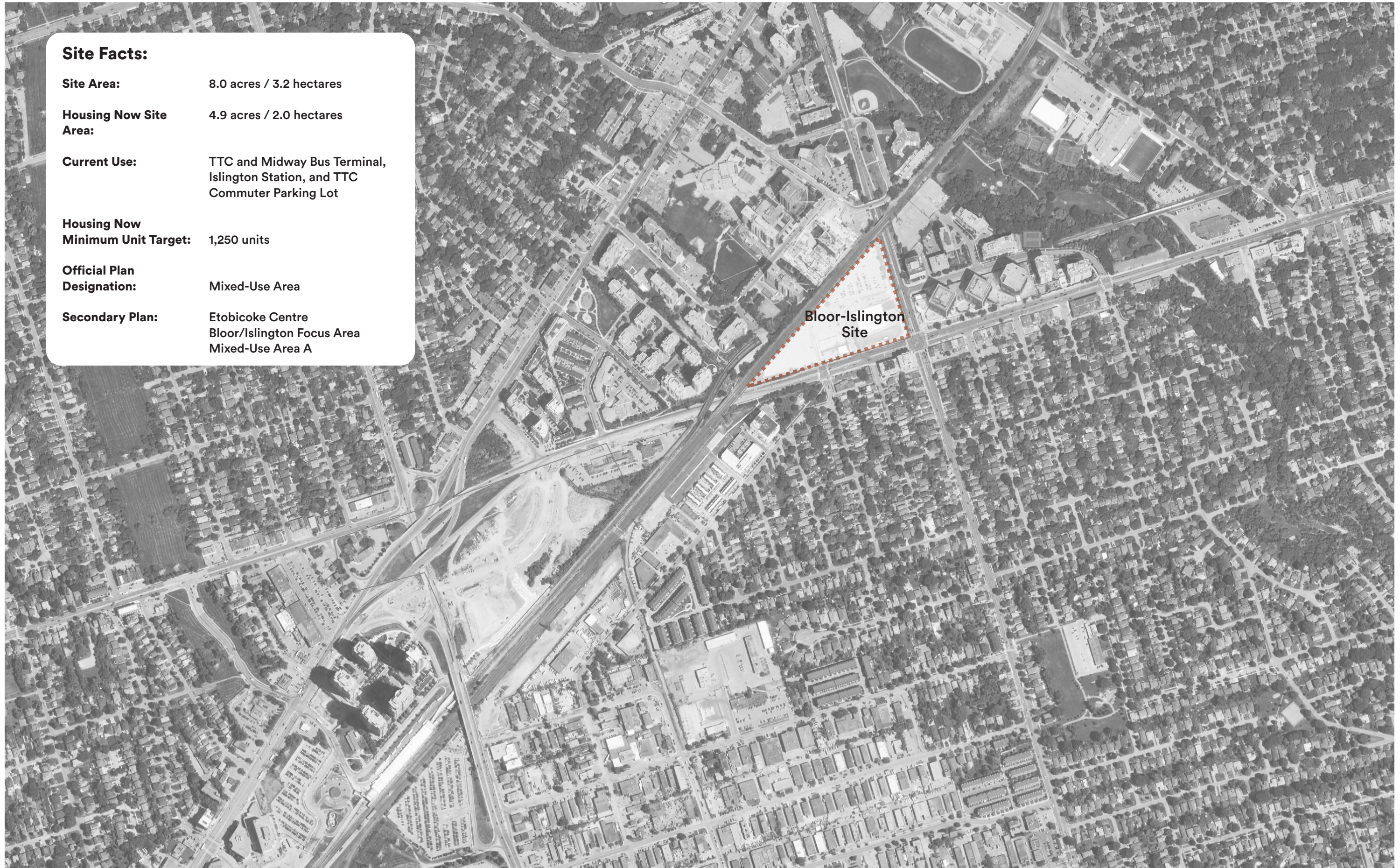


Site Facts:

Site Area:	8.0 acres / 3.2 hectares
Housing Now Site Area:	4.9 acres / 2.0 hectares
Current Use:	TTC and Midway Bus Terminal, Islington Station, and TTC Commuter Parking Lot
Housing Now Minimum Unit Target:	1,250 units
Official Plan Designation:	Mixed-Use Area
Secondary Plan:	Etobicoke Centre Bloor/Islington Focus Area Mixed-Use Area A



