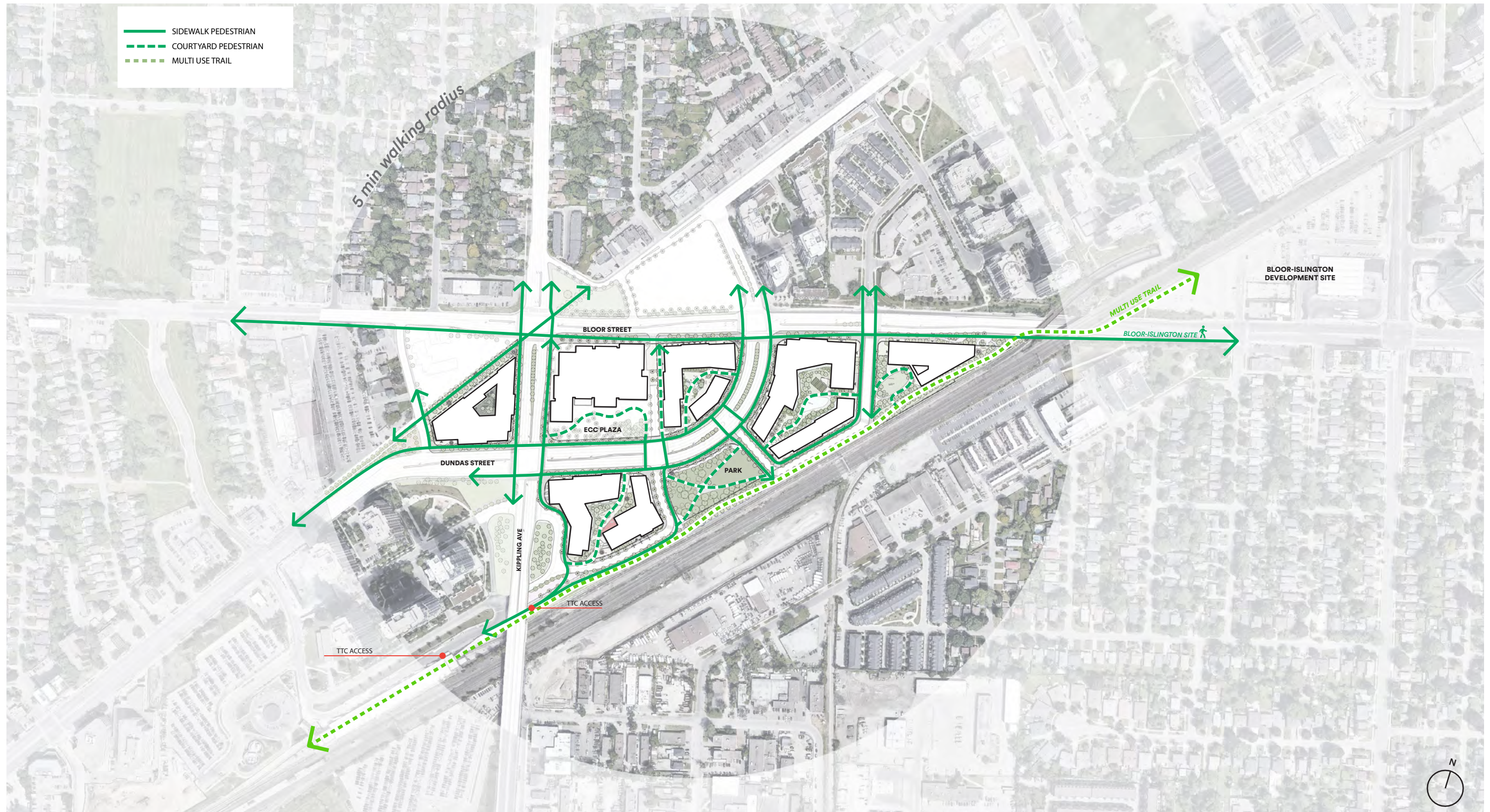
