenue. The proposal is situated on the north side of the Avenue which means that there are no shadow impacts on the south side of the Avenue during the spring and fall equinoxes. Furthermore the proposed courtyard design ensures 53% of the overall building frontage along Bloor Street is set back from the street resulting in a reduction of skyview impacts along the sidewalks. Figure 1 illustrates a comparison of skyview impacts based on pedestrian perception between the proposal and a hypothetical 7-storey Bloor Street facade. The diagram demonstrates that the building setback of the 14-storey portion results in an improved skyview condition compared to a continuous 7-storey building along the street-edge.

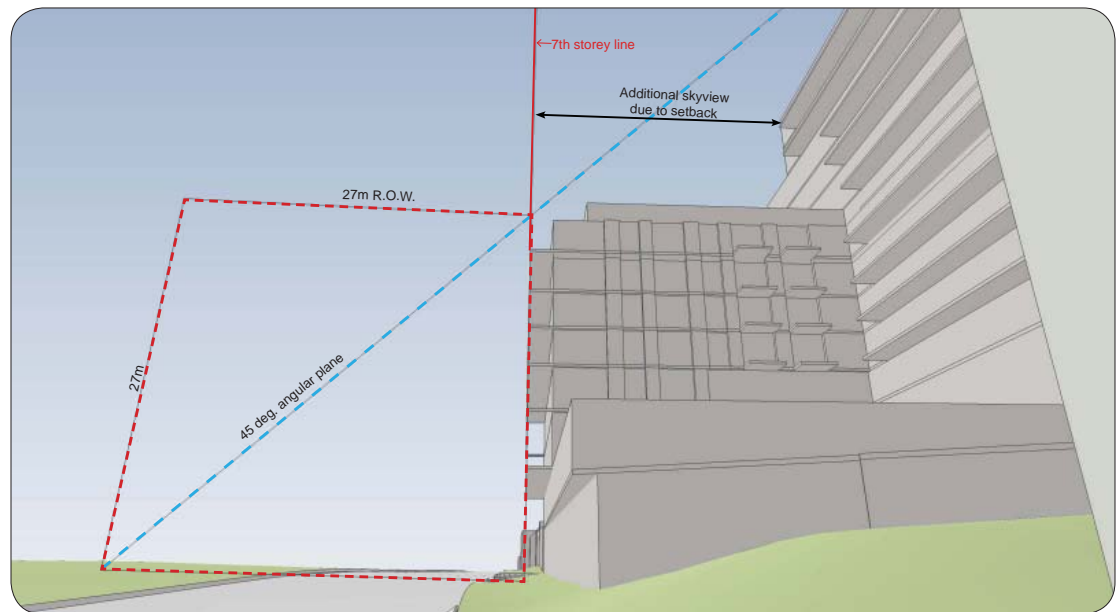


Figure 1 Skyview Analysis

Further changes to the massing at the front of the building include the removal of the 10th storey from above the westerly wing. Instead, both wings now consist of a single storey garden terrace level well set back from the 8-storey portions to reduce the overall impact from the street level.

2. **Townhouse Articulation:** the base townhouses on the east and west facades should more appropriately respond to fine grained fabric and height of the existing buildings (larger setback above townhouses should be considered).

The townhouse component on the east and west facades has been redesigned to more appropriately respond to the fine grained fabric and height of existing house-form buildings. The perceived height of the townhouse elements has been reduced through materiality and setback. The material treatment of the east and west facade which consists primarily of masonry has been partially extended down to the 4th storey of the townhouses. This extension is made possible through additional setbacks at the 4 storey height that are flush with the principal walls of the east and west facades. Furthermore, the architectural articulation and material treatment of the townhouse elements has been extended and wrapped around the north elevation along the 1st and 2nd storeys.



Figure 2 Diagram 1: North Facade.

3. **North Facade:** height, massing, articulation and ground floor treatment should be considered.

The overall massing and architectural treatment of the upper elements of the north facade have been revised to provide a more appropriate fit within the immediate context and improved articulation. First, in terms of massing, the revised design incorporates additional steps towards the house-form buildings along Oakmount Road to improve transition, sky views and reduce

potential shadow impacts. The mechanical penthouse has been shifted to the west as well to further reinforce this transition. At the same time portions of the building massing have been relocated to the northwest towards the taller apartment buildings.

The westerly wing projects north along Pacific Avenue beyond the main face of the building replicating the articulation of the southerly facade. The extension of the westerly wing creates a partial carriageway over the rear lane, adding a sense of privacy to the nature of the laneway. The extension also provides for improved screening of the loading and service areas at the rear of the building. Furthermore, this addition responds to comments received from Urban Design staff and will help with the traffic concerns raised by residents.

With respect to architectural articulation, the expression of both wings has been further enhanced with materiality and detailing, and while the easterly wing does not project beyond the face of the principal northern facade the masonry detailing allows for a distinctive expression nonetheless. This design move helps to extend the architectural language of the front elevation to the rear creating a synergy between both sides of the building.