Site Photos



Bloor at Rail Overpass



Bloor at Clissold Road looking Northwest



Corner of Bloor & Islington



From Islington at Aberfoyle

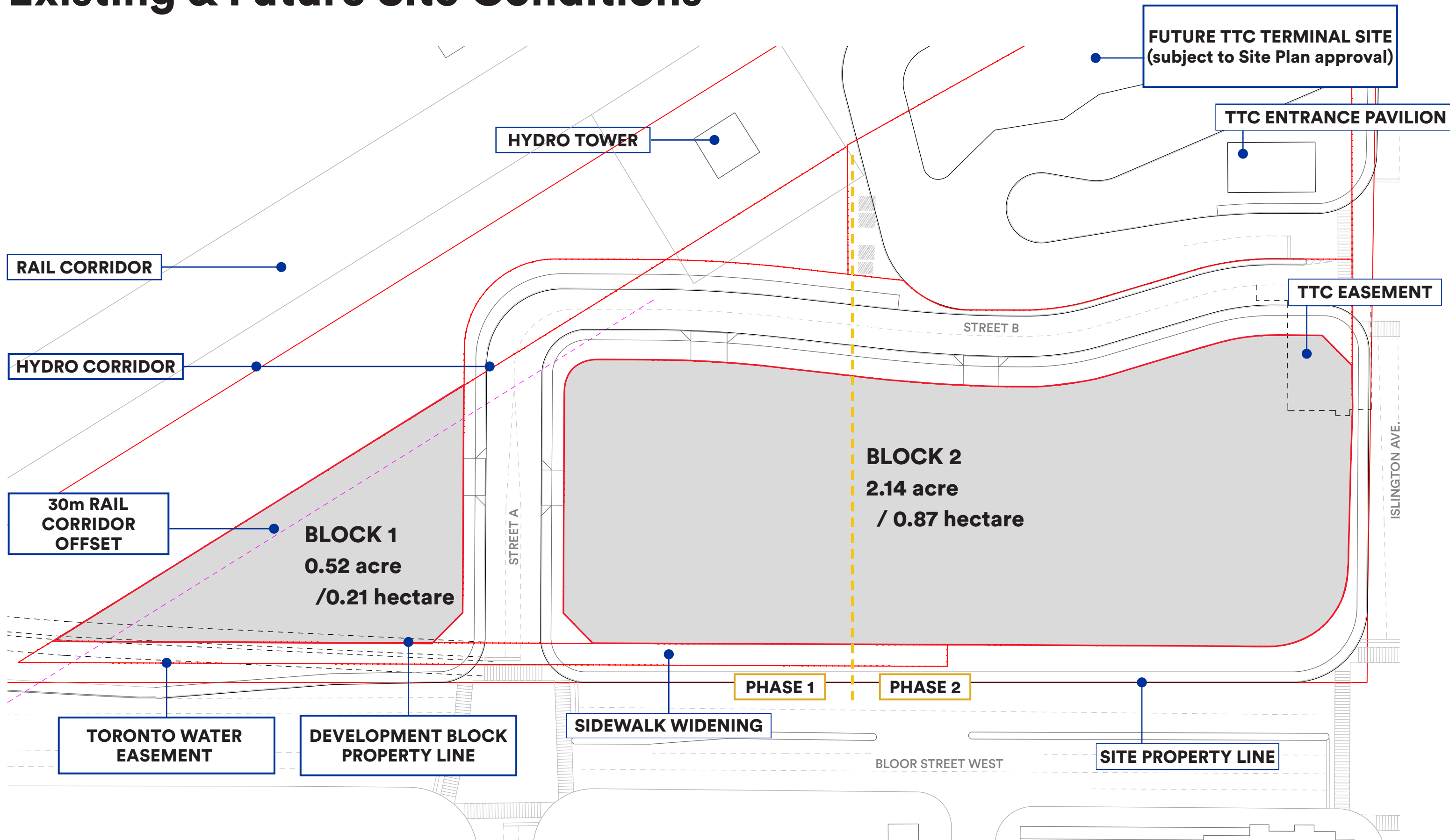


Hydro Corridor looking West



Looking East from Street A