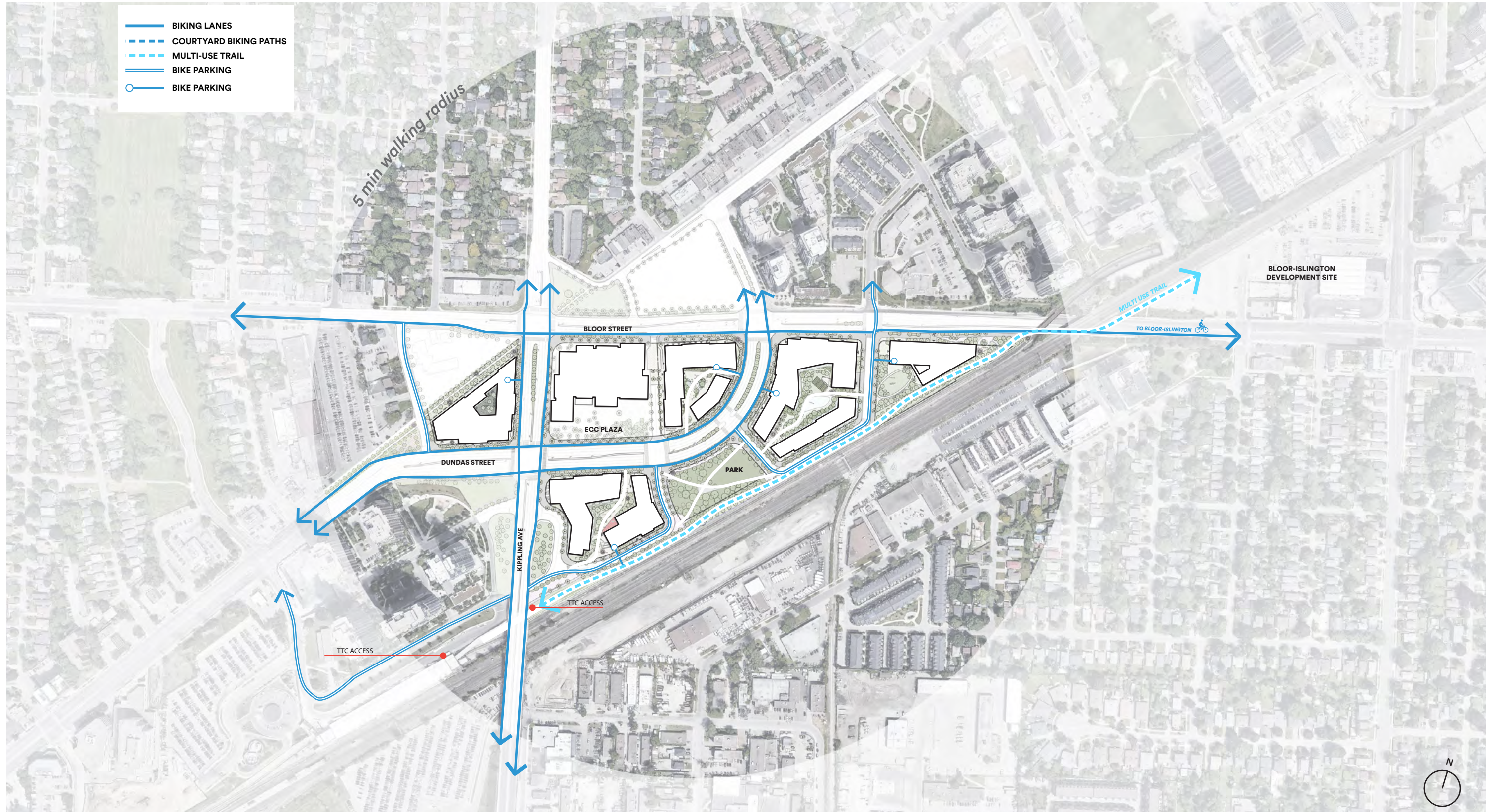