The architectural expression and materiality of the north facade have been further revised to achieve a lighter appearance and greater expression of building elements. Both wings are framed with masonry while the rest of the facade has been glazed. The glazed portion of the facade is further broken up with colour panels. At grade, the material expression and architectural articulation of the townhouses wraps around the corners of the building. Consequently, the look and feel of the rear of the building including the driveway provides for a more pedestrian friendly environment.

4. **Overhangs:** the proponent should consider pulling the volumes back instead of overhanging them.

The overhangs at the front of the building maintain weather protection along the public sidewalks. Furthermore, the proposed overhangs are 2-storeys high and are within the boundaries of the property, thereby enhancing the width of the pedestrian realm.

5. **Courtyard:** to become a destination, its size, function and relationship to adjacent buildings and uses should be further developed.

The overall size of the courtyard has increased due to a larger opening along Bloor Street (i.e. from 20 to 25 metres). The retail walls along Bloor Street include a tapering of 1m at grade to allow for funnelling of movement and space towards the courtyard. In addition, the landscape design has been revised to allow for improved visibility and access to and from the courtyard. The back portion of the courtyard, near the main residential entrance includes a seating area to animate space which is furthest from the public right of way.

In addition, the podium along the westerly edge of the courtyard includes a landscaped feature wall setback at the second level to improve light and view conditions and allow some landscape connectivity to the private amenity terrace located above the retail.

In terms of size and configuration the proposed private courtyard fares well and exceeds some noteworthy courtyards in Toronto such as Carrot Common, Cloud Gardens and Yorkville Park. Dimensionally, the proposed courtyard is comparable with respect to width to many of these hard surfaced open spaces. In terms of amenity, the proposed courtyard includes seating areas and landscaping designed to a high standard reflective of many of the other completed public and private courtyard spaces.



Figure 3 Diagram 1: Courtyard along Bloor Street West.

6. **Expression of Retail at grade:** smaller fine grained “Bloor West” retail typology is preferred.

This segment of Bloor Street West does not have the critical mass of retail that typifies Bloor West. Nevertheless, the design provides for a smaller retail typology by appropriately articulating the walls at grade and through massing. This is accomplished by breaking up the geometry of the base element along Bloor Street and through materiality. The base element includes a 2nd storey setback along the courtyard which helps to reduce the overall massing along Bloor Street. In terms of articulation, a more fine grained expression has been achieved with the introduction of vertical elements (i.e. coloured glass panels)



Figure 4 Front Facade.

which help maintain a visual rhythm along the public sidewalks. To further reduce the apparent scale of the retail portion of the base component glazing has been confined within a single storey 4.5m height.

7. **Streetscape:** should be more exemplary of a grand promenade, a more generous high quality landscape setback to be provided.

The design exceeds the minimum City standard for boulevard width of 4.8m. Further setback is provided towards the courtyard opening through the addition of angled retail walls funnelling toward the courtyard. The courtyard itself provides a unique pedestrian amenity to the streetscape. The streetscape in the boulevard incorporates ground level plantings with ornamental grasses in open tree pits to establish a green presence along Bloor Street. In addition, the corners of Oakmount Road and Pacific Avenue have been enhanced where building setbacks create large open landscaped areas formed of both public and private space.

2.1 Urban Design

From an urban design perspective, the proposed development will result in a good street relationship and appropriate built form transition to adjacent properties. The proposed building form which is mid-rise is also consistent with the applicable urban design policies and guidelines and compatible with the established built form pattern in the area.

With respect to the applicable Official Plan policy regarding Apartment

Neighbourhoods and specifically Policy 4.2.2 the proposed design will:

- locate and mass the building to provide a transition between the high-rise buildings to the north and northwest and the lower-scale *Neighbourhoods* to the east by providing a stepping down of height and by articulating the building base to enhance the residential character of house-form buildings along Pacific Avenue;
- adequately limit shadows on the lower-scale Neighbourhoods during the spring and fall equinoxes as demonstrated in the shadow study prepared by Diamond Schmidt Architects by allocating height towards the north and northwest corner of the site;
- mass the building to frame adjacent streets and open spaces to maintain adequate sunlight and comfortable wind conditions for pedestrians by maintaining the effect of a 1:1 relationship of height to street right-of-way and by providing additional setback at grade along public sidewalks;
- locate and screen service areas, ramps and garbage storage by internalizing all these functions within the building and at the rear away from public view;
- provide underground parking;
- provide indoor and outdoor recreation space for building residents throughout the building including at grade in the form of an open plaza with seating and landscaping, 3rd floor indoor and rooftop space as well as other levels including a rooftop amenity space on level 10;
- provide ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces with retail along Bloor Street and grade-related units along Pacific Avenue and Oakmount Road.

