

500 Bloor St Commercial Partnership  
14 Duncan St Suite 203  
Toronto, ON M5H 3G8

June 14, 2018

**Subject: City Planning Comments – 2<sup>nd</sup> Submission**  
Site Plan Approval Application No. 17 187476 STE 19 SA  
571 Bloor Street West  
Ward 19 - Trinity-Spadina

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Thank you for the submitting revised drawings for the redevelopment of 571 Bloor Street West with a five-tower mixed use development containing 849 residential units, new public spaces, a public market, approximately 17,000 square metres of commercial space, and incorporates 26 heritage structures.

Please note the following comments from Toronto City Planning staff.

### **Markham Street**

The redesign of Markham Street is a key component of the project's public realm improvements. The City will continue to work with your team to facilitate a unique, suitable design of this space. Please consider the following in developing more detailed plans for the Markham Street design:

- Vehicle travel lanes should be as narrow as possible. To discourage vehicle movement through the space the vehicle travel area should include landscaped protrusions that further reduce the travel width for limited periods. Large moveable planters may be employed to narrow the vehicle travel portion of the street in different ways as needed.
- Additional tree planting should be introduced. A variety of species should be included in the public realm.
- If the street is required to be 6 metres wide, additional layby spaces should not be provided, cars can pull off to the side of the street and still provide space for other cars to get by.
- In many instances, bollards are shown where they are not needed (eg where they conflict with a bench, or where the spacing of other elements makes the bollards redundant). Please eliminate bollards and replace them with benches and garbage receptacles, etc.

### **East - West Laneway**

While vehicle access is anticipated on the east west laneway, please provide a plan detailing signage and pavement markings / materials intended to discourage vehicle through traffic, and create a safe and accessible space for pedestrians and cyclists.

Provide a stop sign at the west side of the north / south lane to alert drivers to pedestrians walking northbound. Signage should say "pedestrian priority zone". The proposed "pedestrian zone" implies that cars are not allowed, which they are.

Please limit the vehicle travel width in this area. Consider planting or other furniture to reduce the perceived width of this space and add additional amenity. Design decisions regarding this space should be intended to discourage frequent vehicle use.

Please provide details of the interior walls and lighting of this space. The Quaker sign is being considered for retention, please provide elevations that describe the treatment on the rest of the wall as well as the treatment on the opposite wall. The City notes the opportunity to showcase the ghost sign on the north façade of the retained heritage building along the south side of the East-West laneway.

### **Honest Ed's Alley / Signage**

The City notes that a Signage Plan is being developed and will provide comments on that plan once it's submitted.

### **Public Art**

Please provide the City with updated details on the public art plan, including locations / installations being considered, as required as part of the registered Section 37 agreement. In the event that the underground parking walls is not chosen as a site for public art, an animated colour pattern should be specified there.

### **Public Realm**

City Planning staff notes that significant progress has been made in developing the treatment of the various public spaces throughout the site. With regard to the public realm generally, City Planning staff make the following comments:

- Further refinements to the public realm should ensure Markham Street includes a variety of via colour, street furniture, and plantings;
- The tree canopy should be maximized over the Markham Street public realm;
- Some form of public art should be located on Markham Street.
- Both the actual and perceived vehicle width should be minimized to ensure pedestrian safety and adequate emergency access.
- Hard surfaces should drain into landscape beds and salt/drought planting where possible.

The "feature corner" at Bloor/Bathurst remains unresolved. This area should be one of the more remarkable places in the project.

The ratio of paved area to soft green landscape remains a concern across the site. The proposed planting represents modest additions of soft landscaping. Please consider and include increased soft landscaping where appropriate.

Please incorporate additional soft landscape beds and raised planters with seating specifically:

- On the south end of Markham Street, west side, in the ROW or private property. The east side is proposed as patios, so the west should take on a more green quality associated with the character of the houses (relocate the bicycle parking to maximize soft landscape); Perhaps the entire west side of Markham Street, west of the property line can be designed as a children's garden and treated as soft landscape areas with stones and logs within a ground cover. Retain walkways to entrances, but the rest of the area, in response to the day care location, can be more relaxed and whimsical.
- On Bathurst Street and Bloor Street, consider narrow planters here.

Add some benches/street furniture in front of Building 3 in the public space. The response notes that this is an “inhospitable space”. City Planning recommends incorporating design solutions for the space to resolve this condition.