Pedestrian Paths



Bike Paths



Bloor-Kipling (Six Points)

Proposed Massing



Massing Context Heights



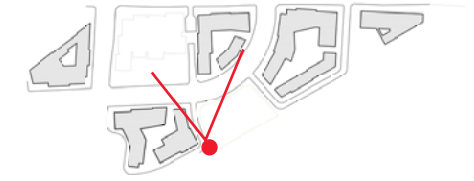
Perspective View

On Kipling Ave Bridge Looking East



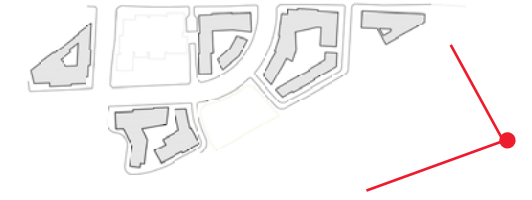
Perspective View

View from Block 1 Looking North towards ECC



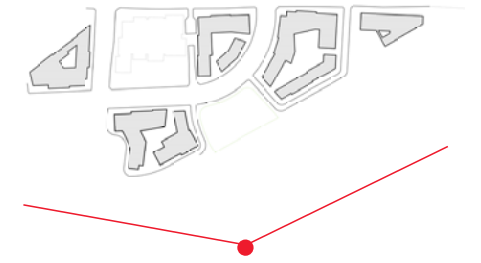
Perspective View

Aerial View Looking West to Six Points



Perspective View

View North to Six Points & Bloor-Islington

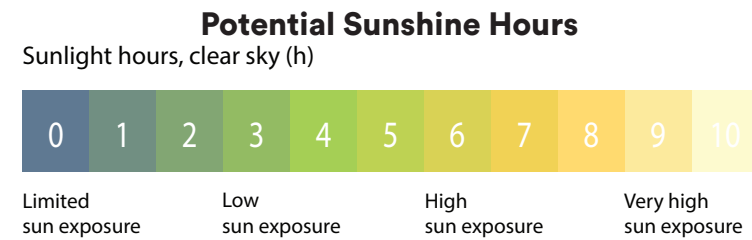
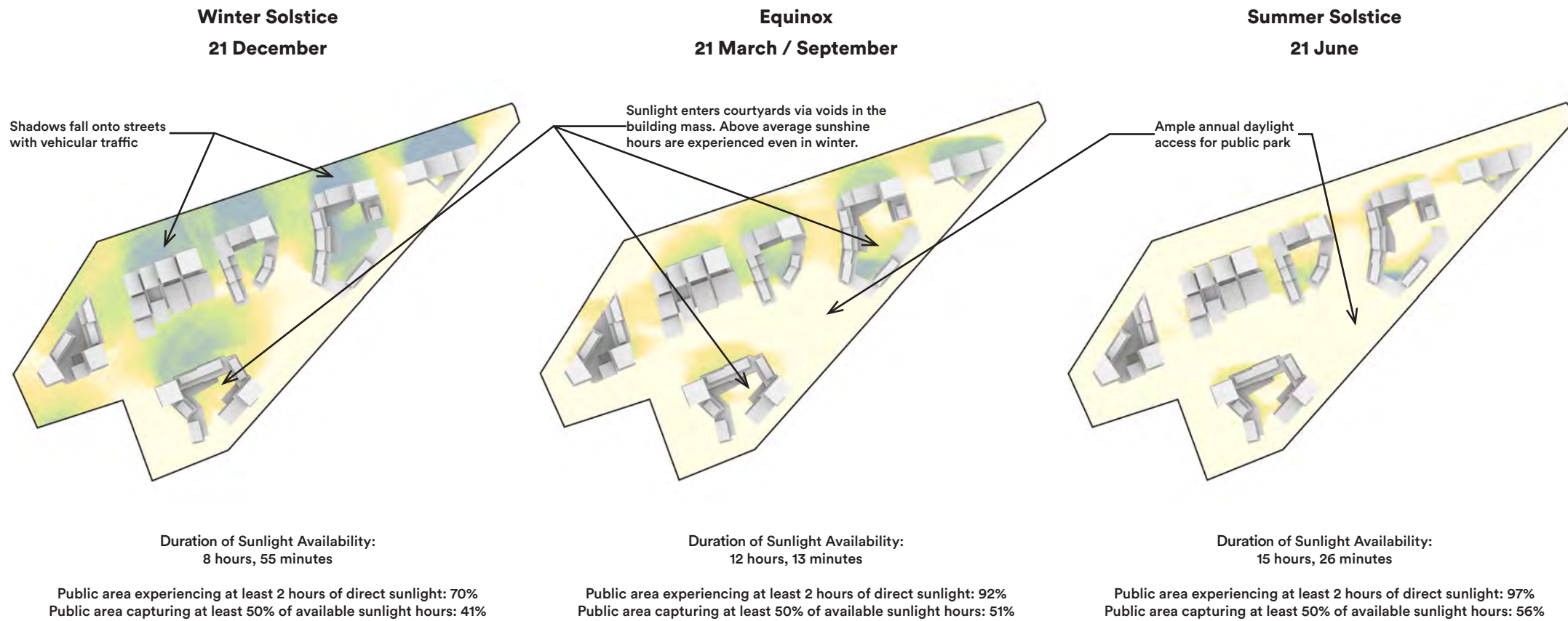


Microclimate

Microclimate Analysis

Sunlight Hours

The position of the towers facilitates daylight penetration into the courtyards.



The public realm experiences an annual daily mean of 6 hours and 12 minutes of direct sun.

Solar Access

The design of the towers and the terracing of the main building masses permit sunlight to reach the proposed courtyards, and limits shading of active public spaces. Critically, the building massing permits sunlight into courtyards even during the period of time between the equinoxes and the winter solstice, when shorter days and a lower sun angle present a greater challenge for daylighting design. Instances where site shading occurs, are largely concentrated on areas of vehicular traffic, as opposed to active pedestrian zones.

Solar Access as a Design Driver

The most effective way to design for outdoor comfort in Ontario is to design for shelter, while allowing solar exposure. Consequently, building design should maximize solar access in areas of principle outdoor activity. Utilized as part of a suite of passive design strategies, we will be able to extend the period of outdoor comfort, fostering a neighbourhood with a rich public life in all seasons.