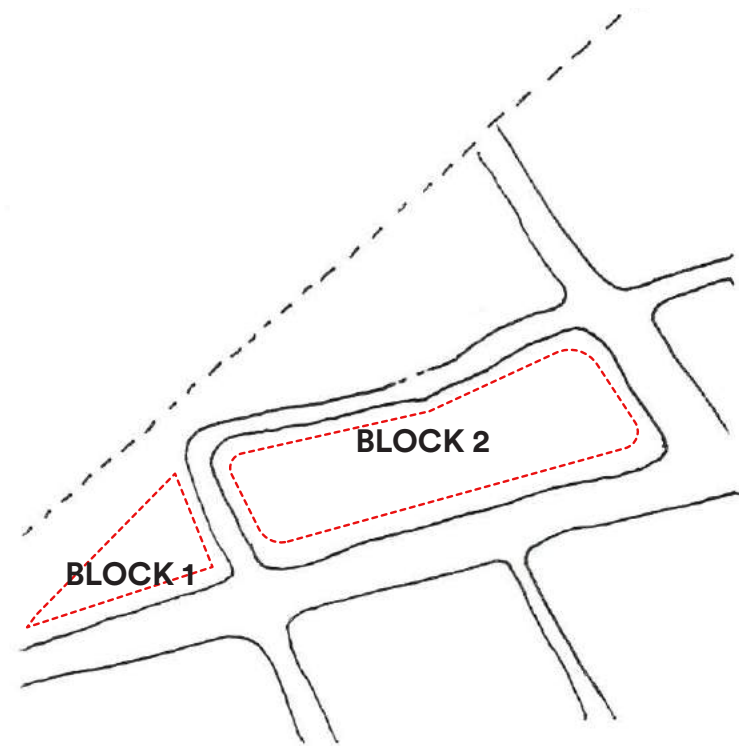
Existing & Future Site Conditions



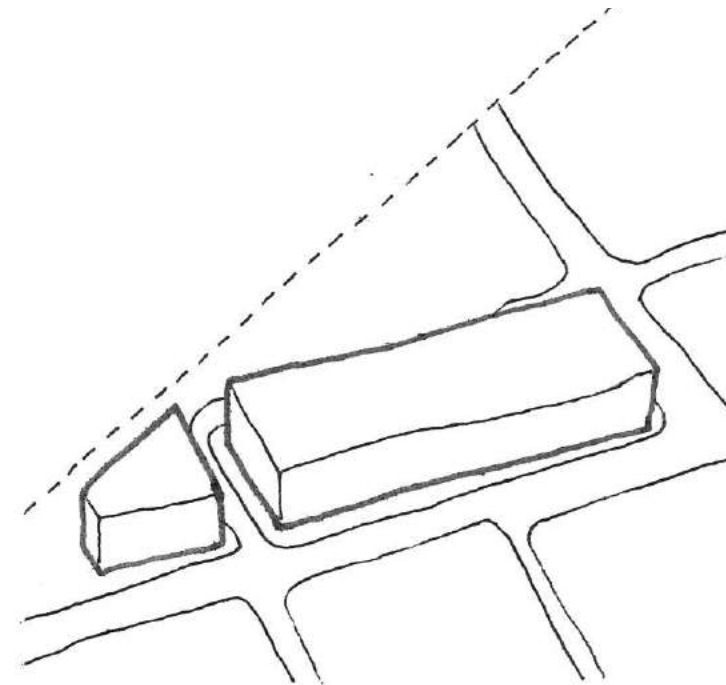
Massing Concept

Designing for a Complete Community & Comfort

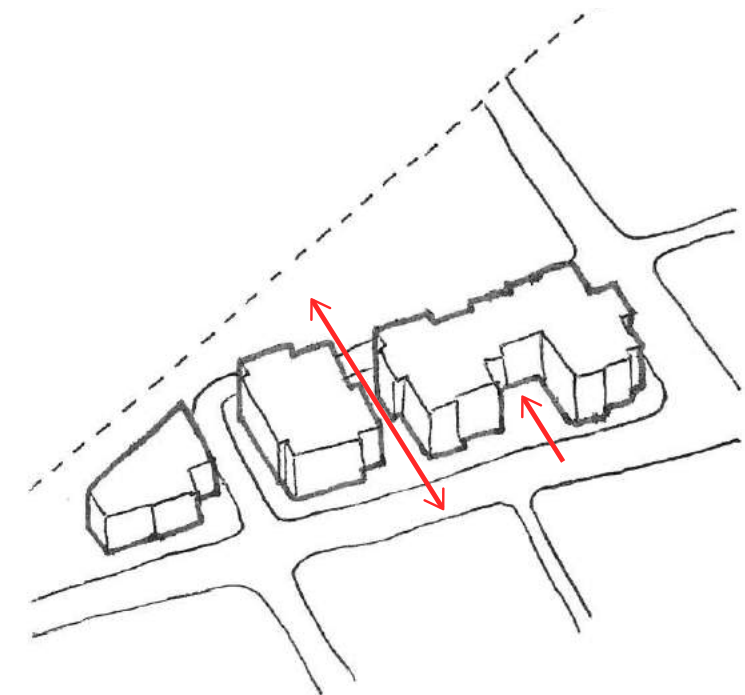
*Conceptual development illustration only