2.2 Shadow Impacts

The incremental shadow impact of the proposed development has been assessed at two periods during the year: March and September 21 for each hour between the hours of 9:18 a.m. and 6:18 p.m. The shadow study demonstrates that the proposed changes to the massing of the building (i.e. shifting of the massing inclusive of mechanical to the northwest) result in an overall improvement and therefore reduction of impacts on the *Neighbourhoods* properties to the east. The shadows do not reach the front yards of the residential properties on the east side of Oakmount Road till approximately 3:18p.m. At 4:18p.m. the shadow moves over the roofs of the house form buildings but does not reach the rear yards. The shadows penetrate the gaps between the buildings, those gaps however consist of driveways or are screened with large mature trees or are simply very narrow.

In terms of the westerly wing, the shadow study demonstrates that there are minor

and acceptable impacts on the properties on the west side of Pacific Avenue. The study also shows that the additional shadow falls largely within the bounds of the subject property for long periods of the day and does not affect any of the *Neighbourhoods* properties in the area.

With respect to impact on parks and open spaces the most relevant time of the year is June 21. The study demonstrates that there are virtually no impacts on High Park to the south at 6:18pm. The impacts on the proposed courtyard are limited to early morning hours and late afternoon hours after 5:18pm.

3.0 Daycare Facility

The revised scheme allows for the development of a non-profit daycare facility. This facility is an appropriate and desirable use for the site as it will help to address impacts of the development on the surrounding community. The Community Facilities and Services report previously prepared by Bousfields noted that the original development containing 346 unit would generate 13 children who will require infant, toddler or pre-school care. Accommodating a daycare facility would alleviate existing wait list numbers for child care spaces in the High Park neighbourhood.

In terms of planning policy framework, the *Apartment Neighbourhoods* designation of the site recognizes that the lands may be used for local institutions, and recreational facilities. In addition, the daycare will be located north of the apartment building within the portion of the site zoned R2 Z2.0 by By-law 438-86, as amended. A day nursery is permitted in an R2 zone subject to qualification 12, which requires the use to be located in a building originally constructed for this purpose, as is the case with the current proposal; or it can be located within another building form such as an apartment building, school, place of worship. Qualification 12 further requires that playground space not be located in front of the main front wall of the building and that no part of the building be closer to the nearest side lot line than 0.5 metres.

The daycare is accessed by the internal site driveway. For pick-up and drop-off purposes, a 2 to 3 vehicle lay-by along the north side of the driveway has been provided adjacent to the daycare entrance. There are 8 surface parking stalls in front of the daycare. This will facilitate vehicle movement through the site and take all pick-up and drop-off movements away from the abutting streets.

Further design criteria for the daycare and outdoor area can be addressed through the site plan control application process and in discussion with Children Service's staff.

4.0 Conclusion



As indicated above the proposed revisions do not constitute a significant departure from the original design in terms of height, massing and built form. The revised scheme is an improvement in terms of its fit within the immediate context. Furthermore, the proposed changes result in:

- improved transition towards the lower scaled *Neighbourhoods* to the east;
- more appropriate relationship with the existing house-form buildings through the articulation of base components along Pacific Avenue and Oakmount Road;
- a larger, more animated courtyard space along Bloor Street;
- enhanced streetscape treatment along the frontages; and
- improved articulation of both retail at grade and northerly facade.

APPENDIX A

SHADOW STUDY

March 21/ September 21

-  PROPOSED DEVELOPMENT
-  INCREMENTAL SHADOW FROM PROPOSED DEVELOPMENT



9:18 a.m



10:18 a.m





11:18 a.m



12:18 p.m

March 21/ September 21

-  PROPOSED DEVELOPMENT
-  INCREMENTAL SHADOW FROM PROPOSED DEVELOPMENT



1:18 p.m



2:18 p.m





3:18 p.m



4:18 p.m

March 21/ September 21

-  PROPOSED DEVELOPMENT
-  INCREMENTAL SHADOW FROM PROPOSED DEVELOPMENT

5:18 p.m



6:18 p.m



June 21

- PROPOSED DEVELOPMENT
- INCREMENTAL SHADOW FROM PROPOSED DEVELOPMENT



9:18 a.m



10:18 a.m





11:18 a.m



12:18 p.m

June 21

-  PROPOSED DEVELOPMENT
-  INCREMENTAL SHADOW FROM PROPOSED DEVELOPMENT



1:18 p.m



2:18 p.m



3:18 p.m



4:18 p.m

June 21

- PROPOSED DEVELOPMENT
- INCREMENTAL SHADOW FROM PROPOSED DEVELOPMENT





5:18 p.m



6:18 p.m

December 21

-  PROPOSED DEVELOPMENT
-  INCREMENTAL SHADOW FROM PROPOSED DEVELOPMENT



9:18 a.m



10:18 a.m





11:18 a.m



12:18 p.m

December 21

-  PROPOSED DEVELOPMENT
-  INCREMENTAL SHADOW FROM PROPOSED DEVELOPMENT



1:18 p.m



2:18 p.m



3:18 p.m



4:18 p.m