Massing Shadow Studies



SHADOW STUDY AT 7:00AM, 9/21



SHADOW STUDY AT 12:30PM, 9/21



SHADOW STUDY AT 3:00PM, 9/21



SHADOW STUDY AT 5:00PM, 9/21

Wind Analysis & Outdoor Comfort

The western tower shields Dundas Street West from the dominant wind direction

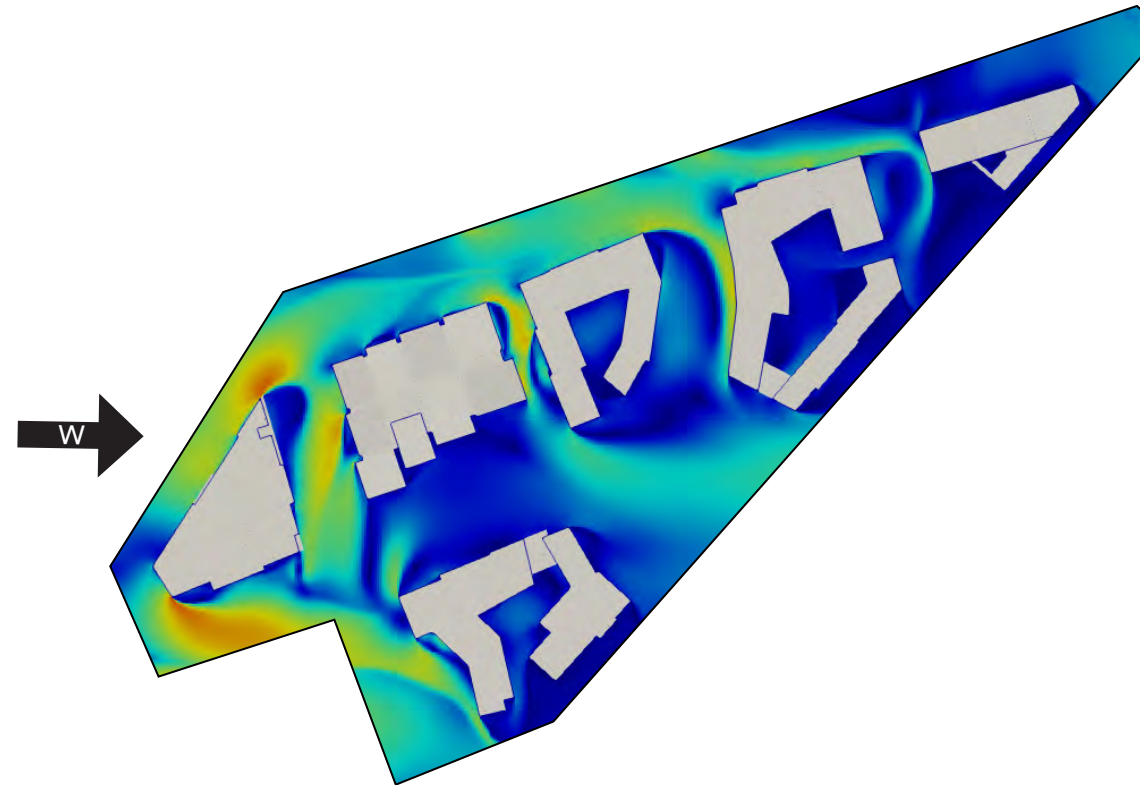
Wind assessment as a Design Driver

When building high towers in a context with primarily low buildings, it's important to assess how the towers drag wind down into the streets. It's almost impossible to avoid, but by placing massing strategically, it's possible to direct the wind down roads with no pedestrians, and therefore secure a comfortable wind environment.

Wind assessment

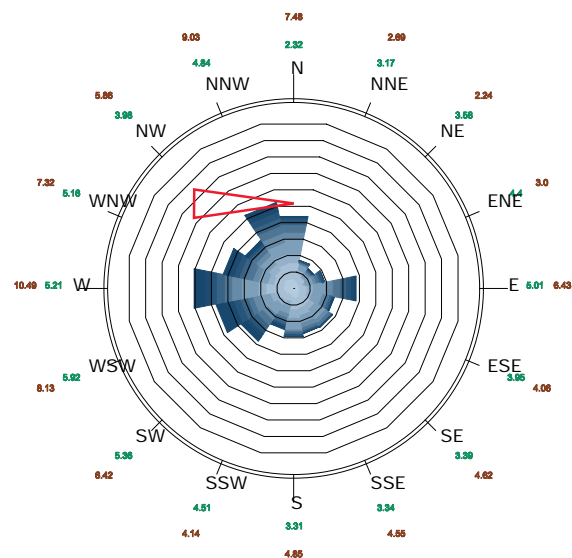
Comfortability can change significantly depending on the direction of the wind. The location of the western tower on Block 5 serves to minimize the impact and shelters the site from the dominant western wind. Notwithstanding the location of the western tower, the wind analysis suggests wind speed will continue to impact pedestrian comfort at the intersection of Dundas Street West and Kipling Avenue, and in areas along the Dundas Street historical alignment. Attention and further study will be required during the site plan process to ensure these conditions are mitigated.

Landscape strategies will provide mitigation measures to further reduce wind speeds. Also, the comprehensive development of Block 5 with future development of the lands to north of the Dundas Street historical alignment can offer further opportunities to mitigate the wind intensity in these areas. Additional design considerations should be given as the future uses of lands to the north and east of Block 5 are determined.