Bloor-Islington Site

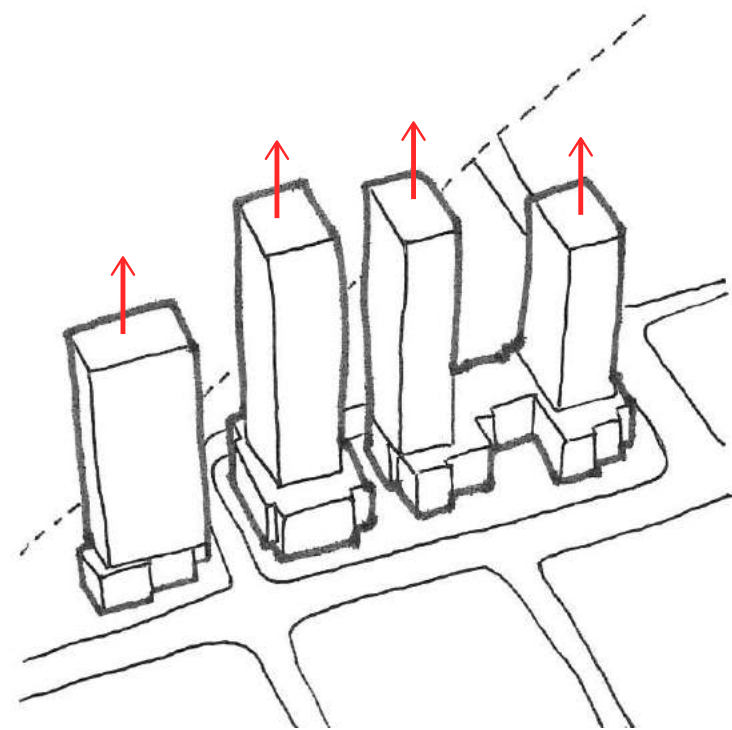


Massing Extrusion

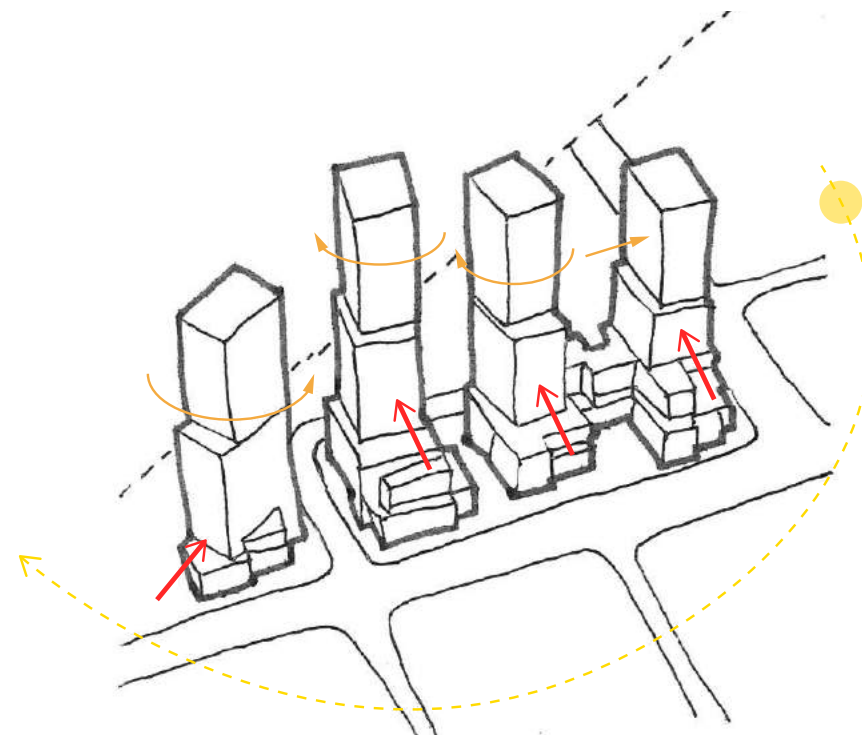


Through-Blocks & Courtyard Openings

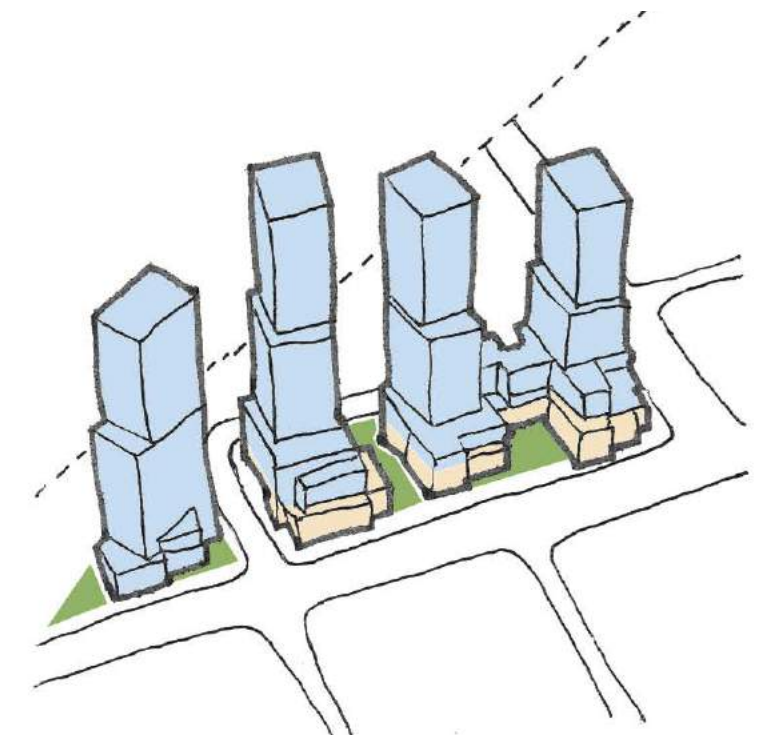
*Conceptual development illustration only