Please note the location of signage indicating barrier free access and the location of publicly accessible washrooms from the alley and Lennox Street.

It appears there are a number of conflicts with landscaping and infrastructure. Please resolve in revised plans prior to the PUCG stage. City Planning staff recommend adjusting tree locations, incorporating roof guards, and/or above grade planters, as needed.

Several boulevard trees will be located below overhead wires, please consult the Forestry Best Practices Manual, page 29-31. Large trees that have broad and open branching structures such as plane, oak and locust are easier to manage around utility wires than more finely branched trees with ascending branch structures, such as Maple and Linden.

[https://www1.toronto.ca/city\\_of\\_toronto/parks\\_forestry\\_recreation/urban\\_forestry/files/pdf/TreePlantingSolutions\\_BestPracticesManual.pdf](https://www1.toronto.ca/city_of_toronto/parks_forestry_recreation/urban_forestry/files/pdf/TreePlantingSolutions_BestPracticesManual.pdf)

### **Building Materials**

While the City supports the use of a variety of colors and textures to delineate the buildings across the site, we have some concerns about the proposed treatment in specific areas.

- The materials and treatment on the gateway building at the corner of Bloor/Bathurst should be further refined so that this gateway appears remarkable from all view points. The details at grade are especially important.
- The proposed white pre-cast is extremely white which will present issues with weathering and maintenance over time.
- The proposed white brick has a yellow tinge. Consider ensuring that other materials (especially the white pre-cast) work in harmony with this brick colour.
- Please consider diminishing the contrast of the proposed materials on the south façade of the building on the west side of Markham Street.
- The glass block is an interesting addition to the project, as a cladding material. Further details are required to ensure this material is used effectively.

- Most buildings have their individual grid pattern which helps to unite the composition, however, there are a few building modules where there is too much diversity in the elevations. This appears on the Bathurst Street elevation, on Bloor Street west of Markham Street and on the elevation behind Markham village.
- The material treatment at the Honest Ed's Alley could be more animated and eclectic to enliven this space.

City Planning acknowledges and appreciates the reduced mechanical penthouses. Please indicate the treatment of the mechanical penthouses on the next submission of plans.

Response comments indicate that continuous canopies are not ideal. The intent is for the project to provide a fulsome response and civic gesture by providing canopies at retail frontages. Non-continuous canopies should be incorporated in the next submission.

### **Park Design Coordination**

While the future public park space will be designed through a separate process to Site Plan Control, please be advised that Urban Design staff will participate in the park process to assist in ensuring the park space and Markham Street public realm interface appropriately.

### **Market Design**

Additional discussion and details are needed on the design of the market building which has the potential to be a design focal point within the project.

### **Bike Facilities**

The publicly-accessible bicycle elevator should have signage to ensure the public are made aware of this amenity. Please confirm that the number of bike parking spaces required by the By-law have been provided on site and that all propose bike parking spaces within the public right-of-way are in excess of the required amount.

### **Signage**

Please provide details on the type and location of commercial signage on revised plans. The lighting on commercial and parking entrance signage, specifically those signs facing south on Lennox Street should have regard for the adjacent residential area.

### **Environmental Planning and the Toronto Green Standard**

The TGS site statistics should be updated to reflect and EV spaces provided to meet the Ontario Building Code requirements for EV charging that comes into effect January 1, 2018. All uses except multi-unit residential buildings (MURBs) are required to provide a minimum of 20% of parking spaces to be 'provided with electric vehicle supply equipment' and the remaining parking 'shall be designed to permit the future installation of electric vehicle supply equipment'. Current proposed changes to the Ontario Building Code extend similar requirements to MURBS as of January 1, 2019.

All EV spaces should be noted directly on the parking plans. The parking statistics should indicate the number and location of fully charged EV spaces provided to meet AQ 1.2. TGS site statistics and TGS checklist must be consistent.

The SRI of pavers should be noted directly on the landscape plan. The TGS site statistics should indicate that 75% of at-grade hardscape is being treated to meet the Tier 2 standard.

If a variance under the Green Roof Bylaw is required, follow the process outlined on the City of Toronto Website.