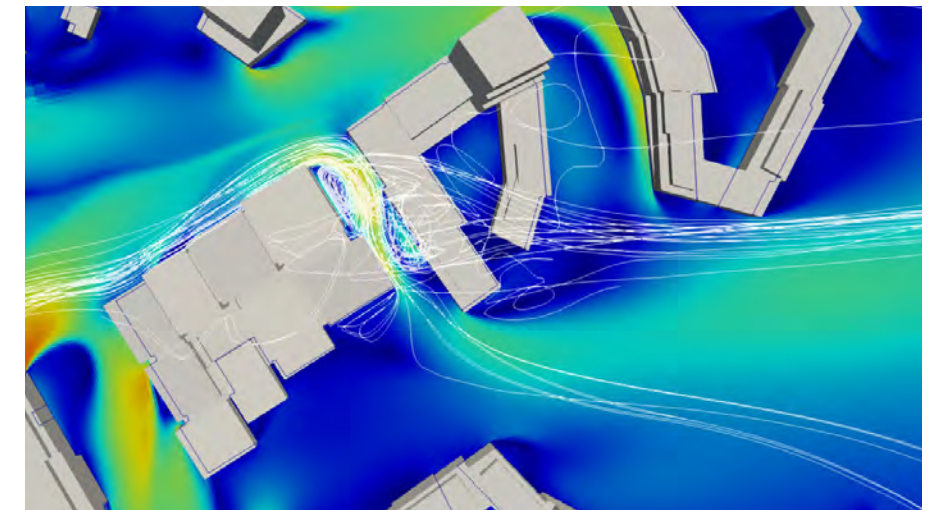
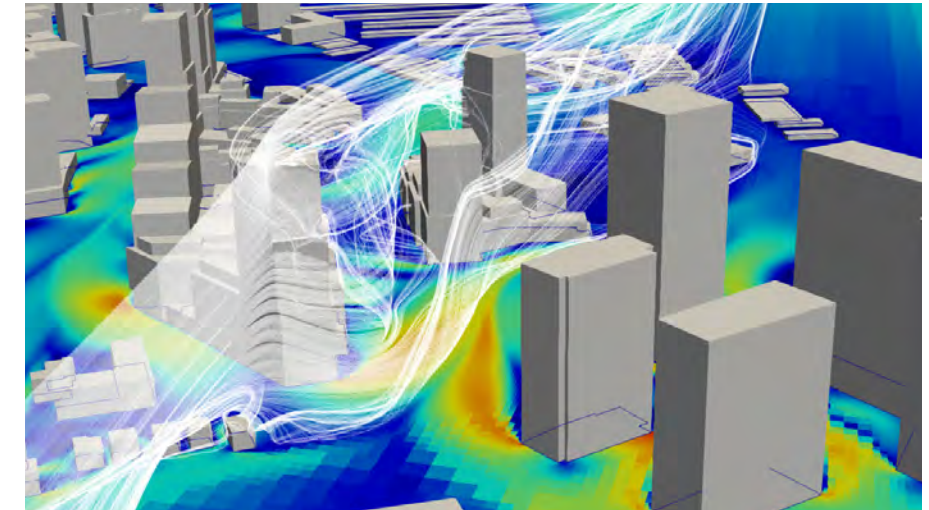


We all know the effect of the wind-chill factor. In Toronto it is essential to create sheltered spaces in order to create comfortable urban spaces.

76% of the public realm will experience wind speeds below 2.5 m/s, when the wind blows with 5 m/s from the prevailing wind direction West



Wind-Rose
Toronto Int'l_ON_CAN
1 JAN 1:00 - 31 DEC 24:00
Hourly Data: Wind Speed (m/s)
Calm for 6.53% of the time = 572 hours.
Each closed polyline shows frequency of 1.8%. = 157 hours.



Speed-up factor

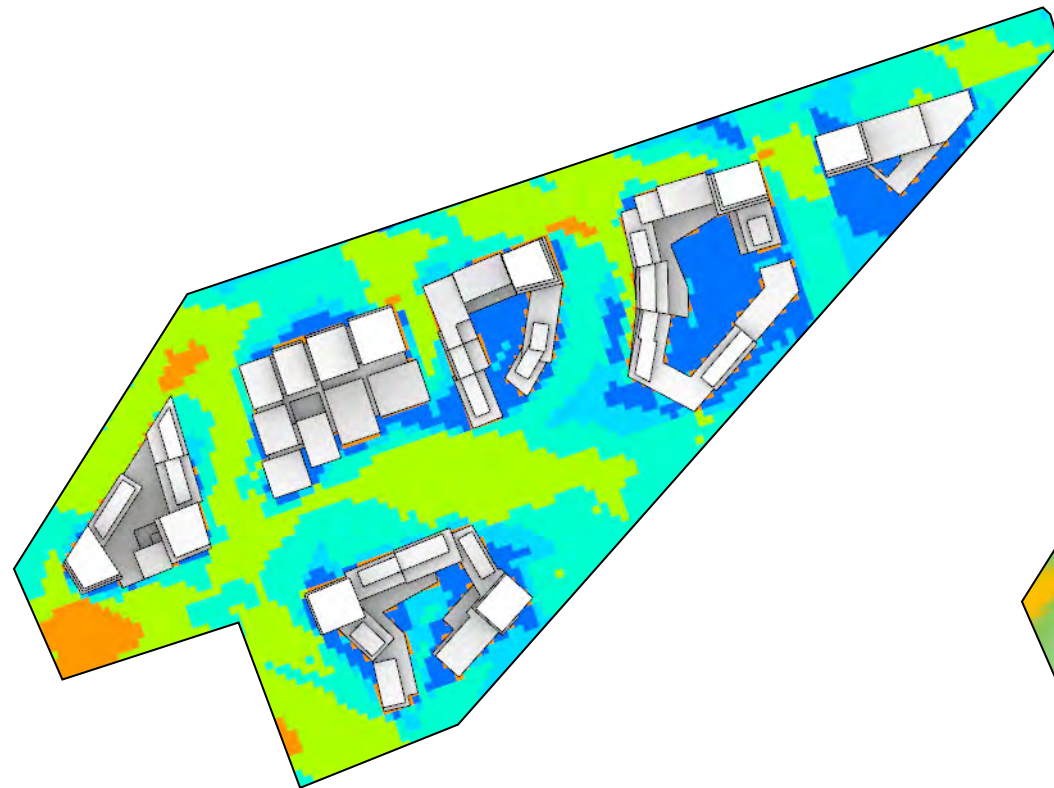


Shelter
Building geometry shelters from the wind

Neutral
Equal to free wind speed

Speed-up
Building geometry causes the wind to accelerate

Outdoor Comfort & Sunlight



Based on yearly wind statistics, this simulation assesses how often the velocity exceeds 5 m/s. This gives an indication on where activities should be placed.