Tower Volume Extrusion



Rotation & Setbacks for Views
Sunlight & Terracing



Program Distribution

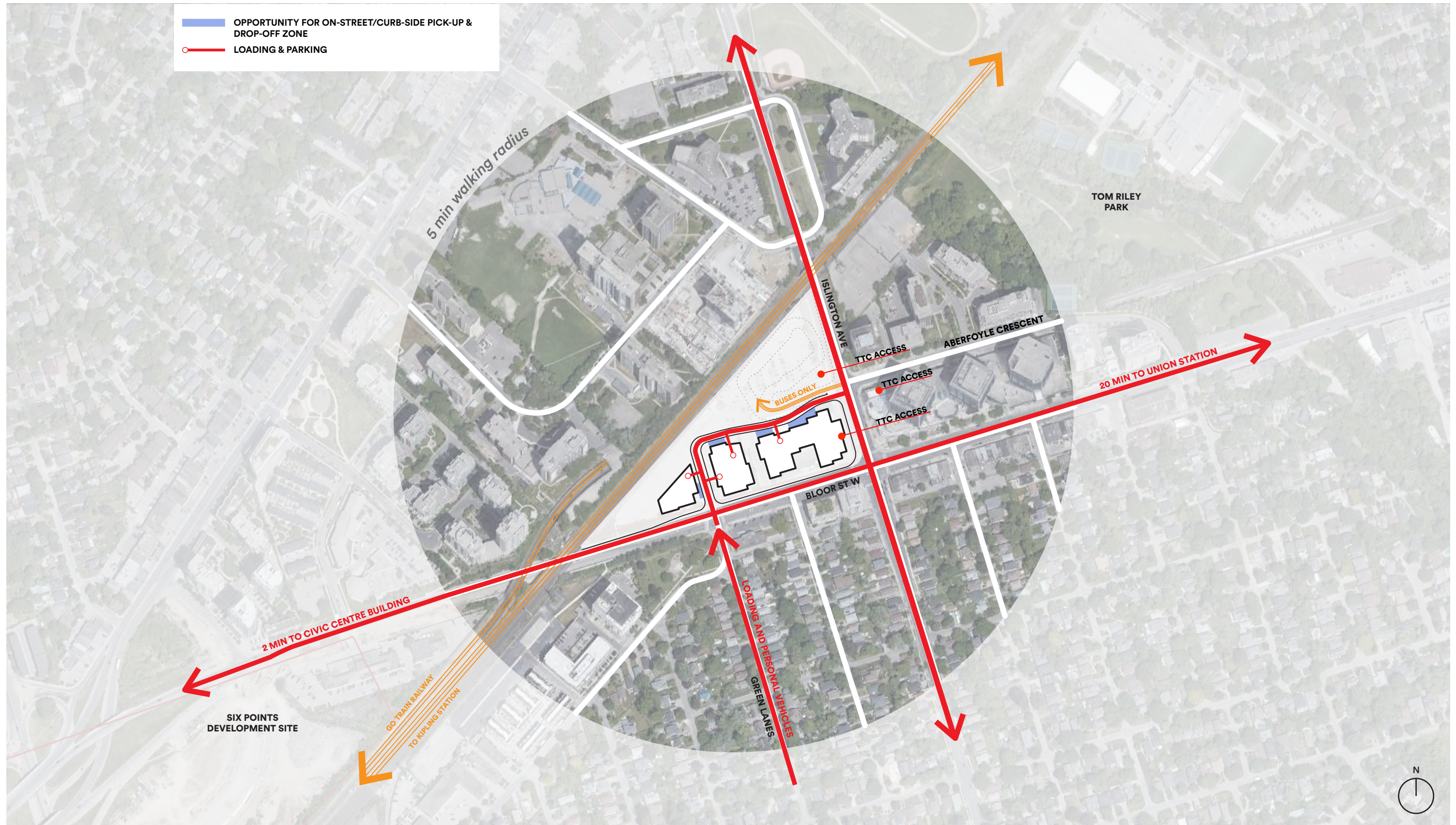
Bloor-Islington

Site Circulation

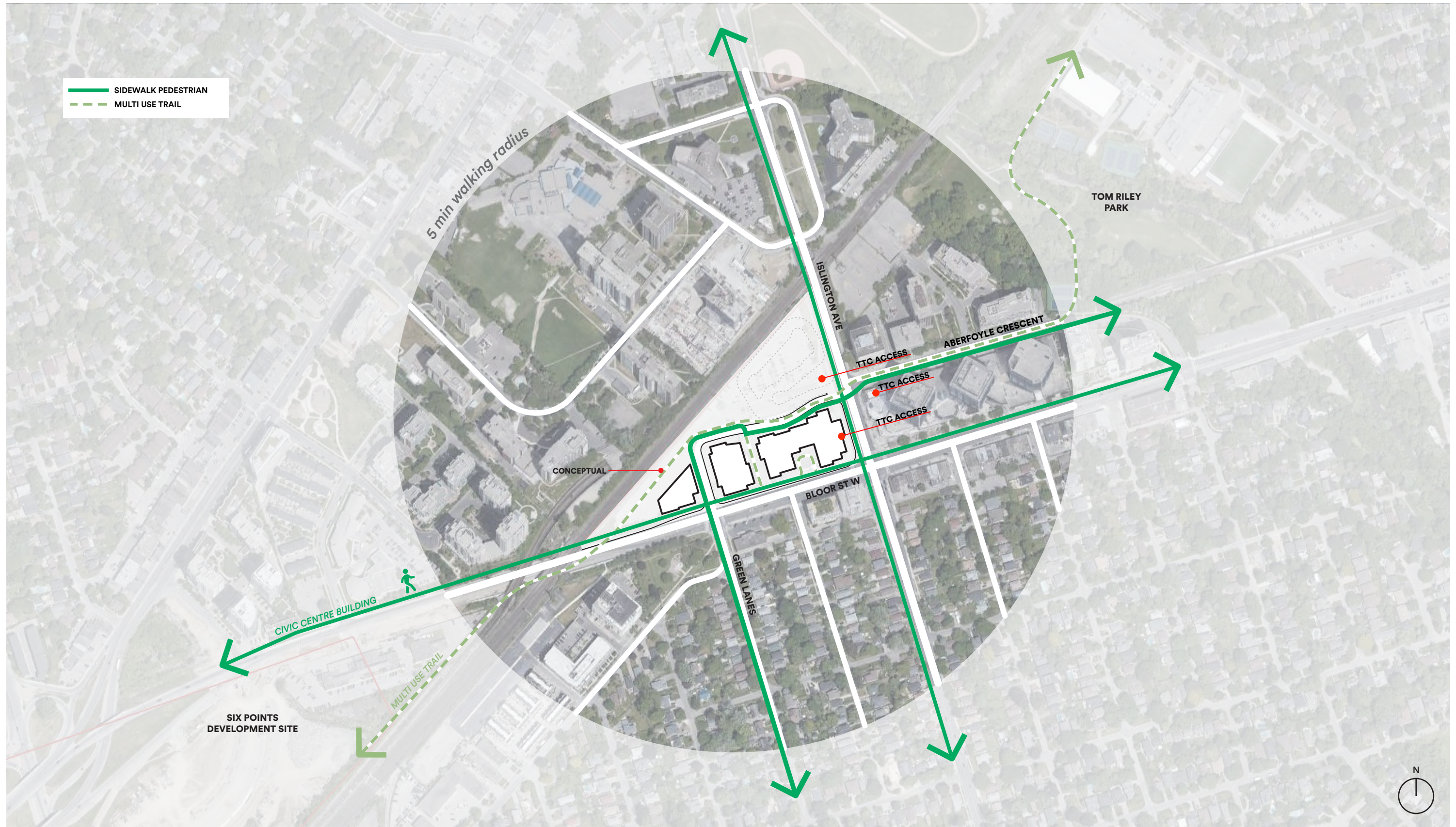
The new Green Lanes (Street A) and Aberfoyle Crescent (Street B) extensions will create the local public street connection at Bloor-Islington from which all vehicular access - both loading and parking - will occur. Pick up and drop off for both new developments and TTC activity will happen predominantly off this new street and be focused on the south side. Bus circulation to and from the new TTC terminal off Islington Avenue will be separated from the local street to promote efficient transit movements in the area.

Improving the pedestrian and cyclist experience is a priority of the Bloor-Islington Block Context Plan. A meandering multi-use trail surrounded by a potentially bermed landscape is proposed to extend along the railway through the otherwise undevelopable hydro corridor in order to create an improved pedestrian and cyclist connection for the existing residential community west of Bloor-Islington that currently uses the Bloor Street West stairway to cut through the commuter parking lot on their way to Islington Station. There is future opportunity for this multi-use trail to connect to the multi-use trail at the Bloor-Kipling neighbourhood and link to Tom Riley Park.