The applicant should clarify why the required number of trees has gone from 90 in the first submission to 56 as part of the current submission. Urban Forestry must confirm what the total tree requirement is for the site and review and comment on the tree planting proposed. Currently the 51 trees are proposed and 56 trees are required as per the revised calculations. Where tree planting is not proposed along a street frontage the applicant must indicate the rationale as to why trees are not proposed.

The elevation drawings must be revised to include notations indicating areas required for bird-friendly glass treatment as per EC 4.1/4.2. Each elevation must include glazing that consist of: total area of glazing treated and untreated (area and %) treated glazing broken down by the treatment strategies identified in the standard (area and %). Although the standard dot pattern complies with the standard, it is strongly recommended that the applicant review alternative patterns (i.e. linear) for any visual markers that are used to meet the standard. At the retail and amenity areas, consider a more playful and whimsical pattern.

As noted in our previous comments please provide a copy of the elevation drawings to indicate the following details for compliance with the Bird Collision Deterrence standard:

- the minimum diameter and density of the frit pattern selected for the 57% glazed area covered to meet the TGS requirements e.g. diameter of 5mm at a maximum spacing of 100mm x 100mm;
- area shaded at a 1:1 ratio to account for 28% coverage noted in the TGS statistics template; and,
- Any low reflectance materials being used <15% reflectance.

A low-impact approach to stormwater management is strongly encouraged in order to show a commitment to sustainability. Please refer to Toronto's Green Streets Guidelines. A trench drain is shown on Markham Street that should be connected to the tree pits, with overflow then directed into catch basins. Ensure species are salt and drought tolerant.

### **Archaeology**

Heritage Preservation Services have received the report entitled "Stage 1 Archaeological Resource Assessment of Mirvish Village Lands (Lots 60, 62-67, 102-107, and Part of Lots 58, 59, 61, 71, 101 and 108 and Lane, Registered Plan 93, and Lots 1-8 Registered Plan 638), City of Toronto, Ontario" dated 7 May, 2015 and completed by ASI. The report has determined that there are no further archaeological concerns regarding the subject property. HPS concurs with this recommendation, and has the following post-approval conditions:

1. In the event that deeply buried archaeological remains are encountered on the property during construction activities, the Heritage Operations Unit of the Ministry of Tourism, Culture and Sport, be notified immediately at (416) 212-8886 as well as the City of Toronto, Heritage Preservation Services Unit (416) 338-1096.

2. In the event that human remains are encountered during construction, the proponent should immediately contact both the Ministry of Tourism, Culture and Sport, and the Registrar of Burial Sites, War Graves, Abandoned Cemeteries and Cemetery Closures, of the Ministry of Government and Consumer Services, (416) 212-7499.
3. If any expansions to the boundaries of the subject property are proposed, further archaeological assessment work may be required.

### **Other Comments**

Please note that all gas manifolds, utility metering, and other similar equipment within or near the public realm must be screened to the satisfaction of City Planning. We understand that details regarding screening are forthcoming in a subsequent submission. Please provide details on the screening of these installations.

Please provide a photometric drawing to indicate that there is no sufficient illumination on site and no light spillage on neighboring properties. Include a note on the revised plans to indicate exterior light fixtures are all full-cutoff models.

Please indicate the location of all hydrants on the appropriate plans. Hydrants are currently only shown on Markham Street.

Please provide the following landscape details on revised plans: planting plan for perennials, tree grates, cladding and lights at amenity terrace, paver types, solid bench material type, metal edge raised planters bollard spec and finish, amenity furniture, and finishes.

Public lighting details are to be provided. Please advise what fixtures are proposed on Markham Street and whether light standards on the other public streets being upgraded. City Planning recommends that the applicant take this opportunity to re-fresh the public realm where possible.

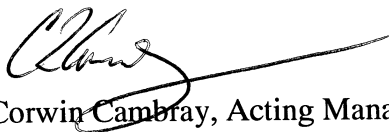
Please confirm how certain green roof areas that only have entry via a unit will be accessed.

Please provide details of the building design recognition as noted in the comment response matrix.

Staff request that the applicant submit a plan detailing the specific changes that have been made regarding wind impacts.

City Planning staff will continue to work with you and your team to address the above comments. If you have any questions regarding the above, please contact the Planner assigned to this file, Graig Uens at 416-397-4647 or [grraig.uens@toronto.ca](mailto:grraig.uens@toronto.ca)

Yours truly,



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