Courtyards are the perfect place for longer durations of stay, as they shelter no matter the wind direction. The simulation is based on yearly statistics, and does not tell how each space will be in certain seasons.

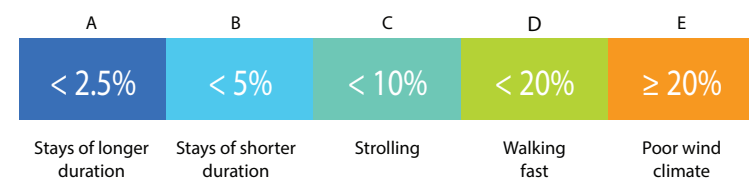


Based on air temperature, solar radiation, wind speed and humidity, this simulation assesses the perceived temperature on an average March day at 2PM

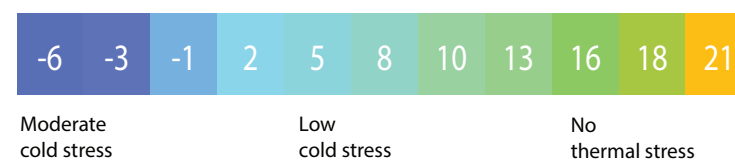
Even though the air temperature is 8°C, the temperature will feel like up to 17-20 UTCI °C. This occurs in the spots where the building mass allows for solar exposure, while creating shelter from the prevailing western winds.

NEN 8100 wind comfort quality class

% of annual hours, where mean velocity exceeds 5 m/s



UTCI equivalent temperature (°C)



Designed with knowledge

The core of sustainable architecture and city planning is to inform all aspects of the design development with knowledge, in order to provide the necessary foundation for the client to make the right decisions, in collaboration with the consultants. Architecture lives by passion and the belief in providing society and its population with more than bricks. If this “something extra” can be integrated and qualified through knowledge, the result is a more holistic and sustainable solution. We call this Design With Knowledge.

Microclimate as a design driver

Every time we construct new buildings, we influence and change the microclimate. The shape of a building volume influences the wind flow and the amount of sunlight in the public realm. We want to utilize the building geometry to design comfortable conditions in the public realm. And we want to do that because we know that comfort is a very important instrument in order to attract urban life and create a healthy and attractive neighbourhood. During the design process state-of-the-art knowledge and tools have been used to analyse and optimize the thermal comfort of the urban spaces in order to enhance an attractive public realm. The most effective way to design for outdoor comfort in Canada is to design for shelter, while allowing solar exposure. By designing the Block Context Plan so it blocks for the predominant western wind direction, while allowing for rich solar exposure we will be able to extend the period of outdoor comfort significantly. By programming the outdoor functions according to the microclimate conditions, we will foster a neighbourhood with a rich public life – all year round.

Landscaping strategies and comprehensive development of Block 5 with future development of the lands to the north of the Dundas Street historical alignment can offer opportunities to increase the outdoor comfort in these areas. Future landscaping for Six Points Park will need to take wind mitigation into consideration.

- A Long-term stay: sitting or lying down**
Terrace, cafe, restaurant, pool, amphitheatre or similar.
- B Short-term stays: standing or sitting**
Public parks, playgrounds, shopping streets or similar.
- C Active stay: walking or strolling**
Path, entrance, shopping street or similar
- D Walkthrough: Walking or fast walking**
Parking, boulevard, sidewalk or similar

Program Distribution

PROGRAM LEGEND

- RESIDENTIAL
- NON-RESIDENTIAL
- LOADING / ACCESS TO PARKING
- SERVICING
- LANDSCAPE / GREEN ROOF
- RESIDENTIAL AMENITY



Bloor-Kipling

Overall Landscape Plan

The Bloor-Kipling neighbourhood incorporates seven distinct Blocks that will be connected by a robust landscape and public realm, building on the recently constructed streetscapes implemented during the Six Points Interchange Reconfiguration project. This site, along with the Etobicoke Civic Centre (ECC) at its heart, will be a prominent destination for the area. The plan provides critical linkages within the neighbourhood and to the surrounding community, including the new Bloor-Islington development to the east.

Central to the Bloor-Kipling public realm is the new Dundas Street West road realignment, now constructed, that runs from Bloor Street curving westward to Kipling Avenue, and leads to a commercial strip and Highway 427 in the west. The street is substantially wide with a forty-two metre section consisting of a multilane roadway divided by a landscaped median, bike lanes, and a treed streetscape with a double row of trees, planters, and wide sidewalks.

Historically, this development area is layered in geology and human occupation. It was once the edge of the ancient glacial Lake Iroquois. A trace remains in the topography of the site today, lending to the rise in the site from the CPR tracks northward to Bloor Street – a remnant shoreline which connects eastward to Davenport Road in Toronto and further to the Scarborough Bluffs. Pre-contact, First Nations trails followed this former shoreline through the now Bloor-Kipling site. Post-contact, Dundas Road was constructed along this trail as the first highway connecting Toronto west to London, providing the military with an alternative route from the lakeshore in case of war. As part of the decent road realignment, the former line of Dundas Street west of Kipling was maintained to acknowledge this history.