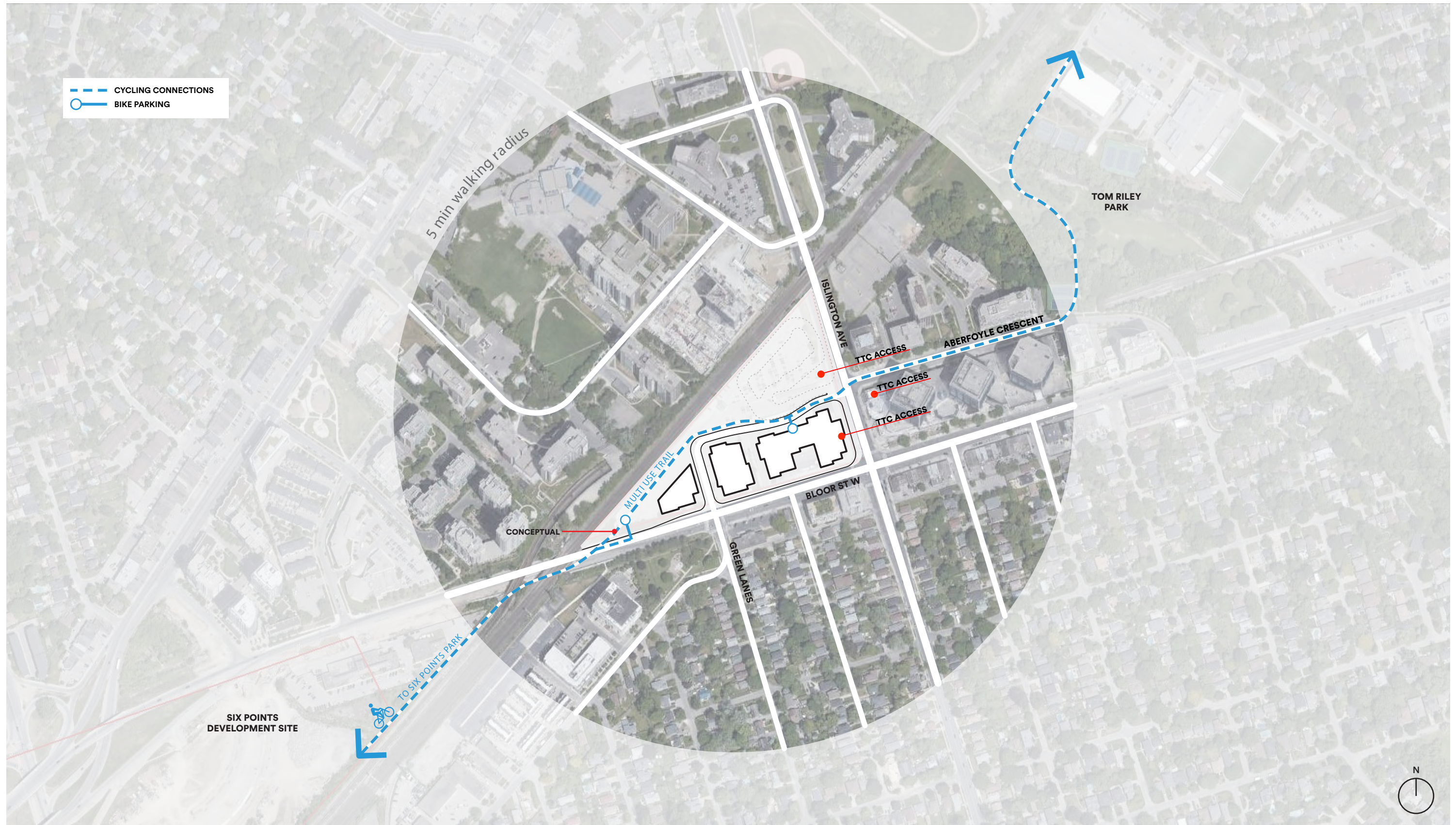
Vehicular Access



Pedestrian Paths



Cycling Connections



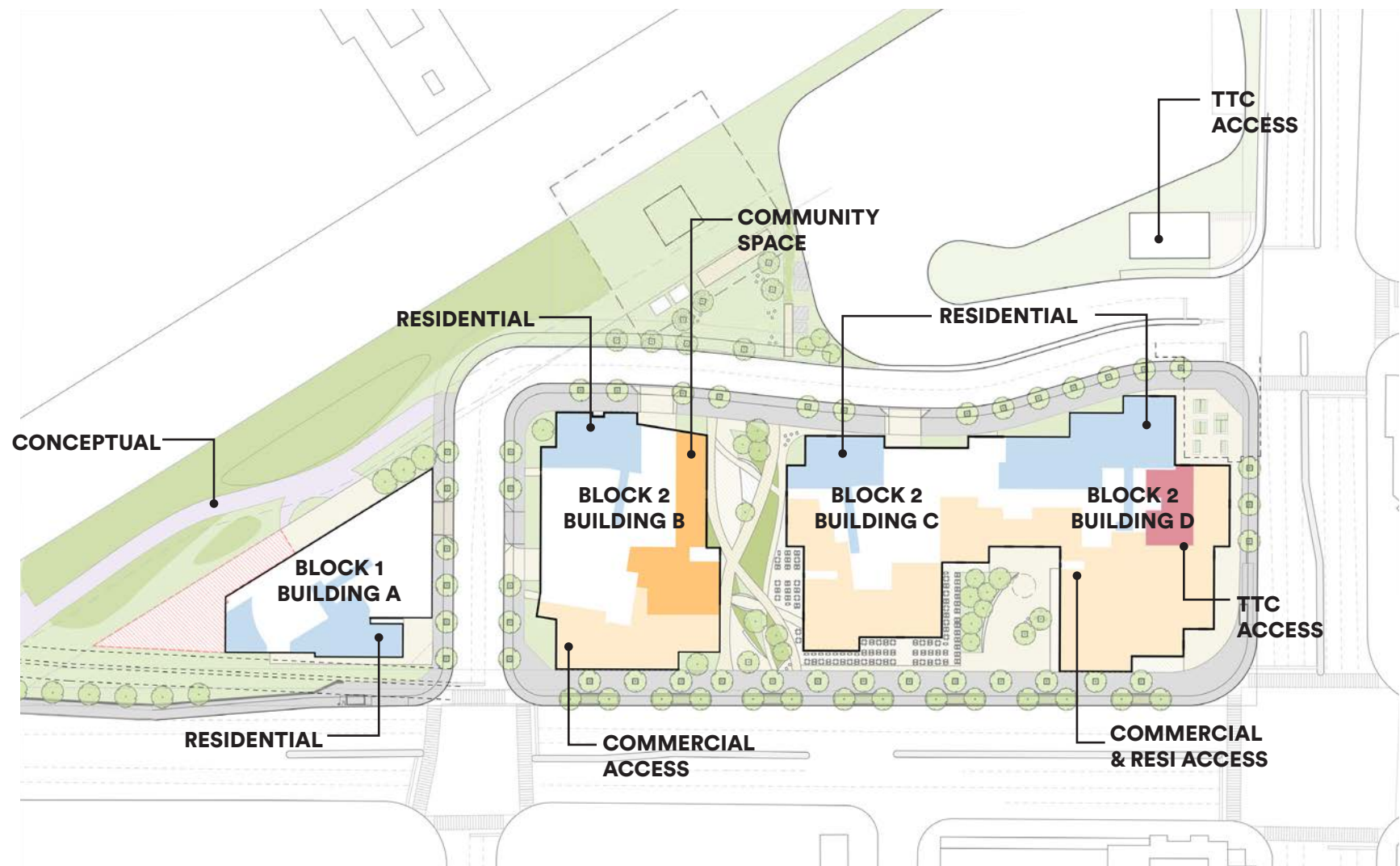
Bloor-Islington

An Active Public Realm

*Conceptual development illustration only

The Housing Now target unit count for the Bloor-Islington requires high density, tall buildings. To offset the adverse impacts that towers can often have, placement was considered based on the microclimatic studies of the effect of wind and sun on the site. The towers have been pushed northward on the development blocks as a threefold approach: 1. to concentrate mass along the northern edge in order to block the predominantly westerly winds as much as possible on the public realm; 2. to avoid shadowing the public realm and as many rooftop terraces and units as possible; and 3. to allow for a mid-rise massing that steps down toward Bloor Street West and opens up to create public spaces that the Block Context Plan envisions as a busy, commercial hub. In addition, for the purposes of rail safety mitigation, a crash wall component could be incorporated into the building design on the north side of buildings A & B. Care should be taken to ensure such elements are designed to maintain architectural expression and avoid expansive blank walls.