Today the immediate area is served by small existing and proposed neighbourhood parks, development of the neighbourhood will generate high demand for new open green space. With that in mind, the landscape of the streets and the buildings that define their edges are augmented within Blocks by green courtyards that are publicly accessible, programmed to activate the interior of the Block, and will also provide through-block connections between streets and destinations. Most significant of these courtyard connections is the connection through Block 1 between the Kipling TTC Station/Mobility Hub and the ECC.

These courtyards are conceived as park-like Privately-Owned Publicly Accessible Space (POPS) spaces that are sized and arranged to provide a variety of public uses, such as playgrounds, community gardens, dog areas, water features, plazas, and a skate loop. These spaces will be further activated by retail frontages and restaurant terraces, as well as courtyard-facing residential apartments and townhouses.

Public artwork is also proposed throughout the area to provide community activation and engagement, and will function as beacons and landmarks to mark specific moments and guide people through the neighbourhood. Art is an important

component of the proposed Dundas Street Corridor Greenway. Here is a trace of the former Dundas Street alignment that has existed for centuries, dating back to First Nations settlements of the area. This will be developed as a pedestrian greenway, incorporating art and recognition elements that reflect the historic importance of the area. Overall, public art should be grounded in placemaking, stories of connection and belonging, and should articulate the relationships that have built this area and the City. This should include recognition of the territory of Adobigok, the root of the name Etobicoke, meaning “where the alders grow”.

Further neighbourhood connections will be provided by a multi-use trail along the rail corridor to the south. This is an important spine that will directly tie the neighbourhood to the proposed elementary school at Block 7 and ultimately to the Bloor-Islington development to the east, the Bloor-Kipling Mobility Hub to the west and will provide access to, and through, the Etobicoke Centre Park at its centre.

The Etobicoke Centre Park will form a central green space in the neighbourhood that will be of great importance to the identity of the neighbourhood. During large events the park will function as

spillover space from the nearby Civic Square, and on a daily basis for community gathering, and in general will provide important green open space as a destination in and of itself. In addition to connecting the spaces and places beyond, the streetscape edges that form the park frontages will be a vital contributor to the life of the streets and the park, shaping the park frontages as active edges that include enriched seating, artwork and gateway moments which frame the park and invite people within.

Passages and Courtyards: POPS and Amenity Areas



Bloor-Kipling

Ground Floor Landscape Plan

Critical to the ground floor landscape of nearly each Block and the public realm in general is access to a central courtyard for residents, workers and the public. These spaces, defined as either Privately-Owned Publicly Accessible Space (POPS) or outdoor retail and restaurant terraces, will provide much needed outdoor amenities to the dense urban neighbourhood, will connect through to destinations and will contribute to the activation of at-grade spaces.



Interior Block Courtyard

1. Through-Block Connections

Through-block connections are accessible pathways through the Blocks that connect destinations – such as the Kipling Mobility Hub, ECC, and the elementary school – and activate the courtyard spaces. They also provide access to areas within the courtyard that are available to the public, such as POPS programmed areas, terraces and entrances to residences, and restaurant or retail outdoor spaces.

2. Courtyards (POPS and Retail/Restaurant)

Courtyards function as significant outdoor open spaces for the neighbourhood, as the front door to residential units, as locations for ground floor residential amenities, and as outdoor amenity for retail units and restaurants. Where possible they can be accessed from commercial lobbies. Public programming for these spaces is intended to augment public park programming for the community and could include passive and low impact community recreation such as community gardening, playgrounds, dog areas and skating. The courtyards will also incorporate artwork that will create identity for the courtyards as well as the neighbourhood, and function as beacons and signposts to navigate through the spaces. The courtyard areas are flexible and can provide multi-use space for small community events and gatherings.

3. Streetscape

The streetscapes throughout the neighbourhood have been established during the realignment of Bloor and Dundas Streets. The sidewalk widths and streetscape elements of trees, planters, and bike lanes will be maintained and continued along the proposed new Resurrection Road to extend “Complete Streets” design throughout the community. A small number of trees will need to be removed to allow for development along existing streets where the 3 metre minimum offset space (from the face of a building to the tree centre line) cannot be accommodated. Where possible, restaurant patios, outdoor retail space and residential porches and terraces augment the streetscape along its length, adding interest and activity.

4. Etobicoke Centre Park

The proposed park designated for Block 2 will be a destination for the community that will complement and extend the function of the ECC Civic Square. The park will be framed by extended paving areas, artwork, seating, feature lighting, and gateways that will provide additional programmatic area for festivals and markets and active edges throughout the day and evening. The Dundas Street edge of the park should maintain a strong street wall that continues the building street wall of adjacent developments. This could be

achieved with trees and an architectural screen element of some kind.

5. Dundas Street Corridor Greenway

The Dundas Street Corridor Greenway is a parklike POPS space that follows the historic alignment of Dundas Street West, a street that dates back to times when indigenous routes also passed through the area. The tree-lined path connects small plazas at both ends and will have sitting and gathering areas along its length and incorporate artwork within it, as well as adjacent to it. This is an opportunity to reconnect to the origins of the land and the history of human occupation through the design of the landscape and public art. The greenway also acts as a pedestrian path and porch entrance for residences fronting onto it.