As illustrated in the adjacent diagram, on Block 2 the frontage facing Bloor Street West, Islington Avenue, the pedestrian through-block connection, and courtyards shall be preserved as active uses including retail, restaurants, TTC access, and community use. The frontages along the new local public street will have a more residential character with lobbies and residential amenities. All servicing functions will be limited to the new local public street frontage to avoid opaque walls along the pedestrian focused frontages, connections and spaces.



Public Realm Character - Pedestrian Passages, Plaza, Terraces



Planters with Bench



Water Feature, Landscape, and Retail



Market



Shared Street for Many Uses



Passages at Ground Level

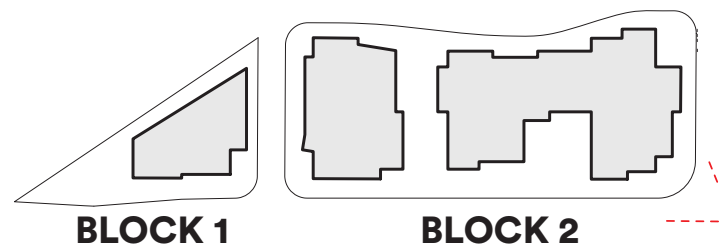


Outdoor Seating and Eating Areas

Bloor-Islington

Streetscape Experience

Retail integrated with an entrance to the Islington TTC Subway Station at ground level and a second floor of commercial offices will animate the Bloor Street West and Islington Avenue corner. A small plaza at the corner affords the opportunity for large sculptural artwork and landscaping. The mid-rise massing is stepped down to the scale of the pedestrian. The intent is to continue the commercial vibrancy that exists further east along Bloor Street West into Etobicoke Centre.



Intersection of Bloor Street West and Islington Ave.