6. Multi-Use Trail

The multi-use trail is a pedestrian and bike path within the rail corridor setback zone to the south of the community and connects the TTC Mobility Hub in the west and the elementary school and Bloor Street gateway to the east. Along the way, the trail provides access to Etobicoke Centre Park and potentially a pedestrian bridge crossing over the rail corridor to connect to the Bloor-Islington development to the east and neighbourhoods to the south. Along

its length, trees are planted for shade and the path is bounded at points by berms and a sound wall to buffer noise. A series of thematically-connected art pieces will punctuate sections of the trail.

7. Elementary School

A proposed elementary separate school (TCDSB) is integrated into the Block 7 development fronting the Resurrection Road extension and Bloor Street.

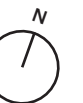


LEGEND

- Trees in Softscape
- Trees in Hardscape
- Removed Tree
- Public Art
- Public Art
- Public Open Space
- Residential Amenity Area
- Private Residential Terrace
- Restaurant + Retail Amenity Area
- Multi-Use Trail
- Sidewalks/Pedestrian Paving
- Roadways



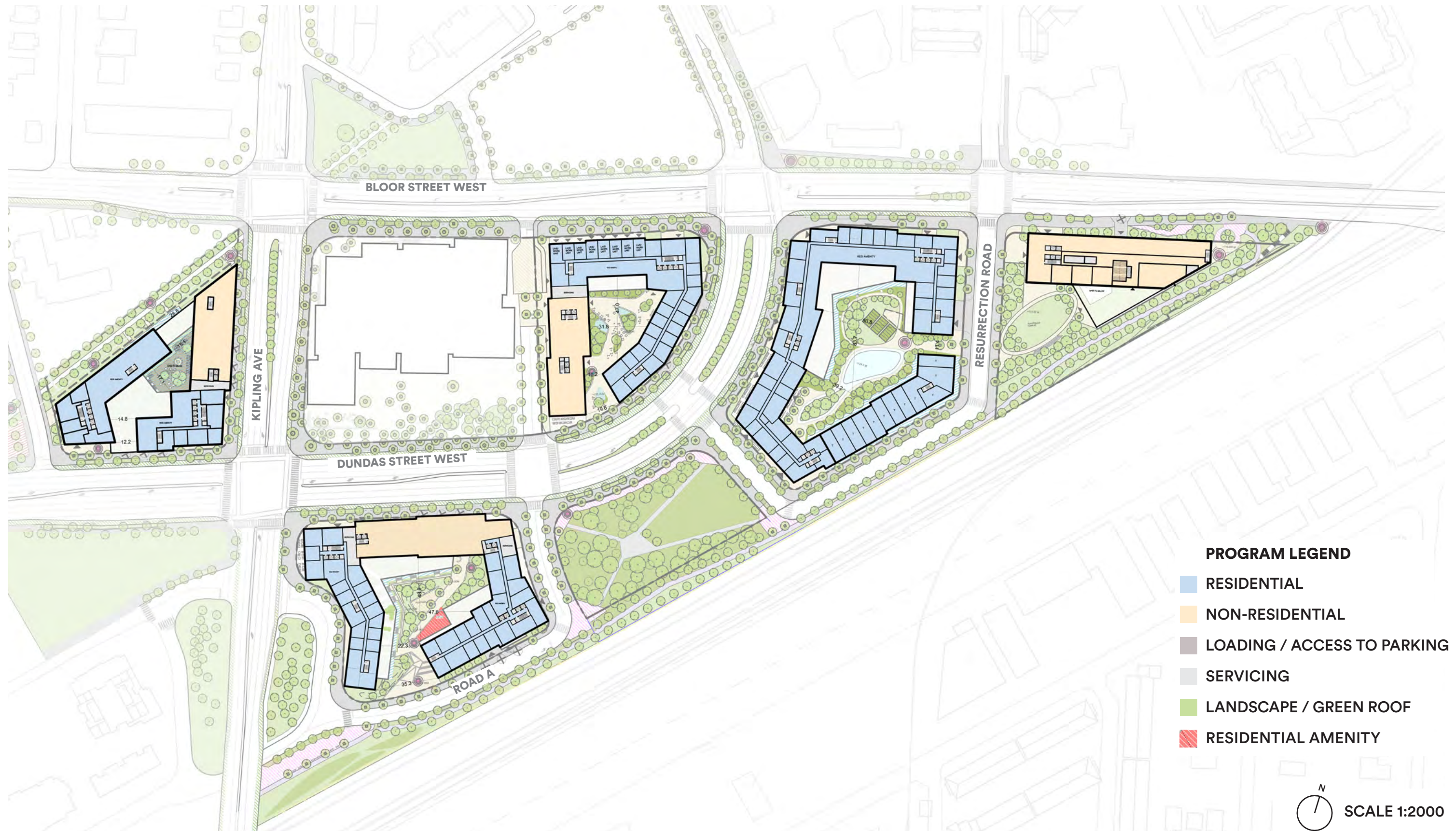
Scale 1:2000



Ground Floor Plan



Second Floor Plan



Courtyard Building Plan

